



Grand Forks - East Grand Forks Metropolitan Planning Organization

Agenda

TECHNICAL ADVISORY COMMITTEE MEETING **WEDNESDAY, SEPTEMBER 12TH, 2018 – 1:30 P.M.** **EAST GRAND FORKS CITY HALL TRAINING CONFERENCE ROOM**

MEMBERS

Kadrmass/Lang _____	Laesch/Konickson _____	West _____
Ellis _____	Johnson/Hanson _____	Magnuson _____
Bail/Emery _____	Kuharenko/Williams/Yavarow _____	Sanders _____
Gengler/Halford _____	Bergman/Rood _____	Christianson _____
Riesinger/Audette _____		

1. CALL TO ORDER
2. CALL OF ROLL
3. DETERMINATION OF A QUORUM
4. MATTER OF APPROVAL OF THE MINUTES OF THE TECHNICAL ADVISORY COMMITTEE
 - a. July 27th, 2018 Technical Advisory Committee Special Meeting Minutes
 - b. August 15th, 2018 Technical Advisory Committee Meeting Minutes
5. MATTER OF APPROVAL OF THE DRAFT RFP FOR THE SKEWED INTERSECTION STUDY..... KOUBA
6. MATTER OF EGF ADA TRANSITION PLAN UPDATE..... KOUBA
7. MATTER OF DOWNTOWN TRANSPORTATION STUDY UPDATE..... HAUGEN
8. MATTER OF MN 220 NORTH STUDY RFP UPDATE..... VIAFARA
9. MATTER OF 2045 STREET/HIGHWAY ELEMENT UPDATE HAUGEN
 - a. Performance Measure/Targets
 - b. Future Bridge Information
10. OTHER BUSINESS
 - a. 2018 Annual Work Program Project Update
 - b. UPWP Project Solicitation
 - c. T.I.P. Project Solicitation
11. ADJOURNMENT

ANY INDIVIDUAL REQUIRING A SPECIAL ACCOMMODATION TO ALLOW ACCESS OR PARTICIPATION AT THIS MEETING IS ASKED TO NOTIFY EARL HAUGEN, MPO EXECUTIVE DIRECTOR AT (701) 746-2660 OF HIS/HER NEEDS FIVE (5) DAYS PRIOR TO THE MEETING. ALSO, MATERIALS CAN BE PROVIDED IN ALTERNATIVE FORMATS: LARGE PRINT, BRAILLE, CASSETTE TAPE, OR ON COMPUTER DISK FOR PEOPLE WITH DISABILITIES OR WITH LIMITED ENGLISH PROFICIENCY (LEP) BY CONTACTING THE MPO EXECUTIVE DIRECTOR (701) 746-2667 FIVE (5) DAYS PRIOR TO THE MEETING.

**PROCEEDINGS OF THE SPECIAL
TECHNICAL ADVISORY COMMITTEE
Friday, July 27th, 2018
East Grand Forks City Hall Training Conference Room**

CALL TO ORDER

Earl Haugen, Executive Director called the July 27th, 2018, Special meeting of the MPO Technical Advisory Committee to order at 8:10 a.m.

CALL OF ROLL

On a Call of Roll the following members were present: Michael Johnson, NDDOT-Bismarck (Via Conference Call); David Kuharenko, Grand Forks Engineering; Brad Gengler, Grand Forks Planning; Jesse Kadrmaz, NDDOT-Local District; Steve Emery, East Grand Forks Consulting Engineer; Richard Audette, Airport Authority; and Rich Sanders, Polk County Engineer (Via Conference Call);

Absent were: Nels Christianson, Dustin Lang, Darren Laesch, Dale Bergman, Brad Bail, Lane Magnuson, Ryan Riesinger, Stephanie Halford, Ryan Brooks, Paul Konickson, Ali Rood, Stacey Hanson, Mike Yavarow, and Nancy Ellis.

Staff present: Earl Haugen, GF/EGF MPO Executive Director; Jairo Viafara, GF/EGF MPO Senior Planner; Teri Kouba, GF/EGF MPO Senior Planner; and Peggy McNelis, GF/EGF Office Manager.

Guests present: Les Noehre, NDDOT-Local District; Al Grasser, Grand Forks Engineering; Jane Williams, Grand Forks Engineering; Mary Karlsson, Kimley-Horn; Brandon Bourdon, Kimley-Horn; Scott Mareck, WSB; and James Kiedrowski, KLJ.

DETERMINATION OF A QUORUM

Haugen declared a quorum was present.

MATTER OF 2045 STREET/HIGHWAY ELEMENT UPDATE

Haugen reported that the agenda today is to give you an update where they are at with the Street and Highway Plan Elements. He said that they are trying to focus a lot of their time on the Universe of Projects; and they think they finally have a comprehensive list.

Haugen commented that, as you can tell, a few entities did give us updated lists within the last couple of weeks so we will spend a little time going over those. He added that now that we have, we think, a list; and we also have what we think are the financial revenue forecasts we can do our first attempt at fiscal constraint.

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Friday, July 27th, 2018**

Haugen stated that many of the entities gave us an idea of what the project timeline would be so we have some update to the timeband.

Haugen said that the last item is introducing a tool that we are developing to help us somewhat prioritize the projects, and Kimley-Horn will go over that information. He added that it is a tool that they are building off of how we score T.I.P. projects.

Haugen stated that the first thing we will do is to update everyone on the Universe List of Projects. He added that you have three entities that gave us updated lists; the District, State of North Dakota, East Grand Forks and Grand Forks County. He asked if staff was going to lead on this. Bourdon responded that he thinks staff can discuss a little bit of what the changes were.

Mareck added that NDDOT sent them a new list a week or two ago so they removed all of the previously provided projects by NDDOT, and added in the updated projects, which he believes are all state of good repair projects. He said that, similarly for Grand Forks County there were state of good repair projects that were provided, and he doesn't believe you previously had a state of good repair for Grand Forks County so those were added; and for the City of East Grand Forks we also had a number of state of good repair projects that were provided that were added to the list. Haugen asked if he had the capability to show those updated totals. Mareck responded that for each of the tabs he could go over them. He added that he thought they were on the tool, but he will have to pull them up. Haugen said that we will need to have that spreadsheet distributed, but it could be in the toolbox that we are distributing after today's meeting, all those projects that were added. Bourdon stated that the projects are all incorporated into this sheet, Scott added them and they then incorporated the prioritization tool so they are all on the spreadsheet in as shown on the screen.

Mareck stated that he could go over the tools if you want. Haugen responded, yes, that he thinks we just need to know how it basically just changes the state of good repair and a bit of the discretionary.

Mareck referred to the spreadsheet and went over it briefly:

- 1) Safety is at \$18 million
- 2) Multimodal is at \$31 million
- 3) State of Good Repair is at \$356 million
- 4) Discretionary (a catch all for everything else) is at \$379 million

Haugen commented that he noticed on the spreadsheet when going over it last night that some of these additional projects might not have all the information on them. He said that he noticed that, for instance on the North Dakota list, MnDOT gave us projects on two bridges. Mareck responded that there is some data missing on a number of projects, so at some point we need to work through how to obtain that data. Haugen commented that he would guess for the two bridges we would take the MnDOT estimate and divide by two to plug into the North Dakota side.

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Friday, July 27th, 2018**

Haugen stated that, just to have a little discussion, when we get to the fiscal constraint, you will see that, at least when he did it last night and it was the first time looking at this so he didn't have this information to share, but it seems like NDDOTs projects compare to 2040 seem to be similar project types but the costs are substantially less, have you had a chance or sense of comparing the project costs at all. Noehre responded that he sent the latest update of their project cost history, so that is what they are using. He said that five years ago was at the height of the oil boom, when everything was higher, but since then things have come down and you can compare them one to the other, but you have the tool that he used to cost estimate. Haugen responded that he did get that cost estimate, it is just surprising the change of the cost total.

Haugen said that the next step is to send out this tool, and in the tool are all the projects now, and to try to finalize the missing data cells, so one last review by everyone would be appreciated. He added that there aren't very many and you probably just solved two of the missing cells. Noehre stated that he didn't add in the bridge work dollars because you already have them.

Haugen stated that the next step would be to discuss the fiscal constraint analysis, is that right; or go over the tool? Karlsson responded that she thinks we, in terms of fiscal constraint this has not changed from your previous meeting where Mr. Haugen presented this, so the numbers in front of the slashes indicate dollars by timeband; so, for example, for HSIP in North Dakota there is \$3 million dollars available for 2023 through 2027, and then \$7 million dollars for 2028 through 2037, and \$7 million dollars for 2038 through 2045. She explained that this information, again, that previously, they have it broken out by program and by State, so what is on the screen right now is North Dakota, and then on the next slide is Minnesota.

Karlsson referred back to the slide showing North Dakota and said in comparing that to what is in the spreadsheet, they are looking at, for HSIP in North Dakota, a total of \$12 million dollars of projects identified for the full timeframe. She stated that if we do look at by timebands it far exceeds the \$3 million dollars that is available in the first five years. She commented if we do that same analysis for Minnesota, we have the same findings in that it exceeds the fiscal constraint for safety.

Karlsson stated that that is the kind of analysis that they will do for each program. She said that if we go to state of good repair we find a similar situation, but again acknowledging that, for example the Interstate Program can include more projects than just state of good repair.

Karlsson, referring to the spreadsheet, said to keep \$2 million, \$4 million, \$4 million in mind for Interstate; and then if we look at Interstate in North Dakota in the short range we are at a total of \$17 million dollars, again comparing that to the \$3 million; and then in the long range we are looking at a total of \$11 million dollars and again that is compared to the \$4 million dollars in funding available.

Haugen said he has a question for North Dakota; when we look at the Interstate Program, is some of that accessible to the Regional Program or is the Interstate completely separate and distinct from the revenue that is shown on the regional side, in other words can we combine the North Dakota Programs when we look at the District List. Noehre responded that Interstate and Regional funding cannot be combined.

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Friday, July 27th, 2018**

Noehre asked where they got the \$3 million, \$4 million, and \$4 million; is that what you came up with from your projections from previous TIPs. Haugen responded that that is correct. He added that they essentially they looked at our last eight years of T.I.P.s to what projects were funded from our programs, how we aggregated, giving an annual average from the programs. He said that for the Interstate they might have gone back more than eight years because there were fewer projects. He stated that that is essentially how they calculated the base amounts of revenue was going back to past history and what we received from those programs and used an average annual number with the exception of the Kennedy and Sorlie Bridge projects; currently the Kennedy is sort of an outlier, and in the end the Sorlie ended up being a lot less than the last plan assumed it would be. Karlsson commented that to get the Interstate funding they analyzed trips from 2012 through 2021, so they analyzed ten years of trips.

Grasser said that it sounds like we didn't just go back eight years, we went back in history and then also grabbed, maybe, projects that were programmed in the T.I.P.s, so we're looking at past and future for doing those averages. Haugen responded that that is correct, they are going with projects that are programmed in the T.I.P. as being reasonably expected to be included in our financial forecasting. Mary added that they looked at documents that have been adopted by the MPO. Grasser stated that the question he would have, the concern, if that would then capture the 32nd Avenue South HSIP project which he is interpreting is anonymously large dollar amounts, probably, compared to what we might normally see, so he is wondering if that isn't going to skew that number higher; it makes our problem worse, but 32nd is a big project and he isn't sure that will be repeated again.. Mary agreed, adding that, if you remember, we talked about that at our previous meetings and they removed that project so it is not in the revenue forecast. Grasser said that it is just hard to mentally get his head around what is in and what is out.

Haugen said, just to talk about the Interstate, when we saw the revenue forecast versus the project costs just keep in mind that those project costs are quite a bit less than they were in the current plan for the Interstate Program, or the Interstate Project Types. He added that it is good to know that we have lower costs but it is more humbling to see that the revenue is not reflecting the same good news.

Williams asked if this is total revenue that we are looking at now. Haugen responded that it is. Williams asked if the pedestrian and bicycle projects included in this. Haugen responded that the stand-alone TAP projects are not part of this financial report. Williams said, then that you are looking at all of the bicycle and pedestrian items to be TAP funding. Haugen responded that out of the Street and Highway Program there have not been any bike/ped projects funded so we aren't showing any in this Street and Highway Element.

Williams said she has a question for NDDOT; does any of the work that is listed in here include urbanization. Haugen responded that they do have a discretionary project for the mile between 55th and 69th on Gateway Drive, the rest of the work is basically state of good repair. Williams asked if those dollars include bicycle and pedestrian facilities. Haugen responded that he would defer to them, but they are using, there is a sheet that the NDDOT provides for mile costs for typical projects and he believes the one mile cost for an urban, he believes it is called Reconstruction Urbanization, is somewhere around \$9 million dollars, so that is inclusive of facilities. He added, though, that he doesn't know what has all been incorporated of that \$9

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Friday, July 27th, 2018**

million. Noehre commented that what is included in that \$9 million; you would have to go back and look at all those projects individual numbers they used because that is the average that has been used across the State.

Williams said, if you were scoping a project today, would it include the pedestrian and bicycle facilities. Noehre responded that he would say it is safe to assume that some of that stuff is in there, but it depends upon how much you wanted to add to it and go over that \$9 million. He said that the answer is “it depends” on if you want decorative lighting, sidewalks, paver stones instead of concrete, and all those kinds of things that will elevate those costs, so at some point you now that the sky’s not the limit. Williams stated that the reason she asks is because it lists separately in the bicycle and pedestrian plan in that same area of the Bicycle and Pedestrian Plan having a shared use path in there, and so what she was trying to wrap her head around is that she wants to make sure that we aren’t having a project in there twice; once in the Streets and once in the Bike/Ped Plans. Haugen responded that that is a good comment and they will keep track of it and make sure it doesn’t go through separate documents.

Noehre stated, going back to the Interstate, what was it, \$11 million over to 2045, if he remembers right was the forecast; it was \$3 million, \$4 million, and \$4 million. He asked if it would handle everything in the spreadsheet over that same period. Karlsson responded that in the long range does total \$11.30 million. Noehre said, then, that he would suggest that dollar amount is maybe somewhere in-between those two, probably won’t be exactly what is in the spreadsheet, but it is not going to be as low as what you have for an average cost.

Haugen said, back to just the Interstate, what was the short-term total cost estimate; and then the long-term, is that just the projects that were identified in the long-term time-band or is it that the total 2045 project. Karlsson responded that she hears two questions, and the answer to the first is that the short-range total is \$17.2 million dollars for the North Dakota Interstate; and the second question was if the long-range included all of the 2045 projects. Haugen said that the last question was you had mentioned \$11 million and long-term, it must have been just \$11 million on the long-term band. Karlsson responded that that is correct, just in the long-range band, it did not include the mid-range, did-not include the mid-term band, which she does think is important to keep in mind that there were no projects allocated or assigned to the mid-term band. Haugen said, then, that \$17 and \$11 equals \$28 million out of \$10 million revenue forecast, so there is a significant difference.

Haugen commented that part of the struggle with a tool and prioritizing is that there is a lot of financial gaps in some areas but then there is also a thing of performance targets that we’re setting; and trying to decipher the projects that are coming through that help us achieve those targets. He added that some of the targets are at a level where we probably would never get close to having a financial penalty imposed because of the target.

Haugen stated that just on the Interstate system those targets with paving conditions, and he believes, and Mr. Johnson would agree, were set at a point where they felt safe that they would never have to impose a penalty. He added that the only revenue that we have, is there guidance from headquarters on other ways, a difference between 10 and 28 in revenue forecast, using the

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Friday, July 27th, 2018**

forecasts so far. Johnson responded that there isn't, not really. He said that he isn't sure what the best way is to close that gap, and he didn't hear the entire conversation.

Haugen asked Ms. Karlsson to go over the regional system. He added that the revenue forecasts were the same, based on history. Karlsson asked if he wanted to look at the revenue as well. Haugen responded no, just give us the short-term cost estimates.

Noehre said that before we do that, the question is; what are we calling State of Good Repair, does it include 47th Avenue Interchange, or connect to 42nd. Haugen responded that it is just their pavement preservation projects. Noehre asked even if it is reconstruction, but not adding capacity it is a state of good repair. Haugen responded that that is correct.

Haugen commented that he thinks we are trying to get the financial sum or the cost estimates for the short-term on the regional side. He said that would finish all the rest of the NDDOT projects.

Karlsson stated that there are some projects that could be funded using multiple sources, so some of those are a combination of Urban Local Road and Urban Regional. She asked if she should go over all those projects that can be funded from multiple sources, or do you just want me to look at those that are only eligible for Urban Regional. Haugen responded that it would be the NDDOT projects, the State Highway System, so just the Urban Regional Program.

Karlsson referred to the spreadsheet and commented that for Urban Regional not all of the projects have not been assigned to a time-band so they have not been able to inflate those dollars so what is shown in the report here are uninflated 2018 dollars. Haugen commented that NDDOT did provide us the year for each of their programs. Karlsson said that starting with just the NDDOT projects by time-band, for short-range we are looking at \$8.8 million dollars; for mid-range we are looking at a total of \$31.8 million dollars, and then for long-range we are looking at a total of \$5.3 million dollars. She added that it does appear that there are three projects that have not been assigned to time-bands for regional. Haugen commented that the bottom two are the two bridges and we did have a meeting on how to assign those, both agencies would share half of the cost of both. Haugen said that the third project is a mill and overlay project 8 miles east of Grand Forks to 2 miles west of Columbia Road, so that is 55th Street westward.

Karlsson reiterated that the short-range was \$8.8 million, the mid-range was \$31.8 million, and the long-range was \$5.3 million; and again no estimates with those last three projects. She stated that if we look at Urban Regional we have \$16 million in the short-range, \$37 million in the mid-range, and then \$36 million in the long-range, so if there are no additional projects beyond state of good repair; state of good repair does not max out the funding available if they are in the Regional Program. Haugen commented that was why he asked his urban question of whether we could combine the Interstate and Regional pot, because we are short of projects on this first cut of fiscal constraint on the Regional side, strong on projects on the Interstate side in the timebands. Noehre said to just count on getting more Interstate dollars, and somehow it helped them; but going back to that other one in the spreadsheet it did have a year in there of 2021, but he doesn't remember if he put a cost in for it or not but you have to figure out where the distance

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Friday, July 27th, 2018**

is between 69th and where the MPO boundary is. Haugen stated that the 2021 project is in our T.I.P. section so this spreadsheet has a future project.

Haugen stated that, again, we will be sending out this spreadsheet for that one last look. He said that they think they have everyone's list, but there are still some gaps that need to be addressed.

Grasser said he might be jumping ahead, but if he remembers right we are accepting a LOS D on our roadways, and as he recalls we had a number of potential grade separation projects on Highway 2 that would be under the Regional Program and talked about now. He asked how state of good repair relate to LOS, is there a point when you get past a LOS D that state of good repair monies will come into play in order to remedy that capacity constraint or will those dollars have to come out of a different program, or do just assume we run everything down to gridlock. He said that he is just trying to understand where capacity improvements come into the state of good repair. Haugen responded that they come in after we have shown that we have a financial capability of adding capacity to raise the LOS. He stated that this is the guidance we got in our last plan, but they haven't asked if it needs to be revised or changed or if it is the same guidance, but if we are doing a reconstruction then we address the capacity issue with that project; if we are doing just a mill and overlay or a concrete panel replacement, etc., then we aren't addressing capacity and are just doing pavement work. He added that he believes that is what we've heard when we ask about cost estimates; and we've talked about the reconstruction that's cost \$9 million dollars on the urban system because they are counting forward, and it is a bigger project, it isn't just a simple reconstruction curb to curb, it includes those other components that are substandard or missing and need to be addressed. Noehre commented that those are right of way to right of way, not curb to curb, in both directions.

Haugen stated that so far on the regional side you can see that there is a lot of revenue that is left on the table with the current scope of work for the state of good repair, but on the other side we have an interstate system that has a lot of work with little revenue; and they are both almost all of the State Highway System and that National Highway System, with a few exceptions, so those would be the ones that probably would get our first financial resources that are available to make sure that they are state of good repair.

Johnson commented that, thinking about the interstate system, and correct him if he is wrong, and the need that is going out in terms of our not having a lot of projects over the past six or so years that's why everyone is showing a revenue of \$10 million, but there is \$289 million dollars in need because of the life cycle; and while the interstate pavement lasts so much longer it almost takes a long range plan and a half horizon before we have to fully get back into it, so he thinks there is probably a reasonableness to assume a higher revenue number now, how we get to that number is maybe up for discussion yet, but he will visit with their programming staff and show the numbers and the timelines that Mr. Noehre has laid out in his spreadsheet and see if they are comfortable with a higher number that we can use with more confidence. He said that he understands what you are saying, historically the two pots have been separate; Interstate and Interstate funding from the rural side of the program, and Urban Regional is from the Urban side of the program too, so that the desire would be to continue to keep those separate from a programming standpoint, so he will look into this some more to see if he can get a better number for you.

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Friday, July 27th, 2018**

Haugen asked, just to clarify or verify, even though in the FAST ACT is doesn't have a separate Interstate Program, as far as appropriations; NDDOT will continue to have a separate Interstate Program just as you have created your own programs for Regional and Urban. Johnson responded that you're right in that it is still one pot of money, but they internally code them to keep track of them as part of IM verses NHPP verses Urban Regional or Urban Road, it is just an internal tracking and coding mechanism that they use, but you're right there is not a dedicated interstate line item anymore. He added that they are doing that today, he doesn't have any information or reason to believe that they will stray from that process or designation, so that is our best bet to continue that program.

Haugen said that this would be the time to ask Mr. Johnson about the Asset Management Plan and how that might address the timing of projects on the NDDOT assets. Johnson responded that that is a good question, but he isn't sure what the status of that work is at right now, it is being spearheaded and led by their Planning Division, and he knows that they have been working on this but he isn't sure where they are at, what they've shared with anyone at a higher level, but it hasn't working its way down to them yet. Haugen said that the essence of that is that it is a 10-year fiscally constrained Asset Management Plan, which would be helpful for the first ten years of this long range transportation plan at the MPO level. Johnson agreed, but said that he just doesn't know if they have gotten to that point yet, but he doesn't believe they have.

Haugen asked Ms. Karlsson to walk everyone through the East Grand Forks short-term, mid-term, and long-term versus the financial entity.

Karlsson reported that for East Grand Forks, they, again do not have all of the projects assigned to a timeband so there is that caveat. Haugen commented that he believes they did virtually all of them; he knows there is one that wasn't assigned a timeband but he thought they gave us timebands for the rest of them. Karlsson responded that it looks like there are at least two that are missing, and those are the Point Bridge east approach and then the River Road/U.S. #2 to 23rd Street N.W. Haugen said, again, last month they noticed that the River Road project is in the mid-term, they did provide us with that. He said that the Point Bridge project is the one that wasn't assigned a timeband, but that is most likely because they don't have a good idea of the timeframe for that project yet.

Grasser asked if on the Minnesota side do the regional dollars go into East Grand Forks or are we now talking only for local. Haugen responded that we are talking about only local City Subtarget. Grasser commented that for him it would be easier if he could compare interstate and regional on the North Dakota side and the regional on the Minnesota side, so are we going to go back and reconnect on the Minnesota regional side or is their program different. Haugen responded that their program is different. He explained that their Asset Management System is more advanced than the North Dakota side so they have already done their fiscal constraint of which projects they can finance so they basically have a ten year T.I.P. document, and that is what they have given us. He added that for the Kennedy and the Sorlie Bridge projects they have given us an estimate of follow up work to the work that is now being done so for the long range they have given us projects on which to focus. Grasser said that for 2045 then we would not be in line of the next planning horizon on the MnDOT side. Haugen responded that one the Minnesota side, on the Regional System on the State Highway System, they are identified

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Friday, July 27th, 2018**

through Asset Management work that needs to be done on their State Highway System. He added that they had a fiscally constrained program at Headquarters so the District Office provides a ten year improvement program, an improvement plan, so we have a number of projects that they have identified in that ten year period, and then to give us some sense of the longer terms, since they don't go past ten years at the District level, they've identified the two bridges in the longer term of our planning document to do work. Grasser said that the reason that process doesn't work on the North Dakota side is because we don't have asset management; because it seems like we are doing a ten year plan on one side and are trying to do a twenty-five year plan on the other. Haugen responded that we are trying to do a twenty-five year plan on both sides, the ten years on the Minnesota side is more defined through their long existing asset management process; where North Dakota is just introducing a fiscally constrained asset management plan because of the FAST ACT. He said that Minnesota has been there and done that for several years so they have a more refined system base to identify the projects, when and where and how they fit their financial resources, so we are doing a twenty-five year plan on both sides, one just has a more informed ten year period, but as we discussed North Dakota with its fiscally constrained asset management plan that is required, they will start having more informed ten year asset plans in the future.

Haugen reported that when we look at the revenue for East Grand Forks, one of the things that complicates things is the every fourth year issue on the Minnesota revenue for these projects, so not only do we have to be fiscally constrained, but we also have to know where the four year cycle hits on the timebands.

Haugen referred to a slide and commented that when we talk about the Interstate and North Dakota Regional Program, and the totals we were using, we need to add in the North Dakota match to those; he thinks we were just identify our discussion total amount, so North Dakota's match is \$2 million and \$5.5 million and \$5 million for a total of \$4.5 million get added to the revenue total for the Interstate and Regional Program.

Noehre asked if they used the bridge dollars to come up with the Urban Regional forecasts; for the Kennedy and Sorlie. Haugen responded that they did not.

Karlsson stated that the project costs for East Grand Forks are; short-range - \$6.7 million dollars, mid-range - \$8.1 million dollars, and long-range - \$24 million dollars. She said that this is compared to 1, 2, and 3 for City's subtargets. Haugen added plus the 2, 2, and 4 for the City match. He said that, again, we have, just like the interstate, more project costs than we do revenue. Bourdon added that there is also \$3 million for the Polk County as well.

Haugen asked for clarification as to how they came up with the revenue for Polk County. Karlsson asked if the question was how they came up with the revenue forecast or is it how that relates to the projects that we just listed, the project totals. Sanders responded that they would like clarification on how you came up with the \$3 million in revenue forecast for the area, and then what projects to you have that are equal to or more than the \$3 million. Karlsson responded that for Polk County they did the State Aid, they took a portion of the State Aid projects, and that was identified with help from the County; and that is how they came up with that revenue forecast of \$3 million for the County. Sanders said, then that you basically are taking a

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Friday, July 27th, 2018**

percentage of his regular State Aid and putting it in per year to come up with a 2045 estimate at \$3.1 million. Haugen commented that he believes the percentage is a percent of your highways that are in the MPO area versus your entire system. Haugen asked how they came up with the projects. Sanders asked if they had any projects that you show. Karlsson responded that they show two projects for Polk County that come up to about \$500,000. Sanders commented that just so you know right now he has those scheduled for 2021 for an overlay. Karlsson asked if he has the 73 and 76 scheduled for 2021, they should not be 2028. Sanders responded that that is correct.

Sanders asked if they show an overlay on 72 at all from the east limits of East Grand Forks out to Trunk Highway 220. Karlsson responded that they only have the two projects for Polk County. Sanders said, then, that you will need to add one; the 72 overlay will be done in 2023 if the money comes in the way it is supposed to, or whenever the City wants to do their Bygland Road project. Bourdon said that they will send out the spreadsheet as it currently is, but with a line added and ask that you fill it in.

Haugen stated that from here we have the MnDOT District projects defined and fiscally constrained; we have Grand Forks County projects by timeband and fiscally constrained; the one they haven't worked, but do have the numbers for would be the City of Grand Forks, a sense of timeband for the projects that they provided for the Universe of Projects. He asked if there was some sense of timebands for these projects. Grasser responded that they have given timebands for the NHS System projects, which are the ones that they have a general, the feel they have a sense of providing something that may come to pass, but the question is on their collector streets, which he's done an extensive documentation why we can't reasonably put a timeband on those; is the question they keep asking, the question is how do they handle that because they can't reasonably put timebands on whatever they have, 80 or 100 miles of collector type of streets, all in poor condition and all in need of work, so that is their challenge. Haugen said that hearing that they will put them all on short-term and show that there is a big gap between them, and that some of them will be financed in the near few years. He added that we have had revenue dollars that we had available. Grasser said that he isn't sure he has a comment. He stated that it is a matter of timing, to work an unworkable system into the regulations, and he relies on the MPO to figure out how to fit that square peg into a round hole. He added that what he contemplated, that he thought would be appropriate is to write right into the document and having a discussion about basically that number he previously wrote, for the most part the challenge at times to take that system and provide the level of detail in the years and the type of work and the cost estimates that go along with that. He said that you can create a list, the question is does the list have any meaning, and if you create a list that doesn't have any probable implementation strategies, how do you handle that. He added that he is trying to avoid a discussion where they have a list, and then we don't follow the list, but how do we handle that administratively; do we follow a list or do we follow an intent on how to create those lists, and we have had these discussions before, and again, he thinks that if there is a way of identifying that, it is a list, but what do we do, is you suggest putting them all in the short-term, or however we handle that through the process. He said that he would feel better getting everything transparent as to the validity of that list, especially on the local level as he is concerned that if a list is put together, and it appears that its coming out of the Engineering Department, they would hope that their City Council would look at it and if it appears that it has the stamp and sanctioning of the Engineering

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Friday, July 27th, 2018**

Department, that it has some likelihood of actually occurring, and he is concerned about that from their optics and their relationship with the City Council. He added that if they put their stamp on something they would like it to be something that they feel has a reasonable chance of occurring, and they really don't know which projects they will do next year but they are going to evaluate a number of them this fall, and the question is out of each category, 20 miles of streets, which one or two or three miles are they going to do, they still don't know; so how we translate that into the Universe of Projects, they rely on guidance from the MPO.

Haugen stated that they will work on that, but it seems with the fist glance that you have the NHS System, which would be our top system, and then the minor arterials would be the next focus; focus on what projects are identified in the Universe of Projects list that are on the non-arterial system, because that would be the next level of importance as far as traffic is concerned in the metro area, and then we would shake them out and what is left are the collectors. He added that perhaps part of the discussion, we would have to do a functional reclass at the end of this exercise. He stated that just as we saw on the Minnesota side there was some non-classified roadways that were in the past classified so maybe that's part of our discussion, to maybe consider some of these collectors as possible not being part of the federal aid system anymore. He said that it doesn't remove pavement condition and the poor quality of the pavement, but it would remove it from the federal aid process. He added that off the top of his head he would cite the frontage roads being something that may or may not be appropriate. Grasser said that that is a good discussion point, he pondered that himself, but the problem is they never know when there is going to be some sort of windfall program that may show up.

Grasser commented that they actually spent a pretty fair amount of those dollars on collector types of streets. He added that that is where, a lot of times, our biggest need is, at least from the public when they are looking at the rideability, so he doesn't have any good answers. He said that he thinks recognizing the variability of that program would help a lot so that when they need to adjust this in the future we can recognize that what we gave was our best shot, kind of in the dark, not in the dark, its not that unscientific, but we are really struggling with the rapid deterioration that we are seeing in some of these streets that was exhibited this last spring. He added that on some of those streets they thought had another couple three years left on them and all of a sudden they just absolutely went crazy on them, so that is part of what they have to observe this fall, do we think we have something at that time, kind of a tipping point, that might reprioritize that street, it is an evaluation they aren't quite ready to make yet.

Karlsson said that she just want to make sure that she is understanding Mr. Grasser; do we have an agreement that in terms of invested priority of what is shown in the MPO plan for now that we should identify, and she isn't sure this applies to Grand Forks, but to identify if there are any Grand Forks roads that are on the NHS, that that would be the top priority and the second priority would be if there any Grand Forks roads that are arterials, that that would be the second investment priority, and then the third investment priority would be any Grand Forks collectors, do we have agreement on that sequence of priorities. Haugen responded that there might be some State Highways that are minor arterials that we have to include. He added that on the Regional side we show a lot of revenue with less projects for state of good repair.

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Friday, July 27th, 2018**

Grasser commented that if we are talking from a perspective of potential use of federal dollars he thinks that that level of prioritization makes sense; if we are talking local dollars without federal participation, minor arterials may or may not be the priority in that case because they may have better rideability and so, again, if we were potentially accessing federal dollars and federal projects he would agree that we would go from NHS to the minor arterial, that would make some sense that way, but that doesn't necessarily mean we are going to spend our own dollars that way. He added that it looks like they are pretty much going to capture federal dollars on the NHS system, there might be dollars left for one or two large projects after that time period, so that is part of what they are seeing on the local, and he doesn't know if you are seeing the same thing when looking at revenue on the spreadsheet but that is generally how they have been ???

BREAK

RESUME MEETING

Haugen commented that at the agenda discussion we talked about the tool and how we are starting out with it. He said that at some point we do have to come up with a fiscally constrained program of projects and the tool that they started off with is the scoring format we distributed with our T.I.P. solicitation.

Haugen stated that some of the Technical Advisory Committee members may not remember but back maybe ten years ago our Federal Partners reminded us that as part of the requirement we needed to score and show how we prioritized projects in our T.I.P. program. He said they did the reminder with a Federally funded program called TELUS (Transportation Economic And Land Use System) tool that they sponsored and we used that, using the goal statements out of our planning documents, and objectives as the starting point to score projects. He said that as we are working through the transportation plan update it seemed like the logical starting point to make sure that projects that we have on the list at least address one or more of the goal statements and objectives we have in the document. He added that while that is the starting point, we have more that needs to be involved in this process, but it is a starting point.

Haugen commented that, as we go through this, some of the questions we have is how we incorporation performance targets; at some point we have to include a section in this Long Range Transportation Plan that says these are the projects that we are planning on doing, here is how, project helps us achieve those targets but at some point we have to say collectively we anticipate how projects help us achieve or progress towards those targets so some of the information we have in the Universe List of Projects may not give us the information that allows us to achieve those targets, some of that information is yet to be developed, so we still have a deadline coming up so the tool is a work in progress and they are trying to come up with the criteria needed to help us differentiate projects. He added that we do have more project costs than revenue that we can start identifying in some documented fashion, so that projects that we are putting in the fiscally constrained are projects that help us achieve the performance that we are stating we are trying to achieve.

Karlsson referred to the tool and went over it briefly. She pointed out that the Introduction Tap of the prioritization tool. She explained that what it ultimately does is list all of the projects that

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Friday, July 27th, 2018**

we were looking in the meeting today at the list of projects by funding program area. She said that this introduction tab includes each of the goal areas in the transportation plan, so Goals 1 through 10, and then assigns a weighting to the significance of each goal area, and as Mr. Haugen said, the weighting that they have included so far came from that T.I.P. prioritization tool that you have. She stated that for Goals 1-8; Economic Vitality, Security, Accessibility and Mobility, Environment/Energy/Quality of Life, Integration and Connectivity, Efficient System Management, System Preservation, and Safety they took the weightings that are in that prioritization tool that you have, the TELUS tool, and added Goals 9-10; Resiliency and Reliability and Tourism. She explained that the weighting they assigned to those two goals are half of what is in the TELUS prioritization tool, half what you had identified for local plans, so in that category they had five points out of a hundred assigned to local priority and they took those five points and divided them evenly to Goal 9 Resiliency and Reliability and Goal 10 Tourism.

Karlsson commented that, going from highest percent or share of the point goals to lowest percent or share of the point goals they rank as follows: Goal 3 – Accessibility and Mobility – 15 Points; Goal 5 – Integration and Connectivity – 15 Points; Goal 7 – System Preservation – 15 Points; and Goal 8 – Safety – 15 Points.

Karlsson reported that, going back, in terms of incorporating and responding to performance targets, what she sees is that with this weighting that we currently presented you have placed the highest emphasis on those goal areas that encompass the Federally required performance measures as listed above.

Haugen asked if for the Integration and Accessibility, are those tied to the travel time liability performance targets. Karlsson responded that travel time reliability and freight reliability are tied to the travel time liability performance targets.

Karlsson said that the next tier of goals by significance are those that they've assigned 10 points to and those are: Goal 1 – Economic Vitality – 10 Points; Goal 4 – Environment/Energy/Quality of Life; and Goal 6 – Efficient System Management.

Karlsson said that the third tier of goals by significance are those that they've assigned points to is: Goal 2 – Security – 5 Points.

Karlsson said that the fourth tier of goals by significance are those that they've assigned 2.5 points to are: Goal 9 – Resiliency and Reliability – 2.5 Points and Goal 10 – Tourism – 2.5 Points.

Karlsson referred to the spreadsheet and commented that there are two tabs provided for reference only, and they are the 2019-2022 T.I.P. and then the existing/committed network projects; and, again, those projects don't need to be scored and don't need to be prioritized because that work has already been done through the T.I.P. project selection process, but they wanted to make sure you had access to those lists of projects.

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Friday, July 27th, 2018**

Karlsson said that what they then want to make sure they do is to create an opportunity for you to identify the project priorities within fiscal constraint; really helping us identify those projects that need to be in the fiscally constrained plan versus those that would be in an additional revenue scenario.

Karlsson referred to the spreadsheet and went over it briefly. Haugen commented that this is the Universe List of Projects that was distributed early, discussed this morning, updated, and hopefully will have its last review and correction soon; so that is the first columns of this tool, and then instead of having it all on one sheet they have separated it by tab or sheet for individual programs. Karlsson added that they divided them into four buckets: Safety and Operations, Multi-modal (or the Main Street Program), Discretionary, and State of Good Repair, so those are the four buckets that they have assigned the projects that need to be prioritized into.

Bourdon commented that they are separated that way, ultimately because as they go through and rank the projects, because the color of money is different, we need to have them segregated so we can say - okay, by agency or program there are this many projects that are available, there are 20 that are on the Universe of Projects list that could get funded in that category, and once we rank them in order we can draw a line so, hypothetically, if there is in one bucket \$20 million dollars of need and there is only \$10 million dollars available we have projects prioritized for that \$10 million dollars already prioritized.

Haugen stated that we still have individual funding programs within these tabs; so like state of good repair we have all the separate funding programs: Interstate versus Regional, versus City Subtarget, versus Urban Local, etc., but part of it is the project description that describes them as pavement preservation versus discretionary which are more capacity and activity issues; multi-modal or Main Street are very specific programs, just on the North Dakota side, and then the Safety projects are very specific to just individual stand-alone safety projects.

Bourdon commented that that is a great further breakdown, so they will have things broken down by category to help us get our heads around stuff and get things into some larger logical silos; and then with each of the tabs there's yet other silos as to what drives that project or what is driven by a certain funding source so there will be a variety of breakdowns based on where the funding can be applied in the program.

Karlsson referred to the spreadsheet and opened the State of Good Repair tab and explained that within that tab we have funding source, and that tells you the eligible funding programs for each project; and there are sub-pots within these the bigger pots. Bourdon added that they also have a breakdown of whether or not it is on the NHS system, a little project description to give you a better idea of what the project entails, and so all those different things help us get a better characterization of the project. He commented that there is also a current cost and then there is inflation applied to that cost based on what timeband is selected, so when we say that a timeframe is a short, mid, or long-range that helps us get an idea of what that cost will end up being. He stated that all that information is part of the piece to the left that helps them rank and go through this fiscal constraint exercise.

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Friday, July 27th, 2018**

Karlsson said that for each timeband they have assumed that projects are inflated to the mid-year of that timeband, so all short-term projects have been assigned the mid-range of the 2023 to 2027 timeframe; and this is true for mid-term and long-term projects as well.

Kuharenko said that we are pretty much going to be filling how it is going for every single project in the Universe Of Projects list, is that what you are looking for. Haugen responded that that isn't what they are looking for. He added that he believes that they will populate these yes or no, and you will review their work and are certainly welcome to score each individual program project yourself, but in the past this has been sort of how they've done the past several Transportation Planning updates, it's what the staff and the consultants have done to then show you how our results are, and then you can gauge if you think what they did is reasonable, if the results are coming as something that you think would be similar to if you did them yourself, and then if there are some projects or a period where there is discussion we will discuss the ranking.

Noehre commented that some of these probably don't need scoring if they go together; for example wouldn't need a score a short Interstate segment because once the larger segment is selected and prioritized that short segment has to go. No need to prioritize it further down the list. Haugen responded that he thinks they will want to show that at least one of the goals is met with that project, and it will be an individual listing because it happens at a different time, maybe it doesn't even happen in the same timeband, but we want to show that at least it meets the preservation goals, so then we can say that all the projects in our plan are at least meeting the goals that are listed in the plan. He added that it might get a score of maybe just a 1, but it's a different level of prioritization; the first cut is what we are trying to do with this. Noehre said that he doesn't have an issue with that, good excellent; can't use that score and then shuffling the list. Bourdon responded that in your plan you've got a set order on the pavement projects, and you're doing it in a specific way to preserve the pavement so it doesn't make any sense to do a mill and overlay before the chip seal and the order of your plan right now is to do them in a certain order, correct. Noehre responded that that is correct, but he was thinking more that it doesn't make sense, and they wouldn't allow doing an overlay and then do a chip seal six years later because that is the way it came out in the tool. Bourdon agreed, adding that pavement management is always very specific based on where you are in your life cycle and where you are in your program, so he understands what you are saying. Karlsson stated that she thinks what she is hearing is that we will want to make sure that we group those projects together, that they are a package of projects even though they may be over multiple construction years. Noehre commented that that is just one example; another example is the interstate construction prioritization numbers that we come up to in the tools say that they probably need to be 25 years apart, and that isn't going to be acceptable, they have to be somewhere around 15 years apart, so you either have to just say they are 15 years apart or work the tool so that it works out that way. Bourdon said that the biggest question becomes, okay the funding has to line up to allow that to happen, if the funding lines up to allow everything to happen in the right order that's great, but if your showing \$30 million dollars in project and \$10 million dollars of funding that isn't possible, so he thinks that you guys going back and talking about the funding will help tie that together. He added that the engineering side of him says we don't go in and flip the order and timing of all your stuff cause that is part of pavement management, it is pretty prescribed, and that is kind of what has to happen or you mess with your whole life cycle and cost of pavement.

