City of Kokomo

ADA Transition Plan:
Pedestrian Facilities in the Public Right-of-Way

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INTRODUCTION

The purpose of this plan is to ensure that the City of Kokomo creates reasonable and accessible paths of travel (see "Definitions" section) in the public right-of-way for everyone, including people with disabilities. The City of Kokomo ("The City") has made a significant and long-term commitment to improving the accessibility of pedestrian facilities such as sidewalks, trails, and curb ramps. The Transition Plan (see "Definitions" section) describes existing policies and programs to enhance the overall pedestrian network while identifying barriers and prioritizing improvements that should be made throughout the City. This Transition Plan describes the existing policies and programs to enhance the overall pedestrian network, identifies intersections needing improvement, and outlines methods for implementation.

The Americans with Disabilities Act (ADA) requires all public agencies to develop an ADA Transition Plan for the installation of curb ramps (see "Definitions" section) or other sloped areas at all locations where walkways cross curbs. The plan must include a schedule for curb ramp installation and for other improvements necessary to achieve programmatic accessibility for persons with disabilities. There are two main purposes of this ADA Transition Plan:

1. To describe the curb ramp and other Pedestrian Facility (see "Definitions" section) needs in the City.
2. To outline the recommended procedures for implementing and scheduling remedial work to provide a complying system of curb ramps, pedestrian signals and sidewalks.

Legal Requirements

The Federal legislation known as the Americans with Disabilities Act or ADA (see "Definitions" section), enacted on July 26, 1990, provides comprehensive civil rights protections to persons with disabilities in the areas of employment, state and local government services, and also ensures access to public accommodations, transportation, and telecommunications. Title II specifically applies to "public entities" (state and local governments) and the programs, services, and activities they deliver. Title II Article 8, requires public entities to take several steps designated to achieve compliance. The Transition Plan shall, at a minimum include:

1. A list of physical barriers in the public entity that limits the accessibility of its programs, activities, or services to individuals with disabilities.
2. A detailed outline of the methods to be utilized to remove these barriers and make the facilities accessible.
3. A schedule for taking the necessary steps to achieve compliance with Title II
4. The name of the official responsible for the plan's implementation.

Title VI Requirements

The City of Kokomo is responsible for ensuring nondiscrimination under Title VI of the Civil Rights Act of 1964. Title VI states, "No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." Assurances within Title VI also include gender and physical handicap in the characteristics protected against discrimination. The City's Board of Works has specifically identified the City of Kokomo's ADA/Title VI Coordinator responsible for monitoring and initiating actions to ensure compliance with these Federal Regulations as:

> Carey Stranahan, City Engineer, ADA Coordinator
> 100 S. Union
> Kokomo, IN 46901
> T: (765) 456-7400
> F: (765) 456-7572
> E: DETIS@cityofkokomo.org

Executive Order 12989, issued in 1994, further amplifies Title VI requiring "Environmental Justice" as part of its mission "by identifying and addressing, as appropriate, disproportionately high or adverse human health and environmental effects of its programs, policies, and activities on minority populations and low-income populations." Further, planning regulations 23 CFR 450.316 (a)(1)(vii) requires the need of those traditionally underserved by existing transportation services, such as low-income and minority households that may face challenges accessing employment and other services, be sought out and considered.

City of Kokomo ADA Responsibility

The City has various responsibilities under Title II of the ADA. Title II of the ADA is similar to Section 504 of the Rehabilitation Act of 1973, but differs in that Section 504 applies only to government agencies that receive federal financial assistance. The purpose of Section 504 is to ensure that no otherwise qualified individual with disabilities shall, solely by reason of disability (see "Definitions" section) be discriminated against under any program or activity receiving federal financial assistance. The City has been subject to and operating under the requirements of Section 504 for many years.

Title II also mandates that municipal governments may not require eligibility criteria for participation in programs and activities that would screen persons with disabilities, unless it can be proven that such requirements are necessary for the mandatory provision of the service or program. A public entity (see "Definitions" section) must reasonably modify its policies and procedures to avoid discrimination toward disabled residents. Nevertheless, if the public entity can demonstrate that a modification fundamentally would alter the nature of its service, it would not be required to make that modification. Title II also discusses the use of auxiliary aids necessary to enable persons who have visual, hearing, mobility or similar impairments to gain access to programs and activities provided by the City so as to make an appropriate reasonable accommodation.

The lone exception to these requirements would be because of undue hardship. Undue hardship is defined in the ADA as an "action requiring significant difficulty or expense" (see page 24) when considering the nature and cost of the

City of Kokomo
ADA Responsibility

accommodation in relation to the size, resources and structure of the specific operation. Undue hardship is determined on a case-by-case basis.

A public entity also is required to designate a person to be responsible for coordinating the implementation of ADA requirements and for investigating complaints of alleged noncompliance. At the time of the ADA Transition Plan preparations, for the intent of this portion of the ADA Transition Plan that relates to streets, sidewalks, public rights-of-way, and the planning preparations for intersection remediation is:

Carey Stranahan, City Engineer, ADA Coordinator
100 S. Union
Kokomo, IN 46901
T: (765) 456-7400
F: (765) 456-7572
E: DETIS@cityofkokomo.org

City of Kokomo
Grievance Procedure

The City of Kokomo, by and through its Human Rights Commission, will take prompt and reasonable actions to thoroughly investigate all complaints filed. Any individual who believes he/she has been subjected to discrimination, may file a complaint with the Kokomo Human Rights Commission. The complaint form can be found on the City of Kokomo's website at **http://www.cityofkokomo.org/departments/human_rights_commission.php**, and under Attachement C at the end of this document.

For the complaint to be considered, the complainant must comply with the following requirements:

1. It must be filed within 90 days from the date of the alleged discriminatory practice;
2. It must state the full name and address of the complainant; the full name and address of the person, employer, employment agency, labor organization, real estate broker, financial institution or educational institution (i.e. the respondent) against whom the complaint is made;
3. It must state the alleged discriminatory practice and include a statement of particulars thereof;
4. It must state the date or dates of the alleged discriminatory practice, or, if the alleged discriminatory practice is of a continuing nature, the dates between which said continuing acts of discrimination are alleged to have occurred;
5. It must state whether the complainant has instituted any other action, civil or criminal, against the respondent in any other forum based upon the same grievance as is alleged in the complaint and include a statement as to the status or disposition of such other action.
6. It must be signed and verified before a notary public or any other person duly authorized by law to administer oaths and take acknowledgments.
7. It must be served upon the respondent within ten days of the filing of the complaint with the Commission.

City of Kokomo Grievance Procedure

The Commission will make a prompt and full investigation of each complaint that is properly filed with it in accordance with the procedures outlined in Kokomo Ordinance § 33.20.

If at the conclusion of the investigation, a complainant is dissatisfied with the final resolution of the complaint, he/she may appeal the decision under I.C. 4-21.5 or file a complaint with the following:

> Department of Justice
> Federal Coordination and Compliance Section – NWB
> Civil Rights Division
> U.S. Department of Justice
> 950 Pennsylvania Avenue, N.W.
> Washington, D.C. 20530

Non-Discrimination Notice

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

Employment

The City of Kokomo does not discriminate on the basis of disability in its hiring or employment practices and complies with all regulations promulgated by the U.S. Equal Employment Opportunity Commission under Title I of the ADA.

Effective Communication

The City of Kokomo will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in Kokomo's programs, services, and activities

Policy & Procedure Modifications

The City of Kokomo will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all of its programs, services, and activities.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies and programs to participate in a program, service, or activity of the City of Kokomo, should contact Carey Stranahan – City Engineer / ADA Coordinator, 100 S. Union, Kokomo, IN, 46901, 765-456-7400, as soon as possible but no later than 48 hours before the scheduled event.

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

Complaints that a program, service, or activity of the City of Kokomo is not accessible to persons with disabilities should be directed to Carey Stranahan – City Engineer / ADA Coordinator, 100 S. Union, Kokomo, IN, 46901, 765-456-7400. See Kokomo's Grievance Procedure.

The City of Kokomo will not place a surcharge on a particular individual with a disability, or any group of individuals with disabilities, to cover the cost of providing auxiliary aids/services or reasonable modifications of policy, such as retrieving items from locations that are open to the public but are not accessible to persons who use wheelchairs.

DEMOGRAPHICS

Listed in this section are basic statistics for the demographic findings in Kokomo. All data used in this section was drawn from the United States Census Bureau's online reference tool American Fact Finder, from the 2014 American Community Survey. Although some statewide statistics are included, these statistics generally cover citywide statistics and not a detailed analysis of all the demographic findings.

General Information

According to the certified amount from the United States Census Bureau in 2015, the City of Kokomo's total population is 58,062. Due to recent annexations, this updated population number brings Kokomo into close comparison to close comparison by population to cities such as Terre Haute, Noblesville, and Anderson.

Gender Comparisons
The analysis of the role of gender in the comparison of Kokomo, Anderson, Noblesville and Terre Haute provided no distinguishable trend that would apply to ADA or Title VI. Shown in Figure 5.1, Noblesville had a relatively low difference between the percentages of men vs. women (1.4%), while Kokomo had the most drastic difference between the two main gender groups (4.3). The closest distribution to the average distribution of the State of Indiana is Noblesville with 0.1% more or less than the State's average.
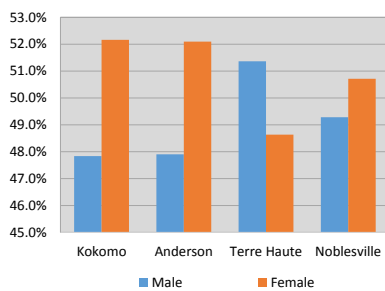
Figure 5.1 - Gender Comparisons

Race & Ethnicity Comparisons
The City of Kokomo's diversity is much like any other city in Indiana. As one can see in Figure 5.2 & 5.3, Kokomo and Indiana have very similar diversity breakdown. The below average percentage of "Hispanic or Latino," and "Asian Alone" category in Kokomo compared to State's percentage pertains to the importance of Title VI. Other differences include a larger percentage of people who fall into the "White" and "Black or African American" categories in Kokomo than that of the State's ethnicity breakdown.
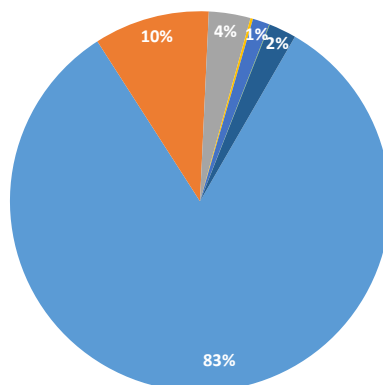
Figure 5.2 - Kokomo's Ethnicity   **Figure 5.3 - Indiana's Ethnicity**
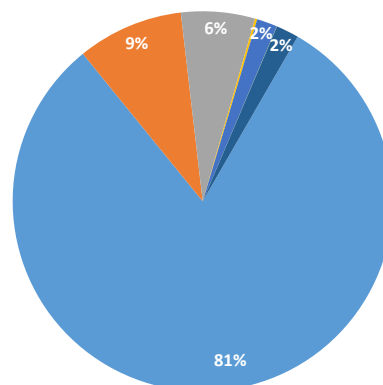
Education Attainment Comparisons

Analyzing the City's educational attainment (25 year old & older) with the comparable cities of Terre Haute, Noblesville, and Anderson showed that Kokomo, Anderson, and Terre Haute have a similar educational attainment while Noblesville has more residents with higher degrees (Figure 6.1). Comparing the differences of educational attainment of the four cities shows that almost half of Noblesville's population has either a bachelor's degree or higher, while Kokomo, Anderson, and Terre Haute's population is strongly made up of residents with a High School diploma or equivalent. A city's proximity to higher education, jobs, services, and a heightened quality of life might draw more residents with a higher educational attainment than cities that do not offer these amenities.
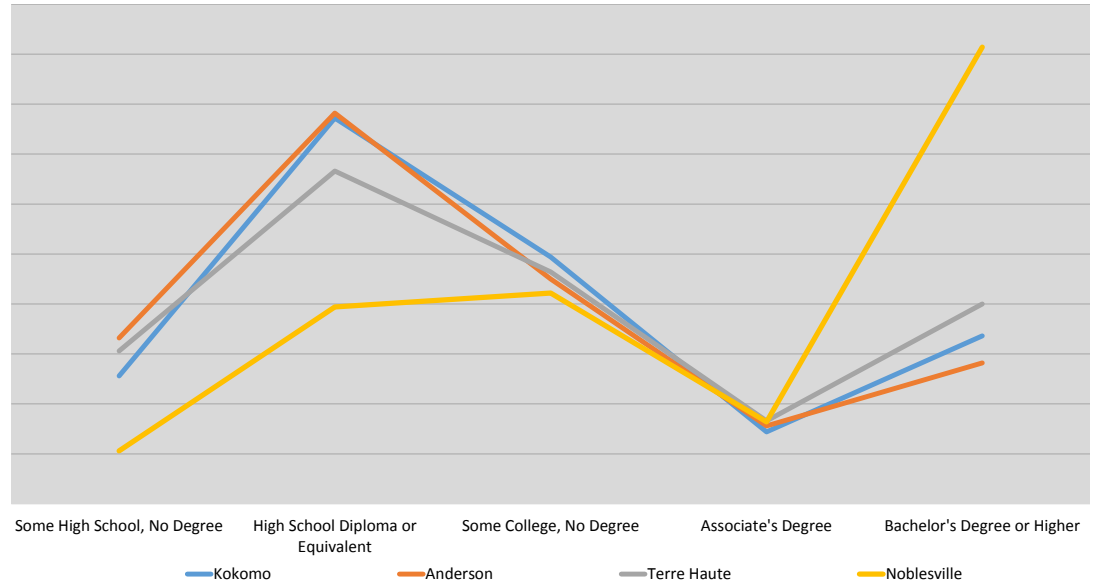
Figure 6.1 - Educational Attainment Comparisons

Terre Haute, Kokomo and Anderson are home to Rose-Hulman Institute of Technology, Indiana State University, Indiana University Kokomo, and Anderson University, while Noblesville is within close proximity to Anderson University, Ball State University, and higher education in the Indianapolis Metropolitan Region (Butler University, IUPUI, and 14 other schools). Noblesville is the closest city to Indianapolis of the cities compared, which also provides a tighter cluster of jobs, services, and quality of life aspects than cities further removed than the Indianapolis Metropolitan Region.

General Information

Income Comparisons

Similar to the results of the education attainment analysis, Kokomo, Anderson, and Terre Haute have similar household incomes to each other, while Noblesville has a generally higher percentage of their population with a higher income. In comparison to Anderson and Terre Haute, Kokomo has a smaller percentage of households with an income of less than $25,000 and a larger percentage of households with an income of more than $100,000.
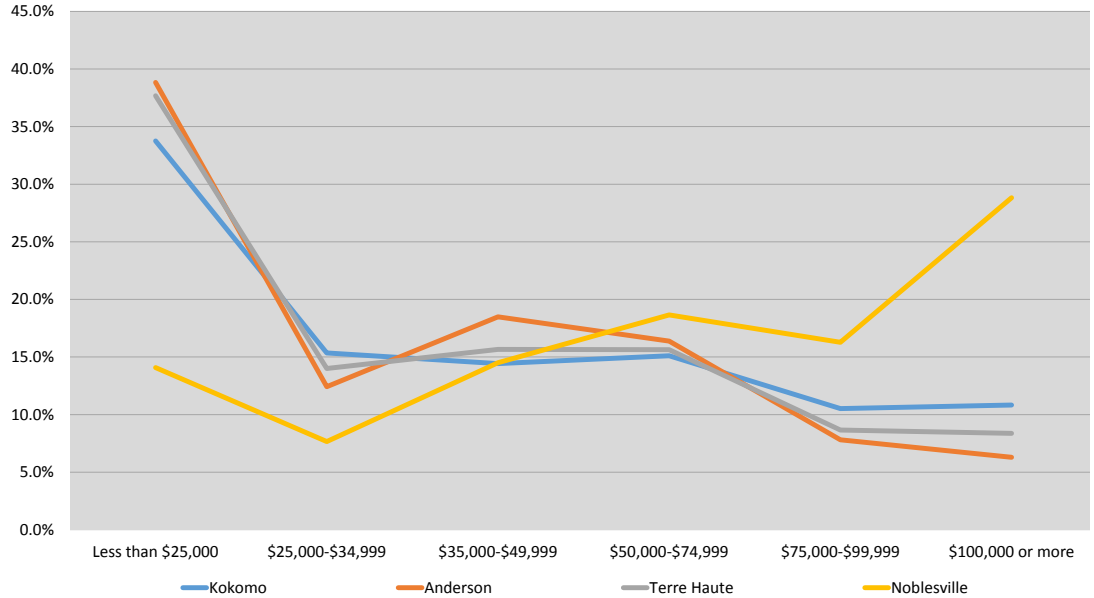
Figure 7.1 - Income Comparisons

To compare the four cities with the median household income of the state of Indiana ($48,737), Noblesville surpassed the state's median household income ($67,939), while Kokomo, Anderson, and Terre Haute saw median household incomes less than that of the state of Indiana. Between Kokomo, Anderson, and Terre Haute, Kokomo had the highest median household income at $35,690, while Terre Haute and Anderson's median household income averaged $33,500.

Age Group Comparisons

Figure 7.2 illustrates the City's age distribution compared to the state of Indiana's distribution. The City's age distribution is very similar to that of Indiana's in many age groups with only a few differences. In comparison to the average of the state of Indiana, Kokomo has a below average amount of people in the 10-19 and 40-49 age groups. The difference between Kokomo's average and the State's average on these two age groups are about 2%. To put this percentage into perspective, 2% amounts to about 1,000 people in this instance.

Alternatively, the City's percentage of residents 60 years old or older is larger than Indiana's average in the same category by a difference of 4%. To put this percentage into perspective, the average city in Indiana the exact size of Kokomo would have 2,000 less people in the 60 years old or older category than Kokomo.
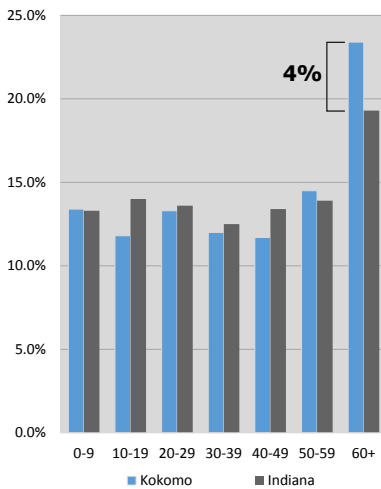
Figure 7.2 - Age Group Comparisons

General Information

Looking at Kokomo's Age Groups in comparison to the average of Anderson, Terre Haute, and Noblesville, Kokomo has 2.5% more people in the age group of 50-59 (12% vs 14.5%), and 5.4% more people in the age group of 60 years old or older (18% vs 23.4%). This information further proves that Kokomo has a growing number of people who will need improvements to city infrastructure such as curb ramps, sidewalks, and increased crossing times to remain independant. The following subsection will cover how the growing percentage of the population 60 years old or older dramatically changes infrastructure needs within a city.

Aging in Place

According to the Centers for Disease Control and Prevention the term "aging in place" is defined as "The ability to live in one's own home and community safely, independently, and comfortably, regardless of age, income, or ability level. This term applies to many different aspects of everyday life including housing, community resources, employment, and transportation. According to the Partners for Livable Communities, there are "more than 35 million Americans age 65 and older and is expected to rise to nearly 55 million by the year 2020." This further highlights a need to take preventative measures to make sure that public infrastructure suits everyone and not just the young and able-bodied. Many of Kokomo's residents will wish to age in place and will also have limited mobility. To address the needs of these residents, as well as other residents who have limited mobility, the city will install more curb ramps and improve existing non-compliant curb ramps at pedestrian crossings. This makes it possible for elderly residents to safely access sidewalks by different means of transportation which the ADA notes as including wheelchairs, scooters, and walkers. This creates more opportunities for sidewalk access making aging in place more likely as it also improves safety for all residents with limited mobility.

Disability in Kokomo

More than 10,000 Kokomo residents are estimated to have some form of disability including hearing, vision, and cognitive difficulties as well as ambulatory, self-care, and independent-living difficulties. More than 18% of Kokomo residents are, therefore, estimated to have some form of disability with just over 4% of residents estimated as having some form of ambulatory difficulty. The majority, over 6,000 people who live with some form of disability in Kokomo, are under the age of 65. Kokomo's rate of disability (18.7%) is similar to that of Terre Haute (17.4%) and Anderson (21%) but higher than that of Noblesville (8.2%).

BARRIER REMOVAL METHODS

The result from both the Preliminary and Detailed Evaluation methods is to analyze the existing characteristics of the City of Kokomo's intersections in regard to ADA accessibility. The City utilizes many different approaches in removing barriers in the public right-of-way, including pro-actively identifying and eliminating the barrier, responding to public complaints, and ensuring the appropriate design and build-out of new construction following the most recent design guidelines.

Design Standards

This section of the ADA Transition Plan summarizes guidelines that the City of Kokomo will use to build new and prioritize current sidewalks, curb ramps, and crosswalks within the public right-of-way. Pedestrian facilities can be built to the details below to become ADA compliant (see "Definitions" section).

Pedestrian Access Route

Per R204 of the Proposed Accessibility Guidelines for Pedestrian Facilities within Public Right of Way (otherwise known as PROWAG, see "Definitions" section for definition), "a pedestrian access route is a continuous and unobstructed path of travel provided for pedestrians with disabilities within or coinciding with a pedestrian circulation path (see "Definitions" section) in the public right-of-way. Pedestrian Access Routes in the public right-of-way ensure that the transportation network used by pedestrians is accessible to pedestrians with disabilities. Pedestrian Access Routes must be provided within sidewalks, and other pedestrian circulation paths located in the public right-of-way; such as pedestrian street crossings, and at-grade rail crossings, including median and refuge islands; and overpasses, underpasses, bridges and similar structures that contain pedestrian circulation paths" (see page 22). The PROWAG also provides guidance on determining the scope of areas to be evaluated for compliance. Per the Technical provisions of the PROWAG, the sidewalk PAR must meet the following general criteria:

   R302.3 – Continuous width
   R302.4 – Passing spaces
   R302.5 – Grade (running slope)
   R302.6 – Cross slope (see "Definitions" section)
   R302.7 – Surfaces

Ramp Width
Requirements: Per R304.5.1, the clear width of curb ramp runs (excluding any flared sides), blended transitions (see "Definitions" section), and turning spaces shall be 4 feet minimum.

Design Standards

Pedestrian Access Route

Addressing the Issue: Ramp width could be limited by adjacent right of way (ROW) availability, obstructions, or simply have been constructed too narrow to meet current requirements. If unobstructed area is available within the ROW, the ramp can be widened by replacing or addition of pavement. If ROW or an obstruction is a limiting factor, a different ramp configuration may alleviate the problem. If not, the ramp or obstruction may need to be relocated, or ROW may need to be obtained.

Figure 12.1 - Sidewalk found along Indiana Avenue with improper passing width.

Sidewalk Width
Requirements: Per R302.3, the continuous clear width shall be 4 feet minimum exclusive of the width of curb. 5 feet passing spaces must be provided every 200 feet minimum. This provides greater flexibility to the pedestrian to accommodate changes in direction, passing movements, and turning space. See also the "Obstructions and Protrusions" section.

Addressing the Issue: Where ROW is available, sidewalk width can be corrected by widening the sidewalk to at least the minimum requirement. Where space is a constraint, widening the sidewalk width at obstructions to allow for passing width or relocate the obstruction to allow for the minimum width for Pedestrian Access Route. All plans require review by the Engineering Department of the City of Kokomo.

Figure 12.2 - These traffic signal and utility poles at the corner of Walnut and Philips Streets are good examples of a fixed obstruction.

Obstructions, Protrusions, and Utility Considerations
Requirements: Per R402.2, protruding objects are those objects with leading edges more than 2.25 feet and not more than 6.7 feet above the finish surface, which protruded more than 4 inches horizontally into pedestrian circulation paths. Per R210, street furniture and other objects may not reduce the minimum clear width of the PAR. These items would be considered an obstruction of the continuous clear width provided.

Addressing the Issue (ramps): Fixed obstructions may be costly to address as they generally occur with utilities and may require relocation or purchase of right-of-way from adjacent landowners. For these items, a work-around solution is often preferred. These may include widening a small portion of sidewalk where possible or providing an equivalent alternate route.

Figure 12.3 - This car is a perfect example of a movable obstruction hindering pedestrian access to the sidewalk.

Addressing the Issue (sidewalks): Movable obstructions may include street furniture, signage, parked cars, and even trash collection bins. Vegetative obstructions can be managed with routine maintenance and by encouraging homeowner participation in maintaining a clear right-of-way. Per the City Code, Sec. 66-60, 'it is unlawful for the owner or occupant of any lot or tract of land to allow the branches or foliage of any trees, shrubs, or bushes growing on the lot or tract of land to hang down or out over a street, alley, or sidewalk within ten feet of the surface of the street, sidewalk or alley.' The City of Kokomo Inspection Services Division is tasked with notifying the owner/occupant of the violation. Fixed obstructions may be costly to address as they generally occur with utilities and may require relocation and purchase of right-of-way from adjacent landowners. For these items, a work-around solution is often preferred. These may include widening a small

Design Standards

Pedestrian Access Route

portion of sidewalk where possible or providing an equivalent alternate route.

Landings/Turning Spaces

Requirements: Per R304.2 and R304.3, a turning space of 4 feet by 4 feet minimum shall be provided at the top of the curb ramp and is recommended to overlap other turning spaces and clear spaces. Where the turning space is constrained at the back of a sidewalk, the turning spaces shall be 4 feet by 5 feet minimum. The 5 feet dimension shall be provided in the direction of the ramp run. Additionally, per R304.5.5, beyond the bottom grade brake (see "Definitions" section), a clear space of 4 feet by 4 feet minimum shall be provided within the width of the pedestrian street crossing and wholly outside the parallel vehicle travel lane. For parallel ramps (R304.3), this means at the bottom of the ramp behind the curb line (see "Definitions" section). Diagonal ramps must also accommodate this turning space within the crosswalk and wholly outside the vehicle travel lanes. Per R304.5.3, the cross slope of curb ramps, blended transitions, and turning spaces shall be 2 percent maximum.

Addressing the Issue: Non-compliant landings can be caused by a number of factors including but not limited to, construction tolerances, design inconsistencies, construction prior to current standards, adjacent buildings or obstructions, or limited ROW. Possible solutions may include:

- Constructing new landing and turning spaces adjacent to top of ramp
- Creating a combination ramp to accommodate misaligned landing
- Increasing slope of the adjacent sidewalk panels past the top landing
- Replacing blended transitions with curb ramp to increase available space for landing
- Incorporating returned curbs or retaining wall to avoid adjacent obstructions or limited ROW

Figure 13.1 - This corner of Sycamore and Union Streets illustrates an adequate amount of space needed for a landing, passing, or turning (the clear space at the top of both curb ramps).

Design Standards

Curb Ramp Types

Figure 14.1 - This blended transition found at Apperson Way and Markland Avenue is also a diagonal curb ramp

Figure 14.2 - Diagonal curb ramp found at Sycamore Street and Dixon Road.

Curb ramp types are classified based on the orientation of the ramp to the adjacent curb. As stated in Advisory R304.1 of the PROWAG, the following types of curb ramps exist:

Perpendicular Curb Ramp – Includes a running slope that cuts through or is built up to the curb at right angles or meets the gutter break at right angles where the curb is curved.

Parallel Curb Ramp – Includes running slopes of two ramps that are in-line with the direction of the curb and sidewalk. In between the two ramps is the landing/turning spaces, and the detectable warning.

Blended Transition – Characterized as a ramp that runs in an array of directions to achieve a transition between the sidewalk and the street.

Diagonal Curb Ramp – Per R207.2, where existing physical constraints prevent compliances with R207.1, a single diagonal curb ramp shall be permitted to serve both pedestrian street crossings. This type of ramp configuration can use any of the above ramp types as both directions of the PAR. Diagonal curb ramps are not the preferred method of construction due to lack of directional cues for people walking, safety concerns with people driving misconstruing the intended direction of people walking, and the safety concern of people in wheelchairs utilizing the street as turning radius to align themselves with their intended PAR.

Figure 14.3 - Perpendicular curb ramp found at Union and Mulberry Streets.

Figure 14.4 - This parallel and diagonal curb ramp can be found at the intersection of Sycamore and McCann Streets.

Curb Ramp Design

Requirements: Per R304.2.2, the running slope of the curb ramp shall cut through or shall be built up to the curb at right angles or shall meet the gutter grade break at right angles where the curb is curved. The running slope of the curb ramp shall be 5% minimum and 8.3% maximum but shall not require the ramp length to exceed 15 feet. Additionally, the counter slope of the gutter or street shall be 5% maximum. Per R304.5.3, the cross slope of curb ramps, blended transitions, and turning spaces shall be 2% maximum. At pedestrian street crossings without yield or stop control and at midblock pedestrian street crossings, the cross slope shall be permitted to equal the street or highway grade.

Design Standards

Curb Ramp Design

Per R304.5.2, grade breaks at the top and bottom of curb ramp runs shall be perpendicular to the direction of the ramp run. Grade breaks shall not be permitted on the surface of ramp runs and turning spaces. Surface slopes that meet at grade breaks shall be flush.

Addressing the Issue: Non-compliant ramp slopes can be caused by a number of factors including but not limited to, construction tolerances, design inconsistencies, construction prior to current standards, steep roadway grades, adjacent buildings or obstructions, or limited ROW. Possible solutions may include:

- Extending the rise of the ramp over a longer run
- Creating a combination ramp
- Increasing slope of adjacent sidewalk panels past the top landing
- Incorporating returned curbs or retaining wall to avoid adjacent obstructions or limited ROW

Flares
Requirements: Per R304.2.3, where a pedestrian circulation path crosses the curb ramp, flared sides shall be sloped 10% maximum, measured parallel to the curb line.

Addressing the Issue: Non-compliant flare slopes or configurations can be caused by a number of factors including but not limited to, construction tolerances, design inconsistencies, construction prior to current standards, adjacent buildings or obstructions, or limited ROW.
Possible solutions may include:

- Extending the rise of the flare over an appropriate run
- Using a returned curb instead of flare
- Replacing flare and removing curb as necessary to accommodate corrected flare.

Figure 15.1 - The corner of Union and Mulberry Streets show a proper use of detectable warning.

Detectable Warnings
Requirements: Per R208, detectable warning surfaces indicate the boundary between pedestrian and vehicular routes where there is a flush rather than curbed connection. Detectable warning surfaces shall be provided at the following locations:

- Curb ramps and blended transitions at pedestrian street crossings;
- Pedestrian refuge islands (unless at street level and less than 6 feet in length);
- Pedestrian at-grade rail crossings not located within a street or highway;
- Transit stops

Detectable warnings should not be provided at crossings of residential driveways as the pedestrian ROW continues across residential driveway aprons. They should be provided at high traffic commercial driveways provided with yield or stop control since these function primarily to roadways, such as those found at large commercial centers. Per R305.1,

Design Standards

Curb Ramp Design

Figure 16.1 - Webster and Taylor Streets shows a lack of detectable warning devices.

Figure 16.2 - Union and Sycamore Streets shows a proper technique to prevent drainage issues at the ramp.

Grade Changes

detectable warning surfaces shall extend 2 feet minimum in the direction of pedestrian travel. At curb ramp and blended transitions, detectable warning surfaces shall extend the full width of the ramp run (excluding any flared sides), blended transition, or turning space. Additionally, per Advisory R305.2, some detectable warning products require a concrete border for proper installation. The concrete border should not exceed 2 inches.

Addressing the Issue: Retrofit detectable warning kits are available for use on ramps where all other criteria are compliant. If detectable warning plate does not extend full width or depth, they can be removed and replaced along with any concrete damaged by the operation. Steel, HDPE, or cast iron products provide greater durability for the truncated domes. Using these products in lieu of a brick or cast concrete panel may minimize plow damage and wear of truncated domes.

Drainage
Requirements: According to the FHWA publication Designing Sidewalks and Trails for Access, "poor drainage at the bottom of a curb ramp is inconvenient to all pedestrians. It is a particular nuisance for people who rely on the curb ramp for access and who will, therefore, not be able to avoid the area. When the water eventually dries up, debris, which further impedes access, is usually left at the base of the ramp. In cold weather locations, water that does not drain away can turn into slush or ice, creating a more hazardous situation."

Addressing the Issue:
Best practices for avoiding drainage issues include locating drainage structures on the uphill side of ramps, locating low points 6 feet or more from the ramp, 'tabling' the intersection slightly where tying into ramps, designing gutter slopes with continuous flow to carry water past the foot of ramps, eliminating changes in level at the gutter line, and maintaining inlets and gutters to ensure adequate flow during rain events.

Sidewalk Running Slope
Requirements: Per R302.5, the sidewalk running slope of the PAR shall be equivalent to the grade of the adjacent street up to 5% maximum.

Addressing the Issue: For running slopes of over 5% (were not adjacent to roadways exceeding that), potential solutions may include:

• Lowering grade
• Removing and regarding adjacent shallowly sloped panels to spread the slope over a greater run and achieve a more even, compliant slope throughout
• Installation of handrail and landings per PROWAG requirements for areas between 5% and 8.3%, where a more cost effective measure cannot be implemented to due to grade, right-of-way, or adjacent fronting buildings.

Design Standards

Grade Changes

Changes in Level/Surface Condition

Requirements: Per R302.7, the surface of the PAR shall be firm, stable, and slip-resistant. Grade breaks shall be flush. Vertical surface discontinuities (see "Definitions" section) shall be 1/2 inch maximum with those between 1/4 and 1/2 inch being beveled at slope not steeper than 50% across the entire discontinuity. Horizontal openings such as grates and joints may not exceed 1/2 inch. Elongated openings should be placed perpendicular to the dominant direction of travel.

Addressing the Issue: Changes in level and surface condition are a common problem as infrastructure ages. Temporary fixes of high hazard areas can be implemented to promote the safety of all users while long-term solutions are set into action. Public input is particularly important in locating hazardous areas as they occur. In general, the following solutions can address changes in level and surface condition.

Sidewalk and Ramp Level Changes
   • Temporary placement of concrete or asphalt to ramp from adjacent surface or sidewalk panel
   • Grinding edge at surface changes of up to 1/2 inch to achieve allowable bevel
   • Replacement of ramp panel or gutter
   • Replacement of concrete sidewalk panel where right-of-way is available, route sidewalk around large trees to avoid further heaving

Ramp Surface Condition
   • Replacement of damaged ramp or sidewalk panel
   • Maintenance to keep free vegetation and debris
   • Avoid inclusion of depressed grooves in future projects to limit freeze/thaw and debris problems associated with the groves
   • If asphalt surface (such as multi-use trail) creates barrier, mill and overlay with new asphalt surface
   • Maintenance to keep free of vegetation and debris

Figure 17.1 - These steps leading into the street at Lafayette Circle and Columbus Boulevard is an extreme case of non-compliant grade changes.

Figure 17.2 - This sidewalk and curb ramp is another example of non-compliant grade changes due to poor surface condition.

15

Design Standards

Cross Slope

Requirements: Per R302.6, the cross slope of the sidewalk PAR shall be 2% maximum. Exceptions to this rule occur only at pedestrian street crossings without yield or stop control or mid-block crossings.

Addressing the Issue: For cross slopes of over 2%, potential solutions may include:

• Lowering grade
• Removing and regarding adjacent tree lawn to achieve a compliant slope throughout.
• Providing a compliant cross slope area at required clear width to accommodate PAR and create steeper transitional area between PAR and curb. Often referred to as the furnishings zone.
• Installation of curb or retaining walls in areas where grading cannot be implemented due to right-of-way, or adjacent fronting buildings. This illustration from FHWA publication Designing Sidewalks and Trails for Access shows the divisions of sidewalk width by function-furnishings zone, pedestrian zone, and frontage zone. Understanding these zones and the role of the Pedestrian Access Route may be useful in developing solutions to cross slope issues in areas throughout Kokomo.

Overall Compliance

The regulations mentioned are useful in identifying trends in the deficiencies as a means to prevent them from occurring in new construction. However, the goal of this Transition Plan is to list the physical barriers in the City's ROW facilities that limit the accessibility and, therefore, it is necessary to look at each location as a whole to determine overall compliance in order to provide a detailed outline of the methods to be utilized to remove these barriers and make facilities accessible.

METHODOLOGY

The City of Kokomo acknowledges many different aspects when prioritizing which intersections need remediation before intersections in other locations. In order to sort through intersection data and create priorities for remediation, the City of Kokomo listed the aspects below as important (not in any particular order of importance):

- ADA Compliance Evaluation
- Intersection Classification
- Sidewalk Availability
- Transit Availability

ADA Compliance Evaluation

The City of Kokomo used a modified data system used by the Michiana Area Council of Governments (MACOG) to compile data collected during preliminary and detailed evaluations. Initially, the MACOG system was used blindly to create an remediation action plan, until a flaw was found in the MACOG system. Within the self-evaluation step of creating this Transition Plan, the inaccuracy of the MACOG system became evident with 3-way and 5-way intersections. Many 3-way and 5-way intersections that seemed to be very accessible were marked as either non-compliant (3-way) or more than compliant (5-way) because the MACOG system allows and rates intersections based on a 4-way intersection model. The City modified their results from the MACOG data system after finding this error in the system. By rating and prioritizing the intersections that were not 4-way intersections based on rules from the MACOG data system, we were able to accurately analyze all of the City of Kokomo's intersections.

Inventory Method

The City has two methods of identifying and assessing obstacles in the public right-of-way: a Preliminary Evaluation and a Detailed Evaluation. The barriers used in the evaluations are based on the Accessibility Guidelines for Pedestrian Facilities in the Public Right of Way (ADA Guidelines) from the U.S. Architectural and Transportation Barriers Compliance Board. All inventory data is recorded into an Access database that identifies intersections for detailed evaluation.

Preliminary Evaluation

The Preliminary Evaluation process quickly determines the possibility of compliance. A majority of intersections in Kokomo were evaluated using the Preliminary Evaluation method. The purpose of this type of evaluation is to determine which intersections are obviously non-compliant to the ADA Guidelines and to get a comprehensive overview of the complete pedestrian network. The preliminary inventory evaluates three (3) criteria for curb ramps and three (3) criteria for sidewalks and each question in answered with a simple "yes" or "no."

ADA Compliance Evaluation

Preliminary Evaluation

Grading Criteria

Curb Ramps
1. Is there a curb ramp?
2. Does the curb ramp have a color contrasting detectable warning?
3. Does the curb ramp have a clear landing at the top of the ramp?

Sidewalks
1. Is there a continuous clear space for pedestrian access?
2. Does the sidewalk appear to provide adequate passing zones?
3. Does the sidewalk appear to be smooth without grade breaks?

The Preliminary Evaluation utilizes aerial and street-level photography to view each intersection. The criteria used can be seen on these images and are key design components to determine the possibility of ADA compliance. If the curb ramps and sidewalks do not meet the criteria, then that intersection does not need further evaluation because it is non-compliant with the ADA Guidelines. If a majority of the criteria questions were answered "yes," then that intersection would be "potentially compliant" and would need a Detailed Evaluation to determine if it fully complies with the ADA Guidelines. Out of the "potentially compliant" intersections, 100 were chosen to be given a detailed evaluation.

Detailed Evaluation

The Detailed Evaluation process requires field measurements at the intersection of specific physical attributes, such as width, running slope, and gaps in the curb ramp or sidewalk to determine compliance to ADA Guidelines. For a description of the identified barriers see Attachment A. Once data is collected from the site, it is recorded on an intersection analysis sheet which is filed into both the Access database and a physical paper copy in a binder. The Access database considers all the information and assigns the intersection a prioritization grade ranking "A" as the most compliant through "D" as the least compliant.

ADA Compliance Grade

Between both evaluation types, the compliance of each intersection is given a letter grade. The ranking of "A" consists of being the most compliant, while a letter grade of "D" is considered to be the least compliant on the spectrum. This letter grade system was borrowed from the MACOG system. To put the ranking system simply, the numbered list below ranks the intersections as most compliant to least compliant. The map on the next page illustrates how these intersection types are dispersed throughout the city of Kokomo.

1. A
2. B
3. C
4. D

ADA Compliance Evaluation

MAP KEY

- 🟩 A
- 🟨 B
- 🟧 C
- 🟥 D
- ⬜ Needs Re-evaluation
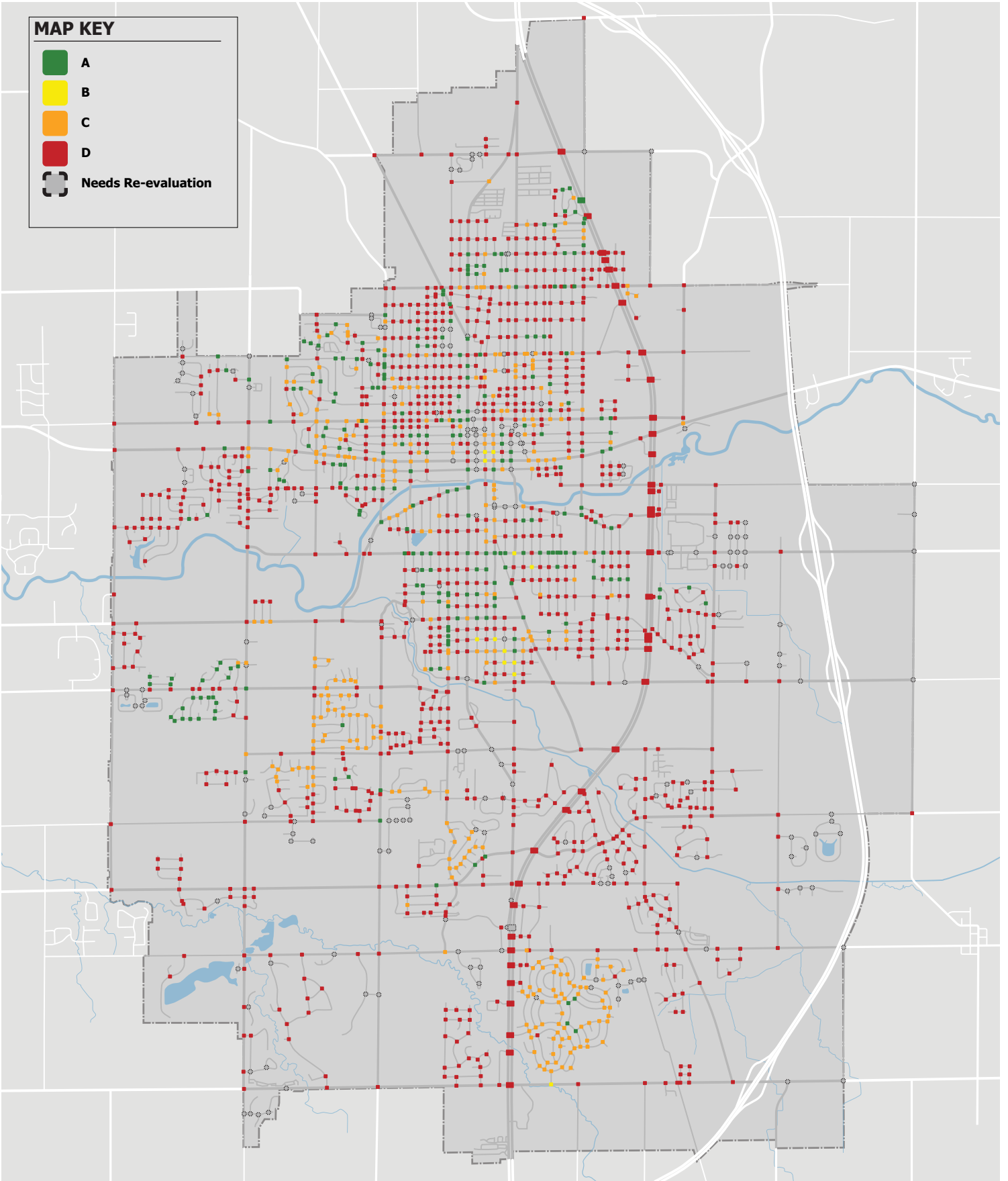
Intersection Classification

As one would expect, there are many different ways to analyze intersections within a city. In the case of finding ways to prioritize intersections based on adjoining roadway classifications, we have to look at what types of roadway classifications there are in Kokomo, and their association with other roadway classifications. Below is a list of all possible roadway classifications in Kokomo:

- Primary Arterial (P)
- Minor Arterial (M)
- Collector (C)
- Local (L)
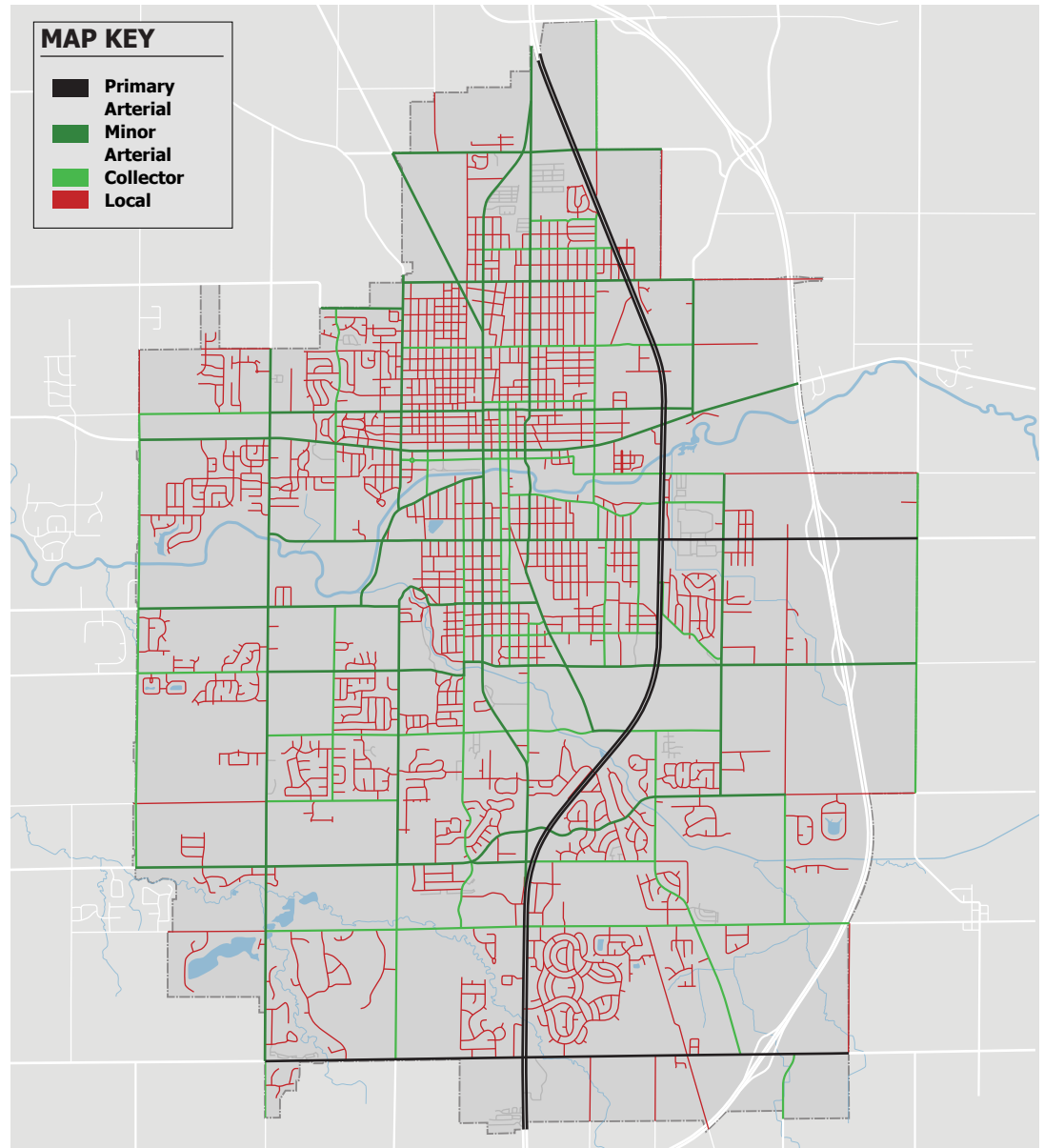
The map above illustrates where each roadway classifcation type is located within the city of Kokomo.

