PARKS & PUBLIC WORKS COUNCIL COMMITTEE & COMMITTEE OF THE WHOLE HYBRID MEETING

Tuesday, October 17, 2023, at 5:00 PM

Snoqualmie City Hall, 38624 SE River Street & Zoom

COMMITTEE MEMBERS
Chair: Ethan Benson
Councilmembers: Bryan Holloway and Jolyon Johnson

This meeting will be conducted in person and remotely using teleconferencing technology provided by Zoom.

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CALL TO ORDER & ROLL CALL

AGENDA APPROVAL

PUBLIC COMMENTS

MINUTES

1. Approval of minutes dated October 3, 2023

AGENDA BILLS

2. **AB22-127:** Adoption of the ADA Transition Plan

   Recommended Action: Adopt the City of Snoqualmie Public Right-of-Way American with Disabilities Act Transition Plan.

DISCUSSION

3. Community Center Presentation
4. CIP Presentation
5. Centennial Park Update
6. City Hall Stairs Update
7. Utility Rate Study Discussion
8. Sandy Cove Update
9. DIRECTOR REPORTS

1. Staffing
2. Project status

ADJOURNMENT

PARKS & PUBLIC WORKS COUNCIL COMMITTEE & COMMITTEE OF THE WHOLE HYBRID MEETING MINUTES OCTOBER 3, 2023

This meeting was conducted in person and remotely using teleconferencing technology provided by Zoom

CALL TO ORDER

Chair Ethan Benson called the meeting to order at 5:00 pm.

Committee Members: Councilmembers Ethan Benson, Bryan Holloway, and Jo Johnson (remote) were present.

Mayor Katherine Ross was also present.

City Staff:
Mike Chambless, Interim City Administrator; Deana Dean, City Clerk; Andrew Vining, Project Engineer; Jeff Hamlin, Interim Parks & Public Works Director; Nicole Wiebe, Community Liaison; Dylan Gamble Capital Projects Manager; Carson Hornsby, Management Analyst; and Andrew Jongekryg, IT Support.

AGENDA APPROVAL – The agenda was approved as presented.

PUBLIC COMMENTS – There was no public comment.

MINUTES

1. The minutes from the September 19, 2023, meeting were approved as presented.

AGENDA BILLS

2. **AB23-110**: Eagle Lake Water Reclamation Basin Improvements Amendment to RH2 Services Agreement. Andrew Vining, Project Engineer, spoke to this item indicating this would transition the project from design phase to the permitting phase for the new reclaimed water reservoir and update the reclaimed water system plan. Committee questions and comments followed. This item is approved to move forward at the October 9, 2023, Council meeting so long as Committee receives the additional information requested.

DISCUSSION

1. CIP Project Update. This matter was footed due to connectivity issues and then continued to the next committee meeting as the committee ran out of time.

2. The Line at Snoqualmie Point Park Update. Nicole Wiebe, Community Liaison, provided an update noting they opened the weekend of September 23-24, 2023. Response has been good with a steady stream of rentals, helping people with minor maintenance issues on their own bikes and in one

instance, helping with a major maintenance issue. Bike clinics and beginners practice to begin soon. Nicole will work with them on a trail map and potentially some artwork. Committee questions and comments followed.

3. Totem History and Sign Board. Nicole Wiebe, Community Liaison, provided an update on the pole via PowerPoint presentation. Public comment was provided by members of the Snoqualmie Tribe and a Snoqualmie community member. Discussion followed. Administration can have discussions with the Tribe and report back to Council with recommendations.

4. Solid Waste RFQ and Rate Increase. Carson Hornsby, Management Analyst, provided an update on the Waste Management rate increase and the pending RFQ to procure a new solid waste consultant.

5. Council Priority Tracker. This matter is continued to the next committee meeting as the committee ran out of time.

6. Community Center Update. This matter is continued to the next committee meeting as the committee ran out of time.

ADJOURNMENT - The meeting was adjourned at 5:59 pm.

Minutes taken by Deana Dean, City Clerk.
Recorded meeting audio is available on the City website after the meeting.
Minutes approved at the _____ Parks & Public Works Committee Meeting.

BUSINESS OF THE CITY COUNCIL
CITY OF SNOQUALMIE

AB23-127
October 23, 2023
Regular Business

AGENDA BILL INFORMATION

TITLE:	AB22-127: Adoption of the ADA Transition Plan	☐ Discussion Only ☒ Action Needed:
RECOMMENDED ACTION:	Adopt the City of Snoqualmie Public Right-of-Way American with Disabilities Act Transition Plan	☒ Motion ☐ Ordinance ☐ Resolution

DEPARTMENT:	Parks & Public Works	
STAFF:	Patrick Fry, Project Engineer	
COMMITTEE:	Parks & Public Works	Meeting Date: 10/17/2023
COUNCIL LIAISON:	Bryan Holloway Jo Johnson Ethan Benson	
EXHIBITS:	1. AB23-109x1a (Transition Plan) 2. AB23-109x1b (Appendix A: Federal & Washington State Regulations) 3. AB23-109x1c (Appendix B: Public Right-of-Way GIS Inv. & Prioritization) 4. AB23-109x1d (Appendix C: Public Notice Under the ADA) 5. AB23-109x1e (Appendix D: ADA Grievance Procedure) 6. AB23-109x1f (Appendix E: 2023 APS Policy) 7. AB23-109x1g (Appendix F: Public Engagement Strategy & Findings)	

AMOUNT OF EXPENDITURE	$ n/a
AMOUNT BUDGETED	$ n/a
APPROPRIATION REQUESTED	$ n/a

SUMMARY

SUMMARY STATEMENT

This Agenda Bill seeks to Adopt the City of Snoqualmie Public Right-of-Way (PROW) American with Disabilities Act (ADA) Transition Plan. An ADA Transition Plan is a City Adopted document that identifies accessibility barriers within the public right-of-way, describe methods to remove those barriers, outline a schedule for barrier removal, and identify a public official responsible to implement the plan.

The Snoqualmie specific ADA transition plan focuses on the public right-of-way facilities, specifically on curb ramps and Accessible Pedestrian Signals. Future updates to the plan will include sidewalks, driveway interfaces and parking.

BACKGROUND

The Americans with Disabilities Act (ADA) of 1990 is a civil rights statute (hereinafter referred to as the Act) that prohibits discrimination against people who have disabilities. There are five separate Titles (sections) of the Act relating to different aspects of potential discrimination. Title II of the Act specifically addresses the subject of making public services and public transportation accessible to those with disabilities. With the advent of the Act, designing and constructing facilities for public use that are not accessible by people with disabilities constitutes discrimination.

The Act applies to all facilities, including both facilities built before and after 1990. As a necessary step to a program access plan to provide accessibility under the ADA, state and local government, public entities or agencies are required to perform self-evaluations of their current facilities, relative the accessibility requirements of the ADA. The agencies are then required to develop a Program Access Plan, which can be called a Transition Plan, to address any deficiencies. The Plan is intended to achieve the following:

(1) identify physical obstacles that limit the accessibility of facilities to individuals with disabilities,
(2) describe the methods to be used to make the facilities accessible,
(3) provide a schedule for making the access modifications, and
(4) identify the public officials responsible for implementation of the Transition Plan.

The Plan is required to be updated periodically until all accessibility barriers are removed.

NEXT STEPS (FUTURE TASKS)

Adopt the City of Snoqualmie Public Right-of-Way American with Disabilities Act Transition Plan.

RECOMMENDED ACTION

Adopt the City of Snoqualmie Public Right-of-Way American with Disabilities Act Transition Plan.

City of Snoqualmie

Americans With Disabilities Act (ADA) Transition Plan for the Public Right-of-Way

Snoqualmie, WA

October 2023

Prepared by

Transportation Solutions

INNOVATIVE | PRACTICAL | EQUITABLE

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

ADA/504 Coordinator
The ADA/504 Coordinator is responsible for responding to grievances, complaints and other alleged ADA discrimination concerns, as well providing materials in alternative formats. Jeff Hamlin, Deputy Director of Parks and Public Works, is the City of Gig Snoqualmie's ADA/504 Coordinator and can be contacted at:

Phone: (425) 831-4919 ext. 3006
Washington Relay System: 7-1-1
E-mail: JHamlin@snoqualmiewa.gov
Mail: 38194 SE Mill Pond Road, P.O. Box 987, Snoqualmie, WA 98065

Acknowledgements

The City of Snoqualmie wishes to thank the organizations and individuals who contributed to this project. This was truly a collaborative venture that could not have happened without the input, creativity, and participation of many people. Thank you all.

Snoqualmie City Council

Katherine Ross, Mayor
Ethan Benson, Councilmember Position #1
Rob Wotton, Councilmember Position #2
Bryan Holloway, Councilmember Position #3
James Mayhew, Councilmember Position #4
Louis Washington, Councilmember Position #5
Cara Christenson, Councilmember Position #6
Jolyon Johnson, Councilmember Position #7

City of Snoqualmie Project Team

Patrick Fry, Project Engineer
Jeff Hamlin, Deputy Parks and Public Works Director
Michael Chambless, Parks and Public Works Director

Consultant Team - Transportation Solutions, Inc.

Victor Salemann, Principal
Kirk Harris, Project Engineer
Jennifer Salemann, Project Manager

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Appendix D – ADA Grievance Procedure

Appendix E – 2023 Accessible Pedestrian Signal (APS) Policy

Appendix F – Public Engagement Strategy and Findings

List of Abbreviations

ADA – American with Disabilities Act

ADA/504 – Americans With Disabilities Act/Section 504 of the Rehabilitation Act of 1973

APS – Accessible Pedestrian Signal

CFR – Code of Federal Regulations (United States)

DOJ – Department of Justice (United States)

DOT – Department of Transportation (United States)

DWS – Detectable Warning System

GIS – Geographic Information System

HAWK – High-Intensity Activated Crosswalk

LAG – Local Agency Guidelines (published by Washington State Department of Transportation)

NCHRP – National Cooperative Highways Research Program

PROWAG – Public Right of Way Accessibility Guidelines

RRFB – Rectangular Rapid Flashing Beacon

SR – State Route

USDOT – United States Department of Transportation

WSDOT – Washington State Department of Transportation

A. Introduction & Legal Requirements

The City of Snoqualmie is committed to removing barriers to accessibility in its public right-of-way facilities. To achieve this end, the City has completed a Public Right-of-Way Americans with Disabilities Act (ADA) Transition Plan.

This introduction summarizes the legal precedent for and the required components of an ADA Self-Evaluation and Transition Plan. It also provides an overview of the scope and organization of the City's Public Right-of-Way ADA Transition Plan with respect to these requirements.

A.1 Legal Precedent

The following federal laws and local Washington State guidelines informed the content and scope of this ADA Self-Evaluation and Transition Plan. See also Washington State Department of Transportation (WSDOT) Local Agency Guidelines Chapter 29 (June 2022).

A.1.1 Section 504 of the Rehabilitation Act (1973)

Section 504 of the Rehabilitation Act of 1973 states that no person with a disability shall be excluded from participation in, denied the benefits of, or be subjected to discrimination under any program or activity that receives Federal funding. This includes both transportation and non-transportation funding.

Section 504 extends to the entire operations of a recipient or subrecipient, regardless of the specific funding source of a particular operation. Section 504 Regulations (49 CFR Part 27.5) define a recipient as any public entity that receives Federal financial assistance from the United States Department of Transportation (USDOT) or its operating administrations either directly or through another recipient. An example of a recipient is WSDOT. An example of a subrecipient is a local agency receiving USDOT funds through WSDOT, for projects/programs/activities administered by the local agency.

A.1.2 American with Disabilities Act (ADA)

The *Americans with Disabilities Act* of 1990 is a civil rights statute that prohibits discrimination against people who have disabilities. There are five separate Titles, or sections, of the Act that cover different aspects of potential discrimination. These include:

- Title I – Employment
- Title II – Public Services and Transportation
- Title III – Public Accommodations
- Title IV – Telecommunications, and
- Title V – Miscellaneous

Title II of the Act specifically addresses the subject of making public services and public transportation accessible to those with disabilities. Designing and constructing facilities for public use that are not accessible by people with disabilities constitutes discrimination.

The ADA is mirrored after Section 504 but extends the reach of Federal accessibility laws to include those agencies that are not recipients or subrecipients of Federal funding. Title II (28 CFR Part 35) of the ADA specifically pertains to state and local governments.

The ADA applies to all facilities, including both facilities built before and after 1990. State and local government and public entities or agencies are required to perform self-evaluations of their current facilities relative to the accessibility requirements of the current ADA accessibility standards. The requirements of the ADA apply to all public entities or agencies, no matter the size. The transition plan formal procedures as outlined in 28 C.F.R. section 35.150 only governs those public entities with more than 50 employees.

A.2 Scope of ADA Transition Plan

The Federal requirements for preparing and implementing an ADA Transition Plan are outlined in specific code sections. Certain code sections also identify accessibility requirements for existing facilities, new construction, and alterations of existing facilities. In addition, WSDOT provides local agency guidelines on ADA Transition Plan content. These codes and guidelines utilized in preparing the City's ADA Self-Evaluation and Transition Plan as well as the steps undertaken to engage the public in the process are included for reference in **Appendix A**.

The City is undertaking this Plan in phases. The initial scope of the City's ADA Transition Plan includes curb ramps and accessible pedestrian signals within the City's public right-of-way and select administrative policies and procedures. Other City facilities and infrastructure in public right-of-way, City buildings and park facilities, and City programs, services and activities will be evaluated and added in future Phases of the City's ADA Transition Plan.

A.2.1 Federal ADA Transition Plan Requirements

Under Title II of the ADA, Section 28 CFR Part 35.150 (d) - Transition Plan outlines four requirements of an ADA Transition Plan. For full code text, see **Appendix A**.

- Identify physical obstacles in the public entity's facilities that limit the accessibility of its programs or activities to individuals with disabilities;
- Describe in detail the methods that will be used to make the facilities accessible;
- Specify the schedule for taking the steps necessary to achieve compliance with this section and, if the time period of the transition plan is longer than one (1) year, identify steps that will be taken during each year of the transition period; and
- Indicate the official responsible for implementation of the plan.

A.2.2 Federal Accessibility Requirements for Existing Facilities

Section 28 § 35.150 of Title II of the ADA identifies the accessibility requirements for existing facilities. For full code text, see **Appendix A**.

Of note is section 28 CFR § 35.150 Existing facilities (b) (2) (i) *Safe harbor*. Elements that have not been altered in existing facilities on or after March 15, 2012 and that comply with the corresponding technical and scoping specifications for those elements in either the 1991 Standards or in the Uniform Federal Accessibility Standards (UFAS), Appendix A to 41 CFR part

101-19.6 (July 1, 2002 ed.), 49 FR 31528, app. A (Aug. 7, 1984) are not required to be modified in order to comply with the requirements set forth in the 2010 Standards.

A.2.3 Federal Accessibility Requirements for New Construction or Alterations

Section 28 § 35.151 of Title II of the ADA identifies the accessibility requirements for new construction or alterations to existing facilities. For full code text, see **Appendix A**.

Of note is section 28 CFR § 35.151 New Construction and alterations, (b) (4) (ii) (C) *Safe Harbor*. If a public entity has constructed or altered required elements of a path of travel in accordance with the specifications in either the 1991 Standards or the Uniform Federal Accessibility Standards before March 15, 2012, the public entity is not required to retrofit such elements to reflect incremental changes in the 2010 Standards solely because of an alteration to a primary function area served by that path of travel.

A.2.4 Washington State Department of Transportation (WSDOT) Local Agency Guidelines

WSDOT's Local Agency Guidelines (LAG) Chapter 29 includes additional ADA Transition Plan items per Section 504 listed below. For full local agency guidelines text, see **Appendix A**.

- Designate an ADA/504 Coordinator
- Maintain Public Notice of ADA Provisions
- Adopt and publish Grievance Procedure
- Adopt an Accessible Pedestrian System (APS) Policy

A.3 Organization of Document

The National Cooperative Highway Research Program (NCHRP) No. 20-7 (232) ADA Transition Plans: *A Guide to Best Practices* (May 2009) report demonstrates how the federal ADA Transition Plan requirements give agencies flexibility on how to format their Transition Plans. The City of Snoqualmie is preparing its Public Right-of-Way Transition Plan in phases across multiple budget years. This first phase of the Transition Plan addresses these components related to accessibility barriers in the City's public right-of-way:

- Administrative Policies and Procedures
- Self-Evaluation and Compliance Activities to Date
- Barrier Prioritization & Removal Recommendations
- Barrier Removal Schedule and Costs
- Barrier Removal Financial Plan and Schedule

The remaining sections address:

- Public Engagement
- Future Actions to Maintain and Achieve Compliance
- Accessibility Guidelines, Standards, and Resources
- Appendices

B. Administrative Policies and Procedures

In 2023, Transportation Solutions, Inc., conducted a self-evaluation inventory of the City's existing ADA-related administrative policies and procedures identified in the WSDOT LAG Manual Chapter 29 Checklist (see **Appendix A**).

B.1 Official Responsible to Implement the ADA Transition Plan

The City has designed Jeff Hamlin, ADA/504 Coordinator/Deputy Director of Parks and Public Works as the official responsible to implement this Plan as part of this ADA Transition Plan; contact information is provided below and available on the City's ADA webpage here:

Jeff Hamlin, ADA Coordinator, Deputy Director of Parks and Public Works
P.O. Box 987, Snoqualmie, WA 98065
425-831-4919 x3006
Washington Telecommunication Relay Services: 7-1-1
Email: ADACoordinator@snoqualmiewa.gov

B.2 ADA/504 Coordinator

The City has designated Jeff Hamlin, ADA/504 Coordinator/Deputy Director of Parks Public Works, as part of this ADA Transition Plan; contact information is provided below and available on the City's ADA webpage here.

Jeff Hamlin, ADA Coordinator, Deputy Director of Parks and Public Works
P.O. Box 987, Snoqualmie, WA 98065
425-831-4919 x3006
Washington Telecommunication Relay Services: 7-1-1
Email: ADACoordinator@snoqualmiewa.gov

For questions regarding this ADA Transition Plan, the City has designated Patrick Fry as the City's Public Right-of-Way ADA Transition Plan Manager; contact information is provide below and available on the City's ADA Transition Plan webpage here:

Patrick Fry, Public Right-of-Way ADA Transition Plan Manager, Project Engineer
P.O. Box 987, Snoqualmie, WA 98065
425-861-4613
Washington Telecommunication Relay Services: 7-1-1
Email: PFry@snoqualmiewa.gov

B.3 Public Notice of ADA Provisions

The notice requirement applies to all state and local governments covered by Title II. The target audience for public notice includes anyone who may potentially interact with the agency and must be accessible to all. An effective notice states the basis of what the ADA requires of the public agency in clear, concise language and should include the name and contact information of the ADA Coordinator. It addresses the public agency's commitment to non-discrimination on the basis of disability and addresses the agency's associated policies regarding employment, effective communication, modifications to policies and procedures, provision of auxiliary aids, scope of the ADA, complaints, and provision of aid/services at no additional cost. The U.S. Department of Justice's ADA Best Practices Tool Kit for Local and State Governments provides a template ADA Notice for use by public agencies.

The City has publicly posted its Public Notice of ADA Provisions as part of this ADA Transition Plan; the public notice is posted on the City's webpage here and is provided in **Appendix C**.

B.4 ADA Grievance Procedure

The City has publicly posted its ADA Grievance Procedure and established an ADA Complaint Record as part of this ADA Transition Plan; the Grievance Procedure is posted on the City's webpage here and is provided in **Appendix D**.

B.5 Accessible Pedestrian Signal (APS) Policy

The City established an APS Policy as part of this ADA Transition Plan; the APS Policy is provided in **Appendix E**.

C. Public Right-of-Way

This chapter describes the City's efforts to address public right-of-way ADA barriers according to the following steps:

- Self-Evaluation and Compliance Activities to Date
- Barrier Prioritization and Removal Recommendations
- Barrier Removal Schedule and Costs
- Barrier Removal Financial Plan and Schedule

This ADA Transition Plan focuses on curb ramps and accessible pedestrian system features. Other public right-of-way facilities, such as sidewalks, driveway interface with sidewalks and accessible parking will be covered in future updates to this ADA Transition Plan.

C.1 Public Right of Way Self-Evaluation and Compliance Activities to Date

In 2023, field evaluations were performed to collect current condition and ADA-compliance information for all curb ramps and accessible pedestrian signal features within City limits. Curb ramps were at signalized intersections, unsignalized intersections, mid-block crossings, and at marked and unmarked crosswalks. Accessible pedestrian pushbuttons and other accessible pedestrian system features were evaluated at all signalized intersections, pedestrian actuated high-intensity activated crosswalk (HAWK) crossings, and at pedestrian actuated rapid rectangular flashing beacon (RRFB) crossings. For inventory documentation, see **Appendix B1**.

The City also has a long-standing practice of upgrading its public right-of-way facilities to current ADA-compliant standards as part of its capital projects, including over 90 curb ramps built to PROWAG standards in the residential neighborhoods east and west of SR 202 in Downtown Snoqualmie:

- Intersections with newly ADA-compliant ramps:
  - Cedar Street/SE Fir Street/Pine Avenue SE – 10 ramps
  - SE King Street/Maple Avenue SE/Olmstead Avenue – 7 ramps
  - SE King Street/Silva Avenue SE – 8 ramps
  - SE River Street/Maple Avenue SE/Doone Avenue SE – 3 ramps
  - SE Alpha Street/Euclid Place SE – 8 ramps
- Corridors with newly ADA-compliant ramps:
  - SE Newton Street – 19 ramps
  - Schusman Avenue SE – 18 ramps
  - Meadowbrook Way SE– 18 ramps

C.1.1 Curb Ramp Inventory

In 2023, field evaluations were performed to collect data on the City's existing curb ramp assets. Individual ramps were geo-located with geographic information system (GIS) mapping

software. Collected field attributes included ramp width, presence of a detectable warning surface, ramp type, running slope, cross slope, landing, additional notes, and a photo.

