

# City of Peru

# ADA Transition Plan

**Matthew Jelenek, ADA Coordinator**

This document will provide a planning and implementation guide for the City of Peru. It establishes the City's ongoing commitment to the development, maintenance, and inclusion of policies, programs, and facilities for all of its citizens.



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# I. Introduction

## ADA Overview

Enacted on July 26, 1990 and amended effective January 1, 2009, as written and implemented, The American with Disabilities Act (ADA) prohibits discrimination on the basis of a disability.

The ADA is divided into five sections covering the following topics:

Title I: Employment

Title II: State and Local Government

Title III: Public Accommodations

Title IV: Telecommunications

Title V: Transportation and Miscellaneous Provisions

## “Disability” Under the ADA

The ADA only applies to persons who meet the definition of “disabled” under the Act. A person is considered disabled, and so protected under the ADA, if he or she either actually has, or is thought to have, a physical or mental impairment that substantially limits what the ADA calls a “major life activity.” Major life activities are the basic components of any person’s life-including walking, talking, seeing, and learning. If a person has an impairment that substantially limits his or her ability to perform one or more of these activities, that person is considered disabled under the ADA.

The ADA does not specifically name all of the impairments that are covered, but common examples of disabilities include confinement to a wheelchair, reliance on assistive devices such as canes and walkers, blindness, deafness, a learning disability, and certain kinds of mental illness.

## ADA Title 1: Employment

Title I of the ADA requires employers with 15 or more employees to provide qualified individuals with disabilities an equal opportunity to benefit from the full range of employment-related opportunities available to others. For example, it prohibits discrimination in recruitment, hiring, promotions, training, pay, social activities, and other privileges of employment. It restricts questions that can be asked about an applicant’s disability before a job offer is made, and it requires that employers make reasonable accommodations to the known physical or mental limitations of otherwise qualified individuals with disabilities, unless it results in undue hardship.

## **ADA Title II: State and Local Government Activities**

Title II of the ADA covers all activities of state and local governments regardless of the government entity's size or receipt of federal funding. Title II requires that state and local governments give people with disabilities an equal opportunity to benefit from all of their programs, services, and activities (e.g. public education, employment, transportation, recreation, healthcare, social services, courts, voting, and town meetings).

State and local governments are required to follow specific architectural standards in the new construction and alteration of their buildings. They also must relocate programs or otherwise provide access in inaccessible older buildings, and communicate effectively with people who would have hearing, vision, or speech disabilities. Public entities are not required to take actions that would result in undue financial and administrative burdens. They are required to make reasonable modifications to policies, practices, and procedures where necessary to avoid discrimination, unless they can demonstrate that doing so would fundamentally alter the nature of the service, program, or activity being provided.

### **Transition Plan**

The City of Peru is covered under the ADA, Title I Employment, and Title II, programs, services and activities. The ADA requires the City to make all its programs, services, and activities readily accessible to and usable by qualified persons with disabilities when the programs, services, and activities are viewed in their entirety. The Transition Plan is the cornerstone to ensuring and documenting the City's effort to create and maintain inclusion as mandated by the ADA.

This document will guide the planning and implementation of necessary street and sidewalk modifications, programs, and facility modifications over the next several years. The ADA self-evaluation and Transition Plan is significant in that it establishes the city's ongoing commitment to the development and maintenance of policies, programs, and facilities that include all of its citizens. The final product is a **working** document to be modified as standards change and when barriers are removed or alterations are made.

The Transition plan will be submitted to public hearing, and upon passage by the Peru City Council, will be a public document available on the City website, [www.cityofperu.org](http://www.cityofperu.org), and at City Hall. Any comments, additions, or suggestions about the plan may be directed to the ADA Coordinator.

## II. Plan Development

To ensure accessibility for persons with disabilities in the community, the City of Peru has developed a Transition Plan, which should be considered good practice.

### **ADA Coordinator**

To ensure that the City of Peru complies with the requirements of the ADA, and to provide the City with essential and efficient means of communication with all individuals, the City has appointed Matthew Jelenek as the ADA Coordinator.

The ADA Coordinator is responsible for coordinating the efforts of the City of Peru to comply with Title I and Title II of the Americans with Disabilities Act and investigating any complaints that the entity has violated Title I and Title II; adopting and distributing public notice about the relevant provisions of the ADA to all persons who may be interested in its programs, activities, and services; and developing and publishing grievance procedures to provide fair and prompt resolution of complaints under Title I and Title II of the ADA in the City of Peru.

These administrative requirements help ensure that the needs of people with disabilities are addressed in the programs, activities, and services operated by the City of Peru.

**Matthew Jelenek**  
**City of Peru ADA Coordinator**  
**35 S Broadway**  
**Peru, IN 46970**  
**765-472-2400**  
[mayorsadmin@cityofperu.org](mailto:mayorsadmin@cityofperu.org)

The Mayor of the City of Peru is the official responsible for the implementation of the Transition Plan.

# **Grievance Procedure under The Americans with Disabilities Act**

The Grievance Procedure established below is intended to adhere to the standards outlined in the ADA. This procedure is to be used by anyone wishing to file a complaint alleging discrimination on the basis of disability in provision of services, activities, programs, or benefits provided by the City of Peru.

## **Grievance Procedure**

This Grievance Procedure is established to meet the requirements of the Americans with Disabilities Act of 1990 (“ADA”). It may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the provision of services, activities, programs, or benefits by the City of Peru, Indiana. The City of Peru, Indiana’s Personnel Policy governs employment-related complaints of disability discrimination.

The complaint should be in writing and contain information about the alleged discrimination such as name, address, phone number of the complainant and location, date, and description of the problem. Alternative means of filing complaints, such as personal interviews or a tape recording of the complaint will be made available for persons with disabilities upon request.

The complaint should be submitted by the grievant and/or his/her designee as soon as possible but no later than 60 calendar days after the alleged violation to:

**Matthew Jelenek**  
**ADA Coordinator**  
**City of Peru, Indiana**  
**35 South Broadway**  
**Peru, IN 46970**  
**765-472-2400**  
[mayorsadmin@cityofperu.org](mailto:mayorsadmin@cityofperu.org)

Within 15 calendar days after receipt of the complaint, the ADA Coordinator or his/her designee will meet with the complainant to discuss the complaint and the possible resolutions. Within 15 calendar days of the meeting, the ADA Coordinator or his/her designee will respond in writing, and where appropriate, in a format accessible to the complainant, such as large print, Braille, or audio tape. The response will explain the position of the City of Peru, Indiana and offer options for substantive resolution of the complaint.

If the response by the ADA Coordinator or his/her designee does not satisfactorily resolve the issue, the complainant and/or his/her designee may appeal the decision within 15 calendar days after receipt of the response to the Mayor of the City of Peru, Indiana or his designee.

Within 15 days after receipt of the appeal, the Mayor of the City of Peru, Indiana or his designee will meet with the complainant to discuss the complaint and possible resolutions. Within 15 calendar days after the meeting, the Mayor of the City of Peru, Indiana or his designee will

respond in writing, and, where appropriate, in a format accessible to the complainant, with a final resolution of the complaint.

All written complaints received by the ADA Coordinator of his/her designee, appeals to the Mayor of the City of Peru, Indiana or his designee, and responses from these two offices will be retained by the City of Peru, Indiana for at least three years.



# **ADA Grievance Form**

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

Complainant: \_\_\_\_\_

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

City, State, Zip Code: \_\_\_\_\_

Phone and email: \_\_\_\_\_

## **Alleged Violation**

Date (s): \_\_\_\_\_

Approximate Time of Occurrence: \_\_\_\_\_ AM/PM

**Detailed Description of Violation and City Department Involved (attach additional documentation if needed):**

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**Requested Action by City to Correct Violation:**

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**Has complaint been filed with State or Federal Agency:** \_\_\_\_ Yes \_\_\_\_ No

Name of Agency: \_\_\_\_\_ Date: \_\_\_\_\_

Contact Person: \_\_\_\_\_

**Signature:** \_\_\_\_\_

**If there are witnesses, please list names and addresses separately.**

# **Self-Evaluation**

## **Traffic and Pedestrian Inventory**

The City of Peru has conducted an inventory of public right of way, including roadways, intersections, and sidewalks in 2014. This includes sidewalk curbs and ramps. This effort was done through the City of Peru Traffic department. This document is fluid and subject to constant updates. A copy can be requested through the ADA Coordinator. Please see attachment A, B & C for future data collection.

## **Public Buildings and Facilities**

Provide onsite review and evaluation of buildings and site related elements, both interior and exterior to the building or facility. Internal elements include, but are not limited to, entry/exit doors, corridors, foyers or other open spaces, restrooms, drinking fountains, elevators, windows, obstructions, and floor area. External elements include, but are not limited to, sidewalks, curb ramps, parking spaces, loading zones, bus stops, change in level, detectable warnings, obstructions or obstacles, and accessible routes. These will be evaluated in 2025 between the months of April and September.

## **Programs and Services**

The City of Peru through its commitment to the Americans with Disabilities Act will closely monitor and utilize its best efforts to adapt programs and services to provide access to all participants.

## **Commitment**

The City of Peru is committed to making the community accessible to all its citizens, including those with disabilities. This will be accomplished through the following:

- New construction, reconstruction, roadwork construction or alterations, including state funded and City funded projects.
- The City will maintain and review its sidewalk repair program annually.
- The City currently budgets funding for sidewalk repair and replacement of old, outdated, and potentially hazardous sidewalks and sidewalk ramps.

## **Standards and Guidelines**

The City of Peru will apply the Indiana Department of Transportation design guidelines to applicable construction undertaken within the City Rights-of-Way. It will also utilize when possible under project development any subsequent standards established by the Indiana Department of Transportation (INDOT), and the United States Department of Justice including, but not exclusive to, PROWAG, The Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-Of-Way.

### **III. Implementation**

The City of Peru intends to implement this Transition Plan effective following approval at the next available City Council meeting.

The City also commits to actively revising and amending this document as new information is provided by the Indiana Department of Transportation, further, as a matter of policy, this document will be reviewed every five (5) years.

# **ATTACHMENT A**

## **1. Methodology**

### **a. ADA Compliance Evaluation**

- i. Inventory Method**
- ii. Preliminary Evaluation**
- iii. Detailed Evaluation**
- iv. ADA Compliance Grade**

### **b. Intersection Classification**

### **c. Sidewalk Availability**

### **d. Intersection Prioritization**

### **e. Definition of Prioritization Rank**

## **2. Implementation**

# METHODOLOGY

The City of Peru 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 Peru listed aspects below as important (not in any particular order of importance):

- ADA Compliance Evaluation
- Intersection Classification
- Sidewalk Availability

## ADA Compliance Evaluation

The City of Peru used a modified data system used by Michiana Area Council of Governments (MACOG) to compile data collected during preliminary and detailed evaluations.