Intersection Classification

With 4 different roadway classifications available in the City of Kokomo, one can see that there is a possibility of 10 different types of intersections when it comes to ranking them based on roadway classification. In the [Figure #], the intersection type matrix shows all possibilities within Kokomo (darkened cells represent a repeated type). Based on that information, one can deduce that an intersection classified as "LL" (intersection of two local streets, think of the intersection of a cul-de-sac and another neighborhood street), is vastly different than one classified as "PP" (intersection of two primary arterial streets, think of the intersection of SR931 and Markland Avenue).

	Primary Arterial	Minor Arterial	Collector	Local
Primary Arterial	PP	PM	PC	PL
Minor Arterial	PM	MM	MC	ML
Collector	PC	MC	CC	CL
Local	PL	ML	CL	LL

"LL" INTERSECTION OF CONTI LANE AND CHARTRES COURT

"PP" INTERSECTION OF MARKLAND AVENUE AND SR931

In this analysis, an intersection is where two types of roadway classifications intersect. Using this type of matrix for roadway classifications makes it simple to decide how to prioritize the many different types of intersections. In the chart below, the type of intersection that is ranked highest is colored dark green and the lowest ranked is colored yellow. This table reflects how intersection class will be ranked in this Transition Plan:

	Primary Arterial	Minor Arterial	Collector	Local
Primary Arterial	PP	PM	PC	PL
Minor Arterial	PM	MM	MC	ML
Collector	PC	MC	CC	CL
Local	PL	ML	CL	LL

Intersection Classification

To put the Intersection Classification model in a ranked list form (regarded as highest priority intersection for remediation to lowest priority intersection for remediation):

1. PP – intersections of two primary arterials
2. PM – intersections of a primary arterial and a minor arterial
3. PC & MM – intersections of a primary arterial and a collector, and intersections of two minor arterials
4. PL & MC – intersections of a primary arterial and a local, and intersections of a minor arterial and a collector
5. ML & CC – intersections of a minor arterial and a local, and intersections of two collectors
6. CL – intersections of a collector and a local
7. LL – intersections of two local streets

The map on the next page illustrates the location of the varying Intersection Classifcations in Kokomo. The largest share of intersections are classified as LL, while the fewest intersections are classified as PP. Inversely, the intersections with the highest priority are intersections classified as PP and the lowest priority intersections are classified as LL. The table below breaks down the number of intersections per classification, while the pie chart illustrates the share of each classificaton for the entire roadway network of Kokomo.

Classification	Count
PP	2
PM	11
PC	11
MM	47
PL	42
MC	65
ML	288
CC	34
CL	304
LL	1064

Intersection Classification

MAP KEY

- ■ PP
- ■ PM
- ■ PC or MM
- ■ PL or MC
- ■ ML or CC
- ■ CL
- ■ LL
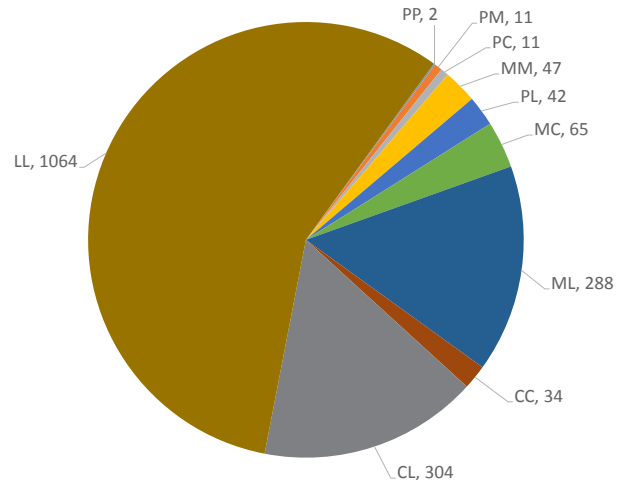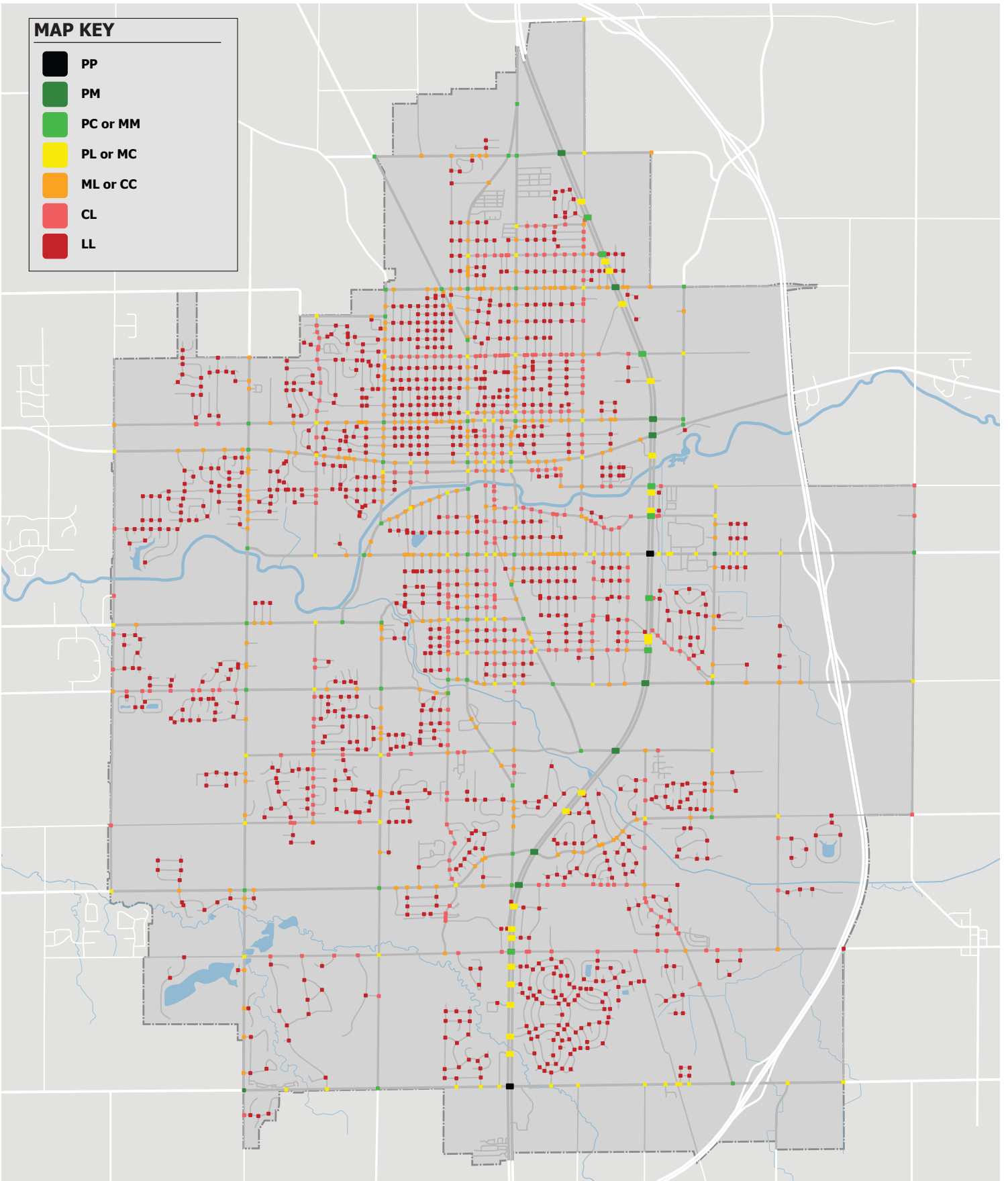
Sidewalk Availability

Based on aerial imagery, the City of Kokomo has an inventory of the estimated length of sidewalks for every roadway in Kokomo. That data is used to determine the average percentage of sidewalk coverage of roadway segments. The map below shows the City's sidewalk distribution.

MAP KEY

- 100%
- 76% - 99%
- 51% - 75%
- 26% - 50%
- 1% - 25%
- 0%
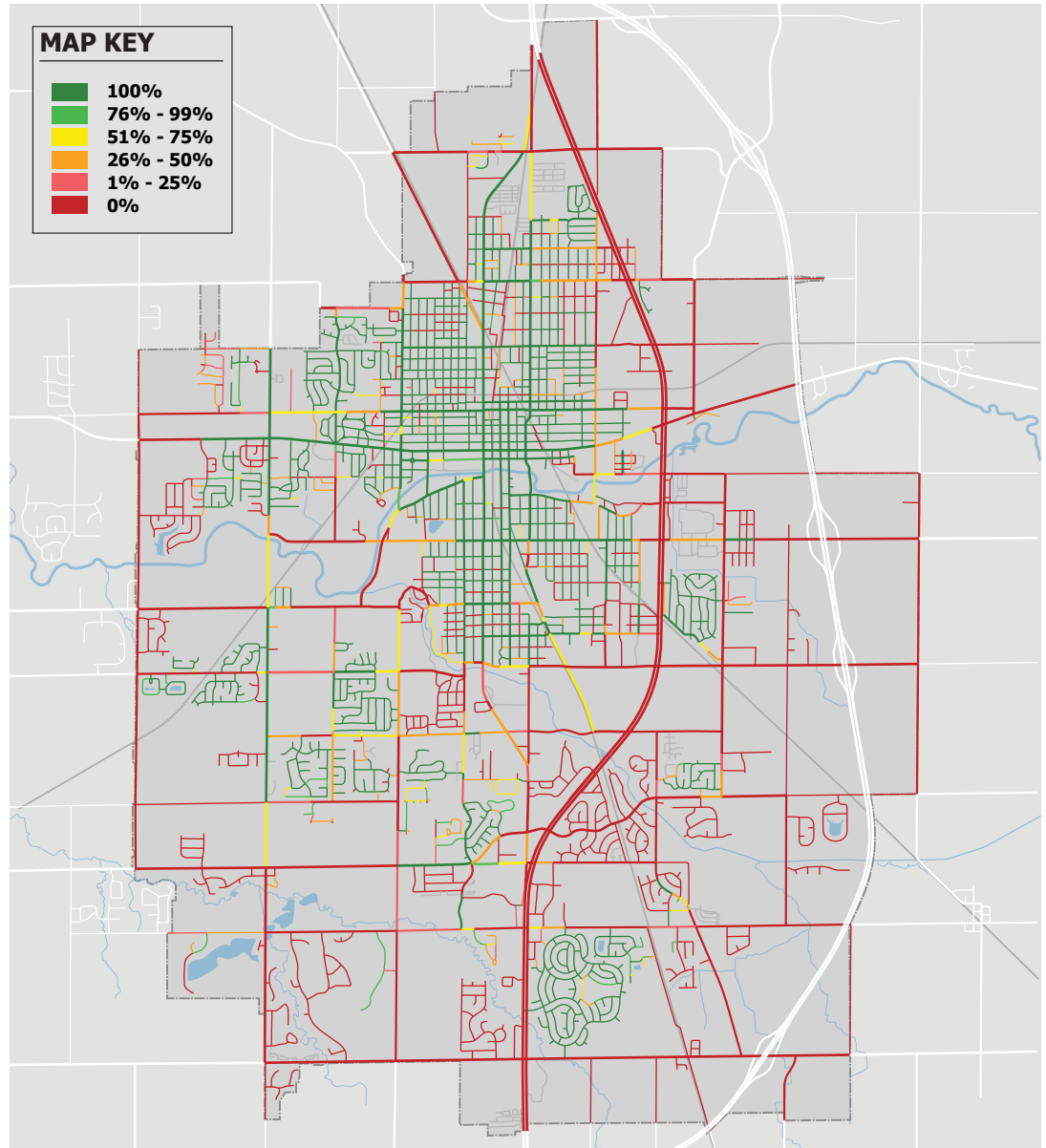
This information supplies a readable way to see the location of sidewalks in Kokomo. By taking the average sidewalk coverage for all of an intersection's street segments, we can determine the intersection's sidewalk availability. The average coverage percentage for an intersection allows us to rank them accordingly. The map on the next page shows the ranking of sidewalk availability of each intersection within the city of Kokomo.

In the 2015 Bike and Pedestrian Survey, many residents expressed the need for more sidewalks along major and minor roadways. Of the total responses for what type of improvement might improve their likelihood of walking, 122 out of 360 responses were for more sidewalks/paths along major roadways and more sidewalks along minor roadways.

Sidewalk Availability

MAP KEY

- ■ 100%
- ■ 76% - 99%
- ■ 51% - 75%
- ■ 26% - 50%
- ■ 1% - 25%
- ■ 0%
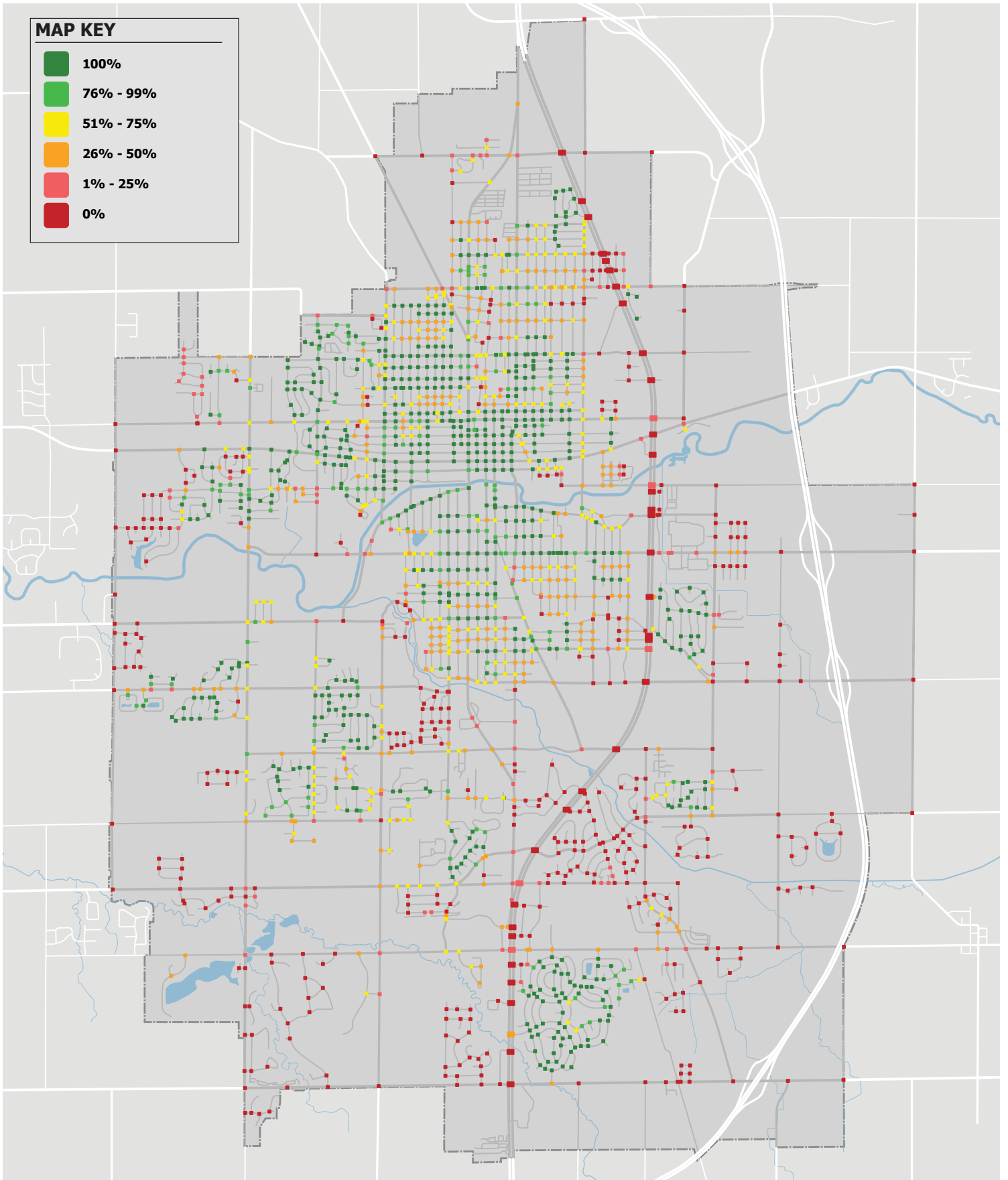
Transit Availability

Another way to prioritize intersections in Kokomo is by their transit proximity. In every case, a transit user always begins and ends their commute as a pedestrian. In order to increase the safety of transit users, the City of Kokomo should prioritize intersections near transit lines for remediation over intersections beyond a reasonable walking distance to a transit line.

MAP KEY

City Line Routes
1/4 mi of 1 route
1/4 mi of 2+ routes
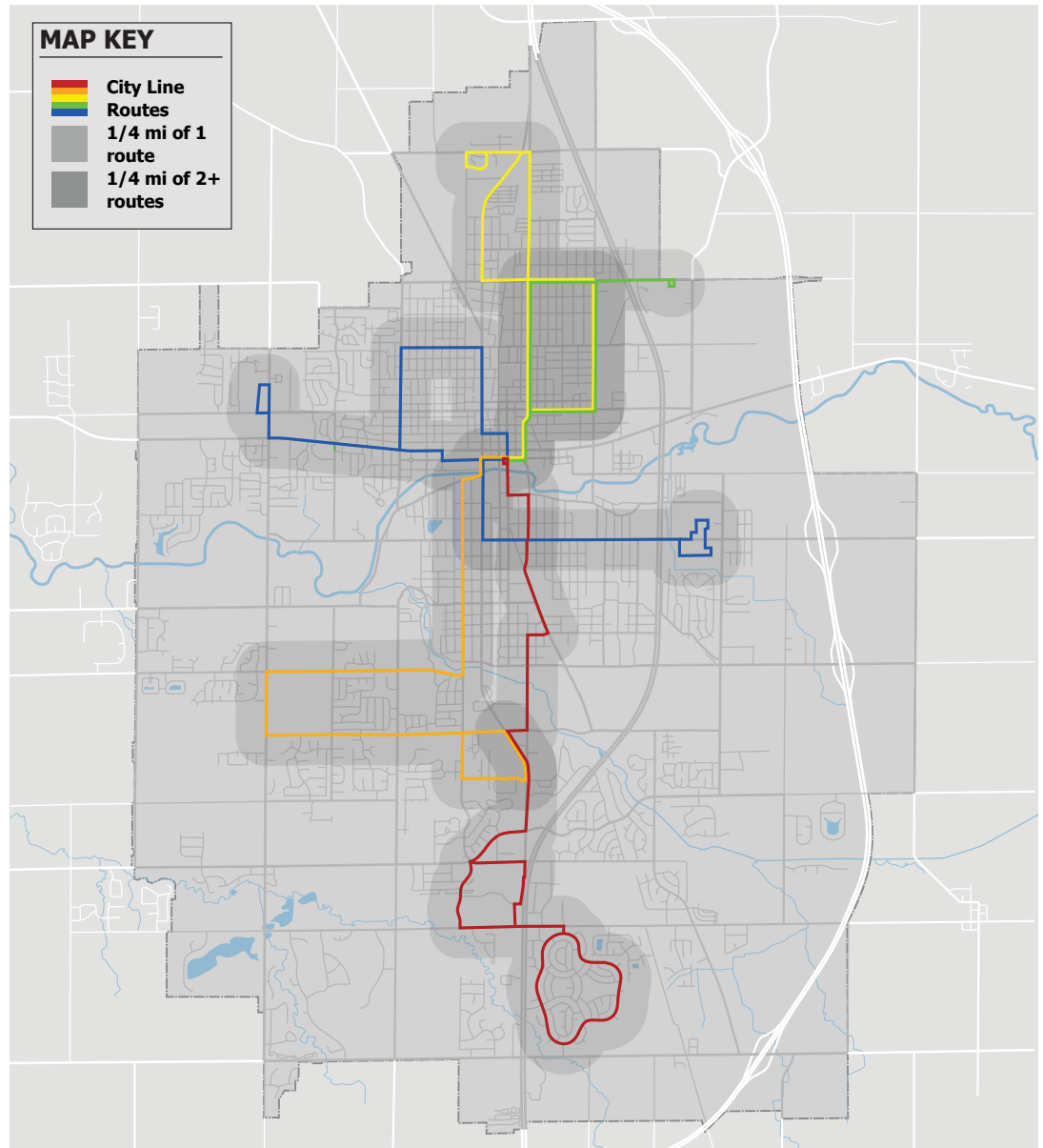
The graphic above illustrates the physical location of the City Line Trolley's 5 transit routes, and a 1/4 mile shaded offset to represent a "reasonable walking distance." Prioritizing intersections based on transit availability in this transition plan are ranked from highest priority to lowest priority below:

1. "OO" - On 2 (or more) transit routes
2. "OW" - On 1 transit route and within 1/4 mile distance of any other transit route
3. "ON," "WW" - On 1 transit route (only), and within 1/4 mile of 2 (or more) transit routes
4. "WN" - Within 1/4 mile of 1 transit route
5. "NN" - Not within 1/4 mile of any transit route

Transit Availability

MAP KEY

- ■ **OO - On 2 routes**
- ■ **OW - On 1 & within 1**
- ■ **ON - On 1 only**
  WW - Within 2 routes
- ■ **(WN) - Within 1**
- ■ **(NN) - Not within any**
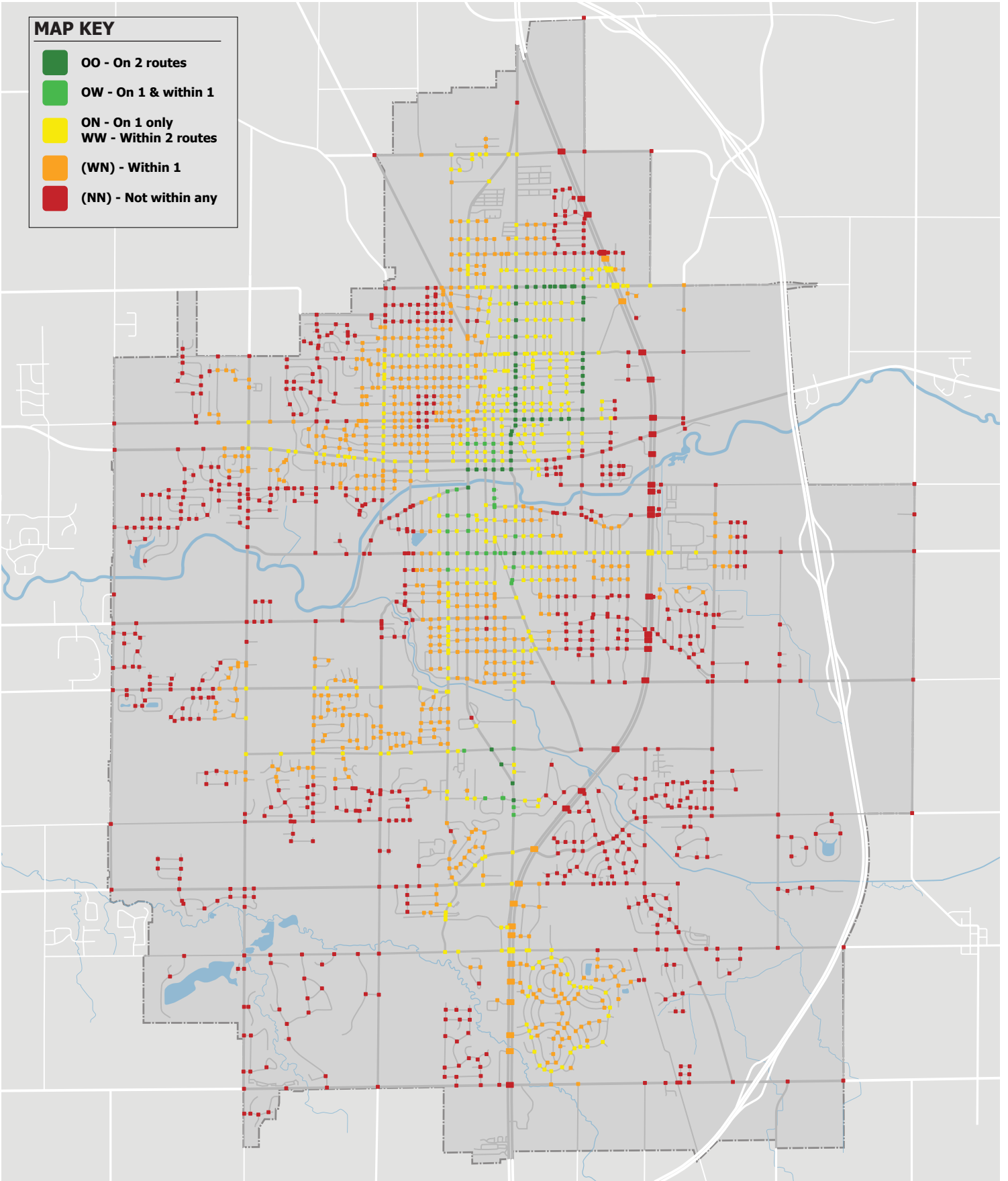
Intersection Prioritization

In the previous pages in this section, the intersections were ranked based on 4 different aspects that the City finds important in regards to determining the importance of remediation for ADA accessibility. Those 4 aspects are listed below in no order of importance:

- ADA Compliance Evaluation
- Intersection Classification
- Sidewalk Availability
- Transit Availability

In order for determine the overall importance of each intersection for remediation, the aspect rankings for each intersection will have to be treated as if they are all on the same scale. To clarify, the ADA Compliance Evaluation is set to the scale of A, B, C, D, and Re-evaluation, and the Sidewalk Availability is ranked based on the percentage covered. In order to rank the intersections based on the intersection's grade on all the aspects listed above, each grade would have to be set to a common scale.

To determine how all 4 aspect's ranks influence the level of remediation, a numeric value needs to be assigned for each aspect's rank. ADA, Sidewalk Availability and Transit Availability had were spilt into 5 ranks, while Intersection Classification has 7 ranks. In order to make each rank equal, Intersection Classification was set to a 5-rank scale. In the charts below, the numeric value of each aspect's rank is listed.

RANK	ADA	SW	Transit
1	A	0-20	NN
2	B	20-40	WN
3	C	40-60	ON & WW
4	D	60-80	OW
5	RE	80-100	OO

RANK		INT Class
$((5/7)*1)=$	0.71	LL
$((5/7)*2)=$	1.43	CL
$((5/7)*3)=$	2.14	ML & CC
$((5/7)*4)=$	2.86	PL & MC
$((5/7)*5)=$	3.57	PC & MM
$((5/7)*6)=$	4.29	PM
$((5/7)*7)=$	5	PP

Once a common grading scale has been established, the overall intersection prioritization grade resulted from the average of all four numeric values from the 4 aspects. In order to fully distinquish the subtle grade changes visually, the overall grade possibilities were then divided into 6 priority categories. The map on the next page illustrates the locality and prioritization of each intersection in the City of Kokomo.

Intersection Prioritization

INTERSECTION PRIORITIZATION SPLIT

MAP KEY

- Essential
- High
- Medium
- Regular
- Low
- Inessential
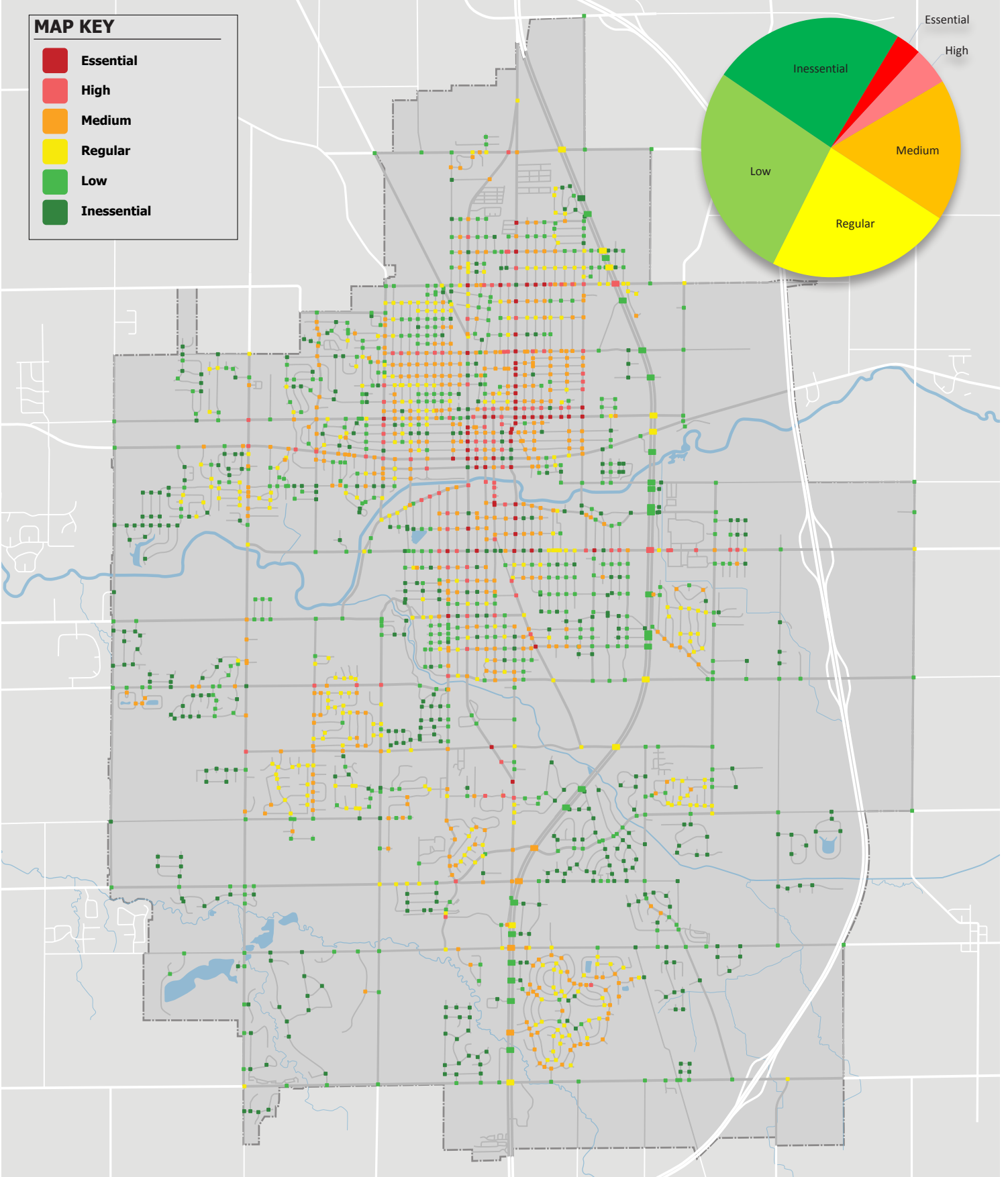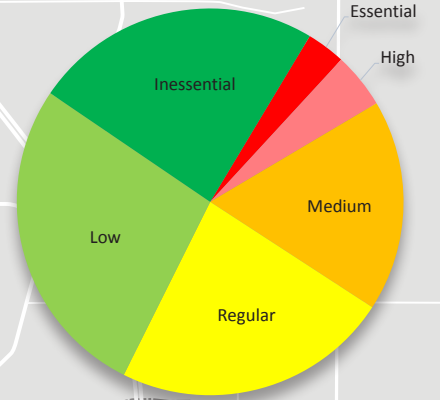
Definition of
Prioritization Rank

"Essential" Intersections
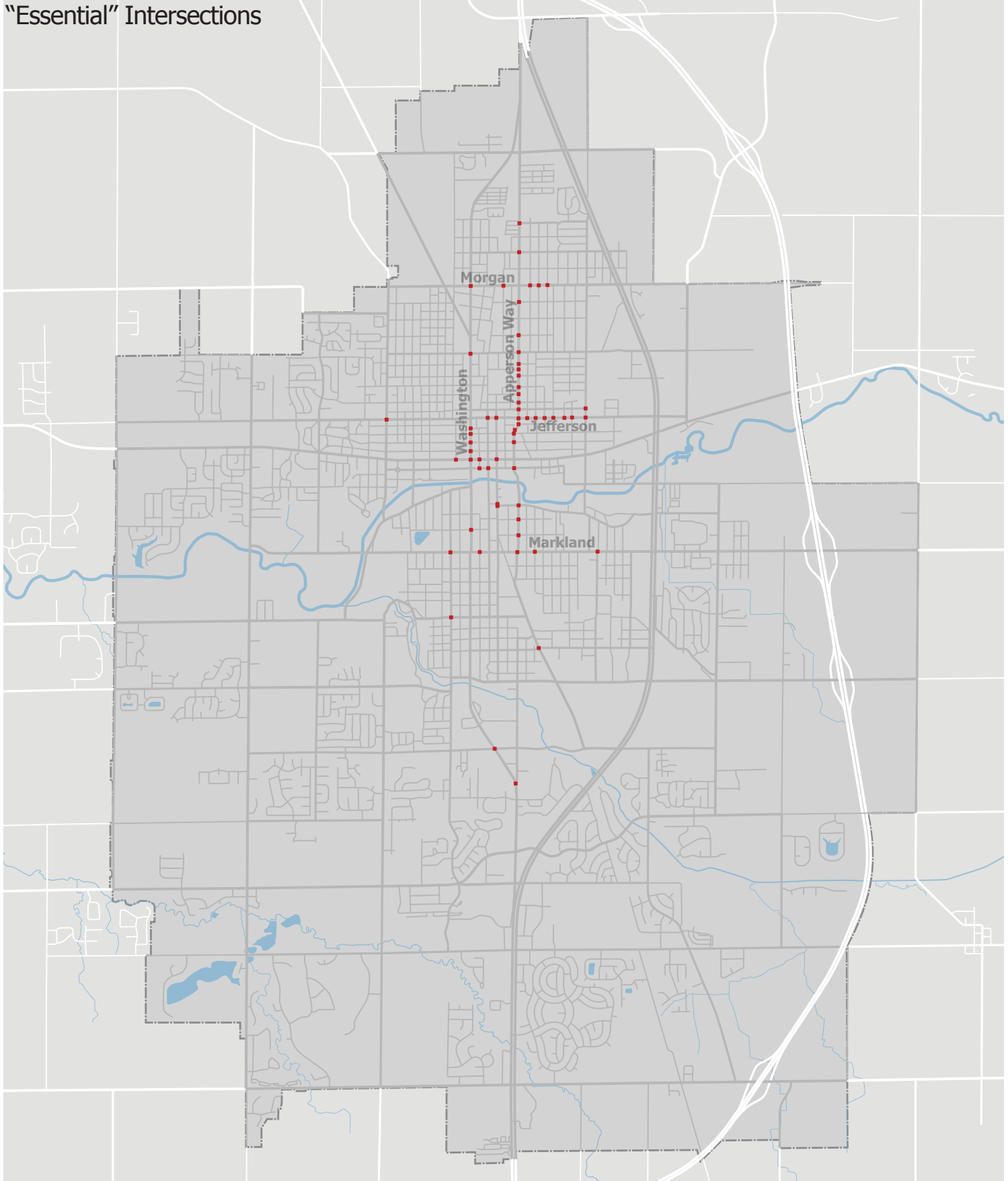
Definition of Prioritization Rank

"Essential" Intersections

Of 1854 intersections in this study, 60 are classified "Essential" intersections for remediation. "Essential" intersections make up 3.2% of the intersections in Kokomo. Many of these intersections received their high grades for remediation due to their location along a trolley line, their low or non-existant ADA Evaulation, and their proximity to sidewalks. Few of these intersections received their high grade due to their Intersection Classification. Below is an analysis of how these intersections ranked "Essential" for remediation.

ADA COMPLIANCE EVALUATION GRADE
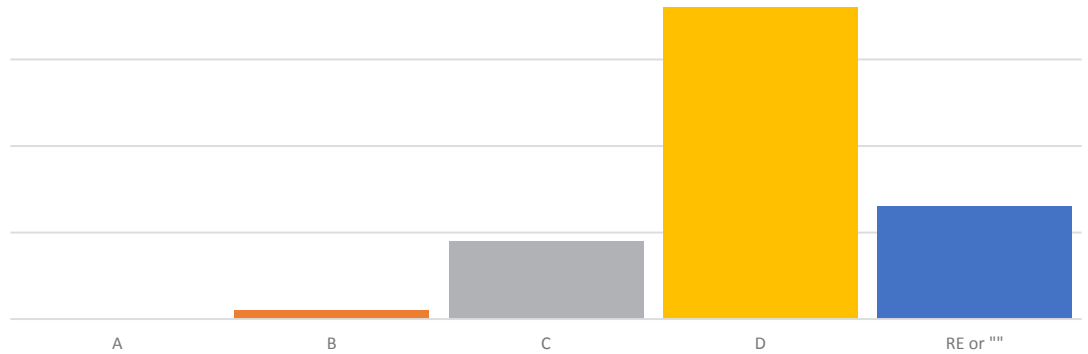
Figure 35.1 - 85% of "Essential" intersections have a ADA Compliance Evaluation grade of a D, needs to be Re-evaluated, or has no compliance grade at all.

SIDEWALK AVAILABILITY
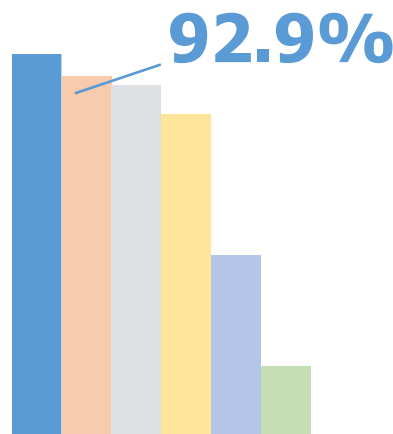
Figure 35.2 - "Essential" Intersections have an average of 92.9% sidewalk coverage.

INTERSECTION CLASSIFICATION
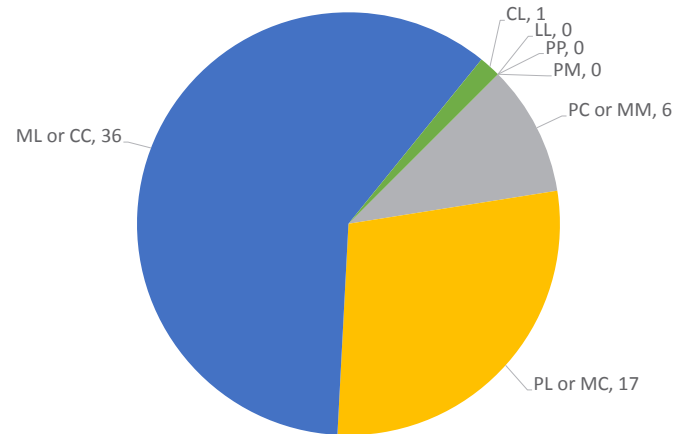
Figure 35.3 - Most "Essential" Intersections are ML or CC. 60% of "Essential" Intersections are classified as either ML or CC, while 28.3% are classified as either PL or MC.

TRANSIT AVAILABILITY
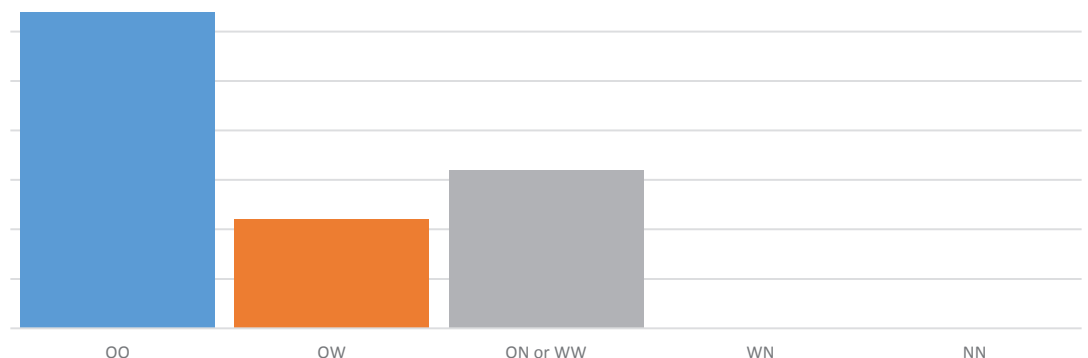
Figure 35.4 - Most "Essential" Intersections are on or within a transit route. 53.3% of "Essential" Intersections are on two Trolley routes, and 20% are on one Trolley route and within another.

"High" Intersections

Definition of Prioritization Rank

"High" Intersections

There are 86 of 1854 intersections classified as "High" priority for remediation. "High" priority intersections make up 4.6% of the intersections in Kokomo. Intersections classified as "High" priority for remediation gained their status due to their overall high sidewalk availability, their proximity to transit, and their Intersection Classification. Below is an analysis of how these intersections ranked as "High" priority for remediation.

