

**City of Moorhead**

**Americans with Disabilities Act**

**Transition Plan for Public Right of Way**

July 2018

# Table of Contents

---

Executive Summary.....	3
Introduction .....	4
Public Rights-of-Way.....	6
Transit Facilities .....	6
Self-Evaluation .....	6
Policies, Programs and Practices .....	8
Outreach Summary.....	9
Improvement Schedule.....	12
ADA Coordinator.....	14
Appendices.....	16
Appendix A – Self-Evaluation Results .....	17
Appendix B – Schedule and Budget for ADA Improvements.....	18
Appendix C – Public Outreach .....	21
Appendix D – Grievance Procedure.....	23
Appendix E – Contact Information.....	29
Appendix F – City of Moorhead ADA Design Standards and Procedures.....	31
Appendix G: Technical Memo.....	35
Appendix H – Public Involvement and Planning Process.....	36
Appendix I – Field Review Manual.....	37
Appendix J – Glossary Terms .....	38

## Executive Summary

The City of Moorhead ADA Transition Plan for Public Rights-of-Way is the summary of a three-phase approach to evaluating accessibility of the community's infrastructure and achieving compliance with the Americans with Disabilities Act. This plan includes documentation of the following:

- The purpose and need of the document, and a summary of applicable federal law related to accessibility
- Documentation of the City of Moorhead's policies and procedures related to accessibility of public rights-of-way
- Project field review guide
- Inventory of curb ramps and other facilities and their condition
- Public outreach efforts
- Required elements of an ADA Transition Plan – public comments, grievance procedure, appointment of ADA Coordinator, monitoring of the ADA Transition Plan, etc.

Through this effort, the City of Moorhead determined that 20 percent of inventoried facilities (not including sidewalks) are compliant with ADA standards. The City of Moorhead set a policy goal of achieving compliance through scheduled updates over the next 30 years.

## Introduction

### Transition Plan Need and Purpose

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

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

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

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

### ADA and its Relationship to Other Laws

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

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

Section 504 of the Rehabilitation Act of 1973 is a Federal law that protects qualified individuals from discrimination based on their disability. The nondiscrimination requirements of the law apply to employers and organizations that receive financial assistance from any Federal department or agency. Title II of ADA extended this coverage to all state and local government entities, regardless of whether they receive federal funding or not.

## Agency Requirements

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

- Must operate their programs so that, when viewed in their entirety, the programs are accessible to and useable by individuals with disabilities ([28 C.F.R. Sec. 35.150](#)).
- May not refuse to allow a person with a disability to participate in a service, program or activity simply because the person has a disability ([28 C.F.R. Sec. 35.130 \(a\)](#)).
- Must make reasonable modifications in policies, practices and procedures that deny equal access to individuals with disabilities unless a fundamental alteration in the program would result ([28 C.F.R. Sec. 35.130\(b\) \(7\)](#)).
- May not provide services or benefits to individuals with disabilities through programs that are separate or different unless the separate or different measures are necessary to ensure that benefits and services are equally effective ([28 C.F.R. Sec. 35.130\(b\)\(iv\) & \(d\)](#)).
- Must take appropriate steps to ensure that communications with applicants, participants and members of the public with disabilities are as effective as communications with others ([29 C.F.R. Sec. 35.160\(a\)](#)).
- Must designate at least one responsible employee to coordinate ADA compliance [[28 CFR Sec. 35.107\(a\)](#)]. This person is often referred to as the "ADA Coordinator." The public entity must provide the ADA coordinator's name, office address, and telephone number to all interested individuals [[28 CFR Sec. 35.107\(a\)](#)].
- Must provide notice of ADA requirements. All public entities, regardless of size, must provide information about the rights and protections of Title II to applicants, participants, beneficiaries, employees, and other interested persons [[28 CFR Sec. 35.106](#)]. The notice must include the identification of the employee serving as the ADA coordinator and must provide this information on an ongoing basis [[28 CFR Sec. 104.8\(a\)](#)].
- Must establish a grievance procedure. Public entities must adopt and publish grievance procedures providing for prompt and equitable resolution of complaints [[28 CFR Sec. 35.107\(b\)](#)]. This requirement provides for a timely resolution of all problems or conflicts related to ADA compliance before they escalate to litigation and/or the federal complaint process.
- Must reference the ADA requirements specific to accessible transportation facilities as it applies to public right-of-way [[49 CFR 37.9](#) and [Subpart C](#)] [[United States Access Board Chapter 4: Accessible Routes](#)].

**This document has been created to specifically cover accessibility within the public rights-of-way and does not include information on the City of Moorhead programs, practices, or building facilities not related to public rights of way.**

## **Public Rights-of-Way**

For the purpose of the plan, public rights-of-way in the City of Moorhead include roadways and their adjacent facilities that serve a transportation purpose. This includes sidewalks, curb ramps, driveways, and signals. Public rights-of-way do not include buildings, publicly accessible technology, recreational trails and facilities, and private property. These are subject areas that are covered in other City of Moorhead Documents.

## **Transit Facilities**

The city of Moorhead partners with MATBUS in the development and deployment of transit facilities. These facilities include stops and shelters, and portions of the pedestrian network that approach these locations. Per 49 CFR 37.9(c) transit and transportation facilities in the public right-of-way must be accessible, and meet the standards set forth by the United States Access Board.

## **Self-Evaluation**

Under Title II of the Americans with Disabilities Act (ADA) and in compliance with 28 CFR35.105, the city of Moorhead is required to perform a self-evaluation of its current transportation infrastructure policies, practices, and programs to identify programs which are insufficiently accessible. This self-evaluation specifically examines the accessibility of the City of Moorhead' pedestrian access route and public rights-of-way. Evaluations for each ADA feature class within public rights-of-way consisted of the following: curb ramps; one sidewalk ramp; sidewalk infrastructure that connects to transit facilities; traffic control signals; on street transit facilities, public parking lots; and at grade rail crossings.

An inventory of the current pedestrian ramps, signalized intersections, bus stops, and at-grade railroad crossings were conducted during the Fall of 2017 in Moorhead. This evaluation inventory gives the opportunity to evaluate pedestrian facilities on a case by case basis and create an improvement schedule based upon priority areas. Currently, 18% of curb ramps are fully compliant with ADA standards; non-compliance in ramps is due to the ramp construction, noncompliant markings or tactile elements, signalization of the intersection, or a technically infeasible location.

Currently, 52% of signalized intersections with pedestrian indications are ADA compliant; signals did not meet APS requirements when the landing is missing or inadequate, pushbuttons are not 10 feet apart, a vibrotactile pushbutton with an arrow in the correct direction is not present, and/or an audible indication is missing. In the City, 12% of on-street transit facilities are compliant with ADA standards; non-compliance in on-street transit facilities are due to materials, lack of width, and/or slope. Public parking lots are 0%

compliant with ADA standards; non-compliance in public parking lots are due to lack of width in parking spaces, lack of compliant signage and pavement markings, and/or slope. At-grade railroad crossings are 15% compliant with ADA standards; non-compliance in at-grade railroad crossings exist when detectible warnings are missing or in poor condition and or adequate slopes and widths are not provided.

For the development of the draft plan, a partial inventory of sidewalks was completed. The inventory includes four sidewalk points between a transit stop and intersection only. The City intends to complete its review of sidewalk facilities on an ongoing basis in conjunction with improvement projects, and in response to inquiries from community members. It is assumed that there are portions of the City's sidewalks that are not ADA compliant given the date of their construction. Other facilities require a field review and will be part of future data collection efforts. All four inventoried sidewalk facilities were classified as non-compliant. Sidewalk deficiencies are typically the result of materials, lack of width, lack of adequate passing space, and/or slope. Since a complete sidewalk inventory was not completed, sidewalk improvements will not be included in the total cost estimates, found in [APPENDIX B](#). The inventory will continue to be developed and monitored on an ongoing basis by City of Moorhead staff or project partners.

The inventory of pedestrian facilities within its public right-of-way consisted of the evaluation of the following facilities:

- 227.8 miles of sidewalk (to be completed with ongoing maintenance activities)
- 4441 curb ramps (18% compliant), 1 sidewalk ramp (3<sup>rd</sup> Street S) (0% compliant)
- 251 accessible pedestrian signals (52% compliant)
- 34 on-street transit facilities (12% compliant)
- 21 public parking lots (0% compliant)
- 55 At-grade pedestrian railroad crossings (15% compliant)

A detailed evaluation on how these facilities relate to ADA standards is found in [APPENDIX A](#) and will be updated periodically.

As the City of Moorhead continues to implement its Capital Improvement Program (CIP), other public rights-of-way including sidewalks and other pedestrian linkages will be evaluated and improved for ADA compliance.

### **Field Manual for Data Collection**

The field manual was developed to serve as a tool for the City's data collection process. The Field Manual includes all the materials used to conduct the field review of facilities and public rights-of-way for the City's future reference. In addition to detailed instructions and graphics, the guide contains steps to develop the GIS database. The GIS database is an

online cloud-based mapping application. The purpose of the GIS database is to house the inventory of all existing ADA locations within the City with the capability to update, add, and share information as necessary. The database will serve as a management tool for the City. Field guide materials are attached in [APPENDIX I](#).

## **Policies, Programs and Practices**

In addition to the review of infrastructure, part of the self-evaluation also involves reviewing City policies and procedures. A technical memo summarizing a review of local policies and procedures is included in [APPENDIX G](#). The City of Moorhead is committed to providing accessible services to all citizens and addressing the areas for improvement identified in the self-evaluation. The City of Moorhead will consider and respond to all accessibility improvement requests. All accessibility improvements that have been deemed necessary to comply with ADA will be scheduled consistent with facility priorities.

All accessibility improvement requests can be submitted to the ADA Coordinator, see [APPENDIX D](#) for contact information.

### **City Policies**

The City of Moorhead's goal is to continue to provide accessible pedestrian design features as part of the City of Moorhead capital improvement projects. The City of Moorhead will ensure that all new or updated pedestrian facilities are ADA compliant to the maximum extent feasible. The maintenance and construction of all pedestrian facilities within the public access route will follow the policies established by Title II of the ADA, and the guidelines established by Minnesota Department of Transportation (MnDOT) (see [APPENDIX F](#)). These standards and procedures will be kept up to date with nationwide and local best management practices. The following documents were reviewed as part of the self-evaluation.

#### **ADA General Statement/ADA Transition Plan (1997)**

The City of Moorhead completed an ADA Transition Plan in 1997 that applies to all the municipality's functional areas. In general, the plan provides a good starting point for the new transition plan as it relates to public right-of-way. However, much of the existing plan is focused on internal procedures, facility access, and employment law. This plan document will have a more direct focus on public rights-of-way and will update guidelines to more current standards than those identified in 1997. The following gaps will be addressed:

- The new plan will be updated to reflect the most current ADA guidance and design standards, including language developed by the Minnesota Local Roads Research Board (LRRB) and Proposed Guidelines for Accessible Rights-of-Way (PROWAG)



- The establishment of direct routes and areas of high pedestrian activity will be acknowledged as a factor for project prioritization, but not a substitute for full ADA compliance.
- A field review will be updated to note the past twenty years of progress in meeting ADA compliance and more thoroughly noting where existing gaps are.
- City of Moorhead will have its own grievance procedure for accessibility issues on its public facilities and reference recently updated procedures for MATBUS regarding transit facilities. The Curb Cut Replacement Program will be encompassed in this procedure.
- Identify a designated ADA Coordinator for the City of Moorhead (completed as part of this plan effort).

### **Pavement Management Plan/Capital Improvement Program (CIP)**

Projects in the City of Moorhead CIP are listed and prioritized based on assessment of pavement condition, financial impacts and other technical analyses (ex. Safety, need for signal improvements, development, etc.). The need for ADA updates and input from the public will be considered with programmed projects in the CIP. The CIP is intended to provide developers with information about future projects, local utility companies with notice of locations where utility work may be required in conjunction with a local street project to improve coordination, guide city staff in the allocation of resources, and support City code requirements. This plan incorporates the criteria for the CIP by reference.

### **MATBUS Winter Maintenance Policies**

A copy of MATBUS snow and ice removal policies is included in the policy review memo. MATBUS coordinates the clearing of snow and ice from bus stops and shelters and from accessible routes in the immediate vicinity of shelters. The policies outline contractor responsibilities and monitoring procedures, as well as how the agency responds to complaints about snow and ice that has not been removed. MATBUS coordinates with the following entities for winter maintenance:

- The City of Moorhead is responsible for clearing snow and ice from bike paths
- Local policies related to property owners clearing snow apply to sidewalks and paths near bus stops as well; in some cases, downtown businesses pool their resources to clear snow.
- The City of Moorhead uses a contractor for snow removal near railroad crossings

## **Outreach Summary**

The City of Moorhead recognizes that public participation is an important component in the development of this document. Input from the community was gathered and used to help define priority areas for improvements within the jurisdiction of the City of Moorhead. All

outreach products are created for the accessibility of all users in mind to ensure all information is readily available to all people with disabilities.

Public outreach for the creation of this document consisted of the following activities:

### **Project Website**

The project website was launched on August 9, 2017 and developed to house project information, status and draft plan products including the official ADA facility inventory, grievance form and procedure, contact information to key stakeholders, and the final draft. During the development of the draft plan, a WikiMap available for public comments and survey were posted on the project website.

The project website was promoted through several avenues throughout the development of the draft plan. One avenue includes a presentation at the Clay County Adult Mental Health Local Advisory Council meeting held on October 20, 2017.

### **WikiMap**

The WikiMap was available from October 13, 2017 to February 15, 2018 on the City's ADA website. In addition to team promotion, Facebook ads advertised and led the public to utilize the WikiMap. WikiMap participation included both Moorhead residents and those who use Moorhead's transportation system but visit from elsewhere. Through the WikiMap, any concerned citizen could locate trouble-spots within the city limits and describe the nature of the issue or deficiency in the sidewalk, signal concern, curb ramp, and/or other feature. The deficiency items included barriers, gaps, and challenges encountered by the respondent or on behalf of someone the respondent knew, with or without disabilities. The public identified 92 points of concern and provided 7 comments within the timeframe. Each point and comment helped to influence the priorities identified in the plan.

### **Online Survey**

The online survey was open for responses from October 13, 2017 to February 15, 2018 on the City's ADA website. The survey complemented the observations made on the WikiMap aiding the development of this draft plan. The survey targeted people with disabilities and other citizens interested about the accessibility of the City's sidewalks, curb ramps, intersections and other applicable facilities. The questions were designed to collect more information on citizen identified locations that were deemed problematic. Further, the survey asked the responders to prioritize their areas of concern (High, Medium, or Low) understanding the City's budget constraints to phase improvements over time. The survey generated 83 responses. Each survey response helped to influence the priorities identified in the plan.

## Social Media

The City of Moorhead and Metro COG's existing Twitter and Facebook accounts were used to post notices of public outreach opportunities and updates to the project website. Further, Facebook Ad advertisements targeted the City of Moorhead's Facebook users in hopes to boost participation.

## Site Visits

Over the development of the plan, four site visits were scheduled at various organizations and/or institutions within the City of Moorhead. The team gathered photographs and approached people with disabilities for their input on potential barriers to mobility within the public right-of-way at the locations. They focused on sidewalks, trails, transit routes/shelters and intersections.

The site visit locations are as follows:

1. Moorhead High School: Tuesday, December 12, 2017, from 11:30am to 2:30 pm
2. Senior Connections Elderly Meals Program: Tuesday, January 23, 2018 from 11:00 am 2:00pm
3. Creative Care for Reach Independence: February 2, 2018
4. Moorhead Center Mall: Monday, February 19, 2018,

## Focus Group Meetings

The focus group, made up of approximately 21 members, served as liaisons to their respective organizations and disability communities. They contributed vital input on data collection, existing barriers and deficiencies, and refinement of subsequent public outreach efforts. The group met two times throughout the development of the draft plan to review outreach strategies and provide feedback on the final draft. The first meeting was held on October 16, 2017 and the second meeting will be held at a future date (TBD) at the Hjemkomst Interpretive Center.

## Future Outreach and Final Draft Feedback Opportunities

### ***Public Forums***

After review from the SRC and interested parties, a draft plan was presented for public comment in May 2018. All comments were recorded and incorporated into the final plan document. The forum's purpose is to help build awareness around the new draft plan and offer an additional avenue to the public to learn about the proposed policies, procedures, schedule for remediation, and approach to monitoring. In addition to the forum, a narrated online version will be available to those who cannot attend the official public forum. The narrated online version will be posted on the project website and social media.

All outreach summaries, public comments, and figures from each public outreach effort may be found in [APPENDIX H](#).

## Improvement Schedule

### Types of Improvements

Typically, improvements will be made either as a retrofit or as a part of a capital project to address deficiencies in accessibility. The following are examples of projects that the City of Moorhead or its partners will undertake:

- Intersection corner ADA improvements
- Sidewalk/Trail ADA improvements (to include at grade crossings and sidewalk ramps)
- Traffic control signal APS upgrades
- Parking lot ADA improvements
- Transit stop ADA improvements

Rough estimates for the various types of improvements, using 2017-unit prices, are listed in Table 1 below.

Table 1: Improvement Cost Estimates

<b>Infrastructure Element</b>	<b>Cost</b>
Curb Ramp and Sidewalk Ramp	\$1,750-\$2,500 per unit
Sidewalks and Bus Boarding Pads	\$8-\$10 per square foot
Accessible Pedestrian Signals	\$8,000-\$12,000 per eight button intersection
On Street Transit Shelter – Pavement Improvements	\$400 per installation
Parking Lot Restriping	\$8,000-\$15,000 per lot
At-Grade Crossings	\$5,000

The lower estimate includes the addition of eight APS buttons on existing infrastructure, while the higher estimate consists of a full improvement to include pushbuttons and pedestrian station. It is important to understand that much of these costs will be incorporated into existing and planned projects. Cost estimates are based on review of peer projects and are in calendar year 2017 dollars.

### Prioritization

Prioritizing and scheduling of improvements will be established by the City of Moorhead Engineering staff. Factors that determine this include, but are not limited to: severity of

non-compliance, barriers to access a program, feasibility of remedies, safety concerns, and whether a location receives high public use. Consideration will also be given to locations that would most likely not be updated by other City programs. Further, priority will be given to any location where an improvement project or alteration was constructed after January 26, 1991 (marking the formalization of ADA requirements), and accessibility features were omitted. Resident requests and location are also considerations for prioritizing improvements. To best use public resources, the priority areas for planned improvements projects were identified in the completion of this plan. These areas have been selected due to their proximity to specific land uses such as schools, government offices and medical facilities, as well as from the receipt of public comments. A list of priority areas within the City of Moorhead and a detailed description of priority area criteria can be found in **APPENDIX B**.

### **Public External Agency Coordination**

Some external agencies are responsible for right-of-way pedestrian facilities within the jurisdiction of the City of Moorhead. The City will coordinate with those agencies to track and assist in the facilitation of eliminating accessibility barriers along their routes. Additionally, this Transition Plan supports the goals of other adopted planning documents that affect public right-of-way within the City of Moorhead planning area. External Agencies' plans may be found at the following links:

#### ***MnDOT ADA Transition Plan, 2010***

<http://www.dot.state.mn.us/ada/transitionplan.html>

#### ***MATBUS***

<http://www.matbus.com/contact-us/title-vi-discrimination>

#### ***Clay County***

<http://claycountymn.gov/1348/ADA-Transition-Plan>

#### ***City of Fargo***

<http://www.fargond.gov/accessibility/americans-with-disabilities-act-ada>

Contact information for each external agencies' ADA staff may be found in **APPENDIX E**.

### **Implementation Schedule**

The City of Moorhead has set the following schedule goals for the improvement of accessibility to public right-of-way and pedestrian access routes:

- *Baseline of the City's total existing facilities' condition: 20% compliant including four sidewalk points.*
- *After 10 years, 40% of accessibility features that were constructed after January 26, 1991, would be ADA compliant.*
- *After 20 years, 65% of accessibility features within the priority areas identified by Moorhead staff would be ADA compliant.*
- *After 30 years, 95% of accessibility features within the jurisdiction of Moorhead would be ADA compliant.*
- *On a yearly basis, shelter accessibility improvements are planned by MATBUS for one existing shelter facility per year.*

The 30-year time frame to achieve 95 percent accessibility and the required commitment of funding is framed as a policy goal. The availability of funding and future development trends in the City of Moorhead may affect how these projects are prioritized, and the timing of public right-of-way improvements may affect progress toward the compliance goal. As stated earlier in this document, ADA compliance will be achieved in two manners: 1) through scheduled improvements to utilities and public rights-of-way, and 2) through specific ADA retrofit projects. These projects will be determined by the city CIP or on a case by case basis determined by the ADA Coordinator and the City's grievance procedure. A detailed schedule and budget for the CIP and specific projects can be found online at:

[www.moorheadada.com](http://www.moorheadada.com)

## **ADA Coordinator**

In accordance with 28 CFR 35.107(a), the City of Moorhead has identified an ADA Title II Coordinator to oversee the City of Moorhead policies and procedures. Contact information for this individual can be found in Appendix E.

## **Public Comment**

The ADA Transition Plan for Public Rights-of-Way was posted on the City of Moorhead ADA website and made available for public comment for approximately three weeks prior to its recommendation for adoption. A link to the Plan and a public notice was distributed in May 2018. Additionally, the draft version of the Plan was distributed to key stakeholders including school administrators, local senior centers, and businesses and service centers that have been identified as high priority areas for right-of-way improvements. The City will make a reasonable effort to incorporate public comments into the final version of the report. A printed hard copy of the draft document is also available for review at City of Moorhead City Hall, 500 Center Avenue, Moorhead, MN 56560.

Further detail and list of public comments in **APPENDIX C.**

## Grievance Procedure

Under the Americans with Disabilities Act, each agency is required to publish its responsibilities regarding the ADA. A version of this public notice is provided in **APPENDIX D**. If users of City of Moorhead' facilities and services believe the City has not provided reasonable accommodation, they have the right to file a grievance.

To monitor the progress of compliance, the City of Moorhead, in accordance with 28 CFR 35.107(b), has established a grievance procedure for the prompt and equitable resolution of comments, concerns or questions from the citizens of Moorhead. The ADA grievance form is available online and at City Hall and can be returned to the ADA Coordinator. The form may be used by anyone wishing to file a complaint, comment, or concern regarding discrimination based on disability. A sample of the Grievance Form can be found in **APPENDIX D**.

## Monitor the Progress

The City of Moorhead's ADA Transition Plan for Public Rights of Way is an evolving document requiring periodic updates as conditions within the city change. The appendices in this document will be updated as major capital projects are completed, while the main body of the document will be updated in 3-5 years. However, as city policies are re-evaluated and developed, a future update of the entire plan will be scheduled at that time. The City of Moorhead will establish a public comment period with each future modification to the main body of the plan.

## Management Database

As a part of the development of the draft plan, the City of Moorhead implemented a management system through their existing GIS geodatabase to improve prioritization and scheduling. The City's geodatabase joined with the facilities' inventory survey, which was completed during the development of the draft, and serves as a tracking system that may be used to identify the City's progress in achieving complete ADA compliance. Through strict and consistent collection procedures established by the City, projects in remediation will be periodically assessed and re-defined as "scheduled," "in progress/in-design," and "completed" within the management system to ensure the most accurate information is available. With access to the most up-to-date information, the City of Moorhead may efficiently map and identify future improvements based on the CIP. Additionally, categories and priorities may change over time, along with state and federal accessibility policies. It is intended that as projects are completed and policies are updated the geodatabase can accommodate these changes.

## **Appendices**

- A. Self-Evaluation Results**
- B. Schedule and Budget for ADA Improvements**
- C. Public Outreach**
- D. Grievance Procedure**
- E. Contact Information**
- F. City of Moorhead ADA Design Standards and Procedures**
- G. Technical Memo**
- H. Public Involvement and Planning Process Notes**
- I. Field Review Manual**
- J. Glossary of Terms**

## **Attachments**

- F-1: Facility Inventory Report
- F-2: Current Design Standards
- F-3: Summary of all City ACCESIBILITY POLICIES
- F-4: Minnesota Accessibility Code
- F-5: Public Involvement
- F-6: City of Moorhead Inventory Manual
- F-7: Applicable forms, checklists, maps, etc.



## Appendix A – Self-Evaluation Results

Data Collection for the city of Moorhead Self-Evaluation occurred in the Winter of 2017. An Americans with Disabilities Act (ADA) consultant and their staff completed the Data Collection inventory through a GPS application.

At the time of the inventory the City of Moorhead was following general ADA design guidance and procedures, which included a commitment to providing access to all users but did not have any formal policies or practices regarding ADA accessibility within the public Right-of-Way transportation system.

This initial self-evaluation of pedestrian facilities yielded the following results:

Figure 1: Self Evaluation Results

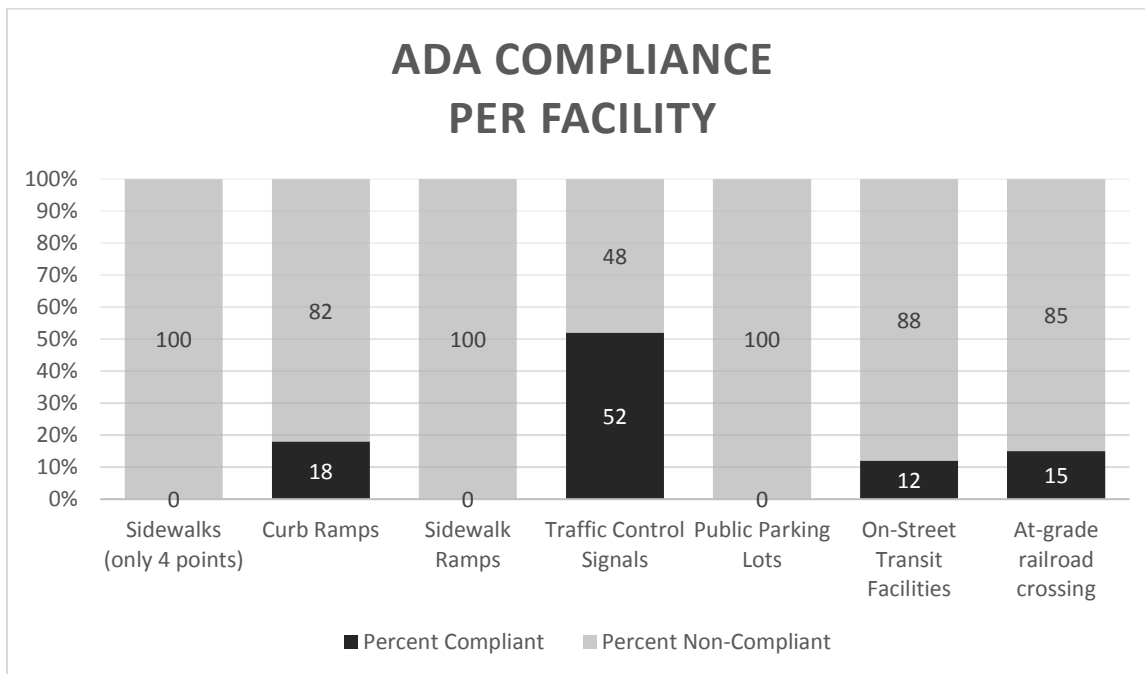


Figure represents compliance for city with exception of sidewalks where only 4 points were collected near on-street transit shelter locations.

Chart Description: Four sidewalk points were reviewed, zero percent of which were ADA compliant. Eighteen percent of curb ramps were ADA compliant. 52 percent of traffic control signals were ADA compliant. No public parking lots were ADA compliant. 11 percent of transit facilities were ADA compliant. 15 percent of at-grade railroad crossings were ADA compliant. One sidewalk ramp was reviewed, which was not ADA compliant.

The existing data includes sidewalk inventory of facilities between a transit stop and intersection only. All four locations were classified as non-compliant.

## Appendix B – Schedule and Budget for ADA Improvements

### Cost Estimates

#### Unit Prices

Construction costs for upgrading facilities can vary depending on each individual improvement and conditions of each site. Costs can also vary on the type and size of project the improvements are associated with. Listed below are representative 2017 costs for some typical accessibility improvements based on if the improvements are included as part of a retrofit type project, or as part of a larger comprehensive capital improvement project.

Concrete Sidewalk / Trail ADA improvement retrofit: +/- \$10.00 per square foot

Sidewalk Ramp ADA Improvement retrofit: +/- \$15/square foot

Curb Ramp ADA improvement retrofit: +/- \$1750 - \$2500 each

Traffic control signal APS upgrade for entire intersection: +/- \$ 12,000 each

Single Traffic control signal pushbutton station replacement +/- \$1500 each

At-Grade Rail Crossing ADA improvement: +/- \$5000 each

On-Street Transit Facilities ADA improvement: +/- \$4000 each, approximately \$22,000 is programmed per year for ADA retrofits and improvements.

Public Parking ADA restriping improvement: +/- \$15,400 each

For the entire jurisdiction's budgeting purpose, the cost to improve a single curb ramp was estimated to be \$2500.

#### Jurisdiction

Based on the results of the self-evaluation, the estimate costs associated with providing ADA accessibility within the jurisdiction not including sidewalks is \$9,611,500. The City of Moorhead is committed in making a significant investment as referenced in the total estimated cost in the upcoming years. The City of Moorhead will take a systematic approach to providing accessibility to absorb the cost into the City's budget for improvements to the public right of way.

#### Prioritization Areas

*The City of Moorhead has established the following criteria to establish priority levels. The City will consider all resident requests as received, which may affect the prioritization levels when appropriate.*

**Highest priority—Category 1A: Gap in Facilities in a High Priority Area**

- No curb ramp where sidewalk or pedestrian path exists and location near a medical center, school, transit facility, government building, non-auto dependent households or similar facility.

**Category 1B: Poor Facility in a High Priority Area**

- Existing curb ramp with a noncompliant running slope and location near a medical center, school, transit facility, government building or similar facility.

**Category 2A: Gap in Facilities**

- No curb ramp where a sidewalk or pedestrian path exists (not located near a medical center or similar facility).

**Category 2B: Poor Facility**

- An existing curb ramp with a noncompliant running slope (not located near a medical center or similar facility).

**Category 3: Inaccessible Crosswalk**

- No curb ramp where a striped crosswalk exists.

**Category 4: Incomplete Intersection**

- One curb ramp per corner and another is needed to serve the other crossing direction.

**Category 5A: Curb Ramp with Poor Landing**

- An existing curb ramp with an insufficient landing.

**Category 5B: Obstructed Curb Ramp**

- An existing curb ramp with obstructions in the ramp or the landing.

**Category 5C: Non-Compliant Curb Ramp**

- An existing curb ramp with any of the following conditions:
  - A cross slope greater than 2%
  - A width less than 48 inches
- No flush transition or median, or island crossings that are inaccessible.

**Category 5D: Curb Ramp in Poor Location**

- An existing curb ramp with returned curbs where pedestrian travel across the curb is not permitted.

**Category 5E: No Crosswalk Extension**

- An existing diagonal curb ramp without the 48-inch extension in the crosswalk.

**Category 5F: Lack of Tactile Indicator**

- An existing curb ramp without truncated dome texture contrast or without color contrast.

**Lowest Priority – Category 6: Non-Compliant Signal or Push Button**

- The pedestrian pushbutton is not accessible from the sidewalk or from the ramp.

**Transit Improvement Prioritization Areas**

While most of the general improvement priorities for Transit Facilities will mirror the geographic and condition criteria identified in the six categories above, several transit factors can also be considered when determining phasing of ADA related improvements.

**Ridership** – Areas with high transit ridership (greater than 20 daily boardings and alightings).

**Lack of Safe Landing Pad** – Areas with bus stops that do not have a paved area for transit passengers who use mobility devices to safely board and alight transit vehicles using lifts or ramps.

**Insufficient Sidewalk Connections** – Areas that may have boarding pads, but lack sidewalk or trail connections to/from the boarding pad.

**Non-ADA Compliant Shelters** – Shelters that are not compliant due to inadequate dimensions or a lack of accessible route surrounding or connecting to the shelter.

**Transit System Customer Service Inquiries** – The City of Moorhead is committed to considering the needs of transit users and the accessibility of transit service on its public right-of-way and will work with MATBUS to consider grievances about facility accessibility.

The City of Moorhead has established the following facilities as high priority for accessibility improvement projects due to the surrounding services.

- Schools
- Senior Centers
- Government Buildings
- Care Facilities
- Specialized Service Centers
- Clinics

## Appendix C – Public Outreach

The City of Moorhead recognizes that public participation is an important component in the development of this document. Input from the community has been gathered and used to help define priority areas for improvements within the jurisdiction of the City of Moorhead.

As part of the ADA Transition Plan’s development process, the City of Moorhead posted the draft plan document on the City Engineering section of its website, <https://www.moorheadada.com/draft-ada-plan/>, and made it available for public comment for a period of three weeks on May 8, 2018. Additionally, a printed copy of the draft plan was made available at the City of Moorhead City Hall Building.

A link to the plan was also distributed via email to school districts, medical facilities, and other public agencies with facilities in Moorhead. The following is a list of email contact and the text that was included in the email notice.

### ***To whom it may concern:***

***The City of Moorhead is seeking input from the public on its draft plan to support accessibility for people using its facilities. We invite you to review the draft version of the plan, posted on the City’s ADA website ([www.moorheadada.com](http://www.moorheadada.com)), as it is being finalized. Feel free to distribute this email to your colleagues, or other that may find this plan to be of interest. The purpose of this notice is to introduce the ADA Transition Plan to the public and inform those that work in “priority areas” related to accessibility about the City’s work thus far. Any comments that you provide may be incorporated into the final version of the plan and help the City of Moorhead to identify key areas for improvement, including curb ramps, sidewalks, and traffic signals.***

***If you need a reasonable accommodation, assistance, or require more information please contact the City Moorhead ADA Coordinator,***

***Thank you for your input,***

***City of Moorhead***

*Comments received during this period can be found in the following pages of this Appendix.*

### List of Stakeholder Contacts

Agency	Address	Phone Number
<b>City of Moorhead Senior Center</b>	202 1 <sup>st</sup> Avenue North Moorhead, MN 56560	218-299-5514
<b>MATBUS Paratransit</b>	650 23 <sup>rd</sup> Street North Fargo, ND 58102	701-235-4464
<b>Clay county Social Services- Disability and Aging Services</b>	715 11 <sup>th</sup> Street North, Suite 502, Moorhead, MN 56560	218-299-5200
<b>Freedom Resource Center</b>	1132 28 <sup>th</sup> Avenue South Suite 105A, Moorhead, MN 56560	218-512-1101
<b>Creative Center for Reaching Independence (CCRI)</b>	2903 15 <sup>th</sup> Street South, Moorhead, MN 56560	218-236-6730
<b>Access of Red River Valley</b>	403 Center Avenue Suite 512, Moorhead, MN 56560	218-233-3991
<b>Disability Resource Center: Concordia College</b>	901 8 <sup>th</sup> Street South Academy 106, Moorhead, MN 56562	218-299-3514
<b>Disability Resource Center: Minnesota State University Moorhead</b>	1104 7 <sup>th</sup> Avenue South, Moorhead, MN 56563	218-477-4318
<b>United Churches for the Homeless</b>	1901 1 <sup>st</sup> Avenue North, Moorhead, MN 56560	218-236-0372
<b>Eventide Linden Tree Circle</b>	1400 7 <sup>th</sup> Street South, Moorhead, MN 56560	866-531-0695
<b>Ecumen Evergreens</b>	512 3 <sup>rd</sup> Avenue South, Moorhead, MN 56560	218-233-1535
<b>Lilac Homes</b>	2615 Parkview Drive #A, Moorhead, MN 56560	218-512-2008
<b>Moorhead High School</b>	2020 11 <sup>th</sup> Street South, Moorhead, MN 56560	218-284-4300
<b>Ellen Hopkins Elementary School</b>	2020 11 <sup>th</sup> Street South, Moorhead, MN 56560	218-284-4300
<b>R. Asp Elementary School</b>	910 11 <sup>th</sup> Street North, Moorhead, MN 56560	218-284-6300

### Record of Public Outreach Summary

A public input meeting was held Wednesday, May 16, 2018 at the Lake Agassiz Regional Library in Moorhead to gather public feedback on the ADA transition plan. Officials from the City of Moorhead and Fargo/Moorhead Metropolitan Council of Governments (FM MetroCOG) were present along with representatives of Freedom Resource Center and SRF Consulting Group.

## Appendix D – Grievance Procedure

Under the ADA, each agency is required to publish its responsibilities regarding the ADA. A draft of this public notice is provided in **APPENDIX D**. If users of public rights-of-way believe the City of Moorhead has not provided reasonable accommodation, they have the right to file a grievance.

In accordance with 28 CFR 35.107 (b), the City has developed the following grievance procedure for the prompt and equitable resolution of citizens' complaints, concerns, comment, and other grievances.

The City understands that members of the public may desire to contact staff and discuss ADA issues without filing a formal grievance. Members of the public wishing to contact the ADA Coordinator, listed in **APPENDIX E**, are encouraged to do so. Contacting staff to informally discuss ADA issues is welcome and does not limit a person's ability or right to file a formal grievance later.

As per ADA requirements, the City has posted a notice outlining its responsibilities. This notice can be found in this Appendix.

The city appreciates and welcomes your comments. To provide feedback, please complete a comment form located in the following pages (p.24-25), or contact the ADA Coordinator listed in **APPENDIX E**.

Those wishing to file a formal written grievance with the City of Moorhead may do so by one of the following methods:

### Internet

Visit the City of Moorhead website [www.moorheadada.com](http://www.moorheadada.com) and click the "ADA" link to the ADA Grievance Form. Fill in the form online and click "submit." A copy of The ADA Grievance Form is included in this Appendix.

### Telephone

Contact the ADA Coordinator listed in the Contact Information section of Appendix E to submit an oral grievance. The staff person will utilize the Internet method above to submit the grievance on behalf of the person filing the grievance.

### Paper Submittal

Contact the pertinent Moorhead staff person listed in the Contact Information section of Appendix E to request a paper copy of the county's grievance form, complete the form, and submit it to the ADA Coordinator. A staff person will utilize the Internet method above to submit the grievance on behalf of the person filing the grievance.

## Public Notice

In accordance with the requirements of Title II of the Americans with Disabilities Act (ADA) of 1990, the City of Moorhead will not discriminate against qualified individuals with disabilities on the basis of disability in City's services, programs, or activities.

**Employment:** The City 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 Americans with Disabilities Act (ADA).

**Effective Communication:** The City 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 City'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 City will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all City programs, services, and activities. For example, individuals with service animals are welcomed in City 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 City program, service, or activity, should contact the office of ADA Coordinator as soon as possible but no later than 48 hours before the scheduled event.

The ADA does not require the City to take any action that would fundamentally alter the nature of its programs or services or impose an undue financial or administrative burden.

The City will not place a surcharge on an 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.

**MATBUS buses, shelters and facilities:** The Cities of Fargo, North Dakota and Moorhead, Minnesota, operate MATBUS and provide access to all its programs, services, and benefits in compliance with Title VI of the Civil Rights Act of 1964 without regard to race, color, national origin, sex (23 U.S.C. 324), age (42 U.S.C 6106), disability/handicap (29 U.S.C 794), or socioeconomic status (E.O. 12898). For more information or to file a discrimination compliance, please contact MATBUS at 701.241.8140.



This statement, as well as the MATBUS schedules and maps, is available in alternative format upon request. MATBUS will provide reasonable accommodations for people with disabilities when possible. Contact MATBUS by calling 701.241/8240, by mail at 650 23<sup>rd</sup> Street North, Fargo, ND 58102, or obtain a compliant form online at [www.matbus.com](http://www.matbus.com).

### ADA Grievance Form

Please fill out this form completely, in black ink or type. If you need any accommodation or assistance in completing this form, please contact the ADA Coordinator, Dan Mahli, at [218.299.5314](tel:218.299.5314) Sign and return to: Moorhead City Hall – 500 Center Ave Moorhead, MN 56561

This ADA Grievance Form is for the use of complaints, concerns, and other grievances associated with the City of Moorhead’s public rights-of-way. If one wishes to file a grievance form for the MATBUS or the City of Fargo, please refer to the following:

- MATBUS: <http://www.matbus.com/contact-us/title-vi-discrimination>
- City of Fargo: <http://fargond.gov/city-government/boards-commissions/human-relations-commission/filing-a-complaint-of-discrimination>

Section I –Discrimination Description			
Date of Alleged Discrimination (Month, Day, Year): _____			
Have efforts been made to resolve this complaint?	<input type="checkbox"/>	Yes	<input type="checkbox"/> No
If yes, what is the status of the grievance? _____			
Has the complaint been filed with the Department of Justice or any other Federal, State or local civil rights agency or court?	<input type="checkbox"/>	Yes	<input type="checkbox"/> No
If Yes:			
Agency or Court: _____			
Contact Name: _____		Contact Title: _____	
Agency Name: _____		Phone: _____	
Description of Grievance/Discrimination:			
_____			
_____			
_____			

Section II – Complainant Information			
Complainant Name: _____			
Street Address: _____			
City: _____		State: _____	Zip: _____
Home Phone: _____		Work Phone: _____	
Mobile Phone: _____		Email: _____	
Preferred method of communication:	Mail	Email	Phone

Section III – Completed by			
Are you filling this complaint out on your own behalf?	<input type="checkbox"/>	Yes	<input type="checkbox"/> No
<b>If Yes, complete Section III</b>			
<b>If No, please supply the name and relationship of the person for whom you are complaining:</b>			
First and last name of person for whom you are filling:	_____		
Relationship of the person for whom you are filling:	_____		
Please explain why you have filed for a third party:	_____		
Please confirm that you have obtained the permission of the aggrieved party, if you are filing on behalf of a third party.	<input type="checkbox"/>	Yes	<input type="checkbox"/> No

Section IV – Previous	
Have you previously filled an ADA complaint with this agency?	<input type="checkbox"/> Yes <input type="checkbox"/> No

<b>Section VI – Remedy Sought</b>
State the specific remedy sought to resolve the issues (s):
_____
_____
_____
_____

*You may attach any written or other information that you think is relevant to your complaint.*

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

I sincerely and truly declare and affirm that the facts contained herein are complete, accurate, and true to the best of my knowledge and belief. Further, I declare and affirm that my statement has been made by me voluntarily without persuasion, coercion, or promise of any kind.

## Appendix E – Contacts

City of Moorhead	<ul style="list-style-type: none"><li>• <b>Responsible for:</b> City-owned right-of-way: sidewalks, trails, curb ramps, driveways, and signals</li><li>• <b>Associated staff may include:</b> ADA Coordinator, Engineering Staff, Public Works staff</li></ul>
MATBUS	<ul style="list-style-type: none"><li>• <b>Responsible for:</b> Bus stops, shelters, transit operations, and portions of approaching pedestrian network</li><li>• <b>Associated staff may include:</b> Transit Manager, Mobility Manager, Fleet and Facilities Manager, Moorhead ADA Coordinator</li></ul>
Clay County	<ul style="list-style-type: none"><li>• <b>Responsible for:</b> County-owned right-of-way (e.g. County Roads)</li><li>• <b>Associated staff may include:</b> ADA Coordinator, Transportation Engineer, Civil Engineer, Public Works staff</li></ul>
MnDOT	<ul style="list-style-type: none"><li>• <b>Responsible for:</b> State-owned right-of-way (e.g. state highways)</li><li>• <b>Associated staff may include:</b> ADA Coordinator, Transportation Engineer, Civil Engineer, Public Works staff</li></ul>
City of Fargo	<ul style="list-style-type: none"><li>• <b>Responsible for:</b> City-owned right-of-way: sidewalks, curb ramps, driveways, and signals</li><li>• <b>Associated staff may include:</b> ADA Coordinator, Transportation Engineer, Civil Engineer, Public Works staff</li></ul>

## Current ADA Contact Information

### City of Moorhead

#### ADA Coordinator

Name Dan Mahli  
Address: 500 Center Avenue  
Moorhead, MN 56561  
Phone: [218.299.5314](tel:218.299.5314)  
E-mail: [dan.mahli@ci.moorhead.mn.us](mailto:dan.mahli@ci.moorhead.mn.us)

### City of Fargo

#### ADA Coordinator

Name: Buildings and Grounds Dept.  
Address: 200 3rd Street North  
Fargo, ND 58102  
Phone: [701.241.1480](tel:701.241.1480)  
Email: [Link to Email Form](#)

### Minnesota Department of Transportation

#### ADA Contact

Kristie Billiar  
[Kristie.billiar@state.mn.us](mailto:Kristie.billiar@state.mn.us)  
651-366-3174

### Clay County

#### ADA Contact

Name: Darren Brooke  
Address: 807 11<sup>th</sup> Street North  
Moorhead, MN 56560  
Phone: 218-229-7336  
Email: [Darren.brooke@co.clay.mn.us](mailto:Darren.brooke@co.clay.mn.us)

### MATBUS

#### ADA Coordinator

Name: Lori Van Beek, Transit Manager  
Address: 650 23<sup>rd</sup> Street North  
Fargo, ND 58102  
Phone: 701-241-8140  
Email: [lvanbeek@matbus.com](mailto:lvanbeek@matbus.com)

## **Appendix F – City of Moorhead ADA Design Standards and Procedures**

### **City of Moorhead- Public Rights-of-Way**

#### **Design and Maintenance Procedures**

The City of Moorhead follows the guidance provided by the United States Department of Transportation (USDOT) and United States Department of Justice (US DOJ) on what constitutes a maintenance project and what constitutes an alteration project.

Maintenance projects include the following work types:

- Crack Filling and Sealing
- Surface Sealing
- Slurry Seals
- Fog Seals
- Scrub Sealing
- Joint Crack Seals
- Joint repairs
- Dowel Bar Retrofit
- Spot High-Friction Treatments
- Diamond Grinding
- Pavement Patching

Alteration Projects include the following work types:

- Open-graded Surface Course
- Cape Seals
- Mill and Fill/Mill and Overlay
- Hot In-Place Recycling
- Microsurfacing/Thin Lift Overlay
- Addition New Layer of Asphalt
- Asphalt and Concrete Rehabilitation and Reconstruction
- New Construction

#### **Intersection Corners**

Curb ramps or blended transitions will attempt to be constructed or upgraded to achieve compliance within all capital improvement projects. There may be limitations which make it technically infeasible for an intersection corner to achieve full accessibility within the scope of any project. Those limitations will be noted, and those intersection corners will remain on the transition plan. As future projects or opportunities arise, those intersection

corners shall continue to be incorporated into future work. Regardless if full compliance can be achieved or not, each intersection corner shall be made as compliant as possible in accordance with the judgment of City staff.

### **Sidewalks / Trails**

Sidewalks and trails will attempt to be constructed or upgraded to achieve compliance within all capital improvement projects. There may be limitations which make it technically infeasible for segments of sidewalks or trails to achieve full accessibility within the scope of any project. Those limitations will be noted, and those segments will remain on the transition plan. As future projects or opportunities arise, those segments shall continue to be incorporated into future work. Regardless if full compliance can be achieved or not, every sidewalk or trail shall be made as compliant as possible in accordance with the judgment of City staff.

### **Accessible Pedestrian Signals**

The purpose of this document is to provide guidance for the City of Moorhead on 1) the installation of Accessible Pedestrian Signals (APS) for new construction and existing traffic signal modifications, and 2) the evaluation of existing traffic signal locations after receipt of a reasonable accommodation request for APS installation.

This guidance is specific to APS and the incorporation of APS equipment and functionality into new, modified, and existing traffic signals.

The City of Moorhead based this guidance on existing practice and the following: 1) Guidelines for Accessible Pedestrian Signals, APS Prioritization Tool - NCHRP 3-62, 2) Guidelines for Accessible Pedestrian Signals, Final Report – NCHRP 117B, and 3) Accessible Pedestrian Signals: A Guide to Best Practices (Workshop Edition 2010) – NCHRP 150. Per the Minnesota Manual on Uniform Traffic Control Devices (MnMUTCD), an APS is “a device that communicates information about pedestrian timing in nonvisual format such as audible tones, speech messages, and/or vibrating surfaces.” (MnMUTCD, December 2011, Section 1A, page 14).

### **New Construction of Traffic Signals**

At proposed traffic signal locations with any pedestrian elements (countdown timers, marked crosswalks, pedestrian indicators, pedestrian ramps, sidewalk/trail, etc.), whether existing or part of the proposed construction, the city will install an APS traffic signal.

The City will not consider an APS traffic signal for any crossing leg where a pedestrian crossing of that leg is a prohibited movement.

### **Existing Traffic Signals**

The City, after receipt of a reasonable accommodation request for an APS traffic signal at an existing traffic signal location, shall evaluate the intersection and each crosswalk at the location.



As part of the City's evaluation of a reasonable accommodation request, a meeting between city staff and the person requesting the APS traffic signal will take place at the intersection. The purpose of the meeting would be to ensure that the city fully understands the request and its context and determine if there are other viable accommodations available (e.g. increase the pedestrian walk or clearance times, increase pedestrian understanding of the traffic signal operations, etc.). In addition, the pedestrian's routes of travel should be determined at the meeting.

In its evaluation, engineering department staff may refer to evaluation tools (e.g. Hennepin County, Minnesota) to determine whether the signal merits immediate modification. Additionally, the department may, based on a balancing of several factors including engineering judgment and the context of the location, install an APS traffic signal even though the evaluation results of the crosswalk by means of this APS evaluation tool do not meet the threshold.

The City will not consider an APS traffic signal for any crossing leg where a pedestrian crossing of that leg is a prohibited movement. The City will consider any upcoming traffic signal or capital projects that are funded, or in the scoping or design phase, in its response to a request to evaluate and/or modify an existing traffic signal as an APS traffic signal (i.e. if construction of a capital project is anticipated the City may elect to postpone such modification and include it in the capital project).

### **Scheduling**

Many factors go into the timing and scheduling for installation of APS traffic signals:

- APS equipment items are unique and project ordering and receiving requires an extended lead time.
- Depending on the timing of the request and the extent of the work required, the department may schedule requests during the following construction season.
- APS installations that require the upgrade of the existing traffic signal controller hardware, the installation of electrical conduits, or pedestrian ramp construction will have an increased schedule length.

For the medication and review of existing traffic signals for the installation of APS, the scheduling of the installation will consider an upcoming capital projects (i.e. if construction of a capital project is anticipated within a year, the City may elect to postpone such modification and include it in the capital project that is funded or in the scoping or design phase).

### **Bus Stops**

Bus stops will attempt to be constructed or upgraded to achieve compliance within all capital improvement projects. There may be limitations which make it technically infeasible for individual bus stop locations to achieve full accessibility within the scope of any project. Those limitations will be noted, and those locations will remain on the

transition plan. As future projects or opportunities arise, those locations shall continue to be incorporated into future work. Regardless on if full compliance can be achieved or not, each bus stop location shall be made as compliant as possible in accordance with the judgment of City staff.

### **Other Transit Facilities**

Additional transit facilities are present within the limits of City of Moorhead. Those facilities fall under the jurisdiction of MATBUS. The City of Moorhead will work with MATBUS to ensure that those facilities meet all appropriate accessibility standards. MATBUS is operated jointly by the cities of Moorhead, MN and Fargo, ND.

### **Transit Design Standards**

City of Moorhead has PROWAG, as adopted by MnDOT, as its design standard. Links to the most current applicable design standards are included in **ATTACHMENT F-2**.

Additionally, design standards for transit facilities and accessible routes can be found in FTA's Circular on ADA, C 4710.1. <https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/americans-disabilities-act-guidance-pdf>.

## **Appendix G: Policy Review Technical Memo**

## Appendix H – Public Involvement and Planning Process

Extensive public outreach efforts were made for the development of the draft plan. The table below provides a list of each outreach activity completed, the date, and the corresponding material used. The outreach materials are included in this appendix in the order they appear in the table.

<b>1</b>	<b>Outreach Activity</b>	<b>Date</b>	<b>Material included</b>
<b>2</b>	Clay County Adult Mental Health Local Advisory Council Meeting	November 21, 2017	<ul style="list-style-type: none"> <li>• Agenda</li> </ul>
<b>3</b>	On-line Survey	October 13, 2017- February 15, 2018	<ul style="list-style-type: none"> <li>• Flyer</li> <li>• Print Survey</li> </ul>
<b>4</b>	WikiMap	October 13, 2017- February 15, 2018	<ul style="list-style-type: none"> <li>• Not included; may be found in the City's geodatabase</li> </ul>
<b>5</b>	Focus Group Meeting #1	October 16, 2017	<ul style="list-style-type: none"> <li>• Agenda</li> <li>• PowerPoint</li> <li>• Meeting Summary</li> </ul>
<b>6</b>	Focus Group Meeting #2	April 2, 2018	<ul style="list-style-type: none"> <li>• Agenda</li> <li>• PowerPoint</li> </ul>
<b>7</b>	Moorhead High School Site Visit	December 12, 2017	<ul style="list-style-type: none"> <li>• Photos</li> <li>•</li> </ul>
<b>8</b>	Senior Connections Elderly Meals Program Site Visit	January 23, 2018	<ul style="list-style-type: none"> <li>• Photos</li> <li>•</li> </ul>
<b>9</b>	Creative Care for Reaching Independence Site Visit	February 2, 2018	<ul style="list-style-type: none"> <li>• Welcome Board</li> </ul>
<b>10</b>	Moorhead Center Mall Site Visit	February 19, 2018	<ul style="list-style-type: none"> <li>• Photos</li> <li>• Welcome Board</li> </ul>
<b>11</b>	Public Input Meeting	May 16, 2018	<ul style="list-style-type: none"> <li>• PowerPoint</li> <li>• Welcome Board</li> </ul>
<b>12</b>	Moorhead City Department Director Workshop	July 10, 2018	<ul style="list-style-type: none"> <li>• Photos</li> <li>• PowerPoint</li> </ul>

## **Appendix I – Field Review Manual**

## Appendix J – Glossary Terms

**ABA:** See Architectural Barriers Act.

**ADA:** See Americans with Disabilities Act.

**ADA Transition Plan:** Mn/DOT's transportation system plan that identifies accessibility needs, the process to fully integrate accessibility improvements into the Statewide Transportation Improvement Program (STIP), and ensures all transportation facilities, services, programs, and activities are accessible to all individuals.

**ADAAG:** See Americans with Disabilities Act Accessibility Guidelines.

**Accessible:** A facility that provides access to people with disabilities using the design requirements of the ADA.

**Accessible Pedestrian Signal (APS):** A device that communicates information about the WALK phase in audible and vibrotactile formats.

**Alteration:** A change to a facility in the public right-of-way that affects or could affect access, circulation, or use. An alteration must not decrease or have the effect of decreasing the accessibility of a facility or an accessible connection to an adjacent building or site.

**Americans with Disabilities Act (ADA):** The Americans with Disabilities Act; Civil rights legislation passed in 1990 and effective July 1992. The ADA sets design guidelines for accessibility to public facilities, including sidewalks and trails, by individuals with disabilities.

**Americans with Disabilities Act Accessibility Guidelines (ADAAG):** contains scoping and technical requirements for accessibility to buildings and public facilities by individuals with disabilities under the Americans with Disabilities Act (ADA) of 1990.

**APS:** See Accessible Pedestrian Signal.

**Architectural Barriers Act (ABA):** Federal law that requires facilities designed, built, altered or leased with Federal funds to be accessible. The Architectural Barriers Act marks one of the first efforts to ensure access to the built environment.

**Capital Improvement Program (CIP):** The CIP for the Transportation Department includes an annual capital budget and a five-year plan for funding the new construction and reconstruction projects on the county's transportation system.

**Detectable Warning:** A surface feature of truncated domes, built in or applied to the walking surface to indicate an upcoming change from pedestrian to vehicular way.

**DOJ:** See United States Department of Justice

**Federal Highway Administration (FHWA):** A branch of the US Department of Transportation that administers the federal-aid Highway Program, providing financial assistance to states to construct and improve highways, urban and rural roads, and bridges.

**FHWA:** See Federal Highway Administration

**Pedestrian Access Route (PAR):** A continuous and unobstructed walkway within a pedestrian circulation path that provides accessibility.

**Pedestrian Circulation Route (PCR):** A prepared exterior or interior way of passage provided for pedestrian travel.

**PROWAG:** An acronym for the *Guidelines for Accessible Public Rights-of-Way* issued in 2005 by the U. S. Access Board. This guidance addresses roadway design practices, slope, and terrain related to pedestrian access to walkways and streets, including crosswalks, curb ramps, street furnishings, pedestrian signals, parking, and other components of public rights-of-way.

**Right of Way:** A general term denoting land, property, or interest therein, usually in a strip, acquired for the network of streets, sidewalks, and trails creating public pedestrian access within a public entity's jurisdictional limits.

**Section 504:** The section of the Rehabilitation Act that prohibits discrimination by any program or activity conducted by the federal government.

**Uniform Accessibility Standards (UFAS):** Accessibility standards that all federal agencies are required to meet; includes scoping and technical specifications.

**United States Access Board:** An independent federal agency that develops and maintains design criteria for buildings and other improvements, transit vehicles, telecommunications equipment, and electronic and information technology. It also enforces accessibility standards that cover federally funded facilities.

**United States Department of Justice (DOJ):** The United States Department of Justice (often referred to as the Justice Department or DOJ), is the United States federal executive department responsible for the enforcement of the law and administration of justice.

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectable warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
1		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
4		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
5		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
6		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
7		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
8		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
9		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
10		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
11		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
12		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
13		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
14		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
15		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
16		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
17		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
18		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
19		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
20		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
21		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
22		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
23		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
24		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
25		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
26		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
27		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
28		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
29		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
30		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
31		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
32		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
33		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
34	1	1	0	1	1	1	2	0	0	9.7% cross		11/16/2017 15:08	3	NO
35	1	1	0	1	1	1	2	0	0			11/16/2017 15:07	3	NO
36		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
37		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
38		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
39		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
40		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
41		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
42		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
43		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
44		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
45		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
46		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
47		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
48		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
49		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
50		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
51		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
52		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
53		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
54		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
55		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO



OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectible warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
56		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
57		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
58		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
59		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
60		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
61		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
62		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
63		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
64		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
65		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
66		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
67		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
68		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
69		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
70		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
71		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
73	1	1	1	1	1	0	1	1	0		8.4% ns dir, 3.3% ew dir	11/15/2017 16:20	2	NO
74	1	1	1	1	1	0	1	1	0		2.6% ew dir, 3.7% ns dir	11/15/2017 16:10	2	NO
75	1	1	1	1	1	0	1	1	0		3.0% ew dir	11/15/2017 16:08	2	NO
76		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
77		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
78		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
79	1	0	1	1	1	1	1	1	1		15.8% running	11/15/2017 16:37	1	NO
80	1	0	0	1	1	0	1	1	1		12.5% running, 2.7% cross	3/6/2018 18:15	3	NO
81		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
82		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
83		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
84		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
85		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
86		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
87		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
88		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
89		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
90		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
91		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
92		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
93		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
94		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
95		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
96		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
97		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
98		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
99		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
100		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
101		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
102		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
103		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
104		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
105		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
106		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
107		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
108		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectible warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
109		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
110		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
111		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
112		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
113		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
114		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
115		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
116		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
117		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
118		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
119		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
120		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
121		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
122	1	1	0	1	1	0	1	1	0		3.7% cross, 3.5% ns	11/15/2017 17:34	3	NO
123	1	1	0	1	1	1	1	1	0		3.5% cross, 3.5% ns	11/15/2017 17:34	2	NO
124	1	1	0	1	1	1	1	1	0		5.4% cross, 2.8% ns , 4.4% ew	11/15/2017 17:35	2	NO
125	1	1	0	1	1	1	1	1	0		4.3% cross, 2.8% ns , 4.4% ew	11/15/2017 17:36	2	NO
126	1	1	0	1	1	1	1	1	0		5.5% cross, 3.6% ns, 5.8% ew	11/15/2017 17:36	2	NO
127	1	1	0	1	1	1	1	1	0		4.7% cross, 3.6% ns, 5.8% ew	11/15/2017 17:37	2	NO
128	1	1	0	1	1	1	1	1	0		6.0% cross, 4.6% ns, 4.4% ew	11/15/2017 17:38	2	NO
129	1	1	0	1	1	1	1	1	0		6.1% cross, 4.6% ns, 4.4% ew	11/15/2017 17:38	2	NO
130		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
131		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
132		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
133		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
134		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
135		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
136		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
138	1	1	1	1	0	0	0	0	0			11/15/2017 16:32	5	NO
139	1	0	1	1	1	0	1	1	1		8.5% running	3/6/2018 18:24	2	NO
140	1	1	1	1	1	0	1	1	0		3.5% ew dir, 3.2% ns dir	3/6/2018 18:24	2	NO
143		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
144		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
145		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
146		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
147		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
148		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
149		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
150		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
151	1	1	0	1	1	1	1	1	0		4.5% cross, 4.3% ns dir, 3.5% ew dir	11/15/2017 16:02	2	NO
152	1	1	0	1	1	1	1	1	0		5.1% crosd, 4.3% ns dir, 3.5% ew dir	11/15/2017 16:02	2	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectible warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
153	1	0	1	1	1	1	1	1	0		8.8% running, 2.6% ew dir	11/15/2017 16:05	2	NO
154	1	1	0	1	1	1	1	1	0		3.6% cross, 2.7% ew dir, 3.7% ns dir	11/15/2017 16:03	2	NO
155	1	1	0	1	1	1	1	1	0		4.0% cross, 2.7% ew dir, 3.7% ns dir	11/15/2017 16:04	2	NO
156	1	1	1	1	1	1	1	1	0		2.1% ns, 3.5% ew	11/15/2017 17:43	1	NO
157	1	1	0	1	1	1	1	1	0		3.8% cross, 2.1% ns, 3.5% ew	11/15/2017 17:42	2	NO
158	1	1	0	1	1	1	1	1	0		5.0% cross, 2.6% ns, 4.0% ew	11/15/2017 17:41	2	NO
159	1	1	0	1	1	1	1	1	0		4.6% cross, 2.6% ns, 4.0% ew	11/15/2017 17:41	2	NO
160	1	1	0	1	1	1	1	1	0		4.6% cross, 4.2% ns, 3.1% ew	11/15/2017 17:40	2	NO
161	1	1	0	1	1	1	1	1	0		4.3% cross, 4.2% ns, 3.1% ew	11/15/2017 17:40	2	NO
162	1	1	0	1	1	1	1	1	0		4.2% cross, 2.2% ns, 3.1% ew	11/15/2017 17:44	2	NO
163	1	1	0	1	1	1	1	1	0		4.5% cross, 2.2% ns, 3.1% ew	11/15/2017 17:43	2	NO
164		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
165		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
166		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
167		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
168		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
169		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
170		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
171		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
172		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
173		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
174		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
175		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
176		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
177		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
178		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
179		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
180		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
181		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
182		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
183		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
184		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
185		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
186		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
187		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
188		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
189		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
190		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
191		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
192		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
193		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
194		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
195		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectible warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
196		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
197		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
198		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
199		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
200		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
201		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
202		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
203		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
204		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
205		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
207	1	1	1	1	1	1	1	1	0		2.3% ew dir	11/15/2017 16:31	1	NO
208	1	1	0	1	1	1	1	1	1		2.3% cross	11/15/2017 16:31	1	NO
211	1	1	1	1	1	1	1	1	0		3.5% ew dir	11/15/2017 16:35	1	NO
212	1	0	1	1	1	0	1	1	0		15.2% running, 2.1% ew dir	3/6/2018 18:17	3	NO
215	1	1	0	1	0	0	1	1	1		3.4% cross	11/15/2017 15:40	3	NO
216	1	1	1	0	0	0	0	0	0		3.0% cross	11/15/2017 15:41	6	NO
217	1	1	0	1	0	0	0	0	0		3.6% cross	11/15/2017 15:41	6	NO
218	1	1	1	1	0	0	1	1	1			11/15/2017 15:42	2	NO
219	1	1	1	1	1	1	1	1	1			11/15/2017 15:44	0	YES
220	1	1	1	1	1	1	1	1	1			11/15/2017 15:48	0	YES
221		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
222		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
223		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
224		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
225	1	0	1	1	1	0	0	0	0		11.8% running slope, no landing	10/19/2017 17:11	5	NO
226	1	1	1	1	1	0	0	0	0		no landing	10/19/2017 17:12	4	NO
227		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
228	1	1	1	1	1	1	1	1	0		2.4% in ew direction of landing	10/20/2017 15:13	1	NO
229	1	1	1	1	1	1	1	0	1		2.6% in ew direction on landing 2.1% in ns direction	10/20/2017 15:11	1	NO
230	1	1	1	1	1	1	1	1	0		2.6% in ew direction on landing 2.1% in ns direction	10/20/2017 15:12	1	NO
231	1	0	0	1	1	1	1	1	0		8.4% running slope and 2.6% cross slope, 2.4% ew direction and 5.4% on ns direction	10/19/2017 21:15	3	NO
232	1	0	0	1	1	1	1	1	0		10.1% running slope, 3.2% cross slope, 2.4% ew dir and 5.4% on ns dir	10/19/2017 21:16	3	NO
233	1	1	1	1	1	1	1	1	1			10/17/2017 20:43	0	YES
234		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
235		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
236		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectible warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
237		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
238		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
239		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
240		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
241		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
242		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
243		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
244		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
245		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
246		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
247		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
248		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
249		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
250		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
251		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
252		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
253		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
254		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
255		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
256		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
257		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
258		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
259		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
260		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
261		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
262		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
263		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
264		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
265		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
266		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
267		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
268		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
269		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
270		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
271		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
272		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
274	1	1	1	1	1	1	1	1	1			11/15/2017 15:47	0	YES
275	1	1	1	1	1	0	1	1	0	3.4% ew dir		3/6/2018 18:06	2	NO
276	1	1	1	1	1	0	1	1	0	2.1% ew dir		3/6/2018 18:08	2	NO
277		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
278		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
279		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
280	1	1	0	1	1	1	2	0	0	2.8% cross slope		10/20/2017 15:44	3	NO
281	1	1	0	1	1	1	0	0	0	2.4% cross slope		10/20/2017 15:41	4	NO
282		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
283		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
284	1	1	1	1	0	0	1	1	1			11/14/2017 20:28	2	NO
285	0	0	0	0	0	0	0	0	0			11/14/2017 20:27	9	NO
286	1	0	0	0	0	0	0	0	0			10/17/2017 20:18	8	NO
287	1	0	0	0	0	0	0	0	0			10/17/2017 20:19	8	NO
288	1	0	0	1	0	0	1	1	1	10.9% running slope 2.1% cross slope		10/17/2017 19:57	4	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectable warnings present?	Detectable warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
289	1	0	0	1	0	0	1	1	1		running slope is 13.5% cross slope is 3.5%	10/17/2017 19:56	4	NO
290	1	1	0	1	0	0	1	1	0		2.4% cross slope on curb ramp 2.3% on ns direction of landing	10/17/2017 20:00	4	NO
291	1	1	1	1	0	0	1	1	0		2.3% ns direction on landing	10/17/2017 19:59	3	NO
292	0											10/17/2017 19:51	1	NO
293	0				0	0						10/17/2017 19:50	3	NO
294	0											10/17/2017 19:53	1	NO
295	0											10/17/2017 19:52	1	NO
296	1	1	1	1	0	0	1	1	0		2.8% ns dir,	11/14/2017 20:20	3	NO
297	0	0	0	0	0	0	0	0	0			11/14/2017 20:20	9	NO
298	1	1	1	1	0	0	1	1	1			11/14/2017 20:21	2	NO
299	1	1	1	1	1	1	1	0	1			11/14/2017 20:22	1	NO
300	1	0	0	0	0	0	0	0	0			10/17/2017 20:16	8	NO
301	1	0	0	0	0	0	0	0	0			10/17/2017 20:15	8	NO
302	1	0	0	0	0	0	0	0	0			10/17/2017 20:13	8	NO
303	0	0	0	0	0	0	0	0	0			10/17/2017 20:14	9	NO
304	1	0	0	0	0	0	0	0	0			10/17/2017 20:16	8	NO
305	0											10/17/2017 20:10	1	NO
306	0	0	0	0	0	0	0	0	0			10/17/2017 20:10	9	NO
307	0	0	0	0	0	0	0	0	0			10/17/2017 20:11	9	NO
308	0	0	0	0	0	0	0	0	0			10/17/2017 20:11	9	NO
309		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
310		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
311		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
312		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
313		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
314		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
315		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
316		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
317		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
318		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
319		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
320		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
321		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
322		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
323		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
324		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
325		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
326		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
327		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
328	1	1	1	1	0	0	1	1	1			11/14/2017 20:32	2	NO
329	1	1	1	1	0	0	1	1	1			11/14/2017 20:31	2	NO
330	1	1	1	1	0	0	1	1	0		2.4% ew dir	11/14/2017 20:30	3	NO
331	1	1	1	1	0	0	1	1	0		2.4% ew dir	11/14/2017 20:31	3	NO
332	1	1	1	1	0	0	1	1	1			11/14/2017 17:08	2	NO
333	1	1	1	1	0	0	1	1	1		box in ramp	11/14/2017 17:09	2	NO
334	1	1	1	1	1	1	1	1	1			11/14/2017 17:08	0	YES
335	1	1	1	1	1	1	1	1	1			11/14/2017 17:07	0	YES
336	1	1	1	1	0	0	1	1	1			11/14/2017 17:25	2	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48" or wider?	Are detectable warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
337	1	1	1	1	0	0	1	1	1			11/14/2017 17:25	2	NO
338	0	0	0	0	0	0	0	0	0			11/14/2017 17:27	9	NO
339	1	1	1	1	0	0	1	1	1			11/14/2017 17:28	2	NO
340	1	1	1	1	1	1	1	1	1			11/14/2017 17:28	0	YES
341	1	1	0	1	0	0	1	1	1	2.6% cross		11/14/2017 17:29	3	NO
342	1	1	1	1	0	0	1	1	1			11/14/2017 17:30	2	NO
343	1	1	1	1	1	1	1	1	1			11/14/2017 17:30	0	YES
344	1	1	1	1	0	0	1	1	1			11/14/2017 17:31	2	NO
345	1	1	0	1	0	0	1	1	1	2.1% cross		11/14/2017 17:32	3	NO
346	1	1	1	1	0	0	1	1	1	grate		11/14/2017 16:40	2	NO
347	1	1	1	1	0	0	1	1	1			11/14/2017 16:40	2	NO
348	1	1	1	1	0	0	1	1	1			11/14/2017 16:41	2	NO
349	1	1	1	1	0	0	1	1	1			11/14/2017 16:41	2	NO
350	1	1	1	1	0	0	1	1	1			11/14/2017 16:36	2	NO
351	1	1	1	1	0	0	1	1	1			11/14/2017 16:37	2	NO
352	1	1	1	1	0	0	1	1	1			11/14/2017 16:38	2	NO
353	1	1	1	1	0	0	1	1	1	grate		11/14/2017 16:38	2	NO
354	1	1	1	1	1	1	1	1	1			11/15/2017 17:20	0	YES
355	1	1	1	1	1	1	1	1	1			11/15/2017 17:23	0	YES
356	1	1	1	1	1	1	1	1	1			11/15/2017 17:24	0	YES
357	1	1	1	1	1	1	1	1	1			11/15/2017 17:29	0	YES
358	1	1	1	1	1	1	1	1	1			11/15/2017 17:31	0	YES
359	1	1	1	1	1	1	1	1	1			11/15/2017 17:18	0	YES
360	1	1	1	1	1	1	1	1	1			11/15/2017 20:42	0	YES
361	1	1	1	1	1	1	1	1	1			11/15/2017 20:43	0	YES
362	1	1	1	1	1	1	1	1	1			11/15/2017 20:40	0	YES
363	1	1	1	1	1	1	1	1	1	Manhole in crosswalk		11/15/2017 21:08	0	YES
364	1	1	1	1	1	1	1	1	1			11/15/2017 21:09	0	YES
365	1	1	1	1	0	0	1	1	1			11/14/2017 19:58	2	NO
366	1	1	1	1	0	0	1	1	1			11/14/2017 19:58	2	NO
367	0	0	0	0	0	0	0	0	0			11/14/2017 20:02	9	NO
368	0	0	0	0	0	0	0	0	0			11/14/2017 20:02	9	NO
369	1	1	0	1	0	0	1	1	1	3.2% cross slope,		10/20/2017 17:32	3	NO
370	1	0	1	1	0	0	1	1	1	8.5% running slope		10/20/2017 17:33	3	NO
371	1	0	0	1	0	0	1	1	0	9.3% running slope, 3.3% cross slope, 2.4% ns direction and 3.3% on ew direction on landing		10/20/2017 17:35	5	NO
372	1	1	1	1	0	0	1	1	0	.4% ns direction and 3.3% on ew direction on landing		10/20/2017 17:35	3	NO
373	0	0	0	0	0	0	0	0	0			11/14/2017 17:18	9	NO
374	0	0	0	0	0	0	0	0	0			11/14/2017 17:18	9	NO
375	0	0	0	0	0	0	0	0	0			11/14/2017 17:18	9	NO
376	1	1	1	1	1	1	1	1	1			11/14/2017 17:17	0	YES
377	1	1	1	1	0	0	1	1	1			11/14/2017 17:17	2	NO
378	1	1	1	1	0	0	1	1	1			11/14/2017 17:16	2	NO
379	1	1	1	1	0	0	1	1	1			11/14/2017 17:15	2	NO
380	1	1	1	1	0	0	1	1	1			11/14/2017 17:15	2	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectable warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
381		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
382	1	1	1	1	0	0	1	1	0		3.4% ew direction on landing	10/20/2017 18:04	3	NO
383	1	1	1	1	0	0	1	1	0		3.4% ew direction on landing	10/20/2017 18:04	3	NO
384	1	0	0	1	0	0	1	1	0		9.9% running slope, 2.5% cross slope, 2.1% slope in ns direction	10/20/2017 18:02	5	NO
385	1	0	1	1	0	0	1	1	0		10.8% running slope, 2.1% slope in ns direction	10/20/2017 18:00	4	NO
386		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
387		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
388		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
389		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
390	1	1	1	1	1	0	1	0	1	1		3/6/2018 19:54	2	NO
391	1	1	1	1	1	1	1	1	1	1		11/15/2017 20:51	0	YES
392	1	1	1	1	1	0	1	0	1	1		3/6/2018 19:54	2	NO
393	1	1	1	1	1	0	1	0	1	1		3/6/2018 19:55	2	NO
394	1	1	1	1	1	0	1	0	1	1		3/6/2018 19:56	2	NO
395	1	1	1	1	1	0	1	0	1	1		3/6/2018 19:54	2	NO
396	1	1	1	1	1	0	1	0	1	1		3/6/2018 19:54	2	NO
397	1	1	1	1	0	0	1	1	1			10/20/2017 17:41	2	NO
398	1	1	1	1	0	0	2	0	0			11/14/2017 17:21	4	NO
399	1	1	1	1	0	0	2	0	0			11/14/2017 17:21	4	NO
400	1	1	1	1	1	1	2	0	0		valve in panel	11/14/2017 17:23	2	NO
401	1	1	1	1	1	1	2	0	0			11/14/2017 17:23	2	NO
402	1	1	1	1	0	0	0	0	0			11/14/2017 17:24	5	NO
403		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
404	0	0	0	0	0	0	0	0	0			11/14/2017 16:32	9	NO
405	0	0	0	0	0	0	0	0	0			11/14/2017 16:32	9	NO
406	0	0	0	0	0	0	0	0	0			11/14/2017 16:33	9	NO
407	0	0	0	0	0	0	0	0	0			11/14/2017 16:33	9	NO
408	1	1	1	1	0	0	1	1	1			10/23/2017 16:42	2	NO
409	1	1	1	1	0	0	1	1	1			10/23/2017 16:43	2	NO
410	1	1	1	1	0	0	1	1	0		2.4% ns dir	10/23/2017 16:44	3	NO
411	1	1	1	1	0	0	1	1	0		2.4% ns dir	10/23/2017 16:45	3	NO
412	0	0	0	0	0	0	0	0	0			10/23/2017 16:45	9	NO
413	1	1	1	1	0	0	1	1	0		2.4% ew and 3.2% ns	10/23/2017 16:47	3	NO
414	1	1	0	1	0	0	1	1	1		2.4% cross slope	10/23/2017 16:48	3	NO
415	1	1	1	1	0	0	1	1	1			10/23/2017 16:49	2	NO
416	1	1	0	1	0	0	1	1	1		2.6% cross slope	10/23/2017 18:55	3	NO
417	1	1	1	1	0	0	1	1	0		2.6% ew dir	10/23/2017 19:05	3	NO
418	0	0	0	0	0	0	0	0	0			10/23/2017 19:07	9	NO
419	1	1	1	1	0	0	1	1	1			10/20/2017 18:49	2	NO
420	1	1	1	1	0	0	1	1	1			10/20/2017 18:48	2	NO
421	1	1	1	1	0	0	1	1	1			10/20/2017 18:47	2	NO
422	1	1	1	1	0	0	1	1	1			10/20/2017 18:46	2	NO



OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48" or wider?	Are detectable warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
423	1	0	1	1	0	0	1	1	1		8.7% running slope	10/20/2017 18:53	3	NO
424	1	1	1	1	0	0	1	1	1			10/20/2017 18:52	2	NO
425	1	1	1	1	0	0	1	1	1			10/20/2017 18:51	2	NO
426	1	1	1	1	0	0	1	1	1			10/20/2017 18:50	2	NO
427	1	1	1	1	0	0	1	1	1			11/14/2017 16:43	2	NO
428	1	1	1	1	0	0	1	1	1			11/14/2017 16:43	2	NO
429	1	1	1	1	0	0	1	1	1			11/14/2017 16:45	2	NO
430	1	1	1	1	0	0	1	1	1			11/14/2017 16:44	2	NO
431	1	1	0	1	0	0	1	1	1		2.1% cross	11/14/2017 15:49	3	NO
432	0	0	0	0	0	0	0	0	0			11/14/2017 15:57	9	NO
433	1	1	0	1	0	0	1	1	1		lip along edge, 2.4% cross	11/14/2017 15:59	3	NO
434	1	1	1	1	0	0	1	1	1			11/14/2017 15:59	2	NO
435	1	1	1	1	1	0	1	1	1			11/14/2017 15:42	1	NO
436	1	1	1	1	1	0	1	1	1			11/14/2017 15:42	1	NO
437	1	1	1	1	1	1	0	0	0			11/14/2017 15:45	3	NO
438	1	1	1	1	1	0	1	1	1			11/14/2017 15:44	1	NO
439	1	1	1	1	1	0	1	1	1			11/14/2017 15:44	1	NO
440	1	0	1	1	0	0	1	1	1		9.2% running slope	10/23/2017 17:49	3	NO
441	1	1	1	1	0	0	1	1	0		2.6% ns dir	10/23/2017 17:56	3	NO
442	1	1	1	0	0	0	1	1	0		3.5% ns dir, grass growing	10/23/2017 17:52	4	NO
443	0	0	0	0	0	0	0	0	0			10/23/2017 18:26	9	NO
444	0	0	0	0	0	0	0	0	0			10/23/2017 18:08	9	NO
445	1	1	1	1	0	0	1	1	1			10/23/2017 18:29	2	NO
446		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
447	1	1	0	1	1	1	1	1	0		2.7 % cross slope on ramp, 6.0% on landing in both directions	10/17/2017 18:28	2	NO
448	1	0	1	1	1	1	1	1	0		8.7% running slope , landing is 9.5% ew direction.	10/17/2017 18:26	2	NO
449	1	1	0	1	1	1	2				2.2% cross slope	10/17/2017 18:47	1	NO
450	1	1	1	1	1	1	2					10/17/2017 18:48	0	YES
451	1	1	1	1	0	0	1	1	1			11/14/2017 19:55	2	NO
452	1	1	1	1	0	0	1	1	1			11/14/2017 19:56	2	NO
453	1	1	1	1	0	0	1	1	1			11/14/2017 19:55	2	NO
454	1	1	1	1	0	0	1	1	1			11/14/2017 19:54	2	NO
455	1	1	1	1	0	0	1	1	0		4.4% ns dir,	11/14/2017 19:50	3	NO
456	1	1	0	1	0	0	1	1	0		3.2% cross, 4.4% ns dir	11/14/2017 19:50	4	NO
457	1	1	1	1	1	1	1	1	1			11/14/2017 19:51	0	YES
458	1	1	1	1	1	1	1	1	1			11/14/2017 19:51	0	YES
459	1	1	1	1	1	1	1	1	0	1	3.2% in ew direction for landing	10/17/2017 19:00	1	NO
460	1	1	1	1	1	1	2					10/17/2017 18:58	0	YES
461	0	1	1	1	0	0	2					10/17/2017 19:02	3	NO
462	1	1	1	1	0	0	1	1	1			11/14/2017 20:06	2	NO
463	1	1	1	1	0	0	1	1	1			11/14/2017 20:06	2	NO
464	1	1	1	1	0	0	1	1	1			11/14/2017 20:07	2	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48" or wider?	Are detectable warnings present?	Detectable warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
465	1	1	1	1	0	0	1	1	1		grate and valve	11/14/2017 20:08	2	NO
466	1	1	1	1	1	0	2	1	0			11/13/2017 22:14	2	NO
467	1	1	1	1	1	1	2	0	0			11/13/2017 22:09	2	NO
468		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
469		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
470	0	0	0	0	0	0	0	0	0			11/13/2017 22:08	9	NO
472	0	0	0	0	0	0	0	0	0			11/13/2017 22:26	9	NO
473	0	0	0	0	0	0	0	0	0			11/13/2017 22:25	9	NO
474	1	1	1	1	0	0	1	1	1			11/13/2017 22:26	2	NO
475	0	0	0	0	0	0	0	0	0			11/13/2017 22:26	9	NO
476	1	1	1	1	0	0	1	1	1			11/14/2017 20:10	2	NO
477	1	1	1	1	0	0	1	1	1			11/14/2017 20:10	2	NO
478	1	1	1	1	0	0	1	1	1			11/14/2017 20:11	2	NO
479	1	1	1	1	0	0	1	1	1			11/14/2017 20:11	2	NO
480	1	1	1	1	0	0	1	1	1			11/14/2017 20:12	2	NO
481	1	1	1	1	0	0	1	1	1			11/14/2017 20:12	2	NO
482	1	1	1	1	0	0	1	1	1			11/14/2017 20:12	2	NO
483	1	1	1	1	0	0	1	1	1			11/14/2017 20:13	2	NO
484	1	1	1	1	0	0	1	1	0		2.9% ns dir	11/14/2017 19:46	3	NO
485	1	1	0	1	0	0	1	1	0		3.3% cross, 2.9% ns dir	11/14/2017 19:47	4	NO
486	0	0	0	0	0	0	0	0	0			11/14/2017 20:01	9	NO
487	1	1	1	1	0	0	1	1	0		2.9% ew dir, 2.9% ns dir, grate	11/14/2017 19:48	3	NO
488	1	1	0	1	0	0	1	1	0		2.7% cross, 2.9% ew dir, 2.9% ns dir,	11/14/2017 19:49	4	NO
489	1	1	1	1	1	0	1	1	1			11/14/2017 15:38	1	NO
490	1	1	1	1	1	0	1	1	1			11/14/2017 15:39	1	NO
491	1	1	1	1	1	0	1	1	1			11/14/2017 15:35	1	NO
492	1	1	1	1	1	0	1	1	1			11/14/2017 15:35	1	NO
493	1	1	1	1	1	0	1	1	1			11/14/2017 15:36	1	NO
494	1	1	1	1	1	0	1	1	1			11/14/2017 15:36	1	NO
495	1	1	1	1	1	0	1	1	1			11/14/2017 15:37	1	NO
496	1	1	1	1	1	0	1	1	1			11/14/2017 15:37	1	NO
497		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
498		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
499		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
500		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
501		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
502		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
503		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
504		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
505		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
506		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
507		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
508		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
509		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
510		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
511		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
512		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
513	0	0	0	0	0	0	0	0	0			10/20/2017 18:55	9	NO
514	0	0	0	0	0	0	0	0	0			10/20/2017 18:56	9	NO
515	0	0	0	0	0	0	0	0	0			10/20/2017 18:56	9	NO
516	0	0	0	0	0	0	0	0	0			10/20/2017 18:57	9	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectible warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
517	0	0	0	0	0	0	0	0	0			10/20/2017 18:57	9	NO
518	1	1	1	1	0	0	1	1	0		2.6% in ns direction on landing, water shut off valve in flare of ramp	10/20/2017 18:59	3	NO
519	1	0	1	1	0	0	1	1	0		11.1% running slopr 2.4% in ns direction of landing	10/20/2017 19:01	4	NO
520	0	0	0	0	0	0	0	0	0			10/20/2017 19:00	9	NO
521		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
522		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
523		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
524		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
525		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
526		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
527	1	1	1	1	0	0	1	1	1			11/13/2017 18:49	2	NO
528	1	1	1	1	0	0	1	1	1			10/23/2017 18:50	2	NO
529		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
530		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
531		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
532		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
533		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
534		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
535		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
536		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
537		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
538		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
539	0	0	0	0	0	0	0	0	0			11/14/2017 15:28	9	NO
540	1	1	1	1	0	0	1	1	1			11/14/2017 15:29	2	NO
541	1	1	1	1	1	1	1	1	1			11/14/2017 15:27	0	YES
542	0	0	0	0	0	0	0	0	0			11/14/2017 15:31	9	NO
543	1	1	1	1	0	0	1	1	1			11/14/2017 15:31	2	NO
544	1	1	1	1	0	0	1	1	1			11/14/2017 15:32	2	NO
545	1	1	1	1	0	0	1	1	1			11/14/2017 15:32	2	NO
546	1	1	1	1	0	0	1	1	1			11/14/2017 15:23	2	NO
547	1	1	1	1	0	0	1	1	1			11/14/2017 15:24	2	NO
548	0	0	0	0	0	0	0	0	0			11/14/2017 15:19	9	NO
549	0	0	0	0	0	0	0	0	0			11/14/2017 15:20	9	NO
550	0	0	0	0	0	0	0	0	0			11/14/2017 15:20	9	NO
551	1	1	1	1	0	0	1	1	1			11/14/2017 15:21	2	NO
552	1	1	1	1	0	0	1	1	1			11/14/2017 15:12	2	NO
553	1	1	1	1	0	0	1	1	1			11/14/2017 15:13	2	NO
554	1	1	1	1	0	0	1	1	1			11/14/2017 15:17	2	NO
555	1	1	1	1	0	0	1	1	1			11/14/2017 15:17	2	NO
556	1	1	1	1	0	0	1	1	1			11/14/2017 15:18	2	NO
557	1	1	1	1	0	0	1	1	1			11/14/2017 15:19	2	NO
558	0	0	0	0	0	0	0	0	0			11/14/2017 15:24	9	NO
559	1	1	1	1	0	0	1	1	1			11/14/2017 15:25	2	NO
560		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
561		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
562		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
563		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
564	1	1	1	1	1	1	0	0	0			10/23/2017 17:12	3	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectible warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
565		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
566		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
567		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
568		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
569		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
570		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
571	1	1	1	1	0	0	1	1	1			11/13/2017 19:06	2	NO
572	1	1	1	1	1	1	1	1	0		2.1% ew dir	11/13/2017 19:23	1	NO
573	1	1	1	1	0	0	1	1	0		2.8% in ew direction	10/20/2017 15:58	3	NO
574	1	0	1	1	0	0	1	1	1		9.9% running slope,	10/20/2017 15:53	3	NO
575	1	1	1	1	1	1	1	0	0		ns slope is 3.7% on landing	10/20/2017 15:35	2	NO
576	1	1	0	1	1	1	1	0	0		3. % cross slope, 3.6% ns direction on landing but landing is only 3 ft 10 in long	10/19/2017 14:49	3	NO
577	1	1	1	1	1	1	1	1	0		2.6% on ew direction in landing	10/17/2017 20:46	1	NO
578	1	0	0	0	0	0	0	0	0			10/17/2017 20:49	8	NO
579	0	0	0	0	0	0	0	0	0			10/17/2017 20:49	9	NO
580	1	1	1	1	1	1	1	1	1		3.0% ns direction on landing	10/19/2017 14:46	0	YES
581	1	1	1	1	1	1	0	1	0		2.1% on cross slope of landing in ns direction and 3.2% on ew direction	10/19/2017 14:42	2	NO
582	1	1	0	1	1	1	1	1	0		3.2% cross slope, 2.6% slope on ns direction for land and 2.1% on ew direction	10/19/2017 14:41	2	NO
583	0				0	0						10/17/2017 19:34	3	NO
584	1	1	1	1	0	0	1	1	1			11/13/2017 22:28	2	NO
585	1	1	1	1	0	0	1	1	1			11/13/2017 22:28	2	NO
586	1	1	1	1	0	0	1	1	1			11/13/2017 22:29	2	NO
587	1	1	1	1	0	0	1	1	1			11/13/2017 22:29	2	NO
588	1	1	1	1	0	0	1	1	0		3.1% in ns dir on landing	10/19/2017 15:42	3	NO
589	1	1	1	1	0	0	1	1	0		3.1% in ns dir	10/19/2017 15:41	3	NO
590	1	1	1	1	0	0	1	1	1			10/19/2017 15:47	2	NO
591	1	1	1	1	0	0	1	1	1			10/19/2017 15:47	2	NO
592	1	1	1	1	0	0	1	1	1			10/19/2017 15:46	2	NO
593	1	1	0	1	0	0	1	1	1		2.4% cross slope	10/19/2017 15:45	3	NO
594	1	1	1	1	0	0	1	1	1			10/19/2017 15:44	2	NO
595	1	1	1	1	1	1	1	1	1			10/19/2017 15:44	0	YES
596		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
597		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
598		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
599		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectible warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
600	1	1	1	1	1	1	1	1	0		2.5% slope in nw direction on landing	10/17/2017 19:06	1	NO
601		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
602	1	1	1	1	0	0	1	1	1			10/24/2017 17:26	2	NO
603		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
604		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
605		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
606	1	1	1	1	1	0	1	1	1			11/8/2017 19:06	1	NO
607		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
608		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
609		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
610		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
611		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
612		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
613		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
614		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
615		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
616		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
617		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
618		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
619		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
620		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
621		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
622		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
623		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
624	1	1	1	1	1	0	1	1	0		2.1% ew dir	11/8/2017 19:05	2	NO
625	1	1	1	1	1	1	1	1	1			10/23/2017 19:51	0	YES
626	1	1	1	1	1	1	1	1	1			10/23/2017 19:52	0	YES
627	1	1	0	1	1	1	2	0	0		3.0% cross slope	10/23/2017 19:46	3	NO
628	1	1	1	1	1	1	2	0	0			10/23/2017 19:26	2	NO
629	1	1	1	1	1	1	2	0	0			10/23/2017 19:25	2	NO
630	1	1	1	1	1	1	2	0	0			10/23/2017 19:47	2	NO
631	0	0	0	0	0	0	0	0	0		Ramp was removed	11/15/2017 16:47	9	NO
632	0	0	0	0	0	0	0	0	0		Ramp was removed	11/15/2017 16:46	9	NO
633	1	1	1	1	1	1	1	1	1	1		11/15/2017 16:36	0	YES
634	1	1	1	1	1	1	1	1	1	1		11/15/2017 16:34	0	YES
635	1	1	1	1	1	1	1	1	1	1		11/15/2017 16:33	0	YES
636		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
637		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
638	1	1	1	1	1	1	1	1	0		3.4% ns amd 2.6% ew dir	10/23/2017 19:38	1	NO
639		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
640		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
641	1	1	1	1	1	1	2	0	0			10/23/2017 19:27	2	NO
642	1	1	1	1	1	1	2	0	0			10/23/2017 19:27	2	NO
643	1	1	1	1	1	1	0	0	0			11/8/2017 19:49	3	NO
645	1	1	1	1	1	1	1	1	0		3.6% ew dir	11/8/2017 19:47	1	NO
646	1	1	1	1	1	0	1	1	1			3/6/2018 19:24	1	NO
647		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
648		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
649		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
650		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48" or wider?	Are detectible warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
651	1	1	1	1	1	1	1	1	1			10/20/2017 15:03	0	YES
652	1	0	1	1	1	1	1	1	1		9.1% running slope,	10/20/2017 15:02	1	NO
653		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
654	1	0	0	0	0	0	0	0	0			11/10/2017 19:53	8	NO
655	1	0	0	0	0	0	0	0	0			11/10/2017 19:53	8	NO
656		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
657		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
658	1	1	1	1	1	1	1	1	1			10/25/2017 17:07	0	YES
659	1	1	1	1	1	1	1	1	1			10/23/2017 17:41	0	YES
660		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
661		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
662		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
663	1	1	1	1	0	0	1	1	1			11/13/2017 19:56	2	NO
664	1	1	1	1	0	0	1	1	1		grate	11/13/2017 19:57	2	NO
665	1	1	0	1	0	0	1	1	0		3.2% cross slope, 2.2% ns dir. 4.8% ew	10/23/2017 18:00	4	NO
666	1	1	1	1	0	0	1	1	0		4.7% ns dir	10/23/2017 18:04	3	NO
667	1	1	1	1	1	1	1	1	1			11/14/2017 20:23	0	YES
668	1	1	1	1	1	1	1	1	1			10/31/2017 20:25	0	YES
669	0	0	0	0	0	0	0	0	0			10/31/2017 20:03	9	NO
670	1	0	1	1	0	0	1	1	0		8.6% running, 2.5% ew dir	10/31/2017 20:05	4	NO
671	1	1	0	1	0	0	1	1	1		2.1% cross	10/31/2017 20:19	3	NO
672	1	0	1	1	0	0	1	1	1		10.3% running	10/31/2017 16:36	3	NO
673	1	1	1	1	0	0	1	0	0		7.2% ns dir	10/31/2017 16:41	4	NO
674	0	0	0	0	0	0	0	0	0			10/31/2017 17:25	9	NO
675	1	0	0	1	0	0	1	1	0		8.7% running, 2.7% cross, 3.4% ew dir	11/1/2017 20:43	5	NO
676	1	1	1	1	1	1	1	1	0		4.3% ew dir	11/1/2017 20:44	1	NO
677	1	1	1	1	1	1	1	1	0		2.4% ns dir, 2.4% ew dir	11/1/2017 20:37	1	NO
678	1	1	1	1	0	0	1	1	0		3.4% ns dir	11/1/2017 20:39	3	NO
679	1	1	1	1	0	0	1	1	1			10/25/2017 17:28	2	NO
680	1	1	1	1	0	0	1					11/10/2017 19:47	2	NO
681	0	1	1	0	0	0	1	1	1			11/10/2017 19:49	4	NO
682	1	0	1	1	1	1	1	1	0		10.0% running slope, 5.5% ew dir	10/25/2017 16:58	2	NO
683	1	1	1	1	1	1	1	1	0		2.3% ns dir,	10/25/2017 16:57	1	NO
684	1	1	1	1	1	1	1	1	0		2.3% ns dir,	10/25/2017 16:57	1	NO
685	1	1	1	1	1	1	1	1	1			10/25/2017 15:47	0	YES
686	1	1	1	1	0	0	1	1	0		2.6% ns dir, 4.9% ew dir	10/25/2017 16:07	3	NO
687	1	0	1	1	0	0	1	1	0		14.8% running slope, 5.7% ew dir	10/24/2017 17:17	4	NO
688	1	1	1	1	0	1	1	1	0		4.5% ns dir	10/24/2017 17:20	2	NO
689	1	1	0	1	0	0	1	1	0		2.3% cross slope, 2.6% ew dir and 2.4% ns dir	10/24/2017 17:19	4	NO
690	1	1	1	1	1	1	1	1	1			10/25/2017 16:41	0	YES
691	0	0	0	0	0	0	0	0	0			11/10/2017 20:12	9	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48" or wider?	Are detectable warnings present?	Detectable warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
692	1	1	1	1	0	0	2					10/17/2017 18:54	2	NO
693	1	1	1	1	1	1	0	0	0			10/25/2017 18:21	3	NO
694	1	1	1	1	1	0	1	1	0		2.1% ns dir and 5.1% ew	3/7/2018 18:43	2	NO
695	1	1	1	1	0	0	0	0	0			10/23/2017 20:17	5	NO
696	1	1	0	1	1	0	1	1	0		4.4% cross slope, 3.5% ew dir, 2.7% ns dir	3/6/2018 22:44	3	NO
697	1	1	1	1	1	0	0	0	0			3/6/2018 22:44	4	NO
698	1	1	1	1	1	0	0	0	0			3/6/2018 22:44	4	NO
699	1	1	1	1	1	1	1	1	0		2.4% ew dir	10/23/2017 20:16	1	NO
700	1	1	1	1	1	0	1	1	0		2.7% ew dir	3/6/2018 22:43	2	NO
701	1	1	0	1	1	0	1	1	0		grate in front of detectible panels, 3.5% cross slope, deyectional panels below concrete. 3.3% ew dir on landing	3/6/2018 22:43	3	NO
702	1	1	0	1	1	1	1	1	0		3.6% cross slope, 5.6% ns dir	10/23/2017 20:22	2	NO
703	1	1	1	1	1	1	1	1	0		5.6% ns dir	10/23/2017 20:22	1	NO
704	1	0	0	1	1	0	1	1	0		9.1% running slope, 2.9% cross slope, 2.3% ns and 2.6% ew dir	3/7/2018 18:43	4	NO
705	1	1	1	1	0	0	2	0	0			10/23/2017 20:28	4	NO
706	1	1	1	1	0	0	1	1	0		2.5% ew dir and 2.3% ns	10/23/2017 20:28	3	NO
707		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
708		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
709		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
710		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
711		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
712		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
713		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
714		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
715		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
716		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
717		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
718		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
719		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
720		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
721		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
722		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
723		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
724		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
725		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
726		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
727		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
728		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
729	1	1	1	1	1	1	1	1	1			10/23/2017 19:24	0	YES
730	1	1	1	1	1	1	2	0	0			10/23/2017 19:24	2	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectible warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
731	1	1	1	1	1	1	0	0	0		grate in front of detectible panels	10/23/2017 20:00	3	NO
732	1	1	1	1	1	1	0	0	0		grate in front of detectible panel	10/23/2017 20:01	3	NO
733		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
734		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
735		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
736	1	1	1	1	0	0	2	0	0		manhole in sidewalk	10/31/2017 18:32	4	NO
737	1	1	1	1	1	0	1	1	0		2.3% ns dir	3/6/2018 18:42	2	NO
738	1	1	1	1	1	0	0	0	0			3/6/2018 18:42	4	NO
739	1	1	1	1	1	0	0	0	0			3/6/2018 18:44	4	NO
740	1	1	1	1	1	0	1	1	1			3/6/2018 18:43	1	NO
741	1	1	1	1	0	0	2	0	0			3/6/2018 18:43	4	NO
742	1	1	1	1	1	1	1	1	0		2.7% ns dir	10/31/2017 18:42	1	NO
743	1	1	0	1	1	1	2	0	0		2.3% cross	10/31/2017 18:45	3	NO
744	1	1	0	1	1	1	0	0	0		2.7% cross slope	10/31/2017 18:44	4	NO
745	1	0	1	1	1	1	1	1	0		9.7% running, 3.5% ew dir,	10/25/2017 20:01	2	NO
746	1	1	1	1	1	1	1	1	1			10/25/2017 20:02	0	YES
747	1	1	1	1	1	1	1	1	1			10/25/2017 20:03	0	YES
748	1	1	1	1	1	1	1	1	1			10/25/2017 20:04	0	YES
749	1	1	1	1	1	1	1	1	1			10/25/2017 19:57	0	YES
750	1	1	1	1	1	1	2	0	0			10/25/2017 19:58	2	NO
751	1	1	1	1	1	1	1	1	1			10/25/2017 19:59	0	YES
752	1	1	1	1	1	1	1	1	1			10/25/2017 20:00	0	YES
753	0	0	0	0	0	0	0	0	0			11/10/2017 19:29	9	NO
754	0	0	0	0	0	0	0	0	0			11/10/2017 19:29	9	NO
755	1	0	0	0	0	0	0	0	0			11/10/2017 19:30	8	NO
756	0	0	0	0	0	0	0	0	0			11/10/2017 19:30	9	NO
757	0	0	0	0	0	0	0	0	0			11/10/2017 19:30	9	NO
758	0	0	0	0	0	0	0	0	0			11/10/2017 19:30	9	NO
759	1	0	0	0	0	0	0	0	0			11/10/2017 19:35	8	NO
760	1	1	1	1	0	0	1	1	0		2.3% ew dir	10/25/2017 16:12	3	NO
761	1	1	1	1	0	0	2	0	0			10/25/2017 16:30	4	NO
762	1	0	1	1	0	0	1	1	0		8.8% running, 3.4% ew dir	10/31/2017 16:06	4	NO
763	1	1	1	1	0	0	1	1	0		3.4% ew dir	10/31/2017 16:07	3	NO
764	1	1	1	1	0	0	1	1	1		manhole in sidewalk and uplifted	10/31/2017 16:08	2	NO
765	1	1	1	1	1	1	1	1	0		3.1% ew dir, 2.7% ns dir, grate in front of curb ramp	10/31/2017 16:05	1	NO
766	1	1	1	1	0	0	1	1	0		3.1% ew dir, 2.7% ns dir	10/31/2017 16:05	3	NO
767		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
768		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
769		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
770		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
771		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
772		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
773		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO



OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48" or wider?	Are detectable warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
774		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
775		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
776		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
777		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
778		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
779		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
780		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
781		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
782		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
783		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
784		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
785		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
786	1	1	1	1	0	0	1	1	1			10/31/2017 16:00	2	NO
787		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
788	1	0	0	1	0	0	1	1	1	9.1% running, 5.0% cross slope		10/31/2017 15:38	4	NO
789		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
790		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
791		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
792	0	0	0	0	0	0	0	0	0			10/31/2017 15:57	9	NO
793	0	0	0	0	0	0	0	0	0			10/31/2017 15:57	9	NO
794	1	1	1	1	1	1	1	1	1			10/31/2017 15:49	0	YES
795	1	0	1	1	1	1	1	1	1	8.9% running,		10/31/2017 15:49	1	NO
796	1	1	1	1	1	1	1	1	1			10/31/2017 15:50	0	YES
797	1	0	1	1	1	1	1	1	1	8.5% running		10/31/2017 15:51	1	NO
798	1	1	1	1	1	1	1	1	1			10/31/2017 15:43	0	YES
799	1	0	1	1	1	1	1	1	1	9.8% running slope,		10/31/2017 15:43	1	NO
800	1	0	1	1	1	1	1	1	0	9.2% running slope, 2.1% ew dir,		10/31/2017 15:42	2	NO
801		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
802	1	1	1	1	1	1	1	1	0	2.5% ns dir, 3.3% ew dir		10/31/2017 15:29	1	NO
803	1	1	1	1	1	1	1	1	0	2.5% ns dir, 3.3% ew dir		10/31/2017 15:28	1	NO
804	1	1	1	1	1	1	2	0	0			10/31/2017 15:29	2	NO
805	0	0	0	0	0	0	0	0	0			11/10/2017 17:03	9	NO
806	1	1	1	1	1	1	1	1	1			10/31/2017 18:12	0	YES
807	1	1	1	1	1	1	2	0	0			10/31/2017 18:10	2	NO
808	1	1	1	1	1	1	1	1	1	manhole		11/2/2017 17:37	0	YES
809	1	0	1	1	1	1	0	0	0	10.1% running		11/2/2017 18:04	4	NO
810	1	1	1	1	1	1	0	0	0			11/2/2017 18:04	3	NO
811	1	0	1	1	1	1	1	1	1			11/2/2017 18:02	1	NO
812	1	0	0	0	0	0	0	0	0	no detectible warning panels		11/10/2017 16:52	8	NO
813	1	0	0	0	0	0	0	0	0	no detectible warning panels		11/10/2017 16:47	8	NO
814	1	0	0	0	0	0	0	0	0	no detectible warning panels		11/10/2017 16:48	8	NO
815	1	1	1	1	0	0	2	0	0			11/13/2017 16:35	4	NO
816	1	0	0	0	0	0	0	0	0	no detectible warning panels		11/10/2017 16:59	8	NO
817	1	0	0	0	0	0	0	0	0	no detectible warning panels		11/10/2017 17:00	8	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectible warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
818	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/10/2017 17:00	8	NO
819	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/10/2017 17:00	8	NO
820	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/10/2017 16:59	8	NO
821	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/10/2017 16:59	8	NO
822	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/10/2017 16:59	8	NO
823	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/10/2017 16:59	8	NO
824	0	0	0	0	0	0	0	0	0			11/13/2017 16:54	9	NO
825	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/10/2017 16:56	8	NO
826	0	0	0	0	0	0	0	0	0			11/10/2017 16:57	9	NO
827	0	0	0	0	0	0	0	0	0			11/10/2017 16:44	9	NO
828	0	0	0	0	0	0	0	0	0			11/10/2017 16:44	9	NO
829	0	0	0	0	0	0	0	0	0			11/10/2017 17:08	9	NO
832	1	1	0	1	1	1	1	1	1		2.8% cross,	11/3/2017 14:43	1	NO
833	1	0	0	1	1	1	1	1	1		8.9% running, 2.2% cross,	11/3/2017 14:35	2	NO
834	1	1	1	1	1	1	0	0	0			11/3/2017 14:36	3	NO
837		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
838		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
839	1	1	1	1	0	0	1	1	1			11/10/2017 16:28	2	NO
840	1	1	1	1	0	0	1	1	1			11/10/2017 15:50	2	NO
841	1	1	0	1	0	0	1	1	1		2.5% cross slope, old street crossing	11/10/2017 15:50	3	NO
842	1	1	1	1	0	0	2	0	0		old street crossing	11/10/2017 15:48	4	NO
843	1	1	1	1	0	0	2	0	0			11/3/2017 14:29	4	NO
845	1	0	0	1	1	1	1	0	0		11.3% running, 3.1% cross, 4.1% ns dir,	11/3/2017 14:31	4	NO
846	1	1	0	1	0	0	2	0	0		3.0% cross	11/3/2017 14:28	5	NO
849	1	0	0	1	1	1	1	1	1		8.6% running, 2.5% cross,	11/3/2017 14:23	2	NO
851	1	1	1	1	1	1	1	1	1			11/3/2017 14:23	0	YES
852	1	1	1	1	1	1	1	1	1			11/3/2017 15:39	0	YES
853	1	1	1	1	1	1	1	1	1			11/3/2017 15:38	0	YES
854	1	1	1	1	0	0	2	0	0			11/3/2017 15:36	4	NO
855	1	1	1	1	0	0	2	0	0			11/3/2017 15:35	4	NO
856	1	1	1	1	0	0	1	1	1			11/3/2017 15:35	2	NO
857	1	1	1	1	0	0	1	1	0		3.3% ns dir	11/3/2017 15:34	3	NO
859	1	1	1	1	1	1	1	1	1			11/6/2017 20:00	0	YES
860		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
861		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
862	0	0	0	0	0	0	0	0	0			11/3/2017 16:12	9	NO
863	1	0	1	1	0	0	1	1	0		10.0% running, 2.2% ns dir	11/3/2017 16:02	4	NO
869	1	1	1	1	0	0	2	0	0			11/3/2017 15:23	4	NO
870	1	0	1	1	0	0	1	1	0		19.4% running, 2.8% ew dir	11/3/2017 15:23	4	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48" or wider?	Are detectable warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
871	1	1	1	1	1	1	1	1	1			11/3/2017 15:13	0	YES
875	1	1	1	1	1	1	1	1	1			11/3/2017 15:13	0	YES
877	1	1	1	1	0	0	1	1	0		2.6% ns dir	11/1/2017 15:48	3	NO
878	1	1	1	0	0	0	2	0	0			11/1/2017 15:47	5	NO
879	1	1	1	1	0	0	1	1	1			11/1/2017 15:49	2	NO
880	1	1	1	1	0	0	1	1	1			11/1/2017 15:49	2	NO
881	1	1	1	1	0	0	1	1	1			11/1/2017 15:50	2	NO
882	1	1	1	1	0	0	1	1	1			11/1/2017 15:50	2	NO
883	1	1	1	1	0	0	1	1	0		2.2% ew dir	11/1/2017 15:36	3	NO
884	1	1	1	1	0	0	0	0	0			11/1/2017 15:39	5	NO
885	1	1	1	1	1	1	1	1	1		2.9% ew dir,	11/1/2017 15:38	0	YES
887	1	1	1	1	1	1	1	1	0		2.3% ew dir	10/31/2017 20:38	1	NO
888	1	1	1	1	0	0	1	1	0		2.4% ew dir	11/1/2017 16:02	3	NO
889	0	0	0	0	0	0	0	0	0			11/1/2017 16:02	9	NO
890	1	1	0	1	0	0	1	1	1		2.3% cross slope,	10/31/2017 20:39	3	NO
891	1	1	1	1	0	0	1	1	1			10/31/2017 18:38	2	NO
892	0	0	0	0	0	0	0	0	0			10/31/2017 18:39	9	NO
893	1	1	1	1	0	0	2	0	0			10/31/2017 17:44	4	NO
894	1	1	1	1	0	0	2	0	0			10/31/2017 17:43	4	NO
895	1	1	1	1	0	0	1	1	0		2.5% ew dir	10/31/2017 17:45	3	NO
896	1	0	1	1	0	0	0	0	0		9.5% running	10/31/2017 17:46	6	NO
897	1	1	1	1	0	0	2	0	0		gate valve in curb	10/31/2017 17:59	4	NO
898	1	1	1	1	0	0	2	0	0			10/31/2017 17:58	4	NO
899	1	1	1	1	0	0	2	0	0			10/31/2017 18:21	4	NO
900	1	1	1	1	1	0	1	1	1			3/6/2018 18:45	1	NO
901	1	0	1	1	1	0	1	1	0		9.1% running, 3.1% ew dir, manhole in landing	3/6/2018 18:45	3	NO
902	1	1	1	1	1	0	1	1	0		3.1% ew dir, manhole in landing	3/6/2018 18:45	2	NO
903	1	1	1	1	0	0	2	0	0		electrical box	10/31/2017 18:25	4	NO
904	1	1	1	1	0	0	2	0	0			10/31/2017 18:26	4	NO
905	1	1	1	1	0	0	1	1	1			10/31/2017 18:20	2	NO
906	1	1	1	1	0	0	2	0	0			10/31/2017 18:20	4	NO
907	1	1	1	1	1	1	2	0	0			10/31/2017 18:19	2	NO
908		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
909		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
910		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
911		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
912		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
913		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
914		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
915		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
916		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
917		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
918		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
919		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
920		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
921		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
922		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
923		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
924		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectable warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
925		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
926		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
927	1	1	0	1	1	1	1	1	0		2.8% cross slope, 2.4% slope in ew dir and 3.0% on ns direction	10/19/2017 16:30	2	NO
928	1	1	1	1	1	1	1	1	1			10/19/2017 16:29	0	YES
929	1	1	0	1	1	1	1	1	0		2.1% cross slope, 2.8% in ns direction on landing	10/19/2017 16:27	2	NO
930	1	1	0	1	1	1	1	1	0	2	2.6% cross slope, 3.3% ew dir on landing	10/19/2017 16:26	2	NO
931	1	1	0	1	1	1	1	1	0		3.4% cross slope, 2.5% cross slope in ns direction. bus stop sign but didnt see bus. sign 1 block down.	10/19/2017 16:56	2	NO
932	1	1	1	1	1	1	1	1	1			10/19/2017 16:39	0	YES
933	1	1	1	1	1	1	1	1	1			10/19/2017 16:39	0	YES
934	1	0	0	1	1	1	1	1	0		9.6% running slope, 2.8% cross slope, 2.7% on ew dir of landing and 6.4% on ns direction	10/19/2017 16:37	3	NO
935	1	0	0	1	1	1	1	1	0		8.8% running slope, 3.6% cross slope, 6.7% on landing in ns direction and 2.7% in ew	10/19/2017 16:36	3	NO
936	1	1	0	1	1	1	2				4.3% cross slope	10/19/2017 16:34	1	NO
937	1	1	1	1	1	1	2					10/19/2017 16:50	0	YES
938	1	1	1	1	1	1	1	1	0		5.1% in ew dir and 3.3% in ns direction on landing	10/19/2017 16:49	1	NO
939	1	1	0	1	1	1	1	1	1		3.8% cross slope, matbus sign about bus stop but didnt see bus stop	10/19/2017 16:46	1	NO
940	1	0	0	1	1	1	1	1	1		8.8% running slope, 2.7% cross slope	10/19/2017 16:47	2	NO
941	1	1	0	1	1	0	0	0	0		3.5% cross slope, 6.5% in ew dir of landing	10/19/2017 16:53	5	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectible warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
942	1	0	0	1	1	1	1	1	0	2	8.6% running slope, 2.8% cross slope, 6.5% ew direction on landing	10/19/2017 16:52	3	NO
943		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
944		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
945		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
946		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
947		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
948		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
949		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
950		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
951		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
952		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
953		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
954		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
955		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
956		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
957		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
958		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
959		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
960		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
961		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
962	1	1	1	1	1	1	2	0	0			10/19/2017 17:04	2	NO
963	1	1	1	1	1	1	2	0	0			10/19/2017 17:02	2	NO
964	1	1	1	1	1	1	1	1	1			10/19/2017 17:05	0	YES
965	1	1	1	1	1	1	1	1	0		2.3% ew and ns dir on landing	10/19/2017 17:06	1	NO
966		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
967		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
968		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
969		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
970		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
971		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
972		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
973		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
974		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
975		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
976		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
977		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
978		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
979		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
980		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
981		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
982		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
983		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
984		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
985		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
986		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
987		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
988		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
989		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
990		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
991		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectable warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
992		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
993		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
994		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
995		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
996		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
997		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
998		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
999		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1000		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1001		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1002		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1003		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1004		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1005		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1006		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1007		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1008		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1009		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1010		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1011		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1012		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1013		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1014		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1015		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1016		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1017	1	1	1	1	1	0	1	1	0		5.3% ns, 3.3% ew	3/6/2018 18:01	2	NO
1018	1	0	1	1	1	0	1	1	0		8.7% running, 5.3% ns, 3.3% ew	3/6/2018 18:01	3	NO
1019	1	1	1	1	1	0	1	1	0		3.2% ew, 4.7% ns	3/6/2018 18:01	2	NO
1020	1	1	1	1	1	0	1	1	0		3.2% ew, 4.7% ns	3/6/2018 18:00	2	NO
1021	1	1	1	1	1	0	1	1	0		4.1% ew, 5.7% ns	3/6/2018 18:00	2	NO
1022	1	0	1	1	1	0	1	1	0		9.2% running, 4.1% ew, 5.7% ns	3/6/2018 18:00	3	NO
1023	1	1	0	1	1	0	1	1	0		2.3 cross, 5.7% ew	3/6/2018 17:59	3	NO
1024	1	1	1	1	1	0	1	1	0		5.7% ew	3/6/2018 17:59	2	NO
1025	1	1	0	1	1	0	1	1	0		2.3% cross, 3.6% s dir, 4.3% ew dir	3/6/2018 17:59	3	NO
1026	1	0	1	1	1	0	1	1	0		8.9% running, 3.6% s dir, 4.3% ew dir	3/6/2018 17:59	3	NO
1027	1	0	1	1	1	0	1	1	0		10.2% running, 2.8% ns, 3.7% ew	3/6/2018 17:59	3	NO
1028	1	0	0	1	1	0	1	1	0		10.2% running, 2.4% cross, 2.8% ns, 3.7% ew	3/6/2018 17:59	4	NO
1029	1	1	1	1	1	0	1	1	0		5.2% ns dir, 5.2% ew dir	3/6/2018 17:38	2	NO
1030	1	1	1	1	1	0	1	1	0		5.2% ns dir, 5.2% ew dir	3/6/2018 17:41	2	NO
1031	1	1	1	1	1	0	1	1	0		2.9% ns dir, 4.5% ew dir	3/6/2018 17:39	2	NO
1032	1	1	1	1	1	0	1	1	0		2.9% ns dir, 4.5% ew dir	3/6/2018 17:39	2	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48" or wider?	Are detectable warnings present?	Detectable warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
1033	1	0	1	1	1	0	1	1	0		9.0% running, 4.3% ew dir, 4.1% ns dir	3/6/2018 17:40	3	NO
1034	1	0	1	1	1	0	1	1	0		8.9% running, 4.3% ew dir, 4.1% ns dir	3/6/2018 17:40	3	NO
1035	1	1	1	1	1	0	1	1	0		4.3% ns dir	3/6/2018 17:40	2	NO
1036	1	1	0	1	1	0	1	1	0		2.4% cross, 4.3% ns dir	3/6/2018 17:39	3	NO
1037		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1038		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1039	1	1	0	1	1	0	1	1	0		3.0% cross, 3.3% ew dir, 5.2% ns dir	3/6/2018 17:48	3	NO
1040	1	1	1	1	1	0	1	1	0		3.3% ew dir, 5.2% ns dir	3/6/2018 17:48	2	NO
1041	1	1	1	1	1	0	1	1	1			3/6/2018 17:48	1	NO
1042	1	1	1	1	1	0	1	1	1			3/6/2018 17:48	1	NO
1043	1	1	1	1	1	0	1	1	0		2.1% ew dir	3/6/2018 17:50	2	NO
1044	1	1	1	1	1	0	1	1	0		2.1% ew dir	3/6/2018 17:50	2	NO
1045	1	1	1	1	1	0	1	1	0		3.6% ew dir, 3.4% ns dir	3/6/2018 17:49	2	NO
1046	1	1	1	1	1	0	1	1	0		3.6% ew dir, 3.4% ns dir	3/6/2018 17:50	2	NO
1047	1	1	1	1	1	0	1	1	0		2.4% ns dir, 3.8% ew dir	3/6/2018 17:55	2	NO
1048	1	1	1	1	1	0	1	1	0		2.4% ns dir, 3.8% ew dir	3/6/2018 17:55	2	NO
1049	1	1	1	1	1	0	1	1	0		4.5% ns dir	3/6/2018 17:54	2	NO
1050	1	1	1	1	1	0	1	1	0		4.5% ns dir	3/6/2018 17:54	2	NO
1051	1	1	1	1	1	0	1	1	0		5.5% ew dir, 5.8% ns dir	3/6/2018 17:56	2	NO
1052	1	1	1	1	1	0	1	1	0		5.5% ew dir, 5.8% ns dir	3/6/2018 17:57	2	NO
1053	1	0	1	1	1	0	1	1	0		9.6% running, 4.3% ew dir	3/6/2018 17:56	3	NO
1054	1	0	1	1	1	0	1	1	0		8.4% running, 4.3% ew dir	3/6/2018 17:56	3	NO
1055	1	0	1	1	1	0	1	1	0		10.0% running, 3.8% ew dir, 4.6% ns dir	3/6/2018 17:58	3	NO
1056	1	1	0	1	1	0	1	1	0		2.1% cross, 3.8% ew dir, 4.6% ns dir	3/6/2018 17:58	3	NO
1057	1	1	1	1	1	1	1	1	0		8.3% e dir, 4.9% ns dir	11/15/2017 16:47	1	NO
1058	1	1	0	1	1	0	1	1	0		2.4% cross, 8.3% e dir, 4.9% ns dir	3/6/2018 17:58	3	NO
1059	1	0	1	1	1	0	1	1	1		8.6% running	3/6/2018 18:03	2	NO
1060	1	1	0	1	1	1	1	1	1		2.7% cross	11/15/2017 15:56	1	NO
1061	1	1	1	1	1	0	2	0	0			3/6/2018 18:03	3	NO
1062		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1063		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1064		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1065		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectable warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
1066		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1067		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1068		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1069		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1070		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1071		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1072	1	1	1	1	1	1	1	1	1			11/15/2017 17:31	0	YES
1073	1	1	1	1	1	1	2	0	0			11/15/2017 17:31	2	NO
1074	1	1	1	1	1	1	1	1	1			11/15/2017 15:59	0	YES
1075	1	1	1	1	1	1	1	1	1			11/15/2017 15:59	0	YES
1076	1	1	1	1	1	0	2	0	0			3/6/2018 18:04	3	NO
1077	1	1	1	1	1	0	2	0	0			3/6/2018 18:04	3	NO
1078	1	1	1	1	1	1	2	0	0			11/15/2017 15:55	2	NO
1079	1	1	1	1	1	0	2	0	0			3/6/2018 18:05	3	NO
1080	1	1	1	1	1	0	2	0	0			3/6/2018 18:05	3	NO
1081	1	0	0	1	1	1	1	1	1	8.6% running, 4.0% cross		11/15/2017 15:46	2	NO
1082	0	0	0	0	0	0	0	0	0			11/3/2017 14:01	9	NO
1083	0	0	0	0	0	0	0	0	0			11/3/2017 14:01	9	NO
1084	0	0	0	0	0	0	0	0	0			11/3/2017 14:07	9	NO
1085	0	0	0	0	0	0	0	0	0			11/3/2017 14:07	9	NO
1086	0	0	0	0	0	0	0	0	0			11/3/2017 14:08	9	NO
1087	0	0	0	0	0	0	0	0	0			11/3/2017 14:08	9	NO
1088	0	0	0	0	0	0	0	0	0			11/3/2017 13:59	9	NO
1089	1	0	1	1	0	0	1	1	0	14.4% running, 2.4% ew dir		11/3/2017 14:01	4	NO
1090		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1091		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1092		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1093		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1094		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1095		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1096		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1097		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1098		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1099		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1100		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1101		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1102		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1103		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1104		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1105		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1106		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1107		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1108		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1109		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1110		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1111		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1112	1	1	0	1	1	1	2	0	0	2.4% cross slope		10/20/2017 15:48	3	NO
1113	1	1	1	1	1	1	1	1	0	2.8% in ns direction on landing		10/20/2017 15:47	1	NO
1114	1	1	1	1	1	1	1	1	1			10/20/2017 15:43	0	YES
1115	1	1	1	1	1	1	2	0	0			10/20/2017 15:40	2	NO



OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectable warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
1116	1	0	1	1	1	1	1	1	0		10.9% running slope, 2.2% in ns direction in landing	10/20/2017 15:28	2	NO
1117		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1118		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1119		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1120		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1121	1	0	0	1	0	0	1	1	0		12.9% running, 4.1% cross, 2.2% ns dir	11/1/2017 15:28	5	NO
1122	1	1	0	1	0	0	1	1	0		2.4% cross, 2.2% ns dir	11/1/2017 15:27	4	NO
1123	1	0	1	1	0	0	1	1	0		9.3% running, 2.4% ew dir, water valve in sidewalk	11/1/2017 15:26	4	NO
1124	0	0	0	0	0	0	0	0	0			11/1/2017 15:24	9	NO
1125	1	1	1	1	0	0	1	1	1			11/1/2017 15:31	2	NO
1126	1	1	1	1	0	0	1	1	1		grate by ramp	11/1/2017 15:30	2	NO
1127	1	1	1	1	0	0	1	1	1			11/1/2017 15:29	2	NO
1128	1	1	1	1	0	0	1	1	1			11/1/2017 15:29	2	NO
1129	0	0	0	0	0	0	0	0	0			10/31/2017 17:21	9	NO
1130	1	0	1	1	0	0	1	1	0		8.8% running, 5.2% ns, 3.1% ew dir	10/31/2017 17:23	4	NO
1131	1	0	1	1	0	0	1	1	1		8.6% running	10/31/2017 17:17	3	NO
1132	1	0	1	1	1	1	1	1	1		8.4% running	10/31/2017 17:18	1	NO
1133	0	0	0	0	0	0	0	0	0			10/31/2017 17:18	9	NO
1134	0	0	0	0	0	0	0	0	0			10/31/2017 17:19	9	NO
1135	1	1	1	1	0	0	1	1	0		3.1% ns dir	10/31/2017 17:20	3	NO
1136	1	1	1	1	0	0	1	1	0		3.1% ns dir	10/31/2017 17:21	3	NO
1137	1	1	1	1	0	0	1	1	1			10/31/2017 17:54	2	NO
1138	1	1	1	1	0	0	2	0	0			10/31/2017 17:42	4	NO
1139	1	1	1	1	0	0	2	0	0			10/31/2017 17:43	4	NO
1140	0	0	0	0	0	0	0	0	0			10/31/2017 17:26	9	NO
1141	0	0	0	0	0	0	0	0	0			10/31/2017 17:27	9	NO
1142	1	1	1	1	0	0	1	1	1	0		10/31/2017 17:30	3	NO
1143	1	1	1	1	0	0	1	1	1			10/31/2017 17:31	2	NO
1144	1	0	1	1	0	0	1	1	1		11.3% running	10/31/2017 17:36	3	NO
1145	1	1	1	1	0	0	1	1	1			10/31/2017 17:37	2	NO
1146	1	1	1	1	1	1	1	1	0		3.7% ew dir	10/31/2017 17:34	1	NO
1147	1	0	1	1	1	1	1	1	1		9.1% running	10/31/2017 17:33	1	NO
1148	1	0	1	1	0	0	1	1	0		8.7% running, 2.8% ns dir	10/31/2017 17:32	4	NO
1149	1	0	1	1	0	0	0	0	0		9.8% running	10/31/2017 17:35	6	NO
1150	1	1	1	1	1	1	1	1	0		2.2/ ns dir	10/31/2017 18:11	1	NO
1151	1	1	1	1	1	1	2	0	0			10/31/2017 18:12	2	NO
1152	1	1	1	1	0	0	1	1	1			10/31/2017 18:54	2	NO
1153	1	1	1	1	1	0	1	1	1			3/6/2018 19:03	1	NO
1154	1	1	1	1	1	0	0	0	0			3/6/2018 19:03	4	NO
1155	1	1	1	1	1	0	0	0	0			3/6/2018 19:03	4	NO
1156	1	1	1	1	0	0	1	1	1			10/31/2017 18:54	2	NO
1157	1	0	1	1	0	0	1	1	1		10.0% running	10/31/2017 18:55	3	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48" or wider?	Are detectable warnings present?	Detectable warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
1158	1	1	0	1	0	0	1	1	0		2.4% cross, 3.7% ns dir	10/31/2017 18:56	4	NO
1159	1	1	0	1	0	0	1	1	0		3.5% cross, 3.7% ns dir	10/31/2017 18:56	4	NO
1160	1	1	0	1	1	1	1	1	1		2.8% cross	10/31/2017 18:51	1	NO
1161	1	1	1	1	0	0	1	1	1			10/31/2017 20:19	2	NO
1162	1	1	1	1	0	0	1	1	1			10/31/2017 20:16	2	NO
1163	1	1	1	1	0	0	1	1	1			10/31/2017 20:17	2	NO
1164	1	1	1	1	0	0	1	1	1			10/31/2017 20:20	2	NO
1165	1	1	1	1	0	0	1	1	1			10/31/2017 20:21	2	NO
1166	1	0	1	1	1	1	1	1	0		14.0% running, 3.5% ns dir	10/31/2017 20:27	2	NO
1167	1	1	0	1	0	0	1	1	0		2.5% cross, 3.5% ns dir	10/31/2017 20:27	4	NO
1168	1	1	1	1	1	1	1	1	1			10/31/2017 20:24	0	YES
1169	1	1	1	1	1	1	1	1	0		3.3% ns dir	10/31/2017 20:34	1	NO
1170	1	1	1	1	1	1	1	1	0		3.3% ns dir	10/31/2017 20:34	1	NO
1171	1	0	0	1	0	0	1	1	0		9.7% running, 2.1% cross, storm drain in front of ramp, 2.8% ew dir	10/31/2017 20:29	5	NO
1172	0	0	0	0	0	0	0	0	0			10/31/2017 20:28	9	NO
1173	1	1	1	1	0	0	1	1	1			10/31/2017 20:45	2	NO
1174	1	0	1	1	0	0	1	1	1		11.1% running	10/31/2017 20:49	3	NO
1175	0	0	0	0	0	0	0	0	0			10/31/2017 20:47	9	NO
1176	0	0	0	0	0	0	0	0	0			10/31/2017 20:46	9	NO
1177	1	1	1	1	0	0	1	1	1			10/31/2017 20:47	2	NO
1178	1	1	1	1	0	0	1	1	1			10/31/2017 20:48	2	NO
1179	0	0	0	0	0	0	0	0	0			10/31/2017 21:08	9	NO
1180	0	0	0	0	0	0	0	0	0			10/31/2017 21:04	9	NO
1181	1	0	1	1	0	0	1	1	0		10.9% running, 2.6% ew dir. 2.1% ns dir	10/31/2017 21:04	4	NO
1182	1	0	0	1	0	0	1	1	0		9.5% running, 3.3% cross, 2.1% ew dir	10/31/2017 20:55	5	NO
1183	0	0	0	0	0	0	0	0	0			10/31/2017 20:50	9	NO
1184	1	0	0	1	0	0	1	1	0		8.7% running, 2.6% cross, 3.1% ew dir	10/31/2017 20:51	5	NO
1185	1	1	0	1	0	0	1	1	0		3.4% cross, 2.6% ew dir. 2.1% ns dir	10/31/2017 20:54	4	NO
1186	1	0	1	1	0	0	1	1	0		20.1% running, 2.6% ew dir. 2.1% ns dir	10/31/2017 20:53	4	NO
1187	1	1	1	1	0	0	1	1	1			11/13/2017 19:55	2	NO
1188	1	1	1	1	0	0	1	1	1			11/13/2017 19:54	2	NO
1189		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1190		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1191		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1192		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1193		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1194		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectible warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
1195		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1196		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1197		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1198	1	1	0	1	1	1	1	1	0		2.5% cross slope, 3.0% ns dir	10/23/2017 17:26	2	NO
1199	1	1	1	1	1	1	1	1	0		2.1% ns dir, gas valve in ramp area	10/23/2017 17:27	1	NO
1200	1	1	1	1	1	1	1	0	0		3.3% in ns dir	10/23/2017 17:29	2	NO
1201	1	1	0	1	1	1	1	0	0		4.3% cross slope, 3.3% in ns dir	10/23/2017 17:30	3	NO
1202	1	1	0	1	1	1	1	1	0		2.5% cross slope, 2.5% ew and 2.4/ ns dir	10/23/2017 17:37	2	NO
1203	1	1	0	1	1	1	1	1	0		2.3% cross slope, 2.7% ew dir	10/23/2017 17:39	2	NO
1204	1	1	1	1	1	1	1	1	0		2.7% ew dir	10/23/2017 17:38	1	NO
1205	1	1	1	1	1	1	1	1	0		2.4% ns dir	10/23/2017 17:40	1	NO
1206	1	1	1	1	1	1	1	1	1			10/23/2017 17:42	0	YES
1207	1	1	1	1	0	0	1	1	1		3.5% ns dir, grass growing	10/23/2017 17:51	2	NO
1208	1	1	1	1	0	0	1	1	1			10/23/2017 17:49	2	NO
1209	1	1	1	1	0	0	1	1	0		6.2% ns dir, 3.0% ew dir	10/23/2017 17:45	3	NO
1210	1	1	0	1	0	0	1	1	0		2.2% cross slope 6.2% ns dir, 3.0% ew dir	10/23/2017 17:46	4	NO
1211	1	0	1	1	0	0	1	1	0		9.5% running slope, 3.5% ew dir and 3.3% ns dir	10/23/2017 17:47	4	NO
1212	1	1	1	1	0	0	1	1	0		2.6% ns dir	10/23/2017 17:56	3	NO
1213	1	1	1	1	0	0	1	1	0		4.0% ns dir	10/23/2017 17:57	3	NO
1214	1	1	1	1	0	0	1	1	0		4.0% ns dir	10/23/2017 17:58	3	NO
1215	1	0	1	1	0	0	1	1	0		9.2% running slope 2.2% ns dir. 4.8% ew	10/23/2017 18:00	4	NO
1216	1	1	1	1	0	0	1	1	0		2.8% ns dir	10/23/2017 18:02	3	NO
1217	1	1	1	1	1	1	1	1	1			11/13/2017 18:31	0	YES
1218	1	1	1	1	0	0	1	1	1			11/13/2017 18:30	2	NO
1219	1	1	1	1	0	0	1	1	1			11/13/2017 18:31	2	NO
1220	1	1	1	1	0	0	1	1	1			11/13/2017 18:34	2	NO
1221	1	1	1	1	0	0	1	1	1			11/13/2017 18:34	2	NO
1222	1	1	1	1	0	0	1	1	1			11/13/2017 18:28	2	NO
1223	1	1	1	1	1	1	1	1	1			11/13/2017 18:29	0	YES
1224	1	1	1	1	0	0	1	1	0		3.0% ns dir	11/13/2017 19:34	3	NO
1225	1	1	1	1	0	0	1	1	0		3.0% ns dir	11/13/2017 19:34	3	NO
1226	1	1	1	1	0	0	1	1	1			11/13/2017 19:34	2	NO
1227	1	1	1	1	0	0	1	1	1			11/13/2017 19:35	2	NO
1228	1	1	1	1	0	0	1	1	1			11/13/2017 19:31	2	NO
1229	1	1	1	1	0	0	1	1	1			11/13/2017 19:31	2	NO
1230	1	1	1	1	0	0	1	1	1			11/13/2017 19:32	2	NO
1231	1	1	1	1	0	0	1	1	1			11/13/2017 19:32	2	NO
1232	1	1	1	1	0	0	1	1	1			11/13/2017 19:29	2	NO
1233	1	1	1	1	0	0	1	1	1			11/13/2017 19:28	2	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectible warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
1234	1	1	1	1	0	0	1	1	1			11/13/2017 19:28	2	NO
1235	1	1	1	1	0	0	1	1	1			11/13/2017 19:27	2	NO
1236	1	1	1	1	0	0	1	1	1			11/13/2017 19:21	2	NO
1237	1	1	1	1	0	0	1	1	1			11/13/2017 19:21	2	NO
1238	1	1	1	1	1	1	1	1	1			11/13/2017 19:25	0	YES
1239	1	1	1	1	1	1	1	1	1			11/13/2017 19:25	0	YES
1240	1	1	1	1	1	1	1	1	0		2.1% ew dir, water valve	11/13/2017 19:24	1	NO
1241	1	1	1	1	0	0	1	1	1			11/13/2017 19:05	2	NO
1242	1	1	1	1	0	0	1	1	1			11/13/2017 19:04	2	NO
1243	1	1	1	1	0	0	1	1	1			11/13/2017 19:04	2	NO
1244	1	1	1	1	0	0	1	1	0		2.4% ew dir, 3.8% ns dir	11/13/2017 19:09	3	NO
1245	1	1	1	1	1	1	1	1	0		2.4% ew dir, 3.8% ns dir	11/13/2017 19:09	1	NO
1246	1	1	1	1	0	0	1	1	1			11/13/2017 19:07	2	NO
1247	1	1	1	1	0	0	1	1	1			11/13/2017 19:06	2	NO
1248		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1249		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1250		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1251		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1252		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1253		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1254		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1255	1	0	1	1	0	0	1	1	0		9.0% running, 3.2% ns dir, 2.7% ew dir	10/31/2017 16:43	4	NO
1256	1	1	0	1	0	0	1	1	0		3.1% cross, 3.2% ns dir, 2.7% ew dir	10/31/2017 16:42	4	NO
1257	1	0	0	1	1	1	1	1	1		11.4% running, 2.7% cross	10/31/2017 16:39	2	NO
1258	1	1	1	1	0	0	1	1	1			10/31/2017 16:39	2	NO
1259	1	1	1	1	0	0	1	0	0		7.2% ns dir	10/31/2017 16:41	4	NO
1260	1	0	0	1	0	0	1	1	1		8.8% running, 4.2% cross	10/31/2017 16:46	4	NO
1261	1	0	1	1	0	0	1	1	1		12.2% cross	10/31/2017 16:52	3	NO
1262	1	0	1	1	0	0	0	0	0		9.1% running,	10/31/2017 16:52	6	NO
1263	0	0	0	0	0	0	0	0	0			10/31/2017 16:47	9	NO
1264	0	0	0	0	0	0	0	0	0			10/31/2017 16:48	9	NO
1265	0	0	0	0	0	0	0	0	0			10/31/2017 16:48	9	NO
1266	0	0	0	0	0	0	0	0	0			10/31/2017 16:49	9	NO
1267	0	0	0	0	0	0	0	0	0			10/31/2017 17:11	9	NO
1268	0	0	0	0	0	0	0	0	0			10/31/2017 17:09	9	NO
1269	1	1	1	1	0	0	1	1	1			10/31/2017 17:10	2	NO
1270	1	1	1	1	0	0	1	1	0		2.2% ew dir	10/31/2017 17:15	3	NO
1271	1	1	1	1	0	0	1	1	0		2.2% ew dir	10/31/2017 17:14	3	NO
1272	1	1	1	1	0	0	1	1	0		2.8% ew dir	10/31/2017 17:13	3	NO
1273	1	1	1	1	0	0	1	1	1			10/31/2017 17:12	2	NO
1274	0	0	0	0	0	0	0	0	0			10/31/2017 17:11	9	NO
1275	1	0	1	1	0	0	1	1	0		10.3% running, 2.5% ew dir	10/31/2017 16:24	4	NO
1276	1	0	0	0	0	0	0	0	0		10.8% running, 3.1% cross, 2.5% ew dir	10/31/2017 16:24	8	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectible warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
1277	1	1	0	1	0	0	1	1	0		2.2% cross, 2.9% ew dir	10/31/2017 16:28	4	NO
1278	1	1	1	1	0	0	1	1	0		2.9% ew dir	10/31/2017 16:25	3	NO
1279	1	1	1	1	0	0	1	1	0		2.5% ew dir	10/31/2017 16:29	3	NO
1280	1	1	1	1	0	0	1	1	0		2.5% ew dir	10/31/2017 16:29	3	NO
1281	1	1	1	1	0	0	1	1	0		2.5% ew dir	10/31/2017 16:30	3	NO
1282	1	0	1	1	0	0	1	1	0		9.0% running, 2.5% ew dir	10/31/2017 16:34	4	NO
1283	1	0	1	0	0	0	1	1	1		9.1% running,	10/31/2017 16:37	4	NO
1284	1	1	1	1	0	0	1	1	0		4.4% ns dir	10/31/2017 20:12	3	NO
1285	1	1	1	1	0	0	1	1	1			10/31/2017 20:13	2	NO
1286	0	0	0	0	0	0	0	0	0			10/31/2017 20:13	9	NO
1287	0	0	0	0	0	0	0	0	0			10/31/2017 20:14	9	NO
1288	1	0	1	1	0	0	1	1	0		10.3% running, 5.1% ns dir,	10/31/2017 20:11	4	NO
1289	1	0	0	1	0	0	1	1	1		9.4% running, 2.2% cross	10/31/2017 20:10	4	NO
1290	1	1	1	1	0	0	1	1	1			10/31/2017 20:09	2	NO
1291	1	1	1	1	0	0	1	1	0		3.6% ns dir.	10/31/2017 20:08	3	NO
1292	1	0	1	1	0	0	1	1	1		13.0% running,	10/31/2017 20:03	3	NO
1293	1	1	1	1	0	0	1	1	0		2.8% ns dir	10/31/2017 20:04	3	NO
1294	1	1	1	1	0	0	1	1	0		2.9% ns dir, 2.1% ew dir	10/31/2017 20:01	3	NO
1295	1	1	1	1	0	0	2	0	0			10/31/2017 19:59	4	NO
1296	0	0	0	0	0	0	0	0	0			10/31/2017 20:01	9	NO
1297	1	0	1	1	0	0	1	1	0		8.4% running, 2.8% ew dir	10/31/2017 20:02	4	NO
1298	1	1	1	1	0	0	1	1	0		2.4% ew dir	10/31/2017 21:12	3	NO
1299	1	1	1	1	0	0	1	1	0		2.4% ew dir	10/31/2017 21:11	3	NO
1300	1	1	1	1	0	0	1	1	1			10/31/2017 21:12	2	NO
1301	1	1	1	1	0	0	1	1	1			10/31/2017 21:13	2	NO
1302	0	0	0	0	0	0	0	0	0			11/13/2017 19:16	9	NO
1303	1	0	1	1	1	1	1	1	1		8.7% running	11/13/2017 19:16	1	NO
1304	0	0	0	0	0	0	0	0	0			11/13/2017 19:17	9	NO
1305	1	1	1	1	0	0	1	1	1			11/13/2017 19:17	2	NO
1306	1	1	1	1	0	0	1	1	1			11/13/2017 19:22	2	NO
1307	1	1	1	1	0	0	1	1	1			11/13/2017 19:22	2	NO
1308	1	1	1	1	0	0	1	1	1			11/13/2017 19:13	2	NO
1309	1	1	1	1	1	1	1	1	1			11/13/2017 19:12	0	YES
1310	0	0	0	0	0	0	0	0	0			11/13/2017 19:12	9	NO
1311	0	0	0	0	0	0	0	0	0			11/13/2017 19:10	9	NO
1312	1	1	1	1	0	0	1	1	1			10/23/2017 18:38	2	NO
1313	1	1	1	1	0	0	1	1	1			10/23/2017 18:37	2	NO
1314	1	1	0	1	0	0	1	1	0		2.9% cross slope, 2.5% ew dir	10/23/2017 18:36	4	NO
1315	1	1	1	1	1	1	1	1	0		2.5% ew dir	10/23/2017 18:36	1	NO
1316	1	1	0	1	0	0	1	1	1		4.0% cross slope	10/23/2017 18:42	3	NO
1317	1	1	1	1	0	0	1	1	1			10/23/2017 18:41	2	NO
1318	1	1	1	1	0	0	1	1	0		2.1% ew dir	10/23/2017 18:40	3	NO
1319	1	1	1	1	0	0	1	1	0		2.1% ew dir	10/23/2017 18:40	3	NO
1320	1	1	0	1	1	1	1	1	1		3.2% cross slope	10/23/2017 17:19	1	NO
1321	1	1	1	1	1	1	1	1	0		2.8% ns dir	10/23/2017 17:17	1	NO
1322	1	1	1	1	0	0	1	1	0		3.3% in ew dir	10/23/2017 18:33	3	NO
1323	1	1	1	1	0	0	1	1	0		3.3% in ew dir	10/23/2017 18:33	3	NO
1324	1	1	1	1	0	0	1	1	0		2.8% ew dir	10/23/2017 18:31	3	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectible warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
1325	1	1	1	1	0	0	1	1	0		2.8% ew dir	10/23/2017 18:31	3	NO
1326	1	1	1	1	0	0	1	1	1			10/23/2017 18:29	2	NO
1327	1	1	1	1	0	0	1	1	0		3.2% ew dir	10/23/2017 18:27	3	NO
1328	0	0	0	0	0	0	0	0	0			10/23/2017 18:08	9	NO
1329	0	0	0	0	0	0	0	0	0			10/23/2017 18:09	9	NO
1330	1	1	1	1	0	0	1	1	0		3.6% ns dir	10/23/2017 18:10	3	NO
1331	1	1	1	1	0	0	1	1	0		3.3% ew dir	10/23/2017 18:15	3	NO
1332	1	1	1	1	0	0	1	1	0		3.3% ew dir	10/23/2017 18:15	3	NO
1333	1	1	0	1	0	0	1	1	0		3.0% crods slope 3.5% ns dir	10/23/2017 18:13	4	NO
1334	1	0	1	1	0	0	1	1	0		11.4% running slope, 3.5% ns dir	10/23/2017 18:12	4	NO
1335	1	1	1	1	0	0	1	1	1			10/23/2017 18:23	2	NO
1336	1	1	1	1	0	0	1	1	1			10/23/2017 18:22	2	NO
1337	0	0	0	0	0	0	0	0	0			10/23/2017 18:17	9	NO
1338	0	0	0	0	0	0	0	0	0			10/23/2017 18:17	9	NO
1339	1	0	0	1	0	0	1	1	1		11.2% running and 2.2% cross slope, raised conc	10/23/2017 18:19	4	NO
1340	0	0	0	0	0	0	0	0	0			10/23/2017 18:20	9	NO
1341	0	0	0	0	0	0	0	0	0			10/23/2017 18:20	9	NO
1342	1	1	1	1	0	0	1	1	1			10/23/2017 18:21	2	NO
1343	1	1	1	1	0	0	1	1	1			11/13/2017 18:43	2	NO
1344	1	1	1	1	0	0	1	1	1			11/13/2017 18:42	2	NO
1345	1	1	1	1	0	0	1	1	1			11/13/2017 18:41	2	NO
1346	1	1	1	1	0	0	1	1	1			11/13/2017 18:40	2	NO
1347	0											11/13/2017 18:45	1	NO
1348	0											11/13/2017 18:44	1	NO
1349	1	1	1	1	0	0	1	1	1			11/13/2017 18:43	2	NO
1350	1	1	1	1	0	0	1	1	1			11/13/2017 18:43	2	NO
1351	1	1	1	1	0	0	1	1	1			11/13/2017 18:48	2	NO
1352	1	1	1	1	0	0	1	1	1			11/13/2017 18:48	2	NO
1353	1	1	1	1	0	0	1	1	1			11/13/2017 18:47	2	NO
1354	1	1	1	1	0	0	1	1	1			11/13/2017 18:46	2	NO
1355	1	1	1	1	0	0	1	1	1			11/13/2017 18:50	2	NO
1356	0	0	0	0	0	0	0	0	0			11/13/2017 18:50	9	NO
1357	0	0	0	0	0	0	0	0	0			11/13/2017 18:49	9	NO
1358	1	1	1	1	1	0	1	1	1			11/13/2017 18:53	1	NO
1359	1	1	1	1	1	0	1	1	1			11/13/2017 18:53	1	NO
1360	1	1	1	1	1	0	1	1	1			11/13/2017 18:54	1	NO
1361	1	1	1	1	1	0	1	1	1			11/13/2017 18:55	1	NO
1362	1	1	1	1	1	0	1	1	1			11/13/2017 18:56	1	NO
1363	1	1	1	1	1	0	1	1	1			11/13/2017 18:55	1	NO
1364	1	1	0	1	1	0	1	1	0		2.1% cross, 3.1% ns dir	11/13/2017 18:57	3	NO
1365	1	1	1	1	1	0	1	1	0		3.1% ns dir	11/13/2017 18:58	2	NO
1366		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1367		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1368		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1369		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1370		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1371		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1372		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectible warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
1373		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1374		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1375		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1376		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1377		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1378		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1379		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1380		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1381		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1382		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1383		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1384		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1385		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1386		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1387		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1388		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1389		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1390		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1391		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1392		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1393		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1394		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1395		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1396		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1397		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1398		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1399		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1400		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1401		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1402		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1403		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1404		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1405		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1406		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1407		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1408		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1409		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1410		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1411		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1412		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1413		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1414		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1415		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1416		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1417		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1418		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1419		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1420		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1421	0	0	0	0	0	0	0	0	0			10/23/2017 19:06	9	NO
1422	0	0	0	0	0	0	0	0	0			10/23/2017 19:06	9	NO
1423	1	1	1	1	0	0	1	1	0	2.6% ew dir		10/23/2017 19:06	3	NO
1424	1	1	1	1	0	0	1	1	1			10/23/2017 19:03	2	NO
1425	1	1	1	1	0	0	1	1	1			10/23/2017 19:04	2	NO
1426	1	0	1	1	0	0	1	1	1	8.7% running slope		10/23/2017 19:08	3	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectible warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
1427	1	1	1	1	0	0	1	1	1			10/23/2017 18:57	2	NO
1428	1	1	1	1	0	0	1	1	1			10/23/2017 18:57	2	NO
1429	1	1	1	1	0	0	1	1	1			10/23/2017 18:58	2	NO
1430	1	1	1	1	0	0	1	1	1			10/23/2017 18:59	2	NO
1431	1	1	1	1	0	0	1	1	1			10/23/2017 18:55	2	NO
1432	1	1	1	1	0	0	1	1	1			10/23/2017 18:53	2	NO
1433	1	1	1	1	0	0	1	1	1			10/23/2017 18:53	2	NO
1434	1	0	1	1	0	0	1	1	1		9.3% running slope,	10/23/2017 18:46	3	NO
1435	1	1	1	1	0	0	1	1	1			10/23/2017 18:47	2	NO
1436	1	1	1	1	0	0	1	1	0		gas valve, 4.6% ew dir	10/23/2017 18:49	3	NO
1437	1	1	0	1	1	1	1	1	1		2.2% cross slope	10/23/2017 17:08	1	NO
1438	1	1	0	1	1	1	1	1	1		3.1% cross slope, 2.9% ew dir	10/23/2017 17:10	1	NO
1439	1	1	1	1	1	1	1	1	0		, 2.9% ew dir	10/23/2017 17:11	1	NO
1440	1	1	0	1	1	1	1	1	1		4.9% cross slope 2.8% ns and 5.2% ew	10/23/2017 16:53	1	NO
1441	1	1	0	1	1	1	1	1	0		5.1% cross slope 2.1% ns 3.6% ew	10/23/2017 16:56	2	NO
1442	0	0	0	0	0	0	0	0	0			10/23/2017 16:58	9	NO
1443	1	1	0	1	1	1	1	1	0		4.1% cross slope, 3.1% ns direction and 3.7% ew direction on landing,	10/20/2017 17:49	2	NO
1444	1	1	0	1	1	1	1	1	0		2.5% cross slope, 3.1% ns direction and 3.7% ew direction on landing,	10/20/2017 17:50	2	NO
1445	1	1	1	1	1	1	0	0	0			10/20/2017 17:52	3	NO
1446	1	1	0	1	1	1	1	1	0		3.5% cross slope, 3.1% ns direction on landing	10/20/2017 17:48	2	NO
1447	1	1	0	1	1	1	0		0		3.6% cross slope	10/20/2017 17:55	3	NO
1448	1	0	0	1	1	1	1	1	0		9.8% running slope, 5.8% cross slope, 3.6% in ns dir and 4.4% in ew direction of landing	10/20/2017 17:57	3	NO
1449		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1450		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1451		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1452		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1453	1	1	1	1	1	1	1	1	1			11/14/2017 15:48	0	YES
1454	1	1	1	1	0	0	1	1	1			11/14/2017 15:55	2	NO
1455	1	1	1	1	0	0	1	1	1			11/14/2017 15:56	2	NO
1456	1	1	1	1	1	1	1	1	1			11/14/2017 16:03	0	YES
1457	1	1	1	1	1	1	1	1	1			11/14/2017 15:52	0	YES
1458	1	1	1	1	0	0	1	1	1			11/14/2017 15:51	2	NO
1459	1	1	1	1	1	1	1	1	1			11/14/2017 15:48	0	YES
1460	1	1	1	1	0	0	1	1	1			11/14/2017 15:49	2	NO



OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48" or wider?	Are detectable warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
1461	1	1	1	1	0	0	1	1	1			11/14/2017 15:50	2	NO
1462	1	1	1	1	0	0	1	1	1			11/14/2017 15:51	2	NO
1463	1	1	1	1	1	1	1	1	1			11/8/2017 18:53	0	YES
1465	1	1	1	1	1	1	2	0	0			11/8/2017 18:51	2	NO
1466	1	1	1	1	1	1	1	1	1			11/8/2017 18:50	0	YES
1469	1	0	1	1	1	1	1	1	1		8.9% running,	11/1/2017 15:42	1	NO
1471	1	0	1	1	0	0	1	1	0		9.2% running, 3.8% ew dir	11/1/2017 15:34	4	NO
1472	1	1	1	1	0	0	2	0	0			10/31/2017 17:01	4	NO
1473	1	1	1	1	0	0	1	1	1			10/31/2017 17:00	2	NO
1474	1	1	1	1	0	0	1	1	1			10/31/2017 16:58	2	NO
1475	1	1	1	1	0	0	1	1	1			10/31/2017 16:59	2	NO
1476	0	0	0	0	0	0	0	0	0			10/31/2017 17:06	9	NO
1477	0	0	0	0	0	0	0	0	0			10/31/2017 17:05	9	NO
1478	0	0	0	0	0	0	0	0	0			10/31/2017 17:04	9	NO
1479	0	0	0	0	0	0	0	0	0			10/31/2017 17:05	9	NO
1480	1	1	0	1	0	0		0	0			10/24/2017 17:42	5	NO
1481	1	1	1	1	0	0	1	1	0		2.2% ns dir	10/24/2017 17:41	3	NO
1482	1	1	0	1	0	0	1	1	0		2.7% cross slope, 2.2% ns dir	10/24/2017 17:41	4	NO
1483	1	0	1	1	0	0	1	1	0		10.0% running slope, 3.3% ew dir, 2.6% ns dir	10/24/2017 17:46	4	NO
1484	1	0	0	1	0	0	1	1	0		14.3% cross slope, 2.8% cross slope, 3.3% ew dir, 2.6% ns dir	10/24/2017 17:45	5	NO
1485	1	1	1	1	0	0	2		0			10/24/2017 17:43	3	NO
1486	1	1	0	1	0	0	1	1	0		3.2% cross slope, 2.6% ew dir and 2.4% ns dir	10/24/2017 17:19	4	NO
1487	1	0	1	1	0	0	1	1	0		9.3% running, 5.7% ew dir	10/24/2017 17:18	4	NO
1488	1	0	1	1	1	1	1	1	0		9.1% running slope, 3.6% ns dir	10/24/2017 17:11	2	NO
1489	1	1	1	1	1	1	1	1	0		3.6% ns dir	10/24/2017 17:10	1	NO
1490	1	1	0	1	1	1	1	1	1		3.2% cross slope	10/24/2017 17:09	1	NO
1491	1	1	1	1	1	1	1	1	1			10/24/2017 17:08	0	YES
1492	1	0	1	1	1	1	1	1	1		8.4% running slope	10/24/2017 17:07	1	NO
1493	1	1	1	1	1	1	1	1	1			10/24/2017 17:06	0	YES
1494	1	1	0	1	1	1	1	1	0		3.8% cross slope, 3.2% ew dir, 3.7% ns dir	10/24/2017 17:05	2	NO
1495	1	0	1	1	1	1	1	1	0		8.4% running slope, 3.2% ew dir, 3.7% ns dir	10/24/2017 17:04	2	NO
1496	1	1	1	1	1	1		1	0		The landing of the East/West direction is 1.4%. The landing of the North/South is 2.3-2.5%	10/12/2017 13:20	1	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectible warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
1497	1	1	0	1	1	1		1	0		The landing of the East/West direction is 1.4%. The landing of the North/South is 2.3-2.5%	10/12/2017 13:20	2	NO
1498	1	1	1	1	1	1		1	1			10/12/2017 13:20	0	YES
1499	1	1	1	1	1	1	0	1	1			10/12/2017 13:20	1	NO
1500	1	1	1	1	1	0						10/12/2017 13:20	1	NO
1501	1	1	1	1	1	1	0					10/12/2017 13:20	1	NO
1502	1	1	1	1	0	0	1	1	1			10/24/2017 18:05	2	NO
1503	1	0	1	1	0	0	1	1	1		8.5% cross slope	10/24/2017 18:06	3	NO
1504	1	1	1	1	0	0	1	1	0		2.2% ns dir, 2.3% ew dir	10/24/2017 18:08	3	NO
1505	1	0	1	1	0	0	1	1	0		9.9% running slope, 2.2% ns dir, 2.3% ew dir	10/24/2017 18:07	4	NO
1506	0	0	0	0	0	0	0	0	0			10/24/2017 18:08	9	NO
1507	0	0	0	0	0	0	0	0	0			10/24/2017 18:09	9	NO
1508	0	0	0	0	0	0	0	0	0			10/24/2017 18:04	9	NO
1509	0	0	0	0	0	0	0	0	0			10/24/2017 18:03	9	NO
1510		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1511		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1512		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1513		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1514		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1515		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1516		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1517		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1518		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1519		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1520		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1521		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1522		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1523		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1524		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1525		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1526		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1527		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1528		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1529		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1530		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1531		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1532		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1533		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1534		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1535	0	0	0	0	0	0	0	0	0			11/13/2017 21:15	9	NO
1536	0	0	0	0	0	0	0	0	0			11/13/2017 21:15	9	NO
1537	0	0	0	0	0	0	0	0	0			11/13/2017 21:14	9	NO
1538	0	0	0	0	0	0	0	0	0			11/13/2017 21:15	9	NO
1539	1	0	0	0	0	0	0	0	0			11/10/2017 19:52	8	NO
1540	0	0	0	0	0	0	0	0	0			11/10/2017 19:51	9	NO
1541	1	1	1	1	1	1	1	1				11/10/2017 19:47	0	YES
1542	0	0	0	0	0	0	0	0	0			11/10/2017 20:04	9	NO
1543	0	0	0	0	0	0	0	0	0			11/10/2017 20:03	9	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectible warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
1544	1	1	1	1	1	1	1	1	1	1		11/10/2017 20:03	0	YES
1545	1	1	1	1	1	1	1	1	1	1		11/10/2017 20:03	0	YES
1546	1	1	1	1	1	1	1	0	1	1		11/10/2017 20:02	1	NO
1547	1	0	0	0	0	0	0	0	0			11/10/2017 20:01	8	NO
1548	1	0	0	0	0	0	0	0	0			11/10/2017 20:01	8	NO
1549	1	0	0	0	0	0	0	0	0			11/10/2017 20:01	8	NO
1550	1	0	0	0	0	0	0	0	0			11/10/2017 20:02	8	NO
1551		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1552		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1553		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1554		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1555		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1556		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1557		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1558		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1559		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1560		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1561		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1562		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1563		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1564		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1565		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1566		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1567		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1568		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1569		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1570		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1571		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1572		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1573		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1574		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1575		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1576		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1577		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1578		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1579		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1580		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1581		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1582	1	0	0	0	0	0	0	0	0			11/10/2017 19:53	8	NO
1583	0	0	0	0	0	0	0	0	0			11/10/2017 19:53	9	NO
1584	1	1	1	1	0	0	1	1	1			10/25/2017 17:33	2	NO
1585	1	1	1	1	0	0	1	1	1			10/25/2017 17:33	2	NO
1586	1	0	0	1	0	0	1	1	0	9.7% running, 3.5% cross 2.6% ew dir		10/25/2017 17:32	5	NO
1587	1	1	0	1	0	0	1	1	0	4.5% cross slope, 2.6% ew dir		10/25/2017 17:31	4	NO
1588	0	0	0	0	0	0	0	0	0			10/25/2017 17:34	9	NO
1589	1	0	1	1	1	1	1	1	1	14.3% running,		10/25/2017 17:35	1	NO
1590	0	0	0	0	0	0	0	0	0			10/25/2017 17:38	9	NO
1591	1	0	0	0	0	0	0	0	0			10/25/2017 17:38	8	NO
1592	1	0	1	1	1	1	1	1	0	11.5% running, 3.7% ns dir,		10/25/2017 17:37	2	NO
1593	0	0	0	0	0	0	0	0	0			10/25/2017 17:36	9	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48" or wider?	Are detectable warnings present?	Detectable warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
1594	1	0	1	1	0	0	1	1	1		14.0% running slope	10/25/2017 17:40	3	NO
1595	0	0	0	0	0	0	0	0	0			10/25/2017 17:41	9	NO
1596	1	0	0	1	0	0	1	1	1		9.9% running slope, 2.7% cross slope	10/25/2017 17:40	4	NO
1597	1	0	1	1	0	0	1	1	1		10.6% running	10/25/2017 17:39	3	NO
1598	0	0	0	0	0	0	0	0	0			10/25/2017 15:25	9	NO
1599	0	0	0	0	0	0	0	0	0			10/25/2017 15:26	9	NO
1600	1	1	1	1	0	0	1	1	0		3.1% ew dir	10/25/2017 15:25	3	NO
1601	1	1	0	1	0	0	1	1	0		2.7% cross slope, 3.1% ew dir	10/25/2017 15:24	4	NO
1602	1	1	0	1	0	0	1	1	1		2.4% cross slope	10/25/2017 15:24	3	NO
1603	1	1	1	1	0	0	1	1	1			10/25/2017 15:23	2	NO
1604	1	0	1	1	0	0	1	1	0		9.2% running, 3.2% ns dir	10/25/2017 15:28	4	NO
1605	0	0	0	0	0	0	0	0	0			10/25/2017 15:26	9	NO
1606	0	0	0	0	0	0	0	0	0			10/24/2017 18:46	9	NO
1607	0	0	0	0	0	0	0	0	0			10/24/2017 18:46	9	NO
1608	0	0	0	0	0	0	0	0	0			10/24/2017 18:45	9	NO
1609	0	0	0	0	0	0	0	0	0			10/24/2017 18:46	9	NO
1610	1	1	1	1	0	0	1	0	0		2.4% ew dir	10/24/2017 18:53	4	NO
1611	1	1	1	1	0	0	1	1	0		2.4% ew dir	10/24/2017 18:54	3	NO
1612	0	0	0	0	0	0	0	0	0			10/24/2017 18:49	9	NO
1613	0	0	0	0	0	0	0	0	0			10/24/2017 18:48	9	NO
1614	1	1	1	1	0	0	1	1	0		2.1% ew dir	10/24/2017 18:52	3	NO
1615	1	1	1	1	0	0	1	1	0		2.1% ew dir	10/24/2017 18:52	3	NO
1616	1	1	1	1	0	0	1	1	1			10/24/2017 18:50	2	NO
1617	1	1	1	1	0	0	1	1	1			10/24/2017 18:50	2	NO
1618	1	0	1	1	0	0	1	1	0		8.7% running slope 3.2% ns dir	10/24/2017 18:11	4	NO
1619	1	0	1	1	0	0	1	1	0		12.5% running slope, 3.2% ns dir	10/24/2017 18:12	4	NO
1620	1	1	0	1	0	0	1	1	0		3.2% cross slope, 4.4% ew dir,	10/24/2017 18:16	4	NO
1621	1	1	1	1	0	0	1	1	0		, 4.4% ew dir,	10/24/2017 18:16	3	NO
1622	0	0	0	0	0	0	0	0	0			10/24/2017 18:15	9	NO
1623	1	0	1	1	0	0	1	1	1		9.9% running slope	10/24/2017 18:14	3	NO
1624	1	0	1	1	0	0	1	1	1		9.6% running slope,	10/24/2017 18:13	3	NO
1625	1	0	1	1	0	0	1	1	1		9.7% running slope	10/24/2017 18:13	3	NO
1626	1	1	1	1	0	0	1	1	1			10/24/2017 18:42	2	NO
1627	0	0	0	0	0	0	0	0	0			10/24/2017 18:38	9	NO
1628	0	0	0	0	0	0	0	0	0			10/24/2017 18:37	9	NO
1629	0	0	0	0	0	0	0	0	0			10/24/2017 18:37	9	NO
1630	0	0	0	0	0	0	0	0	0			10/24/2017 18:37	9	NO
1631	1	0	1	1	0	0	1	1	1		8.6% running slope	10/24/2017 18:44	3	NO
1632	1	0	1	1	0	0	1	1	1		10.5% running slope	10/24/2017 18:43	3	NO
1633	1	1	1	1	0	0	1	1	1			10/25/2017 15:34	2	NO
1634	1	0	1	1	0	0	1	1	1		11.7% running	10/25/2017 15:35	3	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48" or wider?	Are detectable warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
1635	1	1	1	1	0	0	1	1	0		2.8% ew dir,	10/25/2017 15:33	3	NO
1636	1	1	1	1	0	0	1	1	0		2.8% ew dir,	10/25/2017 15:33	3	NO
1637	1	1	1	1	0	0	1	1	0		5.1% ns dir,	10/25/2017 15:31	3	NO
1638	1	1	1	1	0	0	1	1	1			10/25/2017 15:30	2	NO
1639	0	0	0	0	0	0	0	0	0			10/25/2017 15:36	9	NO
1640	1	1	1	1	1	1	1	1	0		2.6% ew dir	10/25/2017 15:36	1	NO
1641	0	0	0	0	0	0	0	0	0			10/25/2017 17:14	9	NO
1642	1	0	1	1	0	0	1	1	0		10.6% running slope, 3.5% ns dir	10/25/2017 17:15	4	NO
1643	0	0	0	0	0	0	0	0	0			10/25/2017 17:14	9	NO
1644	0	0	0	0	0	0	0	0	0			10/25/2017 17:13	9	NO
1645	1	0	1	1	0	0	1	1	1		8.4% running,	10/25/2017 17:16	3	NO
1646	1	1	1	1	0	0	1	1	1			10/25/2017 17:17	2	NO
1647	1	1	0	1	0	0	1	1	1		3.0% cross slope	10/25/2017 17:19	3	NO
1648	1	1	1	1	0	0	1	1	1			10/25/2017 17:18	2	NO
1649	0	0	0	0	0	0	0	0	0			10/25/2017 17:25	9	NO
1650	0	0	0	0	0	0	0	0	0			10/25/2017 17:25	9	NO
1651	0	0	0	0	0	0	0	0	0			10/25/2017 17:21	9	NO
1652	0	0	0	0	0	0	0	0	0			10/25/2017 17:21	9	NO
1653	1	1	0	1	0	0	1	1	0		2.3% cross slope, 3.0% ew dir	10/25/2017 17:25	4	NO
1654	1	1	1	1	0	0	1	1	0		3.0% ew dir	10/25/2017 17:24	3	NO
1655	1	1	1	1	0	0	1	1	1			10/25/2017 17:22	2	NO
1656	1	1	1	1	0	0	1	1	1			10/25/2017 17:23	2	NO
1657	1	0	0	0	0	0	0	0	0			11/10/2017 20:12	8	NO
1658	0	0	0	0	0	0	0	0	0			11/10/2017 20:12	9	NO
1659	0	0	0	0	0	0	0	0	0			11/10/2017 20:12	9	NO
1660	1	0	0	0	0	0	0	0	0			11/10/2017 20:12	8	NO
1661	1	1	1	1	1	1	1	1				11/10/2017 20:10	0	YES
1662	1	1	1	1	1	1	1	1	1	1		11/10/2017 20:11	0	YES
1663	1	1	1	1	1	1	1	1	0		4.0% ns dir,	10/25/2017 16:53	1	NO
1664	1	1	0	1	1	1	1	1	1		2.4% cross slope	10/25/2017 16:52	1	NO
1665	1	1	1	1	1	1	1	1	0		2.5% ew dir, 2.1% ns dir	10/25/2017 16:51	1	NO
1666	1	1	1	1	1	1	0	0	0			10/25/2017 16:50	3	NO
1667	1	1	1	1	1	1	1	1	0		7.1% ew dir,	10/25/2017 16:48	1	NO
1668	1	1	1	1	1	1	1	1	0		7.1% ew dir,	10/25/2017 16:49	1	NO
1669	1	1	1	1	1	1	1	1	1			10/25/2017 16:54	0	YES
1670	1	1	1	1	1	1	2	0	0			10/25/2017 16:54	2	NO
1671	1	1	1	1	1	1	1	1	0		2.5% ew dir	10/25/2017 18:33	1	NO
1673	1	1	1	1	1	1	0	0	0			10/25/2017 18:28	3	NO
1674	1	0	1	1	1	1	1	1	1		8.6% running,	10/25/2017 18:27	1	NO
1675	1	1	1	1	1	1	1	1	1			10/25/2017 18:28	0	YES
1676	1	0	0	0	1	1	1	1	0		8.6% running, 3.4% cross. 3.6% ew dir,	10/25/2017 18:43	4	NO
1677	1	1	1	1	1	1	1	0	0		3.6% ew dir,	10/25/2017 18:43	2	NO
1678	1	1	0	1	1	1	1	1	0		2.1% cross slope, 2.4% ew dir, 6.3% ns dir manholes in sidewalk	10/25/2017 18:41	2	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48" or wider?	Are detectable warnings present?	Detectable warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
1679	1	1	0	1	1	1	1	1	0		2.3% cross slope, 2.4% ew dir, 6.3% ns dir manholes in sidewalk	10/25/2017 18:40	2	NO
1680	1	0	0	1	1	1	1	1	0		9.3% running, 4.1% cross, 5.5% ew dir	10/25/2017 16:59	3	NO
1681	1	1	1	1	1	1	1	1	0		3.4% ew dir	10/25/2017 17:03	1	NO
1682	1	1	1	1	1	1	1	1	0		manholes in sidewalk, 2.1% ew dir	10/25/2017 17:02	1	NO
1683	1	1	1	1	1	1	1	1	0		manholes in sidewalk, 2.1% ew dir	10/25/2017 17:01	1	NO
1684	1	1	1	1	1	1	1	1	0		3.4% ew dir	10/25/2017 17:02	1	NO
1685	1	0	1	1	1	1	1	1	1		9.9% running slope	10/25/2017 17:06	1	NO
1686	1	1	1	1	1	1	1	1	1			10/25/2017 17:05	0	YES
1687	1	1	1	1	1	1	1	1	1			10/25/2017 17:12	0	YES
1688	1	0	0	1	1	1	1	1	1		8.4% running slope, 2.8% cross	10/25/2017 17:11	2	NO
1689	1	0	1	1	1	1	1	1	1		14.8% running	10/25/2017 17:10	1	NO
1690	1	0	1	1	1	1	1	1	0		9.3% running, 5.8% ns dir,	10/25/2017 17:09	2	NO
1691	1	1	0	1	1	1	1	1	1		2.9% cross slope	10/25/2017 17:08	1	NO
1692	1	1	1	1	1	1	1	1	1			10/25/2017 15:38	0	YES
1693	1	1	1	1	1	1	1	1	1			10/25/2017 15:39	0	YES
1694	1	1	1	1	1	1	1	1	0		4.2% ew dir,	10/25/2017 15:40	1	NO
1695	1	1	1	1	1	1	1	1	0		4.2% ew dir,	10/25/2017 15:40	1	NO
1696	1	1	1	1	1	1	1	1	1			10/25/2017 15:43	0	YES
1697	1	0	1	1	1	1	1	1	1		8.5% running slope	10/25/2017 15:43	1	NO
1698	1	1	1	1	1	1	1	1	0		2.4% ew dir	10/25/2017 15:41	1	NO
1699	1	1	1	1	1	1	1	1	0		2.4% ew dir	10/25/2017 15:42	1	NO
1700	1	1	1	1	1	1	1	1	0		2.6% ew dir	10/24/2017 18:23	1	NO
1701	1	1	1	1	0	0	1	1	0		2.7% ew dir,	10/24/2017 18:25	3	NO
1702	1	1	1	1	1	1	1	1	0		2.7% ew dir,	10/24/2017 18:25	1	NO
1703	1	1	1	1	1	1	1	1	0		2.6% ew dir	10/24/2017 18:23	1	NO
1704	1	1	1	1	1	1	1	1	1			10/24/2017 18:22	0	YES
1705	1	1	1	1	1	1	1	1	1			10/24/2017 18:22	0	YES
1706	1	1	1	1	1	1	1	1	1			10/24/2017 18:26	0	YES
1707	1	1	1	1	1	1	1	1	1			10/24/2017 18:26	0	YES
1708	1	0	0	1	1	1	1	1	1		9.7% running, 2.4% cross slope	10/24/2017 18:20	2	NO
1709	1	1	1	1	1	1	1	1	1			10/24/2017 18:18	0	YES
1710	1	1	1	1	1	1	1	1	0		3.8% ew dir	10/24/2017 17:13	1	NO
1711	1	1	0	1	1	1	1	1	1		4.7% cross slope,	10/24/2017 17:14	1	NO
1712	1	0	0	1	1	1	1	1	1		9.0% running, 2.2% cross slope	10/24/2017 18:29	2	NO
1713	1	1	1	1	1	1	0	0	0			10/24/2017 18:34	3	NO
1714	1	1	0	1	1	1	1	1	1		2.4% cross slope	10/24/2017 18:29	1	NO
1715	1	1	1	1	1	1	1	1	1			10/24/2017 18:31	0	YES
1716	1	1	1	1	1	1	1	1	1			10/24/2017 18:32	0	YES
1717	1	1	1	1	1	1	0	0	0			10/24/2017 18:33	3	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectible warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
1718	0	0	0	0	0	0	0	0	0			10/25/2017 15:48	9	NO
1719	1	1	1	1	1	1	1	1	1			10/25/2017 15:47	0	YES
1720	1	0	1	1	1	1	1	1	1		10.5% running slope,	10/25/2017 15:45	1	NO
1721	1	1	1	1	1	1	1	1	1			10/25/2017 15:46	0	YES
1722	1	0	1	1	1	1	1	1	1		10.1% running slope	10/25/2017 15:53	1	NO
1723	1	0	0	1	1	1	1	1	1		8.5% running slope, 2.5% cross slope	10/25/2017 15:53	2	NO
1724	1	1	1	1	1	1	1	1	1			10/25/2017 15:52	0	YES
1725	1	1	1	1	1	1	2	0				10/25/2017 15:51	1	NO
1726	1	1	0	1	1	1	1	1	0	2	2.1% cross slope, 5.5% ns dir,	10/25/2017 16:03	2	NO
1727	1	1	1	1	1	1	1	1	1			10/25/2017 16:04	0	YES
1728	1	1	1	1	1	1	1	1	1			10/25/2017 15:57	0	YES
1729	1	0	1	1	1	1	1	1	1		8.8% running slope	10/25/2017 15:58	1	NO
1730	1	1	1	1	1	1	1	1	0		3.7% ns dir,	10/25/2017 15:59	1	NO
1731	1	0	1	1	1	1	1	1	1		9.7% running slope	10/25/2017 16:00	1	NO
1732	1	0	1	1	1	1	1	1	1		11.3% running slope	10/25/2017 16:01	1	NO
1733	1	1	1	1	1	1	1	1	0		5.6% ns dir	10/25/2017 16:02	1	NO
1734	1	1	1	1	1	1	1	1	1			10/25/2017 16:34	0	YES
1735	1	1	1	1	1	1	1	1	1			10/25/2017 16:33	0	YES
1736	1	1	1	1	1	1	1	1	1			10/25/2017 16:33	0	YES
1737	1	1	1	1	1	1	1	1	1			10/25/2017 16:38	0	YES
1738	1	1	1	1	1	1	1	1	1			10/25/2017 16:38	0	YES
1739	1	0	0	1	1	1	1	1	1		8.7% running	10/25/2017 16:37	2	NO
1740	1	1	1	1	1	1	1	1	1			10/25/2017 16:36	0	YES
1741	1	0	1	1	1	1	1	1	1		9.9% running slope	10/25/2017 16:35	1	NO
1742	1	1	1	1	1	1	1	1	1			10/25/2017 16:46	0	YES
1743	1	1	1	1	1	1	1	1	1			10/25/2017 16:46	0	YES
1744	1	1	1	1	1	1	1	1	1			10/25/2017 16:45	0	YES
1745	1	1	1	1	1	1	1	1	1			10/25/2017 16:44	0	YES
1746	1	1	1	1	1	1	1	1	1			10/25/2017 16:42	0	YES
1747	1	1	1	1	1	1	1	1	1			10/25/2017 18:46	0	YES
1748	1	1	0	1	1	1	1	1	1		2.5% cross,	10/25/2017 18:45	1	NO
1749	1	1	1	1	1	1	1	1	1			10/25/2017 18:51	0	YES
1750	1	1	1	1	1	1	1	1	1			10/25/2017 18:51	0	YES
1751	1	1	1	1	1	1	1	1	1			10/25/2017 18:46	0	YES
1752	1	1	1	1	1	1	1	1	1			10/25/2017 18:47	0	YES
1753	1	1	1	1	1	1	1	1	0		2.1% ns dir,	10/25/2017 18:50	1	NO
1754	1	1	1	1	1	1	1	1	0		2.1% ns dir,	10/25/2017 18:49	1	NO
1755	1	1	1	1	1	1	0	0	0			10/25/2017 18:23	3	NO
1756	1	1	1	1	1	1	0	0	0			10/25/2017 18:22	3	NO
1757	1	1	1	1	1	1	1	1	0		2.5% ns dir, 2 2% ew dir	10/25/2017 18:20	1	NO
1758	1	1	1	1	1	1	1	1	0		2.5% ns dir, 2 2% ew dir	10/25/2017 18:19	1	NO
1759	1	0	0	1	1	0	1	1	0		8.5% running, 2.2% cross slope, 2.5% ns dir,	10/25/2017 18:25	4	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectible warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
1760	1	1	0	1	1	1	1	1	1		2.7% cross slope	10/25/2017 18:24	1	NO
1761	1	1	0	1	1	1	0	0	0		3.0% cross slope	10/25/2017 18:22	4	NO
1762	1	0	1	1	0	0	1	1	0		8.7% running, 2.2% ns dir,	10/25/2017 19:06	4	NO
1763	1	0	1	1	0	0	1	1	1		10.3% running slope	10/25/2017 19:07	3	NO
1764	1	1	1	1	0	0	1	1	0		2.5% ew dir,	10/25/2017 19:08	3	NO
1765	1	0	1	1	0	0	1	1	0		11.9% running, 3.5% ns dir,	10/25/2017 19:09	4	NO
1766	1	1	1	1	0	0	1	1	1			10/25/2017 19:05	2	NO
1767	1	1	1	1	0	0	1	1	0		2.2% ew dir, 2.1% ns dir	10/25/2017 19:04	3	NO
1768	1	1	1	1	0	0	1	1	1			10/25/2017 19:03	2	NO
1769	1	0	1	1	0	0	1	1	1		11.8% running	10/25/2017 19:02	3	NO
1770	1	0	1	1	0	0	0	0	0		13.1% running	10/25/2017 19:12	6	NO
1771	1	0	0	1	0	0	1	1	1		10.7% running slope, 2.1% cross slope	10/25/2017 19:12	4	NO
1772	1	0	0	1	1	1	1	1	0		13.6% running, 2.4% cross, 3.1% ew dir, manhole in sidewalk	10/25/2017 19:18	3	NO
1773	1	0	0	1	1	1	1	1	0		13.4% running, 2.3% cross, 3.1% ew dir, manhole in sidewalk	10/25/2017 19:17	3	NO
1774	1	0	1	1	0	0	1	1	1		9.4% running	10/25/2017 19:14	3	NO
1775	1	0	0	1	0	0	0	0	0		14.9% running, 2.5% cross	10/25/2017 19:13	7	NO
1776	1	0	1	1	0	0	1	1	0		11.6% running, 4.2% ew dir,	10/25/2017 19:15	4	NO
1777	1	1	1	1	0	0	0	0	0			10/25/2017 19:16	5	NO
1778	1	0	1	1	0	0	1	1	1		10.6% running	10/25/2017 18:54	3	NO
1779	1	1	1	1	0	0	1	1	1			10/25/2017 18:54	2	NO
1780	1	0	1	1	0	0	1	1	1		10.4% running	10/25/2017 19:00	3	NO
1781	1	0	1	1	1	1	1	1	1		11.6% running	10/25/2017 18:59	1	NO
1782	1	1	1	1	0	0	1	1	1			10/25/2017 18:55	2	NO
1783	1	1	0	1	0	0	1	1	1		3.2% cross slope	10/25/2017 18:56	3	NO
1784	1	1	1	1	0	0	2	0	0			10/25/2017 18:57	4	NO
1785	1	0	1	1	0	0	1	1	1		10.0% running	10/25/2017 18:57	3	NO
1786	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 21:05	8	NO
1787	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 21:06	8	NO
1788	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 21:05	8	NO
1789	0	0	0	0	0	0	0	0	0			11/13/2017 21:06	9	NO
1790	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 21:06	8	NO
1791	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 21:06	8	NO
1792	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 21:07	8	NO
1793	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 21:07	8	NO



OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectible warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
1794	1	1	1	1	0	0	1	1	1			10/25/2017 16:25	2	NO
1795	1	0	1	1	0	0	1	0	1		8.9% running slope	10/25/2017 16:27	4	NO
1796	1	1	0	1	0	0	1	1	0		4.6% cross slope, 2.6% ns dir	10/25/2017 16:24	4	NO
1797	1	1	1	1	0	0	1	1	0		2.6% ns dir	10/25/2017 16:23	3	NO
1798	1	1	0	1	0	0	2	0	0		2.6% cross slope	10/25/2017 16:30	5	NO
1799	1	1	0	1	0	0	0	0	0		2.8% cross slope	10/25/2017 16:29	6	NO
1800	1	1	1	1	0	0	1	1	1			10/25/2017 16:28	2	NO
1801	1	1	1	1	0	0	1	1	1			10/25/2017 16:08	2	NO
1802	1	1	1	1	0	0	1	1	1			10/25/2017 16:08	2	NO
1803	0	0	0	0	0	0	0	0	0			10/25/2017 16:05	9	NO
1804	1	0	1	1	0	0	1	1	1		8.6% running slope, sidewalk titled due to tree	10/25/2017 16:21	3	NO
1805	1	0	1	1	0	0	1	1	1		13.0% running slope	10/25/2017 16:19	3	NO
1806	1	0	1	1	1	1	1	1	1		9.2% running slope,	10/25/2017 16:13	1	NO
1807	1	0	0	1	0	0	1	1	1		11.8% running, 2.1% cross slope	10/25/2017 16:15	4	NO
1808	1	0	1	1	0	0	1	1	0		9.6% running slope, 2.5% ew dir	10/25/2017 16:18	4	NO
1809	1	0	1	1	0	0	1	1	1		13.3% running slope	10/25/2017 16:17	3	NO
1810	1	0	0	1	0	0	1	1	1		11.9% running slope, 2.2% cross slope	10/25/2017 16:15	4	NO
1811	0	0	0	0	0	0	0	0	0			11/13/2017 21:09	9	NO
1812	0	0	0	0	0	0	0	0	0			11/13/2017 21:09	9	NO
1813	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 21:08	8	NO
1814		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1815		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1816		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1817		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1818		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1819		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1820		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1821		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1822		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1823		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1824		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1825		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1826		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1827		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1828		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1829		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1830		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1831		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1832		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1833		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1834		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1835		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48" or wider?	Are detectable warnings present?	Detectable warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
1836		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1837		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1838		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1839	1	0	1	1	1	1	1	1	1		10.2% running slope, 3.5% ew slope on landing	10/19/2017 15:03	1	NO
1840	1	1	1	1	1	1	1	1	0		2.9% ew direction on landing	10/19/2017 15:04	1	NO
1841	1	1	1	1	1	1	1	1	0		3.4% in ew direction on landing	10/19/2017 15:06	1	NO
1842	1	1	1	1	1	1	1	1	0	2	2.4% in ew direction on landing	10/19/2017 15:08	1	NO
1843	1	1	1	1	1	1	1	1	0		2.4% in direction	10/19/2017 15:08	1	NO
1844	1	1	1	1	1	1	1	1	0		4.0% ew direction on landing	10/19/2017 14:57	1	NO
1845	1	1	0	1	1	1	1	1	1	2	3.0% on cross slope, 4.0% on landing in ew direction	10/19/2017 14:58	1	NO
1846	1	1	1	1	1	1	1	1	1	2		10/19/2017 14:56	0	YES
1847	1	1	1	1	1	1	1	1	1			10/19/2017 15:22	0	YES
1848	1	1	1	1	1	1	1	1	1			10/19/2017 15:23	0	YES
1849	1	1	1	1	1	1	1	1	0		4.5% in ew dir of landing	10/19/2017 15:25	1	NO
1850	1	1	1	1	1	1	1	1	1			10/19/2017 15:23	0	YES
1851	1	1	1	1	1	1	1	1	0	2	2.4% in ns landing	10/19/2017 15:27	1	NO
1852	1	1	1	1	1	1	1	1	1		2.4% in landing ns dir	10/19/2017 15:28	0	YES
1853	1	1	1	1	1	1	1	1	1	2		10/19/2017 15:16	0	YES
1854	1	1	1	1	1	1	1	1	1	2		10/19/2017 15:17	0	YES
1855	1	1	0	1	1	1	1	1	1		2.2% cross slope and 2.7% in ew dir of landing	10/19/2017 15:20	1	NO
1856	1	1	1	1	1	1	1	1	0		2.7% in ew direction on landing	10/19/2017 15:19	1	NO
1857		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1858		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1859		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1860		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1861		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1862		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1863		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1864		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1865		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1866		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1867		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1868		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1869		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1870		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48" or wider?	Are detectable warnings present?	Detectable warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
1871		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1872		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1873		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1874		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1875		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1876		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1877		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1878		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1879		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1880		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1881	1	1	1	1	0	0	1	1	0		2.3% ns dir,	10/24/2017 17:28	3	NO
1882	1	1	1	1	0	0	1	1	0		2.3% ns dir,	10/24/2017 17:28	3	NO
1883	1	1	1	1	0	0	1	1	1			10/24/2017 17:26	2	NO
1884	1	0	0	1	0	0	1	1	1		10.8% running slope, 3.6% cross slope	10/24/2017 17:25	4	NO
1885		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1886		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1887		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1888		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1889		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1890		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1891		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1892		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1893		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1894		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1895		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1896		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1897		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1898		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1899		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1900		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1901		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1902		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1903		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1904		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1905		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1906		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1907		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1908		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1909		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1910		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1911		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1912		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1913	1	1	1	1	1	1	1	1	1			11/13/2017 21:30	0	YES
1914	1	1	1	1	1	1	1	1	1			11/13/2017 21:30	0	YES
1915	1	1	1	1	1	1	1	1	0		2.2% ns dir	11/13/2017 21:30	1	NO
1916	1	1	1	1	1	1	1	1	1			11/13/2017 21:32	0	YES
1917		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1918		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1919		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1920		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1921		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1922		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1923		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectable warnings present?	Detectable warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
1924		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1925		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1926		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1927		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1928		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1929		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1930		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1931	1	0	1	1	0	0	1	1	1		8.9% running slope,	10/24/2017 17:35	3	NO
1932	1	1	0	1	0	0	1	0	0		5.4% crossing slope, 3.2% cross slope	10/24/2017 17:33	5	NO
1933	1	1	1	1	0	0	1	1	0		5.5% ns dir, 5.3% ew dir	10/24/2017 17:37	3	NO
1934	1	1	0	1	0	0	1	1	0		2.4% cross slope, 5.5% ns dir, 5.3% ew dir	10/24/2017 17:36	4	NO
1935	0	0	0	0	0	0	0	0	0			10/24/2017 17:38	9	NO
1936		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1937		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1938		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1939		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1940		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1941		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1942		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1943		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1944		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1945		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1946		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1947		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1948		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1949		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1950		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1951	1	1	1	1	0	0	1	1	1			10/19/2017 15:33	2	NO
1952	1	1	1	1	1	1	1	1	1			10/19/2017 15:32	0	YES
1953	1	1	1	1	0	0	1	1	1			10/19/2017 15:35	2	NO
1954	1	1	0	1	0	0	1	1	1		3.4% cross slope	10/19/2017 15:35	3	NO
1955	0	0	0	0	0	0	0	0	0			10/19/2017 15:30	9	NO
1956	0	0	0	0	0	0	0	0	0			10/19/2017 15:30	9	NO
1957	1	0	1	1	0	0	1	1	1		12.6% running slope	10/19/2017 15:37	3	NO
1958	1	1	1	1	0	0	1	1	1			10/19/2017 15:36	2	NO
1959	1	1	1	1	0	0	1	1	1			11/13/2017 22:20	2	NO
1960	1	1	1	1	0	0	1	1	1			11/13/2017 22:18	2	NO
1961	0	0	0	0	0	0	0	0	0			11/13/2017 22:18	9	NO
1962	1	1	1	1	0	0	1	1	1			11/13/2017 22:20	2	NO
1963	1	1	1	1	0	0	1	1	1			11/13/2017 22:20	2	NO
1964	1	1	1	1	0	0	1	1	1			11/13/2017 22:21	2	NO
1965	1	1	1	1	0	0	1	1	1			11/13/2017 22:21	2	NO
1966	1	1	1	1	1	1	1	1	1			11/13/2017 22:16	0	YES
1967	1	1	1	1	0	0	1	1	1			11/13/2017 22:16	2	NO
1968	1	1	1	1	0	0	1	1	1			11/13/2017 22:15	2	NO
1969	1	1	1	1	1	0	1	1	1			11/13/2017 22:12	1	NO
1970	1	1	1	1	1	0	1	1	1			11/13/2017 22:13	1	NO
1971	1	1	1	1	1	1	1	1	1			11/14/2017 16:17	0	YES

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectable warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
1972	1	1	1	1	0	0	1	1	1			11/14/2017 16:18	2	NO
1973	1	1	1	1	1	1	1	1	1			11/14/2017 16:16	0	YES
1974	1	1	1	1	0	0	1	1	1			11/14/2017 16:16	2	NO
1975	1	1	1	1	1	0	1	1	1			11/14/2017 16:15	1	NO
1976	1	1	1	1	1	0	1	1	1			11/14/2017 16:14	1	NO
1977	1	1	1	1	1	0	1	1	1			11/14/2017 16:14	1	NO
1978	1	1	1	1	1	1	1	1	1		grate in ramp	11/14/2017 16:13	0	YES
1979	1	1	1	1	1	1	1	1	1			11/14/2017 16:12	0	YES
1980	1	1	0	1	1	1	1	1	1		2.3% cross	11/14/2017 16:09	1	NO
1981	1	1	1	1	0	0	1	1	1			11/14/2017 16:06	2	NO
1982	1	1	1	1	0	0	1	1	1			11/14/2017 16:07	2	NO
1983	1	1	1	1	0	0	1	1	1			11/14/2017 16:05	2	NO
1984	1	0	1	1	1	1	1	1	1			11/14/2017 16:03	1	NO
1985		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1986		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1987		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1988		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1989		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1990		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1991		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1992		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1993		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1994		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1995		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1996		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1997		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1998		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
1999		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2000		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2001	1	0	1	1	0	0	1	1	0		12.9% running slope, 2.4% in ns dir, 2.6% in ew direction on landing	10/20/2017 18:37	4	NO
2002	1	0	0	1	0	0	1	1	0		11.4% running slope, 2.1% cross slope, 2.4% in ns dir, 2.6% in ew direction on landing	10/20/2017 18:36	5	NO
2003	1	0	0	1	0	0	1	1	1		11.9% running slope, 2.7% cross slope	10/20/2017 18:34	4	NO
2004	1	0	1	1	0	0	1	1	1		9.3% running slope	10/20/2017 18:33	3	NO
2005	1	0	0	1	0	0	1	1	0		11.2% running slope, 3.7% cross slope, 2.8% in ns dir of landing	10/20/2017 18:42	5	NO
2006	1	0	0	1	0	0	1	1	0		12.9% running slope, 2.3% cross slope, 2.8% in ns dir of landing	10/20/2017 18:41	5	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48" or wider?	Are detectable warnings present?	Detectable warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
2007	1	1	1	1	0	0	1	1	0		3.5% in ew direction on landing	10/20/2017 18:39	3	NO
2008	1	1	0	1	0	0	1	1	0		3.1% cross slope, 3.5% in ew direction on landing	10/20/2017 18:39	4	NO
2009	1	0	1	1	0	0	1	1	1		11.8% running slope	10/20/2017 18:26	3	NO
2010	1	0	1	1	0	0	1	1	1		10.0% running slope	10/20/2017 18:25	3	NO
2011	1	0	1	1	0	0	1	1	1		9.8% running slope	10/20/2017 18:27	3	NO
2012	1	0	1	1	0	0	1	1	1		9.7% running slope,	10/20/2017 18:28	3	NO
2013	1	1	0	1	0	0	1	1	0		2.7% cross slope, 2.8% in ew direction, 4.1% in ns direction on landing	10/20/2017 18:21	4	NO
2014	1	1	0	1	0	0	1	1	0		2.6% cross slope 2.8% in ew direction, 4.1% in ns direction on landing	10/20/2017 18:21	4	NO
2015	1	0	1	1	0	0	1	1	1		9.7% running slope	10/20/2017 18:24	3	NO
2016	1	1	1	1	0	0	1	1	1			10/20/2017 18:23	2	NO
2017	1	0	1	1	0	0	1	1	1		12.6% running slope, 2.4% ew direction	10/20/2017 18:11	3	NO
2018	1	0	0	1	0	0	1	1	0		8.6% running slope, 3.0% cross slope, 2.4% ew direction	10/20/2017 18:13	5	NO
2019	1	0	1	1	0	0	1	1	0		12.8% running slope, 2.6% ns direction, 2.1% in ew direction on landing	10/20/2017 18:07	4	NO
2020	1	0	0	1	0	0	1	1	0		13.8% running slope, 4.4% cross slope, 2.6% ns direction, 2.1% in ew direction on landing. drop off	10/20/2017 18:09	5	NO
2021	1	1	1	1	1	1	1	1	1			11/6/2017 19:54	0	YES
2022	1	1	1	1	1	1	1	1	1			11/6/2017 20:07	0	YES
2024	1	1	1	1	1	1	1	1	1			11/6/2017 20:07	0	YES
2026		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2027		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2028		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2029		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2030		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectible warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
2031		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2032		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2033		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2034		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2035		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2036		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2037		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2038		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2039		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2040		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2041	1	1	1	1	0	0	1	1	1			11/10/2017 17:14	2	NO
2042	1	1	1	1	0	0	1	1	1			11/10/2017 17:14	2	NO
2043	1	1	1	1	0	0	1	1	1			11/10/2017 17:13	2	NO
2044	0	0	0	0	0	0	0	0	0			11/10/2017 17:12	9	NO
2045	0	0	0	0	0	0	0	0	0			11/13/2017 16:54	9	NO
2046	0	0	0	0	0	0	0	0	0			11/13/2017 16:53	9	NO
2047	1	1	1	1	0	0	1	1	1			11/13/2017 16:53	2	NO
2048	1	1	1	1	0	0	1	1	1			11/13/2017 16:37	2	NO
2049	1	1	1	1	0	0	1	1	1			11/13/2017 16:37	2	NO
2050	1	1	1	1	0	0	1	1	1			11/13/2017 16:39	2	NO
2051	0	0	0	0	0	0	0	0	0			11/13/2017 16:39	9	NO
2052	1	1	1	1	0	0	1	1	1			11/13/2017 16:18	2	NO
2053	0	0	0	0	0	0	0	0	0			11/13/2017 16:18	9	NO
2054	1	1	1	1	0	0	1	1	1			11/13/2017 16:19	2	NO
2055	0	0	0	0	0	0	0	0	0			11/13/2017 16:19	9	NO
2056	0	0	0	0	0	0	0	0	0			11/13/2017 16:21	9	NO
2057	0	0	0	0	0	0	0	0	0			11/13/2017 16:21	9	NO
2058	1	1	0	1	1	1				2.3% cross		11/13/2017 16:24	1	NO
2059	1	1	1	1	1	1	1	1	1			11/13/2017 16:23	0	YES
2060	1	1	1	1	1	1	2	0	0			11/13/2017 16:11	2	NO
2061	1	1	1	1	1	1	2	0	0			11/13/2017 16:11	2	NO
2062	0	0	0	0	0	0	0	0	0			11/13/2017 16:12	9	NO
2063	0	0	0	0	0	0	0	0	0			11/13/2017 16:13	9	NO
2064	1	1	1	1	0	0	1	1	0	3.0% ew dir		11/13/2017 16:14	3	NO
2065	1	1	1	1	0	0	1	1	0	3.0% ew dir		11/13/2017 16:14	3	NO
2066	0	0	0	0	0	0	0	0	0			11/13/2017 16:15	9	NO
2067	1	1	1	1	0	0	1	1	1			11/13/2017 16:15	2	NO
2068	1	1	1	1	0	0	1	1	1			11/13/2017 16:34	2	NO
2069	1	1	1	1	0	0	1	1	1			11/13/2017 16:34	2	NO
2070	0	0	0	0	0	0	0	0	0			11/13/2017 16:32	9	NO
2071	1	1	1	1	0	0	1	1	1			11/13/2017 16:59	2	NO
2072	1	1	1	1	0	0	1	1	1			11/13/2017 16:58	2	NO
2073	0	0	0	0	0	0	0	0	0			11/13/2017 16:57	9	NO
2074	1	1	1	1	0	0	1	1	1			11/13/2017 16:58	2	NO
2075	0	0	0	0	0	0	0	0	0			11/13/2017 17:00	9	NO
2076	1	1	1	1	0	0	1	1	1			11/13/2017 17:00	2	NO
2077	0	0	0	0	0	0	0	0	0			11/10/2017 17:09	9	NO
2078	1	0	0	0	0	0	0	0	0	no detectible warning panels		11/10/2017 17:09	8	NO
2079	1	0	0	0	0	0	0	0	0	no detectible warning panels		11/10/2017 17:09	8	NO
2080	0	0	0	0	0	0	0	0	0			11/10/2017 17:09	9	NO
2081	0	0	0	0	0	0	0	0	0			11/10/2017 17:09	9	NO
2082	0	0	0	0	0	0	0	0	0			11/10/2017 17:09	9	NO
2083	0	0	0	0	0	0	0	0	0			11/10/2017 17:09	9	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectible warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
2084		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2085		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2086		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2087		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2088		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2089		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2090		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2091		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2092		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2093		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2094		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2095		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2096		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2097		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2098		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2099		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2100	1	1	1	1	0	0	1	1	1			11/10/2017 16:32	2	NO
2101	1	1	1	1	0	0	1	1	1			11/10/2017 16:32	2	NO
2102	0	0	0	0	0	0	0	0	0			11/10/2017 16:33	9	NO
2103	0	0	0	0	0	0	0	0	0			11/10/2017 16:34	9	NO
2104	1	1	1	1	0	0	1	1	0	2.2% ns dir, 2.5% ew dir, grate		11/10/2017 16:31	3	NO
2106	1	1	1	1	1	1	1	1	1			11/6/2017 19:59	0	YES
2109		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2110		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2111		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2112		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2113		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2114		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2115		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2116	0	0	0	0	0	0	0	0	0			11/10/2017 16:05	9	NO
2117	0	0	0	0	0	0	0	0	0			11/10/2017 16:05	9	NO
2118	1	1	1	1	1	1	0	0	0			11/2/2017 18:01	3	NO
2119	1	0	1	1	1	1	0	0	0	8.5% running		11/2/2017 18:02	4	NO
2120	1	1	1	1	1	1	1	1	0	3.1% ew dir, 2.6% ns dir		11/2/2017 18:00	1	NO
2121	1	1	1	1	1	1	1	1	1			11/2/2017 18:03	0	YES
2122	1	1	1	1	1	1	1	1	1			11/2/2017 18:05	0	YES
2123	1	1	1	1	1	1	1	1	1			11/2/2017 17:40	0	YES
2124	1	1	1	1	1	1	1	1	1			11/2/2017 17:41	0	YES
2125	1	1	1	1	1	1	1	1	1	manhole in landing		11/2/2017 17:36	0	YES
2126	1	1	1	1	1	1	1	1	1			11/2/2017 17:38	0	YES
2127	1	0	1	1	1	1	1	1	1	8.8% running,		11/2/2017 17:37	1	NO
2128	1	1	1	1	1	1	1	1	1			11/2/2017 17:39	0	YES
2129	1	1	1	1	1	1	1	1	1			11/2/2017 17:39	0	YES
2130	0	0	0	0	0	0	0	0	0			11/10/2017 17:03	9	NO
2131	1	0	0	0	0	0	0	0	0	no detectible warning panels		11/10/2017 17:03	8	NO
2132	1	0	0	0	0	0	0	0	0	no detectible warning panels		11/10/2017 17:03	8	NO
2133	1	0	0	0	0	0	0	0	0	no detectible warning panels		11/10/2017 17:04	8	NO
2134	1	0	0	0	0	0	0	0	0	no detectible warning panels		11/10/2017 17:04	8	NO



OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectible warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
2135	0	0	0	0	0	0	0	0	0			11/10/2017 17:03	9	NO
2136	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/10/2017 17:03	8	NO
2137	1	0	0	0	0	0	0	0	0		no detectible warning panels, 2 manholes	11/10/2017 16:52	8	NO
2138	0	0	0	0	0	0	0	0	0			11/10/2017 16:51	9	NO
2139	0	0	0	0	0	0	0	0	0			11/10/2017 16:51	9	NO
2140	0	0	0	0	0	0	0	0	0			11/10/2017 16:50	9	NO
2141	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/10/2017 16:51	8	NO
2142	0	0	0	0	0	0	0	0	0			11/10/2017 16:51	9	NO
2143	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/10/2017 16:52	8	NO
2144	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/10/2017 16:49	8	NO
2145	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/10/2017 16:49	8	NO
2146	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/10/2017 16:49	8	NO
2147	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/10/2017 16:49	8	NO
2148	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/10/2017 16:49	8	NO
2149	0	0	0	0	0	0	0	0	0			11/10/2017 16:49	9	NO
2150	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/10/2017 16:42	8	NO
2151	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/10/2017 16:41	8	NO
2152	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/10/2017 16:42	8	NO
2153	0	0	0	0	0	0	0	0	0			11/10/2017 16:42	9	NO
2154	0	0	0	0	0	0	0	0	0			11/10/2017 16:42	9	NO
2155	0	0	0	0	0	0	0	0	0			11/10/2017 16:42	9	NO
2156	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/10/2017 16:41	8	NO
2157	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/10/2017 16:41	8	NO
2158	1	1	0	1	0	0	1	1	0		4.8% cross, 3.5% ns dir, 3.2% ew dir	11/3/2017 13:57	4	NO
2159	1	1	0	1	0	0	1	1	0		6.0% cross, 3.5% ns dir, 3.2% ew dir	11/3/2017 13:58	4	NO
2161	1	1	1	1	0	0	1	1	0		4.9% ns dir,	11/3/2017 13:56	3	NO
2162	1	1	0	1	0	0	1	1	0		3.9% cross, 4.9% ns dir,	11/3/2017 13:56	4	NO
2163	1	0	1	1	1	1	0	0	0		11.0% running	11/3/2017 13:55	4	NO
2164	0	0	0	0	0	0	0	0	0			11/3/2017 13:53	9	NO
2165	1	0	1	1	0	0	1	1	0		9.5% running, 2.2% ns dir, 2.7% ew dir	11/3/2017 13:54	4	NO
2166	0	0	0	0	0	0	0	0	0			11/3/2017 13:52	9	NO
2167	1	1	1	1	0	0	1	1	1			11/3/2017 14:49	2	NO
2168	1	1	0	1	0	0	1	1	1		3.1% cross,	11/3/2017 14:48	3	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectable warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
2169	0	0	0	0	0	0	0	0	0			11/3/2017 14:47	9	NO
2170	0	0	0	0	0	0	0	0	0			11/3/2017 14:48	9	NO
2171	1	1	0	1	1	1	1	1	1	2.2% cross,		11/3/2017 14:13	1	NO
2172	0	0	0	0	0	0	0	0	0			11/3/2017 14:13	9	NO
2173	1	1	1	1	0	0	1	1	1			11/3/2017 14:12	2	NO
2174	1	1	1	1	0	0	1	1	1			11/3/2017 14:11	2	NO
2178	1	1	1	1	1	1	1	1	0	2.1% ns dir,		11/3/2017 14:46	1	NO
2182	1	1	1	1	1	1	1	1	0	2.1% ns dir,		11/3/2017 14:45	1	NO
2183	1	1	1	1	1	1	1	1	1			11/3/2017 14:44	0	YES
2185	1	1	1	1	1	1	1	1	1			11/3/2017 14:18	0	YES
2191	1	1	1	1	1	1	1	1	1			11/3/2017 14:17	0	YES
2192	1	1	1	1	1	1	1	1	0	2.4% ns dir,		11/3/2017 14:16	1	NO
2197	1	1	1	1	1	1	1	1	0	2.4% ns dir,		11/3/2017 14:16	1	NO
2199	1	0	1	1	1	1	1	1	0	15.0% running, 2.8% ns dir		11/3/2017 14:39	2	NO
2200	1	1	1	1	1	1	1	1	0	3.6% ew dir, 3.5% ns dir		11/3/2017 14:40	1	NO
2202	1	1	1	1	1	1	1	1	1			11/3/2017 14:34	0	YES
2205	1	1	1	1	1	1	2	0	0			11/3/2017 14:37	2	NO
2207	1	1	1	1	1	1	0	0	0			11/3/2017 14:37	3	NO
2209	1	0	1	1	1	1	1	1	0	15.0% running, 3.0% ns dir,		11/3/2017 14:38	2	NO
2211	1	0	1	1	1	1	1	1	1	9.5% running		11/2/2017 18:29	1	NO
2213	1	1	1	1	1	1	0	0	0			11/2/2017 18:27	3	NO
2215	1	1	1	1	1	1	2	0	0			11/2/2017 18:26	2	NO
2216	1	1	1	1	1	1	2	0	0			11/2/2017 18:27	2	NO
2218		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2219		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2220		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2221		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2222		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2223		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2224		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2225		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2226		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2227		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2228		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2229		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2230		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2231		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2233	1	1	1	1	1	1	1	1	1			11/3/2017 15:51	0	YES
2234	1	1	1	1	1	1	1	1	1			11/3/2017 14:57	0	YES
2236	1	1	1	1	1	1	1	1	0	2.3% ns dir		11/3/2017 14:58	1	NO
2237	1	1	1	1	1	1	1	1	1			11/3/2017 14:59	0	YES
2248	1	1	1	1	1	1	1	1	1			11/3/2017 15:08	0	YES
2251	1	1	1	1	1	1	1	1	1			11/3/2017 15:12	0	YES
2252	1	1	0	1	1	1	0	0	0	2.1% cross		11/3/2017 14:22	4	NO
2254	1	1	0	1	0	0	2	0	0	3.1% cross slope		11/3/2017 14:27	5	NO
2255	1	1	1	1	1	1	1	0	0	4.1% ns dir,		11/3/2017 14:30	2	NO
2257	1	1	0	1	1	1	2	0	0	6.9% cross		11/3/2017 14:25	3	NO
2258	1	1	0	1	1	1	2	0	0	7.5% cross slope		11/3/2017 14:24	3	NO
2259	1	1	1	1	1	1	1	1	1			11/3/2017 15:17	0	YES
2260	1	1	1	1	1	1	2	0	0			11/3/2017 15:17	2	NO
2261	1	1	1	1	1	1	1	1	1			11/3/2017 15:14	0	YES
2262	1	1	1	1	1	1	2	0	0			11/3/2017 15:14	2	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectable warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
2263	1	1	1	1	0	0	1	1	0		3.5% ns dir	11/3/2017 15:22	3	NO
2264	1	1	1	1	0	0	2	0	0			11/3/2017 15:21	4	NO
2266	1	1	1	1	1	1	1	1	1			11/2/2017 18:19	0	YES
2267	1	1	1	1	1	1	1	1	1			11/2/2017 18:19	0	YES
2268	1	1	1	1	1	1	1	1	1			11/2/2017 18:18	0	YES
2269	1	1	1	1	1	1	1	1	1			11/2/2017 18:18	0	YES
2270	1	1	1	1	1	1	1	1	1			11/2/2017 18:15	0	YES
2271	1	1	1	1	1	1	1	1	1			11/2/2017 18:15	0	YES
2272	1	1	1	1	1	1	1	1	1			11/2/2017 18:17	0	YES
2273	1	1	1	1	1	1	1	1	1			11/2/2017 18:17	0	YES
2274		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2275		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2276		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2277		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2278		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2279		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2280		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2281		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2282		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2283		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2284		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2285		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2288	1	1	1	1	1	1	1	1	1			11/3/2017 15:05	0	YES
2291	1	1	1	1	1	1	1	1	1			11/3/2017 15:01	0	YES
2292	1	1	1	1	1	1	1	1	0		3.5% ns dir, 3.3% ew dir	11/3/2017 15:00	1	NO
2300	1	1	1	1	1	1	1	1	0		3.5% ns dir, 3.3% ew dir	11/3/2017 15:00	1	NO
2301		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2302		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2303		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2304		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2305		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2306		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2307		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2308		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2309		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2310		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2311		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2312		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2313		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2314		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2315		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2316		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2317		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2318		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2319		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2320		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2321		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2322		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2323		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2324		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2325		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2326		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2327		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectable warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
2328		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2329		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2330		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2331		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2332		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2333		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2334		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2335		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2336		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2337		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2338		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2339		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2340		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2341		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2342		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2343		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2344		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2345		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2346		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2347		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2348		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2349		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2350		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2351	1	1	1	1	1	0	1	1	0	1		3/6/2018 21:46	2	NO
2352	1	1	1	1	1	0	1	1	0	1		3/6/2018 21:46	2	NO
2353	1	1	1	1	1	0	0	1	0	1	Ramp slope is 5.2%	3/6/2018 21:46	3	NO
2354	1	1	1	1	1	0	1	1	0	1		3/6/2018 21:46	2	NO
2355		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2356		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2357		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2358		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2359		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2360		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2361		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2362		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2363		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2364		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2365		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2366		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2367		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2368		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2369		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2370		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2371		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2372		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2373	1	1	1	1	1	0	0	1	0	1	Ramp slope is 6%	3/6/2018 21:47	3	NO
2374	1	1	1	1	1	0	0	1	0	1	Ramp slope is 6%	3/6/2018 21:46	3	NO
2375	1	1	1	1	1	0	1			1	Some of the raised truncated domes are damaged.	3/6/2018 21:47	1	NO
2376		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2377		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2378		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectible warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
2379		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2381	1	1	1	1	1	1	1	1	1			11/6/2017 19:56	0	YES
2382	1	1	1	1	1	1	1	1	1			11/6/2017 19:57	0	YES
2384	0	0	0	0	0	0	0	0	0			11/10/2017 16:06	9	NO
2385	1	1	1	1	0	0	1	1	1			11/10/2017 16:07	2	NO
2386	0	0	0	0	0	0	0	0	0			11/10/2017 16:03	9	NO
2388	0	0	0	0	0	0	0	0	0			11/10/2017 16:01	9	NO
2389	1	1	1	1	0	0	1	1	0		2.1% ew dir	11/10/2017 15:57	3	NO
2390	1	1	1	1	0	0	1	1	0		2.1% ew dir	11/10/2017 15:57	3	NO
2391	1	1	1	1	0	0	1	1	0		2.3% ns dir	11/10/2017 15:58	3	NO
2392	1	1	1	1	0	0	1	1	0		2.3% ns dir	11/10/2017 15:58	3	NO
2393	1	1	1	1	0	0	1	1	0		2.5% ns dir	11/10/2017 15:59	3	NO
2394	1	1	1	1	0	0	1	1	0		2.5% ns dir	11/10/2017 16:00	3	NO
2395	1	1	1	1	0	0	1	1	1			11/10/2017 15:53	2	NO
2396	1	1	1	1	0	0	1	1	1			11/10/2017 15:54	2	NO
2397	1	0	1	1	0	0	1	1	1		9.2% running, water valve	11/10/2017 15:47	3	NO
2398	1	1	1	1	0	0	1	1	1			11/10/2017 15:42	2	NO
2399	1	1	1	1	0	0	1	1	1			11/10/2017 15:42	2	NO
2400	0	0	0	0	0	0	0	0	0			11/10/2017 15:43	9	NO
2401	0	0	0	0	0	0	0	0	0			11/10/2017 15:42	9	NO
2402	0	0	0	0	0	0	0	0	0			11/10/2017 15:38	9	NO
2403	1	1	1	1	0	0	1	1	1			11/10/2017 15:39	2	NO
2404	1	1	1	1	0	1	1	1	0		3.0% ew dir,	11/10/2017 15:41	2	NO
2405	1	1	1	1	0	0	1	1	0		3.0% ew dir,	11/10/2017 15:41	3	NO
2406	0	0	0	0	0	0	0	0	0			11/10/2017 15:34	9	NO
2407	1	1	1	1	0	0	1	1	0		2.9% ns dir	11/10/2017 15:35	3	NO
2408	1	1	1	1	0	0	1	1	1			11/10/2017 15:33	2	NO
2409	1	1	1	1	0	0	1	1	1			11/10/2017 15:33	2	NO
2410	0	0	0	0	0	0	0	0	0			11/10/2017 15:32	9	NO
2411	0	0	0	0	0	0	0	0	0			11/10/2017 15:32	9	NO
2412	0	0	0	0	0	0	0	0	0			11/10/2017 15:35	9	NO
2413	1	1	1	1	0	0	1	1	0		2.5% ns dir	11/10/2017 15:36	3	NO
2414	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/10/2017 16:43	8	NO
2415	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/10/2017 16:43	8	NO
2416	0	0	0	0	0	0	0	0	0			11/10/2017 16:44	9	NO
2417	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/10/2017 16:44	8	NO
2418	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/10/2017 16:44	8	NO
2419	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/10/2017 16:45	8	NO
2420	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/10/2017 16:45	8	NO
2421	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/10/2017 16:45	8	NO
2422	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/10/2017 16:45	8	NO
2423	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/10/2017 16:46	8	NO
2424	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/10/2017 16:46	8	NO
2425	0	0	0	0	0	0	0	0	0			11/10/2017 16:46	9	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectible warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
2426	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/10/2017 16:46	8	NO
2427	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/10/2017 16:47	8	NO
2428	0	0	0	0	0	0	0	0	0			11/10/2017 16:47	9	NO
2429	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/10/2017 16:48	8	NO
2430	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/10/2017 16:48	8	NO
2431	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/10/2017 16:48	8	NO
2432	0	0	0	0	0	0	0	0	0			11/10/2017 16:47	9	NO
2433	1	1	1	1	0	0	1	1	1			11/10/2017 16:27	2	NO
2434	1	1	1	1	0	0	1	1	0		2.2% ns dir, 2.5% ew dir	11/10/2017 16:31	3	NO
2435		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2436		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2437		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2439	1	1	1	1	1	1	1	1	1			11/3/2017 15:52	0	YES
2441	1	1	1	1	1	1	1	1	1			11/3/2017 15:53	0	YES
2442	0	0	0	0	0	0	0	0	0			11/3/2017 16:01	9	NO
2443	1	1	1	1	0	0	1	1	1			11/3/2017 16:03	2	NO
2444	1	1	1	1	1	1	1	1	1			11/3/2017 16:04	0	YES
2445	1	0	1	1	0	0	1	1	1		8.8% running,	11/3/2017 16:05	3	NO
2446	0	0	0	0	0	0	0	0	0			11/3/2017 16:05	9	NO
2447	0	0	0	0	0	0	0	0	0			11/3/2017 16:05	9	NO
2448	1	0	1	1	0	0	1	1	0		12.6% running, 2.4% ew dir	11/3/2017 16:07	4	NO
2449	1	1	1	1	0	0	1	1	0		2.4% ew dir, 4.1% ns dir	11/3/2017 16:09	3	NO
2450	1	1	1	1	0	0	1	1	0		2.4% ew dir, 4.1% ns dir	11/3/2017 16:09	3	NO
2451	1	1	1	1	0	0	1	1	1			11/3/2017 16:10	2	NO
2452	1	1	1	1	0	0	1	1	1			11/3/2017 16:11	2	NO
2453	0	0	0	0	0	0	0	0	0			11/3/2017 16:13	9	NO
2454	1	1	1	1	0	0	1	1	1			11/3/2017 16:12	2	NO
2455	1	0	1	1	0	0	1	1	1		9.0% running,	11/3/2017 16:12	3	NO
2456	0	0	0	0	0	0	0	0	0			11/10/2017 16:03	9	NO
2457	1	1	1	1	1	1	1	1	0		2.3% ns dir,	11/3/2017 16:17	1	NO
2458	1	0	1	1	1	1	1	1	1		10.5% running	11/3/2017 16:16	1	NO
2459	1	1	1	1	1	1	1	1	1			11/3/2017 16:16	0	YES
2460	1	1	1	1	1	1	1	1	1			11/3/2017 16:15	0	YES
2462	0	0	0	0	0	0	0	0	0			11/3/2017 16:19	9	NO
2463	1	1	1	1	0	0	1	1	0		2.3% ns dir,	11/3/2017 16:20	3	NO
2464	1	1	1	1	0	0	1	1	0		2.3% ns dir,	11/3/2017 16:21	3	NO
2465	0	0	0	0	0	0	0	0	0			11/3/2017 16:20	9	NO
2468	0	0	0	0	0	0	0	0	0			11/3/2017 14:05	9	NO
2469	1	1	0	1	0	0	1	1	0		2.1% cross, 4.2% ns dir, 2.4% ew dir	11/3/2017 14:05	4	NO
2470	1	1	1	1	0	0	1	1	0		4.2% ns dir, 2.4% ew dir	11/3/2017 14:04	3	NO
2471	1	1	1	1	0	0	1	1	0		4.1% ns dir, 2.2% ew dir	11/3/2017 14:03	3	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectible warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
2472	1	1	1	1	0	0	1	1	0		4.1% ns dir, 2.2% ew dir	11/3/2017 14:04	3	NO
2473	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/10/2017 16:57	8	NO
2474	0	0	0	0	0	0	0	0	0			11/10/2017 16:57	9	NO
2475	0	0	0	0	0	0	0	0	0			11/10/2017 16:57	9	NO
2476	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/10/2017 16:55	8	NO
2477	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/10/2017 16:55	8	NO
2478	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/10/2017 16:55	8	NO
2479	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/10/2017 16:55	8	NO
2480	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/10/2017 16:55	8	NO
2481	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/10/2017 16:55	8	NO
2482	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/10/2017 16:56	8	NO
2483	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/10/2017 16:56	8	NO
2484	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/10/2017 16:54	8	NO
2485	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/10/2017 16:53	8	NO
2486	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/10/2017 16:53	8	NO
2487	0	0	0	0	0	0	0	0	0			11/10/2017 16:53	9	NO
2488	0	0	0	0	0	0	0	0	0			11/10/2017 16:53	9	NO
2489	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/10/2017 16:53	8	NO
2490	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/10/2017 16:54	8	NO
2491	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/10/2017 16:54	8	NO
2492	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/10/2017 17:01	8	NO
2493	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/10/2017 17:01	8	NO
2494	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/10/2017 17:01	8	NO
2495	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/10/2017 17:01	8	NO
2496	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/10/2017 17:01	8	NO
2497	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/10/2017 17:01	8	NO
2498	1	0	1	1	1	1	0	0	0		9.8% running	11/2/2017 18:08	4	NO
2499	1	0	1	1	1	1	1	1	1		14.9% running,	11/2/2017 18:09	1	NO
2500	1	0	1	1	1	1	0	0	0		8.6% running,	11/2/2017 18:08	4	NO
2501	1	0	1	1	1	1	1	1	1		10.0% running,	11/2/2017 18:07	1	NO
2502	1	0	1	1	1	1	1	1	0		10.4% running, 3.6% ew dir	11/2/2017 18:10	2	NO
2503	1	0	1	1	1	1	0	0	0		13.0% running	11/2/2017 18:10	4	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48" or wider?	Are detectable warnings present?	Detectable warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
2504	1	0	1	1	1	1	0	0	0		8.6% running,	11/2/2017 18:11	4	NO
2505	1	1	1	1	1	1	1	1	1		gate valve in apron	11/2/2017 18:12	0	YES
2506	1	0	1	1	1	1	0	0	0		9.1% running	11/2/2017 18:35	4	NO
2509	1	0	1	1	1	1	1	1	1		11.3% running	11/2/2017 18:35	1	NO
2511	1	1	1	1	1	1	1	1	0		3.2% ew dir,	11/2/2017 18:36	1	NO
2513	1	1	1	1	1	1	2	0	0			11/2/2017 18:37	2	NO
2514	1	1	0	1	1	1	0	1	0		2.6% cross, 2.7% ew dir, 2.5% ns dir	11/2/2017 18:31	3	NO
2516	1	1	1	1	1	1	1	1	0		2.5% ns dir, 2.5% ew dir	11/2/2017 18:33	1	NO
2518	1	1	1	1	1	1	0	0	0			11/2/2017 18:34	3	NO
2521	1	1	1	1	1	1	1	1	1			11/2/2017 18:34	0	YES
2522	1	1	1	1	1	1	2	0	0			11/3/2017 15:32	2	NO
2523	1	1	1	1	1	1	2	0	0			11/3/2017 15:33	2	NO
2526	1	1	1	1	1	1	1	1	1			11/3/2017 15:45	0	YES
2528		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2529		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2530		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2531		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2532		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2533		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2534		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2535		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2536		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2537		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2538		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2539		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2540		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2541		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2542		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2543		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2544		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2545		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2546		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2547		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2548		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2549		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2550		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2551		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2552		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2553		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2554		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2555		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2556		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2557		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2558		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2559		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2560		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2561		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2562		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2563		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2564		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2565		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO



OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectible warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
2566		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2567		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2568		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2569		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2570		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2571		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2572		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2573		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2575	1	1	1	1	1	1	2	0	0			11/8/2017 19:19	2	NO
2576	1	1	1	1	1	1	1	1	0		2.2% ew dir	11/8/2017 19:11	1	NO
2577	1	1	1	1	1	1	1	1	0		3.4% ns dir	11/8/2017 19:10	1	NO
2578	1	1	1	1	1	1	2	0	0			11/8/2017 19:11	2	NO
2580	1	1	1	1	1	1	1	1	0		3.8% ew dir	11/8/2017 19:13	1	NO
2581	1	1	1	1	1	1	1	1	1			11/8/2017 19:15	0	YES
2582	1	1	1	1	1	1	1	1	1			11/8/2017 19:16	0	YES
2583	1	1	1	1	1	1	1	1	1			11/8/2017 19:16	0	YES
2584	1	1	1	1	1	1	1	1	0		3.0% ns dir	11/8/2017 19:17	1	NO
2585		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2586		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2587		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2590	1	1	1	1	1	0	1	1	1			3/6/2018 19:24	1	NO
2591	1	1	1	1	1	0	2	0	0			3/6/2018 19:24	3	NO
2593	1	1	1	1	1	1	2		0			11/8/2017 19:53	1	NO
2594	1	1	1	1	1	1	2	0	0			11/8/2017 19:37	2	NO
2596		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2597		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2598		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2599		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2600		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2601		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2602		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2603		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2604		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2605	0	0	0	0	0	0	0	0	0			11/10/2017 16:12	9	NO
2606	0	0	0	0	0	0	0	0	0			11/10/2017 16:11	9	NO
2607	0	0	0	0	0	0	0	0	0			11/10/2017 16:11	9	NO
2608	0	0	0	0	0	0	0	0	0			11/10/2017 16:11	9	NO
2609	0	0	0	0	0	0	0	0	0			11/10/2017 16:10	9	NO
2610	1	1	1	1	0	0	1	1	1			11/10/2017 16:10	2	NO
2611	0	0	0	0	0	0	0	0	0			11/10/2017 16:09	9	NO
2612	0	0	0	0	0	0	0	0	0			11/10/2017 16:08	9	NO
2613	1	1	1	1	0	0	1	1	1			11/10/2017 16:14	2	NO
2614	1	1	1	1	0	0	1	1	1			11/10/2017 16:14	2	NO
2615	1	1	1	1	0	0	2					11/10/2017 16:17	2	NO
2616	1	1	1	1	0	0	1	1	1			11/10/2017 16:16	2	NO
2617	1	1	1	1	0	0	1	1	1			11/10/2017 16:15	2	NO
2618	1	1	1	1	0	0	2					11/10/2017 16:16	2	NO
2620	1	1	1	1	1	1	2	0	0			11/3/2017 15:56	2	NO
2621	1	1	1	1	1	1	2	0	0			11/3/2017 15:57	2	NO
2622	1	1	1	1	1	1	1	1	1			11/3/2017 15:57	0	YES
2623		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2624		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2625	1	1	1	1	1	1	2	0	0			11/8/2017 19:48	2	NO
2626	1	1	1	1	1	1	1	0	0		2.3% ns dir	11/8/2017 19:46	2	NO
2627		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectable warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
2628		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2629		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2630		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2631		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2632		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2633		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2634		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2635		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2636	1	1	1	1	1	1	1	1	1	1		11/15/2017 16:53	0	YES
2637	1	1	1	1	1	1	1	1	1	1		11/15/2017 16:52	0	YES
2638	1	1	1	1	0	0	1	1	0		2.2% in ns direction	10/20/2017 17:29	3	NO
2639	1	0	1	1	0	0	1	1	0		8.5% cross slope, 2.2% in ns direction	10/20/2017 17:28	4	NO
2640	1	0	1	1	0	0	1	1	0		8.8% running slope, 3.0% ns direction and 3.3% in ew direction on landing.	10/20/2017 17:26	4	NO
2641	1	1	0	1	0	0	1	1	0		2.4% cross slope, 3.0% ns direction and 3.3% in ew direction on landing	10/20/2017 17:27	4	NO
2642	1	1	1	1	0	0	0	0	0		no landing	10/19/2017 17:15	5	NO
2643	1	0	1	1	0	0	0	0	0		8.6% running slope. no landing	10/19/2017 17:14	6	NO
2644	1	1	1	1	1	1	1	1	1		2.5% ns direction on landing	10/19/2017 20:56	0	YES
2645	1	1	1	1	1	1	1	1	0		3.7% ns direction on landing	10/19/2017 20:55	1	NO
2646	1	0	1	1	1	1	1	1	0		12.4% running slope, 3.0% ns direction on landing	10/19/2017 21:05	2	NO
2647	1	1	1	1	1	1	1	1	1			10/19/2017 21:03	0	YES
2648	1	0	1	1	1	1	0	0	0		8.7% running slope	10/19/2017 21:06	4	NO
2649	1	1	1	1	0	1	1	1	0		ns direction on landing is 2.1%	10/19/2017 20:52	2	NO
2650	1	1	0	1	1	1	1	1	0		3.0% cross slope, 3.4% ns dir and 2.5% on ew direction on landing	10/19/2017 20:49	2	NO
2651	1	0	0	1	1	1	1	1	0		8.4% running slope, 2.4% cross slope, 2.1% ns dir on landing	10/19/2017 21:18	3	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectible warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
2652	1	0	1	1	0	0	1	1	0		9.1% running slope, 3.1% ns direction on landing and 3.4% ew dir	10/19/2017 21:26	4	NO
2653	1	1	0	1	0	0	1	1	0		3.7% on cross slope 3.1% ns direction on landing and 3.4% ew dir	10/19/2017 21:27	4	NO
2654	1	0	0	1	0	0	1	1	0		14.0% running slope, 5.5% cross slope, 2.5% ns direction	10/19/2017 21:31	5	NO
2655	1	0	0	1	0	0	1	1	0		10.0% running slopr, 3.8% cross slope, 2.4% ns direction on landing	10/19/2017 21:31	5	NO
2656	1	1	1	1	1	1	1	1	1			10/20/2017 14:51	0	YES
2657	1	1	0	1	1	1	1	1	0		2.1% cross slope, 2.9% in ew direction on landing	10/20/2017 14:55	2	NO
2658	1	1	1	1	1	1	1	1	1			11/15/2017 14:58	0	YES
2659		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2660		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2661	1	1	1	1	1	0	1	1	1	1		3/6/2018 20:13	1	NO
2662	1	1	1	1	1	0	1	1	1	1		3/6/2018 20:13	1	NO
2663	1	1	1	1	1	0	1	1	1	1		3/6/2018 20:13	1	NO
2664	1	1	1	1	1	0	1	1	0	1	2.2% North-South direction of landing	3/6/2018 20:13	2	NO
2665		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2666		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2667		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2668		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2669	1	1	1	1	1	1	1	0	0		grate in front of detectible warning panels, 4.0% ns dir	10/23/2017 19:40	2	NO
2670	1	1	1	1	1	1	1	1	0			10/23/2017 19:41	1	NO
2672		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2673		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2674		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2675		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2676		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2677		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2678	1	1	1	1	0	0	2	0	0			11/13/2017 16:52	4	NO
2679		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2680	1	1	1	1	0	0	1	1	1			11/10/2017 17:15	2	NO
2681		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2682		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2683		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2684		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectible warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
2685		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2686		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2687		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2688		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2689		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2690		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2691		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2692		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2693		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2694	1	1	1	1	1	1	1	1	1			11/9/2017 21:35	0	YES
2695		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2696		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2697		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2698		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2699		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2700	0	0	0	0	0	0	0	0	0			11/13/2017 16:38	9	NO
2701	1	1	1	1	0	0	1	1	1			11/13/2017 16:38	2	NO
2702	1	1	1	1	0	0	2	0	0			11/13/2017 16:52	4	NO
2703	1	1	1	1	0	0	1	1	1			11/13/2017 16:55	2	NO
2704	0	0	0	0	0	0	0	0	0			11/13/2017 16:55	9	NO
2705	0	0	0	0	0	0	0	0	0			11/10/2017 17:13	9	NO
2706	0	0	0	0	0	0	0	0	0			11/10/2017 17:13	9	NO
2707	0	0	0	0	0	0	0	0	0			11/10/2017 17:14	9	NO
2708		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2709		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2710		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2711		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2712		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2713		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2714		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2715		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2716		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2717		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2718		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2719		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2720		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2721		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2722		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2723		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2724		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2725		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2726		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2727		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2728		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2729		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2730		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2731		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2732		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2733		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2734		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2735		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2736		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2737		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2738		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2739		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectible warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
2740		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2741		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2742		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2743		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2744		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2745		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2746		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2747		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2748		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2749		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2750		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2751		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2752		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2753		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2754		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2755		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2756		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2757		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2758		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2759		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2760		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2761		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2762		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2763		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2764		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2765		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2766		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2767		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2768		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2769		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2770		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2771		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2772		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2773		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2774		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2775		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2776		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2777		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2778		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2779		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2780		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2781		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2782		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2783		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2784		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2785		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2786		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2787		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2788		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2789		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2790		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2791		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2792		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2793		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2794		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectable warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
2795	1	1	1	1	1	1	1	1	1		water valve in landing	11/6/2017 19:29	0	YES
2796		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2797	1	1	1	1	1	1	1	1	0		2.5% ew dir	11/6/2017 19:26	1	NO
2798	1	1	1	1	1	1	1	1	0		2.5% ew dir	11/6/2017 19:26	1	NO
2799	1	1	1	1	1	1	1	1	1			11/6/2017 19:25	0	YES
2800		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2801		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2802		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2803		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2804		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2805		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2806		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2807		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2808		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2809		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2810		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2811		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2812		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2813		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2814		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2815		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2816		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2817		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2818		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2819		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2820		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2821		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2822		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2823		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2824		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2825		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2826		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2827		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2828		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2829		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2830		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2831		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2832		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2833		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2834		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2835		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2836		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2837		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2838		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2839		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2840		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2841		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2842		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2843		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2844		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2845		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2846		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2847		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2848		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48" or wider?	Are detectable warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
2849		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2850		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2851		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2852		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2853	1	1	1	1	0	0	1	1	1			11/10/2017 17:18	2	NO
2854	1	1	1	1	0	0	1	1	1			11/10/2017 17:22	2	NO
2855	1	1	1	1	0	0	2	0	0			11/10/2017 17:21	4	NO
2856		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2857		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2858	1	0	1	1	0	0	1	1	0	9.5% running, 2.3% running		10/31/2017 16:55	4	NO
2859	1	1	1	1	0	0	1	1	1			10/31/2017 16:57	2	NO
2860	1	1	1	1	0	0	0	0	0			10/31/2017 17:49	5	NO
2861	1	1	1	1	0	0	1	1	1			10/31/2017 17:51	2	NO
2862	1	1	1	1	1	1	2	0	0			10/31/2017 18:13	2	NO
2863	1	1	1	1	1	1	2	0	0			10/31/2017 18:13	2	NO
2864	1	1	1	1	0	0	2	0	0			10/31/2017 18:06	4	NO
2865	1	1	1	1	0	0	2	0	0			10/31/2017 18:07	4	NO
2866	1	1	1	1	0	0	2	0	0			10/31/2017 18:01	4	NO
2867	1	1	1	1	0	0	2	0	0			10/31/2017 18:04	4	NO
2868	0	0	0	0	0	0	0	0	0			10/31/2017 18:05	9	NO
2869	0	0	0	0	0	0	0	0	0			10/31/2017 18:05	9	NO
2870	1	1	1	1	1	1	2	0	0			10/31/2017 18:14	2	NO
2871	1	1	1	1	1	1	2	0	0			10/31/2017 18:15	2	NO
2872	1	1	1	1	1	1	2	0	0			11/8/2017 16:17	2	NO
2873	1	1	1	1	1	1	2	0	0			11/8/2017 16:16	2	NO
2874		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2875	0	1	1	1	0	0	0	0	0			10/31/2017 16:02	6	NO
2876	0	1	1	1	0	0	2	0	0			10/31/2017 16:01	5	NO
2877		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2878		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2879		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2880		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2881		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2882		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2883		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2884		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2885		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2886		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2887		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2888		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2889		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2890	1	1	1	1	1	1	1	1	1			11/9/2017 20:38	0	YES
2891	1	1	1	1	1	1	1	1	1			11/9/2017 20:37	0	YES
2892	1	1	1	1	1	1	1	1	1			11/9/2017 20:43	0	YES
2893	1	1	1	1	1	1	2	0	0			11/9/2017 20:42	2	NO
2894	1	1	1	1	1	1	2	0	0			10/25/2017 20:25	2	NO
2895	1	1	1	1	1	1	2	0	0			10/25/2017 20:21	2	NO
2896	1	1	1	1	1	1	2	0	0			10/25/2017 20:21	2	NO
2897	1	1	0	1	1	1	0	0	0	2.2% cross slope		10/25/2017 20:31	4	NO
2898	1	0	1	1	1	1	0	0	0	12.1% running slope		10/25/2017 20:31	4	NO
2899	1	0	1	1	0	0	1	1	0	10.5% running slope, 2.9% ew dir, conc raised		10/25/2017 20:06	4	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectible warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
2900	1	0	1	1	0	0	1	1	1		8.4% running, 2.9% ew dir	10/25/2017 20:07	3	NO
2901	1	1	1	1	0	0	2	0	0			10/25/2017 19:42	4	NO
2902	1	1	1	1	0	0	2	0	0			10/25/2017 19:42	4	NO
2903	1	1	0	1	0	0	1	1	0		3.6% cross, 5.7% ew dir	10/25/2017 20:08	4	NO
2904	1	1	1	1	0	0	1	1	0		5.7% ew dir	10/25/2017 20:08	3	NO
2905		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2906	1	1	1	1	1	1	1	1	0		3.0% ns dir, 5.3% ew dir	11/1/2017 18:53	1	NO
2907	1	1	1	1	1	1	0	1	1		3.0% ns dir, 5.3% ew dir	11/1/2017 18:53	1	NO
2908	1	1	1	1	1	1	2	0	0			11/1/2017 18:58	2	NO
2909	1	1	1	1	1	1	1	1	0		3.9% ns dir,	11/1/2017 18:58	1	NO
2910	1	1	1	1	0	0	1	1	0		2.3% ns dir	11/1/2017 20:34	3	NO
2911	1	1	1	1	0	0	1	1	0		2.6% ns dir	11/1/2017 20:35	3	NO
2912	1	1	0	1	1	1	1	1	1		4.6% cross slope	10/25/2017 20:20	1	NO
2913	1	1	0	1	1	1	1	1	1		2.3% cross slope,	10/25/2017 20:19	1	NO
2914	1	1	1	1	0	0	2	0	0			11/1/2017 19:13	4	NO
2915	1	1	1	1	0	0	1	1	1			11/1/2017 19:13	2	NO
2916	1	0	1	1	0	0	1	1	1		10.7% running	10/31/2017 18:27	3	NO
2917	1	1	1	1	0	0	0	0	0			11/1/2017 16:19	5	NO
2918	1	1	1	1	0	0	1	1	0		2.1% ns dir	11/1/2017 16:20	3	NO
2919	1	1	1	1	0	0	1	1	0		2.1% ns dir	11/1/2017 16:21	3	NO
2920	1	0	1	1	0	0	1	1	0		10.7% running, 2.1% ew dir	11/1/2017 17:57	4	NO
2921	1	1	1	1	0	0	1	1	0		2.1% ew dir	11/1/2017 17:57	3	NO
2922	1	1	1	1	0	0	1	1	1			11/1/2017 19:18	2	NO
2923	1	0	1	1	0	0	0	0	0		8.7% running,	11/1/2017 19:14	6	NO
2924	1	0	0	1	0	0	1	1	1		9.4% running, 2.8% cross	11/1/2017 19:17	4	NO
2925	1	0	1	1	0	0	1	1	1		8.4% running,	11/1/2017 19:20	3	NO
2926	1	1	1	1	0	0	1	1	1		3.7% ns dir	11/1/2017 20:33	2	NO
2927	1	1	1	1	0	0	1	1	0		3.7% ns dir	11/1/2017 20:33	3	NO
2928	1	0	1	1	0	0	0	0	0		11.3% running	11/1/2017 16:18	6	NO
2929	1	0	1	1	0	0	1	1	1		8.6% running,	11/1/2017 16:11	3	NO
2930	1	1	1	1	0	0	2	0	0			11/1/2017 15:57	4	NO
2931	1	1	1	1	0	0	1	1	1			11/1/2017 15:58	2	NO
2932	1	1	0	1	0	0	1	1	1		2.6% cross	11/1/2017 15:59	3	NO
2933	1	1	0	1	0	0	1	1	1		2.8% cross	11/1/2017 16:00	3	NO
2934	0	0	0	0	0	0	0	0	0			11/1/2017 15:55	9	NO
2935	1	0	0	1	0	0	1	1	0		8.7% running, 2.7% cross, 3.1% ew dir	11/1/2017 15:54	5	NO
2936	1	0	1	1	0	0	1	1	1		8.4% running,	11/1/2017 16:48	3	NO
2937	1	1	1	1	0	0	2	0	0			11/1/2017 16:56	4	NO
2938	1	1	1	1	0	0	1	1	0		2.5% ew dir	11/1/2017 16:57	3	NO
2939	1	1	1	1	0	0	2	0	0			11/1/2017 16:57	4	NO
2940	1	1	1	1	0	0	2	0	0			11/1/2017 16:58	4	NO
2941	0	0	0	0	0	0	0	0	0			11/1/2017 17:06	9	NO
2942	0	0	0	0	0	0	0	0	0			11/1/2017 17:06	9	NO
2943	1	1	1	1	1	1	1	1	0		7.9% ew dir, 2.3% ns dir	11/1/2017 17:06	1	NO
2944	1	1	1	1	1	1	1	1	0		7.9% ew dir, 2.3% ns dir	11/1/2017 17:05	1	NO



OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectable warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
2945	1	1	1	1	1	1	1	1	1			11/1/2017 17:04	0	YES
2946	1	1	1	1	1	1	1	1	1			11/13/2017 20:12	0	YES
2947	1	1	1	1	1	1	1	1	1			11/13/2017 20:15	0	YES
2948	1	1	1	1	1	1	1	1	1			11/13/2017 20:14	0	YES
2949	1	1	1	1	1	1	1	1	1			11/13/2017 20:02	0	YES
2950	1	1	1	1	1	1	1	1	1			11/13/2017 20:06	0	YES
2951	1	1	1	1	1	1	1	1	1			11/13/2017 20:07	0	YES
2952	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:06	8	NO
2953	0	0	0	0	0	0	0	0	0			11/13/2017 20:13	9	NO
2954	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:20	8	NO
2955	1	1	1	1	0	0	1	1	0		3.5% ns dir	10/31/2017 15:05	3	NO
2956		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2957		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2958		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2959		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2960		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2961		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2962		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2963	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:20	8	NO
2964	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:20	8	NO
2965	1	0	1	1	0	0	1	0	1		11.9% running	11/1/2017 16:38	4	NO
2966	1	1	1	1	0	0	2	0	0			11/1/2017 16:35	4	NO
2967	1	1	1	1	0	0	1	0	0		3.3% ew dir, 2.4% ns dir	11/1/2017 16:13	4	NO
2968	1	1	0	1	0	0	1	1	0		2.4% cross, 2.6% ns dir	11/1/2017 16:14	4	NO
2969	1	1	1	1	0	0	1	1	0		2.2% ew dir	11/1/2017 16:16	3	NO
2970	1	0	1	1	1	1	1	1	1		9.7% running	10/31/2017 14:53	1	NO
2971	1	1	1	1	1	1	2	0	0			10/31/2017 14:51	2	NO
2972	1	1	1	1	1	1	2	0	0			10/31/2017 14:52	2	NO
2973	1	1	0	1	0	0	1	1	1		3.1% cross	10/31/2017 14:50	3	NO
2974	1	1	1	1	1	1	1	1	1			10/31/2017 14:50	0	YES
2975	1	1	1	1	0	0	1	1	1			10/31/2017 15:01	2	NO
2976	1	1	1	1	0	0	1	1	0		4.9% ns dir	10/31/2017 15:02	3	NO
2977	1	1	1	1	0	0	0	0	0			10/31/2017 15:16	5	NO
2978	1	1	1	1	1	1	0	0	0			10/31/2017 15:15	3	NO
2979	1	1	0	1	1	1	0	0	0		2.5% cross slope	10/31/2017 15:14	4	NO
2980	1	0	1	1	0	0	1	1	1		9.3% running	10/31/2017 14:48	3	NO
2981	0	0	0	0	0	0	0	0	0			10/31/2017 15:16	9	NO
2982	1	1	1	1	1	1	2	0	0			10/31/2017 15:20	2	NO
2983		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
2984	1	1	1	1	1	1	1	1	0		2.2% ew dir,	10/31/2017 15:32	1	NO
2985	1	1	1	1	1	1	2	0	0			10/31/2017 15:30	2	NO
2986	1	1	1	1	1	1	1	1	1			10/31/2017 15:27	0	YES
2987	1	1	1	1	1	1	1	1	1			10/31/2017 15:26	0	YES
2988	1	1	1	1	1	1	1	1	1			10/31/2017 15:47	0	YES
2989	1	0	1	1	1	1	1	1	1		8.7% running,	10/31/2017 15:44	1	NO
2990	1	1	1	1	1	1	1	1	1			10/31/2017 15:10	0	YES
2991	1	1	1	1	1	1	1	1	1			10/31/2017 15:09	0	YES
2992	0	0	0	0	0	0	0	0	0			11/13/2017 16:49	9	NO
2993	0	0	0	0	0	0	0	0	0			11/13/2017 16:49	9	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectable warnings present?	Detectable warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
2994	1	1	1	1	0	0	2	0	0			11/10/2017 17:19	4	NO
2995	1	1	1	1	0	0	1	1	1			11/10/2017 17:19	2	NO
2996	1	1	1	1	0	0	1	1	1			11/10/2017 17:20	2	NO
2997	1	1	1	1	0	0	2					11/10/2017 17:21	2	NO
2998	1	1	1	1	1	0	1	1	1			3/6/2018 19:10	1	NO
2999	1	1	1	1	1	1	1	1	1			11/1/2017 19:02	0	YES
3000	1	1	1	1	1	1	1	1	0	2.5% ew dir		11/1/2017 19:07	1	NO
3001	1	1	1	1	1	1	2	0	0			11/1/2017 19:06	2	NO
3002	1	1	1	1	1	0	2	0	0			3/6/2018 18:50	3	NO
3003	1	1	1	1	1	0	2	0	0			11/1/2017 19:05	3	NO
3004	1	0	1	1	1	1	0	0	0	14.5% running, valves in front of curb		11/1/2017 19:04	4	NO
3005	1	0	1	1	1	0	0	0	0	8.8% running,		3/6/2018 19:09	5	NO
3006	1	1	1	1	0	0	1	1	1			11/1/2017 19:12	2	NO
3007	1	1	1	1	0	0	2	0	0			11/1/2017 19:12	4	NO
3008	1	1	1	1	0	0	1	1	0	2.4% ns dir		11/1/2017 19:10	3	NO
3009	1	1	1	1	0	0	1	1	0	2.4% ns dir		11/1/2017 19:11	3	NO
3010	1	1	1	1	0	0	1	1	0	2.2% ew dir		11/1/2017 16:17	3	NO
3011	1	0	1	1	0	0	0	0	0	8.8% running		10/31/2017 17:41	6	NO
3012	1	0	1	1	0	0	1	1	1	12.8% running,		10/31/2017 17:41	3	NO
3013	1	1	1	1	0	0	0	0	0			10/31/2017 17:50	5	NO
3014		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3015		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3016		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3017	1	1	1	1	1	1	2					10/17/2017 19:08	0	YES
3018	1	1	0	1	1	1	0	0	0	cross slope is 3.3%		10/17/2017 19:19	4	NO
3019	1	1	0	1	1	1	1	1	0	cross slope is 4.0%, landing is 3.2% in ns direction		10/17/2017 19:17	2	NO
3020	1	1	0	1	1	1	1	1	1	2.3% cross slope		10/17/2017 18:51	1	NO
3021	1	1	1	1	1	1	1	1	1			10/17/2017 18:52	0	YES
3022	1	1	1	1	1	1						10/17/2017 18:45	0	YES
3023	1	1	1	1	1	1						10/17/2017 18:39	0	YES
3024	1	1	1	1	1	1	1	1	1			10/17/2017 18:37	0	YES
3025	1	0	1	1	1	1	1	1	0	11.6% running slope. landing is 2.4% in ew direction.		10/17/2017 18:36	2	NO
3026	1	0	0	1	1	1	1	1	0	10.3% running slope 2.1% cross slope on ramp landing is 5.0% slope. detectable warning panel isnt aligned with crosswalk.		10/17/2017 18:34	3	NO
3027	1	1	0	1	0	0				2.6% on cross slope for landing		10/17/2017 18:31	3	NO
3028	1	1	1	1	1	1	1	1	1			10/17/2017 18:29	0	YES
3029	1	1	1	1	1	1	1	1	1			10/17/2017 18:01	0	YES
3030	1	1	1	1	1	1	1	1	1			10/17/2017 18:00	0	YES

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48" or wider?	Are detectible warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
3031	1	1	1	1	1	1	1	1	1			10/17/2017 17:59	0	YES
3032	1	1	0	1	1	1	1	1	1		2.4% cross slope	10/17/2017 17:58	1	NO
3033	1	1	1	1	1	1	1	1	1			10/17/2017 18:10	0	YES
3034	1	1	1	1	1	1	2					10/17/2017 18:08	0	YES
3035	1	1	0	1	1	1					2.5 % cross slope on curb ramp	10/17/2017 18:06	1	NO
3036	1	1	1	1	1	1	1	1	1		cross slope on landing is 2.4% running east west direction	10/17/2017 18:05	0	YES
3037	1	1	1	1	1	1	1	1	1			10/17/2017 17:55	0	YES
3038	1	1	0	1	1	1	1	1	1		2.8% cross slope	10/17/2017 17:54	1	NO
3039	1	1	1	1	1	1	1	1	1			10/17/2017 17:49	0	YES
3040	1	1	0	1	1	1	1	1	1		ramp cross slope is 2.6%	10/17/2017 17:48	1	NO
3041	1	1	0	1	1	1	1	1	1		2.2% cross slope	10/17/2017 17:53	1	NO
3042	1	1	1	1	1	1	1	1	1			10/17/2017 17:52	0	YES
3043	1	1	1	1	1	1	1	1	1			10/17/2017 17:51	0	YES
3044	1	1	0	1	1	1	1	1	1		cross slope is 3.6%	10/17/2017 17:51	1	NO
3045	1	1	1	1	1	1	2			2	Marriot entrance south side	10/17/2017 17:35	0	YES
3046	1	1	1	1	1	1	1	1	0	2	Cross slope greater than 2.0%. Gas valve in landing	10/17/2017 17:17	1	NO
3047	1	1	1	1	1	1	1	1	1	2	electric pedestal	10/17/2017 17:11	0	YES
3048	0	0	0	0	0	0	0	0	0			10/17/2017 20:18	9	NO
3049	1	1	1	1	0	0	1	1	1		tree severely overgrown	11/14/2017 20:27	2	NO
3050		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3051		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3052		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3053		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3054		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3055		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3056		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3057	1	1	1	1	1	1	1	1	1			10/17/2017 18:44	0	YES
3058		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3059		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3060		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3061	0	0	0	0	0	0	0	0	0			11/13/2017 17:06	9	NO
3062	1	1	1	1	0	0	1	1	1			11/13/2017 17:32	2	NO
3063	1	1	1	1	0	0	2					11/13/2017 17:31	2	NO
3064	0	0	0	0	0	0	0	0	0			11/13/2017 17:27	9	NO
3065	1	1	1	1	0	0	1	1	1			11/13/2017 17:26	2	NO
3066	1	1	1	1	0	0	1	1	1			11/13/2017 17:25	2	NO
3067	0	0	0	0	0	0	0	0	0			11/13/2017 17:25	9	NO
3068		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3069		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3070	1	1	1	1	0	0	1	1	1		water valve, hydrant, trees in landing	11/13/2017 16:42	2	NO
3071	1	1	1	1	0	0	2	0	0			11/13/2017 16:43	4	NO
3072	0	0	0	0	0	0	0	0	0			11/13/2017 16:50	9	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectable warnings present?	Detectable warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
3073	0	0	0	0	0	0	0	0	0			11/13/2017 16:49	9	NO
3074	1	0	0	1	1	1	1	1	0		12.8% running, 3.6% cross, grate, 2.6% ns dir	11/1/2017 21:00	3	NO
3075		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3076		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3077	1	1	1	1	1	1	1	1	1			11/2/2017 17:47	0	YES
3078	1	1	0	1	1	1	1	1	0		detectable panels scrapped, 4.8% cross, 2.1% ew dir, 4.3% nsdir	11/2/2017 17:46	2	NO
3079	1	0	1	1	1	1	0	0	0		10.7% landing,	11/2/2017 17:44	4	NO
3080	1	1	0	1	1	1	0	0	0			11/2/2017 17:43	4	NO
3081	1	1	1	1	1	1	1	1	0		3.0% ew dir, 3.5% ns dir	11/2/2017 17:43	1	NO
3082	1	1	1	1	1	1	1	1	1			11/2/2017 17:58	0	YES
3083	1	1	0	1	1	1	2	0	0		2.6% cross	11/2/2017 17:57	3	NO
3084	1	1	1	1	1	1	2	0	0			11/2/2017 18:44	2	NO
3085	1	1	1	0	1	1	0	0	0			11/2/2017 18:54	4	NO
3086	1	1	0	1	1	1	2	0	0		3.3% cross	11/2/2017 17:55	3	NO
3087	1	1	1	1	1	1	1	1	0		manhole in landing, 2.8% ns dir	11/2/2017 17:56	1	NO
3088	1	1	1	1	1	1	1	1	1			11/2/2017 18:42	0	YES
3089	1	1	0	1	0	0	0	0	0		5.0% cross	11/2/2017 20:06	6	NO
3090	1	1	1	1	0	0	1	1	0		2.9% ns dir	11/2/2017 20:01	3	NO
3091	0	0	0	0	0	0	0	0	0			10/17/2017 15:54	9	NO
3092		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3093	1	0	1	1	0	0	0	0	0		13.5% running,	11/2/2017 19:51	6	NO
3094	1	1	1	1	1	1	2	0	0			11/2/2017 19:36	2	NO
3095	1	1	1	1	1	1	2	0	0		cracked	11/2/2017 19:55	2	NO
3096	1	1	1	1	1	1	0	0	0			11/2/2017 19:55	3	NO
3097	1	1	0	1	0	0	0	0	0		5.3% cross	11/2/2017 19:51	6	NO
3098	1	1	0	1	0	0	2	0	0		5.7% cross	11/2/2017 19:49	5	NO
3099	1	1	0	1	0	0	0	0	0		4.6% cross	11/2/2017 19:50	6	NO
3100	1	1	1	1	1	1	1	1	0		2.7% ns dir,	11/2/2017 19:09	1	NO
3101	1	1	0	1	1	1	1	1	0		5.1% cross, 3.6% ew dir,	11/2/2017 18:58	2	NO
3102	1	0	0	1	1	1	1	1	0		9.7% running, 3.0% cross, 3.6% ew dir,	11/2/2017 18:59	3	NO
3103	1	1	1	1	1	1	1	1	0		4.4% ns dir	11/2/2017 18:57	1	NO
3104	1	1	0	1	1	1	0	0	0		6.4% cross	11/2/2017 18:52	4	NO
3105	1	1	1	1	1	1	2	0	0			11/2/2017 18:50	2	NO
3106	1	1	1	1	1	1	2	0	0			11/2/2017 18:50	2	NO
3107	1	0	1	1	1	1	1	1	0		8.7% running, 4.4% ns dir, manhole	11/2/2017 18:51	2	NO
3108	1	1	0	1	1	1	0	0	0		4.6% cross	11/2/2017 18:51	4	NO
3109	1	0	1	1	1	1	1	1	0		11.2% running, 2.8% ns dir	11/2/2017 18:49	2	NO
3110	1	1	0	1	1	1	1	1	0		2.3% cross, 2.4% ns dir	11/2/2017 18:48	2	NO
3111	1	1	1	1	1	1	2	0	0			11/2/2017 18:43	2	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48" or wider?	Are detectable warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
3112	1	1	1	1	1	1	0	0	0			11/2/2017 18:46	3	NO
3113	1	1	1	1	1	1	2	0	0			11/2/2017 17:49	2	NO
3114	1	1	1	1	1	1	1	1	1			11/2/2017 17:50	0	YES
3115	1	1	1	1	1	1	1	1	1			11/2/2017 17:50	0	YES
3116	1	1	0	1	1	1	0	0	0	4.6% cross, util box		11/2/2017 17:51	4	NO
3117	1	0	1	1	1	1	1	1	0	12.9% running, 4.2% ns dir		11/2/2017 17:52	2	NO
3118	1	1	1	1	1	1	0	0	0			10/25/2017 20:23	3	NO
3119	1	1	1	1	1	1	2	0	0			10/25/2017 20:22	2	NO
3120	1	1	0	1	1	1	1	1	0	2.4% cross, 2.7% ns dir, 3.9% ew dir, manhole in sidewalk		10/25/2017 20:35	2	NO
3121	1	1	1	1	1	1	1	1	0	, 2.7% ns dir, 3.9% ew dir,		10/25/2017 20:36	1	NO
3122	1	1	1	1	1	1	2	0	0			10/25/2017 20:33	2	NO
3123	1	1	1	1	1	1	1	1	0	3.4% ew dir,		10/25/2017 20:32	1	NO
3124	1	1	1	1	0	0	1	1	1			10/25/2017 18:30	2	NO
3125	0	0	0	0	0	0	0	0	0			10/25/2017 19:27	9	NO
3126	0	0	0	0	0	0	0	0	0			10/25/2017 19:27	9	NO
3127	1	1	1	1	0	0	1	1	1	grass encroaching sidewalk		10/25/2017 19:22	2	NO
3128	1	1	1	1	0	0	1	1	1	grass encroaching on sidewalk		10/25/2017 19:23	2	NO
3129	1	1	0	1	1	1	0	0	0	3.5% cross		11/1/2017 18:55	4	NO
3130	1	0	1	1	1	1	0	0	0	9.7% running,		11/1/2017 18:55	4	NO
3131	1	1	0	1	1	1	2	0	0	2.7% cross		11/1/2017 18:56	3	NO
3132	1	1	1	1	1	1	2	0	0			11/1/2017 18:56	2	NO
3133	1	1	1	1	1	1	1	1	1			11/1/2017 19:01	1	NO
3134	1	1	1	1	1	1	1	1	1			11/13/2017 20:01	0	YES
3135	0	0	0	0	0	0	0	0	0			11/13/2017 20:00	9	NO
3136	0	0	0	0	0	0	0	0	0			11/13/2017 20:00	9	NO
3137	1	1	1	1	1	1	1	1	1			11/13/2017 20:02	0	YES
3138	1	1	1	1	0	0	1	1	1			11/13/2017 16:48	2	NO
3139	1	1	1	1	0	0	2	0	0			11/13/2017 16:48	4	NO
3140	1	1	1	1	0	0	1	1	1			11/13/2017 17:30	2	NO
3141	1	1	1	1	0	0	1	1	1			11/13/2017 17:30	2	NO
3142	1	1	1	1	0	0	1	1	1			11/13/2017 17:29	2	NO
3143	0	0	0	0	0	0	0	0	0			11/13/2017 17:28	9	NO
3144	1	1	1	1	0	0	1	1	0	2.8% ns dir		11/2/2017 20:10	3	NO
3145	1	0	1	1	0	0	1	1	0	14.0% running, 2.3% ns dir		11/2/2017 20:09	4	NO
3146	1	1	1	1	0	0	1	1	1			11/3/2017 16:41	2	NO
3147	1	1	1	1	0	0	1	1	0	3.3% ns dir		11/3/2017 16:38	3	NO
3148	1	0	1	1	0	0	1	1	1	8.4% running,		11/3/2017 16:39	3	NO
3149	1	1	0	1	0	0	2	0	0	2.1% cross		11/2/2017 20:07	5	NO
3150	0	0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3151	0	0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3152	0	0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3153	0	0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3154	0	0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3155	0	0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectible warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
3156		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3157		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3158	1	1	1	1	0	0	2	0	0			11/1/2017 16:42	4	NO
3159	1	1	1	1	0	0	2	0	0			11/1/2017 16:42	4	NO
3160	1	0	1	1	0	0	1	1	0		11.1% running, 2.4% ns dir	11/1/2017 16:12	4	NO
3161	0	0	0	0	0	0	0	0	0			11/1/2017 16:11	9	NO
3162	0	0	0	0	0	0	0	0	0			11/1/2017 15:56	9	NO
3163	0	0	0	0	0	0	0	0	0			11/1/2017 15:55	9	NO
3164	1	0	1	1	0	0	1	1	1		9.4% running	11/1/2017 16:47	3	NO
3165	1	1	1	1	0	0	1	1	0		2.6% ew dir	11/1/2017 21:26	3	NO
3166	1	1	1	1	0	0	1	1	1			11/13/2017 17:19	2	NO
3167	1	1	1	1	0	0	1	1	1			11/13/2017 17:20	2	NO
3168	1	1	1	1	0	0	2	0	0			11/13/2017 17:24	4	NO
3169	1	1	1	1	0	0	1	1	1			11/13/2017 17:19	2	NO
3170	1	1	1	1	0	0	1	1	1			11/13/2017 17:18	2	NO
3171	1	1	1	1	0	0	1	1	0		2.7% ns dir	11/13/2017 17:16	3	NO
3172	1	1	1	1	0	0	1	1	0		2.7% ns dir	11/13/2017 17:17	3	NO
3173	1	1	1	1	0	0	1	1	1			11/13/2017 17:15	2	NO
3174	1	1	1	1	0	0	1	1	1			11/13/2017 17:14	2	NO
3175	1	1	1	1	0	0	1	1	1			11/13/2017 17:07	2	NO
3176	1	1	1	1	0	0	1	1	1			11/13/2017 17:07	2	NO
3177	1	1	1	1	0	0	2	0	0			11/13/2017 16:47	4	NO
3178	1	1	1	1	0	0	2	0	0			11/13/2017 16:46	4	NO
3179	1	1	1	1	0	0	2					11/13/2017 16:44	2	NO
3180	1	1	1	1	0	0	1	1	1			11/13/2017 16:44	2	NO
3181	1	1	1	1	0	0	1	1	1			11/13/2017 17:11	2	NO
3182	0	0	0	0	0	0	0	0	0			11/13/2017 17:10	9	NO
3183	1	1	1	1	0	0	1	1	1			11/13/2017 17:09	2	NO
3184	1	1	1	1	0	0	1	1	1			11/13/2017 17:10	2	NO
3185	1	0	1	1	0	0	1	1	0		8.9% running, 2.8% ew dir, 2.5% ns dir	11/1/2017 21:23	4	NO
3186	1	1	1	1	0	0	1	1	0		2.8% ew dir, 2.5% ns dir	11/1/2017 21:23	3	NO
3187	1	0	1	1	0	0	1	1	0		9.7% running, 3.3% ns dir	11/1/2017 21:24	4	NO
3188	1	1	1	1	0	0	1	1	0		3.3% ns dir	11/1/2017 21:24	3	NO
3189	1	1	0	1	0	0	1	1	0		3.1% cross, 2.4% ns dir, 3.6% ew dir	11/1/2017 21:28	4	NO
3190	1	0	1	1	0	0	1	1	0		9.2% running, 2.4% ns dir, 3.6% ew dir	11/1/2017 21:27	4	NO
3191	1	1	1	1	1	1	2					11/9/2017 21:34	0	YES
3192		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3193		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3194		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3195		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3196		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3197		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3198		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3199		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3200		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3201		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectible warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
3202		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3203	1	0	0	1	1	1	1	1	0		8.8% running, 3.9% cross, 2.5% ns dir, 2.7% ew dir	11/1/2017 21:16	3	NO
3204	1	1	0	1	1	1	2	0	0		2.9% cross	11/1/2017 21:15	3	NO
3205	1	1	1	1	1	1	2	0	0			11/1/2017 21:05	2	NO
3206	1	0	1	1	1	1	1	1	0		11.6% running, 2.8% ns dir	11/1/2017 21:01	2	NO
3207	1	0	0	1	1	1	1	1	1		10.2% running, 6.5% cross, 3.6% ns dir	11/1/2017 20:59	2	NO
3208	1	0	0	1	1	1	1	1	1		11.2% running, 2.8% cross,	11/1/2017 21:17	2	NO
3209		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3210		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3211		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3212		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3213		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3214		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3215	1	1	0	1	0	0	2	0	0		6.3% cross slope	10/31/2017 14:56	5	NO
3216	1	0	0	1	0	0	0	0	0		9.6% running, 5.3% cross slope	10/31/2017 14:55	7	NO
3217	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:19	8	NO
3218	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:19	8	NO
3219	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:20	8	NO
3220	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:20	8	NO
3221	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:19	8	NO
3222	1	1	1	1	1	1	1	1	0		2.7% ew dir	11/13/2017 20:16	1	NO
3223	1	1	1	1	1	1	1	1	1			11/13/2017 20:15	0	YES
3224	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:12	8	NO
3225	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:12	8	NO
3226	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:11	8	NO
3227	1				0	0	0	0	0		no detectible warning panels	11/13/2017 20:11	5	NO
3228	1	1	1	1	0	0	0	0	0			11/1/2017 17:03	5	NO
3229	0	0	0	0	0	0	0	0	0			11/13/2017 20:24	9	NO
3230	0	0	0	0	0	0	0	0	0			11/13/2017 20:22	9	NO
3231	0	0	0	0	0	0	0	0	0			11/13/2017 20:22	9	NO
3232	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:40	8	NO
3233	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:41	8	NO
3234	1	1	1	1	1	1	2	0	0			11/13/2017 20:55	2	NO
3235		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3236	1	1	1	1	0	0	2	0	0			11/1/2017 16:58	4	NO
3237	1	1	1	1	0	0	1	1	0		2.2% ns dir	11/1/2017 17:01	3	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectible warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
3238	1	1	1	0	0	0	1	1	0		2.2% ns dir	11/1/2017 17:01	4	NO
3239	0	0	0	0	0	0	0	0	0			11/13/2017 20:39	9	NO
3240	0	0	0	0	0	0	0	0	0			11/13/2017 20:27	9	NO
3241	0	0	0	0	0	0	0	0	0			11/13/2017 20:27	9	NO
3242	0	0	0	0	0	0	0	0	0			11/13/2017 20:27	9	NO
3243	0	0	0	0	0	0	0	0	0			11/13/2017 20:37	9	NO
3244	0	0	0	0	0	0	0	0	0			11/13/2017 20:37	9	NO
3245	0	0	0	0	0	0	0	0	0			11/1/2017 16:52	9	NO
3246	0	0	0	0	0	0	0	0	0			11/1/2017 16:53	9	NO
3247	0	0	0	0	0	0	0	0	0			11/13/2017 20:27	9	NO
3248	0	0	0	0	0	0	0	0	0			11/13/2017 20:27	9	NO
3249	0	0	0	0	0	0	0	0	0			11/13/2017 20:42	9	NO
3250	0	0	0	0	0	0	0	0	0			11/13/2017 20:45	9	NO
3251	0	1	1	1	1	1	1	1	1			11/13/2017 20:38	1	NO
3252	0	0	0	0	0	0	0	0	0			11/13/2017 20:37	9	NO
3253	1	1	1	1	1	1	1	1	0		2.4% ns dir, 3.3% ew dir	11/13/2017 20:40	1	NO
3254	0	0	0	0	0	0	0	0	0			11/13/2017 20:28	9	NO
3255	0	0	0	0	0	0	0	0	0			11/13/2017 20:39	9	NO
3256	0	0	0	0	0	0	0	0	0			11/13/2017 20:40	9	NO
3257	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:42	8	NO
3258	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:42	8	NO
3259	0	0	0	0	0	0	0	0	0			11/13/2017 20:43	9	NO
3260	0	0	0	0	0	0	0	0	0			11/13/2017 20:28	9	NO
3261	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:51	8	NO
3262	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:51	8	NO
3263	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:51	8	NO
3264	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:52	8	NO
3265	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:50	8	NO
3266	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:50	8	NO
3267	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:49	8	NO
3268	1	1	1	1	0	0	1	1	1			11/1/2017 17:35	2	NO
3269	0	0	0	0	0	0	0	0	0			11/1/2017 17:35	9	NO
3270	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:46	8	NO
3271	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:46	8	NO
3272	0	0	0	0	0	0	0	0	0			11/13/2017 20:49	9	NO
3273	1	1	1	1	0	0	1	1	0		2.6% ns dir	11/1/2017 17:40	3	NO
3274	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:46	8	NO
3275	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:33	8	NO
3276	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:33	8	NO
3277	1	1	1	1	1	1	1	1	1			11/13/2017 20:34	0	YES



OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectible warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
3278	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:47	8	NO
3279	1	0	1	1	0	0	1	1	1		12.2% running,	11/1/2017 17:30	3	NO
3280	1	0	1	1	0	0	1	1	0		9.2% running, 3.3% ew dir	11/1/2017 17:31	4	NO
3281	1	0	1	1	0	0	1	1	1		9.1% running	11/1/2017 17:17	3	NO
3282	0	0	0	0	0	0	0	0	0			11/1/2017 16:40	9	NO
3283	1	1	1	1	0	0	1	1	0		2.5% ns dir,	11/1/2017 16:41	3	NO
3284	1	1	1	1	0	0	1	1	1			11/1/2017 17:23	2	NO
3285	1	1	1	1	0	0	1	1	0		3.5% ew dir	11/1/2017 17:21	3	NO
3286	1	1	1	1	0	0	1	1	1			11/1/2017 17:20	2	NO
3287	1	1	1	1	0	0	1	1	1			11/1/2017 17:58	2	NO
3288	1	1	1	1	0	0	2	0	0			11/1/2017 16:38	4	NO
3289	1	1	1	1	0	0	1	1	0		5.1% ew dir	11/1/2017 16:39	3	NO
3290	1	1	1	1	0	0	1	1	1			11/1/2017 17:19	2	NO
3291	1	1	1	1	0	0	2	0	0			11/1/2017 17:18	4	NO
3292	1	1	1	1	0	0	1	1	1			11/1/2017 18:00	2	NO
3293	1	1	1	1	0	0	1	1	1			11/1/2017 18:00	2	NO
3294	1	1	1	1	0	0	1	1	1			11/1/2017 17:52	2	NO
3295	1	1	1	1	0	0	1	1	0		2.8% ew dir	11/1/2017 17:33	3	NO
3296	1	1	1	1	0	0	1	1	0		2.1% ew dir	11/1/2017 17:32	3	NO
3297	0	0	0	0	0	0	0	0	0			11/1/2017 17:50	9	NO
3298	1	0	1	1	0	0	1	1	1		8.7% running,	11/1/2017 17:33	3	NO
3299	1	0	1	1	0	0	1	1	0		9.3% running, 3.5% ew dir	11/1/2017 17:34	4	NO
3300	0	0	0	0	0	0	0	0	0			11/1/2017 17:43	9	NO
3301	0	0	0	0	0	0	0	0	0			11/1/2017 17:42	9	NO
3302	1	0	0	0	0	0	0	0	0			11/1/2017 17:47	8	NO
3303	1	1	1	1	0	0	0	0	0			11/1/2017 17:02	5	NO
3304	0	0	0	0	0	0	0	0	0			11/1/2017 16:54	9	NO
3305	0	0	0	0	0	0	0	0	0			11/1/2017 16:59	9	NO
3306	1	1	1	1	0	0	0	0	0			11/1/2017 16:55	5	NO
3307	1	1	1	1	0	0	1	1	0		2.9% ew dir	11/1/2017 16:52	3	NO
3308	0	0	0	0	0	0	0	0	0			11/1/2017 16:51	9	NO
3309	1	1	1	1	0	0	2	0	0			11/1/2017 16:50	4	NO
3310	1	1	1	1	0	0	2	0	0			11/1/2017 16:46	4	NO
3311	1	1	1	1	0	0	2	0	0			11/1/2017 16:46	4	NO
3312	1	1	1	1	0	0	1	1	1			11/1/2017 16:49	2	NO
3313	0	0	0	0	0	0	0	0	0			11/1/2017 16:44	9	NO
3314	0	0	0	0	0	0	0	0	0			11/1/2017 16:43	9	NO
3315	1	1	1	1	0	0	1	1	0		manhole in landing, 2.6% ns dir,	11/1/2017 19:22	3	NO
3316	1	1	1	1	0	0	1	1	0		manhole in landing, 2.6% ns dir,	11/1/2017 19:21	3	NO
3317	1	1	1	1	0	0	1	1	1			11/1/2017 19:22	2	NO
3318	1	1	1	1	0	0	1	1	1		manhole in ramp	11/1/2017 19:23	2	NO
3319	1	0	1	1	0	0	1	1	1		8.7% running,	11/1/2017 19:19	3	NO
3320	1	1	1	1	0	0	1	1	1			11/1/2017 19:18	2	NO
3321	1	1	0	1	0	0	1	1	1		2.5% cross	11/1/2017 19:27	3	NO
3322	1	1	1	1	0	0	1	1	1		heaved up	11/1/2017 19:28	2	NO
3323	1	1	1	1	0	0	1	1	1			11/1/2017 19:25	2	NO
3324	1	0	1	1	0	0	1	1	1		8.6% running	11/1/2017 19:26	3	NO
3325	1	1	1	1	0	0	1	1	0		2.2% ew dir,	11/1/2017 19:31	3	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectible warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
3326	1	1	1	1	0	0	1	1	0		2.2% ew dir,	11/1/2017 19:32	3	NO
3327	1	0	1	1	0	0	1	1	1		10.1% running	11/1/2017 17:56	3	NO
3328	1	1	1	1	0	0	1	1	1			11/1/2017 17:55	2	NO
3329	1	1	1	1	0	0	1	1	1			11/1/2017 17:59	2	NO
3330	1	1	1	1	0	0	1	1	1			11/1/2017 17:18	2	NO
3331	1	1	1	1	0	0	1	1	0		2.5% ns dir	11/1/2017 17:22	3	NO
3332	1	1	1	1	0	0	1	1	1			11/1/2017 17:20	2	NO
3333	1	1	0	1	0	0	1	1	1		3.2% cross,	11/1/2017 17:25	3	NO
3334	1	0	1	1	0	0	1	1	1		9.6% running	11/1/2017 17:26	3	NO
3335	1	0	1	1	0	0	1	1	1		11.5% running	11/1/2017 17:24	3	NO
3336	0	0	0	0	0	0	0	0	0			11/1/2017 17:27	9	NO
3337	1	1	1	1	0	0	2	0	0			11/1/2017 17:28	4	NO
3338	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:33	8	NO
3339	1	0	0	0	0	0	0	0	0			11/13/2017 20:33	8	NO
3340	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:33	8	NO
3341	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:33	8	NO
3342	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:34	8	NO
3343	1	1	1	1	1	1	1	1	0		4.6% ns dir	11/13/2017 20:35	1	NO
3344	0	0	0	0	0	0	0	0	0			11/13/2017 20:36	9	NO
3345	0	0	0	0	0	0	0	0	0			11/13/2017 20:37	9	NO
3346	0	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:37	9	NO
3347	0	0	0	0	0	0	0	0	0			11/13/2017 20:39	9	NO
3348	0	0	0	0	0	0	0	0	0			11/13/2017 20:24	9	NO
3349	0	0	0	0	0	0	0	0	0			11/13/2017 20:22	9	NO
3350	0	0	0	0	0	0	0	0	0			11/13/2017 20:21	9	NO
3351	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:42	8	NO
3352	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:42	8	NO
3353	0	0	0	0	0	0	0	0	0			11/13/2017 20:43	9	NO
3354	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:43	8	NO
3355	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:43	8	NO
3356	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:43	8	NO
3357	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:43	8	NO
3358	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:45	8	NO
3359	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:44	8	NO
3360	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:45	8	NO
3361	0	0	0	0	0	0	0	0	0			11/13/2017 20:45	9	NO
3362	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:44	8	NO
3363	0	0	0	0	0	0	0	0	0			11/13/2017 20:45	9	NO
3364	0	0	0	0	0	0	0	0	0			11/13/2017 20:45	9	NO
3365	0	0	0	0	0	0	0	0	0			11/13/2017 20:47	9	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectible warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
3366	0	0	0	0	0	0	0	0	0			11/13/2017 20:47	9	NO
3367	0	0	0	0	0	0	0	0	0			11/13/2017 20:47	9	NO
3368	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:47	8	NO
3369	1	1	1	1	0	0	1	1	1			11/1/2017 17:53	2	NO
3370	0	0	0	0	0	0	0	0	0			11/1/2017 17:53	9	NO
3371	0	0	0	0	0	0	0	0	0			11/1/2017 17:50	9	NO
3372	0	0	0	0	0	0	0	0	0			11/1/2017 17:50	9	NO
3373	0	0	0	0	0	0	0	0	0			11/1/2017 17:51	9	NO
3374	0	0	0	0	0	0	0	0	0			11/1/2017 17:51	9	NO
3375	1	1	1	1	0	0	1	1	0		2.1% ew dir	11/1/2017 19:34	3	NO
3376	1	1	1	1	0	0	1	1	0		2.1% ew dir	11/1/2017 19:34	3	NO
3377	1	1	1	1	0	0	1	1	1			11/1/2017 19:35	2	NO
3378	1	0	1	1	0	0	1	1	0		9.4% running, 2.1% ew dir, sidewalk heaved	11/1/2017 19:36	4	NO
3379	1	1	1	1	0	0	1	1	1			11/1/2017 17:47	2	NO
3380	0	0	0	0	0	0	0	0	0			11/1/2017 17:47	9	NO
3381	0	0	0	0	0	0	0	0	0			11/1/2017 17:44	9	NO
3382	0	0	0	0	0	0	0	0	0			11/1/2017 17:44	9	NO
3383	1	0	1	1	0	0	1	0	0		8.4% running, 2.2% ns dir	11/1/2017 17:46	5	NO
3384	0	0	0	0	0	0	0	0	0			11/1/2017 17:45	9	NO
3385	1	1	1	1	0	0	1	1	0		2.6% ns dir	11/1/2017 17:41	3	NO
3386	0	0	0	0	0	0	0	0	0			11/1/2017 17:41	9	NO
3387	1	1	1	1	0	0	1	1	1			11/1/2017 17:42	2	NO
3388	1	1	1	1	0	0	1	1	1			11/1/2017 17:38	2	NO
3389	1	1	1	1	0	0	2	0	0			11/1/2017 17:37	4	NO
3390	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:49	8	NO
3391	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:49	8	NO
3392	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:49	8	NO
3393	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:49	8	NO
3394	0	0	0	0	0	0	0	0	0			11/13/2017 20:50	9	NO
3395	0	0	0	0	0	0	0	0	0			11/13/2017 20:51	9	NO
3396	0	0	0	0	0	0	0	0	0			11/13/2017 20:51	9	NO
3397	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:51	8	NO
3398	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:53	8	NO
3399	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:53	8	NO
3400	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:53	8	NO
3401	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:53	8	NO
3402	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:53	8	NO
3403	0	0	0	0	0	0	0	0	0			11/13/2017 20:52	9	NO
3404	0	0	0	0	0	0	0	0	0			11/13/2017 20:52	9	NO
3405	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:54	8	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectible warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
3406	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:54	8	NO
3407		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3408	0	0	0	0	0	0	0	0	0			11/1/2017 17:48	9	NO
3409	1	1	1	1	0	0	1	1	1			11/1/2017 20:31	2	NO
3410	1	1	1	1	0	0	1	1	1			11/1/2017 20:31	2	NO
3411	1	1	0	1	1	1	1	1	1		3.5% cross	11/1/2017 20:25	1	NO
3412	1	1	1	1	1	1	1	1	1			11/1/2017 20:24	0	YES
3413	1	1	1	1	0	0	1	1	0		2.6% ns dir	11/1/2017 19:29	3	NO
3414	1	1	1	1	0	0	1	1	0		2.6% ns dir	11/1/2017 19:30	3	NO
3415	1	0	1	1	0	0	1	1	0		10.0 running, 5.5% ns dir	11/1/2017 19:48	4	NO
3416	1	1	1	1	0	0	1	1	0		manhole in curb ramp, 5.5% ns dir	11/1/2017 19:46	3	NO
3417	1	1	1	1	1	1	2	0	0			11/1/2017 19:52	2	NO
3418	1	1	1	1	1	1	2	0	0			11/1/2017 19:51	2	NO
3419	1	1	1	1	1	1	2	0	0			11/1/2017 19:50	2	NO
3420	1	0	1	1	1	1	0	0	0		8.4% running,	11/1/2017 19:53	4	NO
3421	1	1	1	1	1	1	2	0	0			11/1/2017 20:22	2	NO
3422	1	0	1	0	1	1	1	1	0		8.4% running, 2.6% ew dir	11/1/2017 20:23	3	NO
3423	1	1	1	1	0	0	1	1	1			11/1/2017 20:07	2	NO
3424	1	0	1	1	0	0	1	1	1		8.6% running,	11/1/2017 20:07	3	NO
3425	1	1	1	1	0	0	1	1	1			11/1/2017 20:41	2	NO
3426	1	1	1	1	0	0	1	1	0		2.4% ns dir	11/1/2017 20:40	3	NO
3427	1	1	1	1	0	0	1	1	1			11/1/2017 20:28	2	NO
3428	1	1	1	1	0	0	1	1	1			11/1/2017 20:30	2	NO
3429	1	1	1	1	1	1	1	1	1			11/1/2017 20:26	0	YES
3430	1	1	1	1	1	1	1	1	1			11/1/2017 20:26	0	YES
3431	1	0	1	1	1	1	1	1	0		11.5% running, 2.3% ns dir	11/1/2017 20:14	2	NO
3432	1	1	1	1	1	1	1	1	0		5.0% ns dir	11/1/2017 20:11	1	NO
3433	1	0	1	1	0	0	1	0	0		13.0% running, 4.5% ns dir	11/1/2017 20:12	5	NO
3434	1	1	1	1	1	1	1	1	1			11/1/2017 20:10	0	YES
3435	1	1	1	1	1	1	1	1	1			11/1/2017 20:09	0	YES
3436	1	1	0	1	0	0	1	1	1		2.9% cross	11/1/2017 20:05	3	NO
3437	1	1	1	1	0	0	1	1	1			11/1/2017 20:04	2	NO
3438	1	1	1	1	0	0	1	1	1			11/1/2017 19:55	2	NO
3439	1	1	1	1	1	1	1	1	1			11/1/2017 19:55	0	YES
3440	1	0	1	1	0	0	1	1	0		10.6% running, 2.3% ew dir, 2.6% ns dir	11/1/2017 20:02	4	NO
3441	1	1	1	1	0	0	1	1	0		2.3% ew dir, 2.6% ns dir	11/1/2017 20:02	3	NO
3442	1	0	1	1	1	1	1	1	1		10.5% running, grate	11/1/2017 20:17	1	NO
3443	1	1	0	1	1	1	1	1	1		2.3% cross, bushes in way	11/1/2017 20:16	1	NO
3444	1	1	1	1	1	1	1	1	0		3.7% ew dir	11/1/2017 20:20	1	NO
3445	1	0	1	1	1	1	1	1	1		8.4% running, 3.6% ew dir	11/1/2017 20:21	1	NO
3446	1	0	1	1	1	1	1	1	1		8.4% running	11/1/2017 19:59	1	NO
3447	1	1	1	1	1	1	1	1	1		manhole	11/1/2017 19:56	0	YES
3448	1	1	1	1	0	0	1	1	1			11/1/2017 20:01	2	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48" or wider?	Are detectible warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
3449	1	0	1	1	1	1	1	1	1		9.3% running,	11/1/2017 20:00	1	NO
3450	0	0	0	0	0	0	0	0	0			11/1/2017 19:39	9	NO
3451	1	1	1	1	0	0	0	0	0			11/1/2017 19:45	5	NO
3452	1	1	1	1	0	0	1	1	0		4.3% ew dir	11/1/2017 19:54	3	NO
3453	1	1	1	1	0	0	1	1	0		4.3% ew dir	11/1/2017 19:54	3	NO
3454	1	1	1	1	1	1	1	1	0		5.8% ew dir, manhole on landing	10/25/2017 19:35	1	NO
3455	1	1	0	1	0	0	1	1	0		7.3% cross slope, 5.8% ew dir, manhole on landing	10/25/2017 19:34	4	NO
3456	1	1	1	1	0	0	1	1	0		2.8% ns dir	10/25/2017 19:33	3	NO
3457	1	1	0	1	0	0	1	1	0		3.4% cross slope, 2.8% ns dir	10/25/2017 19:32	4	NO
3458	1	0	1	1	0	0	1	1	1		9.2% running,	10/25/2017 19:24	3	NO
3459	1	0	1	1	0	0	1	1	1		8.9% running,	10/25/2017 19:24	3	NO
3460	1	1	1	1	0	0	1	1	1			10/25/2017 19:40	2	NO
3461	1	1	1	1	0	0	1	1	1			10/25/2017 19:41	2	NO
3462	1	0	1	1	0	0	1	1	0		11.8% running, 3.7% ew	10/25/2017 19:26	4	NO
3463	1	0	1	1	0	0	1	1	0		8.4% running, 3.7% ew	10/25/2017 19:26	4	NO
3464	1	1	0	1	0	0	1	1	0		2.7% cross, 3.3% ns dir, 2.5% ew dir, big dip up after landing going west	10/25/2017 19:30	4	NO
3465	1	1	1	1	0	0	1	1	0		3.3% ns dir, 2.5% ew dir, big dip up after landing going west	10/25/2017 19:31	3	NO
3466	1	1	1	1	0	0	2	0	0			10/25/2017 19:36	4	NO
3467	1	1	1	1	0	0	1	1	0		4.7% in ns dir, 3.2% in ew dir	10/25/2017 19:36	3	NO
3468	1	1	1	1	0	0	2	0	0			10/25/2017 19:38	4	NO
3469	1	1	1	1	0	0	1	1	1			10/25/2017 19:39	2	NO
3472	1	1	1	1	0	0	1	1	1			11/2/2017 19:00	2	NO
3473	1	1	1	1	0	0	0	0	0			11/2/2017 19:01	5	NO
3474	1	1	1	0	0	0	1	1	1			11/3/2017 16:36	3	NO
3475	1	0	1	1	0	0	1	1	1		9.9% running	11/3/2017 16:36	3	NO
3476	1	1	1	1	0	0	1	1	1			11/3/2017 16:35	2	NO
3477	1	1	1	1	0	0	2	0	0			11/3/2017 16:34	4	NO
3478	1	1	1	0	0	0	2	0	0			11/3/2017 16:34	5	NO
3479	1	1	1	1	0	0	2	0	0			11/3/2017 16:33	4	NO
3480	1	0	1	1	0	0	1	1	0		9.6% running, 2.6% ew dir	11/2/2017 19:33	4	NO
3481		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3482		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3483		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3484		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3485		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3486	1	0	1	1	0	0	0	0	0		8.6% running,	11/2/2017 15:30	6	NO
3487	1	1	1	1	0	0	1	1	1			11/2/2017 14:56	2	NO
3488		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectible warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
3489	1	1	1	1	1	1	1	1	1		manhole	11/2/2017 16:09	0	YES
3490	1	0	0	1	0	0	1	1	1		8.6% running, 3.8% cross,	11/2/2017 15:32	4	NO
3491		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3492		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3493		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3494		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3495		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3496		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3497		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3498		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3499		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3500		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3501		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3502		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3503		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3504		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3505		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3506		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3507		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3508		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3509		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3510		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3511		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3512		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3513		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3514		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3515		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3516	1	1	1	1	1	1	1	1	0		3.3% ns dir, 5.1% ew dir	11/2/2017 16:52	1	NO
3517	1	1	1	1	1	1	1	1	0		3.3% ns dir, 5.1% ew dir	11/2/2017 16:52	1	NO
3518	1	1	1	1	1	1	1	1	0		7.3% ew dir, 4.2% ns dir	11/2/2017 16:47	1	NO
3519	1	1	1	1	1	1	1	1	0		7.3% ew dir, 4.2% ns dir	11/2/2017 16:48	1	NO
3520	1	1	0	1	1	1	1	1	0		2.4% cross, 4.5% ew dir, 5.3% ns dir	11/2/2017 16:41	2	NO
3521	1	1	1	1	1	1	1	1	0			11/2/2017 16:42	1	NO
3522	1	1	1	1	1	1	1	1	0		3.6% ew dir, 6.9% ns dir	11/2/2017 16:43	1	NO
3523	1	0	0	1	1	1	1	1	0		8.5% running, 3.3% cross, 3.6% ew dir, 6.9% ns dir	11/2/2017 16:44	3	NO
3524	1	1	0	1	1	1	1	1	0		2.7% cross, 6.6% ns dir, 3.5% ew	11/2/2017 16:38	2	NO
3525	1	1	1	1	1	1	1	1	0		6.6% ns dir, 3.5% ew	11/2/2017 16:39	1	NO
3526	1	1	1	1	1	1	1	1	0		5.8% ns dir, 3.0% ew dir	11/2/2017 16:40	1	NO
3527	1	1	0	1	1	1	1	1	0		3.7% cross, 5.8% ns dir, 3.0% ew dir	11/2/2017 16:40	2	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectible warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
3528	1	1	0	1	1	1	1	1	0		2.2% cross, 3.8% ns dir, 2.4% ew dir	11/2/2017 16:49	2	NO
3529	1	1	1	1	1	1	1	1	0		3.8% ns dir, 2.4% ew dir	11/2/2017 16:49	1	NO
3530	1	1	1	1	1	1	1	1	0		7.1% ew dir, 5.5% ns dir	11/2/2017 16:50	1	NO
3531	1	1	1	1	1	1	1	1	0		7.1% ew dir, 5.5% ns dir	11/2/2017 16:51	1	NO
3532	1	1	1	1	1	1	1	1	0		4.2% ns dir, 2.6% ew dir	11/2/2017 16:55	1	NO
3533		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3534		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3535		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3536		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3537		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3538		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3539		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3540		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3541	1	1	0	1	1	1	1	1	0		4.1% cross, 3.0% ns dir, 3.8% ew dir	11/2/2017 15:09	2	NO
3542		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3543		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3544		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3545		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3546	1	1	1	1	1	1						10/12/2017 13:20	0	YES
3547	0	0	0	0	0	0	0	0	0			11/1/2017 21:38	9	NO
3548	0	0	0	0	0	0	0	0	0			11/1/2017 21:38	9	NO
3549	1	0	1	1	1	1	1	1	1		8.5% running	11/1/2017 21:41	1	NO
3550		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3551		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3552		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3553		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3554		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3555		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3556		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3557		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3558		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3559		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3560	1	1	1	1	1	1	1	1	1			11/2/2017 16:35	0	YES
3561	1	0	1	1	1	1	1	1	1		9.0% running	11/2/2017 16:34	1	NO
3562	1	1	1	1	1	1	1	1	0		2.5% ns dir	11/2/2017 16:33	1	NO
3563	1	0	1	1	1	1	1	1	1		8.8% running	11/2/2017 16:32	1	NO
3564	1	1	1	1	1	1	1	1	0		3.5% ew dir	11/2/2017 16:30	1	NO
3565	1	1	1	1	1	1	1	1	1			11/2/2017 16:31	0	YES
3566	1	0	1	1	1	1	1	1	0		8.4% running, 2.1% ew dir	11/2/2017 16:31	2	NO
3567	1	0	1	1	1	1	1	1	1		10.1% running	11/2/2017 16:32	1	NO
3568	1	1	1	1	1	1	2	0	0			11/2/2017 15:53	2	NO
3569	1	1	1	1	1	1	1	1	1			11/2/2017 15:53	0	YES
3570	1	1	1	1	1	1	1	1	0		2.1% ew dir, 3.7% ns dir	11/2/2017 15:56	1	NO
3571	1	1	1	1	0	0	1	1	0		2.9% ns dir	11/2/2017 15:57	3	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectable warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
3572	1	1	0	1	0	0	1	1	0		2.9% cross, 2.9% ns dir	11/2/2017 15:58	4	NO
3573	1	1	1	1	1	1	1	1	1			11/2/2017 16:01	0	YES
3574	1	1	1	1	1	1	1	1	1			11/2/2017 16:05	0	YES
3575	1	1	1	1	1	1	1	1	1			11/2/2017 16:06	0	YES
3576	1	1	1	1	1	1	1	1	1			11/2/2017 15:42	0	YES
3577	1	1	1	1	1	1	1	1	1			11/2/2017 15:43	0	YES
3578	1	1	1	1	1	1	1	1	1			11/2/2017 15:45	0	YES
3579	1	1	1	1	1	1	1	1	0		2.5% ew dir	11/2/2017 15:46	1	NO
3580	1	1	1	1	1	1	2	0	0			11/2/2017 15:14	2	NO
3581	1	1	1	1	1	1	2	0	0			11/2/2017 15:14	2	NO
3582	1	1	0	1	1	1	2	0	0		2.9% cross	11/2/2017 15:06	3	NO
3583		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3584		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3585		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3586	1	1	1	1	1	1	2	0	0			11/2/2017 15:04	2	NO
3587	1	1	0	1	1	1	2	0	0		3.8% cross	11/2/2017 15:03	3	NO
3588	1	1	1	1	1	1	2	0	0			11/2/2017 15:00	2	NO
3589	1	1	1	1	1	1	2	0	0			11/2/2017 15:00	2	NO
3590	1	1	1	1	1	1	2	0	0			11/9/2017 20:13	2	NO
3591	1	1	1	1	1	1	2	0	0			11/2/2017 14:59	2	NO
3592	1	1	1	1	1	1	2	0	0		manhole in landing	11/2/2017 15:17	2	NO
3593	1	1	1	1	1	1	2	0	0		ped button facing wrong, manhole in landing	11/2/2017 15:16	2	NO
3594	1	1	1	1	1	1	1	1	1			11/2/2017 16:08	0	YES
3595	1	1	1	1	1	1	2	0	0			11/2/2017 16:11	2	NO
3596	1	1	1	1	1	1	2	0	0			11/2/2017 16:11	2	NO
3597	1	1	1	1	1	1	1	1	1			11/2/2017 15:36	0	YES
3598	1	1	1	1	1	1	1	1	1			11/2/2017 15:36	0	YES
3599	1	1	1	1	1	1	1	1	1			11/2/2017 15:35	0	YES
3600	1	1	1	1	1	1	1	1	1			11/2/2017 15:35	0	YES
3601	1	1	1	1	1	1	1	1	1			11/2/2017 15:41	0	YES
3602	1	1	0	1	1	1	1	1	0		obstructions within apron, 7.6% cross, 3.7% ns dir, 2.7% ew dir	11/2/2017 15:40	2	NO
3603		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3604		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3605	1	1	1	1	1	1	2	0	0			11/1/2017 21:34	2	NO
3606	0	0	0	0	0	0	0	0	0			11/1/2017 21:40	9	NO
3607	1	1	1	1	1	1	2	0	0			11/1/2017 21:14	2	NO
3608	1	1	1	1	1	1	2	0	0			11/1/2017 21:14	2	NO
3609	1	1	1	1	1	1	2	0	0			11/1/2017 21:07	2	NO
3610	1	1	1	1	1	1	2	0	0			11/1/2017 21:07	2	NO
3611	1	1	0	1	1	1	2	0	0		3.4% cross	11/1/2017 21:06	3	NO
3612	1	1	1	1	1	1	0	0	0			11/1/2017 21:06	3	NO
3613	0	0	0	0	0	0	0	0	0			11/1/2017 21:45	9	NO
3614	0	0	0	0	0	0	0	0	0			11/1/2017 21:45	9	NO
3615		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3616		0	0	0	0	0	0	0	0			10/12/2017 13:20	8	NO
3617	1	1	1	1	1	1	1	1	1			11/9/2017 20:47	0	YES



OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48" or wider?	Are detectable warnings present?	Detectable warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
3618	1	1	1	1	1	0	1	1	1			11/9/2017 20:47	1	NO
3619	1	1	1	1	0	0	1	1	1			11/2/2017 19:20	2	NO
3620	1	1	1	1	0	0	1	1	1		grate and box	11/2/2017 19:20	2	NO
3621	1	1	0	1	0	0	1	1	1		3.2% cross	11/2/2017 19:22	3	NO
3622	1	1	1	1	0	0	1	1	1			11/2/2017 19:23	2	NO
3623	1	1	1	1	0	0	1	1	0		3.6% ew dir	11/2/2017 19:24	3	NO
3624	1	1	0	1	0	0	1	1	0		5.4% cross, 3.6% ew dir, manhole	11/2/2017 19:24	4	NO
3625	1	1	1	1	0	0	0	0	0			11/2/2017 19:26	5	NO
3626	1	1	1	1	0	0	1	1	1			11/2/2017 19:27	2	NO
3627	1	1	1	1	0	0	1	1	1			11/2/2017 19:29	2	NO
3628	1	1	1	1	0	0	0	0	0			11/2/2017 19:29	5	NO
3629	1	1	1	1	0	0	1	1	1		boxes in landing	11/2/2017 19:42	2	NO
3630	1	1	1	1	0	0	1	1	1			11/2/2017 19:43	2	NO
3631	1	1	1	1	1	1	1	1	0		4.7% ns dir	10/25/2017 20:13	1	NO
3632	1	1	1	1	1	1	1	1	0		4.7% ns dir	10/25/2017 20:13	1	NO
3633	1	1	1	1	1	1	1	1	0		4.7% ns dir	10/25/2017 20:14	1	NO
3634	1	1	1	1	0	0	1	1	0		5.7% ns dir	10/25/2017 20:15	3	NO
3635	1	0	0	1	0	0	1	1	0		8.4% running, 4.0% cross, 4.5% ns dir	10/25/2017 20:18	5	NO
3636	1	1	0	1	0	0	1	1	0		4.5% cross slope, 4.5% ns dir	10/25/2017 20:18	4	NO
3637	1	0	1	1	0	0	1	1	0		11.9% running, 3.3% ew dir,	10/25/2017 19:47	4	NO
3638	1	1	0	1	0	0	2	0	0		2.1% cross	10/25/2017 19:44	5	NO
3639	1	1	1	1	0	0	1	1	0		3.0% ns dir	10/25/2017 19:43	3	NO
3640	1	1	1	1	0	0	0	0	0			10/25/2017 20:11	5	NO
3641	1	1	0	1	0	0	0	0	0		2.1% cross slope	10/25/2017 20:11	6	NO
3642	1	1	1	1	0	0	0	0	0			11/2/2017 19:37	5	NO
3643	1	1	0	1	0	0	2	0	0		5.1% cross	11/2/2017 19:38	5	NO
3644	1	1	0	1	1	1					4.6% running slope	10/17/2017 17:44	1	NO
3646	0											10/17/2017 19:13	1	NO
3647	1	1	1	1	1	1	1	1	1			10/17/2017 19:31	0	YES
3648	1	1	1	1	1	1	1	1	1			10/17/2017 20:28	0	YES
3650	1	1	1	1	1	1	1	1	1			10/17/2017 20:32	0	YES
3651	1	1	1	1	1	1	1	1	1			10/17/2017 20:40	0	YES
3652	1	0	0	0	0	0	0	0	0		leads to no where	10/17/2017 20:47	8	NO
3653	1	1	1	1	1	1	1	1	0		3.1% ns direction on landing	10/19/2017 16:07	1	NO
3654	1	0	0	1	0	0	1	1	0		9.6% running slope, 2.4% cross slope, 2.3 in ns dir on landing	10/19/2017 17:18	5	NO
3655	1	1	1	1	1	1	0	0	0			10/19/2017 17:19	3	NO
3656	1	1	1	1	1	1	0	0	0			10/19/2017 20:25	3	NO
3657	1	1	1	1	1	0	1	1	0		2.3% ns direction	10/19/2017 20:27	2	NO
3658	1	1	1	1	1	1	0	0	0			10/19/2017 20:29	3	NO
3659	1	1	1	1	1	1	0	0	0		no landing	10/19/2017 20:31	3	NO
3660	1	1	1	1	1	1	1	1	1			10/19/2017 20:39	0	YES
3661	1	1	1	1	1	1	1	1	1			10/19/2017 20:40	0	YES
3662	1	1	1	1	1	1	2	0	0			10/19/2017 21:20	2	NO
3663	1	0	0	0	0	0	0	0	0			10/19/2017 21:23	8	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectible warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
3664	1	1	1	1	1	1	2	0	0			10/20/2017 15:50	2	NO
3665	1	1	1	1	1	1	1	1	0		2.5% ns dir	10/23/2017 17:32	1	NO
3666	1	1	1	1	1	1	1	1	0		2.5% ns dir	10/23/2017 17:33	1	NO
3667	1	1	1	1	1	1	2	0	0			10/23/2017 17:34	2	NO
3668	1	1	1	1	1	1	2	0	0			10/23/2017 19:28	2	NO
3669	1	1	1	1	1	1	2	0	0			10/23/2017 19:29	2	NO
3670	1	1	1	1	1	0	2	0	0			3/6/2018 20:36	3	NO
3671	1	1	1	1	1	1	1	1	1			10/23/2017 19:42	0	YES
3672	1	1	1	1	1	1	1	1	1			10/23/2017 19:43	0	YES
3673	1	1	1	1	1	1	1	1	1			10/23/2017 19:44	0	YES
3674	1	1	1	1	1	1	2	0	0			10/23/2017 19:47	2	NO
3675	1	1	0	1	1	1	2	0	0		2.3% cross slope	10/23/2017 20:08	3	NO
3676	1	1	1	1	1	1	2	0	0			10/23/2017 20:09	2	NO
3677	1	1	1	1	0	0	1	1	1			10/24/2017 18:42	2	NO
3678	1	0	0	1	0	0	1	1	1		9.0% running 3.3% cross slope	10/25/2017 17:30	4	NO
3679	1	1	1	1	1	1	1	1	0		3.2% ew dir	10/25/2017 18:36	1	NO
3680	1	1	1	1	1	1	1	1	0		3.2% ew dir	10/25/2017 18:37	1	NO
3681	1	1	1	1	1	1	1	1	0		2.8% ns dir,	10/25/2017 18:38	1	NO
3682	1	1	1	1	1	1	1	1	0		2.8% ns dir,	10/25/2017 18:39	1	NO
3683	1	1	1	1	1	1	1	1	1			10/25/2017 19:50	0	YES
3684	1	1	1	1	1	1	1	1	1			10/25/2017 19:51	0	YES
3685	1	1	1	1	1	1	1	1	1			10/25/2017 19:52	0	YES
3686	1	1	1	1	1	1	1	1	1			10/25/2017 19:52	0	YES
3687	1	1	1	1	1	1	1	1	1			10/25/2017 19:53	0	YES
3688	1	1	1	1	1	1	1	1	1			10/25/2017 19:53	0	YES
3689	1	1	1	1	1	1	1	1	1			10/25/2017 19:54	0	YES
3690	1	1	1	1	1	1	1	1	1			10/25/2017 19:54	0	YES
3691	1	1	0	1	1	1	1	1	1		3.3% cross slope	10/25/2017 20:27	1	NO
3692	1	1	1	1	1	1	2	0	0			10/25/2017 20:28	2	NO
3693	0	0	0	0	0	0	0	0	0			10/31/2017 17:07	9	NO
3694	1	1	1	1	0	0	0	0	0			11/1/2017 15:41	5	NO
3695	1	0	1	1	0	0	1	1	0		10.2% running, 2.3% ew dir	11/1/2017 16:05	4	NO
3696	1	1	1	1	0	0	1	1	1			11/1/2017 16:07	2	NO
3697	1	1	1	1	1	1	1	1	0		3.2% ew dir,	11/1/2017 16:25	1	NO
3698	1	1	1	1	0	0	1	1	1			11/1/2017 16:26	2	NO
3699	1	1	1	1	1	1	2	0	0			11/1/2017 16:27	2	NO
3700	1	1	1	1	1	1	1	1	1			11/1/2017 16:28	0	YES
3703	1	1	1	1	1	1	1	1	1			11/1/2017 16:30	0	YES
3704	1	1	1	1	1	1	1	1	1			11/1/2017 16:31	0	YES
3705	1	1	1	1	1	1	1	1	1			11/1/2017 16:32	0	YES
3706	1	1	1	1	1	1	1	1	1			11/1/2017 16:33	0	YES
3707	1	1	1	1	1	1	1	1	1			11/2/2017 15:49	0	YES
3708	1	1	1	1	1	1	1	1	1			11/2/2017 15:49	0	YES
3709	1	1	1	1	1	1	2	0	0			11/2/2017 15:50	2	NO
3710	1	1	0	1	1	1	1	1	0		2.2% cross, 2.6% ns dir	11/3/2017 15:03	2	NO
3711	1	1	1	1	1	1	2	0	0			11/3/2017 15:04	2	NO
3713	1	1	1	1	1	1	2	0	0			11/3/2017 15:07	2	NO
3714	1	1	1	1	1	1	1	1	1			11/3/2017 15:07	0	YES
3715	1	1	1	1	1	1	2	0	0			11/3/2017 15:15	2	NO
3716	1	1	1	1	1	1	1	1	1			11/3/2017 15:16	0	YES
3717	1	1	1	1	1	1	1	1	0		2.7% ns dir	11/3/2017 15:19	1	NO
3718	1	1	1	1	1	1	0	0	0			11/3/2017 15:27	3	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectable warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
3719	1	1	1	1	1	1	1	1	1			11/3/2017 15:27	0	YES
3720	1	1	1	1	1	1	1	1	1			11/3/2017 15:28	0	YES
3721	1	1	1	1	1	1	1	1	1			11/3/2017 15:28	0	YES
3722	1	1	1	1	1	1	2	0	0			11/3/2017 15:30	2	NO
3723	1	1	1	1	1	1	2	0	0			11/3/2017 15:30	2	NO
3724	1	1	1	1	1	1	2	0	0			11/3/2017 15:31	2	NO
3725	1	1	1	1	1	1	2	0	0			11/3/2017 15:31	2	NO
3726	1	1	1	1	1	1	1	1	1			11/3/2017 15:37	0	YES
3727	1	1	1	1	1	1	1	1	1			11/3/2017 15:39	0	YES
3728	1	1	1	1	1	1	1	1	1			11/3/2017 15:40	0	YES
3729	1	1	1	1	1	1	2	0	0			11/3/2017 15:43	2	NO
3730	1	1	1	1	1	1	2	0	0			11/3/2017 15:44	2	NO
3731	1	1	1	1	1	1	1	1	1			11/3/2017 15:44	0	YES
3732	1	1	1	1	0	0	1	1	0	7.5% ns dir,		11/3/2017 15:46	3	NO
3733	1	1	1	1	1	1	1	1	0	7.5% ns dir		11/3/2017 15:46	1	NO
3734	1	1	1	1	0	0	2	0	0			11/3/2017 15:47	4	NO
3735	1	0	1	1	0	0	1	1	0	13.2% running, 5.5% ns dir		11/3/2017 15:48	4	NO
3736	1	1	1	1	1	1	1	1	1			11/3/2017 15:53	0	YES
3737	1	1	1	1	1	1	1	1	1			11/3/2017 15:54	0	YES
3738	1	1	1	1	1	1	1	1	1			11/3/2017 15:54	0	YES
3739	1	1	1	1	1	1	1	1	1			11/3/2017 15:58	0	YES
3740	1	1	1	1	1	1	2	0	0			11/6/2017 19:11	2	NO
3741	1	1	1	1	1	1	2	0	0			11/6/2017 19:12	2	NO
3742	1	1	1	1	1	1	1	1	1			11/6/2017 19:22	0	YES
3743	1	1	1	1	1	1	1	1	1			11/6/2017 19:21	0	YES
3744	1	1	1	1	1	1	1	1	1			11/6/2017 19:22	0	YES
3745	1	1	1	1	1	1	1	1	1			11/6/2017 19:23	0	YES
3746	1	1	1	1	1	1	1	1	1			11/6/2017 19:24	0	YES
3747	1	1	1	1	1	1	1	1	1			11/6/2017 19:30	0	YES
3748	1	1	1	1	1	1	1	1	1			11/6/2017 19:31	0	YES
3749	1	1	1	1	1	1	1	1	1			11/6/2017 19:32	0	YES
3750	1	1	1	1	1	1	1	1	1			11/6/2017 19:33	0	YES
3751	1	1	1	1	1	1	1	1	1			11/6/2017 19:35	0	YES
3752	1	1	1	1	1	1	1	1	1			11/6/2017 19:35	0	YES
3753	1	1	1	1	1	1	1	1	1			11/6/2017 19:37	0	YES
3754	1	1	1	1	1	1	1	1	1			11/6/2017 19:38	0	YES
3755	1	1	0	1	1	1	1	1	0	3.2% cross, 2.3% ew and ns dir		11/6/2017 19:45	2	NO
3756	1	1	0	1	1	1	2	0	0	3.3% cross		11/6/2017 19:46	3	NO
3757	1	1	1	1	1	1	1	1	0	2.2% ns dir,		11/6/2017 19:48	1	NO
3758	1	1	1	1	1	1	1	1	1			11/6/2017 19:49	0	YES
3759	1	1	1	1	1	1	1	1	1			11/6/2017 19:50	0	YES
3760	1	1	1	1	1	1	1	1	1			11/6/2017 19:53	0	YES
3761	1	1	1	1	1	1	1	1	1			11/6/2017 20:01	0	YES
3762	1	1	1	1	1	1	1	1	1			11/6/2017 20:01	0	YES
3763	1	1	1	1	1	1	1	1	1			11/6/2017 20:45	0	YES
3764	1	1	1	1	1	1	1	1	1			11/6/2017 20:48	0	YES
3765	1	1	0	1	1	1	1	1	1	3.5% cross		11/6/2017 20:53	1	NO
3766	1	1	1	1	1	1	1	1	1			11/6/2017 20:54	0	YES
3767	1	1	0	1	1	1	1	1	0	2.4% cross, 2.2% ns dir		11/6/2017 20:55	2	NO
3768	1	1	1	1	1	1	1	1	0	2.2% ns dir, 3.1% ew dir		11/6/2017 21:00	1	NO
3769	1	1	1	1	1	1	1	1	1			11/6/2017 21:00	0	YES

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectible warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
3770	1	1	1	1	1	1	1	1	1			11/6/2017 21:02	0	YES
3771	1	1	1	1	1	1	1	1	1			11/6/2017 21:09	0	YES
3772	1	1	1	1	1	1	1	1	1			11/6/2017 21:10	0	YES
3773	1	1	1	1	1	1	1	1	1			11/6/2017 21:11	0	YES
3774	1	1	1	1	1	1	1	1	1		poss parking interfere with landing	11/6/2017 21:11	0	YES
3775	1	1	1	1	1	1	1	1	1			11/6/2017 21:14	0	YES
3776	1	1	1	1	1	1	1	1	1			11/6/2017 21:14	0	YES
3777	1	1	1	1	1	1	1	1	1			11/6/2017 21:15	0	YES
3778	1	1	1	1	1	1	1	1	1			11/6/2017 21:15	0	YES
3779	1	1	1	1	1	1	1	1	1			11/6/2017 21:22	0	YES
3780	1	1	1	1	1	1	1	1	1			11/6/2017 21:22	0	YES
3781	1	1	1	1	1	1	1	1	1			11/6/2017 21:25	0	YES
3782	1	1	1	1	1	1	1	1	1			11/6/2017 21:25	0	YES
3783	1	1	1	1	1	1	1	1	1			11/6/2017 21:30	0	YES
3784	1	1	1	1	1	1	1	1	1			11/6/2017 21:33	0	YES
3785	1	1	1	1	1	1	1	1	1			11/6/2017 21:50	0	YES
3786	1	1	1	1	1	1	1	1	1			11/6/2017 21:49	0	YES
3787	1	1	1	1	1	1	1	1	1			11/6/2017 21:52	0	YES
3788	1	1	1	1	1	1	1	1	1			11/6/2017 21:53	0	YES
3789	1	1	1	1	0	0	1	1	1			11/7/2017 15:46	2	NO
3790	1	1	1	1	0	0	1	0	0		2.2% ns dir	11/7/2017 15:49	4	NO
3791	1	1	1	1	1	1	1	1	0		2.3% ns dir, manhole	11/7/2017 16:33	1	NO
3792	1	1	1	1	1	1					cant do due to work	11/7/2017 16:35	0	YES
3793	1	1	1	1	1	1	0	0	0			11/7/2017 16:37	3	NO
3794	1	1	1	1	1	1	2					11/7/2017 16:39	0	YES
3795	1	1	1	1	1	1	1	1	1		manhole in landing	11/7/2017 16:40	0	YES
3796	1	1	1	1	1	1	1	1	1			11/7/2017 16:41	0	YES
3797	1	1	1	1	1	1	2	0	0			11/7/2017 16:55	2	NO
3798	1	1	1	1	1	1	2	0	0			11/7/2017 16:56	2	NO
3799	1	1	1	1	1	1	2	0	0			11/7/2017 16:57	2	NO
3800	1	1	1	1	1	1	2	0	0			11/7/2017 16:58	2	NO
3801	1	1	1	1	1	1	1	1	1			11/7/2017 17:29	0	YES
3802	1	1	1	1	1	1	1	1	1			11/7/2017 17:31	0	YES
3803	1	1	1	1	1	1	1	1	1			11/7/2017 17:35	0	YES
3804	1	1	1	1	1	1	1	1	1		manhole	11/7/2017 17:37	0	YES
3805	1	1	1	1	1	1	1	1	1			11/7/2017 17:36	0	YES
3806	1	1	1	1	1	1	0	0	0			11/7/2017 17:38	3	NO
3807	1	1	1	1	1	1	2	0	0			11/7/2017 17:42	2	NO
3808	1	1	1	1	1	1	2	0	0			11/7/2017 17:42	2	NO
3809	1	1	1	1	1	1	1	1	1		manhole	11/7/2017 17:47	0	YES
3810	1	1	1	1	1	1	1	1	1			11/7/2017 17:46	0	YES
3811	1	1	1	1	1	1	1	1	1			11/7/2017 17:52	0	YES
3812	1	1	1	1	1	1	1	1	1			11/7/2017 17:53	0	YES
3813	1	1	1	1	1	1	1	1	1			11/7/2017 17:52	0	YES
3814	1	1	1	1	1	1	1	1	1			11/7/2017 17:55	0	YES
3815	1	1	1	1	1	1	2	0	0			11/7/2017 17:57	2	NO
3816	1	1	1	1	1	1	2	0	0			11/7/2017 17:57	2	NO
3817	1	1	1	1	1	1	1	1	1			11/8/2017 16:15	0	YES
3818	1	1	1	1	1	1	1	1	1			11/8/2017 16:15	0	YES
3820	1	1	1	1	0	0	2	0	0			11/8/2017 16:17	4	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectable warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
3821	1	1	1	1	1	1	0	0	0			11/8/2017 16:19	3	NO
3822	1	1	1	1	1	1	1	1	1			11/8/2017 16:29	0	YES
3823	1	1	1	1	1	1	1	1	1			11/8/2017 16:32	0	YES
3824	1	1	1	1	1	1	1	1	1			11/8/2017 16:32	0	YES
3825	1	1	1	1	1	1	1	1	1			11/8/2017 16:31	0	YES
3826	1	1	1	1	1	1	2	0	0			11/8/2017 16:35	2	NO
3827	1	1	1	1	1	1	1	1	1			11/8/2017 16:36	0	YES
3828	1	1	1	1	1	1	2	0	0			11/8/2017 16:38	2	NO
3829	1	1	1	1	1	1	2	0	0			11/8/2017 16:39	2	NO
3830	1	1	1	1	1	1	1	1	1			11/8/2017 16:40	0	YES
3831	1	1	1	1	1	1	1	1	1			11/8/2017 16:41	0	YES
3832	1	1	1	1	1	1	1	1	1			11/8/2017 16:43	0	YES
3833	1	1	1	1	1	1	2	0	0			11/8/2017 16:44	2	NO
3834	1	1	1	1	1	1	2	0	0			11/8/2017 16:46	2	NO
3835	1	1	1	1	1	1	1	1	1			11/8/2017 16:46	0	YES
3836	1	1	1	1	1	1	1	1	1			11/8/2017 16:48	0	YES
3837	1	1	1	1	1	1	2	0	0			11/8/2017 16:49	2	NO
3838	1	1	1	1	1	1	1	1	1			11/8/2017 16:51	0	YES
3839	1	1	1	1	1	1	2	0	0			11/8/2017 16:52	2	NO
3840	1	1	0	1	1	1	1	1	1		2.2% cross	11/8/2017 17:36	1	NO
3841	1	1	1	1	1	1	1	1	1			11/8/2017 17:38	0	YES
3842	1	1	0	1	1	1	1	1	1		2.1% cross	11/8/2017 17:38	1	NO
3843	1	1	1	1	1	1	1	1	1			11/8/2017 17:38	0	YES
3844	1	1	1	1	1	1	1	1	1			11/8/2017 17:41	0	YES
3845	1	1	1	1	1	1	1	1	1			11/8/2017 17:42	0	YES
3846	1	1	1	1	1	1	1	1	1			11/8/2017 17:46	0	YES
3847	1	1	1	1	1	1	1	1	1			11/8/2017 17:46	0	YES
3848	1	1	1	1	1	1	0	0	0			11/8/2017 17:48	3	NO
3849	1	1	1	1	1	1	1	1	1			11/8/2017 17:49	0	YES
3850	1	1	1	1	1	1	1	1	1			11/8/2017 17:50	0	YES
3851	1	1	1	1	1	1	1	1	1			11/8/2017 17:51	0	YES
3852	1	1	1	1	1	1	1	1	1			11/8/2017 17:55	0	YES
3853	1	1	1	1	1	1	1	1	1		manhole	11/8/2017 17:57	0	YES
3854	1	1	1	1	1	1	2	0	0			11/8/2017 18:08	2	NO
3856	1	1	1	1	1	1	1	1	1			11/8/2017 18:12	0	YES
3857	1	1	1	1	1	1	2	0	0			11/8/2017 18:13	2	NO
3858	1	1	1	1	1	1	1	1	1			11/8/2017 18:17	0	YES
3859	1	1	1	1	1	1	2					11/8/2017 18:20	0	YES
3860	1	1	1	1	1	1	1	1	1			11/8/2017 18:19	0	YES
3861	1	1	1	1	1	1	2	0	0			11/8/2017 18:22	2	NO
3862	1	1	1	1	1	1	2	0	0			11/8/2017 18:22	2	NO
3863	1	1	1	1	1	1	1	1	1			11/8/2017 18:26	0	YES
3864	1	1	1	1	1	1	1	1	1		water valve in ramp	11/8/2017 18:27	0	YES
3865	1	1	1	1	1	1	1	1	1			11/8/2017 18:28	0	YES
3866	1	1	1	1	1	1	2	0	0			11/8/2017 18:29	2	NO
3867	1	1	1	1	1	1	2	0	0			11/8/2017 18:30	2	NO
3868	1	1	1	1	1	0	0	0	0			11/8/2017 19:03	4	NO
3869	1	1	1	1	1	1	2	0	0			11/8/2017 19:02	2	NO
3870	1	1	1	1	1	1	1	1	1			11/8/2017 19:03	0	YES
3871	1	1	1	1	1	1	1	1	1			11/8/2017 19:04	0	YES
3872	1	1	1	1	1	1	1	1	1			11/8/2017 19:21	0	YES
3873	1	1	1	1	1	0	1	1	1			3/6/2018 19:24	1	NO
3874	1	1	1	1	1	1	1	1	1			11/8/2017 19:43	0	YES
3875	1	1	0	1	1	1	0	1	1	1		11/8/2017 21:11	2	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48" or wider?	Are detectable warnings present?	Detectable warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
3876	1	1	1	1	1	1	1	1	1			11/8/2017 21:15	0	YES
3877	1	1	1	1	1	1	1	1	1	1		11/8/2017 21:20	0	YES
3878	1	1	1	1	1	1	1	1	1	1		11/8/2017 21:22	0	YES
3879	1	1	1	1	1	1	1	1	1	1		11/8/2017 21:29	0	YES
3880	1	1	1	1	1	1	1	1	1	1		11/8/2017 21:31	0	YES
3881	1	1	1	1	1	1	1	1	1	1		11/8/2017 21:35	0	YES
3882	1	1	1	1	1	1	1	1	1	1		11/8/2017 21:37	0	YES
3883	1	1	1	1	1	1	1	1	1	1	Electrical Manhole in sidewalk	11/8/2017 21:41	0	YES
3884	1	1	1	1	1	1	1	1	1	1		11/8/2017 21:43	0	YES
3885	1	1	1	1	1	1	1	1	1	1		11/8/2017 21:50	0	YES
3886	1	1	1	1	1	1	1	1	1	1		11/8/2017 21:54	0	YES
3887	1	1	1	1	1	1	1	1	1	1		11/8/2017 21:59	0	YES
3888	1	1	1	1	1	1	1	1	1	1	electrical manholes in sidewalk	11/8/2017 22:01	0	YES
3889	1	1	1	1	1	1	1	1	1	1		11/8/2017 22:05	0	YES
3890	1	1	1	1	1	1	1	1	1	1	electrical and street light manholes in sidewalk	11/8/2017 22:07	0	YES
3891	1	1	1	1	1	1	1	1	1	1		11/8/2017 22:13	0	YES
3892	1	1	1	1	1	1	1	1	1	1	Street light manhole in sidewalk	11/8/2017 22:16	0	YES
3893	1	1	1	1	1	1	1	1	1	1	Street light manhole in sidewalk	11/8/2017 22:20	0	YES
3894	1	1	1	1	1	1	1	1	1	1		11/8/2017 22:22	0	YES
3895	1	1	1	1	1	1	1	1	1	1	electrical and street light manholes in the sidewalk	11/8/2017 22:27	0	YES
3896	1	1	1	1	1	1	1	1	1	1	electrical and street light manholes in the sidewalk	11/8/2017 22:27	0	YES
3897	1	1	1	1	1	1	1	1	1	1	electrical and street light manholes in the sidewalk	11/8/2017 22:28	0	YES
3898	1	1	1	1	1	1	1	1	1	1	Street light manhole in sidewalk	11/8/2017 22:32	0	YES
3899	1	1	1	1	1	1	1	1	1	1		11/8/2017 22:35	0	YES
3900	1	1	1	1	1	1	1	1	1			11/9/2017 15:21	0	YES
3901	1	1	1	1	1	1	1	1	1			11/9/2017 15:21	0	YES
3902	1	1	1	1	1	1	1	1	1			11/9/2017 15:24	0	YES
3903	1	1	1	1	1	1	1	1	1			11/9/2017 15:26	0	YES
3904	1	1	1	1	1	1	1	1	1			11/9/2017 15:28	0	YES
3905	1	1	1	1	1	1	1	1	1			11/9/2017 15:29	0	YES
3906	1	1	1	1	1	1	1	1	1			11/9/2017 15:31	0	YES
3907	1	1	1	1	1	1	1	1	1			11/9/2017 15:32	0	YES
3908	1	1	1	1	1	1	1	1	1			11/9/2017 15:38	0	YES