Each ramp was assigned an ADA compliance status of “Yes” (ADA-compliant) or “No” (not ADA-compliant). If one field attribute was not compliant, the curb ramp was assigned a “No” ADA compliance status and is considered an ADA barrier.

Each ramp was also assigned a condition (Fair/Better, Poor, Very Poor, or Missing) and an associated grade (A, B, C or D). The condition and grade provide a more nuanced understanding of the City’s existing curb ramp inventory. A curb ramp can be functional (i.e. usable) even if it is not ADA-compliant. The condition and grade are explained further in **Section C.2**.

See collected and assigned attribute data in **Table C-1 and Appendix B1.**

Table C-1. Curb Ramp Inventory Data Fields and Attributes Collected in 2023

No	Field	Attribute
1	Curb Ramp ID	Number
2	Condition	Fair or Better
		Poor
		Very Poor
		Missing (needed but does not exist)
3	Ramp Width (unobstructed and excluding flares, in inches)	60” or greater
		48” to > 60”
		36" to > 48"
		Less than 36"
4	DWS (Detectable Warning Surface)	Compliant (Truncated Domes with Contrasting Color)
		Old Standard (Diamond/Exposed Aggregate)
		No DWS (Non-Compliant)
5	Ramp Type	Perpendicular (Triangular wings)
		Parallel
		Combination
		Single-Direction Parallel
		Diagonally-Oriented Parallel
		Blended Transition
		Unknown
6	Running slope	Up to or equal to 8.3%
		More than 8.3%
7	Cross slope	Up to or equal to 2%
		More than 2%
8	Landing	4 x 4 feet or greater
		Less than 4 x 4 feet
9	Notes	As needed

No	Field	Attribute
10	Attachments	Photo attached as .jpg
11	Grade	A
		B
		C
		D
12	ADA Compliant	Yes
		No

Of the City's total 1,343 ramps, 854 ramps (63.6%) are not ADA-compliant with current 2010 ADA standards. See **Table C-2** and **Figure C-1**.

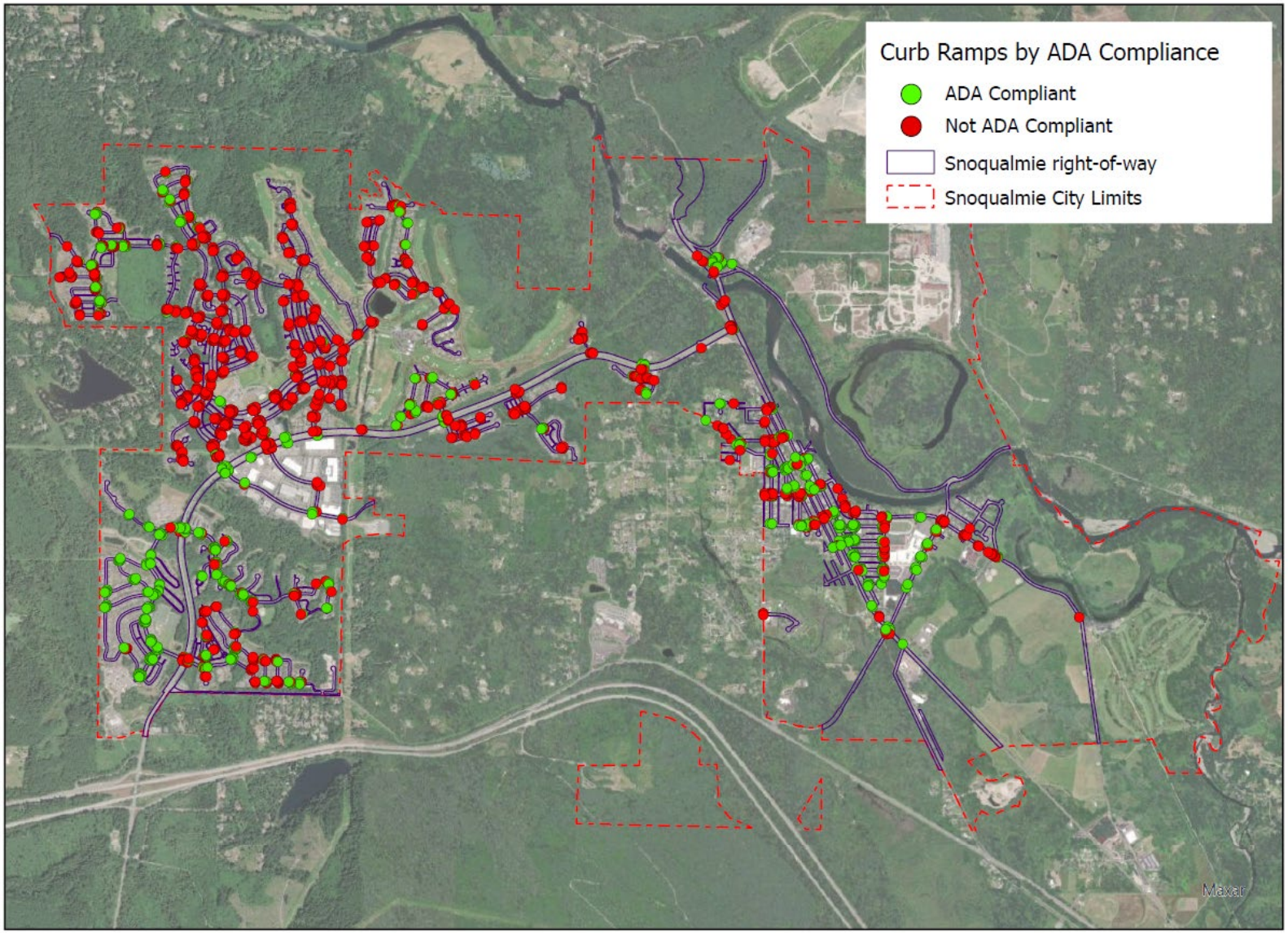
Table C-2. Curb Ramp ADA Compliance

ADA Compliance	Count	Percentage
Compliant	489	36.4%
Non-Compliant	854	63.6%
Total	1,343	100.0%

Note: There is an additional category of 26 "Other" ramps within the GIS database that are not included in the ADA compliance narrative/tables shown at this time because they are:

- Fourteen (14) locations where a pedestrian access route (PAR) ends but does not have an end barricade (i.e. not an ADA curb ramp barrier but is not ADA compliant for a PAR)
- Eight (8) locations where golf cart crossings include marked pedestrian crossings. The ADA regulations/guidance is not clear whether a detectable warning surface is required in these situations where the intended users are golf carts but pedestrians may also utilize the crossing locations.
- Four (4) locations where pedestrians use the corridor and it is not clear from the ADA standards whether DWS is required but the City could consider DWS.

Figure C-1. City of Snoqualmie Curb Ramp Inventory By ADA Compliance (2023)



ADA-Compliant Curb Ramps

36.4% of the curb ramps (489 ramps) in the City of Snoqualmie are ADA-compliant. This is typical for jurisdictions with residential areas built after 2010 (i.e. residential areas on Snoqualmie Ridge).The City of Snoqualmie has recently replaced over 90 curb ramps in downtown Snoqualmie in residential areas east and west of SR 202 to meet 2011 PROWAG standards per the WSDOT Design Manual. (The 2011 PROWAG recommends wider sidewalks and curb ramps as are required by the 2010 ADA Standards).

ADA Curb Ramp Barriers

63.6% of the curb ramps (854 ramps) in the City of Snoqualmie are not compliant with 2010 ADA Standards. Curb ramp barriers can vary in severity and functionality. For example, a curb ramp with a running slope of 10% (more than 8.3% as required by the 2010 ADA Standards) is less severe of a barrier than a location where a curb ramp is missing. The 10% running slope curb ramp is still functional, even though it is technically non-compliant.

210 non-compliant ramps have an “A” grade (Fair/Better) – these make up 15.6% of all inventoried ramps and 25% of non-compliant ramps. These 210 ramps appear to have been built to 2010 ADA Standards but include non-compliant features. These ramps are not Safe Harbor candidates and must be upgraded to current ADA standards when next altered unless they meet maximum extent feasible (MEF) requirements. Given their highly functional condition, they are not considered high-priority for removal, but are nevertheless barriers to be addressed by this ADA Transition Plan.

Safe Harbor for Existing Curb Ramps

Existing non-compliant curb ramps that have not been altered on or after March 15, 2012, and that comply with the corresponding technical and scoping specifications for those elements in either the 1991 Standards or in the Uniform Federal Accessibility Standards (UFAS), Appendix A to 41 CFR part 101-19.6 (July 1, 2002 ed.), 49 FR 31528, app. A (Aug. 7, 1984) are not required to be modified in order to comply with the requirements set forth in the 2010 Standards (see **Section A.2.2** above).

Note: A Safe Harbor attribute was not assigned to each ramp within the curb ramp inventory. However, 472 curb ramps with a “B” grade (Poor) – these make up 35.1% of all inventoried ramps and 55% of non-compliant ramps – are Safe Harbor candidates due to ramp widths between 36 and 48 inches, running slopes slightly more than 8.3%, and/or detectable warning surfaces made with exposed aggregate or a diamond pattern (rather than truncated domes).

If an existing non-compliant curb ramp that meets Safe Harbor is altered, the curb ramp should be upgraded to meet the proposed 2011 PROWAG design guidelines as required by the latest edition of the WSDOT Design Manual.

Curb Ramp Barrier Summary

The following corridors stand out for high proportions of very poor or missing ramps.

- Downtown Snoqualmie
  - SE Fir Street
  - SE Maple Street
  - SE Northern Street
  - Schusman Ave SE
  - Meadowbrook Way SE

The following location types stand out for high proportions of very poor or missing ramps or ramp features:

- Missing receiving ramps at midblock and unsignalized intersections.
- Railroad crossings and shared use path crossings without detectable warning surfaces.

These findings are consistent in communities with areas of older infrastructure built before the adoption of right-of-way ADA design standards. Areas in downtown Snoqualmie and older areas of Snoqualmie Ridge with non-compliant ramps due to steep slopes and/or design to ADA standards that pre-date the 2010 ADA Standards may qualify for Safe Harbor.

Some ramps may meet the maximum extent feasible (MEF) requirements. The inventory work completed in 2023 did not include preparation of maximum extent feasible documentation for ramps. Individual ramps may be notated as MEF candidates in the comment field of the GIS inventory provided to City staff.

C.1.2 Accessible Pedestrian Signals

Accessible pedestrian signals (APS) include audio, visual, and vibrotactile features for ADA accessibility, as well as installation location and operational requirements. APS are not addressed in the USDOJ 2010 ADA Standards, but they are addressed in the 2011 PROWAG and MUTCD. Pedestrian actuated signals including high-intensity activated crosswalk (HAWK) beacons and rectangular rapid flashing beacons (RRFBs) are also required to have accessibility features, but these requirements may differ from signalized intersection APS requirements.

In 2023, all signalized intersections, HAWK, and RRFB crossing locations within City of Snoqualmie limits were evaluated for the presence of APS features and ADA-compliance. For a list of the APS, HAWK, and RRFB intersection locations, see **Table C-3 and Figure C-2.**

Individual pushbutton locations were geo-located with geographic information system (GIS) mapping software. Collected field attributes included pushbutton type (APS or non-APS), pushbutton features (directional arrows, height, location, clearance), audible tones/messages, vibrotactile features, pedestrian countdown heads, and a photo. Each pedestrian pushbutton has its own identification number as well as an intersection identification number to allow for searching by individual pushbuttons or by intersection. For a list of the collected attributes, see **Table C-4**.

Each pushbutton was assigned an ADA compliance status of “Yes” (ADA-compliant) or “No” (not ADA-compliant). If one field attribute was not compliant, the APS pushbutton location was assigned a “No” ADA compliance status and is considered as having an ADA barrier.

Note: APS at signalized intersections and RRFBs along SR 202 are under WSDOT jurisdiction. APS at signalized intersections and HAWK signals along Snoqualmie Parkway are under City of Snoqualmie jurisdiction. For a map of the APS, HAWK, and RRFB locations by ADA compliance, see **Figure C-3**.

Table C-3. APS Locations Evaluated in 2023

TSI Intersection ID	Intersection Type	Cross Street 1	Cross Street 2	Maintaining Jurisdiction
1	Signalized Intersection	Snoqualmie Parkway	SE Jacobia St	City of Snoqualmie
2	Signalized Intersection	Snoqualmie Parkway	SE Swenson Dr	City of Snoqualmie
3	Signalized Intersection	Snoqualmie Parkway	Douglas Ave SE	City of Snoqualmie
4	Signalized Intersection	Snoqualmie Parkway	SE Center Blvd SE	City of Snoqualmie
5	Signalized Intersection	Snoqualmie Parkway	Fairway Ave SE	City of Snoqualmie
6	Signalized Intersection	Snoqualmie Parkway	Better Way SE	City of Snoqualmie
7	Signalized Intersection	Snoqualmie Parkway	Railroad Ave	WSDOT
8	Signalized Intersection	Railroad Ave	Meadowbrook Way SE	WSDOT
9	RRFB	Railroad Ave	SE King St	WSDOT
10	RRFB	Railroad Ave	Mid-Block between SE King St and SE River St	WSDOT
11	RRFB	Railroad Ave	SE River	WSDOT
12	HAWK	Snoqualmie Parkway	Fischer Ave	City of Snoqualmie

Figure C-2. City of Snoqualmie APS Intersection Locations (2023)

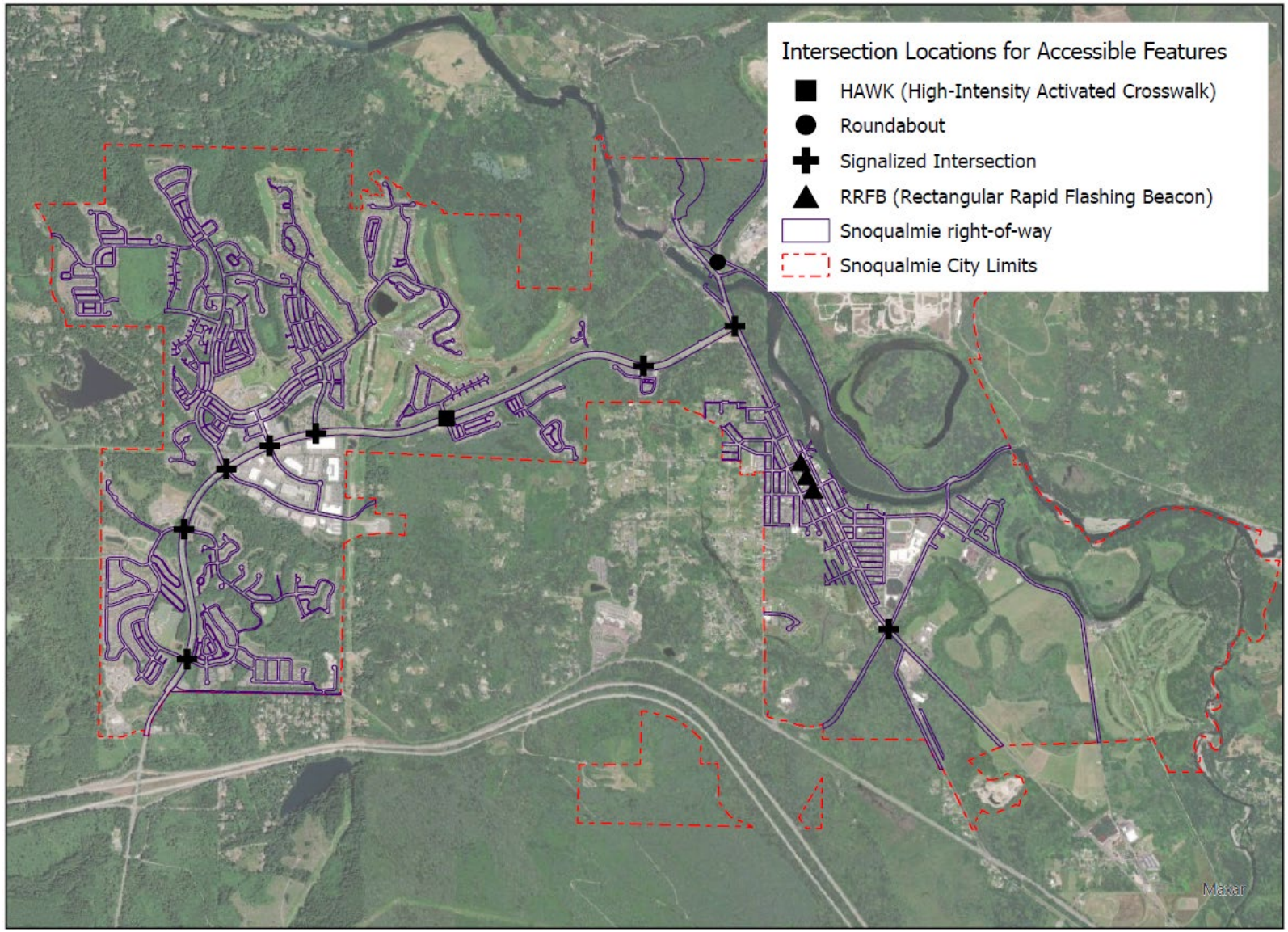


Table C-4. City of Snoqualmie Collected APS Attribute Data 2023

No.	Question	Attribute
1	Are the pushbuttons APS compliant? (only for pushbutton, not entire APS system)	Yes
		No
2	Is the directional arrow parallel to crosswalk?	Yes
		No
3	Is pushbutton height 42 in above pedestrian route surface?	Yes
		No
4	What is the height of the pushbutton above the pedestrian route surface?	Measurement (inches)
5	Is the pushbutton to curb line between 1.5 to 6 ft?	Yes
		No
6	Is the pushbutton to curb line less than max 10 ft?	Measurement (feet)
7	Is the pushbutton to crosswalk line between 0 to 5 ft?	Yes
		No (feet)
8	[PROWAG] Is the clear level ground at least 32 in by 54 in?	Measurement (inches)
9	[ADAAG] Is the clear level ground at least 36 in x width of ramp?	Measurement (inches)
10	Is there 4 ft minimum clearance around obstructions?	Measurement (inches)
11	Is there 4 ft minimum continuous pedestrian access route?	Measurement (inches)
12	Is there a 2 x 4 ft Detectable Warning Surface (DWS) 6-8 in from curb line?	Measurement (inches)
13	Is an audible message given to cross (Note if tone)?	Yes
		No
14a-c	If a speech pushbutton information message is used…	
14a	…is a locator tone provided?	Yes
		No
14b	…does the audible information device use vibrotactile or percussive indications?	Yes
		No
14c	… does the message say, "Yellow lights are flashing" (RRFBs) and is the message spoken twice?	Varies
14d	What message is spoken?	Varies
15	Is the reach from the pedestrian pushbutton to the face of curb/guardrail 10" max?	Yes
		No
16	Is there a pedestrian countdown head present?	Yes
		No
17	Photo Attachment	.jpg

No.	Question	Attribute
18	Notes	Varies
19	Are all fields ADA compliant (pushbutton, location, reach, etc.)	Yes
		No

APS Inventory Summary

In 2023, sixty-eight (68) pushbutton locations were identified at the following location *types:*

- Fifty-six (56) accessible pedestrian signal pushbuttons at signalized intersections (APS)
- Ten (10) rectangular rapid flashing beacon pushbuttons (RRFB)
- Two (2) pushbuttons at high-intensity activated crosswalk beacons (HAWK)

Within this inventory, the following ADA-compliance level was identified:

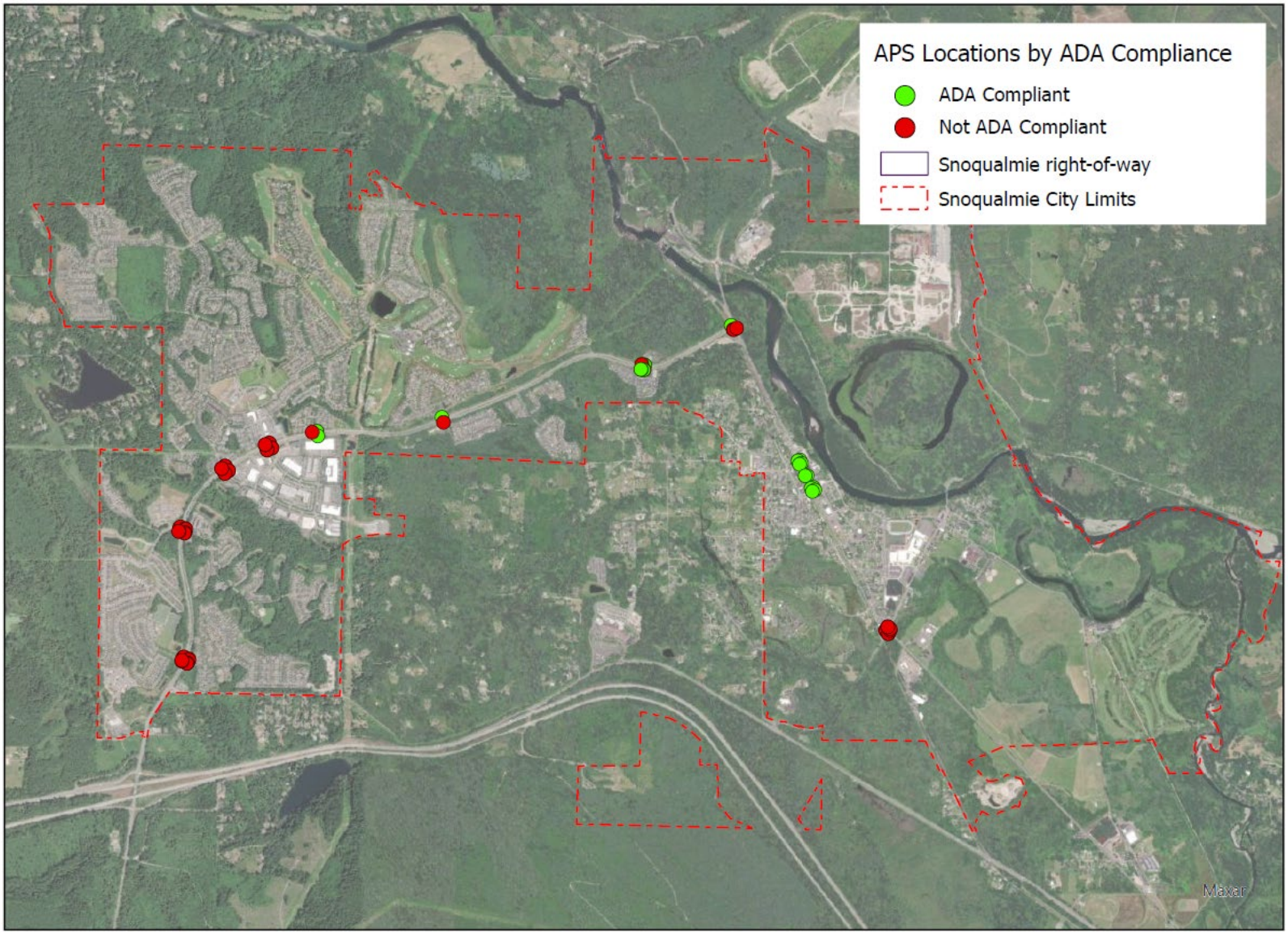
- Forty-nine (49) pushbutton locations had at least one non-ADA-compliant feature
- Nineteen (19) pushbutton locations had all ADA-compliant features

The level of non-compliance at each non-ADA-compliant pushbutton may vary. The following list identifies specific features and their associated level of compliance:

- Sixty (60) pushbuttons have APS features including a directional arrow parallel to the crosswalk and the requisite R10-3e sign.
- Eight (8) pushbuttons are the old style with no APS pushbuttons at the intersection of SR202/Meadowbrook Way (under WSDOT jurisdiction). The pushbutton poles are in ADA-compliant locations.
- Three (3) pushbuttons have directional arrows that are not pointing parallel to the crossing direction.
- All pushbuttons are between 32” and 42” above the pedestrian access route, which is within the allowed range of 15” to 48” above the pedestrian access route.
- Thirty-six (36) pushbutton locations exceed the maximum 10’ distance from the pushbutton to the curb.
- Three (3) pushbuttons exceed the maximum 5’ distance from the pushbutton to the crosswalk line.
- One (1) pushbutton does not have adequate clear space around the pushbutton.
- Twelve (12) pushbuttons do not provide an audible message.
- Ten (10) pushbuttons do not provide a locator tone.
- Twenty-nine (29) pushbuttons do not provide vibro-tactile or percussive features.
- Twelve (12) pushbuttons do not provide an audible message.
- All pedestrian pushbuttons are within the maximum 10” reach.
- All pedestrian pushbuttons have countdown heads present.

In **Table C-4,** questions 13 and 14a-d are not in the PROWAG or MUTCD but are in federal RRFB requirements. If information was available at APS and HAWK locations, it was provided. For a table of the collected attribute data, see **Appendix B1**.

Figure C-3. City of Snoqualmie APS Inventory By ADA Compliance (2023)



APS Policy

At the time of self-evaluation, the City did not have an adopted Accessible Pedestrian Signal (APS) Policy. The City is adopting a 2023 APS Policy as part of this Plan. **See Appendix E**.

C.1.3 Other Public Right-of-Way Barriers

The scope of this ADA Transition Plan does not address the following public right-of-way facility types:

- Sidewalks
- Sidewalk/Driveway Interface
- Accessible Parking

ADA barriers for these facility types will be inventoried at future update of this ADA Transition Plan.

C.2 Public Right of Way Barrier Prioritization & Removal Recommendations

C.2.1 Curb Ramp Barriers

Curb Ramp Barrier Prioritization

The curb ramp grading system below was used to assign a grade and condition to each ramp in the focus area based on the 2023 field review. The curb ramp grading system was developed by the Vermont Department of Transportation (VDOT) and amended for City of Snoqualmie use. See the grading system in **Table C-5.**

Table C-5. City of Snoqualmie Curb Ramp Grading System

Grade	Ramp Width	Detectable Warning Surface	Material Condition
A GREEN	48” or greater	Truncated Dome	Fair or Better Condition Limited or tight cracking, faulting (<1/4”), isolated spalling
B YELLOW	>36”to <48”	Exposed Aggregate Surface or Diamond Shape Stamp	Poor Condition Moderate cracking, faulting (1/4”-3/4”), moderate spalling
C ORANGE	36” or less	No detectable warning surface	Very Poor Condition Severe cracking, faulting (>3/4”), extensive spalling, no landing
D RED	A curb ramp is needed but does not exist at the location to access an existing sidewalk where it crosses a curb.		

Ramps with a grade (condition) of A (Fair or Better) include ADA-compliant and non-ADA compliant ramps. A-grade ramps that are non-compliant are not Safe Harbor candidates and

must be upgraded to current ADA standards when next altered unless they meet maximum extent feasible (MEF) requirements. Ramps with a grade of B (Poor) are usable in their current form but are not ADA-compliant with 2010 ADA standards (they also likely meet Safe Harbor). All ramps with a grade of C (Very Poor), or D (Missing) are not ADA-compliant.

Of the 1,343 ramps documented in this ADA Transition Plan, 63.6% (854 ramps) are not ADA-compliant. Non-compliant ramps with poor or no functionality (grades C or D) are considered higher priority for barrier removal than non-compliant ramps with higher functionality (grades A and B). For a table of the City's curb ramps by grade, condition, and ADA-compliance, see **Table C-6** and **Figure C-4.** For a map of the City's curb ramps by grade and condition, see **Figure C-4.**

Table C-6. City of Snoqualmie Curb Ramp Grade, Condition, and ADA-Compliance Status

Grade	Condition	Count	Percentage Grade	ADA Compliant	Count	Percentage Compliant
A	Fair or Better	699	52.1%	Compliant	489	36.4%
				Non-Compliant	210*	63.6%
B	Poor	472	35.1%	Non-Compliant	472**	
C	Very Poor	83	6.2%		83	
D	Missing	89	6.6%		89	
Total	-	1343	100%	-	1343	100%

***** These 210 ramps appear to have been built to 2010 ADA Standards but include non-compliant features. These ramps are not Safe Harbor candidates and must be upgraded to current ADA standards when next altered unless they meet maximum extent feasible (MEF) requirements.

**These 472 curb ramps with a "B" grade (Poor) – these make up 35.1% of all inventoried ramps and 55% of non-compliant ramps – are Safe Harbor candidates due to ramp widths between 36 and 48 inches, running slopes slightly more than 8.3%, and/or detectable warning surfaces made with exposed aggregate or a diamond pattern (rather than truncated domes).

Figure C-4. City of Snoqualmie Curb Ramps by Grade and Condition Percentage

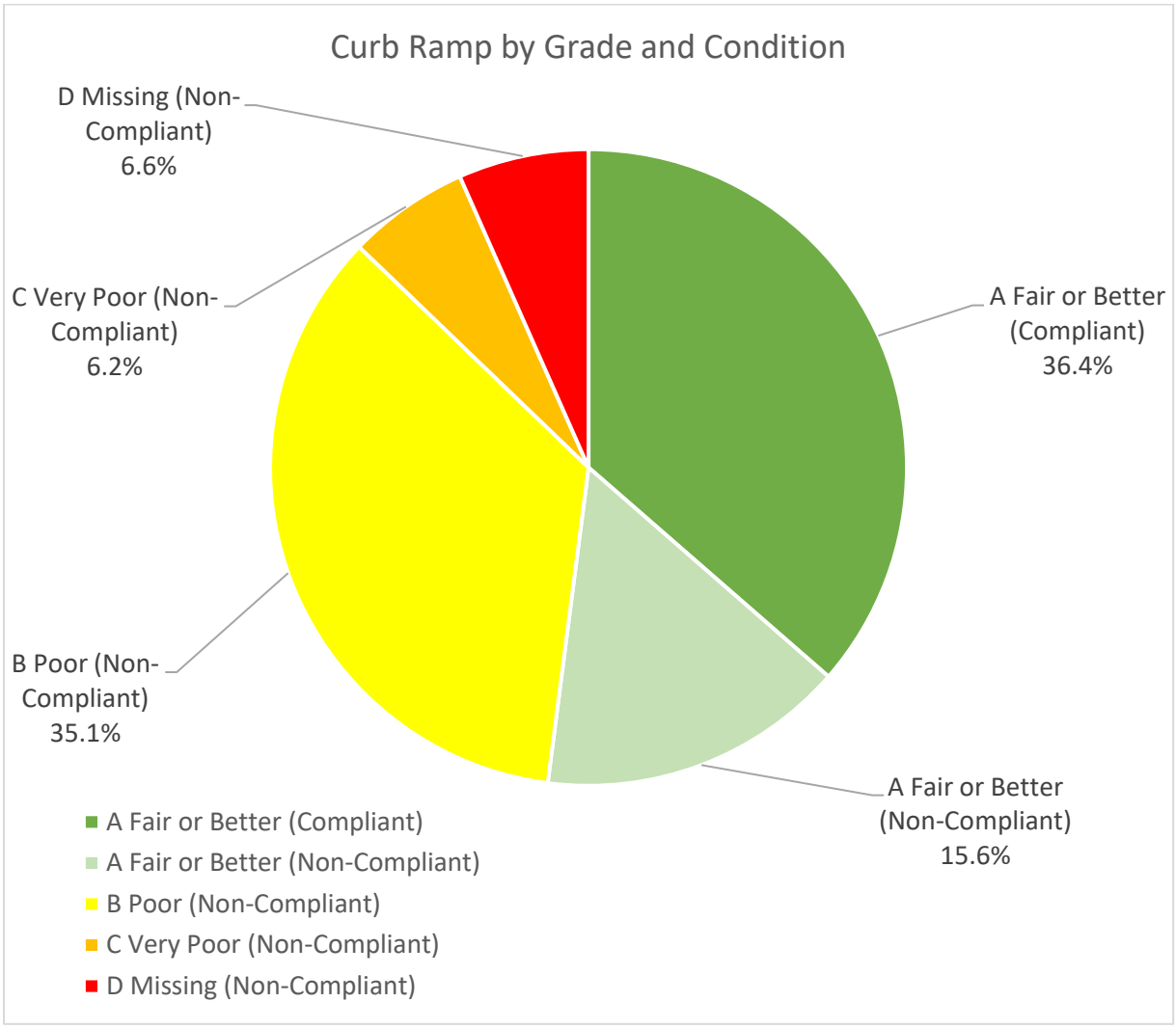
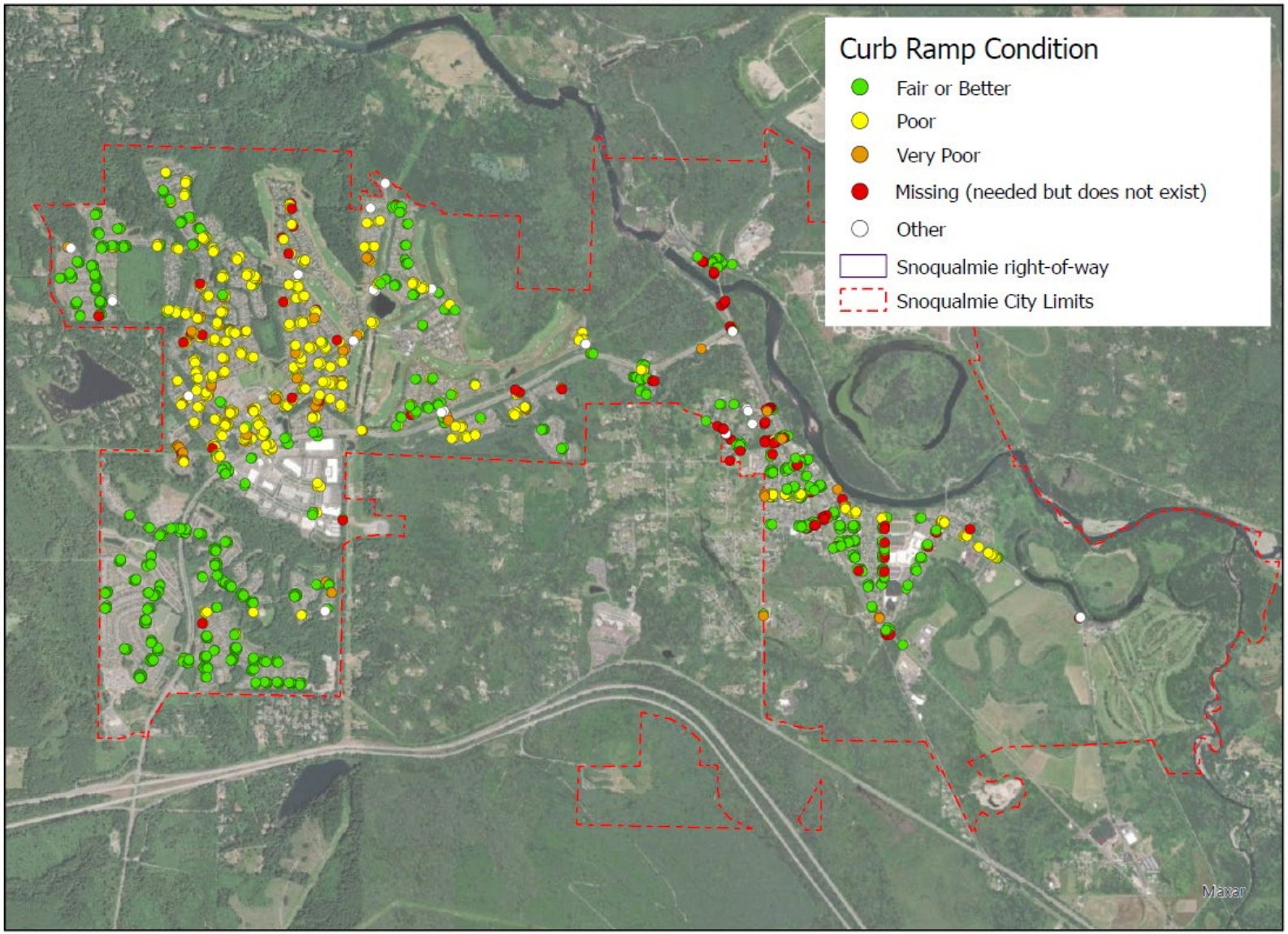


Figure C-5. City of Snoqualmie Curb Ramps by Condition



Note: The map in **Figure C-5** displays the 26 "Other" ramps (shown in white) discussed below **Table C-2** for visual reference. These 26 ramps were excluded from **Tables C-2** and **C-6** and **Figures C-1** and **C-4**. For all collected curb ramp data for graded and "other" curb ramps, see **Appendix B1**.

Curb Ramps in Vicinity of Future Capital Improvement Projects

A number of non-compliant curb ramps will be replaced as part of future CIP and pavement preservation programs. Of the 92 curb ramp barriers within a 100 foot buffer of the City's 2023-2028 Capital Improvement Plan (CIP), at least 63 barriers will be removed in the next 6-year period. See **Figure C-6**.

Snoqualmie Parkway Rehabilitation Project: This summer 2023 project was under construction at the time of development of this ADA Transition Plan and is anticipated to remove the following 63 curb ramp barriers:

- Reconstruct 21 ramps to full ADA-compliance
- Reconstruct 8 ramps to maximum extent feasible (MEF) ADA-compliance
- Remove 4 ramps
- Add detectable warning surface at blended transition
- Note: Existing MEF documentation has been gathered for 29 ramps

These above locations were identified in the City's plan set and associated MEF documentation. The ramp numbers from those sources are provided in parenthesis below and included in the GIS inventory for City staff reference. For more information, see **Appendix B3**:

- **SE Jacobia St Intersection**: 8 new ADA-compliant ramps (1-8)
- **Swenson Drive Intersection**: 2 ramps at southwest corner will be made fully ADA compliant (9-10)
- **Center Blvd Intersection**: 8 new ADA-compliant ramps (25-32)
- **Fisher Ave Intersection:**
  - 1 current MEF ramp in NE corner will be improved to MEF (39)
  - 1 current MEF ramp in NE corner will be made fully ADA compliant (43)
  - 2 ramps on east side of intersection will be removed (40 and 44)
- **Better Way Intersection:** 4 ramps will be improved to MEF (45-48)
- **Orchard Ave SE Intersection:**
  - 1 ramp will be improved to MEF (53)
  - 2 ramps will be made fully ADA-compliant (54 and 55)
  - 1 blended transition will have detectable warning surface added (no number provided)
- **Allman Ave SE Intersection**:
  - 2 ramps will be improved to MEF (57 and 58)
  - 2 ramps will be removed (56 and 59)
- **Existing MEF Documentation**: 29 ramps along the Snoqualmie Parkway Corridor have MEF documentation for ADA compliance (11-24, 33-38, 41-42, 45-50, 52)

Town Center Improvement Project – Phase III - TBD:

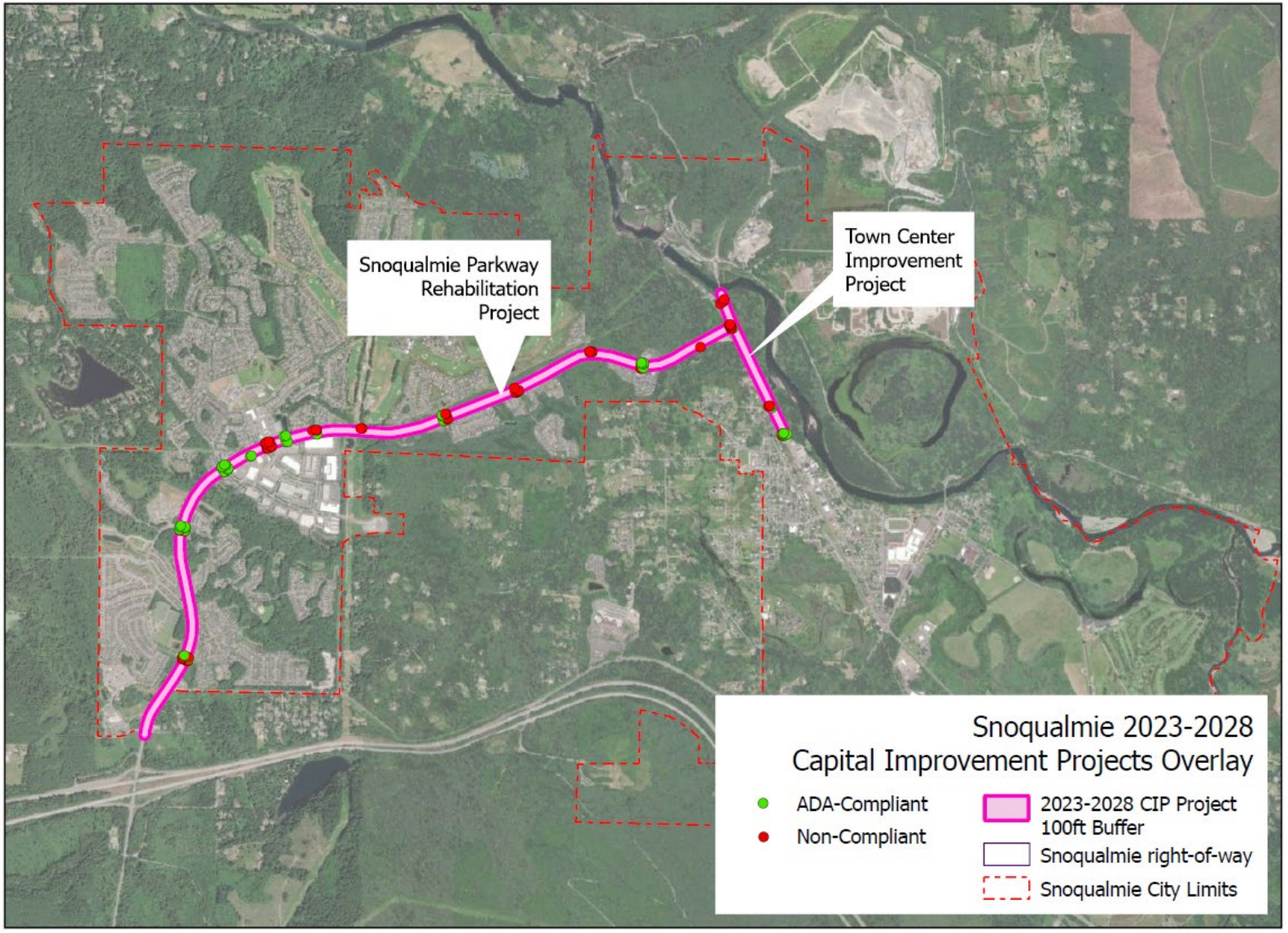
- This project has the potential to address 5-12 curb ramp barriers with reconstruction of both pedestrian and street infrastructure between downtown Snoqualmie and Snoqualmie Falls.