### *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.

### *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 is answered with a simple “yes” or “no”.

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 ramp 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, 50 were chosen to be given a detailed evaluation and will be completed in the Spring of 2025.

### *Detailed Evaluation*

The Detailed Evaluation process requires field measurements at the intersection of specific physical attributes, such 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 B. Once data is collected from the site, it is recorded on an intersection analysis sheet which is filed in a physical copy in a binder.

### *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 complaint to least complaint. The map on the next page illustrates how these intersection types are dispersed throughout the City of Peru.

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

### **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 Peru, and their association with other roadway classifications. Below is a list of all possible roadway classifications in Peru.

- Primary Arterial (P)
- Minor Arterial (M)
- Collector (C)
- Local (L)

With 4 different roadway classifications available in the City of Peru, one can see that there is a possibility of 10 different types of intersections when it comes to ranking them based on roadway classification. The intersection matrix below shows all possibilities within Peru (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 intersection of Main St. and Broadway.

	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

In this analysis, an intersection is where two types of roadway classifications intersect. Using this type of matrix for roadway classifications make 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 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

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

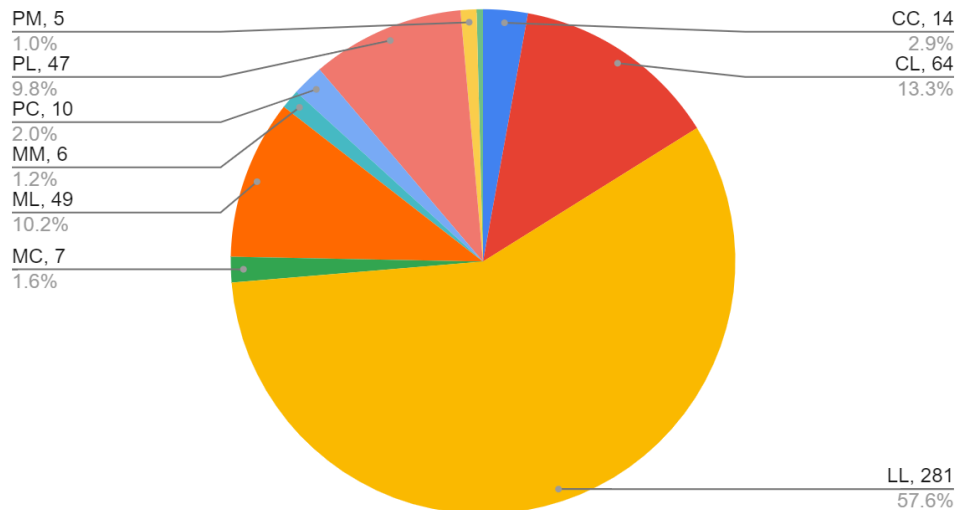
1. PP – intersections of two primary arterials
2. PM – intersections of a primary arterial and a minor arterial
3. PC & MM – intersections of a primary arterial and a collector, and intersections of two minor arterials
4. PL & MC – intersections of a primary arterial and a local, and intersections of 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 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 classification for the entire roadway network of Peru.



Classification	Count
PP	2
PM	5
PC	10
MM	6
PL	47
MC	7
ML	49
CC	14
CL	64
LL	281

Count



## Sidewalk Availability

Based on aerial imagery, the City of Peru has an inventory of the estimated length of sidewalks for every roadway in Peru. That data is used to determine the average percentage of sidewalk coverage of roadway segments. By taking the average 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.

## Intersection Prioritization

In the previous pages in this section, the intersections were ranked based on 3 different aspects that the City finds important in regards to determining the importance of remediation for ADA accessibility. Those 3 aspects are listed below in no order of importance:

- ADA Compliance Evaluation
- Intersection Classification
- Sidewalk Availability

In order to 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 intersection's grade on all the aspects listed above each grade would have to be set to a common scale.

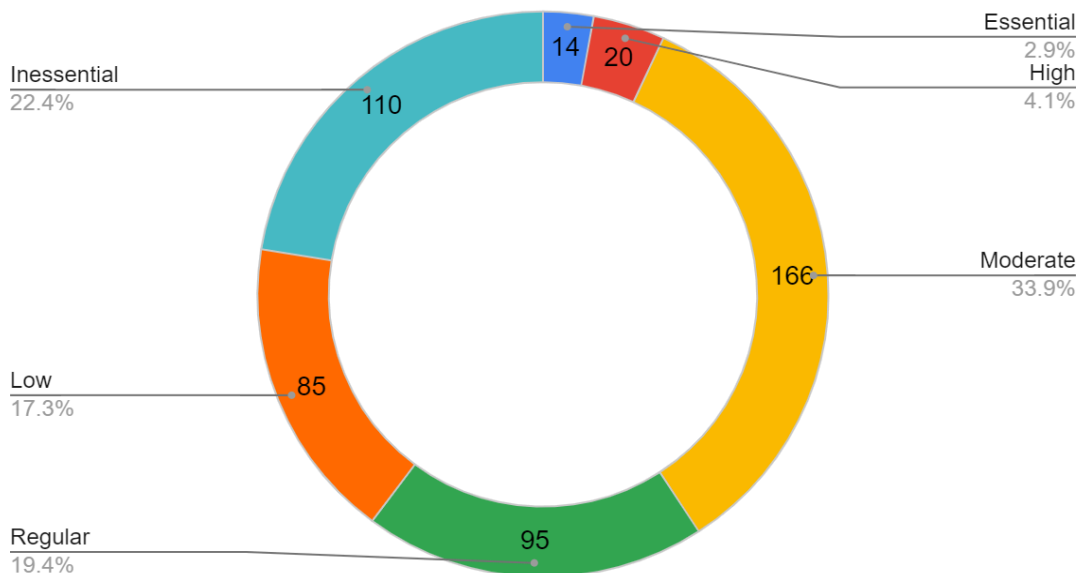
To determine how all 3 aspect's ranks influence the level of remediation, a numeric value needs to be assigned for each aspect's rank. ADA and Sidewalk Availability were split into 5 ranks, while Intersection Classification has 7 ranks. In order to make each rank equal, Intersection Classification was set to a 5-rank scale. In the Charts below, the numeric value of each aspect's rank is listed.

RANK	ADA	SIDEWALK
1	A	0-20
2	B	20-40
3	C	40-60
4	D	60-80
5	RE	80-100

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 3 aspects. In order to fully distinguish the subtle grade changes visually, the overall grade possibilities were then divided into 6 priority categories.

Count of Priority Rank



## Definition of Prioritization Rank

### “Essential” Intersections

Of 490 intersections in this study, 14 are classified “Essential” intersections for remediation. “Essential” intersections make up 2.9% of the intersections in Peru. Many of these intersections received their low or non-existent ADA Evaluation, and their proximity to sidewalks. Few of these intersections received their high grade due to their Intersection Classification. 78.5% of “Essential” intersections have a ADA Compliance Evaluation grade of a D, needs to be Re-evaluated, or has no compliance grade at all. “Essential” Intersections have an average of 92.5% sidewalk coverage. Most “Essential” Intersections are ML. 64.2% of “Essential” Intersections are classified as ML, while 21.1% are classified as PM.

### “High” Intersections

There are 20 of 490 intersections classified as “High” priority for remediation. “High” priority intersections make up 4% of the intersections in Peru. Intersections classified as “High” priority for remediation gained their status due to high sidewalk availability and their Intersection Classification. 45% of “High” priority intersections have an ADA Compliance Evaluation grade of a D. “High” Intersections have an average of 91.75% sidewalk coverage. Most “High” priority intersections are CL and ML. 60% of “High” priority intersections are classified as CL and ML.

### “Moderate” Intersections

“Moderate” priority intersections make up 33.8% of the City’s intersections. Most “Moderate” intersections were ranked accordingly based on their low ADA compliance evaluation grade and relatively high sidewalk. Most “Moderate” intersections were prioritized lower due to their

Intersection Classification. 62.6% of “Moderate” intersections have a ADA Compliance Evaluation grade of a D. “Moderate” Intersections have an average of 88.8% sidewalk coverage. A large number of “Moderate” priority intersections are LL. 56% of “Moderate” Intersections are LL and 16.8% are classified as either PL or MC.

### **“Regular” Intersections**

19.3% of Peru’s intersections ranked as “Regular” priority. These intersections received this ranking based on their average sidewalk availability and middle intersection class range. 70% of “Regular” priority intersections have a ADA Compliance Evaluation grade of a D. “Regular” Intersections have an average of 49.1% sidewalk coverage. Most “Regular” Intersections are classified as LL. 45.2% of “Regular” intersections are classified as LL and 21% are classified as CL.

### **“Low” Intersections**

“Low” priority intersections make up 17.3% of the intersections in Peru. These intersections were categorized based on their low sidewalk availability and almost half being LL intersections. “Low” intersections have an average of 29.6% coverage. Most “Low” priority intersections are LL. 43.5% of “Low” priority intersections are LL, while 29.4% are classified as CL.

### **“Inessential” Intersections**

“Inessential” intersections for remediation make up 22.4% of all intersections in Peru. Most intersections in this prioritization rank are classified as LL and have few to no sidewalks. “Inessential” intersections have an average of 6.9% sidewalk coverage. A majority of the “Inessential” intersections are LL. 94.5% of “Inessential” intersections are LL, while 3.6% are classified as PL.

## **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 Peru will take this report into account when planning road improvement projects. The City of Peru also has a sidewalk rebate program available to the residents at a reimbursed rate of \$2.50 per square foot up to a maximum of 1500 square feet or \$3,750 (whichever is less). It is required that when the work is done, that it must comply with ADA requirements.

The City of Peru aims to apply each year to INDOT's Community Crossings Match Grant program. When calculating the expense for the road improvement projects, curb ramps are assessed into this expense and to be updated if there is a current ramp not in compliance with ADA PROWAG standards.

## **MONITORING & UPDATES**

In order to refine the remediation process, some next steps include continuing to gather data on the intersections in Peru including missing (or new) curb ramp measurements, data regarding pedestrian signal timing information.