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Friday, July 27th, 2018**

Karlsson said that if you can help them by telling them which projects need to be grouped together, and what that timeframe is that is non-negotiable between those projects, that can help them make sure that they include them as a mini-program within the plan and make sure that we can draw the line, as best they can under fiscal constraint, to say that this group of projects can be funded, whereas this group of projects would fall out of fiscal constraint. Bourdon responded that he thinks it makes sense if the DOT comes back and says they don't have enough money for our list of projects, so the biggest issue is to help us sort out the funding; and then if that gets sorted out then some of this should logically fall into place based on the information you provided. Noehre said that this helps, but how he looks at this is that the spreadsheet that we put together, that is the list, and that is what he is going to do everything in is power to ensure it gets funded. Bourdon agreed. Karlsson stated that what they will do is to make sure that they check that either all of the project falls under funded, or all of the elements of that project fall under unfunded.

Karlsson referred to the Discretionary Tab and explained how they scored these projects. She said that along the top they list each goal area and what the goal statement is, and then they also list each of the objectives, and they do that for each of the ten goal areas. She stated that at this point, as they went through and scored this, they said that a project either achieves the goal or it doesn't, it is very much a yes or no. She added that they have not gone through and said that this project achieved this goal area better than this other projects as the feel that with the number of projects there are to score that the level of specificity is not helpful.

Karlsson continued, explaining that, again, they go through that binary exercise to determine that it either achieves the goal or it doesn't achieve the goal, or advances the goal or doesn't advance the goal and then they apply that to the weighting, and we end of with the total number of goal areas met, and then the total points received.

Bourdon referred to the spreadsheet and gave a demonstration on how the tool works.

Haugen explained that, just to describe the project Mr. Bourdon is using for the demonstration, it is an East Grand Forks project. He said that if you were driving up from the Murray Bridge and look straight ahead, that is 2nd Avenue, and it currently does not intersect with U.S. #2, so this project description would be making a road connection between what is 10th Street, by Burger King in East Grand Forks, east. He said that that 2nd Avenue intersection would involve putting in a new roadway and a new connection to U.S. #2 that connects to an existing right-in/right-out left turn in to the northside at that area over by Subway on Gateway Drive.

Grasser asked how this fits with the state of good repair, or is this non-federal funding. Haugen responded that from a fiscal constraint point of view, we want to do the fiscal constraint first on the state of good repair, and in some categories we will have some dollars left on the table, so then this discretionary ranking will help to identify projects that we are showing all of our state of good repair needs in that program are met and we have dollars available for discretionary, so this ranking will give us a starting point on how to prioritize those projects in the discretionary list that are eligible for that program's funds. He added that in East Grand Forks we just saw that we probably don't have fiscal dollars left based on the initial run of fiscal constraint so this discretionary list then becomes, if they want to go after outside funding sources, some of the

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Friday, July 27th, 2018**

State competitive funding sources or national funding sources, to give some sense of the priority or higher value project in the metropolitan point of view to seek funding for it.

Grasser said that where he was going with the question is are we missing a goal area that breaks a project that has state of good repair with a project that doesn't have state of good repair as part of its project; in other words it is kind of outside the normal funding prioritization or desire, as he understands the highway bill, so he is wondering if there needs to almost be another goal like meeting current FAST ACT or something like that. Karlsson responded that that is a great question, and as an example if this project met safety, system preservation, efficiency, and access and mobility, if it met all four of those criteria it would score higher than a project that didn't meet those criteria; so that is how the prioritization tool would work, it would give higher points, or more weight to those projects that meet multiple goal areas as opposed to just one. Grasser commented that to him a new project that is extending into an area that is providing ADA ramps, bike paths, mobility, all of them, they are always going to score higher than a mill and overlay type of project; and in his mind a mill and overlay project doesn't do a whole lot to enhance safety and stuff with it; so, again it is going to depend on how you are going to define all of these things that you are talking about, but to him if you are providing bike and ped safety in an area that it currently doesn't exist, that would have to rank that project very high versus a mill and overlay project in an area in which you are already covering your bike and ped issues, so from a raw number standpoint it seems like you are going to come up with the wrong project list.

Karlsson explained that, going back to what Mr. Haugen said earlier, think of this as a two step process; the first step is just maintaining the state of good repair of your system, and in looking at which project can we afford that just maintains the state of good repair. Haugen pointed out that the scoring on the state of good repair tab is separate from the scoring, it is the same scoring system, but the totals and everything else are on separate tabs. Grasser said then, that this is ranking on different tabs and won't be competing directly with other projects, now it makes sense to him.

Bourdon continued with the demonstration.

Karlsson reported that they think that the results shown are reflective of the importance of your local asset management plans. She reiterated that, as Mr. Haugen discussed earlier that the Minnesota side has an asset management plan where they've been able to go through and really figure out what their priority of projects need to be based on many of the things that we talked about before; which projects need to be grouped together and that they absolutely be done separately; which projects need to be a priority, maybe not because of their functional class but because of the level of deterioration; and of course an MPO plan is not intended to get into that level of detail, in terms of asset management and here we are today, we have scored some of these projects and there isn't a lot of differentiation between them in terms of state of good repair; so they are looking for input on how we draw that line of what is in the fiscally constrained plan versus not in the fiscally constrained plan, particularly for the state of good repair projects.

Haugen said that if you look at what is on the screen right now, it is the Interstate projects the NDDOT submitted; and from this scoring tool, as we currently have it, all of the interstate

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Friday, July 27th, 2018**

projects are going to be ranked exactly the same so what is the next level of prioritization; if we can't find additional funds to fund all of these, obviously we have to identify which ones will be in the fiscally constrained list. He added that right now they are all ranking/scoring the same so we have to look at the next level, and what should that next level be, that is sort of the spark that they are trying to ignite, and as you look at this how do we make that next level cut, what type of tools do we want to use. He said that this is assuming, again, that we don't have the finances to fund all of them. Bourdon commented that we can't, on some projects, just say that well this happens to work dollar wise so we will put the chip seal after the mill and overlay when obviously it isn't set up that way and it won't work based on the plan.

Noehre asked if the projects shown on the screen are all in the same timeband, currently. Bourdon responded that there is one long-range, and three short-range, so you're right. He asked what he has heard that someone has said it is okay that if you didn't have enough money you do your short ranges before your long ranges, and your long ranges drop out. Haugen said you can extend the timeband.

Noehre commented that the next part would be the pavements; two things we can look at would be age, meaning being longer in the timebands, years, and so those years they can still stay in the timebands but the actual year would a lot longer than the other.

Karlsson stated that what she is hearing is that if we can't fund all of the short term projects and the short-term timebands, that those projects that are assigned to near fiscal year, we would be the top priority in the mid-time band, is that fair. Noehre responded it was. Bourdon commented that within that it looks like you might have some further breakdowns based on year of implementation. Noehre responded that that would be one, and then after you use just years, but in reality once it gets closer you actually use more criteria like condition, cost, and how to reshuffle them, they would still be in the same band, probably, you just have to shuffle them first. He added that it is most critical in the short-term. Bourdon he thinks what is going to be important is to draw bringing those lines of funding with an initial fiscal constraint, as it gets more into the details of asset pavement management we will want look for some data as to how that would go rather than having us on the plane again to decipher all of your plan that somebody is a lot more involved in developing.

Noehre commented that North Dakota does have a pavement management asset plan, the District certainly does and then the Division that works on it in Bismarck does it for the whole State as well. He said that what they are not doing that others are doing is fiscally constraining them out farther in the S.T.I.P., and also incorporating other assets into it other than just pavement, so it isn't like they don't have a pavement asset management plan, they aren't reporting it to the detail that some others are.

Haugen said, again, this is the tool that we are starting from, and we have a lot of work to do before we get to that fiscally constrained recommended plan. He added that there are some additional steps and additional analysis, but this hopefully will allow to sort through to get us to the next stage. He stated that the next stage to him is what is fiscally constrained as far as where the road lines end up with in this, and then often the discretionary one works with discretionary projects that provide where we can focus on which ones really ought to move on that we can

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Friday, July 27th, 2018**

have in our back pocket if we get to that level, but we don't spend a lot of resources and energy on projects that are so low on the initial stream or the second stream.

Noehre said that he has a question on that, to follow up on Mr. Grasser's question; in that, is there an opportunity in this to managerially adjust those state of good repair and discretionary projects; like, for example the project that was up for East Grand Forks, although he isn't entirely familiar with East Grand Forks roadways, but say that after the state of good repair there are no dollars left for discretionary, but what if that particular project is truly important to the MPO or the City, is there a way to override these numbers and say that, no that's actually going to take priority over the state of good repair projects. Haugen responded that the challenge there, of course, is we have to show that we are able to maintain the existing system before we start overspending resources outside and adding to the system. He added that there is a difference between both States; Minnesota's got a very strong, their going to have that stance and then create the statewide competitive projects to address those other ways of other things like the 2nd Avenue NE extension, but he thinks, on that particular project, you all know we are starting the 220 North Study, one of the key intersections on 220 North is Gateway Drive/Central Avenue, it is congested and has a high crash rate. He said that some of their early analysis is kind of suggesting that this extended roadway will take the traffic away from that intersection and so we don't have to do a grade separation in order to make it safe and a parallel roadway might solve and not have to do a massive project on state highway, so even though our first cut is trying to maintain what exists, and keep it in good condition, there is still an opportunity to meld the two together to make sense as far as what should really happen in a certain year.

Noehre commented that there is opportunity to share dollars from one to the other, is really what he is asking too; for example, reconstruction can be a state of good repair, but you can also patch it together for another extra so many years and use those dollars somewhere else.

Karlsson stated that she thinks that that is a really important policy discussion that needs to be had. She said that she has helped with the Statewide plan here in the State of Minnesota, as well as the MPO plans, and that has really been the point of the Statewide Plan to figure out where the thresholds are for those policy decisions, of, like you were saying, where there is a regionally significant important project, because it is so significant to economic competitiveness that it has to be right up there in importance in funding priority, with state of good repair projects, so she thinks that that is a fantastic question. She added that it is absolutely it is a policy discussion that needs to be had.

Williams said, so, if we did find that, using Washington Street as an example, we were going to have to do something out of order, would that mean that we would make findings based on that and then to a Long Range Transportation Amendment; to move those would it require we do that or is there enough lead way just to leave it the way it is. Haugen responded that the general guidance would be if there is a significant change in the scope of work and a significant change in the dollar values, and a difference in the timeband would trigger an amendment. Karlsson said that she would add funding source to that as well. She explained that if, for example a project would receive competitive funding and its not in your fiscally constrained plan then it would need to be amended into the plan with that new funding source.

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Friday, July 27th, 2018**

Grasser when you talk about a policy decision, a policy decision to be made by whom, or what group. Haugen responded that it would be the MPO Executive Policy Board. Grasser said that an example of one that he has been struggling with; we talked earlier about the fact,; we will probably see all of our federal dollars allocated on the NHS system, there should be not much left for anything else, but it does appear there might be a few dollars left, and one of the projects that he had in his mind would be, or would have been 48th Street out in the Industrial Park, that road is in really tough shape; yes you can always use some sort maintenance on it but at some point in time those roads get to be so poor that he thinks your investment just becomes poor, we can't just keep doing mill and overlays, and doing short-term fixes and doing shorter and shorter-term fixes and think we are going to build our way out of it; at some point we need to reconstruct to get that longer-term life back into that system, that's his theory and perception. He stated that the question he is getting to is, then, we kind of left it off that priority list, because we felt that maybe reconstruction wasn't meeting the definition of state of good repair, quite frankly he doesn't see that anything short of reconstruction is the best thing to do out there, so what he is hearing today is there may be a way of getting that in under the state of good repair definition, although he is a little unsure how, but if we could figure out how to get it under the state of good repair, then to him that would be one road that he would try to rank into some timeband as a priority. Haugen commented that he thinks reconstruction is a state of good repair project. He added that the NDDOT has several listed in their state of good repair. Grasser asked if that would be the case even if they are going to widen the pavement. Haugen responded that when we get to reconstruction then our guidance has been that they address all of those issues that are in that segment of roadway, so a mill and overlay you are able to just touch the pavement curb to curb; but when we do a reconstruction we are looking at the right-of-way to right-of-way and addressing what needs to be addressed in that right-of-way.

Grasser stated that another example, and again they struggled with extending South Washington beyond where it ends today out to 55th, or even to 62nd Avenue South. He said that if they reconstructed that they would probably put in four lanes, so does that still meet the definition of state of good repair, or would we be pushing that boundary to far. Haugen responded that he thinks that is pushing it down to the urbanization category because you're not reconstructing you're urbanizing, so that is not state of good repair.

Grasser said, going back to the definition; Mr. Noehre hit some good points on ranking projects, and he thinks that when we get into the urban system too, again, somehow you have to massage these within the numbers and categories that we currently have because they aren't separate categories; and he isn't necessarily criticizing, but to him on the urban side we are prioritizing based on, a lot of it has to be how many people are driving that road, what is the ranking of that road, so NHS, and ours ranks the highest, and it seems to him the best intent in the highest volumes, and so, again, as part of a priority ranking they would tend to adjust that into the traffic volume or ranking system into that prioritization, and again, as Mr. Noehre said, maybe by year, but the flip side to that is that we didn't identify our collector because there isn't any way to do it. He stated that he is trying to suggest ways that we would prioritize those.

Grasser commented that, skipping ahead to a little bit different subject, and he is debating in his own mind; but we are still using terms like major/minor arterial, but in his mind he isn't sure that minor arterial is necessary a term that has a lot of value at this point in time. He added that it

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Friday, July 27th, 2018**

seems to him we are either NHS or we are arterial streets, and he isn't sure that us trying to split the hair; we had that discussion internally, what is minor arterial, what is major arterial, is a minor arterial just waiting to become a major arterial; the difference between minor arterial and major arterial in our minds is getting very hard to differentiate, and now with the new FAST ACT, with the NHS, that to him almost substitutes the major arterial class. Haugen commented that we have minor arterials, principle arterials, are you thinking minor collectors and major collectors. Grasser responded that that isn't what he is thinking; he said that he is thinking that we have simply an NHS System, and we have an arterial system, and then we have our collector system; and he isn't sure he can always differentiate between NHS, Principle, and Minor; to him it's NHS or its maybe Non-NHS, arterials and collectors. Haugen commented that all principles are on the NHS system. Karlsson added that as Mr. Grasser said, they are two separate system; functional classification system, Federal Highway requires that we have it and that every jurisdiction has it, so that is a point of references and sort of a nomenclature that Mr. Haugen and herself are comfortable with, but he knows that a lot of engineers aren't comfortable with the functional classification system.

Karlsson stated that, as Mr. Haugen said, NHS, you can substitute that word in our mind for the principle arterial system, and then as you said the remaining arterials happen to be called minor arterials in that functional classification system. Grasser commented that what he was eventually working his way toward, and he's not sure from a point allocation standpoint, he previously said they should do it by capacity and classification, but he isn't sure he would rank a minor arterial versus a principle arterial that is not NHS much differently from one another when you get into the allocating of points, to him they are very very similar. Haugen stated that he is fairly certain that we have no principle arterials not designated NHS. He added that, for our Minnesota friends, we do have a minor collector system and a major collector system, but we don't have it in North Dakota yet.

Kuharenko commented that, and this kind of goes back to what we have for the ranking; but he sees that what you have on the screen right now is four different sub-categories, and he is guessing that this is one area where it was either all points or no points were awarded and all you needed to do was to get just one of the four sub-categories. He asked, in trying to differentiate these projects out a little better, especially because we have so many of them, would it be beneficial to maybe say if Goal 1 is worth so many points, and you have four sub-categories, that Goal 1 is worth 10 points, and again you have four sub-categories, so each of those sub-categories is actually worth 2 ½ points, that way if you have a project that hits all four of those sub-categories within that goal it is worth all 10 points and you might be able to differentiate more instead of having a whole bunch of projects that are worth 10 points, 30 points, etc., and that is the first point he'd like to make.

Kuharenko said that the second point he'd like to make, because he knows we've got state of good repair and we've got our discretionary projects; and he knows that once we get down to kind of the City only funded projects, they have been trying to split those out based on how fast is the City expanding and how quickly are we developing; and so are we going to end up almost overriding some of the expansion within the City with state of good repair projects, and essentially saying that potentially all the money is scored, or a majority of it is going towards

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Friday, July 27th, 2018**

state of good repair and not necessarily, and almost dictating to the plan as to what we should be doing instead of basing it off of anticipated growth.

Bourdon commented that it is finding the balance of letting roads deteriorate a lot versus expanding the system. Kuharenko responded that growing as the City has been. Karlsson said that she thinks, again going back to that sort of policy discussion that we are talking about here; just remember that we did go out for public comment on what the priorities, what the policy priorities are and the two top priority policies that we heard were: 1) state of good repair and tied with that was new river crossings. She added that expansion fell far below state of good repair, and that can be overturned, but you also need to acknowledge that that is what you heard from the public.

Haugen summarized that he thinks we've accomplished what we tried to do today; we introduced this tool to start discussing the fiscal constraint. He stated that our next step is to distribute out this tool, and the first thing we would ask you to do is to look at the list of projects in your jurisdiction and make sure you are comfortable with it. He said that it is missing some cells on some of them, not many, but let's try to populate those cells.

Haugen commented that he thinks that with that we may have all projects scored at initial, or we might send out what we just saw right now to everyone, projects and those cells populated as best we can before we can score all of them; that is what he thinks our next step is.

Bourdon stated that in terms of all the ranking of sub-categories he thinks we will start out kind of doing the digital one or zero on some of them and see how it shakes out initially because honestly, when it gets into every sub-category we are going to likely need some help, and those really close to the projects are going to be able to fill some of them in more; you might see that based on the initial look there are certain areas where we will focus more of that versus others, so he thinks an initial look will help us kind of figure out where to put emphasis rather than putting a bunch of emphasis initially where it might not make much of a difference.

Noehre asked if there was a column then to indicate priority one, two, three, etc.; is there some place to enter that information in on the spreadsheet. Haugen responded that at the end of the scoring it will show that information, it isn't there yet, but we do have a column at the end of the Universe list of projects, there is a column that has notes, and they would ask that if you wanted to add a note on the project or highlight something that would help them with the scoring or the ranking that you would put it here.

Bourdon referred to the Interstate projects on the Universe of Project List and gave an overview on how the tool, and specifically how the note column will work for the ranking of the projects. Haugen requested that the note column be located at the far right of the spreadsheet columns so that after all the scoring is done there will be another opportunity to add footnotes. Bourdon responded that they will add one to the far right, after the number of goals met and points received, and that would be around Column CH. Noehre commented that he understands about bringing in the notes but it is a spreadsheet so he was envisioning another column there so you could keep the chip seal with the overlay because bringing in the notes, those can get lost.

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Friday, July 27th, 2018**

Discussion on project scoring methods ensued.

Haugen said that he would like to send out this spreadsheet as you see it today so that those Universe List of Projects can be finalized and then maybe next week we can redistribute it with all of the scoring in place. Bourdon stated that they will need input back relatively soon so that they can eventually continue to meet the schedule for this plan.

Haugen commented that, just so everyone is aware, those tabs on HSIP and Multi-modal or Mainstreet, we are not going to score those yet, they are still working on them. He added that part of the HSIP, his thought last night was, there might be some discretionary projects that are really addressing the safety issue so could be included as and HSIP project, so he will do a review of all the discretionary projects and try to identify if there are any candidates for HSIP funds. He said that the challenge there is, like on the Minnesota side, 70% of the HSIP dollars basically go to the systematic corrections and not the dark spot corrections so most of the discretionary projects could be in another spot or high crash locations, so the money doesn't correspond and it's hard to try to show some of the profits.

Bourdon stated that they will send this out shortly with the notes column and any quick final tweaks, and will work with Mr. Haugen so that next week they can send out ranked state of good repair and discretionary projects as the mainstreet or multi-modal and safety is sorted out. He said that once that gets sent out they would ask that people try to get together as a group among agencies, as needed, to review this and get back to them in a week or so because just getting the project list has taken a lot of time and they are getting to the point where they are going to have a rough time getting the draft report out by the needed timeframe in order to get it reviewed and approved. He added that they are planning to hold a public open house in August, so ideally you are presenting a lot of what people will see in the draft, so he asks for everyone's cooperation, and he knows it is challenging with the variety of things going on with construction and such, but any effort you can make to sit down and get this information to them would be appreciated.

Haugen reminded everyone that we are delaying our August Technical Advisory Committee meeting from August 8th to August 15th.

ADJOURNMENT

***MOVED BY GENGLER, SECONDED BY KUHARENKO, TO ADJOURN THE JULY 27TH,
2018, TECHNICAL ADVISORY COMMITTEE MEETING AT 10:52 A.M.***

MOTION CARRIED UNANIMOUSLY.

Respectfully submitted by,

Peggy McNelis,
Office Manager

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, August 15th, 2018
East Grand Forks City Hall Training Conference Room**

CALL TO ORDER

Earl Haugen Chairman, called the August 15th, 2018, meeting of the MPO Technical Advisory Committee to order at 1:31 p.m.

CALL OF ROLL

On a Call of Roll the following members were present: Michael Johnson, NDDOT-Bismarck (via phone); David Kuharenko, Grand Forks Engineering; Nancy Ellis, East Grand Forks Planning; Brad Gengler, Grand Forks Planning; Jane Williams, Grand Forks Engineering; Jesse Kadrmas, NDDOT-Local District; Richard Audette, Airport Authority; Brad Bail, East Grand Forks Consulting Engineer; and Dale Bergman, Area Cities Transit.

Absent were: Darren Laesch, Dustin Lang, Stephanie Halford, Ryan Brooks, Steve Emery, Lane Magnuson, Paul Konickson, Ali Rood, Ryan Riesinger, Stacey Hanson, Nick West, Mike Yavarow, Lars Christianson, and Rich Sanders.

Guest(s) present were: Brandon Bourdon, Kimley-Horn and Scott Mereck, WSB.

Staff present: Earl Haugen, GF/EGF MPO Executive Director; Teri Kouba, GF/EGF MPO Senior Planner; Jairo Viafara, GF/EGF MPO Senior Planner; and Peggy McNelis, GF/EGF Office Manager.

DETERMINATION OF A QUORUM

Haugen declared a quorum was present.

INTRODUCTIONS

Haugen asked that everyone please state their name and the organization they represent.

**MATTER OF APPROVAL OF THE JULY 11TH, 2018, MINUTES OF THE
TECHNICAL ADVISORY COMMITTEE**

Kuharenko pointed out that the Downtown Plan Consultant is shown in the minutes as RBG Consulting but should be RDG Consulting.

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, August 15th, 2018**

MOVED BY KUHARENKO, SECONDED BY ELLIS, TO APPROVE THE JULY 11TH, 2018, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE, SUBJECT TO THE DOWNTOWN ACTION PLAN CONSULTANT BEING CORRECTLY IDENTIFIED AS RDG INSTEAD OF RBG.

MOTION CARRIED UNANIMOUSLY.

MATTER OF 2019-2022 FINAL DRAFT T.I.P.

Public Hearing

Haugen reported that included in the packet was a draft document and a public notice identifying that today would be the day for the public to appear in person to give public input as well as for anyone wishing to submit written comments to do so by 11:00 a.m. today. He stated that seeing that there is no one present for such input, he would like to open and close the public hearing. He added that there were no written comments received by 11:00 a.m. today either.

Committee Discussion

Haugen commented that there have been some changes made between the release of the document that is currently being reviewed and commented on by the public versus the one that we are asking for action on today. He added that those changes were not significant enough to cause us to have to re-advertise and delay action.

Haugen referred to the document included in the packet and went over the changes.

Haugen said that the first change is on the North Dakota Project List, Project #1 City Bus Operations. He pointed out that there has been a slight revision in the cost of what the federal share originally was anticipated to be, a drop of about \$50 thousand dollars, as well as a reduction in the State contribution and the Local Share contribution as well. He stated that the new total Operations is \$2.9 million dollars, and he believes that the one in the document was \$3 something million dollars; so there was a decrease in the total cost of the project, and based on this number, which incorporates the new system service that started operating this July, so 2019 will be the first full year of that operation; added service routes, added service hours, added service days; so this dollar amount affected the second, third and fourth year of this project listing in those subsequent years and the were revised similarly to how this one was revised.

Haugen stated that the second change deals with the Highway Safety Improvement Program. He said that in the draft packet there was a HSIP project, Project #10, that's for backplates and traffic signal pedestrian timing, that we have carried for two years as a separate project in our T.I.P.; when the Draft S.T.I.P. came out there was some differences in project description and funding so what occurred was that the City of Grand Forks and the group in Bismarck reached an agreement to consolidate all of these projects into one project listing. He added that because of some of them being on the State system versus some on the Local system the funding splits changed but the S.T.I.P. listing is based off of the summation of all of those individual projects

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, August 15th, 2018**

for a cost of \$399,000. He pointed out that they eliminated one project and incorporated into one project that is for the red light confirmation lights on Gateway Drive which has been in the T.I.P. as a separate project for a couple of years, so now you see a bigger project description and a dollar value of \$399,000 with a funding split of 90% Federal and the Local is around 9% or 11%, but in any event it isn't 90/10/10 as there is more local dollars funding it.

Haugen said that for the project listings those are the changes. He added that because of the changes in the Grand Forks City Area Transit funding, in Table 3 and Table 4 there were also some slight changes. He pointed out that it used to say \$78 million dollars total, but it is now showing \$75 million dollars on the North Dakota side. He commented that each individual year slightly decreased primarily because of transit operations.

Haugen reported that the last change occurs in our Annual Listing of Obligations and Project Status. He said that the draft document that was out for public review did not have any transit dollars identified in it and we have since gotten that information.

Haugen summarized that those changes are the ones that have been brought to staff's attention. He asked if anyone had any other changes or comments on the draft document. There were none. Haugen said that since there were no other comments or changes staff is recommending approval.

MOVED BY ELLIS, SECONDED BY BERGMAN, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE 2019-2022 FINAL DRAFT T.I.P. SUBJECT TO THE CHANGES AS NOTED.

Voting Aye: Kadrmas, Bail, Gengler, Audette, Ellis, Johnson, Kuharenko, and Bergman.

Voting Nay: None.

Abstain: Williams.

Absent: Lang, Emery, Halford, Brooks, Riesinger, Laesch, Konickson, Hanson, Yavarow, Rood, West, Magnuson, Sanders, Christianson.

MATTER OF PROJECT SOLICITATION FOR THE 2019-2020 UNIFIED PLANNING WORK PROGRAM

Haugen reported that we are coming to the end of our last two-year work program and are beginning to work on the next two-year work program. He pointed out that the staff report identified that we expect to have roughly \$300,000 available in 2019 and 2020, above and beyond our normal activities that we have to do.

Haugen stated that for the 2019 funding, half of that has already been obligated for some things that we are carrying forward from the start of 2018. He added that the one thing that we haven't started yet, but is already plugged into 2019 is updating our ITS Plan and Regional Architecture.

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, August 15th, 2018**

Haugen said that we are now soliciting our member agencies for work activity suggestions for both 2019 and 2020, and we ask that you go through your governing bodies for their consensus for your activities. He added that at the end of 2019 we will revisit what we identify in 2020 to make sure the projects are still desired and/or warranted or that there aren't any new projects you would rather see programmed.

Haugen stated that this is the formal start for project solicitation and we would like to have your suggestions by the end of September. He added that as you are working on ideas, try to make sure the projects are eligible before we get too far down the road with them; and keep in mind that North Dakota Federal Highway has done a reversal of their policy on not allowing MPOs to do pavement management, so again just double check with MPO staff to make sure that things are eligible, and if there is a question about eligibility we can run it through the process in a timely fashion before we are under our deadline.

Information only.

MATTER OF 2045 STREET/HIGHWAY ELEMENT UPDATE

Universe Of Projects

Brandon Bourdon, Kimley-Horn, was present for a presentation (a copy of which is included in the file and available upon request).

Presentation ensued.

Bourdon went over where we are at in the study process, pointing out that a public meeting has been tentatively scheduled for September 12th, but they are still working on that and don't have all the details ironed out, such as location, etc..

Bourdon commented that as a part of that meeting they are really trying to finalize things that they can in terms of the project list and ratings/rankings, which was distributed for various agency input and also just trying to do the forecasts so they can go to the public, and this is their last major public meeting, with information to share regarding thoughts on projects being selected based on the funding and having an idea of where we are sitting from a fiscally constrained standpoint, and that is pretty pivotal in terms of the overall schedule to be able to get a draft done here in September so that we can get all the approvals that are necessary for us to complete the final product.

Bourdon gave a brief overview of the goals, objectives, performance measures and targets update process; stating that he would try not to focus on those things that we have talked about multiple times.

Bourdon commented that we certainly had discussion in late 2017 regarding a variety of targets and goal areas, and in February of 2018 we finalized the goals and objectives and strategy

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, August 15th, 2018**

statements. He said that we also reviewed safety targets and the policy board adopted them at their February meeting.

Bourdon stated that in July we talked about draft pavement and bridge related targets and now we are going to talk more about travel time and reliability targets.

Bourdon commented that mobility measures are really the foundation of PM3, and there are three of them; interstate truck travel time reliability which focuses on an index, interstate travel reliability which looks at the percent of person miles traveled on the interstate that are reliable, and non-interstate travel reliability which focuses on non-interstate NHS and their reliability.

Haugen referred to the presentation and explained that, again, as with all targets we have options to adopt but in the case of PM3 that would mean that we would have a maximum of six targets, and even though we don't have interstate on the Minnesota side when we adopt the state targets we are adopting in Minnesota are all of the targets, or we can go with just targets for the MPO, or a combination of MPO and State targets.

Haugen referred to a Mobility Measures and Targets slide and explained that where North Dakota and Minnesota are with their targets, sort of leading into a recommendation from the staff, is that we would adopt state targets specific to the North Dakota side and not adopt state targets that Minnesota doesn't have in our MPO area, so that is why we have for Minnesota a couple cells that identify that they aren't applicable, and although Minnesota obviously does have targets they just aren't applicable.

Haugen went over the table information briefly, pointing out that the information at the far right is what the values are out of the MAP-21 tool, and what they are showing for us. He stated that, as you will recall, we had discussions about a data change from 2017 to 2018, so we are showing you the values from both those years and obviously 2018 is to-date, not the full calendar year. He pointed out that the MPO value is different than what the North Dakota and Minnesota values are. He said that the data comes from the tool and was reported in two ways; the first is just a global graphic showing that if we asked the data to show us a 90% achievement how many months does the tool report that we achieved 90% reliability on our non-interstate NHS system. He pointed out that you can see that at 90% in 2017 there was only one month that it was met but overall there is an 89.2% reliability; and the 2018 data, which most would say is better data, shows us at an 85.5% to-date, and again none of the current months were at the 90% level.

Haugen stated that the next slide is a map. He explained that the first one is just aggregate numbers, the second one shows it by segments and you can see they used colors to explain, and as with most maps green is better and red is worse. He commented that if you really zoomed in at some of our intersections you would see where we start getting into the oranges and reds, but for the most part we are at yellow, which are right around a 1.5ish area of reliability.

Haugen referred to the map and pointed out that he did highlight the worst segment that they had identified so far in 2018; North Columbia Road, and they do have it split by direction, so the southbound from Gateway Drive is at 1.9. Williams asked how they got the counts for that.

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, August 15th, 2018**

Haugen responded that it is all from the National Highway Performance Data Input that each State DOT is required to do on an annual basis, so the ADTs come from that data source, and then the actual travel reliability is Probe Vehicle Data, which is a national contractor that has parameters in which they have to drive these corridors on a certain basis. He stated that the Interstate is done at a higher frequency than say North Columbia Road would be done. He summarized that it is done using annual reporting from each State into a data base and then a contractor with their Probe Vehicles driving the networks. Williams said that she finds that very unusual because there is no stop sign or anything there that would impede any of the travel, so she is wondering if the count was right. She added that she did find some problems with some of the counts in places, but that just seems awfully odd. Haugen commented that he doesn't know if there is any work being done there that may have been the impediment that caused these counts because work zones will show up in this data. Williams said that that was here next question, which is why their 2018 data looks like its low but she can't think of any roads that haven't been detoured practically this year. She added that she does have a very recent count from 10th and Columbia that was done by SRF, if that would be any help. Haugen responded that she can provide it to them as he doesn't think they have it unless they have it as part of the study that was done for the campus. Williams said that it may have been in that study, or it may not, but it does warrant a traffic signal.

Haugen said that for the Interstate truck travel time; just to refresh, the non-freight movements are expressed like a percentage of time, 90% of the time, 85% of the time is reliable. He added that the truck travel of freight is a different type of indices. He said that during your worst peak period how much more unreliability are you allowing the system to be, so the mid-point or average of 1.5 means that during a peak period of time 1 would mean travel is very reliable, and at 1.5 you are accepting that at certain times travel will be 50% worse.

Haugen commented that in our case, we are closer to not having a real difference in our peak travel reliabilities, or just the freight movement on the interstate system; and again this is just for truck travel reliability on I-29. He referred to a table and went over the information briefly.

Haugen stated that when we talk about PM2 and PM3, what we are asking you to consider, not necessarily for action today, but to start digesting that in both cases we have facilities that aren't included in the Minnesota infrastructure, so they are suggesting that the approach the MPO perhaps takes is in some cases adopt the States such as bridges, but when there is interstate pavement we can't adopt the State number because if we adopt the States we are saying that we are adopting both States then, so we will adopt a number that is equivalent to North Dakota's number. He added that the same would go for good condition, poor condition; non-interstate it would be the States. He said that for the PM3, again we don't have interstate on the Minnesota side, so we need to have a discussion that if our data shows that we have a very reliable system do we want to set a target that allows for the system to have less reliability than it currently has, and that is what adopting the State targets would imply for our MPO area.

Haugen commented that for the non-interstate system we are fairly close in the 2018 data with what North Dakota has for a target, slightly better, though we also have a very high construction year in 2018, so the data might actually be better than the 85.5 it is showing.

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, August 15th, 2018**

Haugen stated that the truck travel, North Dakota adopted a rather ultra-conservative in this number 3; and the State of Minnesota is at 1.5, hard data is showing right around 1.2. He added that the States around us, beside North Dakota and Minnesota, Kimley-Horn did some research, and they are all down below 1.5 for their truck travel. He asked Mr. Johnson if he had gotten any more information for us on why North Dakota went with 3. Johnson responded that he hadn't gotten any directly, and he needs to visit with them a little bit more but he did talk to them a couple times about it, and posed the questions you have, and the only response he has gotten he already shared with you and that was that they believe that the number that they are sitting at works for them and moving forward they are in a comfortable position.

Haugen reported that what the 3 really is representing is that we will allow our reliability for freight moving down the interstate to be 3 times worse than what it typically is; and whether that is a target that the MPO wants to identify as what we want our interstate system through the MPO area to have is what we have to determine.

Kuharenko commented that in looking at this, and for the percent of reliable person miles, you have 85% there, but previous slides were you going with 90% reliability. Haugen responded that the 90% is just the default of the reporting system; he took the easy route because he knew we haven't officially set a target yet, and 90% is the default of the system and he just wanted to get these tables out; but 85% is the real number we are using right now.

Haugen stated that on the PM3 there is no direct penalty clause as there are for safety and pavements and bridges.

Williams asked if this was a situation that once we adopt these that is it, there is no going back and forth between which State we are using or is it reviewed with every Long Range Transportation Plan Update. Haugen responded that each target, each PM has a different timeline, unfortunately; so safety is annual, pavement and bridge there is an opportunity after two years to make adjustments, but every four years regardless, and PM3 is also four year targets, but again there is an opportunity for adjustment after two years.

Bergman asked what is the reliability factor, what are they actually measuring when they say reliability. Haugen responded that a classic example is Gateway Drive; 90% of the time we can travel it without getting stopped by the mill railroad crossing, or the Glasston railroad crossing, but every once in a while you get stopped and your travel time and reliability is out the window because you've got a unit train that keeps you stopped for twenty minutes, so your travel time and reliability goes down considerably, so that is what reliability is trying to capture.

Bergman asked if signals cause unreliability? Haugen responded that we have signal coordination so a lot of times it isn't too much of a traffic signal issue, it can be but it isn't always. Bergman asked if traffic signals aren't put in for safety purposes. Haugen responded that that is one reason. Bergman stated that that is what he is trying to get at; we are coming up with these ridiculous targets over something that, we haven't even worried more about what our roads look like instead of other measures like we have been. He said that to him that would be more of a liability. Haugen commented that certainly road condition makes a road unreliable, so

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, August 15th, 2018**

that is factored in the reliability, but one of the public comments we get all the time is how can I be sure that I can leave five minutes before work and still be to work on time. Bergman said that he just doesn't get why they put in some ridiculous targets, it just doesn't make sense to him. Haugen commented that you also have to remember these are from a national perspective, so what might be 100% reliability on the interstate doesn't seem to mean a lot here in Grand Forks, but if you were in Chicago and you could say you had 100% reliability on the interstate system that would mean a lot more than it does here; so one size fits all is kind of what's being captured here. Bourdon added that he thinks that something else it is trying to do is to avoid maybe what is happening in other places or at least being conscious of it. He said that when he drives up here, coming from Minneapolis, it is pretty nice, and he thinks things are really reliable, but when you visit us you probably go a little crazy during the peak time because their reliability is really bad, so it is being conscious of how that reliability changed when we weren't necessarily aware of it 20 years ago and it keeps ticking away and then you have a mess and you're not going to fix it. He added that it is having some things and metrics at least monitor things and be conscious of what is happening, so some of this is macro and some of it is competing interests, for sure; you do one thing and add signal safety but it is also trying to get people out through an intersection and it can only process so many people that come to the intersection, it is a capacity issue.

Haugen commented that he thinks that we are to the point that next month we will be asking you to take action on PM2 and PM3, make a recommendation to the MPO Executive Policy Board.

Financial Forecast

Mereck reported that he won't delve too deep into this as you have seen it several times. He stated that in the Spring they worked with all of the agencies in developing functions through interviews for the various funding sources; and in May and June they developed some draft revenue forecasts and are positioning for the public meeting in September to kind of roll out the final forecasts they will use for the plan.

Mereck stated that, putting this into context, if recall we have this big universe of all the different projects types; state of good repair, safety, multimodal, capacity expansion; so all of those different project types need to be assigned a funding source so these are basically funding silos; HSIP and Safety, Interstate, Urban and Regional and Urban and Local, Mainstreet is your multimodal streetscape and then you've got your local funding sources; County, DOT matches, so they came up with forecasts that they work with you on, and assumptions tied to each of these forecasts over the 20 year planning horizon, broken down by timeframe; short, mid, and long term.

Mereck commented that one thing he will point out with the interstate, they have had some dialogue with NDDOT recently, and through the uncertainty and discomfort with where they are currently at with the interstate forecast, they need to have further dialogue to kind of zone in on what that number should actually be, but he thinks that all the other numbers on the North Dakota side have been tentatively approved. Haugen added, if you recall our discussion is that the universe of projects has interstate projects that are considerably more than the \$10 million

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, August 15th, 2018**

that we have totally forecasted; and they were talking with the NDDOT on some guidance, and they are suggesting that the \$10 million is probably too small, and whatever that number was, say \$100 million, was too large, so there is a number in-between but they aren't sure what it is, so whatever you put in this document is how you will get to it.

Mereck stated that one thing to keep in mind with all of this, the big picture, is that we have in round numbers about \$900 million dollars of documented projects for all the different project types, and if you gather up all the different funding sources on both the Minnesota and North Dakota side we are roughly at \$415 million, so we have roughly about half of the funding identified for all the projects identified, and within that we still need to program within each of the funding pots so there will be just a fraction of the overall projects identified in the universe of lists that will ultimately make it into the constrained plan, and that is kind of the key thing that he knows Mr. Haugen is working with everyone on, to really rolling up your sleeves and helping them decide our priorities for all of those different project types and what is important to all the agencies and communities and what you would ultimately like to see in that constrained plan that will fit within these different funding silos.

Mereck commented that, just a mere shot again on the Minnesota side, there aren't quite as many funding pots, but the same concept of allocating projects to these different funding types; and he believes these numbers have been pretty much solidified.

Mereck stated that they also have operations and maintenance costs. He explained that these are numbers that he believes are not required in the plan, but we are ultimately gravitating towards at some point having these numbers also solidified in the plan, along with the capital costs.

Mereck said that they do have some data on the operations side for North Dakota, although there are some holes in the data that they are trying to fill; and similarly on the Minnesota side as well. Bourdon added that they took what the existing operations revenue was, and adjusted it to get into the federal aid system, so they weighted that up to come up with totals.

Haugen commented that the earlier slide says that this information is coming from the T.I.P. document, and some of you might recall that many years ago Federal Highway put their foot down on our T.I.P. document saying that we had to show our operations and maintenance costs, besides the projects that were listed in the T.I.P., so we worked with the Technical Advisory Committee and agencies and came up with this way of showing the ratio of the total miles that are actually federal aid, they aren't showing all of the maintenance and operation dollars spent by all agencies, just a ratio of what we are informed is the total miles are times the ratio of total federal aid miles compared to the total miles available each year

Mereck stated that the total capital revenues are roughly \$443 million through 2045, so that is the constraint we will have on the \$900 million that is in the master of universe of projects list.

Mereck commented that you have seen this information several times, so this is just an update. He added that they are just zeroing in on the interstate forecast on the North Dakota ??, it is kind of the last piece of the puzzle and we hope to get that ironed out in the next month or so.

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, August 15th, 2018**

Haugen stated that Mr. Kadrmaz has some work to do on the District list of projects. He added that at the last special meeting there was some possibility that Grand Forks might revisit some of its project scopes as well; 48th Street came up as one possibility; is that still the case. Kuharenko responded that they are looking at some of their projects to see if they might be able to get a better definition, possibly get some things, but right now he thinks they ended up identify that there is a need for pretty much a lot of it and he thinks there was a discussion of putting it in the short-term, some of the streets they are looking at are 48th Street, possibly Cherry Street, possibly some work on 47th and getting those into a mid-range time-band. Haugen said that the sooner they get this information the sooner they can get that matched to revenue for fiscal constraint and really start identifying the projects that are within fiscal constraint, so they would ask that that list be submitted as soon as possible. Bourdon asked if it would be possible to get something yet this month because if they are going to go out and present something to the public it will be pretty tough for them to turn something around if they aren't getting it to the public and maintain the project schedule otherwise we will start running into issues in terms of overall scheduling and how they present information.