Curb Ramp Barrier Removal Recommendations

Curb ramp barriers will be prioritized in accordance with the general prioritization criteria established in **Section A.4**. It is recommended the City:

- Consider removing curb ramp barriers identified by the public through grievances or requests when selecting barriers for removal during annual budgeting activities.
- Consider removing curb ramp barriers with grade of C (Very Poor) or D (Missing) before other curb ramp barriers.
- Consider grouping barriers into corridors or sub-areas to provide for cost effective barrier removal. This could be addressed in a future update of the ADA Transition Plan and is dependent upon financial resources available to the City beyond the CIP.
- Annually monitor the removal of curb ramp barriers in the City's GIS inventory.

Figure C-6. City of Snoqualmie 2023-2028 CIP Project Buffer



C.2.2 Accessible Pedestrian Signal (APS) Barriers

APS Barrier Prioritization

ADA upgrades to APS pedestrian signals will be prioritized according to the City's Accessible Pedestrian Signal Policy provided in **Appendix E** and in accordance with the general prioritization criteria established in **Section A.4**.

2023 Snoqualmie Parkway Rehabilitation Project and APS

The 2023 Snoqualmie Parkway Rehabilitation Project includes relocation of twenty-three (23) pedestrian pushbutton poles to ADA-compliant locations connected with ramp alterations along the corridor. The pre-existing pushbuttons with directional arrows and ADA-compliant signs are being reinstalled at these upgraded pole locations.

APS Barrier Removal Recommendations

It is recommended the City:

- Remove APS barriers consistent with the adopted APS Policy.
- Consider removing APS barriers identified by the public through grievances or requests when selecting high priority barriers for removal during annual budgeting activities.
- Annually monitor the removal of APS barriers in the City's APS/HAWK/RRFB GIS inventory.

C.2.3 Other Public Right-of-Way Barriers

The scope of this ADA Transition Plan does not address barriers of the following public right-of-way facility types:

- Sidewalks
- Sidewalk/Driveway Interface
- Accessible Parking

ADA barriers for these facility types will be addressed at future update of this ADA Transition Plan. It is recommended these barriers be prioritized in accordance with the general prioritization criteria established in **Section A.4**. It is recommended the City:

- Consider removing barriers identified by the public through grievances or requests when selecting high priority barriers for removal during annual budgeting activities.
- Consider grouping barriers into corridors or segments to provide for cost effective barrier removal. This could be addressed at a future update of the ADA Transition Plan and is dependent upon financial resources available to the City beyond the TIP/CFP.
- Annually monitor the removal of barriers in a City GIS inventory.

C.3 Public Right-of-Way Barrier Removal Costs Estimates

C.3.1 Curb Ramp Barriers Cost Estimate

A planning level estimated cost for replacing one (1) curb ramp is $15,000. See **Table C-7**.

Table C-7. Individual ADA-Compliant Curb Ramp Cost Estimates

Unit	Cost ($2023)
Survey/Map	$1,600.00
Design	$1,900.00
Construction Management	$1,500.00
Construction	$7,500.00
Subtotal	$12,500.00
Contingency (15%)	$2,500.00
Cost ($) per Curb Ramp	**$15,000.00**

To estimate the probable program cost to remove all 854 curb ramp barriers, a cost estimate ranges from $12,500 (85%) to $17,500 (115%) per barrier has been provided.

In addition to design and construction of the curb ramp itself, additional costs may arise from addressing issues such as relocation of existing utilities, acquisition of new public right-of-way, and other roadway improvements such as curb bulbs and new enclosed drainage. Correcting barriers at blended transitions (near-level transitions between a pedestrian access route and pedestrian crossing) may cost less than estimated if installation of detectable warning surfaces is sufficient to remove barriers to accessibility.

Note regarding Safe Harbor: Grade B (Poor) non-compliant ramps may meet Safe Harbor provisions and potentially reduce the overall program cost estimate. Grade C (Very Poor) non-compliant ramps are not likely to meet Safe Harbor as the lack of a detectable warning system and/or no clear space automatically triggers the C grade. Any ramp location should be re-evaluated for Safe-Harbor and accessibility as part of the survey/design phase of a specific project/request for an upgrade.

Note reading Maximum Extent Feasible: Grade A (Fair/Better) non-compliant ramps may meet Maximum Extent Feasible (MEF) requirements due to steep topography or other factors. Any ramp location should be re-evaluated for MEF accessibility as part of the survey/design phase of a specific project/request for an upgrade. Note: The City has documented MEF ramps along Snoqualmie Parkway in 2023 – see City GIS Inventory in **Appendix B2** and MEF Reports in **Appendix B3.**

To remove and replace all 854 known curb ramp barriers, it would cost an estimated $10.7 to $14.9 million. For cost estimates, see **Table C-8**.

Table C-8. Curb Ramp Barrier Removal Program Cost Estimates

Probable Program Cost for Curb Ramp Barriers			
Cost Range	**LOW**	**MED**	**HIGH**
Cost Percentage (%) of Estimate	85%	100%	115%
Cost ($2023) per Ramp	$12,750	$15,000	$17,250
Total All Curb Ramp Barriers	$10,675,000	$12,810,000	$14,945,000

C.3.2 Accessible Pedestrian Signal (APS) Cost Estimate

The following cost estimates have been provided for APS facilities in **Table C-9**. Note: These are construction cost estimates.

Table C-9. New Accessible Pedestrian Signals Construction Cost Estimates

Accessible Pedestrian Signal (APS) Type	Construction Cost Estimates ($2023)
Full APS (at signalized intersection for pedestrian pushbutton poles, vibro-tactile pushbuttons, and displays)	$35,000
Partial APS (at signalized intersection for additional pedestrian pushbutton pole and vibro-tactile pedestrian pushbuttons only)	$10,000
Full Rapid Rectangular Flashing Beacon (controller, power supply, poles, beacons, signs, with message and locator tone pushbuttons)	$40,000
Rapid Rectangular Flashing Beacon (per each side of crossing for extension arms, message and locator tone pushbuttons)	$2,500

To remove known APS barriers, it would cost an estimated $80,000. See **Table C-10.**

Table C-10. New Accessible Pedestrian Signals Barrier Removal Program Cost Estimates

Accessible Pedestrian Signal (APS) Type	Cost	Number of Locations	Construction Cost Estimates ($2023)
[Full APS (at signalized intersection) in coordination with WSDOT]	$35,000/ intersection	1	[$35,000]
Partial APS (at intersection for vibro-tactile pedestrian pushbuttons only)	$10,000/ intersection	8	$80,000
Total Accessible Pedestrian Signal Program Cost Estimate + [WSDOT]	**-**	**9**	**$80,000 +[$35,000]**

C.3.3 Other PROW Barriers Cost Estimates

The Barrier Removal Program cost estimates for sidewalk, sidewalk/driveway interface, and accessible parking will be addressed at a future update of this PROW ADA Transition Plan.

C.3.4 Sidewalk Maintenance

According to Snoqualmie Municipal Code Chapter 12.06.010, it is the duty of the owner to remove snow from the sidewalk.

C.4 Public Right of Way Barrier Removal Financial Plan and Schedule

Future CIP Projects are expected to follow the pattern of the past years to continue incremental ADA barrier removal in the public right-of-way. The CIP for period 2023-2028 calls for $3.8 million in capital programs and up to $13.6 million in capital projects that include ADA barrier removal components. The following bullet points identify the programs and associated potential funding sources for each barrier type.

C.4.1 Curb Ramps

- **2023-2028 CIP – Americans with Disabilities Act Program** includes $272,000 (approximately $45,000 annually) to remove barriers including curb ramp upgrades at priority locations to be determined by the ADA Transition Plan. This funding would support replacement or upgrade of approximately 3-5 ramps per year.
- **2023-2028 CIP - Streets Resurfacing Program** includes $3.527 million for street resurfacing projects. Approximately 5% ($31,000 annually) is anticipated to be used for curb ramp upgrades associated with street resurfacing projects. The City upgrades curb ramps with these projects as needed.
- **2023 Snoqualmie Parkway Rehabilitation Project:** Snoqualmie Parkway may undergo a jurisdictional transfer to become part of Highway 18 with ramps remaining under City jurisdiction. As of adoption of this Plan, Snoqualmie Parkway is still under City of Snoqualmie jurisdiction. The summer 2023 rehabilitation project includes:
    - Reconstruction of 21 ramps to full ADA-compliance
    - Reconstruction of 8 ramps to maximum extent feasible (MEF) ADA-compliance
    - Removal of 4 ramps
    - Addition of 1 detectable warning surface at blended transition
    - MEF documentation for 29 ramps – compiled from 2014, 2019 and 2023 year reports.

This curb barrier allocation budget may change due to the City's ability to fund CIP projects, which is subject to annual budget review and reassessment. See **Table C-11**.

Table C-11. Curb Ramp Barrier Removal Schedule with Programmed Funding

Curb Ramp Barrier Removal Funding Source	Amount ($2023)
Total Estimated Curb Ramp Barrier Removal Costs ($2023)	**$14,950,000**
2023-2028 CIP ADA Program (approx. $45,000 annually)	$272,000
2023-2028 CIP Street Resurfacing Program (approx. $31,000 annually)	$186,000
2023 Snoqualmie Parkway Rehabilitation Project	$202,000
2029- Remainder Curb Ramp Barrier Costs	**$14,290,000**

C.4.2 Accessible Pedestrian Signals

- **2023 Snoqualmie Parkway Rehabilitation Project:** this summer 2023 project includes relocation of twenty-three (23) pedestrian pushbutton poles to ADA-compliant locations connected with ramp alterations along the corridor. The pre-existing pushbuttons with directional arrows and ADA-compliant signs are being reinstalled at these upgraded pole locations at a value of $121,000.
- **Accessible Pedestrian Signal (APS) Policy:** As part of this ADA Transition Plan, the City has adopted an APS Policy and posted it on its website. The City will address requests for APS according to its APS Policy.

C.4.3 Other Public Right-of-Way Barriers

The City intends to address reported sidewalk, driveway interface with sidewalk, and accessible parking ADA barriers through the listed PROW funding sources in **Table C-12**.

C.4.5 Public Right-of-Way Barrier Removal Schedule Funding Summary

In summary, the City has planned to spend up to $781,000 in 2023-2028 on barrier removal in the public right-of-way. For a summary table of the planned budget for all ADA barriers, including public right-of-way barriers, see **Table C-12**. For more information, see the most recent City of Snoqualmie budget.

Table C-12. City of Snoqualmie PROW ADA Barrier Removal Funding Framework 2023-2028

Funding Source	2023 ($)	2024 ($)	2025 ($)	2026 ($)	2027 ($)	2028 ($)	Total (2023-2028)	Notes
ADA Program	$42,000	$44,000	$45,000	$46,000	$47,000	$48,000	**$272,000**	This secured funding will support ADA Transition Plan implementation and replace or upgrade approximately 305 ramps per year.
Street Resurfacing Program (approx. 5% of $3.527 million)	$31,000	$31,000	$31,000	$31,000	$31,000	$31,000	**$186,000**	This secured funding will address curb ramp upgrades associated with street resurfacing projects.
2023 Snoqualmie Parkway Rehabilitation Project	$323,000	$0	$0	$0	$0	$0	**$323,000**	This secured finding reconstructed 21 ramps to full ADA compliance, reconstructed 8 ramps to MEF, removed 4 ramps, and added 1 detectable warning surface at a blended transition. (MEF documentation for 29 ramps is also included). This project also relocated 23 pedestrian pushbutton poles to meet ADA requirements while retaining pre-existing pushbutton/display features.
Town Center Improvement Project – Phase III*	$0	$0	$0	$0	$0	$0	**$0**	*Conditional on grant funding and other contributions. This unsecured funding will make improvements to the sidewalk and curb ramps from Northern Street to the State Route 202 bridge.
TOTAL	**$396,000**	**$75,000**	**$76,000**	**$77,000**	**$78,000**	**$79,000**	**$781,000**	**See also City of Snoqualmie 2023-2028 CIP budget.**

D. Future Actions to Achieve Compliance

D.1 Future Actions Needed

The City is pursuing a phased approach to its Public Right-of-Way ADA Self-Evaluation and Transition Plan. This first phase focused on self-evaluation, barrier prioritization, and initial barrier removal scheduling for curb ramp barriers and accessible pedestrian signals (APS).

The City owns/maintains other public right-of-way facilities that were not part of the first phase and will be evaluated for ADA barriers at a future update to this Public-Right-of-Way ADA Transition Plan. These facilities include:

- Sidewalks;
- Driveway interface with sidewalks;
- and accessible parking.

The City owns/maintains other facility types that will be addressed in the future:

- City buildings with publicly accessible areas;
- City park facilities including building structures, restrooms, and recreational areas;
- City trails;
- and City programs, services, and activities.

Notes: The City addressed the policy and procedure requirements identified in **Section B** as part of this PROW ADA Transition Plan. The City will conduct an internal self-assessment and barrier prioritization for programmatic barriers at a future date. Cost estimates for barrier removal for these outstanding facilities and programming will be included in a future update to the Plan.

D.2 Annual Report of Barriers Removed

To ensure implementation of this ADA Transition Plan, it is recommended that the City incorporate an annual review/update process to track ADA self-evaluation and barrier removal progress. It is recommended that the official responsible for implementation of the ADA Transition Plan coordinate this effort in cooperation with relevant City staff from other departments who are involved with projects that remove ADA barriers.

D.3 Five-Year ADA Transition Plan Update Schedule

This Plan is intended to be reviewed and updated at five year intervals. As the Plan is updated, an updated barrier removal schedule will be identified. With each five-year Plan update, an official public comment period is recommended to continue public engagement. The inventories and cost estimates will be re-analyzed at each five-year Plan update to determine patterns of need as it relates to the complete facility inventory and barrier removal prioritization.

D.4 Monitor ADA Regulation Updates

It is recommended that the City:

- **Monitor activity on final rule-making for the Public Right-of-Way Accessibility Guidelines (PROWAG)**. The rule now goes through final stages of rulemaking and the Department of Justice and U.S. Department of Transportation are expected to announce in April 2024 before full implementation as regulation.
- **Monitor USDOJ activity regarding efforts to strengthen web and mobile application ADA accessibility**. As of October 2023, USDOJ was ending the public comment period for its proposed rulemaking on Accessibility of Web Information and Services of State and Local Government Entities.

E. Public Engagement

E.1 Public Engagement Strategy

The City's developed the following public engagement strategy to inform interested members of the public of the undertaking of this Plan and to invite participation in the process. This strategy included digital announcements, direct stakeholder engagement with existing contacts within and organizations that provide services to members of the ADA community, and opportunities for the general public to report ADA barriers and comment on the Draft Plan. For documentation of public engagement, see **Appendix F**.

E.1.1 Project Webpage

The project webpage content was launched in May 2023. The project webpage included the following components:

- Project Description
- Schedule
- Public Involvement:
  - Links to online Map-enabled ArcGIS Survey123®
  - Link to ADA Workshop Virtual Meeting Information held June 13, 2023
  - Virtual City Council meeting information
- City staff contacts and other ADA resources
- Documents section for posting the draft version for public comment and final version
- Recent and annual accomplishments section for further tracking of ADA Transition Plan implementation progress

The ADA Transition Plan Project webpage is available at:
https://www.snoqualmiewa.gov/1024/Public-Right-of-Way-ADA-Transition-Plan

E.1.2 Web-Based Publications

The following web-based publications promoted the project, online surveys, virtual workshop, and Draft ADA Transition Plan in 2023:

- E-News Flash posting on City's website on 6/5.
- E-News Publication to City residents on 6/9
- City of Snoqualmie Twitter® on 6/5, 6/13, 6/20, Draft Plan on 8/23 and 9/21
- City of Snoqualmie Facebook® on 6/5 and 6/20, Draft Plan on 8/23 and 9/21
- NextDoor® City agency page on 6/20, and Draft Plan on 8/23
- E-News Publication to City residents on 8/25 and Draft Plan on 9/25

E.1.3 Direct Engagement with Local ADA Community Organizations

City staff contacted the following organizations via direct e-mail in late May/early June 2023, to seek out interest in the online survey and public comment opportunities:

- Sno-Valley Senior Center
- Snoqualmie Valley School District
- Social Services
- Empower Youth
- Encompass Northwest (and further email distribution to therapists to share with clients)
- Mt. Si Senior Center

E.1.4 Online Surveys

A 5-7 minute survey was created in consultation with City staff and was hosted on the map-enabled ArcGIS Survey123® platform that gave respondents the option to mark barrier locations on a map. The online surveys were activated from June 6 through 30, 2023.

E.1.5 Virtual Public Workshop

A Virtual Public Workshop was held on June 13, 2023, on the Zoom® platform scheduled for 6:00-7:00pm. Project team staff kept the virtual meeting open until 6:15 pm and then ended the meeting due to no public participation.

Presentation materials were provided in accessible formats with alternative text prior to the event. The presentation explained the reasons for and required content of an ADA Transition Plan and the City's approach to self-evaluation and barrier removal implementation focused first on curb ramps and accessible pedestrian signals within the public right-of-way. An open comment opportunity followed each presentation. For documentation, see **Appendix F.**

E.1.6 Public Hearing Opportunities

The Draft ADA Transition Plan was presented to the City of Snoqualmie City Council Parks and Public Works Committee of the Whole at their meetings held August 22, 2023, and September 6, 2023, on the Zoom® platform from 5:00-6:00pm. For documentation, see **Appendix F.**

E.2 Public Engagement Findings

The virtual platform of online survey, ADA workshop, and City Council meeting provided the public with accessible participation options. The findings are helpful in guiding City staff in the selection and prioritization of barrier removal. For further documentation, see **Appendix F**.

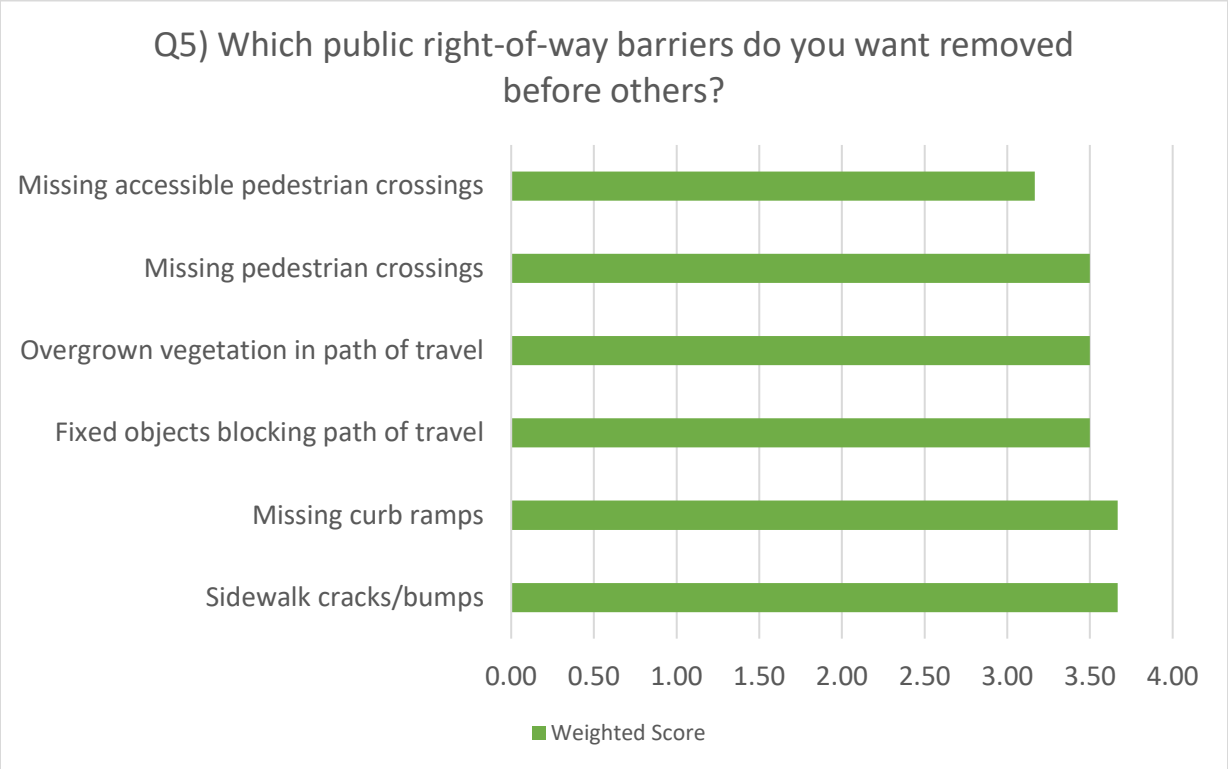
E.2.1 Online Survey Responses

The online ArcGIS Survey123® public survey yielded a total of 7 responses. The public survey asked two questions to rank barriers within the public right-of-way:

- Which public right-of-way barriers do you want removed before others?
- Where is most important to remove barriers?

Note: Ranked question scores were calculated using a weighted average score. Higher scores are for more popular choices. Lower scores are for less popular choices. See **Figures E-1** and **E2** and **Tables E-1 and E-2.** For additional documentation, see **Appendix F**.