ADA COMPLIANCE EVALUATION GRADE
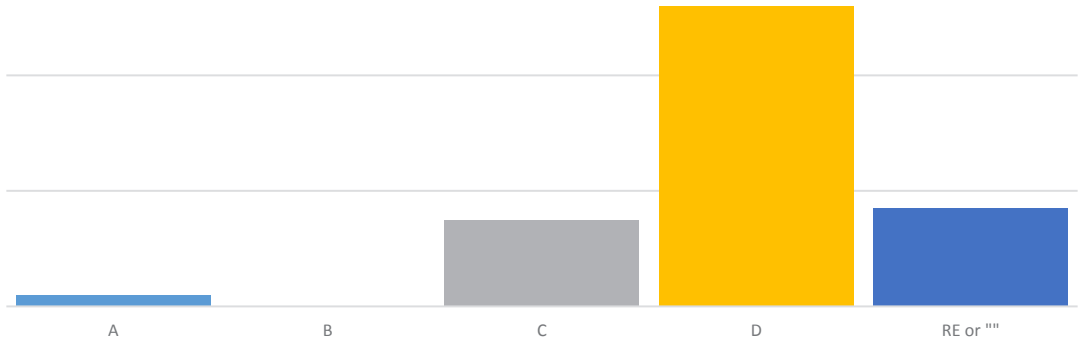
Figure 37.1 - 50.3% of "High" priority intersections have an ADA Compliance Evaluation grade of a D, and an additional 17.7% of intersections need to be Re-evaluated.

SIDEWALK AVAILABILITY

86.9%
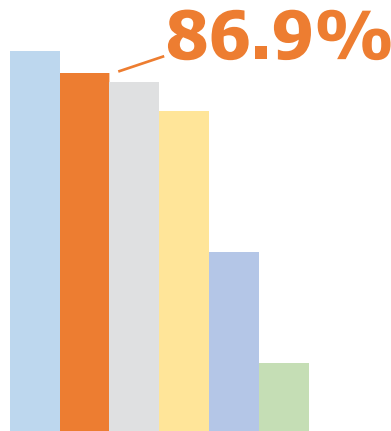
Figure 37.2 - "High" Intersections have an average of 86.9% sidewalk coverage.

INTERSECTION CLASSIFICATION
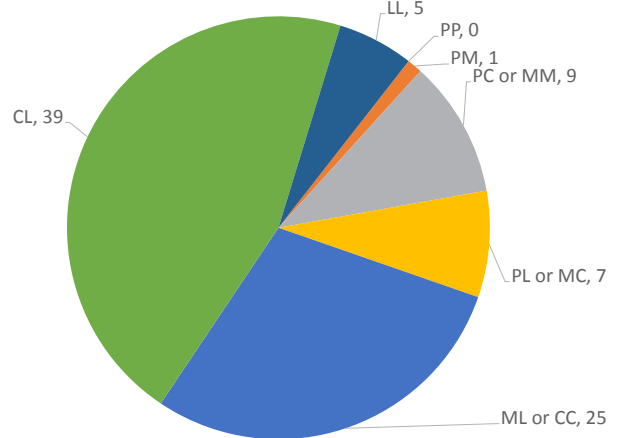
Figure 37.3 - Most "High" priority intersections are CL, ML or CC. 45.3% of "High" priority intersections are classified as CL, while 29.1% are classified as either ML or CC.

TRANSIT AVAILABILITY
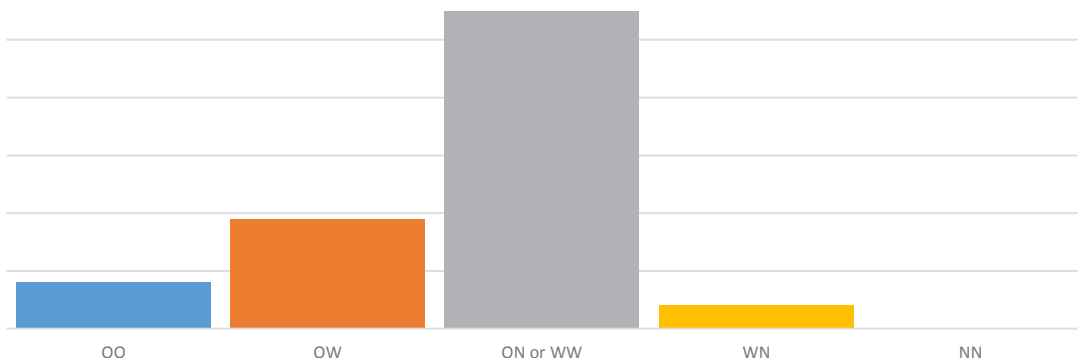
Figure 37.4 - 63.9% of "High" priority intersections are either on one transit route or within walking distance of two routes.

Definition of
Prioritization Rank

"Moderate" Intersections
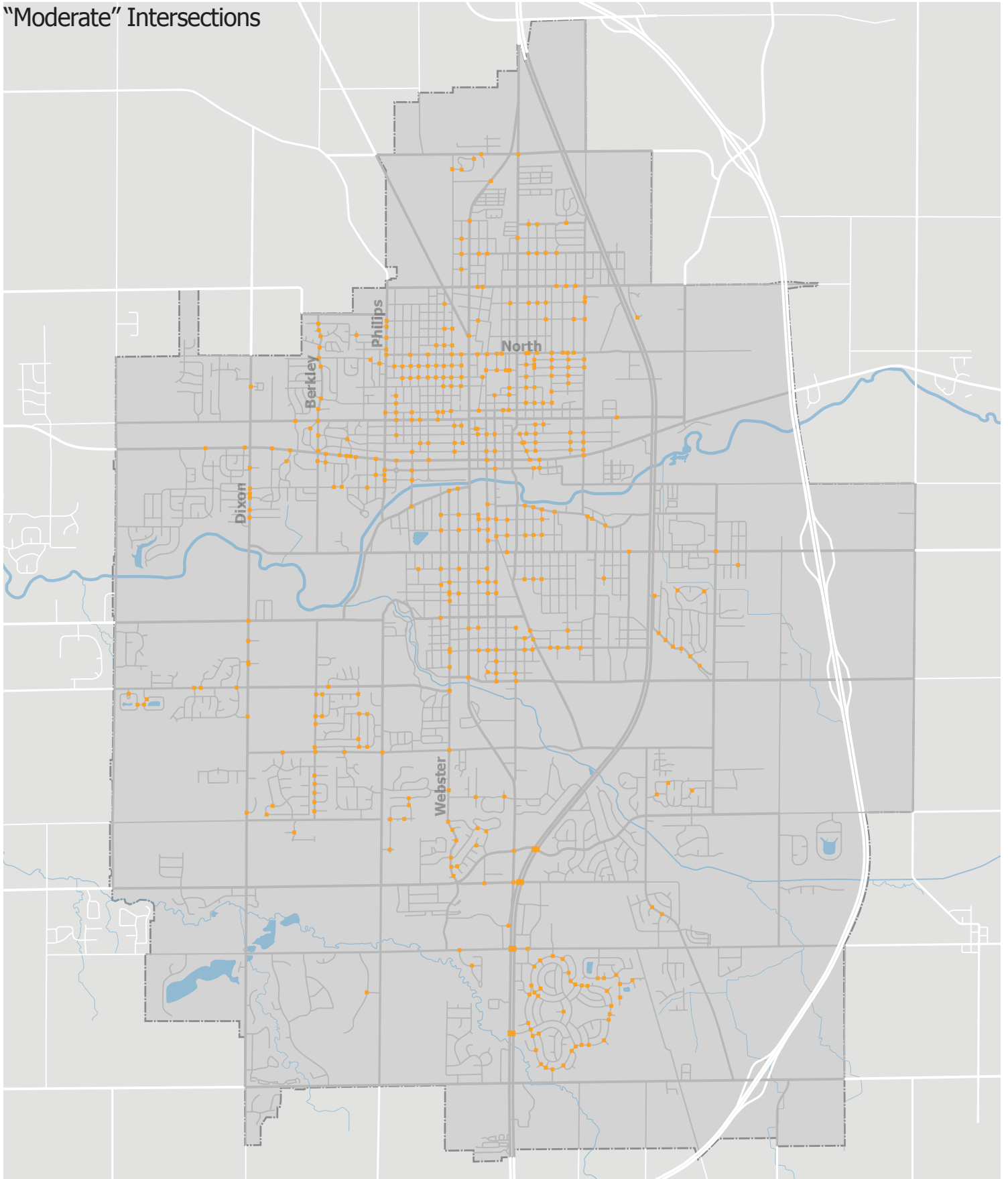
Definition of Prioritization Rank

"Moderate" Intersections

"Moderate" priority intersections make up 17.7% of the City's intersections. Most "Moderate" intersections were ranked accordingly based on their low ADA compliance evaluation grade, relatively high sidewalk availability, and their proximity to transit. Most "Moderate" intersections were prioritized lower due to their Intersection Classification. Below is an analysis of how these intersections ranked "Moderate" priority for remediation.

ADA COMPLIANCE EVALUATION GRADE
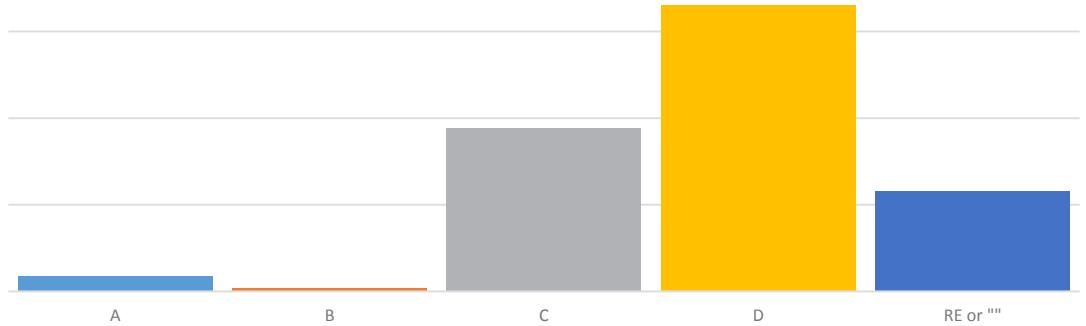
Figure 39.1 - 28.7% of "Moderate" intersections have a ADA Compliance Evaluation grade of a C, and 50.3% of "Moderate" priority intersections have a grade of D.

SIDEWALK AVAILABILITY

85.1%
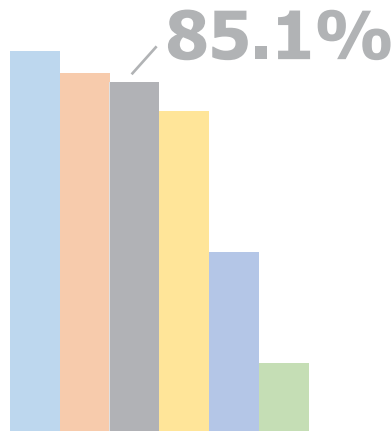
Figure 39.2 - "Moderate" Intersections have an average of 85.1% sidewalk coverage.

INTERSECTION CLASSIFICATION

LL, 181
PP, 1
PM, 1
PC or MM, 9
PL or MC, 20
ML or CC, 77
CL, 39
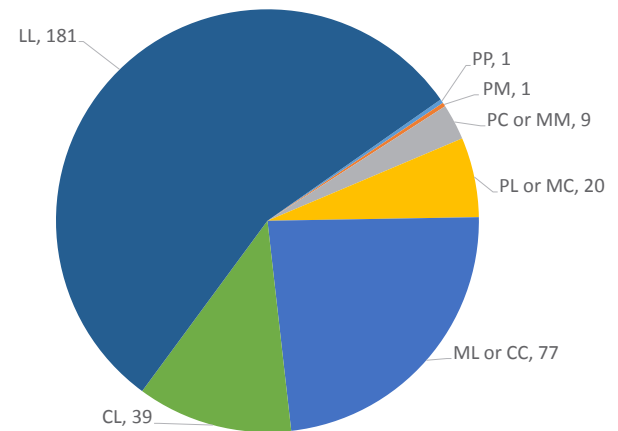
Figure 39.3 - A large amount of "Moderate" priority intersections are LL. 55.2% of "Moderate" Intersections are LL, while 23.5% are classified as either ML or CC.

TRANSIT AVAILABILITY

OO   OW   ON or WW   WN   NN

Figure 39.4 - 53.4% of "Moderate" priority intersections are on one route (ON) or within two transit routes (WW). 25.6% of "Moderate" Intersections are only on one Trolley route, and 27.8% are only within two Trolley routes.

Definition of
Prioritization Rank

"Regular" Intersections
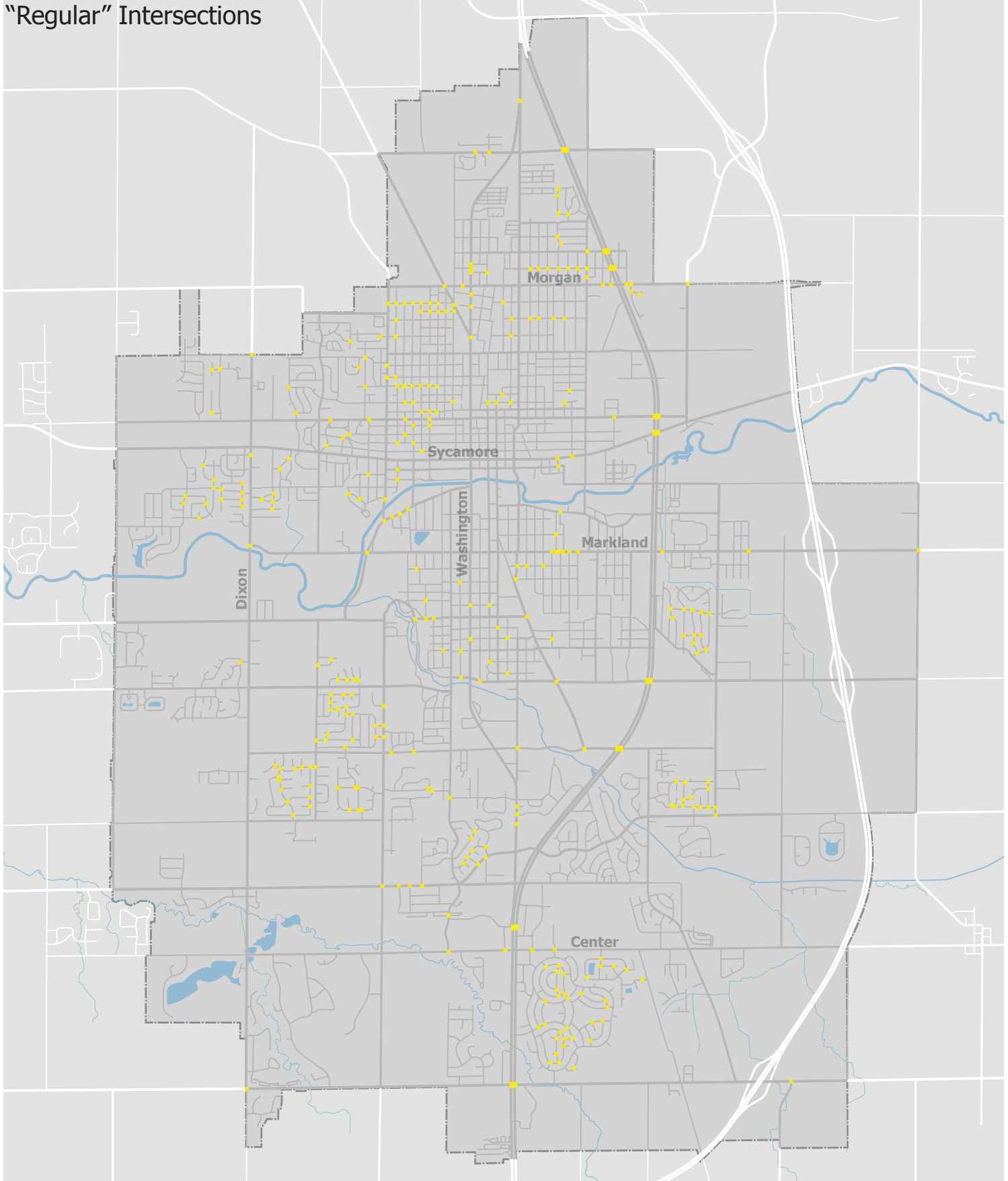
Definition of Prioritization Rank

"Regular" Intersections

23.2% of Kokomo's intersections ranked as "Regular" priority. These intersections received this ranking based on their average ranking in ADA Compliance and Sidewalk Availability. Their proximity to transit resulted in a lower prioritization because most intersections were within one transit line or not within any transit lines. Below is an analysis of how these intersections ranked "Regular" priority for remediation.

ADA COMPLIANCE EVALUATION GRADE
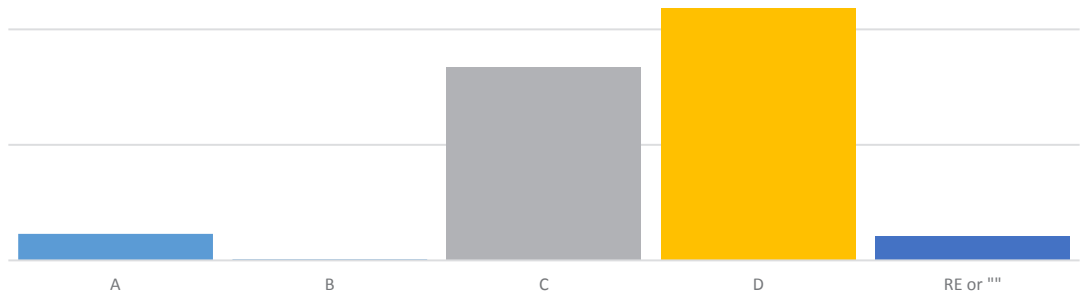
Figure 41.1 - 38.8% of "Regular" priority intersections have a ADA Compliance Evaluation grade of a C, and 50.7% of "Regular" priority intersections have a compliance grade of a D.

SIDEWALK AVAILABILITY

78.1%
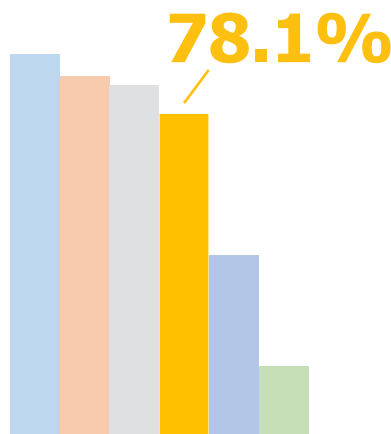
Figure 41.2 - "Regular" Intersections have an average of 78.1% sidewalk coverage.

INTERSECTION CLASSIFICATION

LL, 249
PP, 1
PM, 8
PC or MM, 12
PL or MC, 5
ML or CC, 59
CL, 96
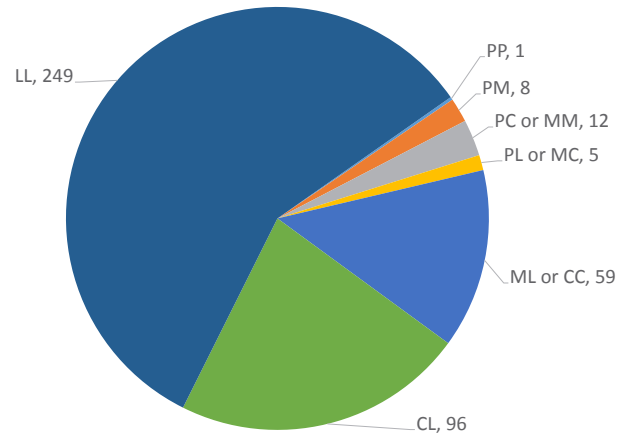
Figure 41.3 - Most "Regular" Intersections are LL. 57.9% of "Regular" Intersections are classified LL, while 22.3% are classified as CL.

TRANSIT AVAILABILITY

OO   OW   ON or WW   WN   NN
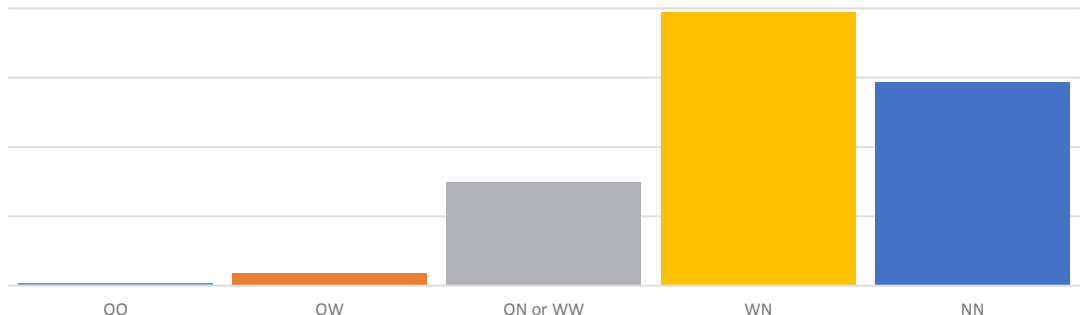
Figure 41.4 - 45.8% "Regular" Intersections are only within one transit route, while 34.2% are not within walking distance to any transit route.

Definition of Prioritization Rank
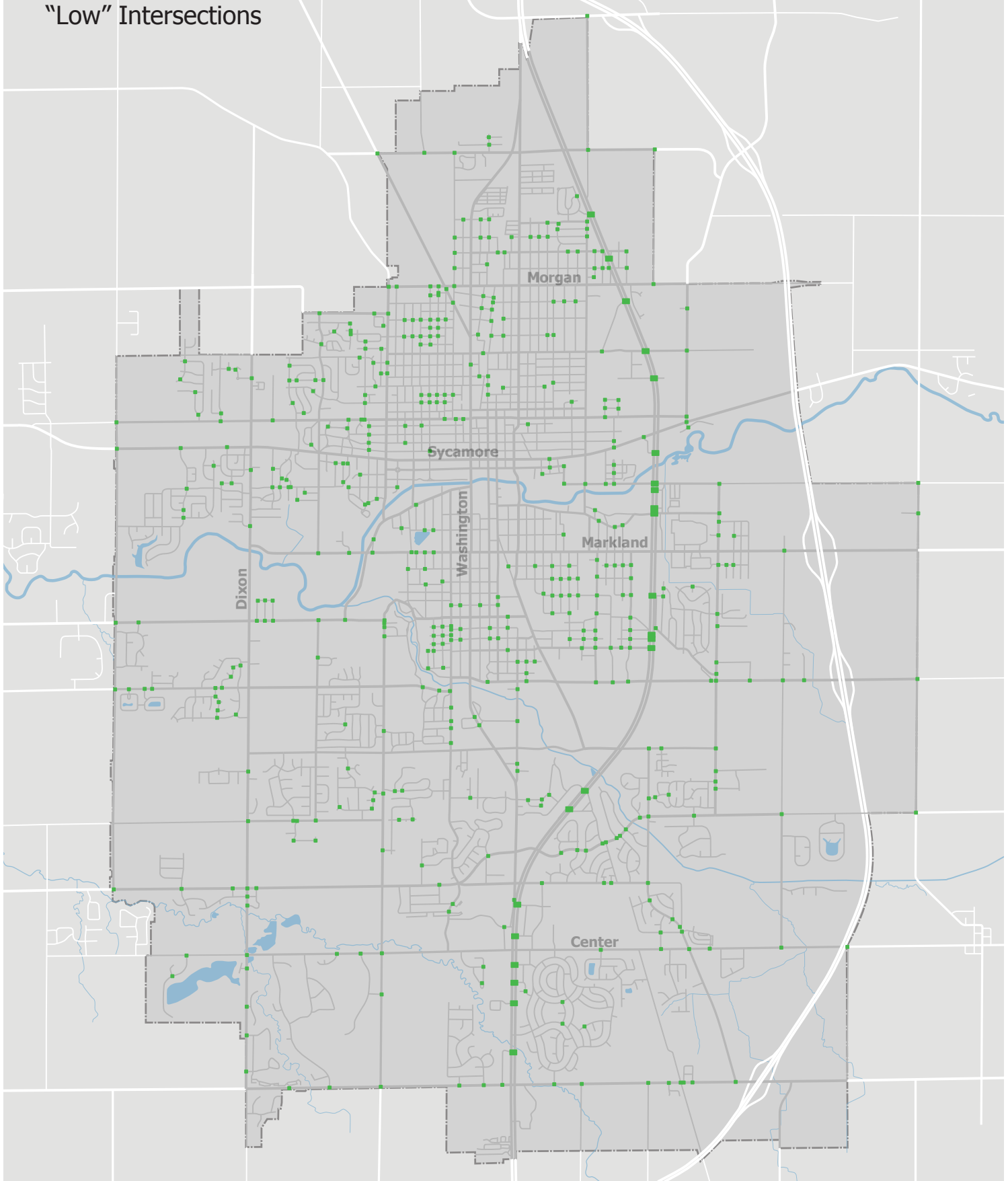
"Low" Intersections

Definition of Prioritization Rank

"Low" Intersections

"Low" priority intersections make up 27.1% of the intersections in Kokomo. These intersections were categorized based on their low sidewalk availability, their distant transit proximity, and because most intersections were categorized as LL. Below is an analysis of how these intersections ranked "Low" priority for remediation.

ADA COMPLIANCE EVALUATION GRADE
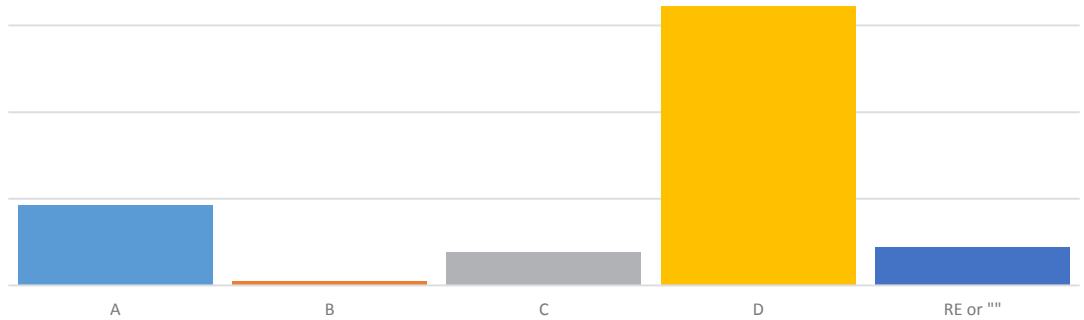
Figure 43.1 - The second highest amount of intersections with an ADA Compliance Evaluation grade of A is in the "Low" priority category. 18.5% of "Low" priority intersections are graded with an A.

SIDEWALK AVAILABILITY

40.5%
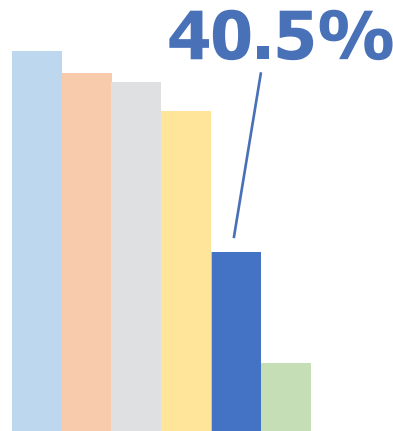
Figure 43.2 - "Low" Intersections have an average of 40.5% sidewalk coverage.

INTERSECTION CLASSIFICATION

LL, 245
PP, 0
PM, 0
PC or MM, 17
PL or MC, 49
ML or CC, 107
CL, 85
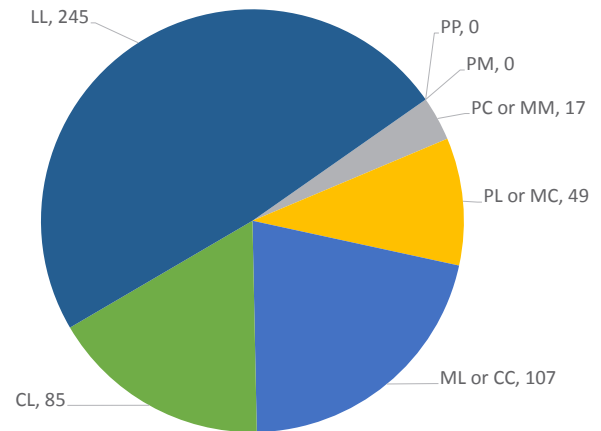
Figure 43.3 - Most "Low" priority intersections are LL. 48.7% of "Low" priority intersections are LL, while 21.3% are classified as either ML or CC.

TRANSIT AVAILABILITY

OO   OW   ON or WW   WN   NN
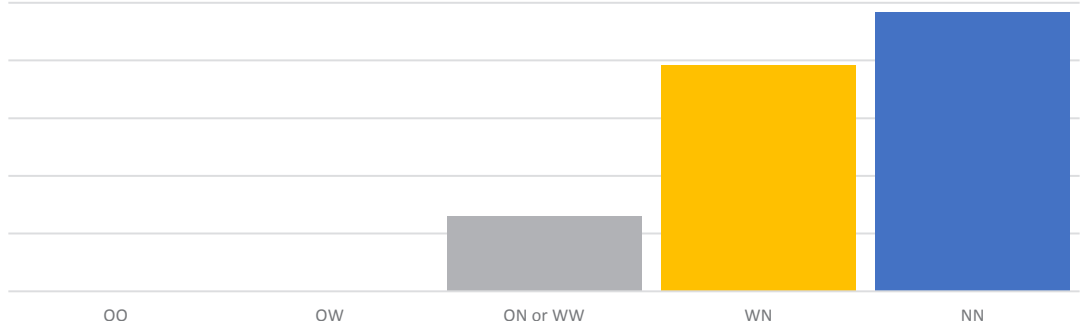
Figure 43.4 - 48.1% "Low" priority intersections are not within walking distance of any transit route, while 39.0% are within walking distance to only one Trolley route.

Definition of
Prioritization Rank

"Inessential" Intersections
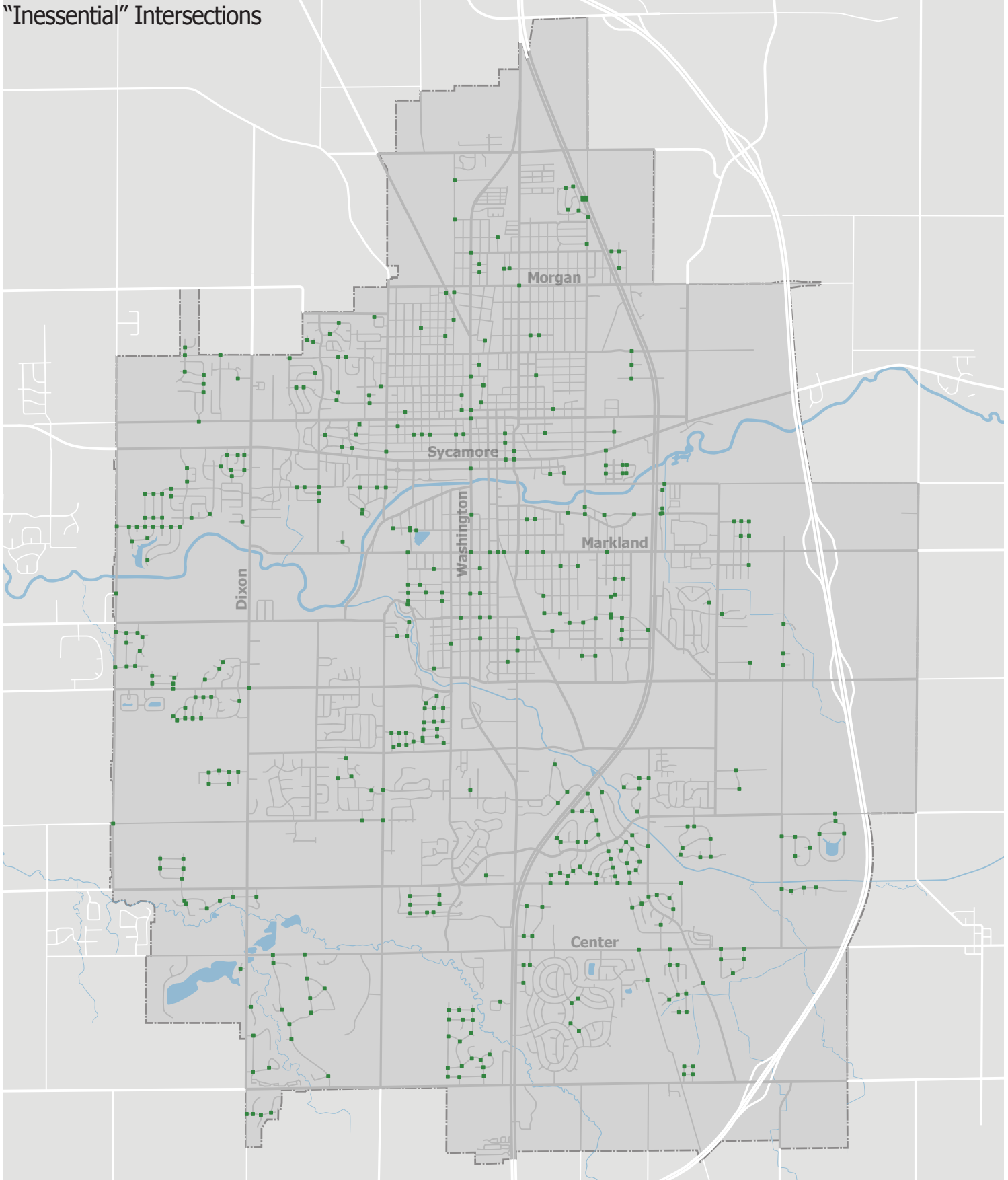
Definition of Prioritization Rank

"Inessential" Intersections

"Inessential" intersections for remediation make up of 24.1% of all intersections in Kokomo. Most intersections in this prioritization rank are classified as LL, have very few sidewalks, and are far-removed from transit routes. Below is an analysis of how these intersections ranked "Inessential" priority for remediation.

ADA COMPLIANCE EVALUATION GRADE
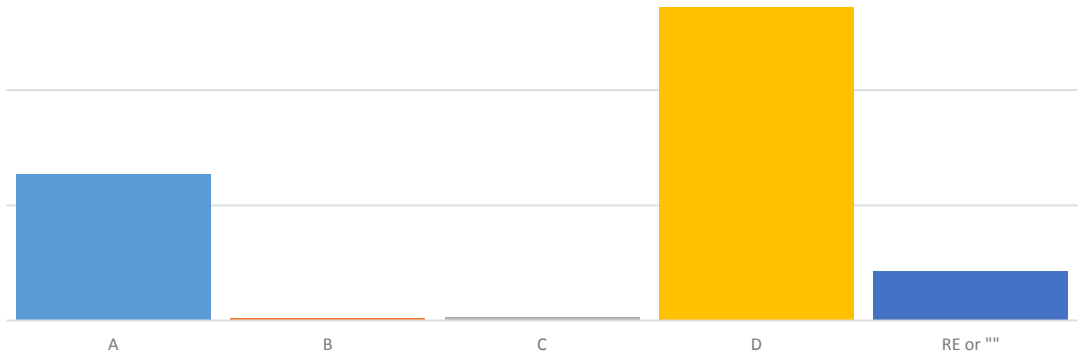
Figure 45.1 - "Inessential" intersections have the highest amount of A grade intersections. 28.4% of "Inessential" intersections have a ADA Compliance Evaluation grade of an A, while 60.8% have a grade of D.

SIDEWALK AVAILABILITY

26.8%
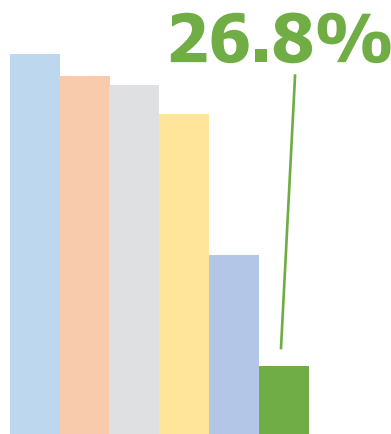
Figure 45.2 - "Inessential" Intersections have an average of 26.8% sidewalk coverage.

INTERSECTION CLASSIFICATION
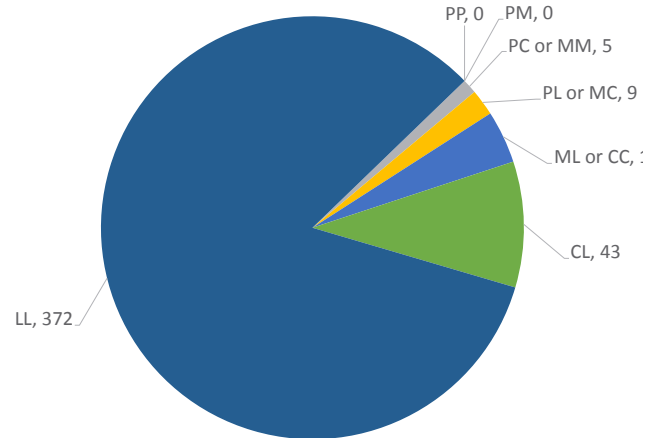
Figure 45.3 - A majority of the "Inessential" Intersections are LL. 83.2% of "Inessential" Intersections are LL, while 9.6% are classified as CL.

TRANSIT AVAILABILITY
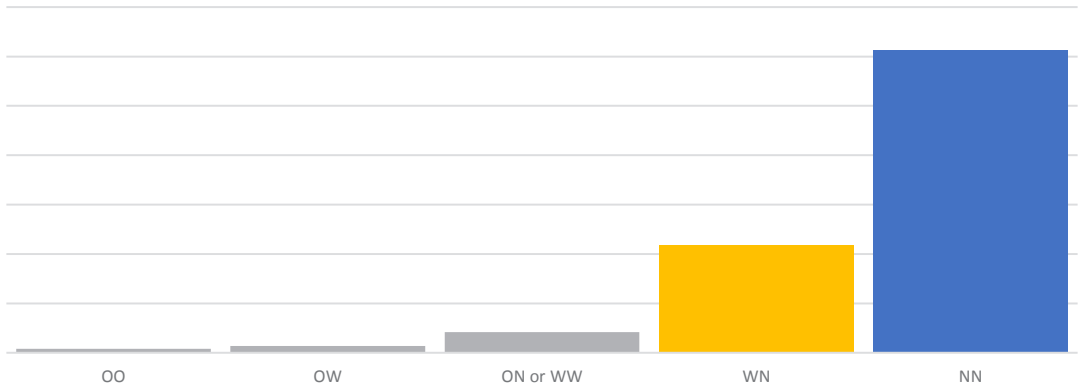
Figure 45.4 - 68.5% "Inessential" Intersections are not within any transit route. Very few "Inessential" Intersections are within only one Trolley route (24.4%).

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IMPLEMENTATION

In the previous section, intersection measurements were collected and used to create a prioritization model. This model determines intersections needing attention first.

Moving forward, the City of Kokomo will take this report into account when creating new projects or for widening the scope of a roadway project. For example, if new bike lanes are installed on a street with low ADA Compliance Evaluation Grades, then reconstructing the curb ramps should become a part of the bike lane installation project.

Curb Ramp Reconstruction of non-compliant ramps should be included with:
- Full-width Road Resurfacing
- Road Diets
- Installation of bump-outs
- Regular Maintenance and Repair of Stormwater Inlets and Fire Hydrants

Otherwise, the implementation of reconstructing non-compliant curb ramps will be completed based on the priority level and by utilizing the remaining resources available for the year.

The City of Kokomo may reconstruct 8-12 intersections per year on average based on regularly scheduled roadway projects and by utility maintenance and repair. As outlined above, the City of Kokomo will address intersections along existing projects before addressing intersections outside the project area. The City will then refer to the intersection prioritization as a guideline of which intersections need remedation.

As a general estimate, the City should expect to pay between $24,000 to $48,000 per intersection based on reconstructing curb ramps, installing detectable warning devices, and relocating or replacing stormwater inlets.

Omitting Curb Ramp Reconstruction

The City may omit a curb ramp reconstruction in a project where other ADA curb ramps are reconstructed to meet compliance. The City will provide a "Detailed Evaluation" (Attachment A) to prove the compliance of the intersection in question. Omitting reconstruction based on the ADA Compliance Evaluation Grades in this document need to be based on a "Detailed Evaluation" grade only. To determine if the ADA Compliance Evaluation Grade is "Detailed" or "Preliminary," refer to Attachment B.

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MONITORING & UPDATES

In order to refine the remediation process, some next steps include continuing to gather data on the intersections in Kokomo including missing (or new) curb ramp measurements, data regarding pedestrian signal timing information, and the creation of a database of mid-block barriers.

Continuing Data Gathering

ADA Compliance Evaluation Information

Upon completing this report, some intersections lacked data regarding their ADA Compliance Evaluation. These intersections were flagged for either having outdated information (recently reconstructed), or the intersection was overlooked in the original data gathering process. The most important next step is to find or gather information for intersections with newly constructed curb ramps or intersections without any ADA Compliance Evaluation data. This information is crucial to the prioritization model listed in this document, and will change how some intersections are prioritized. All future data gathering should be performed using the Detailed Evaluation procedure.

Accessible Pedestrian Signals (APS)

During the 2015 Active Living Workshop held at the Kokomo-Howard County Public Library, the issue of short or inadequately timed pedestrian crossing signals was brought to light. The issue requires more information to create a workplan. The City of Kokomo is dedicated to barrier removal for people of all mobility ranges. In some cases, crossing busy streets within the allotted time becomes impossible for people with limited mobility and hinders their ability to live independantly. Further research and analysis about the timing and crossing distances of each traffic signal would enable the City of Kokomo to determine if and where pedestrian signals could be improved to aid safe crossing by all mobility ranges.

Mid-block Barriers

Also during the Active Living Workshop, the issue of non-compliant transitions into alleys along sidewalks created a barrier for people with limited mobility. In this case, the sidewalk elevation did not meet the alleyway and prevented the person with limited mobility from easily crossing the alley. The curb ramps at the adjacent intersections did not act as a barrier, but this block became a barrier for a person with disabilities to utilize the sidewalk. Further research of this issue will allow the City of Kokomo to create a plan for remediation to add to this ADA Transition Plan to address those issues.

Progress & Plan Update

At the end of each year, intersections with any number of newly constructed curb ramps should be updated in a yearly "Progress" document to illustrate the City's remediation momentum (only a new version of pages 33-45 with a summary of the year's change). This document should include a table with the old and new ADA Evaluation Grades, and the new prioritization grade. All future data gathering will be using the Detailed Evaluation procedure.

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ACKNOWLEDGMENTS

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DEFINITIONS

The words, phrases, and definitions summarized below are included in this ADA Transition Plan. Refer to the Americans with Disabilities Act 28 CFR 35.104 for a full list of definitions. A list of common terms and definitions are included below. 2010 Standards: the 2010 ADA Standards for Accessible Design (ADAAG), which consists of the 2004 ADAAG and requirements contained in 35.151.

AA: Affirmative Action

AASHTO: American Association of State Highway and Transportation Officials

ABA: Architectural Barriers Act of 1968

Access Board: An independent Federal agency devoted to accessibility for people with disabilities. The Access Board developed the accessibility guidelines for the ADA and provides technical assistance and training on these guidelines.

Accessible: refers to a site, facility, work environment, service, or program that is easy to approach, enter, operate, participate in and/or use safely and with dignity by a person with a disability.

Alteration: A change to a facility in the public right-of-way that affects or could affect pedestrian access, circulation, or use. Alterations include, but are not limited to, resurfacing, rehabilitation, reconstruction, historic restoration, or changes or rearrangement of structural parts or elements of a facility.

Americans with Disabilities Act (ADA): A comprehensive, Federal civil rights law that prohibits discrimination against people with disabilities in employment, state and local government programs and activities, public accomodations, transportation, and telecommunications.

ADA Accessibility Guidelines (ADAAG): Scoping and technical requirements to be applied during the design, construction, and alteration of buildings and facilities covered by Titles II and Title III of the ADA to the extent required by regulations issued by Federal agencies, including the DOJ and the Department of Transportation (DOT).

Blended Transition: A raised pedestrian street crossing, depressed corner, or similar connection between the pedestrian access route at the level of the sidewalk and the level of the pedestrian street crossing that has a grade of 5% or less.

CFR: Code of Federal Regulations

Civil Rights Act of 1991: The Federal law that capped compensatory and punitive damages under Title I of the ADA for intentional job discrimination. The law amended the ADA's definition of an emplowee, adding "with respect to employment in a foreign country, such terms includes an individual who is a citizen of the United States."

Complaint: A written statement, alleging violation of the ADA, which contains the complainant's name and address, discribes the City's alleged discriminatory action in sufficient detail to inform them of the nature and date of alleged violation. It shall be signed by the complainant or by someone authorized to do so on his or her behalf. Complaints filed on behalf of classes or third parties shall describe or identify (by name, if possible) the alleged victims of discrimination.

Cross Slope: The grade that is perpendicular to the direction of pedestrian travel.

Curb Line: A line at the face of the curb that marks the transition between the curb and the gutter, street, and/or highway.

Curb Ramp: A ramp that cuts through or is built up to the curb. Curb ramps can be perpendicular or parallel, or a combination of parallel and perpendicular ramps.