Bridge Analysis

Bourdon reported that we will get a lot more into some of the cost estimates, calculations of what the benefits the crossing will provide, and also look at what some of the B/C ratios are, so some of that will be new information.

Bourdon commented that based on direction they are looking at additional information that wasn't reviewed back in February regarding Elks Drive, and the 47th Avenue crossing.

Bourdon stated that it is the five river crossings; looking at what happens and the impacts and kind of compare them side-by-side since the review was to kind of revisit what had been done in the past, and the past had been focusing on 32nd Avenue South and Merrifield Road.

Bourdon reported that all crossings were assumed to be two-lane bridges, all connections on each side are two lane roads so it they are all consistent with a two lane facility, and they aren't adding additional through lane capacity and there was no new connections with I-29 or U.S. #2.

Bourdon said that they basically looked at some daily volumes and level of service from a link perspective, and they got some level of service from a Synchro analysis.. He stated that they have alignments that they reviewed, which really haven't changed. He added that they did meet back in June on the 47th Avenue connection on the Minnesota side so they did some revisions to that.

Bourdon commented that what is included in the report for the river crossings is a look at what is the level of service today, what is the level of service under no build conditions, and obviously out in the future to 2040 things get worse; it isn't really unique that we see where there is more traffic and the community is growing, that is what happens throughout changes in the roadway network.

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, August 15th, 2018**

Bourdon referred to slides showing link level of service for each of the proposed crossings and explained that they then, for each of the analyses, generated some information regarding some of the key corridors, so the existing three river crossings were basically impacted some of the link level of services; in terms of B/C ratio and that is presented on the left of each slide and then the volumes are presented for each of the crossings as well so you have your existing, your no build and understanding what it would be like without a connection on the link and then what the anticipated river crossing would do.

Bourdon went over each of the crossings briefly and explained what some of the improvements could be:

1. Point Bridge operates better under 17th Avenue South, Elks Drive and 32nd Avenue Crossing scenarios.
2. Gateway Drive operates better under all crossing scenarios except Merrifield Road.
3. Washington Street operates better under 17th Avenue and Elks Drive crossing scenarios although all scenarios have segments with undesirable operations.
4. Belmont Board operates better under all crossing scenarios based on link LOS but Belmont Road/4th Avenue intersection LOS shows mitigation is required under Merrifield Crossing scenario.

Bourdon stated that just in terms of where things are from a volume perspective, when we look at what the anticipated volumes are they found that:

1. 17th Avenue is a two-lane facility and there is roughly 3,000 to 10,000 vehicles forecast under the 17th Avenue Crossing scenario, depending on where you are at with most of the volume being more to the west of Washington Street.
2. 24th Avenue is a two-lane today and the volumes are shown under the Elks Crossing scenario and range between 4,000 and 7,500 just west of Belmont and east of Washington Street respectively, so again the volumes are higher closer to Washington.
3. 32nd Avenue is mostly a two-lane facility between Belmont and Washington and the volumes are higher, ranging from 10,500 to 13,000.
5. 47th Avenue is in the 8,000 to 9,000 range under the 47th Avenue Crossing scenario.

Bourdon referred to a slide showing roadway planning capacities information and stated that if they look at rough capacities at a planning level they found:

1. The two-lane urban roadway can typically handle between 8,000 and 10,000 so, this is planning level stuff, if they go in and look at individual intersections it is kind of a different world but we are doing a long range transportation plan and so 17th Avenue is at the higher end of that threshold on the west end without a conversion to a three-lane the east end tends to be fine, and when we say three-lane that generally would involve adding some two-way left turn lanes.

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, August 15th, 2018**

2. On the three-lane urban roadway capacity ranges from roughly 14,000 to 17,000 vehicles per day and 32nd Avenue would require a three-lane section; with segments between Cherry and Washington that would need some restriping; and between Cherry and Belmont there would be some minor widening required although it appears that 3 11-foot lanes would fit in most cases. He added that 47th Avenue would require a three-lane section so no changes would be needed between Washington and Belmont, but east of Belmont a three-lane section could be added with restriping only.

Williams asked if these are all assumed not to allow trucks correct, all the scenarios. Bourdon responded that that is correct.

Bourdon referred to a slides showing River Crossing Intersection LOS for each crossing and went over the information briefly. He then referred to slides showing the alignments for each of the crossings and went over them briefly as well.

Bourdon reported that in terms of the 47th Avenue Crossing there were some changes based on the June meeting with the various Minnesota Agencies. He said that some of the punch lines in terms of what they walked out with after discussing with the various agencies were:

1. Rhinehart Drive south of the dike could be converted to County Road or County State Aid Highway.
2. Rhinehart Drive between 13th Street S.E. and the dike could be converted to a City Street and likely would be reconstructed as an urban section.
3. 200th Street would be converted to a County Road or County State Aid Highway between the Red River and County State Aid Highway 58.
4. Improvements could be phased (i.e. Rhinehart Drive and 200th Street would not all have to be completed at once).

Bourdon commented that one thing that is a little bit different, and this is new information; they did get into probable cost. He explained that this had been done back in 2002, with more detail related to the Merrifield crossing done in 2004.

Bourdon referred to a slide that shows their opinion of probable costs and went over it briefly, pointing out that they used the 17th Avenue Low Bridge as an example; and came up with an estimated cost of \$38,448,133.00. He added that they did add some engineering and construction costs and for every one of the crossings they did this same thing, where they had impacts to the dike structure they included the cost of that, so there will be details in the report that will cover all of those crossings, but there will be differences in what is included for each crossing.

Bourdon stated that bridge costs have gone up, there has been a lot of time that has passed and that goes into the impacts of time and dollars, so the cost summary on the top they tried to grab relatively similar crossings so 47th, for an example is an exception because it wasn't looked at in the past so there is no number on the top to compare the costs to, but the costs on the top range

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, August 15th, 2018**

from roughly a half to even a third in some cases to the costs on the bottom. He went over the costs differences for each bridge crossing.

Bourdon commented that there was an exercise to go through and A.T.A.C. worked through it and gave us some changes in vehicle miles traveled, vehicle hours traveled; and WSB went through some calculations to give us some benefits in terms of what the benefited travel time was for each of the river crossings; the benefitted operations, crashes and air quality; and the benefits, as you look are in the neighborhood of ranging from \$15,000,000 to roughly \$25,000,000 with the highest benefits being at 32nd Avenue South and Merrifield Road with both being above \$20,000,000; where the lowest was 47th Avenue South at a little under \$3,000,000.

Williams asked if Merrifield Road included trucks. Haugen responded that it did not include a separate truck travel; and again they are trying to compare these all the same and the focus was supposed to be sort of like the Point Bridge. Williams said, though, that in reality we the Merrifield Bridge would be built so truck traffic could use it, and 47th Avenue South is the only one, in her judgement, that could be used for truck traffic because the rest all go through neighborhoods. She asked how difficult it would be to add a truck component into those to get a realistic look at it. Haugen responded that it wouldn't be too difficult, but the question would be is the benefit worth the calculation. Williams said that she thinks it might give a little more realistic look at it from the standpoint that; she knows that you are looking at probably no truck traffic, but in reality there would be truck traffic, so if you are going to look at just non-truck traffic that is okay, but the other way to look at it is, in reality you can look at it from another standpoint. Mareck stated that he will have to double check with their analyst, but he is pretty sure that they just made a generic assumption about percentage of truck traffic because any major roadway, any river crossing will all have a certain percentage of trucks whether you intend for them to be there or not, so, again he will have to check with their analyst but he believes they assumed 15% trucks for Merrifield and 5% for the other crossings, just as a generic default. Williams stated that she is still tying this exercise into the downtown area, where if we have a bridge that we can't get the trucks to use, they can't use it then we are still impacting the downtown with all the trucks running through the downtown all the time and she knows that that is one of the things that everyone is concerned about, downtown traffic and congestion and trying to get people to their destinations and a way to remove a certain percentage of trucks from that whole mix, so that is why she asked how difficult it would be to take a look at it.

Bourdon reported that the next slides are identical matrices that were presented back as part of the 2002 update; so probably these are the metrics that ended up going into the cost/benefit ratio. He pointed out that the construction costs they took from the slides before so there is an estimate of construction costs in 2018 dollars. He added that they have traffic flow and congestion, so that's vehicle hours traveled from the travel demand models so you have a value for that; and they have vehicle miles travel statistics and based on that they ended up with a benefit/cost ratio for each of them. He went over each of them briefly.

Bourdon commented that that is the benefit cost summary and comparison between the two. He stated that that is really kind of where they are at the end of doing the analysis. He added that

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, August 15th, 2018**

they will be making some final tweaks to get the modification put into a power point into the report and that will get wrapped up in the next few days.

Haugen stated that the report itself will be distributed when we get a draft and then you will be able to see all the details that are in the report. He added that this power point is on the web-site so you have access and information that they are sharing already.

Haugen said that, back to the Universe of Projects; they need to have those projects signed off on, and they also need to converse with NDDOT a little more about exactly the interstate revenue.

OTHER BUSINESS

a. 2018 Annual Work Program Project Update

Haugen reported that the monthly work program update is included for your review.

b. MN 220 North Corridor Study Update – Oral Update

Haugen reported that when he put this on the agenda early last week he was under the false assumption that the MN 220 North was due this week, it is not due for another couple of weeks so there isn't any thing more to report on this item at this time.

c. Grand Forks Downtown Transportation Plan Update – Oral Update

Haugen reported that the RFP for the Grand Forks Downtown Transportation Plan Update was due yesterday at noon. He said that we did not get our minimum of three proposals so if Mr. Johnson is still on the phone can you authorize us to proceed; he did send a request to be able to proceed as well. Johnson gave authorization to proceed.

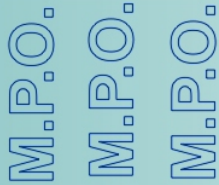
ADJOURNMENT

***MOVED BY BERGMAN, SECONDED BY BAIL, TO ADJOURN THE AUGUST 15TH, 2018,
TECHNICAL ADVISORY COMMITTEE MEETING AT 2:46 P.M.***

MOTION CARRIED UNANIMOUSLY.

Respectfully submitted by,

Peggy McNelis,
Office Manager



Grand Forks - East Grand Forks Metropolitan Planning Organization

MPO Staff Report **Technical Advisory Committee: September 12, 2018** **MPO Executive Board: September 19, 2018**

RECOMMENDED ACTION: Approval of the request for proposals for the US-2 & US-81 Skewed Intersection Study.

Matter of Request for Proposals for the US-2 & US-81 Skewed Intersection Study.

Background:

This study is to study the issues and conflicts of the intersections of US-2/Gateway Dr & US-81/N Washington St and US-2/Gateway Dr & US-Bus 2/N 5th St/Mill Rd. The known issues and conflicts are:

- The north/south legs of both intersections are skewed in relation to the east/west legs. With US-2/Gateway Dr being a major truck route through the City of Grand Forks, ND many trucks turn on and off it to access businesses. The skew makes the turning movements for trucks difficult.
- Railroad tracks cross US-2/Gateway Dr in between the intersections. The Mill Spur services the North Dakota Mill and other businesses along Mill Rd. There are several trains a week that stop traffic for periods of time. This causes traffic to back up impacting the intersections of US-2/Gateway Dr & N 20th St and US-2/Gateway Dr & N 3rd St/11th Ave N. Currently the North Dakota Mill is working to be able to have a unit train access the Mill. With the longer train it would mean even longer traffic delays.
- While these intersections have high traffic volumes transit, bicycles, and pedestrians also access the area. Two bus routes run through these intersections. There is a multi-use path that runs behind the businesses on the north side of US-2/Gateway Dr. There are sidewalks along US-2/Gateway Dr for pedestrian access.

Due to the freight, rail, passenger vehicle, transit, bicycle, and pedestrian activity this study is looking to: improve safety; reduce existing and future traffic congestion; provide efficient access for existing and future development; and improve mobility and connectivity for all transportation modes. The MPO is looking for a consultant that can give innovative large, medium, and small alternatives to the issues these intersections present.

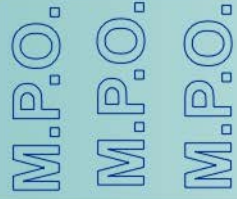
This project has a finish date of October 31st, 2019. The total consultant cost is \$60,000.

Findings and Analysis:

- UPWP identifies the US-2 & US-81 Skewed Intersection Study to be done.

Support Materials:

- The Request for Proposals



**Grand Forks - East Grand Forks
Metropolitan Planning Organization**

**Grand Forks – East Grand Forks
Metropolitan Planning Organization**

**Request for Proposals
for
Transportation Planning Services**

US-2 & US-81 Skewed Intersection Study
Grand Forks, ND

September 2018

**REQUEST FOR PROPOSALS
FOR
TRANSPORTATION PLANNING SERVICES**

The Grand Forks – East Grand Forks Metropolitan Planning Organization (MPO) requests proposals from qualified consultants for the following project:

US-2 & US-81 Intersection Skew Study in Grand Forks, ND

Qualifications based selection criteria will be used to analyze technical submittals from responding consultants. Upon completion of technical ranking, the MPO will enter into contract negotiations with the top ranked firm. Sealed cost proposals will be required with the RFP. The cost proposal of the top ranked firm will be opened during contract negotiations. The MPO reserves the right to reject any or all submittals. This project has a not to exceed budget of \$60,000 dollars.

Interested firms should contact Teri Kouba, Senior Planner, at the MPO, 600 DeMers Avenue, East Grand Forks, MN 56721. Contact can also be done via phone 701.746.2660, or by email: teri.kouba@theforksmpo.org

All proposals received by **October 23, 2018**, at Noon at the MPO Office will be given equal consideration. Minority, women-owned, and disadvantaged business enterprises are encouraged to participate. Respondents must submit six (6) copies of the proposal. The full length of each proposal should not exceed twenty-five (25) double-sided pages, including any supporting material, charts, or tables. MPO will not accept spiral bound proposals; consultants are encouraged to prepare proposals in a format that will ensure for efficient disposal, and are encouraged to use materials that are easily recycled. Electronic proposals are preferred in Microsoft Word or Adobe Acrobat format; however they must be easily reproducible by MPO in black-and-white. A sealed cost proposal must still be provided in hard copy by noted due date. Submittals must be received no later than **October 23, 2018** at noon (Grand Forks local time). Hard copies of technical and/or cost proposals should be shipped to ensure timely delivery to:

**Teri Kouba
Senior Planner
Grand Forks – East Grand Forks MPO
600 DeMers Avenue
East Grand Forks, Minnesota 56721
teri.kouba@theforksmpo.org**

Fax versions will not be accepted as substitutions for hard copies of proposals. Once submitted, the proposals become the property of MPO.

Table of Contents

I. Purpose of Request.....4

II. General Instructions.....4

III. Preliminary Project Schedule9

IV. RFP Evaluation Criteria and Process9

V. Terms and Conditions.....10

VI. Proposal Format and Content.....10

VII. Background and Scope of Work.....12

VIII. Information Available for Consultant.....15

IX. Map of Project Area16

Appendix A Attachments 1 and 2

Appendix B Cost Proposal Form

**REQUEST FOR PROPOSALS FOR
TRANSPORTATION PLANNING SERVICES**

I. PURPOSE OF REQUEST

The MPO requests proposals from the qualified consultants for the following project:

US-2 & US-81 Intersection Skew Study in Grand Forks, ND

The purpose of this Request for Proposals (RFP) is to provide interested consulting firms with enough information about the professional services desired by the MPO.

A selection committee will rank submittals from responding consultants. Upon completion of the ranking, the MPO will enter into contract negotiations with the top ranked firm. Sealed cost proposals will be required with the RFP. The cost proposals of the top ranked firm will be opened during contract negotiations. The MPO reserves the right to reject any and all submittals.

II. GENERAL INSTRUCTIONS

A. Any questions or comments regarding this proposal should be submitted to:

**Teri Kouba
Senior Planner
GF/EGF MPO
600 DeMers Avenue
East Grand Forks, MN 56721**

**Phone: 701/746-2660
FAX: 701/787-3755**

e-mail: teri.kouba@theforksmmpo.org

B. Proposals shall be submitted to:

**GF/EGF MPO
600 DeMers Avenue
East Grand Forks, MN 56721**

C. All proposals must be clearly identified and marked as follows:

**Proposal For:
US-2 & US-81 Intersection Skew Study in Grand Forks, ND
Firm's Name
GF/EGF MPO**

All proposals must be received by noon October 23, 2018 at which time the technical proposals will be opened for review. Cost proposals will remain sealed in a secure place until technical ranking is complete and contract negotiations begin. An electronic copy or six (6) copies of the technical proposal must be provided. One copy of the cost proposal shall be submitted in a separate, sealed, and clearly marked envelope.

D. Selection Committee

The technical proposals will be reviewed by the Selection Committee, which may include staff from local municipalities and multi-jurisdictional bodies as follows:

- NDDOT District
- City of Grand Forks Engineering Department
- MPO
- City Of Grand Forks Planning Department
- BNSF

Once the written proposals are received, the Selection Committee will rank the proposals. A 40 minute interview will be scheduled on **November 1, 2018** with the firms that submit the top three ranked proposals. This 40 minute interview will provide an opportunity for the selection committee members to ask questions of the submitting firms and get clarification on any information in the proposal that may not be clear. Firms chosen for interviews will be expected to make presentations, and should prepare one. The interviews may be conducted in person at the MPO Offices. Firms may be asked to verbally expand upon particular points in their written proposal and should be prepared to do so.

E. Respondent Qualifications

Respondents must submit evidence that they have relevant past experience and have previously delivered services similar to the ones required. Each respondent may also be required to show that he/she has satisfactorily performed similar work in the past and that no claims of any kind are pending against such work. No proposal will be accepted from a respondent who is engaged in any work that would impair his/her ability to perform or finance this work.

No proposal will be accepted from, nor will a subcontract be awarded to, any respondent who is in arrears to MPO or its representative governments, upon any debt or contract; who is in default, as surety or otherwise, upon any obligation to the local partners; or who is deemed to be irresponsible or unreliable by the local representatives.

F. Disadvantaged Business Enterprise

In the performance of this agreement, the contractor shall cooperate with MPO in meeting its goals with regard to the maximum utilization of disadvantaged business enterprises, and will use its best efforts to ensure that such business enterprises shall have the maximum practical opportunities to compete for subcontract work under this agreement.

1. Policy

It is the policy of the Department of Transportation that disadvantaged business enterprises as defined in 49 CFR Part 23, shall have the maximum opportunity to participate in the performance of contracts financed in whole or in part with federal funds under this Agreement. Consequently, the DBE requirements of 49 CFR Part 23 applies to this Agreement.

2. DBE Obligation

The MPO and contractor agree to ensure that disadvantaged business enterprises as defined in 49 CFR Part 23 have the maximum opportunity to participate in the performance of contracts and subcontracts financed in whole or in part with federal funds provided under or pursuant to this Agreement. In this regard, the contractor shall take all necessary and reasonable steps in accordance with 49 CFR Part 23 to ensure that disadvantaged business enterprises have the maximum opportunity to compete for and perform contracts. The contractor shall not discriminate on the basis of race, creed, color, national origin, age, or sex in the award and performance of DOT-assisted contracts.

G. *Equal Employment Opportunity*

In connection with this proposal and any subsequent contract, the consultant shall not discriminate against any employee or applicant for employment because of race, color, creed, religion, national origin, disability, sex, or status regarding public assistance. The consultant will take action to ensure that its employees are fairly treated during employment without regard to their race, color, creed, religion, national origin, disability, sex, or status regarding public assistance. Such actions shall include, but not be limited to the following: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising, layoff or termination; rate of pay or other forms of compensation; and selection for training, including internship and/or apprenticeship. The consultant further agrees to insert a similar provision in all subcontracts, except subcontract for standard commercial supplies or raw materials. The consultant will furnish all necessary information and reports and will permit access to its books, records, and accounts by the MPO and/or its representatives including state and federal agencies, for purposes of investigation to ascertain compliance with non-discrimination provisions or any resultant contract.

H. *Ownership, Publication, Reproduction, and Use of Materials*

All work products of the contractor which result from this contract are the exclusive property of MPO, local partners, and its federal/state grantor agencies. No material produced in whole or part under this agreement shall, during the life of this agreement, be subject to copyright in the United States or in any other country. Permission and approval must be obtained from the MPO before any report, handbook, cassettes, manual, interim data, or results are published. Draft copies of all deliverables must be prepared by the consultant and reviewed and approved by the MPO before publication. The consultant, subject to the approval by the MPO, shall have the authority to publish, disclose, distribute, and otherwise use in whole and part, any reports, data, or other materials prepared under this agreement.

I. *Records, Access, and Audits*

The consultant shall maintain complete and accurate records with respect to allowable costs incurred and manpower expended under this contract. All such records shall be maintained on a generally accepted accounting basis and shall be clearly identified and readily accessible. The consultant shall provide free access to the representatives of MPO, the US Department of Transportation, and the Comptroller General of the United States at all proper times to such data and records, and their right to inspect and audit all data and records of the Consultant relating to his performance under the contract; and to make transcripts there from as necessary to allow inspection of all work data, documents, proceedings, and activities related to this contract for a period of three (3) years from the date of the final payment under this contract.

J. *Conflicts of Interest*

No official or employee of the MPO, state, or any other governmental instrumentality who is authorized in his official capacity to negotiate, accept, or approve, or to take part in negotiating, accepting, or approving any contract or subcontract in connection with a project shall have, directly or indirectly, any financial or other personal interest in any such contract or subcontract. No engineer, attorney, appraiser, inspector, or other person performing services for the MPO, state, or a governmental instrumentality in connection with a project shall have, directly or indirectly, a financial or other personal interest other than his employment or retention by the MPO, state, or other governmental instrumentality, in any contract or subcontract in connection with such project. No officer or employee of such person retained by the MPO, state, or other governmental instrumentality shall have, directly or indirectly, any financial or other personal interest in a project unless such interest is openly disclosed upon the public records of the MPO, the NDDOT, the MnDOT, or such other governmental instrumentality, and such officer, employee, or person has not participated in such acquisition for and in behalf of the state.

K. *Eligibility of Proposer, Non-procurement, Debarment and Suspension Certification; and Restriction on Lobbying*

The consultant is advised that his or her signature on this contract certifies that the company/agency will comply with all provisions of this agreement, as well as applicable federal and state laws, regulations, and procedures. Moreover the consultant affirms its compliance with the federal Debarment and Suspension Certification and the Federal Restrictions on Lobbying.

L. Subcontracting

The contractor may, with prior approval from the MPO, subcontract as necessary to accomplish the contract objectives. Subcontracts shall contain all applicable provisions of this agreement, and copies of the subcontract must be filed with the MPO.

M. Assignments

The contractor shall not assign or transfer the contractor's interest in this agreement without the express written consent of the MPO.

N. Procurement - Property Management

The contractor shall adhere to 49 CFR 18.36 when procuring services, supplies, or equipment, and to the applicable provisions of 49 CFR 18.32 and FHWA Safety Grant Management Manual, Transmittal 14, October 5, 1995 Property Management Standards, which are incorporated into this agreement by reference, and are available from the North Dakota Department of Transportation.

O. Termination

The right is reserved by either party to terminate this agreement with or without cause at any time if the recipient does not comply with the provisions of this agreement or its attachments.

If the MPO terminates this agreement, it reserves the right to take such action as it deems necessary and appropriate to protect the interests of the MPO, and its state/federal grantor agencies. Such action may include refusing to make any additional reimbursements of funds and requiring the return of all or part of any funds that have already been disbursed.

P. Amendments

The terms of this agreement shall not be waived, altered, modified, supplemented, or amended in any manner whatsoever, except by written instrument signed by the parties.

Q. Civil Rights

The contractor will comply with all the requirements imposed by Title VI of the Civil Rights Act of 1964 (78 STAT. 252), the regulation of the Federal Department of Transportation, 49 CFT, Part 21, and Executive Order 11246.

The contractor shall not discriminate against any employee or applicant for employment because of race, religion, color, sex, age, handicap, or national origin. The contractor shall take affirmative action to insure that applicants are employed and that employees are treated during their employment without regard to their race, religion, color, sex, age, handicap, or national origin. Such actions shall include but not be limited to the following: employment, upgrading, demotion or transfer, recruitment or advertising, layoff or termination, rates of pay, or other forms of compensation, and selection for training, including apprenticeship. Furthermore, the contractor agrees to insert a similar provision in all subcontracts, except subcontracts for standard commercial supplies or raw materials.

R. Civil Rights - Noncompliance

If the contractor fails to comply with the federal or state civil rights requirements of this contract, sanctions may be imposed by the FHWA or the NDDOT as may be appropriate, including, but not limited to:

1. Withholding of payments to the contractor under the contract until the contractor complies, or
2. Cancellation, termination, or suspension of the contract, in whole or in part.

S. Energy Efficiency

The contractor shall comply with the standards and policies relating to energy efficiency which are contained in the North Dakota Energy Conservation Plan issues in compliance with the Energy Policy & Conservation Act, Public Law 94-163, and Executive Order 11912.

T. *Handicapped*

The contractor shall ensure that no qualified handicapped individual, as defined in 29 USE 706(7) and 49 CFR Part 27 shall, solely by reason of this handicap, be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any program or activity that receives or benefits from the assistance under this agreement.

U. *EPA Clean Act and Clean Water Acts*

The contractor shall comply with the Clean Air Act, 42 U.S.C. 1857; the Clean Water Act, 33 U.S.C. 1251; EPA regulations under 40 CFR Part 15, which prohibits the use of nonexempt federal contracts, grants, or loans of facilities included on the EPA List of Violating Facilities, and Executive Order 11738.

V. *Successors in Interest*

The provisions of this agreement shall be binding upon and shall ensure to the benefit of the parties hereby, and their respective successors and assigns.

W. *Waivers*

The failure of the MPO or its local state/federal grantors to enforce any provisions of this contract shall not constitute a waiver by the MPO or its state/federal grantors of that or any other provision.

X. *Notice*

All notices, certificates, or other communications shall be sufficiently given when delivered or mailed, postage prepaid, to the parties at their respective places of business as set forth below or at a place designated hereafter in writing by the parties.

Y. *Hold Harmless*

The contractor shall save and hold harmless the MPO, its officer, agents, employees, and members, and the State of North Dakota and Minnesota and the NDDOT and MnDOT, its officers, agents, employees, and members from all claims, suits, or actions of whatsoever nature resulting from or arising out of the activities of the contractor or its subcontractors, agents, or employees under this agreement. It is hereby understood and agreed that any and all employees of the contractor and all other persons employed by the contractor in the performance of any of the services required or provided for under this agreement shall not be considered employees of the MPO, the NDDOT, or the MnDOT and that any and all claims that may arise under the Worker's Compensation Act on behalf of said employees while so engaged and any and all claims by any third parties as a consequence of any act or omission on the part of said contractor's employees while so engaged in any of the services to be rendered under this agreement by the contractor shall in no way be the obligation or responsibility of the MPO.

Z. *Compliance with Federal Regulations*

The contractor is advised that his or her signature on this contract certifies that its firm will comply with all provisions of this agreement as well as applicable federal and state laws, regulation, and procedures. Moreover, the contractor affirms its compliance with the federal Debarment and Suspension Certification and the federal Restrictions on Lobbying.

III. PRELIMINARY PROJECT SCHEDULE

A. Consultant Selection

Advertise RFP to Qualified Firms	September 24, 2018
Receive Proposals	October 23, 2018

Selection Committee Activity:	
Review Proposals	October 24–October 29, 2018
Proposal Interviews	November 1, 2018
Select Finalist	November 2, 2018
Contract Negotiations Completed	November 21, 2018
MPO Policy Board Approval of Consultant Selection and Contract	November 21, 2018

B. Project Development

Notice to Proceed	November 28, 2018
Draft Report Submittal	June 28, 2019
Final Report Submittal	August 30, 2019

IV. RFP EVALUATION CRITERIA & PROCESS

The MPO in close coordination with members of the Steering Committee will evaluate the written proposals based on, but not limited to, the following criteria and their weights:

A. Understanding the Scope-of-Work and Proposed Project Approach (25% weighted score)

1. Does the firm demonstrate an understanding of the study objectives?
2. What is the consultant's approach to performing the scope-of-work effectively and efficiently?
3. What is the proposed schedule for completing the study?
4. What is the firm's proposed public input plan?

B. Related Experience on Similar Projects (25% weighted score)

1. How familiar is the firm with this kind of work?
2. Does the firm have a history of successfully completing similar kinds of studies?

C. Past Performance (15% weighted score)

1. Does the firm routinely deliver desired products in a timely manner?
2. Does the consultant routinely demonstrate initiative, efficient use of time and resources, and reliability in completing their projects?

D. Expertise of the Technical and Professional Team Members Assigned to the Project (25% weighted score)

1. What are the technical and professional skills of each team member?
2. What will be the assigned role each member will play?

E. Recent, Current, and Projected Workloads of Persons Working on the Project (10% weighted score)

1. Can the team members devote the time and resources necessary to successfully complete this project?

Each proposal will be evaluated on the above criteria by the Selection Committee. After RFP review, the Committee will schedule oral interviews. The Committee will determine which firm would best provide the services requested by the RFP. The qualifying firm chosen by the Selection Committee will enter into a contract and fee negotiation based on the sealed cost proposal, submitted in a separate envelope.

The MPO is an Equal Opportunity Employer.

V. TERMS AND CONDITIONS

- A. The MPO reserves the right to reject any or all proposals, or to award the contract to the next most qualified firm if the successful firm does not execute a contract within forty-five (45) days after the award of the proposal.
- B. The MPO reserves the right to request clarification of information submitted and to request additional information of one or more applicants.
- C. Any proposal may be withdrawn up until the date and time set for the opening of the proposals. Any proposals not so withdrawn shall constitute an irrevocable offer, for a period of 90 days, to provide to the MPO the services set forth in the attached specifications, or until one or more of the proposals have been approved by the MPO Policy Board.
- D. If, through any cause, the firm shall fail to fulfill in timely and proper manner the obligations agreed to, the MPO shall have the right to terminate its contract by specifying the date of termination in a written notice to the firm at least ninety (90) working days before the termination date. In this event, the firm shall be entitled to just and equitable compensation for any satisfactory work completed.
- E. Any agreement or contract resulting from the acceptance of a proposal shall be on forms either supplied by or approved by the MPO and shall contain, as a minimum, applicable provisions of the Request for Qualifications. The MPO reserves the right to reject any agreement that does not conform to the Request for Qualification and any MPO requirements for agreements and contracts.
- F. The firm shall not assign any interest in the contract and shall not transfer any interest in the same without prior written consent of the MPO.

VI. PROPOSAL FORMAT AND CONTENT

Proposals shall include the following sections at a minimum:

1. Introduction and Executive Summary
2. Response to Administration Questions
3. Summary of Proposed Technical Process/Planning Process
4. Description of Similar Projects
5. Project Staff Information including breakdown of estimated staff hours by each staff class per task
6. References
7. DBE/MBE Participation
8. Sealed Cost Proposals (to be bound separately)

Detailed requirements and directions for preparation of each section are outlined below:

A. Introduction and Executive Summary

Provide the following information concerning your firm:

1. Firm name and business address, including telephone number, FAX number, and e-mail address, if available.
2. Year established (include former firm names and year established, if applicable)
3. Type of ownership and parent company, if any.
4. Project manager's name, mailing address, and telephone number, if different from Item 1. Project manager's experience.

In the Executive Summary, highlight the major facts and features of the proposal, including any conclusions, assumptions, and recommendations you desire to make.

B. Administrative Questions

Respond to each of the following questions, and please cite the question before each answer.

1. Identify the respondent's authorized negotiator.

Give name, title, address, and telephone number of the respondent's authorized negotiator. The person cited shall be empowered to make binding commitments for the respondent firm.

2. Provide workload and manpower summaries to define respondent's ability to meet project time line.

C. Summary of Proposed Technical Process

Discuss and clearly explain the methodology that your firm proposes to use to satisfactorily achieve the required services on this project. The respondent must document his/her clear understanding of the RFPs entire scope of work and project intent (see VII of RFP) for Transit Development Plan Update, data requirements, public participation process, and alternative evaluation methodology. Include all aspects of technical analysis, projections, advanced technology and software, and public participation processes. Address any unique situations that may affect timely, satisfactory completion of this project.

D. Project Staff Information

Provide a complete project staff description in the form of a graphic organization chart, a staff summary that addresses individual roles and responsibilities, and resumes for all project participants. Please provide staff information breakdown of estimated staff hours by each staff class per task. It is critical that contractors commit to particular levels of individual staff members' time to be applied to work on this project. Variance from these commitments must be requested in writing from the MPO and reviewed/approved in terms of project schedule impact.

The completion of the scope of work in this agreement by the contractor must be done without any adverse effect in any way on other contracts that the contractor currently has in place with the MPO.

E. Similar Project Experience

Describe similar types of studies/construction projects completed or currently under contract.

F. References

Provide references of three clients for whom similar work has been completed.

G. DBE/MBE Participation

Present the consultant's efforts to involve DBE/MBE businesses in this project. If the consultant is a DBE/MBE, a statement indicating that the business is certified by the NDDOT or MNDOT as a DBE/MBE shall be included in the proposal. If the consultant intends to utilize a DBE/MBE to complete a portion of this work, a statement of the subcontractor's certification by either the NDDOT or Mn/DOT shall be included. The percent of the total proposed cost to be completed by the DBE shall be shown.

H. Cost Proposals/Negotiations

1. Cost Proposals

Submit in a separate sealed envelope a cost proposal for the project work activities. Cost proposals will be separated from technical proposal and secured unopened until the technical evaluation process is completed. Only the cost proposal from the top ranked technical proposal will be opened during the negotiation process. Cost Proposals shall be based on hourly "not to exceed" amount. Cost proposals must be prepared using the format provided in Appendix B.

2. Contract Negotiations

The MPO will negotiate a price for the project after the Selection Committee completes its final ranking of the consultants. Negotiation will begin with the most qualified consultant, based on the opening of their sealed cost proposal. If the MPO is unable to negotiate a fair and reasonable contract for services with the highest ranking firm, negotiations will be formally terminated, and will begin with the next most qualified firm. This process will continue until a satisfactory contract has been negotiated.

The MPO reserves the right to reject any, or all, submittals.

VII. BACKGROUND AND SCOPE OF WORK

A. Background

This study is to study the issues and conflicts of the intersections of US-2/Gateway Dr & US-81/N Washington St and US-2/Gateway Dr & US-Bus 2/N 5th St/Mill Rd. The known issues and conflicts are:

- The north/south legs of both intersections are skewed in relation to the east/west legs. With US-2/Gateway Dr being a major truck route through the City of Grand Forks, ND many trucks turn on and off it to access businesses. The skew makes the turning movements for trucks difficult.
- Railroad tracks cross US-2/Gateway Dr in between the intersections. The Mill Spur services the North Dakota Mill and other businesses along Mill Rd. There are several trains a week that stop traffic for periods of time. This causes traffic to back up impacting the intersections of US-2/Gateway Dr & N 20th St and US-2/Gateway Dr & N 3rd St/11th Ave N. Currently the North Dakota Mill is working to be able to have a unit train access the Mill. With the longer train it would mean even longer traffic delays.
- While these intersections have high traffic volumes transit, bicycles, and pedestrians also access the area. Two bus routes run through these intersections. There is a multi-use path that runs behind the businesses on the north side of US-2/Gateway Dr. There are sidewalks along US-2/Gateway Dr for pedestrian access.

Due to the freight, rail, passenger vehicle, transit, bicycle, and pedestrian activity this study is looking to: improve safety; reduce existing and future traffic congestion; provide efficient access for existing and future development; and improve mobility and connectivity for all transportation modes. The MPO is looking for a consultant that can give innovative large, medium, and small alternatives to the issues these intersections present.

B. Scope of Work

The consultant will be responsible for the necessary activities, including (but not limited to) support by appropriate decision making bodies, data collection, traffic operational analyses, safety analysis, preliminary geometric layouts, warrant analysis, social and environmental impacts, right-of-way needs, access control, coordination with related projects and jurisdictions, responses to review comments, preliminary cost estimates, and federal planning compliance.

The MPO, North Dakota Department of Transportation (NDDOT), and the City of Grand Forks are working together on this study with the intent to develop a plan of action to address existing traffic issues, identify future traffic issues, and coordinate possible modifications and/or additional access. The following activities and sub tasks are the minimum scope of work requirements that the consultant must address in the preparation of the application:

i. General Considerations

- 1) Future Land Use
 - a. Review the recommended future land uses and validate that the uses are still appropriate for the study area and provide recommendations as appropriate
- 2) Multi-modal connectivity in the study area
 - a. This should include consideration of future arterial and collector roadways and bicycle/pedestrian, and transit facilities.
- 3) Planning level cost estimates for future recommended transportation alternatives

ii. Existing project conditions and proposed alternatives

- 1) Project construction history
- 2) Functional (arterial, collector, etc.) and funding (NHS, Urban, etc.) classification
- 3) Geometry
- 4) Typical Section
- 5) Pavement Conditions
- 6) Traffic Operations and Data
- 7) Structures
- 8) Right-of-Way
- 9) Access Control
- 10) Lighting

- 11) Utilities
- 12) Parking
- 13) Railroad Crossings
- 14) Sidewalks, Multi-use Trails, and Shared-use Paths (ADA)
- 15) Pedestrian crossings enhancements
- 16) Landscaping/hardscaping to enhance the corridor with attention to improving the human scale environment.
- 17) Transit Facilities
- 18) Proposed improvements unique to each build alternative

iii. Study Documentation

The corridor study should include at a minimum the following documentation:

- 1) Existing and Future Conditions Technical Memorandum
 - a. Shall report on all of the existing conditions that may be required in a future environmental document (elements identified in the scope of work)
- 2) Traffic Analysis Technical Memorandum.
 - a. Shall include a full traffic analysis on existing year volumes and future planning year volumes for 2030 and 2045 based upon the 2045 Long Range Transportation Plan.
 - b. Crash analysis would be done using the most up to date crash data.
- 3) Issues Technical Memorandum
 - a. Shall summarize issues identified within the first two technical memos and issues identified during the public input process. The issues technical memo shall also develop a purpose and need statement for the project.
- 4) Alternative Development Technical Memorandum
 - a. The corridor study should identify a reasonable range of alternatives. The study can reduce the total number of alternatives to be considered in a future phase by documenting how and why an alternative does not meet the purpose and need of the project, as identified in the plan.
 - b. ATAC may be requested to provide the necessary travel demand forecasts based upon the various alternatives selected to have 2030 and 2045 volumes forecasted.
 - c. Shall include a reasonably detailed description of each alternative developed for the project. It should also include a preliminary layout for each technically feasible alternative.
 - d. In an effort to provide visualization of alternative concepts, 3D animation is desired. This animation has been used successfully in other MPO studies to convey a better understanding of what may be less familiar alternatives to the local users.
- 5) Alternative Evaluation Technical Memorandum
 - a. Shall include sufficient details to assist with the evaluation of each developed alternative. The list of information that must be included is shown below. Additional information on other items may be included if deemed essential to support the removal of alternatives from further consideration. The alternative evaluation technical memorandum can also identify if any of the developed alternatives do not meet the purpose and need or are deemed technically.
 - 1) Base year of construction costs
 - 2) include engineering and what percentage
 - 3) include land acquisition costs and if so what basis
 - 4) include utility relocation costs and if so what basis.
 - b. Cost Estimate for each alternative. All project cost summaries and tables will identify the following:
 - 1) Base year of construction costs
 - 2) include engineering and what percentage
 - 3) include land acquisition costs and if so what basis
 - 4) include utility relocation costs and if so what basis.

- c. Readily identifiable planning level impacts for each alternative (e.g. Right of way, utilities, environmental impacts, et al.).
 - d. Improvements resulting from each alternative – how does each alternative improve corridor issues and support the purpose and need for the project? (e.g. crash reduction factors, level of service analysis, etc.).
- 6) Public Input Summary Memorandum
- a. Shall summarize the public input and steering committee meeting(s) that were completed during the corridor study phase. This should include details regarding how the meeting was advertised and comments to ensure that the meetings were conducted in compliance with the environmental requirements.
- 7) Implementation Plan Technical Memorandum
- a. Shall identify milestones and phases for the project including timelines for initiation of the NEPA document, Right-of-Way acquisition, project construction year, etc. The implementation plan shall also identify the intended funding for each technically feasible alternative for the project. It could include how local entities plan to fund their share of the project.
 - b. Shall lay out a two phased approach to the implementation process.
 - c. Recommendations at the intersections for the short term should be developed as a Phase I. Subsequent phases will include long term improvements.

Public Input Meetings: Development of the study shall be supported by no less than three (3) public input meetings. The MPO shall utilize its website and list of interested persons, stakeholders, and targeted interest groups to distribute public input meeting information. The consultant shall prepare notices and public announcements and have them to the MPO one week before the announcement goes out to the public. The MPO shall be responsible for issuing notices and public announcements. The consultant shall get meeting information to the MPO one week before the meeting. The consultant shall be responsible for the facilitation and summarization of the following public input meetings:

Public Input Meeting #1 – Early Input Meeting. The initial public input meeting shall focus on soliciting comments on the existing transit system and gathering information on ridership issues, service needs, system modifications, or other identified needs.

Public Input Meeting #2 – Presentation of Alternatives. The second public input meeting shall provide an opportunity for the public, stakeholders, and interested parties to provide feedback and comments on system alternatives, including issue identification/needs assessment and alternatives development and analysis.

Public Input Meeting #3 – Draft Study. The final public input meeting shall provide the public an opportunity to comment on recommendations of the Study regarding all aspects of transportation within the Study Area.

Steering Committee: A Steering Committee will be formed to assist the MPO and selected consultant in completing this Study. The Committee will meet five (5) times throughout the study to provide guidance and information to the consultant. The consultant will provide minutes of each meeting. Membership of the Steering Committee could include representatives from:

- FHWA North Dakota
- NDDOT Local District
- NDDOT Local Government
- Grand Forks Engineering
- Grand Forks Planning
- BNSF Railroad

- North Dakota State Mill
- 1-2 Business Owner(s)
- Others as appropriate

C. Project Deliverables

The final product will show recommendations for future transportation enhancements to the East Grand Forks northwest street corridors. It will also give recommendation as to how to make the corridor safe for all modes.