Figure E-1. Most Important Barrier Types for Removal by Rank



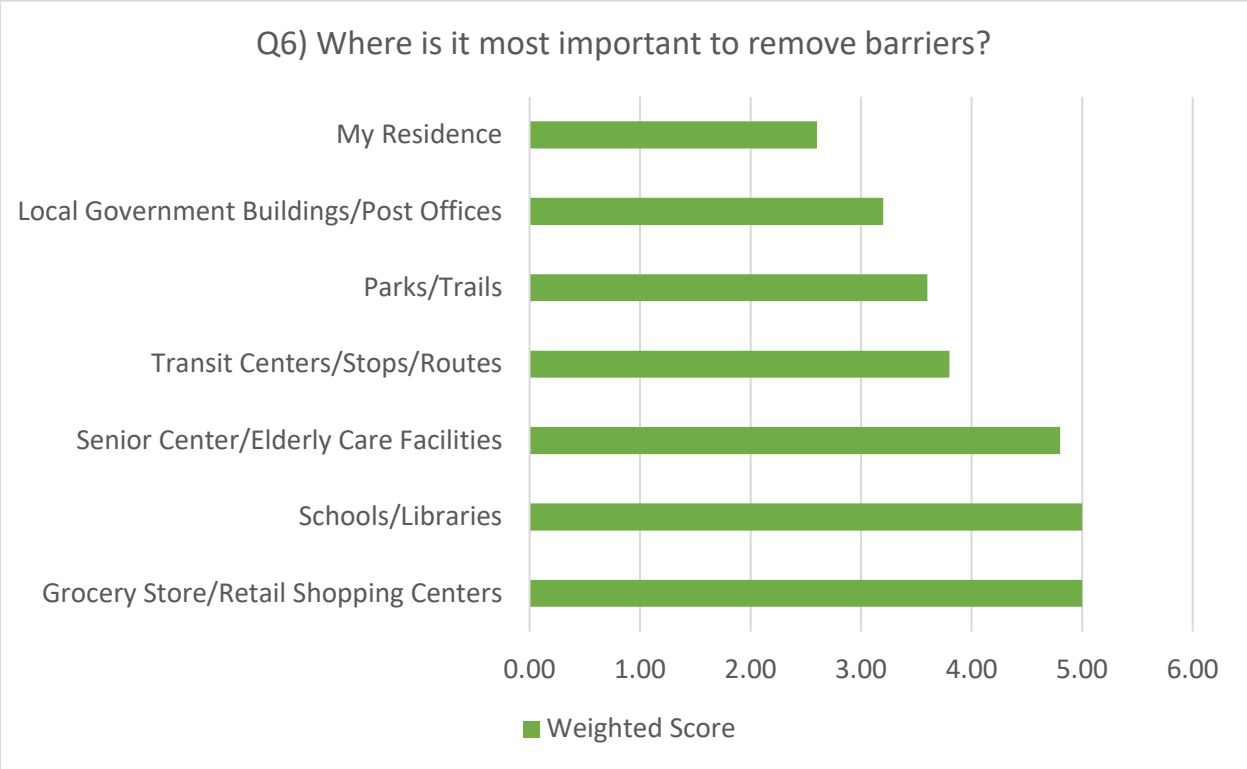
*Of the 7 survey respondents, 6 completed this question.

Table E-1. Most Important Barrier Types for Removal by Rank

Rank	Barrier Type for Removal	Score*
1	Sidewalk Cracks/Bumps	3.67
2	Missing Curb Ramps	3.67
3	Fixed Objects Blocking Path of Travel	3.50
4	Overgrown Vegetation in Path of Travel	3.50
5	Missing Pedestrian Crossings	3.50
6	Missing Accessible Pedestrian Signals	3.17

*Of the 7 survey respondents, 6 completed this question.

Figure E-2. Most Important Locations for Barrier Removal by Rank



*Of the 7 survey respondents, 5 completed this question.

Table E-2. Most Important Locations for Barrier Removal by Rank

Rank	Location for Barrier Removal	Score*
1	Grocery Store/Retail Shopping Centers	5.00
2	Schools/Libraries	5.00
3	Senior Care/Elderly Care Facilities	4.80
4	Transit Center/Stops/Routes	3.80
5	Parks/Trails	3.60
6	Local Government Buildings/Post Offices	3.20
7	My Residence	2.60

*Of the 7 survey respondents, 5 completed this question.

Narrative Survey Feedback

Beyond the ranking questions, narrative data from the surveys include the following themes:

- **Ramps**: Request for curb ramps in old town near Silva Ave where they are currently missing.
- **Improved Pedestrian Crossings:** Requests were made to consider ways to improve ADA accessibility and safety at the following crossings, including the suggestion of RRFBs and/or manual flags:
    - Snoqualmie Elementary School on Park St at Mountain Ave
    - Snoqualmie Elementary School on Park St at Centennial Field entrance
    - Park St and Meadowbrook Way
    - Park St and Boalch Ave/Golf Course
- **HAWK Signal**: Request to evaluate full 4-way traffic light at Snoqualmie Parkway and Fisher Ave SE to address safety concerns.
- **Sidewalks**:
    - Request for painted lines in crosswalks, particularly on or near Center Blvd.
    - Request for improved sidewalks in old town, including Silva Ave close to the Snoqualmie Valley School District administration building.
    - Request for dedicated pedestrian connection between sidewalk along Railroad Ave/SR 202 into Snoqualmie Middle School (pedestrians must use grass or vehicle/bus roadway for non-motorized access).
- **Vegetation/Snow Management**
    - Request to address low hanging branches on Park St a few feet east Mountain St.
    - Request for sidewalks/ramps to be shoveled during snow events.
- **Parks:** Opportunity to upgrade playground design at Centennial Field
- **Other**
    - Suggestion to close Center Blvd to vehicles during the summer months.
    - Lack of an ADA-compliant connection (i.e. stair-only access) to Snoqualmie Valley Trail at Reinig Road (respondent recognized this is a King County facility).

E.2.2 Public Hearing Comments

No public hearing comments were received at the City of Snoqualmie's Parks and Public Works City Council of the Whole meetings held on August 22, 2023, and September 6, 2023.

E.2.3 Draft ADA Transition Plan Public Comments

No public comments were received via email on the Draft ADA Transition Plan during the public comment period between August 23 and September 28, 2023.

E.3 Recommendations

It is recommended that the City:

- Consider prioritizing the high ranking barrier types for removal before other barrier types. These include:
    - Sidewalk cracks/bumps
    - Missing curb ramps

- Consider prioritizing barriers near the following high ranking locations before barriers near other locations. These include:
    - Grocery Stores/Retail Shopping Centers
    - Schools/Libraries
- Utilize the City of Snoqualmie ADA Transition Plan project webpage as a tool for future public engagement efforts related to ADA Transition Plan barrier removal progress.
- Utilize a screen-reader friendly survey option to function as a barrier reporting tool for the public to report accessibility barriers, with a mapping feature, if available.

F. Accessibility Regulations, Standards & Guidelines Resources

This ADA Transition Plan is based on the most recent federal and state ADA regulations, standards, and guidelines. The resources are divided into general and barrier specific groups with links to websites. For the WSDOT Local Agency Guidelines Chapter 29 ADA Title II Checklist of requirements for ADA transition plans, see **Appendix A**.

F.1 General Resources

Federal ADA Regulations

- ADA Title II Regulations (28 CFR Part 35)
- ADA Title III Regulations (28 CFR Part 36)

U.S. Access Board Standards

- U.S. Access Board DOJ ADA Accessibility Standards (2010)

U.S. Department of Justice Guidelines

- U.S. DOJ ADA Best Practices Tool Kit for State and Local Governments

WSDOT Local Agency Guidelines

- Local Agency Guidelines: Chapter 29 Section 504 of the Americans with Disabilities Act

F.2 Barrier-Specific Resources

Curb Ramps, Accessible Pedestrian Signals, Sidewalks, and Pedestrian Access Routes:

- ADA Title II Technical Assistance Manual
- USDOT ADA Standards for Transportation Facilities (2006)
- U.S. Access Board Public Rights-of-Way Accessibility Guidelines (PROWAG) (2011)
- U.S. Access Board Public Rights-of-Way Accessibility Guidelines Supplemental Notice on Shared Use Paths (PROWAG) (2013)
- U.S. Access Board Final Rule on Public Rights-of-Way Accessibility Guidelines (PROWAG) (2023)
- WSDOT Field Guide for Accessible Pedestrian Facilities (2012)

Parking:

- Facility (Off-Street) Accessible Parking (2010 ADA Standards)
- On-Street Accessible Parking (2011 PROWAG)

Americans With Disabilities Act (ADA)
Transition Plan for the Public Right-of-Way

Snoqualmie, WA

October 2023

Appendix A
Federal and Washington State Regulations

28 CFR Part 35 Documentation

Nondiscrimination on the Basis of Disability in State and Local Government Services Subpart D - Program Accessibility Sections 35.150 - 35.151
Washington Local Agency Guidelines Manual Chapter 29

Prepared by

Transportation Solutions
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28 CFR § 35.150 - Existing facilities.

§ 35.150 Existing facilities.

(a) ***General.*** A public entity shall operate each service, program, or activity so that the service, program, or activity, when viewed in its entirety, is readily accessible to and usable by individuals with disabilities. This paragraph does not -

(1) Necessarily require a public entity to make each of its existing facilities accessible to and usable by individuals with disabilities;

(2) Require a public entity to take any action that would threaten or destroy the historic significance of an historic property; or

(3) Require a public entity to take any action that it can demonstrate would result in a fundamental alteration in the nature of a service, program, or activity or in undue financial and administrative burdens. In those circumstances where personnel of the public entity believe that the proposed action would fundamentally alter the service, program, or activity or would result in undue financial and administrative burdens, a public entity has the burden of proving that compliance with § 35.150(a) of this part would result in such alteration or burdens. The decision that compliance would result in such alteration or burdens must be made by the head of a public entity or his or her designee after considering all resources available for use in the funding and operation of the service, program, or activity, and must be accompanied by a written statement of the reasons for reaching that conclusion. If an action would result in such an alteration or such burdens, a public entity shall take any other action that would not result in such an alteration or such burdens but would nevertheless ensure that individuals with disabilities receive the benefits or services provided by the public entity.

(b) ***Methods*** -

(1) ***General.*** A public entity may comply with the requirements of this section through such means as redesign or acquisition of equipment, reassignment of services to accessible buildings, assignment of aides to beneficiaries, home visits, delivery of services at alternate accessible sites, alteration of existing facilities and construction of new facilities, use of accessible rolling stock or other conveyances, or any other methods that result in making its services, programs, or activities readily accessible to and usable by individuals with disabilities. A public entity is not required to make structural changes in existing facilities where other methods are effective in achieving compliance with this section. A public entity, in making alterations to existing buildings, shall meet the accessibility requirements of § 35.151. In choosing among available methods for meeting the requirements of this section, a public entity shall give priority to those methods that offer services, programs, and activities to qualified individuals with disabilities in the most integrated setting appropriate.

(2)

(i) ***Safe harbor.*** Elements that have not been altered in existing facilities on or after March 15, 2012 and that comply with the corresponding technical and scoping specifications for

those elements in either the 1991 Standards or in the Uniform Federal Accessibility Standards (UFAS), Appendix A to 41 CFR part 101-19.6 (July 1, 2002 ed.), 49 FR 31528, app. A (Aug. 7, 1984) are not required to be modified in order to comply with the requirements set forth in the 2010 Standards.

(ii) The safe harbor provided in § 35.150(b)(2)(i) does not apply to those elements in existing facilities that are subject to supplemental requirements (*i.e.,* elements for which there are neither technical nor scoping specifications in the 1991 Standards). Elements in the 2010 Standards not eligible for the element-by-element safe harbor are identified as follows -

(A) ***Residential facilities dwelling units,*** sections 233 and 809.

(B) ***Amusement rides,*** sections 234 and 1002; 206.2.9; 216.12.

(C) ***Recreational boating facilities,*** sections 235 and 1003; 206.2.10.

(D) ***Exercise machines and equipment,*** sections 236 and 1004; 206.2.13.

(E) ***Fishing piers and platforms,*** sections 237 and 1005; 206.2.14.

(F) ***Golf facilities,*** sections 238 and 1006; 206.2.15.

(G) ***Miniature golf facilities,*** sections 239 and 1007; 206.2.16.

(H) ***Play areas,*** sections 240 and 1008; 206.2.17.

(I) ***Saunas and steam rooms,*** sections 241 and 612.

(J) ***Swimming pools, wading pools, and spas,*** sections 242 and 1009.

(K) ***Shooting facilities with firing positions,*** sections 243 and 1010.

(L) ***Miscellaneous.***

(1) Team or player seating, section 221.2.1.4.

(2) Accessible route to bowling lanes, section 206.2.11.

(3) Accessible route in court sports facilities, section 206.2.12.

(3) ***Historic preservation programs.*** In meeting the requirements of § 35.150(a) in historic preservation programs, a public entity shall give priority to methods that provide physical access to individuals with disabilities. In cases where a physical alteration to an historic property is not required because of paragraph (a)(2) or (a)(3) of this section, alternative methods of achieving program accessibility include -

(i) Using audio-visual materials and devices to depict those portions of an historic property that cannot otherwise be made accessible;

(ii) Assigning persons to guide individuals with handicaps into or through portions of historic properties that cannot otherwise be made accessible; or

(iii) Adopting other innovative methods.

(4) ***Swimming pools, wading pools, and spas.*** The requirements set forth in sections 242 and 1009 of the 2010 Standards shall not apply until January 31, 2013, if a public entity chooses to make structural changes to existing swimming pools, wading pools, or spas built before March 15, 2012, for the sole purpose of complying with the program accessibility requirements set forth in this section.

(c) ***Time period for compliance.*** Where structural changes in facilities are undertaken to comply with the obligations established under this section, such changes shall be made within three years of January 26, 1992, but in any event as expeditiously as possible.

(d) ***Transition plan.***

(1) In the event that structural changes to facilities will be undertaken to achieve program accessibility, a public entity that employs 50 or more persons shall develop, within six months of January 26, 1992, a transition plan setting forth the steps necessary to complete such changes. A public entity shall provide an opportunity to interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the development of the transition plan by submitting comments. A copy of the transition plan shall be made available for public inspection.

(2) If a public entity has responsibility or authority over streets, roads, or walkways, its transition plan shall include a schedule for providing curb ramps or other sloped areas where pedestrian walks cross curbs, giving priority to walkways serving entities covered by the Act, including State and local government offices and facilities, transportation, places of public accommodation, and employers, followed by walkways serving other areas.

(3) The plan shall, at a minimum -

(i) Identify physical obstacles in the public entity's facilities that limit the accessibility of its programs or activities to individuals with disabilities;

(ii) Describe in detail the methods that will be used to make the facilities accessible;

(iii) Specify the schedule for taking the steps necessary to achieve compliance with this section and, if the time period of the transition plan is longer than one year, identify steps that will be taken during each year of the transition period; and

(iv) Indicate the official responsible for implementation of the plan.

(4) If a public entity has already complied with the transition plan requirement of a Federal agency regulation implementing section 504 of the Rehabilitation Act of 1973, then the requirements of this paragraph (d) shall apply only to those policies and practices that were not included in the previous transition plan.

(Approved by the Office of Management and Budget under control number 1190-0004)
[56 FR 35716, July 26, 1991, as amended by Order No. 1694-93, 58 FR 17521, Apr. 5, 1993; AG Order No. 3180-2010, 75 FR 56180, Sept. 15, 2010; AG Order 3332-2012, 77 FR 30179, May 21, 2012]

28 CFR § 35.151 - New construction and alterations.

§ 35.151 New construction and alterations.

(a) ***Design and construction.***

(1) Each facility or part of a facility constructed by, on behalf of, or for the use of a public entity shall be designed and constructed in such manner that the facility or part of the facility is readily accessible to and usable by individuals with disabilities, if the construction was commenced after January 26, 1992.

(2) ***Exception for structural impracticability.***

(i) Full compliance with the requirements of this section is not required where a public entity can demonstrate that it is structurally impracticable to meet the requirements. Full compliance will be considered structurally impracticable only in those rare circumstances when the unique characteristics of terrain prevent the incorporation of accessibility features.

(ii) If full compliance with this section would be structurally impracticable, compliance with this section is required to the extent that it is not structurally impracticable. In that case, any portion of the facility that can be made accessible shall be made accessible to the extent that it is not structurally impracticable.

(iii) If providing accessibility in conformance with this section to individuals with certain disabilities (***e.g.,*** those who use wheelchairs) would be structurally impracticable, accessibility shall nonetheless be ensured to persons with other types of disabilities, (*e.g.,* those who use crutches or who have sight, hearing, or mental impairments) in accordance with this section.

(b) ***Alterations.***

(1) Each facility or part of a facility altered by, on behalf of, or for the use of a public entity in a manner that affects or could affect the usability of the facility or part of the facility shall, to the maximum extent feasible, be altered in such manner that the altered portion of the facility is readily accessible to and usable by individuals with disabilities, if the alteration was commenced after January 26, 1992.

(2) The path of travel requirements of § 35.151(b)(4) shall apply only to alterations undertaken solely for purposes other than to meet the program accessibility requirements of § 35.150.

(3)

(i) Alterations to historic properties shall comply, to the maximum extent feasible, with the provisions applicable to historic properties in the design standards specified in § 35.151(c).

(ii) If it is not feasible to provide physical access to an historic property in a manner that will not threaten or destroy the historic significance of the building or facility, alternative methods of access shall be provided pursuant to the requirements of § 35.150.

(4) ***Path of travel.*** An alteration that affects or could affect the usability of or access to an area of a facility that contains a primary function shall be made so as to ensure that, to the maximum extent feasible, the path of travel to the altered area and the restrooms, telephones, and drinking fountains serving the altered area are readily accessible to and usable by individuals with disabilities, including individuals who use wheelchairs, unless the cost and scope of such alterations is disproportionate to the cost of the overall alteration.

(i) ***Primary function.*** A "primary function" is a major activity for which the facility is intended. Areas that contain a primary function include, but are not limited to, the dining area of a cafeteria, the meeting rooms in a conference center, as well as offices and other work areas in which the activities of the public entity using the facility are carried out.

(A) Mechanical rooms, boiler rooms, supply storage rooms, employee lounges or locker rooms, janitorial closets, entrances, and corridors are not areas containing a primary function. Restrooms are not areas containing a primary function unless the provision of restrooms is a primary purpose of the area, ***e.g.,*** in highway rest stops.

(B) For the purposes of this section, alterations to windows, hardware, controls, electrical outlets, and signage shall not be deemed to be alterations that affect the usability of or access to an area containing a primary function.

(ii) A "path of travel" includes a continuous, unobstructed way of pedestrian passage by means of which the altered area may be approached, entered, and exited, and which connects the altered area with an exterior approach (including sidewalks, streets, and parking areas), an entrance to the facility, and other parts of the facility.

(A) An accessible path of travel may consist of walks and sidewalks, curb ramps and other interior or exterior pedestrian ramps; clear floor paths through lobbies, corridors, rooms, and other improved areas; parking access aisles; elevators and lifts; or a combination of these elements.

(B) For the purposes of this section, the term "path of travel" also includes the restrooms, telephones, and drinking fountains serving the altered area.

(C) ***Safe harbor.*** If a public entity has constructed or altered required elements of a path of travel in accordance with the specifications in either the 1991 Standards or the Uniform Federal Accessibility Standards before March 15, 2012, the public entity is not required to retrofit such elements to reflect incremental changes in the 2010 Standards solely because of an alteration to a primary function area served by that path of travel.

(iii) ***Disproportionality.***

(A) Alterations made to provide an accessible path of travel to the altered area will be deemed disproportionate to the overall alteration when the cost exceeds 20% of the cost of the alteration to the primary function area.

(B) Costs that may be counted as expenditures required to provide an accessible path of travel may include:

(1) Costs associated with providing an accessible entrance and an accessible route to the altered area, for example, the cost of widening doorways or installing ramps;

(2) Costs associated with making restrooms accessible, such as installing grab bars, enlarging toilet stalls, insulating pipes, or installing accessible faucet controls;

(3) Costs associated with providing accessible telephones, such as relocating the telephone to an accessible height, installing amplification devices, or installing a text telephone (TTY); and

(4) Costs associated with relocating an inaccessible drinking fountain.

(iv) ***Duty to provide accessible features in the event of disproportionality.***

(A) When the cost of alterations necessary to make the path of travel to the altered area fully accessible is disproportionate to the cost of the overall alteration, the path of travel shall be made accessible to the extent that it can be made accessible without incurring disproportionate costs.

(B) In choosing which accessible elements to provide, priority should be given to those elements that will provide the greatest access, in the following order -

(1) An accessible entrance;

(2) An accessible route to the altered area;

(3) At least one accessible restroom for each sex or a single unisex restroom;

(4) Accessible telephones;

(5) Accessible drinking fountains; and

(6) When possible, additional accessible elements such as parking, storage, and alarms.

(v) ***Series of smaller alterations.***

(A) The obligation to provide an accessible path of travel may not be evaded by performing a series of small alterations to the area served by a single path of travel if those alterations could have been performed as a single undertaking.

(B)(***1***) If an area containing a primary function has been altered without providing an accessible path of travel to that area, and subsequent alterations of that area, or a different area on the same path of travel, are undertaken within three years of the original alteration, the total cost of alterations to the primary function areas on that path of travel during the preceding three year period shall be considered in determining whether the cost of making that path of travel accessible is disproportionate.

(2) Only alterations undertaken on or after March 15, 2011 shall be considered in determining if the cost of providing an accessible path of travel is disproportionate to the overall cost of the alterations.