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectible warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
3909	1	1	1	1	1	1	1	1	1			11/9/2017 15:39	0	YES
3910	1	1	1	1	1	1	1	1	1			11/9/2017 15:42	0	YES
3911	1	1	1	1	1	1	1	1	1			11/9/2017 15:44	0	YES
3912	1	1	1	1	1	1	1	1	1			11/9/2017 15:46	0	YES
3913	1	1	1	1	1	1	1	1	1			11/9/2017 15:46	0	YES
3914	1	1	1	1	1	1	1	1	1			11/9/2017 15:47	0	YES
3915	1	1	1	1	1	1	1	1	1			11/9/2017 15:49	0	YES
3916	1	1	1	1	1	1	1	1	1		manhole	11/9/2017 15:53	0	YES
3917	1	1	1	1	1	1	1	1	1			11/9/2017 15:54	0	YES
3918	1	1	1	1	1	1	1	1	1			11/9/2017 16:09	0	YES
3919	1	1	1	1	1	1	1	1	1			11/9/2017 16:11	0	YES
3920	1	1	1	1	1	1	1	1	1			11/9/2017 16:14	0	YES
3921	1	1	1	1	1	1	1	1	1			11/9/2017 16:15	0	YES
3922	1	1	1	1	1	1	1	1	1			11/9/2017 16:17	0	YES
3923	1	1	1	1	1	1	1	1	1			11/9/2017 16:18	0	YES
3924	1	1	1	1	1	1	1	1	1			11/9/2017 16:21	0	YES
3925	1	1	1	1	1	1	1	1	1			11/9/2017 16:22	0	YES
3926	1	1	1	1	1	1	1	1	1			11/9/2017 16:34	0	YES
3927	1	1	1	1	1	1	1	1	1			11/9/2017 16:35	0	YES
3928	1	1	1	1	1	1	1	1	1		water valve	11/9/2017 16:38	0	YES
3929	1	1	1	1	1	1	1	1	1			11/9/2017 16:39	0	YES
3930	1	1	1	1	1	1	1	1	1			11/9/2017 16:41	0	YES
3931	1	1	1	1	1	1	1	1	1			11/9/2017 16:42	0	YES
3932	1	1	1	1	1	1	1	1	1			11/9/2017 16:44	0	YES
3933	1	1	1	1	1	1	1	1	1			11/9/2017 16:45	0	YES
3934	1	1	1	1	1	1	1	1	1			11/9/2017 16:49	0	YES
3935	1	1	1	1	1	1	1	1	1			11/9/2017 16:51	0	YES
3937	1	1	1	1	1	1	1	1	1			11/9/2017 16:54	0	YES
3939	1	1	1	1	1	1	1	1	1			11/9/2017 17:03	0	YES
3940	1	1	1	1	1	1	1	1	1			11/9/2017 17:04	0	YES
3941	1	1	1	1	1	1	1	1	1			11/9/2017 17:04	0	YES
3942	1	1	1	1	1	1	1	1	1			11/9/2017 17:06	0	YES
3943	1	1	1	1	1	1	1	1	1			11/9/2017 17:08	0	YES
3944	1	1	1	1	1	1	1	1	1			11/9/2017 17:09	0	YES
3945	1	1	1	1	1	1	1	1	1			11/9/2017 17:10	0	YES
3946	1	1	1	1	1	1	1	1	1			11/9/2017 17:12	0	YES
3947	1	1	1	1	1	1	1	1	1			11/9/2017 17:13	0	YES
3948	1	1	1	1	1	1	1	1	1			11/9/2017 17:15	0	YES
3949	1	1	1	1	1	1	2	0	0			11/9/2017 17:16	2	NO
3950	1	1	1	1	1	1	1	1	1			11/9/2017 17:18	0	YES
3951	1	1	1	1	1	1	1	1	1		manhole	11/9/2017 17:26	0	YES
3952	1	1	1	1	1	1	1	1	1			11/9/2017 17:29	0	YES
3953	1	1	1	1	1	1	1	1	1			11/9/2017 17:30	0	YES
3954	1	1	1	1	1	1	1	1	1			11/9/2017 17:31	0	YES
3955	1	1	1	1	1	1	1	1	1			11/9/2017 17:32	0	YES
3957	1	1	1	1	1	1	1	1	1			11/9/2017 17:34	0	YES
3958	1	1	1	1	1	1	1	1	1			11/9/2017 17:36	0	YES
3959	1	1	1	1	1	1	1	1	1			11/9/2017 17:37	0	YES
3960	1	1	1	1	1	1	1	1	1			11/9/2017 17:38	0	YES
3961	1	1	1	1	1	1	1	1	1			11/9/2017 17:54	0	YES
3962	1	1	1	1	1	1	1	1	1			11/9/2017 17:55	0	YES
3963	1	1	1	1	1	1	1	1	1			11/9/2017 17:57	0	YES
3964	1	1	1	1	1	1	1	1	1			11/9/2017 17:58	0	YES
3965	1	1	1	1	1	1	1	1	1			11/9/2017 18:00	0	YES
3966	1	1	1	1	1	1	1	1	1			11/9/2017 18:01	0	YES

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectable warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
3967	1	1	1	1	1	1	2	0	0			11/9/2017 18:03	2	NO
3968	1	1	1	1	1	1	1	1	1			11/9/2017 18:05	0	YES
3969	1	1	1	1	1	1	1	1	1			11/9/2017 18:06	0	YES
3970	1	1	1	1	1	1	1	1	1			11/9/2017 18:16	0	YES
3971	1	1	1	1	1	1	1	1	1			11/9/2017 18:19	0	YES
3972	1	1	1	1	1	1	1	1	1			11/9/2017 18:21	0	YES
3973	1	1	1	1	1	1	1	1	1			11/9/2017 18:22	0	YES
3974	1	1	1	1	1	1	1	1	1			11/9/2017 18:24	0	YES
3975	1	1	1	1	1	1	1	1	1			11/9/2017 18:26	0	YES
3977	1	1	1	1	1	1	1	1	1			11/9/2017 18:33	0	YES
3979	1	1	1	1	1	1	1	1	1			11/9/2017 18:36	0	YES
3980	1	1	1	1	1	1	1	1	1			11/9/2017 18:38	0	YES
3981	1	1	1	1	1	1	1	1	1			11/9/2017 18:39	0	YES
3983	1	1	1	1	1	1	1	1	1			11/9/2017 18:41	0	YES
3984	1	1	1	1	1	1	1	1	1			11/9/2017 18:43	0	YES
3985	1	1	1	1	1	1	1	1	1			11/9/2017 18:45	0	YES
3986	1	1	1	1	1	1	1	1	1			11/9/2017 18:47	0	YES
3988	1	0	0	0	0	0	0	0	0		M&O section not in compliance	11/9/2017 21:10	8	NO
3989	1	0	0	0	0	0	0	0	0		M&O section not in compliance	11/9/2017 21:11	8	NO
3991	0	0	0	0	0	0	0	0	0			11/9/2017 21:16	9	NO
3992	0	0	0	0	0	0	0	0	0			11/9/2017 21:16	9	NO
3993	0	0	0	0	0	0	0	0	0			11/9/2017 21:17	9	NO
3994	1	1	1	1	1	1	1	1	0		3.3% ns dir	11/9/2017 21:18	1	NO
3995	1	0	0	0	0	0	0	0	0		M&O section not in compliance	11/9/2017 21:21	8	NO
3996	0	0	0	0	0	0	0	0	0			11/9/2017 21:21	9	NO
3997	1	0	0	0	0	0	0	0	0		M&O section not in compliance	11/9/2017 21:24	8	NO
3998	1	1	1	1	1	1	1	1	1			11/9/2017 21:25	0	YES
3999	1	1	1	1	1	1	2					11/9/2017 21:37	0	YES
4000	1	1	1	1	1	1	2	0	0			11/9/2017 21:38	2	NO
4001	1	1	1	1	1	1	1	1	1			11/9/2017 21:39	0	YES
4002	1	1	1	1	1	1	1	1	1			11/9/2017 21:41	0	YES
4003	1	1	1	1	1	1	1	1	0		2.4 ew	11/9/2017 21:48	1	NO
4004	1	1	0	1	1	1	1	1	1			11/9/2017 21:49	1	NO
4005	1	1	1	1	1	1	1	1	1			11/9/2017 21:51	0	YES
4006	1	1	1	1	1	1	2					11/9/2017 21:53	0	YES
4007	1	1	1	1	1	1	1	1	1			11/9/2017 21:53	0	YES
4008	1	1	1	1	1	1	1	1	1			11/9/2017 21:55	0	YES
4009	1	1	1	1	1	1	1	1	1			11/9/2017 21:56	0	YES
4010	1	1	1	1	1	1	2	0	0			11/9/2017 21:58	2	NO
4011	1	1	1	1	1	1	1	1	1			11/9/2017 21:59	0	YES
4012	1	1	1	1	1	1	2		1			11/9/2017 22:00	0	YES
4013	1	1	1	1	1	1	1	1	1			11/9/2017 22:01	0	YES
4014	1	1	1	1	1	1	1	1	1			11/9/2017 22:02	0	YES
4015	1	1	1	1	1	1	1	1	0		3.1 ns dir	11/9/2017 22:09	1	NO
4016	1	1	1	1	1	1	0	0	0			11/9/2017 22:10	3	NO
4017	1	1	1	1	1	1	0	0	0			11/9/2017 22:10	3	NO
4018	1	1	1	1	1	1	1	1	0			11/9/2017 22:12	1	NO
4019	0	0	0	0	0	0	0	0	0			11/9/2017 22:16	9	NO
4020	0	0	0	0	0	0	0	0	0			11/9/2017 22:16	9	NO
4021	1	1	1	1	1	1	2	0	0			11/9/2017 22:23	2	NO
4022	1	1	0	1	1	1	2	0	0		3.5 cross	11/9/2017 22:24	3	NO



OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectible warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
4023	1	1	1	1	1	1	2	0	0			11/9/2017 22:27	2	NO
4024	1	1	1	1	1	1	2	0	0			11/9/2017 22:28	2	NO
4025	1	1	1	1	1	1	1	1	1			11/9/2017 22:31	0	YES
4026	1	1	0	1	0	0	1	1	1		2.3 cross	11/9/2017 22:36	3	NO
4027	1	0	0	0	0	0	0	0	0		noncompliant mill and overlay	11/9/2017 22:37	8	NO
4028	1	0	0	0	0	0	0	0	0		noncompliant mill and overlay	11/9/2017 22:37	8	NO
4029	1	1	1	1	1	1	1	1	1			11/9/2017 22:38	0	YES
4030	1	0	0	0	0	0	0	0	0		noncompliant mill and overlay	11/9/2017 22:42	8	NO
4031	1	1	1	1	1	1	1	1	1			11/9/2017 22:42	0	YES
4032	1	1	1	1	1	1	1	1	1			11/9/2017 22:43	0	YES
4033	1	1	1	1	1	1	1	1	1			11/9/2017 22:44	0	YES
4035	1	0	0	0	0	0	0	0	0		noncompliant mill and overlay	11/9/2017 22:49	8	NO
4036	1	0	0	0	0	0	0	0	0		noncompliant mill and overlay	11/9/2017 22:49	8	NO
4037	1	0	0	0	0	0	0	0	0		noncompliant mill and overlay	11/9/2017 22:49	8	NO
4038	1	0	0	0	0	0	0	0	0		noncompliant mill and overlay	11/9/2017 22:50	8	NO
4039	1	0	0	0	0	0	0	0	0		noncompliant mill and overlay	11/9/2017 22:50	8	NO
4040	1	1	1	1	1	1	1	0	0			11/9/2017 22:52	2	NO
4041	1	1	1	1	1	1	1	1	0		2.1 ns dir	11/9/2017 22:54	1	NO
4042	1	0	0	0	0	0	0	0	0			11/10/2017 15:21	8	NO
4043	1	1	1	1	1	1	1	1	1			11/10/2017 15:23	0	YES
4044	1	1	1	1	0	0	1	1	0		3.4% ns dir	11/10/2017 15:24	3	NO
4045	1	1	1	1	0	0	1	1	0		3.7% ns dir	11/10/2017 15:25	3	NO
4046	1	1	1	1	1	1	1	1	1			11/10/2017 15:26	0	YES
4047	0	0	0	0	0	0	0	0	0			11/10/2017 15:28	9	NO
4048	1	1	1	1	0	0	1	1	0		2.8% ew dir	11/10/2017 15:52	3	NO
4049	0	0	0	0	0	0	0	0	0			11/10/2017 16:03	9	NO
4050	1	1	1	1	0	0	2	0	0			11/10/2017 17:17	4	NO
4051	0	0	0	0	0	0	0	0	0			11/10/2017 19:35	9	NO
4052	1	1	1	1	1	1	1	1	1			11/13/2017 18:13	0	YES
4053	1	1	1	1	1	1	2	0	0			11/13/2017 18:13	2	NO
4054	1	1	1	1	1	1	2	0	0			11/13/2017 18:15	2	NO
4055	1	1	1	1	1	1	2	0	0			11/13/2017 18:16	2	NO
4056	1	1	1	1	1	1	2	0	0			11/13/2017 18:18	2	NO
4057	1	1	1	1	1	1	1	1	1			11/13/2017 18:19	0	YES
4058	1	1	1	1	0	0	1	1	1		tree branches in landing, large drop off on curb ramp	11/13/2017 18:33	2	NO
4059	0	0	0	0	0	0	0	0	0			11/13/2017 19:11	9	NO
4060	1	1	1	1	0	0	1	1	1			11/13/2017 19:18	2	NO
4061	0	0	0	0	0	0	0	0	0			11/13/2017 20:22	9	NO
4062	0	0	0	0	0	0	0	0	0			11/13/2017 20:22	9	NO
4063	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:23	8	NO
4064	1	0	0	0	0	0	0	0	0		no detectible warning panels	11/13/2017 20:23	8	NO
4068	1	1	1	1	1	1	2	0	0			11/13/2017 20:59	2	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectible warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
4069	1	1	1	1	1	1	1	1	1			11/13/2017 21:19	0	YES
4070	1	1	1	1	1	1	1	1	1			11/13/2017 21:20	0	YES
4071	1	1	1	1	1	1	1	1	1			11/13/2017 21:23	0	YES
4072	1	1	1	1	1	1	1	1	1			11/13/2017 21:24	0	YES
4073	1	1	1	1	1	0	1	1	0		2.2% ns dir	11/13/2017 21:29	2	NO
4074	1	1	1	1	1	1	2	0	0			11/13/2017 21:39	2	NO
4075	1	1	1	1	1	1	1	1	1			11/13/2017 21:41	0	YES
4076	1	1	1	1	1	1	1	1	1			11/13/2017 21:51	0	YES
4078	1	1	1	1	1	1	1	1	1			11/13/2017 21:52	0	YES
4079	1	1	1	1	1	1	1	1	1			11/13/2017 21:52	0	YES
4080	1	1	1	1	1	1	2	0	0			11/13/2017 21:53	2	NO
4081	1	0	0	0	0	0	0	0	0		not in compliance	11/13/2017 21:57	8	NO
4082	0	0	0	0	0	0	0	0	0			11/13/2017 21:57	9	NO
4084	0	0	0	0	0	0	0	0	0			11/13/2017 21:59	9	NO
4085	0	0	0	0	0	0	0	0	0			11/13/2017 22:00	9	NO
4086	0	0	0	0	0	0	0	0	0			11/13/2017 22:01	9	NO
4087	1	0	0	0	0	0	0	0	0		not in compliance	11/13/2017 22:02	8	NO
4088	1	1	1	0	0	0	0	0	0		not in compliance	11/13/2017 22:02	6	NO
4089	1	1	1	1	1	1	1	1	1			11/13/2017 22:03	0	YES
4090	1	1	1	1	0	0	1	1	1			11/13/2017 22:19	2	NO
4091	1	1	1	1	0	0	1	1	1			11/14/2017 15:27	2	NO
4092	1	1	1	1	1	1	0	0	0			11/14/2017 15:46	3	NO
4094	0	0	0	0	0	0	0	0	0			11/14/2017 16:01	9	NO
4095	1	1	1	1	0	0	1	1	1			11/14/2017 16:08	2	NO
4096	1	1	1	1	1	1	1	1	1			11/14/2017 16:49	0	YES
4097	1	1	1	1	1	1	1	1	1			11/14/2017 16:49	0	YES
4098	1	1	1	1	1	1	1	1	1			11/14/2017 16:50	0	YES
4099	1	1	1	1	1	1	1	1	1			11/14/2017 16:51	0	YES
4100	1	1	1	1	1	1	1	1	1			11/14/2017 16:54	0	YES
4101	1	1	1	1	1	1	1	1	1			11/14/2017 16:56	0	YES
4102	1	1	0	1	1	1	1	1	1		2.2% cross	11/14/2017 16:58	1	NO
4103	1	1	1	1	1	1	1	1	1			11/14/2017 16:57	0	YES
4104	1	1	1	1	1	1	1	1	1			11/14/2017 17:02	0	YES
4105	1	1	1	1	1	1	1	1	1			11/14/2017 17:03	0	YES
4106	1	1	1	1	1	1	1	1	1			11/14/2017 17:12	0	YES
4107	1	1	1	1	1	1	1	1	1			11/14/2017 17:13	0	YES
4108	1	1	1	1	1	1	1	1	1			11/14/2017 17:13	0	YES
4109	1	1	1	1	1	1	1	1	1			11/14/2017 17:13	0	YES
4110	1	1	1	1	1	1	1	1	1			11/14/2017 17:20	0	YES
4112	1	1	1	1	1	1	2	0	0			11/14/2017 20:45	2	NO
4113	1	1	1	1	1	1	2	0	0			11/14/2017 20:45	2	NO
4114	1	1	1	1	1	1	2	0	0			11/14/2017 20:47	2	NO
4115	1	1	1	1	1	1	2	0	0			11/14/2017 20:48	2	NO
4117	1	1	1	1	1	1	1	1	1			11/14/2017 20:52	0	YES
4118	1	1	1	1	1	1	2	0	0			11/14/2017 20:52	2	NO
4119	1	1	1	1	1	1	2	0	0			11/14/2017 20:53	2	NO
4120	1	1	1	1	1	1	1	0	1			11/14/2017 21:03	1	NO
4121	1	1	1	1	1	1	1	1	1			11/14/2017 21:04	0	YES
4122	1	1	1	1	1	1	2	0	0			11/14/2017 21:06	2	NO
4123	1	1	1	1	1	1	2	0	0			11/14/2017 21:06	2	NO
4124	1	1	1	1	1	1	2	0	0			11/14/2017 21:08	2	NO
4125	1	1	1	1	1	1	1	1	1			11/14/2017 21:09	0	YES

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectible warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
4126	1	1	1	1	1	1	1	1	1			11/14/2017 21:09	0	YES
4127	1	1	1	1	1	1	1	1	1			11/14/2017 21:10	0	YES
4128	1	1	1	1	1	1	1	1	1			11/14/2017 21:11	0	YES
4129	1	1	1	1	1	1	2	1	0			11/14/2017 21:12	1	NO
4130	1	1	1	1	1	1	2	0	0			11/14/2017 21:13	2	NO
4131	1	1	1	1	1	1	2	0	0			11/14/2017 21:14	2	NO
4132	1	1	1	1	1	1	2	0	0	grates		11/14/2017 21:15	2	NO
4133	1	1	1	1	1	1	2	0	0			11/14/2017 21:16	2	NO
4134	1	1	1	1	1	1	2	0	0			11/14/2017 21:17	2	NO
4135	1	1	1	1	1	1	2	0	0	water valve		11/14/2017 21:18	2	NO
4136	1	1	1	1	1	1	2	0	0			11/14/2017 21:19	2	NO
4137	1	1	1	1	1	1	1	1	1			11/14/2017 21:20	0	YES
4138	1	1	1	1	1	1	1	1	1			11/14/2017 21:22	0	YES
4139	1	1	1	1	1	1	2	0	0			11/14/2017 21:25	2	NO
4140	1	1	1	1	1	1	2	0	0			11/14/2017 21:26	2	NO
4141	1	1	1	1	1	1	2	0	0			11/14/2017 21:26	2	NO
4142	1	1	1	1	1	1	2	0	0			11/14/2017 21:27	2	NO
4143	1	1	0	1	1	1	1	1	1	2.8% cross		11/15/2017 14:11	1	NO
4144	1	1	0	1	1	1	0	0	0	2.5% cross,		11/15/2017 14:10	4	NO
4145	1	1	1	1	1	1	1	1	1			11/15/2017 14:16	0	YES
4146	1	1	1	1	1	1	1	1	1			11/15/2017 14:17	0	YES
4147	1	1	0	1	1	1	1	1	1	2.2% cross,		11/15/2017 14:19	1	NO
4148	1	0	1	1	1	1	1	1	1	9.0% running,		11/15/2017 14:20	1	NO
4149	1	1	1	1	1	1	1	1	1			11/15/2017 14:23	0	YES
4150	1	0	1	1	1	1	1	1	1	8.5% running		11/15/2017 14:24	1	NO
4151	1	0	1	1	1	1	1	1	1	8.5% running		11/15/2017 14:27	1	NO
4152	1	1	1	1	1	1	1	1	1			11/15/2017 14:27	0	YES
4153	1	1	0	1	1	1	1	1	0	3.3% cross, 2.8% ns dir, 2.7% ew dir		11/15/2017 14:29	2	NO
4154	1	1	1	1	1	1	1	1	0	2.1% ns dir		11/15/2017 14:30	1	NO
4155	1	1	1	1	1	1	2	0	0			11/15/2017 14:33	2	NO
4156	1	1	0	1	1	1	1	1	0	3.3% cross, 2.3% ew dir,		11/15/2017 14:34	2	NO
4159	1	1	1	1	1	1	1	1	0	3.7% ew dir		11/15/2017 14:37	1	NO
4160	1	1	1	1	1	1	1	1	1			11/15/2017 14:37	0	YES
4161	1	1	1	1	1	1	0	0	0			11/15/2017 14:39	3	NO
4162	1	1	1	1	1	1	0	0	0			11/15/2017 14:40	3	NO
4163	1	1	1	1	1	1	0	0	0			11/15/2017 14:40	3	NO
4164	1	1	1	1	1	1	1	1	1	manhole		11/15/2017 14:44	0	YES
4165	1	1	1	1	1	1	1	1	1			11/15/2017 14:45	0	YES
4166	1	1	1	1	1	1	1	1	0	2.1% ew dir, grate and valve		11/15/2017 14:48	1	NO
4167	1	1	0	1	1	1	1	1	1	3.0% cross, grate		11/15/2017 14:49	1	NO
4168	1	1	1	1	1	1	1	1	1			11/15/2017 14:50	0	YES
4169	1	1	0	1	1	1	1	1	0	2.4% cross,4.8%ew dir		11/15/2017 14:55	2	NO
4170	1	1	1	1	1	1	1	1	1			11/15/2017 14:56	0	YES
4171	1	1	1	1	1	1	1	1	1			11/15/2017 14:57	0	YES
4172	1	1	1	1	1	1	1	1	1			11/15/2017 14:58	0	YES
4173	1	1	1	1	1	1	1	1	1			11/15/2017 15:01	0	YES
4174	1	0	1	1	1	1	1	1	0	8.4% running, 2.8% ew dir, 3.4% ns dir		11/15/2017 15:03	2	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectible warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
4175	1	1	1	1	1	1	1	1	0		2.8% ew dir, 3.4% ns dir	11/15/2017 15:03	1	NO
4176	1	0	1	1	1	1	1	1	0		9.8% running, 3.0% ew dir, 3.3% ns dir	11/15/2017 15:04	2	NO
4177	1	0	1	1	1	1	1	1	0		8.4% running, 3.0% ew dir, 3.3% ns dir	11/15/2017 15:05	2	NO
4178	1	1	1	1	1	1	2	0	0		manhole	11/15/2017 15:09	2	NO
4179	1	1	0	1	1	1	1	1	1		2.2% cross	11/15/2017 15:10	1	NO
4180	1	1	0	1	1	1	1	1	1		2.3% cross	11/15/2017 15:10	1	NO
4181	1	1	1	1	1	1	1	1	1			11/15/2017 15:11	0	YES
4182	1	0	0	1	1	1	1	1	0		9.0% running, 5.0% cross, 5.4% ew dir, 3.1% ns dir	11/15/2017 15:16	3	NO
4183	1	1	0	1	1	1	1	1	1		5.0% running,	11/15/2017 15:17	1	NO
4184	1	1	1	1	1	1	2	0	0			11/15/2017 15:23	2	NO
4185	1	1	0	1	1	1	1	1	1		2.3% cross,	11/15/2017 15:26	1	NO
4186	1	1	1	1	1	1	1	1	0		2.3% ns dir	11/15/2017 15:27	1	NO
4187	1	1	1	1	1	1	1	1	1			11/15/2017 15:28	0	YES
4188	1	1	1	1	1	1	1	1	1			11/15/2017 15:28	0	YES
4189	1	1	1	1	1	1	1	1	1			11/15/2017 15:29	0	YES
4190	1	1	1	1	1	1	1	1	1			11/15/2017 15:29	0	YES
4191	1	1	1	1	1	1	1	1	0		2.2% ns dir	11/15/2017 15:30	1	NO
4192	1	1	0	1	1	1	1	0	0		2.2% cross, 2.3% ns dir	11/15/2017 15:31	3	NO
4193	1	1	1	1	1	1	1					11/15/2017 15:33	0	YES
4194	1	1	1	1	1	1	1	1	1			11/15/2017 15:33	0	YES
4195	1	1	1	1	1	1	1	1	1			11/15/2017 15:34	0	YES
4196	1	1	1	1	1	1	1			1		11/15/2017 15:34	0	YES
4197	1	1	1	1	1	1	1	1	1			11/15/2017 15:34	0	YES
4198	1	1	1	1	1	1	1	1	1			11/15/2017 15:35	0	YES
4199	1	1	1	1	1	1	1	1	1	1		11/15/2017 15:36	0	YES
4200	1	1	1	1	1	1	1	1	1	1		11/15/2017 15:37	0	YES
4201	1	1	1	1	1	1	1	1	1			11/15/2017 15:43	0	YES
4202	1	1	1	1	1	1	1			1		11/15/2017 15:44	0	YES
4203	1	1	1	1	1	1	1	1	0		2.2% ew dir	11/15/2017 15:45	1	NO
4204	1	1	1	1	1	1	1			1		11/15/2017 15:46	0	YES
4205	1	1	1	1	1	1	1	1	0		2.2% ew dir	11/15/2017 15:49	1	NO
4206	1	1	1	1	1	1	1	1	1			11/15/2017 15:49	0	YES
4207	1	1	1	1	1	1	1			1		11/15/2017 15:50	0	YES
4208	1	1	1	1	1	1	1	1	1	1		11/15/2017 15:52	0	YES
4209	1	1	1	1	0	0	1				Shared use path	11/15/2017 15:58	2	NO
4210	1	1	1	1	0	0	1				Shared use path	11/15/2017 16:00	2	NO
4211	1	1	1	1	1	1	1	1	1	1		11/15/2017 16:11	0	YES
4212	1	1	1	1	1	1	1			1		11/15/2017 16:13	0	YES
4213	1	1	1	1	1	0	1	1	0		5.3% ew dir	11/15/2017 16:13	2	NO
4214	1	1	1	1	1	0	1	1	0		5.3% ew dir	11/15/2017 16:13	2	NO
4215	1	1	1	1	1	0	1	1	1			11/15/2017 16:14	1	NO
4216	1	1	1	1	1	0	1	1	1			3/6/2018 18:26	1	NO
4217	1	1	1	1	1	0	1	1	0		4.3% ns dir, 2.8% ew dir	3/6/2018 18:26	2	NO
4218	1	1	1	1	1	0	1	1	0		4.3% ns dir, 2.8% ew dir	3/6/2018 18:26	2	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectable warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
4219	1	1	1	1	1	1	1	1	0		3.2% ns dir	11/15/2017 16:17	1	NO
4220	1	1	1	1	1	1	1	1	0		3.2% ns dir	11/15/2017 16:17	1	NO
4221	1	1	1	1	1	0	1	1	0		5.2% ns dir	11/15/2017 16:21	2	NO
4222	1	1	1	1	1	1	1	1	1			11/15/2017 16:38	0	YES
4223	1	1	1	1	1	0	2	0	0			3/6/2018 18:20	3	NO
4224	1	1	1	1	1	1	1	1	0		2.2% ew dir	11/15/2017 16:30	1	NO
4225	1	1	1	1	1	1	1	1	1	1		11/15/2017 16:32	0	YES
4226	1	1	1	1	1	1	1	1	1	1		11/15/2017 16:41	0	YES
4227	1	1	1	1	1	1	1	1	1	1		11/15/2017 16:42	0	YES
4228	1	1	1	1	1	1	1	1	1	1		11/15/2017 16:54	0	YES
4229	1	1	1	1	1	1	1	1	1	1		11/15/2017 17:09	0	YES
4230	1	1	1	1	1	1	1	1	0	1	2.2% East-West direction	11/15/2017 17:12	1	NO
4231	1	1	1	1	1	1	1	1	1	1		11/15/2017 17:13	0	YES
4232	1	1	1	1	1	1	1	1	1	1		11/15/2017 17:15	0	YES
4233	1	1	1	1	1	1	1	1	1	1		11/15/2017 17:16	0	YES
4234	1	1	1	1	1	1	1	1	1	1		11/15/2017 17:30	0	YES
4235	1	1	1	1	1	1	1	1	1	1		11/15/2017 17:32	0	YES
4236	1	1	1	1	1	1	1	1	1	1		11/15/2017 17:32	0	YES
4237	1	1	1	1	1	1	1	1	1	1		11/15/2017 17:34	0	YES
4238	1	1	1	1	1	1	1	1	1	1		11/15/2017 17:34	0	YES
4239	1	1	1	1	1	1	1	1	1	1		11/15/2017 17:37	0	YES
4240	1	1	1	1	1	1	1	1	1	1		11/15/2017 17:39	0	YES
4241	1	1	1	1	1	1	1	1	1	1		11/15/2017 17:39	0	YES
4242	1	1	1	1	1	1	1	1	1	1		11/15/2017 17:42	0	YES
4243	1	1	1	1	1	1	1	1	1	1		11/15/2017 17:43	0	YES
4244	1	1	1	1	1	1	1	1	1	1		11/15/2017 17:44	0	YES
4245	1	1	1	1	1	1	1	1	1	1		11/15/2017 17:47	0	YES
4246	1	1	1	1	1	1	1	1	1	1		11/15/2017 17:48	0	YES
4247	1	1	1	1	1	1	2	0	0			11/15/2017 17:48	2	NO
4248	1	1	1	1	1	1	1	1	1	1		11/15/2017 17:49	0	YES
4249	1	1	1	1	1	1	1	1	0		2.2% ns	11/15/2017 17:50	1	NO
4250	1	1	1	1	1	1	1	1	1	1		11/15/2017 17:50	0	YES
4251	1	1	1	1	1	1	1	1	0		2.4%, ew	11/15/2017 17:50	1	NO
4252	1	1	1	1	1	1	1	1	0		2.5% ew	11/15/2017 17:51	1	NO
4253	1	1	1	1	1	1	1	1	1	1		11/15/2017 17:51	0	YES
4254	1	1	1	1	1	1	1	1	1	1		11/15/2017 17:57	0	YES
4255	1	1	1	1	1	1	1	1	1	1		11/15/2017 17:58	0	YES
4256	1	1	1	1	1	1	1	1	1	1		11/15/2017 17:59	0	YES
4257	1	1	1	1	1	1	1	1	1	1		11/15/2017 18:00	0	YES
4258	1	1	1	1	1	1	1	1	1	1		11/15/2017 18:02	0	YES
4259	1	1	1	1	1	1	1	1	1	1	Exposed rebar in sidewalk	11/15/2017 18:04	0	YES
4260	1	1	1	1	1	1	1	1	1	1		11/15/2017 18:05	0	YES
4261	1	1	1	1	1	1	1	1	1	1		11/15/2017 18:06	0	YES
4262	1	1	1	1	1	1	1	1	1	1		11/15/2017 18:10	0	YES
4263	1	1	1	1	1	1	1	1	1	1		11/15/2017 18:10	0	YES
4264	1	1	1	1	1	1	1	1	1	1		11/15/2017 18:12	0	YES
4265	1	1	1	1	1	1	1	1	1	1		11/15/2017 18:12	0	YES
4266	1	1	1	1	1	1	1	1	1	1		11/15/2017 18:14	0	YES
4267	1	1	1	1	1	1	1	1	1	1		11/15/2017 18:16	0	YES
4268	1	1	1	1	1	1	1	1	1	1		11/15/2017 18:17	0	YES
4269	1	1	1	1	1	1	1	1	1	1		11/15/2017 18:18	0	YES
4270	1	1	0	1	1	1	2	0	0		2.3% cross	11/15/2017 18:20	3	NO
4271	1	1	1	1	1	1	1	1	1	1		11/15/2017 18:20	0	YES

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectable warnings present?	Detectable warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
4272	1	1	0	1	1	1	1	1	1		2.6% cross	11/15/2017 18:20	1	NO
4273	1	1	1	1	1	1	1	1	1			11/15/2017 18:21	0	YES
4274	1	1	1	1	1	1	1	1	1	1		11/15/2017 18:21	0	YES
4275	1	1	1	1	1	1	1	1	1			11/15/2017 18:22	0	YES
4276	1	1	1	1	1	1	1	1	0			11/15/2017 18:22	1	NO
4277	1	1	1	1	1	1	1	1	0		2.1% ns	11/15/2017 18:23	1	NO
4278	1	1	1	1	1	1	1	1	1			11/15/2017 18:24	0	YES
4279	1	1	1	1	1	1	1	1	0		2.1% ew	11/15/2017 18:24	1	NO
4280	1	1	0	1	1	1	1	1	0		2.7% cross, 2.1% ew	11/15/2017 18:25	2	NO
4281	1	1	1	1	1	1	1	1	1	1		11/15/2017 18:25	0	YES
4282	1	1	1	1	1	1	1	1	1			11/15/2017 18:26	0	YES
4283	1	1	1	1	1	1	1	1	1	1		11/15/2017 18:27	0	YES
4284	1	1	0	1	1	1	2	0	0		2.2% cross	11/15/2017 18:27	3	NO
4285	1	1	1	1	1	1	1	1	1			11/15/2017 18:28	0	YES
4286	1	1	1	1	1	1	2	0	0			11/15/2017 18:29	2	NO
4287	1	1	1	1	1	1	1	1	1			11/15/2017 18:29	0	YES
4288	1	1	1	1	1	1	1	1	1			11/15/2017 18:30	0	YES
4289	1	1	1	1	1	1	1	1	1	1		11/15/2017 18:30	0	YES
4290	1	1	1	1	1	1	1	1	1			11/15/2017 18:32	0	YES
4291	1	1	1	1	1	1	1	1	1			11/15/2017 18:32	0	YES
4292	1	0	1	1	1	1	1	1	0		10.4% running, 3.9% ns,4.9% ew	11/15/2017 18:33	2	NO
4293	1	1	1	1	1	1	1	1	1	1		11/15/2017 18:33	0	YES
4294	1	1	1	1	1	1	1	1	0		3.9% ns,4.9% ew	11/15/2017 18:34	1	NO
4295	1	0	1	1	1	1	1	1	0		12.0% cross, 4.6% ns, 3.7% ew	11/15/2017 18:35	2	NO
4296	1	1	1	1	1	1	1	1	1	1		11/15/2017 18:35	0	YES
4297	1	0	1	1	1	1	1	1	0		11.0% running, 4.6% ns, 3.7% ew	11/15/2017 18:35	2	NO
4298	1	1	1	1	1	1	1	1	1			11/15/2017 18:36	0	YES
4299	1	1	1	1	1	1	1	1	1	1		11/15/2017 18:36	0	YES
4300	1	1	1	1	1	1	1	1	1			11/15/2017 18:36	0	YES
4301	1	1	1	1	1	1	1	1	1			11/15/2017 18:41	0	YES
4302	1	1	1	1	1	1	1	1	1			11/15/2017 18:41	0	YES
4303	1	1	1	1	1	1	1	1	1			11/15/2017 18:42	0	YES
4304	1	1	1	1	1	1	1	1	1			11/15/2017 18:43	0	YES
4305	1	1	1	1	1	1	1	1	1			11/15/2017 18:43	0	YES
4306	1	1	0	1	1	1	1	1	1		3.1% cross,	11/15/2017 18:46	1	NO
4307	1	1	1	1	1	1	1	1	1			11/15/2017 18:46	0	YES
4308	1	1	1	1	1	1	1	1	1			11/15/2017 18:47	0	YES
4309	1	1	1	1	1	1	1	1	1			11/15/2017 18:47	0	YES
4310	1	1	1	1	1	1	1	1	1			11/15/2017 18:48	0	YES
4311	1	1	1	1	1	1	1	1	1			11/15/2017 18:48	0	YES
4312	1	1	1	1	1	1	1	1	1			11/15/2017 18:49	0	YES
4313	1	1	1	1	1	1	1	1	1			11/15/2017 18:49	0	YES
4314	1	1	1	1	1	1	1	1	0		2.8% ns	11/15/2017 18:51	1	NO
4315	1	1	0	1	1	1	1	1	0		2.5% cross, 2.8% ns	11/15/2017 18:51	2	NO
4316	1	1	1	1	1	1	1	1	1			11/15/2017 18:52	0	YES
4317	1	1	1	1	1	1	1	1	1			11/15/2017 18:52	0	YES
4318	1	1	1	1	1	1	1	1	0		2.2% ns	11/15/2017 18:56	1	NO
4319	1	1	1	1	1	1	1	1	1			11/15/2017 18:56	0	YES
4320	1	1	1	1	1	0	1	1	1			3/6/2018 18:29	1	NO
4321	1	1	1	1	1	0	1	1	1			3/6/2018 18:29	1	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectible warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
4322	1	1	1	1	1	0	1	1	0		3.0% ew dir	3/6/2018 18:28	2	NO
4323	1	1	1	1	1	0	1	1	0		3.0% ew dir	3/6/2018 18:28	2	NO
4324	1	1	1	1	1	0	1	1	0		4.4% ns, 8.8% ew	3/6/2018 18:28	2	NO
4325	1	1	1	1	1	0	1	1	0		4.4% ns, 8.8% ew	3/6/2018 18:29	2	NO
4326	1	0	1	1	1	0	1	1	0		8.8% running, 4.0% ns, 4.8% ew	3/6/2018 18:29	3	NO
4327	1	0	1	1	1	0	1	1	0		8.7% running, 4.0% ns, 4.8% ew	3/6/2018 18:29	3	NO
4328	1	0	1	1	1	0	1	1	0		10.4% running, 3.3% ew	3/6/2018 18:33	3	NO
4330	1	0	1	1	1	0	1	1	0		9.4% running, 3.7% ns, 5.2% ew	3/6/2018 18:33	3	NO
4331	1	0	0	1	1	0	1	1	0		12.0% running, 2.7% cross. 3.7% ns, 5.2% ew	3/6/2018 18:33	4	NO
4332	1	1	1	1	1	0	1	1	0		5.0% ns, 4.7% ew	3/6/2018 18:34	2	NO
4333	1	1	1	1	1	0	1	1	0		5.0% ns, 4.7% ew	3/6/2018 18:33	2	NO
4334	1	1	1	1	1	0	1	1	0		4.1% ns, 7.0% ew	3/6/2018 18:34	2	NO
4335	1	0	1	1	1	0	1	1	0		9.1% running, 4.1% ns, 7.0% ew	3/6/2018 18:34	3	NO
4337	1	1	1	1	1	1	1	1	1			11/15/2017 19:11	0	YES
4338	1	1	1	1	1	1	1	1	1			11/15/2017 19:12	0	YES
4339	1	1	0	1	1	1	1	1	0		3.8% cross, 2.9% ns	11/15/2017 19:19	2	NO
4340	1	1	1	1	1	1	1	1	0		2.9% ns	11/15/2017 19:20	1	NO
4342	1	1	1	1	1	1	1	1	0		3.1% ns	11/15/2017 19:21	1	NO
4343	1	1	1	1	1	1	1	1	0		3.1% ns	11/15/2017 19:22	1	NO
4344	1	1	1	1	1	1	1	1	0		4.2% ns, 3.3% ew	11/15/2017 19:24	1	NO
4345	1	1	0	1	1	1	1	1	0		4.2% cross, 3.3% ew	11/15/2017 19:25	2	NO
4346	1	1	0	1	1	1	1	1	0		2.4% cross, 3.3% ew	11/15/2017 19:25	2	NO
4347	1	1	1	1	1	1	1	1	1			11/15/2017 19:28	0	YES
4348	1	1	1	1	1	1	1	1	1			11/15/2017 19:29	0	YES
4349	1	1	1	1	1	1	1	1	1			11/15/2017 19:30	0	YES
4350	1	1	1	1	1	1	1	1	1			11/15/2017 19:31	0	YES
4351	1	1	1	1	1	1	1	1	1			11/15/2017 19:31	0	YES
4352	1	1	1	1	1	1	1	1	1			11/15/2017 19:31	0	YES
4353	1	1	1	1	1	1	1	1	1			11/15/2017 19:33	0	YES
4354	1	1	1	1	1	1	1	1	1			11/15/2017 19:35	0	YES
4355	1	1	1	1	1	1	1	1	1			11/15/2017 19:36	0	YES
4356	1	1	1	1	1	1	1	1	1			11/15/2017 19:36	0	YES
4357	1	1	1	1	1	1	1	1	1			11/15/2017 19:37	0	YES
4358	1	1	1	1	1	1	1	1	1			11/15/2017 19:38	0	YES
4359	1	1	1	1	1	1	1	1	1			11/15/2017 19:41	0	YES
4360	1	1	1	1	1	1	1	1	1			11/15/2017 19:41	0	YES
4361	1	1	1	1	1	1	1	1	1			11/15/2017 19:42	0	YES
4362	1	1	1	1	1	1	1	1	1			11/15/2017 19:42	0	YES
4363	1	1	1	1	1	1	1	1	1			11/15/2017 19:45	0	YES
4364	1	1	1	1	1	1	1	1	1			11/15/2017 19:45	0	YES
4365	1	1	1	1	1	1	1	1	1			11/15/2017 19:44	0	YES
4366	1	1	1	1	1	1	1	1	1			11/15/2017 19:44	0	YES
4367	1	1	1	1	1	1	1	1	1	1		11/15/2017 19:46	0	YES
4368	1	1	1	1	1	1	1	1	1			11/15/2017 19:47	0	YES
4369	1	1	1	1	1	1	1	1	1			11/15/2017 19:47	0	YES

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectible warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
4370	1	1	1	1	1	1	1	1	1	1		11/15/2017 19:47	0	YES
4371	1	1	1	1	1	1	1	1	1	1		11/15/2017 19:48	0	YES
4372	1	1	1	1	1	1	1	1	1	1		11/15/2017 19:49	0	YES
4373	1	1	1	1	1	1	1	1	1	1		11/15/2017 19:50	0	YES
4374	1	1	0	1	1	1	1	1	1		2.5% cross	11/15/2017 19:51	1	NO
4375	1	1	1	1	1	1	1	1	0	1	2.9% East-West direction	11/15/2017 19:52	1	NO
4376	1	1	1	1	1	1	1	1	1	1		11/15/2017 19:53	0	YES
4377	1	1	1	1	1	1	1	1	1	1		11/15/2017 19:53	0	YES
4378	1	1	1	1	1	1	1	1		1		11/15/2017 19:53	0	YES
4379	1	1	1	1	1	1	1	1	1	1		11/15/2017 19:53	0	YES
4380	1	1	1	1	1	1	1	1	1	1		11/15/2017 19:54	0	YES
4381	1	1	1	1	1	1	1	1	1	1		11/15/2017 19:58	0	YES
4382	1	1	1	1	1	1	1	1	0		2.1% ew	11/15/2017 19:56	1	NO
4383	1	1	1	1	1	1	1	1	0		2.1% ew	11/15/2017 19:57	1	NO
4384	1	1	1	1	1	1	1	1	0		2.3% ns	11/15/2017 19:57	1	NO
4386	1	1	1	1	1	1	1	1	0		10.4% ns, 3.4% ew	11/15/2017 20:01	1	NO
4387	1	1	0	1	1	1	1	1	0		2.3% cross, 2.2% ns, 2.1% ew	11/15/2017 20:02	2	NO
4388	1	1	1	1	1	1	1	1	0		2.2% ns, 2.1% ew	11/15/2017 20:02	1	NO
4389	1	1	1	1	1	1	1	1	1	1		11/15/2017 20:03	0	YES
4390	1	1	1	1	1	1	1	1	1	1		11/15/2017 20:04	0	YES
4391	1	1	0	1	1	1	1	1	0		3.2% cross, 7.3% ew	11/15/2017 20:04	2	NO
4392	1	1	1	1	1	1	1	1	1	1		11/15/2017 20:05	0	YES
4393	1	1	1	1	1	1	1	1	1	1		11/15/2017 20:05	0	YES
4394	1	1	1	1	1	1	1	1	1	1		11/15/2017 20:05	0	YES
4395	1	1	1	1	1	1	1	1	1	1		11/15/2017 20:06	0	YES
4396	1	1	1	1	1	1	1	1	1	1		11/15/2017 20:06	0	YES
4397	1	1	1	1	1	1	1	1	1	1		11/15/2017 20:06	0	YES
4398	1	1	1	1	1	1	1	1	1	1		11/15/2017 20:09	0	YES
4399	1	1	1	1	1	1	1	1	1	1		11/15/2017 20:07	0	YES
4400	1	1	1	1	1	1	1	1	1	1		11/15/2017 20:07	0	YES
4401	1	1	1	1	1	1	1	1	1	1		11/15/2017 20:08	0	YES
4402	1	1	1	1	1	1	1	1	1	1		11/15/2017 20:07	0	YES
4403	1	1	1	1	1	1	1	1	1	1		11/15/2017 20:08	0	YES
4404	1	1	1	1	1	1	1	1	1	1		11/15/2017 20:14	0	YES
4405	1	1	1	1	1	1	1	1	0		2.4% ns	11/15/2017 20:15	1	NO
4406	1	1	1	1	1	1	1	0	0			11/15/2017 20:16	2	NO
4407	1	1	1	1	1	1	1	1	1	1		11/15/2017 20:16	0	YES
4408	1	1	1	1	1	1	1	1	1	1		11/15/2017 20:17	0	YES
4409	1	1	1	1	1	1	1	1	1	1		11/15/2017 20:16	0	YES
4410	1	1	1	1	1	1	1	1	0		3.6% ns	11/15/2017 20:17	1	NO
4411	1	1	1	1	1	1	1	1	1	1		11/15/2017 20:18	0	YES
4412	1	1	1	1	1	1	1	1	1	1		11/15/2017 20:18	0	YES
4413	1	1	1	1	1	1	1	1	0		2.4% ns	11/15/2017 20:19	1	NO
4414	1	1	1	1	1	1	1	1	1	1		11/15/2017 20:20	0	YES
4415	1	1	1	1	1	1	1	1	1	1		11/15/2017 20:21	0	YES
4416	1	1	1	1	1	1	1	1	1	1		11/15/2017 20:22	0	YES
4417	1	1	1	1	1	1	1	1	0		2.2% ns	11/15/2017 20:22	1	NO
4418	1	1	1	1	1	1	1	1	0		2.2% ns	11/15/2017 20:23	1	NO
4419	1	1	1	1	1	1	1	1	1	1		11/15/2017 20:25	0	YES
4420	1	1	1	1	1	1	1	1	1	1		11/15/2017 20:25	0	YES
4421	1	1	1	1	1	1	1	1	0		2.2% ew	11/15/2017 20:26	1	NO



OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectible warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
4422	1	0	1	1	1	1	1	1	0		8.6% running, 6.9% ns	11/15/2017 20:27	2	NO
4423	1	0	1	1	1	1	1	1	0		10.3% running, 3.3% ns	11/15/2017 20:28	2	NO
4424	1	1	1	1	1	1	1	1	1			11/15/2017 20:31	0	YES
4425	1	1	1	1	1	1	1	1	1			11/15/2017 20:31	0	YES
4426	1	1	1	1	1	1	1	1	1			11/15/2017 20:32	0	YES
4427	1	1	1	1	1	1	1	1	1			11/15/2017 20:32	0	YES
4428	1	1	1	1	1	1	1	1	1			11/15/2017 20:34	0	YES
4429	1	1	1	1	1	1	1	1	1			11/15/2017 20:34	0	YES
4430	1	1	1	1	1	1	1	1	1			11/15/2017 20:35	0	YES
4431	1	1	1	1	1	1	1	1	1			11/15/2017 20:35	0	YES
4432	1	1	1	1	1	1	1	1	1			11/15/2017 20:37	0	YES
4433	1	1	1	1	1	1	1	1	1			11/15/2017 20:37	0	YES
4434	1	1	1	1	1	1	1	1	1			11/15/2017 20:42	0	YES
4435	1	1	0	1	1	1	1	1	1		2.4% cross	11/15/2017 20:42	1	NO
4436	1	1	1	1	1	1	1	1	1			11/15/2017 20:44	0	YES
4437	1	1	1	1	1	1	1	1	1			11/15/2017 20:44	0	YES
4438	1	1	1	1	1	1	0	1	1			11/15/2017 20:45	1	NO
4439	1	1	1	1	1	1	1	1	1			11/15/2017 20:46	0	YES
4440	1	1	0	1	1	1	1	1	1		2.8% cross	11/15/2017 20:46	1	NO
4441	1	1	1	1	1	1	1	1	1			11/15/2017 20:45	0	YES
4442	1	1	1	1	1	1	1	1	1			11/15/2017 20:48	0	YES
4443	1	1	1	1	1	1	1	1	1			11/15/2017 20:49	0	YES
4444	1	1	0	1	0	0	1	1	1		2.1%	11/15/2017 20:49	3	NO
4445	1	1	1	1	0	0	1	1	1			11/15/2017 20:50	2	NO
4446	1	1	1	1	1	1	1	1	1			11/15/2017 20:50	0	YES
4447	1	1	1	1	1	1	1	1	1			11/15/2017 20:51	0	YES
4448	1	1	1	1	1	1	0	0	0			11/15/2017 20:55	3	NO
4449	1	1	1	1	1	1	1	1	1			11/15/2017 20:55	0	YES
4450	1	1	1	1	1	0	1	1	0		3.5% ns, 4.9% ew	3/6/2018 21:04	2	NO
4451	1	1	1	1	1	0	1	1	0		2.7% ns	11/15/2017 20:59	2	NO
4452	1	1	1	1	1	1	1	1	1			11/15/2017 20:59	0	YES
4453	1	1	1	1	1	0	1	1	0		4.7% ns, water valve	11/15/2017 21:01	2	NO
4454	1	1	1	1	1	1	1	1	1	1	Shared use path	11/15/2017 21:01	0	YES
4455	1	1	1	1	1	0	1	1	0		3.2% ns, 3.4% ew	3/6/2018 21:04	2	NO
4456	1	1	1	1	1	1	1	1	1			11/15/2017 21:03	0	YES
4457	1	1	1	1	1	1	1	1	1	1		11/15/2017 21:03	0	YES
4458	1	1	1	1	1	1	1	1	1	1		11/15/2017 21:04	0	YES
4459	1	0	1	0	1	0	1	1	0		10.9% running, 7.3% ns, 8.6% ew	3/6/2018 21:06	4	NO
4460	1	1	1	1	1	1	1	1	1	1	Manhole in sidewalk	11/15/2017 21:06	0	YES
4461	1	1	0	1	1	1	1	1	0		6.2% cross, 3.9% ns, 6.1% ew	11/15/2017 21:06	2	NO
4462	1	0	0	1	1	1	1	1	1		10.9*% running, 5.3% cross, 3.9% ns, 6.1% ew	11/15/2017 21:07	2	NO
4463	1	0	0	1	1	1	1	1	0		9.0% running, 3.4% cross, 2.7% ns, 7.2% ew	11/15/2017 21:08	3	NO
4464	1	1	0	1	1	1	1	1	0		6.7% cross, 2.7% ns, 7.2% ew	11/15/2017 21:09	2	NO
4465	1	1	1	1	1	1	1	1	1	1		11/15/2017 21:11	0	YES

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48" or wider?	Are detectable warnings present?	Detectable warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
4466	1	1	1	1	1	1	1			1		11/15/2017 21:12	0	YES
4467	1	0	1	1	1	1	0	0	0		11.3% running	11/15/2017 21:15	4	NO
4468	1	0	0	1	1	0	1	1	0		8.7% running, 3.6% cross, 4.0% ns, 7.9% ew	3/6/2018 21:08	4	NO
4469	1	1	1	1	1	0	1	1	0		4.0% ns, 7.9% ew	3/6/2018 21:08	2	NO
4470	1	1	1	1	1	0	1	1	0		2.2% ew	3/6/2018 21:08	2	NO
4471	1	1	1	1	1	0	1	1	0		2.2% ew	3/6/2018 21:07	2	NO
4473	1	1	1	1	1	0	1	1	0		3.1% ew	3/6/2018 21:09	2	NO
4474	1	1	1	1	1	1	1	1	1	1		11/15/2017 21:22	0	YES
4475	1	1	1	1	1	0	1	1	1			3/6/2018 21:08	1	NO
4476	1	1	1	1	1	0	1	1	0		3.7% ew, 2.1% ns	3/6/2018 21:09	2	NO
4477	1	1	1	1	1	0	1	1	0		3.7% ew, 2.1% ns	3/6/2018 21:09	2	NO
4478	1	1	1	1	1	1	1	1	1	1		11/15/2017 21:24	0	YES
4479	1	1	1	1	1	1	1			1		11/15/2017 21:25	0	YES
4480	1	1	1	1	1	0	1	1	0		4.6% ns, 2.4% ew	3/6/2018 21:10	2	NO
4481	1	1	1	1	1	0	1	1	0		4.6% ns, 2.4% ew	3/6/2018 21:10	2	NO
4482	1	1	1	1	1	1	1			1		11/15/2017 21:27	0	YES
4484	1	1	1	1	1	1	1			1		11/15/2017 21:28	0	YES
4485	1	0	1	1	1	0	1	1	0		9.9% running, 2.6% ew	3/6/2018 21:10	3	NO
4486	1	1	1	1	1	1	1	1	1	1		11/15/2017 21:30	0	YES
4487	1	1	1	1	1	0	1	1	0		4.7% ew	3/6/2018 21:10	2	NO
4488	1	1	1	1	1	1	1	1	0		4.7% ns, 6.7% ew	11/15/2017 21:34	1	NO
4489	1	1	1	1	1	1	1	1	0		4.7% ns, 6.7% ew	11/15/2017 21:35	1	NO
4490	1	1	1	1	1	1	1	1	1	1		11/15/2017 21:36	0	YES
4491	1	1	1	1	1	1	1	1	0		4.5% ns, 5.1% ew	11/15/2017 21:36	1	NO
4492	1	1	1	1	1	1	1	1	0		4.5% ns, 5.1% ew	11/15/2017 21:36	1	NO
4493	1	1	1	1	1	1	1	1	1	1		11/15/2017 21:37	0	YES
4494	1	1	1	1	1	1	1	1	0		3.3% ns, 4.2% ew	11/15/2017 21:38	1	NO
4495	1	1	1	1	1	1	1	1	1	1		11/15/2017 21:38	0	YES
4496	1	1	1	1	1	1	1	1	0		3.3% ns, 4.2% ew	11/15/2017 21:40	1	NO
4497	1	1	1	1	1	1	1	1	0		4.5% ns	11/15/2017 21:39	1	NO
4498	1	1	1	1	1	1	1	1	0		4.5% ns	11/15/2017 21:40	1	NO
4499	1	1	1	1	1	1	1	1	1	1		11/15/2017 21:39	0	YES
4500	1	1	1	1	1	1	1	1	1			11/16/2017 13:59	0	YES
4501	1	1	1	1	1	1	1	1	0		2.2% ns	11/16/2017 14:00	1	NO
4502	1	1	1	1	1	1	2	0	0			11/16/2017 14:00	2	NO
4503	1	1	1	1	1	1	2	0	0			11/16/2017 14:01	2	NO
4504	1	1	1	1	1	1	1	1	1			11/16/2017 14:02	0	YES
4505	1	1	1	1	1	1	1	1	1			11/16/2017 14:02	0	YES
4506	1	1	1	1	1	1	1	1	1			11/16/2017 14:03	0	YES
4507	1	1	1	1	1	1	1	1	1			11/16/2017 14:04	0	YES
4508	1	1	1	1	1	1	1	1	1			11/16/2017 14:04	0	YES
4509	1	1	1	1	1	1	1	1	1			11/16/2017 14:05	0	YES
4510	1	1	1	1	1	1	1	1	1			11/16/2017 14:07	0	YES
4511	1	1	1	1	1	1	1	1	1			11/16/2017 14:12	0	YES
4512	1	1	1	1	1	1	1	1	1			11/16/2017 14:13	0	YES
4513	1	1	1	1	1	1	1	1	1			11/16/2017 14:14	0	YES
4514	1	1	1	1	1	1	1	1	1			11/16/2017 14:14	0	YES
4515	1	1	1	1	1	1	2	0	0			11/16/2017 14:15	2	NO
4516	1	1	1	1	1	1	1	1	1			11/16/2017 14:16	0	YES
4517	1	1	1	1	1	1	1	1	1			11/16/2017 14:16	0	YES
4518	1	1	1	1	1	1	1	1	1			11/16/2017 14:17	0	YES
4519	1	1	1	1	1	1	1	1	0		2.1% ew	11/16/2017 14:17	1	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48_ or wider?	Are detectable warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
4520	1	1	1	1	1	1	1	1	0		2.1% ew	11/16/2017 14:18	1	NO
4521	1	1	1	1	1	1	2	0	0			11/16/2017 14:21	2	NO
4522	1	1	1	1	1	1	1	1	0		2.9% cross, 3.5% ns, 2.7% ew	11/16/2017 14:22	1	NO
4523	1	1	0	1	1	1	2	0	0		2.1% cross	11/16/2017 14:24	3	NO
4524	1	1	1	1	1	1	1	1	1			11/16/2017 14:25	0	YES
4525	1	1	1	1	1	1	1	1	1			11/16/2017 14:26	0	YES
4526	1	1	1	1	1	1	1	1	1			11/16/2017 14:26	0	YES
4527	1	1	1	1	1	1	1	1	1			11/16/2017 14:26	0	YES
4528	1	1	1	1	1	1	2	0	0			11/16/2017 14:27	2	NO
4529	1	1	1	1	1	1	2	0	0			11/16/2017 14:31	2	NO
4530	1	1	1	1	1	1	1	1	1			11/16/2017 14:32	0	YES
4531	1	1	1	1	1	1	1	1	1			11/16/2017 14:32	0	YES
4532	1	1	1	1	1	1	1	1	0		3.3% ns	11/16/2017 14:33	1	NO
4533	1	1	1	1	0	0	1	1	1			11/16/2017 14:35	2	NO
4534	1	1	1	1	0	0	1	1	1		10.3% running, 3.8% cross	11/16/2017 14:35	2	NO
4535	1	0	0	1	0	0	1	1	0		10.1% running, 2.2% cross, 2.6% ns,	11/16/2017 14:36	5	NO
4536	1	1	1	1	1	1	1	1	1		4.8% cross, 2.3% ew	11/16/2017 14:43	0	YES
4537	1	1	0	1	1	1	2	0	0		3.4% cross	11/16/2017 14:44	3	NO
4538	1	1	1	1	1	1	1	1	1			11/16/2017 14:48	0	YES
4539	0	0	0	0	0	0	0	0	0			11/16/2017 14:49	9	NO
4540	1	1	1	1	1	1	1	1	1			11/16/2017 14:52	0	YES
4541	1	1	1	1	1	1	2	0	0			11/16/2017 14:52	2	NO
4542	1	0	1	1	1	1	1	1	1		8.7% running,	11/16/2017 14:53	1	NO
4543	1	1	1	1	1	1	2	0	0			11/16/2017 14:53	2	NO
4544	1	1	1	1	1	1	2	0	0			11/16/2017 14:56	2	NO
4545	1	1	1	1	1	1	1	1	1			11/16/2017 14:57	0	YES
4546	1	1	1	1	1	1	1	1	1			11/16/2017 14:58	0	YES
4547	1	1	1	1	1	1	1	1	0		2.3% ew,	11/16/2017 15:03	1	NO
4548	1	1	1	1	1	1	1	1	1			11/16/2017 15:05	0	YES
4549	1	1	1	1	1	1	1	1	1			11/16/2017 15:11	0	YES
4550	1	1	1	1	1	1	1	1	1			11/16/2017 15:12	0	YES
4551	1	1	1	1	1	1	1	1	0		8.7% running, 3.2% ns, rough shape	11/16/2017 15:13	1	NO
4553	1	1	1	1	1	1	1	1	1			11/16/2017 15:15	0	YES
4554	1	1	1	1	1	1	1	1	1			11/16/2017 15:16	0	YES
4555	1	1	1	1	1	1	1	1	0		9.2% running, 2.6% ns, 2.6% ew	11/16/2017 15:19	1	NO
4556	1	0	1	1	1	1	1	1	0		11.8% running, 4.3% ns, 3.5% ew	11/16/2017 15:19	2	NO
4557	1	1	1	1	1	1	1	1	1			11/16/2017 15:23	0	YES
4558	1	1	1	1	1	1	1	1	1			11/16/2017 15:23	0	YES
4559	1	1	1	1	1	1	1	1	1			11/16/2017 15:26	0	YES
4560	1	1	1	1	1	1	1	1	0		2.5% ns, 3.0% ew	11/16/2017 15:26	1	NO
4561	1	1	1	1	1	1	1	1	1		2.7% cross, 2.5% ns,	11/16/2017 15:28	0	YES
4562	1	1	1	1	1	1	1	1	0		2.7% ns	11/16/2017 15:29	1	NO
4563	1	1	1	1	1	1	1	1	1			11/16/2017 15:31	0	YES
4564	1	1	1	1	1	1	1	1	1			11/16/2017 15:32	0	YES
4565	1	1	0	1	1	1	1	1	0		3.0% cross,	11/16/2017 15:35	2	NO

OBJECTID	Is there a curb ramp?	Is the running slope 8.3% or less?	Is the cross slope 2% or less?	Is the curb ramp width 48" or wider?	Are detectable warnings present?	Detectible warnings extend the full width of the curb ramp?	If ramp slope >5% or there is a change of direction, is there a landing?	Is the landing at least 4' x 4'?	Is the landing slope less than 2% in all directions?	If PAR passes through curb ramp flares is slope >=10%?	Notes	EditDate	# of Non Compliant	Compliant
4566	1	1	1	1	1	1	1	1	0		2.1% ns	11/16/2017 15:34	1	NO
4567	1	1	0	1	1	1	1	1	0		3.1% cross, 2.2% ns,	11/16/2017 15:37	2	NO
4568	1	1	1	1	1	1	1	1	1			11/16/2017 15:38	0	YES
4569	1	1	1	1	1	1	1	1	0			11/16/2017 15:39	1	NO
4570	1	1	1	1	1	1	1	1	1			11/16/2017 15:40	0	YES
4571	1	1	1	1	1	1	1	1	1	1	Water gate valve in the flow line of the center of the curb ramp	11/16/2017 15:41	0	YES
4572	1	1	1	1	1	1	2	0	0			11/16/2017 15:42	2	NO
4573	1	1	1	1	1	1	1	1	1			11/16/2017 15:42	0	YES
4574	1	1	1	1	1	1	1			1		11/16/2017 16:09	0	YES
4575	1	1	1	1	1	1	1			1		11/16/2017 15:47	0	YES
4576	1	1	1	1	1	1	1	1	1	1		11/16/2017 15:50	0	YES
4577	1	1	1	1	1	1	1			1		11/16/2017 15:51	0	YES
4578	1	1	1	1	1	1	1			1		11/16/2017 15:53	0	YES
4579	1	1	1	1	1	1	1			1		11/16/2017 15:54	0	YES
4580	1	1	1	1	1	1	1			1		11/16/2017 16:00	0	YES
4581	1	1	1	1	1	1	1	1	1	1		11/16/2017 16:02	0	YES
4582	1	1	1	1	1	1	1	1	1	1		11/16/2017 16:02	0	YES
4583	1	1	1	1	1	1	1			1		11/16/2017 16:04	0	YES
4584	1	1	1	1	1	1	1			1		11/16/2017 16:06	0	YES
4585	1	0	1	1	1	1	0	1	0	1	Running slope on curb ramp is 8.9%. Running slope on landing is 4.5%.	11/28/2017 19:21	3	NO
4586	1	0	1	1	1	1	0					11/28/2017 20:56	2	NO
4587	1	1	1	1	1	0	1			1	The majority of the raised truncated domes are worn off.	3/6/2018 21:47	1	NO
4588	1	1	1	1	1	1	1			1		12/1/2017 19:53	0	YES
4589	1	0	1	1	1	1	1			1	Running slope is 15%	12/1/2017 20:02	1	NO
4590	1	0	1	1	1	1	0			1	Running slope is 12.1%	12/1/2017 20:02	2	NO
4591	1	1	1	1	1	1	1	1	1	1	Running slope is 10.2%	12/1/2017 20:02	0	YES
4592	1	1	1	1	1	1	1	1	1	1		12/1/2017 20:04	0	YES
4593	1	1	1	1	1	1	1	1	0	1		12/1/2017 20:06	1	NO
4594	1	0	1	1	1	1	1	1	0	1		12/1/2017 20:09	2	NO
4595	1	1	1	1	1	1	1	1	0	1		12/1/2017 20:10	1	NO
4596	1	1	1	1	1	1	1	1	0	1		12/1/2017 20:22	1	NO
4597	1	0	1	1	1	1	1	1	1	1	Running slope is 8.8%	12/1/2017 20:24	1	NO
4598	1	1	1	1	1	1	1	1	1	1		12/1/2017 20:26	0	YES
4599	1	1	1	1	1	1	1	1	1	1		12/1/2017 20:30	0	YES

TOTAL:	4441
# Compliant:	815
% Compliant:	18%

OBJECTID	Is the sidewalk ramp wider than 48", excluding handrails?	Is the sidewalk free of any potential hazards or obstacles?	Running slope <= 8.3%?	Cross slope <=2%?	Vertical rise between landings <= 30"?	Landings provided at top and bottom of each ramp run?	All landings at least 60" long and as wide as ramp?	If change of direction, landing 60" x 60"?	Landing slope <= 2% all directions?	If ramp rise >6", handrails provided on both sides?	Is the handrail continuous and unobstructed for the length of each run?	Does the handrail extend >=12 horizontally beyond ramp?	Does the end of the handrail return to wall, guard, or floor?	Top of handrail >=34" and <=38" above ground?	Clearance >=1.5" between gripping and adjoining surface?	If circular, diameter >=1.25" and <=2"?	If non-circular, perimeter >=4" and <=6.25", diameter <=2.25"?	If rise >6 or 0.5" drop-off, is edge protection provided?	Notes	last edited date	# Non Compliant	Compliant
1	1	1	0	1	0	1	1	1	1	1	1	1	1	1	1	1	1	1		10/12/2017 13:20	2	NO

TOTAL:	1
# Compliant:	0
% Compliant:	0%

OBJECTID	Is the sidewalk free of any potential hazards or obstacles?	Is a 48" PAR maintained?	If route >200' long & <60" wide, is there a 60" x 60" passing space?	Are there grates or openings on the route no larger than 0.5"?	Is the long dim of the grate perpendicular to the direction of travel?	Is running slope no < 5% or the slope of the parallel roadway?	Is the cross slope 2% or less?	Is the PAR continuous and unobstructed?	Notes	last edited date	# of Non Compliant	Compliant
1	0	1		0	0	1	0	1		10/12/2017 13:20	4	NO
2	1	1	2	2		1	0	1	Cross slope greater than 2%	10/17/2017 17:29	1	NO
3	0	0	0	0	0	0	0	0	uplifted	10/31/2017 17:38	8	NO
4	0	1	1	0	0	1	1	0	manholes, valves and cut spot along path	11/2/2017 15:38	4	NO

TOTAL:	4
# Compliant:	0
% Compliant:	0%

OBJECTID	Is the bus stop connected to an accessible route?	Is there a bus boarding and alighting area?	Is the sidewalk free of any potential hazards or obstacles?	>=96_ long perpendicular to the roadway?	>=60_ wide parallel to roadway?	Perpendicular to roadway, slope <=2%?	Is there a bus route sign?	Non-glare finish?	Are characters in conventional form and visually contrasting?	Is a bus shelter provided?	Connected by accessible route to boarding and alighting area?	Clear floor space of >=30_ by >=48_ entirely within shelter?	One side of clear floor space adj to PAR?	Clear floor space stable, firm, and slip resistant w/ no changes in level >0.25_?	If clear floor space confined, width >=36_ for front approach or length >=60_ for parallel approach?	Is the shelter/stop on the same side as the bus route?	Notes	EditDate	# of Non Compliant	Compliant
1	1	0	1	1	1	0	1	1	1	0	1					1		11/2/2017 15:21	3	NO
2	1	1	1	1	1	1	0	0	0	1	1	1	1	1	1			11/2/2017 14:56	3	NO
3	1	1	1	1	0	0	1	1	1	1	1	1	1	1	1	1		10/17/2017 17:03	2	NO
4	1	1	1	1	1	0	1	1	1	1	1	1	1	1	1	1	3.5% ns dir	11/2/2017 19:40	1	NO
5	1	0	1	0	1	1	0	0	0	1	1	1	1	1	1	1		10/24/2017 17:52	5	NO
6	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		10/17/2017 20:39	0	YES
7	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		10/25/2017 20:09	0	YES
8	1	1	1	1	1	1	0	0	0	1	1	1	1	1	1			11/2/2017 19:31	3	NO
9	1	1	1	0	0	0	0	0	0	1	1	1	1	1	1		2.6% ew. 4.3%	11/1/2017 19:43	6	NO
10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			10/12/2017 13:20	15	NO
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			10/12/2017 13:20	15	NO
12	1	1	1	1	1	0	1	1	1	1	1	1	1	1	1	1	% perp to	10/23/2017 17:06	1	NO
13	0	1	1	1	1	1	0	1	1	1	1	1	1	1	1	1		10/20/2017 14:50	2	NO
14	1	0	1	0	0	1	1	1	1	1	1	1	1	1	1	1		10/19/2017 20:42	3	NO
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		no longer a bus	10/19/2017 20:22	15	NO
16	0	1	0	1	0	0	1	1	1	0	0	0	0	0	0		7.0% to bus ro	10/19/2017 16:17	6	NO
17	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		10/19/2017 16:03	0	YES
18	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1			11/2/2017 16:01	1	NO
19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0			10/12/2017 13:20	14	NO
20	1	1	1	1	1	0	1	1	1	1	1	1	1	1	1		8.0%	11/3/2017 15:10	1	NO
21	1	1	1	1	1	0	1	1	1	1	1	1	1	1	1	1	5.0% slope	11/1/2017 21:11	1	NO
22	1	0	1	0	0	1	1	1	1	1	0	1	1	1	1	1		11/2/2017 16:21	4	NO
23	1	1	1	0	1	0	0	1	1	1	1	1	1	1	1	1		10/20/2017 15:57	3	NO
24	1	1	1	1	0	1	1	1	1	1	1	1	1	1	1	1		11/2/2017 18:45	1	NO
25	1	1	1	1	1	0	1	1	1	1	1	1	1	1	1	1	6.8% slope	10/31/2017 18:41	1	NO
26	1	1	1	0	1	1	1	1	1	1	1	1	1	1	1	1		10/23/2017 17:21	1	NO
27	1	1	0	1	1	0	1	1	1	1	1	1	1	1	1	1		10/31/2017 15:46	2	NO
28	1	1	1	1	1	1	1	1	1	0	1	1	1	1	1	1		10/23/2017 20:07	1	NO
29	1	1	1	1	1	0	1	1	1	1	1	1	1	1	1		3.0% slope	10/31/2017 20:37	1	NO
30	1	1	1	1	1	0	0	0	0	1	1	1	1	1	1	1	slope to road	10/25/2017 15:50	4	NO
31	1	1	1	1	1	0	1	1	1	1	1	1	1	1	1		24th St N & 4th	10/12/2017 13:20	1	NO
37	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0		Concrete Ben	11/2/2017 15:29	12	NO
38	0	0	0	0	0	0	0	0	0	1	1	1	0	1	1		FM Link Shelf	11/2/2017 19:07	10	NO
39	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	horizon M.S	11/15/2017 17:27	0	YES

TOTAL:	34
# Compliant:	4
% Compliant:	12%

OBJECTID	Continuous and unobstructed clear width >=48_?	Is the PAR cross slope <=2%?	Surface level and flush with the top of the rail?	Is the flangeway gap <=3_?	Are detectible warnings located present?	Are detectible warnings between 12' and 15' from the rail?	If ped gate, detectible warnings 2' from gate arm?	Detectible warnings extend full width of sidewalk or trail?	Crossing surface extends >=2' past outside edge of walk or trail?	Notes	last_edited_date	# of Non Complaint	Compliant
1	1	1	1	1	0	0	0	0	1		11/7/2017 15:56	4	NO
2	1	1	1	1	0	0	0	0	0		11/6/2017 21:36	5	NO
3	1	0	1	1	0	0	0	0	1		11/6/2017 20:50	5	NO
4	1	1	1	1	1	1		1	1		11/7/2017 18:06	0	YES
5	0	0	0	0	0	0	0	0	0	no sidewalk, bike route	11/7/2017 17:15	9	NO
6	0	0	0	0	0	0	0	0	0	no sidewalk	11/7/2017 17:18	9	NO
7	0	0	0	0	0	0	0	0	0	no sidewalk	11/7/2017 17:20	9	NO
8	0	0	0	0	0	0	0	0	0	no sidewalk	11/9/2017 20:31	9	NO
9	1	1	1	1	0	0	0	0	1		11/7/2017 18:19	4	NO
10	0	0	0	0	0	0	0	0	0		10/12/2017 13:20	9	NO
11	0	0	0	0	0	0	0	0	0		10/12/2017 13:20	9	NO
12	0	0	0	0	0	0	0	0	0	no sidewalk	11/8/2017 17:00	9	NO
13	1	1	1	1	1	0	1	1	1		11/8/2017 17:26	1	NO
14	0	0	0	0	0	0	0	0	0	sidewalk has been removed, underpass added	11/8/2017 18:31	9	NO
15	1	1	1	1	1	0	0	1	1		11/8/2017 17:43	2	NO
16	0	0	0	0	0	0	0	0	0	no sidewalk	11/8/2017 18:40	9	NO
17	0	0	0	0	0	0	0	0	0	no sidewalk	11/8/2017 18:42	9	NO
18	1	1	1	1	1	0	0	1	0		11/8/2017 18:49	3	NO
20	1	1	1	1	1	0	0	1	1		11/8/2017 16:28	2	NO
21	1	1	1	1	1	0	0	1	0		11/8/2017 16:20	3	NO
22	0	0	0	0	0	0	0	0	0		10/12/2017 13:20	9	NO
23	0	0	0	0	0	0	0	0	0		10/12/2017 13:20	9	NO
24	0	0	0	0	0	0	0	0	0		10/12/2017 13:20	9	NO
25	1	1	0	1	0	0	0	0	0		10/12/2017 13:20	6	NO
26	1	1	0	0	0	0	0	0	1	Missing flange.	10/12/2017 13:20	6	NO
27	1	1	0	0	0	0	0	0	1	Missing flange.	10/12/2017 13:20	6	NO
28	1	1	0	0	0	0	0	0	1	Missing flange.	10/12/2017 13:20	6	NO
29	1	1	1	1					0		11/6/2017 20:42	1	NO
30	1	1	1	1	0	0	0	0	0		11/6/2017 20:43	5	NO
31	1	1	1	1	1		1	1	1		11/6/2017 20:49	0	YES
32	1	1	1	1	1		1	1	0		11/6/2017 21:28	1	NO
33	1	1	1	1	1		1	1	0		11/6/2017 21:29	1	NO
34	1	1	1	1	0	0	0	0	0		11/6/2017 21:35	5	NO
35	1	1	1	1	0	0	0	0	0		11/7/2017 15:56	5	NO
36	1	1	1	1	0	0	0	0	0		11/7/2017 16:20	5	NO
37	1	1	1	1	0	0	0	0	0		11/7/2017 16:20	5	NO
38	1	1	1	1	1	1		1	1		11/7/2017 18:06	0	YES
39	1	1	1	1	1	1		1	1		11/7/2017 18:07	0	YES
40	1	1	1	1	1	1		1	1		11/7/2017 18:08	0	YES
41	1	1	1	1	0	0	0	0	1		11/7/2017 18:20	4	NO
42	1	1	1	0	1	0	0	1	0		11/8/2017 16:12	4	NO
43	1	1	1	1	1	0	0	1	0		11/8/2017 16:13	3	NO
44	1	1	1	1	1	0	0	1	0		11/8/2017 16:20	3	NO
45	1	1	1	1	1	0	0	1	1		11/8/2017 16:28	2	NO
46	1	1	1	1	1	0	1	1	1		11/8/2017 17:26	1	NO
47	1	1	1	1	1	0	0	1	1		11/8/2017 17:34	2	NO
48	1	1	1	1	1	0	0	1	1		11/8/2017 17:35	2	NO
49	1	1	1	1	1	0	0	1	1		11/8/2017 17:44	2	NO
50	1	1	1	1	1	0	0	1	0		11/8/2017 18:49	3	NO
51	1	1	1	1	1	0	0	1	0		11/8/2017 19:33	3	NO
52	1	1	1	1	1	0	0	1	0		11/8/2017 19:33	3	NO
53	1	1	1	1	1		1	1	0		11/9/2017 15:37	1	NO



OBJECTID	Continuous and unobstructed clear width >=48_?	Is the PAR cross slope <=2%?	Surface level and flush with the top of the rail?	Is the flangeway gap <=3_?	Are detectible warnings located present?	Are detectible warnings between 12' and 15' from the rail?	If ped gate, detectible warnings 2' from gate arm?	Detectible warnings extend full width of sidewalk or trail?	Crossing surface extends >=2' past outside edge of walk or trail?	Notes	last_edited_date	# of Non Complaint	Compliant
54	1	1	1	1	1		1	1	1		11/9/2017 15:37	0	YES
55	1	1	1	1	1		1	1	1		11/9/2017 15:56	0	YES
56	1	1	1	1	1		1	1	1		11/9/2017 15:57	0	YES