DDRS: Indiana Division of Disability & Rehabilitative Services

DHHS: Deaf & Hard of Hearing Services

Disability: A person with a physical or mental impairment that substantially limits one or more of the major life activities of such an individual; a record of such an impairment; or being regarded as having such an impairment.

Discrimination on the basis of Disability: Discrimination based on any of the following statements:
- Discrimination that limits, segregates, or classifies a citizen in a way that may adversely affect opportunities or status because of the person's disability.
- Discrimination that limits, segregates, or classifies a participant in a program or activity offered to the public in a way that may adversely affect opportunities or status because of the participant's disability.
- A public agency that participates in a contract that could subject a qualified citizen with a disability to discrimination.
- A public agency that uses any standards, criterion, or methods of administration that have the effect of discriminating on the basis of disability.
- A public agency that denies equal benefits because of a disability
- A public agency that fails to make reasonable accommodations to known physical or mental limitations of an otherwise qualified individual unless it can be shown that the accommodation would impose an undue burden on the City's operations.
- A public agency that uses selection criteria that excludes otherwise qualified people with disabilities from participation in the programs or activities offered to the public.
- A public agency that fails to use tests, including eligibility tests, in a manner that ensures that the test results accurately reflects the qualified applicant's skills or aptitude to participate in a program or activity.

DOJ: U.S. Department of Justice

DOT: U.S. Department of Transportation

EEOC: Equal Employment Opportunity Commission

Facility: All or any portion of buildings, structures, improvements, elements, and pedestrian or vehicular routes located in the public right-of-way.

FHWA: U.S. Department of Transportation Federal Highway Administration

FTA: U.S. Department of Transportation Federal Transit Administration

GIS: Geographic Information System

Grade Break: The line where two surface planes with different grades meet.

INDOT: Indiana Department of Transportation

ISA: International Symbol of Accessibility

NCA: National Center on Accessibility

OTRB: Over-the-Road Buses

PDF: Portable Document Format

Pedestrian Access Route: A continuous and unobstructed path of travel provided for pedestrians with disabilities within or coinciding with a pedestrian circulation path.

Pedestrian Circulation Path: A prepared exterior or interior surface provided for pedestrian travel in the public right-of-way.

Physical or Mental Impariment: A physical or mental limitation that may include, but are not limited to: vision, speech, and hearing impairment; emotional disturbance and mental illness; seizure disorders; mental retardation; orthopedic and neuromotor disabilities; learning disabilities; diabetes; heart disease; nervous conditions; cancer; asthma; hepatitis B; HIV infection (HIV Condition); and drug addiction if the addict has successfully completed or is participation in a rehabilitation program and no longer uses illegal drugs. The following conditions are not physical or mental impairments: transvestisim; illegal drug use; homosexuality or bisexuality; compulsive gambling; kleptomania; pyromania; pedophilia; exhibitionism; voyerism; pregnancy; height; weight; eye color; hair color; left-handedness; poverty; lack of education; a prison record; and poor judgement or quick temper are not symptoms of a mental or physiological disorder.

Public Entity: Entities that must comply with Title II. The term is defined as: any state or local government; any department, agency, special purpose district, or other instrumentality of a state or local government; or certain commuter authorities as well as Amtrak. It does not include the Federal Government.

Proposed Accessibility Guidelines for Pedestrian Facilities within Public Right-of-Way (PROWAG): These proposed guidelines provide design criteria for public streets and sidewalks, including pedestrian access routes, street crossings, curb ramps and blended transitions, on-street parking, street furniture, and other elements. The specifications comprehensively address access that accommodates all types of disabilities, including mobility and vision impairments, while taking into account conditions and constraints that may impact compliance, such as space limitations and terrain.

RA: Rehabilitation Act of 1973

Readily Achievable: Easily accomplishable and able to be carried out without much difficulty or expanse. In determining whether an action is readily achievable, factors to be considered include: nature and cost of the action; overall financial resources and the effect on expenses and resources; legitimate safety requirements; impact on the operation of a site; and (if applicable) overall financial resources such as size or type of operation of any parent corporation or entity.

ROW: Right-of-Way

Running Slope: The grade that is parallel to the direction of pedestrian travel.

SETP: Self-Evaluation and Transition Plan

Title V of the Rehabilitation Act of 1973: Title of the law that prohibits discrimination on the basis of disability by the Federal Government, Federal contractors, by recipients of Federal financial assistance, and in Federally conducted programs and activities.

Transition Plan: The result of the requirement of state and local governments employing 50 or more people to develop a plan that details structural changes necessary to achieve facility and program accessibility.

UFAS: Uniform Federal Accessibility Standards

Undue Hardship: With respect to the provision of an accommodation under Title I of the ADA, significant difficulty or expense incurred by a covered entity, when considered in light of certain factors. These factors include the nature and cost of the accommodation in relationship to the size, resources, nature, and structure of the employer's opperation. Where the facility making the accommodation is part of a larger entity, the structure and overall resources of the larger organization would be considered, as well as the financial and administrated relationship of the facility to the larger organization. Employers do not have to provide accommodations that cause an undue hardship.

Vertical Surface Discontinuities: Vertical differences in level between two adjacent surfaces.

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ATTACHMENT A

1. ADA Guidelines for Detailed Evaluation
Curb Ramp Analysis Guidelines
Sidewalk Analysis Guidelines
Crosswalk Analysis Guidelines

2. Intersection Self-Evaluation Form

Curb Ramp Analysis

1. Is there a curb ramp?
2. Is there a curb ramp where a sidewalk crosses a street? (R207)
3. What type of curb ramp? (R303.2)
   a. Perpendicular curb ramp
   b. Parallel curb ramp
   c. Blended transitions
4. Is the width of the curb ramp at least 4' width (excluding flares)? (R303.3.1)
5. Is there a detectable warnings complying with regulations provided where a curb ramp or blended transition connects to a street? (R303.3.2 & R304)
6. Is the running slope greater than 5% but less than 8.3%? (R303.2.1.1 & R303.2.2.1)
   a. Blended transition 5% maximum (R303.2.3)
7. Is the cross slope less than 2%? (R303.2.1.2 & R303.2.2.2)
8. Is the landing a minimum of 4' x 4'? (R303.2.1.3 & R303.2.2.3)
9. Is the surface of the curb ramp or blended transition firm, stable and slip resistant and clear of gratings, access covers, and other appurtenances? (R303.3.3)
10. Is the grade break at the top and bottom of the ramp flush and is not located on the surface of the curb ramp, landing or gutter areas? (R303.3.4)
11. Is the counter slope of the gutter or street at the foot of the curb ramp less than 5%? (R303.3.5)
12. Is the clear space beyond the curb face at least 4' x 4'? (R303.3.6)
13. If the curb ramp is a perpendicular curb ramp, is the flared sides slope less than 10% where a pedestrian path crosses the curb ramp or if the sides are returned, are they protected from cross travel? (R303.2.1.4)

Curb Ramp Priority Matrix		
Priority	**Point Value**	**Identified Issue**
1A	4	An existing curb ramp's running slope is greater than 12%.
1B	4	No curb ramp where a sidewalk or pedestrian path exists and crosses a curb.
2A	3	An existing curb ramp's running slope is greater than 8.33% or less than 5%.
2B	3	An existing curb ramp with a width less than 4'.
3A	2	An existing curb ramp with a landing is less than 4'x4' or a clear space at the bottom of the ramp that is less than 4'x4'.
3B	2	An existing curb ramp with a cross slope greater than 2% or a gutter slope greater than 5%.
4A	1	An existing curb ramp with grade breaks that are not flush or do not have properly installed detectable warnings.
4B	1	An existing curb ramp with sides that do not meet standards or without a stable, firm and slip resistant surface or with an obstacle in the path.

Sidewalk Analysis

1. Is there a sidewalk at each corner? (R204)
2. Is there at least 4' of continuous and unobstructed clear width of a sidewalk (excluding the curb width)? (R301.3.1)
3. If the continuous width is less than 5', are the passing spaces at least every 200' that are 5' wide or greater? (R301.3.2)
4. Is the cross slope of the sidewalk less than 2%? (R301.4.1)
5. Where the sidewalk is adjacent to the street, does the grade of the sidewalk not exceed the general grade of the street? (R301.4.3)
6. Is the surface of the sidewalk firm, stable, and slip resistant? (R301.5.1)
7. Are any gaps in the surface less than 0.50"?(R301.5.2)
8. Is the sidewalk clear of grates or if there is a grate, are the openings no more than 0.5" wide and elongated openings running perpendicular to the direction of travel? (R301.7.1)
9. Is the sidewalk clear of protruding objects? If there is a protruding object does (R401)
   a. the leading edge of that object less than 27" and more than 80" above the ground, or
   b. protrudes less than 4" into the travel path of the sidewalk, or
   c. a barrier is provided no more than 27" from the ground where the vertical clearance is less than 80".

Sidewalk Priority Matrix		
Priority	**Point Value**	**Identified Issue**
1	4	No sidewalk to continue an accessible route across a curb.
2A	3	An existing sidewalk's running slope is greater than the general grade of the street.
2B	3	An existing sidewalk with a continuous clear width less than 4'.
2C	3	An existing sidewalk with obstructions in the clear path.
3B	2	An existing sidewalk without a 5' passing zones at least every 200'.
3C	2	An existing sidewalk with a cross slope greater than 2%.
4A	1	An existing sidewalk with vertical or horizontal gaps.
4B	1	An existing sidewalk with grate openings in the direction of travel and greater than 0.5" wide.
4C	1	An existing sidewalk without stable, firm and slip resistant surfaces.

Crosswalk Analysis

1. Is there crosswalk that connects two sidewalks across a street? (R206 & R305.2)
2. Is the width of the marked crosswalk at least 6'? (R305.2.1)
3. Does the cross slope of the crosswalk meet the guidelines?
   a. If the crosswalk is crossing a street with a stop control, is the cross slope less than 2%? (R305.2.2.1)
   b. If the crosswalk is crossing a street without a stop control, is the cross slope less than 5%? (R305.2.2.2)
4. Is the running slope of the crosswalk less than 5%? (R305.2.3)
5. If the crosswalk crosses a median, is the length of the median at least 6' and has detectable warnings located at curb line or edge of the roadway? (R305.4)
6. Is the intersection signalized, if so, does it have a pedestrian signal, if so, is the pedestrian signal phase allow enough time for a walking speed of 3.5 ft/sec? (R305.3)

Crosswalk Priority Matrix		
Priority	**Point Value**	**Identified Issue**
1	4	No crosswalk to connect two sidewalks across a street.
2A	3	An existing crosswalk with a cross slope greater than standard.
2B	3	An existing crosswalk with a running slope greater than 5%.
3A	2	An existing crosswalk with a width less than 6'.
3B	2	If an existing crosswalk crosses a median and the median is less than 6' long or does not have detectable warnings.
4	1	If an existing crosswalk has a pedestrian signal and the pedestrian signal phase does not allow enough time for a walking speed of 3.5 ft/sec, or is signalized and does not have a pedestrian signal.

LPA:_____ N/S:_____ E/W:_____ Ins: ____ Date: _____ ID: _____

Approach

# of Lanes	
Control N - ST - SG	
Median? Y - N	
Median Width "	
Median Warn ? Y - N	

Crosswalk

| Marked?   Y - N |
| Width |
| Length   ft |
| Run   % |
| Cross   % |
| Ped Signal?   Y - N |
| Ped Time   sec |

g	**h**
Cross %	Cross %
Grade OK? Y - N	Grade OK? Y - N
Surface OK? Y - N	Surface OK? Y - N
Gap "	Gap "
Grate OK? Y - N	Grate OK? Y - N
Protrusion Y - N	Protrusion Y - N
Protr. Height "	Protr. Height "
Protr. Length "	Protr. Length "
Protr. Barrier Y - N	Protr. Barrier Y - N

a	**b**
Cross %	Cross %
Grade OK? Y - N	Grade OK? Y - N
Surface OK? Y - N	Surface OK? Y - N
Gap "	Gap "
Grate OK? Y - N	Grate OK? Y - N
Protrusion Y - N	Protrusion Y - N
Protr. Height "	Protr. Height "
Protr. Length "	Protr. Length "
Protr. Barrier Y - N	Protr. Barrier Y - N

h

Width: "
Passing: Y - N

g Width: "
Passing: Y - N

G

H

a

Width: "
Passing: Y - N

B Width: "
Passing: Y - N *b*

A

South Bound

Approach	**Crosswalk**
# of Lanes	Marked? Y - N
Control N - ST - SG	Width "
Median? Y - N	Length ft
Median Width "	Run %
Median Warn ? Y - N	Cross %
	Ped Signal? Y - N
	Ped Time sec

East Bound

Approach	**Crosswalk**
# of Lanes	Marked? Y - N
Control N - ST - SG	Width "
Median? Y - N	Length ft
Median Width "	Run %
Median Warn ? Y - N	Cross %
	Ped Signal? Y - N
	Ped Time sec

West Bound

North Bound

E

F

C

D

f Width: "
Passing: Y - N

c Width: "
Passing: Y - N

c Width: "
Passing: Y - N

Width: "
Passing: Y - N

e

d

Approach

# of Lanes	
Control N - ST - SG	
Median? Y - N	
Median Width	
Median Warn ? Y - N	

Crosswalk

| Marked?   Y - N |
| Width   " |
| Length   ft |
| Run   % |
| Cross   % |
| Ped Signal?   Y - N |
| Ped Time   sec |

e	**f**
Cross %	Cross %
Grade OK? Y - N	Grade OK? Y - N
Surface OK? Y - N	Surface OK? Y - N
Gap "	Gap "
Grate OK? Y - N	Grate OK? Y - N
Protrusion Y - N	Protrusion Y - N
Protr. Height "	Protr. Height "
Protr. Length "	Protr. Length "
Protr. Barrier Y - N	Protr. Barrier Y - N

c	**d**
Cross %	Cross %
Grade OK? Y - N	Grade OK? Y - N
Surface OK? Y - N	Surface OK? Y - N
Gap "	Gap "
Grate OK? Y - N	Grate OK? Y - N
Protrusion Y - N	Protrusion Y - N
Protr. Height "	Protr. Height "
Protr. Length "	Protr. Length "
Protr. Barrier Y - N	Protr. Barrier Y - N

Curb Ramps

	Type	Width	Landing	Clear Space	Run %	Cross %	Gutter %	Edge Type	Flare %	Surface OK?	Warning OK?	Grd Brk OK?
A	PE - PA - BT - N	"	"	"	%	%	%	N - F - R	%	Y - N	Y - N	Y - N
B	PE - PA - BT - N	"	"	"	%	%	%	N - F - R	%	Y - N	Y - N	Y - N
C	PE - PA - BT - N	"	"	"	%	%	%	N - F - R	%	Y - N	Y - N	Y - N
D	PE - PA - BT - N	"	"	"	%	%	%	N - F - R	%	Y - N	Y - N	Y - N
E	PE - PA - BT - N	"	"	"	%	%	%	N - F - R	%	Y - N	Y - N	Y - N
F	PE - PA - BT - N	"	"	"	%	%	%	N - F - R	%	Y - N	Y - N	Y - N
G	PE - PA - BT - N	"	"	"	%	%	%	N - F - R	%	Y - N	Y - N	Y - N
H	PE - PA - BT - N	"	"	"	%	%	%	N - F - R	%	Y - N	Y - N	Y - N

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ATTACHMENT B

1. Intersection Prioritization Matrix

This matrix lists the intersection's intersection class, sidewalk and transit availabilities, and the intersection's detailed or preliminary ADA evaluation grade.

B - 2	**Detailed Evaluation Grade**
D - 4	**Preliminary Evaluation Grade**

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N/S Street	E/W Street	ADA Evaluation	Intersection Class	Sidewalk Availability	Transit Availability		Priority Score	Priority Rank
Apperson Way (M)	Superior (C)	RE - 5	MC - 2.86	100% - 5	OO - 5		4.46	Essential
Apperson Way (M)	Jefferson (M)	D - 4	MM - 3.57	100% - 5	OO - 5		4.39	Essential
Apperson Way (M)	Jackson (L)	RE - 5	ML - 2.14	100% - 5	OO - 5		4.29	Essential
Apperson Way (M)	LaFountain (L)	RE - 5	ML - 2.14	100% - 5	OO - 5		4.29	Essential
Apperson Way (M)	Mulberry (L)	RE - 5	ML - 2.14	100% - 5	OO - 5		4.29	Essential
Apperson Way (M)	Monroe (C)	D - 4	MC - 2.86	100% - 5	OO - 5		4.21	Essential
Apperson Way (M)	North (C)	D - 4	MC - 2.86	100% - 5	OO - 5		4.21	Essential
Buckeye (L)	Superior (C)	RE - 5	CL - 1.43	100% - 5	OO - 5		4.11	Essential
Union (C)	Vaile (C)	RE - 5	CC - 2.14	100% - 5	OW - 4		4.04	Essential
Apperson Way (M)	Havens (L)	D - 4	ML - 2.14	100% - 5	OO - 5		4.04	Essential
Apperson Way (M)	Richmond (L)	D - 4	ML - 2.14	100% - 5	OO - 5		4.04	Essential
Apperson Way (M)	Taylor (L)	D - 4	ML - 2.14	100% - 5	OO - 5		4.04	Essential
Bell (L)	Morgan (M)	D - 4	ML - 2.14	82.3% - 5	OO - 5		4.04	Essential
Delphos (L)	Jefferson (M)	D - 4	ML - 2.14	100% - 5	OO - 5		4.04	Essential
Jay (L)	Jefferson (M)	D - 4	ML - 2.14	100% - 5	OO - 5		4.04	Essential
Main (C)	Superior (C)	D - 4	CC - 2.14	100% - 5	OO - 5		4.04	Essential
Apperson Way (M)	Vaile (C)	RE - 5	MC - 2.86	100% - 5	ON - 3		3.96	Essential
Apperson Way (M)	Gano (C)	D - 4	MC - 2.86	87.5% - 5	OW - 4		3.96	Essential
Webster (C)	Markland (M)	D - 4	MC - 2.86	100% - 5	OW - 4		3.96	Essential
Ohio (C)	Jefferson (M)	D - 4	MC - 2.86	75% - 4	OO - 5		3.96	Essential
Washington (M)	LaFountain (M)	RE - 5	MM - 3.57	23.5% - 2	OO - 5		3.89	Essential
Apperson Way (M)	Markland (M)	B - 2	MM - 3.57	81.5% - 5	OO - 5		3.89	Essential
Philips (M)	Jefferson (M)	D - 4	MM - 3.57	100% - 5	ON - 3		3.89	Essential
Washington (M)	Morgan (M)	D - 4	MM - 3.57	92.9% - 5	ON - 3		3.89	Essential
Washington (M)	Sycamore (M)	D - 4	MM - 3.57	100% - 5	WW - 3		3.89	Essential
Buckeye (L)	Sycamore (M)	RE - 5	ML - 2.14	100% - 5	WW - 3		3.79	Essential
Washington (M)	Jackson (L)	RE - 5	ML - 2.14	100% - 5	ON - 3		3.79	Essential
Washington (M)	Taylor (L)	RE - 5	ML - 2.14	100% - 5	ON - 3		3.79	Essential
Webster (L)	Sycamore (M)	- 5	ML - 2.14	100% - 5	WW - 3		3.79	Essential
Apperson Way (M)	Broadway (L)	C - 3	ML - 2.14	100% - 5	OO - 5		3.79	Essential
Apperson Way (M)	Broadway (L)	C - 3	ML - 2.14	100% - 5	OO - 5		3.79	Essential
Apperson Way (M)	Elm (L)	C - 3	ML - 2.14	100% - 5	OO - 5		3.79	Essential
Apperson Way (M)	Madison (L)	D - 4	ML - 2.14	62.5% - 4	OO - 5		3.79	Essential
Apperson Way (M)	Spraker (L)	D - 4	ML - 2.14	72.9% - 4	OO - 5		3.79	Essential
Bell (L)	Jefferson (M)	C - 3	ML - 2.14	100% - 5	OO - 5		3.79	Essential
Locke (L)	Jefferson (M)	C - 3	ML - 2.14	100% - 5	OO - 5		3.79	Essential
Ohio (C)	Monroe (C)	C - 3	CC - 2.14	83.3% - 5	OO - 5		3.79	Essential
Purdum (L)	Jefferson (M)	C - 3	ML - 2.14	100% - 5	OO - 5		3.79	Essential
Waugh (L)	Jefferson (M)	C - 3	ML - 2.14	100% - 5	OO - 5		3.79	Essential
Apperson Way (M)	Harrison (L)	D - 4	ML - 2.14	100% - 5	OW - 4		3.79	Essential
Apperson Way (M)	King (L)	D - 4	ML - 2.14	100% - 5	OW - 4		3.79	Essential
Buckeye (L)	Markland (M)	D - 4	ML - 2.14	100% - 5	OW - 4		3.79	Essential
Market (L)	Morgan (M)	D - 4	ML - 2.14	87.5% - 5	OW - 4		3.79	Essential
Purdum (L)	Markland (M)	D - 4	ML - 2.14	100% - 5	OW - 4		3.79	Essential
Washington (M)	Harrison (L)	D - 4	ML - 2.14	100% - 5	OW - 4		3.79	Essential
Washington (M)	Mulberry (L)	D - 4	ML - 2.14	100% - 5	OW - 4		3.79	Essential
Apperson Way (M)	Tate (L)	D - 4	ML - 2.14	75% - 4	OO - 5		3.79	Essential
Jay (L)	Morgan (M)	D - 4	ML - 2.14	75% - 4	OO - 5		3.79	Essential
Purdum (L)	Morgan (M)	D - 4	ML - 2.14	75% - 4	OO - 5		3.79	Essential
Union (C)	Sycamore (M)	C - 3	MC - 2.86	100% - 5	OW - 4		3.71	Essential
Apperson Way (M)	Gerhart (C)	D - 4	MC - 2.86	84.1% - 5	ON - 3		3.71	Essential
Home (M)	Hoffer (C)	D - 4	MC - 2.86	93.8% - 5	ON - 3		3.71	Essential
Main (C)	Jefferson (M)	D - 4	MC - 2.86	100% - 5	WW - 3		3.71	Essential
Plate (C)	Markland (M)	D - 4	MC - 2.86	100% - 5	ON - 3		3.71	Essential
Union (C)	Jefferson (M)	D - 4	MC - 2.86	100% - 5	WW - 3		3.71	Essential
Washington (M)	North (C)	D - 4	MC - 2.86	100% - 5	ON - 3		3.71	Essential
Washington (M)	Walnut (C)	D - 4	MC - 2.86	100% - 5	WW - 3		3.71	Essential
Webster (C)	Defenbaugh (M)	D - 4	MC - 2.86	87.5% - 5	ON - 3		3.71	Essential
Washington (M)	Lincoln (C)	RE - 5	MC - 2.86	36% - 2	OO - 5		3.71	Essential

N/S Street	E/W Street	ADA Evaluation	Intersection Class	Sidewalk Availability	Transit Availability		Priority Score	Priority Rank
Buckeye (L)	Mulberry (L)	RE - 5	LL - 0.71	100% - 5	OW - 4		3.68	High
Rainbow Cir (L)	Rainbow (L)	- 5	LL - 0.71	90.2% - 5	OW - 4		3.68	High
Apperson Way (M)	Morgan (M)	A - 1	MM - 3.57	94.8% - 5	OO - 5		3.64	High
Apperson Way (M)	Sycamore (M)	A - 1	MM - 3.57	100% - 5	OO - 5		3.64	High
Washington (M)	Park (M)	A - 1	MM - 3.57	100% - 5	OO - 5		3.64	High
Dixon (M)	Jefferson (M)	D - 4	MM - 3.57	66.5% - 4	ON - 3		3.64	High
Dixon (M)	Sycamore (M)	C - 3	MM - 3.57	100% - 5	ON - 3		3.64	High
Philips (M)	Sycamore (M)	C - 3	MM - 3.57	100% - 5	ON - 3		3.64	High
Buckeye (L)	Walnut (C)	RE - 5	CL - 1.43	100% - 5	WW - 3		3.61	High
Main (C)	Jackson (L)	RE - 5	CL - 1.43	100% - 5	WW - 3		3.61	High
Market (L)	Vaile (C)	RE - 5	CL - 1.43	100% - 5	ON - 3		3.61	High
Purdum (L)	North (C)	- 5	CL - 1.43	100% - 5	WW - 3		3.61	High
Market (L)	Superior (C)	C - 3	CL - 1.43	100% - 5	OO - 5		3.61	High
Ohio (C)	Havens (L)	D - 4	CL - 1.43	66.7% - 4	OO - 5		3.61	High
Ohio (C)	Richmond (L)	D - 4	CL - 1.43	66.7% - 4	OO - 5		3.61	High
Indiana (L)	Superior (C)	D - 4	CL - 1.43	88.5% - 5	OW - 4		3.61	High
Webster (C)	Foster (L)	D - 4	CL - 1.43	100% - 5	OW - 4		3.61	High
Webster (C)	Harrison (L)	D - 4	CL - 1.43	100% - 5	OW - 4		3.61	High
Webster (C)	King (L)	D - 4	CL - 1.43	100% - 5	OW - 4		3.61	High
Buckeye (L)	Jefferson (M)	RE - 5	ML - 2.14	83.3% - 5	WN - 2		3.54	High
Apperson Way (M)	Barkdol (L)	D - 4	ML - 2.14	62.5% - 4	OW - 4		3.54	High
LaFountain (L)	Morgan (M)	C - 3	ML - 2.14	100% - 5	OW - 4		3.54	High
Main (L)	Morgan (M)	C - 3	ML - 2.14	100% - 5	OW - 4		3.54	High
Main (L)	Morgan (M)	D - 4	ML - 2.14	66.7% - 4	OW - 4		3.54	High
Armstrong (L)	Markland (M)	D - 4	ML - 2.14	100% - 5	WW - 3		3.54	High
Calumet (L)	Markland (M)	D - 4	ML - 2.14	100% - 5	ON - 3		3.54	High
Cooper (L)	Markland (M)	D - 4	ML - 2.14	87.5% - 5	ON - 3		3.54	High
Courtland (L)	Markland (M)	D - 4	ML - 2.14	87.5% - 5	WW - 3		3.54	High
Courtland (L)	Park (M)	D - 4	ML - 2.14	100% - 5	WW - 3		3.54	High
Indiana (L)	Park (M)	D - 4	ML - 2.14	100% - 5	WW - 3		3.54	High
Main (C)	Monroe (C)	D - 4	CC - 2.14	100% - 5	WW - 3		3.54	High
Market (L)	Jefferson (M)	D - 4	ML - 2.14	100% - 5	WW - 3		3.54	High
Philips (M)	Havens (L)	D - 4	ML - 2.14	100% - 5	ON - 3		3.54	High
Philips (M)	Jackson (L)	D - 4	ML - 2.14	90.7% - 5	ON - 3		3.54	High
Philips (M)	Mulberry (L)	D - 4	ML - 2.14	87% - 5	ON - 3		3.54	High
Philips (M)	Taylor (L)	D - 4	ML - 2.14	93.9% - 5	ON - 3		3.54	High
Tam-o-shanter (L)	Boulevard (M)	D - 4	ML - 2.14	90.4% - 5	ON - 3		3.54	High
Union (C)	Monroe (C)	D - 4	CC - 2.14	100% - 5	WW - 3		3.54	High
Wabash (L)	Park (M)	D - 4	ML - 2.14	100% - 5	WW - 3		3.54	High
Washington (M)	Foster (L)	D - 4	ML - 2.14	100% - 5	WW - 3		3.54	High
Washington (M)	Lordeman (L)	D - 4	ML - 2.14	83.3% - 5	WW - 3		3.54	High
Witherspoon (L)	Sycamore (M)	D - 4	ML - 2.14	83.3% - 5	ON - 3		3.54	High
Washington (M)	Espanol (L)	RE - 5	ML - 2.14	33.3% - 2	OO - 5		3.54	High
Apperson Way (M)	Lordeman (L)	D - 4	ML - 2.14	50% - 3	OO - 5		3.54	High
Apperson Way (M)	Walnut (C)	A - 1	MC - 2.86	100% - 5	OO - 5		3.46	High
Washington (M)	Superior (C)	A - 1	MC - 2.86	97.8% - 5	OO - 5		3.46	High
Berkley (C)	Boulevard (M)	D - 4	MC - 2.86	67.6% - 4	ON - 3		3.46	High
Berkley/Walnut (C)	Sycamore (M)	C - 3	MC - 2.86	97.9% - 5	ON - 3		3.46	High
Diamond (C)	Markland (M)	C - 3	MC - 2.86	83.3% - 5	ON - 3		3.46	High
Home (M)	Wheeler (C)	C - 3	MC - 2.86	88.7% - 5	ON - 3		3.46	High
McCann (C)	Sycamore (M)	C - 3	MC - 2.86	100% - 5	ON - 3		3.46	High
Webster (C)	Alto/Southway (M)	D - 4	MC - 2.86	66.6% - 4	ON - 3		3.46	High
Ohio (C)	Morgan (M)	D - 4	MC - 2.86	37.5% - 2	OO - 5		3.46	High
Rainbow Cir (L)	Rainbow (L)	- 5	LL - 0.71	61.2% - 4	OW - 4		3.43	High
Market (L)	Jackson (L)	RE - 5	LL - 0.71	100% - 5	WW - 3		3.43	High
Scout (L)	Council Ring (L)	- 5	LL - 0.71	100% - 5	ON - 3		3.43	High
Apperson Way (M)	Home (M)	A - 1	MM - 3.57	83.3% - 5	OW - 4		3.39	High
Washington (M)	Markland (M)	A - 1	MM - 3.57	100% - 5	OW - 4		3.39	High
Park (M)	Boulevard (M)	D - 4	MM - 3.57	46.6% - 3	ON - 3		3.39	High
Washington (M)	Smith (M)	D - 4	MM - 3.57	43.8% - 3	ON - 3		3.39	High

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N/S Street	E/W Street	ADA Evaluation	Intersection Class	Sidewalk Availability	Transit Availability		Priority Score	Priority Rank
Washington (M)	Defenbaugh (M)	C - 3	MM - 3.57	100% - 5	WN - 2		3.39	High
Webster (M)	Boulevard (M)	D - 4	MM - 3.57	56.3% - 3	ON - 3		3.39	High
Sharon (L)	Lincoln (C)	- 5	CL - 1.43	45.6% - 3	OW - 4		3.36	High
Market (L)	North (C)	- 5	CL - 1.43	66.7% - 4	WW - 3		3.36	High
Todd (L)	Lincoln (C)	- 5	CL - 1.43	66.7% - 4	ON - 3		3.36	High
Webster (C)	Pipeline (L)	- 5	CL - 1.43	67.2% - 4	ON - 3		3.36	High
LaFountain (L)	Gano (C)	RE - 5	CL - 1.43	100% - 5	WN - 2		3.36	High
LaFountain (L)	Gano (C)	- 5	CL - 1.43	100% - 5	WN - 2		3.36	High
Main (C)	Mulberry (L)	C - 3	CL - 1.43	100% - 5	OW - 4		3.36	High
Union (C)	Carter (L)	C - 3	CL - 1.43	83.3% - 5	OW - 4		3.36	High
Union (C)	Mulberry (L)	C - 3	CL - 1.43	100% - 5	OW - 4		3.36	High
Union (C)	Murden (L)	C - 3	CL - 1.43	100% - 5	OW - 4		3.36	High
Union (C)	Park (L)	C - 3	CL - 1.43	91.7% - 5	OW - 4		3.36	High
Bell (L)	Monroe (C)	D - 4	CL - 1.43	100% - 5	WW - 3		3.36	High
Courtland (L)	North (C)	D - 4	CL - 1.43	100% - 5	ON - 3		3.36	High
Delphos (L)	Monroe (C)	D - 4	CL - 1.43	100% - 5	WW - 3		3.36	High
Jay (L)	Monroe (C)	D - 4	CL - 1.43	100% - 5	WW - 3		3.36	High
Jay (L)	North (C)	D - 4	CL - 1.43	100% - 5	WW - 3		3.36	High
LaFountain (L)	North (C)	D - 4	CL - 1.43	100% - 5	WW - 3		3.36	High
Leeds (L)	North (C)	D - 4	CL - 1.43	100% - 5	ON - 3		3.36	High
Lindsay (L)	North (C)	D - 4	CL - 1.43	100% - 5	ON - 3		3.36	High
Main (C)	Park (L)	D - 4	CL - 1.43	91.7% - 5	WW - 3		3.36	High
Market (L)	Walnut (C)	D - 4	CL - 1.43	100% - 5	WW - 3		3.36	High
Morrison (L)	North (C)	D - 4	CL - 1.43	100% - 5	ON - 3		3.36	High
Purdum (L)	Monroe (C)	D - 4	CL - 1.43	100% - 5	WW - 3		3.36	High
Union (C)	Harrison (L)	D - 4	CL - 1.43	100% - 5	WW - 3		3.36	High
Wabash (L)	North (C)	D - 4	CL - 1.43	100% - 5	ON - 3		3.36	High
Waugh (L)	Monroe (C)	D - 4	CL - 1.43	100% - 5	WW - 3		3.36	High
Webster (L)	North (C)	D - 4	CL - 1.43	100% - 5	ON - 3		3.36	High
Ohio (C)	Elm (L)	D - 4	CL - 1.43	50% - 3	OO - 5		3.36	High
SR931 (P)	Morgan (M)	D - 4	PM - 4.29	0% - 1	OW - 4		3.32	High

N/S Street	E/W Street	ADA Evaluation	Intersection Class	Sidewalk Availability	Transit Availability		Priority Score	Priority Rank
LaFountain (M)	Pipeline (L)	- 5	ML - 2.14	40.8% - 3	ON - 3		3.29	Moderate
Dixon (M)	Bowyer (L)	- 5	ML - 2.14	66.7% - 4	WN - 2		3.29	Moderate
Philips (M)	Hutchins (L)	- 5	ML - 2.14	66.7% - 4	WN - 2		3.29	Moderate
Washington (M)	Tate (L)	- 5	ML - 2.14	66.7% - 4	WN - 2		3.29	Moderate
Union (C)	Superior (C)	A - 1	CC - 2.14	100% - 5	OO - 5		3.29	Moderate
Union (C)	Walnut (C)	B - 2	CC - 2.14	100% - 5	OW - 4		3.29	Moderate
Buckeye (L)	Morgan (M)	C - 3	ML - 2.14	100% - 5	ON - 3		3.29	Moderate
Buckeye (L)	Morgan (M)	C - 3	ML - 2.14	100% - 5	ON - 3		3.29	Moderate
Conradt (L)	Sycamore (M)	C - 3	ML - 2.14	100% - 5	ON - 3		3.29	Moderate
Conti (L)	Boulevard (M)	C - 3	ML - 2.14	100% - 5	ON - 3		3.29	Moderate
Devonshire (L)	Sycamore (M)	C - 3	ML - 2.14	100% - 5	ON - 3		3.29	Moderate
Dixon (M)	Finney Lee (L)	D - 4	ML - 2.14	66.7% - 4	ON - 3		3.29	Moderate
Forest (L)	Sycamore (M)	C - 3	ML - 2.14	100% - 5	ON - 3		3.29	Moderate
Home (M)	Wheeler (L)	C - 3	ML - 2.14	100% - 5	ON - 3		3.29	Moderate
Jay (L)	Sycamore (M)	C - 3	ML - 2.14	100% - 5	WW - 3		3.29	Moderate
Kingston (L)	Sycamore (M)	C - 3	ML - 2.14	100% - 5	ON - 3		3.29	Moderate
Magnolia (L)	Sycamore (M)	C - 3	ML - 2.14	100% - 5	ON - 3		3.29	Moderate
Main (C)	Vaile (C)	C - 3	CC - 2.14	100% - 5	WW - 3		3.29	Moderate
Philips (M)	Monroe (L)	C - 3	ML - 2.14	100% - 5	ON - 3		3.29	Moderate
Ruddell (L)	Sycamore (M)	C - 3	ML - 2.14	100% - 5	ON - 3		3.29	Moderate
Webster (C)	Lincoln (C)	D - 4	CC - 2.14	67.8% - 4	ON - 3		3.29	Moderate
Westmoreland (L)	Sycamore (M)	C - 3	ML - 2.14	100% - 5	ON - 3		3.29	Moderate
Wildwood (L)	Sycamore (M)	C - 3	ML - 2.14	100% - 5	ON - 3		3.29	Moderate
Lindsay (L)	Jefferson (M)	D - 4	ML - 2.14	100% - 5	WN - 2		3.29	Moderate
McCann (L)	Jefferson (M)	D - 4	ML - 2.14	81.2% - 5	WN - 2		3.29	Moderate
Philips (M)	Tate (L)	D - 4	ML - 2.14	100% - 5	WN - 2		3.29	Moderate
Delphos (L)	Morgan (M)	D - 4	ML - 2.14	33.3% - 2	OO - 5		3.29	Moderate
LaFountain (M)	Rainbow (L)	D - 4	ML - 2.14	30.1% - 2	OO - 5		3.29	Moderate
Locke (L)	Morgan (M)	D - 4	ML - 2.14	33.3% - 2	OO - 5		3.29	Moderate
Ohio (C)	North (C)	D - 4	CC - 2.14	25% - 2	OO - 5		3.29	Moderate
Waugh (L)	Morgan (M)	D - 4	ML - 2.14	33.3% - 2	OO - 5		3.29	Moderate
Home (M)	State (L)	D - 4	ML - 2.14	76.9% - 4	ON - 3		3.29	Moderate
Philips (M)	Madison (L)	D - 4	ML - 2.14	75% - 4	ON - 3		3.29	Moderate
Washington (M)	Fischer (L)	D - 4	ML - 2.14	75% - 4	ON - 3		3.29	Moderate
Washington (M)	Havens (L)	D - 4	ML - 2.14	75% - 4	ON - 3		3.29	Moderate
Washington (M)	Virginia (L)	D - 4	ML - 2.14	75% - 4	WW - 3		3.29	Moderate
Western (L)	Sycamore (M)	D - 4	ML - 2.14	75% - 4	ON - 3		3.29	Moderate
SR931 (P)	Markland (P)	D - 4	PP - 5	0% - 1	ON - 3		3.25	Moderate
Main (C)	Markland (M)	A - 1	MC - 2.86	100% - 5	OW - 4		3.21	Moderate
Union (C)	Markland (M)	A - 1	MC - 2.86	100% - 5	OW - 4		3.21	Moderate
Webster (C)	Park (M)	A - 1	MC - 2.86	88% - 5	OW - 4		3.21	Moderate
Main (C)	Sycamore (M)	B - 2	MC - 2.86	100% - 5	WW - 3		3.21	Moderate
Park (M)	Lincoln (C)	D - 4	MC - 2.86	43.8% - 3	ON - 3		3.21	Moderate
Berkley/Lody (C)	Jefferson (M)	C - 3	MC - 2.86	85.7% - 5	WN - 2		3.21	Moderate
Philips (M)	Superior (C)	C - 3	MC - 2.86	100% - 5	WN - 2		3.21	Moderate
Meijer Entrance (L)	Markland (P)	- 5	PL - 2.86	25.4% - 2	ON - 3		3.21	Moderate
Sam's Entrance (L)	Markland (P)	- 5	PL - 2.86	25.4% - 2	ON - 3		3.21	Moderate
Walmart's Entrance (L)	Markland (P)	- 5	PL - 2.86	25.4% - 2	ON - 3		3.21	Moderate
Clark (L)	Markland (P)	- 5	PL - 2.86	50% - 3	WN - 2		3.21	Moderate
Emery (L)	Markland (P)	- 5	PL - 2.86	50% - 3	WN - 2		3.21	Moderate
Dixon (M)	Lincoln (C)	C - 3	MC - 2.86	75.7% - 4	ON - 3		3.21	Moderate
Union (C)	Defenbaugh (M)	D - 4	MC - 2.86	77.8% - 4	WN - 2		3.21	Moderate
Washington (M)	Hoffer (C)	D - 4	MC - 2.86	75% - 4	WN - 2		3.21	Moderate
Buckeye (L)	Jackson (L)	RE - 5	LL - 0.71	100% - 5	WN - 2		3.18	Moderate
Buckeye (L)	Jackson (L)	- 5	LL - 0.71	83.3% - 5	WN - 2		3.18	Moderate
Buckeye (L)	King (L)	- 5	LL - 0.71	87.5% - 5	WN - 2		3.18	Moderate
Buckeye (L)	Taylor (L)	RE - 5	LL - 0.71	100% - 5	WN - 2		3.18	Moderate
Columbus (L)	Lafayette Cir (L)	RE - 5	LL - 0.71	92.5% - 5	WN - 2		3.18	Moderate
Courtland (L)	Preble (L)	RE - 5	LL - 0.71	100% - 5	WN - 2		3.18	Moderate
Courtland (L)	Virginia (L)	- 5	LL - 0.71	83.3% - 5	WN - 2		3.18	Moderate

N/S Street	E/W Street	ADA Evaluation	Intersection Class	Sidewalk Availability	Transit Availability		Priority Score	Priority Rank
Devonshire (L)	Devonshire (L)	- 5	LL - 0.71	100% - 5	WN - 2		3.18	Moderate
Highland Springs (L)	Springwater (L)	- 5	LL - 0.71	100% - 5	WN - 2		3.18	Moderate
Longbow (L)	Miami (L)	- 5	LL - 0.71	100% - 5	WN - 2		3.18	Moderate
Spring Hill (L)	Waterfront (L)	- 5	LL - 0.71	85.6% - 5	WN - 2		3.18	Moderate
Springmill (L)	Spring Hill (L)	- 5	LL - 0.71	84.9% - 5	WN - 2		3.18	Moderate
Springmill (L)	Waterfront (L)	- 5	LL - 0.71	90.8% - 5	WN - 2		3.18	Moderate
Webster (L)	Kirk (L)	RE - 5	LL - 0.71	100% - 5	WN - 2		3.18	Moderate
Webster (L)	Preble (L)	RE - 5	LL - 0.71	100% - 5	WN - 2		3.18	Moderate
Armstrong (L)	Foster (L)	D - 4	LL - 0.71	100% - 5	WW - 3		3.18	Moderate
Armstrong (L)	Harrison (L)	D - 4	LL - 0.71	100% - 5	WW - 3		3.18	Moderate
Armstrong (L)	King (L)	D - 4	LL - 0.71	100% - 5	WW - 3		3.18	Moderate
Armstrong (L)	Mulberry (L)	D - 4	LL - 0.71	100% - 5	WW - 3		3.18	Moderate
Bell (L)	Broadway (L)	D - 4	LL - 0.71	100% - 5	WW - 3		3.18	Moderate
Bell (L)	Elm (L)	D - 4	LL - 0.71	100% - 5	WW - 3		3.18	Moderate
Bell (L)	Harrison (L)	D - 4	LL - 0.71	100% - 5	WW - 3		3.18	Moderate
Bell (L)	Havens (L)	D - 4	LL - 0.71	100% - 5	WW - 3		3.18	Moderate
Bell (L)	Spraker (L)	D - 4	LL - 0.71	91.7% - 5	WW - 3		3.18	Moderate
Buckeye (L)	Harrison (L)	D - 4	LL - 0.71	97% - 5	WW - 3		3.18	Moderate
Courtland (L)	Harrison (L)	D - 4	LL - 0.71	87.5% - 5	WW - 3		3.18	Moderate
Delphos (L)	Broadway (L)	D - 4	LL - 0.71	100% - 5	WW - 3		3.18	Moderate
Delphos (L)	Dixon (L)	D - 4	LL - 0.71	100% - 5	WW - 3		3.18	Moderate
Delphos (L)	Elm (L)	D - 4	LL - 0.71	100% - 5	WW - 3		3.18	Moderate
Delphos (L)	Mulberry (L)	D - 4	LL - 0.71	100% - 5	WW - 3		3.18	Moderate
Delphos (L)	Taylor (L)	D - 4	LL - 0.71	100% - 5	WW - 3		3.18	Moderate
Delphos (L)	Walnut (L)	D - 4	LL - 0.71	100% - 5	WW - 3		3.18	Moderate
Jay (L)	Harrison (L)	D - 4	LL - 0.71	100% - 5	WW - 3		3.18	Moderate
Jay (L)	Jackson (L)	D - 4	LL - 0.71	87.5% - 5	WW - 3		3.18	Moderate
LaFountain (L)	Broadway (L)	D - 4	LL - 0.71	100% - 5	WW - 3		3.18	Moderate
LaFountain (L)	Havens (L)	D - 4	LL - 0.71	82% - 5	WW - 3		3.18	Moderate
LaFountain (L)	Richmond (L)	D - 4	LL - 0.71	100% - 5	WW - 3		3.18	Moderate
LaFountain (L)	Spraker (L)	D - 4	LL - 0.71	81.3% - 5	WW - 3		3.18	Moderate
Locke (L)	Broadway (L)	D - 4	LL - 0.71	100% - 5	WW - 3		3.18	Moderate
Locke (L)	Dixon (L)	D - 4	LL - 0.71	100% - 5	WW - 3		3.18	Moderate
Locke (L)	Elm (L)	D - 4	LL - 0.71	87.5% - 5	WW - 3		3.18	Moderate
Locke (L)	Madison (L)	D - 4	LL - 0.71	83.3% - 5	WW - 3		3.18	Moderate
Market (L)	Harrison (L)	D - 4	LL - 0.71	91.1% - 5	WW - 3		3.18	Moderate
Market (L)	King (L)	D - 4	LL - 0.71	100% - 5	WW - 3		3.18	Moderate
Purdum (L)	Harrison (L)	D - 4	LL - 0.71	100% - 5	WW - 3		3.18	Moderate
Purdum (L)	Havens (L)	D - 4	LL - 0.71	87.5% - 5	WW - 3		3.18	Moderate
Purdum (L)	Mulberry (L)	D - 4	LL - 0.71	100% - 5	WW - 3		3.18	Moderate
Purdum (L)	Spraker (L)	D - 4	LL - 0.71	87.5% - 5	WW - 3		3.18	Moderate
Purdum (L)	Taylor (L)	D - 4	LL - 0.71	100% - 5	WW - 3		3.18	Moderate
Amberwood (L)	Amberwood (L)	- 5	LL - 0.71	73.4% - 4	ON - 3		3.18	Moderate
Jay (L)	Madison (L)	- 5	LL - 0.71	62.5% - 4	WW - 3		3.18	Moderate
Longview (L)	Mulberry (L)	- 5	LL - 0.71	66.7% - 4	WW - 3		3.18	Moderate
Longview (L)	Mulberry (L)	- 5	LL - 0.71	66.7% - 4	WW - 3		3.18	Moderate
Longview (L)	Taylor (L)	- 5	LL - 0.71	66.7% - 4	WW - 3		3.18	Moderate
Market (L)	Broadway (L)	- 5	LL - 0.71	66.7% - 4	WW - 3		3.18	Moderate
LaFountain (M)	Alto (M)	D - 4	MM - 3.57	24.9% - 2	ON - 3		3.14	Moderate
Washington (M)	Jefferson (M)	A - 1	MM - 3.57	100% - 5	ON - 3		3.14	Moderate
Dixon (M)	Defenbaugh (M)	D - 4	MM - 3.57	60.5% - 4	NN - 1		3.14	Moderate
Washington (M)	Boulevard (M)	RE - 5	MM - 3.57	35.1% - 2	WN - 2		3.14	Moderate
Berkley (C)	Downing on Berkley (L)	- 5	CL - 1.43	82.2% - 5	NN - 1		3.11	Moderate
Bell (L)	Hoffer (C)	C - 3	CL - 1.43	100% - 5	ON - 3		3.11	Moderate
Bell (L)	North (C)	C - 3	CL - 1.43	100% - 5	WW - 3		3.11	Moderate
Bell (L)	North (C)	C - 3	CL - 1.43	100% - 5	WW - 3		3.11	Moderate
Delphos (L)	North (C)	C - 3	CL - 1.43	100% - 5	WW - 3		3.11	Moderate
Indiana (L)	North (C)	C - 3	CL - 1.43	100% - 5	ON - 3		3.11	Moderate
Jay (L)	Vaile (C)	C - 3	CL - 1.43	100% - 5	WW - 3		3.11	Moderate
LaFountain (L)	Monroe (C)	C - 3	CL - 1.43	100% - 5	WW - 3		3.11	Moderate