US-2 & US-81 Intersection Skew Study

1. A draft report by noon, June 28th, 2019
2. A draft final report by noon August 30th, 2019
3. The final bound report by October 31st, 2019 (15 copies)

An electronic copy of the approved final reports will be delivered to the Grand Forks-East Grand Forks MPO in PDF and Word format. The electronic copies should be complete and in order such that additional copies of either document could be printed on-demand. In addition, electronic copies of any pertinent working papers and modeling software either during the project or at its conclusion will be delivered to the MPO.

D. Estimated Project Budget

This project has a not-to-exceed budget of \$60,000. Consultants submitting proposals are asked to use their audited DOT rates when completing their Cost Proposal Form (See Appendix B).

E. Other Requirements

The consultant will update the Project Manager on an on-going basis, along with a written monthly progress report which will clearly reflect progress, timeliness, and budget expenditures. The monthly progress report will be required with the submission of each invoice.

VIII. INFORMATION AVAILABLE FOR CONSULTANT

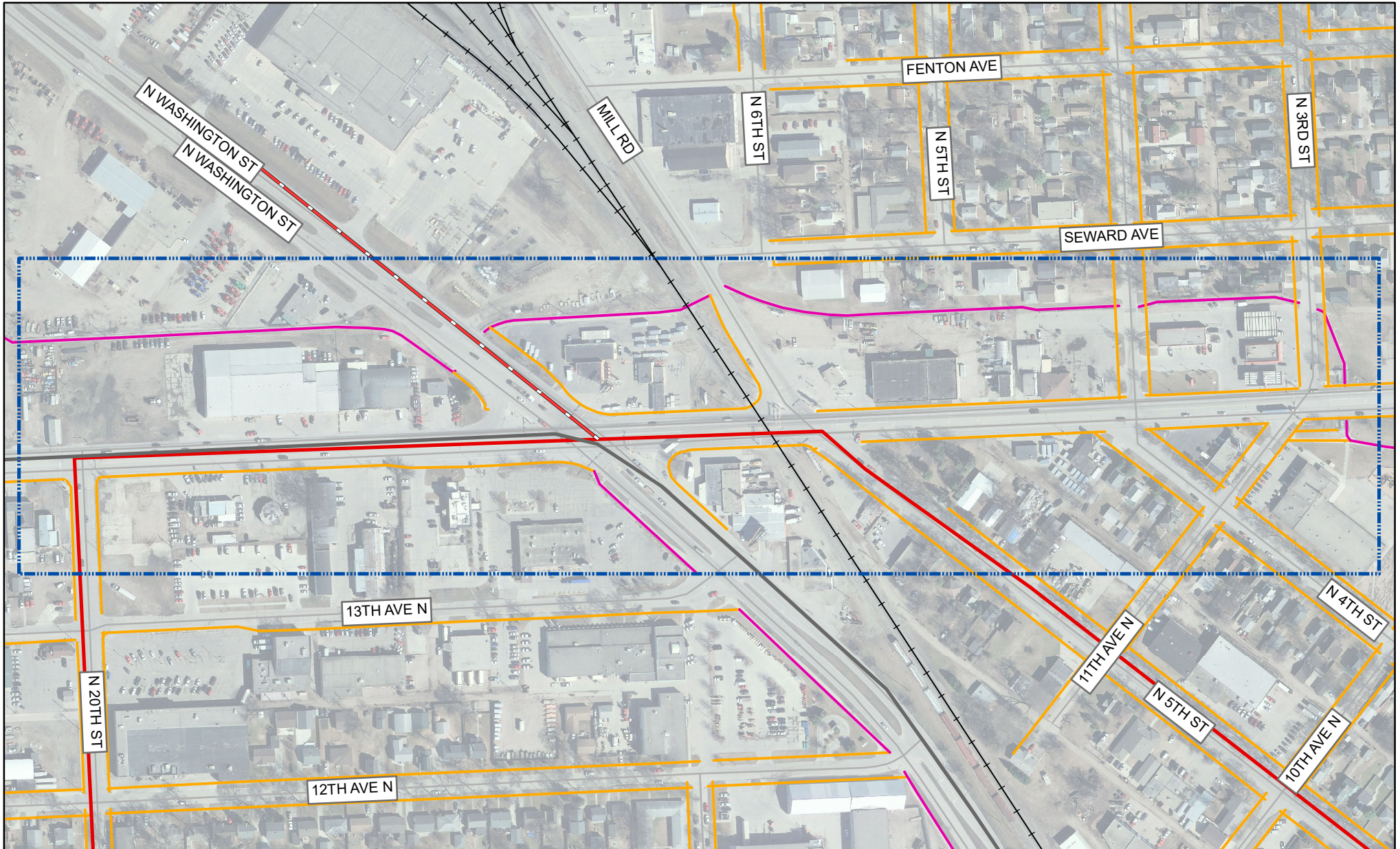
A. General Information







The following resource data / information are available for the project:


- 2045 Grand Forks Land Use Plan
- Grand Forks Freight Rail Access Study:
<https://theforksmpo.files.wordpress.com/2017/02/gfrailaccessstudyfinalreport.pdf>
- State Mill Spur Railroad Crossing Study:
<https://theforksmpo.files.wordpress.com/2017/02/statemillspurrross.pdf>
- Grand Forks/East Grand Forks 2045 Long Range Transportation Plan Update *Access to study via the GF-EGFMPO website www.theforksmpo.org*
- GIS shapefile data
- GF-EGF MPO Public Participation Plan. *Access to plan via the GF-EGF MPO website www.theforksmpo.org*

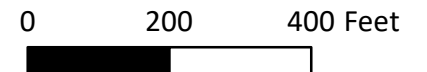
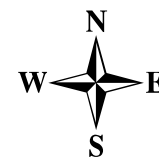
IX. MAP OF PROJECT AREA – next page

Study Area for Intersection Skew Study



-  Railroad
-  Sidewalk
-  Multi-use Path
-  Route 2- Day Only
-  Route 2 Deviation
-  Route 13- Evening Only

 Study Area



APPENDIX A

ATTACHMENTS 1 & 2

DEBARMENT OR SUSPENSION CERTIFICATION

The Participant, _____ (name of firm) certifies to the best of its knowledge and belief, that it and its principals:

1. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
2. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or Local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
3. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or Local) with commission of any of the offenses enumerated in paragraph two (2) of this certification; and
4. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or Local) terminated for cause of default.

THE PARTICIPANT, CERTIFIES OR AFFIRMS THE TRUTHFULNESS AND ACCURACY OF THE CONTENTS OF THE STATEMENTS SUBMITTED ON OR WITH THIS CERTIFICATION AND UNDERSTANDS THAT THE PROVISIONS OF 31 U.S.C. 3801 ET SEQ. ARE APPLICABLE THERETO.

(Signature of Authorized Official)

Date

(Title of Authorized Official)

**CERTIFICATION
OF
RESTRICTION ON LOBBYING**

I _____, hereby certify
on behalf of

(Name and title of grantee official)

_____ that:

(Name of grantee)

- (1) No federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying" in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including sub-contracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance is placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, US Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Executed this _____ day of _____, _____

By _____
(Signature of Authorized Official)

(Title of authorized official)

APPENDIX B

COST PROPOSAL FORM

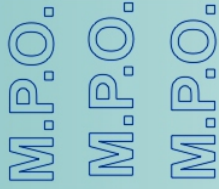
(Include completed cost form from Appendix C in a separate sealed envelope - labeled “SEALED COST FORM - Vendor Name” and submit with technical proposal as part of overall RFP response.)

COST PROPOSAL FORM

The cost estimated should be based on a not to exceed cost as negotiated in discussion with the most qualified contractor. Changes in the final contract amount and contract extensions are not anticipated.

REQUIRED BUDGET FORMAT
Please Use Audited DOT Rates Only

1. Direct Labor	Hours	X	Rate	=	Total
Name, Title, Function	0.00	X	0.00	=	0.00
		X			
		X			
		X			
2. Overhead					
3. General & Administrative Overhead					
4. Subcontractor Costs					
5. Materials and Supplies Costs					
6. Travel Costs					
7. Fixed Fee					
8. Miscellaneous Costs					
Total Cost					



Grand Forks - East Grand Forks Metropolitan Planning Organization

MPO Staff Report **Technical Advisory Committee: September 12, 2018** **MPO Executive Board: September 19, 2018**

RECOMMENDED ACTION: Update for the East Grand Forks ADA Transition Plan.

Matter of the Update of the East Grand Forks ADA Transition Plan.

Background:

FHWA-MN and MnDOT placed renewed emphasis on progress towards ADA compliance, particularly within the public right of way. In order for the agencies requesting federal transportation funds to be programmed in the TIP, an ADA transition plan must be done.

The City and the MPO hired SRF in April to do the necessary work to prepare a Transition Plan for the City. At the end of June/beginning of July SRF was out collecting data for the self-evaluation portion of the plan. They have spent July and most of August doing a quality control checks on the data collected. We are now in the process of putting together a presentation for a focus group meeting with members of the community that are most affected by the improvements to accessibility. There will be a public meeting held on the same day.

Findings and Analysis:

- Update.

Support Materials:

- Data collected.

OBJECTID	APS_ButtonPush 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 between 42" and 48"?	Is a 4' PAR w/ 2% cross slope maintained?	Is there an audible walk indication?	Is there a vibrotactile arrow present and pointed in the correct direction?	Notes	last_edited_date	# of Non Compliant	Overall Compliant
2	1	1	1	1	0	1	1	1	1		6/25/2018	1	NO
3	1	1	1	1	1	1	1	1	1		6/25/2018	0	YES
4	1	1	1	1	1	1	1	1	1		6/25/2018	0	YES
5	1	1	1	1	0	1	1	1	1		6/25/2018	1	NO
6	1	1	1	1	1	1	1	1	1		6/26/2018	0	YES
7	1	1	1	1	1	1	1	1	1		6/26/2018	0	YES
8	1	1	1	1	0	1	1	1	1		6/26/2018	1	NO
9	1	1	1	1	1	1	1	1	1		6/26/2018	0	YES
10	1	1	1	1	1	0	1	1	1	40" to button	6/26/2018	1	NO
11	1	1	1	1	1	1	1	1	1		6/26/2018	0	YES
12	1	1	1	1	1	1	1	1	1		6/26/2018	0	YES
13	1	1	1	1	1	1	1	1	1		6/26/2018	0	YES
14	1	1	1	1	1	1	1	1	1		6/26/2018	0	YES
15	1	1	1	1	1	1	1	1	1		6/26/2018	0	YES
16	1	1	1	1	1	1	1	1	1		6/26/2018	0	YES
17	1	1	1	1	1	1	1	1	1		6/26/2018	0	YES
18	1	1	1	1	1	1	1	1	1		6/26/2018	0	YES
19	1	1	1	1	1	1	1	1	1		6/26/2018	0	YES
20	1	1	1	1	1	1	1	1	1		6/26/2018	0	YES
21	1	1	1	1	1	1	1	1	1		6/26/2018	0	YES
22	1	1	1	1	1	1	1	1	1		6/26/2018	0	YES
23	1	1	1	1	1	1	1	1	1		6/26/2018	0	YES
24	1	1	1	1	1	1	1	1	1		6/26/2018	0	YES
25	1	1	1	1	1	1	1	1	1		6/26/2018	0	YES
26	1	1	1	0	0	1	1	1	1	13' from boc and 9 ft 10 inches apart	6/26/2018	2	NO
27	1	1	1	1	0	1	1	1	1	9' 10"	6/26/2018	1	NO
28	1	1	1	1	1	1	1	1	1		6/26/2018	0	YES
29	1	1	1	1	1	1	1	1	1		6/26/2018	0	YES
30	1	1	1	1	1	1	1	1	1		6/26/2018	0	YES
32	1	1	1	1	0	1	1	1	0	7ft between push buttons. Pointing more to the left of the intersection.	6/26/2018	2	NO
33	1	1	1	1	1	1	1	1	0	slightly angled off	6/26/2018	1	NO
34	1	1	1	1	0	1	1	1	1	7ft between push buttons. Pointing more towards the left of the intersection.	6/26/2018	1	NO
35	1	1	1	1	0	1	1	1	1	9.5 ft of separation	6/26/2018	1	NO
36	1	1	1	1	0	1	1	1	1	9.5 ft of separation	6/26/2018	1	NO
37	1	1	1	1	1	1	1	1	1		6/26/2018	0	YES
38	1	1	0	1	1	0	1	1	0	Arrow is pointing towards the right instead of straight across to the next pedestrian crosswalk.	6/26/2018	3	NO
39	1	1	1	1	0	1	1	0	0	39"	6/29/2018	3	NO
40	1	1	1	1	1	1	1	0	0		6/29/2018	2	NO
41	0	1	1	0	0	1	0	0	0		6/29/2018	6	NO

OBJECTID	APS_ButtonPush 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 between 42" and 48"?	Is a 4' PAR w/ 2% cross slope maintained?	Is there an audible walk indication?	Is there a vibrotactile arrow present and pointed in the correct direction?	Notes	last_edited_date	# of Non Compliant	Overall Compliant
42	1	1	1	1	0	1	0	0	0		6/29/2018	4	NO
43	1	1	1	0	0	1	1	0	0		6/29/2018	4	NO
44	1	1	1	1	0	1	1	0	0	sign and button on opposite side of signal pole	6/29/2018	3	NO
45	1	1	1	1	0	1	1	0	0		6/29/2018	3	NO
46	1	1	1	1	0	1	1	0	0		6/29/2018	3	NO

TOTAL:	44
# Compliant:	24
% Compliant:	55%

OBJECTID	If walk/trail crosses curb, is there a curb ramp?	Is the Running slope 8.3% or less?	What is the running slope of the curb ramp?	Is the cross slope 2% or less?	What is the cross slope of the curb ramp?	Is the curb ramp width 48" or wider?	Is the Landing 48in sq or more with cross slope 2% or less any dir?	What is the max landing slope?	Is the curb ramp flares slopes 10% or less?	Detectible warnings extend the full width of the curb ramp?	Is approx 75% of truncated domes in good condition?	Do the truncated domes contrast with adjacent surfaces?	Are there no gaps in elevation or distance between concrete panels >1.5"?	What is the overall condition of the curb ramp?	Notes	EditDate	# of Non Compliant	Compliant
4	1	1	3.6	1	0.1	0	1	1.2	1	0	0	0	1	Fair	Water gate valve in landing of sidewalk.	6/26/2018	4	NO
5	1	1	4.8	1	0	1	0	2.2	1	1	1	1	1	Fair		6/26/2018	1	NO
6	1	1	1.8	1	1.3	1	0	2.2	1	0	0	0	1	Good		6/26/2018	4	NO
7	1	1	7.0	1	.4	1	1	.9	1	0	0	0	1	Fair		6/26/2018	3	NO
8	1	1	7.5	1	1.0	1	1	.9	1	0	0	0	1	Fair		6/26/2018	3	NO
9	1	1	6.7	1	1.3	0	1	1.3	1	0	0	0	1	Fair	Vegetation growth in the cracks of the curb ramp.	6/26/2018	4	NO
10	1	1	5.5	1	0.4	0	1	1.3	1	0	0	0	1	Fair	Vegetation growth in the cracks of the curb ramp.	6/26/2018	4	NO
11	1	1	1.8	1	1.6	0	1	1.0	1	0	0	0	1	Poor	Vegetation growth in the cracks of the curb ramp.	6/26/2018	4	NO
12	1	1	6.0	1	0.3	1	1	1.1	1	0	0	0	1	Poor	Vegetation growth in the cracks of the curb ramp.	6/26/2018	3	NO
13	1	1	5.5	1	0.4	0	1	1.4	1	0	0	0	1	Fair		6/26/2018	4	NO
14	1	1	4.8	1	1.0	0	1	1.6	1	0	0	0	0	Fair		6/26/2018	5	NO
15	1	1	5.1	1	1.3	1	1	1.3	1	0	0	0	1	Fair		6/26/2018	3	NO
16	1	1	.5	1	.2	1	1	.9	1	1	1	1	1	Good		6/26/2018	0	YES
17	1	1	0.9	1	0.5	1	1	0.9	1	1	1	1	1	Good		6/26/2018	0	YES
18	1	1	0.1	1	0.6	1	1	0.7	1	1	1	1	1	Good	Electric manhole and vault in the sidewalk.	6/26/2018	0	YES
19	1	1	.8	1	.1	1	1	.7	1	1	1	1	1	Good	electric box by ramp	6/26/2018	0	YES
20	1	1	0.7	1	0.7	1	1	1.2	1	1	1	1	0	Good	Manhole and electric vault in the sidewalk.	6/26/2018	1	NO
21	1	1	.8	1	.7	1	1	1.2	1	1	1	1	1	Good	manhole in landing	6/26/2018	0	YES
22	1	1	1.0	1	0.1	1	1	0.9	1	1	1	1	1	Good	Manhole and vault in the sidewalk.	6/26/2018	0	YES
23	1	1	.6	1	.3	1	0	.9	1	1	1	1	1	Good		6/26/2018	1	NO
24	1	1	3.3	1	.7	1	1	.7	1	0	0	0	1	Fair	utility in ramp area	6/26/2018	3	NO
25	1	1	4.1	1	1.0	1	1	.7	0	0	0	0	1	Fair		6/26/2018	4	NO
26	1	1	3.1	1	1.4	1	0	no landing	1	0	0	0	1	Fair	brick	6/26/2018	4	NO
27	1	1	2.6	1	1.8	1	0	no landing	1	0	0	0	1	Fair	brick and leading to sidewalk connection is bad	6/26/2018	4	NO
28	1	1	3.3	1	.6	1	0	2.7	1	0	0	0	1	Fair	little gap onto city hall prop	6/26/2018	4	NO
29	1	1	3.6	1	.1	1	0	3.2	1	0	0	0	1	Fair		6/26/2018	4	NO
30	1	1	2.2	1	.1	1	0	no landing	0	0	0	0	0	Poor	large gaps greater than 1.5 inches	6/26/2018	6	NO
31	1	1	.3	1	1.0	1	0	no landing	1	0	0	0	1	Poor	its brick so very unlevel	6/26/2018	4	NO
32	1	1	1.5	1	1.0	1	0	no landing	0	0	0	0	1	Fair		6/26/2018	5	NO
33	1	1	3.5	1	.3	1	0	3.3	1	0	0	0	1	Fair		6/26/2018	4	NO
34	0	0		0		0	0		0	0	0	0	0			6/26/2018	10	NO
35	1	1	3.1	1	1.6	1	1	0.7	1	0	0	0	1	Fair		6/26/2018	3	NO
36	1	1	3.2	1	1.4	1	1	1.7	1	0	0	0	1	Fair	brick	6/26/2018	3	NO
37	0	0		0		0	0		0	0	0	0	0			6/26/2018	10	NO
38	1	1	4.3	1	0.0	1	1	2.0	1	0	0	0	1	Fair	brick	6/26/2018	3	NO
39	1	1	4.6	1	.5	1	1	1.0	1	1	1	1	1	Good		6/26/2018	0	YES
41	1	1	2.9	1	3.8	0	1	1.8	1	0	0	0	1	Fair		6/26/2018	4	NO
42	1	1	3.0	1	1.4	1	1	1.8	1	0	0	0	1	Fair	chunk of sidewalk missing	6/26/2018	3	NO
43	1	1	1.1	1	1.1	1	1	1.4	1	0	0	0	1	Good		6/26/2018	3	NO
44	0	1	0.4	1	0.5	0	1	0.5	0	0	0	0	1	Good	This is not a curb ramp it is a sidewalk	6/26/2018	6	NO
45	0	0		0		0	0		0	0	0	0	0			6/28/2018	10	NO
46	1	1	3.4	1	0.2	1	0	1.0	1	0	1	1	1	Good	Landing is not 48"x48"	6/28/2018	2	NO
47	0	0		0		0	0		0	0	0	0	0			6/28/2018	10	NO
48	1	1	.8	1	1.9	1	0	3.2	1	1	1	1	1	Good		6/28/2018	1	NO
49	1	1	5.3	1	.5	1	1	1.6	1	1	1	1	1	Good		6/28/2018	0	YES
50	0	0		0		0	0		0	0	0	0	0			6/28/2018	10	NO
51	0	0		0		0	0		0	0	0	0	0			6/28/2018	10	NO
52	1	0	8.4	1	2.0	1	1	2.0	0	1	1	1	1	Good		6/28/2018	2	NO
53	1	1	3.7	1	0.2	1	1	1.0	1	0	1	1	1	Good		6/28/2018	1	NO
54	1	1	3.2	1	0.7	1	1	1.5	1	0	1	1	1	Good		6/28/2018	1	NO
55	1	1	2.6	1	.4	1	1	1.7	1	0	1	1	1	Good		6/28/2018	1	NO
56	1	1	1.7	1	1.6	1	1	1.8	0	1	1	1	1	Good		6/28/2018	1	NO
57	1	1	3.5	1	0.4	1	1	1.6	1	0	1	1	1	Good		6/28/2018	1	NO
58	1	1	2.8	1	1.2	1	1	1.7	1	0	1	1	1	Good		6/28/2018	1	NO
59	1	1	2.4	1	1.2	1	1	1.7	1	1	1	1	1	Good		6/28/2018	0	YES
60	1	1	5.4	0	3.2	1	0	4.1	0	0	0	0	1	Fair	no det panels	6/28/2018	6	NO
61	1	1	4.2	1	.2	1	0	.7	0	0	0	0	1	Fair	gap on roadway	6/28/2018	5	NO

OBJECTID	If walk/trail crosses curb, is there a curb ramp?	Is the Running slope 8.3% or less?	What is the running slope of the curb ramp?	Is the cross slope 2% or less?	What is the cross slope of the curb ramp?	Is the curb ramp width 48" or wider?	Is the Landing 48in sq or more with cross slope 2% or less any dir?	What is the max landing slope?	Is the curb ramp flares slopes 10% or less?	Detectible warnings extend the full width of the curb ramp?	Is approx 75% of truncated domes in good condition?	Do the truncated domes contrast with adjacent surfaces?	Are there no gaps in elevation or distance between concrete panels >1.5"?	What is the overall condition of the curb ramp?	Notes	EditDate	# of Non Compliant	Compliant
62	1	1	4.3	1	0.9	1	1	1.1	1	0	1	1	1	Good		6/28/2018	1	NO
63	1	1	2.0	1	0.4	1	1	1.1	1	0	1	1	1	Good		6/28/2018	1	NO
65	1	1	6.3	1	0.0	1	1	2.1	1	0	1	1	1	Good		6/28/2018	1	NO
66	1	1	5.2	1	.3	1	1	1.5	1	1	1	1	1	Good		6/28/2018	0	YES
67	1	1	2.1	1	.8	1	1	1.5	0	1	1	1	1	Good		6/28/2018	1	NO
68	1	1	3.1	1	0.8	1	1		1	0	1	1	1	Good	1.0	6/28/2018	1	NO
69	1	1	2.8	1	1.0	1	1	1.0	1	0	1	1	1	Good		6/28/2018	1	NO
70	1	1	4.5	1	1.6	1	1	2.0	0	1	1	1	1	Good		6/28/2018	1	NO
71	1	1	4.6	1	.4	1	1	1.5	0	1	1	1	1	Good		6/28/2018	1	NO
72	0	0		0		0	0		0	0	0	0	0			6/28/2018	10	NO
73	0	0		0		0	0		0	0	0	0	0			6/28/2018	10	NO
74	0	0		0		0	0		0	0	0	0	0			6/28/2018	10	NO
75	0	0		0		0	0		0	0	0	0	0			6/28/2018	10	NO
76	0	0		0		0	0		0	0	0	0	0			6/28/2018	10	NO
77	0	0		0		0	0		0	0	0	0	0			6/28/2018	10	NO
78	1	1	8.0	0	2.2	1	0	3.7	0	1	1	1	1	Good		6/28/2018	3	NO
79	0	0		0		0	0		0	0	0	0	0			6/28/2018	10	NO
80	1	1	4.9	1	1.9	1	1	.9	0	1	1	1	1	Good		6/28/2018	1	NO
81	0	0		0		0	0		0	0	0	0	0			6/28/2018	10	NO
82	0	0		0		0	0		0	0	0	0	0			6/28/2018	10	NO
83	0	0		0		0	0		0	0	0	0	0			6/28/2018	10	NO
84	0	0		0		0	0		0	0	0	0	0			6/28/2018	10	NO
85	0	0		0		0	0		0	0	0	0	0			6/28/2018	10	NO
86	1	1	5.4	1	.6	1	0	2.3	0	0	1	1	1	Good		6/28/2018	3	NO
87	1	1	5.4	1	.7	1	1	.9	0	1	1	1	1	Good		6/28/2018	1	NO
88	0	0		0		0	0		0	0	0	0	0			6/29/2018	10	NO
89	1	1	2.4	1	.1	1	1	1.1	0	0	1	1	1	Good		6/29/2018	2	NO
90	1	1	3.2	1	.2	1	1	1.7	0	0	1	1	1	Good		6/29/2018	2	NO
91	1	1	5.4	1	.1	0	1	1.8	1	0	0	0	1	Fair		6/29/2018	4	NO
92	1	1	2.6	1	.3	1	1	1.8	0	1	1	1	1	Good		6/29/2018	1	NO
93	1	1	3.0	1	.4	1	1	.8	0	1	1	1	1	Good		6/29/2018	1	NO
94	1	1	5.4	1	0.0	0	1	.8	1	0	0	0	1	Fair		6/29/2018	4	NO
95	1	1	5.9	1	0.9	0	1	1.2	1	0	0	0	0	Fair	1.5" or greater gap	6/29/2018	5	NO
96	1	1	5.4	1	0.0	1	1	1.2	1	0	0	0	0	Fair	1.5" or greater gap	6/29/2018	4	NO
97	1	1	5.9	1	0.3	1	1	1.1	1	0	1	1	1	Good		6/29/2018	1	NO
98	1	1	5.4	1	0.1	1	1	1.1	1	0	1	1	1	Good		6/29/2018	1	NO
99	1	1	5.8	1	1.1	1	0	2.2	1	0	0	0	0	Fair	The curb ramp and sidewalk does not connect. Missing a panel.	6/28/2018	5	NO
100	1	1	4.9	0	3.6	1	0	4.0	0	0	1	1	1	Good		6/28/2018	4	NO
101	1	1	5.4	0	2.1	1	0	3.2	0	1	1	1	1	Good		6/28/2018	3	NO
103	1	1	2.0	1	.5	1	1	2.0	1	1	1	1	1	Good		6/26/2018	0	YES
104	1	1	3.4	1	1.4	1	1	0.3	1	0	0	0	0	Poor		6/26/2018	4	NO
105	1	1	1.4	1	.3	1	0	no landing	1	1	1	1	1	Good		6/26/2018	1	NO
106	0	0		0		0	0		0	0	0	0	0			6/28/2018	10	NO
107	1	1	2.8	1	0.0	1	1	2.0	1	0	0	0	1	Fair		6/28/2018	3	NO
108	0	0		0		0	0		0	0	0	0	0			6/28/2018	10	NO
110	0	0		0		0	0		0	0	0	0	0			6/28/2018	10	NO
111	0	0		0		0	0		0	0	0	0	0			6/28/2018	10	NO
112	1	0		0		0	0		0	0	0	0	0			6/28/2018	9	NO
113	1	1	7.6	1	0.1	1	1	1.5	1	0	0	0	1	Fair		6/28/2018	3	NO
114	1	1	2.6	1	0.2	0	0	2.3	1	0	1	1	1	Good		6/28/2018	3	NO
115	0	0		0		0	0		0	0	0	0	0			6/28/2018	10	NO
116	1	1	2.5	1	0.1	1	1	0.8	1	0	1	1	1	Good		6/28/2018	1	NO
117	1	0	15.6	1	.8	1	1	.6	1	0	0	0	1	Fair		6/28/2018	4	NO
118	1	1	3.6	1	0.2	1	1	0.7	1	0	1	1	1	Good		6/28/2018	1	NO
119	1	1	2.5	1	0.8	1	1	0.3	1	0	1	1	1	Good		6/28/2018	1	NO
120	1	1	1.6	1	0.7	1	1	0.7	1	0	1	1	1	Good		6/28/2018	1	NO

OBJECTID	If walk/trail crosses curb, is there a curb ramp?	Is the Running slope 8.3% or less?	What is the running slope of the curb ramp?	Is the cross slope 2% or less?	What is the cross slope of the curb ramp?	Is the curb ramp width 48" or wider?	Is the Landing 48in sq or more with cross slope 2% or less any dir?	What is the max landing slope?	Is the curb ramp flares slopes 10% or less?	Detectible warnings extend the full width of the curb ramp?	Is approx 75% of truncated domes in good condition?	Do the truncated domes contrast with adjacent surfaces?	Are there no gaps in elevation or distance between concrete panels >1.5"?	What is the overall condition of the curb ramp?	Notes	EditDate	# of Non Compliant	Compliant
121	1	1	2.9	1	0.1	1	1	0.3	1	0	1	1	1	Good		6/28/2018	1	NO
122	0	0		0		0	0		0	0	0	0	0			6/28/2018	10	NO
123	0	0		0		0	0		0	0	0	0	0			6/28/2018	10	NO
124	1	1	2.5	1	.5	1	1	1.8	1	1	1	1	1	Good		6/28/2018	0	YES
125	1	1	2.8	1	.5	1	1	1.8	1	0	1	1	1	Good		6/26/2018	1	NO
126	1	1	4.5	1	1.5	1	1	1.5	0	1	1	1	1	Good		6/28/2018	1	NO
127	0	0		0		0	0		0	0	0	0	0			6/28/2018	10	NO
128	1	1	1.7	1	0.1	1	1		1	0	1	1	1	Good		6/28/2018	1	NO
129	1	1	2.4	1	0.1	1	0	0.7	1	0	1	1	1	Good		6/28/2018	2	NO
130	1	1	2.0	1	0.2	1	1	0.7	1	0	1	1	1	Good		6/28/2018	1	NO
131	1	1	1.9	1	0.5	1	0	2.1	1	1	1	1	1	Good		6/26/2018	1	NO
132	0	0		0		0	0		0	0	0	0	0			6/26/2018	10	NO
133	1	1	6.1	1	.3	1	1	1.9	0	0	0	0	1	Fair		6/26/2018	4	NO
134	1	1	5.6	1	0.5	1	0	2.4	1	0	0	0	1			6/26/2018	4	NO
135	1	1	2.3	1	.1	1	1	.9	1	1	1	1	1	Good		6/26/2018	0	YES
136	1	1	.7	1	.7	1	1	.9	1	1	1	1	1		very sandy	6/26/2018	0	YES
137	1	1	.4	1	.8	1	1	.8	1	1	1	1	1	Good		6/26/2018	0	YES
140	1	1	5.0	1	.4	1	1	.8	0	1	1	1	1	Good		6/26/2018	1	NO
141	1	1	4.4	1	.1	1	1	.6	0	1	1	1	1	Good		6/26/2018	1	NO
142	1	1	3.5	1	.4	1	1	.6	1	1	1	1	1	Good		6/26/2018	0	YES
143	1	1	1.0	1	.6	1	1	.8	1	1	1	1	1	Good		6/26/2018	0	YES
144	1	1	2.0	1	.3	1	1	.8	1	1	1	1	1	Good		6/26/2018	0	YES
145	0	0		0		0	0		0	0	0	0	0			6/26/2018	10	NO
146	0	0		0		0	0		0	0	0	0	0			6/26/2018	10	NO
147	1	1	6.7	1	.9	1	1	1.3	0	1	1	1	1	Good		6/28/2018	1	NO
148	1	1	5.9	1	0.2	1	1	1.0	1	1	1	1	1	Good		6/28/2018	0	YES
149	1	1	4.4	1	.7	1	1	1.0	0	1	1	1	1	Good		6/28/2018	1	NO
151	1	0	10.1	1	.3	0	0	2.1	0	0	0	0	1	Fair		6/28/2018	7	NO
152	1	0	12	1	.8	1	1	.3	0	0	0	0	1	Fair		6/28/2018	5	NO
153	1	1	8.1	1	0.3	1	1	0.3	1	0	0	0	1	Fair		6/28/2018	3	NO
154	1	0	16.8	1	.3	1	0	4.5	1	0	0	0	1	Fair		6/28/2018	5	NO
155	1	0	10.1	0	2.4	1	0	2.7	1	0	0	0	1	Fair		6/28/2018	6	NO
156	0	0		0		0	0		0	0	0	0	0			6/28/2018	10	NO
158	1	1	7.9	0	2.8	0	0	2.5	1	0	0	0	1	Fair		6/28/2018	6	NO
159	1	1	6.9	1	.5	1	0	2.5	0	1	1	1	1	Good		6/28/2018	2	NO
160	1	1	4.7	1	1.6	1	1	1.1	0	1	1	1	1	Good		6/28/2018	1	NO
161	1	1	6.1	1	.6	1	1	1.1	0	1	1	1	1	Good		6/28/2018	1	NO
162	1	1	2.0	1	.7	1	1	.7	0	0	0	0	1	Fair		6/28/2018	4	NO
163	1	1	4.2	1	.9	1	1	.7	0	0	0	0	1	Fair		6/28/2018	4	NO
164	1	0	8.8	1	.8	0	1	1.3	0	0	0	0	1	Fair		6/28/2018	6	NO
165	1	0	10.8	1	1.6	0	1	1.3	0	0	0	0	1	Fair		6/28/2018	6	NO
166	1	1	6.3	1	1.1	1	1	.6	0	1	1	1	1	Good		6/28/2018	1	NO
167	1	1	5.4	1	2.0	1	1	.6	0	1	1	1	1	Good		6/28/2018	1	NO
168	1	1	4.5	0	2.1	1	1	1.8	0	1	1	1	1	Good		6/28/2018	2	NO
169	1	1	4.6	1	1.8	1	1	1.8	0	1	1	1	1	Good		6/28/2018	1	NO
170	1	1	4.1	0	3.9	1	1	1.2	0	1	1	1	1	Good		6/28/2018	2	NO
171	1	1	3.0	1	.3	1	1	1.2	0	1	1	1	1	Good		6/28/2018	1	NO
172	1	1	7.1	1	.5	1	1	1.0	0	1	1	1	1	Good		6/28/2018	1	NO
173	1	1	6.4	1	.2	1	1	1.5	0	1	1	1	1	Good		6/28/2018	1	NO
174	1	1	4.3	1	.9	1	1	1.5	0	1	1	1	1	Good		6/28/2018	1	NO
176	1	1	4.6	1	0.2	1	1	1.9	1	0	1	1	1	Good		6/28/2018	1	NO
177	1	1	5.1	1	.3	1	1	.6	1	1	1	1	1	Good		6/28/2018	0	YES
178	1	1	3.0	1	.1	1	1	.6	0	1	1	1	1	Good		6/28/2018	1	NO
180	1	1	1.1	1	.5	1	1	1.9	0	1	1	1	1	Good		6/26/2018	1	NO
181	1	0	12.1	1	3.0	1	0	1.3	1	0	0	0	0	Fair		6/26/2018	6	NO
182	1	1	3.2	1	1.1	1	1	1.5	1	0	1	1	1	Good		6/26/2018	1	NO
183	1	1	4.1	1	3.2	1	0	2.5	1	1	1	1	1	Good		6/26/2018	1	NO

OBJECTID	If walk/trail crosses curb, is there a curb ramp?	Is the Running slope 8.3% or less?	What is the running slope of the curb ramp?	Is the cross slope 2% or less?	What is the cross slope of the curb ramp?	Is the curb ramp width 48" or wider?	Is the Landing 48in sq or more with cross slope 2% or less any dir?	What is the max landing slope?	Is the curb ramp flares slopes 10% or less?	Detectible warnings extend the full width of the curb ramp?	Is approx 75% of truncated domes in good condition?	Do the truncated domes contrast with adjacent surfaces?	Are there no gaps in elevation or distance between concrete panels >1.5"?	What is the overall condition of the curb ramp?	Notes	EditDate	# of Non Compliant	Compliant
185	1	1	3.2	1	2.3	1	0	3.4	1	0	0	0	0	Fair		6/26/2018	5	NO
187	1	1	2.3	1	0.6	1	1	0.6	1	0	0	0	1	Fair		6/28/2018	3	NO
188	1	1	2.0	1	0.4	1	1	0.6	1	0	0	0	0	Fair		6/28/2018	4	NO
189	1	1	2.1	1	1.9	1	1	1.8	0	0	0	0	1	Fair		6/26/2018	4	NO
190	1	1	2.9	1	0.0	1	1	1.8	0	0	0	0	1	Fair		6/26/2018	4	NO
192	1	0	3.5	1	.2	1	1	1.6	0	0	0	0	1	Fair		6/28/2018	5	NO
193	1	1	5.3	1	.5	1	1	1.6	0	0	0	0	1	Fair		6/28/2018	4	NO
195	1	1	5.2	1	1.4	1	1	1.1	0	0	0	0	1	Fair		6/28/2018	4	NO
196	1	1	5.7	1	0.8	1	1		1	0	0	0	1	Fair		6/28/2018	3	NO
197	0	0		0		0	0		0	0	0	0	0			6/28/2018	10	NO
198	1	1	3.5	1	0.5	1	1	1.2	1	0	0	0	0	Fair		6/28/2018	4	NO
199	1	1	4.0	1	0.6	1	1	0.4	1	0	0	0	1	Fair		6/28/2018	3	NO
200	1	1	3.8	1	0.6	1	1	0.4	1	0	0	0	1			6/28/2018	3	NO
201	0	0		0		0	0		0	0	0	0	0			6/28/2018	10	NO
202	1	1	4.9	1	0.4	1	0	2.1	1	0	0	0	1	Fair		6/28/2018	4	NO
203	1	1	4.5	1	0.3	1	1	1.7	1	0	0	0	1	Fair		6/28/2018	3	NO
204	1	1	7.3	0	3.4	1	1	1.7	1	0	0	0	1			6/28/2018	4	NO
205	1	1	6.9	1	.8	1	1	1.1	1	1	1	1	1	Good		6/28/2018	0	YES
206	1	0	8.4	1	1.9	0	1	1.1	0	1	1	1	1	Good		6/28/2018	3	NO
207	1	1	4.2	1	0.8	1	0	0.1	1	0	1	1	1	Good		6/28/2018	2	NO
208	1	1	4.7	1	0.3	1	1	0.1	1	1	1	1	1	Good		6/28/2018	0	YES
209	1	1	5.0	1	1.7	1	1	1.4	1	0	0	0	0	Fair		6/28/2018	4	NO
210	1	1	4.4	1	.9	1	0	1.6	0	0	0	0	1	Fair	utility box is landing	6/28/2018	5	NO
211	1	1	2.9	1	.8	1	1	1.6	0	0	0	0	1	Fair	utility box as landing	6/28/2018	4	NO
212	1	1	2.2	1	0.3	1	0	2.5	1	0	1	1	1	Good	Electric Vault	6/28/2018	2	NO
213	1	1	4.7	1	.3	1	0	2.5	1	1	1	1	1	Good	vault in landing	6/28/2018	1	NO
215	1	1	5.1	1	0.8	1	1	1.4	1	0	0	0	1	Fair		6/28/2018	3	NO
216	1	1	3.6	1	1.4	1	1	2.0	0	1	1	1	1	Fair		6/28/2018	1	NO
217	1	1	3.9	1	.3	1	1	2.0	0	0	0	0	1	Fair		6/28/2018	4	NO
218	1	1	3.9	0	2.3	1	0	2.1	0	0	1	1	1	Good		6/28/2018	4	NO
220	1	0	6.2	1	1.0	1	0	1.4	1	0	0	0	1	Fair		6/28/2018	5	NO
221	1	1	6.5	1	2.4	1	0	1.4	1	0	0	0	1	Fair		6/28/2018	4	NO
222	1	1	4.6	1	.6	1	1	.8	0	0	0	0	1	Fair		6/28/2018	4	NO
223	1	1	3.5	1	0.6	1	1	0.8	1	0	0	0	1			6/28/2018	3	NO
224	1	1	2.1	1	.6	1	1	1.4	0	0	0	0	1	Fair		6/28/2018	4	NO
225	1	1	3.7	1	.6	1	1	1.4	0	0	0	0	1	Fair		6/28/2018	4	NO
226	1	1	6.4	0	5.0	1	1	1.7	0	1	1	1	0	Fair	lip by curb line and by landing	6/28/2018	3	NO
227	1	1	3.5	1	.2	1	1	1.4	0	1	1	1	1	Good		6/28/2018	1	NO
228	1	1	7.0	1	0.6	1	1	1.4	1	0	1	1	1	Good		6/28/2018	1	NO
229	1	1	6.0	1	0.0	1	0	2.2	0	0	0	0	1	Fair	utility box in landing	6/29/2018	5	NO
230	1	1	5.5	1	0.2	1	1	0.6	1	0	1	1	0	Good	1.5" gap or greater at the back of curb and curb ramp	6/28/2018	2	NO
232	1	1	3.5	1	.5	1	1	.3	0	1	1	1	1	Good	1 inch lip by curb	6/28/2018	1	NO
233	1	1	4.9	1	.6	1	0	.3	0	1	1	1	1	Good		6/28/2018	2	NO
234	1	1	2.8	1	.7	1	1	1.4	0	1	1	1	1	Good		6/29/2018	1	NO
235	1	1	4.0	1	.3	1	1	1.4	0	1	1	1	1	Good		6/29/2018	1	NO
236	1	1	3.0	1	.1	1	1	1.7	0	1	1	1	1	Good		6/29/2018	1	NO
237	1	1	3.0	1	1.1	1	1	1.7	0	1	1	1	1	Good		6/29/2018	1	NO
238	1	1	3.4	1	.3	1	1	.3	0	1	1	1	1	Good		6/28/2018	1	NO
239	1	1	6.3	1	1.0	1	1	0.3	1	1	1	1	1	Good		6/28/2018	0	YES
240	1	1	6.7	1	0.7	1	1	1.8	1	1	1	1	1	Good		6/28/2018	0	YES
241	1	1	3.0	1	.5	1	1	1.8	0	1	1	1	1	Good		6/28/2018	1	NO
242	0	0		0		0	0		0	0	0	0	0			6/29/2018	10	NO
243	1	1	6.8	1	1.7	1	1	1.6	0	1	1	1	1	Good		6/29/2018	1	NO
244	1	1	3.6	1	1.2	1	1	0.2	1	1	1	1	1	Good		6/29/2018	0	YES
245	1	1	3.5	1	.8	1	1	.2	0	1	1	1	1	Good		6/29/2018	1	NO
246	1	1	5.7	1	1.2	1	1	1.4	1	0	1	1	1	Good		6/28/2018	1	NO
247	1	1	4.6	1	0.9	1	1	1.4	1	0	1	1	1	Good		6/28/2018	1	NO