### **Continuing Data Gathering**

#### **ADA Compliance Evaluation Information**

Upon completion of this report, some intersections were identified as ADA Evaluation letter grade of D if unable to properly identify the ramp assessment from aerial imagery. It is the goal of the ADA Coordinator to visually inspect each intersection and take photographs to compile the current assessment of the curb ramp across the City of Peru. This will be stored on the computer network of the City of Peru. When new curb ramps are installed, pictures will be retaken and a detailed evaluation will be assessed. All future data gathering should be performed using the detailed evaluation procedure.

# ATTACHMENT B

## Curb Ramp Analysis Guidelines

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 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
<b>1A</b>	<b>4</b>	An existing curb ramp's running slope is greater than 12%.
<b>1B</b>	<b>4</b>	No curb ramp where a sidewalk or pedestrian path exists and crosses a curb.
<b>2A</b>	<b>3</b>	An existing curb ramp's running slope is greater than 8.33% or less than 5%.
<b>2B</b>	<b>3</b>	An existing curb ramp with a width less than 4'.
<b>3A</b>	<b>2</b>	An existing curb ramp with a landing is less than 4' x 4' or a clear space at the bottom of the ramp that is less than 4' x 4'.
<b>3B</b>	<b>2</b>	An existing curb ramp with a cross slope greater than 2% or a gutter slope greater than 5%.
<b>4A</b>	<b>1</b>	An existing curb ramp with grade breaks that are not flush or do not have properly installed detectable warnings.
<b>4B</b>	<b>1</b>	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 Guidelines

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 ground, or
  - b. protrudes less than 4' into the travel path of the sidewalks, or
  - c. a barrier is provided no more than 27" from the ground where the vertical clearance is less than 80".



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

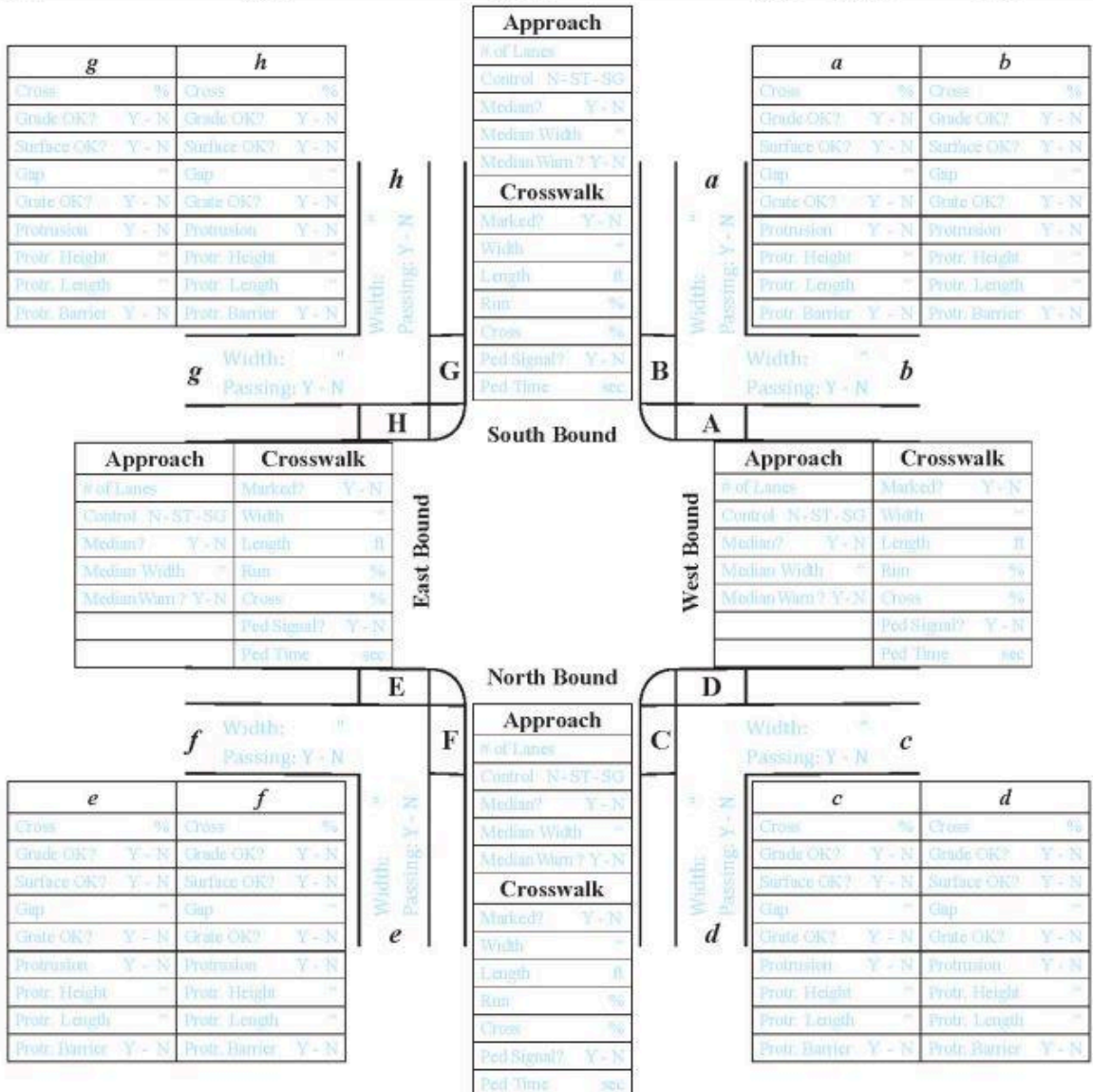
## Crosswalk Analysis Guidelines

1. Is there a crosswalk that connects two sidewalks across a street? (R206 & R305.2)
2. Is the width of the marker 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 the 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 3.5ft/sec? (R305.3)

<b>Crosswalk Priority Matrix</b>
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Priority	Point Value	Identified Issue
<b>1</b>	<b>4</b>	No crosswalk to connect two sidewalks across a street.
<b>2A</b>	<b>3</b>	An existing crosswalk with a cross slope greater than standard.
<b>2B</b>	<b>3</b>	An existing crosswalk with a running slope greater than 5%.
<b>3A</b>	<b>2</b>	An existing crosswalk with a width less than 6'.
<b>3B</b>	<b>2</b>	If an existing crosswalk crosses a median and the median is less than 6' long or does not have detectable warnings.
<b>4</b>	<b>1</b>	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: \_\_\_\_\_



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

# ATTACHMENT C

## 1. Intersection Prioritization Matrix

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

<b>B - 2</b>	<b>Detailed Evaluation Grade</b>
<b>D - 4</b>	<b>Preliminary Evaluation Grade</b>

N/S Street	E/W Street	ADA Evaluation		Intersection Class	Sidewalk Availability	Priority Score	Priority Rank
Chili Ave/SR19 (P)	Washington Ave (N)(M)	D	4	PM - 4.29	60% - 4	4.09	Essential
Grant St (M)	7th St (C)	D	4	MC - 2.86	100% - 5	3.95	Essential
Grant St (M)	Boulevard (M)	C	3	MM - 3.57	100% - 5	3.85	Essential
Broadway (P)	Boulevard (M)	B	2	PM - 4.29	100% - 5	3.76	Essential
Broadway (P)	Washington Ave (M)	C	3	PM - 4.29	75% - 4	3.76	Essential
Benton St (M)	3rd St (L)	D	4	ML - 2.14	100% - 5	3.71	Essential
Fremont St (L)	Boulevard (M)	D	4	ML - 2.14	100% - 5	3.71	Essential
Godfroy St (L)	Main St (M)	D	4	ML - 2.14	100% - 5	3.71	Essential
Grant St (M)	10th St (N) (L)	D	4	ML - 2.14	100% - 5	3.71	Essential
Grant St (M)	13th St (L)	D	4	ML - 2.14	85% - 5	3.71	Essential
Grant St (M)	5th St (L)	D	4	ML - 2.14	100% - 5	3.71	Essential
Grant St (M)	6th St (L)	D	4	ML - 2.14	85% - 5	3.71	Essential
Grant St (M)	8th St (L)	D	4	ML - 2.14	100% - 5	3.71	Essential
Wayne St (L)	Washington Ave (M)	D	4	ML - 2.14	90% - 5	3.71	Essential
Benton St/SR19 (P)	Main St/SR19 (P)	A	1	PP - 5	100% - 5	3.66	High
Broadway/SR19 (P)	Main St/SR19 (P)	A	1	PP - 5	100% - 5	3.66	High
Broadway/SR19 (P)	Park Dr (L)	D	4	PL - 2.86	75% - 4	3.62	High
Water St (C)	Washington Ave (M)	C	3	MC - 2.86	100% - 5	3.62	High
Broadway/SR19 (P)	Riverside Dr (C)	B	2	PC - 3.57	100% - 5	3.52	High
Grant St (M)	Main St (M)	B	2	MM - 3.57	100% - 5	3.52	High
Armstrong Ave (C)	Warren St (L)	D	4	CL - 1.43	75% - 5	3.47	High
Florence Ave (L)	Riverside Dr (C)	D	4	CL - 1.43	100% - 5	3.47	High
Lafayette St (L)	7th St (C)	D	4	CL - 1.43	90% - 5	3.47	High
Wabash St (L)	Ewing St (C)	D	4	CL - 1.43	90% - 5	3.47	High
Wayne St (C)	2nd St (L)	D	4	CL - 1.43	90% - 5	3.47	High
Wayne St (C)	3rd St (L)	D	4	CL - 1.43	90% - 5	3.47	High
Broadway/SR19 (P)	Strawtown Pk (M)	A	1	PM - 4.29	100% - 5	3.43	High
Division St (L)	Boulevard (M)	D	4	ML - 2.14	65% - 4	3.38	High
Garfield St (L)	Main St (M)	C	3	ML - 2.14	100% - 5	3.38	High
Grant St (M)	12th St (N) (L)	C	3	ML - 2.14	100% - 5	3.38	High