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N/S Street	E/W Street	ADA Evaluation	Intersection Class	Sidewalk Availability	Transit Availability		Priority Score	Priority Rank
Locke (L)	North (C)	D - 4	CL - 1.43	66.7% - 4	WW - 3		3.11	Moderate
Main (C)	Harrison (L)	C - 3	CL - 1.43	100% - 5	WW - 3		3.11	Moderate
Main (C)	Harrison (L)	C - 3	CL - 1.43	96% - 5	WW - 3		3.11	Moderate
Main (C)	Taylor (L)	C - 3	CL - 1.43	100% - 5	WW - 3		3.11	Moderate
Market (L)	Monroe (C)	C - 3	CL - 1.43	100% - 5	WW - 3		3.11	Moderate
Market (L)	North (C)	C - 3	CL - 1.43	83.3% - 5	WW - 3		3.11	Moderate
McCann (L)	North (C)	C - 3	CL - 1.43	100% - 5	ON - 3		3.11	Moderate
Purdum (L)	North (C)	C - 3	CL - 1.43	100% - 5	WW - 3		3.11	Moderate
Purdum (L)	Superior (C)	C - 3	CL - 1.43	100% - 5	WW - 3		3.11	Moderate
Union (C)	Home/Harrison (L)	C - 3	CL - 1.43	96.8% - 5	WW - 3		3.11	Moderate
Union (C)	Taylor (L)	C - 3	CL - 1.43	100% - 5	WW - 3		3.11	Moderate
Union (L)	North (C)	C - 3	CL - 1.43	100% - 5	WW - 3		3.11	Moderate
Waugh (L)	North (C)	D - 4	CL - 1.43	66.7% - 4	WW - 3		3.11	Moderate
Webster (C)	Elk (L)	C - 3	CL - 1.43	90.3% - 5	ON - 3		3.11	Moderate
Webster (C)	Ricketts (L)	C - 3	CL - 1.43	100% - 5	ON - 3		3.11	Moderate
Webster (C)	Woodland (L)	C - 3	CL - 1.43	100% - 5	ON - 3		3.11	Moderate
Berkley (C)	Cherry Hill (L)	D - 4	CL - 1.43	100% - 5	WN - 2		3.11	Moderate
Buckeye (L)	Gano (C)	D - 4	CL - 1.43	100% - 5	WN - 2		3.11	Moderate
McCann (C)	Maple (L)	D - 4	CL - 1.43	100% - 5	WN - 2		3.11	Moderate
Union (C)	Poplar/Leafy (L)	D - 4	CL - 1.43	87.5% - 5	WN - 2		3.11	Moderate
Bridgewater (L)	Center (C)	- 5	CL - 1.43	56% - 3	ON - 3		3.11	Moderate
Buckeye (L)	Monroe (C)	- 5	CL - 1.43	75% - 4	WN - 2		3.11	Moderate
Ohio (C)	Broadway (L)	D - 4	CL - 1.43	33.3% - 2	OO - 5		3.11	Moderate
Ohio (C)	Dixon (L)	D - 4	CL - 1.43	33.3% - 2	OO - 5		3.11	Moderate
Ohio (C)	Lordeman (L)	D - 4	CL - 1.43	33.3% - 2	OO - 5		3.11	Moderate
Jay (L)	Superior (C)	D - 4	CL - 1.43	75% - 4	WW - 3		3.11	Moderate
Locke (L)	Gano (C)	D - 4	CL - 1.43	75% - 4	WW - 3		3.11	Moderate
Main (C)	Virginia (L)	D - 4	CL - 1.43	75% - 4	WW - 3		3.11	Moderate
Ohio (C)	Mulberry (L)	D - 4	CL - 1.43	75% - 4	WW - 3		3.11	Moderate
Ohio (C)	Taylor (L)	D - 4	CL - 1.43	75% - 4	WW - 3		3.11	Moderate
Purdum (L)	Hoffer (C)	D - 4	CL - 1.43	75% - 4	ON - 3		3.11	Moderate
Goyer (M)	Markland (P)	D - 4	PM - 4.29	31.4% - 2	WN - 2		3.07	Moderate
Heritage (L)	Smith (M)	- 5	ML - 2.14	24.2% - 2	ON - 3		3.04	Moderate
Dixon (M)	Dixon (L)	- 5	ML - 2.14	66.7% - 4	NN - 1		3.04	Moderate
Dixon (M)	Jefferson Crossing (L)	- 5	ML - 2.14	66.7% - 4	NN - 1		3.04	Moderate
Delphos (L)	Morgan (M)	A - 1	ML - 2.14	66.7% - 4	OO - 5		3.04	Moderate
Locke (L)	Morgan (M)	A - 1	ML - 2.14	66.7% - 4	OO - 5		3.04	Moderate
Waugh (L)	Morgan (M)	A - 1	ML - 2.14	66.7% - 4	OO - 5		3.04	Moderate
Bell (L)	Markland (M)	A - 1	ML - 2.14	100% - 5	OW - 4		3.04	Moderate
Home (L)	Markland (M)	A - 1	ML - 2.14	96.8% - 5	OW - 4		3.04	Moderate
Jay (L)	Markland (M)	A - 1	ML - 2.14	100% - 5	OW - 4		3.04	Moderate
Market (L)	Markland (M)	A - 1	ML - 2.14	88.1% - 5	OW - 4		3.04	Moderate
Washington (M)	King (L)	A - 1	ML - 2.14	93.8% - 5	OW - 4		3.04	Moderate
Berkley (C)	Lincoln (C)	D - 4	CC - 2.14	43.8% - 3	ON - 3		3.04	Moderate
Cooper (L)	Jefferson (M)	D - 4	ML - 2.14	47.4% - 3	WW - 3		3.04	Moderate
Home (M)	Firmin (L)	C - 3	ML - 2.14	72% - 4	ON - 3		3.04	Moderate
Longview (L)	Sycamore (M)	C - 3	ML - 2.14	66.7% - 4	WW - 3		3.04	Moderate
Main (C)	Walnut (C)	B - 2	CC - 2.14	100% - 5	WW - 3		3.04	Moderate
Southland (L)	Alto (M)	D - 4	ML - 2.14	46.8% - 3	ON - 3		3.04	Moderate
Washington (M)	Huston (L)	C - 3	ML - 2.14	66.7% - 4	ON - 3		3.04	Moderate
Webster (C)	Hoffer (C)	C - 3	CC - 2.14	66.7% - 4	ON - 3		3.04	Moderate
Wildridge (L)	Sycamore (M)	C - 3	ML - 2.14	66.7% - 4	ON - 3		3.04	Moderate
Diamond (C)	Vaile (C)	D - 4	CC - 2.14	66.7% - 4	WN - 2		3.04	Moderate
Dixon (M)	Berwick (L)	C - 3	ML - 2.14	100% - 5	WN - 2		3.04	Moderate
Dixon (M)	Maple (L)	D - 4	ML - 2.14	66.7% - 4	WN - 2		3.04	Moderate
Indiana (L)	Sycamore (M)	C - 3	ML - 2.14	100% - 5	WN - 2		3.04	Moderate
Morrison (L)	Jefferson (M)	D - 4	ML - 2.14	66.7% - 4	WN - 2		3.04	Moderate
Philips (M)	Lordeman (L)	C - 3	ML - 2.14	100% - 5	WN - 2		3.04	Moderate
Philips (M)	Maple (L)	C - 3	ML - 2.14	100% - 5	WN - 2		3.04	Moderate
Philips (M)	North (L)	C - 3	ML - 2.14	100% - 5	WN - 2		3.04	Moderate

N/S Street	E/W Street	ADA Evaluation	Intersection Class	Sidewalk Availability	Transit Availability		Priority Score	Priority Rank
Philips (M)	Superior (L)	C - 3	ML - 2.14	100% - 5	WN - 2		3.04	Moderate
Union (C)	Hoffer (C)	C - 3	CC - 2.14	100% - 5	WN - 2		3.04	Moderate
Webster (L)	Jefferson (M)	C - 3	ML - 2.14	100% - 5	WN - 2		3.04	Moderate
Wickersham (L)	Sycamore (M)	D - 4	ML - 2.14	66.7% - 4	WN - 2		3.04	Moderate
Witherspoon (L)	Jefferson (M)	D - 4	ML - 2.14	68% - 4	WN - 2		3.04	Moderate
Washington (M)	Firmin (L)	D - 4	ML - 2.14	62.5% - 4	WN - 2		3.04	Moderate
Dixon (M)	Carter (L)	D - 4	ML - 2.14	83.3% - 5	NN - 1		3.04	Moderate
Dixon (M)	Carter (L)	D - 4	ML - 2.14	82.2% - 5	NN - 1		3.04	Moderate
Dixon (M)	Delon (L)	D - 4	ML - 2.14	100% - 5	NN - 1		3.04	Moderate
Dixon (M)	King (L)	D - 4	ML - 2.14	100% - 5	NN - 1		3.04	Moderate
Dixon (M)	Westdale (L)	D - 4	ML - 2.14	100% - 5	NN - 1		3.04	Moderate
Laramie (L)	Sycamore (M)	D - 4	ML - 2.14	100% - 5	NN - 1		3.04	Moderate
Wabash (L)	Jefferson (M)	D - 4	ML - 2.14	87.7% - 5	NN - 1		3.04	Moderate
Dixon (M)	Valentine (L)	- 5	ML - 2.14	77.6% - 4	NN - 1		3.04	Moderate
Apperson Way (M)	Fischer (L)	D - 4	ML - 2.14	50% - 3	ON - 3		3.04	Moderate
Washington (M)	Gerhart (L)	D - 4	ML - 2.14	50% - 3	ON - 3		3.04	Moderate
Courtland (L)	Defenbaugh (M)	D - 4	ML - 2.14	75% - 4	WN - 2		3.04	Moderate
Philips (M)	North (C)	A - 1	MC - 2.86	100% - 5	ON - 3		2.96	Moderate
Washington (M)	Gano (C)	A - 1	MC - 2.86	100% - 5	ON - 3		2.96	Moderate
Washington (M)	Monroe (C)	A - 1	MC - 2.86	100% - 5	ON - 3		2.96	Moderate
Union (C)	Boulevard (M)	C - 3	MC - 2.86	71.7% - 4	WN - 2		2.96	Moderate
McCann (C)	Park (M)	C - 3	MC - 2.86	100% - 5	NN - 1		2.96	Moderate
Ohio (C)	Sycamore (M)	D - 4	MC - 2.86	66.7% - 4	NN - 1		2.96	Moderate
LaFountain (C)	Boulevard (M)	D - 4	MC - 2.86	39.9% - 2	ON - 3		2.96	Moderate
Seventeenth (C)	Markland (M)	D - 4	MC - 2.86	33.3% - 2	ON - 3		2.96	Moderate
SR931 (P)	Tomahawk (L)	D - 4	PL - 2.86	50% - 3	WN - 2		2.96	Moderate
Lindsay (L)	Richmond (L)	- 5	LL - 0.71	72.4% - 4	WN - 2		2.93	Moderate
Mackinaw (L)	Bridgewater (L)	- 5	LL - 0.71	70.2% - 4	WN - 2		2.93	Moderate
Wabash (L)	Foster (L)	- 5	LL - 0.71	66.7% - 4	WN - 2		2.93	Moderate
Cobble Stone (L)	Weathered Rock (L)	- 5	LL - 0.71	96.4% - 5	NN - 1		2.93	Moderate
Delphos (L)	Firmin (L)	- 5	LL - 0.71	100% - 5	NN - 1		2.93	Moderate
Devonshire (L)	Delon (L)	- 5	LL - 0.71	100% - 5	NN - 1		2.93	Moderate
Essex (L)	Wellesley (L)	- 5	LL - 0.71	100% - 5	NN - 1		2.93	Moderate
Field Stone (L)	Bridgestone (L)	- 5	LL - 0.71	98.6% - 5	NN - 1		2.93	Moderate
Field Stone (L)	Weathered Rock (L)	- 5	LL - 0.71	100% - 5	NN - 1		2.93	Moderate
Justice (L)	Congress (L)	- 5	LL - 0.71	82.5% - 5	NN - 1		2.93	Moderate
Mayor (L)	Justice (L)	- 5	LL - 0.71	89.7% - 5	NN - 1		2.93	Moderate
Morrison (L)	Monroe (L)	- 5	LL - 0.71	100% - 5	NN - 1		2.93	Moderate
Providence (L)	Sibley (L)	- 5	LL - 0.71	100% - 5	NN - 1		2.93	Moderate
Rollingstone (L)	Bridgstone (L)	- 5	LL - 0.71	98.9% - 5	NN - 1		2.93	Moderate
Sand Walk (L)	Shore Bend (L)	- 5	LL - 0.71	91.6% - 5	NN - 1		2.93	Moderate
Arrowhead (L)	Arrow (L)	C - 3	LL - 0.71	82.1% - 5	ON - 3		2.93	Moderate
Arrowhead (L)	Brave (L)	C - 3	LL - 0.71	100% - 5	ON - 3		2.93	Moderate
Arrowhead (L)	Flint (L)	C - 3	LL - 0.71	100% - 5	ON - 3		2.93	Moderate
Arrowhead (L)	Maumee (L)	C - 3	LL - 0.71	100% - 5	ON - 3		2.93	Moderate
Arrowhead (L)	Miami (L)	C - 3	LL - 0.71	100% - 5	ON - 3		2.93	Moderate
Arrowhead (L)	Miami (L)	C - 3	LL - 0.71	100% - 5	ON - 3		2.93	Moderate
Arrowhead (L)	Peshewa (L)	C - 3	LL - 0.71	100% - 5	ON - 3		2.93	Moderate
Arrowhead (L)	Tomahawk (L)	C - 3	LL - 0.71	100% - 5	ON - 3		2.93	Moderate
Bell (L)	Taylor (L)	C - 3	LL - 0.71	100% - 5	WW - 3		2.93	Moderate
Buckeye (L)	King (L)	D - 4	LL - 0.71	66.7% - 4	WW - 3		2.93	Moderate
Buckskin (L)	Buckskin (L)	C - 3	LL - 0.71	100% - 5	ON - 3		2.93	Moderate
Chippewa (L)	Council Ring (L)	C - 3	LL - 0.71	100% - 5	ON - 3		2.93	Moderate
Council (L)	Council Ring (L)	C - 3	LL - 0.71	100% - 5	ON - 3		2.93	Moderate
Council Ring (L)	Arrowhead (L)	C - 3	LL - 0.71	100% - 5	ON - 3		2.93	Moderate
Council Ring (L)	Arrowhead (L)	C - 3	LL - 0.71	100% - 5	ON - 3		2.93	Moderate
Council Ring (L)	Kickapoo (L)	C - 3	LL - 0.71	100% - 5	ON - 3		2.93	Moderate
Council Ring (L)	Kickapoo (L)	C - 3	LL - 0.71	100% - 5	ON - 3		2.93	Moderate
Council Ring (L)	Oswego (L)	C - 3	LL - 0.71	100% - 5	ON - 3		2.93	Moderate
Council Ring (L)	Tepee (L)	C - 3	LL - 0.71	100% - 5	ON - 3		2.93	Moderate

N/S Street	E/W Street	ADA Evaluation	Intersection Class	Sidewalk Availability	Transit Availability		Priority Score	Priority Rank
Council Ring (L)	Tribal (L)	C - 3	LL - 0.71	100% - 5	ON - 3		2.93	Moderate
Council Ring (L)	Waubesa (L)	C - 3	LL - 0.71	100% - 5	ON - 3		2.93	Moderate
Council Ring (L)	Waubesa (L)	C - 3	LL - 0.71	100% - 5	ON - 3		2.93	Moderate
Council Ring (L)	Wigwam (L)	C - 3	LL - 0.71	100% - 5	ON - 3		2.93	Moderate
Courtland (L)	King (L)	C - 3	LL - 0.71	100% - 5	WW - 3		2.93	Moderate
Jay (L)	Spraker (L)	D - 4	LL - 0.71	62.5% - 4	WW - 3		2.93	Moderate
Jay (L)	Virginia (L)	D - 4	LL - 0.71	62.5% - 4	WW - 3		2.93	Moderate
Kiowa (L)	Arrowhead (L)	C - 3	LL - 0.71	100% - 5	ON - 3		2.93	Moderate
Lance (L)	Council Ring (L)	C - 3	LL - 0.71	100% - 5	ON - 3		2.93	Moderate
Locke (L)	Richmond (L)	C - 3	LL - 0.71	83.3% - 5	WW - 3		2.93	Moderate
Miami (L)	Council Ring (L)	C - 3	LL - 0.71	100% - 5	ON - 3		2.93	Moderate
Papoose (L)	Arrowhead (L)	C - 3	LL - 0.71	100% - 5	ON - 3		2.93	Moderate
Peace Pipe (L)	Council Ring (L)	C - 3	LL - 0.71	100% - 5	ON - 3		2.93	Moderate
Purdum (L)	Broadway (L)	C - 3	LL - 0.71	100% - 5	WW - 3		2.93	Moderate
Purdum (L)	Broadway (L)	C - 3	LL - 0.71	100% - 5	WW - 3		2.93	Moderate
Purdum (L)	Dixon (L)	C - 3	LL - 0.71	100% - 5	WW - 3		2.93	Moderate
Purdum (L)	Jackson (L)	C - 3	LL - 0.71	100% - 5	WW - 3		2.93	Moderate
Purdum (L)	Virginia (L)	D - 4	LL - 0.71	69.1% - 4	WW - 3		2.93	Moderate
Purdum (L)	Walnut (L)	C - 3	LL - 0.71	100% - 5	WW - 3		2.93	Moderate
Ring (L)	Council Ring (L)	C - 3	LL - 0.71	100% - 5	ON - 3		2.93	Moderate
Tomahawk (L)	Council Ring (L)	C - 3	LL - 0.71	100% - 5	ON - 3		2.93	Moderate
Treaty (L)	Council Ring (L)	C - 3	LL - 0.71	100% - 5	ON - 3		2.93	Moderate
Union (L)	Broadway (L)	C - 3	LL - 0.71	93.2% - 5	WW - 3		2.93	Moderate
Webster (L)	Mulberry (L)	C - 3	LL - 0.71	100% - 5	WW - 3		2.93	Moderate
Webster (L)	Walnut (L)	C - 3	LL - 0.71	100% - 5	WW - 3		2.93	Moderate
Armstrong (L)	Barkdol (L)	D - 4	LL - 0.71	93.8% - 5	WN - 2		2.93	Moderate
Armstrong (L)	Broadway (L)	D - 4	LL - 0.71	95.3% - 5	WN - 2		2.93	Moderate
Armstrong (L)	Elm (L)	D - 4	LL - 0.71	100% - 5	WN - 2		2.93	Moderate
Armstrong (L)	Fischer (L)	D - 4	LL - 0.71	100% - 5	WN - 2		2.93	Moderate
Armstrong (L)	Gano (L)	D - 4	LL - 0.71	100% - 5	WN - 2		2.93	Moderate
Armstrong (L)	Havens (L)	D - 4	LL - 0.71	100% - 5	WN - 2		2.93	Moderate
Armstrong (L)	State (L)	D - 4	LL - 0.71	100% - 5	WN - 2		2.93	Moderate
Cadillac (L)	Olds (L)	D - 4	LL - 0.71	100% - 5	WN - 2		2.93	Moderate
Cadillac (L)	Olds (L)	D - 4	LL - 0.71	100% - 5	WN - 2		2.93	Moderate
Conradt (L)	Superior (L)	D - 4	LL - 0.71	100% - 5	WN - 2		2.93	Moderate
Courtland (L)	Broadway (L)	D - 4	LL - 0.71	100% - 5	WN - 2		2.93	Moderate
Courtland (L)	Elm (L)	D - 4	LL - 0.71	100% - 5	WN - 2		2.93	Moderate
Courtland (L)	Foster (L)	D - 4	LL - 0.71	96.1% - 5	WN - 2		2.93	Moderate
Courtland (L)	Havens (L)	D - 4	LL - 0.71	100% - 5	WN - 2		2.93	Moderate
Courtland (L)	Monroe (L)	D - 4	LL - 0.71	100% - 5	WN - 2		2.93	Moderate
Courtland (L)	Spraker (L)	D - 4	LL - 0.71	100% - 5	WN - 2		2.93	Moderate
Elizabeth (L)	Virginia (L)	D - 4	LL - 0.71	100% - 5	WN - 2		2.93	Moderate
Forest (L)	Bennett (L)	D - 4	LL - 0.71	100% - 5	WN - 2		2.93	Moderate
Indiana (L)	Broadway (L)	D - 4	LL - 0.71	100% - 5	WN - 2		2.93	Moderate
Indiana (L)	Elm (L)	D - 4	LL - 0.71	100% - 5	WN - 2		2.93	Moderate
Indiana (L)	Mulberry (L)	D - 4	LL - 0.71	100% - 5	WN - 2		2.93	Moderate
Korby (L)	Tate (L)	D - 4	LL - 0.71	100% - 5	WN - 2		2.93	Moderate
LaFountain (L)	Firmin (L)	D - 4	LL - 0.71	100% - 5	WN - 2		2.93	Moderate
Leeds (L)	Broadway (L)	D - 4	LL - 0.71	100% - 5	WN - 2		2.93	Moderate
Leeds (L)	Elm (L)	D - 4	LL - 0.71	100% - 5	WN - 2		2.93	Moderate
Lindsay (L)	Broadway (L)	D - 4	LL - 0.71	100% - 5	WN - 2		2.93	Moderate
Lindsay (L)	Madison (L)	D - 4	LL - 0.71	100% - 5	WN - 2		2.93	Moderate
Lindsay (L)	Monroe (L)	D - 4	LL - 0.71	100% - 5	WN - 2		2.93	Moderate
Lindsay (L)	Taylor (L)	D - 4	LL - 0.71	100% - 5	WN - 2		2.93	Moderate
Lody (L)	Alton (L)	D - 4	LL - 0.71	100% - 5	WN - 2		2.93	Moderate
Main (L)	Leafy (L)	D - 4	LL - 0.71	100% - 5	WN - 2		2.93	Moderate
McCann (L)	Broadway (L)	D - 4	LL - 0.71	100% - 5	WN - 2		2.93	Moderate
McCann (L)	Elm (L)	D - 4	LL - 0.71	100% - 5	WN - 2		2.93	Moderate
McCann (L)	Monroe (L)	D - 4	LL - 0.71	100% - 5	WN - 2		2.93	Moderate
McCann (L)	Walnut (L)	D - 4	LL - 0.71	100% - 5	WN - 2		2.93	Moderate

N/S Street	E/W Street	ADA Evaluation	Intersection Class	Sidewalk Availability	Transit Availability		Priority Score	Priority Rank
Morrison (L)	Broadway (L)	D - 4	LL - 0.71	100% - 5	WN - 2		2.93	Moderate
Morrison (L)	Elm (L)	D - 4	LL - 0.71	100% - 5	WN - 2		2.93	Moderate
Morrison (L)	Preble (L)	D - 4	LL - 0.71	100% - 5	WN - 2		2.93	Moderate
Northview (L)	Sweetwood (L)	D - 4	LL - 0.71	100% - 5	WN - 2		2.93	Moderate
Ruddell (L)	Mulberry (L)	D - 4	LL - 0.71	100% - 5	WN - 2		2.93	Moderate
Senaca (L)	Maumee (L)	D - 4	LL - 0.71	100% - 5	WN - 2		2.93	Moderate
Springmill (L)	Springwater (L)	D - 4	LL - 0.71	94.5% - 5	WN - 2		2.93	Moderate
Tam-o-shanter (L)	Cherry Hill (L)	D - 4	LL - 0.71	100% - 5	WN - 2		2.93	Moderate
Wabash (L)	Broadway (L)	D - 4	LL - 0.71	100% - 5	WN - 2		2.93	Moderate
Wabash (L)	Elm (L)	D - 4	LL - 0.71	100% - 5	WN - 2		2.93	Moderate
Wabash (L)	Mulberry (L)	D - 4	LL - 0.71	100% - 5	WN - 2		2.93	Moderate
Webster (L)	Broadway (L)	D - 4	LL - 0.71	100% - 5	WN - 2		2.93	Moderate
Webster (L)	Elm (L)	D - 4	LL - 0.71	100% - 5	WN - 2		2.93	Moderate
Webster (L)	Havens (L)	D - 4	LL - 0.71	100% - 5	WN - 2		2.93	Moderate
Webster (L)	Jackson (L)	D - 4	LL - 0.71	100% - 5	WN - 2		2.93	Moderate
Webster (L)	Monroe (L)	D - 4	LL - 0.71	100% - 5	WN - 2		2.93	Moderate
Western (L)	Carter (L)	D - 4	LL - 0.71	93.8% - 5	WN - 2		2.93	Moderate
Courtland (L)	Kirk (L)	RE - 5	LL - 0.71	75% - 4	WN - 2		2.93	Moderate
Vinton (L)	Southlea (L)	- 5	LL - 0.71	78.2% - 4	WN - 2		2.93	Moderate
Vinton (L)	Southlea (L)	- 5	LL - 0.71	78.2% - 4	WN - 2		2.93	Moderate
Bell (L)	Madison (L)	D - 4	LL - 0.71	75% - 4	WW - 3		2.93	Moderate
Buckeye (L)	Virginia (L)	D - 4	LL - 0.71	75% - 4	WW - 3		2.93	Moderate
Delphos (L)	Havens (L)	D - 4	LL - 0.71	75% - 4	WW - 3		2.93	Moderate
Delphos (L)	Lordeman (L)	D - 4	LL - 0.71	75% - 4	WW - 3		2.93	Moderate
Jay (L)	King (L)	D - 4	LL - 0.71	75% - 4	WW - 3		2.93	Moderate
Jay (L)	Lordeman (L)	D - 4	LL - 0.71	75% - 4	WW - 3		2.93	Moderate
Purdum (L)	Madison (L)	D - 4	LL - 0.71	75% - 4	WW - 3		2.93	Moderate
Amberwood (L)	Amberwood (L)	- 5	LL - 0.71	52.6% - 3	ON - 3		2.93	Moderate
Longview (L)	Walnut (L)	- 5	LL - 0.71	50% - 3	WW - 3		2.93	Moderate
Easy (L)	Rainbow (L)	D - 4	LL - 0.71	54.4% - 3	OW - 4		2.93	Moderate
Dixon (M)	Boulevard (M)	A - 1	MM - 3.57	73.1% - 4	ON - 3		2.89	Moderate
Home (M)	Defenbaugh (M)	A - 1	MM - 3.57	66.1% - 4	ON - 3		2.89	Moderate
Washington (M)	Davis (M)	A - 1	MM - 3.57	83.3% - 5	WN - 2		2.89	Moderate
Apperson Way (M)	Smith (M)	D - 4	MM - 3.57	13.1% - 1	ON - 3		2.89	Moderate
LaFountain (M)	Southway (M)	D - 4	MM - 3.57	10.5% - 1	ON - 3		2.89	Moderate
SR931 (P)	Center (C)	D - 4	PC - 3.57	16.8% - 1	ON - 3		2.89	Moderate
Webster (M)	Boulevard (M)	D - 4	MM - 3.57	0% - 1	ON - 3		2.89	Moderate

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N/S Street	E/W Street	ADA Evaluation	Intersection Class	Sidewalk Availability	Transit Availability		Priority Score	Priority Rank
Saratoga (C)	Cedar Crest (L)	- 5	CL - 1.43	70% - 4	NN - 1		2.86	Regular
Webster (C)	Hoffer (L)	C - 3	CL - 1.43	66.7% - 4	ON - 3		2.86	Regular
White House (L)	Lincoln (C)	D - 4	CL - 1.43	42.4% - 3	ON - 3		2.86	Regular
Bell (L)	Gerhart (C)	C - 3	CL - 1.43	100% - 5	WN - 2		2.86	Regular
Bell (L)	Vaile (C)	C - 3	CL - 1.43	100% - 5	WN - 2		2.86	Regular
Bell (L)	Wheeler (C)	C - 3	CL - 1.43	100% - 5	WN - 2		2.86	Regular
Berkley (C)	Lody (L)	C - 3	CL - 1.43	100% - 5	WN - 2		2.86	Regular
Berkley (C)	Mulberry (L)	C - 3	CL - 1.43	100% - 5	WN - 2		2.86	Regular
Berkley (C)	Oakhill (L)	C - 3	CL - 1.43	90.8% - 5	WN - 2		2.86	Regular
Berkley (C)	Pebble Beach (L)	C - 3	CL - 1.43	100% - 5	WN - 2		2.86	Regular
Buckeye (L)	Hoffer (C)	C - 3	CL - 1.43	100% - 5	WN - 2		2.86	Regular
Buckeye (L)	North (C)	D - 4	CL - 1.43	66.7% - 4	WN - 2		2.86	Regular
Delphos (L)	Hoffer (C)	C - 3	CL - 1.43	91.3% - 5	WN - 2		2.86	Regular
Elizabeth (L)	Vaile (C)	D - 4	CL - 1.43	62.5% - 4	WN - 2		2.86	Regular
Locke (L)	Hoffer (C)	C - 3	CL - 1.43	100% - 5	WN - 2		2.86	Regular
Locke (L)	Vaile (C)	C - 3	CL - 1.43	100% - 5	WN - 2		2.86	Regular
Main (C)	State (L)	C - 3	CL - 1.43	100% - 5	WN - 2		2.86	Regular
Main (L)	Gano (C)	C - 3	CL - 1.43	100% - 5	WN - 2		2.86	Regular
Main (L)	Hoffer (C)	C - 3	CL - 1.43	100% - 5	WN - 2		2.86	Regular
Purdum (L)	Gerhart (C)	D - 4	CL - 1.43	70.9% - 4	WN - 2		2.86	Regular
Purdum (L)	Vaile (C)	C - 3	CL - 1.43	100% - 5	WN - 2		2.86	Regular
Union (C)	Ricketts (L)	D - 4	CL - 1.43	66.1% - 4	WN - 2		2.86	Regular
Union (C)	State (L)	C - 3	CL - 1.43	100% - 5	WN - 2		2.86	Regular
Waugh (L)	Hoffer (C)	C - 3	CL - 1.43	100% - 5	WN - 2		2.86	Regular
Webster (C)	Oak (L)	C - 3	CL - 1.43	100% - 5	WN - 2		2.86	Regular
Webster (C)	Oakhurst (L)	C - 3	CL - 1.43	100% - 5	WN - 2		2.86	Regular
Webster (C)	Redwood (L)	C - 3	CL - 1.43	100% - 5	WN - 2		2.86	Regular
Webster (C)	Southlea (L)	C - 3	CL - 1.43	96.4% - 5	WN - 2		2.86	Regular
Webster (C)	Webster (L)	C - 3	CL - 1.43	100% - 5	WN - 2		2.86	Regular
Belvedere (L)	Saratoga (C)	D - 4	CL - 1.43	100% - 5	NN - 1		2.86	Regular
Berkley (C)	Columbus (L)	D - 4	CL - 1.43	100% - 5	NN - 1		2.86	Regular
Berkley (C)	Madison (L)	D - 4	CL - 1.43	100% - 5	NN - 1		2.86	Regular
Berkley (C)	Meghan (L)	D - 4	CL - 1.43	100% - 5	NN - 1		2.86	Regular
Cadillac (L)	Saratoga (C)	D - 4	CL - 1.43	90.8% - 5	NN - 1		2.86	Regular
Cadillac (L)	Saratoga (C)	D - 4	CL - 1.43	100% - 5	NN - 1		2.86	Regular
Cranbrook (L)	Saratoga (C)	D - 4	CL - 1.43	100% - 5	NN - 1		2.86	Regular
Meadowbrook (L)	Saratoga (C)	D - 4	CL - 1.43	100% - 5	NN - 1		2.86	Regular
Misty Autum/Carol Lynn (C)	Berkley (L)	D - 4	CL - 1.43	81.4% - 5	NN - 1		2.86	Regular
Ohio (C)	Butler (L)	D - 4	CL - 1.43	0% - 1	OO - 5		2.86	Regular
Ohio (C)	Spraker (L)	D - 4	CL - 1.43	0% - 1	OO - 5		2.86	Regular
Main (C)	King (L)	D - 4	CL - 1.43	50% - 3	WW - 3		2.86	Regular
Main (L)	North (C)	D - 4	CL - 1.43	58.8% - 3	WW - 3		2.86	Regular
Rockford (L)	Lincoln (C)	D - 4	CL - 1.43	52.3% - 3	ON - 3		2.86	Regular
Union (C)	King (L)	C - 3	CL - 1.43	75% - 4	WW - 3		2.86	Regular
Webster (C)	Virginia (L)	D - 4	CL - 1.43	50% - 3	ON - 3		2.86	Regular
Bell (L)	Gano (C)	D - 4	CL - 1.43	75% - 4	WN - 2		2.86	Regular
Imperial (L)	Savoy (C)	D - 4	CL - 1.43	75% - 4	WN - 2		2.86	Regular
Jay (L)	Gano (C)	D - 4	CL - 1.43	75% - 4	WN - 2		2.86	Regular
Purdum (L)	Gano (C)	D - 4	CL - 1.43	75% - 4	WN - 2		2.86	Regular
SR931 (P)	Alto (M)	D - 4	PM - 4.29	7.2% - 1	WN - 2		2.82	Regular
SR931 (P)	Southway (M)	D - 4	PM - 4.29	0% - 1	WN - 2		2.82	Regular
Dixon (M)	Columbus (L)	- 5	ML - 2.14	43.5% - 3	NN - 1		2.79	Regular
Stadium (L)	Defenbaugh (M)	- 5	ML - 2.14	43.8% - 3	NN - 1		2.79	Regular
Abby Place Dr. (L)	Smith (M)	D - 4	ML - 2.14	24% - 2	ON - 3		2.79	Regular
Calumet (L)	Jefferson (M)	A - 1	ML - 2.14	100% - 5	WW - 3		2.79	Regular
Cooper (L)	Morgan (M)	D - 4	ML - 2.14	23.9% - 2	ON - 3		2.79	Regular
Delphos (L)	Markland (M)	A - 1	ML - 2.14	100% - 5	ON - 3		2.79	Regular
Elizabeth (L)	Markland (M)	A - 1	ML - 2.14	100% - 5	ON - 3		2.79	Regular
LaFountain (C)	Hoffer (C)	A - 1	CC - 2.14	100% - 5	ON - 3		2.79	Regular
Locke (L)	Markland (M)	A - 1	ML - 2.14	100% - 5	ON - 3		2.79	Regular

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N/S Street	E/W Street	ADA Evaluation	Intersection Class	Sidewalk Availability	Transit Availability		Priority Score	Priority Rank
Locke (L)	Markland (M)	A - 1	ML - 2.14	100% - 5	ON - 3		2.79	Regular
Market (L)	Sycamore (M)	A - 1	ML - 2.14	100% - 5	WW - 3		2.79	Regular
Oakmont (L)	Southway (M)	A - 1	ML - 2.14	83.3% - 5	ON - 3		2.79	Regular
Ohio (L)	Markland (M)	A - 1	ML - 2.14	86.9% - 5	ON - 3		2.79	Regular
Philips (M)	Broadway (L)	A - 1	ML - 2.14	100% - 5	ON - 3		2.79	Regular
Philips (M)	Elm (L)	A - 1	ML - 2.14	100% - 5	ON - 3		2.79	Regular
Philips (M)	Walnut (L)	A - 1	ML - 2.14	96.8% - 5	ON - 3		2.79	Regular
Washington (M)	Barkdol (L)	A - 1	ML - 2.14	83.3% - 5	ON - 3		2.79	Regular
Washington (M)	Barkdol (L)	A - 1	ML - 2.14	91.7% - 5	ON - 3		2.79	Regular
Washington (M)	Elm (L)	A - 1	ML - 2.14	100% - 5	ON - 3		2.79	Regular
Washington (M)	Homelawn (L)	A - 1	ML - 2.14	83.3% - 5	ON - 3		2.79	Regular
Waugh (L)	Markland (M)	A - 1	ML - 2.14	100% - 5	ON - 3		2.79	Regular
Waugh (L)	Markland (M)	A - 1	ML - 2.14	100% - 5	ON - 3		2.79	Regular
Armstrong (L)	Morgan (M)	C - 3	ML - 2.14	73.9% - 4	WN - 2		2.79	Regular
Dixon (M)	Wickersham (L)	C - 3	ML - 2.14	66.7% - 4	WN - 2		2.79	Regular
Forest (L)	Jefferson (M)	C - 3	ML - 2.14	72.9% - 4	WN - 2		2.79	Regular
Indiana (L)	Defenbaugh (M)	C - 3	ML - 2.14	72.3% - 4	WN - 2		2.79	Regular
Park (M)	Avalon (L)	C - 3	ML - 2.14	66.7% - 4	WN - 2		2.79	Regular
Park (M)	Gleneagles (L)	C - 3	ML - 2.14	66.7% - 4	WN - 2		2.79	Regular
Park (M)	Maplewood (L)	C - 3	ML - 2.14	66.7% - 4	WN - 2		2.79	Regular
Western (L)	Jefferson (M)	C - 3	ML - 2.14	66.7% - 4	WN - 2		2.79	Regular
Brandon (L)	Park (M)	C - 3	ML - 2.14	100% - 5	NN - 1		2.79	Regular
Briarwick (L)	Alto (M)	D - 4	ML - 2.14	69.4% - 4	NN - 1		2.79	Regular
Delphos (L)	Sycamore (M)	C - 3	ML - 2.14	100% - 5	NN - 1		2.79	Regular
Faulkner (L)	Sycamore (M)	C - 3	ML - 2.14	100% - 5	NN - 1		2.79	Regular
Gettysburg (L)	Alto (M)	D - 4	ML - 2.14	66.7% - 4	NN - 1		2.79	Regular
Goyer (M)	Waverly (L)	D - 4	ML - 2.14	66.7% - 4	NN - 1		2.79	Regular
Independence (L)	Alto (M)	D - 4	ML - 2.14	66.7% - 4	NN - 1		2.79	Regular
Indiana (L)	Jefferson (M)	C - 3	ML - 2.14	100% - 5	NN - 1		2.79	Regular
Leeds (L)	Park (M)	C - 3	ML - 2.14	100% - 5	NN - 1		2.79	Regular
Lindsay (L)	Park (M)	C - 3	ML - 2.14	83.3% - 5	NN - 1		2.79	Regular
Philips (M)	Spraker (L)	D - 4	ML - 2.14	66.7% - 4	NN - 1		2.79	Regular
Amberwood (L)	Smith (M)	- 5	ML - 2.14	9.1% - 1	ON - 3		2.79	Regular
Apperson Way (L)	Foster (M)	D - 4	ML - 2.14	6.5% - 1	OW - 4		2.79	Regular
Apperson Way (L)	Virginia (M)	D - 4	ML - 2.14	16.7% - 1	OW - 4		2.79	Regular
Elizabeth (L)	Morgan (M)	D - 4	ML - 2.14	0% - 1	OW - 4		2.79	Regular
LaFountain (C)	Lincoln (C)	D - 4	CC - 2.14	6% - 1	OW - 4		2.79	Regular
LaFountain (M)	Comm. How. (L)	D - 4	ML - 2.14	0% - 1	OW - 4		2.79	Regular
LaFountain (M)	Marilyn (L)	D - 4	ML - 2.14	0% - 1	OW - 4		2.79	Regular
LaFountain (M)	Reynolds (L)	D - 4	ML - 2.14	0% - 1	OW - 4		2.79	Regular
Plate (L)	Morgan (M)	D - 4	ML - 2.14	16.7% - 1	OW - 4		2.79	Regular
Northview (L)	Morgan (M)	C - 3	ML - 2.14	57.8% - 3	ON - 3		2.79	Regular
Ohio (C)	Gano (C)	D - 4	CC - 2.14	37.5% - 2	WW - 3		2.79	Regular
Southland (L)	Southway (M)	D - 4	ML - 2.14	33.3% - 2	ON - 3		2.79	Regular
Webster (C)	Center (C)	C - 3	CC - 2.14	59% - 3	ON - 3		2.79	Regular
Armstrong (L)	Boulevard (M)	D - 4	ML - 2.14	50% - 3	WN - 2		2.79	Regular
Buckeye (L)	Boulevard (M)	D - 4	ML - 2.14	54.1% - 3	WN - 2		2.79	Regular
Leeds (L)	Jefferson (M)	D - 4	ML - 2.14	50% - 3	WN - 2		2.79	Regular
Wabash (L)	Defenbaugh (M)	D - 4	ML - 2.14	52.3% - 3	WN - 2		2.79	Regular
Washington (M)	Butler (L)	D - 4	ML - 2.14	50% - 3	WN - 2		2.79	Regular
Washington (M)	Spraker (L)	D - 4	ML - 2.14	50% - 3	WN - 2		2.79	Regular
Washington (M)	Wheeler (L)	D - 4	ML - 2.14	50% - 3	WN - 2		2.79	Regular
Washington (M)	Woodland (L)	D - 4	ML - 2.14	50% - 3	WN - 2		2.79	Regular
Webster (L)	Davis (M)	D - 4	ML - 2.14	50% - 3	WN - 2		2.79	Regular
Philips (M)	Kingston (L)	D - 4	ML - 2.14	79.2% - 4	NN - 1		2.79	Regular
SR931 (P)	SR26 (P)	D - 4	PP - 5	0% - 1	NN - 1		2.75	Regular
Co. Rd. S. 200 E. (L)	SR26 (P)	- 5	PL - 2.86	0% - 1	WN - 2		2.71	Regular
SR931 (P)	Pipeline (L)	- 5	PL - 2.86	0% - 1	WN - 2		2.71	Regular
Lewis (L)	Markland (P)	- 5	PL - 2.86	25% - 2	NN - 1		2.71	Regular
Belvedere (L)	Markland (P)	D - 4	PL - 2.86	8.5% - 1	ON - 3		2.71	Regular