OBJECTID	If walk/trail crosses curb, is there a curb ramp?	Is the Running slope 8.3% or less?	What is the running slope of the curb ramp?	Is the cross slope 2% or less?	What is the cross slope of the curb ramp?	Is the curb ramp width 48" or wider?	Is the Landing 48in sq or more with cross slope 2% or less any dir?	What is the max landing slope?	Is the curb ramp flares slopes 10% or less?	Detectible warnings extend the full width of the curb ramp?	Is approx 75% of truncated domes in good condition?	Do the truncated domes contrast with adjacent surfaces?	Are there no gaps in elevation or distance between concrete panels >1.5"?	What is the overall condition of the curb ramp?	Notes	EditDate	# of Non Compliant	Compliant
248	1	1	3.0	1	1.0	1	0	4.4	1	0	1	1	1	Good		6/28/2018	2	NO
249	0	0		0		0	0		0	0	0	0	0			6/28/2018	10	NO
250	1	1	2.9	1	.5	1	1	1.4	0	1	1	1	1	Good		6/29/2018	1	NO
251	1	1	3.4	1	.4	1	1	1.4	0	1	1	1	1	Good		6/29/2018	1	NO
252	1	0	9.4	1	1.5	1	1	0.6	1	0	1	1	1	Good		6/28/2018	2	NO
253	1	1	5.1	0	2.6	1	1	.6	0	0	1	1	1	Good		6/28/2018	3	NO
254	1	1	4.2	1	0.3	1	1	0.6	1	0	1	1	1	Good		6/29/2018	1	NO
255	1	1	4.1	1	0.3	1	1	0.6	1	0	1	1	1	Good		6/29/2018	1	NO
256	1	1	4.3	1	1.2	1	1	1.5	0	1	1	1	1	Good		6/29/2018	1	NO
257	1	1	4.9	1	2.0	1	1	1.5	1	1	1	1	0			6/29/2018	1	NO
258	1	1	3.6	1	.7	1	1	1.1	0	1	1	1	1	Good		6/28/2018	1	NO
259	1	1	3.2	1	1.4	1	1	1.1	0	1	1	1	1	Good		6/28/2018	1	NO
260	1	1	3.6	1	.3	1	1	.5	0	0	1	1	1	Good		6/29/2018	2	NO
261	1	1	5.0	1	1.6	1	1	.5	0	0	1	1	1	Good		6/29/2018	2	NO
262	1	1	4.7	1	.9	1	1	.8	1	1	1	1	1	Good		6/29/2018	0	YES
263	1	1	5.6	1	.9	1	1	.1	0	1	1	1	1	Good	gap by landing	6/28/2018	1	NO
264	1	1	5.4	1	1.6	1	1	.8	0	0	1	1	1	Fair		6/29/2018	2	NO
265	1	1	2.1	1	.8	1	0	2.8	0	0	0	0	1	Fair		6/29/2018	5	NO
266	0	0		0		0	0		0	0	0	0	0			6/29/2018	10	NO
267	0	0		0		0	0		0	0	0	0	0			6/29/2018	10	NO
268	0	0		0		0	0		0	0	0	0	0			6/29/2018	10	NO
269	0	0		0		0	0		0	0	0	0	0			6/29/2018	10	NO
270	0	0		0		0	0		0	0	0	0	0			6/29/2018	10	NO
271	0	0		0		0	0		0	0	0	0	0			6/29/2018	10	NO
272	0	0		0		0	0		0	0	0	0	0			6/29/2018	10	NO
273	0	0		0		0	0		0	0	0	0	0			6/29/2018	10	NO
274	0	0		0		0	0		0	0	0	0	0			6/29/2018	10	NO
275	1	1	6.2	1	0.7	1	1	2.2	1	0	0	0	1	Fair	Vegetation growth along the back of curb.	6/29/2018	3	NO
276	1	1	4.1	1	0.6	1	1	1.5	1	0	1	1	1	Good		6/29/2018	1	NO
277	0	0		0		0	0		0	0	0	0	0			6/29/2018	10	NO
278	0	0		0		0	0		0	0	0	0	0			6/29/2018	10	NO
279	0	0		0		0	0		0	0	0	0	0		1.5" or greater gap	6/29/2018	10	NO
280	1	1	5.4	1	2.0	1	1	1.5	1	0	1	1	1	Good		6/29/2018	1	NO
281	0	0		0		0	0		0	0	0	0	0			6/28/2018	10	NO
282	0	0		0		0	0		0	0	0	0	0			6/28/2018	10	NO
283	0	0		0		0	0		0	0	0	0	0			6/28/2018	10	NO
284	0	0		0		0	0		0	0	0	0	0			6/28/2018	10	NO
285	0	0		0		0	0		0	0	0	0	0			6/28/2018	10	NO
286	0	0		0		0	0		0	0	0	0	0			6/28/2018	10	NO
287	0	0		0		0	0		0	0	0	0	0			6/28/2018	10	NO
288	0	0		0		0	0		0	0	0	0	0			6/28/2018	10	NO
289	0	0		0		0	0		0	0	0	0	0			6/28/2018	10	NO
290	0	0		0		0	0		0	0	0	0	0			6/28/2018	10	NO
291	0	0		0		0	0		0	0	0	0	0			6/28/2018	10	NO
292	0	0		0		0	0		0	0	0	0	0			6/28/2018	10	NO
293	0	0		0		0	0		0	0	0	0	0			6/28/2018	10	NO
294	0	0		0		0	0		0	0	0	0	0			6/28/2018	10	NO
295	0	0		0		0	0		0	0	0	0	0			6/28/2018	10	NO
296	0	0		0		0	0		0	0	0	0	0			6/28/2018	10	NO
298	0	0		0		0	0		0	0	0	0	0			6/26/2018	10	NO
299	1	1	5.0	1	.3	1	0	3.3	0	0	1	1	1	Good		6/26/2018	3	NO
300	1	0	11.9	1	.2	1	0	3.9	0	0	0	0	1	Fair	crack	6/26/2018	6	NO
301	1	0	8.1	0	4.3	1	1	1.0	0	0	0	0	1	Fair		6/26/2018	6	NO
302	1	1	7.8	1	.8	1	0	3.0	0	1	1	1	1	Good		6/26/2018	2	NO
303	1	1	7.3	0	3.0	1	0	4.1	0	1	1	1	1	Good		6/26/2018	3	NO
305	1	1	3.4	1	.3	1	1	1.8	0	0	0	0	1	Fair		6/29/2018	4	NO
306	1	1	3.3	1	1.4	1	1	.5	0	1	1	1	1	Good		6/29/2018	1	NO

OBJECTID	If walk/trail crosses curb, is there a curb ramp?	Is the Running slope 8.3% or less?	What is the running slope of the curb ramp?	Is the cross slope 2% or less?	What is the cross slope of the curb ramp?	Is the curb ramp width 48" or wider?	Is the Landing 48in sq or more with cross slope 2% or less any dir?	What is the max landing slope?	Is the curb ramp flares slopes 10% or less?	Detectible warnings extend the full width of the curb ramp?	Is approx 75% of truncated domes in good condition?	Do the truncated domes contrast with adjacent surfaces?	Are there no gaps in elevation or distance between concrete panels >1.5"?	What is the overall condition of the curb ramp?	Notes	EditDate	# of Non Compliant	Compliant
307	1	1	1.6	1	.2	1	1	.8	1	1	1	1	1	Good		6/29/2018	0	YES
308	1	1	1.7	1	.8	1	1	1.1	0	0	1	1	1	Good		6/29/2018	2	NO
309	1	1	.9	1	.9	1	1	1.1	0	0	1	1	1	Good		6/29/2018	2	NO
310	1	1	2.9	0	2.6	1	1	1.2	0	1	1	1	1	Good		6/29/2018	2	NO
311	1	1	3.0	1	1.4	1	1	.7	0	1	1	1	1	Good		6/29/2018	1	NO
312	0	0		0		0	0		0	0	0	0	0			6/29/2018	10	NO
313	0	0		0		0	0		0	0	0	0	0			6/26/2018	10	NO
314	0	0		0		0	0		0	0	0	0	0			6/26/2018	10	NO
315	1	1	3.6	1	.8	1	1	.5	1	1	1	1	1	Good		6/26/2018	0	YES
316	1	1	0.7	1	0.3	1	1	2.0	1	1	1	1	1	Good		6/26/2018	0	YES
317	1	1	2.7	1	1.1	1	1	1.4	1	1	1	1	1	Good		6/26/2018	0	YES
318	1	1	0.8	1	0.1	1	1	0.7	1	0	0	0	1	Good		6/26/2018	3	NO
319	1	1	.2	1	.3	1	1	1.2	1	0	1	1	1	Good	brick as sidewalk	6/26/2018	1	NO
320	1	1	0.3	1	0.3	1	1	0.7	1	0	1	1	1	Good		6/26/2018	1	NO
321	1	1	0.1	1	0.4	1	1	1.3	1	0	0	0	1	Good		6/26/2018	3	NO
322	1	1	3.4	1	0.2	1	1	0.8	1	1	1	1	1	Good		6/26/2018	0	YES
323	1	1	3.8	1	0.2	1	1	1.1	1	1	1	1	1	Good		6/26/2018	0	YES
324	1	1	2.2	1	3.3	1	1	1.6	0	0	0	0	1	Fair	all brick	6/26/2018	4	NO
325	1	1	4.3	1	1.9	1	1	.5	0	0	0	0	1	Fair	all brick	6/26/2018	4	NO
326	1	1	5.2	1	.2	1	1	1.3	1	1	1	1	1	Good		6/26/2018	0	YES
327	1	1	8.3	1	0.2	1	1	1.8	1	1	1	1	1	Good		6/26/2018	0	YES
329	1	1	4.7	1	1.1	1	1	.2	1	0	0	0	1	Fair		6/26/2018	3	NO
330	1	1	4.6	1	.3	1	1	1.2	0	0	0	0	1	Fair		6/26/2018	4	NO
331	1	1	5.3	1	.2	1	1	.9	1	1	1	1	1	Good		6/26/2018	0	YES
332	1	1	5.5	1	0.0	1	0	4.6	1	0	0	0	1	Fair		6/26/2018	4	NO
333	1	1	1.9	1	.4	1	1	1.3	1	1	1	1	1	Good	water valve in landing	6/26/2018	0	YES
334	1	1	3.7	1	.8	1	0	3.6	0	0	0	0	1	Fair		6/26/2018	5	NO
335	1	1	2.5	1	.5	1	0	3.9	1	0	0	0	1	Fair		6/26/2018	4	NO
336	1	1	2.7	1	1.8	1	1	1.7	1	0	0	0	1	Fair	brick	6/26/2018	3	NO
337	1	1	2.0	1	.5	1	1	1.3	1	0	0	0	1	Fair		6/26/2018	3	NO
338	1	1	4.0	1	0.2	0	1	1.6	1	0	0	0	1			6/26/2018	4	NO
339	1	1	5.7	1	1.6	1	1	.4	1	0	0	0	1	Fair	no detect panels	6/25/2018	3	NO
340	1	1	2.9%	1	.3	1	0	2.1%	1	1	1	1	1	Good		6/25/2018	1	NO
341	1	1	5.0	1	.8	1	1	.5	0	0	0	0	1	Fair	no detect panels	6/25/2018	4	NO
342	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
343	1	1	1.4	1	0.7	1	0		0	1	1	1	0			6/25/2018	3	NO
344	1	1	.7%	1	.7%	1	0	no landing	0	1	1	1	1	Good	proposed sidewalk no landing	6/25/2018	2	NO
345	1	0	8.7%	1	2.0%	1	1	1.4%	0	0	0	0	1	Fair	no detectible warning panels	6/25/2018	5	NO
348	1	1	3.6%	1	.8%	1	0	2.1%	0	1	1	1	1	Fair		6/25/2018	2	NO
349	1	1	4.0	0	2.2	1	1	.9	0	1	1	1	1	Good		6/28/2018	2	NO
350	1	1	4.8	1	.8	1	0	3.1	0	1	1	1	1	Good		6/28/2018	2	NO
351	0	0		0		0	0		0	0	0	0	0			6/28/2018	10	NO
352	1	1	2.6	1	.3	1	1	.7	0	1	1	1	1	Good	slight lip by landing	6/29/2018	1	NO
353	0	0		0		0	0		0	0	0	0	0			6/29/2018	10	NO
354	0	0		0		0	0		0	0	0	0	0			6/28/2018	10	NO
355	0	0		0		0	0		0	0	0	0	0			6/28/2018	10	NO
356	1	1	3.5	1	0.1	1	1	1.2	1	0	0	0	1	Fair		6/28/2018	3	NO
357	0	0		0		0	0		0	0	0	0	0			6/28/2018	10	NO
358	1	1	3.7	1	1.8	1	1	0.6	1	0	1	1	1	Good		6/29/2018	1	NO
359	1	1	2.7	1	0.0	1	1	1.0	1	1	1	1	1	Good		6/29/2018	0	YES
360	1	1	1.7	1	1.5	1	1	0.9	1	0	1	1	1	Good		6/29/2018	1	NO
361	1	1	1.8	1	0.8	1	1	0.9	1	0	1	1	1	Good		6/29/2018	1	NO
362	1	1	0.6	1	0.7	1	1	0.8	1	0	1	1	1	Good		6/29/2018	1	NO
363	1	1	0.9	1	1.8	1	0	4.2	1	0	1	1	1	Good	Landing heaved up. Looks to be caused by heat.	6/29/2018	2	NO
364	1	1	1.4	1	0.2	1	1	1.6	1	0	1	1	1	Good		6/29/2018	1	NO
365	1	1	2.8	1	1.1	1	0	2.8	1	0	1	1	1	Good		6/29/2018	2	NO
366	1	1	3.6	1	1.1	1	0	2.5	1	0	1	1	1	Good		6/29/2018	2	NO

OBJECTID	If walk/trail crosses curb, is there a curb ramp?	Is the Running slope 8.3% or less?	What is the running slope of the curb ramp?	Is the cross slope 2% or less?	What is the cross slope of the curb ramp?	Is the curb ramp width 48" or wider?	Is the Landing 48in sq or more with cross slope 2% or less any dir?	What is the max landing slope?	Is the curb ramp flares slopes 10% or less?	Detectible warnings extend the full width of the curb ramp?	Is approx 75% of truncated domes in good condition?	Do the truncated domes contrast with adjacent surfaces?	Are there no gaps in elevation or distance between concrete panels >1.5"?	What is the overall condition of the curb ramp?	Notes	EditDate	# of Non Compliant	Compliant
367	1	1	3.4	1	.7	1	1	2.1	0	0	1	1	1	Good		6/29/2018	2	NO
368	1	1	2.3	1	1.4	1	1	.6	0	1	1	1	1	Good		6/29/2018	1	NO
369	0	0		0		0	0		0	0	0	0	0			6/29/2018	10	NO
370	1	1	3.7	1	0.9	1	1	1.8	1	0	1	1	1	Good		6/29/2018	1	NO
371	1	1	3.2	1	0.3	1	1	1.8	1	0	1	1	1	Good		6/29/2018	1	NO
373	1	1	3.3	1	0.1	1	1	0.5	1	0	1	1	1	Good		6/29/2018	1	NO
374	0	0		0		0	0		0	0	0	0	0			6/29/2018	10	NO
375	0	0		0		0	0		0	0	0	0	0			6/29/2018	10	NO
376	1	1	1.3	1	0.0	1	1	0.6	1	0	1	1	1	Good		6/29/2018	1	NO
377	1	1	2.7	1	0.8	1	1	1.6	1	1	1	1	1	Good		6/29/2018	0	YES
378	1	1	5.1	1	0.6	1	1	1.6	1	1	1	1	1	Good		6/29/2018	0	YES
379	1	1	2.9	1	.7	1	1	1.8	0	1	1	1	1	Good		6/29/2018	1	NO
380	0	0		0		0	0		0	0	0	0	0			6/29/2018	10	NO
381	1	1	3.0	1	0.7	1	1	2.0	1	1	1	1	1	Good		6/29/2018	0	YES
382	1	1	2.7	1	0.1	1	1	2.0	1	1	1	1	1	Good		6/29/2018	0	YES
383	1	1	3.1	1	.1	1	1	1.8	0	1	1	1	1	Good		6/29/2018	1	NO
384	1	1	2.9	1	.4	1	1	1.8	0	1	1	1	1	Good		6/29/2018	1	NO
385	1	1	2.0	1	1.2	0	1	1.0	1	0	0	0	1	Fair		6/29/2018	4	NO
386	1	1	3.9	1	.1	0	1	1.0	1	0	0	0	1	Fair		6/29/2018	4	NO
387	1	1	3.3	1	1.4	1	1	1.5	0	0	1	1	1	Good		6/29/2018	2	NO
389	0	0		0		0	0		0	0	0	0	0			6/29/2018	10	NO
390	1	1	1.2	1	.4	1	1	1.5	0	0	0	0	1	Fair		6/29/2018	4	NO
391	1	1	1.3	1	.3	1	1	1.5	0	0	1	1	1	Good		6/29/2018	2	NO
392	1	1	1.5	1	.2	1	1	1.7	0	1	1	1	1	Good		6/29/2018	1	NO
393	1	1	7.4	1	.5	1	1	1.7	1	0	0	0	1	Fair		6/29/2018	3	NO
394	1	1	3.2	1	0.1	1	1	1.6	1	1	1	1	1	Good		6/29/2018	0	YES
395	1	1	3.8	1	.8	1	1	1.5	0	0	0	0	1	Fair		6/29/2018	4	NO
396	1	1	3.0	1	.3	1	1	1.5	0	1	1	1	1	Good		6/29/2018	1	NO
397	1	1	4.3	1	.2	1	1	1.3	1	1	1	1	1	Good		6/29/2018	0	YES
398	1	1	6.1	1	1.0	1	0	2.3	0	0	0	0	1	Fair		6/29/2018	5	NO
399	1	1	3.3	1	0.5	1	1	0.7	1	0	0	0	0	Fair	1.5" or greater gap near the landing	6/29/2018	4	NO
400	0	0		0		0	0		0	0	0	0	0			6/29/2018	10	NO
401	0	0		0		0	0		0	0	0	0	0			6/29/2018	10	NO
402	1	1	6.4	1	0.3	0	1	1.7	1	0	0	0	1	Fair		6/29/2018	4	NO
403	0	0		0		0	0		0	0	0	0	0			6/29/2018	10	NO
404	1	1	4.2	1	0.6	1	1	1.4	1	1	1	1	1	Good		6/29/2018	0	YES
405	1	1	2.5	1	.8	1	1	1.1	1	1	1	1	1	Good		6/29/2018	0	YES
406	1	1	2.2	1	0.5	1	1	1.1	1	0	1	1	1	Good		6/29/2018	1	NO
407	1	1	1.4	1	0.7	1	1	2.0	1	0	0	0	1	Fair		6/29/2018	3	NO
408	1	1	0.6	1	0.4	1	1	2.0	1	0	1	0	1	Fair		6/29/2018	2	NO
409	1	1	0.2	1	0.4	1	0	2.8	1	0	0	0	1	Fair		6/29/2018	4	NO
410	1	1	2.6	1	1.0	1	0	2.8	1	0	0	0	0	Fair		6/29/2018	5	NO
411	0	0		0		0	0		0	0	0	0	0			6/29/2018	10	NO
412	1	1	5.1	1	0.7	1	1	1.5	1	0	0	0	1	Fair		6/29/2018	3	NO
413	1	1	4.4	1	1.1	1	1	2.0	1	0	1	1	1	Good		6/29/2018	1	NO
414	1	1	1.8	1	0.4	1	1	2.0	1	0	1	1	1	Good		6/29/2018	1	NO
415	1	1	1.9	1	0.6	1	1	0.8	1	0	1	1	1	Good		6/29/2018	1	NO
416	1	1	3.8	1	0.2	1	1	0.8	1	0	1	1	1	Good		6/29/2018	1	NO
417	1	1	3.8	1	0.2	1	1	0.3	1	0	1	1	1	Good		6/29/2018	1	NO
418	1	1	2.8	1	0.7	1	1	0.3	1	0	1	1	0	Good		6/29/2018	2	NO
419	1	1	4.3	1	0.8	1	1	1.4	1	0	1	1	1	Good		6/29/2018	1	NO
420	1	1	2.3	1	0.9	1	1	1.4	1	0	1	1	1	Good		6/29/2018	1	NO
421	0	0		0		0	0		0	0	0	0	0			6/29/2018	10	NO
422	1	1	1.1	1	0.4	1	1	2.0	1	0	1	1	1	Good		6/29/2018	1	NO
423	1	1	2.9	1	0.5	1	1	0.5	1	0	1	1	1	Good		6/29/2018	1	NO
424	0	0		0		0	0		0	0	0	0	0			6/29/2018	10	NO
425	1	1	2.3	1	.2	1	1	.8	0	1	1	1	1	Good		6/29/2018	1	NO

OBJECTID	If walk/trail crosses curb, is there a curb ramp?	Is the Running slope 8.3% or less?	What is the running slope of the curb ramp?	Is the cross slope 2% or less?	What is the cross slope of the curb ramp?	Is the curb ramp width 48" or wider?	Is the Landing 48in sq or more with cross slope 2% or less any dir?	What is the max landing slope?	Is the curb ramp flares slopes 10% or less?	Detectible warnings extend the full width of the curb ramp?	Is approx 75% of truncated domes in good condition?	Do the truncated domes contrast with adjacent surfaces?	Are there no gaps in elevation or distance between concrete panels >1.5"?	What is the overall condition of the curb ramp?	Notes	EditDate	# of Non Compliant	Compliant
426	1	1	1.8	1	.5	1	1	.8	0	1	1	1	1	Good		6/29/2018	1	NO
427	0	0		0		0	0		0	0	0	0	0			6/29/2018	10	NO
428	1	1	1.9	1	.3	1	1	.6	1	1	1	1	1	Good		6/29/2018	0	YES
429	1	1	2.1	1	1.5	1	0	2.2	0	0	1	1	1	Good		6/29/2018	3	NO
430	1	1	.1	1	.3	1	0	2.2	0	0	1	1	1	Good		6/29/2018	3	NO
431	1	1	2.6	1	.8	1	1	1.4	0	0	1	1	1	Good		6/29/2018	2	NO
432	0	0		0		0	0		0	0	0	0	0			6/29/2018	10	NO
433	0	0		0		0	0		0	0	0	0	0			6/29/2018	10	NO
434	0	0		0		0	0		0	0	0	0	0			6/29/2018	10	NO
435	0	0		0		0	0		0	0	0	0	0			6/29/2018	10	NO
436	1	1	4.6	1	1.2	0	0	no landing	1	0	0	0	1	Fair	doesnt tie into sidewalk	6/29/2018	5	NO
437	1	1	6.3	1	.5	0	1	1.3	1	0	0	0	1	Fair		6/29/2018	4	NO
438	0	0		0		0	0		0	0	0	0	0			6/29/2018	10	NO
439	1	1	6.2	1	.7	0	1	.7	1	0	0	0	1	Fair		6/29/2018	4	NO
440	1	1	3.4	1	.5	1	1	1.3	1	1	1	1	1	Good		6/29/2018	0	YES
441	1	1	2.0	1	.5	1	1	1.3	0	1	1	1	1	Good	water gate valve in sidewalk	6/29/2018	1	NO
444	1	1	4.8	1	0.7	1	1	1.4	1	1	1	1	0	Good	Water gate valve sticking up through the sidewalk.	6/29/2018	1	NO
445	0	0		0		0	0		0	0	0	0	0			6/29/2018	10	NO
446	1	1	2.9	1	.6	1	1	1.6	0	0	1	1	1	Good		6/29/2018	2	NO
448	1	1	3.9	1	.4	1	1	1.0	0	1	1	1	1	Good		6/29/2018	1	NO
449	1	1	1.9	1	.4	1	1	1.8	0	0	1	1	1	Fair		6/29/2018	2	NO
450	1	1	1.6	1	.6	1	1	1.8	0	0	1	1	1	Good		6/29/2018	2	NO
452	1	1	4.2	1	.3	1	1	1.5	1	0	1	1	1	Good		6/29/2018	1	NO
453	1	1	2.0	1	.1	1	1	1.5	0	0	1	1	1	Good		6/29/2018	2	NO
454	1	1	1.5	1	.2	1	1	1.1	0	0	1	1	1	Good		6/29/2018	2	NO
455	1	1	4.1	1	0.0	1	1	1.1	0	0	1	1	1	Good		6/29/2018	2	NO
456	1	1	3.6	1	.2	1	1	.5	1	1	1	1	1	Good		6/29/2018	0	YES
457	1	1	2.7	1	0.0	1	1	.4	0	1	1	1	1	Good		6/29/2018	1	NO
458	0	0		0		0	0		0	0	0	0	0			6/29/2018	10	NO
459	0	0		0		0	0		0	0	0	0	0			6/29/2018	10	NO
460	1	1	4.0	1	.4	1	1	.7	0	1	1	1	1	Good		6/29/2018	1	NO
461	1	1	5.2	1	.7	1	1	.5	0	1	1	1	1	Good		6/29/2018	1	NO
462	1	1	3.5	1	.7	1	1	.5	0	1	1	1	1	Good		6/29/2018	1	NO
463	1	1	1.6	1	.4	1	1	1.8	0	0	0	0	1	Fair		6/29/2018	4	NO
464	1	1	.9	1	.5	1	1	1.8	0	0	0	0	1	Fair		6/29/2018	4	NO
465	0	0		0		0	0		0	0	0	0	0			6/29/2018	10	NO
466	0	0		0		0	0		0	0	0	0	0			6/29/2018	10	NO
467	1	1	5.3	1	1.6	1	1	.1	1	1	1	1	1	Good		6/29/2018	0	YES
469	1	1	1.3	1	.8	1	1	1.6	0	0	0	0	1	Fair		6/29/2018	4	NO
472	1	1	1.0	1	.8	1	1	.6	1	1	1	1	1	Good		6/29/2018	0	YES
473	1	1	5.7	1	.5	1	0	2.4	0	0	0	0	1	Fair		6/29/2018	5	NO
477	1	1	5.3	1	.3	1	1	.3	1	1	1	1	1	Good		6/29/2018	0	YES
478	1	1	7.0	1	.5	1	1	.9	1	1	1	1	1	Good		6/29/2018	0	YES
479	1	1	4.8	1	1.3	1	1	.5	1	1	1	1	1	Good		6/29/2018	0	YES
480	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
481	1	1	4.5	1	.4	1	1	1.5	1	1	1	1	1	Good		6/29/2018	0	YES
482	1	1	5.0	1	0.1	1	0	2.1	1	0	1	1	1	Good		6/29/2018	2	NO
483	1	1	4.3	1	0.0	1	1	.7	1	1	1	1	1	Good		6/29/2018	0	YES
484	1	1	3.4	1	.1	1	1	.4	1	1	1	1	1	Good		6/29/2018	0	YES
485	1	1	5.1	1	1.1	1	1	.4	1	1	1	1	1	Good		6/29/2018	0	YES
486	1	1	4.7	1	0.1	1	1	0.4	1	0	1	1	1	Good		6/29/2018	1	NO
487	1	1	4.3	1	0.5	1	1	0.3	1	0	1	1	1	Good		6/29/2018	1	NO
488	1	1	4.4	1	1.2	1	0	2.8	1	0	1	1	1	Good		6/29/2018	2	NO
489	1	1	4.0%	1	.5%	1	1	.9%	0	1	1	1	1	Good		6/25/2018	1	NO
490	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
493	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
494	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO

OBJECTID	If walk/trail crosses curb, is there a curb ramp?	Is the Running slope 8.3% or less?	What is the running slope of the curb ramp?	Is the cross slope 2% or less?	What is the cross slope of the curb ramp?	Is the curb ramp width 48" or wider?	Is the Landing 48in sq or more with cross slope 2% or less any dir?	What is the max landing slope?	Is the curb ramp flares slopes 10% or less?	Detectible warnings extend the full width of the curb ramp?	Is approx 75% of truncated domes in good condition?	Do the truncated domes contrast with adjacent surfaces?	Are there no gaps in elevation or distance between concrete panels >1.5"?	What is the overall condition of the curb ramp?	Notes	EditDate	# of Non Compliant	Compliant
495	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
496	1	1	2.1%	1	.8%	1	1	1.2%	1	0	0	0	0	Fair	no detect warning panels	6/25/2018	4	NO
497	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
498	1	1	1.7%	0	3.1%	0	1	.5%	0	0	0	0	1	Fair	no detect panels, not full width	6/25/2018	6	NO
499	1	1	4.4%	1	.7%	1	1	.2%	1	0	0	0	1	Fair	no detectible warning panels	6/25/2018	3	NO
500	1	1	3.1%	1	.5%	1	1	.2%	0	0	0	0	1	Fair		6/25/2018	4	NO
501	1	1	2.4%	1	1.7%	1	1	1.2%	1	0	0	0	1	Fair	no detect warning panels	6/25/2018	3	NO
502	1	1	5.6%	1	.8	1	1	1.6%	0	0	0	0	1	Fair	no detect panels, grass	6/25/2018	4	NO
503	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
504	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
505	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
506	0	0		0		0	0		0	0	0	0	0		major gap from curb to sidewalk	6/25/2018	10	NO
507	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
508	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
509	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
510	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
511	1	1	3.1%	1	.4%	1	0	2.2% ns dir	0	0	0	0	0	Fair	1.5" gap on landing, no detectible warning panels	6/25/2018	6	NO
512	1	1	2.9%	1	.7%	1	1	1.9%	0	0	0	0	0	Fair	no detectable warning panels or flares	6/25/2018	5	NO
513	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
514	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
515	1	1	2.8%	1	.5%	0	1	.7%	0	0	0	0	0	Fair	growth of grass into ramp are	6/25/2018	6	NO
516	1	1	4.3%	1	1.9%	1	1	1.7%	0	0	0	0	0	Fair	no truncated domes of flares	6/25/2018	5	NO
517	1	1	3.2%	1	1.3%	1	1	.4%	0	0	0	0	0	Fair	no detectible warning panels or flares	6/25/2018	5	NO
518	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
519	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
520	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
521	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
522	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
523	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
524	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
525	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
526	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
527	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
528	1	1	5.2%	1	1.1%	1	1	1.2%	0	1	1	1	1	Good		6/25/2018	1	NO
529	1	1	4.1	1	0.8	1	1	1.2	0	1	1	1	0	Good		6/25/2018	2	NO
530	1	1	5.5%	1	1.7%	1	0	2.2%	0	1	1	1	0	Fair	grass in sidewalks	6/25/2018	3	NO
531	1	1	4.2	1	0.2	1	0	2.2	0	1	1	1	0	Good		6/25/2018	3	NO
532	1	1	2.0%	1	.3%	1	1	1.5%	0	0	0	0	1	Fair	no detectible panels	6/25/2018	4	NO
533	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
534	1	1	2.9%	1	.9%	1	1	.7%	0	0	0	0	1	Fair	no detectible panel	6/25/2018	4	NO
535	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
536	1	1	3.2	1	0.2	1	1	0.3	0	1	1	1	1	Good		6/25/2018	1	NO
537	1	1	3.6%	1	.1%	0	0	.3%	0	0	0	0	1	Fair	no detect panela	6/25/2018	6	NO
538	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
539	1	1	3.1%	1	.3%	1	1	.6%	1	0	0	0	1	Fair	wearing at the landing and a slight gap after landing	6/25/2018	3	NO
540	0	0		0		0	0		0	0	0	0	0		Bus Stop Route 11	6/25/2018	10	NO
541	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
542	1	1	5.4	1	0.2	1	0	2.3	0	0	0	0	1	Fair		6/25/2018	5	NO
543	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
544	1	1	3.3	1	.1	1	1	.6	0	0	0	0	1	Fair	no det panel, cracking in landing	6/25/2018	4	NO
545	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
546	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
547	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
548	1	1	3.9%	1	.4%	1	1	1.1%	1	1	1	1	1	Good		6/25/2018	0	YES
549	1	1	1.3%	1	.8%	1	1	.9%	0	1	1	1	1	Good		6/25/2018	1	NO
551	1	1	3.1%	1	.4%	1	1	.7%	1	1	1	1	0	Good		6/25/2018	1	NO
552	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO

OBJECTID	If walk/trail crosses curb, is there a curb ramp?	Is the Running slope 8.3% or less?	What is the running slope of the curb ramp?	Is the cross slope 2% or less?	What is the cross slope of the curb ramp?	Is the curb ramp width 48" or wider?	Is the Landing 48in sq or more with cross slope 2% or less any dir?	What is the max landing slope?	Is the curb ramp flares slopes 10% or less?	Detectible warnings extend the full width of the curb ramp?	Is approx 75% of truncated domes in good condition?	Do the truncated domes contrast with adjacent surfaces?	Are there no gaps in elevation or distance between concrete panels >1.5"?	What is the overall condition of the curb ramp?	Notes	EditDate	# of Non Compliant	Compliant
555	1	1	0.3	1	0.5	1	1	0.5	1	0	0	0	1	Fair		6/26/2018	3	NO
556	1	1	0.8	1	0.8	1	1	0.8	1	0	0	0	1	Fair		6/26/2018	3	NO
557	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
558	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
559	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
560	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
561	1	1	2.8	1	0.5	0	1	1.3	0	1	1	1	1	Good		6/25/2018	2	NO
562	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
563	1	1	3.3	1	0.0	1	1	0.8	0	1	1	1	1	Good		6/27/2018	1	NO
564	1	1	3.8	1	0.3	1	1	0.8	0	1	1	1	0	Good		6/25/2018	2	NO
565	0	0		0		0	0		0	0	0	0	0		Tree overhang on sidewalk.	6/25/2018	10	NO
566	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
567	1	1	1.9%	1	.2%	1	1	.8%	0	0	0	0	1	Fair	no detect panels	6/25/2018	4	NO
568	1	1	1.4%	1	.5%	1	1	.6%	0	0	0	0	1	Fair	no detect panels	6/25/2018	4	NO
569	1	1	2.6%	1	.8%	1	1	1.1%	1	0	0	0	1	Fair	no detect panels	6/25/2018	3	NO
570	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
571	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
572	1	1	6.5	1	1.0	0	0	1.1	0	0	0	0	1	Fair		6/25/2018	6	NO
573	1	1	5.2%	1	1.2%	1	0	1.3%	0	0	0	0	1	Fair	no detect panels	6/25/2018	5	NO
574	1	1	3.8	1	.4	1	1	2.0	0	1	1	1	1	Good		6/25/2018	1	NO
575	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
576	1	1	3.6	1	0	1	1	2.0	1	1	1	1	1	Good		6/25/2018	0	YES
577	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
578	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
579	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
580	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
581	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
582	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
583	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
584	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
585	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
586	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
587	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
588	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
589	1	1	4.3%	1	.3%	1	0	2.9%	0	0	0	0	1	Fair	no detect panels	6/25/2018	5	NO
590	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
591	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
592	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
593	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
594	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
595	1	1	3.8%	1	.8%	1	1	.8%	0	0	0	0	0	Fair	about 1.25" gap no detect panels	6/25/2018	5	NO
596	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
597	1	1	2.6%	1	.5%	1	1	.6%	0	1	1	1	1	Good		6/25/2018	1	NO
598	1	1	2.8%	1	.5%	1	1	.6%	1	1	1	1	1	Good		6/25/2018	0	YES
599	1	1	4.6%	1	.8%	1	1	1.0%	1	1	1	1	1	Good	new ramps	6/25/2018	0	YES
600	1	1	3.8%	1	.3%	1	1	1.0%	0	1	1	1	0	Good		6/25/2018	2	NO
601	1	1	2.8%	1	1.8	1	1	1.4	1	1	1	1	1	Good		6/25/2018	0	YES
602	1	1	3.9	1	.3	1	1	1.4	1	1	1	1	1	Good		6/25/2018	0	YES
603	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
604	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
605	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
606	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
607	1	1	4.2	1	.4	1	1	2.0	0	1	1	1	1	Good		6/25/2018	1	NO
608	1	1	1.8	1	0.1	1	1	2.0	0	1	1	1	0	Good		6/25/2018	2	NO
609	1	1	1.9	1	0.2	1	1	1.3	0	1	1	1	1	Good		6/25/2018	1	NO
610	1	1	2.6%	1	.5%	1	1	1.3%	1	1	1	1	1	Good		6/25/2018	0	YES
611	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO

OBJECTID	If walk/trail crosses curb, is there a curb ramp?	Is the Running slope 8.3% or less?	What is the running slope of the curb ramp?	Is the cross slope 2% or less?	What is the cross slope of the curb ramp?	Is the curb ramp width 48" or wider?	Is the Landing 48in sq or more with cross slope 2% or less any dir?	What is the max landing slope?	Is the curb ramp flares slopes 10% or less?	Detectible warnings extend the full width of the curb ramp?	Is approx 75% of truncated domes in good condition?	Do the truncated domes contrast with adjacent surfaces?	Are there no gaps in elevation or distance between concrete panels >1.5"?	What is the overall condition of the curb ramp?	Notes	EditDate	# of Non Compliant	Compliant
612	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
613	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
614	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
615	1	1	2.4	1	1.1	1	1	1.1	0	1	1	1	1	Good		6/25/2018	1	NO
616	1	1	2.0	1	0.0	1	1	1.1	0	1	1	1	0	Good		6/25/2018	2	NO
617	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
618	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
619	1	1	2.9%	1	.3%	1	1	.9%	1	1	1	1	1	Good		6/25/2018	0	YES
620	1	1	3.0%	1	.3%	1	1	.9%	0	1	1	1	1	Good		6/25/2018	1	NO
621	1	1	4.1%	1	.3%	1	1	1.0%	0	1	1	1	1	Good		6/25/2018	1	NO
622	1	1	4.6%	1	.2%	1	1	1.0%	0	1	1	1	1	Good		6/25/2018	1	NO
623	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
624	1	1	1.8	1	0.1	1	1	1.6	0	0	0	0	1	Fair		6/25/2018	4	NO
625	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
626	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
627	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
628	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
629	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
630	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
631	1	1	6.4%	1	.7%	1	1	.8%	0	0	0	0	1	Fair	no detect panels	6/25/2018	4	NO
632	1	1	5.4%	1	.5%	1	1	.9%	0	0	0	0	1	Fair	no detect panels	6/25/2018	4	NO
633	1	1	.7%	1	.3%	1	1	.6%	1	1	1	1	1	Good		6/25/2018	0	YES
634	1	1	1.2	1	0.5	1	0	0.6	0	1	1	1	1	Good		6/25/2018	2	NO
635	1	1	1.2	1	0.7	1	1	0.9	0	1	1	1	1	Good		6/25/2018	1	NO
636	1	1	2.5%	1	.4%	1	1	.9%	1	1	1	1	1	Good		6/25/2018	0	YES
637	1	1	.1%	1	.7%	1	0	no landing	1	1	1	1	1	Good	proposed sidewalk	6/25/2018	1	NO
638	1	1	0.7	1	0.7	0	0		0	1	1	1	1	Good		6/25/2018	3	NO
639	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
640	1	1	4.5%	1	.8%	1	1	.7%	1	1	1	1	1	Good		6/25/2018	0	YES
641	1	1	4.6%	1	.1%	1	1	.8%	1	1	1	1	1	Good		6/25/2018	0	YES
642	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
643	1	1	2.6	1	0.5	1	1	0.8	0	1	1	1	1	Good		6/25/2018	1	NO
644	1	1	3.5	1	.4	1	1	.8	0	1	1	1	1	Good		6/25/2018	1	NO
645	1	1	2.7%	1	.2%	0	1	.7%	1	1	1	1	1	Good		6/25/2018	1	NO
646	1	1	4.2%	1	.5%	1	1	.7%	1	1	1	1	1	Good		6/25/2018	0	YES
647	1	1	1.8	1	.9	1	1	1.2	1	0	1	1	1	Good		6/25/2018	1	NO
648	1	1	6.2	1	1.0	1	1	0.6	0	0	0	0	0	Fair	Vegetation growth on bottom of curb ramp.	6/25/2018	5	NO
649	1	1	4.0	1	1.2	1	1	0.7	0	0	0	0	1	Fair		6/25/2018	4	NO
650	1	1	2.3	0	3.7	0	0	2.5	0	0	0	0	1	Fair	no detect panels	6/25/2018	7	NO
651	1	1	4.6	0	1.8	0	0	2.5	0	0	0	0	1	Fair	no det panels	6/25/2018	7	NO
652	1	1	3.5	1	0.5	1	1	0.9	0	1	1	1	1	Good		6/25/2018	1	NO
653	1	1	4.5%	1	.1%	1	1	.9%	0	1	1	1	1	Good		6/25/2018	1	NO
655	1	1	3.0	1	1.0	1	1	1.4	0	1	1	1	1	Good		6/25/2018	1	NO
656	1	1	1.9	1	.6	1	1	.3	0	1	1	1	1	Good		6/25/2018	1	NO
657	1	1	2.3	1	.1	1	1	.3	1	1	1	1	1	Good		6/25/2018	0	YES
658	1	1	2.9	1	0.4	1	1	0.8	0	1	1	1	1	Good		6/25/2018	1	NO
659	1	1	2.7	1	0.2	1	1	0.8	0	1	1	1	1	Good		6/25/2018	1	NO
660	1	1	2.7	1	0.6	1	1	1.4	0	1	1	1	1	Good		6/25/2018	1	NO
661	1	1	2.1	1	.4	1	1	1.4	0	1	1	1	1	Good		6/25/2018	1	NO
662	1	1	2.6	1	0.0	1	1	0.7	0	1	1	1	1	Good		6/25/2018	1	NO
663	1	1	2.4	1	0.3	1	1	0.7	0	1	1	1	0	Good		6/25/2018	2	NO
664	1	1	6.8	1	.5	0	1	.6	0	0	0	0	1	Fair		6/25/2018	5	NO
665	1	1	7.3	1	.3	1	0	2.3	0	0	0	0	1	Poor	gap, curb by edge is cracked	6/25/2018	5	NO
666	1	1	1.9	1	0.6	1	0	2.3	0	0	0	0	1	Fair		6/25/2018	5	NO
667	1	1	2.3	1	1.6	0	1	1.1	1	0	0	0	1	Fair	no detect panels	6/25/2018	4	NO
668	1	1	4.8	1	2.2	0	0	2.1	1	0	0	0	1	Fair		6/26/2018	5	NO
669	1	1	7.2	1	1.4	0	1	1.0	1	0	0	0	1	Fair		6/26/2018	4	NO