Grant St (M)	12th St (S) (L)	C	3	ML - 2.14	100% - 5	3.38	High
Hood St (C)	7th St (C)	C	3	CC - 2.14	100% - 5	3.38	High
Lee St (L)	Main St (M)	C	3	ML - 2.14	85% - 5	3.38	High
William St (L)	Boulevard (M)	D	4	ML - 2.14	75% - 4	3.38	High
Armstrong Ave (C)	Strawtown Pk (M)	D	4	MC - 2.86	60% - 3	3.28	Moderate
Broadway (P)	5th St (L)	B	2	PL - 2.86	100% - 5	3.28	Moderate
Broadway (P)	6th St (L)	B	2	PL - 2.86	100% - 5	3.28	Moderate
Broadway (P)	Daniel St (L)	B	2	PL - 2.86	100% - 5	3.28	Moderate
Broadway (P)	George St (L)	B	2	PL - 2.86	100% - 5	3.28	Moderate
Broadway (P)	Logan St (L)	B	2	PL - 2.86	100% - 5	3.28	Moderate
Chili Ave/SR19 (P)	Jefferson Ave (N) (L)	D	4	PL - 2.86	55% - 3	3.28	Moderate
Grant St (M)	Blair Pike Rd (C)	D	4	MC - 2.86	50% - 3	3.28	Moderate
Hood St (C)	Main St (M)	B	2	MC - 2.86	100% - 5	3.28	Moderate
Miami St (C)	Main St (M)	B	2	MC - 2.86	100% - 5	3.28	Moderate
Wayne St (C)	Canal St (M)	D	4	MC - 2.86	50% - 3	3.28	Moderate
9th St (L)	Loveland Ave (L)	D	4	LL - 0.71	100% - 5	3.23	Moderate
Brown St (L)	13th St (L)	D	4	LL - 0.71	100% - 5	3.23	Moderate
Brownell St (L)	3rd St (L)	D	4	LL - 0.71	100% - 5	3.23	Moderate
Brownell St (L)	5th St (L)	D	4	LL - 0.71	100% - 5	3.23	Moderate
Brownell St (L)	6th St (L)	D	4	LL - 0.71	90% - 5	3.23	Moderate
Cass St (L)	3rd St (L)	D	4	LL - 0.71	100% - 5	3.23	Moderate
Cass St (L)	6th St (L)	D	4	LL - 0.71	100% - 5	3.23	Moderate
Cherry Ln (L)	Rosewood Dr (N) (L)	D	4	LL - 0.71	100% - 5	3.23	Moderate
Cherry Ln (L)	Rosewood Dr (S) (L)	D	4	LL - 0.71	100% - 5	3.23	Moderate
Cherry Ln (L)	Tulip Dr (L)	D	4	LL - 0.71	100% - 5	3.23	Moderate
Cherry Ln (L)	Veachs Ct (L)	D	4	LL - 0.71	100% - 5	3.23	Moderate
Clay St (L)	2nd St (L)	D	4	LL - 0.71	100% - 5	3.23	Moderate
Clay St (L)	3rd St (L)	D	4	LL - 0.71	90% - 5	3.23	Moderate
Fremont St (L)	3rd St (L)	D	4	LL - 0.71	100% - 5	3.23	Moderate
Fremont St (L)	5th St (L)	D	4	LL - 0.71	100% - 5	3.23	Moderate
Fremont St (L)	6th St (L)	D	4	LL - 0.71	90% - 5	3.23	Moderate
Fremont St (L)	8th St (L)	D	4	LL - 0.71	90% - 5	3.23	Moderate
Fremont St (L)	Hill Rd (L)	D	4	LL - 0.71	100% - 5	3.23	Moderate

Godfroy St (L)	6th St (L)	D	4	LL - 0.71	100% - 5	3.23	Moderate
Holman St (L)	5th St (L)	D	4	LL - 0.71	100% - 5	3.23	Moderate
Holman St (L)	6th St (L)	D	4	LL - 0.71	100% - 5	3.23	Moderate
Huntington St (L)	2nd St (L)	D	4	LL - 0.71	100% - 5	3.23	Moderate
Huntington St (L)	3rd St (L)	D	4	LL - 0.71	100% - 5	3.23	Moderate
Huntington St (L)	5th St (L)	D	4	LL - 0.71	100% - 5	3.23	Moderate
Huntington St (L)	6th St (L)	D	4	LL - 0.71	100% - 5	3.23	Moderate
Huntington St (L)	Franklin St (L)	D	4	LL - 0.71	90% - 5	3.23	Moderate
Jefferson St (L)	3rd St (L)	D	4	LL - 0.71	100% - 5	3.23	Moderate
Jefferson St (L)	5th St (L)	D	4	LL - 0.71	100% - 5	3.23	Moderate
Jefferson St (L)	6th St (L)	D	4	LL - 0.71	95% - 5	3.23	Moderate
Jefferson St (L)	8th St (L)	D	4	LL - 0.71	100% - 5	3.23	Moderate
Lafayette St (L)	2nd St (L)	D	4	LL - 0.71	100% - 5	3.23	Moderate
Lafayette St (L)	3rd St (L)	D	4	LL - 0.71	100% - 5	3.23	Moderate
Lafayette St (L)	5th St (L)	D	4	LL - 0.71	100% - 5	3.23	Moderate
Lincoln St (L)	2nd St (L)	D	4	LL - 0.71	85% - 5	3.23	Moderate
Lincoln St (L)	5th St (L)	D	4	LL - 0.71	85% - 5	3.23	Moderate
Lincoln St (L)	6th St (L)	D	4	LL - 0.71	85% - 5	3.23	Moderate
Orchid Pl (L)	Tulip Dr (L)	D	4	LL - 0.71	100% - 5	3.23	Moderate
Smith St (L)	3rd St (L)	D	4	LL - 0.71	100% - 5	3.23	Moderate
Tippecanoe St (L)	2nd St (L)	D	4	LL - 0.71	90% - 5	3.23	Moderate
Tippecanoe St (L)	3rd St (L)	D	4	LL - 0.71	100% - 5	3.23	Moderate
Tippecanoe St (L)	5th St (L)	D	4	LL - 0.71	100% - 5	3.23	Moderate
Tippecanoe St (L)	6th St (L)	D	4	LL - 0.71	100% - 5	3.23	Moderate
Union St (L)	5th St (L)	D	4	LL - 0.71	100% - 5	3.23	Moderate
Veachs Ct (L)	Rosewood Dr (L)	D	4	LL - 0.71	100% - 5	3.23	Moderate
Wabash St (L)	8th St (L)	D	4	LL - 0.71	100% - 5	3.23	Moderate
Walnut St (L)	3rd St (L)	D	4	LL - 0.71	100% - 5	3.23	Moderate
Walnut St (L)	5th St (L)	D	4	LL - 0.71	100% - 5	3.23	Moderate
Walnut St (L)	Oak St (L)	D	4	LL - 0.71	100% - 5	3.23	Moderate
Water St (L)	2nd St (L)	D	4	LL - 0.71	100% - 5	3.23	Moderate
Water St (L)	3rd St (L)	D	4	LL - 0.71	100% - 5	3.23	Moderate
Water St (L)	5th St (L)	D	4	LL - 0.71	100% - 5	3.23	Moderate

Water St (L)	6th St (L)	D	4	LL - 0.71	90% - 5	3.23	Moderate
Water St (L)	Columbia Ave (L)	D	4	LL - 0.71	85% - 5	3.23	Moderate
Water St (L)	Euclid Ave (L)	D	4	LL - 0.71	100% - 5	3.23	Moderate
Wayne St (L)	5th St (L)	D	4	LL - 0.71	100% - 5	3.23	Moderate
Wayne St (L)	6th St (L)	D	4	LL - 0.71	85% - 5	3.23	Moderate
Wayne St (L)	Adams Ave (L)	D	4	LL - 0.71	100% - 5	3.23	Moderate
Wayne St (L)	Columbia Ave (N) (L)	D	4	LL - 0.71	90% - 5	3.23	Moderate
Wayne St (L)	Columbia Ave (S) (L)	D	4	LL - 0.71	90% - 5	3.23	Moderate
Wayne St (L)	Euclid Ave (N) (L)	D	4	LL - 0.71	95% - 5	3.23	Moderate
Wayne St (L)	Euclid Ave (S) (L)	D	4	LL - 0.71	85% - 5	3.23	Moderate
Wayne St (L)	Madison Ave (L)	D	4	LL - 0.71	85% - 5	3.23	Moderate
Broadway (P)	7th St (C)	A	1	PC - 3.57	100% - 5	3.19	Moderate
Broadway (P)	Ewing St (C)	A	1	PC - 3.57	100% - 5	3.19	Moderate
Broadway/SR19 (P)	Canal St (C)	A	1	PC - 3.57	100% - 5	3.19	Moderate
Chili Ave/SR19 (P)	Washington Ave (S) (C)	A	1	PC - 3.57	100% - 5	3.19	Moderate
Clay St (C)	Main St/SR19 (P)	A	1	PC - 3.57	100% - 5	3.19	Moderate
Wabash St (C)	Main St/SR19 (P)	A	1	PC - 3.57	100% - 5	3.19	Moderate
Wayne St (C)	Main St/SR19 (P)	A	1	PC - 3.57	100% - 5	3.19	Moderate
Clay St (C)	6th St (L)	C	3	CL - 1.43	95% - 5	3.14	Moderate
Holman St (L)	7th St (C)	C	3	CL - 1.43	85% - 5	3.14	Moderate
Jefferson St (L)	7th St (C)	C	3	CL - 1.43	90% - 5	3.14	Moderate
May St (L)	Washington Ave (C)	D	4	CL - 1.43	65% - 4	3.14	Moderate
Miami St (C)	2nd St (L)	C	3	CL - 1.43	90% - 5	3.14	Moderate
Miami St (C)	3rd St (L)	C	3	CL - 1.43	95% - 5	3.14	Moderate
Tippecanoe St (L)	Canal St (C)	D	4	CL - 1.43	65% - 4	3.14	Moderate
Union St (L)	7th St (C)	D	4	CL - 1.43	65% - 4	3.14	Moderate
Wabash St (C)	2nd St (L)	C	3	CL - 1.43	100% - 5	3.14	Moderate
Walnut St (L)	7th St (C)	D	4	CL - 1.43	70% - 4	3.14	Moderate
Water St (C)	Adams Ave (L)	D	4	CL - 1.43	75% - 4	3.14	Moderate
Water St (C)	Monroe Ave (L)	D	4	CL - 1.43	70% - 4	3.14	Moderate
Broadway/SR19 (P)	Wallace Ave (M)	D	4	PM - 4.29	0% - 1	3.09	Moderate
Armstrong Ave (C)	Riverside Dr (C)	D	4	CC - 2.14	50% - 3	3.04	Moderate