(c) ***Accessibility standards and compliance date.***

(1) If physical construction or alterations commence after July 26, 1992, but prior to September 15, 2010, then new construction and alterations subject to this section must comply with either UFAS or the 1991 Standards except that the elevator exemption contained at section 4.1.3(5) and section 4.1.6(1)(k) of the 1991 Standards shall not apply. Departures from particular requirements of either standard by the use of other methods shall be permitted when it is clearly evident that equivalent access to the facility or part of the facility is thereby provided.

(2) If physical construction or alterations commence on or after September 15, 2010 and before March 15, 2012, then new construction and alterations subject to this section may comply with one of the following: The 2010 Standards, UFAS, or the 1991 Standards except that the elevator exemption contained at section 4.1.3(5) and section 4.1.6(1)(k) of the 1991 Standards shall not apply. Departures from particular requirements of either standard by the use of other methods shall be permitted when it is clearly evident that equivalent access to the facility or part of the facility is thereby provided.

(3) If physical construction or alterations commence on or after March 15, 2012, then new construction and alterations subject to this section shall comply with the 2010 Standards.

(4) For the purposes of this section, ceremonial groundbreaking or razing of structures prior to site preparation do not commence physical construction or alterations.

(5) ***Noncomplying new construction and alterations.***

(i) Newly constructed or altered facilities or elements covered by §§ 35.151(a) or (b) that were constructed or altered before March 15, 2012, and that do not comply with the 1991 Standards or with UFAS shall before March 15, 2012, be made accessible in accordance with either the 1991 Standards, UFAS, or the 2010 Standards.

(ii) Newly constructed or altered facilities or elements covered by §§ 35.151(a) or (b) that were constructed or altered before March 15, 2012 and that do not comply with the 1991 Standards or with UFAS shall, on or after March 15, 2012, be made accessible in accordance with the 2010 Standards.

APPENDIX TO § 35.151(C)

Compliance dates for new construction and alterations	Applicable standards
Before September 15, 2010	1991 Standards or UFAS.
On or after September 15, 2010 and before March 15, 2012	1991 Standards, UFAS, or 2010 Standards.
On or after March 15, 2012	2010 Standards.

(d) ***Scope of coverage.*** The 1991 Standards and the 2010 Standards apply to fixed or built-in elements of buildings, structures, site improvements, and pedestrian routes or vehicular ways located on a site. Unless specifically stated otherwise, the advisory notes, appendix notes, and figures contained in the 1991 Standards and the 2010 Standards explain or illustrate the requirements of the rule; they do not establish enforceable requirements.

(e) ***Social service center establishments.*** Group homes, halfway houses, shelters, or similar social service center establishments that provide either temporary sleeping accommodations or residential dwelling units that are subject to this section shall comply with the provisions of the 2010 Standards applicable to residential facilities, including, but not limited to, the provisions in sections 233 and 809.

(1) In sleeping rooms with more than 25 beds covered by this section, a minimum of 5% of the beds shall have clear floor space complying with section 806.2.3 of the 2010 Standards.

(2) Facilities with more than 50 beds covered by this section that provide common use bathing facilities shall provide at least one roll-in shower with a seat that complies with the relevant provisions of section 608 of the 2010 Standards. Transfer-type showers are not permitted in lieu of a roll-in shower with a seat, and the exceptions in sections 608.3 and 608.4 for residential dwelling units are not permitted. When separate shower facilities are provided for men and for women, at least one roll-in shower shall be provided for each group.

(f) ***Housing at a place of education.*** Housing at a place of education that is subject to this section shall comply with the provisions of the 2010 Standards applicable to transient lodging, including, but not limited to, the requirements for transient lodging guest rooms in sections 224 and 806 subject to the following exceptions. For the purposes of the application of this section, the term “sleeping room” is intended to be used interchangeably with the term “guest room” as it is used in the transient lodging standards.

(1) Kitchens within housing units containing accessible sleeping rooms with mobility features (including suites and clustered sleeping rooms) or on floors containing accessible sleeping rooms with mobility features shall provide turning spaces that comply with section 809.2.2 of the 2010 Standards and kitchen work surfaces that comply with section 804.3 of the 2010 Standards.

(2) Multi-bedroom housing units containing accessible sleeping rooms with mobility features shall have an accessible route throughout the unit in accordance with section 809.2 of the 2010 Standards.

(3) Apartments or townhouse facilities that are provided by or on behalf of a place of education, which are leased on a year-round basis exclusively to graduate students or faculty, and do not contain any public use or common use areas available for educational programming, are not subject to the transient lodging standards and shall comply with the requirements for residential facilities in sections 233 and 809 of the 2010 Standards.

(g) ***Assembly areas.*** Assembly areas subject to this section shall comply with the provisions of the 2010 Standards applicable to assembly areas, including, but not limited to, sections 221 and 802. In addition, assembly areas shall ensure that -

(1) In stadiums, arenas, and grandstands, wheelchair spaces and companion seats are dispersed to all levels that include seating served by an accessible route;

(2) Assembly areas that are required to horizontally disperse wheelchair spaces and companion seats by section 221.2.3.1 of the 2010 Standards and have seating encircling, in whole or in part, a field of play or performance area shall disperse wheelchair spaces and companion seats around that field of play or performance area;

(3) Wheelchair spaces and companion seats are not located on (or obstructed by) temporary platforms or other movable structures, except that when an entire seating section is placed on temporary platforms or other movable structures in an area where fixed seating is not provided, in order to increase seating for an event, wheelchair spaces and companion seats may be placed in that section. When wheelchair spaces and companion seats are not required to accommodate persons eligible for those spaces and seats, individual, removable seats may be placed in those spaces and seats;

(4) Stadium-style movie theaters shall locate wheelchair spaces and companion seats on a riser or cross-aisle in the stadium section that satisfies at least one of the following criteria -

(i) It is located within the rear 60% of the seats provided in an auditorium; or

(ii) It is located within the area of an auditorium in which the vertical viewing angles (as measured to the top of the screen) are from the 40th to the 100th percentile of vertical viewing angles for all seats as ranked from the seats in the first row (1st percentile) to seats in the back row (100th percentile).

(h) ***Medical care facilities.*** Medical care facilities that are subject to this section shall comply with the provisions of the 2010 Standards applicable to medical care facilities, including, but not limited to, sections 223 and 805. In addition, medical care facilities that do not specialize in the treatment of conditions that affect mobility shall disperse the accessible patient bedrooms required by section 223.2.1 of the 2010 Standards in a manner that is proportionate by type of medical specialty.

(i) ***Curb ramps.***

(1) Newly constructed or altered streets, roads, and highways must contain curb ramps or other sloped areas at any intersection having curbs or other barriers to entry from a street level pedestrian walkway.

(2) Newly constructed or altered street level pedestrian walkways must contain curb ramps or other sloped areas at intersections to streets, roads, or highways.

(j) ***Facilities with residential dwelling units for sale to individual owners.***

(1) Residential dwelling units designed and constructed or altered by public entities that will be offered for sale to individuals shall comply with the requirements for residential facilities in the 2010 Standards, including sections 233 and 809.

(2) The requirements of paragraph (1) also apply to housing programs that are operated by public entities where design and construction of particular residential dwelling units take place only after a specific buyer has been identified. In such programs, the covered entity must provide the units that comply with the requirements for accessible features to those pre-identified buyers with disabilities who have requested such a unit.

(k) ***Detention and correctional facilities.***

(1) New construction of jails, prisons, and other detention and correctional facilities shall comply with the 2010 Standards except that public entities shall provide accessible mobility features complying with section 807.2 of the 2010 Standards for a minimum of 3%, but no fewer than one, of the total number of cells in a facility. Cells with mobility features shall be provided in each classification level.

(2) ***Alterations to detention and correctional facilities.*** Alterations to jails, prisons, and other detention and correctional facilities shall comply with the 2010 Standards except that public entities shall provide accessible mobility features complying with section 807.2 of the 2010 Standards for a minimum of 3%, but no fewer than one, of the total number of cells being altered until at least 3%, but no fewer than one, of the total number of cells in a facility shall provide mobility features complying with section 807.2. Altered cells with mobility features shall be provided in each classification level. However, when alterations are made to specific cells, detention and correctional facility operators may satisfy their obligation to provide the required number of cells with mobility features by providing the required mobility features in substitute cells (cells other than those where alterations are originally planned), provided that each substitute cell -

(i) Is located within the same prison site;

(ii) Is integrated with other cells to the maximum extent feasible;

(iii) Has, at a minimum, equal physical access as the altered cells to areas used by inmates or detainees for visitation, dining, recreation, educational programs, medical services, work programs, religious services, and participation in other programs that the facility offers to inmates or detainees; and

(iv) If it is technically infeasible to locate a substitute cell within the same prison site, a substitute cell must be provided at another prison site within the corrections system.

(3) With respect to medical and long-term care facilities in jails, prisons, and other detention and correctional facilities, public entities shall apply the 2010 Standards technical and scoping requirements for those facilities irrespective of whether those facilities are licensed.

[56 FR 35716, July 26, 1991, as amended by Order No. 1694-93, 58 FR 17521, Apr. 5, 1993; AG Order No. 3180-2010, 75 FR 56180, Sept. 15, 2010; 76 FR 13285, Mar. 11, 2011]

Chapter 29 Section 504 and the Americans with Disabilities Act

29.1 General Discussion

This chapter summarizes the regulations and implementing requirements local agencies shall follow regarding services, programs, and activities in or that affect the public right of way.

Section 504 of the *Rehabilitation Act of 1973 (Section 504)* states that no person with a disability shall be excluded from participation in, denied the benefits of, or be subjected to discrimination under any program or activity that receives Federal funding. This includes both transportation and non-transportation funding. Transportation funding includes funding from the United States Department of Transportation (USDOT) or the operating administrations under it (Federal Highway Administration, Federal Transit Administration, Federal Railroad Administration, Federal Aviation Administration, Research and Special Programs Administration, National Highway Traffic Safety Administration, or the U.S. Coast Guard).

Section 504 extends to the entire operations of a recipient or subrecipient, regardless of the specific funding source of a particular operation. Section 504 Regulations (49 CFR Part 27.5) define a recipient as any public entity that receives Federal financial assistance from the USDOT or its operating administrations either directly or through another recipient. An example of a recipient is WSDOT an example of a subrecipient is a local agency receiving USDOT funds through WSDOT, for projects/programs/activities administered by the local agency.

All public entities shall follow *the Americans with Disabilities Act of 1990* (ADA), regardless of funding sources. The ADA is mirrored after Section 504 but extends the reach of Federal accessibility laws to include those agencies that are not recipients or subrecipients of Federal funding. Title II (28 CFR Part 35) of the ADA specifically pertains to state and local governments.

The respective Federal funding agency (FHWA) and WSDOT will ensure that local agencies comply with Section 504 and the ADA. For more information about Section 504 and the ADA, please see WSDOT Equal Opportunity ADA website: www.wsdot.wa.gov/EqualOpportunity/ADA.htm

Local agency public works staff should also refer to Chapter 42 of the Local Agency Guidelines (LAG) for technical information specific to public right-of-way facilities.

29.2 Assurances

Each local agency that receives Federal funding from the USDOT or its operating administrations (such as FHWA) shall submit a written assurance that all of its services, programs, and activities will be conducted in compliance with Section 504 and the ADA. The assurance shall be signed by the Agency Executive, and submitted to each agency (such as WSDOT) administering funds for the USDOT or an operating administration.

Federal aid projects administered through WSDOT require a Local Agency Agreement between the local agency and WSDOT. That agreement may serve as the local agency's assurance of compliance with Section 504 and the ADA as long as it is signed by the Agency Executive and states the following:

> *In accordance with Section 504 and the ADA, the Agency shall not discriminate on the basis of disability in any of its programs, services, or activities.*

29.3 Administrative Requirements

The following list and Appendix 29.11 summarize some of the key requirements of Section 504 and the ADA. Note that when a requirement cites a number of employees, that number is the number of paid permanent, temporary, and contract employees regardless of whether the employees are full or part time.

- Each agency, regardless of the number of employees and funding sources, shall ensure that its services, programs, and activities are accessible to persons with disabilities. Some things this includes are:
  - Transportation and community evacuation elements of emergency management programs/plans
  - Communications. Communications with persons with disabilities shall be as effective as communications with other persons. This applies to all forms of communications, including information posted on an agency's website (ref. Section 508 of the Rehabilitation Act and the ADA), emergency services communications, pedestrian signal systems, etc.
  - Maintenance of programs and facilities. This includes maintaining accessibility of pedestrian facilities that may be impacted by overgrown vegetation, snow/ice, severe heaving/cracking of surfaces, construction work zones, etc. Pedestrian signals/pushbuttons must also be accessible and maintained in working order.
  - New construction and altered facilities.
- Each agency regardless of the number of employees shall designate at least one person as its ADA/504 Coordinator. The individual designated as the ADA/504 Coordinator is responsible for coordinating ADA/Section 504 compliance throughout the agency. The agency shall provide the name, office address, and telephone number of the ADA/504 Coordinator both internally and externally. This information is required to be posted in areas likely to be viewed by employees and the general public (such as the agency's Web page, etc.).
- Each agency regardless of the number of employees shall adopt and publish grievance/complaint procedures. These procedures shall be posted internally and externally and be made available in alternative formats that address the needs of persons with mobility, visual, and hearing disabilities. This information is required to be posted in areas likely to be viewed by employees and the general public (such as the agency's Web page).

- Each agency, regardless of the number of employees, shall provide public notice of its ADA provisions. This notice shall contain a brief description about how the agency will address ADA accessibility in its employment, communications, policies, and resolution of complaints. This notice shall be placed in locations and/or facilities that are accessible internally and externally and be available in alternative formats that address the needs of persons with mobility, visual, and hearing disabilities. Information placed on the agency's Web page counts as posting externally.
- Each agency, regardless of the number of employees, shall conduct a self-evaluation of its policies, programs, services, and activities to determine whether Section 504/ ADA accessibility requirements are being met. This includes all public right-of-way facilities. See Appendix 29.11. Each agency shall provide an opportunity for interested parties (i.e., persons with disabilities/advocacy groups) to participate in the process.
- Each agency with 50 or more employees shall develop a transition plan (See Section 29.4) when structural modifications, identified through a self-evaluation process, are necessary to achieve program accessibility under the ADA. While Section 504 regulations contain similar requirements, there is no employee threshold and the regulation is not as descriptive as the ADA regulations. Therefore, each agency with fewer than 50 employees that is a recipient or subrecipient of Federal financial assistance shall develop a program access plan. See Section 29.4 for the requirements of these plans.

  An agency's self-evaluation and transition plan must cover all of the agency's programs (including facilities), services, and activities. The information contained in this chapter is intended to provide local agency transportation departments (i.e., public works) with guidance/expectations for addressing ADA accessibility requirements associated with public right-of-way facilities.

29.4 Transition Plan, Program Access Plan, and Accessible Pedestrian Signal and Pushbutton Policy

Each agency shall provide an opportunity for interested parties (i.e., persons with disabilities/advocacy groups) to participate in the process to develop a transition plan or program access plan.

FHWA considers transition plans and program access plans to be living documents. The applicable plan should be used in conjunction with the planning and prioritizing of projects, and for monitoring progress on completing modifications. If the time period of the plan is longer than one year, the plan shall identify steps that will be taken during each year of the transition period. FHWA also recommends that the plan be updated annually until all planned modifications have been completed.

Transition Plan

As stated in Section 29.3 of this chapter, agencies with 50 or more employees (ADA), regardless of funding source, shall develop a transition plan when structural modifications are necessary to achieve ADA compliance. Based on the agency's self-evaluation, at a minimum the plan shall:

- Identify the physical obstacles in the public entity's facilities that limit the accessibility of its programs or activities to individuals with disabilities, including those within the public right of way.
- Describe in detail the methods that will be used to make the facilities accessible.

- Specify the schedule for each facility and/or obstacle to be retrofitted. FHWA recommends that an agency include the estimated cost of each modification as part of the schedule, to assist in the budget and/or Transportation Improvement Program (TIP) preparation.
- Identify the official responsible for implementation of the plan. This is typically the agency's Executive, or the agency's designated ADA/504 Coordinator who has the authority to act on behalf of the agency's Executive.

Program Access Plan

As stated in Section 29.3, agencies with fewer than 50 employees and a recipient of Federal financial assistance are required to develop a program access plan. Similar to a transition plan, agencies shall:

- Identify the physical obstacles in the public entity's facilities that limit the accessibility of its programs or activities to individuals with disabilities, including those within the public right of way.
- Describe in detail the methods/actions needed to make the facilities accessible.
- Specify a schedule (milestones) of when the agency plans to make the necessary modifications.

Accessible Pedestrian Signal and Pushbutton (APS) Policy

Based on input from the U.S. Department of Justice (DOJ), it is FHWA's policy to require recipients and subrecipients (of FHWA funding) to establish a "reasonable and consistent" policy for installing accessible pedestrian signals and pushbuttons (APS) on all alteration and new construction projects, consistent with the requirements of Title II of the ADA (28 CFR Part 35.151) and Section 504 regulations (49 CFR Part 27.7(c)). This policy should be part of a transition plan, program access plan, or a stand-alone document if a transition plan or program access plan has not yet been completed. FHWA and WSDOT will work with local agencies to ensure that all new and altered pedestrian signal and pushbutton installations are usable by persons with visual disabilities.

29.5 Requirements for New Construction and Alterations in the Public Right of Way

Title II of the ADA requires that new and altered facilities be designed and constructed to be readily accessible to and usable by persons with disabilities.

New Construction

New construction projects address the construction of a new roadway, interchange, or other transportation facility where none existed before. New construction is expected to meet the highest level of ADA accessibility unless it is structurally impracticable to achieve full compliance. Full compliance will be considered structurally impracticable only when, in rare circumstances, the unique characteristics of terrain prevent full compliance.

Alterations

The vast majority of construction projects undertaken by local agency public works/ transportation departments are classified as alterations. An alteration is a change that affects or could affect the usability of a facility or part of a facility. Alterations include reconstruction, major rehabilitation, widening, resurfacing (e.g., asphalt overlays and mill and fill), signal installation and upgrades, and projects of similar scale and effect. Alterations to existing facilities shall meet new construction standards unless it is technically infeasible to do so. If full ADA compliance cannot be achieved in an alteration, the agency shall alter the facility to provide the maximum degree of accessibility possible. The feasibility meant by this standard is physical possibility only. Neither cost nor schedule are factors in determining whether the ADA standards can be met, nor are they factors in determining the feasibility of complying with the standard.

An alteration project shall be planned, designed, and constructed so that the required accessibility improvements occur at the same time as the alteration. If a project involves resurfacing the street, connections between the sidewalk and street crossings (i.e., curb ramps) are considered to be within the scope of the alteration project. Any accessibility issues shall be addressed in conjunction with the resurfacing project, either prior to or at the same time as the resurfacing project. For the requirements for curb ramps during resurfacing projects, see USDOJ-USDOT's Joint Technical Assistance document, dated July 8, 2013 and the Supplement to this document, dated December 1, 2015; and a FHWA recorded webinar from FHWA, dated March 1, 2016.

Safe Harbor for Alterations

Both the Section 504 and ADA requirements contain a "safe harbor" provision. However, there is a difference in the timeline associated with the Section 504 safe harbor provision and the ADA safe harbor provision.

If an agency receives Federal financial assistance from USDOT – either directly or through another USDOT recipient (such as WSDOT), the agency is subject to the 2004 ADA Accessibility Guidelines (2004 ADAAG).

This became effective in 2006 when the USDOT adopted the 2004 ADA Accessibility Guideline (2004 ADAAG) into its Section 504 regulations. This document is known as the 2004 ADA Standards. The 2004 Standards have a "safe harbor" provision for curb ramps. The provision is that if a curb ramps was constructed or altered prior to November 29, 2006, and complies with either the 1991 ADA Standards for Accessible Design (1991 ADA Accessibility Guidelines) or the Uniform Federal Accessibility Standards (UFAS), it does not need to be modified as part of a roadway resurfacing project. If this is not the case, or if the curb ramp is in disrepair then the curb ramp and its detectable warnings (truncated domes) must shall be brought into compliance with the 2004 Standards) at the time of an alternation. As mentioned above in Section 29.1, if an agency receives Federal financial assistance from USDOT – either directly or through another DOT recipient (such as WSDOT), then the agency is subject to the 2004 ADAAG as part of the USDOT Section 504 regulations.

For those agencies who are not a recipient or subrecipient of Federal financial assistance from USDOT, the safe harbor provision in the 2010 ADA Standards for Accessible Design (2010 Standards) applies. Under the 2010 Standards' safe harbor provision, if curb ramps were built or altered (in existing facilities) prior to March 15, 2012 and if they comply with

the 1991 Standards or the UFAS, they do not need to be modified as part of a resurfacing project.

However, if an existing curb ramp does not comply with either the 1991 Standards or the UFAS (including if the curb ramp is in a state of disrepair), then the Safe Harbor provision does not apply and the curb ramp would need to be brought into compliance with the 2010 Standards at the time of roadway alteration.

When curb ramps or abutting sidewalks abutting ramps are altered, they shall be reconstructed to meet the 2010 Standards. For additional curb ramp design guidance, see LAG manual Chapter 42.

Documentation for Structural Impracticability and Maximum Extent Feasible

While ADA/Section 504 regulations do not require documentation of the application of structural impracticability nor maximum extent feasible, both FHWA and the U.S. Access Board recommend that these instances be documented so the agency can support its decisions if challenged at a later date. The documentation of these instances should reveal the standard of care that guided engineering judgments. While careful documentation will not protect an agency against complaint, evidence of the considerations that led to the specific project solution may be persuasive in discussions with stakeholders or in court.