OBJECTID	If walk/trail crosses curb, is there a curb ramp?	Is the Running slope 8.3% or less?	What is the running slope of the curb ramp?	Is the cross slope 2% or less?	What is the cross slope of the curb ramp?	Is the curb ramp width 48" or wider?	Is the Landing 48in sq or more with cross slope 2% or less any dir?	What is the max landing slope?	Is the curb ramp flares slopes 10% or less?	Detectible warnings extend the full width of the curb ramp?	Is approx 75% of truncated domes in good condition?	Do the truncated domes contrast with adjacent surfaces?	Are there no gaps in elevation or distance between concrete panels >1.5"?	What is the overall condition of the curb ramp?	Notes	EditDate	# of Non Compliant	Compliant
670	1	1	8.2	1	.6	1	0	3.5	1	0	0	0	1	Fair		6/26/2018	4	NO
671	1	1	4.8	0	2.1	1	1	.6	1	0	0	0	1	Fair		6/26/2018	4	NO
672	0	0		0		0	0		0	0	0	0	0			6/25/2018	10	NO
674	1	1	5.5	1	.6	1	1	1.1	1	0	0	0	1	Fair	no detect panels	6/25/2018	3	NO
675	1	1	4.0	1	.7	1	1	.5	0	0	0	0	0	Fair		6/26/2018	5	NO
676	1	1	4.9	1	1.5	1	1	1.3	0	0	0	0	1	Fair	no detect panels	6/25/2018	4	NO
677	1	1	3.7	1	1.6	0	1	1.3	0	0	0	0	1	Fair	bad spot in concrete	6/25/2018	5	NO
678	1	1	1.2	1	0.1	1	1	0.3	0	0	0	0	0	Fair		6/25/2018	5	NO
679	1	1	4.5	1	1.1	1	1	.3	0	0	0	0	1	Fair		6/25/2018	4	NO
680	0	0		0		0	0		0	0	0	0	0			6/26/2018	10	NO
681	1	1	3.9	1	.3	1	1	1.4	1	1	1	1	1	Good		6/25/2018	0	YES
682	1	1	4.2	1	.4	1	1	1.4	0	1	1	1	1	Good		6/25/2018	1	NO
683	1	1	4.5	1	0.9	1	1	0.9	0	0	1	1	1	Good		6/25/2018	2	NO
684	1	1	4.0	1	0.6	1	1	0.9	0	0	1	1	1	Good		6/25/2018	2	NO
685	1	1	2.7	1	1.1	1	1	1.0	1	1	1	1	1	Good		6/25/2018	0	YES
686	1	1	3.8	1	.9	1	1	1.0	0	1	1	1	1	Good		6/25/2018	1	NO
687	1	1	4.0	1	0.5	1	1	0.7	0	0	1	1	1	Good		6/25/2018	2	NO
688	1	1	2.9	1	0.2	1	1	0.7	0	1	1	1	1	Good		6/25/2018	1	NO
689	1	1	4.2	1	.3	1	1	.7	0	1	1	1	1	Good		6/25/2018	1	NO
690	1	1	2.4	1	0.7	1	1	0.7	0	1	1	1	1	Good		6/25/2018	1	NO
691	1	1	3.6	1	.3	0	0	.6	0	0	0	0	0	Poor		6/26/2018	7	NO
692	1	1	4.1	1	.9	1	1	1.5	0	0	0	0	1	Fair	no detect panels	6/25/2018	4	NO
693	1	1	4.2	1	1.5	1	1	1.5	0	0	0	0	1	Good		6/25/2018	4	NO
694	1	1	4.2	1	.7	1	1	1.3	0	0	0	0	1	Fair	slight gap	6/25/2018	4	NO
695	1	1	5.8	1	.2	1	1	1.3	0	0	0	0	1	Fair		6/25/2018	4	NO
696	1	1	0.9	1	0.1	1	1	1.1	0	0	1	1	1	Good		6/25/2018	2	NO
697	1	1	5.6	1	0.6	1	1	1.1	0	0	1	1	1	Good		6/25/2018	2	NO
698	1	1	2.7	1	0.1	1	1	0.7	0	1	1	1	1	Good		6/25/2018	1	NO
699	1	1	2.9	1	.1	1	1	.7	1	1	1	1	1	Good		6/25/2018	0	YES
700	1	1	1.8	1	0.8	1	1	1.2	0	0	1	1	0	Good		6/25/2018	3	NO
701	1	1	2.5	1	0.7	1	1	1.2	0	0	1	1	1	Good		6/25/2018	2	NO
702	1	1	1.5%	1	1.4	1	0	2.8	0	0	0	0	1	Fair	no detect panels	6/25/2018	5	NO
703	1	1	3.4	1	0.2	1	0	2.8	0	0	0	0	1	Fair		6/25/2018	5	NO
704	1	1	7.7	1	1.1	1	1	2.0	0	1	1	1	1	Good		6/25/2018	1	NO
705	1	1	4.1%	1	1.1	1	1	1.2%	0	0	0	0	1	Fair	no detect panel	6/25/2018	4	NO
706	1	1	4.7	1	1.1	1	1	0.9	0	1	1	1	1	Good		6/25/2018	1	NO
707	1	1	3.3	1	0.2	1	1	0.9	0	1	1	1	1	Good		6/25/2018	1	NO
708	1	1	3.5	1	0.4	1	1	0.9	0	1	1	1	0	Good		6/25/2018	2	NO
709	1	1	3.8	1	1.3	1	1	0.9	0	1	1	1	1	Good		6/25/2018	1	NO
710	1	1	5.4%	1	1.8%	1	0	4.2%	1	0	1	1	1	Fair	some grass	6/25/2018	2	NO
711	1	1	2.6%	0	3.0%	1	0	4.2%	0	1	1	1	1	Fair		6/25/2018	3	NO
712	1	1	4.2%	1	.5%	0	0	no landing	1	1	1	1	1	Good		6/25/2018	2	NO
713	1	1	4.2	1	0	1	1	.5	1	1	1	1	1	Good		6/26/2018	0	YES
714	1	1	2.2	1	0.8	1	1	.5	1	1	1	1	1	Good		6/26/2018	0	YES
715	1	1	3.7	1	.3	1	1	1.2	1	1	1	1	1	Good		6/26/2018	0	YES
716	1	1	3.6	1	.1	1	1	1.2	1	1	1	1	1	Good		6/26/2018	0	YES
717	1	1	3.4	1	1.1	1	1	1.2	1	1	1	1	1	Good		6/26/2018	0	YES
718	1	1	1.0	1	.3	1	1	1.2	0	1	1	1	1	Good		6/26/2018	1	NO
719	1	1	3.6	1	.7	1	1	.9	1	1	1	1	1	Good		6/26/2018	0	YES
720	1	1	4.8	1	.7	1	1	1.4	1	1	1	1	1	Good		6/26/2018	0	YES
721	1	1	3.1	1	1.5	1	0	3.5	1	0	1	1	1	Fair		6/26/2018	2	NO
722	1	1	5.1	1	.1	1	0	3.5	1	1	1	1	1	Fair		6/26/2018	1	NO
723	1	1	2.2	0	2.1	1	1	3.1	0	1	1	1	1	Good		6/25/2018	2	NO
724	1	1	4.0	1	1.2	1	0	3.1	0	1	1	1	1	Good		6/25/2018	2	NO
725	1	1	4.1	1	0.3	1	1	1.7	0	0	1	1	1	Good		6/26/2018	2	NO
726	1	1	3.9	1	0.0	1	1	1.7	0	0	1	1	1	Good		6/26/2018	2	NO
727	1	1	2.1	1	0.3	1	0	2.5	1	0	1	1	1	Good		6/26/2018	2	NO

OBJECTID	If walk/trail crosses curb, is there a curb ramp?	Is the Running slope 8.3% or less?	What is the running slope of the curb ramp?	Is the cross slope 2% or less?	What is the cross slope of the curb ramp?	Is the curb ramp width 48" or wider?	Is the Landing 48in sq or more with cross slope 2% or less any dir?	What is the max landing slope?	Is the curb ramp flares slopes 10% or less?	Detectible warnings extend the full width of the curb ramp?	Is approx 75% of truncated domes in good condition?	Do the truncated domes contrast with adjacent surfaces?	Are there no gaps in elevation or distance between concrete panels >1.5"?	What is the overall condition of the curb ramp?	Notes	EditDate	# of Non Compliant	Compliant
728	1	1	6.1	0	2.7	1	0	2.5	1	0	1	1	0	Good		6/26/2018	4	NO
729	1	1	2.8	1	0.7	1	1	1.5	1	0	0	0	0	Fair	1.5" or greater gap between curb ramp and back of curb.	6/26/2018	4	NO
730	0	0		0		0	0		0	0	0	0	0			6/26/2018	10	NO
731	1	1	3.4	1	0.0	1	0	2.8	1	0	0	0	1	Fair		6/26/2018	4	NO
732	1	1	3.4	1	.2	1	0	2.8	1	0	0	0	1	Fair		6/26/2018	4	NO
733	1	1	4.0	1	2.0	1	0	2.8	0	0	0	0	1	Fair		6/26/2018	5	NO
734	1	1	4.5	1	.3	1	0	2.8	1	0	0	0	1	Fair		6/26/2018	4	NO
735	1	1	5.6	1	1.5	1	0	2.8	0	0	0	0	1	Fair		6/26/2018	5	NO
736	0	0		0		0	0		0	0	0	0	0			6/26/2018	10	NO
737	1	1	1.2	1	.3	1	1	.7	1	1	1	1	1	Good		6/26/2018	0	YES
738	1	1	3.1	1	.2	1	1	.7	1	1	1	1	1	Good		6/26/2018	0	YES
739	1	1	1.9	1	.6	1	1	1.2	0	1	1	1	1	Good		6/26/2018	1	NO
740	1	1	3.9	1	.7	1	1	1.2	0	1	1	1	1	Good		6/26/2018	1	NO
741	1	1	1.8	1	.2	1	1	1.0	1	1	1	1	1	Good		6/26/2018	0	YES
742	1	1	1.5	1	.5	1	1	1.0	0	1	1	1	1	Good		6/26/2018	1	NO
743	1	1	2.3	1	.3	1	1	1.0	1	1	1	1	1	Good		6/26/2018	0	YES
744	1	1	2.0	1	.4	1	1	1.0	1	1	1	1	1	Good		6/26/2018	0	YES
745	1	1	5.2	1	.2	1	0	2.4	1	0	0	0	1	Fair	small gap between ramp and sidewalk, grass	6/26/2018	4	NO
746	1	1	5.3	1	2.0	1	0	2.4	1	0	0	0	1	Fair		6/26/2018	4	NO
747	1	0	9.1	1	1.9	0	1	1.0	1	0	0	0	1	Poor		6/26/2018	5	NO
748	1	1	8.1	1	1.3	1	1	1.0	1	0	0	0	1	Poor	Vegetation growth in the cracks of the curb ramp.	6/26/2018	3	NO
749	1	1	6.9	1	1.4	1	1	2.0	0	0	0	0	1	Fair		6/26/2018	4	NO
750	1	1	9.0	1	2.0	1	1	2.0	0	0	0	0	1	Fair	no det panels	6/26/2018	4	NO
751	1	1	6.3	1	.7	1	0	2.2	0	0	0	0	1	Fair		6/26/2018	5	NO
752	1	1	5.8	1	1.2	1	0	2.2	1	0	0	0	1	Fair		6/26/2018	4	NO
753	1	1	4.0	1	.5	1	1	.7	1	1	1	1	1	Good		6/26/2018	0	YES
754	1	1	2.9	1	.1	1	1	.7	1	1	1	1	1	Good		6/26/2018	0	YES
755	1	1	3.3	1	.2	1	1	.8	1	1	1	1	1	Good		6/26/2018	0	YES
756	1	1	4.6	1	0.2	1	1	0.8	1	1	1	1	1	Good		6/26/2018	0	YES
757	1	1	0.5	1	0.9	1	1	1.1	1	1	1	1	1	Good		6/26/2018	0	YES
758	1	1	2.4	1	0.4	1	1	0.5	1	1	1	1	1	Good		6/26/2018	0	YES
759	1	1	3.0	1	0.3	1	1	0.5	1	1	1	1	0	Good		6/26/2018	1	NO
760	1	1	2.3	1	.5	1	1	1.0	0	1	1	1	1	Good		6/26/2018	1	NO
761	1	1	3.5	1	.4	1	1	1.0	1	1	1	1	1	Good		6/26/2018	0	YES
762	1	1	2.9	1	1.2	1	1	1.2	1	1	1	1	1	Good		6/26/2018	0	YES
763	1	1	4.2	1	0.5	1	1	1.2	1	1	1	1	1	Good		6/26/2018	0	YES
764	1	1	0.8	1	0.2	1	1	0.7	1	1	1	1	1	Good		6/26/2018	0	YES
765	1	1	0.7	1	0.1	1	1	0.7	1	1	1	1	1	Good		6/26/2018	0	YES
766	1	1	4.5	1	.9	1	1	1.3	1	1	1	1	1	Good		6/26/2018	0	YES
767	1	1	2.7	1	1.2	1	1	1.3	1	1	1	1	1	Good		6/26/2018	0	YES
768	1	1	5.8	1	0.5	0	1	1.2	1	0	0	0	1	Fair		6/26/2018	4	NO
769	1	1	3.8%	1	.4%	1	1	.8%	1	1	1	1	1	Good		6/25/2018	0	YES
770	1	1	5.4	1	1.8	1	1	0.8	0	0	0	0	0	Fair		6/25/2018	5	NO
771	1	1	2.9	0	2.1	1	1	1.0	0	0	0	0	0	Fair		6/25/2018	6	NO
772	1	1	1.8%	1	.5%	1	1	1.8%	0	0	0	0	1	Fair	no detect panels	6/25/2018	4	NO
773	1	1	2.2%	1	1.2%	1	1	.6%	0	1	1	1	1	Good		6/25/2018	1	NO
774	1	1	4.2	1	1.3	1	1	0.8	0	1	1	1	0	Good		6/25/2018	2	NO
775	1	1	1.5%	1	.6%	1	1	.8%	0	1	1	1	1	Good		6/25/2018	1	NO
776	1	1	2.0%	1	2.0%	1	1	1.2%	0	1	1	1	1	Good		6/25/2018	1	NO
777	1	1	0.3	1	1.2	1	1	0.6	0	1	1	1	1	Good		6/25/2018	1	NO
778	1	1	1.2%	1	1.8%	1	1	.8	1	1	1	1	1	Good		6/25/2018	0	YES
779	1	1	1.9	1	0.2	1	1	1.6	0	1	1	1	1	Good		6/25/2018	1	NO
780	1	1	1.5	1	1.1	1	1	1.6	0	1	1	1	1	Good		6/25/2018	1	NO
782	1	1	.5%	1	.8%	1	1	1.9	0	1	1	1	1	Good		6/25/2018	1	NO
783	1	1	4.0	1	1.6	1	1	1.1	0	1	1	1	1	Good		6/25/2018	1	NO
784	1	1	2.3%	1	.2%	1	1	.9	0	1	1	1	1	Good		6/25/2018	1	NO

OBJECTID	If walk/trail crosses curb, is there a curb ramp?	Is the Running slope 8.3% or less?	What is the running slope of the curb ramp?	Is the cross slope 2% or less?	What is the cross slope of the curb ramp?	Is the curb ramp width 48" or wider?	Is the Landing 48in sq or more with cross slope 2% or less any dir?	What is the max landing slope?	Is the curb ramp flares slopes 10% or less?	Detectible warnings extend the full width of the curb ramp?	Is approx 75% of truncated domes in good condition?	Do the truncated domes contrast with adjacent surfaces?	Are there no gaps in elevation or distance between concrete panels >1.5"?	What is the overall condition of the curb ramp?	Notes	EditDate	# of Non Compliant	Compliant
785	1	1	1.8	1	0.5	1	1	1.9	0	1	1	1	1	Good		6/25/2018	1	NO
786	1	1	4.7	1	0.3	1	1	1.9	0	1	1	1	1	Good		6/25/2018	1	NO
787	1	1	3.5	1	.9	1	1	1.4	1	1	1	1	1	Good		6/25/2018	0	YES
788	1	1	5.6	1	.3	0	1	.6	0	0	0	0	1	Fair		6/25/2018	5	NO
789	1	1	2.9	1	.5	1	1	.9	0	0	0	0	1	Fair		6/26/2018	4	NO
790	1	1	4.1	1	0.8	0	1	1.5	1	0	0	0	0	Poor		6/26/2018	5	NO
791	1	1	2.9	1	.5	1	1	1.3	1	1	1	1	1	Good	water valve in landing	6/26/2018	0	YES
792	1	1	1.9	1	0.4	1	1	1.4	1	0	0	0	1	Fair		6/26/2018	3	NO
793	1	1	3.3	1	1.0	1	0	2.8	1	0	0	0	1	Fair		6/26/2018	4	NO
794	1	1	3.8	1	0.6	1	1	1.6	1	0	0	0	1	Fair		6/26/2018	3	NO
795	1	1	4.3	1	0.3	1	1	1.5	1	0	0	0	1	Good		6/26/2018	3	NO
796	1	1	1.6	1	.2	1	1	1.2	1	0	0	0	1	Fair		6/26/2018	3	NO
797	1	1	5.9	1	0.1	1	1	0.4	1	0	0	0	1		1.5" or greater gap	6/26/2018	3	NO
798	1	1	6.1	1	0.2	1	1	0.3	1	0	0	0	1	Good		6/26/2018	3	NO
799	1	1	3.0	1	1.5	1	1	1.1	1	1	1	1	1	Good		6/26/2018	0	YES
800	1	1	.3	1	.7	1	1	.8	1	1	1	1	1	Good		6/26/2018	0	YES
801	1	1	1.4	1	0.2	1	1	0.9	1	1	1	1	1	Good		6/26/2018	0	YES
802	1	1	4.8	1	0.0	1	0	2.1	1	1	1	1	1	Good		6/26/2018	1	NO
803	1	1	0.1	1	0.3	1	1	0.7	1	1	1	1	1	Good		6/26/2018	0	YES
805	1	1	.5	1	.1	1	0	2.1	0	1	1	1	1	Good		6/26/2018	2	NO
806	1	1	4.3	1	0.0	1	1	1.0	1	1	1	1	1	Good		6/26/2018	0	YES
807	1	1	3.3	1	.2	1	1	.4	1	1	1	1	1	Good		6/26/2018	0	YES
808	1	1	3.9	1	0.4	1	1	0.8	1	1	1	1	1	Good		6/26/2018	0	YES
809	1	1	2.4	1	.2	1	1	1.0	1	1	1	1	1	Good		6/26/2018	0	YES
810	1	1	0.1	1	0.1	1	1	0.8	1	1	1	1	1	Good		6/26/2018	0	YES
811	1	1	0.1	1	0.1	1	1	0.8	1	1	1	1	1	Good		6/26/2018	0	YES
812	1	1	2.0	1	.8	1	1	.6	1	1	1	1	1	Good		6/26/2018	0	YES
813	1	1	4.5	1	.6	1	1	1	1	1	1	1	1	Good		6/26/2018	0	YES
814	1	1	2.9	1	.5	1	1	1.0	1	1	1	1	1	Good		6/26/2018	0	YES
815	1	1	3.1	1	0.1	1	1	1.6	1	1	1	1	1	Good		6/26/2018	0	YES
816	1	1	3.1	1	0.0	1	1	1.6	1	1	1	1	1	Good		6/26/2018	0	YES
817	1	1	4.4	1	0.2	1	1	0.5	1	1	1	1	1	Good		6/26/2018	0	YES
818	1	1	2.9	1	.5	1	1	.4	1	1	1	1	1	Good		6/26/2018	0	YES
821	1	1	0.1	1	0.5	1	1	0.9	1	1	1	1	1	Fair	The curb ramp is very dirty	6/26/2018	0	YES
822	1	1	4.2	1	.4	1	1	.9	1	1	1	1	1	Good		6/26/2018	0	YES
823	1	1	2.8	1	0.5	1	1	0.4	1	1	1	1	1	Good		6/26/2018	0	YES
824	1	1	2.3	1	.2	1	1	.7	1	1	1	1	1	Good	water valve	6/26/2018	0	YES
825	1	1	4.2	1	1.0	1	1	1.5	1	1	1	1	1	Good		6/26/2018	0	YES
826	1	1	.7	1	.6	1	1	.7	0	1	1	1	1	Good		6/26/2018	1	NO
827	1	1	4.9	1	0.1	1	0	2.1	1	0	1	1	0	Good		6/26/2018	3	NO
828	1	1	4.1	1	0.1	1	1	1.8	1	0	1	1	0	Good		6/26/2018	2	NO
829	1	1	3.0	1	1.4	1	1	.8	1	0	1	1	1	Good		6/26/2018	1	NO
830	1	1	3.2	1	1.0	1	1	1.3	0	1	1	1	1	Good		6/26/2018	1	NO
831	1	1	1.3	1	.9	1	1	.7	0	1	1	1	1	Good		6/26/2018	1	NO
832	1	1	1.5	1	1.3	1	0	1.0	0	0	1	1	1	Good		6/26/2018	3	NO
833	1	1	2.6	1	0.8	1	1	1.0	1	1	1	1	1	Good		6/26/2018	0	YES
834	1	1	.5	1	.8	1	1	1.2	0	1	1	1	1	Good		6/26/2018	1	NO
835	1	1	1.7	1	0.4	1	1	1.3	1	1	1	1	1	Good		6/26/2018	0	YES
836	1	1	1.9	1	.4	1	1	.9	0	1	1	1	1	Good		6/26/2018	1	NO
837	1	1	1.9	1	0.1	1	1	1.5	1	1	1	1	1	Good		6/26/2018	0	YES
838	1	1	.8	1	1.2	1	1	no landing	1	1	1	1	1	Good		6/26/2018	0	YES
839	1	1	4.5	1	0.1	1	1	1.1	1	1	1	1	0	Good	Water gate valve sticking up in sidewalk.	6/26/2018	1	NO
840	1	1	2.6	1	1.3	1	1	2.5	1	0	1	1	1	Good		6/26/2018	1	NO
841	1	1	0.3	1	1.4	1	1	1.1	1	1	1	1	1	Good		6/26/2018	0	YES
842	1	1	2.1	1	0.9	1	1	0.7	1	1	1	1	0	Good		6/26/2018	1	NO
843	1	1	1.9	1	1.9	1	1	1.9	0	0	1	1	1	Good		6/26/2018	2	NO
844	1	1	1.5	1	1.8	1	0	2.2	1	0	1	1	1	Good		6/26/2018	2	NO

OBJECTID	If walk/trail crosses curb, is there a curb ramp?	Is the Running slope 8.3% or less?	What is the running slope of the curb ramp?	Is the cross slope 2% or less?	What is the cross slope of the curb ramp?	Is the curb ramp width 48" or wider?	Is the Landing 48in sq or more with cross slope 2% or less any dir?	What is the max landing slope?	Is the curb ramp flares slopes 10% or less?	Detectible warnings extend the full width of the curb ramp?	Is approx 75% of truncated domes in good condition?	Do the truncated domes contrast with adjacent surfaces?	Are there no gaps in elevation or distance between concrete panels >1.5"?	What is the overall condition of the curb ramp?	Notes	EditDate	# of Non Compliant	Compliant
845	1	1	2.0	1	2.0	1	1	2.2	0	0	1	1	1	Good		6/26/2018	2	NO
846	1	1	6.4	0	2.5	1	0	6.0	0	0	1	1	1	Good		6/26/2018	4	NO
847	1	1	3.0	1	1.6	1	1	1.5	1	1	1	1	0	Good		6/26/2018	1	NO
848	1	1	0.3	1	0.7	1	1	1.9	1	1	1	1	1	Fair	Very dirty	6/26/2018	0	YES
849	1	1	2.7	1	0.8	1	1	1.9	1	1	1	1	1	Fair	Very dirty	6/26/2018	0	YES
850	1	1	9.3	1	1.1	1	0	3.4	1	1	1	1	1	Fair	little lip	6/26/2018	1	NO
851	1	1	1.0	1	0.4	1	1	1.5	1	1	1	1	1	Good		6/26/2018	0	YES
852	1	1	1.7	1	0.9	1	1	1.4	1	1	1	1	1	Good		6/26/2018	0	YES
853	1	1	9.9	1	.2	1	0	4.6	1	1	1	1	1	Good		6/26/2018	1	NO
854	1	1	3.2	1	0.4	1	1	1.3	1	0	1	1	1	Good		6/26/2018	1	NO
855	1	1	0.5	1	1.2	1	1	1.3	1	1	1	1	1	Fair	A chunk of the truncated domes has been sheared off.	6/26/2018	0	YES
856	1	1	0.5	0	2.1	1	1	1.6	1	0	1	1	0	Fair		6/26/2018	3	NO
857	1	1	1.0	0	4.0	1	0	3.7	0	0	1	1	1	Good		6/26/2018	4	NO
858	1	1	4.8	0	3.5	1	0	2.7	0	1	1	1	1	Fair		6/26/2018	3	NO
859	1	1	.7	1	.1	1	1	1.7	0	1	1	1	1	Good		6/26/2018	1	NO
860	1	1	3.6	1	.9	0	1	.8	0	0	0	0	1	Fair		6/26/2018	5	NO
861	1	0	13.3	1	1.1	1	0	2.1	1	0	0	0	0	Fair		6/26/2018	6	NO
863	1	0	9.2	0	6.7	1	0	4.3	1	0	0	0	1	Fair		6/26/2018	6	NO
864	1	1	.7	1	2.0	1	1	1.5	0	0	0	0	1	Fair		6/26/2018	4	NO
865	1	0	9.7	0	3.9	1	0	4.2	1	0	0	0	1	Fair		6/26/2018	6	NO
866	1	1	5.8	0	2.9	1	0	2.1	1	0	0	0	1	Fair		6/26/2018	5	NO
867	1	1	.7	1	.3	1	1	.4	1	1	1	1	1	Good		6/26/2018	0	YES
868	1	1	2.2	1	0.4	1	1	0.4	1	1	1	1	1	Good		6/26/2018	0	YES
869	1	1	1.2	1	.8	1	1	.3	1	1	1	1	1	Good		6/26/2018	0	YES
870	1	1	0.8	1	0.1	1	1	0.3	1	1	1	1	1	Good		6/26/2018	0	YES
871	1	1	3.1	1	0.5	1	1	2.4	1	1	1	1	1	Good		6/26/2018	0	YES
872	1	1	3.2	1	.2	1	1	1.8	1	1	1	1	1	Good	water valve	6/28/2018	0	YES
873	0	0		0		0	0		0	0	0	0	0		1.5" gap or greater in elevation by the sidewalk.	6/28/2018	10	NO
874	1	1	4.7	1	.1	1	1	1.5	0	1	1	1	1	Good		6/28/2018	1	NO
875	1	0	9.2	0	2.2	1	0	3.3	0	0	1	1	1	Good		6/28/2018	5	NO
876	1	1	4.1	0	.1	1	1	.9	1	1	1	1	1	Good		6/28/2018	1	NO
877	1	1	4.7	1	.2	1	0	2.1	0	0	1	1	1	Good		6/28/2018	3	NO
878	1	1	7.3	1	.5	1	0	.8	0	0	1	1	1	Good		6/28/2018	3	NO
879	1	1	5.2	1	0	1	1	1.9	0	0	1	1	1	Good		6/28/2018	2	NO
880	0	0		0		0	0		0	0	0	0	0			6/28/2018	10	NO
881	1	1	4.8	1	.9	1	1	1.9	0	1	1	1	1	Good		6/28/2018	1	NO
882	1	1	6.5	1	1.7	1	0	2.4	1	1	1	1	1	Good		6/28/2018	1	NO
883	1	0	9.2	1	.4	0	0	2.1	0	0	0	0	1	Fair		6/28/2018	7	NO
885	1	0	15.2	0	3.0	0	0	3.1	0	0	0	0	1	Fair		6/28/2018	8	NO
886	1	1	5.6	1	1.4	1	1	1.4	1	0	1	1	1	Good		6/28/2018	1	NO
888	1	1	7.9	1	.1	1	1	1.1	0	0	0	0	1	Fair		6/28/2018	4	NO
889	1	1	5.1	1	1.9	1	0	2.1	0	0	1	1	1	Good		6/28/2018	3	NO
890	1	1	6.2	1	1.2	1	1	1.4	0	1	1	1	1	Good	a little dip by the curb	6/28/2018	1	NO
891	1	1	3.2	1	.2	1	1	.6	1	0	1	1	1	Good		6/28/2018	1	NO
892	1	1	3.2	1	0.2	1	1	1.0	1	0	1	1	1	Good		6/29/2018	1	NO
893	1	1	.3	1	.3	1	1	1.7	1	1	1	1	1	Good		6/29/2018	0	YES
894	1	1	2.5	1	0.4	1	1	1.2	1	0	1	1	1	Good		6/29/2018	1	NO
895	1	1	2.3	1	.3	1	1	1.0	1	1	1	1	1	Good		6/29/2018	0	YES
896	1	1	1.9	1	0.3	1	1	1.6	1	0	1	1	1	Good		6/29/2018	1	NO
897	1	1	2.6	1	.4	1	1	1.6	1	1	1	1	1	Good		6/29/2018	0	YES
898	1	1	1.9	1	.5	1	1	1.6	1	1	1	1	1	Good		6/29/2018	0	YES
899	1	1	4.9	1	0.6	1	1		1	0	1	1	1	Good	1.6	6/29/2018	1	NO
900	1	1	2.8	1	0.0	1	1	1.6	1	0	1	1	1	Good		6/29/2018	1	NO
901	1	1	3.1	1	0.3	1	1	1.9	1	0	1	1	1	Good		6/29/2018	1	NO
903	1	1	3.1	1	.3	1	1	1.1	1	1	1	1	1	Good		6/29/2018	0	YES
904	1	1	3.7	1	0.3	1	1		1	0	1	1	1	Good	1.2	6/29/2018	1	NO

OBJECTID	If walk/trail crosses curb, is there a curb ramp?	Is the Running slope 8.3% or less?	What is the running slope of the curb ramp?	Is the cross slope 2% or less?	What is the cross slope of the curb ramp?	Is the curb ramp width 48" or wider?	Is the Landing 48in sq or more with cross slope 2% or less any dir?	What is the max landing slope?	Is the curb ramp flares slopes 10% or less?	Detectible warnings extend the full width of the curb ramp?	Is approx 75% of truncated domes in good condition?	Do the truncated domes contrast with adjacent surfaces?	Are there no gaps in elevation or distance between concrete panels >1.5"?	What is the overall condition of the curb ramp?	Notes	EditDate	# of Non Compliant	Compliant
905	1	1	2.3	1	.6	1	1	1.5	1	1	1	1	1	Good		6/29/2018	0	YES
906	1	1	1.5	1	.4	1	0	na	0	1	1	1	1	Good	no landing	6/29/2018	2	NO
907	1	1	1.8	1	.1	1	0	2.2	1	0	0	0	1	Fair		6/29/2018	4	NO
908	1	1	3.4	1	0.8	1	1	2.1	1	0	0	0	1	Fair		6/29/2018	3	NO
909	1	1	3.3	1	.3	1	1	1.5	1	0	1	1	1	Good		6/29/2018	1	NO
910	1	1	0.7	1	0.3	1	1	0.5	1	0	0	0	1	Good		6/29/2018	3	NO
911	1	1	4.4	1	.9	0	1	1.9	1	0	0	0	1	Fair		6/29/2018	4	NO
912	1	1	3.9	1	0.3	1	1	0.3	1	0	0	0	1	Good		6/29/2018	3	NO
913	1	1	2.8	1	.7	1	1	.8	0	0	0	0	1	Fair		6/29/2018	4	NO
914	1	1	1.7	1	.5	1	1	1.3	1	1	1	1	1	Good		6/29/2018	0	YES
915	1	1	2.0	1	1.1	1	1	0.7	1	1	1	1	1	Good		6/29/2018	0	YES
916	1	1	3.3	1	0.3	1	1	1.3	1	1	1	1	1	Good		6/29/2018	0	YES
917	1	1	2.9	1	0.0	1	1	1.4	1	1	1	1	1	Good		6/29/2018	0	YES
918	1	1	1.5	1	0.4	1	1	1.8	1	1	1	1	1	Good		6/29/2018	0	YES
919	1	1	3.6	1	.5	1	1	.9	0	1	1	1	1	Good		6/29/2018	1	NO
920	1	1	1.6	1	1.4	1	1	0.8	1	1	1	1	1	Good		6/29/2018	0	YES
921	1	1	1.8	1	0.3	1	1	1.9	1	1	1	1	1	Good		6/29/2018	0	YES
922	1	1	2.0	1	1.4	1	1	1.9	1	1	1	1	1	Good		6/29/2018	0	YES
923	1	1	3.1	1	1.3	1	1	1.0	1	1	1	1	1	Good		6/29/2018	0	YES
924	1	1	0.7	1	0.5	1	1	0.4	1	0	1	1	0	Good		6/29/2018	2	NO
925	1	1	2.5	1	0.3	1	1	0.5	1	1	1	1	1	Good		6/29/2018	0	YES
926	1	1	4.0	1	.8	1	1	1.1	1	0	0	0	1	Fair		6/29/2018	3	NO
927	1	1	3.2	1	1.2	0	1	1.2	1	0	0	0	1	Fair		6/29/2018	4	NO
928	1	1	2.9	1	.2	1	1	.6	0	0	0	0	1	Fair		6/29/2018	4	NO
929	1	1	5.0	1	.9	1	1	1.2	0	0	1	1	1	Good		6/29/2018	2	NO
930	1	1	.9	1	1.0	1	1	.3	0	0	0	1	1	Good		6/29/2018	3	NO
931	1	1	3.0	1	1.1	1	1	.2	1	0	0	1	1	Good		6/29/2018	2	NO
932	1	1	1.9	0	2.4	1	1	1.8	0	0	0	1	1	Good		6/29/2018	4	NO
933	1	1	1.9	0	2.1	1	1	1.3	1	0	1	1	1	Good		6/29/2018	2	NO
934	1	1	1.2	1	.5	1	1	.8	1	0	1	1	1	Good		6/29/2018	1	NO
935	1	1	3.3	1	1.0	1	1	.9	1	0	1	1	1	Good		6/29/2018	1	NO
936	1	1	1.9	1	.5	1	0	3.0	1	0	0	0	1	Fair		6/29/2018	4	NO
937	1	1	3.5	1	.3	1	1	.7	0	0	0	0	1	Fair		6/29/2018	4	NO
938	1	1	1.7	0	3.0	1	0	2.8	1	0	1	1	1	Good		6/29/2018	3	NO
939	1	1	1.2	1	0.1	1	1	0.5	1	0	1	1	1	Good		6/29/2018	1	NO
940	1	1	1.0	1	0.1	1	1	0.5	1	0	1	1	1	Good		6/29/2018	1	NO
941	1	1	1.3	1	.7	1	1	1.6	0	1	1	1	1	Good		6/29/2018	1	NO
942	1	1	2.0	1	0.2	1	1	1.8	0	1	1	1	1	Good		6/29/2018	1	NO
943	1	1	0.8	1	0.1	1	0	2.2	0	1	1	1	1	Good	water valve in det panels	6/29/2018	2	NO
944	1	1	2.6	1	.1	1	1	2.1	1	0	0	0	1	Fair		7/2/2018	3	NO
945	1	1	2.3	1	.3	1	1	.9	1	1	1	1	1	Good		7/2/2018	0	YES
946	1	1	3.6	1	.1	1	1	.6	1	0	0	0	1	Fair		7/2/2018	3	NO
947	1	1	.9	0	2.3	1	1	.2	1	0	0	0	1	Fair		7/2/2018	4	NO
948	1	1	3.3	1	1.4	1	0	5.7	1	0	0	0	1	Fair	The truncated domes have been scrapped away or removed.	7/2/2018	4	NO
949	1	1	4.6	1	.3	1	1	.7	1	0	0	0	1	Fair		7/2/2018	3	NO
950	1	1	.5	1	1.5	1	0	3.6	0	0	0	0	1	Fair		7/2/2018	5	NO
951	1	1	1.5	1	1.1	1	0	3.4	1	0	1	1	1	Good		7/2/2018	2	NO
952	1	1	3.8	1	1.9	1	0	2.1	1	0	1	1	1	Good		7/2/2018	2	NO
953	1	1	.8	1	.7	1	1	.6	1	0	1	1	1	Good		7/2/2018	1	NO
954	1	1	3.9	1	1.4	1	1	1	1	0	1	1	1	Good		7/2/2018	1	NO
955	1	1	1.3	1	.3	1	1	1.0	0	0	0	0	1	Fair		7/2/2018	4	NO
956	1	1	2.0	1	.1	1	1	1.0	1	0	0	0	1	Fair		7/2/2018	3	NO
957	1	1	1.5	1	1.1	1	1	.7	1	0	0	0	1	Fair		7/2/2018	3	NO
958	1	1	1.9	1	1.6	1	0	4.1	1	0	0	0	1	Fair		7/2/2018	4	NO
959	1	1	4.4	0	2.5	1	1	.5	1	0	0	0	1	Fair		7/2/2018	4	NO
960	1	1	.5	1	1.9	1	1	1.7	1	0	0	0	1	Fair		7/2/2018	3	NO

OBJECTID	If walk/trail crosses curb, is there a curb ramp?	Is the Running slope 8.3% or less?	What is the running slope of the curb ramp?	Is the cross slope 2% or less?	What is the cross slope of the curb ramp?	Is the curb ramp width 48" or wider?	Is the Landing 48in sq or more with cross slope 2% or less any dir?	What is the max landing slope?	Is the curb ramp flares slopes 10% or less?	Detectible warnings extend the full width of the curb ramp?	Is approx 75% of truncated domes in good condition?	Do the truncated domes contrast with adjacent surfaces?	Are there no gaps in elevation or distance between concrete panels >1.5"?	What is the overall condition of the curb ramp?	Notes	EditDate	# of Non Compliant	Compliant
961	1	1	.8	1	1.1	1	1	1.2	1	0	0	0	1	Fair		7/2/2018	3	NO
962	1	1	1.2	1	1.2	1	1	1.6	0	0	0	0	1	Fair		7/2/2018	4	NO
963	1	1	.9	1	.9	1	1	1.3	1	0	0	0	1	Fair		7/2/2018	3	NO
964	1	1	2.2	1	1.8	1	1	1.5	0	0	0	0	1	Fair		7/2/2018	4	NO
965	1	1	1.1	1	0.8	1	1	2.1	1	0	0	0	1	Fair		7/2/2018	3	NO
966	1	1	5.9	0	4.2	1	1	1.5	0	0	0	0	1	Fair		7/2/2018	5	NO
967	1	1	1.0	1	1.6	1	1	0.5	1	0	0	0	1	Fair		7/2/2018	3	NO
968	1	1	4.4	1	.5	1	0	3.0	1	0	0	0	1	Fair		7/2/2018	4	NO
969	1	1	1.8	1	.9	1	1	1.0	1	0	0	0	1	Poor	a lot of cracking, circle holes in trail	7/2/2018	3	NO
970	1	1	6.7	1	0.5	1	0	3.5	1	0	0	0	1	Fair		7/2/2018	4	NO
971	1	1	.4	0	3.1	1	1	.7	0	0	0	0	1	Fair		7/2/2018	5	NO
972	1	1	.8	0	3.3	1	1	1.5	0	0	0	0	1	Fair		7/2/2018	5	NO
973	1	1	3.2	1	1.7	1	1	1.2	1	0	0	0	1	Fair		7/2/2018	3	NO
975	1	1	.4	1	.5	1	1	.7	0	0	0	0	1	Fair		7/2/2018	4	NO
976	1	1	1.3	1	.1	1	1	.8	0	0	0	0	1	Fair		7/2/2018	4	NO
977	1	1	.3	1	1.6	1	1	1.3	0	0	0	0	1	Fair		7/2/2018	4	NO
978	1	1	4.1	1	.5	1	1	1.1	1	0	0	0	1	Fair		7/2/2018	3	NO
979	1	1	.4	1	.6	1	1	1.8	0	0	0	0	1	Fair		7/2/2018	4	NO
980	1	1	3.9	1	.1	1	1	.7	0	0	0	0	1	Fair		7/2/2018	4	NO
981	1	1	2.5	1	1.1	1	1	1.2	1	0	0	0	1	Fair		7/2/2018	3	NO
982	1	1	2.3	1	1.0	1	1	1.6	1	0	0	0	1	Fair		7/2/2018	3	NO
983	1	1	1.2	1	1.9	1	0	2.3	1	0	0	0	1	Fair		7/2/2018	4	NO
984	1	1	.8	1	1.8	1	1	1.5	0	0	0	0	1	Fair		7/2/2018	4	NO
985	1	1	1.0	1	0.4	1	0	2.1	1	0	0	0	1	Good		7/2/2018	4	NO
986	1	1	0.4	1	0.7	1	1	1.2	1	0	0	0	1	Good		7/2/2018	3	NO
987	1	1	3.7	1	1.8	1	1	1.5	1	0	0	0	1	Fair	bump after concrete portion, foundation concrete in middle by landing	7/2/2018	3	NO
988	1	1	2.2	1	.6	1	1	1.6	1	0	0	0	1	Fair		7/2/2018	3	NO
989	1	1	3.4	1	.5	1	1	1.3	0	0	1	1	1	Good		7/2/2018	2	NO
990	1	1	3.9	1	0.4	1	1	1.5	1	0	1	1	1	Good		7/2/2018	1	NO