Broadway/SR19 (M)	Parkway Terrace (L)	D	4	ML - 2.14	45% - 3	3.04	Moderate
Brownell St (L)	Main St (M)	B	2	ML - 2.14	100% - 5	3.04	Moderate
Cass St (L)	Main St (M)	B	2	ML - 2.14	100% - 5	3.04	Moderate
Chestnut St (L)	Main St (M)	B	2	ML - 2.14	100% - 5	3.04	Moderate
Clay St (C)	Ewing St (C)	C	3	CC - 2.14	80% - 4	3.04	Moderate
Duke St (C)	7th St (C)	B	2	CC - 2.14	90% - 5	3.04	Moderate
Fremont St (L)	Main St (M)	B	2	ML - 2.14	100% - 5	3.04	Moderate
Grant St (M)	10th St (S) (L)	D	4	ML - 2.14	45% - 3	3.04	Moderate
Holman St (L)	Main St (M)	B	2	ML - 2.14	100% - 5	3.04	Moderate
Hood St (C)	Canal St (C)	D	4	CC - 2.14	60% - 3	3.04	Moderate
Jefferson St (L)	Main St (M)	B	2	ML - 2.14	100% - 5	3.04	Moderate
Lafayette St (L)	Main St (M)	B	2	ML - 2.14	100% - 5	3.04	Moderate
Lincoln St (L)	Main St (M)	B	2	ML - 2.14	100% - 5	3.04	Moderate
Matilda St (L)	Boulevard (M)	D	4	ML - 2.14	75% - 3	3.04	Moderate
Miami St (C)	7th St (C)	B	2	CC - 2.14	90% - 5	3.04	Moderate
Park Ave (L)	Main St (M)	B	2	ML - 2.14	85% - 5	3.04	Moderate
Smith St (C)	Jackson Ave (C)	D	4	CC - 2.14	50% - 3	3.04	Moderate
Smith St (L)	Main St (M)	B	2	ML - 2.14	100% - 5	3.04	Moderate
Union St (L)	Main St (M)	B	2	ML - 2.14	90% - 5	3.04	Moderate
Wabash St (C)	Canal St (C)	C	3	CC - 2.14	66% - 4	3.04	Moderate
Benton St/SR19 (P)	5th St (L)	A	1	PL - 2.86	85% - 5	2.95	Moderate
Broadway (P)	8th St (L)	A	1	PL - 2.86	90% - 5	2.95	Moderate
Broadway (P)	Delores Ave (L)	D	4	PL - 2.86	20% - 2	2.95	Moderate
Broadway/SR19 (P)	2nd St (L)	A	1	PL - 2.86	100% - 5	2.95	Moderate
Broadway/SR19 (P)	3rd St (L)	A	1	PL - 2.86	100% - 5	2.95	Moderate
Broadway/SR19 (P)	Franklin St (L)	A	1	PL - 2.86	85% - 5	2.95	Moderate
Broadway/SR19 (P)	Spring St (L)	A	1	PL - 2.86	100% - 5	2.95	Moderate
Broadway/SR19 (P)	Warren St (L)	A	1	PL - 2.86	100% - 5	2.95	Moderate
Chili Ave/SR19 (P)	9th St (L)	A	1	PL - 2.86	85% - 5	2.95	Moderate
Chili Ave/SR19 (P)	Adams Ave (N) (L)	A	1	PL - 2.86	100% - 5	2.95	Moderate
Chili Ave/SR19 (P)	Adams Ave (S) (L)	A	1	PL - 2.86	100% - 5	2.95	Moderate
Chili Ave/SR19 (P)	Columbia Ave (L)	A	1	PL - 2.86	100% - 5	2.95	Moderate

Chili Ave/SR19 (P)	Euclid Ave (L)	A	1	PL - 2.86	85% - 5	2.95	Moderate
Chili Ave/SR19 (P)	Hoover Ave (L)	A	1	PL - 2.86	100% - 5	2.95	Moderate
Chili Ave/SR19 (P)	Jefferson Ave (S) (L)	A	1	PL - 2.86	100% - 5	2.95	Moderate
Huntington St (L)	Main St/SR19 (P)	A	1	PL - 2.86	100% - 5	2.95	Moderate
Tippecanoe St (L)	Main St/SR19 (P)	A	1	PL - 2.86	100% - 5	2.95	Moderate
Water St (L)	Main St/SR19 (P)	A	1	PL - 2.86	100% - 5	2.95	Moderate
2nd St (L)	3rd St (L)	D	4	LL - 0.71	80% - 4	2.9	Moderate
Brown St (L)	12th St (L)	D	4	LL - 0.71	75% - 4	2.9	Moderate
Brown St (L)	14th St (L)	D	4	LL - 0.71	75% - 4	2.9	Moderate
Cass St (L)	5th St (L)	C	3	LL - 0.71	90% - 5	2.9	Moderate
Cherry Ln (L)	Magnolia Dr (L)	D	4	LL - 0.71	70% - 4	2.9	Moderate
Chestnut St (L)	3rd St (L)	D	4	LL - 0.71	75% - 4	2.9	Moderate
Chestnut St (L)	5th St (L)	C	3	LL - 0.71	100% - 5	2.9	Moderate
Chestnut St (L)	6th St (L)	D	4	LL - 0.71	75% - 4	2.9	Moderate
Fremont St (L)	10th St (L)	D	4	LL - 0.71	80% - 4	2.9	Moderate
Fremont St (L)	Canal St (L)	D	4	LL - 0.71	80% - 4	2.9	Moderate
Garfield St (L)	2nd St (L)	D	4	LL - 0.71	80% - 4	2.9	Moderate
Garfield St (L)	5th St (L)	D	4	LL - 0.71	80% - 4	2.9	Moderate
Godfroy St (L)	5th St (L)	C	3	LL - 0.71	100% - 5	2.9	Moderate
Holland St (L)	3rd St (L)	D	4	LL - 0.71	70% - 4	2.9	Moderate
Holman St (L)	3rd St (L)	C	3	LL - 0.71	100% - 5	2.9	Moderate
Hood St (L)	8th St (L)	D	4	LL - 0.71	75% - 4	2.9	Moderate
Lafayette St (L)	10th St (L)	D	4	LL - 0.71	65% - 4	2.9	Moderate
Lafayette St (L)	6th St (L)	C	3	LL - 0.71	100% - 5	2.9	Moderate
Lafayette St (L)	8th St (L)	D	4	LL - 0.71	75% - 4	2.9	Moderate
Lincoln St (L)	3rd St (L)	C	3	LL - 0.71	100% - 5	2.9	Moderate
May St (L)	Hoover Ave (L)	D	4	LL - 0.71	80% - 4	2.9	Moderate
Parkway Terrace (L)	Rosewood Dr (L)	C	3	LL - 0.71	100% - 5	2.9	Moderate
Runyan St (L)	12th St (L)	D	4	LL - 0.71	80% - 4	2.9	Moderate
Smith St (L)	2nd St (L)	C	3	LL - 0.71	100% - 5	2.9	Moderate
Smith St (L)	5th St (L)	D	4	LL - 0.71	80% - 4	2.9	Moderate
Tippecanoe St (L)	8th St (L)	D	4	LL - 0.71	75% - 4	2.9	Moderate

Union St (L)	6th St (L)	D	4	LL - 0.71	75% - 4	2.9	Moderate
Wabash St (L)	Spring St (L)	D	4	LL - 0.71	75% - 4	2.9	Moderate
Walnut St (L)	2nd St (L)	C	3	LL - 0.71	85% - 5	2.9	Moderate
Walnut St (L)	6th St (L)	C	3	LL - 0.71	100% - 5	2.9	Moderate
Wampler St (L)	Warren St (L)	D	4	LL - 0.71	75% - 4	2.9	Moderate
Water St (L)	8th St (L)	D	4	LL - 0.71	70% - 4	2.9	Moderate
Water St (L)	9th St (L)	D	4	LL - 0.71	75% - 4	2.9	Moderate
Wayne St (L)	Jefferson Ave (L)	D	4	LL - 0.71	75% - 4	2.9	Moderate
5th St (M)	Main St (M)	D	4	MM - 3.57	0% - 1	2.85	Regular
Benton St (M)	Canal St (M)	D	4	MM - 3.57	15% - 1	2.85	Regular
Denver Pike (C)	Harrison Ave (C)	D	4	CC - 2.14	0% - 1	2.85	Regular
Mexico Rd/Broadway (C)	US24 (P)	D	4	PC - 3.57	0% - 1	2.85	Regular
Wallace Ave (M)	Riverside Dr (M)	D	4	MM - 3.57	10% - 1	2.85	Regular
Armstrong Ave (C)	Erwin St (L)	D	4	CL - 1.43	50% - 3	2.81	Regular
Armstrong Ave (C)	Spring St (L)	D	4	CL - 1.43	60% - 3	2.81	Regular
Brownell St (L)	7th St (C)	B	2	CL - 1.43	80% - 5	2.81	Regular
Cass St (L)	7th St (C)	B	2	CL - 1.43	90% - 5	2.81	Regular
Cass St (L)	Canal St (C)	D	4	CL - 1.43	50% - 3	2.81	Regular
Clay St (C)	5th St (L)	B	2	CL - 1.43	100% - 5	2.81	Regular
Fremont St (L)	7th St (C)	B	2	CL - 1.43	90% - 5	2.81	Regular
Hood St (C)	2nd St (L)	C	3	CL - 1.43	70% - 4	2.81	Regular
Hood St (C)	3rd St (L)	B	2	CL - 1.43	90% - 5	2.81	Regular
Hood St (C)	5th St (L)	B	2	CL - 1.43	90% - 5	2.81	Regular
Hood St (C)	6th St (L)	B	2	CL - 1.43	95% - 5	2.81	Regular
Huntington St (L)	Ewing St (C)	C	3	CL - 1.43	80% - 4	2.81	Regular
May St (L)	Jackson Ave (C)	D	4	CL - 1.43	50% - 3	2.81	Regular
Miami St (C)	5th St (L)	B	2	CL - 1.43	100% - 5	2.81	Regular
Miami St (C)	6th St (L)	B	2	CL - 1.43	100% - 5	2.81	Regular
Ruth St (L)	Jackson Ave (C)	D	4	CL - 1.43	55% - 3	2.81	Regular
Ruth St (L)	Washington Ave (C)	D	4	CL - 1.43	45% - 3	2.81	Regular
Smith St (C)	Monroe Ave (L)	D	4	CL - 1.43	50% - 3	2.81	Regular
Wabash St (C)	3rd St (L)	B	2	CL - 1.43	100% - 5	2.81	Regular