TOTAL:	55
# Compliant:	8
% Compliant:	15%

OBJECTID	Is a pedestrian push button present?	Is an Accessible Pedestrian Signal (APS) present?	Push button <=5' of outside edge of cross walk?	Push button face oriented parallel w/ crosswalk?	Is there a level landing 4" x 4" adj to push button?	Push button btwn 1.5' and 10' from back of curb?	Is there 10' of separation between push buttons?	Push button mounted at 42"?	Is a 4' PAR w/ 2% cross slope maintained?	Notes	last_edited_date	# of Non Compliant	Overall Compliant	Equipment Compliant	Landing /Concrete Compliant
1	1	0	0	0	0	0	0	0	1	No detectable warnings. Poor condition.	10/12/2017 13:20	7	NO	NO	NO
2	1	0	0	0	0	0	0	0	1	No detectable warnings.	10/12/2017 13:20	7	NO	NO	NO
3	1	0	0	0	0	0	0	0	1	No detectable warnings.	10/12/2017 13:20	7	NO	NO	NO
4	1	0	0	0	0	0	0	0	0	Island. No detectable panels. Non smooth surface. N/S lack 2%	10/12/2017 13:20	8	NO	NO	NO
5	1	1	1	1	1	1	0	1	1		11/6/2017 20:30	1	NO	NO	YES
6	1	1	1	1	1	1	1	1	1		11/6/2017 20:31	0	YES	YES	YES
7	1	1	1	1	1	1	1	1	1		11/6/2017 20:33	0	YES	YES	YES
8	1	1	1	1	1	1	1	1	1		11/6/2017 20:34	0	YES	YES	YES
9	1	1	1	1	1	1	1	1	1		11/6/2017 20:36	0	YES	YES	YES
10	1	1	1	1	1	1	1	1	1		11/6/2017 20:37	0	YES	YES	YES
11	1	1	1	1	1	1	1	1	1		11/6/2017 20:38	0	YES	YES	YES
12	1	1	1	1	1	1	1	1	1		11/6/2017 20:39	0	YES	YES	YES
13	1	1	1	1	1	1	1	1	1		11/6/2017 20:45	0	YES	YES	YES
14	1	1	1	1	1	1	1	1	1	crosswalk doesnt go all the way across. manhole by ped	11/6/2017 20:47	0	YES	YES	YES
15	1	0	1	1	1	1	1	1	1		3/1/2018 17:34	1	NO	NO	YES
16	1	0	1	1	1	1	1	0	0	45"	3/1/2018 17:34	3	NO	NO	NO
17	1	0	1	1	0	1	0	1	0	2.2% ns dir	3/1/2018 17:35	4	NO	NO	NO
18	1	0	1	1	0	1	1	1	0	2.2% ns dir, 3.1% ew dir	3/1/2018 17:34	3	NO	NO	NO
19	1	0	1	1	1	1	1	1	1		3/1/2018 17:35	1	NO	NO	YES
20	1	0	0	0	0	1	0	0	0	44"	3/1/2018 17:35	6	NO	NO	NO
21	1	1	1	1	1	1	1	1	1		11/6/2017 21:24	0	YES	YES	YES
22	1	1	1	1	1	1	1	1	1		11/6/2017 21:23	0	YES	YES	YES
23	1	1	1	1	1	1	1	1	1		11/6/2017 21:26	0	YES	YES	YES
24	1	1	1	1	1	0	1	1	1		11/6/2017 21:26	1	NO	NO	YES
25	1	1	1	1	1	1	1	1	1		11/6/2017 21:31	0	YES	YES	YES
26	1	1	1	1	1	1	1	1	1		11/6/2017 21:33	0	YES	YES	YES
27	1	0	1	1	0	1	0	1	0	2.5% ns dir	3/1/2018 17:38	4	NO	NO	NO
28	1	0	1	1	0	1	0	0	0	3.2% ns dir	3/1/2018 17:38	5	NO	NO	NO
29	1	0	1	1	1	1	1	0	1	40"	3/1/2018 17:38	2	NO	NO	YES
30	1	0	1	1	1	1	0	0	1	45"	3/1/2018 17:38	3	NO	NO	YES
31	1	1	1	1	1	0	1	1	1		3/1/2018 17:38	1	NO	NO	YES
32	1	0	1	1	0	1	1	1	0	2.8% ew dir, 2.2% ns dir	3/1/2018 17:37	3	NO	NO	NO
33	1	1	1	1	1	1	1	1	1		11/6/2017 21:50	0	YES	YES	YES
34	1	1	1	1	1	1	1	1	1		11/6/2017 21:51	0	YES	YES	YES
35	1	1	1	1	1	1	1	1	1		11/6/2017 21:53	0	YES	YES	YES
36	1	1	1	1	1	1	1	1	1		11/6/2017 21:53	0	YES	YES	YES
37	1	0		1	0	1	1	1	1	no cross walk	3/1/2018 17:22	2	NO	NO	NO
38	1	0		1	0	1	1	1	1	no crosswalk	3/1/2018 17:22	2	NO	NO	NO
39	1	0		1	0	1	0	1	0	2.3% ew dir, box in way	3/1/2018 17:21	4	NO	NO	NO
40	1	0		1	0	1	0	0	0	4.1% ns dir	3/1/2018 17:21	5	NO	NO	NO
41	1	0	1	1	1	1	1	1	1		3/1/2018 17:22	1	NO	NO	YES
42	1	0	1	1	1	0	1	1	1		3/1/2018 17:22	2	NO	NO	YES
43	1	0		1	0	1	1	0	0	right next to curb ramp, 46"	3/1/2018 17:23	4	NO	NO	NO
44	1	0		1	1	1	1	0	1	46"	3/1/2018 17:23	2	NO	NO	YES
45	1	0	1	1	0	1	1	1	0	2.8% ns dir	3/1/2018 17:39	3	NO	NO	NO
46	1	0	1	1	0	1	0	1	0		3/1/2018 17:38	4	NO	NO	NO
47	1	0	0	1	0	0	0	1	0		3/1/2018 17:39	6	NO	NO	NO
48	1	0	1	1	0	1	1	0	0	7.4% ns dir, 2.4% ew dir, 46"	3/1/2018 17:39	4	NO	NO	NO
49	1	0	1	1	1	1	1	0	1	44"	3/1/2018 17:39	2	NO	NO	YES
50	1	0		1	0	1	1	0	0	no cross walk, 2.8% ew dir, 44"	3/1/2018 17:39	4	NO	NO	NO
51	1	0	0	1	0	1	1	1	0	2.3% ns dir	3/1/2018 17:39	4	NO	NO	NO
52	1	0	1	1	0	1	0	0	0	37"	3/1/2018 17:39	5	NO	NO	NO
53	1	0	1	1	0	1	0	0	0	2.4% ns dir, 37"	3/1/2018 17:39	5	NO	NO	NO
54	1	0	1	1	1	1	1	0	1	38"	3/1/2018 17:39	2	NO	NO	YES
55	1	0	1	1	0	1	1	1	0	2.3% ns dir	3/1/2018 17:41	3	NO	NO	NO

OBJECTID	Is a pedestrian push button present?	Is an Accessible Pedestrian Signal (APS) present?	Push button <=5' of outside edge of cross walk?	Push button face oriented parallel w/ crosswalk?	Is there a level landing 4" x 4" adj to push button?	Push button btwn 1.5' and 10' from back of curb?	Is there 10' of separation between push buttons?	Push button mounted at 42"?	Is a 4' PAR w/ 2% cross slope maintained?	Notes	last_edited_date	# of Non Compliant	Overall Compliant	Equipment Compliant	Landing /Concrete Compliant
56	1	0	1	1		1	1	1		not on, work being done	3/1/2018 17:41	1	NO	NO	YES
57	1	0	1	1	1	0	1	1	1	11.5' from curb	3/1/2018 17:41	2	NO	NO	YES
58	1	0	1	1	1	1	1	1	1		3/1/2018 17:41	1	NO	NO	YES
59	1	1	1	1	1	1	1	1	1		11/7/2017 17:30	0	YES	YES	YES
60	1	1	1	1	1	1	1	1	1		11/7/2017 17:32	0	YES	YES	YES
61	1	1	1	1	1	1	1	1	1		11/7/2017 17:36	0	YES	YES	YES
62	1	1	1	1	1	1	1	1	1		11/7/2017 17:37	0	YES	YES	YES
63	1	1	1	1	1	0		0	1	44", from South side 10' or less	11/7/2017 17:44	2	NO	NO	YES
64	1	1	1	1	1	1	0	1	1		11/7/2017 17:47	1	NO	NO	YES
65	1	1	1	1	1	1	0	1	1	button not working	11/7/2017 17:50	1	NO	NO	YES
66	1	1	1	1	1	1	0	1	1		11/7/2017 17:52	1	NO	NO	YES
67	1	1	1	1	1	1	0	1	1		11/7/2017 17:53	1	NO	NO	YES
68	1	1	1	1	1	0		0	1	less than 10' from north curb, 44"	11/7/2017 17:59	2	NO	NO	YES
69	1	0	1	1	0	1		1	0		3/1/2018 18:42	3	NO	NO	NO
70	1	0	1	1	1	1	0	1	1		3/1/2018 18:42	2	NO	NO	YES
71	1	0	1	1	1	1	1	1	1		3/1/2018 18:42	1	NO	NO	YES
72	1	0	1	1	1	1	1	1	1		3/1/2018 18:42	1	NO	NO	YES
73	1	0	1	1	1	1	1	1	1		3/1/2018 18:42	1	NO	NO	YES
74	1	0	1	1	0	1		1	0		3/1/2018 18:42	3	NO	NO	NO
75	1	0	1	1	1	1		1	1		3/1/2018 18:42	1	NO	NO	YES
76	1	0	1	1	1	1	1	1	1		3/1/2018 18:42	1	NO	NO	YES
77	1	0	1	1	1	1	1	1	1		3/1/2018 18:43	1	NO	NO	YES
78	1	0	1	1	1	1	1	1	1		3/1/2018 18:43	1	NO	NO	YES
79	1	0	1	1	0	1		1	0		3/1/2018 18:43	3	NO	NO	NO
80	1	0	1	1	1	0		1	0	3.9% ns dir	3/1/2018 18:43	3	NO	NO	NO
81	1	0	1	1	1	1	1	1	1		3/1/2018 18:43	1	NO	NO	YES
82	1	0	1	1	1	1		1	1		3/1/2018 18:44	1	NO	NO	YES
83	1	0	1	1	1	1	0	1	1		3/1/2018 18:47	2	NO	NO	YES
84	1	0	1	1	1	1	0	1	1		3/1/2018 18:47	2	NO	NO	YES
86	1	0	1	1	1	0		1	1		3/1/2018 18:47	2	NO	NO	YES
87	1	0	1	1	1	0		1	1		3/1/2018 18:47	2	NO	NO	YES
88	1	0	1	1	1	0		0	1	44"	3/1/2018 18:47	3	NO	NO	YES
89	1	0	1	1	1	1		0	1	44"	3/1/2018 18:47	2	NO	NO	YES
90	1	0	1	1	1	0		0	1	44"	3/1/2018 18:47	3	NO	NO	YES
91	1	0	1	1	1	1	1	0	1	44"	3/1/2018 18:47	2	NO	NO	YES
92	1	1	1	1	1	1		1	1		11/8/2017 17:20	0	YES	YES	YES
93	1	1	1	1	1	1	1	1	1		11/8/2017 17:21	0	YES	YES	YES
94	1	1	1	1	1	1	1	1	1		11/8/2017 17:22	0	YES	YES	YES
95	1	1	1	1	1	1	1	0	1		11/8/2017 17:23	1	NO	NO	YES
96	1	1	1	1	1	1	1	1	1		11/8/2017 17:25	0	YES	YES	YES
97	1	1	1	1	1	1	1	1	1		11/8/2017 17:28	0	YES	YES	YES
98	1	1	1	1	1	1	1	1	1		11/8/2017 17:36	0	YES	YES	YES
99	1	1	1	1	1	1	1	1	1		11/8/2017 17:39	0	YES	YES	YES
100	1	1	1	1	1	1	1	1	1		11/8/2017 17:39	0	YES	YES	YES
101	1	1	1	1	1	1	1	1	1		11/8/2017 17:40	0	YES	YES	YES
102	1	1	1	1	1	1	1	1	1		11/8/2017 17:42	0	YES	YES	YES
103	1	1	1	1	1	1	1	1	1		11/8/2017 17:43	0	YES	YES	YES
104	1	1	1	1	1	1	1	1	1		11/8/2017 17:46	0	YES	YES	YES
105	1	1	1	1	1	1	1	1	1		11/8/2017 17:47	0	YES	YES	YES
106	1	1	1	0	1	1	0	1	1		11/8/2017 17:51	2	NO	NO	YES
107	1	1	1	1	1	1	0	1	1		11/8/2017 17:49	1	NO	NO	YES
108	1	1	1	1	1	1	0	1	1		11/8/2017 17:50	1	NO	NO	YES
109	1	1	1	1	1	1	1	1	1		11/8/2017 17:51	0	YES	YES	YES
110	1	0	1	1	1	1		1	1		3/1/2018 18:23	1	NO	NO	YES
111	1	0	1	1	1	1		1	1		3/1/2018 18:23	1	NO	NO	YES
112	1	0	1	1	1	1		1	1		3/1/2018 18:26	1	NO	NO	YES
113	1	0	1	1	1	1		1	1		3/1/2018 18:26	1	NO	NO	YES
114	1	0	1	1	1	1		1	1		3/1/2018 18:26	1	NO	NO	YES

OBJECTID	Is a pedestrian push button present?	Is an Accessible Pedestrian Signal (APS) present?	Push button <=5' of outside edge of cross walk?	Push button face oriented parallel w/ crosswalk?	Is there a level landing 4" x 4" adj to push button?	Push button btwn 1.5' and 10' from back of curb?	Is there 10' of separation between push buttons?	Push button mounted at 42"?	Is a 4' PAR w/ 2% cross slope maintained?	Notes	last_edited_date	# of Non Compliant	Overall Compliant	Equipment Compliant	Landing /Concrete Compliant
115	1	0	1	1	0	1		1	0	2.2% ew dir	3/1/2018 18:33	3	NO	NO	NO
116	1	0	1	1	0	1	0	0	0	3.8% ew dir, 44"	3/1/2018 18:34	5	NO	NO	NO
117	1	0	1	1	1	0	0	0	1	45" , button doesnt work	3/1/2018 18:34	4	NO	NO	YES
118	1	0	1	1	1	1	1	1	1	button doesnt work	3/1/2018 18:34	1	NO	NO	YES
119	1	0	1	1	1	0	0	1	1		3/1/2018 18:33	3	NO	NO	YES
120	1	0	0	1	1	0	0	1	1		3/1/2018 18:33	4	NO	NO	YES
121	1	0	1	1	1	1	1	0	1	44"	3/1/2018 18:33	2	NO	NO	YES
122	1	0	1	1	0	0	0	0	0	2.2% ew dir, 44"	3/1/2018 18:31	6	NO	NO	NO
123	1	0	1	1	0	0	0	0	0	2.6% ns dir, 45"	3/1/2018 18:31	6	NO	NO	NO
124	1	0	1	1	1	1	1	0	1	48" , far away	3/1/2018 18:31	2	NO	NO	YES
125	1	0	1	1	0	1		1	0	4.4% ns dir, button doesn't work	3/1/2018 18:28	3	NO	NO	NO
126	1	0	1	1	0	1	1	1	0	3.5% ns dir,	3/1/2018 18:28	3	NO	NO	NO
127	1	0	1	1	0	1	1	0	0	38"	3/1/2018 18:28	4	NO	NO	NO
128	1	0	1	1	0	1	1	1	0		3/1/2018 18:28	3	NO	NO	NO
129	1	0	1	1	0	1	1	0	0	47"	3/1/2018 18:28	4	NO	NO	NO
130	1	0	1	1	0	1	1	1	0	3.4% ns dir	3/1/2018 18:31	3	NO	NO	NO
131	1	1	0	1	1	1	1	1	1		11/8/2017 21:13	1	NO	NO	YES
132	1	1	1	1	1	1	1	1	1		11/8/2017 21:16	0	YES	YES	YES
133	1	1	1	1	1	1	1	1	1		11/8/2017 21:21	0	YES	YES	YES
134	1	1	1	1	1	1	1	1	1		11/8/2017 21:22	0	YES	YES	YES
135	1	1	1	1	1	1	1	1	1		11/8/2017 21:29	0	YES	YES	YES
136	1	1	1	1	1	1	1	1	1		11/8/2017 21:32	0	YES	YES	YES
137	1	1	1	1	1	1	1	1	1		11/8/2017 21:36	0	YES	YES	YES
138	1	1	1	1	1	1	1	1	1		11/8/2017 21:37	0	YES	YES	YES
139	1	1	1	1	1	1	1	1	1		11/8/2017 21:42	0	YES	YES	YES
140	1	1	1	1	1	1	1	1	1		11/8/2017 21:43	0	YES	YES	YES
141	1	1	1	1	1	1	1	1	1		11/8/2017 21:51	0	YES	YES	YES
142	1	1	1	1	1	1	1	1	1		11/8/2017 21:55	0	YES	YES	YES
143	1	1	1	1	1	1	1	1	1		11/8/2017 21:59	0	YES	YES	YES
144	1	1	1	1	1	1	1	1	1		11/8/2017 22:02	0	YES	YES	YES
145	1	1	1	1	1	1	1	1	1		11/8/2017 22:05	0	YES	YES	YES
146	1	1	1	1	1	1	1	1	1		11/8/2017 22:08	0	YES	YES	YES
147	1	1	1	1	1	1	1	1	1		11/8/2017 22:14	0	YES	YES	YES
148	1	1	1	1	1	1	1	1	1		11/8/2017 22:17	0	YES	YES	YES
149	1	1	1	1	1	1	1	1	1		11/8/2017 22:21	0	YES	YES	YES
150	1	1	1	1	1	1	1	1	1		11/8/2017 22:23	0	YES	YES	YES
151	1	1	1	1	1	1	1	1	1		11/8/2017 22:27	0	YES	YES	YES
152	1	1	1	1	1	1	1	1	1		11/8/2017 22:29	0	YES	YES	YES
153	1	1	1	1	1	1	1	1	1		11/8/2017 22:33	0	YES	YES	YES
154	1	1	1	1	1	1	1	1	1		11/8/2017 22:35	0	YES	YES	YES
155	1	1	1	1	1	1	1	1	1		11/9/2017 15:21	0	YES	YES	YES
156	1	1	1	1	1	1	0	1	1		11/9/2017 15:20	1	NO	NO	YES
157	1	1	1	1	1	1	0	1	1		11/9/2017 15:25	1	NO	NO	YES
158	1	1	1	1	1	1	0	1	1		11/9/2017 15:25	1	NO	NO	YES
159	1	1	1	1	1	1	0	1	1		11/9/2017 15:28	1	NO	NO	YES
160	1	1	1	1	1	1	0	1	1		11/9/2017 15:29	1	NO	NO	YES
161	1	1	1	1	1	1	1	1	1		11/9/2017 15:32	0	YES	YES	YES
162	1	1	1	1	1	1	1	1	1		11/9/2017 15:33	0	YES	YES	YES
163	1	1	1	1	1	1	0	1	1		11/9/2017 15:40	1	NO	NO	YES
164	1	1	1	1	1	1	0	1	1		11/9/2017 15:40	1	NO	NO	YES
165	1	1	1	1	1	1	1	1	1		11/9/2017 15:43	0	YES	YES	YES
167	1	1	1	1	1	1	1	1	1		11/9/2017 15:47	0	YES	YES	YES
168	1	1	1	1	1	1	1	1	1		11/9/2017 15:48	0	YES	YES	YES
169	1	1	1	1	1	1	1	1	1		11/9/2017 15:53	0	YES	YES	YES
170	1	1	1	1	1	1	1	1	1		11/9/2017 15:55	0	YES	YES	YES
171	1	1	1	1	1	1	0	1	1		11/9/2017 16:10	1	NO	NO	YES
172	1	1	1	1	1	1	0	1	1		11/9/2017 16:11	1	NO	NO	YES
173	1	1	1	1	1	1	0	1	1		11/9/2017 16:15	1	NO	NO	YES

OBJECTID	Is a pedestrian push button present?	Is an Accessible Pedestrian Signal (APS) present?	Push button <=5' of outside edge of cross walk?	Push button face oriented parallel w/ crosswalk?	Is there a level landing 4" x 4" adj to push button?	Push button btwn 1.5' and 10' from back of curb?	Is there 10' of separation between push buttons?	Push button mounted at 42"?	Is a 4' PAR w/ 2% cross slope maintained?	Notes	last Edited date	# of Non Compliant	Overall Compliant	Equipment Compliant	Landing /Concrete Compliant
174	1	1	1	1	1	1	0	1	1		11/9/2017 16:16	1	NO	NO	YES
175	1	1	1	1	1	1	0	1	1		11/9/2017 16:17	1	NO	NO	YES
176	1	1	1	1	1	1	0	1	1		11/9/2017 16:18	1	NO	NO	YES
177	1	1	1	1	1	1	0	1	1		11/9/2017 16:21	1	NO	NO	YES
179	1	1	1	1	1	1	1	1	1		11/9/2017 16:35	0	YES	YES	YES
180	1	1	1	1	1	1	1	1	1		11/9/2017 16:36	0	YES	YES	YES
181	1	1	1	1	1	1	1	1	1		11/9/2017 16:39	0	YES	YES	YES
182	1	1	1	1	1	1	1	1	1		11/9/2017 16:40	0	YES	YES	YES
183	1	1	1	1	1	1	1	1	1		11/9/2017 16:41	0	YES	YES	YES
184	1	1	1	1	1	1	1	1	1		11/9/2017 16:42	0	YES	YES	YES
185	1	1	1	1	1	1	1	1	1		11/9/2017 16:44	0	YES	YES	YES
186	1	1	1	1	1	1	1	1	1		11/9/2017 16:45	0	YES	YES	YES
187	1	1	1	1	1	1		0	1	40"	11/9/2017 16:50	1	NO	NO	YES
189	1	1	1	1	1	1	1	1	1		11/9/2017 16:52	0	YES	YES	YES
190	1	1	1	1	1	1	1	1	1		11/9/2017 17:05	0	YES	YES	YES
191	1	1	1	1	1	1	1	1	1		11/9/2017 17:06	0	YES	YES	YES
192	1	1	1	1	1	1	1	1	1		11/9/2017 17:08	0	YES	YES	YES
193	1	1	1	1	1	1	1	1	1		11/9/2017 17:09	0	YES	YES	YES
194	1	1	1	1	1	1	1	1	1		11/9/2017 17:10	0	YES	YES	YES
195	1	1	1	1	1	1	1	1	1		11/9/2017 17:12	0	YES	YES	YES
197	1	1	1	1	1	1	1	1	1		11/9/2017 17:15	0	YES	YES	YES
198	1	1	1	1	1	1	1	1	1		11/9/2017 17:16	0	YES	YES	YES
199	1	1	1	1	1	1	1	1	1		11/9/2017 17:25	0	YES	YES	YES
200	1	1	1	1	1	1	1	1	1		11/9/2017 17:26	0	YES	YES	YES
201	1	1	1	1	1	1	1	1	1		11/9/2017 17:30	0	YES	YES	YES
202	1	1	1	1	1	1	1	1	1		11/9/2017 17:31	0	YES	YES	YES
204	1	1	1	1	1	1	1	1	1		11/9/2017 17:35	0	YES	YES	YES
205	1	1	1	1	1	1	1	1	1		11/9/2017 17:35	0	YES	YES	YES
206	1	1	1	1	1	1	1	1	1		11/9/2017 17:38	0	YES	YES	YES
207	1	1	1	1	1	1	1	1	1		11/9/2017 17:39	0	YES	YES	YES
208	1	1	1	1	1	1	1	1	1		11/9/2017 17:55	0	YES	YES	YES
209	1	1	1	1	1	1	1	1	1		11/9/2017 17:56	0	YES	YES	YES
210	1	1	1	1	1	1	1	1	1		11/9/2017 17:58	0	YES	YES	YES
211	1	1	1	1	1	1	1	1	1		11/9/2017 17:59	0	YES	YES	YES
212	1	1	1	1	1	1	1	1	1		11/9/2017 18:00	0	YES	YES	YES
213	1	1	1	1	1	1	1	1	1		11/9/2017 18:01	0	YES	YES	YES
214	1	1	1	1	1	1	1	1	1	butto n desnt work	11/9/2017 18:03	0	YES	YES	YES
215	1	1	1	1	1	1	1	1	1		11/9/2017 18:06	0	YES	YES	YES
216	1	1	1	1	1	1	1	1	1		11/9/2017 18:06	0	YES	YES	YES
217	1	1	1	1	1	1	1	1	1		11/9/2017 18:17	0	YES	YES	YES
218	1	1	1	1	1	1	1	1	1		11/9/2017 18:18	0	YES	YES	YES
219	1	1	1	1	1	1	1	1	1		11/9/2017 18:21	0	YES	YES	YES
220	1	1	1	1	1	1	1	1	1		11/9/2017 18:22	0	YES	YES	YES
221	1	1	1	1	1	1	1	1	1		11/9/2017 18:24	0	YES	YES	YES
222	1	1	1	1	1	1	0	1	1		11/9/2017 18:27	1	NO	NO	YES
223	1	1	1	1	1	1	1	1	1		11/9/2017 18:34	0	YES	YES	YES
224	1	1	1	1	1	1	1	1	1		11/9/2017 18:35	0	YES	YES	YES
225	1	1	1	1	1	1	1	1	1		11/9/2017 18:37	0	YES	YES	YES
226	1	1	1	1	1	1	1	1	1		11/9/2017 18:38	0	YES	YES	YES
227	1	1	1	1	1	1	1	1	1		11/9/2017 18:39	0	YES	YES	YES
228	1	1	1	1	1	1	1	1	1		11/9/2017 18:40	0	YES	YES	YES
229	1	1	1	1	1	1	1	1	1		11/9/2017 18:44	0	YES	YES	YES
230	1	1	1	1	1	1	1	1	1		11/9/2017 18:46	0	YES	YES	YES
231	1	0	1	1	1	1	1	1	1		3/1/2018 18:35	1	NO	NO	YES
232	1	0	1	1	1	0		1	1	edge of conc far away	3/1/2018 18:35	2	NO	NO	YES
233	1	0	1	1	0	0	0	0	0	45"	3/1/2018 18:35	6	NO	NO	NO
234	1	0	1	1	0	1	0	0	0	45"	3/1/2018 18:35	5	NO	NO	NO
235	1	0	1	0	1	1	1	1	1		3/1/2018 18:35	2	NO	NO	YES
236	1	1	1	1	1	1	1	1	1	no cross walk	11/9/2017 19:58	0	YES	YES	YES

OBJECTID	Is a pedestrian push button present?	Is an Accessible Pedestrian Signal (APS) present?	Push button <=5' of outside edge of cross walk?	Push button face oriented parallel w/ crosswalk?	Is there a level landing 4" x 4" adj to push button?	Push button btwn 1.5' and 10' from back of curb?	Is there 10' of separation between push buttons?	Push button mounted at 42"?	Is a 4' PAR w/ 2% cross slope maintained?	Notes	last_edited_date	# of Non Compliant	Overall Compliant	Equipment Compliant	Landing /Concrete Compliant
237	1	1	0	1	1	1	1	1	1		11/9/2017 19:58	1	NO	NO	YES
238	1	1	1	1	1	1	1	1	1		11/9/2017 20:00	0	YES	YES	YES
239	1	1	1	1	1	1	1	1	1		11/9/2017 20:00	0	YES	YES	YES
240	1	1	1	1	1	1	1	1	1		11/9/2017 20:02	0	YES	YES	YES
241	1	1	1	1	1	1	1	1	1		11/9/2017 20:02	0	YES	YES	YES
242	1	1	1	1	1	1	1	1	1		11/9/2017 20:04	0	YES	YES	YES
243	1	1	1	1	1	1	1	1	1		11/9/2017 20:05	0	YES	YES	YES
244	1	1	1	1	1	1	1	1	1		11/9/2017 20:13	0	YES	YES	YES
245	1	0	1	1	1	1	1	1	1	audible wasnt working	3/1/2018 17:55	1	NO	NO	YES
246	1	1	1	1	1	1	1	1	1		11/9/2017 20:16	0	YES	YES	YES
247	1	1	1	1	1	1	1	1	1		11/9/2017 20:16	0	YES	YES	YES
248	1	1	1	1	1	1	1	1	1		11/9/2017 20:18	0	YES	YES	YES
249	1	1	1	1	1	1	1	1	1		11/9/2017 20:18	0	YES	YES	YES
250	1	1	1	1	1	1	1	1	1		11/9/2017 20:20	0	YES	YES	YES
251	1	1	1	1	1	1	1	1	1		11/9/2017 20:21	0	YES	YES	YES
252	1	1	1	1	0	1		1	0	2.2% ew dir	11/9/2017 20:40	2	NO	YES	NO
253	1	0	1	1	1	1	0	0	1	far away, 48"	3/1/2018 18:07	3	NO	NO	YES
254	1	0	1	1	0	1	0	0	0	no area, 48"	3/1/2018 18:07	5	NO	NO	NO
255	1	0	1	1	0	0		0	0	49"	3/1/2018 18:07	5	NO	NO	NO
256	1	1	1	1	1	1	1	1	1		3/1/2018 17:19	0	YES	YES	YES
257	1	1	1	1	1	1	1	1	1		3/1/2018 19:28	0	YES	YES	YES

TOTAL:	251
# Compliant:	130
% Compliant:	52%

OBJECTID	Are accessible spaces provided?	How many total parking spaces are provided?	Number of accessible spaces required?	How many accessible parking spaces are provided?	Are accessible spaces >=8' wide?	Are accessible spaces located on shortest possible PAR?	Is the surface slope <=2% in all directions?	ISA permanent sign, bottom mounted >=60in from ground?	Is the accessible parking space marking properly striped?	Is one in six accessible spaces van accessible (vert clearance >=96")?	Access aisles provided?	Are access aisles 8' wide?	Access aisles adjacent to PAR?	Do access aisles not overlap with vehicular way?	Are access aisles marked so as to discourage parking in them?	No Parking designation in access aisle?	Access aisle slope <=2% in all directions?	Is a plus van accessible permanent sign, mounted >=60in?	Notes	last_edited_date	# Non Compliant	Compliant
1	1	25	1	2	1	1	1	1	0	0	0	0	0	0	0	0	0	0	Not marked. 37' wide	10/12/2017 13:20	10	NO
2	0	0	1	0		0	0	0	0	0	0	0	0			0	0	0		10/25/2017 15:17	14	NO
3	0	100	4	3	1	1	0	1	1	0	1	1	0	0	1	1	0	0	slope slightly varies due to roadway	10/31/2017 21:29	7	NO
4	1	1	1	1	1	1	1	0	0	0	1	0	1	0	1	1	1	0	no designated parking marking, no handicap signing	11/3/2017 17:07	6	NO
5	1	2	1	2	1	1	1	0	0	0	0	0	0			0	0	0	no parking spots designated. 2 handicapped signs are marked	11/3/2017 17:19	9	NO
6	1	2	1	2	1	1	1	0	0	1	0	0	1	1	0	0	1	1	no parking designation markings, signs for handicap parking. blue marking on curb is approximately 29'	11/3/2017 17:30	6	NO
7	1	11	1	1	1	1	1	1	0	0	0	0	1		0	0	1	0	no parking spot marking designated. Aisle areas not designated. counted parking spots based on concrete parking bars.	11/3/2017 17:44	7	NO
8	0	0	1	0	0	0	0	0	0	0	0	0	0			0	0	0	The parking lot striping has been worn out and is only somewhat visible for 3 parking spots.	11/28/2017 17:19	15	NO
9	0	0	1	0	0	0	0	0	0	0	0	0	0			0	0	0	There are no designated parking spots.	11/28/2017 17:31	15	NO
10	1	0	1	9	1	1	1	1	1	1	1	0	0	0	1	0	1	1	The only parking spots that are striped are the handicap parking spots. Also, the paint designating the handicap parking spots shows a lot of wear.	11/28/2017 17:44	5	NO
11	1	0	1	9	1	1	0	1	1	1	1	0	1		1	0	0	0	These 2 end spots have a North-South slope of 2.1% and 2.5%. There is a drain plug in one of the access aisles as well.	11/28/2017 17:49	6	NO
12	1	224	7	4	1	1	1	1	1	0	1	0	1		1		1	0	Aisles are 5ft wide. There are 4 handicap parking spots at this location. There are 8 handicap parking spots total.	11/28/2017 18:26	3	NO
13	1	224	7	4	1	1	1	1	1	1	1	1	1		1	0	1	1	There are 4 handicap parking spots at this location. 3 of the 4 handicap parking spots are van accessible. There are 8 handicap parking spots total.	11/28/2017 18:27	1	NO
14	1	441	9	3	1	1	0	1	1	1	1	1	1		1	0	0	1	There are 3 handicap parking spots at this location. There are 12 handicap spots total. The E-W slope was 2.7% as there is a storm drain nearby.	11/28/2017 18:42	3	NO
15	1	441	9	3	1	1	1	1	1	1	1	1	1		1	0	1	1	There are 3 handicap parking spots at this location. There are 12 handicap parking spots total.	11/28/2017 18:49	1	NO
16	1	441	9	3	1	1	1	1	1	1	1	1	1		1	0	0	1	There are 3 handicap parking spots at this location. There are 12 handicap parking spots total. The N-S slope varies from 3.0%-0.6%.	11/28/2017 19:06	2	NO
17	1	441	9	3	1	1	1	1	1	1	1	1	1		1	0	1	1	There are 3 handicap parking spots at this location. There are 12 handicap parking spots total.	11/28/2017 18:58	1	NO
18	1	30	2	2	1	1	1	1	1	1	1	0	1		1	0	1	1	Access aisle is 5ft wide.	11/28/2017 19:26	2	NO
19	1	510	10	6	1	1	1	1	1	1	1	1	1	0	1	0	1	0	2 of the 6 handicap parking spots are van accessible but there are no signs saying so. The post mounted signs are ~57in high measuring from the gutter	11/28/2017 20:43	3	NO
20	1	510	10	6	1	1	1	0	1	1	1	1	1	0	1	0	1	0	2 of the 6 handicap parking spots are van accessible but there are no signs saying so. The post mounted signs are ~57in high measuring from the gutter	11/28/2017 20:42	4	NO
21	1	7	1	1	1	1	1	1	1	1	1	1	1	0	1	0	1	1		11/28/2017 20:58	2	NO

# of Accessible Spaces Required: 87  
Average access spaces per parking lot: 5

TOTAL:	21
# Compliant:	0
% Compliant:	0%

Curb Ramps

TOTAL:	4441
# Compliant:	815
<b>% Compliant:</b>	18%

Overall Compliance

TOTAL:	4803
# Compliant:	957
<b>% Compliant:</b>	20%

APS

TOTAL:	251
# Compliant:	130
<b>% Compliant:</b>	52%

City Park Parking Lots

TOTAL:	21
# Compliant:	0
<b>% Compliant:</b>	0%

Sidewalk Ramp

TOTAL:	1
# Compliant:	0
<b>% Compliant:</b>	0%

Sidewalk

TOTAL:	4
# Compliant:	0
<b>% Compliant:</b>	0%

On-street Transit

TOTAL:	34
# Compliant:	4
<b>% Compliant:</b>	12%

At-grade Railroad Crossing

TOTAL:	55
# Compliant:	8
<b>% Compliant:</b>	15%



System Correction	Unit Cost	Unit	# of non-compliant points collected	% Compliant	Cost
Replace Existing Curb Ramp	\$2,500.00	EA	3,626	18%	\$9,065,000.00
Replace Concrete Sidewalk Ramp	\$10.00	SF			\$0.00
Replace Accessible Pedestrian Signal	\$1,500.00	EA	121	52%	\$181,500.00
Restripe Parking Lot	\$15,400.00	EA	21	0%	\$323,400.00
Replace at-grade crossing	\$5,000.00	EA	8	15%	\$40,000.00
Replace on-street transit shelter	\$4,000.00	EA	30	12%	\$120,000.00

TOTAL: 3,747 \$9,729,900.00

Curb Ramps: \$1,750 - \$2,500 each ramp

Sidewalk: \$8 - \$10 per SF 4" concrete

APS: \$8,000 - \$12,000. The low end is for just adding 8 APS buttons, the higher end is for adding ped stations as well. All based on an 8 button intersection.

Parkinglot - see assumptions next sheet

At Grade crossing: assume the price of two ped ramps because two sets of TD are required, plus assume pavement replacement needed

On street transit shelter: Assume just alighting pad replaced -> 5' by 8' = 40 SF -> 40SF at \$10 per SF = \$400 EA

Parking Lot: Assumes \$1000 Lump Sum to restrip parking lot, assume 5 accessible spaces per parking lot -> install 5 Accessible parking signs and 1 van accessible sign and 3 No parking access aisle sign. Assume replace/install curb ramp for each access aisle -> 3 curb ramps, assume replace sidewalk between access aisles = 336SF -> round up to 350 SF Sidewalk, assume bit pavement for each accessible space and access aisle replaced -> 8' x 8spaces = 64 LF -> roundup to 70 LF

**Parking lot Cost:**

assumed qty per lot:

Restripe Accessible Stalls and Access Aisles	\$ 1,000.00	LS	1	\$ 1,000.00
Install Accessible Parking/No Parking Sign	\$ 350.00	EA	8	\$ 2,800.00
Install Van Accessible Sign (to Existing Post)	\$ 150.00	EA	1	\$ 150.00
Replace Existing Curb Ramp	\$ 2,500.00	EA	3	\$ 7,500.00
Replace Concrete Sidewalk	\$ 10.00	SF	350	\$ 3,500.00
Replace Bituminous Pavement	\$ 220.00	LF	70	\$ 15,400.00

## **Attachment F-2 – Current Design Standards Links**

### **Public Rights-Of-Way Accessibility Guidelines**

<http://www.dot.mn.gov/ada/pdf/PROWAG.pdf>

### **FTA ADA Circular C 4710.1**

<https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/americans-disabilities-act-guidance-pdf>

**To:** Fargo-Moorhead Metropolitan Council of Governments (FMCOG), City of Moorhead

**From:** SRF Consulting Group, Inc.

**Date:** September 1, 2017

**Subject:** ADA Transition Plan Policy Review – Self Evaluation

## **Introduction**

The self-evaluation is a key portion of the ADA Transition Plan for public rights-of-way and other facilities. The self-evaluation includes a field review of existing facilities and a review of the City of Moorhead's existing policies. The ADA Transition Plan includes a summary of existing programs and practices, a public notice of ADA requirements, identification of an ADA Coordinator for plan implementation, and an ADA grievance procedure.

The City of Moorhead, FMCOG, and MATBUS have provided documentation of existing policies and procedures related to ADA. This memorandum identifies at a high level which policies will be carried forward or referenced in the ADA Transition Plan, and which will be updated as part of this effort.

## **ADA General Statement/ADA Transition Plan (1997)**

The City of Moorhead completed an ADA Transition Plan in 1997 that applies to all of the municipality's functional areas. In general, the plan provides a good starting point for the new transition plan as it relates to public right-of-way. However, much of the existing plan is focused on internal procedures, facility access, and employment law. The entire 1997 ADA Transition Plan is attached in Appendix A of this memo.

## **New Construction and Alterations**

The 1997 ADA Transition Plan specifies that each newly constructed or altered facility must be readily accessible and usable by people with disabilities. The Uniform Federal Accessibility Standard (UFAS) and the Americans with Disabilities Act Accessibility Guidelines (ADAAG) are cited as acceptable design standards for these projects.

## Existing Facilities and Transportation

In the 1997 ADA Transition Plan, ADA compliance for existing facilities focuses on access to City of Moorhead services and programs, as well as accessibility of City buildings and facilities. The existing plan document does specify requirements for fixed route transit accessibility for both facilities and complementary paratransit service requirements. The updated ADA Transition plan will provide more specific guidelines for infrastructure improvements, quantifying citywide deficiencies in sidewalks, curb ramps, signals, trails, and transit connections. Additionally, the plan will outline goals for accessibility and phased implementation of projects that will aid in the City's achievement of ADA compliance.

## Discrimination Complaint Form

The 1997 ADA Transition Plan includes a discrimination complaint form; however, it is more oriented to internal/employment discrimination complaints and may not be intuitive to apply to a request to alter public right-of-way.

## Self-Evaluation

The 1997 ADA Transition Plan does include a self-evaluation of public right-of-way and a review of the City maintenance policies. The plan states that the engineering division of the Public Works Department is responsible for maintaining the sidewalks and roadways within the City of Moorhead. Additionally, street projects are organized into two broad categories:

1. **Rehabilitation:** Projects that are designed to maintain the condition of the street and prolong its life.
2. **Reconstruction:** Projects that entail more changes in terms of time, effort, expense, and equipment, required and affect and improve the usability of the street.

Both projects may constitute an "alteration" in that they can affect the usability of the facility – including grade, direction, composition, or material changes. However, the plan notes that reconstruction projects will be more likely to include alterations, and alteration projects constitute meeting ADA requirements. An update for this plan will note that rehabilitation projects involving ADA required facilities – for example a repair to a curb ramp, accessible route, pedestrian signal, etc. – mandate that those facilities be brought into compliance and not simply to their existing state.

The 1997 ADA Transition Plan documents sidewalk rehabilitation and curb cut placement programs, as well as bus shelter placements that occurred since the adoption of ADA to improve accessibility within the City. "Direct routes" are identified throughout the City. To provide greater accessibility to people with disabilities, direct sidewalk routes were established to provide access to critical city services. The route was identified in accordance with existing bus routes where feasible, and there is a process for individuals to make specific requests for a curb cut under the Curb Cut Placement Program. The plan notes that the direct route program is separate from ADA – all public

rights-of-way serving a transportation purpose need to be ADA compliant even if not located on a direct route – but these locations can be used as prioritization factors for rehabilitation and reconstruction.

### **Curb Cut Placement Program**

The 1997 ADA Transition Plan outlines a community initiated process by which an individual can request a curb cut to improve accessibility. The program indicates that curb cuts can be made as follows:

- On a request basis to provide accessibility for a person with a disability, when determined feasible upon review by the public works office.
- In conjunction with street construction projects including the removal of the entire asphalt layer or the underlying base where sidewalk exists.
- When the City replaces a substantial portion of the panels in a sidewalk or replaces a panel in an area adjacent to a crosswalk
- In conjunction with the construction of new sidewalks.

The Curb Cut Replacement Program was identified as the primary means for which any standalone ADA improvements would be made within the City. The updated plan will utilize the in-place Curb Cut Replacement Program, and broaden it to be included in the ADA grievance procedure. Additionally, the plan will include a more comprehensive set of public facilities including curb ramps, sidewalks, signals, trails, and transit facilities.

### **Gap Analysis**

The 2017 ADA Transition Plan will build on the 1997 document and add the following elements:

- The new plan will be updated to reflect the most current ADA guidance and design standards, including language adopted by the Minnesota Local Roads Research Board (LRRB) and Proposed Guidelines for Accessible Rights-of-Way (PROWAG)
- The establishment of direct routes will be acknowledged as a factor for project prioritization, but not a substitute for full ADA compliance.
- A field review will be updated to note the past twenty years of progress in meeting ADA compliance and more thoroughly noting where existing gaps are.
- City of Moorhead will have its own grievance procedure for accessibility issues on its public facilities and reference recently updated procedures for MATBUS regarding transit facilities. The Curb Cut Replacement Program will be encompassed in this procedure.
- Identify a designated ADA Coordinator for the City of Moorhead.

## **Pavement Management Plan/Capital Improvement Plan**

In 2005 the City of Moorhead adopted a five-year Pavement Management and Capital Improvement Program (CIP). This continuously updated document offers a strategy for funding, planning, and prioritizing capital projects within the City. The key purposes of the CIP are as follows:

- Provide developers and the public with information about future projects
- Provide local utility companies with advance notice of locations where utility work may be required in conjunction with a scheduled street project and provides opportunities to coordinate future utility projects with City street projects; a potential cost-saving measure.
- Support City Code requirements governing right-of-way management and excavation standards.
- Provide guidance and direction to City staff by establishing an annual workplan to more efficiently allocate City resources.
- Facilitate Mayor and Council consideration of funding needs and budgetary impacts associated with the management of the City's transportation assets to ensure that stable and continuing sources of funding are available to maintain existing infrastructure and promote future growth.

Projects in the CIP are listed and prioritized based on assessment of pavement condition, financial impacts, and other technical analyses (safety, need for signal improvements, development, etc.). The need for ADA updates is a factor used to incorporate projects in the CIP.

## **MATBUS Winter Maintenance Policies**

A copy of MATBUS snow and ice removal policies (Appendix B) at bus stops and shelters were provided to the consultant team for review. The policies outline contractor responsibilities and monitoring procedures, as well as how the agency responds to complaints about snow and ice that has not been removed. A similar level of documentation will be provided in the updated ADA Transition Plan that summarizes the City of Moorhead's procedures for clearing snow and ice after inclement weather, maintaining accessible routes, resident responsibilities for snow and ice removal, and how they intend to respond to complaints they receive. It is understood that the City's procedures are currently ADA compliant, and will be documented in this effort.

## **Miscellaneous Policies**

In meetings with the project management team, additional City of Moorhead policies were noted and will be incorporated into the ADA Transition Plan.

- To-be-hired Assistant City Manager will likely be the ADA Coordinator

- Plan will document existing agreements with MnDOT that delineate responsibility for maintenance and replacement of pedestrian signals.
- Plan will document existing interagency agreements for snow removal and street sweeping that affect sidewalk, curb ramp, and trail facilities.

**Appendix A: 1997 City of Moorhead ADA Transition Plan**



1997

CITY OF MOORHEAD

ADA

GENERAL STATEMENT,

SELF-EVALUATION,

AND

TRANSITION PLAN

Adopted April 21, 1997  
by the City Council of the City of Moorhead

RESOLUTION

WHEREAS, City staff has prepared a 1997 Self-Evaluation and Transition Plan for the City of Moorhead; and

WHEREAS, such plan is a compilation of prior plans previously approved by the City and an update on those plans; and

WHEREAS, the City desires public comments on the 1997 plan; and

WHEREAS, such plan must be approved prior to May 1, 1997.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Moorhead that the 1997 Self-Evaluation and Transition Plan be made available to the public for their written comment, that the plan be placed on the agenda for the Committee of the Whole meeting on April 14, 1997, and placed on the April 21, 1997, agenda for official action by the City Council.

BE IT FURTHER RESOLVED by the City Council of the City of Moorhead that staff is hereby directed to provide published notification of the plan availability and public comment period, said notification shall be published in the City's legal newspaper (*The Forum*) and on Prairie Online.

PASSED by the City Council of the City of Moorhead this 7th day of April, 1997.

APPROVED BY:

\_\_\_\_\_  
MORRIS L. LANNING, Mayor

ATTEST:

\_\_\_\_\_  
KAYE E. BUCHHOLZ, City Clerk


(SEAL)

# MOORHEAD

## MINNESOTA

500 CENTER AVENUE, BOX 779, MOORHEAD, MINNESOTA 56561  
(218) 299-5301

April 17, 1997

TO: Mayor Lanning and City Council Members  
FROM: Carol S. Hutchison,  Human Resources Director  
SUBJECT: KOLDING v. CITY OF MOORHEAD  
ADA SELF-EVALUATION AND TRANSITION PLAN

All public comment has now been received and reviewed regarding the 1997 Self-Evaluation and Transition Plan. As you know, the Plan and all public comments submitted by Monday, April 14, 1997, were discussed at the Committee of the Whole meeting that evening. There was one additional public comment received on April 16, 1997.

A section has been added to the 1997 Plan outlining the public comments, and addressing any action to be taken as a result of public comment. In addition, certain other changes, primarily to correct typographical and grammatical errors, have been made. The more significant changes are generally addressed in the new section addressing public comment. Additional information will be provided as necessary at the City Council meeting on Monday, April 21, 1997, regarding changes to the Plan from the version which was open for public comment to this final version. This 1997 Self-Evaluation and Transition Plan must be adopted at the City Council meeting on Monday, April 21, 1997 in order to meet the May 1, 1997 deadline.

If you have questions or need additional information, please contact me at 299-5188.

cc: James W. Antonen  
Brian Neugebauer  
Michael Van Berkom  
File

**REQUEST FOR COUNCIL ACTION**

MEETING  
DATE: **04/21/97**

AGENDA SECTION:		ORIGINATING DEPT. <b>Administration</b>
ITEM: NO.	ITEM DESCRIPTION: <b>1997 ADA SELF-EVALUATION AND TRANSITION PLAN</b>	PREPARED BY: <b>C. Hutchison</b>

**DRAFT RESOLUTION**

WHEREAS, City staff has prepared a 1997 ADA Self-Evaluation and Transition Plan for the City of Moorhead; and

WHEREAS, such plan is a comprehensive ADA Self-Evaluation and Transition Plan, incorporating the City's prior Self-Evaluation and Transition Plan efforts which were undertaken in accordance with the specific ADA compliance deadlines; and

WHEREAS, the 1997 Self-Evaluation and Transition Plan was made available for public comment; and

WHEREAS, such Plan must be approved prior to May 1, 1997;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Moorhead that the City Council does hereby adopt the 1997 Self-Evaluation and Transition Plan in its final form.

PASSED by the City Council of the City of Moorhead this 21st day of April, 1997.

ELDRED  
KELSVEN  
NICHOLSON  
PALMER  
VOXLAND  
THOMAS  
MACLEOD  
STENERSON  
MAYOR

**AMERICANS WITH DISABILITIES ACT  
1997 GENERAL STATEMENT  
FOR  
THE CITY OF MOORHEAD**

**POLICY STATEMENT**

It is the policy of the City of Moorhead to provide access to all City sponsored services, programs, and activities for citizens and employees with disabilities. Employment accommodations will be provided pursuant to the Americans with Disabilities Act (ADA) for all qualified individuals with a disability.

The City will make reasonable modifications in policies, practices, and procedures to ensure access; will make every reasonable effort to provide auxiliary aids and services to provide effective communication; and will operate City programs so that, when viewed as a whole, those programs are readily accessible to, and usable by, individuals with disabilities.

**DESIGNATION OF RESPONSIBLE EMPLOYEE**

The Human Resource Director for the City of Moorhead is designated as the ADA Coordinator, and is responsible for coordinating the City of Moorhead's ADA compliance and implementation efforts. The ADA Coordinator is responsible for investigating and responding to any requests for accommodations or complaints under the ADA. All ADA inquiries or complaints should be directed to the ADA Coordinator for the City of Moorhead. The current ADA Coordinator is Carol Hutchison, who can be reached at:

Moorhead City Hall  
P.O. Box 779  
500 Center Avenue  
Moorhead, MN 56560  
(218) 299-5179

**AN OVERVIEW OF THE AMERICANS WITH DISABILITIES ACT (ADA)**

The Americans with Disabilities Act (ADA), enacted on July 26, 1990, provides comprehensive civil rights protection to individuals with disabilities in the areas of employment, public accommodations, state and local government services, and telecommunications. Regulations issued by the U.S. Justice Department clarify the obligations applicable to local government services. These regulations are generally explained below and will be made available by the ADA Coordinator or other City of Moorhead representatives upon request and as necessary to apprise all interested persons or entities with regard to their application to the programs, services and activities of the City of Moorhead.

## **Background on the Disability Rule**

Subtitle A of the Title II of the ADA prohibits discrimination on the basis of disability by public entities. This subtitle prohibits discrimination on the basis of disability in the services, programs, or activities of all state and local governments. While some state and local governments are presently covered by Section 504 of the Rehabilitation Act of 1973, Title II of the ADA extends disability discrimination prohibitions to generally all services, programs, and activities provided or made available by public entities or any other agencies. The regulation covers all facilities, including building structures, sites, roads, walks, passageways, parking lots, and other properties.

The coverage of the rule can be broken down in three main categories. These include:

- a. employment activities (which may also be covered by the employment rules of Title I of ADA)
- b. programs and activities involving general public, and
- c. public service directly administered by the entities for program participants.

## **Definition of Disability Under the ADA**

In determining obligation under ADA, it is important as to what constitutes a disability. The "term" disability, with respect to an individual, means:

- a. a physical or mental impairment that substantially limits one or more of the major life activities of such individual;
- b. a record of such an impairment; or
- c. being regarded as having such an impairment.

If an individual meets any one of these three tests, he or she is considered an individual with a disability for purposes of the ADA.

## **Definition of an Impairment Under the ADA**

A "physical or mental impairment" is any physiological disorder or condition, cosmetic disfigurement, or anatomical loss affecting one or more of the following body systems: neurological, musculo-skeletal, special sense organ, respiratory (including speech organs), cardiovascular, reproductive, digestive, genitourinary, hemic and lymphatic, skin and endocrine, or any mental or psychological disorder, such as mental retardation, organic brain syndrome, emotional or mental illness, and specific learning disabilities.

## **Definition of "Is Regarded as Having an Impairment"**

The phrase "is regarded as having an impairment" means:

- a. Has a physical or mental impairment that does not substantially limit major life activities but that is treated by the public entity as constituting such a limitation;
- b. Has a physical or mental impairment that substantially limits major life activities only as a result of the attitudes of others towards such impairment;  
or
- c. Has none of the impairments defined as a "physical or mental impairment"

but is treated by the public entity as having such an impairment.

### **Definition of Major Life Activities**

The "impairment" must be one which substantially limits a major life activity. Major life activities means functions such as caring for oneself, performing manual tasks, walking, hearing, breathing, speaking, etc. Minor or trivial impairments or those expected to be of temporary duration are not regarded as a disability for the purpose of the ADA.

### **Communication**

A public entity shall take appropriate steps to ensure that communications with applicants, participants and members of the public with disabilities are as effective as communication with others.

A public entity shall furnish appropriate auxiliary aids and services where necessary to afford an individual with a disability an equal opportunity to participate in, and enjoy the benefits of, a service, program or activity conducted by the public entity. In determining what type of auxiliary aid and service is necessary, a public entity shall give primary consideration to the requests of the individual with disabilities.

"Auxiliary aids" include but are not limited to such services or devices as: qualified interpreters; assistive listening headsets; television captioning; Brailled materials; large print; telecommunication devices for the deaf (TDD's); telephone emergency services, and information and signage.

Where a public entity communicates by telephone with applicants and beneficiaries, TDD's or equally effective telecommunications systems shall be used to communicate with individuals with impaired hearing or speech.

Telephone emergency services, including 911 services, shall provide direct access to individuals who use TDD's and computer modems.

A public entity shall ensure that interested persons, including persons with impaired vision or hearing, can obtain information as to the existence and location of accessible services, activities and facilities.

A public entity shall provide signage at all inaccessible entrances to each of its facilities, directing users to an accessible entrance or to a location at which they can obtain information about accessible facilities. The international symbol for accessibility shall be used at each accessible entrance of a facility.

### **New Construction and Alterations**

Each facility or part of a facility constructed by, on behalf of, or for the use of a public entity shall be designed and constructed in such a manner that the facility, or part of the facility, is readily accessible to and usable by individuals with disabilities, if the construction was commenced after January 26, 1992. Each facility or part of a facility altered by, on behalf of, or for the use of a public entity shall, to the maximum extent feasible, be altered in such a manner that the altered portion of the facility is readily accessible to and usable by individuals with disabilities, if the alteration was commenced after January 26, 1992. Public entities may choose between two technical standards for accessible design: The Uniform Federal Accessibility Standard (UFAS) or the Americans With Disability Act Accessibility Guidelines for buildings and facilities(ADAAG).

### **Existing Facilities**

ADA requires public accommodations to be maintained in operable working condition so as to permit ready access and accessibility by persons with disabilities. However, a public entity need not provide personal devices such as wheelchairs or hearing aids to make the program accessible.

A public entity must 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. The entity is not necessarily required to make each of its existing facilities accessible and usable by individuals with disabilities or take any action that would threaten or destroy the historic significance of an historic property. A public entity is not required to take any action with regard to existing facilities which would result in a fundamental alteration in the nature of a service, program or activity or in undue financial and administrative burdens. A public entity is not required to make structural changes in existing facilities where other methods are effective in providing the required accessibility.

### **Transportation**

Under the ADA, public transportation providers must offer accessible services to individuals with disabilities. The ADA affects public transit in the following categories: accessible vehicles, services and facilities.

#### **Fixed - Route System**

The public entity must make sure the system is accessible and readily usable by individuals with disabilities. All newly purchased vehicles or remanufactured vehicles must be accessible in a fixed-route system. The public entity may also complement such a system with a demand responsive paratransit system, unless all vehicles employed in the fixed-route system are accessible vehicles. If a special paratransit system is in use, it should be of a comparable service level.

A public entity that operates a fixed-route system must hold a public hearing that provides an opportunity for public comment. The public entity must also submit a plan to the Department of Transportation secretary and commence the implementation of the plan and other special transportation services which meet the requirement of the ADA. This plan shall include a description of the services, a process for certifying eligibility criteria, implementation time table, budget, and establishment of milestones for achievement of ADA requirements. This plan must be submitted on an annual basis. This plan cannot be a part of the transition plan required for barrier removal.

#### **Employment Discrimination Prohibited**

No qualified individual with a disability shall, on the basis of disability, be subjected to discrimination in employment under any service, program, or activity conducted by a public entity. The requirements of Title I of the Act, as established by the regulations of the Equal Employment Opportunity Commission (EEOC), apply to employment in any service, program, or activity conducted by a public entity if that public entity is also subject to the jurisdiction of Title I. The requirements of section 504 of the Rehabilitation Act of 1973, as established by the regulations of the Department of



Justice, as those requirements pertain to employment, apply to employment in any service, program, or activity conducted by a public entity if that public entity is not also subject to the jurisdiction of Title I.

### **Program Accessibility Discrimination Prohibited**

No qualified individual with a disability shall, because a public entity's facilities are inaccessible or unusable by individuals with disabilities, be excluded from participation in, or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any public entity.

### **Complaint Procedure**

The City has adopted and published a complaint procedure to provide for the prompt and equitable resolution of complaints alleging any denial of access or alleged discrimination prohibited under the ADA. The Complaint Procedure, which is in effect, is as follows:

#### **CITY OF MOORHEAD AMERICANS WITH DISABILITIES ACT COMPLAINT PROCEDURE**

#### **Purpose**

The purpose of this procedure is to secure, in the easiest and most efficient manner, resolution of complaints alleging any denial of access or alleged discrimination prohibited under the ADA.

#### **Scope**

This procedure shall be available to all individuals utilizing the services and facilities of the City, applicants for employment with the City, and all employees of the City.

#### **Complaint Process**

##### **STEP 1**

All complaints are to be submitted to the ADA Coordinator using the DISABILITY DISCRIMINATION COMPLAINT FORM. The complainant shall set forth the nature of the complaint, the facts upon which it is based, the specific nature of the perceived barrier to access or alleged discrimination, and the relief requested. No complaint shall be accepted which has been submitted: 1) more than one hundred and eighty (180) days after the occurrence of the event giving rise to the complaint; or 2) within one hundred and eighty (180) days after the complainant, through use of reasonable diligence, should have had knowledge of the event.

Within ten (10) calendar days of receiving the written complaint, the ADA Coordinator will meet with the complainant and the responsible Department Director, and attempt to resolve the complaint. The ADA Coordinator will provide a written response to the complainant within ten (10) calendar days of the meeting. If the ADA Coordinator's response does not resolve the complaint to the satisfaction of the complainant, he or she may proceed to Step 2 by giving written notice no more than ten (10) days after the ADA Coordinator's response is received or due.

## STEP 2

A written request of appeal will be considered by the City Manager. Within ten (10) calendar days of receiving a request for appeal, the City Manager will meet with the complainant, and attempt to resolve the complaint. The City Manager will provide a written response to the complainant within ten (10) calendar days of the meeting. If the City Manager's response does not resolve the complaint to the satisfaction of the complainant, he or she may proceed to Step 3 by giving written notice no more than ten (10) calendar days after the City Manager's written decision is received or due.

## STEP 3

Step 3 appeals will be considered by the City Council at a public meeting. A determination must be made within thirty (30) days of the public meeting. All determinations of the City Council shall be final.

### Records

Record of written proceedings and action taken on each request or complaint must be maintained for each level of the complaint process. This information will be maintained by the City of Moorhead for three years.

### Reprisal

Reprisal against any complainant or witness is prohibited. An individual's right to prompt and equitable resolution of a complaint shall not be impaired by his/her pursuit of other remedies, such as the filing of a complaint with the U.S. Department of Justice or any other appropriate federal agency. Furthermore, the filing of a lawsuit in state or federal district court can occur at any time.

### Complaint Form

Attached is a copy of the City of Moorhead Disability Discrimination Complaint Form which must be used for submitting complaints alleging any denial of access or alleged discrimination prohibited under the ADA.

# MOORHEAD

## MINNESOTA

500 CENTER AVENUE, BOX 779, MOORHEAD, MINNESOTA 56561  
(218) 299-5301

### CITY OF MOORHEAD

### DISABILITY DISCRIMINATION COMPLAINT FORM

Instructions: Please fill out this form completely, in black ink or type. If you need any accommodation or assistance in completing this form, please contact the City of Moorhead ADA Coordinator at 299-5179. Sign and return to above address.

NAME OF COMPLAINANT \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP CODE \_\_\_\_\_

HOME PHONE \_\_\_\_\_ WORK PHONE \_\_\_\_\_

Department, Agency or Facility which you believe has discriminated:

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

Telephone \_\_\_\_\_ County \_\_\_\_\_

Describe the acts of discrimination providing the name(s) of individuals who discriminated and location of discrimination:

When did discrimination occur? Date(s): \_\_\_\_\_

Describe any efforts made to resolve this complaint:

Action or relief requested by Complainant:

Has the complaint been file with another Bureau of the Department of Justice or other Federal, State or Local civil rights agency or court?

Yes \_\_\_\_\_ No \_\_\_\_\_

If yes, please describe:

Do you intend to file with another agency?

Yes \_\_\_\_\_ No \_\_\_\_\_

Agency or Court:

Address:

City, State and Zip Code:

Telephone Number:

Signature \_\_\_\_\_ Date \_\_\_\_\_

Received by \_\_\_\_\_ Date \_\_\_\_\_  
(Human Resources Department)

ACTION TAKEN:

Signed: \_\_\_\_\_ Title: \_\_\_\_\_ Date: \_\_\_\_\_

**AMERICANS WITH DISABILITIES ACT**  
**1997 SELF-EVALUATION**  
**FOR**  
**THE CITY OF MOORHEAD**

Prior to the January 26, 1993 deadline for completion of the self-evaluation under the ADA, the City undertook the required self-evaluation. The self-evaluation process included a committee of disabled citizens and advocates for the disabled, who toured City facilities and offered comment and insight into any modifications to City facilities to allow the desired access to programs and services. A transition plan was developed with regard to all structural changes that were identified as necessary as a result of the self-evaluation. These structural changes were made on an ongoing basis, and over time, continuing efforts were made to identify and complete all necessary changes. Prior to the January 26, 1995 deadline for completion of all modifications necessary to achieve ADA compliance, a final self-evaluation was undertaken to ensure that all necessary modifications were completed by the ADA compliance deadline.

Due to the ongoing nature of the City of Moorhead's ADA compliance efforts, concerns were expressed regarding the adequacy and clarity of the City of Moorhead's self-evaluation and transition plan. In response to these concerns, and to compile information relevant to the City of Moorhead's extensive efforts towards conducting the required self-evaluation and preparing the necessary transition plan, the City has agreed to prepare a revised self-evaluation and transition plan, to be contained in one comprehensive document.

In doing so, an inspection was once again conducted of each of the City of Moorhead's facilities to ensure that all of the City of Moorhead's programs, activities and services are accessible as required by the ADA. Further, each department and facility within the City of Moorhead were required to provide information regarding the programs, activities and services available from and at the respective facilities and departments, ADA compliance efforts which have been undertaken and completed to date, and any additional improvements or modifications which may be desirable to meet and exceed ADA requirements. Finally, the City of Moorhead's revised self-evaluation is to be made available for public comment prior to the self-evaluation being considered complete, and prior to its formal adoption.

In order to facilitate public comment on the self-evaluation, a form is being made available to the public for this purpose. A copy of the form is attached, and the form may be obtained by contacting the City of Moorhead ADA Coordinator. A list of all interested persons who were consulted for or submitted public comments will be maintained on file and will be available for public inspection. A copy of the City of Moorhead's 1997 General Statement, Self-Evaluation and Transition Plan will also be made available for \$5.00 by contacting the City of Moorhead ADA Coordinator. If a copy of the self-evaluation is desired in an alternative format, requests also may be directed to the City of Moorhead ADA Coordinator.

# MOORHEAD

## MINNESOTA

500 CENTER AVENUE, BOX 779, MOORHEAD, MINNESOTA 56561  
(218) 299-5301

### CITY OF MOORHEAD

### PUBLIC COMMENT FORM FOR 1997

### AMERICANS WITH DISABILITIES ACT

### SELF-EVALUATION AND TRANSITION PLAN

In keeping with the City of Moorhead's commitment to fully comply with the Americans with Disabilities Act and to continually make accessibility improvements to all City facilities, programs and services as needed, the 1997 City of Moorhead ADA Self-Evaluation and Transition Plan is being made available for public review and comment prior to its formal adoption.

Please feel free to comment on the Self-Evaluation and Transition Plan. Please sign and date this form and return to: ADA Coordinator, The City of Moorhead, P.O. Box 779, 500 Center Avenue, Moorhead, Minnesota 56561.

Signed \_\_\_\_\_ Date \_\_\_\_\_

Received by \_\_\_\_\_ Date \_\_\_\_\_

CITY OF MOORHEAD  
ADA SELF-EVALUATION

1997

CITY HALL

Introduction

Many of the City's programs, services and activities which are offered to the public are made available at City Hall. City Hall is located at 500 Center Avenue, Moorhead, MN, 56560. City Hall is a four story building with a basement which houses a Senior Center.

Parking

The accessible parking required by the ADA is available in the parking lot immediately North of City Hall. Van accessible parking is available, and curb cuts provide access to the entrances to the lobby of Moorhead Center Mall.

Access to City Hall in Mall Lobby

There are two primary doors which provide access to the Mall Lobby where the elevators are located which provide access to all floors of City Hall. The doors open automatically by employing sensors and meet ADA specifications. The automatic doors were installed prior to the ADA compliance deadline.

A drinking fountain which complies with ADA specifications is available in the Mall Lobby, as well as accessible pay phones.

There are separate restrooms for Men and Women in the Mall Lobby, as well as a third Unisex restroom. The separate Men's and Women's restrooms are generally accessible, and the Unisex restroom has been modified to make it fully accessible under ADA standards.

City Hall Elevators

There are two elevators which provide access to all floors of City Hall. The timing on the elevators was adjusted to allow for appropriate open time. The buttons for the elevators were lowered and modified to assist the sight impaired, and the dimensions of both elevators are consistent with ADA standards. These elevators have been in full compliance with ADA standards since 1994.

Telecommunications Devices for Deaf Persons (TDD)

TDD is available so that those citizens with hearing impairments may contact City employees and departments by telephone. This TDD provides services for all departments and floors within City Hall.

Lobbies of City Floors

Most of the services offered to the public at City Hall are available in the lobbies of the

various floors. On second, third and fourth floors, accessible counters have been installed, because the main counters, which are existing facilities under the ADA, exceed the height requirements under the ADA for new or altered facilities. To provide appropriate accessibility to these existing facilities, an accessible table has been placed in the lobby for use by the disabled as needed. City staff will come out to the lobby upon request to provide assistance at these accessible tables. The tables have a placard attached stating that "THIS TABLE IS TO REMAIN IN THE \_\_\_TH FLOOR LOBBY." A bell has also been placed on each counter to allow visitors to alert City employees of their presence, in the rare instance that an employee is not monitoring the counter.

Signs in the lobbies notify the public that additional accommodations will be made upon request. Examples of additional accommodations include providing forms in alternative formats and providing readers when necessary.

## **CITY HALL- FIRST FLOOR**

The first floor of City Hall houses the City Council Chambers, the Human Resources Department, first floor conference room and the City Council meeting room.

### CITY COUNCIL CHAMBERS

#### Programs, Services and Activities

The City Council Chambers is used for City Council and other public meetings, hearings, and city functions. The first floor conference room is located adjacent to the Council Chambers and is available for general hearings and meetings. The City Council meeting room is also located adjacent to the City Council Chambers, and is generally not open to the public. Both the first floor conference room and the City Council meeting room are fully accessible, if needed.

#### ADA Modifications and Compliance

With its location on first floor, the City Council Chambers has undergone renovation for ADA compliance along with the rest of City Hall. For example, there is a sign on first floor (and all floors) as you step off the elevator that reads, "Upon request, accommodation will be provided to allow individuals with disabilities to participate in all city services, programs, and activities." There are two restrooms on first floor which are available to individuals attending functions and meetings at the City Council Chambers and the adjacent conference rooms. The men's restroom was converted to a Unisex restroom and fully complies with ADA guidelines. There is appropriate signage designating the Unisex bathroom as an ADA restroom. The first floor drinking fountain was modified to provide accessibility.

Permanent seating was removed from both the left and right front rows to provide prime seating spots to disabled participants. Ramps located on both sides of the seating provide access to all areas of the City Council Chambers, including the accessible seating areas and the conference rooms. The media setup area was moved to the



sides of seating area, and power strips were installed on support beams in order to keep all media power cords off ramps and to prevent the media from blocking access to the accessible seating areas and to afford an unimpeded view for the accessible seating. A table is provided in the entrance for filling out forms or obtaining information. The first floor of City Hall has been in compliance since 1994.

#### ADA Needs/Projects

All necessary ADA modifications were made in 1994, and no additional structural changes are necessary to achieve program accessibility. Although not specifically required under the ADA, it was determined that additional signage would be installed to more clearly mark the accessible seating area. Likewise, signage will be added to remind the media not to obstruct the ramps leading to accessible areas.

### HUMAN RESOURCES

#### Programs, Services and Activities

The Human Resources Department is also located on the first floor of City Hall. The Human Resources Department has responsibility for the administration of the City's personnel policies, including recruitment, payroll, benefits, terms and conditions of employment, discharge and employee grievances. This department also has the responsibility for labor relations, equal employment opportunity, compliance with ADA, employee safety programs, training and development programs and a review system for supervisors and employees. However, all applications for employment are obtained on third floor and notice is provided throughout City Hall directing individuals to third floor for employment applications.

#### ADA Modifications and Compliance

As an office on first floor of City Hall it has undergone renovation with the rest of City Hall. The restrooms and drinking fountain which serve the Human Resource Department are the same as those for the City Council Chamber, and are discussed above. A table is provided on first floor for the public's use in filling out forms and obtaining information. The information provided by the Human Resources Department is communicated by telephone, correspondence, and person; requests for reasonable accommodations and for information in alternative formats will be provided upon request.

#### ADA Needs/Projects

All necessary ADA modifications were made in 1994, and no additional structural changes are necessary to achieve program accessibility.

## **CITY HALL - SECOND FLOOR**

The second floor of City Hall houses the Computers Services Department and the Moorhead Public Service Department. The Computer Services Department is a City department, but does not generally offer services to the public. The Moorhead Public Service Department is not a City department, and is independently responsible for its compliance with the ADA and other laws.

To the limited extent public services are offered by the City on second floor, the services would be in the second floor lobby immediately upon exiting the City Hall elevators. The second floor lobby generally complies with ADA requirements. The second floor also has a conference room which is fully accessible.

### COMPUTER SERVICES DEPARTMENT

#### Programs, Services and Activities

The Computer Services Department deals solely with the internal staff and has no direct contact with the public. The Computer Services Department offices are located in a portion of second floor not open to the public, and other Moorhead employees do not generally have access to these offices. Much of the space is used for storage and housing of computer equipment. There is no public restroom on second floor, however a number of accessible restrooms are available on the other floors of City Hall. An accessible restroom is available on second floor for employee use. The drinking fountain on second floor has been lowered and is accessible.

#### ADA Modifications and Compliance

Second floor has undergone renovations to better suit the needs of the public in various ways. Modifications to the employee restrooms to comply with ADA requirements were made in 1994. The drinking fountain was modified to comply with ADA specifications in 1994. As discussed above, a bell is in place on the second floor counter and an accessible table is available in the second floor lobby.

#### ADA Projects/Needs

All necessary ADA modifications were made in 1994, and no additional structural changes are necessary to achieve program accessibility.

### MOORHEAD PUBLIC SERVICE

#### Programs, Services and Activities

The second floor of City Hall is the location of the Moorhead Public Service Department. All of these offices are accessible to the public through the City Hall elevators.

The Moorhead Public Service provides utility and city services billing information to the residents of the City of Moorhead. This information is provided by telephone and via direct face-to-face contact with customers at the second floor location.

#### ADA Modifications and Compliance

The second floor lobby is shared with the Computer Services Department and is discussed above. As is the case with other City departments, all staff have been instructed to provide assistance to anyone who has a problem with reading or understanding the printed information. Tables have been placed next to customer counters for accessible written material.

#### Future ADA Projects/Needs

All necessary ADA modifications were made in 1994, and no additional structural changes are necessary to achieve program accessibility.

### **CITY HALL - THIRD FLOOR**

The third floor of City Hall houses such departments as Accounting, Administration, Assessor, and the City Manager's office. All of these offices are accessible to the public via the City Hall elevators.

#### ADMINISTRATIVE SERVICES AND ACCOUNTING DEPARTMENT

##### Programs, Services and Activities

The Administrative Services Department (Administration, Assessor and City Manager's Office) communicates with the public by telephone, correspondence, and in-person, primarily in the third floor lobby. Services provided by this department include the following: main telephone center, distribution and receipt of employment applications, property information (assessments, legal description, valuation, etc.); election activities (absentee ballots, voter registration); distribution of incoming/outgoing mail; payment receipts (special assessment, licenses, etc.); provision of meeting agendas and minutes; and general inquiries. In addition to these, appointments for the Mayor are usually handled by an individual located in this office.

The Accounting Department communicates with the public by telephone, correspondence, and in-person. Services provided by this department include the payment of special assessments, housing programs information; applications and

payments, insurance claims, sales calls for supply and equipment orders, delivery of supplies and equipment, and other various financial activities.

### ADA Modifications and Compliance

The third floor drinking fountain and the employee restrooms were modified to comply with ADA requirements in 1994.

### ADA Projects/Needs

All necessary ADA modifications were made in 1994, and no additional structural changes are necessary to achieve program accessibility. A bell has been placed on the counter of the third floor lobby to enhance accessibility and an accessible table has been placed in the lobby for use as necessary.

## **CITY HALL - FOURTH FLOOR**

### Programs, Services and Activities

The fourth floor of City Hall houses the Community and Economic Development and Public Works Departments. All of these offices are accessible to the public via the City Hall elevators.

The Community and Economic Development Department is located in two separate offices. The EDA covers such areas as financing information, community profiles, labor statistics, and other information such as beginning new businesses, the Enterprise Zone Program, and questions concerning the airport. The Community Development Department provides information about housing programs, maps, census information, zoning, grant applications, mass transit tokens, and other miscellaneous items.

The Public Works Department consists of four divisions: Engineering, Sanitation, Streets and Wastewater Treatment. The offices of the Public Works Director and engineering division are located on fourth floor of City Hall, which is the primary point of contact for the public and Public Works Department. Other divisions with little significant public contact are housed in different facilities, which are addressed separately. The Public Works Department evaluates the needs of the general public and formulates short and long range goals that will comply with City Council policies and city ordinances. This department oversees municipal public works infrastructure such as streets, curbs and gutters, sanitary and storm sewers, storm drainage, street system maps, flood control, sanitation and wastewater facilities.

### ADA Modifications and Compliance

Fourth floor has undergone renovation to better suit the needs of the public in various ways. In 1994, in order to comply with ADA requirements, renovations to the restrooms, modifications to the drinking fountain, and the timing on the elevators were adjusted to allow for appropriate open time. The buttons for the elevators were lowered and modified to assist the sight impaired. Fourth floor does currently have TDD. Tables have been placed next to customer counters for accessible written material.

### **CITY HALL - BASEMENT**

#### Programs, Services and Activities

The City of Moorhead's Senior Center is located in the lower level of City Hall and the Moorhead Center Mall. Many programs and activities are provided to the elderly at this one-level location.

#### ADA Modifications and Compliance

The center provides a single Unisex restroom that has insulated pipes, grab bars, lowered seats, faucets, and other functions along with a proper dimension door and a lever handle on the door. The water faucet has been lowered for greater access. The game room and the craft room are fully accessible and the tables are of correct dimensions.

#### ADA Projects/Needs

All necessary ADA modifications were made in 1994, and no additional structural changes are necessary to achieve program accessibility.

CITY OF MOORHEAD  
ADA SELF-EVALUATION

1997

**CITY COMMITTEES**

The City of Moorhead has a variety of committees which serve various functions and meet at varying times. The meetings are generally held at accessible facilities, and the City of Moorhead will make every effort to afford all citizens full opportunity to attend committee meetings and to serve as committee members. The following serves to provide basic information regarding each committee, including places and times of meetings.

**Airport Committee**

**Function:**

The Airport Committee was established by the Moorhead City Council to oversee the operation, marketing and promotion of the Moorhead Airport.

Length of term: 3 years

Appointment Date: February 1

**Scheduled Meetings/Location:**

Meets the second Monday of each month at the Airport or in the first floor conference room at City Hall. These facilities are fully accessible meeting sites for the public.

**Amateur Sports Commission**

**Function:**

To help attract and retain new athletic events to the City of Moorhead. Coordinate different athletic tournaments and provide support for the different athletic sport associations. Enhance the opportunities for economic development in Moorhead as a result of sporting events. (The Commission will serve as the guiding group to coordinate the Star of the North Games.)

Length of term: 3 years

Appointment Date: February 1

**Scheduled Meetings/Location:**

No current schedule - in the process of being "revitalized". (3/18/97) The meetings will be held at the Sports Center in the fully accessible conference room.

**Board of Adjustment**

**Function:**

When an aggrieved person is seeking a variance, the Chair and Codes and Zoning Administrator will set a time and date to meet. These meetings are generally held at the Main Fire Station. Their objective is:

- 1) To hear requests for variances from the literal provisions of the Zoning Ordinance in instances where undue hardship circumstances may prevail in enforcing provisions of the Ordinance.
- 2) To hear and decide appeals where it is alleged that there may be an error in interpretation by the Codes and Zoning Administrator.

This group consists of 5 Council appointed members and the Codes and Zoning Administrator. The five members are from the Planning Commission - one representing each of the 4 wards and one at-large.

Length of Term: 3 years

Appointment Date: February 1

**Scheduled Meetings/Location:**

Meetings are scheduled as needed and they are held in the Fire Station Annex which is publicly accessible as it is a one-level complex that complies with ADA standards.

## Board of Appeals

### Function:

- To hear requests on appeal matters relating to the provisions of the Housing Maintenance Code and to give relief where unnecessary hardship would result from strict enforcement of the code.
- To provide reasonable interpretations of the building code for the building official.
- To determine the suitability of alternate materials and methods of construction and to provide for reasonable interpretations of the Building Code and other related codes.
- To act on the suitability of above alterations upon approval.

The Council appoints 5 members representing 5 different areas including an Architect, a Civil Engineer, a General Contractor, an Electrical Contractor, and a Mechanical Contractor. In final form, the Council shall be considered the Board of Appeals.

Length of Term: 3 years

Appointment Date: February 1

### Scheduled Meetings/Location:

The meetings are held as needed in the Fire Station Annex meeting room which is fully accessible to the public as it is a one-level complex that complies fully with ADA standards.

## Board of Equalization

### Function:

To review real estate assessed valuation to assure that all properties are being assessed within the City. The board has the power to reduce assessed valuation upon petition of the taxpayer, but the total of such adjustments shall not reduce the aggregate assessment made by the City Assessor by more than 1%. The board consists of seven members appointed by the Mayor, including 2 elected officials, a realtor, a banker, a contractor and 2 at-large citizens. The at-large citizens can not be of the same classification as the other appointees. All



members must reside within the corporate limits of Moorhead.

Length of Term: 3 years

Appointment Date: February 1

**Scheduled Meetings/Location:**

As needed, but usually in April or May of each year. The meeting would be held in the Council Chambers which is located on the first floor of City Hall which is fully accessible to anyone wishing to attend.

**Cable Communications Advisory Committee**

**Function:**

To assist in the administration of the cable television franchise and the improvement of the local cable communications system, including advising and recommending to the Council, monitoring and evaluating the system, and allowing for citizen input regarding the cable system. This committee consists of five members; one member appointed by the Mayor and four members previously from the Citizens Advisory Committee (one from each ward). This committee replaced the Cable Advisory Committee.

Length of Term: 3 years

Appointment Date: February 1

**Scheduled Meetings/Location:**

The meeting is usually held once per year in October. The fourth floor conference room of City Hall would be the normal location and this is a fully accessible meeting site.

**Central Business District Parking Committee**

**Function:**

To study and make recommendations regarding parking related problems within the Central Business District and to provide for long-term development of parking in the downtown area. This Committee consists of one Council Member and 5 business owners/operators in the Central Business District.

Length of Term: 3 years

Appointment Date: February 1

**Scheduled Meetings/Location:**

The meetings are held as needed and are located in the fourth floor conference room in City Hall. This is a fully accessible meeting site for the general public.

**Charter Commission**

**Function:**

To establish and maintain the Home Rule Charter. This commission consists of 13 members who can represent any field, with the exception of judicial. All appointments must be approved by the District Judge. Members are limited to two consecutive terms.

Length of term: 4 years

Appointment Date: February 1

**Scheduled Meetings/Location:**

The meetings are held as needed, but must meet at least once each calendar year. The meetings are normally held in the fourth floor conference room in City Hall which is a fully accessible meeting site.

**Citizens Advisory Committee**

**Dissolved on February 18, 1997**

**Function:**

- To prepare CD Block Grant applications with staff assistance.
- Review and recommend courses of action on issues referred by the Council, conduct workshops and community needs assessments and to act as a liaison between the Council and public.

This committee consists of 31 appointments, 2 Council liaisons and staff support.

Four citizens (1 from each ward) are appointed by the Mayor, 24 (6 from each ward) are appointed by the appropriate ward Council members and 1 student representative from Moorhead State University, Concordia College and the Northwestern Technical College.

Length of Term: 3 years

Appointment Date: February 1

**Scheduled Meetings/Location:**

The first Tuesday of each month at 7:00 p.m. in the fourth floor conference room of City Hall which is a fully accessible meeting site.

**City- Chamber Communications/Marketing Committee**

**Function:**

To implement marketing and promotional activities for Moorhead. Areas of authority include "Promo" products, City Festival, Media, Art Show, Citizen Recognition and Industrial. This committee is an outgrowth of the Action Committee which replaced the Moorhead Economic Development Assistance Team. One staff member and one Council Member are appointed as City representatives.

Length of Term: Council - 1 year, staff - ongoing

Appointment Date: February 1

**Scheduled Meetings:**

The meetings are held the third Wednesday of the month at noon at the Chamber Office or at the first floor conference room of City Hall. These facilities are fully accessible meeting sites.

**City Council**

**Function:**

The responsibility of the City Council as the chief policy-making body of the City is to enact legislation in the form of ordinances and resolutions. Ordinances are

usually of a permanent nature and have a general application, while resolutions deal with less permanent and more specific matters.