TOTAL:	937
# Compliant:	158
% Compliant:	17%

OBJECTID	Is the route stable, firm and slip-resistant?	Is the route at least 48in wide?	If the sidewalk is 200ft or more by 60in of less, is there a 60 in by 60in passing space?	If there are grates or openings are the openings 0.5 in or less?	Is the long dimension of grate opening perpendicular to the direction of travel?	Is the Running slope 5.0% or less?	Is the cross slope	Are there no gaps in elevation or distance between concrete panels >1.5"?	What is the overall condition of the sidewalk?	Notes	EditDate	# Non Compliant	Compliant
3	1	1	0	2	2	1	1	1	Fair	vault in sidewalk with gap over 1.5"	6/25/2018	1	NO
4	1	1	0	2	2	1	1	0	Good	grass growing in cracks of sidewalk	6/25/2018	2	NO
5	1	1	0	2	2	1	0	1	Poor	uphevel in a lot of area amd grass. nothing greater than 1.5".	6/25/2018	2	NO
6	1	1	0	2	2	1	0	0	Poor	bushes over hanging and large gap	6/25/2018	3	NO
7	1	1	0	2	2	1	1	0	Fair	There is a lot of vegetation growth in the sidewalk cracks. There is tree & bush overhang in walking	6/25/2018	2	NO
8	1	1	1	2	2	1	1	1	Poor	a lot of grass and uphevel. nothing greater than 1.5"	6/25/2018	0	YES
9	1	1	0	2	2	1	1	0	Fair	There is a lot of vegetation growth in the cracks of the sidewalk. Bush overhang	6/25/2018	2	NO
10	1	0	0	2	2	1	1	1	Good	good condition just narrow	6/25/2018	2	NO
11	1	1	0	2	2	1	1	0	Poor	grass growing in sidewalk, post kind of sticking up and not very level.	6/25/2018	2	NO
12	1	0	1	2	2	1	1	1	Fair		6/25/2018	1	NO
13	1	1	1	2	2	1	1	1	Fair	about 1" gap just south of tracks	6/25/2018	0	YES
14	1	1	1	2	2	1	0	1	Fair	low spots that kind of dip in center	6/25/2018	1	NO
15	1	1	0	2	2	1	1	0	Fair	Missing pieces of concrete in the sidewalk. Tree overhang. 1.5" elevation change.	6/25/2018	2	NO
16	1	1	0	2	2	1	1	0	Good	Sidewalk shifts a little bit. Bush overhang onto sidewalk	6/25/2018	2	NO
17	1	1	0	2	2	1	0	0	Poor	1.5% gap, cracking, grass,	6/25/2018	3	NO
18	1	1	0	2	2	1	1	1	Fair	sidewalk good, trees are in the way	6/25/2018	1	NO
19	1	1	0	2	2	1	1	0	Good	cracks but no major hazards	6/25/2018	2	NO
20	1	1	0	2	2	1	1	1	Fair	worn down concrete for bumpy surface	6/25/2018	1	NO
21	1	0	1	2	2	1	0	0	Poor	Vegetation growing in cracks. Broken Concrete. Tree overhang. 1.5" gap in elevation.	6/25/2018	3	NO
22	1	1	1	2	2	1	0	1	Fair	one panel that is cracked horribly, rest isnt too bad	6/25/2018	1	NO
23	1	1	1	2	2	1	1	0	Fair	The sidewalk on this stretch is in good condition except for this location. Gap in sidewalk.	6/25/2018	1	NO
24	1	1	1	2	2	1	0	0	Poor	there are a few 1.5" gaps, along with a dirt sidewalk location. high spots in center of sidewalk	6/25/2018	2	NO
25	1	1	1	2	2	1	1	0	Fair	Gaps in the concrete. Vegetation growth in cracks.	6/25/2018	1	NO
26	1	1	1	2	2	1	1	1	Fair	Vegetation in cracks of sidewalk	6/25/2018	0	YES
27	1	1	1	2	2	1	1	0	Poor	lots of grass, cracking, drop off locations	6/25/2018	1	NO
28	1	1	2	2	2	1	1	1	Good		6/25/2018	0	YES
29	1	1	1	2	2	1	1	0	Fair	1.5" gap	6/25/2018	1	NO
30	1	1	1	2	2	1	1	0	Poor	Vegetation growth in the cracks of the sidewalk.	6/25/2018	1	NO
31	1	1	0	2	2	1	1	1	Fair	low trees and bushes in walk way	6/25/2018	1	NO
32	1	1	0	2	2	1	1	1	Fair	stretch that has a lot of grass growing over it	6/25/2018	1	NO
33	1	1	1	2	2	1	1	0		1.5" or larger gaps in sidewalk. Vegetation growth in cracks of sidewalk	6/25/2018	1	NO
34	1	1	0	2	2	1	0	0	Fair	Sidewalk heaved up. 1.5" or greater gap in elevation.	6/25/2018	3	NO
35	1	1	0	2	2	0	1	0	Fair	Vegetation in the cracks of the sidewalk. 1.5" or greater gap in elevation	6/25/2018	3	NO
36	1	1	0	2	2	1	1	1	Good	little cracking otherwise good	6/25/2018	1	NO
38	1	1	0	2	2	1	1	0	Fair	minor cracking but nothing major, some wearing towards end of blovk	6/25/2018	2	NO
39	1	1	0	2	2	1	0	1	Fair	Tree roots heaved up sidewalk. Vegetation growth in cracks of the sidewalk.	6/25/2018	2	NO
40	1	1	0	2	2	1	1	1	Good		6/25/2018	1	NO
41	1	1	0	2	2	1	0	1	Fair	Vegetation growth in the cracks of the sidewalk. Tree overhang on sidewalk.	6/25/2018	2	NO
42	1	1	0	2	2	1	1	1	Fair	Vegetation growth in the cracks of the sidewalk.	6/25/2018	1	NO
43	1	1	0	2	2	1	1	1	Good	sidewalk good. small bush needs trimming	6/25/2018	1	NO

OBJECTID	Is the route stable, firm and slip-resistant?	Is the route at least 48in wide?	If the sidewalk is 200ft or more by 60in of less, is there a 60 in by 60in passing space?	If there are grates or openings are the openings 0.5 in or less?	Is the long dimension of grate opening perpendicular to the direction of travel?	Is the Running slope 5.0% or less?	Is the cross slope	Are there no gaps in elevation or distance between concrete panels >1.5"?	What is the overall condition of the sidewalk?	Notes	EditDate	# Non Compliant	Compliant
44	1	1	0	2	2	1	1	1	Fair	cracking, grass, trim bush	6/25/2018	1	NO
45	1	1	0	2	2	1	1	0	Fair	Vegetation growth in the cracks of the sidewalk.	6/25/2018	2	NO
46	1	1	0	2	2	1	0	1	Fair	cracking a few gaps but less than 1"	6/25/2018	2	NO
47	1	1	0	2	2	1	1	0	Poor	Vegetation growth in the cracks of the sidewalk. 1.5" or greater gaps. Sidewalk deteriorating.	6/25/2018	2	NO
48	1	1	0	2	2	1	0	1	Fair	some parts of sidewalk look newer, some older where it has high point in middle	6/25/2018	2	NO
49	1	1	0	2	2	1	1	1	Good	New sidewalk	6/25/2018	1	NO
50	1	1	0	2	2	0	1	0	Fair	a new and slightly wider portion, some with grass and slight high pt, concrete wearing	6/25/2018	3	NO
51	1	1	0	2	2	1	1	1	Fair	Vegetation growth in the cracks of the sidewalk. Bush overhang onto sidewalk.	6/25/2018	1	NO
52	1	1	0	2	2	1	1	1	Fair	Vegetation growth in the cracks of the sidewalk. Brush overhang onto sidewalk.	6/25/2018	1	NO
53	1	1	0	2	2	1	1	1	Fair	Sidewalk has a lot of cracks in the pavement. Some brush overhang onto sidewalk.	6/25/2018	1	NO
54	1	1	0	2	2	1	1	0	Fair	Vegetation growth in the cracks of the sidewalk. 1.5" or greater gap in sidewalk crack.	6/25/2018	2	NO
55	1	1	0	2	2	1	0	0	Poor	a lot of cracks, some worn concrete, upheaving in specific areas. large gap	6/25/2018	3	NO
56	1	1	0	2	2	1	1	0	Fair	portion where grass is taking over, small cracks minor gal	6/25/2018	2	NO
57	1	1	0	2	2	1	1	0	Fair	Vegetation growth in the cracks of the sidewalk. Bush and tree overhang onto sidewalk.	6/25/2018	2	NO
58	1	1	2	2	2	1	1	1	Good	minor cracking, little grass	6/25/2018	0	YES
59	1	1	1	2	2	1	1	1	Fair	Vegetation growth in the cracks of the sidewalk.	6/25/2018	0	YES
60	1	1	0	2	2	1	0	0	Poor	a couple gaps greater than 1.5" in similar panels major cracking, qearing along whole stretch	6/25/2018	3	NO
61	1	1	0	2	2	1	1	1	Fair		6/25/2018	1	NO
62	1	1	0	2	2	1	1	0	Fair	Vegetation growth in the cracks of the sidewalk. 1.5" or greater gap.	6/25/2018	2	NO
63	1	1	2	2	2	1	1	1	Good	most are new panels, old panels and meeting points look good.	6/25/2018	0	YES
64	1	1	2	2	2	1	1	1	Good	most of it new, old panels and connection point are good	6/25/2018	0	YES
65	1	1	0	2	2	1	1	0	Fair	Vegetation growth in the cracks of the sidewalk. 1.5" or greater gap in elevation.	6/25/2018	2	NO
66	1	1	0	2	2	1	1	1	Good	a lot of spot repairs done, slight gapping on a few panels but about 1 inch	6/25/2018	1	NO
67	1	1	0	2	2	1	1	1	Good	spot repairs, some grass and cracking in old locations	6/25/2018	1	NO
68	1	1	0	2	2	1	1	0	Fair	1.5" or greater gap	6/25/2018	2	NO
69	1	1	0	2	2	1	1	1	Fair	quite a bit of longitudinal cracking, weared concrete	6/25/2018	1	NO
70	1	1	0	2	2	1	1	0	Fair	a lot of grass, 2 panels with big gap	6/25/2018	2	NO
71	1	1	0	2	2	1	0	1	Poor	Vegetation growth in the cracks of the sidewalk.	6/25/2018	2	NO
72	1	1	0	2	2	1	1	1	Fair	longitudinal cracking	6/25/2018	1	NO
73	1	1	0	2	2	1	0	1			6/25/2018	2	NO
74	1	1	0	2	2	1	1	1	Fair	Sidewalk is not complete. Tree overhang onto sidewalk.	6/25/2018	1	NO
75	1	1	0	2	2	1	1	0	Fair	longitudinal cracking, grass and unlevel	6/25/2018	2	NO
76	1	1	0	2	2	1	0	0	Fair	1.5" or greater gap in elevation	6/25/2018	3	NO
77	1	1	0	2	2	1	1	0	Poor	a lot of cracking, grass and somw upheaving	6/25/2018	2	NO
78	1	1	0	2	2	1	1	1	Good	cracking on 2 or 3 panels	6/25/2018	1	NO
79	1	1	0	2	2	1	1	1	Fair	Vegetation growth in the cracks of the sidewalk.	6/25/2018	1	NO
80	1	1	0	2	2	1	1	1			6/25/2018	1	NO
81	1	1	0	2	2	1	0	1	Good		6/25/2018	2	NO

OBJECTID	Is the route stable, firm and slip-resistant?	Is the route at least 48in wide?	If the sidewalk is 200ft or more by 60in of less, is there a 60 in by 60in passing space?	If there are grates or openings are the openings 0.5 in or less?	Is the long dimension of grate opening perpendicular to the direction of travel?	Is the Running slope 5.0% or less?	Is the cross slope	Are there no gaps in elevation or distance between concrete panels >1.5"?	What is the overall condition of the sidewalk?	Notes	EditDate	# Non Compliant	Compliant
82	1	1	0	2	2	1	1	0	Good	1.5" or greater gap in elevation	6/25/2018	2	NO
83	1	1	0	2	2	1	1	1	Good		6/25/2018	1	NO
84	1	1	2	2	2	1	1	0	Good		6/25/2018	1	NO
85	1	1	0	2	2	1	1	1	Fair	Vegetation growth in the cracks of the sidewalk.	6/25/2018	1	NO
86	1	1	0	2	2	1	0	1	Fair	larger cracks with small gaps	6/25/2018	2	NO
88	1	1	0	2	2	1	1	1	Good		6/25/2018	1	NO
89	1	1	2	2	2	1	0	0	Fair	3/4" gap, cracking, grass	6/25/2018	2	NO
90	1	1	0	2	2	1	1	1	Good		6/25/2018	1	NO
91	1	1	0	2	2	1	0	1	Fair	long cracking, some broken concrete, gaps	6/25/2018	2	NO
92	1	1	0	2	2	1	1	1	Fair	A lot of cracks in the sidewalk. 1.5" or greater gap in elevation	6/25/2018	1	NO
93	1	1	0	2	2	1	0	0	Poor	1in gap, cracking	6/25/2018	3	NO
94	1	1	0	2	2	1	1	1	Good		6/25/2018	1	NO
95	1	1	2	2	2	1	0	0	Poor	1.5" gap, upheaving	6/25/2018	2	NO
96	1	1	0	2	2	1	0	1	Fair	long cracking, grass	6/25/2018	2	NO
97	1	1	0	2	2	1	1	1	Good	Tree overhang onto sidewalk.	6/25/2018	1	NO
98	1	1	0	2	2	1	1	1	Good		6/25/2018	1	NO
99	1	1	2	2	2	1	1	1	Poor	lots of cracking, grass and gaps	6/25/2018	0	YES
100	1	1	0	2	2	1	1	1	Fair	Vegetation growth in the cracks of the sidewalk.	6/25/2018	1	NO
101	1	1	0	2	2	1	1	1	Good	minor cracking and grass	6/25/2018	1	NO
102	1	1	0	2	2	1	1	1	Good	some bushes in way	6/25/2018	1	NO
103	1	1	1	2	2	1	1	1	Fair	Vegetation growth in the cracks of the sidewalk.	6/25/2018	0	YES
104	1	1	0	2	2	1	1	1	Fair	grass, crack and a gap	6/25/2018	1	NO
105	1	1	1	2	2	1	1	1	Good	Tree overhang onto sidewalk.	6/25/2018	0	YES
106	1	1	2	2	2	1	0	1	Poor	1" gap, grass and cracks, east half new	6/25/2018	1	NO
107	1	1	0	2	2	1	1	1	Fair	Vegetation growth in the cracks of the sidewalk.	6/25/2018	1	NO
108	1	1	0	2	2	1	0	1	Fair	deteriorating concrete, cracks, south 1/3 new	6/25/2018	2	NO
109	1	1	0	2	2	1	1	1	Fair	Vegetation growth in the cracks of the sidewalk. 1.5" or greater elevation gap.	6/25/2018	1	NO
110	1	1	0	2	2	1	1	1	Fair	grass and cracks in about 1/4 of sidewalk	6/25/2018	1	NO
111	1	1	0	2	2	1	1	1	Poor	Vegetation growth in the cracks of the sidewalk. Brush overhang onto sidewalk. Pavement deteriorating	6/25/2018	1	NO
112	1	1	0	2	2	1	0	1	Poor	1 3/8 in gap	6/25/2018	2	NO
113	1	1	0	2	2	1	1	1	Poor	deteriorating concrete, cracks, 1 in gaps	6/25/2018	1	NO
114	1	1	1	2	2	1	1	1	Good		6/25/2018	0	YES
115	1	1	1	2	2	1	1	1	Good		6/25/2018	0	YES
116	1	1	0	2	2	1	1	1	Fair	grass and cracks. small gaps. bushes in way	6/25/2018	1	NO
117	1	1	0	2	2	1	1	1	Good	minor cracking	6/25/2018	1	NO
118	1	1	0	2	2	1	1	0	Fair	Vegetation growth in the cracks of the sidewalk. Tree overhang onto sidewalk.	6/25/2018	2	NO
119	1	0	0	2	2	1	1	1	Fair		6/25/2018	2	NO
120	1	0	0	2	2	1	1	0	Fair	Missing concrete in the sidewalk	6/25/2018	3	NO
121	1	1	0	2	2	1	1	0	Fair	Vegetation growth in the cracks of the sidewalk.	6/25/2018	2	NO
122	1	1	1	2	2	1	1	1	Good		6/25/2018	0	YES
123	1	1	0	2	2	1	0	1	Fair	grass, cracks and some upheaving	6/26/2018	2	NO
124	1	1	0	2	2	1	1	0	Fair	1.5" or greater gap in elevation. Manhole in sidewalk.	6/26/2018	2	NO
125	1	1	0	2	2	1	1	0	Fair	1.5" gap	6/26/2018	2	NO
126	1	1	1	2	2	1	1	0	Good	4" gap in elevation	6/26/2018	1	NO
127	1	1	1	2	2	1	1	1	Good		6/26/2018	0	YES
128	1	1	1	2	2	1	1	1	Good		6/26/2018	0	YES
129	1	1	0	2	2	1	0	0	Fair	some cracking and upheaving. portion in the West side is new	6/26/2018	3	NO
130	1	1	0	2	2	1	1	0	Poor	a lot of cracking and unevenness	6/26/2018	2	NO
131	1	1	2	2	2	1	1	0	Fair	cracking, large gap along edge	6/26/2018	1	NO

OBJECTID	Is the route stable, firm and slip-resistant?	Is the route at least 48in wide?	If the sidewalk is 200ft or more by 60in of less, is there a 60 in by 60in passing space?	If there are grates or openings are the openings 0.5 in or less?	Is the long dimension of grate opening perpendicular to the direction of travel?	Is the Running slope 5.0% or less?	Is the cross slope	Are there no gaps in elevation or distance between concrete panels >1.5"?	What is the overall condition of the sidewalk?	Notes	EditDate	# Non Compliant	Compliant
132	1	1	0	2	2	1	1	1	Good		6/26/2018	1	NO
133	1	1	2	2	2	1	1	0	Fair	some cracking, chipping and bushes in way	6/26/2018	1	NO
134	1	1	1	2	2	1	1	1	Good		6/26/2018	0	YES
135	1	1	0	2	2	1	0	0	Good	slope is 2.2 but otherwise good condition	6/26/2018	3	NO
136	1	1	0	2	2	1	1	1	Good	Tree overhang onto sidewalk	6/26/2018	1	NO
137	1	1	2	2	2	1	0	0	Fair	small portion new, few panels with cracks and gaps	6/26/2018	2	NO
138	1	1	1	2	2	1	1	0	Poor	A lot of cracking and broken up concrete. 1.5" or greater gaps.	6/26/2018	1	NO
139	1	1	1	2	2	1	1	1	Fair	Tree overhang onto sidewalk.	6/26/2018	0	YES
140	1	1	0	2	2	1	0	0	Fair	1 or 2 bad panels and trees in the way. 3" gap	6/26/2018	3	NO
141	1	1	1	2	2	1	1	1	Good		6/26/2018	0	YES
142	1	1	0	2	2	1	1	0	Good		6/26/2018	2	NO
143	1	1	0	2	2	1	1	0	Fair	cracking	6/26/2018	2	NO
144	1	1	0	2	2	1	1	1	Fair	some cracks	6/26/2018	1	NO
146	1	1	0	2	2	1	1	0	Poor	Vegetation growth in the cracks of the sidewalk. 1.5" or greater gaps	6/26/2018	2	NO
147	1	1	0	2	2	1	1	0	Fair	some cracks, light semi in sidewalk	6/26/2018	2	NO
148	1	1	0	2	2	1	1	1	Poor	Vegetation growth in the cracks of the sidewalk.	6/26/2018	1	NO
149	1	1	1	2	2	1	1	1	Fair		6/26/2018	0	YES
150	1	1	0	2	2	1	1	0	Good	north part is really new. this ia also in good condition	6/26/2018	2	NO
151	1	1	1	2	2	1	1	1	Good	Water gate valve in sidewalk	6/26/2018	0	YES
152	1	1	1	2	2	1	1	1	Fair	Vegetation growth in the cracks of the sidewalk. Tree overhang onto sidewalk.	6/26/2018	0	YES
153	1	1	1	2	2	1	1	0	Good	few cracks and have brick boulevards	6/26/2018	1	NO
154	1	1	1	2	2	1	1	0	Good	minor cracks and bricke in boulevard	6/26/2018	1	NO
155	1	1	1	2	2	1	1	1	Fair	Vegetation growth in the cracks of the sidewalk. Tree overhang onto sidewalk.	6/26/2018	0	YES
156	1	1	1	2	2	1	1	0	Good		6/26/2018	1	NO
157	1	1	1	2	2	1	1	0	Good	minor wear bricks in boulevard are bad	6/26/2018	1	NO
158	1	1	1	2	2	1	1	0	Good	minot cracks, bricks in boulevard are bad	6/26/2018	1	NO
159	1	1	0	2	2	1	1	0	Fair	tree growing over sidewalk, creating it to shirt and upheave	6/26/2018	2	NO
160	1	1	0	2	2	1	1	1	Good	A lot of the sidewalk panels have been replaced already.	6/26/2018	1	NO
161	1	1	0	2	2	1	1	0	Fair	1.5" or greater gaps. Vegetation growth in the cracks of the sidewalk.	6/26/2018	2	NO
162	1	1	1	2	2	1	1	1	Fair	1.5" or greater gaps. Vegetation growth in the cracks of the sidewalk.	6/26/2018	0	YES
163	1	1	2	2	2	1	1	0	Good		6/26/2018	1	NO
164	1	1	1	2	2	1	1	0	Good	Electric Vault in the middle of the sidewalk. 1.5" or greater gap.	6/26/2018	1	NO
165	1	1	2	2	2	1	0	0	Good	2.7% cross slope but concrete in good condition	6/26/2018	2	NO
166	1	1	0	2	2	1	1	1	Fair	Tree overhang onto sidewalk.	6/26/2018	1	NO
167	1	1	0	2	2	1	1	0	Good	not 48" throughout	6/26/2018	2	NO
168	1	1	2	2	2	1	1	0	Fair	detoriated concrete, cracking	6/26/2018	1	NO
169	1	1	1	2	2	1	1	1	Good		6/26/2018	0	YES
170	1	1	1	2	2	1	1	1	Good		6/26/2018	0	YES
171	1	1	1	2	2	1	1	1	Good		6/26/2018	0	YES
172	1	1	2	2	2	1	1	1	Fair	spots of detoriated concrete	6/26/2018	0	YES
173	1	1	0	2	2	1	1	1	Fair	Street light and bushes in the way of the sidewalk.	6/26/2018	1	NO
174	1	1	0	2	2	1	1	1	Fair	Streetlights are in the sidewalk. Electric vault in sidewalk.	6/26/2018	1	NO
175	1	1	1	2	2	1	1	1	Good		6/26/2018	0	YES
176	1	1	2	2	2	1	1	0	Fair	cracks, detoriating concrete, grass	6/26/2018	1	NO
177	1	1	0	2	2	1	1	0	Fair	trees in way, cracking	6/26/2018	2	NO
178	1	1	1	2	2	1	1	1	Good		6/26/2018	0	YES
179	1	1	0	2	2	1	0	0	Fair	cracking and a few panela upheaving	6/26/2018	3	NO

OBJECTID	Is the route stable, firm and slip-resistant?	Is the route at least 48in wide?	If the sidewalk is 200ft or more by 60in of less, is there a 60 in by 60in passing space?	If there are grates or openings are the openings 0.5 in or less?	Is the long dimension of grate opening perpendicular to the direction of travel?	Is the Running slope 5.0% or less?	Is the cross slope	Are there no gaps in elevation or distance between concrete panels >1.5"?	What is the overall condition of the sidewalk?	Notes	EditDate	# Non Compliant	Compliant
180	1	1	1	2	2	1	1	1	Good		6/26/2018	0	YES
181	1	1	2	2	2	1	1	0	Fair	all brick	6/26/2018	1	NO
182	1	1	1	2	2	1	1	1	Good		6/26/2018	0	YES
183	1	1	1	2	2	1	1	0	Good	prett good few panels upheaving	6/26/2018	1	NO
184	1	1	1	2	2	1	0	0	Fair	cracking, uneven, brick amd dumpster in way	6/26/2018	2	NO
185	1	1	2	2	2	1	0	0	Good	some upheaving and cross slope is 4.3%	6/26/2018	2	NO
186	1	1	2	2	2	1	1	1	Good	minor cracking	6/26/2018	0	YES
187	1	1	2	2	2	1	1	1	Good	good condition minor cracks	6/26/2018	0	YES
188	1	1	1	2	2	1	1	0	Good	1.5" or greater gap.	6/26/2018	1	NO
189	1	1	1	2	2	1	0	1	Good		6/26/2018	1	NO
190	1	1	2	2	2	1	1	0	Fair	brick in some area, upheaving by entrance	6/26/2018	1	NO
191	1	1	1	2	2	1	1	0	Good	overall good, some bricks by boulevard and utility box in middle	6/26/2018	1	NO
192	1	1	1	2	2	0	0	1	Good	2.2 cross slope	6/26/2018	2	NO
193	1	1	2	2	2	1	1	0	Good	pretty level throughout but it is brick material	6/26/2018	1	NO
194	1	1	1	2	2	1	1	1	Good		6/26/2018	0	YES
195	1	1	2	2	2	1	1	0	Fair	pretty big lip	6/26/2018	1	NO
196	1	1	0	2	2	1	0	1	Fair	Vegetation growth in the cracks of the sidewalk. Brush and tree overhang onto sidewalk	6/26/2018	2	NO
197	1	1	0	2	2	1	0	1	Fair	2.9% cross slope, few bad panels, some new panels by edgewood	6/26/2018	2	NO
198	1	1	0	2	2	1	1	0	Fair	Vegetation growth in the cracks of the curb ramp. 1.5" or greater gap. Tree and brush overhang onto	6/26/2018	2	NO
199	1	1	0	2	2	1	1	0	Good	Electrical vault in sidewalk.	6/26/2018	2	NO
200	1	1	1	2	2	1	1	0	Good	Centerline joint has a 1" gap in places.	6/26/2018	1	NO
201	1	1	2	2	2	1	1	0	Good		6/26/2018	1	NO
202	1	1	0	2	2	1	1	0	Good	minor cracking a little upheaving	6/26/2018	2	NO
203	1	1	1	2	2	1	1	1	Good	Gas valve in sidewalk.	6/26/2018	0	YES
204	1	1	0	2	2	1	1	1	Good		6/26/2018	1	NO
205	1	1	0	2	2	1	1	0	Good	1" elevation gap	6/26/2018	2	NO
206	1	1	0	2	2	1	1	1	Good		6/26/2018	1	NO
207	1	1	0	2	2	1	1	1	Good		6/26/2018	1	NO
208	1	1	0	2	2	1	1	0	Good	new on half of it	6/26/2018	2	NO
209	1	1	0	2	2	1	1	1	Good		6/26/2018	1	NO
210	1	1	0	2	2	0	1	1	Fair	few bad and unlevel panels	6/26/2018	2	NO
211	1	1	0	2	2	1	1	0	Good	1.5" or greater gap in elevation	6/26/2018	2	NO
212	1	1	0	2	2	1	1	0	Good		6/26/2018	2	NO
213	1	1	0	2	2	1	1	1	Fair	Vegetation growth in the cracks of the sidewalk.	6/26/2018	1	NO
214	1	1	0	2	2	1	1	1	Good		6/26/2018	1	NO
215	1	1	0	2	2	1	1	1	Good	City Water Valve in the sidewalk	6/26/2018	1	NO
216	1	1	2	2	2	1	1	1	Good	gas valve in sidewalk	6/26/2018	0	YES
217	1	1	2	2	2	1	1	0	Good		6/26/2018	1	NO
218	1	1	2	2	2	1	1	1	Good		6/26/2018	0	YES
219	1	1	1	2	2	1	1	1	Good	Tree overhang onto the sidewalk	6/26/2018	0	YES
220	1	1	2	2	2	1	1	0	Good		6/26/2018	1	NO
221	1	1	1	2	2	1	1	1	Good	Water gate valve sticking up in the sidewalk.	6/26/2018	0	YES
222	1	1	2	2	2	1	0	1	Good		6/26/2018	1	NO
223	1	1	1	2	2	1	1	1	Good		6/26/2018	0	YES
224	1	1	2	2	2	1	1	1	Good		6/26/2018	0	YES
225	1	1	2	2	2	1	1	1	Good		6/26/2018	0	YES
226	1	1	1	2	2	1	1	1	Good	Water gate valve in the sidewalk	6/26/2018	0	YES
227	1	1	0	2	2	1	0	0	Good	gap between curb and sidewalk	6/26/2018	3	NO
228	1	1	2	2	2	1	0	1	Good		6/26/2018	1	NO
229	1	1	2	2	2	1	0	1	Good		6/26/2018	1	NO

OBJECTID	Is the route stable, firm and slip-resistant?	Is the route at least 48in wide?	If the sidewalk is 200ft or more by 60in of less, is there a 60 in by 60in passing space?	If there are grates or openings are the openings 0.5 in or less?	Is the long dimension of grate opening perpendicular to the direction of travel?	Is the Running slope 5.0% or less?	Is the cross slope	Are there no gaps in elevation or distance between concrete panels >1.5"?	What is the overall condition of the sidewalk?	Notes	EditDate	# Non Compliant	Compliant
230	1	1	1	2	2	1	1	1	Good		6/26/2018	0	YES
231	1	1	2	2	2	1	0	1	Good		6/26/2018	1	NO
232	1	1	1	2	2	1	1	1	Good		6/26/2018	0	YES
233	1	1	1	2	2	1	1	1	Good		6/26/2018	0	YES
234	1	1	2	2	2	0	1	1	Good	9.8% on pavement heaved on 2 panels	6/26/2018	1	NO
235	1	1	0	2	2	1	1	1	Good		6/26/2018	1	NO
236	1	1	0	2	2	1	1	1	Good		6/26/2018	1	NO
237	1	1	0	2	2	1	1	1	Fair	Vegetation growth in the cracks of the sidewalk.	6/26/2018	1	NO
238	1	1	0	2	2	1	1	1	Good	little chipping and upheaving	6/26/2018	1	NO
239	1	1	0	2	2	1	0	0	Good		6/26/2018	3	NO
240	1	1	0	2	2	0	1	1	Good		6/26/2018	2	NO
241	1	1	2	2	2	1	1	1	Good		6/26/2018	0	YES
242	1	1	0	2	2	1	1	0	Fair	Tree and brush overhang onto the sidewalk. Vegetation growth in cracks. 1.5" gap or greater	6/28/2018	2	NO
243	1	1	0	2	2	0	1	1	Fair	5.2% running some upheaving and cracking	6/28/2018	2	NO
244	1	1	0	2	2	1	1	1	Fair	some cracking, middle section new sidewalk	6/28/2018	1	NO
245	1	1	0	2	2	1	0	1	Good	gap but less than 1.5	6/28/2018	2	NO
246	1	1	0	2	2	1	1	1	Fair	Tree overhang onto sidewalk.	6/28/2018	1	NO
247	1	1	0	2	2	1	0	1	Fair	some cracks	6/28/2018	2	NO
248	1	1	0	2	2	1	1	1	Fair	cracking and grass	6/28/2018	1	NO
249	1	0	0	2	2	1	1	1	Good		6/28/2018	2	NO
250	1	1	0	2	2	1	1	1	Fair	long cracking deteriorating sidewalk	6/28/2018	1	NO
251	1	1	0	2	2	1	1	0	Fair	1.5" or greater gap in elevation. Vegetation growth in the cracks of the sidewalk.	6/28/2018	2	NO
252	1	1	0	2	2	1	0	1	Fair	cracking	6/28/2018	2	NO
253	1	1	0	2	2	1	0	0	Fair	valve sticking out like 2 inches	6/28/2018	3	NO
254	1	0	0	2	2	1	1	1	Fair	Vegetation growth in the cracks of the sidewalk	6/28/2018	2	NO
257	1	1	0	2	2	1	1	1	Good	5.2 crossing	6/28/2018	1	NO
258	1	1	0	2	2	1	1	0	Poor	Missing pavement chunks. Vegetation growth in the cracks of the sidewalk. Tree overhang	6/28/2018	2	NO
259	1	1	0	2	2	1	1	1	Fair	cracking and small gaps	6/28/2018	1	NO
260	1	1	0	2	2	0	1	0	Fair	Driveway ramp built into sidewalk. Vegetation growth in the cracks of the sidewalk. Tree overhang	6/28/2018	3	NO
262	1	1	0	2	2	1	1	0	Fair	1.5" or greater gap. Brush and tree overhang	6/28/2018	2	NO
264	1	1	0	2	2	1	1	1	Good		6/28/2018	1	NO
265	1	1	0	2	2	1	0	1	Fair	cracking and grass	6/28/2018	2	NO
266	1	1	0	2	2	1	1	1	Fair		6/28/2018	1	NO
267	1	1	0	2	2	1	1	1	Fair	cracking and tree in way	6/28/2018	1	NO
268	1	1	0	2	2	1	0	1	Fair	cracking	6/28/2018	2	NO
269	1	1	0	2	2	1	1	0	Fair	Broken concrete. 1.5" or greater gap. Water & Light Department vault.	6/28/2018	2	NO
270	1	1	0	2	2	1	0	1	Good		6/28/2018	2	NO
271	1	1	0	2	2	1	1	1	Good		6/28/2018	1	NO
272	1	1	0	2	2	1	1	1	Fair		6/28/2018	1	NO
273	1	1	0	2	2	1	0	1	Fair		6/28/2018	2	NO
274	1	1	0	2	2	1	1	0	Fair	Tree overhang onto sidewalk.	6/28/2018	2	NO
275	1	1	0	2	2	1	1	0	Fair	Brush and tree overhang onto sidewalk. Vegetation growth in the cracks of the sidewalk.	6/28/2018	2	NO
276	1	1	0	2	2	1	0	1	Fair	cracks and deteriorating concrete	6/28/2018	2	NO
277	1	1	0	2	2	1	0	1	Good		6/28/2018	2	NO
278	1	1	0	2	2	1	1	1	Fair	Tree overhang onto sidewalk. Vegetation growth in the cracks of the sidewalk.	6/28/2018	1	NO

OBJECTID	Is the route stable, firm and slip-resistant?	Is the route at least 48in wide?	If the sidewalk is 200ft or more by 60in of less, is there a 60 in by 60in passing space?	If there are grates or openings are the openings 0.5 in or less?	Is the long dimension of grate opening perpendicular to the direction of travel?	Is the Running slope 5.0% or less?	Is the cross slope	Are there no gaps in elevation or distance between concrete panels >1.5"?	What is the overall condition of the sidewalk?	Notes	EditDate	# Non Compliant	Compliant
279	1	1	0	2	2	1	0	0	Poor	cracks a gap about 1.25"	6/28/2018	3	NO
280	1	1	0	2	2	1	1	0	Fair	1.5" or greater gap in elevation. Vegetation growth in the cracks of the sidewalk. Tree overhang	6/28/2018	2	NO
281	1	1	0	2	2	1	1	0	Fair	1.5" or greater gap. Brush and tree overhang. Vegetation growth in the cracks of the sidewalk.	6/28/2018	2	NO
282	1	1	0	2	2	1	1	1	Fair		6/28/2018	1	NO
283	1	1	0	2	2	1	1	1	Poor	Concrete is starting to unravel	6/28/2018	1	NO
284	1	1	0	2	2	1	1	1	Fair		6/28/2018	1	NO
285	1	1	0	2	2	1	1	0	Fair	Concrete is breaking up. 1.5" or greater gap. Tree overhang onto sidewalk.	6/28/2018	2	NO
286	1	1	0	2	2	1	0	1	Fair		6/28/2018	2	NO
287	1	1	0	2	2	1	1	0	Fair	1.5" or greater gap	6/28/2018	2	NO
288	1	1	0	2	2	1	1	1	Fair		6/28/2018	1	NO
289	1	1	0	2	2	1	0	1	Fair		6/28/2018	2	NO
290	1	1	0	2	2	1	1	1	Fair	Tree overhang onto the sidewalk.	6/28/2018	1	NO
291	1	1	0	2	2	1	1	1	Good		6/28/2018	1	NO
292	1	1	0	2	2	1	1	0	Fair	1.5" or greater gap. Vegetation growth in the cracks of the sidewalk.	6/28/2018	2	NO
293	1	1	0	2	2	1	1	0	Fair	1.5" or greater gap. Tree overhang onto the sidewalk.	6/28/2018	2	NO
295	1	1	0	2	2	1	0	1	Fair		6/28/2018	2	NO
296	1	1	2	2	2	1	1	1	Good	most new	6/28/2018	0	YES
297	1	1	0	2	2	1	1	1	Fair		6/28/2018	1	NO
298	1	1	0	2	2	1	1	0	Fair	1.5" or greater gap	6/28/2018	2	NO
299	1	1	0	2	2	1	0	1	Fair		6/28/2018	2	NO
300	1	1	0	2	2	1	1	1	Good		6/28/2018	1	NO
301	1	1	0	2	2	1	0	1	Good	majority are new panels	6/28/2018	2	NO
302	1	1	0	2	2	1	1	1	Fair	1.5" or greater gap. Vegetation growth in the cracks of the sidewalk.	6/28/2018	1	NO
303	1	1	0	2	2	1	1	1	Fair	Sidewalk is not complete.	6/28/2018	1	NO
304	1	1	0	2	2	1	0	0	Good	1.5" or greater gap along back of curb and at driveway points.	6/28/2018	3	NO
305	1	1	0	2	2	1	1	1	Fair		6/28/2018	1	NO
306	1	1	0	2	2	1	0	1	Fair		6/28/2018	2	NO
307	1	1	0	2	2	1	1	1	Fair	deteriorating	6/28/2018	1	NO
308	1	1	0	2	2	1	0	1	Fair		6/28/2018	2	NO
309	1	1	0	2	2	1	0	1	Fair		6/28/2018	2	NO
310	1	1	0	2	2	1	1	1	Fair		6/28/2018	1	NO
311	1	1	0	2	2	1	1	1	Fair	Vegetation growth in the cracks of the sidewalk.	6/28/2018	1	NO
312	1	1	0	2	2	1	0	1	Fair		6/28/2018	2	NO
313	1	1	0	2	2	1	1	1	Fair	Vegetation growth in the cracks of the sidewalk.	6/28/2018	1	NO
314	1	1	0	2	2	1	1	1	Fair	Vegetation growth in the cracks of the sidewalk. Tree overhang onto sidewalk.	6/28/2018	1	NO
315	1	1	1	2	2	1	1	1	Fair		6/28/2018	0	YES
316	1	1	0	2	2	1	0	1	Good		6/28/2018	2	NO
317	1	1	0	2	2	1	1	1	Fair	Mailboxes are in the sidewalk	6/28/2018	1	NO
318	1	1	0	2	2	0	0	0	Poor	water valve sticking up 4 inches, mailboxes in sidewalks	6/28/2018	4	NO
319	1	1	0	2	2	1	1	1	Fair	Mailboxes are in the sidewalk. Brush overhang onto sidewalk.	6/28/2018	1	NO
320	1	1	0	2	2	1	1	1	Fair	mailboxes in sidewalk	6/28/2018	1	NO
321	1	1	0	2	2	1	1	1	Fair	Mailboxes are in the sidewalk. Sidewalk is not complete	6/28/2018	1	NO
322	1	1	0	2	2	1	0	0	Fair	mailbox is way, driveway apron is blasted apart	6/28/2018	3	NO
323	1	1	0	2	2	1	1	1	Fair	Mailboxes are in the sidewalk. Sidewalk is not complete. Vegetation growth in the cracks of the SW	6/28/2018	1	NO