Water St (C)	Jefferson Ave (L)	D	4	CL - 1.43	50% - 3	2.81	Regular
Water St (C)	Madison Ave (L)	D	4	CL - 1.43	55% - 3	2.81	Regular
Benton St (M)	2nd St (L)	D	4	ML - 2.14	30% - 2	2.71	Regular
Court St (L)	Main St (M)	A	1	ML - 2.14	100% - 5	2.71	Regular
Darrow St (L)	Boulevard (M)	D	4	ML - 2.14	40% - 2	2.71	Regular
Kelly Ave (L)	Main St (M)	D	4	ML - 2.14	30% - 2	2.71	Regular
Miami St (C)	Canal St (C)	C	3	CC - 2.14	45% - 3	2.71	Regular
Smith St (C)	Washington Ave (C)	D	4	CC - 2.14	25% - 2	2.71	Regular
Walnut St (L)	Main St (M)	A	1	ML - 2.14	100% - 5	2.71	Regular
Benton St/SR19 (P)	6th St (L)	A	1	PL - 2.86	75% - 4	2.62	Regular
Broadway (P)	10th St (L)	A	1	PL - 2.86	65% - 4	2.62	Regular
Broadway (P)	Adams Ave (L)	D	4	PL - 2.86	15% - 1	2.62	Regular
Broadway (P)	Jefferson Ave (L)	D	4	PL - 2.86	0% - 1	2.62	Regular
Broadway (P)	Madison Ave (L)	D	4	PL - 2.86	0% - 1	2.62	Regular
Broadway (P)	Roxy Ln (L)	D	4	PL - 2.86	0% - 1	2.62	Regular
Broadway (P)	Shields Ave (L)	D	4	PL - 2.86	0% - 1	2.62	Regular
Broadway (P)	Thorpe Dr (L)	D	4	PL - 2.86	0% - 1	2.62	Regular
Broadway/SR19 (P)	Abraham Ln (L)	D	4	PL - 2.86	0% - 1	2.62	Regular
Broadway/SR19 (P)	Bobtail Pike (L)	D	4	PL - 2.86	0% - 1	2.62	Regular
Broadway/SR19 (P)	Cory Ave (L)	D	4	PL - 2.86	0% - 1	2.62	Regular
Broadway/SR19 (P)	Crume St (L)	D	4	PL - 2.86	0% - 1	2.62	Regular
Broadway/SR19 (P)	German St (L)	D	4	PL - 2.86	0% - 1	2.62	Regular
Broadway/SR19 (P)	Old Broadway (L)	A	1	PL - 2.86	75% - 4	2.62	Regular
Broadway/SR19 (P)	York St (L)	D	4	PL - 2.86	0% - 1	2.62	Regular
Chili Ave/SR19 (P)	Life Rd (L)	D	4	PL - 2.86	0% - 1	2.62	Regular
Chili Ave/SR19 (P)	Madison Ave (L)	A	1	PL - 2.86	60% - 4	2.62	Regular
Duke St (C)	Boulevard (M)	D	4	MC - 2.86	0% - 1	2.62	Regular
Brownell St (L)	2nd St (L)	D	4	LL - 0.71	50% - 3	2.57	Regular
Cass St (L)	2nd St (L)	C	3	LL - 0.71	80% - 4	2.57	Regular
Chestnut St (L)	2nd St (L)	D	4	LL - 0.71	50% - 3	2.57	Regular
Clay St (L)	8th St (L)	D	4	LL - 0.71	50% - 3	2.57	Regular
Court St (L)	5th St (L)	B	2	LL - 0.71	100% - 5	2.57	Regular
Forest St (L)	5th St (L)	D	4	LL - 0.71	50% - 3	2.57	Regular

Fremont St (L)	2nd St (L)	C	3	LL - 0.71	80% - 4	2.57	Regular
Fremont St (L)	9th St (L)	D	4	LL - 0.71	50% - 3	2.57	Regular
Garfield St (L)	3rd St (L)	D	4	LL - 0.71	50% - 3	2.57	Regular
Garfield St (L)	Jefferson Ave (L)	D	4	LL - 0.71	50% - 3	2.57	Regular
Garfield St (L)	Madison Ave (L)	D	4	LL - 0.71	50% - 3	2.57	Regular
Garfield St (L)	Monroe Ave (L)	D	4	LL - 0.71	50% - 3	2.57	Regular
Garfield St (L)	Van Buren Ave (L)	D	4	LL - 0.71	50% - 3	2.57	Regular
Holland St (L)	2nd St (L)	D	4	LL - 0.71	50% - 3	2.57	Regular
Holman St (L)	2nd St (L)	C	3	LL - 0.71	75% - 4	2.57	Regular
Lafayette St (L)	9th St (L)	D	4	LL - 0.71	45% - 3	2.57	Regular
Lee St (L)	5th St (L)	D	4	LL - 0.71	50% - 3	2.57	Regular
Lee St (L)	Jackson Ave (L)	D	4	LL - 0.71	50% - 3	2.57	Regular
Lee St (L)	Jefferson Ave (L)	D	4	LL - 0.71	50% - 3	2.57	Regular
Lee St (L)	Madison Ave (L)	D	4	LL - 0.71	50% - 3	2.57	Regular
Lee St (L)	Monroe Ave (L)	D	4	LL - 0.71	50% - 3	2.57	Regular
Lee St (L)	Van Buren Ave (L)	D	4	LL - 0.71	50% - 3	2.57	Regular
May St (L)	Adams Ave (L)	D	4	LL - 0.71	50% - 3	2.57	Regular
May St (L)	Monroe Ave (L)	D	4	LL - 0.71	50% - 3	2.57	Regular
Old Broadway (L)	Mckinstry Ave (L)	D	4	LL - 0.71	50% - 3	2.57	Regular
Olive St (L)	Jackson Ave (L)	D	4	LL - 0.71	45% - 3	2.57	Regular
Olive St (L)	Madison Ave (L)	D	4	LL - 0.71	45% - 3	2.57	Regular
Olive St (L)	Monroe Ave (L)	D	4	LL - 0.71	50% - 3	2.57	Regular
Olive St (L)	Van Buren Ave (L)	D	4	LL - 0.71	50% - 3	2.57	Regular
Orchid Pl (L)	Magnolia Dr (L)	D	4	LL - 0.71	50% - 3	2.57	Regular
Orchid Pl (L)	Rosewood Dr (L)	C	3	LL - 0.71	75% - 4	2.57	Regular
Pine St (L)	Jackson Ave (L)	D	4	LL - 0.71	50% - 3	2.57	Regular
Pine St (L)	Monroe Ave (L)	D	4	LL - 0.71	50% - 3	2.57	Regular
Pine St (L)	Van Buren Ave (L)	D	4	LL - 0.71	50% - 3	2.57	Regular
Ruth St (L)	Adams Ave (L)	D	4	LL - 0.71	50% - 3	2.57	Regular
Ruth St (L)	Hoover Ave (L)	D	4	LL - 0.71	50% - 3	2.57	Regular
Ruth St (L)	Jefferson Ave (L)	D	4	LL - 0.71	45% - 3	2.57	Regular
Ruth St (L)	Madison Ave (L)	D	4	LL - 0.71	50% - 3	2.57	Regular
Wabash St (L)	5th St (L)	B	2	LL - 0.71	90% - 5	2.57	Regular

Wabash St (L)	6th St (L)	B	2	LL - 0.71	100% - 5	2.57	Regular
Water St (L)	Carbon Ave (L)	D	4	LL - 0.71	55% - 3	2.57	Regular
Wayne St (L)	8th St (L)	D	4	LL - 0.71	50% - 3	2.57	Regular
Wayne St (L)	Jackson Ave (L)	D	4	LL - 0.71	45% - 3	2.57	Regular
William St (L)	10th St (L)	D	4	LL - 0.71	50% - 3	2.57	Regular
Coles Ln (L)	Riverside Dr (C)	D	4	CL - 1.43	25% - 2	2.47	Low
Duke St (C)	12th St (L)	D	4	CL - 1.43	40% - 2	2.47	Low
Duke St (C)	13th St (L)	D	4	CL - 1.43	40% - 2	2.47	Low
Duke St (C)	14th St (L)	D	4	CL - 1.43	40% - 2	2.47	Low
Duke St (C)	Oak St (L)	D	4	CL - 1.43	40% - 2	2.47	Low
Huntington St (L)	Canal St (C)	D	4	CL - 1.43	30% - 2	2.47	Low
Smith St (C)	Madison Ave (L)	D	4	CL - 1.43	30% - 2	2.47	Low
Water St (C)	Jackson Ave (L)	D	4	CL - 1.43	25% - 2	2.47	Low
Water St (C)	Van Buren Ave (L)	D	4	CL - 1.43	30% - 2	2.47	Low
Water St (L)	Canal St (C)	D	4	CL - 1.43	30% - 2	2.47	Low
Ash St (L)	Main St (M)	D	4	ML - 2.14	10% - 1	2.38	Low
Clay St (L)	Washington Ave (M)	D	4	ML - 2.14	0% - 1	2.38	Low
Denver St (L)	Washington Ave (M)	D	4	ML - 2.14	10% - 1	2.38	Low
East St (L)	Main St (M)	D	4	ML - 2.14	10% - 1	2.38	Low
Erie St (L)	Main St (M)	A	1	ML - 2.14	60% - 4	2.38	Low
Forest St (L)	Main St (M)	A	1	ML - 2.14	75% - 4	2.38	Low
Grant St (M)	9th St (L)	B	2	ML - 2.14	55% - 3	2.38	Low
Hay Ave (L)	Washington Ave (M)	D	4	ML - 2.14	0% - 1	2.38	Low
Huntington St (L)	Riverside Dr (M)	D	4	ML - 2.14	15% - 1	2.38	Low
Kelly Ave (C)	5th St (S) (C)	D	4	CC - 2.14	0% - 1	2.38	Low
Wallace Ave (M)	Cory Ave (L)	D	4	ML - 2.14	0% - 1	2.38	Low
Wallace Ave (M)	Fuller Ave (L)	D	4	ML - 2.14	0% - 1	2.38	Low
Wallace Ave (M)	Graham Ave (L)	D	4	ML - 2.14	0% - 1	2.38	Low
Wallace Ave (M)	Spring St (L)	D	4	ML - 2.14	0% - 1	2.38	Low
Water St (C)	Harrison Ave (C)	D	4	CC - 2.14	0% - 1	2.38	Low
Broadway (P)	Albert St (L)	B	2	PL - 2.86	40% - 2	2.28	Low
Fulton Ave (L)	Chili Ave/SR19 (P)	A	1	PL - 2.86	45% - 3	2.28	Low
2nd St (L)	Canal St (L)	D	4	LL - 0.71	40% - 2	2.23	Low