As described in the *Design Manual* M 22-01, WSDOT has a documentation procedure for applications of maximum extent feasible in alteration projects on state routes. If a local agency applies maximum extent feasible to a pedestrian facility located on a state route, it is WSDOT's expectation that the agency follow the WSDOT documentation procedure described in the *Design Manual* M 22-01. The completed documentation should be contained in local agency project files to document the agencies design efforts in complying with the ADA/Section 504 requirements.

If a local agency finds the need to apply maximum extent feasible to a pedestrian facility that is not located on a state route, the WSDOT documentation procedure does not need to be followed. However, it is highly recommended that the agency develop its own documentation protocol for such situations that is consistent with the FHWA and U.S. Access Board recommendations.

29.6 Monitoring and Enforcement

Responsibility for monitoring and enforcement of Section 504 rests with the Federal funding agency (such as FHWA). While USDOJ has the ultimate enforcement authority for ADA compliance, USDOJ has delegated monitoring and enforcement responsibility to several Federal executive agencies including the USDOT and its operating administrations (such as FHWA).

FHWA requires WSDOT to monitor and enforce the compliance with both Section 504 and the ADA of any entity receiving disbursement of either state or Federal funding through WSDOT. FHWA monitors WSDOT and local agency compliance through various means such as process and program reviews, construction inspections, PS&E reviews, and complaint investigations. If noncompliance is found, and the noncompliance is not corrected to FHWA's satisfaction, FHWA may terminate existing Federal funding or refuse to grant future funding.

29.7 Laws

- 29 USC 794 - Section 504 of the Rehabilitation Act of 1973 (as amended by the Civil Rights Restoration Act of 1987)
- 42 USC 12111 - Americans with Disabilities Act (Title II)

29.8 Regulations

- 28 CFR Part 35 (Title II) "Nondiscrimination on the Basis of Disability in State and Local Government Services"
- 49 CFR Part 27 (Section 504) "Nondiscrimination on the Basis of Disability in Programs or Activities Receiving Federal Financial Assistance"
- 49 CFR Part 37 "Transportation Services for Individuals with Disabilities (ADA)
- 49 CFR Part 38 "Americans with Disabilities Act (ADA) Accessibility Specifications for Transportation Vehicles"

29.9 Resources

- Chapters 1510 and 1515 of the *Design Manual* M 22-01
- Chapter 42 of this manual

29.10 Appendices

Appendix 29.11 ADA Title II and Section 504 Regulatory References

ADA Title II and Rehabilitation Act Section 504 Regulatory References	Requirements for agencies with less than 50 employees	Requirements for agencies with 50 or more employees
Programs, Services, and Activities: Ensure that programs, services, and activities are accessible to persons with disabilities. (28 CFR Part 35.150(a) and (c))	✓	✓
ADA/504 Coordinator: Designate at least one responsible employee (ADA/504 Coordinator) and make the name and contact information available internally and externally. (28 CFR Part 35.107(a) and 49 CFR Part 27.13(a))	✓	✓
Complaint/Grievance Procedures: Adopt and publish complaint/ grievance procedures. (28 CFR Part 35.107(b) and 49 CFR Part 27.13(b))	✓	✓
Notice of ADA Provisions: Provide a public notice of how the agency will address ADA accessibility in its employment, communications, policies, and resolution of complaints. (28 CFR 35.106)	✓	✓
Self-evaluation2: Evaluate all services, policies, and practices for barriers that restrict / limit persons with disabilities from access to services, programs, and activities. (28 CFR Part 35.105(a) and 49 CFR Part 27.11(c)(2)(i) and (v))	✓	✓
Self-evaluation2: Maintain the completed self-evaluation on file and make it available for public inspection for at least three years following its completion. (28 CFR Part 35.105(c) and 49 CFR Part 27.11(c)(3)(ii):	✓	✓
Transition Plan2/Program Access Plan: Develop a transition plan or program access plan that outlines the structural modifications that must be made to those services, programs, and activities that are not accessible. (28 CFR Part 35.150(d) and 49 CFR Part 27.11(c)(2)(ii))	✓ program access plan	✓ transition plan (post it on the agency's website)
Accessible Pedestrian Signal and Pushbutton (APS) Policy2: Develop a "reasonable and consistent" policy for installing accessible pedestrian signals and pushbuttons when a transition plan has not yet been completed. (28 CFR Part 35.130 and 35.160a(1) and 49 CFR Part 27.7(c))	✓	✓

Notes:

[1]Employees include paid permanent, temporary, and contract employees regardless of whether the employees are full or part time.

[2]Complete self-evaluations, and develop transition plans, program access plan and APS policies by engaging persons with disabilities and/or their advocates (28 CFR Parts 35.105 and 35.150 and 49 CFR Part 27.11(c)(2)).

Americans With Disabilities Act (ADA) Transition Plan for the Public Right-of-Way

Snoqualmie, WA

October 2023

Appendix B1

Public Right-of-Way GIS Inventory and Prioritization

Prepared by

Transportation Solutions
INNOVATIVE | PRACTICAL | EQUITABLE

Curb Ramp GIS Inventory with Prioritization

APS/RRFB/HAWK GIS Inventory

CURB RAMP GIS INVENTORY WITH PRIORITIZATION

City of Snoqualmie
2023 ADA Curb Ramp Inventory

TSI_Curb_Ramp_ID	OBJECTID *	SHAPE *	Grade	Condition *	Ramp_Width	DWS	Ramp_Type	Running_Slope
20230001	4	Point M	C	Very Poor	36" to > 48"	No DWS (Non-Compliant)	Unknown	Up to or equal to 8.3%
20230002	5	Point M	C	Very Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Unknown	More than 8.3%
20230003	6	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230004	7	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230005	8	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230006	9	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230007	10	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230008	11	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230009	13	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230010	14	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230011	15	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230012	16	Point M	C	Very Poor	60" or greater	No DWS (Non-Compliant)	Parallel-Single Direction	Up to or equal to 8.3%
20230013	18	Point M	C	Very Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230014	19	Point M	C	Very Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230015	20	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	More than 8.3%
20230016	21	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	More than 8.3%
20230017	22	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	More than 8.3%
20230018	23	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	More than 8.3%
20230019	24	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230020	25	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230021	26	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230022	27	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230023	28	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230024	29	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230025	30	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230026	31	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230027	32	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230028	372	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230029	33	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230030	34	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230031	35	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230032	36	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230033	371	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	More than 8.3%
20230034	37	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230035	38	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230036	40	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230037	41	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230038	43	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230039	45	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230040	46	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230041	47	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230042	49	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230043	48	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230044	50	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230045	51	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230046	52	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%

City of Snoqualmie
2023 ADA Curb Ramp Inventory

TSI_Curb_Ramp_ID	OBJECTID *	SHAPE *	Grade	Condition *	Ramp_Width	DWS	Ramp_Type	Running_Slope
20230047	53	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230048	54	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230049	55	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230050	56	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230051	57	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230052	58	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230053	59	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230054	60	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230055	61	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230056	62	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230057	63	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230058	64	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230059	65	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230060	66	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230061	67	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230062	68	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230063	69	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230064	70	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Combination	Up to or equal to 8.3%
20230065	71	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230066	72	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230067	75	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230068	76	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230069	77	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230070	79	Point M	C	Very Poor	48" to >60"	No DWS (Non-Compliant)	Parallel-Single Direction	Up to or equal to 8.3%
20230071	81	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230072	82	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230073	83	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230074	86	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230075	88	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230076	89	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230077	91	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230078	92	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230079	93	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230080	95	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230081	97	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230082	98	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230083	99	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230084	100	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230085	102	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230086	104	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	Up to or equal to 8.3%
20230087	109	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230088	110	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230089	112	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230090	113	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	Up to or equal to 8.3%
20230091	114	Point M	C	Very Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Unknown	Up to or equal to 8.3%
20230092	116	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%

City of Snoqualmie
2023 ADA Curb Ramp Inventory

TSI_Curb_Ramp_ID	OBJECTID *	SHAPE *	Grade	Condition *	Ramp_Width	DWS	Ramp_Type	Running_Slope
20230093	117	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230094	118	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230095	119	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230096	121	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230097	122	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	More than 8.3%
20230098	125	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230099	126	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230100	129	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230101	131	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	More than 8.3%
20230102	132	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	More than 8.3%
20230103	133	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	More than 8.3%
20230104	134	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230105	44	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230106	73	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230107	78	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230108	80	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230109	85	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230110	94	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230111	96	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230112	101	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	Up to or equal to 8.3%
20230113	103	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	Up to or equal to 8.3%
20230114	111	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	More than 8.3%
20230115	115	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230116	120	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	More than 8.3%
20230117	127	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230118	128	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230119	130	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230120	179	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230121	225	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230122	226	Point M	D	Missing (Needed but does not Exist)	60" or greater	No DWS (Non-Compliant)	Blended Transition	Up to or equal to 8.3%
20230123	228	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Combination	Up to or equal to 8.3%
20230124	229	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Combination	Up to or equal to 8.3%
20230125	230	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Combination	Up to or equal to 8.3%
20230126	231	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Combination	Up to or equal to 8.3%
20230127	233	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Combination	Up to or equal to 8.3%
20230128	235	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Combination	Up to or equal to 8.3%
20230129	236	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230130	237	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230131	269	Point M	C	Very Poor	36" to > 48"	No DWS (Non-Compliant)	Unknown	Up to or equal to 8.3%
20230132	300	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230133	301	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230134	302	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230135	1432	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230136	303	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	More than 8.3%
20230137	366	Point M	D	Missing (Needed but does not Exist)	<Null>	<Null>	<Null>	<Null>
20230138	304	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Unknown	Up to or equal to 8.3%

City of Snoqualmie
2023 ADA Curb Ramp Inventory

TSI_Curb_Ramp_ID	OBJECTID *	SHAPE *	Grade	Condition *	Ramp_Width	DWS	Ramp_Type	Running_Slope
20230139	367	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230140	305	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Unknown	Up to or equal to 8.3%
20230141	368	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230142	306	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Unknown	Up to or equal to 8.3%
20230143	369	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230144	307	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Unknown	Up to or equal to 8.3%
20230145	370	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	More than 8.3%
20230146	308	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Blended Transition	Up to or equal to 8.3%
20230147	309	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Blended Transition	Up to or equal to 8.3%
20230148	276	Point M	C	Very Poor	36" to > 48"	No DWS (Non-Compliant)	Unknown	More than 8.3%
20230149	144	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230150	139	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230151	140	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230152	141	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230153	12	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230154	142	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230155	143	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230156	145	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230157	146	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230158	39	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230159	147	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230160	148	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230161	149	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230162	150	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230163	151	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230164	152	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230165	153	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Blended Transition	Up to or equal to 8.3%
20230166	154	Point M	D	Missing (Needed but does not Exist)	48" to >60"	No DWS (Non-Compliant)	Blended Transition	Up to or equal to 8.3%
20230167	155	Point M	D	Missing (Needed but does not Exist)	60" or greater	No DWS (Non-Compliant)	Blended Transition	Up to or equal to 8.3%
20230168	156	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Blended Transition	Up to or equal to 8.3%
20230169	157	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230170	158	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Unknown	Up to or equal to 8.3%
20230171	159	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Unknown	Up to or equal to 8.3%
20230172	160	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230173	161	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Unknown	Up to or equal to 8.3%
20230174	162	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230175	163	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Unknown	More than 8.3%
20230176	164	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230177	165	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Unknown	More than 8.3%
20230178	166	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230179	167	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230180	168	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Unknown	Up to or equal to 8.3%
20230181	169	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230182	170	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230183	171	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230184	172	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%

City of Snoqualmie
2023 ADA Curb Ramp Inventory

TSI_Curb_Ramp_ID	OBJECTID *	SHAPE *	Grade	Condition *	Ramp_Width	DWS	Ramp_Type	Running_Slope
20230185	173	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230186	174	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230187	175	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230188	176	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230189	177	Point M	D	Missing (Needed but does not Exist)	60" or greater	No DWS (Non-Compliant)	Blended Transition	<Null>
20230190	178	Point M	D	Missing (Needed but does not Exist)	60" or greater	No DWS (Non-Compliant)	Blended Transition	<Null>
20230191	181	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Blended Transition	Up to or equal to 8.3%
20230192	182	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Blended Transition	Up to or equal to 8.3%
20230193	183	Point M	D	Missing (Needed but does not Exist)	<Null>	No DWS (Non-Compliant)	Blended Transition	<Null>
20230194	184	Point M	D	Missing (Needed but does not Exist)	<Null>	No DWS (Non-Compliant)	Blended Transition	<Null>
20230195	185	Point M	D	Missing (Needed but does not Exist)	<Null>	No DWS (Non-Compliant)	Blended Transition	<Null>
20230196	186	Point M	D	Missing (Needed but does not Exist)	<Null>	No DWS (Non-Compliant)	Blended Transition	<Null>
20230197	42	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230198	187	Point M	D	Missing (Needed but does not Exist)	<Null>	<Null>	Blended Transition	<Null>
20230199	188	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230200	189	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230201	190	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230202	191	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230203	192	Point M	D	Missing (Needed but does not Exist)	48" to >60"	No DWS (Non-Compliant)	Blended Transition	<Null>
20230204	193	Point M	D	Missing (Needed but does not Exist)	48" to >60"	No DWS (Non-Compliant)	Blended Transition	<Null>
20230205	194	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Combination	Up to or equal to 8.3%
20230206	195	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Blended Transition	Up to or equal to 8.3%
20230207	196	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230208	197	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230209	198	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230210	199	Point M	C	Very Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	More than 8.3%
20230211	200	Point M	C	Very Poor	48" to >60"	No DWS (Non-Compliant)	Unknown	More than 8.3%
20230212	201	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230213	202	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230214	203	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230215	204	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Combination	Up to or equal to 8.3%
20230216	205	Point M	D	Missing (Needed but does not Exist)	48" to >60"	No DWS (Non-Compliant)	Blended Transition	<Null>
20230217	206	Point M	D	Missing (Needed but does not Exist)	48" to >60"	No DWS (Non-Compliant)	Blended Transition	<Null>
20230218	207	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230219	208	Point M	D	Missing (Needed but does not Exist)	48" to >60"	No DWS (Non-Compliant)	Blended Transition	<Null>
20230220	209	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230221	210	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230222	211	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230223	212	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230224	214	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230225	215	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230226	216	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230227	217	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230228	218	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230229	219	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230230	220	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%

City of Snoqualmie
2023 ADA Curb Ramp Inventory

TSI_Curb_Ramp_ID	OBJECTID *	SHAPE *	Grade	Condition *	Ramp_Width	DWS	Ramp_Type	Running_Slope
20230231	222	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230232	223	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230233	238	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230234	239	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Combination	Up to or equal to 8.3%
20230235	240	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Combination	Up to or equal to 8.3%
20230236	241	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230237	242	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230238	245	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Blended Transition	Up to or equal to 8.3%
20230239	246	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Blended Transition	Up to or equal to 8.3%
20230240	247	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230241	248	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Unknown	More than 8.3%
20230242	249	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230243	250	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Unknown	Up to or equal to 8.3%
20230244	251	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Unknown	Up to or equal to 8.3%
20230245	252	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Unknown	More than 8.3%
20230246	253	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Unknown	Up to or equal to 8.3%
20230247	254	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Unknown	More than 8.3%
20230248	255	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Unknown	Up to or equal to 8.3%
20230249	256	Point M	B	Poor	60" or greater	Old Standard (Diamond/Exposed Aggregate)	Unknown	Up to or equal to 8.3%
20230250	257	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	More than 8.3%
20230251	258	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Unknown	More than 8.3%
20230252	259	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230253	260	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230254	261	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230255	262	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230256	310	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230257	311	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230258	312	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230259	313	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230260	376	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230261	314	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230262	315	Point M	C	Very Poor	Less than 36"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230263	316	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230264	317	Point M	A	Fair or Better	36" to > 48"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230265	318	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230266	320	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230267	321	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230268	322	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230269	293	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230270	294	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230271	295	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230272	296	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230273	297	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230274	298	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230275	1429	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230276	350	Point M	D	Missing (Needed but does not Exist)	<Null>	<Null>	<Null>	<Null>

City of Snoqualmie
2023 ADA Curb Ramp Inventory

TSI_Curb_Ramp_ID	OBJECTID *	SHAPE *	Grade	Condition *	Ramp_Width	DWS	Ramp_Type	Running_Slope
20230277	351	Point M	D	Missing (Needed but does not Exist)	<Null>	No DWS (Non-Compliant)	Blended Transition	<Null>
20230281	1430	Point M	C	Very Poor	Less than 36"	Compliant (Truncated Domes with contrasting color)	Unknown	Up to or equal to 8.3%
20230282	1178	Point M	D	Missing (Needed but does not Exist)	<Null>	No DWS (Non-Compliant)	<Null>	<Null>
20230284	330	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230285	331	Point M	C	Very Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230286	332	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Unknown	Up to or equal to 8.3%
20230287	333	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Unknown	Up to or equal to 8.3%
20230288	334	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230289	335	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230290	336	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	More than 8.3%
20230291	337	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Unknown	Up to or equal to 8.3%
20230292	338	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Unknown	Up to or equal to 8.3%
20230293	339	Point M	B	Poor	60" or greater	Old Standard (Diamond/Exposed Aggregate)	Unknown	Up to or equal to 8.3%
20230294	340	Point M	B	Poor	60" or greater	Old Standard (Diamond/Exposed Aggregate)	Unknown	Up to or equal to 8.3%
20230295	341	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	More than 8.3%
20230296	342	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	Up to or equal to 8.3%
20230297	343	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230298	344	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230299	345	Point M	B	Poor	60" or greater	Old Standard (Diamond/Exposed Aggregate)	Unknown	Up to or equal to 8.3%
20230300	346	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Unknown	Up to or equal to 8.3%
20230301	347	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230302	348	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230303	349	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230304	352	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230305	353	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230306	354	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230307	355	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230308	356	Point M	C	Very Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230309	357	Point M	C	Very Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230310	358	Point M	C	Very Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230311	359	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230312	360	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Unknown	Up to or equal to 8.3%
20230313	361	Point M	B	Poor	60" or greater	Old Standard (Diamond/Exposed Aggregate)	Unknown	Up to or equal to 8.3%
20230314	362	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Unknown	Up to or equal to 8.3%
20230315	363	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Unknown	More than 8.3%
20230316	364	Point M	C	Very Poor	Less than 36"	No DWS (Non-Compliant)	Unknown	More than 8.3%
20230317	299	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230318	325	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Unknown	Up to or equal to 8.3%
20230319	324	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Unknown	Up to or equal to 8.3%
20230320	329	Point M	C	Very Poor	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	More than 8.3%
20230321	328	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230322	327	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230323	326	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230324	385	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Blended Transition	Up to or equal to 8.3%
20230325	386	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Blended Transition	Up to or equal to 8.3%
20230326	263	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%

City of Snoqualmie
2023 ADA Curb Ramp Inventory

TSI_Curb_Ramp_ID	OBJECTID *	SHAPE *	Grade	Condition *	Ramp_Width	DWS	Ramp_Type	Running_Slope
20230327	264	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230328	265	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230329	266	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230330	267	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230331	268	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230332	270	Point M	C	Very Poor	48" to >60"	No DWS (Non-Compliant)	<Null>	More than 8.3%
20230333	271	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Combination	Up to or equal to 8.3%
20230334	272	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230335	274	Point M	C	Very Poor	Less than 36"	No DWS (Non-Compliant)	Unknown	More than 8.3%
20230336	275	Point M	C	Very Poor	Less than 36"	No DWS (Non-Compliant)	Unknown	More than 8.3%
20230337	277	Point M	D	Missing (Needed but does not Exist)	<Null>	<Null>	<Null>	<Null>
20230338	278	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230339	279	Point M	C	Very Poor	36" to > 48"	No DWS (Non-Compliant)	Unknown	More than 8.3%
20230340	280	Point M	D	Missing (Needed but does not Exist)	<Null>	<Null>	<Null>	<Null>
20230341	281	Point M	D	Missing (Needed but does not Exist)	<Null>	<Null>	<Null>	<Null>
20230342	282	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230343	283	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230344	284	Point M	D	Missing (Needed but does not Exist)	<Null>	No DWS (Non-Compliant)	<Null>	<Null>
20230345	285	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Blended Transition	Up to or equal to 8.3%
20230346	323	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230347	287	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230348	373	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230349	374	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230348	373	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230349	374	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230350	375	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230351	291	Point M	C	Very Poor	36" to > 48"	No DWS (Non-Compliant)	Unknown	More than 8.3%
20230352	377	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230353	378	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230354	379	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230355	380	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	More than 8.3%
20230356	381	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230357	382	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230358	383	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230359	384	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230360	292	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230361	395	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230362	387	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Blended Transition	Up to or equal to 8.3%
20230363	388	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Blended Transition	Up to or equal to 8.3%
20230364	389	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230365	390	Point M	B	Poor	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230366	391	Point M	B	Poor	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230367	392	Point M	B	Poor	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230368	393	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230369	394	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230370	396	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230371	397	Point M	D	Missing (Needed but does not Exist)	<Null>	<Null>	<Null>	<Null>
20230372	398	Point M	D	Missing (Needed but does not Exist)	<Null>	<Null>	<Null>	<Null>