OBJECTID	Is the route stable, firm and slip-resistant?	Is the route at least 48in wide?	If the sidewalk is 200ft or more by 60in of less, is there a 60 in by 60in passing space?	If there are grates or openings are the openings 0.5 in or less?	Is the long dimension of grate opening perpendicular to the direction of travel?	Is the Running slope 5.0% or less?	Is the cross slope	Are there no gaps in elevation or distance between concrete panels >1.5"?	What is the overall condition of the sidewalk?	Notes	EditDate	# Non Compliant	Compliant
325	1	1	0	2	2	1	1	0	Fair	1.5" or greater gap. Sidewalk is not complete on both sides of this point.	6/28/2018	2	NO
326	1	1	0	2	2	1	1	1	Fair	mailboxes and some gaps	6/28/2018	1	NO
327	1	1	0	2	2	1	0	1	Fair		6/28/2018	2	NO
328	1	1	0	2	2	1	1	0	Good	Mailbox anything on the sidewalk. Sidewalk is not complete.	6/28/2018	2	NO
329	1	1	0	2	2	1	0	1	Fair	slight gaps and mailboxes	6/28/2018	2	NO
330	1	1	0	2	2	1	0	1	Fair		6/28/2018	2	NO
331	1	1	0	2	2	1	0	0	Fair	mailboxes	6/28/2018	3	NO
332	1	1	0	2	2	1	1	1	Fair	Mailboxes are in the sidewalk	6/28/2018	1	NO
333	1	1	0	2	2	1	1	1	Good	Mailboxes are in the sidewalk.	6/28/2018	1	NO
334	1	1	0	2	2	1	0	1	Fair		6/28/2018	2	NO
335	1	1	0	2	2	1	1	0	Fair	Broken sidewalk panels.	6/28/2018	2	NO
336	1	1	0	2	2	0	1	1	Good		6/28/2018	2	NO
337	1	1	0	2	2	1	1	1	Good		6/28/2018	1	NO
338	1	1	0	2	2	1	1	1	Fair		6/28/2018	1	NO
339	1	1	0	2	2	1	1	1	Good		6/28/2018	1	NO
340	1	1	0	2	2	1	0	1	Fair		6/28/2018	2	NO
341	1	1	0	2	2	1	1	0	Poor	1.5" or greater gap	6/28/2018	2	NO
342	1	1	0	2	2	0	0	1	Fair		6/28/2018	3	NO
343	1	1	0	2	2	1	1	1	Fair	Water gate valve sticking up through the sidewalk.	6/28/2018	1	NO
344	1	1	0	2	2	1	1	1	Good		6/28/2018	1	NO
345	1	1	0	2	2	1	1	1	Good	Some cracking throughout the sidewalk. Tree overhang onto sidewalk.	6/28/2018	1	NO
346	1	1	0	2	2	1	1	1	Fair		6/28/2018	1	NO
347	1	1	0	2	2	1	1	1	Fair		6/28/2018	1	NO
349	1	1	0	2	2	1	1	0	Fair	Vegetation growth in the cracks of the sidewalk. Brush overhang onto sidewalk. 1.5" or greater gap.	6/28/2018	2	NO
350	1	1	0	2	2	1	1	1	Good		6/28/2018	1	NO
351	1	1	0	2	2	1	1	1	Poor	missing a part and gaps about 3/4"	6/28/2018	1	NO
352	1	1	0	2	2	1	1	1	Fair	Cracks in the sidewalk	6/28/2018	1	NO
353	1	1	0	2	2	1	1	1	Fair	Brush overhang onto sidewalk	6/28/2018	1	NO
354	1	1	0	2	2	1	1	0	Fair	1.5" or greater gap. Sidewalk is not complete	6/28/2018	2	NO
355	1	1	0	2	2	1	1	1	Fair	Tree overhang onto sidewalk.	6/28/2018	1	NO
356	1	1	0	2	2	1	1	1	Fair		6/28/2018	1	NO
357	1	1	0	2	2	1	1	1	Good		6/28/2018	1	NO
358	1	1	0	2	2	1	1	1	Fair		6/29/2018	1	NO
359	1	1	0	2	2	1	1	0	Fair	1.5" or greater gap. Tree overhang onto sidewalk.	6/29/2018	2	NO
360	1	1	0	2	2	1	1	1	Fair		6/29/2018	1	NO
361	1	1	0	2	2	1	1	1	Fair	cracking about .5 inches	6/29/2018	1	NO
362	1	1	0	2	2	1	1	1	Fair		6/29/2018	1	NO
363	1	1	0	2	2	1	1	1	Poor		6/29/2018	1	NO
364	1	1	0	2	2	1	1	0	Fair	1.5" or greater gap. Tree overhang onto sidewalk.	6/29/2018	2	NO
365	1	1	0	2	2	1	0	1	Fair		6/29/2018	2	NO
366	1	1	0	2	2	1	1	1	Fair		6/29/2018	1	NO
367	1	1	0	2	2	1	1	1	Fair	looks like missing sidewalk next to agg driveway	6/29/2018	1	NO
368	1	1	0	2	2	1	1	0	Good	Water gate valve sticking up out of the sidewalk.	6/29/2018	2	NO
369	1	1	1	2	2	1	1	1	Fair	Vegetation growth in the cracks of the sidewalk. Sidewalk is not complete	6/29/2018	0	YES
370	1	1	0	2	2	1	1	1	Fair	slight lip	6/29/2018	1	NO
371	1	1	0	2	2	1	1	0	Fair	Vegetation growth in the cracks of the sidewalk. 1.5" or greater gap	6/29/2018	2	NO
372	1	1	0	2	2	1	0	1	Fair		6/29/2018	2	NO

OBJECTID	Is the route stable, firm and slip-resistant?	Is the route at least 48in wide?	If the sidewalk is 200ft or more by 60in of less, is there a 60 in by 60in passing space?	If there are grates or openings are the openings 0.5 in or less?	Is the long dimension of grate opening perpendicular to the direction of travel?	Is the Running slope 5.0% or less?	Is the cross slope	Are there no gaps in elevation or distance between concrete panels >1.5"?	What is the overall condition of the sidewalk?	Notes	EditDate	# Non Compliant	Compliant
373	1	1	0	2	2	1	1	1	Fair	north portion looks new, southern portion older	6/29/2018	1	NO
374	0	0	0	2	2	0	0	0		There is no sidewalk here.	6/29/2018	6	NO
377	1	1	0	2	2	1	1	1	Good		6/29/2018	1	NO
378	1	1	0	2	2	1	1	1	Fair		6/29/2018	1	NO
379	1	1	0	2	2	1	1	0	Fair	1.5" or greater gap	6/29/2018	2	NO
380	1	1	0	2	2	1	1	0	Fair	Water & Light Department vault in the sidewalk. 1.5" or greater gap.	6/29/2018	2	NO
381	1	1	1	2	2	1	1	0	Good	1.5" or greater gap	6/29/2018	1	NO
382	1	1	0	2	2	1	1	1	Good		6/29/2018	1	NO
383	1	1	0	2	2	1	1	1	Fair		6/29/2018	1	NO
384	1	1	2	2	2	1	1	1	Good		6/29/2018	0	YES
385	1	1	1	2	2	1	0	0	Good	2.1 cross slope. 1.5" or greater gap.	6/29/2018	2	NO
386	1	1	2	2	2	1	1	1	Good		6/29/2018	0	YES
387	1	1	2	2	2	1	1	1	Good		6/29/2018	0	YES
388	1	1	2	2	2	1	1	1	Good		6/29/2018	0	YES
389	1	1	1	2	2	1	1	0	Good	1.5" or greater gap.	6/29/2018	1	NO
390	1	1	2	2	2	1	1	1	Good		6/29/2018	0	YES
391	1	1	1	2	2	1	1	1	Good		6/29/2018	0	YES
392	1	1	2	2	2	1	1	1	Good		6/29/2018	0	YES
393	1	1	2	2	2	1	1	0	Good	huge lip between sidewalk and path by bathroom	6/29/2018	1	NO
394	1	1	1	2	2	1	1	1	Good		6/29/2018	0	YES
395	1	1	2	2	2	1	1	1	Good		6/29/2018	0	YES
396	1	1	2	2	2	1	1	1	Good		6/29/2018	0	YES
397	1	1	0	2	2	1	1	1	Good		6/29/2018	1	NO
398	1	1	1	2	2	1	1	1	Good		6/29/2018	0	YES
399	1	1	0	2	2	1	1	1	Fair		6/29/2018	1	NO
400	1	1	0	2	2	1	0	1	Fair	Grass overgrowth onto sidewalk. The sidewalk is not complete.	6/29/2018	2	NO
401	1	1	0	2	2	1	1	1	Fair		6/29/2018	1	NO
402	1	1	0	2	2	1	1	1	Fair		6/29/2018	1	NO
403	1	1	0	2	2	1	1	1	Good	Most of the sidewalk is new	6/29/2018	1	NO
404	1	1	0	2	2	1	1	1	Fair	Tree overhang onto the sidewalk. Grass overgrowth onto the sidewalk.	6/29/2018	1	NO
405	1	1	0	2	2	1	0	1	Fair		6/29/2018	2	NO
406	1	1	0	2	2	1	0	1	Good		6/29/2018	2	NO
407	1	1	0	2	2	1	1	1	Good		6/29/2018	1	NO
408	1	1	2	2	2	1	1	1	Good		6/29/2018	0	YES
409	1	1	2	2	2	1	1	1	Good		6/29/2018	0	YES
410	1	1	0	2	2	1	1	1	Fair	Mailboxes are in the sidewalk.	6/29/2018	1	NO
411	1	1	1	2	2	1	1	1	Good		6/29/2018	0	YES
412	1	1	0	2	2	1	1	1	Good		6/29/2018	1	NO
413	1	1	1	2	2	1	1	1	Good	There is a dip in the shared use path	6/29/2018	0	YES
414	1	1	0	2	2	1	0	0	Fair		6/29/2018	3	NO
415	1	1	0	2	2	1	1	1	Fair		6/29/2018	1	NO
416	1	1	0	2	2	1	1	0	Fair	Water gate valve sticking up through the sidewalk. 1.5" or greater gap	6/29/2018	2	NO
417	1	1	1	2	2	1	1	0	Good	1.5" or greater gap. Most of the sidewalk is new.	6/29/2018	1	NO
418	1	1	0	2	2	1	1	1	Fair	Vegetation growth in the cracks of the sidewalk. 1.5" or greater gap.	6/29/2018	1	NO
419	1	1	0	2	2	1	1	1	Good		6/29/2018	1	NO
420	1	1	0	2	2	1	1	1	Good		6/29/2018	1	NO
421	1	1	0	2	2	1	1	1	Good		6/29/2018	1	NO
422	1	1	0	2	2	1	0	1	Fair		6/29/2018	2	NO

OBJECTID	Is the route stable, firm and slip-resistant?	Is the route at least 48in wide?	If the sidewalk is 200ft or more by 60in of less, is there a 60 in by 60in passing space?	If there are grates or openings are the openings 0.5 in or less?	Is the long dimension of grate opening perpendicular to the direction of travel?	Is the Running slope 5.0% or less?	Is the cross slope	Are there no gaps in elevation or distance between concrete panels >1.5"?	What is the overall condition of the sidewalk?	Notes	EditDate	# Non Compliant	Compliant
423	1	1	0	2	2	1	1	1	Good		6/29/2018	1	NO
424	1	1	0	2	2	1	1	0	Fair	1.5" or greater gap	6/29/2018	2	NO
425	1	1	0	2	2	1	0	1	Good		6/29/2018	2	NO
426	1	1	0	2	2	1	1	1	Poor		6/29/2018	1	NO
427	1	1	0	2	2	1	1	1	Good		6/29/2018	1	NO
428	1	1	0	2	2	1	1	1	Good		6/29/2018	1	NO
429	1	1	0	2	2	1	1	1	Good	manhole in sidewalk	6/29/2018	1	NO
430	1	1	0	2	2	1	1	1	Good		6/29/2018	1	NO
431	1	1	0	2	2	1	1	1	Good		6/29/2018	1	NO
432	1	1	0	2	2	1	1	1	Good		6/29/2018	1	NO
433	1	1	0	2	2	1	1	1	Good		6/29/2018	1	NO
434	1	1	0	2	2	1	1	1	Good		6/29/2018	1	NO
435	1	1	0	2	2	1	1	1	Good		6/29/2018	1	NO
436	1	1	0	2	2	1	1	1	Good		6/29/2018	1	NO
437	1	1	0	2	2	1	1	1	Good	utility box as sidewalk	6/29/2018	1	NO
438	1	1	0	2	2	1	1	1	Good		6/29/2018	1	NO
439	1	1	0	2	2	1	1	1	Good		6/29/2018	1	NO
440	1	1	0	2	2	1	1	1	Good		6/29/2018	1	NO
441	1	1	0	2	2	1	1	1	Good		6/29/2018	1	NO
442	1	1	0	2	2	1	1	0	Fair	Light post heaved upwards.	6/29/2018	2	NO
443	1	1	0	2	2	1	1	1	Good		6/29/2018	1	NO
444	1	1	0	2	2	1	1	1	Good		6/29/2018	1	NO
445	1	1	0	2	2	1	1	1	Good		6/29/2018	1	NO
446	1	1	0	2	2	1	1	1	Good		6/29/2018	1	NO
447	1	1	1	2	2	1	1	1	Fair	1.5" or greater gap	6/29/2018	0	YES
448	1	1	0	2	2	1	1	1	Good		6/29/2018	1	NO
449	1	1	0	2	2	1	1	1	Good		6/29/2018	1	NO
450	1	1	2	2	2	1	1	1	Good		6/29/2018	0	YES
451	1	1	0	2	2	1	1	0	Fair	1.5" or greater gap.	6/29/2018	2	NO
452	1	1	2	2	2	1	1	1	Good		6/29/2018	0	YES
453	1	1	2	2	2	0	1	1	Good		6/29/2018	1	NO
454	1	1	0	2	2	1	1	0	Good	10" - 12" drop along the edge	6/29/2018	2	NO
455	1	1	2	2	2	1	1	1	Good		6/29/2018	0	YES
456	1	1	0	2	2	1	1	1	Fair		6/29/2018	1	NO
457	1	1	0	2	2	1	1	0	Good	1.5" or greater gap.	6/29/2018	2	NO
458	1	1	0	2	2	1	1	1	Good		6/29/2018	1	NO
459	1	1	2	2	2	1	1	1	Good		6/29/2018	0	YES
460	1	1	0	2	2	1	1	1	Good		6/29/2018	1	NO
461	1	1	2	2	2	1	1	1	Good		6/29/2018	0	YES
462	1	1	2	2	2	1	1	1	Good		6/29/2018	0	YES
463	1	1	0	2	2	1	1	0	Good	1.5" gap or greater. Most of the sidewalk is new.	6/29/2018	2	NO
464	1	1	0	2	2	1	1	1	Good		6/29/2018	1	NO
465	1	1	0	2	2	1	1	1	Fair		6/29/2018	1	NO
466	1	1	0	2	2	1	0	0	Good	sidewalk good but upheaving in a few spots	6/29/2018	3	NO
467	1	1	0	2	2	1	1	1	Fair		6/29/2018	1	NO
468	1	1	0	2	2	1	1	1	Good		6/29/2018	1	NO
469	1	1	0	2	2	1	0	1	Fair	Tree roots heaving up sidewalk	6/29/2018	2	NO
470	1	1	0	2	2	1	1	1	Good		6/29/2018	1	NO
471	1	1	0	2	2	1	1	1	Fair	a lot of grass on the northern portion	6/29/2018	1	NO
472	1	1	0	2	2	1	1	0	Fair	1.5" or greater gap.	6/29/2018	2	NO
473	1	1	0	2	2	1	1	1	Good	mostly new sidewalk	6/29/2018	1	NO

OBJECTID	Is the route stable, firm and slip-resistant?	Is the route at least 48in wide?	If the sidewalk is 200ft or more by 60in of less, is there a 60 in by 60in passing space?	If there are grates or openings are the openings 0.5 in or less?	Is the long dimension of grate opening perpendicular to the direction of travel?	Is the Running slope 5.0% or less?	Is the cross slope	Are there no gaps in elevation or distance between concrete panels >1.5"?	What is the overall condition of the sidewalk?	Notes	EditDate	# Non Compliant	Compliant
474	1	1	0	2	2	1	1	0	Poor	Vegetation growth in the cracks of the sidewalk. 1.5" or greater gap. Sidewalk is not complete.	6/29/2018	2	NO
475	1	1	0	2	2	1	1	1	Good		6/29/2018	1	NO
476	1	1	0	2	2	1	1	0	Fair	1.5" or greater gaps. Vegetation growth in the cracks of the sidewalk.	6/29/2018	2	NO
477	1	1	0	2	2	1	1	1	Good	good portion is new concrete	6/29/2018	1	NO
478	1	1	0	2	2	1	1	1	Good		6/29/2018	1	NO
479	1	1	0	2	2	1	1	1	Good	mostly new concrete	6/29/2018	1	NO
480	1	1	0	2	2	1	1	0	Poor	Tree roots heaved up the sidewalk. Vegetation growth in the cracks of the SW. SW isn't complete	6/29/2018	2	NO
481	1	1	0	2	2	1	1	1	Fair	Vegetation growth in the cracks of the sidewalk	6/29/2018	1	NO
482	1	1	2	2	2	1	0	1	Good	a lot is slanting to roadway but new concrete	6/29/2018	1	NO
483	1	1	0	2	2	1	1	1	Fair	longitudinal cracks	6/29/2018	1	NO
484	1	1	0	2	2	1	1	1	Fair		6/29/2018	1	NO
485	1	1	0	2	2	1	1	1	Fair	Vegetation growth in the cracks of the sidewalk.	6/29/2018	1	NO
486	1	1	0	2	2	1	1	1	Good	all new	6/29/2018	1	NO
487	1	1	0	2	2	1	1	1	Good	There are a few panels that could be replaced on this block otherwise the SW is new	6/29/2018	1	NO
488	1	1	0	2	2	1	1	1	Fair		6/29/2018	1	NO
489	1	1	0	2	2	1	1	1	Fair		6/29/2018	1	NO
490	1	1	0	2	2	1	0	1	Fair		6/29/2018	2	NO
491	1	1	2	2	2	1	1	1	Good		6/29/2018	0	YES
492	1	1	1	2	2	1	1	1	Good		6/29/2018	0	YES
493	1	1	2	2	2	1	1	1	Good		6/29/2018	0	YES
494	1	1	0	2	2	1	1	1	Good		6/29/2018	1	NO
495	1	1	0	2	2	1	1	1	Good		6/29/2018	1	NO
496	1	1	2	2	2	1	1	1	Good		6/29/2018	0	YES
497	1	1	0	2	2	1	1	1	Good		6/29/2018	1	NO
498	1	1	0	2	2	1	1	1	Good		6/29/2018	1	NO
499	1	1	1	2	2	1	1	1	Good	Sidewalk is new. Sidewalk is not complete.	6/29/2018	0	YES
500	1	1	1	2	2	1	1	0	Good	Sidewalk is new. Sidewalk is not complete.	6/29/2018	1	NO
501	1	1	1	2	2	1	1	1	Good	Sidewalk is new. Sidewalk is not complete.	6/29/2018	0	YES
502	1	1	1	2	2	1	1	0	Good	Sidewalk is new. Sidewalk is not complete.	6/29/2018	1	NO
503	1	1	2	2	2	1	1	1	Fair		6/29/2018	0	YES
504	1	1	2	2	2	1	1	1	Fair	a large space between the 2 panels	6/29/2018	0	YES
505	1	1	2	2	2	1	1	0	Fair		6/29/2018	1	NO
506	1	1	2	2	2	1	1	1	Good		6/29/2018	0	YES
507	1	1	0	2	2	1	1	1	Good		6/29/2018	1	NO
508	1	1	2	2	2	1	1	1	Good		6/29/2018	0	YES
509	1	1	2	2	2	1	1	1	Good		6/29/2018	0	YES
510	1	1	0	2	2	1	1	1	Good		6/29/2018	1	NO
511	1	1	2	2	2	1	1	1	Good		6/29/2018	0	YES
512	1	1	2	2	2	1	1	1	Good		6/29/2018	0	YES
513	1	1	1	2	2	1	1	1	Good		6/29/2018	0	YES
514	1	1	2	2	2	1	1	1	Good		6/29/2018	0	YES
515	1	1	2	2	2	1	1	1	Good		6/29/2018	0	YES
516	1	1	0	2	2	1	1	1	Good		6/29/2018	1	NO
517	1	1	0	2	2	1	1	1	Good		6/29/2018	1	NO
518	1	1	2	2	2	1	1	1	Fair	brick	7/2/2018	0	YES
519	1	1	2	2	2	1	1	1	Fair	brick with gaps	7/2/2018	0	YES
520	1	1	0	2	2	1	1	1	Fair		7/2/2018	1	NO
521	1	1	1	2	2	1	1	1	Good		7/2/2018	0	YES

OBJECTID	Is the route stable, firm and slip-resistant?	Is the route at least 48in wide?	If the sidewalk is 200ft or more by 60in of less, is there a 60 in by 60in passing space?	If there are grates or openings are the openings 0.5 in or less?	Is the long dimension of grate opening perpendicular to the direction of travel?	Is the Running slope 5.0% or less?	Is the cross slope	Are there no gaps in elevation or distance between concrete panels >1.5"?	What is the overall condition of the sidewalk?	Notes	EditDate	# Non Compliant	Compliant
522	1	1	2	2	2	1	1	1	Good		7/2/2018	0	YES
523	1	1	1	2	2	1	0	1		Cross slope is 3.8%	7/2/2018	1	NO
524	1	1	1	2	2	1	1	1	Good		7/2/2018	0	YES
525	1	1	2	2	2	1	1	1	Good		7/2/2018	0	YES
526	1	1	1	2	2	1	1	0	Good	1.5" or greater gap.	7/2/2018	1	NO
527	1	1	2	2	2	1	1	1	Good	giant concrete in middle	7/2/2018	0	YES
528	1	1	0	2	2	1	1	1	Good		7/2/2018	1	NO
529	1	1	1	2	2	1	1	0	Good	1.5" or greater gap along the back of curb. Tree overhang onto the sidewalk.	7/2/2018	1	NO
530	1	1	1	2	2	1	1	1	Fair	Vegetation growth in the cracks of the sidewalk.	7/2/2018	0	YES
531	1	1	1	2	2	1	1	0	Good	1.5" or greater gap	7/2/2018	1	NO
532	1	1	2	2	2	1	1	1	Good		7/2/2018	0	YES
533	1	1	1	2	2	1	1	0	Good		7/2/2018	1	NO
534	1	1	2	2	2	1	1	1	Good		7/2/2018	0	YES
535	1	1	1	2	2	1	1	0	Good	1.5" or greater gap.	7/2/2018	1	NO
536	1	1	0	2	2	1	1	1	Good	1 inch gap	7/2/2018	1	NO
537	1	1	1	2	2	1	1	1	Good		7/2/2018	0	YES
538	1	1	0	2	2	1	0	1	Fair		7/2/2018	2	NO
539	1	1	1	2	2	1	1	0	Good	1.5" or greater gap	7/2/2018	1	NO
540	1	1	1	2	2	1	1	1	Good	Vegetation growth in the cracks of the sidewalk.	7/2/2018	0	YES
541	1	1	0	2	2	1	1	1	Fair	utility box in sidewalk	7/2/2018	1	NO
542	1	1	1	2	2	1	1	1	Good		7/2/2018	0	YES
543	1	1	1	2	2	1	1	1	Good		7/2/2018	0	YES
544	1	1	2	1	0	1	1	1	Good		7/2/2018	1	NO
545	1	1	1	2	2	1	1	1	Good		7/2/2018	0	YES
546	1	1	1	2	2	1	1	1	Good		7/2/2018	0	YES
547	1	1	2	2	2	1	1	1	Good		7/2/2018	0	YES
548	1	1	1	2	2	1	1	1	Good		7/2/2018	0	YES
549	1	1	1	2	2	1	1	1	Good		7/2/2018	0	YES
550	1	1	2	2	2	1	0	1	Fair		7/2/2018	1	NO
551	1	1	2	2	2	1	1	1	Good		7/2/2018	0	YES
552	1	1	1	2	2	0	1	0	Good	Running slope 5.2%	7/2/2018	2	NO
553	1	1	2	2	2	1	1	1	Fair		7/2/2018	0	YES
554	1	1	2	2	2	1	1	1	Fair	after bridge trail is not existant	7/2/2018	0	YES
555	1	1	1	2	2	1	0	1	Fair	Cross slope is 2.1%	7/2/2018	1	NO
556	1	1	2	2	2	1	1	1	Fair		7/2/2018	0	YES
557	1	1	1	2	2	1	1	1	Good		7/2/2018	0	YES
558	1	1	2	2	2	1	1	1	Fair		7/2/2018	0	YES
559	1	1	2	2	2	1	1	1	Good		7/2/2018	0	YES
560	1	1	1	2	2	1	0	1	Good	There's a culvert running underneath the Shared Use Path here causing a dip in the pavement. 2.9% Cross slope.	7/2/2018	1	NO
561	1	1	2	2	2	1	1	1	Good		7/2/2018	0	YES
562	1	1	2	2	2	1	1	1	Good		7/2/2018	0	YES
563	1	1	2	2	2	1	1	1	Fair		7/2/2018	0	YES
564	1	1	2	2	2	1	1	1	Fair		7/2/2018	0	YES
565	1	1	1	2	2	1	1	1	Good		7/2/2018	0	YES
566	1	1	2	2	2	1	1	1	Good		7/2/2018	0	YES
567	1	1	2	2	2	1	1	1	Good		7/2/2018	0	YES
568	1	1	2	2	2	1	1	1	Fair		7/2/2018	0	YES
569	1	1	2	2	2	1	1	1	Fair		7/2/2018	0	YES
570	1	1	2	2	2	1	1	1	Fair		7/2/2018	0	YES
571	1	1	2	2	2	1	1	1	Fair		7/2/2018	0	YES

OBJECTID	Is the route stable, firm and slip-resistant?	Is the route at least 48in wide?	If the sidewalk is 200ft or more by 60in of less, is there a 60 in by 60in passing space?	If there are grates or openings are the openings 0.5 in or less?	Is the long dimension of grate opening perpendicular to the direction of travel?	Is the Running slope 5.0% or less?	Is the cross slope	Are there no gaps in elevation or distance between concrete panels >1.5"?	What is the overall condition of the sidewalk?	Notes	EditDate	# Non Compliant	Compliant
572	1	1	2	2	2	1	1	1	Fair		7/2/2018	0	YES
573	1	1	1	2	2	1	1	1	Good	Shared Use Path has a dip in it that is holding water.	7/2/2018	0	YES
574	1	1	2	2	2	1	1	1	Fair		7/2/2018	0	YES
575	1	1	2	2	2	1	1	1	Good		7/2/2018	0	YES
576	1	1	1	2	2	1	1	1	Good	Brush overhang onto shared use path.	7/2/2018	0	YES
577	1	1	2	2	2	1	1	1	Good		7/2/2018	0	YES
578	1	1	1	2	2	1	1	1	Good		7/2/2018	0	YES
579	1	1	2	2	2	1	1	1	Good		7/2/2018	0	YES
580	1	1	2	2	2	1	1	1	Good		7/2/2018	0	YES
581	1	1	1	2	2	1	1	0	Good	1.5" or greater gap	7/2/2018	1	NO
582	1	1	2	2	2	1	1	1	Good		7/2/2018	0	YES
583	1	1	2	2	2	1	0	1	Good	around curve so probabky some superelevation	7/2/2018	1	NO
584	1	1	2	2	2	1	1	1	Good		7/2/2018	0	YES
585	1	1	1	2	2	1	1	0	Good	1.5" or greater gap	7/2/2018	1	NO
586	1	1	2	2	2	1	1	1	Good		7/2/2018	0	YES
587	1	1	2	2	2	1	1	1	Good		7/2/2018	0	YES
588	1	1	2	2	2	1	1	1	Good		7/2/2018	0	YES
589	1	1	2	2	2	1	1	0	Good	1.5" or greater gap.	7/2/2018	1	NO
590	1	1	2	2	2	1	0	1	Good		7/2/2018	1	NO
591	1	1	2	2	2	1	1	1	Good		7/2/2018	0	YES
592	1	1	1	2	2	1	1	0	Good	1.5" or greater gap.	7/2/2018	1	NO
593	1	1	2	2	2	1	1	1	Good		7/2/2018	0	YES
594	1	1	2	2	2	1	1	1	Good		7/2/2018	0	YES
595	1	1	2	2	2	1	1	1	Good		7/2/2018	0	YES
596	1	1	1	2	2	1	1	1	Good		7/2/2018	0	YES
597	1	1	2	2	2	1	1	1	Good		7/2/2018	0	YES
598	1	1	1	2	2	1	1	1	Good		7/2/2018	0	YES
599	1	1	2	2	2	1	1	1	Good		7/2/2018	0	YES
600	1	1	2	2	2	1	1	1	Good		7/2/2018	0	YES
601	1	1	1	2	2	1	1	0	Good	1.5" or greater gap	7/2/2018	1	NO
602	1	1	2	2	2	1	1	1	Good		7/2/2018	0	YES
603	1	1	2	2	2	1	1	1	Good		7/2/2018	0	YES
604	1	1	2	2	2	1	1	1	Good		7/2/2018	0	YES
605	1	1	2	2	2	1	1	1	Good		7/2/2018	0	YES
606	1	1	2	2	2	1	1	1	Good		7/2/2018	0	YES
607	1	1	2	2	2	1	1	1	Good		7/2/2018	0	YES
608	1	1	2	2	2	1	1	1	Good		7/2/2018	0	YES
609	1	1	2	2	2	1	1	1	Good		7/2/2018	0	YES
610	1	1	2	2	2	1	1	1	Good		7/2/2018	0	YES
611	1	1	2	2	2	1	1	1	Good		7/2/2018	0	YES
612	1	1	1	2	2	1	1	1	Good		7/2/2018	0	YES
613	1	1	1	2	2	1	1	1	Good		7/2/2018	0	YES
614	1	1	1	2	2	1	1	1	Good		7/2/2018	0	YES
615	1	1	0	2	2	1	1	1	Good		7/2/2018	1	NO

TOTAL:	601
# Compliant:	162
% Compliant:	27%

Curb Ramps

TOTAL:	937
# Compliant:	158
% Compliant:	17%

Overall Compliance

TOTAL:	1582
# Compliant:	344
% Compliant:	22%

Sidewalk

TOTAL:	601
# Compliant:	162
% Compliant:	27%

APS

TOTAL:	44
# Compliant:	24
	0
% Compliant:	55%

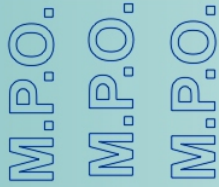
System Correction	Unit Cost	Unit	# of non-compliant points collected	% Compliant	Cost
Replace Existing Curb Ramp	\$2,500.00	EA	779	0%	\$1,947,500.00
Replace Concrete Sidewalk	\$10.00	SF	439		\$4,390.00
Replace Accessible Pedestrian Signal	\$1,500.00	EA	20	0%	\$30,000.00
TOTAL:			1,238		\$1,981,890.00

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

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

APS: \$8,000 - \$12,000 (low end is for adding 8 APS buttons, the high end is for including buttons and ped stations
Based on an 8 button intersection

All cost estimates were based on information used in 2018 Moorhead ADA Transition Plan



Grand Forks - East Grand Forks Metropolitan Planning Organization

MPO Staff Report **MPO TAC: September 12, 2018** **MPO Executive Board: September 19, 2018**

RECOMMENDED ACTION: Update on Contract for the GF Downtown Transportation Plan.

Matter of Approval of the GF Downtown Transportation Plan.

Background: The UPWP was amended to include the activity of conducting a traffic study of Grand Forks Downtown. The intent of the study is to assist in developing parking requirements, accessing the one way pairs and enhancing University Ave. This is being done in conjunction with the GF City's Downtown Action Plan effort.

City of Grand Forks has agreed to provide the local match for this project.

The request for proposals for the Study was released in July with a deadline of August 14th. One proposal was received, from KLJ. After receiving authorization to proceed with just the one proposal, an interview was scheduled for August 17th. The Selection Committee forwards its recommendation to the Board to retain KLJ for consideration at its August 22nd meeting.

KLJ, GF City and MPO staff are negotiating the final scope of work and cost at this time. We don't expect to have one to be distributed early next week. We ask that the MPO Board grant the Finance Committee the authorization to execute a contract after the negotiations.

UPDATE: The MPO Board granted its Finance Committee to execute the contract. MPO and City Staff negotiated a revised scope of work to fit the designated budget. The scope now focuses on the parking study with an emphasis on managing special events creating an unique demand on parking. It also includes the review of the ride hailing policy and recent implementation.

Findings and Analysis:

- This activity was added to the UPWP.
- Working in conjunction with GF Downtown Action Plan.
- GF City has agreed to provide the local match to the Study

Support Materials:

- Key Pages from proposal.



MPO Staff Report
 Technical Advisory Committee: September 12, 2018
 MPO Executive Board: September 19, 2018

RECOMMENDED ACTION	Progress Report – Project Update
---------------------------	----------------------------------

Matter of the Request for Proposals to advance the: MN220 N Corridor Study (Sept, 2018—May, 2019)

BACKGROUND:

In July 2018, our MPO requested authorization from the Technical Committee and approval from the MPO Executive Board to submit a Request for Proposals (RFP) seeking a professional consultant’s assistance to advance the MN 220 North Corridor Study in East Grand Forks. The study is identified in the MPO Unified Planning Work Program.

The objective of MN 220 N Corridor Study is to identify and address current and projected transportation issues associated with the study area. The project comprises about 2 miles of Mn220N on the northerly edge of the city of East Grand Forks and the county of Polk in Minnesota. The study area limits are approximately from the intersection of 140th St SW (township road/north levee) on the north of Mn220N south along Mn220N (Central Ave) to its transition at 9th St NE to DeMers Ave. Nine intersections will be under consideration. The corridor provides access to primarily existing and future commercial and agricultural uses. The purpose of the study is to develop a document which will provide recommendations for future transportation facility needs along Mn220N and its crossroads.

ANALYSIS AND FINDINGS OF FACT:

The Request For Proposals (RFP) was advertised through the North Dakota Department of Transportation website beginning on July 18, 2018. By closing date, three professional Consulting Firms submitted required number of proposals and separated sealed costs proposals for consideration of the prospective selection committee. The project has a not-to-exceed budget of \$ 70,000 dollars.

MPO staff is in the process of distributing proposals to members of the selection committee for review. It is also arranging a venue to conduct consultant’s interviews. Further details concerning selected finalist and results from contract negotiations will be provided to the MPO Executive Board at its upcoming meeting on September 19, 2018

SUPPORT MATERIALS:

Electronic and a limited number of printed copies of submitted proposals are available upon request.

Mobility Measures

- Interstate truck travel time reliability
 - Interstate truck travel time reliability index
- Interstate travel reliability
 - Percent of person-miles traveled on the Interstate that are reliable
- Non-Interstate travel reliability
 - Percent of person-miles traveled on the non-Interstate NHS that are reliable

Mobility Targets

- Must adopt 3 targets; Can adopt up to 6 targets; Or a number between
 - 3 targets would mean just for MPO Area
 - 6 Targets would mean just both state targets
 - Can choose to adopt combinations of MPO and state targets
- Next slides present the targets adopted for each state

Mobility Measures and Targets

	North Dakota	Minnesota	GF-EGF MPO
Interstate truck travel time reliability	Two-year target: 3 Four-year target: 3	Two-year target: 1.5 Four-target : 1.5 No facilities in Grand Forks-East Grand Forks MPO area	Data shows : <ul style="list-style-type: none"> • 1.19 (2017) • 1.22 (2018) DRAFT TARGET: <ul style="list-style-type: none"> • <u>1.5</u>
Interstate travel reliability	Two-year target: 85% Four-year target: 85%	Two-year target: 80% Four-year target: 80% No facilities in Grand Forks-East Grand Forks MPO area	Data shows 100% DRAFT TARGET: <ul style="list-style-type: none"> • <u>90%</u>
Non-Interstate travel reliability	Two-year target: Not applicable Four-year target: 85%	Two-year target: Not applicable Four-year target: 75%	Data shows : <ul style="list-style-type: none"> • 89.2%(2017) • 85.5% (2018) DRAFT TARGET: <ul style="list-style-type: none"> • <u>85%</u>



MN

ND

MPO

PM2

PM3

Measure	Two-Year Target	Four-Year Target	Two-Year Target	Four-Year Target	Four-Year Target
Percent of NHS Bridges in Good Condition	50%	50%	60%	60%	States
Percent of NHS Bridges in Poor Condition	4%	4%	4%	4%	States
Percent of Interstate Pavement in Good Condition	55%	55%	75.6%	75.6%	75.6%
Percent of Interstate Pavement in Poor Condition	2%	2%	3%	3%	3%
Percent of Non-Interstate NHS Pavement in Good Condition	50%	50%	58.3%	58.3%	states
Percent of Non-Interstate NHS Pavement in Poor Condition	4%	4%	3%	3%	States
Percent of Reliable Person Miles on the Interstate	80%	80%	85%	85%	90%
Percent of Reliable Person Miles Reliable on the Non-Interstate NHS	N/A	75%	N/A	85%	85%
Truck Travel Time Reliability Index	1.5	1.5	3	3	1.5



Comparison Matrices

17th Avenue S Low Bridge

Issue	Method of Measurement	Units	Value	Change from Base Conditions
Traffic Operations Factors				
Traffic Flow and Congestion	VHT statistics from the travel demand model	Daily vehicle hours traveled	59,056	(646)
Reduced Trip Length	VMT statistics from the travel demand model	Daily vehicle miles traveled	1,044,926	(9,858)
Project Costs				
Construction Costs	Estimated cost of construction in 2018 dollars	Dollars	\$33,000,000-\$39,000,000	N/A
Socio Economic Factors				
Roadway User Economic Analysis	Use VMT and VHT statistics to determine benefits compared to construction costs	B/C ratio	1.9 - 2.1	N/A

Elks Drive Low Bridge

Issue	Method of Measurement	Units	Value	Change from Base Conditions
Traffic Operations Factors				
Traffic Flow and Congestion	VHT statistics from the travel demand model	Daily vehicle hours traveled	59,180	(522)
Reduced Trip Length	VMT statistics from the travel demand model	Daily vehicle miles traveled	1,040,184	(14,600)
Project Costs				
Construction Costs	Estimated cost of construction in 2018 dollars	Dollars	\$21,000,000-\$24,000,000	N/A
Socio Economic Factors				
Roadway User Economic Analysis	Use VMT and VHT statistics to determine benefits compared to construction costs	B/C ratio	2.6 - 3.0	N/A

Comparison Matrices

32nd Avenue S Low Bridge

Issue	Method of Measurement	Units	Value	Change from Base Conditions
Traffic Operations Factors				
Traffic Flow and Congestion	VHT statistics from the travel demand model	Daily vehicle hours traveled	58,871	(831)
Reduced Trip Length	VMT statistics from the travel demand model	Daily vehicle miles traveled	1,030,063	(24,721)
Project Costs				
Construction Costs	Estimated cost of construction in 2018 dollars	Dollars	\$29,000,000-\$33,000,000	N/A
Socio Economic Factors				
Roadway User Economic Analysis	Use VMT and VHT statistics to determine benefits compared to construction costs	B/C ratio	3.1 - 3.5	

47th Avenue S Low Bridge

Issue	Method of Measurement	Units	Value	Change from Base Conditions
Traffic Operations Factors				
Traffic Flow and Congestion	VHT statistics from the travel demand model	Daily vehicle hours traveled	59,876	174
Reduced Trip Length	VMT statistics from the travel demand model	Daily vehicle miles traveled	1,041,391	(13,393)
Project Costs				
Construction Costs	Estimated cost of construction in 2018 dollars	Dollars	\$26,000,000-\$30,000,000	N/A
Socio Economic Factors				
Roadway User Economic Analysis	Use VMT and VHT statistics to determine benefits compared to construction costs	B/C ratio	0.4 - 0.5	

Comparison Matrices

Merrifield Road Low Bridge

Issue	Method of Measurement	Units	Value	Change from Base Conditions
Traffic Operations Factors				
Traffic Flow and Congestion	VHT statistics from the travel demand model	Daily vehicle hours traveled	59,023	(679)
Reduced Trip Length	VMT statistics from the travel demand model	Daily vehicle miles traveled	1,037,067	(17,717)
Project Costs				
Construction Costs	Estimated cost of construction in 2018 dollars	Dollars	\$32,000,000-\$35,000,000	N/A
Socio Economic Factors				
Roadway User Economic Analysis	Use VMT and VHT statistics to determine benefits compared to construction costs	B/C ratio	2.2 - 2.4	

Benefit Cost Summary

B/C Summary		
Crossing Location	Alternative	Cost
17th Avenue S	Low	1.9 - 2.1
Elks Drive	Low	2.6 - 3.0
32nd Avenue S	Low	3.1 - 3.5
47th Avenue S	Low	0.4 - 0.5
Merrifield Road	Low	2.2 - 2.4

MPO UNIFIED PLANNING WORK PROGRAM -UPDATE , 2018

TABLE OF CONTENTS- UPDATE SEPTEMBER, 2018				
CODE	AREA	TASK	%	COMPLETION DATE
300.1	TRANSPORTATION PLAN UPDATE AND IMPLEMENTATION	ACTIVITIES		
	2045 Street & Highway Plan	Consultant team & MPO staff scheduled Public Meeting on Wednesday, September 12th, 2018 to received feedback from public & to provide information about available street/highway funding and the share of the street/highway projects that match the funding available. These projects are based on the goals, performance measures, and public input received and focus on preserving pavements for the movement of people and freight on our national and state roads. Consulting team will provide information on the results from analysis of the new river crossing options.	60%	Dec, 2018
300.1	Transit Development Plan			
300.1	Bicycle and Pedestrian Planning Element (Update)	Received Stakeholder's comments resulting from review of Parts IV-V submitted for consideration. Addressed stakeholder's concerns. Prepared response to Part IV including preparing required maps by working with MPO Senior Planner. Prepared edits to Parts III-IV-V for final Draft. Initiated review of Part V. Prepared staff report to announce Release of Bikeway Map Application prepared by City of Grand Forks GIS Department.	85%	Dec, 2018
300	Plan Update (Travel Demand Model)	Based model is complete. No further updates (August).	100%	Dec, 2018
300.2	US 2/US 81 Skewed Intersection Study	Draft Request for Proposal is on the agenda.		
	Grand Forks Downtown Transportation Plan	The MPO released an RFP for Transportation Planning Services to advance the Downtown Transportation Plan Grand Forks and East Grand Forks. The selected firm will work with the Downtown Action Plan consultant, staff and steering committee as well as MPO staff to ensure collaboration and coordination across both efforts. Minimum deliverables include: :Parking Study Update 3rd & 4th Street Analysis University Avenue Corridor Analyses.	0%	22-Aug-18
	MN 220 N Corridor Study	The MPO received three (3) proposals from qualified Consulting Firms in response to the RFP for Transportation Planning Services for Mn 220N Corridor Study In East Grand Forks, MN. Selection Committee is currently reading/reviewing proposals to select finalist. Selection interviews will be conducted according to planned as scheduled.	2%	31-May-19
	Update Arial Photo	The 2018 imagery has been delivered.	85%	Dec, 2018
	Traffic Count Program	Vision Camera Data Collection & Traffic Analysis Enhancements Preliminary data quality audits being performed after delayed start due to factors including server replacement. No update (September).	10%	
300.5	SPECIAL STUDIES	EGF-ADA: The data has been collected. Information is being gathered to support arrangements for a public meeting and focus group to receive input on the data collected.	45%	Dec. 2018
300.6	PLAN MONITORING, REVIEW AND EVALUATION			
300.7	GIS Development			