The Council's powers and duties include approving the budget, appropriating money, levying property taxes, and determining the tax level within the limitations established by the Charter. Decisions on parks, protection, city services, street construction and maintenance, zoning, and capital improvements take up much of the Council's time.

The Mayor, who is a member of the City Council, presides at meetings and signs all ordinances and resolutions adopted by the Council. The Mayor serves as the ceremonial head of the City and has individual authority only in case of natural disaster or civil defense.

Administration of the City is based on a "home rule" charter adopted by the citizens in May of 1900 and amended to provide for a Council-Manager form of government. The Mayor and Council are elected for four-year terms, with 2 Council Members representing each of the four wards.

Length of Term: 4 years

Take Office: January 1

**Scheduled Meetings/Location:**

City Council meetings take place on the 1st and 3rd Monday of each month at 7:00 p.m. in the Council Chambers on the first floor of City Hall. Committee of the Whole meets on the 2nd, 4th, and 5th Mondays of each month at 7:00 p.m. in the fourth floor conference room of City Hall. These facilities are fully accessible meeting sites.

**Economic Development Authority Board**

**Function:**

To provide for industrial, economic development and re-development within the City; and to institute and carry on any and all economic development activities as allowed. This Board consists of 11 members, 2 of which are Council Members. The Economic Development Authority replaces the Housing and Redevelopment Authority.

Length of Term: 3 years

Appointment Date: February 1

**Scheduled Meetings/Location:**

The fourth Monday of each month at 12 noon in the first floor conference room of City Hall. The first floor conference room is a fully accessible meeting facility.

**EDA Revolving Loan Fund Advisory Board**  
**(Moorhead Economic Development Loan Fund)**

**Function:**

Provide resources necessary to attract and retain business; improve and increase tax base; create and retain jobs; and generally enhance economic opportunity within the City of Moorhead. This seven member board investigates and evaluates applications for loans from the Moorhead Economic Development Loan Fund and recommends appropriate uses of said funds to the Board of Directors of the West Central Minnesota Initiative Fund.

The board shall consist of seven members, who are appointed by the Mayor and ratified by the Council. The Mayor shall appoint four of the seven members, one representing each of the City's four wards, only upon receiving from the ward Council Members their recommendation. Three of the appointments shall be at-large. No member shall serve for more than two 3-year terms. No fewer than five members shall be residents of the City of Moorhead.

Length of Term: 3 years

Appointment Date: February 1

**Scheduled Meetings/Location:**

The meetings are held as needed in the fourth floor conference room of City Hall which is accessible to anyone wishing to attend.

**Human Rights Commission**

**Function:**

To establish and preserve equality among all residents and visitors in the City.

To provide persons with complaints the right to appear before a local commission.

To declare, as civil rights, the rights of all persons to equal opportunities and seek an end to any arbitrary and unfair discriminatory practices.

To protect all persons from unfounded charges of discrimination.

To effectuate this policy via public information and education, mediation, conciliation and arbitration.

One member is appointed from each ward and seven members are appointed at large. At least four of the eleven members must have protected status and represent at least three different protected categories.

Length of Term: 3 years

Appointment Date: February 1

**Scheduled Meetings/Location:**

The second Tuesday of each month in the Fourth Floor Conference Room, Moorhead City Hall. The fourth floor conference room is a fully accessible meeting site.

**Library Board - Moorhead**

**Function:**

To make policy and budgetary decisions relating to the Library System. The Board is composed of 9 members, 5 of whom serve on the Regional Library Board

Length of Term: 3 years

Appointment Date: January 1 (According to State Statute, terms must run concurrent with the library fiscal year)

A library board member shall not serve more than two consecutive 3-year terms.

**Scheduled Meetings/Location:**

The first Tuesday of each month at 6:30 p.m. at the Moorhead Library which is fully accessible and meets ADA standards.

**Parks & Recreation Advisory Board**

**Function:**

To advise the City Council and Park Director on policies affecting the use of the City's parks and the operation of the recreation programs. This also involves preparing long-range plans for new park facilities and programs, reviewing the total fee structure and its relationship to total income, and hearing citizen comments. The Board consists of 2 Council Members and 5 citizens (1 from each ward and 1 at-large Mayor appointment).

Length of Term: 3 years

Appointment Date: February 1

**Scheduled Meetings/Location:**

The fourth Tuesday of each month at 4:00 p.m. in the Sports Center which is fully accessible and meets ADA standards.

**Planning Commission**

**Function:**

The Planning Commission has prepared and adopted a comprehensive city plan for the physical development of Moorhead and is now executing it by recommending to the Council reasonable and practical means for putting that plan into effect. The Planning Commission replaced the Board of Zoning. Effective February 1, 1995, the membership composition shall be as follows:

One member from each ward (appointed by the 2 ward members collectively)

One member at-large (appointed by the Mayor)

One member from the Clay County Board of Commissioners  
One Council member

Length of Term: 3 years

Appointment Date: February 1

**Scheduled Meetings/Location:**

The third Tuesday of each month at 7:00 p.m. in the Council Chambers on the first floor of City Hall. This room is a fully accessible meeting site.

**Police Civil Service Commission**

**Function:**

This Commission reviews and recommends employment, promotion, discharge and suspension of all sworn police officers with the exception of the Chief of Police and Deputy Chief of Police of the Moorhead Police Department. There are 3 members on the Commission and each member shall be President of the Commission during the last year of the term for which they are appointed. The three members of the Commission represent three areas: business, education and labor.

Length of term: 3 years

Appointment Date: February 1

**Scheduled Meetings/Location:**

As needed, but at least once a year (the first Monday in February). The meetings are held in the first floor conference room of City Hall which is a fully accessible meeting site.



## **Public Housing Agency Board**

### **Function:**

To carry out the City's plan for public housing in accordance with the Minnesota Housing and Redevelopment Act, by providing and managing public housing and services for low and moderate income levels. Five Commissioners are appointed including one Council Member. The Council representative is ineligible to serve as the Chair of the Board.

Length of Term: 5 years

Appointment Date: February 1

### **Scheduled Meetings/Location:**

The fourth Wednesday of each month at 12 noon at the Trader & Trapper restaurant which is fully accessible.

## **Public Service Commission**

### **Function:**

This Commission has the overall responsibility for the control, management and operation of all water and electric services. Two Council Members and 5 citizens (1 from each ward and 1 at-large appointed by the Mayor) serve on this Commission.

Length of Term: 3 years (maximum number of terms - 4)

Appointment Date: February 1

### **Scheduled Meetings/Location:**

The second and last Tuesday of each month at 4:30 pm in the fourth floor conference room of City Hall which is a fully accessible site for the public.

## Rental Housing Board of Review

### Function:

This Board was created as an arbitration body to hear and consider Rental Registration Housing concerns and to periodically review the Registration Fee Schedule and make recommendations to the City Council. The membership shall be as follows: (1) landlord; (2) tenants, (1) professional property manager; (1) contractor, architect or other person familiar with construction costs; and (1) citizen at-large.

Length of Term: 3 years

Appointment Date: February 1

### Scheduled Meetings:

The meetings are held as needed in the Fire Station Annex meeting room which is in full compliance with ADA standards.

CITY OF MOORHEAD  
ADA SELF-EVALUATION

1997

CITY OF MOORHEAD FIRE AND RESCUE DEPARTMENT

Programs, Services and Activities

There are two fire and rescue stations in Moorhead. The main station is located at 1120 1st Avenue North, and the south station is located at 2413 20th Street South. The fire station serves the general public for emergencies, Regional HazMat Team, environmental health consultant, and building codes regulator. Generally there are no programs available to the public. The stations offer tours of the facility/equipment upon request, generally for young students, and blood pressure checks. For those that have a disability, the Fire Department offers the option of a home blood pressure check rather than coming to the station, or offering blood pressures checks on the main level.

Main Station

ADA Modifications and Compliance

The main station has added handicap parking with the proper signage. The apparatus floor is where the equipment is kept and main work is done. The apparatus floor is completely accessible through the Fire Station Annex or main entrance door that is on street level. The dorm and kitchen area are accessible using a ramp, which is an existing facility and is somewhat steeper than ADA specifications for new or altered facilities. Assistance will be offered in navigating the ramp upon request; and essentially identical facilities are fully accessible at the south station for touring.

ADA Projects/Needs

The Fire Department will make a video available of those areas of the main station which are not fully accessible.

South Station

ADA Modifications and Compliance

The south station is completely accessible as it is all on one level and is in compliance with ADA guidelines. Accessible parking spaces with proper signage are available. Restrooms and water fountains also comply with ADA standards.

ADA Projects/Needs

There are no future plans since the station complies with ADA and is not a public building that can be entered at all times.

CITY OF MOORHEAD  
ADA SELF-EVALUATION

1997

**BUILDING CODES AND ZONING**

Programs, Services and Activities

The Building Codes and Zoning Division is located at the Fire Station Annex. All public areas of the Fire Station Annex are on one level and fully accessible

The Building Codes and Zoning Division is responsible for providing information to the public such as issuing building permits, responding to complaints, issuing correction orders, and holding public hearings or any presentation to the public.

ADA Modifications and Compliance

Restrooms were modified to comply with ADA requirements and have proper signage. A water cooler is offered on an accessible table for drinking purposes. The parking lot contains accessible parking spaces with proper signage and a curb ramp leading to the building. The complex is a one level facility offering full accessibility to the public and is in compliance with ADA guidelines.

ADA Projects/Needs

The Fire Station Annex meets ADA guidelines and is not scheduled for future structural modifications.

CITY OF MOORHEAD  
ADA SELF-EVALUATION

1997

HERITAGE HJEMKOMST INTERPRETIVE CENTER

Programs, Services and Activities

The Heritage Hjemkomst Interpretive Center is located at 202 1st Avenue North. The interpretive center houses a Viking ship, traveling exhibits, Clay County Historical Society, gift shop, and offers tours and interdisciplinary classes. This facility is city-owned, but no programs, services or activities are offered by the City of Moorhead.

ADA Modifications and Compliance

The Interpretive Center installed accessible parking spaces with proper signage and modified curb cuts to ensure accessibility in 1994. Restrooms were modified to comply with ADA requirements. An elevator serves all four levels of the Interpretive Center. Proper signage was installed on the elevator and the timing on the elevator was adjusted to allow appropriate opening time. There is an observation deck overlooking the Viking ship which is not fully accessible.

ADA Projects/Needs

The Interpretive Center was brought into compliance with ADA requirements in 1994, and no additional structural changes are necessary to achieve program accessibility. Automatic doors will be installed at the main entrance to provide the greatest possible accessibility. A videotape providing a view of the Viking Ship from the observation deck will be made available upon request.

CITY OF MOORHEAD  
ADA SELF-EVALUATION

1997

CITY OF MOORHEAD GOLF COURSES

**MEADOWS GOLF COURSE**

Programs, Services and Activities

The Meadows Golf Course is located at 401 34th Street South. It is an 18-hole golf course with a public driving range. The upper level features a pro shop, restaurant, tee time check-in, leagues and tournament registration, and purchase of golf carts, daily and seasonal passes. The lower level contains banquet facilities which may be reserved for private or public functions.

ADA Modifications and Compliance

The facility was constructed in 1994 in accordance with ADA specifications and is fully accessible. Restrooms on both levels and parking spaces in both the upper and lower level parking lots are fully accessible. The lower level can be accessed by a ramp from the lower level parking lot.

ADA Plans/Needs

This facility is in full compliance with ADA requirements and no structural changes are necessary to achieve program accessibility.

**VILLAGE GREEN GOLF COURSE**

Programs, Services and Activities

The Village Green Golf Course is located at 3420 Village Green Boulevard. Village Green offers an 18-hole golf course and a public driving range. The Club House features a pro shop, tee time check-in, leagues and tournament registration, and purchase of golf carts, daily and seasonal passes. Other than vending machines, no food and beverage service is available.

ADA Modifications and Compliance

This facility is a one level structure, and the main Club House area and pro shop and are in compliance with ADA requirements. Restrooms, a drinking fountain, and parking spaces in both parking lots are fully accessible.

ADA Plans/Needs

This facility was brought into ADA compliance in 1994, and no structural changes are necessary to achieve program accessibility.



CITY OF MOORHEAD  
ADA SELF-EVALUATION

1997

CITY OF MOORHEAD MUNICIPAL POOL

Programs, Services and Activities

The Moorhead Municipal Pool is located at 800 19th Street South. It is an outdoor pool open during the appropriate season. It provides dressing rooms, shower facilities and storage baskets for personal property. A fully trained and Red Cross certified aquatics staff offers swimming lessons and free swim for all Moorhead residents.

ADA Modifications and Compliance

Since its construction, the Moorhead Municipal Pool has been known for its progressive design and has gained national recognition for the accessibility it affords the disabled. In 1994, additional progressive measures were taken to ensure the greatest possible accessibility for the disabled. The pool was brought into full compliance with the ADA with van accessible parking, proper signage, adjustments to front entrance sidewalk and threshold. Restrooms, showers and dressing rooms were modified to comply with ADA requirements. Mirrors were lowered and an accessible dressing room was created by removing seats and replacing them with wider and deeper slab in the women's locker room. The aisleway from the shower rooms to the pool area were extensively modified to provide greater accessibility.

ADA Projects/Needs

All necessary ADA modifications were made prior to the pool opening for public use after the applicable compliance deadline, and no additional structural changes are necessary to achieve program accessibility.

CITY OF MOORHEAD  
ADA SELF-EVALUATION

1997

MOORHEAD PARKS

Programs, Services and Activities

The City of Moorhead has responsibility for 17 parks throughout the City, which are identified below. The facilities at these parks include Neighborhood Recreation Centers, picnic tables, barbecue grills, shelters, swings, sand boxes, teeter totters, slides, monkey bars, jungle jims and other recreational facilities and equipment. Softball and baseball facilities are available at some parks. In the winter, some parks offer ice skating facilities and hockey rinks, as well as warming houses.

ADA Modifications and Compliance

ADA modifications were undertaken at each City park, and some of the modifications completed to bring the City parks into full ADA compliance included:

- Hansmann: Restroom modified to comply with ADA requirements
- Morningside: Adjusted entrance to threshold  
Installed lever on bubbler  
Replaced door handles with accessible style
- Village Green: Installed van accessible parking space and proper signage  
Restrooms modified to comply with ADA requirements
- Belsley: Purchased new drinking fountains
- Riverview: Installed proper signage  
Restrooms modified to comply with ADA requirements  
Smoothed curb cuts for accessibility
- Northeast: Restrooms modified to comply with ADA requirements
- Alm: Installed a hard surface walkway to building  
Restrooms modified to comply with ADA requirements
- Mattson: Restrooms modified to comply with ADA requirements

- Gooseberry: Restrooms modified to comply with ADA requirements  
Installed accessible parking spaces and proper signage
- Woodlawn: Installed van accessible parking space and proper signage  
Restrooms modified to comply with ADA requirements
- Riverfront: Installed accessible parking space and proper signage
- Romkey: Installed a hard surface path to building  
Cut curb to sidewalk bordering park  
Restrooms modified to comply with ADA requirements
- Ridgewood: Restrooms modified to comply with ADA requirements  
Installed accessible parking spaces  
Installed a hard surface path to building
- Lamb: Restrooms modified to comply with ADA requirements  
Installed a hard surface path to building
- Centennial: Installed accessible parking space and proper signage  
Restrooms modified to comply with ADA requirements
- South: Restrooms modified to comply with ADA requirements  
Installed a hard surface path to buildings  
Cut curb to sidewalk bordering park  
Modified door to be accessible

The drinking fountains at the parks are designed for accessibility by the disabled, and although they were generally installed prior the enactment of the ADA, they were installed to specifications which are identical to those subsequently adopted by the ADA. The ground around certain of these existing facilities has shifted, however they are monitored and repaired when the shifting impairs accessibility.

#### ADA Projects/Needs

The City parks are in compliance with ADA requirements, and no structural projects are required to achieve program accessibility.

CITY OF MOORHEAD  
ADA SELF-EVALUATION

1997

MOORHEAD POLICE DEPARTMENT

Programs, Services and Activities

The Moorhead Police Department is located at the Law Enforcement Center at 915 9th Avenue North. The agency is located on main floor of the center making it accessible to all public citizens.

The Police Department provides public safety through law enforcement and a community-oriented policing program twenty-four (24) hours a day. The department deals with such topics as emergencies, animal control, animal licenses, impounded vehicles, an investigation division, a juvenile division, parking ticket information, records division, and youth intervention office.

ADA Modifications and Compliance

To better serve the public the Moorhead Police Department has increased the number of handicap parking spaces to three (3) and marked two (2) van accessible parking spaces with appropriate signage. An automatic door is available at the front entrance. The facility provides an accessible water fountain. Restrooms were modified in 1994 with such things as installation of grab bars and the insulation of the water pipes to comply with ADA requirements. A bell is located on the front counter and the elevator, which serves both floors, was adjusted for proper timing.

ADA Projects/Needs

No structural changes are contemplated as the Law Enforcement Center is in compliance with ADA requirements.

CITY OF MOORHEAD  
ADA SELF-EVALUATION

1997

MOORHEAD PUBLIC LIBRARY

Programs, Services and Activities

The Moorhead Public Library is located at 118 5th Street South. The library strives to bring people and information together. The Library staff does this by providing books, magazines, references/information services, audio cassettes, videos, computers and software, photocopiers, meeting and study rooms, reading areas, and programs for children and adults.

ADA Modifications and Compliance

The library installed accessible parking spaces with proper signage in 1994. Automatic doors serve front entrance and the public telephone was lowered to meet ADA specifications. Curb cuts were installed in 1994 to provide accessibility to the parking lot. The library provides tables with accessible leg space and a public telephone with a volume enhancing device to aid those with hearing impairments. Restrooms were modified to comply with ADA requirements and lever handles were installed on study rooms and main doors. The timing was adjusted on the elevators to allow for appropriate opening time under ADA standards. The drinking fountain was replaced by an accessible fountain for the general public and the display shelving is also stocked keeping in mind the varying physical characteristics and capabilities of all individuals. The library strives to make available alternative forms of reading material to its patrons such as large print books, audio books, Brailled materials and they are expanding their collection of closed-caption videos.

ADA Projects/Needs

The library is in compliance with ADA requirements. The library is considering adding a TDD system to supplement its existing volume enhancing public telephone. They are also considering a 'Readers for Blind' system which allows sight impaired people to place printed reading material under a scanner allowing the computer to read the words aloud to the participant. Although it is in compliance with ADA requirements, the library, consistent with City policy, strives to exceed ADA requirements whenever practicable.

As an alternative, the library may be provided TDD service, through the system at the City Hall. If this option is chosen, the system would likely be in place in 1998, when City Hall is scheduled to replace its phone system.

CITY OF MOORHEAD  
ADA SELF-EVALUATION

1997

**ROURKE ART MUSEUM**

Programs, Services and Activities

The Rourke Art Museum is a privately operated gallery housed in the historic post office building at 521 Main Avenue. No programs, services or activities are provided by the City at this facility. The Rourke Art Museum is open to the public from 1 to 5 p.m. on Friday, Saturday, and Sunday and by appointment. The museum will host many regional and area artists throughout the year.

ADA Modifications and Compliance

Although no City programs or services are provided by the City at this facility, modifications have been made to achieve ADA compliance under a historic preservation program. The women's restroom was modified to achieve ADA compliance and is a Unisex accessible restroom. Appropriate signage has been placed throughout the facility. The basement level contains a drinking fountain that complies with ADA standards. The sign on the front door directs visitors to an accessible entrance on the east side where there is van accessible on-street parking and in both the south and east parking lots. Asbestos has been removed in all public areas.

ADA Projects/Needs

There are no changes currently planned since city services are not offered here and the building complies with ADA guidelines for historic buildings.

CITY OF MOORHEAD  
ADA SELF-EVALUATION

1997

**SANITATION DIVISION-PUBLIC WORKS DEPARTMENT**

Programs, Services and Activities

The Sanitation Division is located at the Transfer Station at 2727 Highway 10 East.

The primary function of the Sanitation Division is to provide collection of garbage, recyclable materials and yard waste for all Moorhead businesses and residents. The majority of contact between the Sanitation Division and the public occurs in the lobby of fourth floor at City Hall. The Transfer Station is open to receive solid waste from the public. The Moorhead Compost Facility, located at TH 75 and 15<sup>th</sup> Avenue, North, is open to the public to receive compost materials or to provide finished compost to the public. Both facilities are staffed during working hours and assistance to the public is available, upon request. The Sanitation Division provides accommodations upon request to collect garbage, recycling and compost from the doorstep rather than requiring items to be brought to the curb.

ADA Modifications and Compliance

Modifications as discussed above have been made to the fourth floor of City Hall, where most of the public contact with the Sanitation Division occurs. The Transfer Station and Compost Facility are drive-in facilities and provide equal access for all citizens without regard to disabilities.

ADA Projects/Needs

No structural changes are required to provide program accessibility for these facilities.

CITY OF MOORHEAD  
ADA SELF-EVALUATION

1997

**MOORHEAD SPORTS CENTER**

Programs, Services and Activities

The Sports Center is a two-level complex which houses the Parks and Recreation Department offices, a Fitness Center and Weight Room, and two ice arenas. The Sports Center has a ticket window selling event tickets and concession stands which are operational during sporting events and specialty programs. Registration for City of Moorhead recreation programs and activities are taken at the Parks and Recreation offices. The ice arenas are used for recreational skating as well as competitive sports such as hockey.

ADA Modifications and Compliance

To better serve the public, the Sports Center has made numerous improvements to achieve ADA compliance. A portion of the ticket counter was lowered to ADA specifications and a table was added in the Parks and Recreation offices to facilitate program registration for the disabled. Staff are instructed to assist in seating people in wheelchairs and handle questions that individuals have related to the facility to accommodate the general public during events.

Retractable seating in the main arena provides for three different accessible areas with front row seating for the disabled. Balcony accessible seating provides some of the best sight lines for viewing events in the main arena. The balcony seating is properly signed and the floor is striped. In the south rink balcony, the glass has been lowered and provides optimum viewing for events in the south rink. A TDD phone is located in the main lobby of the Sports Center and restrooms were modified to comply with ADA standards. Required signage has been placed in appropriate areas throughout the Sports Center. The timing on the elevator has been adjusted to allow for adequate opening time. Van accessible and other accessible parking and appropriate curb cuts are located along the main entrance.

ADA Projects/Needs

All necessary ADA modifications were completed in 1994, with additional new bleacher seating purchased and installed in 1996. No structural changes are necessary to achieve program accessibility.



CITY OF MOORHEAD  
ADA SELF-EVALUATION

1997

WASTEWATER DIVISION - PUBLIC WORKS DEPARTMENT

Programs, Services and Activities

The Wastewater Division is located at the Wastewater Treatment Facility on 2121 28th Street, North.

Wastewater monthly billings are handled by the Moorhead Public Service Department on the second floor of City Hall, where most of the contact between the Wastewater Division and the public occurs. Periodically, residents do have occasion to visit the Wastewater Treatment Plant with questions regarding their sewer connection or to bring correspondence regarding the Sump Pump and Foundation Drain Rehabilitation Program. On these occasions, the public would have access to the Administration Building which is fully accessible. While this facility is not generally open to the public, requests for tours are occasionally granted and reasonable accommodations made, upon request. All areas of the tours are fully accessible.

ADA Modifications and Compliance

The men's restroom was designated as a Unisex accessible restroom and modified by adding an accessible door and the drain pipes under the sink were insulated. Both the Unisex and women's separate restrooms are signed in Braille. The water fountain was lowered to ADA specifications. An elevator is also available to facilitate accessibility to all floors. The sidewalk to the main entrance of the Administration Building was modified to provide full accessibility. The threshold was also modified and automatic doors were installed. Required signage for parking was installed. The water fountain was lowered for easier access.

ADA Projects/Needs

All necessary ADA modifications were completed in 1994, and no structural changes are necessary to achieve program accessibility.

CITY OF MOORHEAD  
ADA SELF-EVALUATION

1997

MOORHEAD MUNICIPAL AIRPORT

Programs, Services and Activities

The Moorhead Municipal Airport opened in 1996, and is a small airport that does not handle commercial air traffic. The primary facility at the Moorhead Airport is a structure with hangers for privately owned airplanes and an office for arrivals and departures. The structure is a one level building.

The arrival and departure area has two accessible doors allowing access to the arrival and departure area. Inside the arrival and departure area there is an accessible restroom. Adjacent to the arrival and departure area is an office, which is also fully accessible.

ADA Modifications and Compliance

As the Moorhead Municipal Airport was constructed after the January 26, 1995, compliance deadline under the ADA, this facility was not included in the City of Moorhead's original Self-Evaluation and Transition Plan. The building was constructed to comply with ADA requirements, and the airport has been given a favorable designation regarding wheelchair access in the Airport Directory & Travel Guide published by the Office of Aeronautics of the Minnesota Department of Transport.

ADA Projects/Needs

Due to its recent construction, the Moorhead Municipal Airport is in compliance with the ADA, and no changes are needed to achieve ADA compliance.

CITY OF MOORHEAD  
ADA SELF-EVALUATION

1997

STREETS AND SIDEWALKS

With regard to the ADA, the engineering division of the Public Works Department is responsible for maintaining the roadways and sidewalks within the City. The City of Moorhead conducts two types of major street repair projects: rehabilitation and reconstruction. Rehabilitation projects are designed to maintain the condition of the current street and prolong street life. Reconstruction projects entail more changes in terms of time, effort, expense and equipment required and generally affect and improve the usability of the street.

A. Street Rehabilitation and Reconstruction Projects

Generally, two to three inches of existing asphalt is milled off during a rehabilitation project, revealing a layer of base material. An inch or two of the base material may also be milled off. The remaining base is pulverized, and approximately four inches of asphalt is placed.

Street rehabilitation projects can generally be completed within a period of a few days and does not require closure overnight. Rehabilitation projects generally cost \$40 per running foot to complete.

A street reconstruction project generally involves removing a whole section of the roadway, from curb to curb or greater width, complete removal of the asphalt and base, up to eight to 12 inches of material. Additionally, street reconstruction projects often include storm sewer work and extensive grading of the new street and curbs and gutters.

Street reconstruction projects may take up to several weeks to complete, require almost total closure to homes and businesses, and cost nearly \$100 per running foot (both sides of the street) to complete.

The ADA requires that "new construction or alteration" of each facility or part of a facility must, "to the maximum extent feasible, be altered in such a manner that the altered portion of the facility is readily accessible to and usable by individuals with disabilities." A facility is considered to be "altered" when it is altered "in a manner that affects or could affect the usability of the facility." The "usability" of a street is affected where its grade, direction, composition or other characteristics are changed so that the street as a whole is materially different, improved or repaired or the street to persons with

disabilities is limited in any way.

A street rehabilitation project consists of maintaining a street's surface to its previous condition therefore, curb cuts are generally not made on street rehabilitation projects.

A street reconstruction project involves removing the entire layer of asphalt, as well as the underlying base. Reconstruction does constitute an alteration; therefore, curb cuts will be made on all street reconstruction projects.

#### B. Sidewalk Rehabilitation

The City of Moorhead has long been concerned with making the City accessible to all residents. In recognition of the importance of providing a safe means of pedestrian travel in and about the City, along with concerns over potential liability for injuries caused by problems with sidewalks, the City initiated an extensive survey of all sidewalks during the spring, summer and fall of 1987. The comprehensive survey was designed to determine the extent of work necessary to repair the sidewalks throughout the City. As a part of this survey, crews from the City's Street division investigated, measured and classified the over 666,000 lineal feet (approximately 129 miles) of sidewalks throughout the City.

As a result of this survey, the Moorhead City Council, in July 1989, approved the Sidewalk Rehabilitation Program which established a comprehensive sidewalk repair and rehabilitation program. The Sidewalk Rehabilitation program identified repairs such as mudjacking, removing and replacing sidewalk and grinding "trippers" which were required to provide safer travel along the sidewalks. The program was also amended to include replacement of crosswalks with accessible curb cuts where replacement work adjacent to the curb and gutter was required. Due to the extensive scope and cost, the Sidewalk Rehabilitation project was completed in three phases, with the final phase being completed in 1993.

As a result of the Sidewalk Rehabilitation Program, more than 328 crosswalks were replaced with accessible curb cuts, approximately costing \$111,425. The sidewalk rehabilitation program significantly improved access to the City by all users due to the improvements to the sidewalks themselves. Approximately \$1 million was expended on the Sidewalk Rehabilitation Program over a five year period.

#### C. Curb Cut Placement Program

As required under the Americans with Disabilities Act, the City conducted an extensive inventory of the crosswalks in June 1992 in order to determine the extent of repair and replacement necessary to comply with the ADA. The result of this survey concluded in the preparation of the Curb Cut Placement Program which was adopted by the Moorhead City Council in July 1993.

The survey identified a list of public facilities operated by the City to determine the extent of work necessary to provide handicap accessibility at each location. Eight of these facilities required sidewalk or curb work to achieve or exceed compliance with ADA requirements. The list of curb and sidewalk work which was found necessary in the survey is as follows:

Police Station	807 10 St No	Curb cut at 9th Avenue/9th Street North
Northeast Park	1817 8 Ave No	Curb cuts at SE and SW corners
Library	118 5 St So	Accessible curb cut in front of building
Queen Park	20 St/32nd Ave So	Curb cut
Alm Park	1300 Elm St So	Curb cut at 14th Ave/Elm St So
Townsite Park	311 10 St S	Curb cuts on North and West side of parking lot
Romkey Park	900 19 St S	Curb cut at 19th St/9th Ave S
Arrowhead Park	26th St/6th Ave N	Curb cut along 6th Ave N

This work was completed in 1994.

The survey also included an analysis of the City's bus shelters. It was determined that, of the eighteen existing bus shelters, two required curb cuts, four had curb cuts in need of minor modifications, and the remaining twelve shelters were in compliance with the ADA. All required changes were completed in 1994, and all shelters are now in compliance with ADA regulations.

The Curb Cut Placement Program is being amended to clarify the existing City policies and practices, as follows:

- a. On a request basis to provide accessibility for a handicapped individual, when determined to be feasible upon review by the Public Works office. Priority will be given to these areas.
- b. In conjunction with street reconstruction projects involving the removal of the

entire asphalt layer or the underlying base where sidewalks exist.

- c. When the City replaces a substantial portion of the panels in a sidewalk or replaces a panel in an area adjacent to a crosswalk.
- d. In conjunction with new construction of sidewalks.

In accordance with the Curb Cut Placement Program, numerous curb cuts have been made at the request of the disabled. In addition, the City has made additional curb cuts at locations not provided for under the Curb Cut Placement Program on occasions where it would improve travel to direct routes.

Since the Curb Cut Placement Program was adopted in 1993, 75 curb cuts have been requested and placed at various locations throughout the City. The approximate cost to complete this work was \$56,000.

An additional survey of the crosswalks was conducted in January 1997. This survey included an inventory of the intersections where curb cuts have not yet been made throughout the City. The results of this survey indicate that there are approximately 700 curbs not cut on the north side and approximately 1200 curbs not cut on the south side. The approximate cost to make curb cuts at all corners would be \$1,600,000. However, under the ADA it is not required to have curb cuts at all corners.

#### D. Direct Route

In an effort to provide greater accessibility to handicapped individuals, the City established a Direct Route which provides extensive access to disabled individuals. The Direct Route, which is not an ADA requirement, was intended to provide a continuous route of curb cuts through a major portion of the City. The Direct Route was intended to provide access not only to the City's services and programs, but the City as a whole. The Direct Route was established in accordance with existing bus routes where feasible, and also allows individuals to make specific requests for a path of curb cuts under the City's Curb Cut Placement Program to gain access to the Direct Route, thereby providing access to the majority of the City as a whole.

Some of the curb cuts on the Direct Route which are existing facilities for ADA purposes are not in accordance with the technical standards required of new or altered facilities under the ADA. As existing facilities, the City is not required to bring these existing curb cuts into strict technical compliance with the standards for new or altered curb cuts. However, to ensure the greatest possible access to the City's programs, services and activities, the City has decided to undertake to replace those curb cuts which are most out of compliance. All curb cuts that have a slope in excess of 1 3/4" will be replaced, absent an undue burden due to the environment surrounding the curb cuts. Likewise, the City will undertake to mill down all "lips" or edges to existing curb cuts along the

direct route.

The Direct Route was reviewed by the Comprehensive ADA Transit Plan Review Committee prior to its adoption by the Moorhead City Council. The Direct Route does not contain a curb cut at each and every corner along the identified route. Again, ADA requirements do not require a curb cut at each quadrant of the intersection and allows for alternate routes. A copy of a map indicating the Direct Route is attached.

The curb cuts completing the Direct Route were completed under Engineering Project 94-A7-1. The approximate cost to complete the Direct Route was \$125,000. Following is a comprehensive list of the curb cuts made to complete the Direct Route:

LOCATION		QUADRANT
13th Ave No	12th St No 13th St No 13 ½ St No 14th St No 15th St No 16th St No	NW, NE NW, NE NW, NE NW, NE NW, NE NW, NE
9th Ave No	9th St No	SE
1st Ave No	15th St No	NW, NE
9th St No	8th Ave No	NE
14th St No	2nd Ave No 3rd Ave No 4th Ave No 5th Ave No 6th Ave No	NW, SE, NE NE, SE NE, SE NE, SE SE
17th St No	6th Ave No 7th Ave No 8th Ave No	SE NW, SW NW, SW
4th Ave So	10th St So 13 ½ St So 14th St So	NE NE NW
12th Ave So	9th St So 10th St So	NE NW, NE

20th Ave So	4th St So 5th St So 6th St So 7th St So 9th St So 11th St So	SW SW, NE NW, NE NW, NE SW, NW NW, NE
24th Ave So	13th St So	SW, SE
4th St So	16th Ave So 18th Ave So 20th Ave So	NE NE, SE NE
14th St So	6th Ave So 5th Ave So 4th Ave So 3rd Ave So 2nd Ave So	NE NE, SE NE SE NE

E. Pedestrian Bridge

Recognizing the need for a more direct link for pedestrians traveling to or from south Moorhead, the Public Works Department researched the feasibility of constructing a pedestrian bridge across I-94 along 20th Street South.

The City worked with the Minnesota Department of Transportation to obtain the funding necessary for construction of the pedestrian bridge. Funding was approved, and the bridge was constructed in 1995. The total cost to construct the pedestrian bridge was approximately \$350,000. The completed project provides a vital link for north-south pedestrian travel within the City of Moorhead.

III. Street Division

The street division office is located in the Public Works Facility at 700 15th Avenue North. The Public Works Facility is not considered open to the public. However, if required, the street division can in most cases be accessed through the front door. In those isolated cases where the front door does not provide adequate access, alternative arrangements can be made, including the possibility of access through the garage doors located on the east side of the building. Also, most inquiries to the street department can be handled over the phone, and in fact this is the most common method of inquiry to the street division.

The street division is responsible for routine maintenance of the City streets, including



crack sealing and leveling in the summer months and snow removal and ice control during the winter months.

Recognizing the need to ensure sidewalks are kept free of snow during the winter months, the Public Works Department implemented a policy concerning snow removal from City sidewalks. Property owners are responsible for keeping snow from accumulating on the sidewalks abutting their property. If a complaint is received against that property, the owner receives notification that he has 48 hours to clear the snow and ice from that property. If the snow is not cleared as requested, the City hires the work done and the property owner is assessed the costs for snow removal.

### **SCHEDULE FOR COMPLETION OF CURB CUTS**

Because the scope of the remaining work is potentially so large, it is recommended that the work be scheduled as follows.

#### **I. Improvements to the Direct Route**

The curb cuts on the Direct Route with a slope in excess of 1 ¾" will be contracted for replacement during the 1997 construction season. In the event that the City is required by the Special Master to replace or install additional curb cuts, best efforts will be made to also contract those for the 1997 season, or as soon thereafter as practicable.

The surveys indicated areas of concern regarding the Direct Route on Main Avenue between Third and Eleventh Street, which is on the Direct Route. The curbs have been cut at all intersections; however, this portion of the Direct Route is on the State Aid Highway system with narrow right-of-way. Existing street lights, traffic signals and driveway approaches in that section of roadway may impede travel for pedestrians. In addition, there are immovable objects or irreversible conflicts which exist in this section of roadway. Because of the restricted area in the right-of-way, it would be an undue burden to make the improvements necessary on Main Avenue without infringing upon private property and incurring greater cost. The extent of repairs necessary to make this section of roadway accessible constitute an undue burden to the City of Moorhead.

In an effort to rectify this situation, the City is removing the section of Main Avenue between Third and Eleventh Street from the Direct Route and the Direct Route is amended to include Second Avenue South between Third and Eleventh Street. Second Avenue South between Third and Eleventh Street was reconstructed in 1996, and accessible curb cuts meeting ADA requirements were installed during the reconstruction project. In addition, Second Avenue South between Eleventh and Fourteenth Street is on the existing Direct Route.

## II. Areas of Public Accommodation and Residential Areas

Public entities that have responsibility or authority over streets, roads or walkways must prepare a schedule for providing curb ramps where pedestrian walkways cross curbs. Priority must be given to walkways servicing State and local government offices and facilities, transportation, and places of public accommodation. In areas other than the direct route, the City is required to install additional necessary curb cuts by November 1, 1997, or later if there are any subsequent changes in the applicable law or rules.

On November 27, 1995, the Justice Department issued a proposed rule (60 FR 28462) that would extend until January 26, 2000, the compliance deadline for installing curb ramps serving State and local government facilities, transportation, places of public accommodation, and residences of individuals with disabilities. The time period for providing curb ramps at existing pedestrian walkways in other areas would be extended until January 26, 2005.

A review of the areas of public accommodation has indicated there may be 250 curb cuts to be made to bring these areas into compliance. The estimate to complete this work is \$390,000.

The City of Moorhead plans to complete the curb cuts to be made in the areas of public accommodation during the 1998 and 1999 construction seasons, in advance of November 1, 2001, deadline. These curb cuts will be given priority over those in residential areas.

It is estimated that if all curb cuts to provide accessibility to businesses and places of public accommodation were made, approximately 2,000 curb cuts would still be necessary in the remaining residential areas if curb cuts were required at all corners. The estimate to complete this work is \$1,230,000. Because of the scope and tremendous potential burden in installing these additional curb cuts, additional curb cuts will be completed in phases, and all additional required residential curb cuts will be installed by November 1, 2001, or later if there are any subsequent changes in the applicable law or rules.

In addition, the Public Works Department will continue making curb cuts in accordance with the Curb Cut Placement program. That program indicates that curb cuts will be made as follows:

- a. On request basis to provide accessibility for a handicapped individual, when determined feasible upon review by the Public Works office. Priority will be given to these areas.
- b. In conjunction with street construction projects involving the removal of

the entire asphalt layer or the underlying base where sidewalks exists.

- c. When the City replaces a substantial portion of the panels in a sidewalk or replaces a panel in an area adjacent to a crosswalk.
- d) In conjunction with new construction of sidewalks.

**AMERICANS WITH DISABILITIES ACT**  
**1997 TRANSITION PLAN**  
**FOR**  
**THE CITY OF MOORHEAD**

The City of Moorhead ADA Coordinator is responsible for the implementation of the Transition Plan under the ADA. A copy of the 1997 of the City of Moorhead Transition Plan is being made available for public review and comment prior to the Transition Plan being considered complete, and prior to its formal adoption. In order to facilitate public comment, a form is being made available for this purpose. Forms may be obtained from the City of Moorhead ADA Coordinator. A copy of the 1997 Self-Evaluation and Transition Plan will be made available for \$5.00 by contacting the City of Moorhead ADA Coordinator. If a copy of the self-evaluation is desired in an alternative format, requests also may be directed to the City of Moorhead ADA Coordinator.

The additional structural modifications which are to be undertaken pursuant to this 1997 City of Moorhead Transition Plan, subject to public comment, are detailed below.

**CITY HALL**

There are no current plans to undertake any structural changes to the facilities at City Hall. Due to the City of Moorhead's previous efforts at removing physical obstacles which inhibited program accessibility, City Hall fully complies with and exceeds the requirements of the ADA. Additional signage will be added to the City Council Chambers as explained in the Self-Evaluation by June 1, 1997, to ensure that accessibility is maintained.

**FIRE STATION ANNEX**

There are no plans for undertaking structural changes to the facility to achieve program accessibility, as all programs, services and activities offered at the fire station annex are accessible as required by the ADA.

**CITY OF MOORHEAD FIRE AND RESCUE DEPARTMENT**

There are no plans to undertake structural changes to the main fire station or south fire station. The City does intend to prepare and make available for public use a video taped tour of those areas of the main fire station which are not completely accessible. Although the creation of such a video tape is not strictly required by the ADA, it is the City's practice to provide accessibility beyond ADA requirements, where possible. The video taped tour is scheduled for completion by May 31, 1997. The south fire station is fully accessible.

**HERITAGE HJEMKOMST INTERPRETIVE CENTER**

While the Heritage Hjemkomst Interpretive Center is owned by the City, no City services, programs or activities are offered directly by the City of Moorhead at this site. The facility generally is in ADA compliance, but it has been determined that an automatic door should be installed at the front entrance, to provide the greatest possible accessibility. Automatic doors are planned for installation by May 31, 1997.

## CITY OF MOORHEAD GOLF COURSES

There are no plans to undertake any structural changes to either the Meadows Golf Course or the Village Green Golf Course. These facilities provide the accessibility required under the ADA.

## CITY OF MOORHEAD MUNICIPAL POOL

Extensive modifications were previously made to the Moorhead Municipal Pool to bring it into full compliance with ADA requirements. These modifications were done by the appropriate deadline, and there are no structural changes which are necessary to bring the Moorhead Municipal Pool into ADA compliance.

## CITY PARKS

The 17 Moorhead City Parks have been previously inspected and modified for ADA compliance. There are no plans to undertake any structural changes to provide additional accessibility, as these facilities are in compliance with ADA requirements.

## MOORHEAD POLICE DEPARTMENT

There are no plans to undertake any structural changes to the Law Enforcement Center as the facility is in compliance with ADA requirements.

## MOORHEAD PUBLIC LIBRARY

There are no plans to undertake structural changes to the Moorhead Public Library, as it is in compliance with ADA requirements. The library is considering converting its telephone system into a TDD system to supplement its existing volume enhancing public telephone. The City is also considering connecting its phone system to the TDD phone system at City Hall, when the phone system at City Hall is scheduled to be replaced in 1998. They are also considering a 'Readers for Blind' system which allows sight impaired people to place printed reading material under a scanner allowing the computer to read the words aloud to the participant. While these additional measures are not required by the ADA, they are being considered to provide the greatest possible accessibility.

## THE ROURKE ART MUSEUM

No structural changes are planned for the Rourke Art Museum, as no City services, programs or activities are offered at the facility and the building currently complies with ADA guidelines with regard to historic facilities.

## SANITATION DIVISION-PUBLIC WORKS DEPARTMENT

No structural changes are planned at the Sanitation Division of the Public Works Department located at either the Transfer Station at 2727 Highway 10 East or the Compost Facility located at TH 75 and 15<sup>th</sup> Avenue, North. The facility complies with ADA requirements.

## SPORTS CENTER

The Moorhead Sports Center complies with ADA requirements. Despite its current compliance, an electric door will be installed by June 1, 1997, to the front doors of the Sports Center to provide the greatest possible accessibility.

## WASTEWATER DIVISION-PUBLIC WORKS DEPARTMENT

The Wastewater Division of the Public Works Department located at the Wastewater Treatment Plant on 2121 28<sup>th</sup> Street, North complies with ADA requirements. There are no plans to undertake any structural changes for ADA compliance purposes.

## STREET AND SIDEWALK PROJECTS

The City has evaluated City streets and sidewalks and found them to be in compliance with ADA requirements. In order to provide the greatest possible accessibility to all City services, programs and activities, the City plans to undertake some additional projects, primarily to install additional curb cuts throughout the City. Curb cuts will also be installed in all projects where the "usability" of the street is affected, as defined in the 1997 Self-Evaluation.

The City plans on modifying or replacing certain curb cuts along the direct route which have a slope in excess of 1  $\frac{3}{4}$  inches. These curb cuts will be bid in 1997 for replacement or modification. The City will also undertake to mill down "lips" or edges to existing curb cuts along the direct route where they exist, and at other locations where they have been identified. The milling project on these other locations will also be bid in 1997.

Also, the portion of the direct route along Main Avenue between 3<sup>rd</sup> and 11<sup>th</sup> Street creates some accessibility problems which would be an undue burden, and in some cases essentially impossible, to rectify. Therefore, this portion is being removed from the direct route, and the direct route is amended to include 2<sup>nd</sup> Avenue South between 3<sup>rd</sup> and 11<sup>th</sup> Street. Second Avenue South between 3<sup>rd</sup> and 11<sup>th</sup> Street was reconstructed in 1996, and successful curb cuts meeting ADA requirements were installed during the reconstruction project. In addition, 2<sup>nd</sup> Avenue South between 11<sup>th</sup> and 14<sup>th</sup> Street is on the existing direct route, and will complement the new portion of the direct route on 2<sup>nd</sup> Avenue between 3<sup>rd</sup> and 11<sup>th</sup> Street.

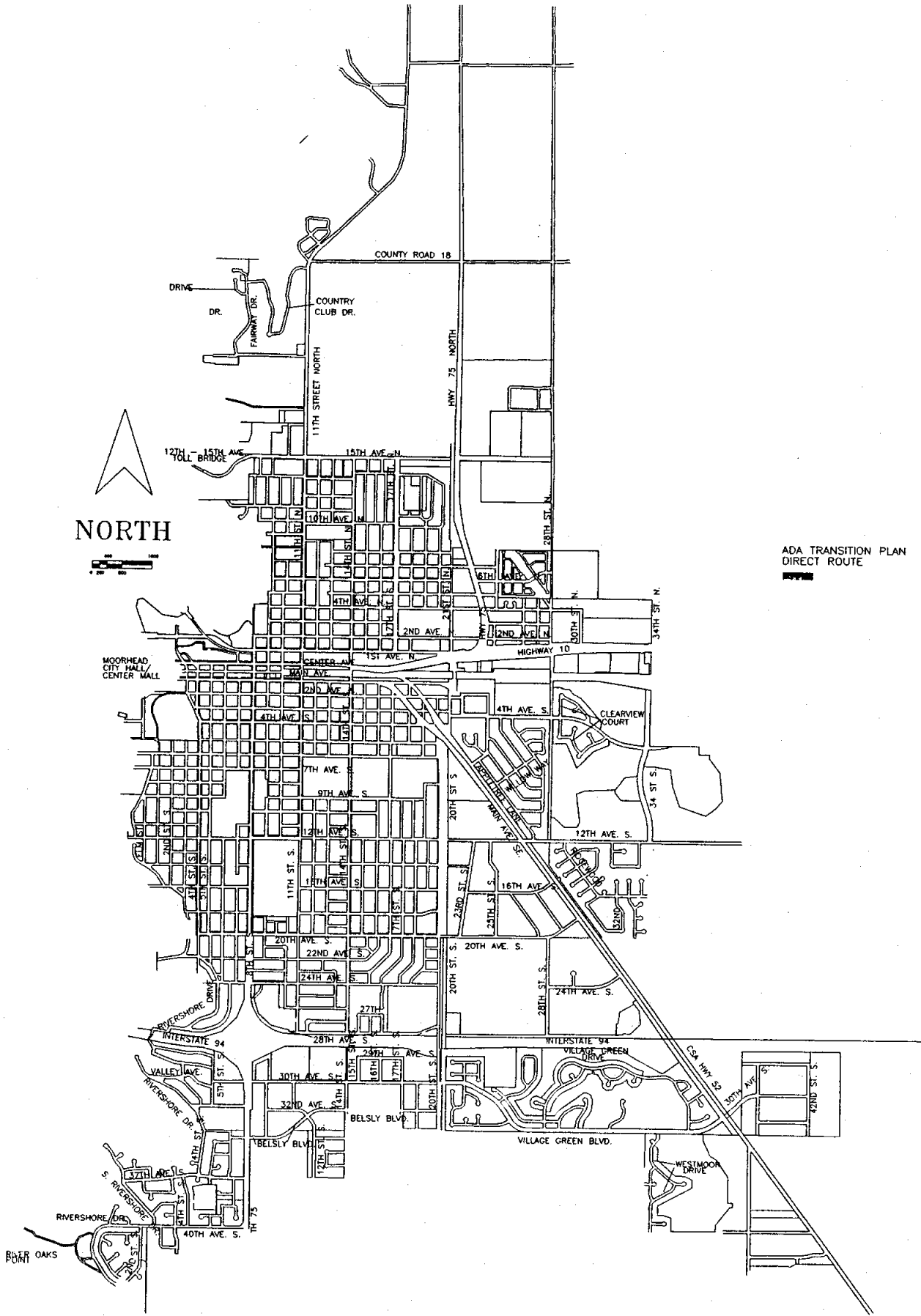
Additional curb cuts will also be made in areas of public accommodation and residential areas. Areas of public accommodation will be given priority, and the additional necessary curb cuts in areas of public accommodation which were identified in the Self-Evaluation are scheduled for completion during the 1998 and 1999 construction seasons. Significant additional curb cuts will also be made in residential areas by November 1, 2001, or in accordance with any subsequent extension under applicable laws or rules. The specific residential curb cuts will be determined on an annual basis, and will be coordinated with other construction projects where possible to maximize efficiency and facilitate the installation of the largest number of curb cuts in the most timely manner possible. Priority will be given to areas which are known to contain residence of the disabled and areas which will benefit the greatest number of disabled citizens. Curb cuts will continue to be considered upon request in accordance with the

Curb Cut Placement Program, as clarified in the 1997 Plan.



ADA TRANSITION PLAN  
DIRECT ROUTE

**████████**





**Appendix B: MATBUS Snow Removal and Shelter Maintenance Policies**

**Snow Removal policies:**

- The Contractor will be required, after every snowfall greater than 2 inches, to remove and clear snow from inside and around the bus shelters within 24 hours of the completion of the snow event. This includes the removal of all snowfall from the concrete pad on which the shelter resides. Piling the snow around the edges of the pad will not be acceptable. The area inside of the bus shelter must be entirely clear of snow and ice.
- Additionally, the Contractor will be required to ensure a pathway (with a width of 48 inches) clear of snow and ice is provided from the bus shelter entrance to the roadway.
- Contractor will also be required to visit all shelters at least once per week to ensure that access to the shelters is not compromised because of snow or ice accumulation.
- Monthly reports must be provided to the Transit staff (to accompany required monthly billing invoices) listing the dates and approximate times that each of the passenger waiting shelters were serviced.
- In the event that the Transit Administration office receives complaints regarding the lack of snow removal at a shelter (or the re-accumulation of snow caused by various weather conditions), the Contractor will be contacted. The Contractor must clean the shelter within 24 hours of notification.

**Ice Removal Policies:**

- Visit the shelters every day in the winter, whether it snows or not. They either need shoveling or deicing. Check them twice per day because the Street crews have maintainers doing the daily routes and leave wind rows at shelters.

**Shelter Cleaning Policies:**

- The contractor shall establish a regular cleaning schedule in collaboration with the Transit Administration staff to allow for monitoring of performance. This will include providing monthly reports to the Transit staff (to accompany billing invoice) listing the dates that each of the passenger waiting shelters was cleaned. The contractor will also be required to provide the schedule of future cleanings to allow the Cities' staff to assess performance. Frequency of cleaning and tasks to be performed are dependent upon the shelter location.

- The frequency that each shelter should be cleaned, weekly or bi-weekly (every two weeks), is listed in Attachment 1. Trash receptacles are emptied weekly (even if the shelter where the trash is located is only cleaned bi-weekly).
- Contractor will maintain all areas covered by the Contract in a pristine condition. Contractor will provide a task report, completed per service stop, in Excel format. The task report must include date, service location, amenities, and description of maintenance performed. Contractor will keep the work site free from accumulation of litter, waste materials, and debris. This includes, but not limited to any paper products, glass, graffiti, hazardous materials (see special requests), and cigarette butts, etc. Items must be collected and removed from work site after every maintenance service. It is the Contractor's responsibility, at its own expense, to properly dispose of such waste materials and debris. The Contractor shall be responsible for completion of the following tasks each time that he or she cleans a transit passenger shelter:
  - Cleaning the benches (all seasons).
  - Squeegee both sides of glass panels removing marks and smudges; wipe frames (all seasons).
  - Sweeping the floor (mopping if spillage is on concrete except during winter).
  - Picking up debris or waste inside the shelter (including yard waste/compost- all seasons).
  - Removing ice from shelters when present (an anti-icing solution will be required)
  - Picking up debris or waste within 20 feet of shelter.
  - Providing photo documentation through email of graffiti or broken glass on shelters.
  - Removing any posters or signs attached to the shelter unrelated to transit services.
  - Notifying the Transit Administration of any problems, such as broken windows, cracks in the roof, graffiti, faded schedules, hazing of Plexiglas, loose bench bolts, damaged trash receptacles, roof leaking etc.

- **SPECIAL REQUESTS**

The Contractor must also include an additional expense for the completion of the following tasks each time that he or she cleans a transit passenger shelter. The additional expense will be listed as a per shelter expense. Hourly rates will not be accepted. Special requests are as follows:

- Removing any and all broken glass from shelter within 12 hours of notice or finding.
- Cleaning biohazard waste (additional cost of service if necessary)
- Cleaning graffiti from transit passenger shelters.

- **ANNUAL CLEANING TASK**

Annual cleaning tasks shall pertain to all Moorhead and Fargo shelters.

- Thoroughly scrubbing or power washing the shelter interior and exterior (including the floor, ceiling and roof, benches, trash receptacles and windows).
- Cleaning the inside display case, including the window (keys can be borrowed from the Transit Administration office).
- Removing light covers and cleaning the fixtures (where applicable).
- **TRASH RECEPTACLES**

The Contractor shall be responsible to maintain City-owned trash receptacles placed at high-usage passenger shelter locations. The contractor will be required to empty each receptacle once per week; it is possible that certain receptacles may need to be emptied more frequently. When this occurs, the contractor and Transit Administration will ascertain the necessary frequency. The applicable City will pay the Contractor the same per trash receptacle rate for individual disposal requests as it pays for the weekly per trash receptacle waste disposal rate. Included in the duties is to empty the receptacles, placement of a new plastic liner (which will be provided by the contractor) in the receptacle, disposal of the trash, and be on call for pickup of trash. Recycling is encouraged whenever possible.

**Clay County Adult Mental Health Local Advisory Council (LAC)**

Tuesday, November 21, 2017

3:00 to 5:00pm, at Clay County Family Service Center,  
Room 4, 715 11th St N, Moorhead, MN

**ClayCountyAMHLAC@gmail.com**

The local adult mental health advisory council's mission is to advise and educate the county board of unmet needs of adults with mental illness and their families in Clay County; to review and evaluate the continuum of services for adults with mental illness; to provide public education and awareness of mental illness; and to promote mental health in Clay County. Other duties of this council are pursuant to 2013 Minnesota Statute 245.466 Subd. 5

**Co-Chairs:** Tricia Hopper and Alison Wolbeck

**Secretary:** Nicole England **Treasurer:** Lori Flores

1. **Call to Order, Introductions & Mission Statement**
2. **Approval of October 2017 Minutes**
3. **Treasurer's Report**
4. **Presentation: Moorhead ADA Transition Plan - Cindy Gray - SRF Consulting Group**
5. **Reports**
  - a. Consumer Concerns
  - b. Agency/Organization
    - i. Include any information on barriers to providing effective care for your clients
6. **Unfinished Business**
  - a. Consumer Surveys - Due November 21<sup>st</sup>
7. **New Business**
  - a. Review & Update 2018-19 work plan
  - b. Presentation Ideas
8. **Announcements**
  - a. Election for one open stipend next month
  - b. Next LAC meeting: Tuesday, November 21, 2017
9. **Adjournment**

**IMPORTANT INFORMATION FOR THOSE WHO RECEIVE STIPENDS!**

**LAC Stipends:**

In most of the Public Assistance Programs (MFIP, DWP, GA, SNAP), a stipend payment for attending LAC meetings has to be reported as earned income therefore considered in their eligibility guidelines.

LAC Stipend paid by Clay County is \$50 per meeting.

If a member attends every meeting for 12 months, they would receive \$600.00 for the year. Given this amount, a 1099 is required to be issued and this is considered taxable income.



# ADA TRANSITION PLAN

Americans with Disabilities Act

**Your input is needed!**

Are you are a resident of Moorhead, a student in Moorhead, or someone who works in Moorhead but lives elsewhere? **Your input is important!**

We need your help identifying areas of concern regarding accessibility concerns with Moorhead's public street and sidewalk system.

Visit [www.MoorheadADA.com](http://www.MoorheadADA.com) or take a brief survey at: [wikimapping.com/wikimap/City-of-Moorhead-ADA-Transition-Plan.html](http://wikimapping.com/wikimap/City-of-Moorhead-ADA-Transition-Plan.html)

[www.MoorheadADA.com](http://www.MoorheadADA.com)



## Please help us identify ADA deficiencies.

We need your help identifying areas of concern regarding accessibility concerns with Moorhead's public street and sidewalk system. In other words, please help us identify the barriers, gaps and challenges encountered by you, someone you know, and particularly by people with disabilities, when getting around on Moorhead's sidewalks and streets.

**1. What is the location of an improvement you feel is most needed?(example: northeast corner of 2nd Avenue S and 4th Street S).**

**2. From the choices below, please choose the type of facility that applies to your concern.**

- Traffic Signal
- Sidewalk, crosswalk or railroad crossing
- Curb ramp
- Transit stop or shelter
- Designated on-street ADA parking space
- Other

**3. Please describe the nature of your concern, or explain how improving this facility would affect you.**



**4. Do you need to take a different path due to these deficiencies?**

- a. Yes, I take a different route.
- b. No, I generally use this route despite the deficiency.
- c. This deficiency results in me not making the trip or seeking an alternate form of transportation.

**5. Recognizing that the City must work within budget constraints to phase in improvements over time, what priority would you give to improving this deficiency?**

- a. Low
- b. Medium
- c. High

**6. Please list additional areas of concern here.**

**7. How often do you encounter what you believe are deficiencies in Moorhead's sidewalks, curb ramps, crosswalks, signals, streets or transit stops and shelters?**

- a. Multiple times per day
- b. Daily
- c. Once a week or more
- d. At least once a month
- e. Rarely

Please help us identify issues with MATBUS stops and shelters.

**8. Are you a MATBUS user?**

- a. Yes
- b. No
- c. I am not, but someone in my household or in my care is a MATBUS user.

**9. If you are a MATBUS user, have you experienced any deficiencies related to sidewalks, benches, or access to shelters?**

- a. Yes
- b. No





**10. If you have experienced deficiencies related to sidewalks, placement of benches, or access to shelters, please describe the location.**

Please tell us a little about yourself.

**11. Are you a student?**

- a. K-12 Student
- b. College or Technical School Student
- c. Not a student

**12. Are you a person with a disability?**

- a. Yes
- b. I am not a person with a disability, but I live with or care for a person with a disability.
- c. I am not a person with a disability.

**13. Age**

- a. Under 18
- b. 19-30 years
- c. 31-60 years
- d. 61-79 years
- e. 80 and older

**14. Do you want to be added to our mailing list?**

- a. Yes
- b. No

**If yes, please enter email address and mailing address below.**

Email: \_\_\_\_\_

Mailing address: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

**If mailing survey, please send to:**

SRF Consulting Group  
One North Second Street  
Case Plaza Suite 226  
Fargo, ND 58102

**Thank you!**

# Moorhead ADA Transition Plan Agenda – Focus Group Meeting #1

**October 16, 3:00 to 4:30**

**Oak Room, Hjemkomst Center, 202 1<sup>st</sup> Ave N, Moorhead, MN**

1. Welcome and Introductions
2. What is the Moorhead Americans with Disabilities Act (ADA) Transition Plan?
  - a. Background
  - b. Field Review
  - c. Policy Review
  - d. Who is involved?
  - e. What are the desired outcomes?
3. Areas of Concern – Demonstration of GIS Data Collection
  - a. Curb Ramps
  - b. Sidewalks
  - c. Transit Stops or Shelters
  - d. Signals
  - e. Designated On-Street ADA Parking Spaces
  - f. Other
4. Public Engagement
  - a. Focus Group
    - i. Participants, Role and purpose
  - b. Website, On-line Survey and Wiki Map  
<https://www.moorheadada.com/>  
<http://wikimapping.com/wikimap/City-of-Moorhead-ADA-Transition-Plan.html#.WeTNcmftrl4>
  - c. Site Visits for Input (break-out session)
  - d. Public Forum
  - e. City Council Workshop
5. Wrap-up and Next Steps – Adjourn
6. Opportunity to try on-line survey and Wiki Map



# FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS City of Moorhead ADA Transition Plan

Interview to provide Professional Engineering Services



# WELCOME AND INTRODUCTIONS



**Jacob Nordick, PE**  
Project Manager



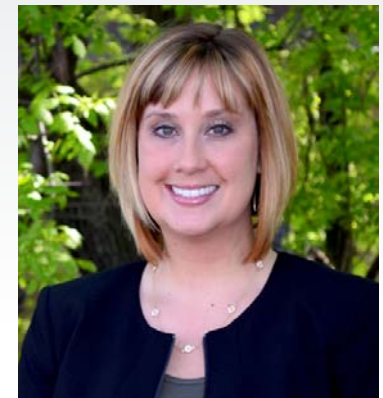
**Cindy Gray, AICP**  
Public Involvement



**Kevin LaRue, PE**  
Sidewalk & Curb Ramp  
Survey/Evaluation

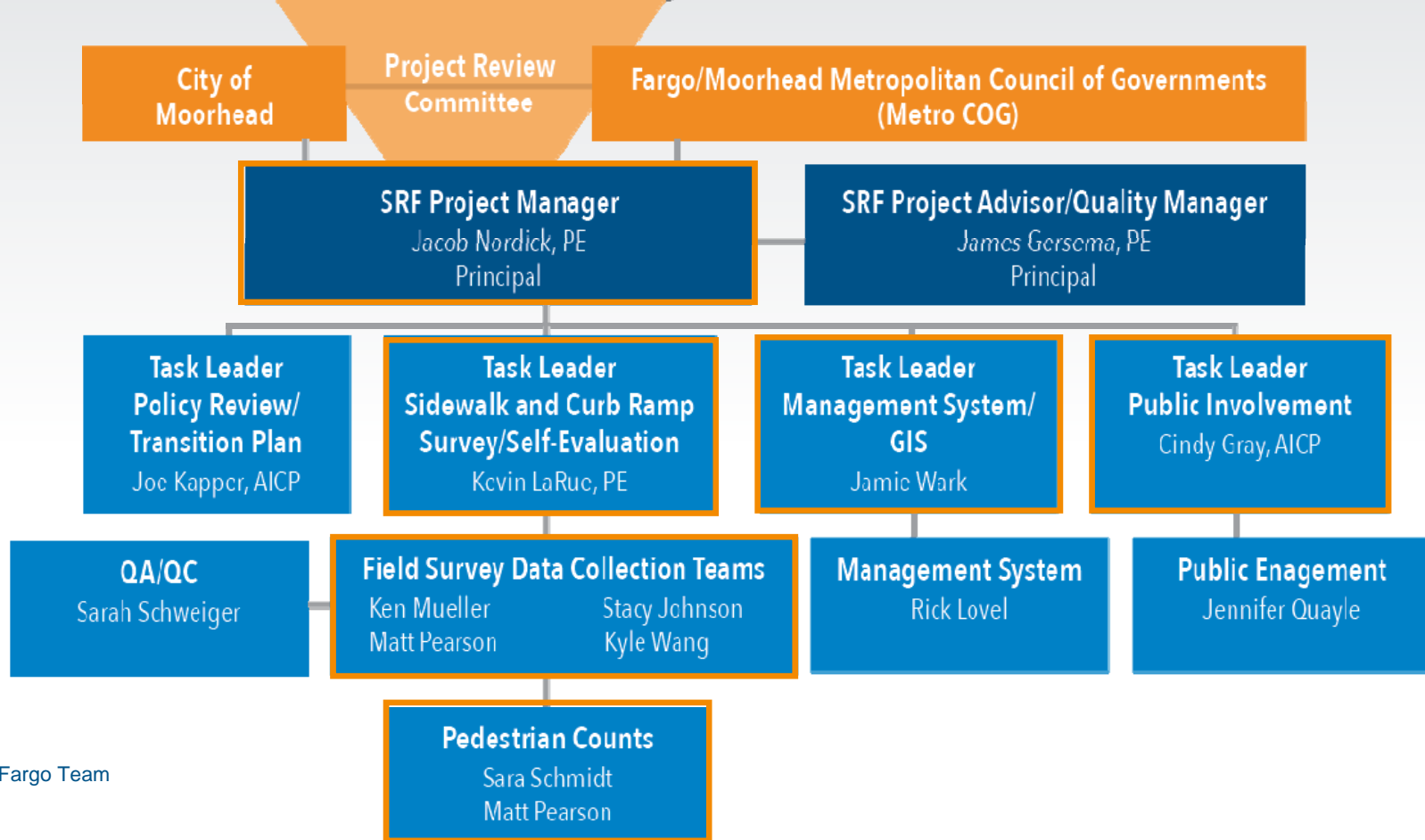


**Jamie Wark**  
GIS Data Collection  
Public Involvement



**Karen Henschke**  
Public Involvement  
Assistance

## FMCOG Moorhead ADA Transition Plan - Project Team



 SRF's Fargo Team

Interview to provide Professional Engineering Services



# Background Information

What is the Moorhead ADA Transition Plan?

Interview to provide Professional Engineering Services



## Why

- Americans with Disabilities Act (ADA) Prohibits Discrimination against individuals with disabilities
- Moorhead is committed
- 1998 City Transition Plan
- Federal Funding

## Goals

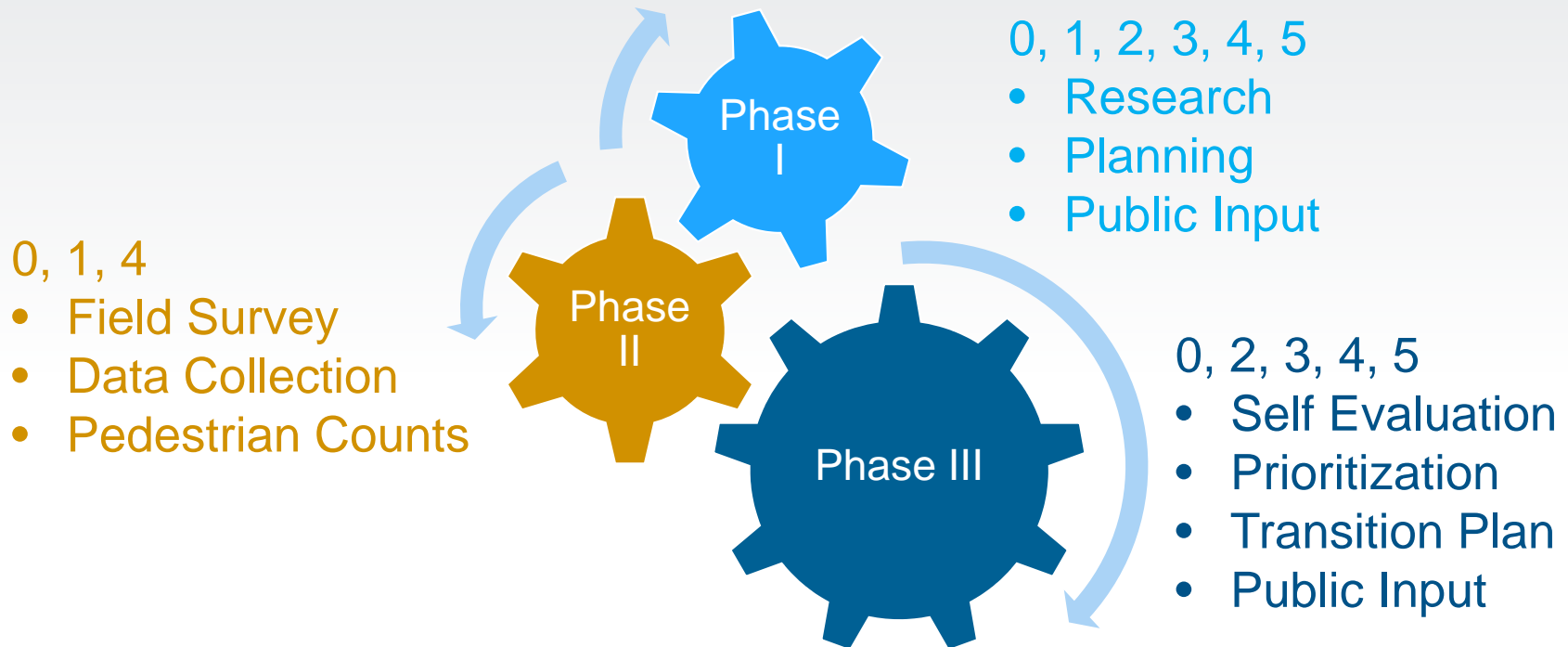
- Develop a strategy and plan to identify and prioritize the updating of non-compliant ADA facilities
- Managed tracking system database

# TIME FRAME

- Policy Review – September
- GIS data format, coordination with City – August thru October
- Data collection – October/November
- Draft Plan – February, 2018
- Final Plan – March, 2018
- Public Engagement:
  - Focus Group Meetings – October, November/December, January/February
  - Public Forum – February, 2018
  - City Council Workshop – March, 2018



# PROJECT WORK PLAN



0 Project Management

1 Sidewalk & Curb Ramp Survey

2 Policy Review

3 Self Evaluation & Transition Plan

4 Management System

5 Public Involvement

6 Time Frame

Interview to provide Professional Engineering Services



# Field Review

What are we looking at?

---

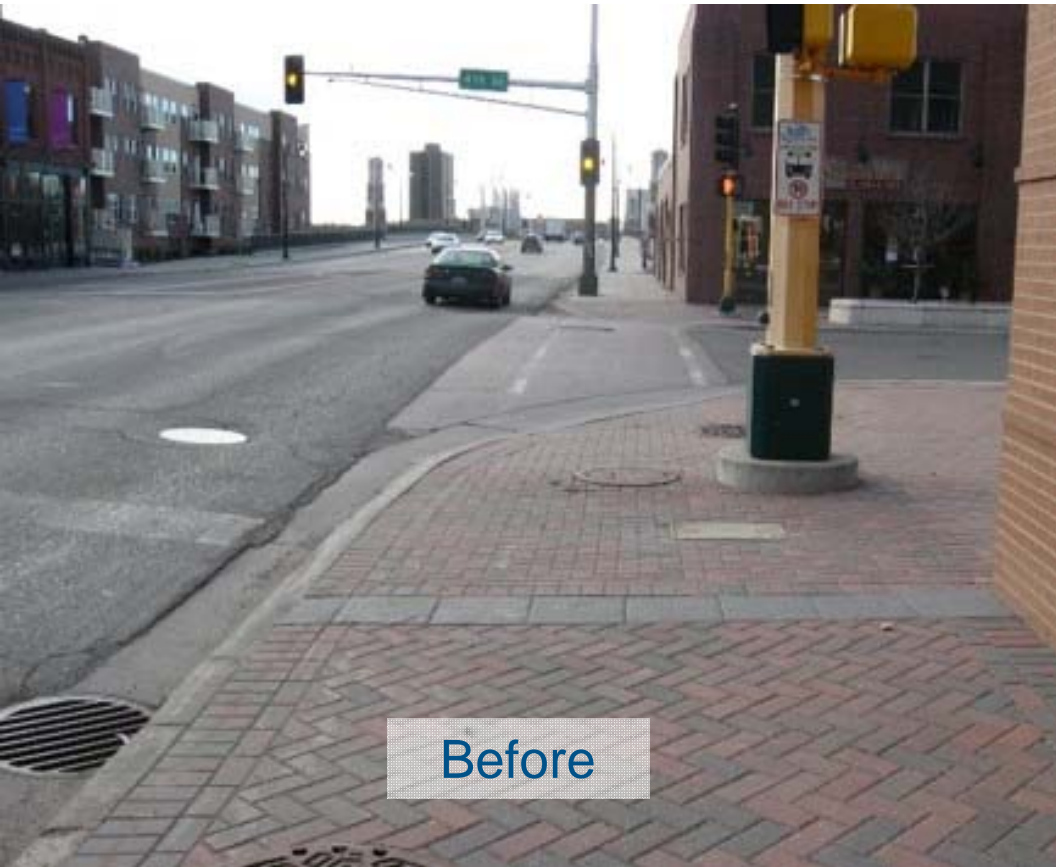
Interview to provide Professional Engineering Services



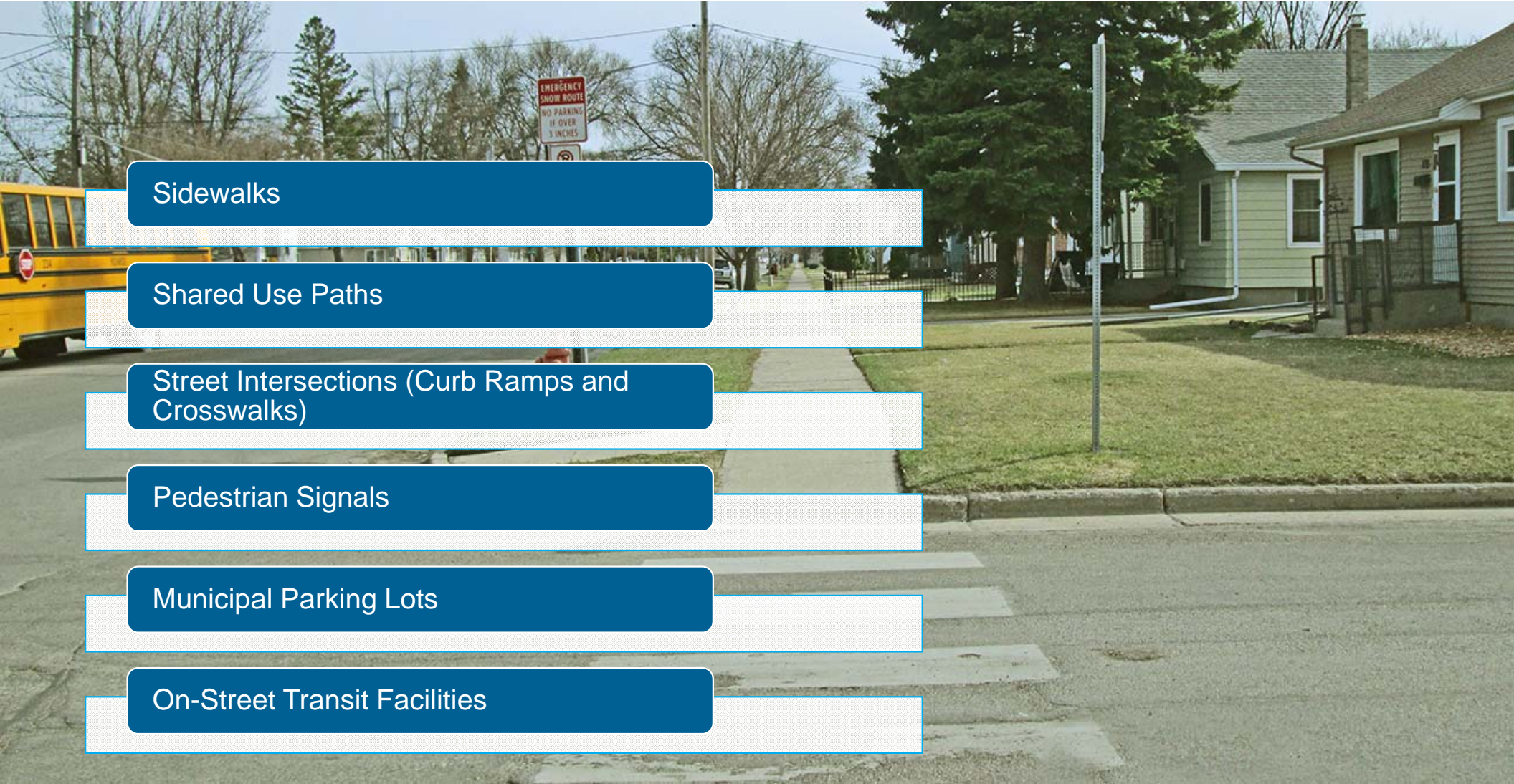
# RECENT MOORHEAD ADA DESIGN AND CONSTRUCTION EXPERIENCE

- CIMS TH 10 & TH 75, Mill & Overlay, Moorhead, MN
- Main Avenue, Mill and Overlay, Moorhead MN
- TH 10 & TH 75 ADA Improvements, Moorhead, MN (Construction)
- 1<sup>st</sup> Avenue North Reconstruction, Moorhead MN (Construction)





Main Avenue & 4<sup>th</sup> Street



Sidewalks

Shared Use Paths

Street Intersections (Curb Ramps and Crosswalks)

Pedestrian Signals

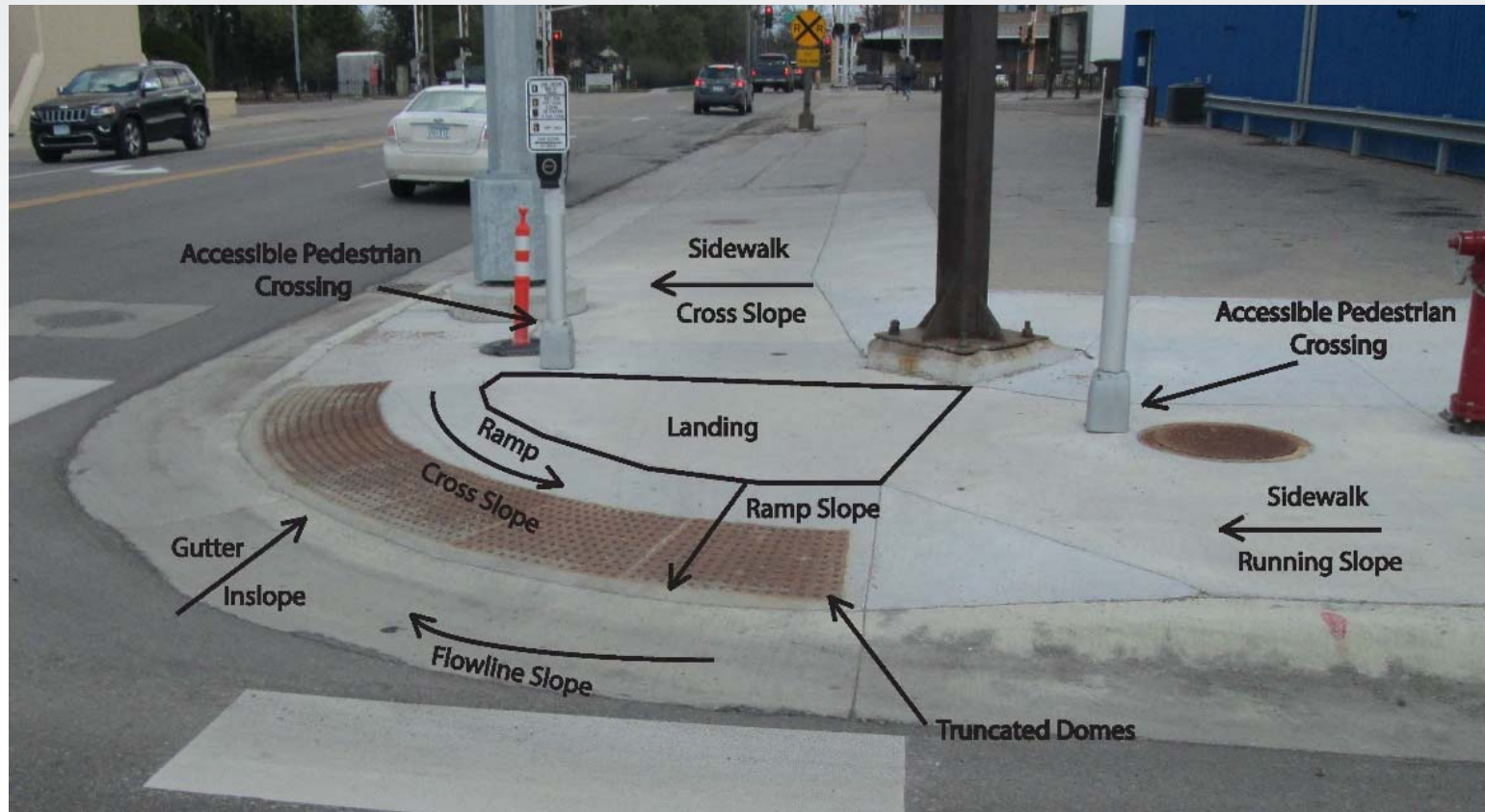
Municipal Parking Lots

On-Street Transit Facilities

Interview to provide Professional Engineering Services



# TECHNICAL TERMINOLOGY



# SIDEWALKS/ SHARED USE PATHS

## What to Document:

- Running Slope
- Cross-Slope
- Geometry
  - Width
  - Turning Space
- Condition
  - Vertical Discontinuities
  - Cracking/Crumbling



# STREET INTERSECTIONS

## What to Document: Curb Ramps

- Running Slope
- Cross-Slope
- Geometry
  - Type of Ramp
  - Width
  - Landing
- Detectable Warnings
- Ramp Flares
- Condition
  - Vertical Discontinuities
  - Cracking/Crumbling
- Crosswalk





# PEDESTRIAN SIGNALS

## What to Document: Pedestrian Signals

- Presence
- Location
- Ease of Activation



# MUNICIPAL PARKING LOTS

## What to Document: Parking Lots

- Number of Accessible Stalls and Aisles
- Signage/Marking
- Slope
- Location and Connection to Ped Access Route

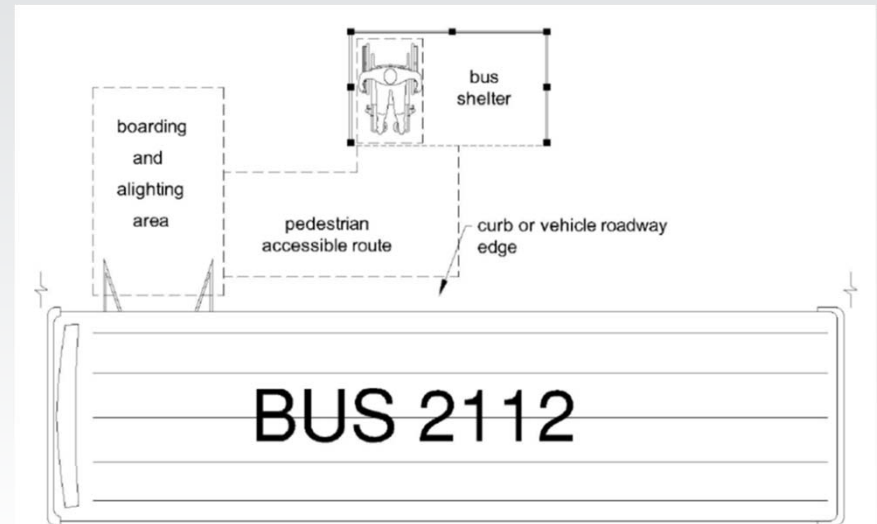


Note: Minnesota Accessibility Code parking lot standards are more restrictive than the ADA!