N/S Street	E/W Street	ADA Evaluation	Intersection Class	Sidewalk Availability	Transit Availability		Priority Score	Priority Rank
SR931 (P)	Barkdol (L)	D - 4	PL - 2.86	0% - 1	WW - 3		2.71	Regular
Crooked Stick (L)	Sawgrass (L)	- 5	LL - 0.71	64.6% - 4	NN - 1		2.68	Regular
Mathew (L)	Cricket Hill (L)	- 5	LL - 0.71	66.7% - 4	NN - 1		2.68	Regular
Morrow (L)	Mund (L)	- 5	LL - 0.71	63.7% - 4	NN - 1		2.68	Regular
Morrow (L)	Zartman (L)	- 5	LL - 0.71	61.2% - 4	NN - 1		2.68	Regular
Sand Walk (L)	Morrow (L)	- 5	LL - 0.71	72% - 4	NN - 1		2.68	Regular
Somers (L)	Zartman (L)	- 5	LL - 0.71	66.7% - 4	NN - 1		2.68	Regular
Weston (L)	Wesmar (L)	- 5	LL - 0.71	64% - 4	NN - 1		2.68	Regular
Armstrong (L)	Park (L)	A - 1	LL - 0.71	88% - 5	OW - 4		2.68	Regular
Bell (L)	Virginia (L)	D - 4	LL - 0.71	42.1% - 3	WW - 3		2.68	Regular
Frances (L)	Rainbow (L)	D - 4	LL - 0.71	42.9% - 3	ON - 3		2.68	Regular
Main (L)	Broadway (L)	D - 4	LL - 0.71	44.2% - 3	WW - 3		2.68	Regular
Union (L)	Richmond (L)	C - 3	LL - 0.71	66.7% - 4	WW - 3		2.68	Regular
Algonquin (L)	Canoe (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Armstrong (L)	Jackson (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Balmoral (L)	Boca Raton (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Balmoral (L)	Gleneagles (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Balmoral (L)	Maplewood (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Bruce (L)	Oakhurst (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Buckeye (L)	Elm (L)	D - 4	LL - 0.71	66.7% - 4	WN - 2		2.68	Regular
Buckeye (L)	Firmin (L)	D - 4	LL - 0.71	62.5% - 4	WN - 2		2.68	Regular
Buckeye (L)	Lordeman (L)	D - 4	LL - 0.71	70.4% - 4	WN - 2		2.68	Regular
Buckskin (L)	Miami (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Buckskin (L)	Tomahawk (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Burke (L)	Broadway (L)	D - 4	LL - 0.71	62.5% - 4	WN - 2		2.68	Regular
Burningtree (L)	Gleneagles (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Burningtree (L)	Maplewood (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Canoe (L)	Miami (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Canterbury (L)	Cherry Hill (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Canterbury (L)	Pebble Beach (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Cedar (L)	Oakhurst (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Chaplin (L)	Springwater (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Chartres (L)	Conti (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Chippewa (L)	Moccasin (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Congress (L)	Executive (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Congress (L)	Supreme (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Country Club (L)	Gleneagles (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Country Club (L)	Maplewood (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Cypress (L)	Oakhurst (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Devonshire (L)	Greenbriar (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Devonshire (L)	Maple (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Elva (L)	Berwick (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Executive (L)	Executive (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Forest (L)	Walnut (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Gentilly (L)	Conti (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Glenora (L)	Cherry Hill (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Gulf Shore (L)	Elk (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Highland Springs (L)	Highland Springs (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Highland Springs (L)	Springwater (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Hills (L)	Tam-O-Shanter (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Kingston (L)	Maple (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Kingston (L)	Superior (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Kiowa (L)	Seneca (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Korby (L)	Columbus (L)	D - 4	LL - 0.71	69.4% - 4	WN - 2		2.68	Regular
Leeds (L)	Havens (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Leeds (L)	Havens (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Leeds (L)	Madison (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Leeds (L)	Taylor (L)	D - 4	LL - 0.71	62.5% - 4	WN - 2		2.68	Regular
Lindsay (L)	Elm (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Lindsay (L)	Havens (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular

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N/S Street	E/W Street	ADA Evaluation	Intersection Class	Sidewalk Availability	Transit Availability		Priority Score	Priority Rank
Lindsay (L)	Mulberry (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Locke (L)	Wheeler (L)	C - 3	LL - 0.71	83.3% - 5	WN - 2		2.68	Regular
Longbow (L)	Tomahawk (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Main (L)	Homelawn (L)	C - 3	LL - 0.71	83.3% - 5	WN - 2		2.68	Regular
Main (L)	Ricketts (L)	C - 3	LL - 0.71	83.3% - 5	WN - 2		2.68	Regular
Maple (L)	Oakhurst (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Market (L)	Poplar (L)	D - 4	LL - 0.71	66.7% - 4	WN - 2		2.68	Regular
McCann (L)	Havens (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
McCann (L)	Mulberry (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Mendota (L)	Birch (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Mendota (L)	Maumee (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Mendota (L)	Mendota (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Mendota (L)	Monona (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Menomonee (L)	Menomonee (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Menomonee (L)	Miami (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Menomonee (L)	Tomahawk (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Mohawk (L)	Algonquin (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Mohawk (L)	Ojibway (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Mohawk (L)	Ojibway (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Mohawk (L)	Wea/Algonquin (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Monona (L)	Maumee (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Monona (L)	Wingra (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Morningside (L)	Broadway (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Morrison (L)	Butler (L)	D - 4	LL - 0.71	66.7% - 4	WN - 2		2.68	Regular
Northview (L)	Primrose (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Oakmont (L)	Oakhurst (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Papoose (L)	Algonquin (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Peace Pipe (L)	Moccasin (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Peace Pipe (L)	Tepee (L)	C - 3	LL - 0.71	96.1% - 5	WN - 2		2.68	Regular
Pebble Beach (L)	Augusta (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Pebble Beach (L)	Cherry Hill (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Pebble Beach (L)	Tam-O-Shanter (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Pinehurst (L)	Boca Raton (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Pinehurst (L)	Maplewood (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
President (L)	Executive (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Primrose (L)	Primrose (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Rockford (L)	Gleneagles (L)	C - 3	LL - 0.71	86.4% - 5	WN - 2		2.68	Regular
Ruddell (L)	Taylor (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Rue Royale (L)	Rue Royale (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Senate (L)	Executive (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Shore Bend (L)	Elk (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Shuler (L)	Tate (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Southlea (L)	Oakhurst (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Southlea (L)	Redwood (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Southlea (L)	Victor (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Springmill (L)	Highland Springs (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Springwater (L)	Overlook (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Springwater (L)	Springwater (L)	C - 3	LL - 0.71	97.4% - 5	WN - 2		2.68	Regular
St. Andrews (L)	Cherry Hill (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
St. Charles (L)	Conti (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Tam-o-shanter (L)	Boca Raton (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Tam-o-shanter (L)	Maplewood (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Tam-o-shanter (L)	Tam-O-Shanter (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Tam-o-shanter (L)	Tam-O-Shanter (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Tam-o-shanter (L)	Tam-O-Shanter (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Tomahawk (L)	Maumee (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Treaty (L)	Wampum (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Wabash (L)	Havens (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Wabash (L)	Walnut (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Wabash (L)	Woodland (L)	C - 3	LL - 0.71	98.1% - 5	WN - 2		2.68	Regular

N/S Street	E/W Street	ADA Evaluation	Intersection Class	Sidewalk Availability	Transit Availability		Priority Score	Priority Rank
Wampum (L)	Wigwam (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Waubesa (L)	Waubesa (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Wea (L)	Algonquin (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Wea (L)	Miami (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Wea (L)	Tomahawk (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Wea (L)	Tribal (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Webster (L)	Madison (L)	D - 4	LL - 0.71	60.9% - 4	WN - 2		2.68	Regular
White House (L)	Diplomat (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
White House (L)	Executive (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
White House (L)	Mayor (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Wigwam (L)	Wigwam (L)	C - 3	LL - 0.71	95.6% - 5	WN - 2		2.68	Regular
Wildwood (L)	Mulberry (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Wynterpointe (L)	Wynterpointe (L)	C - 3	LL - 0.71	100% - 5	WN - 2		2.68	Regular
Asbury (L)	Wellesley (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Bagley (L)	Westbrook (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Beechwood (L)	Waverly (L)	D - 4	LL - 0.71	82.4% - 5	NN - 1		2.68	Regular
Branded (L)	Carter (L)	D - 4	LL - 0.71	87.8% - 5	NN - 1		2.68	Regular
Branded (L)	Maple (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Brighton (L)	Waverly (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Buick (L)	Corvette (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Buick (L)	Mohr (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Burton (L)	Bagley (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Burton (L)	Bagley (L)	D - 4	LL - 0.71	82.3% - 5	NN - 1		2.68	Regular
Burton (L)	Westbrook (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Cadillac (L)	Buick (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Cadillac (L)	Corvette (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Cadillac (L)	Mohr (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Cadillac (L)	Mohr (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Chelsea (L)	Woodbridge (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Congress (L)	Capitol Hill (L)	D - 4	LL - 0.71	91.9% - 5	NN - 1		2.68	Regular
Congress (L)	Justice (L)	D - 4	LL - 0.71	87.8% - 5	NN - 1		2.68	Regular
Courtland (L)	Jasper (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Darwin (L)	Sherwood (L)	D - 4	LL - 0.71	92.1% - 5	NN - 1		2.68	Regular
Elliott (L)	Haynes (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Indiana (L)	Havens (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Indiana (L)	Jackson (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Indiana (L)	Jasper (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Indiana (L)	Monroe (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Indiana (L)	Spraker (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Kingston (L)	Haynes (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Laramie (L)	Branded (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Laramie (L)	Maple (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Leeds (L)	Spraker (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Lindsay (L)	Spraker (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Live Oak (L)	Northwoods (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Locke (L)	Brentwood (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Locke (L)	Danbury (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Locke (L)	Elmhurst (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Locke (L)	Fischer (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Locke (L)	Mays (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Longbranch (L)	Branded (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Magnolia (L)	Delon (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Magnolia (L)	King (L)	D - 4	LL - 0.71	91.7% - 5	NN - 1		2.68	Regular
Magnolia (L)	Murden (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
McCann (L)	Foster (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
McCann (L)	Spraker (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Meadowbrook (L)	Cranbrook (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Meadowbrook (L)	Mohr (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Morrison (L)	Havens (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Morrison (L)	Jasper (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular

N/S Street	E/W Street	ADA Evaluation	Intersection Class	Sidewalk Availability	Transit Availability		Priority Score	Priority Rank
Morrison (L)	Monroe (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Morrison (L)	Spraker (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Murden (L)	Delon (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Pontiac (L)	Cadillac (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Pontiac (L)	Corvette (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Pontiac (L)	Mohr (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Pontiac (L)	Pontiac (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Providence (L)	Waverly (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Providence (L)	Wellesley (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Rockford (L)	Westbrook (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Rose (L)	Bagley (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Santa Fe (L)	Santa Fe (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Santa Fe (L)	Tumbleweed (L)	D - 4	LL - 0.71	81.6% - 5	NN - 1		2.68	Regular
Sherwood (L)	Sibley/Providence (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Sister Martin (L)	Carter (L)	D - 4	LL - 0.71	83.5% - 5	NN - 1		2.68	Regular
Sister Martin (L)	Lauren (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Stegall (L)	Audri (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Stegall (L)	Carter (L)	D - 4	LL - 0.71	86.7% - 5	NN - 1		2.68	Regular
Stegall (L)	Lauren (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Stegall (L)	Lorentson (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Tedlee (L)	Kyle David (L)	D - 4	LL - 0.71	94.6% - 5	NN - 1		2.68	Regular
Tumbleweed (L)	Sundown (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Wabash (L)	Jasper (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Wabash (L)	Monroe (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Wabash (L)	Spraker (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Waugh (L)	Danbury (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Webster (L)	Jasper (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
White House (L)	Ambassador (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
White House (L)	Congress (L)	D - 4	LL - 0.71	92.1% - 5	NN - 1		2.68	Regular
White House (L)	Justice (L)	D - 4	LL - 0.71	96.9% - 5	NN - 1		2.68	Regular
Winthrop (L)	Sibley (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Winthrop (L)	Waverly (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Winthrop (L)	Wellesley (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Witherspoon (L)	Madison (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Witherspoon (L)	Westminster (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Woodbridge (L)	Teasdale (L)	D - 4	LL - 0.71	100% - 5	NN - 1		2.68	Regular
Wynterpointe (L)	Northwoods (L)	D - 4	LL - 0.71	96.6% - 5	NN - 1		2.68	Regular
Market (L)	Wheeler (L)	- 5	LL - 0.71	50% - 3	WN - 2		2.68	Regular
Springmill (L)	Waterfront (L)	- 5	LL - 0.71	56.1% - 3	WN - 2		2.68	Regular
Sherwood (L)	Mathew (L)	- 5	LL - 0.71	75.4% - 4	NN - 1		2.68	Regular
Armstrong (L)	Virginia (L)	D - 4	LL - 0.71	50% - 3	WW - 3		2.68	Regular
Bell (L)	Barkdol (L)	D - 4	LL - 0.71	50% - 3	WW - 3		2.68	Regular
Bell (L)	Foster (L)	D - 4	LL - 0.71	50% - 3	WW - 3		2.68	Regular
Bell (L)	Lordeman (L)	D - 4	LL - 0.71	50% - 3	WW - 3		2.68	Regular
Delphos (L)	Barkdol (L)	D - 4	LL - 0.71	50% - 3	WW - 3		2.68	Regular
Delphos (L)	Richmond (L)	D - 4	LL - 0.71	50% - 3	WW - 3		2.68	Regular
Jay (L)	Barkdol (L)	D - 4	LL - 0.71	50% - 3	WW - 3		2.68	Regular
Jay (L)	Foster (L)	D - 4	LL - 0.71	50% - 3	WW - 3		2.68	Regular
LaFountain (L)	Lordeman (L)	D - 4	LL - 0.71	50% - 3	WW - 3		2.68	Regular
LaFountain (L)	Madison (L)	D - 4	LL - 0.71	50% - 3	WW - 3		2.68	Regular
LaFountain (L)	Tate (L)	D - 4	LL - 0.71	50% - 3	WW - 3		2.68	Regular
Locke (L)	Barkdol (L)	D - 4	LL - 0.71	50% - 3	WW - 3		2.68	Regular
Locke (L)	Lordeman (L)	D - 4	LL - 0.71	50% - 3	WW - 3		2.68	Regular
Main (L)	Madison (L)	D - 4	LL - 0.71	50% - 3	WW - 3		2.68	Regular
Market (L)	Richmond (L)	D - 4	LL - 0.71	50% - 3	WW - 3		2.68	Regular
Market (L)	Spraker (L)	D - 4	LL - 0.71	50% - 3	WW - 3		2.68	Regular
Purdum (L)	Barkdol (L)	D - 4	LL - 0.71	50% - 3	WW - 3		2.68	Regular
Purdum (L)	Lordeman (L)	D - 4	LL - 0.71	50% - 3	WW - 3		2.68	Regular
Union (L)	Madison (L)	D - 4	LL - 0.71	50% - 3	WW - 3		2.68	Regular
Waugh (L)	Barkdol (L)	D - 4	LL - 0.71	50% - 3	WW - 3		2.68	Regular

N/S Street	E/W Street	ADA Evaluation	Intersection Class	Sidewalk Availability	Transit Availability		Priority Score	Priority Rank
Waugh (L)	Lordeman (L)	D - 4	LL - 0.71	50% - 3	WW - 3		2.68	Regular
Waugh (L)	Madison (L)	C - 3	LL - 0.71	75% - 4	WW - 3		2.68	Regular
Korby (L)	Havens (L)	D - 4	LL - 0.71	75% - 4	WN - 2		2.68	Regular
Lindsay (L)	Lordeman (L)	D - 4	LL - 0.71	75% - 4	WN - 2		2.68	Regular
Lindsay (L)	Tate (L)	D - 4	LL - 0.71	75% - 4	WN - 2		2.68	Regular
Locke (L)	Harrison (L)	D - 4	LL - 0.71	75% - 4	WN - 2		2.68	Regular
McCann (L)	Jackson (L)	D - 4	LL - 0.71	75.1% - 4	WN - 2		2.68	Regular
McCann (L)	Madison (L)	D - 4	LL - 0.71	75% - 4	WN - 2		2.68	Regular
Western (L)	Superior (L)	D - 4	LL - 0.71	75% - 4	WN - 2		2.68	Regular
Westmoreland (L)	Carter (L)	D - 4	LL - 0.71	75% - 4	WN - 2		2.68	Regular
Webster (L)	Amberwood (L)	- 5	LL - 0.71	23.2% - 2	ON - 3		2.68	Regular
Park (M)	Markland (M)	D - 4	MM - 3.57	23.6% - 2	NN - 1		2.64	Regular
Philips (M)	Park (M)	A - 1	MM - 3.57	87.5% - 5	NN - 1		2.64	Regular
Hardbeck (C)	Markland (P)	- 5	PC - 3.57	0% - 1	NN - 1		2.64	Regular
Davis (M)	Morgan (M)	D - 4	MM - 3.57	5.1% - 1	WN - 2		2.64	Regular
SR931 (P)	Gano (C)	D - 4	PC - 3.57	0% - 1	WN - 2		2.64	Regular
Touby Pike (M)	Morgan (M)	D - 4	MM - 3.57	0% - 1	WN - 2		2.64	Regular
Apperson Way (M)	Washington (M)	D - 4	MM - 3.57	37.5% - 2	NN - 1		2.64	Regular
Dixon (M)	Markland (M)	D - 4	MM - 3.57	34.3% - 2	NN - 1		2.64	Regular
Goyer (M)	Southway (M)	D - 4	MM - 3.57	29.9% - 2	NN - 1		2.64	Regular
Home (M)	Boulevard (M)	D - 4	MM - 3.57	37.5% - 2	NN - 1		2.64	Regular
Home (M)	Lincoln (M)	D - 4	MM - 3.57	25% - 2	NN - 1		2.64	Regular
Park (M)	Alto (M)	D - 4	MM - 3.57	26.8% - 2	NN - 1		2.64	Regular
Armstrong (L)	North (C)	A - 1	CL - 1.43	95.3% - 5	ON - 3		2.61	Regular
Delphos (L)	North (C)	A - 1	CL - 1.43	100% - 5	WW - 3		2.61	Regular
Kimberly (L)	Center (C)	C - 3	CL - 1.43	44.7% - 3	ON - 3		2.61	Regular
LaFountain (C)	Poplar (L)	B - 2	CL - 1.43	62.5% - 4	ON - 3		2.61	Regular
Locke (L)	Monroe (C)	A - 1	CL - 1.43	100% - 5	WW - 3		2.61	Regular
Main (C)	Foster (L)	A - 1	CL - 1.43	100% - 5	WW - 3		2.61	Regular
McCann (C)	Superior (L)	A - 1	CL - 1.43	93.6% - 5	ON - 3		2.61	Regular
Ohio (C)	Walnut (L)	A - 1	CL - 1.43	83.3% - 5	WW - 3		2.61	Regular
Union (C)	Virginia (L)	A - 1	CL - 1.43	100% - 5	WW - 3		2.61	Regular
Webster (C)	State (L)	A - 1	CL - 1.43	100% - 5	ON - 3		2.61	Regular
Webster (C)	State (L)	A - 1	CL - 1.43	100% - 5	ON - 3		2.61	Regular
Berkley (C)	Bennett (L)	C - 3	CL - 1.43	64.9% - 4	WN - 2		2.61	Regular
Berkley (C)	Elmwood (L)	C - 3	CL - 1.43	66.7% - 4	WN - 2		2.61	Regular
Berkley (C)	Gleneagles (L)	C - 3	CL - 1.43	70.3% - 4	WN - 2		2.61	Regular
Berkley (C)	Osage (L)	C - 3	CL - 1.43	66.7% - 4	WN - 2		2.61	Regular
Berkley (C)	Rue Royale (L)	C - 3	CL - 1.43	66.7% - 4	WN - 2		2.61	Regular
Elva (L)	Boulevard (C)	D - 4	CL - 1.43	43% - 3	WN - 2		2.61	Regular
Plate (L)	Vaile (C)	C - 3	CL - 1.43	66.7% - 4	WN - 2		2.61	Regular
Webster (C)	Redwood (L)	C - 3	CL - 1.43	71.3% - 4	WN - 2		2.61	Regular
Albright (C)	Kyle (L)	D - 4	CL - 1.43	62.1% - 4	NN - 1		2.61	Regular
Albright (C)	Mollee (L)	D - 4	CL - 1.43	66.7% - 4	NN - 1		2.61	Regular
Berkley (C)	Austin (L)	C - 3	CL - 1.43	100% - 5	NN - 1		2.61	Regular
Berkley (C)	Forest (L)	C - 3	CL - 1.43	100% - 5	NN - 1		2.61	Regular
Berkley (C)	Monroe (L)	C - 3	CL - 1.43	100% - 5	NN - 1		2.61	Regular
Berkley (C)	Osage (L)	D - 4	CL - 1.43	66.7% - 4	NN - 1		2.61	Regular
Berkley (C)	Pinetree (L)	D - 4	CL - 1.43	66.7% - 4	NN - 1		2.61	Regular
Berkley (C)	Willow (L)	D - 4	CL - 1.43	66.7% - 4	NN - 1		2.61	Regular
Carmelita (L)	Boulevard (C)	D - 4	CL - 1.43	66.7% - 4	NN - 1		2.61	Regular
Harris (L)	Hoffer (C)	D - 4	CL - 1.43	66.7% - 4	NN - 1		2.61	Regular
St. Louis (L)	Boulevard (C)	D - 4	CL - 1.43	66.7% - 4	NN - 1		2.61	Regular
Waugh (L)	Gerhart (C)	C - 3	CL - 1.43	100% - 5	NN - 1		2.61	Regular
Centerline (L)	Center (C)	- 5	CL - 1.43	5.7% - 1	ON - 3		2.61	Regular
Waugh (L)	Vaile (C)	- 5	CL - 1.43	50% - 3	NN - 1		2.61	Regular
Cartwright (L)	Center (C)	D - 4	CL - 1.43	29.3% - 2	ON - 3		2.61	Regular
Council Ring/Orleans (L)	Center (C)	D - 4	CL - 1.43	34.5% - 2	ON - 3		2.61	Regular
James (L)	Lincoln (C)	D - 4	CL - 1.43	33.3% - 2	ON - 3		2.61	Regular
Ohio (C)	Bailey (L)	D - 4	CL - 1.43	33.3% - 2	WW - 3		2.61	Regular

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N/S Street	E/W Street	ADA Evaluation	Intersection Class	Sidewalk Availability	Transit Availability		Priority Score	Priority Rank
Ohio (C)	Barkdol (L)	D - 4	CL - 1.43	25% - 2	WW - 3		2.61	Regular
Sherman (L)	Lincoln (C)	D - 4	CL - 1.43	33.3% - 2	ON - 3		2.61	Regular
Webster (C)	Cambridge (L)	D - 4	CL - 1.43	36.9% - 2	ON - 3		2.61	Regular
Webster (C)	Rainbow (L)	D - 4	CL - 1.43	38% - 2	ON - 3		2.61	Regular
Armstrong (L)	Hoffer (C)	D - 4	CL - 1.43	50% - 3	WN - 2		2.61	Regular
Berkley (C)	Boca Raton (L)	C - 3	CL - 1.43	77.8% - 4	WN - 2		2.61	Regular
Berkley (C)	Executive (L)	C - 3	CL - 1.43	75% - 4	WN - 2		2.61	Regular
Courtland (L)	Hoffer (C)	D - 4	CL - 1.43	50% - 3	WN - 2		2.61	Regular
Main (C)	Woodland (L)	D - 4	CL - 1.43	50% - 3	WN - 2		2.61	Regular
Union (C)	Firmin (L)	D - 4	CL - 1.43	56.3% - 3	WN - 2		2.61	Regular
Faulkner (L)	Superior (C)	D - 4	CL - 1.43	75% - 4	NN - 1		2.61	Regular
Dixon (M)	SR26 (P)	D - 4	PM - 4.29	0% - 1	NN - 1		2.57	Regular
SR931 (P)	Boulevard (M)	D - 4	PM - 4.29	0% - 1	NN - 1		2.57	Regular
SR931 (P)	Jefferson (M)	D - 4	PM - 4.29	10.6% - 1	NN - 1		2.57	Regular
SR931 (P)	Lincoln (M)	D - 4	PM - 4.29	0% - 1	NN - 1		2.57	Regular
SR931 (P)	Smith (M)	D - 4	PM - 4.29	0% - 1	NN - 1		2.57	Regular
SR931 (P)	Sycamore (M)	D - 4	PM - 4.29	0% - 1	NN - 1		2.57	Regular

N/S Street	E/W Street	ADA Evaluation	Intersection Class	Sidewalk Availability	Transit Availability		Priority Score	Priority Rank
Elizabeth (L)	Jefferson (M)	A - 1	ML - 2.14	66.7% - 4	WW - 3		2.54	Low
Philips (M)	Broadway (L)	A - 1	ML - 2.14	66.7% - 4	ON - 3		2.54	Low
Philips (M)	Elm (L)	A - 1	ML - 2.14	66.7% - 4	ON - 3		2.54	Low
Armstrong (L)	Defenbaugh (M)	A - 1	ML - 2.14	100% - 5	WN - 2		2.54	Low
Armstrong (L)	Jefferson (M)	A - 1	ML - 2.14	100% - 5	WN - 2		2.54	Low
Buckeye (L)	Defenbaugh (M)	A - 1	ML - 2.14	100% - 5	WN - 2		2.54	Low
Courtland (L)	Jefferson (M)	A - 1	ML - 2.14	100% - 5	WN - 2		2.54	Low
LaFountain (C)	Wheeler (C)	A - 1	CC - 2.14	100% - 5	WN - 2		2.54	Low
Philips (M)	Carter (L)	A - 1	ML - 2.14	100% - 5	WN - 2		2.54	Low
Washington (M)	State (L)	A - 1	ML - 2.14	100% - 5	WN - 2		2.54	Low
Webster (L)	Jefferson (M)	A - 1	ML - 2.14	100% - 5	WN - 2		2.54	Low
Locke (L)	Sycamore (M)	C - 3	ML - 2.14	66.7% - 4	NN - 1		2.54	Low
Ohio (C)	Carter (C)	D - 4	CC - 2.14	47.8% - 3	NN - 1		2.54	Low
Plate (C)	Hoffer (C)	D - 4	CC - 2.14	44.3% - 3	NN - 1		2.54	Low
Ruddell (L)	Jefferson (M)	C - 3	ML - 2.14	66.7% - 4	NN - 1		2.54	Low
Styer (L)	Defenbaugh (M)	C - 3	ML - 2.14	66.7% - 4	NN - 1		2.54	Low
Goyer (M)	Harrison (L)	- 5	ML - 2.14	0% - 1	WN - 2		2.54	Low
Park (M)	Mund (L)	- 5	ML - 2.14	34.6% - 2	NN - 1		2.54	Low
Park (M)	Murray (L)	- 5	ML - 2.14	25% - 2	NN - 1		2.54	Low
Park (M)	Park (L)	- 5	ML - 2.14	25% - 2	NN - 1		2.54	Low
Busby (L)	Morgan (M)	D - 4	ML - 2.14	7.8% - 1	ON - 3		2.54	Low
Courtland (L)	Boulevard (M)	D - 4	ML - 2.14	0% - 1	ON - 3		2.54	Low
Indiana (L)	Boulevard (M)	D - 4	ML - 2.14	0% - 1	ON - 3		2.54	Low
Wabash (L)	Boulevard (M)	D - 4	ML - 2.14	0% - 1	ON - 3		2.54	Low
Washington (M)	Broadway (L)	A - 1	ML - 2.14	77.7% - 4	ON - 3		2.54	Low
Washington (M)	Edgewater (L)	D - 4	ML - 2.14	12.6% - 1	WW - 3		2.54	Low
Webster (L)	Smith (M)	D - 4	ML - 2.14	6.8% - 1	ON - 3		2.54	Low
Bell (L)	Boulevard (M)	D - 4	ML - 2.14	33.3% - 2	WN - 2		2.54	Low
Morrison (L)	Morgan (M)	D - 4	ML - 2.14	33.3% - 2	WN - 2		2.54	Low
Park (M)	Maplewood (L)	D - 4	ML - 2.14	33.3% - 2	WN - 2		2.54	Low
Darby (L)	Defenbaugh (M)	C - 3	ML - 2.14	78.5% - 4	NN - 1		2.54	Low
Dixon (M)	Crystal Woods (L)	D - 4	ML - 2.14	50% - 3	NN - 1		2.54	Low
Goyer (M)	Sibley (L)	D - 4	ML - 2.14	55.3% - 3	NN - 1		2.54	Low
Park (M)	Highland (L)	D - 4	ML - 2.14	50% - 3	NN - 1		2.54	Low
Park (M)	Jayne (L)	D - 4	ML - 2.14	50% - 3	NN - 1		2.54	Low
Seventeenth (C)	Hoffer (C)	D - 4	CC - 2.14	57.7% - 3	NN - 1		2.54	Low
Main (C)	Defenbaugh (M)	A - 1	MC - 2.86	100% - 5	NN - 1		2.46	Low
Hardbeck (C)	Boulevard (M)	- 5	MC - 2.86	0% - 1	NN - 1		2.46	Low
Ohio (C)	Smith (M)	- 5	MC - 2.86	0% - 1	NN - 1		2.46	Low
Snead (L)	SR26 (P)	- 5	PL - 2.86	0% - 1	NN - 1		2.46	Low
Goyer (M)	Vaile (C)	D - 4	MC - 2.86	0% - 1	WN - 2		2.46	Low
Co. Rd. S. 50 E. (L)	SR26 (P)	D - 4	PL - 2.86	0% - 1	WN - 2		2.46	Low
Dixon (M)	Zartman (C)	D - 4	MC - 2.86	39.5% - 2	NN - 1		2.46	Low
SR931 (P)	Albany (L)	D - 4	PL - 2.86	0% - 1	WN - 2		2.46	Low
SR931 (P)	Arrow (L)	D - 4	PL - 2.86	0% - 1	WN - 2		2.46	Low
SR931 (P)	Country (L)	D - 4	PL - 2.86	0% - 1	WN - 2		2.46	Low
SR931 (P)	Elizabeth (L)	D - 4	PL - 2.86	0% - 1	WN - 2		2.46	Low
SR931 (P)	Faith (L)	D - 4	PL - 2.86	0% - 1	WN - 2		2.46	Low
SR931 (P)	Flint (L)	D - 4	PL - 2.86	0% - 1	WN - 2		2.46	Low
SR931 (P)	Kentucky (L)	D - 4	PL - 2.86	0% - 1	WN - 2		2.46	Low
SR931 (P)	Southdowns (L)	D - 4	PL - 2.86	0% - 1	WN - 2		2.46	Low
Benair (L)	Zartman (L)	- 5	LL - 0.71	43.1% - 3	NN - 1		2.43	Low
Bell (L)	Jackson (L)	A - 1	LL - 0.71	100% - 5	WW - 3		2.43	Low
Bell (L)	King (L)	A - 1	LL - 0.71	100% - 5	WW - 3		2.43	Low
Bell (L)	Tate (L)	A - 1	LL - 0.71	100% - 5	WW - 3		2.43	Low
Buckeye (L)	Foster (L)	A - 1	LL - 0.71	100% - 5	WW - 3		2.43	Low
Calumet (L)	Taylor (L)	A - 1	LL - 0.71	100% - 5	WW - 3		2.43	Low
Jay (L)	Tate (L)	A - 1	LL - 0.71	100% - 5	WW - 3		2.43	Low
Jay (L)	Taylor (L)	A - 1	LL - 0.71	100% - 5	WW - 3		2.43	Low
Market (L)	Mulberry (L)	A - 1	LL - 0.71	100% - 5	WW - 3		2.43	Low

N/S Street	E/W Street	ADA Evaluation	Intersection Class	Sidewalk Availability	Transit Availability		Priority Score	Priority Rank
Market (L)	Taylor (L)	A - 1	LL - 0.71	100% - 5	WW - 3		2.43	Low
Purdum (L)	Elm (L)	A - 1	LL - 0.71	100% - 5	WW - 3		2.43	Low
Purdum (L)	King (L)	A - 1	LL - 0.71	100% - 5	WW - 3		2.43	Low
Purdum (L)	Tate (L)	A - 1	LL - 0.71	100% - 5	WW - 3		2.43	Low
Buckeye (L)	Elm (L)	C - 3	LL - 0.71	66.7% - 4	WN - 2		2.43	Low
Courtland (L)	Virginia (L)	D - 4	LL - 0.71	44.8% - 3	WN - 2		2.43	Low
Indiana (L)	Harrison (L)	C - 3	LL - 0.71	66.7% - 4	WN - 2		2.43	Low
Korby (L)	North (L)	D - 4	LL - 0.71	40.5% - 3	WN - 2		2.43	Low
Ohio (L)	Virginia (L)	C - 3	LL - 0.71	66.7% - 4	WN - 2		2.43	Low
Webster (L)	Richmond (L)	D - 4	LL - 0.71	45.7% - 3	WN - 2		2.43	Low
Western (L)	Mulberry (L)	D - 4	LL - 0.71	43.1% - 3	WN - 2		2.43	Low
Western (L)	Walnut (L)	D - 4	LL - 0.71	46.8% - 3	WN - 2		2.43	Low
Austin (L)	Kyle David (L)	C - 3	LL - 0.71	95.6% - 5	NN - 1		2.43	Low
Bagley (L)	Bagley (L)	D - 4	LL - 0.71	66.7% - 4	NN - 1		2.43	Low
Bagley (L)	Bagley (L)	D - 4	LL - 0.71	66.7% - 4	NN - 1		2.43	Low
Bagley (L)	Fern (L)	D - 4	LL - 0.71	66.7% - 4	NN - 1		2.43	Low
Bagley (L)	Westbrook (L)	D - 4	LL - 0.71	66.7% - 4	NN - 1		2.43	Low
Beachwalk (L)	Gulf Shore (L)	C - 3	LL - 0.71	100% - 5	NN - 1		2.43	Low
Calumet (L)	Mulberry (L)	C - 3	LL - 0.71	100% - 5	NN - 1		2.43	Low
Citrus Lake (L)	Gulf Shore (L)	C - 3	LL - 0.71	100% - 5	NN - 1		2.43	Low
Conradt (L)	Kingston (L)	D - 4	LL - 0.71	66.7% - 4	NN - 1		2.43	Low
Darby (L)	Woodland (L)	D - 4	LL - 0.71	73.3% - 4	NN - 1		2.43	Low
Delphos (L)	Defenbaugh (L)	D - 4	LL - 0.71	66.7% - 4	NN - 1		2.43	Low
Delphos (L)	Fenley (L)	C - 3	LL - 0.71	100% - 5	NN - 1		2.43	Low
Delphos (L)	Wheeler (L)	C - 3	LL - 0.71	100% - 5	NN - 1		2.43	Low
Haynes (L)	Kingston (L)	D - 4	LL - 0.71	66.7% - 4	NN - 1		2.43	Low
Indiana (L)	Butler (L)	D - 4	LL - 0.71	66.7% - 4	NN - 1		2.43	Low
Leeds (L)	Harrison (L)	D - 4	LL - 0.71	62.5% - 4	NN - 1		2.43	Low
Locke (L)	Cornell (L)	C - 3	LL - 0.71	100% - 5	NN - 1		2.43	Low
Lynwood (L)	Havens (L)	C - 3	LL - 0.71	100% - 5	NN - 1		2.43	Low
Madison (L)	Madison (L)	C - 3	LL - 0.71	100% - 5	NN - 1		2.43	Low
Magnolia (L)	Carter (L)	D - 4	LL - 0.71	62.5% - 4	NN - 1		2.43	Low
Morrison (L)	Butler (L)	D - 4	LL - 0.71	66.7% - 4	NN - 1		2.43	Low
Plate (L)	Murden (L)	D - 4	LL - 0.71	66.7% - 4	NN - 1		2.43	Low
Santa Fe (L)	Sagebrush (L)	D - 4	LL - 0.71	72.1% - 4	NN - 1		2.43	Low
Sherwood/Woodbridge (L)	Cricket Hill (L)	D - 4	LL - 0.71	66.7% - 4	NN - 1		2.43	Low
Styer (L)	Woodland (L)	D - 4	LL - 0.71	66.7% - 4	NN - 1		2.43	Low
Teasdale (L)	Cricket Hill (L)	D - 4	LL - 0.71	66.7% - 4	NN - 1		2.43	Low
Tedlee (L)	Carol Lynn (L)	C - 3	LL - 0.71	91% - 5	NN - 1		2.43	Low
Tedlee (L)	Tate (L)	C - 3	LL - 0.71	94.6% - 5	NN - 1		2.43	Low
Tedlee (L)	Tooley (L)	C - 3	LL - 0.71	100% - 5	NN - 1		2.43	Low
Twyckingham (L)	Westminster (L)	C - 3	LL - 0.71	100% - 5	NN - 1		2.43	Low
Wabash (L)	Jackson (L)	D - 4	LL - 0.71	71% - 4	NN - 1		2.43	Low
Western (L)	Kingston (L)	D - 4	LL - 0.71	66.7% - 4	NN - 1		2.43	Low
Windsor (L)	Havens (L)	C - 3	LL - 0.71	100% - 5	NN - 1		2.43	Low
Witherspoon (L)	Havens (L)	C - 3	LL - 0.71	100% - 5	NN - 1		2.43	Low
Witherspoon (L)	Lynwood (L)	C - 3	LL - 0.71	100% - 5	NN - 1		2.43	Low
Witherspoon (L)	Witherspoon (L)	C - 3	LL - 0.71	100% - 5	NN - 1		2.43	Low
Golden Gate (L)	Bridgewater (L)	- 5	LL - 0.71	39.5% - 2	WN - 2		2.43	Low
Golden Gate (L)	Mackinaw (L)	- 5	LL - 0.71	33.2% - 2	WN - 2		2.43	Low
Pahara Village (L)	Northwoods (L)	- 5	LL - 0.71	26.6% - 2	WN - 2		2.43	Low
Murden (L)	Brook (L)	- 5	LL - 0.71	50% - 3	NN - 1		2.43	Low
Sand Walk (L)	Zartman (L)	- 5	LL - 0.71	52.3% - 3	NN - 1		2.43	Low
Sunnymeade (L)	Vaile (L)	- 5	LL - 0.71	50% - 3	NN - 1		2.43	Low
Touby Pike (L)	Crooked Creek/Bent Creek (L)	- 5	LL - 0.71	51.3% - 3	NN - 1		2.43	Low
Almquist (L)	Rainbow (L)	D - 4	LL - 0.71	33.3% - 2	ON - 3		2.43	Low
Centerline (L)	Pipeline (L)	D - 4	LL - 0.71	39.5% - 2	ON - 3		2.43	Low
Jay (L)	Havens (L)	C - 3	LL - 0.71	50% - 3	WW - 3		2.43	Low
Locke (L)	Tate (L)	D - 4	LL - 0.71	33.3% - 2	WW - 3		2.43	Low
Main (L)	Elm (L)	C - 3	LL - 0.71	55.9% - 3	WW - 3		2.43	Low

N/S Street	E/W Street	ADA Evaluation	Intersection Class	Sidewalk Availability	Transit Availability		Priority Score	Priority Rank
Main (L)	Havens (L)	D - 4	LL - 0.71	39.6% - 2	WW - 3		2.43	Low
Market (L)	Lordeman (L)	D - 4	LL - 0.71	33.3% - 2	WW - 3		2.43	Low
Market (L)	Tate (L)	D - 4	LL - 0.71	25% - 2	WW - 3		2.43	Low
Abby Place (L)	Ariel (L)	D - 4	LL - 0.71	55.2% - 3	WN - 2		2.43	Low
Armstrong (L)	Firmin (L)	D - 4	LL - 0.71	50% - 3	WN - 2		2.43	Low
Armstrong (L)	Wheeler (L)	D - 4	LL - 0.71	50% - 3	WN - 2		2.43	Low
Armstrong (L)	Woodland (L)	D - 4	LL - 0.71	50% - 3	WN - 2		2.43	Low
Bell (L)	Fischer (L)	D - 4	LL - 0.71	50% - 3	WN - 2		2.43	Low
Bell (L)	Poplar (L)	D - 4	LL - 0.71	50% - 3	WN - 2		2.43	Low
Bell (L)	Ricketts (L)	D - 4	LL - 0.71	50% - 3	WN - 2		2.43	Low
Buckeye (L)	Butler (L)	D - 4	LL - 0.71	50% - 3	WN - 2		2.43	Low
Buckeye (L)	Fischer (L)	D - 4	LL - 0.71	50% - 3	WN - 2		2.43	Low
Buckeye (L)	Spraker (L)	D - 4	LL - 0.71	50% - 3	WN - 2		2.43	Low
Buckeye (L)	Woodland (L)	D - 4	LL - 0.71	50% - 3	WN - 2		2.43	Low
Calumet (L)	Foster (L)	D - 4	LL - 0.71	50% - 3	WN - 2		2.43	Low
Cooper (L)	Foster (L)	D - 4	LL - 0.71	50% - 3	WN - 2		2.43	Low
Courtland (L)	Chestnut (L)	D - 4	LL - 0.71	50% - 3	WN - 2		2.43	Low
Courtland (L)	Firmin (L)	D - 4	LL - 0.71	50% - 3	WN - 2		2.43	Low
Courtland (L)	Lordeman (L)	D - 4	LL - 0.71	50% - 3	WN - 2		2.43	Low
Courtland (L)	Madison (L)	D - 4	LL - 0.71	50% - 3	WN - 2		2.43	Low
Courtland (L)	Richmond (L)	D - 4	LL - 0.71	50% - 3	WN - 2		2.43	Low
Courtland (L)	Wheeler (L)	D - 4	LL - 0.71	50% - 3	WN - 2		2.43	Low
Delphos (L)	Foster (L)	D - 4	LL - 0.71	50% - 3	WN - 2		2.43	Low
Delphos (L)	Virginia (L)	D - 4	LL - 0.71	50% - 3	WN - 2		2.43	Low
Elizabeth (L)	Foster (L)	D - 4	LL - 0.71	50% - 3	WN - 2		2.43	Low
Flint (L)	Flint (L)	C - 3	LL - 0.71	79.5% - 4	WN - 2		2.43	Low
Indiana (L)	Chestnut (L)	D - 4	LL - 0.71	50% - 3	WN - 2		2.43	Low
Indiana (L)	Firmin (L)	D - 4	LL - 0.71	50% - 3	WN - 2		2.43	Low
Indiana (L)	Hoffer (L)	D - 4	LL - 0.71	50% - 3	WN - 2		2.43	Low
Indiana (L)	Kirk (L)	D - 4	LL - 0.71	50% - 3	WN - 2		2.43	Low
Indiana (L)	Lordeman (L)	D - 4	LL - 0.71	50% - 3	WN - 2		2.43	Low
Indiana (L)	Tate (L)	D - 4	LL - 0.71	50% - 3	WN - 2		2.43	Low
Indiana (L)	Wheeler (L)	D - 4	LL - 0.71	50% - 3	WN - 2		2.43	Low
Jay (L)	Fischer (L)	D - 4	LL - 0.71	51.1% - 3	WN - 2		2.43	Low
LaFountain (L)	Fischer (L)	D - 4	LL - 0.71	50% - 3	WN - 2		2.43	Low
Leeds (L)	Jackson (L)	D - 4	LL - 0.71	50% - 3	WN - 2		2.43	Low
Leeds (L)	Lordeman (L)	D - 4	LL - 0.71	50% - 3	WN - 2		2.43	Low
Leeds (L)	Tate (L)	D - 4	LL - 0.71	50% - 3	WN - 2		2.43	Low
Locke (L)	Foster (L)	D - 4	LL - 0.71	56.3% - 3	WN - 2		2.43	Low
Locke (L)	State (L)	D - 4	LL - 0.71	50% - 3	WN - 2		2.43	Low
Locke (L)	Virginia (L)	D - 4	LL - 0.71	50% - 3	WN - 2		2.43	Low
Main (L)	Wheeler (L)	D - 4	LL - 0.71	50% - 3	WN - 2		2.43	Low
McCann (L)	Lordeman (L)	D - 4	LL - 0.71	50% - 3	WN - 2		2.43	Low
McCann (L)	Tate (L)	D - 4	LL - 0.71	50% - 3	WN - 2		2.43	Low
Morrison (L)	Kirk (L)	D - 4	LL - 0.71	50% - 3	WN - 2		2.43	Low
Morrison (L)	Lordeman (L)	D - 4	LL - 0.71	50% - 3	WN - 2		2.43	Low
Morrison (L)	Tate (L)	D - 4	LL - 0.71	50% - 3	WN - 2		2.43	Low
Orchard (L)	Carter (L)	D - 4	LL - 0.71	50% - 3	WN - 2		2.43	Low
Purdum (L)	Fischer (L)	D - 4	LL - 0.71	51.1% - 3	WN - 2		2.43	Low
Treaty (L)	Wigwam (L)	C - 3	LL - 0.71	78.9% - 4	WN - 2		2.43	Low
Wabash (L)	Lordeman (L)	D - 4	LL - 0.71	50% - 3	WN - 2		2.43	Low
Wabash (L)	Tate (L)	D - 4	LL - 0.71	50% - 3	WN - 2		2.43	Low
Waugh (L)	Harrison (L)	D - 4	LL - 0.71	50% - 3	WN - 2		2.43	Low
Waugh (L)	Virginia (L)	D - 4	LL - 0.71	50% - 3	WN - 2		2.43	Low
Wynterbrooke (L)	Wynterpointe (L)	C - 3	LL - 0.71	79.5% - 4	WN - 2		2.43	Low
Belmont (L)	Woodland (L)	D - 4	LL - 0.71	75% - 4	NN - 1		2.43	Low
Gilbert (L)	Audri (L)	D - 4	LL - 0.71	76% - 4	NN - 1		2.43	Low
Sister Martin (L)	Audri (L)	D - 4	LL - 0.71	80.4% - 4	NN - 1		2.43	Low
LaFountain (L)	LaFountain/SR931 (L)	- 5	LL - 0.71	5.6% - 1	ON - 3		2.43	Low
Philips (M)	Judson (M)	A - 1	MM - 3.57	66.7% - 4	NN - 1		2.39	Low