Ash St (L)	5th St (L)	D	4	LL - 0.71	40% - 2	2.23	Low
Cass St (L)	8th St (L)	D	4	LL - 0.71	30% - 2	2.23	Low
Forest St (L)	3rd St (L)	A	1	LL - 0.71	100% - 5	2.23	Low
Fremont St (L)	12th St/Logan (L)	A	1	LL - 0.71	100% - 5	2.23	Low
Garfield St (L)	Harrison Ave (L)	D	4	LL - 0.71	20% - 2	2.23	Low
Garfield St (L)	Jackson Ave (L)	D	4	LL - 0.71	30% - 2	2.23	Low
Garfield St (L)	Tyler Ave (L)	D	4	LL - 0.71	30% - 2	2.23	Low
Holman St (L)	Canal St (L)	D	4	LL - 0.71	30% - 2	2.23	Low
James St (L)	Mckinstry Ave (L)	D	4	LL - 0.71	30% - 2	2.23	Low
Lafayette St (L)	Canal St (L)	D	4	LL - 0.71	30% - 2	2.23	Low
Lindy St (L)	Harrison Ave (L)	D	4	LL - 0.71	25% - 2	2.23	Low
Lindy St (L)	Jackson Ave (L)	D	4	LL - 0.71	25% - 2	2.23	Low
Lindy St (L)	Madison Ave (L)	D	4	LL - 0.71	30% - 2	2.23	Low
Lindy St (L)	Van Buren Ave (L)	D	4	LL - 0.71	25% - 2	2.23	Low
May St (L)	Jefferson Ave (L)	D	4	LL - 0.71	30% - 2	2.23	Low
May St (L)	Madison Ave (L)	D	4	LL - 0.71	40% - 2	2.23	Low
May St (L)	Van Buren Ave (L)	D	4	LL - 0.71	35% - 2	2.23	Low
Miami St (L)	8th St (L)	D	4	LL - 0.71	25% - 2	2.23	Low
Olive St (L)	Jefferson Ave (L)	D	4	LL - 0.71	25% - 2	2.23	Low
Oliver St (L)	George St (L)	D	4	LL - 0.71	25% - 2	2.23	Low
Osprey Dr (L)	Sycamore Trl (L)	A	1	LL - 0.71	100% - 5	2.23	Low
Park Ave (L)	3rd St (L)	D	4	LL - 0.71	40% - 2	2.23	Low
Pine St (L)	Jefferson Ave (L)	D	4	LL - 0.71	35% - 2	2.23	Low
Pine St (L)	Madison Ave (L)	D	4	LL - 0.71	35% - 2	2.23	Low
Riverbirch Ln (E) (L)	Sycamore Trl (L)	A	1	LL - 0.71	100% - 5	2.23	Low
Riverbirch Ln (W) (L)	Sycamore Trl (L)	A	1	LL - 0.71	100% - 5	2.23	Low
Runyan St (L)	13th St (L)	C	3	LL - 0.71	50% - 3	2.23	Low
Ruth St (L)	Harrison Ave (L)	D	4	LL - 0.71	35% - 2	2.23	Low
Ruth St (L)	Monroe Ave (L)	C	3	LL - 0.71	50% - 3	2.23	Low
Ruth St (L)	Van Buren Ave (L)	D	4	LL - 0.71	35% - 2	2.23	Low
Sullivan Ln (L)	Warren St (L)	D	4	LL - 0.71	30% - 2	2.23	Low
Sycamore Trl (L)	Red Oak Dr (L)	A	1	LL - 0.71	100% - 5	2.23	Low

Wabash St (L)	Franklin St (L)	D	4	LL - 0.71	25% - 2	2.23	Low
Wabash St (L)	Warren St (L)	D	4	LL - 0.71	45% - 2	2.23	Low
Wayne St (L)	9th St (L)	C	3	LL - 0.71	45% - 3	2.23	Low
Wayne St (L)	Loveland Ave (L)	D	4	LL - 0.71	30% - 2	2.23	Low
Wayne St (L)	Van Buren Ave (L)	D	4	LL - 0.71	35% - 2	2.23	Low
Bus 31 (M)	Main St (M)	A	1	MM - 3.57	30% - 2	2.19	Low
Armstrong Ave (C)	Franklin St (L)	D	4	CL - 1.43	12.5% - 1	2.14	Low
Boulevard (C)	Rose St (L)	D	4	CL - 1.43	0% - 1	2.14	Low
Brownell St (L)	Canal St (C)	D	4	CL - 1.43	0% - 1	2.14	Low
Chestnut St (L)	7th St (C)	D	4	CL - 1.43	10% - 1	2.14	Low
Clay St (L)	Canal St (C)	D	4	CL - 1.43	20% - 1	2.14	Low
Denver St (L)	Harrison Ave (C)	D	4	CL - 1.43	10% - 1	2.14	Low
Duke St (C)	10th St (L)	D	4	CL - 1.43	0% - 1	2.14	Low
Duke St (C)	11th St (L)	D	4	CL - 1.43	0% - 1	2.14	Low
Duke St (C)	15th St (L)	D	4	CL - 1.43	20% 1	2.14	Low
Forest Ave (L)	Blair Pike Rd (C)	D	4	CL - 1.43	0% - 1	2.14	Low
Kelly Ave (C)	5th St (N) (L)	D	4	CL - 1.43	0% - 1	2.14	Low
Kelly Ave (C)	6th St (L)	D	4	CL - 1.43	0% - 1	2.14	Low
Mexico Rd (C)	Lovers Ln (L)	D	4	CL - 1.43	0% - 1	2.14	Low
Mexico Rd (C)	Ridgeview Dr (L)	D	4	CL - 1.43	0% - 1	2.14	Low
Sewage Plant Rd (L)	Riverside Dr (C)	D	4	CL - 1.43	0% - 1	2.14	Low
Smith St (C)	Jefferson Ave (L)	D	4	CL - 1.43	10% - 1	2.14	Low
Duke St (C)	Blair Pike Rd (C)	D	4	CC - 2.14	0% - 1	2.04	Low
Sullivan Ln (L)	Riverside Dr (M)	A	1	ML - 2.14	50% - 3	2.04	Low
Wabash St (L)	Riverside Dr (M)	A	1	ML - 2.14	50% - 3	2.04	Low
Broadway (P)	Bayless St (L)	A	1	PL - 2.86	20% - 2	1.95	Inessential
Chili Ave/SR19 (P)	Monroe Ave (L)	A	1	PL - 2.86	20% - 2	1.95	Inessential
100 E (L)	Bobtail Dr (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
150 E (L)	Cherry Ln (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Ash St (L)	6th St (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Ash St (L)	Jackson Ave (L)	D	4	LL - 0.71	10% - 1	1.9	Inessential
Ash St (L)	Madison Ave (L)	D	4	LL - 0.71	10% - 1	1.9	Inessential



Ash St (L)	Monroe Ave (L)	D	4	LL - 0.71	15% - 1	1.9	Inessential
Ash St (L)	Van Buren Ave (L)	D	4	LL - 0.71	10% - 1	1.9	Inessential
Bobtail Ct (L)	Bobtail Dr (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Bobtail Pike (L)	Abraham Ln (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Chestnut St (L)	Canal St (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Circle Dr (L)	Delores Ave (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Circle Dr (L)	Jean Ave (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Clay St (L)	Madison Ave (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Coles Ln (L)	Elizabeth St (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Coles Ln (L)	Warren St (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Darrow St (L)	Hill Rd (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Davenport Ave (L)	Madison Ave (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Davenport Ave (L)	Monroe Ave (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Davenport Ave (L)	Shields Ave (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Davenport Ave (L)	Thorpe Dr (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Denver St (L)	Adams Ave (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Denver St (L)	Jackson Ave (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Denver St (L)	Jefferson Ave (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Denver St (L)	Madison Ave (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Denver St (L)	Monroe Ave (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Denver St (L)	Van Buren Ave (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Division St (L)	10th St (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
East St (L)	3rd St (L)	D	4	LL - 0.71	10% - 1	1.9	Inessential
East St (L)	2nd St (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Elizabeth St (L)	Franklin St (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Elizabeth St (L)	Warren St (L)	D	4	LL - 0.71	15% - 1	1.9	Inessential
Elm St (L)	9th St (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Elm St (L)	Daniel St (L)	D	4	LL - 0.71	10% - 1	1.9	Inessential
Erie St (L)	3rd St (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Forest St (L)	2nd St (L)	A	1	LL - 0.71	65% - 4	1.9	Inessential
Fulton Ave (L)	Harrison Ave (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Fulton Ave (L)	Tyler Ave (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Fulton Ave (L)	Van Buren Ave (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential

Garfield St (L)	6th St (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Hay Ave (L)	Adams Ave (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Hay Ave (L)	Jefferson Ave (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Hay Ave (L)	Madison Ave (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Hay Ave (L)	Monroe Ave (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Hay Ave (L)	Shields Ave (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Hay Ave (L)	Thorpe Dr (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Industrial Pkwy (L)	Life Rd (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Industrial Pkwy (L)	Lovers Ln (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
James St (L)	Graham Ave (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Jean Ave (L)	Delores Ave (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Jean Ave (L)	Jean Ave (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Lee St (L)	6th St (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Lee St (L)	Harrison Ave (L)	D	4	LL - 0.71	10% - 1	1.9	Inessential
Lee St (L)	Tyler Ave (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Lincoln St (L)	Canal St (L)	D	4	LL - 0.71	15% - 1	1.9	Inessential
Lindy St (L)	Jefferson Ave (L)	D	4	LL - 0.71	15% - 1	1.9	Inessential
Lindy St (L)	Monroe Ave (L)	D	4	LL - 0.71	15% - 1	1.9	Inessential
Lindy St (L)	Tyler Ave (L)	D	4	LL - 0.71	15% - 1	1.9	Inessential
Longview Dr (E) (L)	14th St (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Longview Dr (W) (L)	14th St (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Lovers Ln (L)	Industrial Pkwy (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Maple St (L)	Buckeye Ave (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Matilda St (L)	10th St (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Matilda St (L)	Rose St (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Miami St (L)	Bayless St (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Old Broadway (L)	York Aly (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Olive St (L)	Harrison Ave (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Oliver St (L)	Albert St (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Oliver St (L)	Logan St (L)	A	1	LL - 0.71	80% - 4	1.9	Inessential
Park Ave (L)	2nd St (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Park Ave (L)	Buckeye Ave (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential

Park Ave (L)	City Park Ln (N) (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Park Ave (L)	City Park Ln (S) (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Park Dr (L)	German St (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Pine St (L)	Harrison Ave (L)	D	4	LL - 0.71	15% - 1	1.9	Inessential
Pine St (L)	Industrial Pkwy (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Pine St (L)	Life Rd (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Pine St (L)	Tyler Ave (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Smith St (C)	Adams Ave (L)	D	4	LL - 0.71	15% - 1	1.9	Inessential
Smith St (L)	6th St (N) (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Smith St (L)	6th St (S) (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Smith St (L)	Harrison Ave (L)	D	4	LL - 0.71	10% - 1	1.9	Inessential
Smith St (L)	Van Buren Ave (L)	D	4	LL - 0.71	10% - 1	1.9	Inessential
Sullivan Ln (L)	Franklin St (L)	D	4	LL - 0.71	15% - 1	1.9	Inessential
Sullivan Ln (L)	Spring St (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Sunnyside Dr (L)	Graham Ave (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Tippecanoe St (L)	9th St (L)	C	3	LL - 0.71	20% - 2	1.9	Inessential
Walnut St (L)	Canal St (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Wampler St (L)	Spring St (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Water St (L)	Tyler Ave (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Wayne St (L)	Carbon Ave (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Wayne St (L)	Harrison Ave (L)	D	4	LL - 0.71	5% - 1	1.9	Inessential
Wayne St (L)	Monroe Ave (L)	C	3	LL - 0.71	25% - 2	1.9	Inessential
Wayne St (L)	Tyler Ave (L)	D	4	LL - 0.71	5% - 1	1.9	Inessential
Wilson St (L)	Cory Ave (L)	D	4	LL - 0.71	15% - 1	1.9	Inessential
Wilson St (L)	Crume St (L)	D	4	LL - 0.71	5% - 1	1.9	Inessential
Wilson St (L)	Fuller Ave (L)	D	4	LL - 0.71	15% - 1	1.9	Inessential
Wilson St (L)	Graham Ave (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Wilson St (L)	Mckinstry Ave (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
York St (L)	German St (L)	D	4	LL - 0.71	0% - 1	1.9	Inessential
Chili Ave/SR19 (P)	Jackson Ave (C)	A	1	PC - 3.57	10% - 1	1.85	Inessential
Wampler St (L)	Strawtown Pk (M)	A	1	ML - 2.14	35% - 2	1.71	Inessential
Chili Ave/SR19 (P)	Harrison Ave (L)	A	1	PL - 2.86	5% - 1	1.62	Inessential
Chili Ave/SR19 (P)	Van Buren Ave (L)	A	1	PL - 2.86	15% - 1	1.62	Inessential

Darrow St (L)	Logan St (L)	A	1	LL - 0.71	50% - 3	1.57	Inessential
Maple St (L)	Sycamore Trl (L)	A	1	LL - 0.71	50% - 3	1.57	Inessential
Osprey Dr (L)	Canal St (L)	A	1	LL - 0.71	50% - 3	1.57	Inessential
Maple St (L)	2nd St (L)	A	1	LL - 0.71	35% - 2	1.23	Inessential
Sycamore Trl (L)	Canal St (L)	A	1	LL - 0.71	25% - 2	1.23	Inessential

## APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

- (1) **Compliance with Regulations:** The contractor shall comply with the Regulation relative to nondiscrimination in Federally-assisted programs of the Department of Transportation (hereinafter, "DOT") Title 49, Code of Federal Regulations, Part 21, and the Federal Highway Administration (hereinafter "FHWA") Title 23, Code of Federal Regulations, Part 200 as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.
- (2) **Nondiscrimination:** The Contractor, with regard to the work performed by it during the contract, shall not discriminate on the grounds of religion, race, color, national origin, sex, sexual orientation, gender identity, age, disability/handicap and low income in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by 49 CFR, section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.
- (3) **Solicitations for Subcontractors, Including Procurements of Materials and Equipment:** In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of religion, race, color, national origin, sex, sexual orientation, gender identity, age, disability/handicap and low income.
- (4) **Information and Reports:** The contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Indiana Department of Transportation (INDOT) or the FHWA to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information the contractor shall so certify to INDOT or the FHWA as appropriate, and shall set forth what efforts it has made to obtain the information.
- (5) **Sanctions for Noncompliance:** In the event of the contractor's noncompliance with the nondiscrimination provisions of this contract, INDOT shall impose such contract sanctions as it or the FHWA may determine to be appropriate, including, but not limited to:
  - (a.) withholding of payments to the contractor under the contract until the contractor complies, and/or
  - (b.) cancellation, termination or suspension of the contract, in whole or in part.

**(6) Incorporation of Provisions:** The contractor shall include the provisions of paragraphs (1) through (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto.

The contractor shall take such action with respect to any subcontract or procurement as INDOT or the FHWA may direct as a means of enforcing such provisions including sanctions for non-compliance: Provided, however, that, in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the contractor may request the Indiana Department of Transportation to enter into such litigation to protect the interests of the Indiana Department of Transportation and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

## APPENDIX B

A. The following clauses shall be included in any and all deeds effecting or recording the transfer of real property, structures or improvements thereon, or interest therein from the United States.

### **(GRANTING CLAUSE)**

NOW, THEREFORE, the Department of Transportation, as authorized by law, and upon the condition that the Indiana Department of Transportation will accept title to the lands and maintain the project constructed thereon, in accordance with Title 23, United States Code of Federal Regulations, the Regulations for the Administration of Federal-Aid Highway Programs and the policies and procedures prescribed by FHWA, also in accordance with and in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the Department of Transportation and Title 23 Code of Federal Regulations, Part 200, Title VI Program and Related Statutes (hereinafter referred to as the Regulations) pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. 2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto the *Indiana Department of Transportation* all the right, title and interest of the Department of Transportation in and to said lands described in Exhibit "A" attached hereto and made a part hereof.

### **(HABENDUM CLAUSE)**

TO HAVE AND TO HOLD said lands and interests therein unto the Indiana Department of Transportation and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and shall be binding on the Indiana Department of Transportation its successors and assigns.

The Indiana Department of Transportation, in consideration of the conveyance of said lands and interests in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, that (1) no person shall on the grounds of religion, race, color, national origin, sex, sexual orientation, gender identity, age, disability/handicap and low income be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on over or under such lands

hereby conveyed [,] [and)]<sup>1\*</sup> (2) that the Indiana Department of Transportation shall use the lands and interests in lands and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of -the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the Department of Transportation-Effectuation of Title VI of the Civil Rights Act of 1964, Title 23 Code of Federal Regulations, Part 200, Title VI Program and Related Statutes – Implementation and Review Procedures, and as said Regulations may be amended [,] and (3) that in the event of breach of any of the above-mentioned nondiscrimination conditions, the Department shall have a right to re-enter said lands and facilities on said land, and the above described land and facilities shall thereon revert to and vest in and become the absolute property of the Department of Transportation and its assigns as such interest existed prior to this instruction.\*

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<sup>1\*</sup> Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to effectuate the purposes of Title VI of the Civil Rights Act of 1964.



## APPENDIX C

The following clauses shall be included in all deeds, licenses, leases, permits, or similar instruments entered into by the Indiana Department of Transportation (INDOT) pursuant to the provisions of Assurance 7(a).

The (grantee, licensee, lessee, permittee, etc., as appropriate) for himself, his heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree [in the case of deeds and leases add "as a covenant running with the land"] that in the event facilities are constructed, maintained, or otherwise operated on the said property described in this (deed, license, lease, permit, etc.) for a purpose for which a Department of Transportation program or activity is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) shall maintain and operate such facilities and services in compliance with all other requirements imposed pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the Department of Transportation-Effectuation of Title VI of the Civil Rights Act of 1964, Title 23 Code of Federal Regulations, Part 200, Title VI Program and Related Statutes – Implementation and Review Procedures, and as said Regulations may be amended.

[Include in licenses, leases, permits, etc.]<sup>2\*</sup>

That in the event of breach of any of the above nondiscrimination covenants, INDOT shall have the right to terminate the [license, lease, permit, etc.] and to re-enter and repossess said land and the facilities thereon, and hold the same as if said [licenses, lease, permit, etc.] had never been made or issued.

[Include in deed.]\*

That in the event of breach of any of the above nondiscrimination covenants, Indiana Department of Transportation shall have the right to re-enter said lands and facilities thereon, and the above described lands and facilities shall thereupon revert to and vest in and become the absolute property of INDOT and its assigns.

The following shall be included in all deeds, licenses, leases, permits, or similar agreements entered into by INDOT pursuant to the provisions of Assurance 7(b).

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<sup>2\*</sup> Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to effectuate the purposes of Title VI of the Civil Rights Act of 1964.

The (grantee, licensee, lessee, permittee, etc., as appropriate) for himself, his personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds, and leases add "as a covenant running with the land") that (1) no person on the ground of religion, race, color, national origin, sex, sexual orientation, gender identity, age, disability/handicap and low income shall be excluded from participation in, denied the benefits of, or he otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over or under such land and the furnishing of services thereon, no person on the ground of religion, race, color, national origin, sex, sexual orientation, gender identity, age, disability/handicap and low income, shall be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permittee, etc.) shall use the premises in compliance with all other requirements imposed by or pursuant to Title 49, Code of Federal Regulations. Department of Transportation, Subtitle A, Office of the Secretary. Part 21, Nondiscrimination in Federally-assisted programs of the Department of Transportation-Effectuation of Title VI of the Civil Rights Act of 1964), Title 23 Code of Federal Regulations, Part 200, Title VI Program and Related Statutes – Implementation and Review Procedures, and as said Regulations may be amended.

[Include in licenses, leases, permits, etc.]\*

That in the event of breach of any of the above nondiscrimination covenants, INDOT shall have the right to terminate the [license, lease, permit, etc.] and to re-enter and repossess said land and the facilities thereon, and hold the same as if said [license, lease, permit, etc.] had never been made or issued.

[Include in deeds]<sup>3\*</sup>

That in the event of breach of any of the above nondiscrimination covenants, INDOT shall have the right to re-enter said land and facilities thereon, and the above described lands and facilities shall thereupon revert to and vest in and become the absolute property of INDOT and its assigns.

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<sup>3\*</sup> Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to effectuate the purposes of Title VI of the Civil Rights Act of 1964.

# ADA COMPLAINT LOG

<u>Case No.</u>	<u>Investigator</u>	<u>Complainant</u>	<u>Sub-recipient</u>	<u>Protected Category</u>	<u>Date Filed</u>	<u>Date of Final Report</u>	<u>Deposition</u>