# ON-STREET TRANSIT FACILITIES

## What to Document: Bus and Transit Stops

- Accessible Route to Bench, Waiting Pad or Shelter
- Landing
- Detectable Warnings
- Seating
- Wheel Chair Space
- Auditory and Tactile Travel Information



# Policy Review

Interview to provide Professional Engineering Services



# Policy Review and Summary

Research Peer Practices

Identify Priority Improvement Areas

Review City Development and Maintenance Policies



# Who is involved?

Interview to provide Professional Engineering Services



# INVOLVED PARTIES

- FM Metro COG
- City of Moorhead
  - Engineering Department
  - Future ADA Coordinator
  - City Council
- MATBUS
- Focus Group
  - Agencies and institutions
- Citizens

# Desired outcome

Interview to provide Professional Engineering Services





# Transition Plan

Identify ADA Coordinator

ADA Improvement Process

Outreach Summary

Grievance Procedures

Goals and Monitoring

## APPENDIX E- AGENCY ADA STANDARDS AND PROCEDURES

### City of Minnetonka -- Public Rights-of-Way

#### Policies

As of August 2015, the City of Minnetonka has a citywide sidewalk policy in development that will inventory the existing sidewalk network, identify gaps, develop a implementation plan for sidewalk improvements. This planning maintaining ADA standards and procedures for providing compliar

#### Design Procedures

##### Definition of Maintenance and Alteration Projects

The City of Minnetonka follows the guidance provided by the Unit (USDOT) and United States Department of Justice (US DOJ) on and what constitutes an

##### Maintenance projects include

- Crack Filling and
- Surface Sealing
- Slurry Seals
- Fog Seals
- Scrub Sealing
- Joint Crack Seals
- Joint repairs
- Dowel Bar Retro
- Spot High-Frictio
- Diamond Grindi
- Pavement Patch

##### Alteration Projects include

- Open-graded S
- Cape Seals
- Mill & Fill / Mill
- Hot In-Place Re
- Microsurfacing
- Addition of Ne
- Asphalt and C
- Reconstruction
- New Construc

##### Intersection Corner

Curbs ramps or blend within all capital Impr an intersection corne will be noted and th

### City of Minnetonka ADA Grievance Form

Complainant:

Name: \_\_\_\_\_

Address: \_\_\_\_\_

## APPENDIX G- GLOSSARY OF TERMS

**Accessible:** A facility that provides access to people with disabilities using the design requirements of the ADA.

**Accessible Pedestrian Signal (APS):** A device that communicates information about the WALK phase in audible and vibrotactile formats.

**ADA:** See Americans with Disabilities Act.

**ADA Transition Plan:** A transportation system plan that identifies accessibility needs, the process to fully integrate accessibility improvements, and ensures all transportation facilities, services, programs, and activities are accessible to all individuals.

**Administrative Authority:** A governmental agency that adopts or enforces regulations and guidelines for the design, construction, or alteration of buildings and facilities.

**Alteration:** A change to a facility in the public right-of-way that affects or could affect access, circulation, or use. An alteration must not decrease or have the effect of decreasing the accessibility of a facility or an accessible connection to an adjacent building or site.

**Americans with Disabilities Act (ADA):** The Americans with Disabilities Act; Civil rights legislation passed in 1990 and effective July 1992. The ADA sets design guidelines for accessibility to public facilities, including sidewalks and trails, by individuals with disabilities.

**Capital Improvement Program (CIP):** The CIP for the Public Works Department includes an annual capital budget and a five-year plan for funding the new construction and reconstruction projects on the City's transportation system

**Cross Slope:** The slope that is perpendicular to the direction of travel (see running slope).

**Curb Ramp:** A short ramp cutting through a curb or built up to it.

**Detectable Warning:** A standardized surface feature built in or applied to walking surfaces or other elements to warn of hazards on a circulation path.

**Element:** An architectural or mechanical component of a building, facility, space, or site.

**Entrance:** Any access point to a building or portion of a building or facility used for the purpose of entering. An entrance includes the approach walk, the vertical access leading to the entrance platform, the entrance platform itself, vestibule if provided, the entry door or gate, and the hardware of the entry door or gate.

**Facility:** All or any portion of buildings, structures, site improvements, elements, and pedestrian routes or vehicular ways located on a site.

Interview to provide Professional Engineering Services

# Gathering Data about Areas of Concern

Demonstration of GIS Data Collection

nterview to provide Professional Engineering Services



# Public Engagement

Interview to provide Professional Engineering Services



# FOCUS GROUP

- Represents the following:
  - Agencies and Institutions working with people with disabilities
  - Citizens of Moorhead
    - People with disabilities
    - Caregivers
  - Employers and Employees in Moorhead – since many of you are both employers and/or employed in Moorhead

# ROLE OF FOCUS GROUP









- Advocate for and represent disability groups
- Provide input on data collection
- Help identify known barriers and deficiencies
- Help identify ADA facilities that work well
- Refine further outreach efforts
- Serve as liaisons within your organizations and further outreach

# FOCUS GROUP MEETINGS

- Today's meeting – kicking off public engagement
- After completion of data collection
- After completion of draft plan

# PUBLIC INVOLVEMENT

- Input will help prioritize needed improvements

On-line		Face to Face	
	Project Website		Focus Group
	Social Media		Site Visits
	Wikimap		Public Forum
	On-line Survey		Council Workshop

**FM  
RIDE SOURCE**

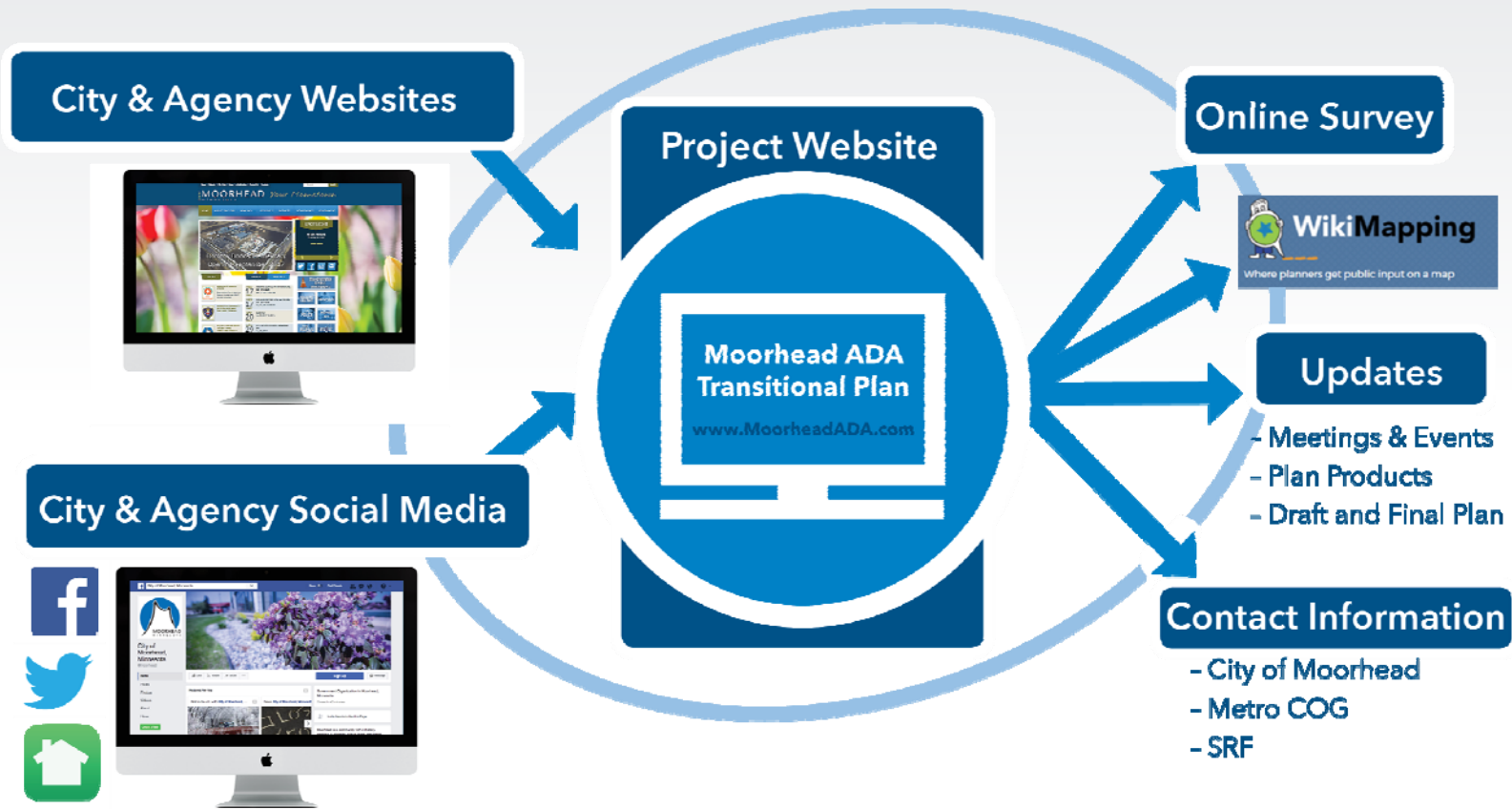


A directory of specialized transportation services in the Fargo-Moorhead metro area

FMridesource.com  
**701-476-5967**

July 2015

# ON-LINE INVOLVEMENT



Interview to provide Professional Engineering Services



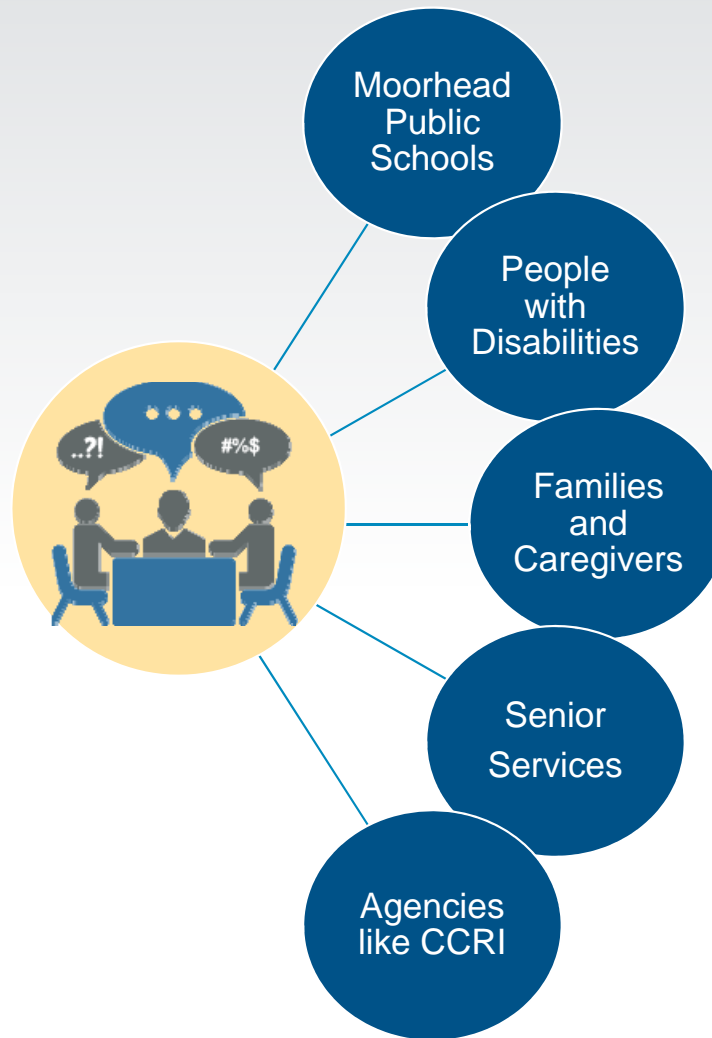


# WEBSITE, ON-LINE SURVEY AND WIKI MAP

- Survey and Wikimap work together to help identify issues and barriers
- Allows users to mark locations
- <https://www.moorheadada.com/>

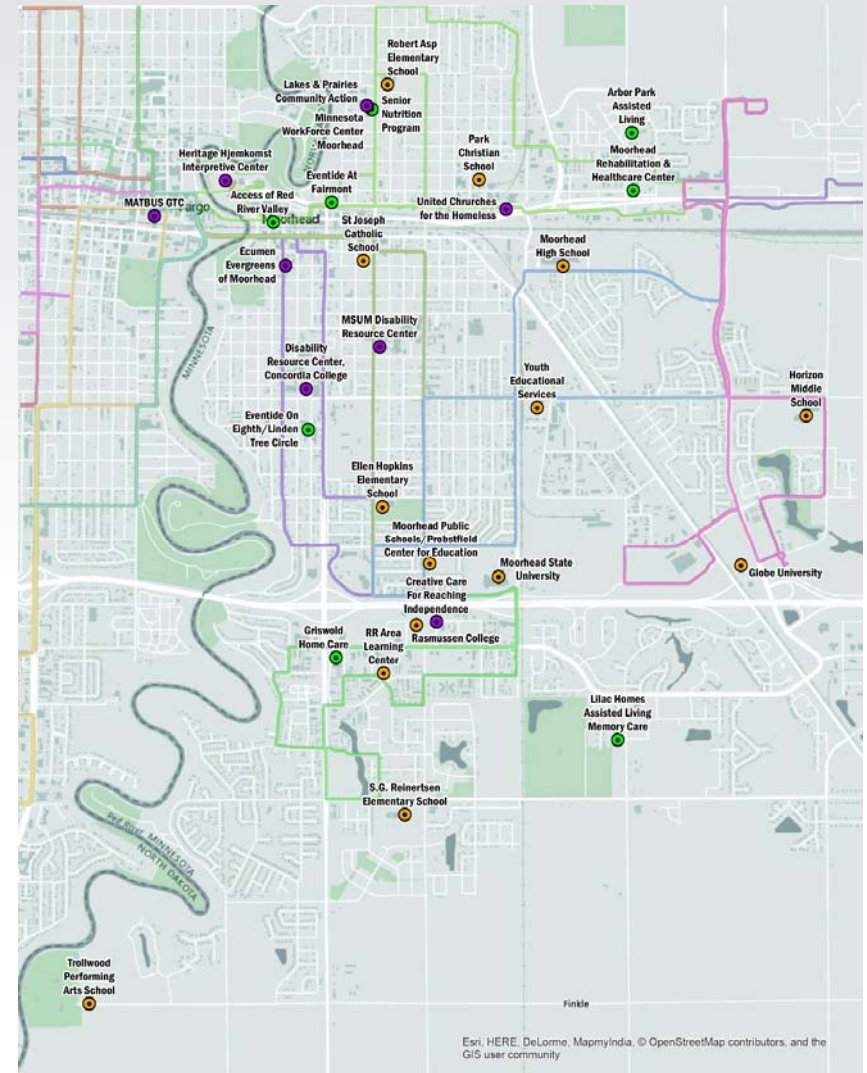
# FACE TO FACE INVOLVEMENT

- Focus Group
- Site Visits



# PUBLIC INVOLVEMENT

- Site Visits
  - Seek one-on-one input from a variety of people
  - Identify issues
  - Help prioritize improvements



# CITY COUNCIL WORKSHOP

- Importance of ADA
- Self-Evaluation Results
- Public Input
- Policies and Procedures
- Priorities, Schedule, Budget for Recommended Improvements



# Wrap up and next steps

Thank you!

Interview to provide Professional Engineering Services



# WRAP-UP AND NEXT STEPS

- Email (“eblast”) with link to survey and Wiki Map
- Meeting materials posted on website
- Data collection
- Next meeting after completion of data collection - November

Stay for a few minutes to try out  
survey and Wiki Map!

# THANK YOU!

- Stay for a few minutes to try out survey and Wiki Map!

**Location:** Hjemkomst Center – Oak Room  
202 1<sup>st</sup> Ave. North  
Moorhead, MN 56560

**Client:** City of Moorhead/Metro COG

**Date:** Monday, October 16, 2017 (Record of Meeting – 10/19/17)

**Subject:** Focus Group Meeting #1, Moorhead ADA Transition Plan

**Attendees:** See attached list

### Summary of Meeting

The first focus group meeting was held Monday, October 16 in the Oak Room at the Hjemkomst Center to introduce the Moorhead ADA Transition Plan to focus group members. A total of twenty-one focus group members were in attendance, including four staff members from SRF Consulting Group. The role of each member of the focus group is to act as an advocate for and represent disability groups, provide input on data collection, identify known barriers and deficiencies of ADA facilities within city owned right-of-way, identify ADA facilities within city owned right-of-way that work well, refine and guide further outreach efforts and serve as liaisons within organizations to provide further outreach to gather input.

### Introduction to Moorhead Americans with Disabilities Act (ADA) Transition Plan

#### Background

Jake Nordick and Cindy Gray provided project background to the focus group members. Jake described the City of Moorhead's commitment to developing a transition plan for updating/upgrading/installing ADA facilities within city owned right of way. The City of Moorhead previously completed a transition plan in 1998, but many federal standards and regulations have since been revised as ADA standards have evolved.

Jake discussed goals that should be expected once the ADA Transition Plan is completed. The first goal identified was the development of a strategy and plan to identify and prioritize the updating of non-compliant ADA facilities. The second goal is the creation of a manageable tracking system database that can be incorporated into a Geographic Information System (GIS) database that will track existing and new ADA facilities for the means of determining what ADA locations are compliant with current ADA regulations.

A project timeframe was presented to members of the focus group. Policy review was completed September, 2017. GIS database coordination and creation with guidance by the City of Moorhead



GIS Department will be on-going throughout the data collection portion of the project. Database development was initiated in August, 2017 and will continue through November, 2017 when data collection efforts are completed. A draft ADA Transition Plan is scheduled to be reviewed February 2018 by the City of Moorhead with a final ADA Transition Plan scheduled to be completed March 2018.

### Field Review

Kevin LaRue described the field review process and notified members of the focus group of recently completed street projects within the City of Moorhead. Kevin provided photos of previously reconstructed ADA facilities within city owned right of way to educate focus group members.

Kevin then identified the seven feature classes the City of Moorhead, MetroCOG and SRF Consulting Group identified for data collection purposes. A description of each feature class and description of ADA requirements required for each class was given.

Feature Class:	What to Document:
Sidewalks	Running Slope, Cross Slope, Geometry (Width & Turning Space), Condition (Vertical Discontinuities & Cracking/Crumbling)
Curb Ramps	Running Slope, Cross Slope, Geometry (Type of Ramp, Width, Landing), Detectable Warnings, Ramp Flares, Condition (Vertical Discontinuities & Cracking/Crumbling), Crosswalk
Pedestrian Signals (APS)	Presence, Location, Ease of Activation
Municipal Parking Lots	Number of Accessible Stalls and Isles, Signage/Marking, Slope, Location and Connection to Ped Access Route
On-Street Transit Facilities	Accessible Route to Bench, Waiting Pad or Shelter, Landing, Detectable Warnings, Seating, Wheel Chair Space, Auditory and Tactile Travel Information
At-grade Railroad Crossings	Accessible Route thru Crossing, Cross Slope, Flangeway Gap, Detectible Warnings, Pedestrian Gates, Crossing Surface

## **Policy Review**

Jake Nordick discussed the importance of policy review for the transition plan. Joe Kapper completed a policy review of the previous transition plan that was completed in the late 1990's. Among other topics identified as areas to upgrade/upgrade was the grievance form.

While researching information for the policy review segment of the transition plan, attention was given to cities with similar stature and characteristics. The ability to identify key components of policy review is essential in developing a useful transition plan.

The identification of priority improvement areas throughout the city is crucial for variety of reasons. Priority improvement areas provide locations to focus on during self-assessment of ADA compliance. The priority areas generally include: quarter-mile buffer zones surrounding on-street transit shelters, old neighborhood areas identified by City of Moorhead and SRF Consulting Group project team members, at-grade railroad crossings and city park parking lots. Priority improvement areas also provide guidance in prioritizing data collection efforts. It is rather unlikely due to budget and time constraints that every ADA facility within city owned right-of-way will be reviewed. By having a priority improvement area identified throughout the city, data collectors can concentrate data collection efforts on high traffic ADA facility areas.

A review of city developments and maintenance policies is needed to determine the course of action for city maintenance crews dealing with existing, reconstructed or new ADA facilities within city owned right-of-way. Responsibility for maintenance of each facility should be provided. In most cases, the City of Moorhead will be responsible for maintenance, while in unique cases the property owner may be responsible for maintenance.

## **Whose involved**

Cindy Gray identified the involved parties for the ADA Transition Plan. FM Metro COG will serve as the administrating agency for the plan. Adam Altenburg will serve as the project manager for FM Metro COG. Jonathan Atkins (Transportation Engineer) serves as the point-of-contact for the City of Moorhead while a future ADA Coordinator is determined. The Moorhead City Council will be responsible for approving the plan once a final ADA Transition Plan has been prepared. Lori Van Beek will represent MATBUS during the development of the transition plan. Representatives from agencies and institutions working with people with disabilities, caregivers and citizens with disabilities and employers and employees of Moorhead will provide vital insight and information throughout the development of the transition plan.

## **Desired Outcomes**

Jake Nordick discussed the desired outcomes of the ADA Transition Plan. The City of Moorhead recently filled the Assistant City Manager position. The current plan is for the Assistant City Manager to absorb the responsibilities of the ADA Coordinator. Jonathan Atkins currently serves as the point of contact between the City of Moorhead, MetroCOG and SRF Consulting Group.

A summary of outreach activities will be developed and included in the transition plan. Collection of data via outreach activities have started and will Outreach activities include: On-line survey, Wiki Map, City of Moorhead Facebook page, Project Website, Focus Group Meetings, City Council Workshop, Public Forum and Site visits.

An ADA Transition Plan grievance form will be developed as part of the project. The existing city-wide complaint form does not cover ADA specific issues. A collaborative effort between the City of Moorhead and MATBUS will use the recently updated MATBUS complaint form as basis for a City of Moorhead ADA facility grievance form.

Development of an inventory to monitor ADA facilities within city owned right-of-way is a key component of the ADA Transition Plan. An existing database of city owned ADA facilities will be updated to include recent roadway projects. A field manual will be developed to provide a step-by-step data collection process to ensure efficient and consistent collection efforts.

### **Data Collection**

Jamie Wark presented a demonstration on GIS data collection efforts. Seven feature classes have been previously identified in the field review portion of this memo. Each feature class has group of questions assigned to it. Priority data collection areas have been identified by the project team to prioritize areas within the city for the purpose effectively and efficiently gather ADA feature class data. Data collectors will use electronic devices to collect existing data in the field. Whenever necessary, additional feature class locations can be added to the existing GIS database. Once data collection is complete, an updated GIS database will be used to map ADA facility locations within the priority areas that are compliant/non-compliant. At the completion of the project, SRF Consulting Group will provide the City of Moorhead with all updated GIS databases. Future data collection efforts will be conducted by the City of Moorhead based off the feature class database created in coordination between the City of Moorhead, FM Metro COG and SRF Consulting Group.

### **Public Involvement**

Cindy Gray explained the importance of the public involvement process to the plan. Cindy stated input gathered from the public involvement process will help prioritize needed improvements throughout the city. Citizen feedback will help shape and form the plan. City of Moorhead community members as well as out-of-community citizens who visit Moorhead are encouraged to participate in the on-line survey and the wiki map features of the project website that can be found at [www.moorheadada.com](http://www.moorheadada.com).

Public involvement events are scheduled to take place throughout the project timeframe. Two additional focus group meetings are tentatively scheduled to occur in November/December (after the completion of data collection) and January/February (after completion of draft plan). A public forum is currently scheduled to be held February, 2018. A city council workshop will be held near the completion of the project.

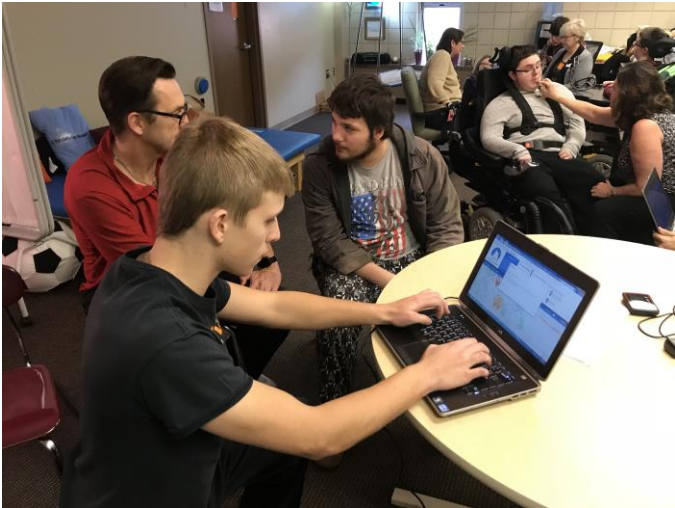
## Actions Needed

<b>Actions Needed</b>	<b>Responsibility</b>
Revise on-line survey to clarify non-Moorhead residents may participate	SRF
Send hard copy survey to focus group members	SRF
Identify Site Visit locations	SRF
Schedule next Focus Group Meeting	SRF
Email (eblast) with link to survey and Wiki Map to focus group members	SRF
Post meeting material on project website	SRF
Continue data collection	SRF

*I:\Projects\10000\10557\\_Correspondence\Meetings\Meeting Records\171016\_Focus Group Mtg #1\171016\_Focus Group Meeting .docx*

# Site Visit Photographs

*Moorhead High School – December 12, 2017*



# Site Visit Photographs

*Senior Connections Elderly Meals Program – January 23, 2018*



---

ADA  
Transition  
Plan

**City of  
Moorhead**

**Inventory Manual**

February, 2018

---





---

## ADA Transition Plan

# City of Moorhead

## Inventory Manual

### Client

City of Moorhead

### Consultant Team

SRF Consulting Group, Inc.



## Inventory Approach

### 1. Public Right-of-Way Inventory

Definitions	8
Inventory Questions	
» Sidewalk	9
» Sidewalk Ramp	11
» Curb Ramp	14
» APS	16
» Parking Lot	18
» On-Street Transit Facility	20
» At-Grade Railroad Crossing	22

### 2. Moorhead ADA Data Collector App Manual

» Create Map	26
» Collecting Data	27
» Lessons Learned	34

---



---

# Inventory Approach

- » This guide serves as a tool for the inventory approach, clarifying the inventory process through general guidance, definitions, enhanced questions, imagery and diagrams.
  - » Take pictures of everything.
  - » It is important to be consistent across the City in your interpretation of the questions.
-



---

# Chapter 1 **Public Right-of-Way Inventory**

Definitions

Inventory Questions

- » Sidewalk
  - » Sidewalk Ramp
  - » Curb Ramp
  - » APS
  - » Parking Lot
  - » On-Street Transit Facility
  - » At-Grade Railroad Crossing
-

## Definitions

---

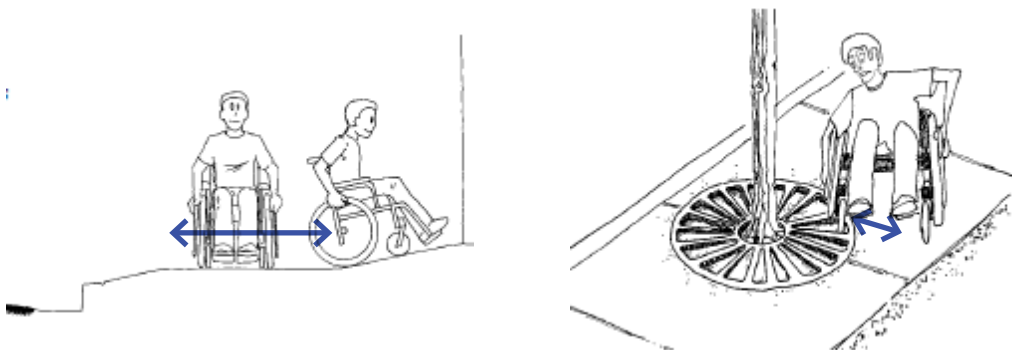
Term	
<b>Accessible Pedestrian Signal (APS)</b>	A device that communicates information about pedestrian signal timing in a non-visual format such as audible tones, speech messages and/or vibrating surfaces.
<b>Cross slope</b>	The slope that is perpendicular to the direction of travel.
<b>Edge protection</b>	A raised curb, wall, railing, or other structure that defines the edge of a travel surface and helps keep people and assistive devices from accidentally falling off the edge.
<b>Openings</b>	Gaps in the surface of a route. Gaps include spaces between the planks on a boardwalk or in a drainage grate. Openings that are big enough for wheels, cane or crutch tips, or shoe heels to drop through are hazards that shouldn't be designed in pedestrian routes.
<b>Pedestrian Access Route (PAR)</b>	A continuous unobstructed path, at least 48 inches wide, connecting all accessible elements and spaces of a building or facility.
<b>Ramp</b>	A walking surface that has a running slope of > 5%.
<b>Running slope</b>	The slope that is parallel to the direction of travel.
<b>International Symbol of Accessibility (ISA)</b>	A symbol that consists of a blue square overlaid in white with a stylized image of a person in a wheelchair.

**General Guidance**

- » Establish a data point as the sidewalk/trail travels away from an intersection corner.
- » Place at least one data point mid block, or at any apparent deviation of standards.
- » Any critical deviation of sidewalk condition that presents tripping or falling hazards should be reported to your supervisor or the ADA coordinator by email at the end of the day.

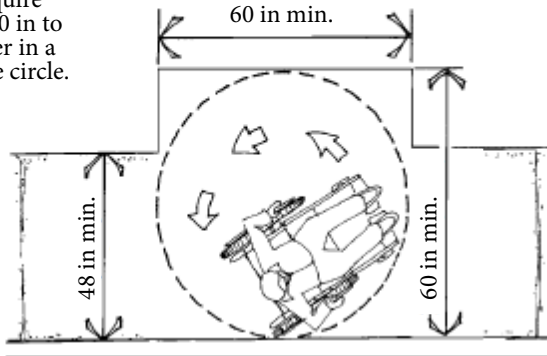
#	Expanded Question	Figures
1	Choose feature location. <b>Choose From Options</b>	
2	Is the surface of the route free of hazards (loose or broken concrete/bituminous) or obstacles (light poles or pedestals) that cause a trip, slip or fall? <b>Yes/No</b>	
3	Is a 48 inch PAR (Pedestrian Access Route) maintained for the length of the sidewalk segment? (Is the sidewalk at least 48 inches wide?) <b>Yes/No</b>	<b>S3</b>
4	Is the route greater than 200 feet in length and no less than 60 inches wide? <b>Yes/No/NA</b>	<b>S4</b>
5	Are there grates or openings on the route? Look for excessively wide sidewalk joints and areas around utilities. <b>Yes/No/NA</b>	<b>S5</b>
5a	Is the long dimension of the grate opening perpendicular to the dominant direction of travel? <b>Yes/No</b>	<b>S5a</b>
6	Is the running slope no steeper than 1:20 (5%), i.e. for every inch of height change there are at least 20 inches of route run, or not steeper than the parallel roadway? <b>Yes/No</b>	
7	Is the cross slope of the sidewalk no greater than 1:50 (2%)? <b>Yes/No</b>	<b>S7</b>
8	Is the PAR continuous and unobstructed? (Are there gaps in the sidewalk along the corridor?) <b>Yes/No</b>	

**S3**

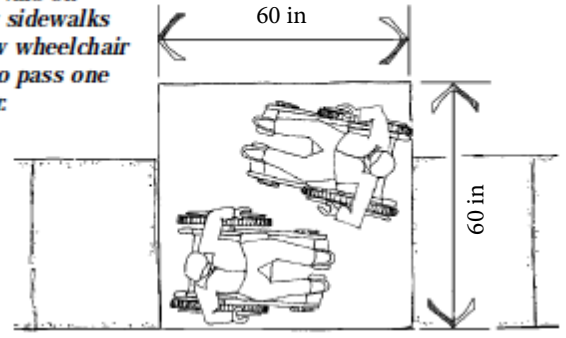


S4

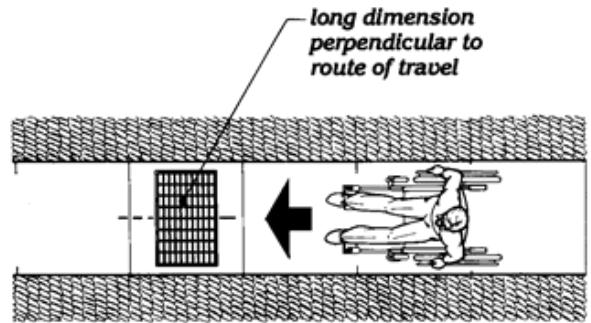
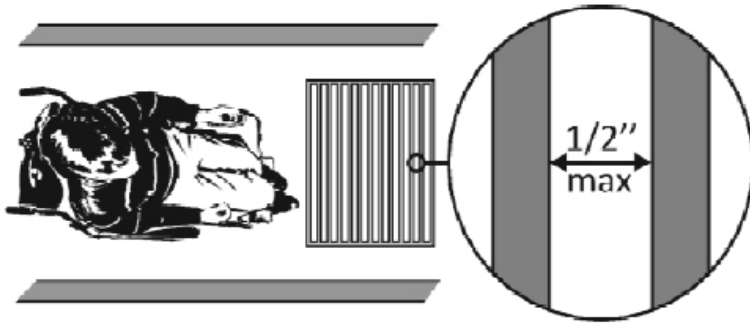
Wheelchair users require 60 in x 60 in to maneuver in a complete circle.



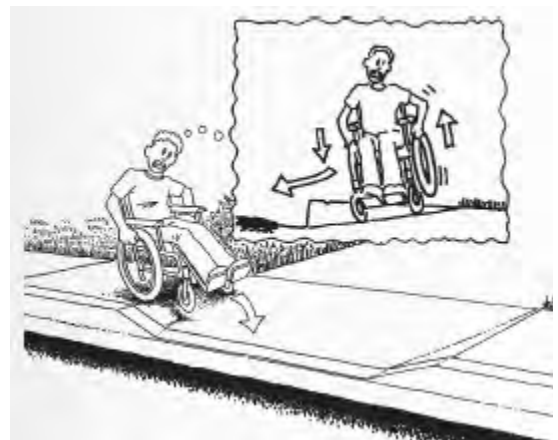
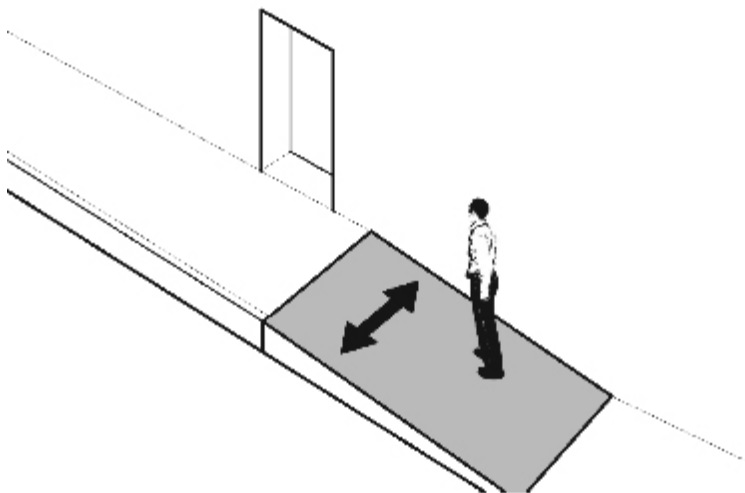
Passing spaces should be included at intervals on narrow sidewalks to allow wheelchair users to pass one another.



S5 & S5a



S7





**General Guidance**

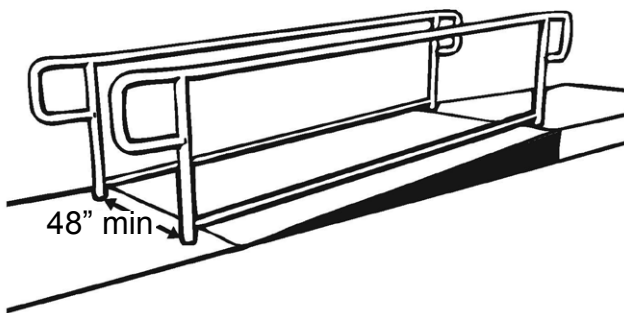
» If any portion of the accessible route is steeper than 5%, it should be treated as a ramp.

#	Expanded Question	Figures
1	If there is a ramp (other than a curb ramp), is it at least 48 inches wide? If handrails are present, measure between handrails. <b>Yes/No</b>	<b>SR1</b>
2	Is the surface of the route free of hazards (loose or broken concrete/bituminous) or obstacles (light poles or pedestals) that could cause a trip, slip or fall? <b>Yes/No</b>	
3	For each section of the ramp, is the running slope no greater than 8.3%? <b>Yes/No</b>	
4	Is the cross slope of the sidewalk no steeper than 2%? <b>Yes/No</b>	
5	Is the vertical rise between landings no greater than 30 inches? (i.e. minimum ramp run length 30 feet at 8.3%, 50 feet at 5%) <b>Yes/No</b>	
6	Are landings provided at the top and bottom of each ramp run? <b>Yes/No</b>	
6a	Are all landings at least 60 inches long and at least as wide as the ramp? <b>Yes/No</b>	<b>SR6a</b>
6b	If any landing is at a change in direction, is the landing at least 60 inches long and 60 inches wide? <b>Yes/No/NA</b>	<b>SR6b</b>
6c	Does the slope of the landing not exceed 2% in any direction? <b>Yes/No</b>	
7	If the rise of the ramp exceeds 6 inches, are handrails provided on both sides for the length of the ramp? <b>Yes/No/NA</b>	
7a	Is the handrail continuous and unobstructed along the tops or sides on both sides for the length of each run? <b>Yes/No</b>	<b>SR7a</b>
7b	Does the handrail extend at least 12 inches horizontally beyond the top and bottom of the ramp? <b>Yes/No</b>	
7c	Does the end of the handrail return to the wall, guard, or landing surface? <b>Yes/No</b>	
7d	Is the top of each handrail between 34 inches and 38 inches above the ground? <b>Yes/No</b>	

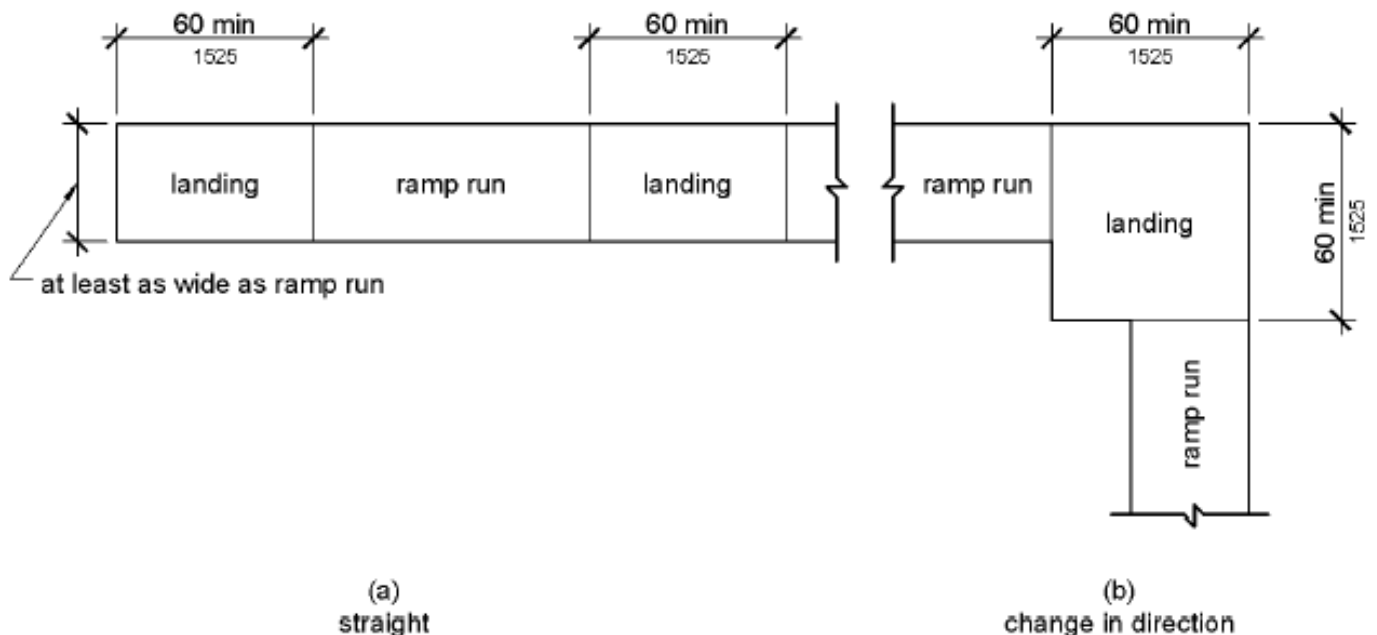
## Sidewalk Ramp

7e	Is there at least 1.5 inches of clearance between the gripping surface and the adjoining surface? <b>Yes/No</b>	
7f	If the handrail is circular, is the diameter between 1.25 inches and 2 inches? <b>Yes/No/NA</b>	
7g	If non-circular, is the handrail perimeter between 4 inches and 6.25 inches, and the diameter less than 2.25 inches? <b>Yes/No?NA</b>	<b>SR7g</b>
8	If ramp rise is greater than 6 inches or there is a drop off greater than 0.5 inches within 10 inches of the landing, edge protection must be provided. Does the surface of the ramp extend at least 12 inches beyond the inside face of the handrail OR is there a curb or barrier that prevents passage of a 4 inch diameter sphere? <b>Yes/No/NA</b>	<b>SR8</b>

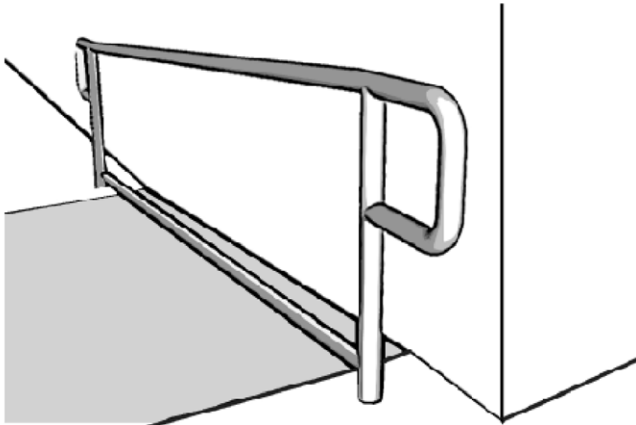
### SR1



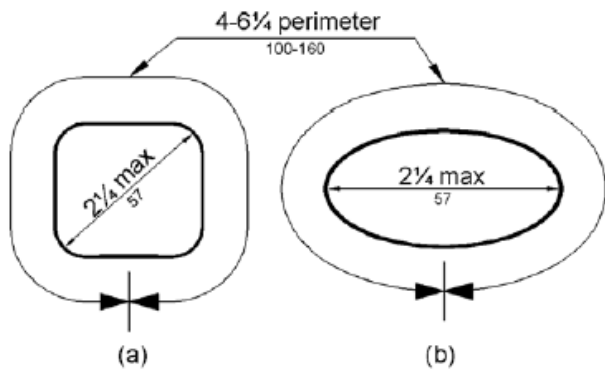
### SR6a-6b



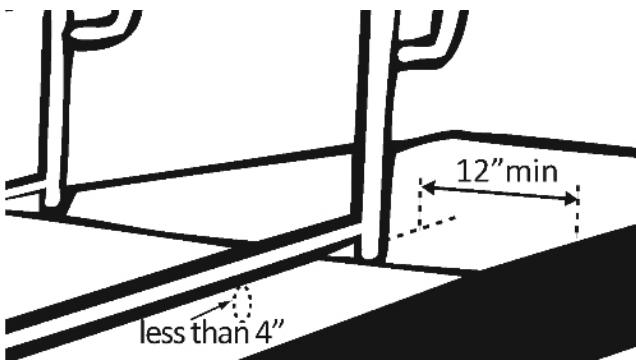
SR7a



SR7g



SR8



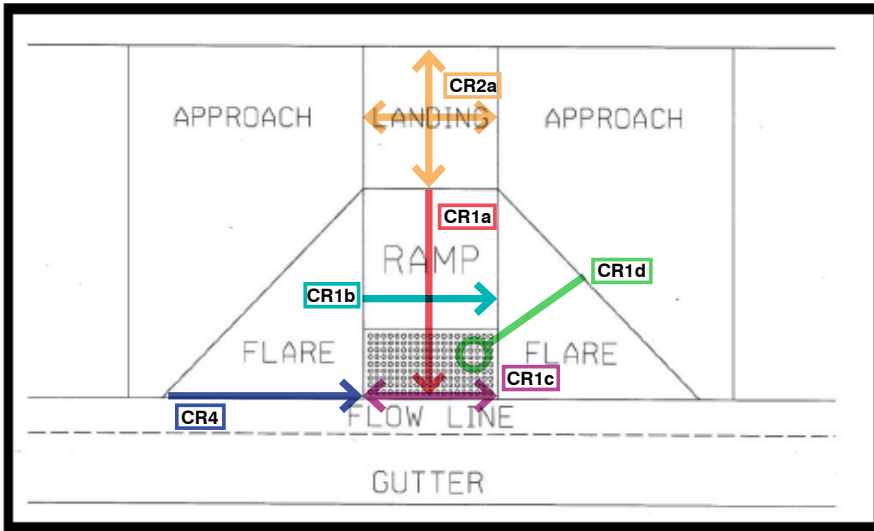
## Curb Ramp

### General Guidance

- » Place a data point on the location of the curb ramp. If multiple curb ramps are located in a relatively small area, be sure that points do not overlap and that it is obvious which data point corresponds to each ramp.
- » If more than one path ties into the same curb ramp, evaluate the landing on both paths.

#	Expanded Question	Figures
1	If the sidewalk/trail crosses a curb, is there a curb ramp? <b>Yes/No</b>	
1a	Is the running slope of the curb ramp no steeper than 1:12 (8.3%), i.e. for every inch of height change there are at least 12 inches of curb ramp run? <b>Yes/No</b>	<b>CR1a</b>
1b	Is the cross slope of the ramp, excluding flares, no steeper than 1:48? <b>Yes/No</b>	<b>CR1b</b>
1c	Is the curb ramp, excluding flares, at least 48 inches wide? <b>Yes/No</b>	<b>CR1c</b>
1d	Are detectable warnings present? <b>Yes/No</b>	<b>CR1d</b>
1e	Do the detectable warnings (in good condition: not broken, busted or sheared off) extend the full width of the curb ramp, excluding flared sides? <b>Yes/No</b>	
2	If the slope of the ramp exceeds 5% or there is a change of direction in the PAR, is there a landing? <b>Yes/No/NA</b>	
2a	Is the landing at least 48 inches long by 48 inches wide? <b>Yes/No</b>	<b>CR2a</b>
2b	Is the landing level (slope no greater than 1:50 in all directions)? <b>Yes/No</b>	
3	If the PAR passes through any curb ramp flare, are the slopes no greater than 10%? <b>Yes/No/NA</b>	<b>CR3</b>

CR1a-d & CR2a



CR3

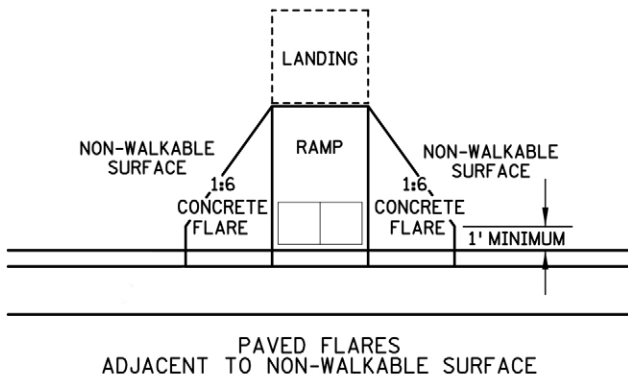


Photo Credit: MnDOT Standard Plan 5-297.250

**General Guidance**

» Place a data point on the location of the push button station or signal pole. If multiple push buttons are located in a relatively small area, be sure the points do not overlap and that it is obvious which data point corresponds to each push button.

#	Expanded Question	Figures
1	Is a pedestrian indication present? <b>Yes/No</b>	
1a	Is an Accessible Pedestrian Signal (APS) present? APS signals include audible signals (using a tone or spoken indicator) and tactile signals (vibrating raised arrow in direction of travel and braille symbols for street names). <b>Yes/No</b>	
1b	Is the push button station located within 5 feet of the projected outside edge of the crosswalk? <b>Yes/No</b>	<b>A1b</b>
1c	Is the push button face oriented parallel with the crosswalk? <b>Yes/No</b>	
1d	Is there a level landing (slope no steeper than 1:50 in all directions) that is at least 48 inches long by 48 inches wide adjacent to the push button? <b>Yes/No</b>	<b>A1d</b>
1e	Is the push button station located between 1.5 feet and 10 feet from the back of curb (measured in the direction of travel)? <b>Yes/No</b>	<b>A1e</b>
1f	Is there at least 10 feet of separation between audible push buttons? <b>Yes/No</b>	<b>A1f</b>
1g	Is the push button mounted at a height of approximately 42 inches but not greater than 48 inches above the sidewalk surface? <b>Yes/No</b>	<b>A1g</b>
2	Is a 4 foot PAR (Pedestrian Access Route) with a 2% max cross slope maintained? <b>Yes/No</b>	

A1b-g



Photo Credit: MnDOT ADA Training

## Parking Lot

### General Guidance

- » Establish a data point at the approximate center of the parking facility.
- » Parking stalls should be counted to the whole number.
- » Be sure to assess the PAR from the parking lot to the building.

#	Expanded Question	Figures
1	Are accessible spaces provided? <b>Yes/No</b>	<b>PL1</b>
1a	How many total parking spaces are provided?	
1b	How many accessible parking spaces are provided?	
1c	Are all accessible spaces at least 8 feet wide? <b>Yes/No</b>	<b>PL1c</b>
1d	Are the accessible spaces located on the shortest possible accessible route to the building or facility entrance? <b>Yes/No</b>	
1e	Is the slope of the accessible parking space not greater than 2% in all directions? <b>Yes/No</b>	
1f	Are accessible spaces identified with the International Symbol of Accessibility (ISA) symbol on a permanent sign mounted at least 60 inches from the ground to the bottom of the sign? <b>Yes/No</b>	
1g	Are accessible spaces identified with the International Symbol of Accessibility Parking Space Marking? <b>Yes/No</b>	
2	Of the accessible spaces, is at least one in 6 van accessible, having a minimum vertical clearance of 98 inches? If the parking spaces are slanted, is the access aisle on the passenger side of the van accessible space? <b>Yes/No</b>	<b>PL2</b>
3	Are access aisles provided adjacent to accessible parking spaces? Accessible parking spaces may share an 8 foot accessible aisle. <b>Yes/No</b>	
3a	Are access aisles at least 8 feet wide? <b>Yes/No</b>	<b>PL3a</b>
3b	Are access aisles adjacent to an accessible route? <b>Yes/No</b>	



3c	Do access aisles not overlap with the vehicular way? <b>Yes/No</b>	
3d	Are access aisles marked to discourage parking in them? <b>Yes/No</b>	
3e	Is there a permanently mounted "No Parking" sign centered at the head of the access aisle? If that sign would obstruct a curb ramp or pedestrian route, is "No Parking" painted on the access aisle surface? (The sign may also be posted on a building at the head of the access aisle as long as it's not more than 8 feet away. <b>Yes/No</b>	
3f	Is the slope of the access aisle not greater than 2% in all directions? <b>Yes/No</b>	
4	Are van accessible spaces identified with the ISA plus "van accessible" on a sign mounted at least 60 inches from the ground to the bottom of the sign? <b>Yes/No</b>	

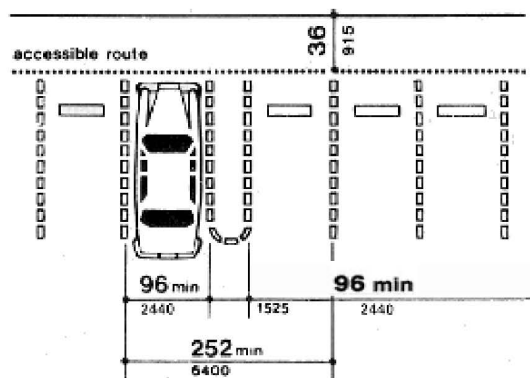
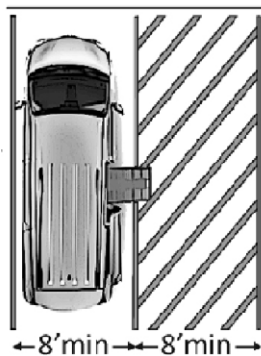
**PL1 & PL2**

Total Spaces	Accessible Spaces
1 - 25	1
26 - 50	2
51 - 75	3
76 - 100	4

\*For every 6 or fraction of 6 parking spaces required by the table, at least 1 should be a van accessible space.

100+ see 2010 Standards 208.2

**PL1c & PL3a**

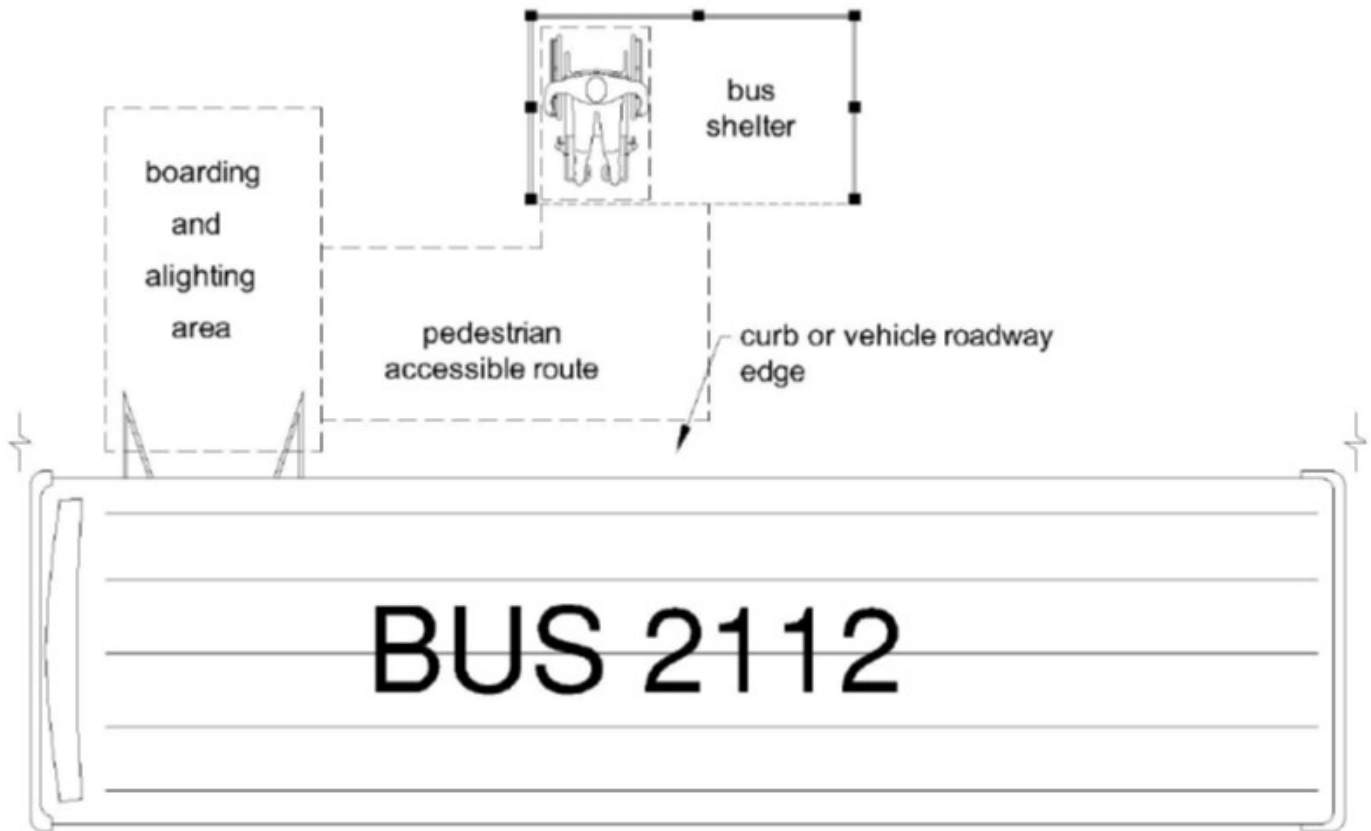


## On-Street Transit Facility

#	Expanded Question	Figures
1	Is there an accessible route between bus stop and streets, sidewalks, or pedestrian paths? <b>Yes/No</b>	
2	Is there a bus boarding and alighting area? <b>Yes/No</b>	
2a	Is the surface of the route free of hazards (loose or broken concrete/bituminous) or obstacles (light poles or pedestals) that could cause a trip, slip or fall? <b>Yes/No</b>	
2b	Is the area at least 96 inches long, perpendicular to the roadway, from the curb or road edge? <b>Yes/No</b>	
2c	Is the area at least 60 inches wide, parallel to the roadway? <b>Yes/No</b>	
2d	Parallel to the roadway, is the slope the same as the roadway, to the maximum extent possible? <b>Yes/No</b>	
2e	Perpendicular to the roadway, is the slope not greater than 2%?	
3	Is there a bus route sign? <b>Yes/No</b>	
3a	Does the sign have a non-glare finish? <b>Yes/No</b>	
3b	Are characters in conventional form: no italic, oblique, scrip or highly decorative fonts with visual contrast between characters and background? <b>Yes/No</b>	
4	Is a bus shelter provided? <b>Yes/No</b>	
4a	Is the bus shelter connected by an accessible route to the bus boarding and alighting area? <b>Yes/No</b>	
4b	Is a clear floor space of at least 30 inches by 48 inches provided entirely within the shelter? <b>Yes/No</b>	
4c	Is one side of the clear floor space adjacent to the PAR? <b>Yes/No</b>	
4d	Is the clear floor space stable, firm, and slip resistant with no changes in level >0.25 inches? <b>Yes/No</b>	

4e	If the clear floor space is confined on any of the three sides, is the width at least 36 inches for the front approach or length at least 60 inches for the parallel approach? <b>Yes/No/NA</b>	
5	Is the shelter/stop on the same side of the street as the bus travels along the route? <b>Yes/No</b>	

**On-Street Transit Facility**



## At Grade Railroad Crossing

#	Expanded Question	Figures
1	Is a minimum continuous and unobstructed clear width of 48 inches maintained through the crossing? <b>Yes/No</b>	
1a	Is the cross slope of the PAR no greater than 2%? <b>Yes/No</b>	
1b	Is the surface of the PAR level and flush with the top of the rail at the outer edges of the rail? <b>Yes/No</b>	
1c	Is the flangeway gap (the opening for wheel flanges) no greater than 3 inches? <b>Yes/No</b>	
2	Are detectible warnings located present? <b>Yes/No</b>	
2a	Are detectible warnings located at least 12 feet but not greater than 15 feet from the nearest rail (measurement taken from the nearest edge of detectible warning to the centerline of the nearest rail)? <b>Yes/No</b>	
2b	If pedestrian gates are provided, are detectible warnings located 2 feet from the approaching side of the gate arm? <b>Yes/No</b>	
2c	Do the detectible warnings (in good condition - not broken, busted or sheared off) extend the full width of the walk or trail? <b>Yes/No</b>	
3	Does the crossing surface extend at least 2 feet past the outside edge of the sidewalk or trail? <b>Yes/No</b>	

---

# Chapter 2 Moorhead ADA Data Collector App Manual

Create Map  
Collecting Data  
Lessons Learned

## Create Map

---

As part of the Moorhead ADA Transition Plan, the City of Moorhead and SRF Consulting Group, Inc. have developed a GIS database of all ADA facility locations within city owned right-of-way. The purpose of the GIS database is to keep an inventory of all existing ADA locations with the ability to update the existing ADA locations while also having the capability of adding future locations to the database when construction projects occur. A map was created using ArcGIS Online and data collection was performed by downloading the ESRI Collector for ArcGIS App onto a smartphone or tablet in the field.

ArcGIS Online is a cloud-based mapping application for creating and sharing. Online is great for general reference and for accessing SRF-created content from remote locations with internet access or in mobile apps.

This field manual provides step by step directions in creating an online map, sharing the map, installing and signing into the app and collecting data.

### Create a map

#### Start New Map

1. Open a web browser or your organization's home page.
2. Sign Into organization's home page
3. Click Map
4. Zoom to Moorhead, MN (using the Find address or place box can speed up this process)
5. In the Basemap tab, select a basemap for project (suggest using Imagery)

#### Add Layers to the map

1. Click Add and Search for Layers
2. Find data layer in My Content drop down list
3. Click Add on the desired layer to add to the map
4. Repeat as necessary
5. Click Done Adding Layers when complete

#### Saving the Map

1. Click Save (Save Map dialogue box appears)
2. Provide Map Title, Tags, Summary and Folder Location
3. Click Save Map

#### Share the Map

1. On items details page, select Overview tab and click Share
2. On the Share dialog box, select check boxes of groups you would like to share map with

### Signing into App

1. Start Collector on mobile electronic device
2. Sign into company/city account
3. Find your map by selecting Moorhead ADA Collection map card

## Using a Smartphone or Tablet

### Opening the map

1. Install Collector for ArcGIS from Windows Store, Google Play, App Store or Amazon if you don't already have it on your smartphone or tablet.
2. Start the app
3. Select Try Collector
4. In the Filter Maps box, type Moorhead ADA Collection to filter the sample maps
5. Select the Moorhead ADA Collection map card

### Collect ADA location

1. In the Collect New (+) tab, select one of the seven (7) feature classes to create an ADA location.
2. An intelligent data entry form is displayed in a panel. Predetermined questions authored by the City of Moorhead and SRF Consulting Group, Inc. will display. The questions are tailored to specific feature classes.
3. Answer each feature class question.  
The location of the ADA facility has already been set based on the collector's location. A poor location accuracy message may pop up. You can adjust your required location accuracy. Select Settings and type a number in the text box under the Location accuracy section. The accuracy can be set with range of the required accuracy. Select Close when finished.

### Update Existing ADA location

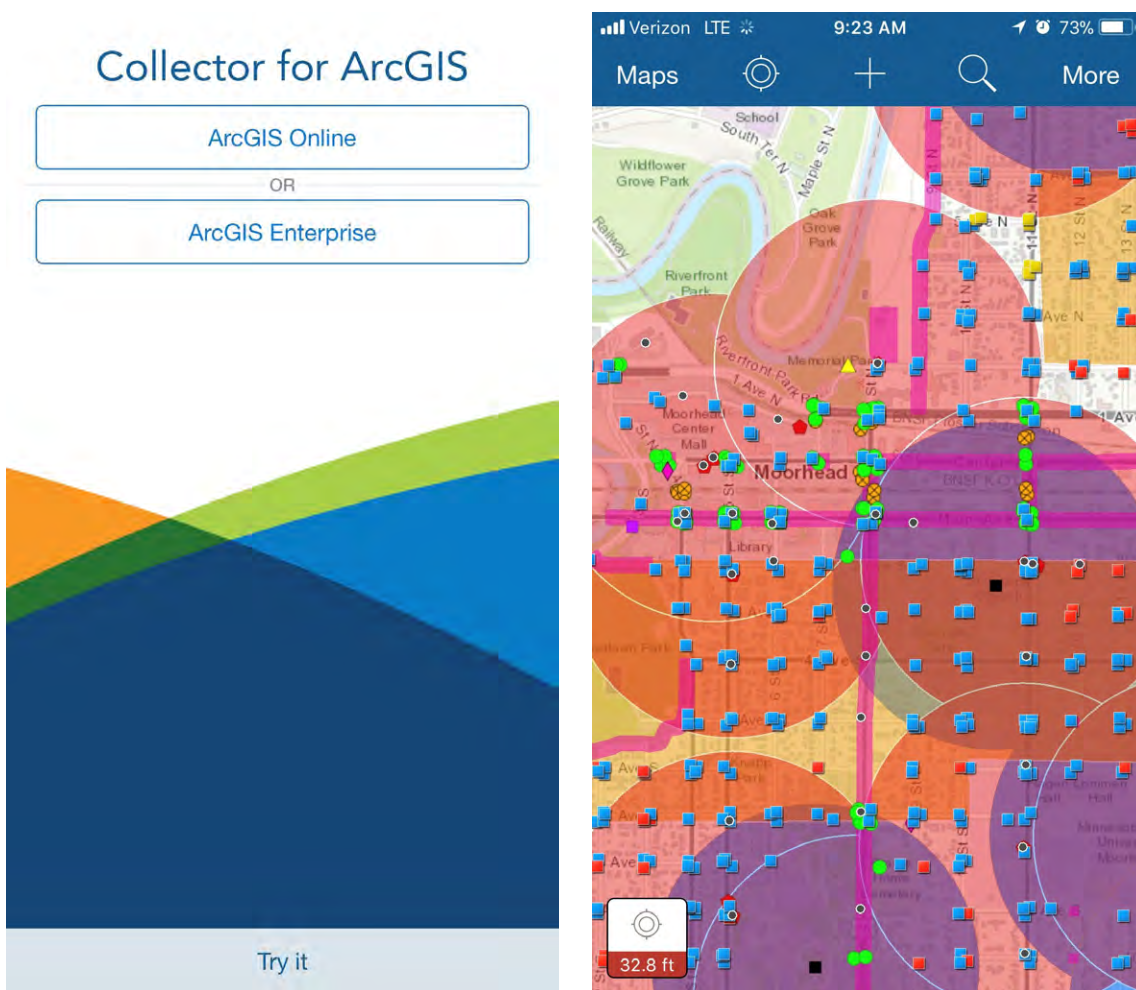
1. Edit an existing location, select the specific feature class point to edit.
2. The selected feature class point is displayed at bottom of page.
3. Select the detail tab.
4. Select Edit
5. Update existing location feature class questions.
6. Select Update

## Collecting Data

### Add a photo

1. Select Attachments. The attachment page will open.
2. Select Add. Choose between: Take Photo or Video or Choose From Library
3. Select Take Photo or Video.
4. Take a photo of the damage.
5. If satisfied with photo, select Use Photo; otherwise select Retake for a new photo. When a photo has been accepted, the Attachments page shows the photo.
6. Select Done to add attachment. The Attributes table will appear and the photo is now ready to be added to the location.

The Moorhead ADA Collection map includes seven (7) feature classes, priority areas & locations and engineering projects since 2015. The following chart identifies point, area and line features used to develop the map.

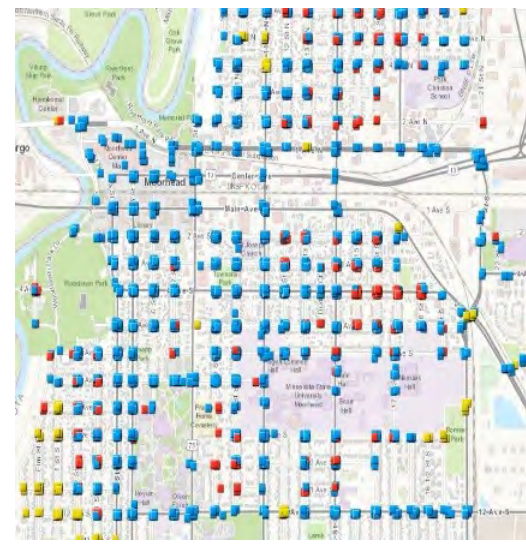


*App interface*



**Point Features**

Curb Ramps (feature class)



**Curb Ramps**

- Yes
- No
- Other

At-grade Railroad Crossings (feature class)



**At-Grade Railroad Crossings**



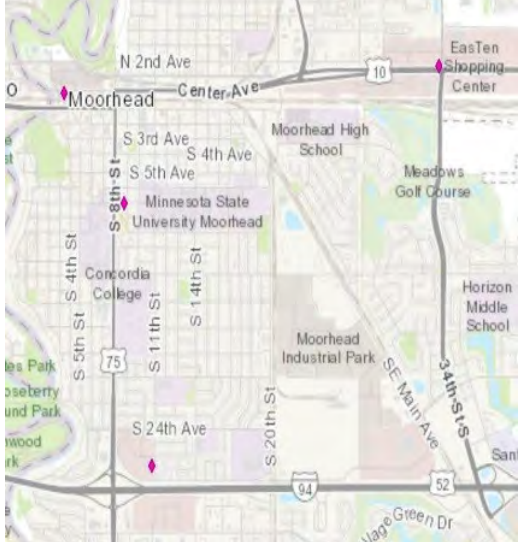

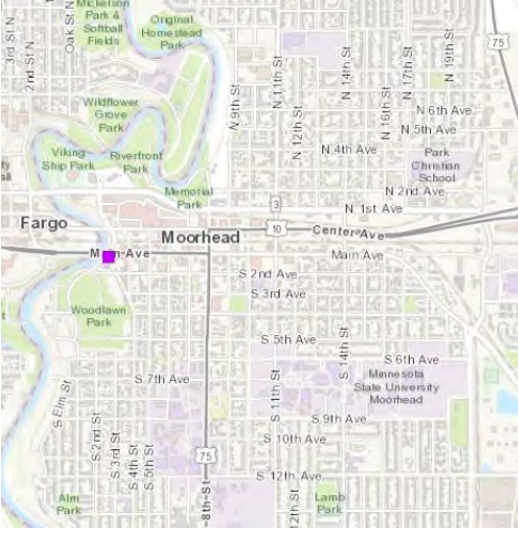






City Park Parking Lots (feature class)

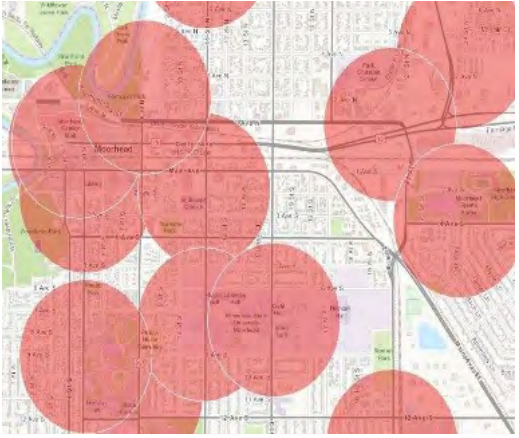

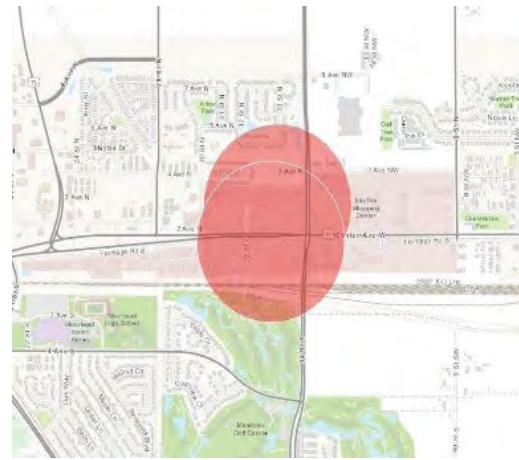

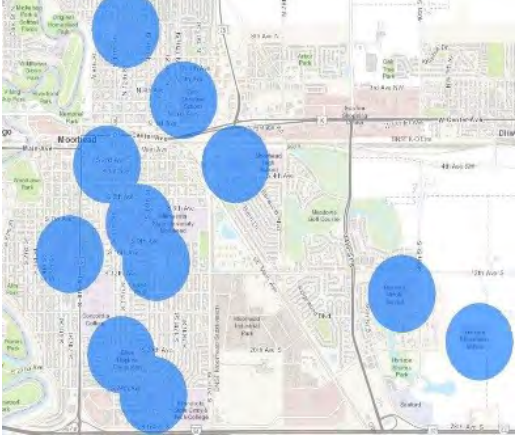



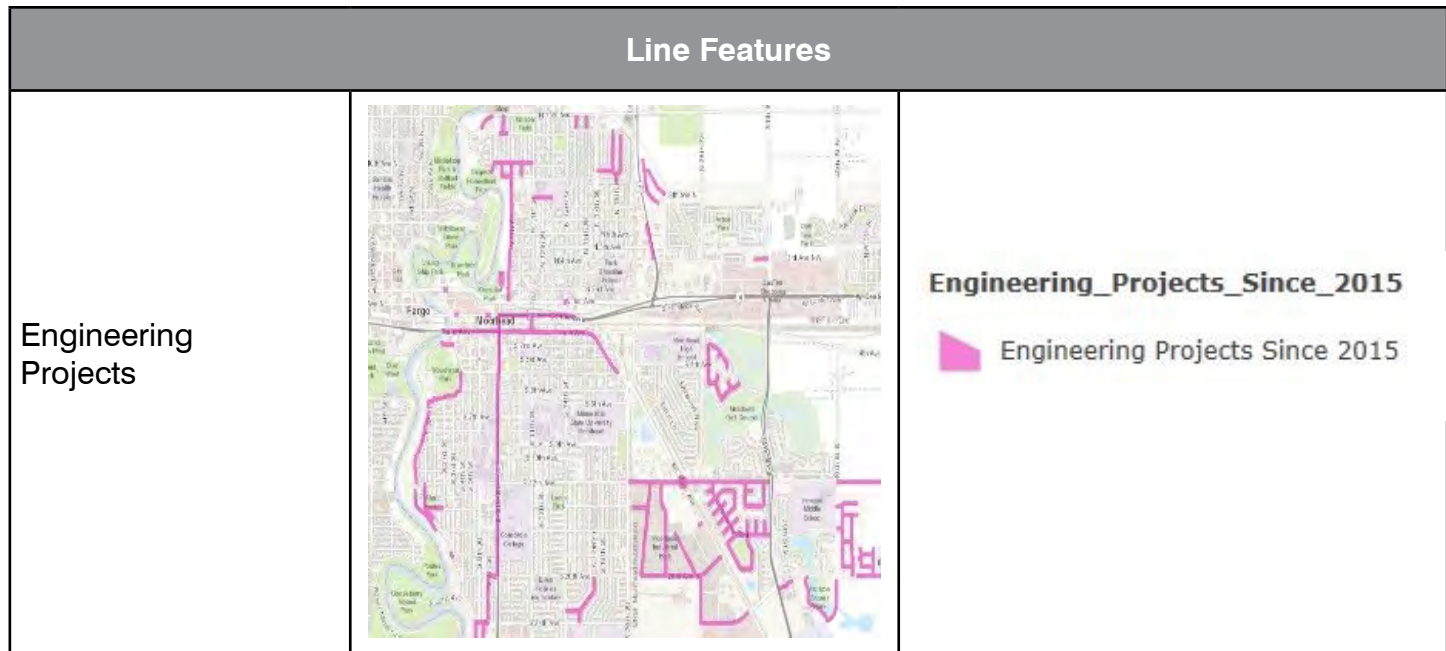
**Parking Lots**



<p>Accessible Pedestrian Signals (feature class)</p>		<p><b>Accessible Pedestrian Signals</b></p> 
<p>Sidewalks (feature class)</p>		<p><b>Sidewalks</b></p> 
<p>Sidewalk Ramps (feature class)</p>		<p><b>Sidewalk Ramp</b></p> 

<p>On-Street Transit Facility (feature class)</p>		<p><b>On-Street Transit Facilities</b></p> 
<p>Transit Signs</p>		<p><b>New_Transit_Signs - true_timestops_all_moorhead</b></p> 
<p>Priority Facilities</p>		<p><b>Priority Facilities</b></p>  <p>Priority Facilities</p>

Priority Area Features		
<p>Transit Shelter 1.5 Mile Buffer</p>		<p><b>Bus Shelter 1.5 Mile Buffers</b></p> <p> Bus Shelter 1.5 Mile Buffer</p>
<p>Transit Hub 1.5 Mile Buffer</p>		<p><b>Transit Transfer Hub 1.5 Mile Buffers</b></p> <p> Transit Transfer Hub 1.5 Mile Buffer</p>
<p>School 1.5 Mile Buffer</p>		<p><b>Facility_Schools_Buffer</b></p> <p> School 1/4 Mile Buffers</p>



### Lessons Learned

1. We found it useful to have a broom with us so we could sweep away debris in our way such as rocks, leaves, sticks, and snow.
2. Using the ArcGIS Collector App on our phones was a lot easier to use than the tablets. We could put the phones in our pocket as we walked to the next location.
3. Using a pen with a stylus tip helped a lot when it was cold outside. We could keep our gloves on while using the stylus instead of repeatedly putting on and taking off a glove to operator the phone screen.
4. Having the locations predetermined on the map helped as we could then plan our route in each area. Also, having the ability to add locations on the map while out in the field that may have not of been on the map was helpful.
5. It was nice that each location that we did would change colors on the map so we knew that we had already been there.
6. Having the ability to take pictures on the ArcGIS Collector App and having them attach to the location was very convenient.
7. Having 2 people doing this seemed to be very efficient. 1 person doing the measuring while the other 1 is inputting the information into the ArcGIS Collector App.
8. Easier to complete pedestrian signal evaluation at the same time as the curb ramp evaluation to save time.
9. Add specifics in the notes section on what is out of compliance.



*SRF Consulting Group team members collected data using electronic tablets (Microsoft Surface) and cell phones (Samsung & Apple).*