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N/S Street	E/W Street	ADA Evaluation	Intersection Class	Sidewalk Availability	Transit Availability		Priority Score	Priority Rank
Albright (C)	SR26 (P)	D - 4	PC - 3.57	0% - 1	NN - 1		2.39	Low
Davis (M)	Smith (M)	D - 4	MM - 3.57	0% - 1	NN - 1		2.39	Low
Dixon (M)	Alto (M)	D - 4	MM - 3.57	12.8% - 1	NN - 1		2.39	Low
Goyer (M)	Boulevard (M)	D - 4	MM - 3.57	0% - 1	NN - 1		2.39	Low
Park (C)	SR26 (P)	D - 4	PC - 3.57	0% - 1	NN - 1		2.39	Low
Park (M)	Defenbaugh (M)	D - 4	MM - 3.57	0% - 1	NN - 1		2.39	Low
Park (M)	Defenbaugh (M)	D - 4	MM - 3.57	0% - 1	NN - 1		2.39	Low
Philips (M)	Morgan (M)	D - 4	MM - 3.57	16.7% - 1	NN - 1		2.39	Low
SR931 (P)	Carter (C)	D - 4	PC - 3.57	6.8% - 1	NN - 1		2.39	Low
SR931 (P)	Hoffer (C)	D - 4	PC - 3.57	5.8% - 1	NN - 1		2.39	Low
SR931 (P)	North (C)	D - 4	PC - 3.57	0% - 1	NN - 1		2.39	Low
SR931 (P)	Ohio (C)	D - 4	PC - 3.57	12.5% - 1	NN - 1		2.39	Low
SR931 (P)	Savoy (C)	D - 4	PC - 3.57	0% - 1	NN - 1		2.39	Low
SR931 (P)	Vaile (C)	D - 4	PC - 3.57	0% - 1	NN - 1		2.39	Low
Touby Pike (M)	Jefferson (M)	D - 4	MM - 3.57	0% - 1	NN - 1		2.39	Low
Touby Pike (M)	Sycamore (M)	C - 3	MM - 3.57	25% - 2	NN - 1		2.39	Low
Delphos (L)	Gano (C)	A - 1	CL - 1.43	66.7% - 4	WW - 3		2.36	Low
Waugh (L)	Gano (C)	A - 1	CL - 1.43	66.7% - 4	WW - 3		2.36	Low
Webster (C)	Firmin (L)	A - 1	CL - 1.43	66.7% - 4	ON - 3		2.36	Low
Webster (C)	Firmin (L)	A - 1	CL - 1.43	66.7% - 4	ON - 3		2.36	Low
Webster (C)	Wheeler (L)	A - 1	CL - 1.43	66.7% - 4	ON - 3		2.36	Low
Webster (C)	Wheeler (L)	A - 1	CL - 1.43	66.7% - 4	ON - 3		2.36	Low
Webster (C)	Woodland (L)	A - 1	CL - 1.43	66.7% - 4	ON - 3		2.36	Low
Plate (C)	Foster (L)	A - 1	CL - 1.43	100% - 5	WN - 2		2.36	Low
Plate (C)	Virginia (L)	A - 1	CL - 1.43	100% - 5	WN - 2		2.36	Low
Plate (L)	Vaile (C)	A - 1	CL - 1.43	100% - 5	WN - 2		2.36	Low
Wynterbrooke (L)	Jefferson (C)	D - 4	CL - 1.43	20.9% - 2	WN - 2		2.36	Low
Albright (C)	Dee Ann (L)	D - 4	CL - 1.43	46.3% - 3	NN - 1		2.36	Low
Elizabeth (L)	Carter (C)	D - 4	CL - 1.43	41.7% - 3	NN - 1		2.36	Low
Emerald (L)	Center (C)	D - 4	CL - 1.43	44.4% - 3	NN - 1		2.36	Low
Ohio (C)	Cornell (L)	C - 3	CL - 1.43	66.7% - 4	NN - 1		2.36	Low
Ohio (C)	Fischer (L)	C - 3	CL - 1.43	66.7% - 4	NN - 1		2.36	Low
Plate (C)	Wheeler (L)	D - 4	CL - 1.43	42.3% - 3	NN - 1		2.36	Low
Seventeenth (C)	Dodge (L)	D - 4	CL - 1.43	45.8% - 3	NN - 1		2.36	Low
Seventeenth (C)	State (L)	D - 4	CL - 1.43	44.4% - 3	NN - 1		2.36	Low
Albright (C)	Colter (L)	- 5	CL - 1.43	37.7% - 2	NN - 1		2.36	Low
Cobble Stone (L)	Boulevard (C)	- 5	CL - 1.43	29.7% - 2	NN - 1		2.36	Low
Rollingstone (L)	Boulevard (C)	- 5	CL - 1.43	33.3% - 2	NN - 1		2.36	Low
Weston (L)	Zartman (C)	- 5	CL - 1.43	31.3% - 2	NN - 1		2.36	Low
Faith (L)	North (C)	D - 4	CL - 1.43	0% - 1	WW - 3		2.36	Low
LaFountain (C)	Arnold (L)	D - 4	CL - 1.43	0% - 1	WW - 3		2.36	Low
LaFountain (C)	Edgewater (L)	D - 4	CL - 1.43	0% - 1	ON - 3		2.36	Low
LaFountain (C)	Espanol (L)	D - 4	CL - 1.43	0% - 1	WW - 3		2.36	Low
LaFountain (C)	Rebecca (L)	D - 4	CL - 1.43	5.7% - 1	ON - 3		2.36	Low
LaFountain (C)	Ricketts (L)	B - 2	CL - 1.43	50% - 3	ON - 3		2.36	Low
Webster (C)	Philadelphia (L)	D - 4	CL - 1.43	0% - 1	ON - 3		2.36	Low
Webster (C)	Williamsburg (L)	D - 4	CL - 1.43	0% - 1	ON - 3		2.36	Low
Berkley (C)	Rue Royale (L)	C - 3	CL - 1.43	51.7% - 3	WN - 2		2.36	Low
Cooper (L)	Vaile (C)	C - 3	CL - 1.43	57.9% - 3	WN - 2		2.36	Low
Market (L)	Hoffer (C)	B - 2	CL - 1.43	75% - 4	WN - 2		2.36	Low
Seventeenth (C)	Foster (L)	D - 4	CL - 1.43	33.3% - 2	WN - 2		2.36	Low
Union (C)	Wheeler (L)	B - 2	CL - 1.43	75% - 4	WN - 2		2.36	Low
Versailles (L)	Boulevard (C)	D - 4	CL - 1.43	33.3% - 2	WN - 2		2.36	Low
Versailles (L)	Boulevard (C)	D - 4	CL - 1.43	33.3% - 2	WN - 2		2.36	Low
Webster (C)	James (L)	D - 4	CL - 1.43	27.3% - 2	WN - 2		2.36	Low
Dogwood (L)	Hoffer (C)	D - 4	CL - 1.43	58% - 3	NN - 1		2.36	Low
Imperial (L)	Saratoga (C)	D - 4	CL - 1.43	50% - 3	NN - 1		2.36	Low
Locke (L)	Superior (C)	D - 4	CL - 1.43	50% - 3	NN - 1		2.36	Low
Plate (C)	State (L)	D - 4	CL - 1.43	50% - 3	NN - 1		2.36	Low
Seventeenth (C)	Firmin (L)	D - 4	CL - 1.43	50% - 3	NN - 1		2.36	Low

N/S Street	E/W Street	ADA Evaluation	Intersection Class	Sidewalk Availability	Transit Availability		Priority Score	Priority Rank
Seventeenth (C)	Wheeler (L)	D - 4	CL - 1.43	50% - 3	NN - 1		2.36	Low
Concord (L)	Alto (M)	A - 1	ML - 2.14	66.7% - 4	WN - 2		2.29	Low
Davis (M)	Spraker (L)	A - 1	ML - 2.14	66.7% - 4	WN - 2		2.29	Low
Dixon (M)	Friendship (L)	A - 1	ML - 2.14	66.7% - 4	WN - 2		2.29	Low
Dixon (M)	Greentree (L)	A - 1	ML - 2.14	66.7% - 4	WN - 2		2.29	Low
Dixon (M)	Walker (L)	A - 1	ML - 2.14	66.7% - 4	WN - 2		2.29	Low
Indiana (L)	Markland (M)	A - 1	ML - 2.14	66.7% - 4	WN - 2		2.29	Low
Korby (L)	Jefferson (M)	A - 1	ML - 2.14	66.7% - 4	WN - 2		2.29	Low
Main (L)	Boulevard (M)	A - 1	ML - 2.14	64% - 4	WN - 2		2.29	Low
Wabash (L)	Markland (M)	A - 1	ML - 2.14	66.7% - 4	WN - 2		2.29	Low
Walker (L)	Sycamore (M)	A - 1	ML - 2.14	66.7% - 4	WN - 2		2.29	Low
Beechwood (L)	Southway (M)	D - 4	ML - 2.14	21.7% - 2	NN - 1		2.29	Low
McCann (L)	Park (M)	A - 1	ML - 2.14	100% - 5	NN - 1		2.29	Low
Busby (L)	Smith (M)	- 5	ML - 2.14	0% - 1	NN - 1		2.29	Low
Echo (L)	Boulevard (M)	- 5	ML - 2.14	0% - 1	NN - 1		2.29	Low
Hutchins (L)	Judson (M)	- 5	ML - 2.14	17.9% - 1	NN - 1		2.29	Low
Seventeenth (L)	Boulevard (M)	- 5	ML - 2.14	0% - 1	NN - 1		2.29	Low
Southlea (L)	Southway (M)	A - 1	ML - 2.14	50% - 3	ON - 3		2.29	Low
Co. Rd. N. 80 W. (L)	Smith (M)	D - 4	ML - 2.14	0% - 1	WN - 2		2.29	Low
Goyer (M)	Arnold (L)	D - 4	ML - 2.14	0% - 1	WN - 2		2.29	Low
Goyer (M)	Foster (L)	D - 4	ML - 2.14	0% - 1	WN - 2		2.29	Low
Market (L)	Defenbaugh (M)	D - 4	ML - 2.14	19.8% - 1	WN - 2		2.29	Low
Morningside (L)	Jefferson (M)	C - 3	ML - 2.14	33.3% - 2	WN - 2		2.29	Low
Touby Pike (M)	Trialon Ct. (L)	D - 4	ML - 2.14	0% - 1	WN - 2		2.29	Low
Washington (M)	Rebecca (L)	D - 4	ML - 2.14	4.8% - 1	WN - 2		2.29	Low
Webster (L)	Morgan (M)	D - 4	ML - 2.14	12.5% - 1	WN - 2		2.29	Low
Belmont (L)	Defenbaugh (M)	C - 3	ML - 2.14	50% - 3	NN - 1		2.29	Low
Brandon (L)	Markland (M)	D - 4	ML - 2.14	33.3% - 2	NN - 1		2.29	Low
Cedar Crest (L)	Boulevard (M)	D - 4	ML - 2.14	33.3% - 2	NN - 1		2.29	Low
Goyer (M)	Mohr (L)	D - 4	ML - 2.14	25% - 2	NN - 1		2.29	Low
Goyer (M)	Precision (L)	D - 4	ML - 2.14	33.3% - 2	NN - 1		2.29	Low
Goyer (M)	Quail Run (L)	D - 4	ML - 2.14	33.3% - 2	NN - 1		2.29	Low
Indiana (L)	Morgan (M)	D - 4	ML - 2.14	33.3% - 2	NN - 1		2.29	Low
Lindsay (L)	Morgan (M)	D - 4	ML - 2.14	33.3% - 2	NN - 1		2.29	Low
Old Park (L)	Markland (M)	D - 4	ML - 2.14	33.3% - 2	NN - 1		2.29	Low
Santa Fe (L)	Sycamore (M)	D - 4	ML - 2.14	33.3% - 2	NN - 1		2.29	Low
Albright (C)	Southway (M)	D - 4	MC - 2.86	5.1% - 1	NN - 1		2.21	Low
Berkley (C)	Defenbaugh (M)	D - 4	MC - 2.86	1.7% - 1	NN - 1		2.21	Low
Berkley (C)	Judson (M)	D - 4	MC - 2.86	12.3% - 1	NN - 1		2.21	Low
Berkley (C)	Markland (M)	D - 4	MC - 2.86	0% - 1	NN - 1		2.21	Low
Council Ring (L)	SR26 (P)	B - 2	PL - 2.86	33.3% - 2	WN - 2		2.21	Low
Dixon (M)	Center (C)	D - 4	MC - 2.86	12.5% - 1	NN - 1		2.21	Low
Goyer (M)	Carter (C)	D - 4	MC - 2.86	0% - 1	NN - 1		2.21	Low
Goyer (M)	Lincoln (C)	D - 4	MC - 2.86	0% - 1	NN - 1		2.21	Low
Goyer (M)	Saratoga (C)	D - 4	MC - 2.86	12.6% - 1	NN - 1		2.21	Low
Issac Walton (C)	Southway (M)	D - 4	MC - 2.86	0% - 1	NN - 1		2.21	Low
Malfalfa (C)	Alto (M)	D - 4	MC - 2.86	0% - 1	NN - 1		2.21	Low
Malfalfa (C)	Defenbaugh (M)	D - 4	MC - 2.86	0% - 1	NN - 1		2.21	Low
Malfalfa (C)	Sycamore (M)	D - 4	MC - 2.86	0% - 1	NN - 1		2.21	Low
Park (M)	Center (C)	D - 4	MC - 2.86	1.4% - 1	NN - 1		2.21	Low
Plate (C)	Boulevard (M)	D - 4	MC - 2.86	0% - 1	NN - 1		2.21	Low
Touby Pike (M)	North (C)	D - 4	MC - 2.86	0% - 1	NN - 1		2.21	Low
Co. Rd. S. 100 E. (L)	SR26 (P)	D - 4	PL - 2.86	0% - 1	NN - 1		2.21	Low
Co. Rd. S. 100 E. (L)	SR26 (P)	D - 4	PL - 2.86	0% - 1	NN - 1		2.21	Low
Co. Rd. S. 123 E. (L)	SR26 (P)	D - 4	PL - 2.86	0% - 1	NN - 1		2.21	Low
Co. Rd. S. 128 E. (L)	SR26 (P)	D - 4	PL - 2.86	0% - 1	NN - 1		2.21	Low
Co. Rd. S. 135 E. (L)	SR26 (P)	D - 4	PL - 2.86	0% - 1	NN - 1		2.21	Low
Hillside (L)	SR26 (P)	D - 4	PL - 2.86	0% - 1	NN - 1		2.21	Low
Issac Walton (L)	Markland (P)	D - 4	PL - 2.86	0% - 1	NN - 1		2.21	Low
Ohio (L)	U.S. 35 (P)	D - 4	PL - 2.86	0% - 1	NN - 1		2.21	Low

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N/S Street	E/W Street	ADA Evaluation	Intersection Class	Sidewalk Availability	Transit Availability		Priority Score	Priority Rank
Southdowns (L)	SR26 (P)	D - 4	PL - 2.86	0% - 1	NN - 1		2.21	Low
SR931 (P)	Creekside (L)	D - 4	PL - 2.86	0% - 1	NN - 1		2.21	Low
SR931 (P)	Essex (L)	D - 4	PL - 2.86	0% - 1	NN - 1		2.21	Low
SR931 (P)	Essex (L)	D - 4	PL - 2.86	0% - 1	NN - 1		2.21	Low
SR931 (P)	Havens (L)	D - 4	PL - 2.86	0% - 1	NN - 1		2.21	Low
SR931 (P)	Mayfair (L)	D - 4	PL - 2.86	0% - 1	NN - 1		2.21	Low
SR931 (P)	Railroad (L)	D - 4	PL - 2.86	0% - 1	NN - 1		2.21	Low
SR931 (P)	Terrace/Alameda (L)	D - 4	PL - 2.86	0% - 1	NN - 1		2.21	Low
SR931 (P)	Wheeler (L)	D - 4	PL - 2.86	0% - 1	NN - 1		2.21	Low
Timber Valley (L)	SR26 (P)	D - 4	PL - 2.86	0% - 1	NN - 1		2.21	Low
Yale (L)	SR26 (P)	D - 4	PL - 2.86	0% - 1	NN - 1		2.21	Low
Bluegrass (L)	Bridle (L)	- 5	LL - 0.71	21.9% - 2	NN - 1		2.18	Low
Bridle (L)	Seattle Slew (L)	- 5	LL - 0.71	23.9% - 2	NN - 1		2.18	Low
Silver Charm (L)	Bluegrass (L)	- 5	LL - 0.71	23.2% - 2	NN - 1		2.18	Low
Delphos (L)	Madison (L)	A - 1	LL - 0.71	66.7% - 4	WW - 3		2.18	Low
Home (L)	Foster (L)	A - 1	LL - 0.71	66.7% - 4	WW - 3		2.18	Low
Jay (L)	Buckley (L)	A - 1	LL - 0.71	66.7% - 4	WW - 3		2.18	Low
Locke (L)	Havens (L)	A - 1	LL - 0.71	66.7% - 4	WW - 3		2.18	Low
Main (L)	Richmond (L)	A - 1	LL - 0.71	72.9% - 4	WW - 3		2.18	Low
Armstrong (L)	Taylor (L)	A - 1	LL - 0.71	100% - 5	WN - 2		2.18	Low
Belvedere (L)	Meadowbrook (L)	A - 1	LL - 0.71	100% - 5	WN - 2		2.18	Low
Belvedere (L)	Savoy (L)	A - 1	LL - 0.71	100% - 5	WN - 2		2.18	Low
Buckeye (L)	State (L)	A - 1	LL - 0.71	100% - 5	WN - 2		2.18	Low
Burke (L)	North (L)	A - 1	LL - 0.71	100% - 5	WN - 2		2.18	Low
Burr Oak (L)	Northwoods (L)	A - 1	LL - 0.71	93.3% - 5	WN - 2		2.18	Low
Calumet (L)	Virginia (L)	A - 1	LL - 0.71	100% - 5	WN - 2		2.18	Low
Columbus (L)	Broadway (L)	A - 1	LL - 0.71	83.3% - 5	WN - 2		2.18	Low
Columbus (L)	Havens (L)	A - 1	LL - 0.71	100% - 5	WN - 2		2.18	Low
Conradt (L)	Carter (L)	A - 1	LL - 0.71	100% - 5	WN - 2		2.18	Low
Cooper (L)	Barkdol (L)	D - 4	LL - 0.71	23.9% - 2	WN - 2		2.18	Low
Cooper (L)	Virginia (L)	A - 1	LL - 0.71	100% - 5	WN - 2		2.18	Low
Corvair (L)	Cadillac (L)	A - 1	LL - 0.71	100% - 5	WN - 2		2.18	Low
Courtland (L)	Ricketts (L)	A - 1	LL - 0.71	83.3% - 5	WN - 2		2.18	Low
Courtland (L)	State (L)	A - 1	LL - 0.71	100% - 5	WN - 2		2.18	Low
Courtland (L)	Woodland (L)	A - 1	LL - 0.71	100% - 5	WN - 2		2.18	Low
Devonshire (L)	Ridgewood (L)	A - 1	LL - 0.71	100% - 5	WN - 2		2.18	Low
Elliott (L)	Carter (L)	A - 1	LL - 0.71	93.8% - 5	WN - 2		2.18	Low
Elva (L)	Versailles (L)	A - 1	LL - 0.71	100% - 5	WN - 2		2.18	Low
Forest (L)	Mulberry (L)	A - 1	LL - 0.71	100% - 5	WN - 2		2.18	Low
Forest (L)	Taylor (L)	A - 1	LL - 0.71	100% - 5	WN - 2		2.18	Low
Greenbriar (L)	Ridgewood (L)	A - 1	LL - 0.71	100% - 5	WN - 2		2.18	Low
Indiana (L)	Foster (L)	A - 1	LL - 0.71	100% - 5	WN - 2		2.18	Low
Indiana (L)	Preble (L)	A - 1	LL - 0.71	100% - 5	WN - 2		2.18	Low
Indiana (L)	Taylor (L)	A - 1	LL - 0.71	100% - 5	WN - 2		2.18	Low
Indiana (L)	Walnut (L)	A - 1	LL - 0.71	100% - 5	WN - 2		2.18	Low
Kingston (L)	Carter (L)	A - 1	LL - 0.71	83.3% - 5	WN - 2		2.18	Low
Kingston (L)	Carter (L)	A - 1	LL - 0.71	100% - 5	WN - 2		2.18	Low
Korby (L)	Schuler (L)	A - 1	LL - 0.71	83.5% - 5	WN - 2		2.18	Low
Leeds (L)	Mulberry (L)	A - 1	LL - 0.71	83.3% - 5	WN - 2		2.18	Low
Lindsay (L)	Jackson (L)	A - 1	LL - 0.71	90.7% - 5	WN - 2		2.18	Low
Locke (L)	Firmin (L)	A - 1	LL - 0.71	83.3% - 5	WN - 2		2.18	Low
Lody (L)	Alton (L)	A - 1	LL - 0.71	100% - 5	WN - 2		2.18	Low
Magnolia (L)	Maple (L)	A - 1	LL - 0.71	100% - 5	WN - 2		2.18	Low
Main (L)	Barkdol (L)	A - 1	LL - 0.71	83.3% - 5	WN - 2		2.18	Low
McCann (L)	Taylor (L)	A - 1	LL - 0.71	93.85% - 5	WN - 2		2.18	Low
Morningside (L)	Columbus (L)	A - 1	LL - 0.71	100% - 5	WN - 2		2.18	Low
Orchard (L)	Bennett (L)	A - 1	LL - 0.71	100% - 5	WN - 2		2.18	Low
Ruddell (L)	Taylor (L)	A - 1	LL - 0.71	100% - 5	WN - 2		2.18	Low
Ruddell (L)	Walnut (L)	A - 1	LL - 0.71	100% - 5	WN - 2		2.18	Low
Tam-o-shanter (L)	Oakhill (L)	A - 1	LL - 0.71	100% - 5	WN - 2		2.18	Low

N/S Street	E/W Street	ADA Evaluation	Intersection Class	Sidewalk Availability	Transit Availability		Priority Score	Priority Rank
Versailles (L)	Baton Rouge (L)	A - 1	LL - 0.71	100% - 5	WN - 2		2.18	Low
Versailles (L)	Elva (L)	A - 1	LL - 0.71	92.7% - 5	WN - 2		2.18	Low
Versailles (L)	Marne (L)	A - 1	LL - 0.71	100% - 5	WN - 2		2.18	Low
Versailles (L)	St. Dennis (L)	A - 1	LL - 0.71	100% - 5	WN - 2		2.18	Low
Versailles (L)	Versailles (L)	A - 1	LL - 0.71	100% - 5	WN - 2		2.18	Low
Versailles (L)	Westover (L)	A - 1	LL - 0.71	100% - 5	WN - 2		2.18	Low
Wabash (L)	Foster (L)	A - 1	LL - 0.71	100% - 5	WN - 2		2.18	Low
Wabash (L)	Preble (L)	A - 1	LL - 0.71	100% - 5	WN - 2		2.18	Low
Wabash (L)	State (L)	A - 1	LL - 0.71	100% - 5	WN - 2		2.18	Low
Wabash (L)	Taylor (L)	A - 1	LL - 0.71	83.3% - 5	WN - 2		2.18	Low
Wabash (L)	Virginia (L)	A - 1	LL - 0.71	100% - 5	WN - 2		2.18	Low
Webster (L)	Taylor (L)	A - 1	LL - 0.71	100% - 5	WN - 2		2.18	Low
Westmoreland (L)	Bennett (L)	A - 1	LL - 0.71	100% - 5	WN - 2		2.18	Low
Westmoreland (L)	Bennett (L)	A - 1	LL - 0.71	100% - 5	WN - 2		2.18	Low
Westmoreland (L)	Westmoreland (L)	A - 1	LL - 0.71	100% - 5	WN - 2		2.18	Low
Wildwood (L)	Walnut (L)	A - 1	LL - 0.71	100% - 5	WN - 2		2.18	Low
Briarwick (L)	Southlea (L)	D - 4	LL - 0.71	42.9% - 3	NN - 1		2.18	Low
Emerald (L)	Emerald (L)	D - 4	LL - 0.71	44.2% - 3	NN - 1		2.18	Low
Kyle (L)	Colter (L)	D - 4	LL - 0.71	40.8% - 3	NN - 1		2.18	Low
Santa Fe (L)	Carter (L)	D - 4	LL - 0.71	47.3% - 3	NN - 1		2.18	Low
Wabash (L)	Madison (L)	D - 4	LL - 0.71	43.8% - 3	NN - 1		2.18	Low
Clark (L)	Foster (L)	- 5	LL - 0.71	0% - 1	WN - 2		2.18	Low
Emery (L)	Foster (L)	- 5	LL - 0.71	0% - 1	WN - 2		2.18	Low
Emery (L)	Harrison (L)	- 5	LL - 0.71	0% - 1	WN - 2		2.18	Low
Hutchins (L)	Hutchins (L)	- 5	LL - 0.71	0% - 1	WN - 2		2.18	Low
Miller (L)	Foster (L)	- 5	LL - 0.71	0% - 1	WN - 2		2.18	Low
Berkley (L)	Marjorie (L)	- 5	LL - 0.71	33.3% - 2	NN - 1		2.18	Low
Silver Charm (L)	Sea Biscuit (L)	- 5	LL - 0.71	25.2% - 2	NN - 1		2.18	Low
Weston (L)	Marjorie (L)	- 5	LL - 0.71	27.4% - 2	NN - 1		2.18	Low
Cooper (L)	Madison (L)	D - 4	LL - 0.71	0% - 1	WW - 3		2.18	Low
Cooper (L)	Monroe (L)	D - 4	LL - 0.71	0% - 1	WW - 3		2.18	Low
Delphos (L)	Spraker (L)	D - 4	LL - 0.71	0% - 1	WW - 3		2.18	Low
Diamond (L)	Bailey (L)	D - 4	LL - 0.71	0% - 1	WW - 3		2.18	Low
Diamond (L)	Barkdol (L)	D - 4	LL - 0.71	0% - 1	WW - 3		2.18	Low
Elizabeth (L)	Barkdol (L)	D - 4	LL - 0.71	0% - 1	WW - 3		2.18	Low
Elizabeth (L)	Madison (L)	D - 4	LL - 0.71	0% - 1	WW - 3		2.18	Low
Elizabeth (L)	Monroe (L)	D - 4	LL - 0.71	0% - 1	WW - 3		2.18	Low
Jay (L)	Maple (L)	D - 4	LL - 0.71	0% - 1	WW - 3		2.18	Low
Locke (L)	Spraker (L)	D - 4	LL - 0.71	0% - 1	WW - 3		2.18	Low
Main (L)	Butler (L)	D - 4	LL - 0.71	0% - 1	WW - 3		2.18	Low
Main (L)	Lordeman (L)	D - 4	LL - 0.71	16.7% - 1	WW - 3		2.18	Low
Main (L)	Spraker (L)	D - 4	LL - 0.71	0% - 1	WW - 3		2.18	Low
Main (L)	Spraker (L)	D - 4	LL - 0.71	0% - 1	WW - 3		2.18	Low
Main (L)	Tate (L)	D - 4	LL - 0.71	0% - 1	WW - 3		2.18	Low
Market (L)	Havens (L)	D - 4	LL - 0.71	13.9% - 1	WW - 3		2.18	Low
Meadow (L)	Rainbow (L)	D - 4	LL - 0.71	0% - 1	WW - 3		2.18	Low
Plate (L)	Barkdol (L)	D - 4	LL - 0.71	0% - 1	WW - 3		2.18	Low
Purdum (L)	Foster (L)	B - 2	LL - 0.71	50% - 3	WW - 3		2.18	Low
Village (L)	Meadow (L)	D - 4	LL - 0.71	0% - 1	WW - 3		2.18	Low
Village (L)	Rainbow (L)	D - 4	LL - 0.71	0% - 1	WW - 3		2.18	Low
Waugh (L)	Spraker (L)	D - 4	LL - 0.71	0% - 1	WW - 3		2.18	Low
Westmoor (L)	Rainbow (L)	D - 4	LL - 0.71	0% - 1	WW - 3		2.18	Low
Abby Place (L)	Luke (L)	D - 4	LL - 0.71	27.15% - 2	WN - 2		2.18	Low
Armstrong (L)	Gerhart (L)	D - 4	LL - 0.71	33.3% - 2	WN - 2		2.18	Low
Buckeye (L)	Gerhart (L)	D - 4	LL - 0.71	33.3% - 2	WN - 2		2.18	Low
Buckeye (L)	Tate (L)	D - 4	LL - 0.71	27.1% - 2	WN - 2		2.18	Low
Burke (L)	Elm (L)	D - 4	LL - 0.71	33.3% - 2	WN - 2		2.18	Low
Cooper (L)	Gano (L)	D - 4	LL - 0.71	25% - 2	WN - 2		2.18	Low
Elliott (L)	Superior (L)	D - 4	LL - 0.71	33.3% - 2	WN - 2		2.18	Low
Elva (L)	Finney Lee (L)	D - 4	LL - 0.71	26.1% - 2	WN - 2		2.18	Low

N/S Street	E/W Street	ADA Evaluation	Intersection Class	Sidewalk Availability	Transit Availability		Priority Score	Priority Rank
Jay (L)	Purdum (L)	C - 3	LL - 0.71	50% - 3	WN - 2		2.18	Low
Korby (L)	Madison (L)	D - 4	LL - 0.71	39.7% - 2	WN - 2		2.18	Low
Korby (L)	Richmond (L)	D - 4	LL - 0.71	33.3% - 2	WN - 2		2.18	Low
Locke (L)	Defenbaugh (L)	D - 4	LL - 0.71	33.3% - 2	WN - 2		2.18	Low
Main (L)	Fischer (L)	D - 4	LL - 0.71	37.5% - 2	WN - 2		2.18	Low
Main (L)	Gerhart (L)	D - 4	LL - 0.71	25% - 2	WN - 2		2.18	Low
Market (L)	Firmin (L)	D - 4	LL - 0.71	31.3% - 2	WN - 2		2.18	Low
Purdum (L)	Ricketts (L)	D - 4	LL - 0.71	33.3% - 2	WN - 2		2.18	Low
Rockford (L)	Rockford (L)	D - 4	LL - 0.71	33.3% - 2	WN - 2		2.18	Low
Wabash (L)	Harrison (L)	C - 3	LL - 0.71	50% - 3	WN - 2		2.18	Low
Wabash (L)	Hoffer (L)	D - 4	LL - 0.71	25% - 2	WN - 2		2.18	Low
Wabash (L)	Ricketts (L)	C - 3	LL - 0.71	50% - 3	WN - 2		2.18	Low
Webster (L)	Barkdol (L)	D - 4	LL - 0.71	33.3% - 2	WN - 2		2.18	Low
Webster (L)	Fischer (L)	D - 4	LL - 0.71	33.3% - 2	WN - 2		2.18	Low
Webster (L)	Gano (L)	D - 4	LL - 0.71	33.3% - 2	WN - 2		2.18	Low
Western (L)	Jackson (L)	D - 4	LL - 0.71	33.3% - 2	WN - 2		2.18	Low
Western (L)	Taylor (L)	D - 4	LL - 0.71	25% - 2	WN - 2		2.18	Low
Briar (L)	Carter (L)	D - 4	LL - 0.71	50% - 3	NN - 1		2.18	Low
Calumet (L)	Maple (L)	D - 4	LL - 0.71	50% - 3	NN - 1		2.18	Low
Calumet (L)	Superior (L)	D - 4	LL - 0.71	50% - 3	NN - 1		2.18	Low
Cooper (L)	State (L)	D - 4	LL - 0.71	50% - 3	NN - 1		2.18	Low
Delphos (L)	State (L)	D - 4	LL - 0.71	50% - 3	NN - 1		2.18	Low
Devonshire (L)	Carter (L)	D - 4	LL - 0.71	50% - 3	NN - 1		2.18	Low
Harris (L)	Firmin (L)	D - 4	LL - 0.71	50% - 3	NN - 1		2.18	Low
Harris (L)	Wheeler (L)	D - 4	LL - 0.71	50% - 3	NN - 1		2.18	Low
Indiana (L)	Madison (L)	D - 4	LL - 0.71	50% - 3	NN - 1		2.18	Low
Indiana (L)	Richmond (L)	D - 4	LL - 0.71	50% - 3	NN - 1		2.18	Low
Leeds (L)	Foster (L)	D - 4	LL - 0.71	55.7% - 3	NN - 1		2.18	Low
Main (L)	Firmin (L)	D - 4	LL - 0.71	50% - 3	NN - 1		2.18	Low
Morrison (L)	Madison (L)	D - 4	LL - 0.71	50% - 3	NN - 1		2.18	Low
Morrison (L)	Richmond (L)	D - 4	LL - 0.71	50% - 3	NN - 1		2.18	Low
Ohio (L)	State (L)	D - 4	LL - 0.71	50% - 3	NN - 1		2.18	Low
Ridgewood (L)	Carter (L)	D - 4	LL - 0.71	55.7% - 3	NN - 1		2.18	Low
Santa Fe (L)	Branded (L)	D - 4	LL - 0.71	59.1% - 3	NN - 1		2.18	Low
Wabash (L)	Richmond (L)	D - 4	LL - 0.71	58.3% - 3	NN - 1		2.18	Low
Waugh (L)	State (L)	D - 4	LL - 0.71	50% - 3	NN - 1		2.18	Low
Ann (L)	North (C)	A - 1	CL - 1.43	66.7% - 4	WN - 2		2.11	Low
Calumet (L)	Vaile (C)	A - 1	CL - 1.43	66.7% - 4	WN - 2		2.11	Low
Jay (L)	Gerhart (C)	A - 1	CL - 1.43	69.5% - 4	WN - 2		2.11	Low
Market (L)	Gano (C)	A - 1	CL - 1.43	66.7% - 4	WN - 2		2.11	Low
Seventeenth (C)	Virginia (L)	A - 1	CL - 1.43	66.7% - 4	WN - 2		2.11	Low
Union (L)	Gano (C)	A - 1	CL - 1.43	66.7% - 4	WN - 2		2.11	Low
Albright (C)	Cricket Hill (L)	D - 4	CL - 1.43	23.5% - 2	NN - 1		2.11	Low
Berkley (C)	Havens (L)	A - 1	CL - 1.43	100% - 5	NN - 1		2.11	Low
Berkley (C)	Nathan (L)	A - 1	CL - 1.43	100% - 5	NN - 1		2.11	Low
Granite (L)	Boulevard (C)	D - 4	CL - 1.43	22.4% - 2	NN - 1		2.11	Low
Locke (L)	Gerhart (C)	A - 1	CL - 1.43	100% - 5	NN - 1		2.11	Low
Co. Rd. S. 250 E. (L)	Center (C)	- 5	CL - 1.43	0% - 1	NN - 1		2.11	Low
Coulter (L)	Center (C)	- 5	CL - 1.43	0% - 1	NN - 1		2.11	Low
Hardbeck (C)	Carter (L)	- 5	CL - 1.43	0% - 1	NN - 1		2.11	Low
Hardbeck (C)	Southway (L)	- 5	CL - 1.43	0% - 1	NN - 1		2.11	Low
Hardbeck (C)	Wright (L)	- 5	CL - 1.43	0% - 1	NN - 1		2.11	Low
Kennington (L)	Center (C)	- 5	CL - 1.43	0% - 1	NN - 1		2.11	Low
Kingston Green (L)	Alto (C)	- 5	CL - 1.43	9.2% - 1	NN - 1		2.11	Low
Kingston Green (L)	Alto (C)	- 5	CL - 1.43	12.9% - 1	NN - 1		2.11	Low
Park (C)	Sawgrass (L)	- 5	CL - 1.43	7.6% - 1	NN - 1		2.11	Low
Cartwright (L)	Alto (C)	D - 4	CL - 1.43	9.6% - 1	WN - 2		2.11	Low
Diamond (L)	Gano (C)	D - 4	CL - 1.43	0% - 1	WN - 2		2.11	Low
Plate (L)	Gano (C)	D - 4	CL - 1.43	0% - 1	WN - 2		2.11	Low
Union (C)	State (L)	A - 1	CL - 1.43	76.9% - 4	WN - 2		2.11	Low

N/S Street	E/W Street	ADA Evaluation	Intersection Class	Sidewalk Availability	Transit Availability		Priority Score	Priority Rank
Union (C)	Woodland (L)	A - 1	CL - 1.43	75% - 4	WN - 2		2.11	Low
Webster (C)	Aldridge (L)	D - 4	CL - 1.43	0% - 1	WN - 2		2.11	Low
Webster (C)	Maple Crest (L)	D - 4	CL - 1.43	0% - 1	WN - 2		2.11	Low
Webster (C)	Somerset (L)	D - 4	CL - 1.43	10.6% - 1	WN - 2		2.11	Low
Albright (C)	Brooke (L)	D - 4	CL - 1.43	35.6% - 2	NN - 1		2.11	Low
Albright (C)	John D (L)	D - 4	CL - 1.43	33.3% - 2	NN - 1		2.11	Low
Calumet (L)	Carter (C)	D - 4	CL - 1.43	40.1% - 2	NN - 1		2.11	Low
Cooper (L)	Hoffer (C)	D - 4	CL - 1.43	33.3% - 2	NN - 1		2.11	Low
Crooked Stick (L)	Center (C)	D - 4	CL - 1.43	28.7% - 2	NN - 1		2.11	Low
Elizabeth (L)	Hoffer (C)	D - 4	CL - 1.43	25% - 2	NN - 1		2.11	Low
Highland Springs (L)	Center (C)	D - 4	CL - 1.43	33.3% - 2	NN - 1		2.11	Low
Kyle (L)	Center (C)	D - 4	CL - 1.43	36.3% - 2	NN - 1		2.11	Low
Longwood (L)	Lincoln (C)	D - 4	CL - 1.43	33.3% - 2	NN - 1		2.11	Low
Plate (C)	Defenbaugh (L)	D - 4	CL - 1.43	33.3% - 2	NN - 1		2.11	Low
Plate (C)	Firmin (L)	D - 4	CL - 1.43	33.3% - 2	NN - 1		2.11	Low
White House (L)	Zartman (C)	D - 4	CL - 1.43	26.5% - 2	NN - 1		2.11	Low
St. Joseph (L)	Jefferson (M)	A - 1	ML - 2.14	44.8% - 3	WN - 2		2.04	Low
Calumet (L)	Sycamore (M)	A - 1	ML - 2.14	67.8% - 4	NN - 1		2.04	Low
McCann (L)	Markland (M)	A - 1	ML - 2.14	66.7% - 4	NN - 1		2.04	Low
Ohio (C)	Gerhart (C)	A - 1	CC - 2.14	62.5% - 4	NN - 1		2.04	Low
Davis (M)	Courtland (L)	A - 1	ML - 2.14	56.8% - 3	WN - 2		2.04	Low
Alameda (L)	Southway (M)	D - 4	ML - 2.14	0% - 1	NN - 1		2.04	Low
Alameda (L)	Southway (M)	D - 4	ML - 2.14	0% - 1	NN - 1		2.04	Low
Albright (C)	Alto (C)	D - 4	CC - 2.14	0% - 1	NN - 1		2.04	Low
Albright (C)	Center (C)	D - 4	CC - 2.14	5.6% - 1	NN - 1		2.04	Low
Albright (C)	Lincoln (C)	D - 4	CC - 2.14	0% - 1	NN - 1		2.04	Low
Berkley (C)	Zartman (C)	D - 4	CC - 2.14	16.7% - 1	NN - 1		2.04	Low
Candy (L)	Southway (M)	D - 4	ML - 2.14	0% - 1	NN - 1		2.04	Low
Canyon (L)	Southway (M)	D - 4	ML - 2.14	0% - 1	NN - 1		2.04	Low
Carmelita (L)	Alto (M)	D - 4	ML - 2.14	0% - 1	NN - 1		2.04	Low
Creekside (L)	Sycamore (M)	D - 4	ML - 2.14	17.8% - 1	NN - 1		2.04	Low
Dixon (M)	Emerald (L)	D - 4	ML - 2.14	0% - 1	NN - 1		2.04	Low
Dixon (M)	Hunters Cove (L)	D - 4	ML - 2.14	0% - 1	NN - 1		2.04	Low
Dixon (M)	Liberty (L)	D - 4	ML - 2.14	8.5% - 1	NN - 1		2.04	Low
Dixon (M)	Mill (L)	D - 4	ML - 2.14	0% - 1	NN - 1		2.04	Low
Dixon (M)	Valley View (L)	D - 4	ML - 2.14	0% - 1	NN - 1		2.04	Low
Dixon (M)	Woodhaven (L)	D - 4	ML - 2.14	0% - 1	NN - 1		2.04	Low
Elizabeth (L)	Boulevard (M)	D - 4	ML - 2.14	0% - 1	NN - 1		2.04	Low
Ginny (L)	Defenbaugh (M)	D - 4	ML - 2.14	0% - 1	NN - 1		2.04	Low
Goyer (M)	Baxter (L)	D - 4	ML - 2.14	0% - 1	NN - 1		2.04	Low
Goyer (M)	Commerce (L)	D - 4	ML - 2.14	5.3% - 1	NN - 1		2.04	Low
Issac Walton (C)	Center (C)	D - 4	CC - 2.14	0% - 1	NN - 1		2.04	Low
Issac Walton (L)	Boulevard (M)	D - 4	ML - 2.14	0% - 1	NN - 1		2.04	Low
Lewis (L)	Boulevard (M)	D - 4	ML - 2.14	0% - 1	NN - 1		2.04	Low
Liberty (L)	Alto (M)	D - 4	ML - 2.14	0% - 1	NN - 1		2.04	Low
Malfalfa (C)	Boulevard (C)	D - 4	CC - 2.14	0% - 1	NN - 1		2.04	Low
Malfalfa (C)	Jefferson (C)	D - 4	CC - 2.14	0% - 1	NN - 1		2.04	Low
Melody (L)	Southway (M)	D - 4	ML - 2.14	0% - 1	NN - 1		2.04	Low
Millbrook (L)	Markland (M)	D - 4	ML - 2.14	14.8% - 1	NN - 1		2.04	Low
Orleans (L)	Southway (M)	D - 4	ML - 2.14	0% - 1	NN - 1		2.04	Low
Park (M)	Westbrook (L)	D - 4	ML - 2.14	13.2% - 1	NN - 1		2.04	Low
Susan (L)	Southway (M)	D - 4	ML - 2.14	0% - 1	NN - 1		2.04	Low
Tally Ho (L)	Southway (M)	D - 4	ML - 2.14	0% - 1	NN - 1		2.04	Low
Water (L)	Alto (M)	D - 4	ML - 2.14	0% - 1	NN - 1		2.04	Low
Waugh (C)	Carter (C)	D - 4	CC - 2.14	0% - 1	NN - 1		2.04	Low
Waugh (C)	Superior (C)	A - 1	CC - 2.14	75% - 4	NN - 1		2.04	Low
Williams (L)	Southway (M)	D - 4	ML - 2.14	0% - 1	NN - 1		2.04	Low

N/S Street	E/W Street	ADA Evaluation	Intersection Class	Sidewalk Availability	Transit Availability		Priority Score	Priority Rank
Armstrong (L)	Monroe (L)	A - 1	LL - 0.71	66.6% - 4	WN - 2		1.93	Inessential
Armstrong (L)	Richmond (L)	A - 1	LL - 0.71	66.7% - 4	WN - 2		1.93	Inessential
Buckeye (L)	Barkdol (L)	A - 1	LL - 0.71	66.7% - 4	WN - 2		1.93	Inessential
Buckeye (L)	Homelawn (L)	A - 1	LL - 0.71	66.7% - 4	WN - 2		1.93	Inessential
Burke (L)	Havens (L)	A - 1	LL - 0.71	66.7% - 4	WN - 2		1.93	Inessential
Courtland (L)	Butler (L)	A - 1	LL - 0.71	66.7% - 4	WN - 2		1.93	Inessential
Courtland (L)	Tate (L)	A - 1	LL - 0.71	66.7% - 4	WN - 2		1.93	Inessential
Indiana (L)	Ricketts (L)	A - 1	LL - 0.71	66.7% - 4	WN - 2		1.93	Inessential
Lance (L)	Wea (L)	A - 1	LL - 0.71	74.9% - 4	WN - 2		1.93	Inessential
Lance (L)	Wigwam (L)	A - 1	LL - 0.71	66.7% - 4	WN - 2		1.93	Inessential
Leeds (L)	Monroe (L)	A - 1	LL - 0.71	66.7% - 4	WN - 2		1.93	Inessential
Rockford (L)	Roberts (L)	A - 1	LL - 0.71	66.7% - 4	WN - 2		1.93	Inessential
Wabash (L)	Kirk (L)	A - 1	LL - 0.71	66.7% - 4	WN - 2		1.93	Inessential
Wabash (L)	Virginia (L)	A - 1	LL - 0.71	66.7% - 4	WN - 2		1.93	Inessential
Wea (L)	Chippewa (L)	A - 1	LL - 0.71	74.9% - 4	WN - 2		1.93	Inessential
Webster (L)	Lordeman (L)	A - 1	LL - 0.71	66.7% - 4	WN - 2		1.93	Inessential
Anjou (L)	Baton Rouge (L)	A - 1	LL - 0.71	100% - 5	NN - 1		1.93	Inessential
Austin (L)	Carol Lynn (L)	A - 1	LL - 0.71	87% - 5	NN - 1		1.93	Inessential
Baton Rouge (L)	Elva (L)	A - 1	LL - 0.71	100% - 5	NN - 1		1.93	Inessential
Baton Rouge (L)	Rouge (L)	A - 1	LL - 0.71	100% - 5	NN - 1		1.93	Inessential
Beauvoir (L)	Baton Rouge (L)	A - 1	LL - 0.71	100% - 5	NN - 1		1.93	Inessential
Boulder Way (L)	Bed Rock (L)	A - 1	LL - 0.71	100% - 5	NN - 1		1.93	Inessential
Boulder Way (L)	Grey Rock (L)	A - 1	LL - 0.71	84.9% - 5	NN - 1		1.93	Inessential
Brandon (L)	Harrison (L)	A - 1	LL - 0.71	83.3% - 5	NN - 1		1.93	Inessential
Burgundy (L)	Elva (L)	A - 1	LL - 0.71	100% - 5	NN - 1		1.93	Inessential
Burgundy (L)	Rouge (L)	A - 1	LL - 0.71	100% - 5	NN - 1		1.93	Inessential
Cadillac (L)	Chevy (L)	A - 1	LL - 0.71	100% - 5	NN - 1		1.93	Inessential
Carmelita (L)	Baton Rouge (L)	A - 1	LL - 0.71	100% - 5	NN - 1		1.93	Inessential
Carmelita (L)	Elva (L)	A - 1	LL - 0.71	100% - 5	NN - 1		1.93	Inessential
Chateau (L)	St. Louis (L)	A - 1	LL - 0.71	100% - 5	NN - 1		1.93	Inessential
Dauphine (L)	St. Louis (L)	A - 1	LL - 0.71	100% - 5	NN - 1		1.93	Inessential
Delphos (L)	Danbury (L)	A - 1	LL - 0.71	100% - 5	NN - 1		1.93	Inessential
Delphos (L)	Elmhurst (L)	A - 1	LL - 0.71	100% - 5	NN - 1		1.93	Inessential
Delphos (L)	Laguna (L)	A - 1	LL - 0.71	100% - 5	NN - 1		1.93	Inessential
Granite (L)	Grey Rock (L)	A - 1	LL - 0.71	89.1% - 5	NN - 1		1.93	Inessential
Granite (L)	Kody (L)	A - 1	LL - 0.71	100% - 5	NN - 1		1.93	Inessential
Kassi (L)	Nathan (L)	A - 1	LL - 0.71	100% - 5	NN - 1		1.93	Inessential
Lynwood (L)	Windsor (L)	A - 1	LL - 0.71	100% - 5	NN - 1		1.93	Inessential
Nicholas (L)	Austin (L)	A - 1	LL - 0.71	100% - 5	NN - 1		1.93	Inessential
Pine Ridge (L)	Lamplighter (L)	D - 4	LL - 0.71	20.7% - 2	NN - 1		1.93	Inessential
Renoir (L)	Elva (L)	A - 1	LL - 0.71	100% - 5	NN - 1		1.93	Inessential
Ruddell (L)	Columbus (L)	A - 1	LL - 0.71	100% - 5	NN - 1		1.93	Inessential
St. Louis (L)	St. Louis (L)	A - 1	LL - 0.71	100% - 5	NN - 1		1.93	Inessential
Sundown (L)	Branded (L)	A - 1	LL - 0.71	100% - 5	NN - 1		1.93	Inessential
Sunnymede (L)	Carter (L)	D - 4	LL - 0.71	22.4% - 2	NN - 1		1.93	Inessential
Tammie (L)	Nathan (L)	A - 1	LL - 0.71	100% - 5	NN - 1		1.93	Inessential
Tumbleweed (L)	Branded (L)	A - 1	LL - 0.71	100% - 5	NN - 1		1.93	Inessential
Twyckingham (L)	Madison (L)	A - 1	LL - 0.71	100% - 5	NN - 1		1.93	Inessential
Waugh (L)	Elmhurst (L)	A - 1	LL - 0.71	100% - 5	NN - 1		1.93	Inessential
Waugh (L)	Fenley (L)	A - 1	LL - 0.71	100% - 5	NN - 1		1.93	Inessential
Westminster (L)	Madison (L)	A - 1	LL - 0.71	100% - 5	NN - 1		1.93	Inessential
Wildwood (L)	Columbus (L)	A - 1	LL - 0.71	100% - 5	NN - 1		1.93	Inessential
Wildwood (L)	Forest (L)	A - 1	LL - 0.71	100% - 5	NN - 1		1.93	Inessential
Wildwood (L)	Madison (L)	A - 1	LL - 0.71	86.3% - 5	NN - 1		1.93	Inessential
Witherspoon (L)	Columbus (L)	A - 1	LL - 0.71	100% - 5	NN - 1		1.93	Inessential
Alameda (L)	Kingston Green (L)	- 5	LL - 0.71	9.2% - 1	NN - 1		1.93	Inessential
Alameda (L)	Kingston Green (L)	- 5	LL - 0.71	12.9% - 1	NN - 1		1.93	Inessential
Blue Spruce (L)	Mill (L)	- 5	LL - 0.71	0% - 1	NN - 1		1.93	Inessential
Briarwood (L)	Willow Spring (L)	- 5	LL - 0.71	0% - 1	NN - 1		1.93	Inessential
Cameron (L)	Kerri Lynn (L)	- 5	LL - 0.71	0% - 1	NN - 1		1.93	Inessential

N/S Street	E/W Street	ADA Evaluation	Intersection Class	Sidewalk Availability	Transit Availability		Priority Score	Priority Rank
Cameron (L)	Southway (L)	- 5	LL - 0.71	0% - 1	NN - 1		1.93	Inessential
Cameron (L)	Walton Lake (L)	- 5	LL - 0.71	0% - 1	NN - 1		1.93	Inessential
Clark (L)	Arnold (L)	- 5	LL - 0.71	0% - 1	NN - 1		1.93	Inessential
Clark (L)	Harrison (L)	- 5	LL - 0.71	0% - 1	NN - 1		1.93	Inessential
Co. Rd. S. 100 E. (L)	Waterfront (L)	- 5	LL - 0.71	9.4% - 1	NN - 1		1.93	Inessential
Coventry (L)	Northampton (L)	- 5	LL - 0.71	0% - 1	NN - 1		1.93	Inessential
Dixon (L)	Northampton (L)	- 5	LL - 0.71	0% - 1	NN - 1		1.93	Inessential
Edward (L)	Emily (L)	- 5	LL - 0.71	0% - 1	NN - 1		1.93	Inessential
Edward (L)	Lynn (L)	- 5	LL - 0.71	0% - 1	NN - 1		1.93	Inessential
Emerald (L)	Emerald (L)	- 5	LL - 0.71	0% - 1	NN - 1		1.93	Inessential
Hunters Cove (L)	Hunters Cove (L)	- 5	LL - 0.71	0% - 1	NN - 1		1.93	Inessential
Hutchins (L)	Hutchins (L)	- 5	LL - 0.71	0% - 1	NN - 1		1.93	Inessential
Issac Walton (L)	Branch (L)	- 5	LL - 0.71	0% - 1	NN - 1		1.93	Inessential
Issac Walton (L)	Camenich (L)	- 5	LL - 0.71	0% - 1	NN - 1		1.93	Inessential
Issac Walton (L)	Regal Run (L)	- 5	LL - 0.71	0% - 1	NN - 1		1.93	Inessential
Kelly (L)	Walton Way (L)	- 5	LL - 0.71	0% - 1	NN - 1		1.93	Inessential
Kerri Lynn (L)	Walton Lake (L)	- 5	LL - 0.71	0% - 1	NN - 1		1.93	Inessential
Kristin (L)	Walton Way (L)	- 5	LL - 0.71	0% - 1	NN - 1		1.93	Inessential
Lake Windemere (L)	Northampton (L)	- 5	LL - 0.71	0% - 1	NN - 1		1.93	Inessential
Lance (L)	Walton Way (L)	- 5	LL - 0.71	0% - 1	NN - 1		1.93	Inessential
Lewis (L)	Arnold (L)	- 5	LL - 0.71	0% - 1	NN - 1		1.93	Inessential
Lewis (L)	Baxter (L)	- 5	LL - 0.71	0% - 1	NN - 1		1.93	Inessential
Lewis (L)	Foster (L)	- 5	LL - 0.71	0% - 1	NN - 1		1.93	Inessential
Lewis (L)	Harrison (L)	- 5	LL - 0.71	0% - 1	NN - 1		1.93	Inessential
Lynn (L)	Carol (L)	- 5	LL - 0.71	0% - 1	NN - 1		1.93	Inessential
Meadow View (L)	Hunters Cove (L)	- 5	LL - 0.71	0% - 1	NN - 1		1.93	Inessential
Nicole (L)	Lynn (L)	- 5	LL - 0.71	0% - 1	NN - 1		1.93	Inessential
Santa Fe (L)	Doral Park (L)	- 5	LL - 0.71	0% - 1	NN - 1		1.93	Inessential
Santa Fe (L)	Doral Park (L)	- 5	LL - 0.71	0% - 1	NN - 1		1.93	Inessential
Seventeenth (L)	Maple (L)	- 5	LL - 0.71	0% - 1	NN - 1		1.93	Inessential
Seventeenth (L)	Superior (L)	- 5	LL - 0.71	0% - 1	NN - 1		1.93	Inessential
Sheffield Cir (L)	Northampton (L)	- 5	LL - 0.71	0% - 1	NN - 1		1.93	Inessential
Silver Charm (L)	Canterview (L)	- 5	LL - 0.71	1.3% - 1	NN - 1		1.93	Inessential
Silver Charm (L)	War Admiral (L)	- 5	LL - 0.71	18.2% - 1	NN - 1		1.93	Inessential
Stafford/Schick (L)	Mohr (L)	- 5	LL - 0.71	15.9% - 1	NN - 1		1.93	Inessential
Sugar (L)	Candy (L)	- 5	LL - 0.71	0% - 1	NN - 1		1.93	Inessential
Timber Valley (L)	Pondview (L)	- 5	LL - 0.71	0% - 1	NN - 1		1.93	Inessential
Woodhaven (L)	Woodhaven (L)	- 5	LL - 0.71	0% - 1	NN - 1		1.93	Inessential
Almquist (L)	Floyd (L)	D - 4	LL - 0.71	0% - 1	WN - 2		1.93	Inessential
Ann (L)	Tate (L)	D - 4	LL - 0.71	0% - 1	WN - 2		1.93	Inessential
Bradford (L)	James (L)	D - 4	LL - 0.71	0% - 1	WN - 2		1.93	Inessential
Bradford (L)	Maplewood (L)	D - 4	LL - 0.71	0% - 1	WN - 2		1.93	Inessential
Buckeye (L)	Broadway (L)	D - 4	LL - 0.71	11.1% - 1	WN - 2		1.93	Inessential
Buckeye (L)	Havens (L)	D - 4	LL - 0.71	0% - 1	WN - 2		1.93	Inessential
Buckeye (L)	Madison (L)	D - 4	LL - 0.71	0% - 1	WN - 2		1.93	Inessential
Buckeye (L)	Wheeler (L)	B - 2	LL - 0.71	50% - 3	WN - 2		1.93	Inessential
Calumet (L)	Barkdol (L)	D - 4	LL - 0.71	0% - 1	WN - 2		1.93	Inessential
Calumet (L)	Gano (L)	D - 4	LL - 0.71	0% - 1	WN - 2		1.93	Inessential
Cambridge (L)	Philadelphia (L)	D - 4	LL - 0.71	3.6% - 1	WN - 2		1.93	Inessential
Cartwright (L)	Albany (L)	D - 4	LL - 0.71	0% - 1	WN - 2		1.93	Inessential
Cartwright (L)	Kentucky (L)	D - 4	LL - 0.71	0% - 1	WN - 2		1.93	Inessential
Chippewa (L)	Tepee (L)	A - 1	LL - 0.71	79.4% - 4	WN - 2		1.93	Inessential
Clinton (L)	Albany (L)	D - 4	LL - 0.71	0% - 1	WN - 2		1.93	Inessential
Clinton (L)	Kentucky (L)	D - 4	LL - 0.71	0% - 1	WN - 2		1.93	Inessential
Concord (L)	Salem (L)	D - 4	LL - 0.71	0% - 1	WN - 2		1.93	Inessential
Concord (L)	Williamsburg (L)	D - 4	LL - 0.71	0% - 1	WN - 2		1.93	Inessential
Courtland (L)	Aldridge (L)	D - 4	LL - 0.71	0% - 1	WN - 2		1.93	Inessential
Courtland (L)	Maple Crest (L)	D - 4	LL - 0.71	0% - 1	WN - 2		1.93	Inessential
Douglas (L)	James (L)	D - 4	LL - 0.71	0% - 1	WN - 2		1.93	Inessential
Douglas (L)	Maplewood (L)	D - 4	LL - 0.71	0% - 1	WN - 2		1.93	Inessential

N/S Street	E/W Street	ADA Evaluation	Intersection Class	Sidewalk Availability	Transit Availability		Priority Score	Priority Rank
Elizabeth (L)	Gano (L)	D - 4	LL - 0.71	0% - 1	WN - 2		1.93	Inessential
Elva (L)	Elaine (L)	D - 4	LL - 0.71	0% - 1	WN - 2		1.93	Inessential
Emery (L)	Arnold (L)	D - 4	LL - 0.71	0% - 1	WN - 2		1.93	Inessential
Gilbert (L)	Walker (L)	D - 4	LL - 0.71	0% - 1	WN - 2		1.93	Inessential
Holly (L)	James (L)	D - 4	LL - 0.71	0% - 1	WN - 2		1.93	Inessential
Indiana (L)	Aldridge (L)	D - 4	LL - 0.71	0% - 1	WN - 2		1.93	Inessential
Indiana (L)	Grove (L)	D - 4	LL - 0.71	0% - 1	WN - 2		1.93	Inessential
Indiana (L)	Maple Crest (L)	D - 4	LL - 0.71	0% - 1	WN - 2		1.93	Inessential
Inland (L)	Wickersham (L)	D - 4	LL - 0.71	0% - 1	WN - 2		1.93	Inessential
Jay (L)	Defenbaugh (L)	D - 4	LL - 0.71	0% - 1	WN - 2		1.93	Inessential
Jay (L)	State (L)	D - 4	LL - 0.71	16.7% - 1	WN - 2		1.93	Inessential
Katanna (L)	Arrow (L)	D - 4	LL - 0.71	0% - 1	WN - 2		1.93	Inessential
Katanna (L)	Flint (L)	D - 4	LL - 0.71	12.8% - 1	WN - 2		1.93	Inessential
Katherine (L)	Holly (L)	D - 4	LL - 0.71	0% - 1	WN - 2		1.93	Inessential
Katherine (L)	Somerset (L)	D - 4	LL - 0.71	0% - 1	WN - 2		1.93	Inessential
Kent (L)	James (L)	D - 4	LL - 0.71	0% - 1	WN - 2		1.93	Inessential
Kent (L)	Maplewood (L)	D - 4	LL - 0.71	0% - 1	WN - 2		1.93	Inessential
Kimberly (L)	Arrow (L)	D - 4	LL - 0.71	12.8% - 1	WN - 2		1.93	Inessential
LaFountain (L)	Barkdol (L)	A - 1	LL - 0.71	75% - 4	WN - 2		1.93	Inessential
Locust (L)	Greentree (L)	D - 4	LL - 0.71	0% - 1	WN - 2		1.93	Inessential
Market (L)	Ricketts (L)	B - 2	LL - 0.71	53.6% - 3	WN - 2		1.93	Inessential
Morningside (L)	Morningside (L)	D - 4	LL - 0.71	0% - 1	WN - 2		1.93	Inessential
Morningside (L)	Taylor (L)	C - 3	LL - 0.71	33.3% - 2	WN - 2		1.93	Inessential
Northwoods (L)	Friendship (L)	D - 4	LL - 0.71	0% - 1	WN - 2		1.93	Inessential
Patricia (L)	Country (L)	D - 4	LL - 0.71	0% - 1	WN - 2		1.93	Inessential
Plum (L)	Greentree (L)	D - 4	LL - 0.71	0% - 1	WN - 2		1.93	Inessential
Raintree (L)	Greentree (L)	D - 4	LL - 0.71	0% - 1	WN - 2		1.93	Inessential
Rockford (L)	Rockford (L)	D - 4	LL - 0.71	16.7% - 1	WN - 2		1.93	Inessential
Sherman (L)	James (L)	D - 4	LL - 0.71	0% - 1	WN - 2		1.93	Inessential
Southland (L)	Corwin (L)	D - 4	LL - 0.71	0% - 1	WN - 2		1.93	Inessential
Union (L)	Fischer (L)	D - 4	LL - 0.71	0% - 1	WN - 2		1.93	Inessential
Wabash (L)	Aldridge (L)	D - 4	LL - 0.71	0% - 1	WN - 2		1.93	Inessential
Wabash (L)	Grove (L)	D - 4	LL - 0.71	0% - 1	WN - 2		1.93	Inessential
Wabash (L)	Holly (L)	D - 4	LL - 0.71	0% - 1	WN - 2		1.93	Inessential
Wabash (L)	James (L)	D - 4	LL - 0.71	0% - 1	WN - 2		1.93	Inessential
Wabash (L)	Maple Crest (L)	D - 4	LL - 0.71	0% - 1	WN - 2		1.93	Inessential
Wabash (L)	Somerset (L)	D - 4	LL - 0.71	0% - 1	WN - 2		1.93	Inessential
Walker (L)	Wickersham (L)	D - 4	LL - 0.71	0% - 1	WN - 2		1.93	Inessential
Walker (L)	Wickersham (L)	D - 4	LL - 0.71	0% - 1	WN - 2		1.93	Inessential
Webster (L)	Butler (L)	D - 4	LL - 0.71	0% - 1	WN - 2		1.93	Inessential
Webster (L)	Gerhart (L)	D - 4	LL - 0.71	0% - 1	WN - 2		1.93	Inessential
Webster (L)	Huston (L)	D - 4	LL - 0.71	0% - 1	WN - 2		1.93	Inessential
Western (L)	Madison (L)	D - 4	LL - 0.71	0% - 1	WN - 2		1.93	Inessential
Western (L)	Richmond (L)	D - 4	LL - 0.71	0% - 1	WN - 2		1.93	Inessential
Wickersham (L)	Wickersham (L)	D - 4	LL - 0.71	0% - 1	WN - 2		1.93	Inessential
Brandon (L)	Harrison (L)	D - 4	LL - 0.71	33.3% - 2	NN - 1		1.93	Inessential
Brook (L)	Carter (L)	D - 4	LL - 0.71	33.3% - 2	NN - 1		1.93	Inessential
Calumet (L)	State (L)	C - 3	LL - 0.71	50% - 3	NN - 1		1.93	Inessential
Cooper (L)	Maple (L)	D - 4	LL - 0.71	25% - 2	NN - 1		1.93	Inessential
Cooper (L)	Superior (L)	D - 4	LL - 0.71	25% - 2	NN - 1		1.93	Inessential
Elizabeth (L)	Maple (L)	D - 4	LL - 0.71	33.3% - 2	NN - 1		1.93	Inessential
Elizabeth (L)	Murden (L)	D - 4	LL - 0.71	33.3% - 2	NN - 1		1.93	Inessential
Elizabeth (L)	Superior (L)	D - 4	LL - 0.71	33.3% - 2	NN - 1		1.93	Inessential
Harris (L)	Laguna (L)	D - 4	LL - 0.71	33.3% - 2	NN - 1		1.93	Inessential
Leeds (L)	State (L)	D - 4	LL - 0.71	25% - 2	NN - 1		1.93	Inessential
Leeds (L)	Virginia (L)	D - 4	LL - 0.71	33.3% - 2	NN - 1		1.93	Inessential
Leeds (L)	Woodland (L)	D - 4	LL - 0.71	33.3% - 2	NN - 1		1.93	Inessential
Lindsay (L)	Harrison (L)	D - 4	LL - 0.71	25% - 2	NN - 1		1.93	Inessential
McCann (L)	Harrison (L)	D - 4	LL - 0.71	33.3% - 2	NN - 1		1.93	Inessential
Waugh (L)	Defenbaugh (L)	D - 4	LL - 0.71	33.3% - 2	NN - 1		1.93	Inessential

N/S Street	E/W Street	ADA Evaluation	Intersection Class	Sidewalk Availability	Transit Availability		Priority Score	Priority Rank
Wickersham (L)	Maple (L)	D - 4	LL - 0.71	33.3% - 2	NN - 1		1.93	Inessential
Ohio (C)	Brentwood (L)	A - 1	CL - 1.43	66.7% - 4	NN - 1		1.86	Inessential
Alameda (L)	Alto (C)	D - 4	CL - 1.43	0% - 1	NN - 1		1.86	Inessential
Albright (C)	Carr (L)	D - 4	CL - 1.43	0% - 1	NN - 1		1.86	Inessential
Albright (C)	Dee Ann (L)	D - 4	CL - 1.43	0% - 1	NN - 1		1.86	Inessential
Albright (C)	Kirk Row (L)	D - 4	CL - 1.43	0% - 1	NN - 1		1.86	Inessential
Albright (C)	Tally Ho (L)	D - 4	CL - 1.43	0% - 1	NN - 1		1.86	Inessential
Belvedere (L)	Carter (C)	D - 4	CL - 1.43	0% - 1	NN - 1		1.86	Inessential
Belvedere (L)	Vaile (C)	D - 4	CL - 1.43	0% - 1	NN - 1		1.86	Inessential
Belvedere (L)	Vaile (C)	D - 4	CL - 1.43	0% - 1	NN - 1		1.86	Inessential
Berkley (C)	Carter (L)	D - 4	CL - 1.43	1.3% - 1	NN - 1		1.86	Inessential
Berkley (C)	Murden (L)	D - 4	CL - 1.43	16.7% - 1	NN - 1		1.86	Inessential
Berkley (C)	Vaile (L)	D - 4	CL - 1.43	16.7% - 1	NN - 1		1.86	Inessential
Boulder Way (L)	Boulevard (C)	D - 4	CL - 1.43	18.2% - 1	NN - 1		1.86	Inessential
Bridle (L)	Jefferson (C)	D - 4	CL - 1.43	0% - 1	NN - 1		1.86	Inessential
Brooke (L)	Alto (C)	D - 4	CL - 1.43	0% - 1	NN - 1		1.86	Inessential
Burton (L)	Zartman (C)	D - 4	CL - 1.43	15.6% - 1	NN - 1		1.86	Inessential
Co. Rd. S. 100 E. (L)	Center (C)	D - 4	CL - 1.43	1% - 1	NN - 1		1.86	Inessential
Fox Fire (L)	Center (C)	D - 4	CL - 1.43	0% - 1	NN - 1		1.86	Inessential
Issac Walton (C)	Lynn (L)	D - 4	CL - 1.43	0% - 1	NN - 1		1.86	Inessential
Issac Walton (C)	Walton Way (L)	D - 4	CL - 1.43	0% - 1	NN - 1		1.86	Inessential
Malfalfa (C)	Covey (L)	D - 4	CL - 1.43	0% - 1	NN - 1		1.86	Inessential
Malfalfa (C)	Doud (L)	D - 4	CL - 1.43	0% - 1	NN - 1		1.86	Inessential
Malfalfa (C)	Santa Fe (L)	D - 4	CL - 1.43	0% - 1	NN - 1		1.86	Inessential
Malfalfa (C)	Stoneview (L)	D - 4	CL - 1.43	0% - 1	NN - 1		1.86	Inessential
Malfalfa (C)	Zartman (L)	D - 4	CL - 1.43	0% - 1	NN - 1		1.86	Inessential
Marsha (L)	Alto (C)	D - 4	CL - 1.43	0% - 1	NN - 1		1.86	Inessential
Murden (L)	Vaile (C)	D - 4	CL - 1.43	7.9% - 1	NN - 1		1.86	Inessential
Ohio (C)	Murden (L)	A - 1	CL - 1.43	79.7% - 4	NN - 1		1.86	Inessential
Orleans (L)	Alto (C)	D - 4	CL - 1.43	0% - 1	NN - 1		1.86	Inessential
Pine Ridge (L)	Center (C)	D - 4	CL - 1.43	9.4% - 1	NN - 1		1.86	Inessential
Plate (C)	Appletree (L)	D - 4	CL - 1.43	0% - 1	NN - 1		1.86	Inessential
Plate (C)	Laguna (L)	D - 4	CL - 1.43	0% - 1	NN - 1		1.86	Inessential
Rank Pkwy (L)	North (C)	D - 4	CL - 1.43	0% - 1	NN - 1		1.86	Inessential
Springdale (L)	Center (C)	D - 4	CL - 1.43	0% - 1	NN - 1		1.86	Inessential
Springdale (L)	Center (C)	D - 4	CL - 1.43	0% - 1	NN - 1		1.86	Inessential
Sugar (L)	Alto (C)	D - 4	CL - 1.43	0% - 1	NN - 1		1.86	Inessential
Timber Valley (L)	Center (C)	D - 4	CL - 1.43	0% - 1	NN - 1		1.86	Inessential
Tulip (L)	Alto (C)	D - 4	CL - 1.43	0% - 1	NN - 1		1.86	Inessential
Waugh (C)	Maple (L)	D - 4	CL - 1.43	16.7% - 1	NN - 1		1.86	Inessential
Elizabeth (L)	Sycamore (M)	A - 1	ML - 2.14	50% - 3	NN - 1		1.79	Inessential
Leeds (L)	Markland (M)	A - 1	ML - 2.14	55.7% - 3	NN - 1		1.79	Inessential
Ohio (C)	Vaile (C)	A - 1	CC - 2.14	57.6% - 3	NN - 1		1.79	Inessential
Bagley (L)	Roberts (L)	A - 1	LL - 0.71	50% - 3	WN - 2		1.68	Inessential
Market (L)	Barkdol (L)	A - 1	LL - 0.71	50% - 3	WN - 2		1.68	Inessential
Ohio (L)	Foster (L)	A - 1	LL - 0.71	53.6% - 3	WN - 2		1.68	Inessential
Waugh (L)	Foster (L)	A - 1	LL - 0.71	56.3% - 3	WN - 2		1.68	Inessential
Alameda (L)	Janice (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Alameda (L)	Mayfair (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Alameda (L)	Orleans (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Alameda (L)	Redbud (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Alameda (L)	Tulip (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Artisan (L)	Artisan (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Artisan (L)	Waterview Way (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Beechwood (L)	Grey Twig (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Belvedere (L)	Essex (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Belvedere (L)	Essex (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Bluegrass (L)	Sea Biscuit (L)	D - 4	LL - 0.71	18.9% - 1	NN - 1		1.68	Inessential
Bluegrass (L)	Seattle Slew (L)	D - 4	LL - 0.71	5.7% - 1	NN - 1		1.68	Inessential
Bluegrass (L)	War Admiral (L)	D - 4	LL - 0.71	12.8% - 1	NN - 1		1.68	Inessential

N/S Street	E/W Street	ADA Evaluation	Intersection Class	Sidewalk Availability	Transit Availability		Priority Score	Priority Rank
Boston (L)	Philadelphia (L)	D - 4	LL - 0.71	3.3% - 1	NN - 1		1.68	Inessential
Candy (L)	Candy (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Candy (L)	Candy (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Candy (L)	Robin (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Candy (L)	Sugar (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Canyon (L)	Melody (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Carmelita (L)	Bryan (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Carmelita (L)	Chris (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Carmelita (L)	Mill (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Carmelita (L)	Oxford (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Carmelita (L)	Revere (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Carriage (L)	Santa Fe (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Carson (L)	Melody (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Carter (L)	Santa Fe (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Carter (L)	Villas Dr N (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Carter (L)	Villas Dr S (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Chrystal Woods (L)	Shannon (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Co. Rd. S. 128 E. (L)	Co. Rd. E. 288 S. (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Co. Rd. S. 128 E. (L)	Co. Rd. E. 394 S. (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Co. Rd. S. 135 E. (L)	Co. Rd. E. 288 S. (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Co. Rd. S. 135 E. (L)	Co. Rd. E. 394 S. (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Cobble (L)	Stoneview (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Colter (L)	John D (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Cooper (L)	Dodge (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Cooper (L)	Firmin (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Cooper (L)	Wheeler (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Corporate (L)	Commerce (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Corporate (L)	Precision (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Country Club (L)	Highland (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Dartmouth (L)	Yale (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Dee Ann (L)	Toni (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Dee Ann (L)	Valerie (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Dellwood (L)	Terrace (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Dellwood (L)	Westmor (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Delray (L)	Villas Dr N (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Delray (L)	Villas Dr S (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Dogwood (L)	Appletree (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Duke (L)	Duke (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Elizabeth (L)	Defenbaugh (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Elizabeth (L)	Dodge (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Elizabeth (L)	State (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Enclave (L)	Lamplighter (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Fox Cove (L)	Fox Fire (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Fox Cove (L)	Fox Haven (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Fox Fire (L)	Fox Haven (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Fox Fire (L)	Fox Haven (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Garden Place (L)	Mayfair (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Garden Place (L)	Mayfair (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Gilbert (L)	Wickersham (L)	D - 4	LL - 0.71	7% - 1	NN - 1		1.68	Inessential
Ginny (L)	Stoneview (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Gordon (L)	Covey (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Gordon (L)	Gordon (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Gordon (L)	Stoneview (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Grey Twig (L)	Eastbrook (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Grey Twig (L)	Willow Springs (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Harvard (L)	Harvard (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Harvard (L)	Yale (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Hawthorne (L)	Eastbrook (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Hawthorne (L)	Grey Twig (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Hillside (L)	Alta (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential

N/S Street	E/W Street	ADA Evaluation	Intersection Class	Sidewalk Availability	Transit Availability		Priority Score	Priority Rank
Holiday (L)	Bryan (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Holiday (L)	Revere (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Honey (L)	Kirk Row (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Independence (L)	Philadelphia (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Independence (L)	Salem (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Ivy (L)	Ivy (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Jayne (L)	Highland (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Kyle (L)	Kyle (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Lake (L)	Lakeside (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Lakeside (L)	Lakeside (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Lakeside (L)	Santa Fe (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Lakeside (L)	Santa Fe (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Leeds (L)	Higland Park Dr. (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Liberty (L)	Mill (L)	D - 4	LL - 0.71	8.5% - 1	NN - 1		1.68	Inessential
Locke (L)	Maple (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Locust (L)	Greentree (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Locust (L)	Locust (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Locust (L)	Locust (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Marsha (L)	Marsha (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Mayfair (L)	Field (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Meadow View (L)	Valley View (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Melody (L)	Melody (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Mill (L)	Mill (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Millbrook (L)	Glenbrook (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Mirage (L)	Santa Fe (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Mirage (L)	Villas Dr N (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Mirage (L)	Villas Dr S (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Oakview (L)	Artisan (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Country Club (L)	Old Ben Dr. (L)	D - 4	LL - 0.71	16.7% - 1	NN - 1		1.68	Inessential
Orleans (L)	Janice (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Orleans (L)	Linda (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Orleans (L)	Marsha (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Orleans (L)	Melody (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Orleans (L)	Orleans (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Pamela (L)	Marsha (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Pine Ridge (L)	Waterview Way (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Princeton (L)	Brown (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Princeton (L)	Duke (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Princeton (L)	Ivy (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Princeton (L)	Princeton (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Princeton (L)	Yale (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Railroad (L)	Firmin (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Rank Pkwy (L)	Havens (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Rank Pkwy (L)	Rank Pkwy Ct (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Redbud (L)	Linda (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Riverview (L)	Santa Fe (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Riverview (L)	Willowridge (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Riverview (L)	Willowridge (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Robin (L)	Robin (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Kurtis/Ryan (L)	John D (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Sagebrush (L)	Carter (L)	D - 4	LL - 0.71	3.8% - 1	NN - 1		1.68	Inessential
Sagebrush (L)	Tumbleweed (L)	D - 4	LL - 0.71	14.2% - 1	NN - 1		1.68	Inessential
Silver Charm (L)	Columbus (L)	D - 4	LL - 0.71	4.1% - 1	NN - 1		1.68	Inessential
Springdale (L)	Spring Grove (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Springdale (L)	Spring Grove (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Springdale (L)	Springdale (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Stoneview (L)	Carolyn (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Stoneview (L)	Covey (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Sugar (L)	Robin (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Susan (L)	Honey (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential

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N/S Street	E/W Street	ADA Evaluation	Intersection Class	Sidewalk Availability	Transit Availability		Priority Score	Priority Rank
Susan (L)	Kirk Row (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Susan (L)	Susan (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Tally Ho (L)	Tally Ho (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Timber Valley (L)	Foxfire (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Timber Valley (L)	Timber (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Timber Valley (L)	Timber Ridge (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Timber Valley (L)	Timber Valley (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Toni (L)	Dee Ann (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Tulip (L)	Linda (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Water (L)	Mill (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Webster (L)	Alta (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Webster (L)	Brown (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Webster (L)	Duke (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Webster (L)	Ivy (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Webster (L)	Yale (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Westbrook (L)	Westbrook (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Westmoor (L)	Terrace (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Williams (L)	Williams (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Willow Springs (L)	Bittersweet (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Willowridge (L)	Santa Fe (L)	D - 4	LL - 0.71	12.2% - 1	NN - 1		1.68	Inessential
Wingtip (L)	Waterview Way (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Yale (L)	Alta (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Yale (L)	Yale (L)	D - 4	LL - 0.71	0% - 1	NN - 1		1.68	Inessential
Webster (C)	Chestnut (L)	A - 1	CL - 1.43	0% - 1	ON - 3		1.61	Inessential
Ohio (C)	Danbury (L)	A - 1	CL - 1.43	58.3% - 3	NN - 1		1.61	Inessential
Park (M)	Gulf Shore (L)	A - 1	ML - 2.14	33.3% - 2	NN - 1		1.54	Inessential
Park (M)	Zartman (C)	A - 1	MC - 2.86	0% - 1	NN - 1		1.46	Inessential
SR931 (P)	Co. Rd. 50 E. (L)	A - 1	PL - 2.86	0% - 1	NN - 1		1.46	Inessential
Wynterbrooke (L)	Columbus (L)	A - 1	LL - 0.71	49% - 3	NN - 1		1.43	Inessential
Buckworth (L)	Kingston (L)	A - 1	LL - 0.71	50% - 3	NN - 1		1.43	Inessential
Independence (L)	Williamsburg (L)	C - 3	LL - 0.71	0% - 1	NN - 1		1.43	Inessential
Crystal (L)	Vaile (C)	A - 1	CL - 1.43	37.9% - 2	NN - 1		1.36	Inessential
Buckworth (L)	Buckworth (L)	A - 1	LL - 0.71	0% - 1	NN - 1		0.93	Inessential

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ATTACHMENT C

1. Resolution Adopting ADA Compliance Procedures

2. Resolution Adopting ADA Transition Plan

3. ADA Grievance Procedure

4. ADA Grievance Form

TO: City of Kokomo, Board of Public Works and Safety

FROM: Carey Stranahan, City Engineer

DATE: December 23, 2011

RE: ADA Compliance Procedures

In order to ensure that the city will be eligible for Federal Transportation Funds in 2012, the Federal Highway Administration is requiring that the following items are completed by the end of 2011:

1. The city must identify an ADA Coordinator.
2. The city must officially adopt the 2010 Americans with Disabilities Act Standards for Accessible Design and 2005 Guidelines for Accessible Public Rights.
3. The city must adopt an ADA grievance procedure.
4. The city must develop a traffic and pedestrian generator map to be used in the development of a Sidewalk and Curb Inventory, including all state and local intersections.
5. Obtain an inventory assessment methodology for identifying and ranking ADA system inventory priorities or use the MACOG database tool.

I recommend that the following approvals be made:

1. I recommend the Board of Public Works and Safety identify the City Engineer as the ADA Coordinator.
2. I recommend the Board of Public Works and Safety and adopt the 2010 Americans with Disabilities Act Standards for Accessible Design and 2005 Guidelines for Accessible Public Rights.
3. I recommend the city adopt the attached ADA grievance procedure.

Item 4 above has been created and does not require BOW approval. Item 5 above does not require BOW approval. The city will utilize the MACOG database tool.

APPROVED BY BOARD OF PUBLIC
WORKS AND SAFETY

DEC 2 8 2011

BOARD OF PUBLIC WORKS

98   Bow Approved 12/28/11 SH.

CITY OF KOKOMO, INDIANA
ADA Transition Plan

WHEREAS, the development of the ADA Transition Plan, describing the City of Kokomo's efforts to assure non-discrimination in the Kokomo/Howard County planning area as a requirement of the U.S. Department of Transportation, and
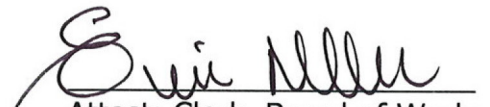
WHEREAS, the ADA Transition Plan was developed by the City of Kokomo, and

WHEREAS, the Board of Public Works and Safety has given the proposed ADA Transition Plan its favorable recommendation.

NOW, THEREFORE, BE IT RESOLVED, by the Board of Public Works and Safety, in its ongoing effort to assure non-discrimination, that the City of Kokomo's ADA Transition Plan be approved and adopted as follows:

1. The ADA Transition Plan was disseminated to the public via local media outlets, internet sites, and brochures;
2. ADA Transition Plan is available to the public for comment and complaints;
3. No ADA Transition Plan complaints were received by the Human Rights Commission in the preceding year;
4. All requirements for compliance to ADA Transition Plan have been met.

Approved this _12_ day of _April_, 2017.

Attest: Clerk, Board of Works

President, Board of Works
City of Kokomo

Kokomo Human Rights Commission Grievance Procedure

The City of Kokomo, by and through its Human Rights Commission, will take prompt and reasonable actions to thoroughly investigate all complaints filed. Any individual who believes he/she has been subjected to discrimination, may file a complaint with the Kokomo Human Rights Commission. The complaint form can be found on the City of Kokomo's website at http://www.cityofkokomo.org/departments/human_rights_commission.php.

For the complaint to be considered, the complainant must comply with the following requirements:

1. It must be filed within 90 days from the date of the alleged discriminatory practice;
2. It must state the full name and address of the complainant; the full name and address of the person, employer, employment agency, labor organization, real estate broker, financial institution or educational institution (i.e. the respondent) against whom the complaint is made;
3. It must state the alleged discriminatory practice and include a statement of particulars thereof;
4. It must state the date or dates of the alleged discriminatory practice, or, if the alleged discriminatory practice is of a continuing nature, the dates between which said continuing acts of discrimination are alleged to have occurred;
5. It must state whether the complainant has instituted any other action, civil or criminal, against the respondent in any other forum based upon the same grievance as is alleged in the complaint and include a statement as to the status or disposition of such other action.
6. It must be signed and verified before a notary public or any other person duly authorized by law to administer oaths and take acknowledgments.
7. It must be served upon the respondent within ten days of the filing of the complaint with the Commission.

The Commission will make a prompt and full investigation of each complaint that is properly filed with it in accordance with the procedures outlined in Kokomo Ordinance § 33.20.

If at the conclusion of the investigation, a complainant is dissatisfied with the final resolution of the complaint, he/she may appeal the decision under I.C. 4-21.5 or file a complaint with the following:

Department of Justice
Federal Coordination and Compliance Section – NWB
Civil Rights Division
U.S. Department of Justice
950 Pennsylvania Avenue, N.W
Washington, D.C. 20530

CITY of KOKOMO

KOKOMO HUMAN RIGHTS COMMISSION COMPLAINT FORM

NAME OF PERSON ALLEGING DISCRIMINATION:_____
ADDRESS:_____CITY:_____STATE:_____ZIP:_____
CONTACT PHONE NUMBER:_____

COMPLAINT AGAINST BUSINESS/SCHOOL: YES___ NO___ COMPLAINT AGAINST PERSON: YES___ NO___
NAME OF RESPONDENT (ENTITY/PERSON THAT CHARGE IS AGAINST):_____
ADDRESS:_____CITY: _____ STATE: _____ ZIP:_____
RESPONDENT CONTACT PHONE NUMBER:_____

BASIS OF DISCRIMINATION: RACE_____   SEX_____   RELIGION_____   COLOR_____   DISABILITY_____
NATIONAL ORIGIN_____   ANCESTRY_____   SEXUAL ORIENTATION_____   GENDER IDENTITY_____
VETERAN   STATUS_____   MARITAL   STATUS_____   FAMILIAL   STATUS_____   AGE_____
RETALIATION_____

TYPE OF DISCRIMINATION: EMPLOYMENT_____   EDUCATION_____   ACCOMMODATION_____
PUBLIC CONVENIENCES_____   HOUSING_____

DATES OF DISCRIMINATION:_____
PLACE OF DISCRIMINATION:_____

DESCRIBE IN DETAIL INCIDENT(S) OF DISCRIMINATION: (use backside if necessary)
_____
_____
_____
_____
_____
_____
_____
_____
_____
_____
_____
_____

ANY WITNESSES TO THIS DISCRIMINATION: YES_____   NO_____
NAME:_____   CONTACT INFORMATION:_____

HAVE YOU FILED ANY CIVIL ACTIONS AGAINST THE RESPONDENT: YES_____   NO_____
HAVE ANY CRIMINAL CHARGES BEEN FILED AGAINST THE RESPONDENT BASED ON YOUR CLAIMS:
YES_____   NO_____

I SWEAR OR AFFIRM UNDER PENALTIES OF PERJURY THAT I HAVE READ THE COMPLAINT AND THAT IT IS TRUE TO THE BEST OF MY KNOWLEDGE, INFORMATION, AND BELIEF.

_____   _____
NAME   DATE

SUBSCRIBED AND SWORN TO BEFORE ME THIS_____DAY OF _____,_____(YEAR)
MY COMMISSION EXPIRES:_____

_____
NOTARY PUBLIC

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ATTACHMENT D

1. Public Comment and Response Form

Date of Comment: _____

Name of Person: _____

Comment: _____

_____

_____

_____

_____

_____

_____

Response: _____

_____

_____

_____

_____

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