City of Snoqualmie
2023 ADA Curb Ramp Inventory

TSI_Curb_Ramp_ID	OBJECTID *	SHAPE *	Grade	Condition *	Ramp_Width	DWS	Ramp_Type	Running_Slope
20230373	399	Point M	B	Poor	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	More than 8.3%
20230374	400	Point M	B	Poor	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230375	401	Point M	B	Poor	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230376	402	Point M	B	Poor	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230377	403	Point M	B	Poor	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230378	404	Point M	B	Poor	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230379	405	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230380	406	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230381	407	Point M	B	Poor	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230382	408	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230383	411	Point M	B	Poor	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230384	412	Point M	B	Poor	36" to > 48"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230385	413	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230386	414	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	More than 8.3%
20230387	415	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230388	416	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230389	417	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	More than 8.3%
20230390	418	Point M	A	Fair or Better	36" to > 48"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230391	419	Point M	A	Fair or Better	36" to > 48"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230392	420	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	More than 8.3%
20230393	421	Point M	B	Poor	48" to >60"	Compliant (Truncated Domes with contrasting color)	Blended Transition	More than 8.3%
20230394	422	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Blended Transition	More than 8.3%
20230395	423	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	More than 8.3%
20230396	424	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230397	427	Point M	D	Missing (Needed but does not Exist)	<Null>	<Null>	<Null>	<Null>
20230398	1163	Point M	D	Missing (Needed but does not Exist)	<Null>	No DWS (Non-Compliant)	<Null>	<Null>
20230399	429	Point M	B	Poor	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230400	430	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230401	431	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230402	432	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230403	433	Point M	B	Poor	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230404	434	Point M	B	Poor	36" to > 48"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230405	435	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230406	436	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230407	437	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230408	1424	Point M	C	Very Poor	48" to >60"	No DWS (Non-Compliant)	Parallel-Single Direction	Up to or equal to 8.3%
20230409	1428	Point M	D	Missing (Needed but does not Exist)	<Null>	No DWS (Non-Compliant)	<Null>	<Null>
20230410	440	Point M	B	Poor	36" to > 48"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	More than 8.3%
20230411	441	Point M	B	Poor	36" to > 48"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230412	442	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230413	443	Point M	A	Fair or Better	36" to > 48"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230414	444	Point M	A	Fair or Better	36" to > 48"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230415	445	Point M	B	Poor	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	More than 8.3%
20230416	446	Point M	B	Poor	36" to > 48"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230417	447	Point M	B	Poor	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230418	448	Point M	B	Poor	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%

City of Snoqualmie
2023 ADA Curb Ramp Inventory

TSI_Curb_Ramp_ID	OBJECTID *	SHAPE *	Grade	Condition *	Ramp_Width	DWS	Ramp_Type	Running_Slope
20230419	449	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230420	452	Point M	C	Very Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Unknown	Up to or equal to 8.3%
20230421	453	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230422	454	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230423	455	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230424	456	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230425	457	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230426	458	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	More than 8.3%
20230427	459	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230428	460	Point M	C	Very Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	More than 8.3%
20230429	461	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	More than 8.3%
20230430	319	Point M	D	Missing (Needed but does not Exist)	<Null>	No DWS (Non-Compliant)	Blended Transition	<Null>
20230432	17	Point M	D	Missing (Needed but does not Exist)	<Null>	No DWS (Non-Compliant)	Blended Transition	<Null>
20230433	74	Point M	D	Missing (Needed but does not Exist)	<Null>	<Null>	<Null>	<Null>
20230434	84	Point M	D	Missing (Needed but does not Exist)	<Null>	<Null>	<Null>	<Null>
20230435	87	Point M	D	Missing (Needed but does not Exist)	<Null>	<Null>	<Null>	<Null>
20230436	90	Point M	D	Missing (Needed but does not Exist)	<Null>	<Null>	<Null>	<Null>
20230437	105	Point M	D	Missing (Needed but does not Exist)	<Null>	<Null>	<Null>	<Null>
20230438	106	Point M	D	Missing (Needed but does not Exist)	<Null>	<Null>	<Null>	<Null>
20230439	1160	Point M	D	Missing (Needed but does not Exist)	<Null>	No DWS (Non-Compliant)	<Null>	<Null>
20230440	108	Point M	D	Missing (Needed but does not Exist)	<Null>	<Null>	<Null>	<Null>
20230441	123	Point M	D	Missing (Needed but does not Exist)	<Null>	No DWS (Non-Compliant)	Blended Transition	<Null>
20230442	1177	Point M	D	Missing (Needed but does not Exist)	<Null>	No DWS (Non-Compliant)	<Null>	<Null>
20230444	221	Point M	D	Missing (Needed but does not Exist)	<Null>	<Null>	<Null>	<Null>
20230445	224	Point M	D	Missing (Needed but does not Exist)	<Null>	<Null>	<Null>	<Null>
20230447	232	Point M	D	Missing (Needed but does not Exist)	<Null>	<Null>	<Null>	<Null>
20230448	234	Point M	D	Missing (Needed but does not Exist)	<Null>	<Null>	<Null>	<Null>
20230449	243	Point M	D	Missing (Needed but does not Exist)	<Null>	No DWS (Non-Compliant)	Unknown	<Null>
20230450	244	Point M	D	Missing (Needed but does not Exist)	<Null>	No DWS (Non-Compliant)	<Null>	<Null>
20230451	180	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Blended Transition	Up to or equal to 8.3%
20230452	288	Point M	A	Fair or Better	<Null>	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230453	286	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Unknown	Up to or equal to 8.3%
20230454	289	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Blended Transition	Up to or equal to 8.3%
20230455	273	Point M	D	Missing (Needed but does not Exist)	<Null>	<Null>	<Null>	<Null>
20230456	1164	Point M	D	Missing (Needed but does not Exist)	<Null>	No DWS (Non-Compliant)	<Null>	<Null>
20230458	290	Point M	D	Missing (Needed but does not Exist)	<Null>	No DWS (Non-Compliant)	<Null>	<Null>
20230459	462	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Unknown	Up to or equal to 8.3%
20230460	463	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230461	464	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Unknown	Up to or equal to 8.3%
20230462	465	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230463	466	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Unknown	Up to or equal to 8.3%
20230464	467	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Unknown	Up to or equal to 8.3%
20230465	468	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Unknown	More than 8.3%
20230466	469	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Unknown	Up to or equal to 8.3%
20230467	470	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Unknown	More than 8.3%
20230468	471	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Unknown	Up to or equal to 8.3%

City of Snoqualmie
2023 ADA Curb Ramp Inventory

TSI_Curb_Ramp_ID	OBJECTID *	SHAPE *	Grade	Condition *	Ramp_Width	DWS	Ramp_Type	Running_Slope
20230469	472	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Unknown	Up to or equal to 8.3%
20230470	473	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Unknown	Up to or equal to 8.3%
20230471	474	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Unknown	Up to or equal to 8.3%
20230472	475	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Unknown	Up to or equal to 8.3%
20230473	476	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Unknown	Up to or equal to 8.3%
20230474	477	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Unknown	Up to or equal to 8.3%
20230475	478	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Unknown	Up to or equal to 8.3%
20230476	479	Point M	B	Poor	60" or greater	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	Up to or equal to 8.3%
20230477	480	Point M	C	Very Poor	60" or greater	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	Up to or equal to 8.3%
20230478	481	Point M	C	Very Poor	Less than 36"	Old Standard (Diamond/Exposed Aggregate)	Unknown	Up to or equal to 8.3%
20230479	482	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Unknown	Up to or equal to 8.3%
20230480	483	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Unknown	Up to or equal to 8.3%
20230481	484	Point M	C	Very Poor	60" or greater	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	Up to or equal to 8.3%
20230482	485	Point M	B	Poor	60" or greater	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	Up to or equal to 8.3%
20230483	486	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	Up to or equal to 8.3%
20230484	487	Point M	B	Poor	60" or greater	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	Up to or equal to 8.3%
20230485	488	Point M	B	Poor	60" or greater	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	Up to or equal to 8.3%
20230486	489	Point M	B	Poor	60" or greater	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	Up to or equal to 8.3%
20230487	490	Point M	C	Very Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	Up to or equal to 8.3%
20230488	491	Point M	B	Poor	60" or greater	Old Standard (Diamond/Exposed Aggregate)	Unknown	Up to or equal to 8.3%
20230489	492	Point M	B	Poor	60" or greater	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	Up to or equal to 8.3%
20230490	493	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	Up to or equal to 8.3%
20230491	494	Point M	C	Very Poor	60" or greater	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	Up to or equal to 8.3%
20230492	495	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230493	496	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230494	497	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230495	498	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230496	499	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Parallel-Diagonally Oriented	Up to or equal to 8.3%
20230497	500	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	More than 8.3%
20230498	501	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230499	502	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230500	503	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230501	504	Point M	C	Very Poor	Less than 36"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230502	505	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230503	506	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230504	507	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230505	508	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230506	509	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230507	510	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230508	511	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230509	512	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230510	513	Point M	C	Very Poor	Less than 36"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230511	514	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230512	515	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	More than 8.3%
20230513	516	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230514	517	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%

City of Snoqualmie
2023 ADA Curb Ramp Inventory

TSI_Curb_Ramp_ID	OBJECTID *	SHAPE *	Grade	Condition *	Ramp_Width	DWS	Ramp_Type	Running_Slope
20230515	519	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230516	520	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230517	521	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230518	522	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	More than 8.3%
20230519	523	Point M	B	Poor	60" or greater	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	More than 8.3%
20230520	524	Point M	B	Poor	60" or greater	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	Up to or equal to 8.3%
20230521	525	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230522	526	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	More than 8.3%
20230523	527	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230524	528	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230525	529	Point M	D	Missing (Needed but does not Exist)	<Null>	<Null>	<Null>	<Null>
20230526	531	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	More than 8.3%
20230527	532	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Blended Transition	Up to or equal to 8.3%
20230528	533	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Blended Transition	Up to or equal to 8.3%
20230529	534	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230530	535	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Blended Transition	Up to or equal to 8.3%
20230531	536	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Blended Transition	Up to or equal to 8.3%
20230532	537	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Blended Transition	Up to or equal to 8.3%
20230533	538	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Blended Transition	Up to or equal to 8.3%
20230534	539	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Blended Transition	Up to or equal to 8.3%
20230535	540	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Blended Transition	Up to or equal to 8.3%
20230536	541	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Blended Transition	Up to or equal to 8.3%
20230537	542	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Blended Transition	Up to or equal to 8.3%
20230538	543	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Blended Transition	Up to or equal to 8.3%
20230539	544	Point M	D	Missing (Needed but does not Exist)	<Null>	No DWS (Non-Compliant)	Blended Transition	<Null>
20230540	545	Point M	D	Missing (Needed but does not Exist)	<Null>	No DWS (Non-Compliant)	Blended Transition	<Null>
20230541	546	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Blended Transition	Up to or equal to 8.3%
20230543	548	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230544	549	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	More than 8.3%
20230545	550	Point M	D	Missing (Needed but does not Exist)	<Null>	No DWS (Non-Compliant)	Blended Transition	<Null>
20230546	551	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230547	552	Point M	D	Missing (Needed but does not Exist)	<Null>	No DWS (Non-Compliant)	<Null>	<Null>
20230548	553	Point M	D	Missing (Needed but does not Exist)	<Null>	No DWS (Non-Compliant)	Blended Transition	<Null>
20230549	554	Point M	D	Missing (Needed but does not Exist)	<Null>	No DWS (Non-Compliant)	Parallel-Single Direction	<Null>
20230550	555	Point M	D	Missing (Needed but does not Exist)	<Null>	Old Standard (Diamond/Exposed Aggregate)	Blended Transition	<Null>
20230552	557	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Blended Transition	Up to or equal to 8.3%
20230553	558	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Blended Transition	Up to or equal to 8.3%
20230554	559	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230555	560	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230556	561	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230557	562	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230558	563	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230559	564	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230560	565	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230561	566	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230562	567	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%

City of Snoqualmie
2023 ADA Curb Ramp Inventory

TSI_Curb_Ramp_ID	OBJECTID *	SHAPE *	Grade	Condition *	Ramp_Width	DWS	Ramp_Type	Running_Slope
20230563	568	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230564	569	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230565	570	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230566	571	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230567	572	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230568	573	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230569	574	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230570	575	Point M	B	Poor	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230571	576	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230572	577	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230573	578	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230574	579	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230575	580	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230576	582	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230577	583	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230578	584	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230579	585	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230580	586	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230581	587	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230582	588	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230583	589	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230584	590	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230585	591	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230586	592	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230587	593	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230588	594	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230589	595	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230590	596	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230591	597	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230592	598	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230593	599	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230594	600	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230595	601	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230596	602	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230597	603	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Diagonally Oriented	Up to or equal to 8.3%
20230598	604	Point M	C	Very Poor	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230599	1150	Point M	D	Missing (Needed but does not Exist)	<Null>	No DWS (Non-Compliant)	<Null>	<Null>
20230600	606	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230601	607	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230602	608	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230603	609	Point M	C	Very Poor	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230604	610	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230605	611	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230607	1149	Point M	D	Missing (Needed but does not Exist)	<Null>	No DWS (Non-Compliant)	<Null>	<Null>
20230609	1052	Point M	C	Very Poor	<Null>	No DWS (Non-Compliant)	<Null>	<Null>
20230610	616	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%

City of Snoqualmie
2023 ADA Curb Ramp Inventory

TSI_Curb_Ramp_ID	OBJECTID *	SHAPE *	Grade	Condition *	Ramp_Width	DWS	Ramp_Type	Running_Slope
20230611	617	Point M	B	Poor	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230612	618	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230613	619	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230614	620	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230615	621	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230616	622	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230617	623	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230618	624	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230619	625	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230620	626	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230621	627	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230622	628	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230623	629	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230624	630	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230625	631	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230626	632	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230627	634	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230628	635	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230629	636	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230630	637	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230631	638	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230632	639	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230633	640	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230634	641	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230635	643	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230636	644	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230637	645	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230638	646	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230639	647	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230640	648	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230641	649	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230642	650	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230643	651	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230644	652	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230645	653	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230646	654	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230647	655	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230648	656	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230649	657	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230650	658	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230651	659	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	More than 8.3%
20230652	660	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230653	661	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230654	662	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230655	663	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230656	664	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%

City of Snoqualmie
2023 ADA Curb Ramp Inventory

TSI_Curb_Ramp_ID	OBJECTID *	SHAPE *	Grade	Condition *	Ramp_Width	DWS	Ramp_Type	Running_Slope
20230657	665	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230658	666	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230659	667	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230660	668	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230661	669	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230662	670	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230663	671	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230664	672	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230665	673	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230666	868	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	More than 8.3%
20230667	674	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230668	675	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230669	800	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230670	676	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230671	677	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230672	678	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230673	679	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230674	680	Point M	B	Poor	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230675	681	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230676	682	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230677	683	Point M	B	Poor	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230678	684	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	More than 8.3%
20230679	685	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230680	686	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230681	687	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230682	688	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230683	689	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230684	690	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230685	691	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230686	692	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230687	693	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230688	694	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230689	695	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230690	696	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230691	697	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230692	698	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230693	699	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230694	700	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230695	701	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230696	702	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230697	703	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230698	704	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230699	705	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230700	706	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230701	708	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	More than 8.3%
20230702	709	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	More than 8.3%

City of Snoqualmie
2023 ADA Curb Ramp Inventory

TSI_Curb_Ramp_ID	OBJECTID *	SHAPE *	Grade	Condition *	Ramp_Width	DWS	Ramp_Type	Running_Slope
20230703	710	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230704	711	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230705	712	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230706	713	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	More than 8.3%
20230707	714	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230708	715	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230709	716	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230710	717	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	More than 8.3%
20230711	718	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230712	719	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230713	720	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230714	721	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230715	722	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230716	723	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230717	724	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230718	725	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230719	726	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230720	727	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230721	728	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230722	729	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230723	730	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230724	731	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230725	732	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230724	731	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230725	732	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230726	733	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230727	734	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	More than 8.3%
20230728	735	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230729	736	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230730	737	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230731	738	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	More than 8.3%
20230732	739	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230733	740	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230734	741	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230735	742	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	More than 8.3%
20230736	743	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230737	744	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Diagonally Oriented	More than 8.3%
20230738	745	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230739	746	Point M	B	Poor	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230740	747	Point M	B	Poor	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230741	748	Point M	B	Poor	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	More than 8.3%
20230742	749	Point M	B	Poor	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230743	750	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230744	751	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	More than 8.3%
20230745	752	Point M	B	Poor	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230746	753	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230747	754	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230748	755	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%

City of Snoqualmie
2023 ADA Curb Ramp Inventory

TSI_Curb_Ramp_ID	OBJECTID *	SHAPE *	Grade	Condition *	Ramp_Width	DWS	Ramp_Type	Running_Slope
20230749	756	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230750	757	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230751	758	Point M	C	Very Poor	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230752	759	Point M	D	Missing (Needed but does not Exist)	<Null>	<Null>	<Null>	<Null>
20230753	760	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230754	761	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230755	762	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230756	763	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230757	764	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230758	765	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230759	791	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230760	790	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230761	770	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230762	771	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230763	772	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230764	773	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230765	774	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230766	775	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230767	776	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230768	777	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230769	778	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230770	779	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230777	786	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230778	787	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230779	788	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230780	789	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230782	1422	Point M	C	Very Poor	36" to > 48"	No DWS (Non-Compliant)	Unknown	More than 8.3%
20230783	1421	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230784	1420	Point M	D	Missing (Needed but does not Exist)	<Null>	<Null>	<Null>	<Null>
20230788	1330	Point M	D	Missing (Needed but does not Exist)	<Null>	<Null>	<Null>	<Null>
20230789	1322	Point M	D	Missing (Needed but does not Exist)	<Null>	<Null>	<Null>	<Null>
20230790	1427	Point M	D	Missing (Needed but does not Exist)	<Null>	No DWS (Non-Compliant)	<Null>	<Null>
20230791	1320	Point M	D	Missing (Needed but does not Exist)	<Null>	<Null>	<Null>	<Null>
20230792	1311	Point M	D	Missing (Needed but does not Exist)	<Null>	<Null>	<Null>	<Null>
20230793	808	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230794	809	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230795	810	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230796	811	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230797	812	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230798	813	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230799	814	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230800	815	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230801	816	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230802	817	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230803	818	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230804	819	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%

City of Snoqualmie
2023 ADA Curb Ramp Inventory

TSI_Curb_Ramp_ID	OBJECTID *	SHAPE *	Grade	Condition *	Ramp_Width	DWS	Ramp_Type	Running_Slope
20230805	820	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230806	821	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230807	822	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230808	823	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230809	824	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230810	825	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230811	826	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230812	827	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230813	828	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230814	829	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230815	830	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230816	831	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230817	832	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230818	833	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230819	835	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230820	836	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230821	837	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230822	838	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230823	839	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230824	840	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230825	841	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230826	842	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230827	843	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230828	844	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230829	845	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230830	846	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230831	847	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	More than 8.3%
20230832	848	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230833	849	Point M	A	Fair or Better	36" to > 48"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230836	852	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230837	853	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230838	854	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230839	855	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230840	856	Point M	B	Poor	60" or greater	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	More than 8.3%
20230841	857	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230842	858	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230843	859	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230844	860	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230845	861	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230846	862	Point M	B	Poor	60" or greater	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230847	863	Point M	B	Poor	60" or greater	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	Up to or equal to 8.3%
20230850	866	Point M	D	Missing (Needed but does not Exist)	<Null>	No DWS (Non-Compliant)	<Null>	<Null>
20230851	867	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230852	869	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	More than 8.3%
20230853	870	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230854	1182	Point M	D	Missing (Needed but does not Exist)	<Null>	No DWS (Non-Compliant)	Blended Transition	<Null>

City of Snoqualmie
2023 ADA Curb Ramp Inventory

TSI_Curb_Ramp_ID	OBJECTID *	SHAPE *	Grade	Condition *	Ramp_Width	DWS	Ramp_Type	Running_Slope
20230855	872	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230856	873	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230857	874	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230858	875	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230859	876	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	More than 8.3%
20230860	877	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230861	880	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230862	881	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230863	882	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230864	883	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230865	884	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230866	885	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230867	886	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230868	887	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230869	888	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230870	889	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230871	890	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	More than 8.3%
20230872	891	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230873	894	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230874	895	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230875	896	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230876	897	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20230877	898	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230878	899	Point M	C	Very Poor	60" or greater	Old Standard (Diamond/Exposed Aggregate)	Unknown	Up to or equal to 8.3%
20230879	900	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Combination	More than 8.3%
20230880	901	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Combination	Up to or equal to 8.3%
20230881	902	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Combination	More than 8.3%
20230882	903	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Combination	Up to or equal to 8.3%
20230883	904	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Combination	Up to or equal to 8.3%
20230884	905	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Combination	Up to or equal to 8.3%
20230885	906	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Combination	Up to or equal to 8.3%
20230886	907	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Combination	Up to or equal to 8.3%
20230887	908	Point M	C	Very Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Combination	Up to or equal to 8.3%
20230888	909	Point M	C	Very Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	More than 8.3%
20230889	910	Point M	B	Poor	60" or greater	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	More than 8.3%
20230890	911	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230891	912	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	More than 8.3%
20230892	916	Point M	C	Very Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230893	917	Point M	D	Missing (Needed but does not Exist)	<Null>	<Null>	<Null>	<Null>
20230894	918	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	More than 8.3%
20230895	919	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230896	920	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230897	921	Point M	D	Missing (Needed but does not Exist)	<Null>	<Null>	<Null>	<Null>
20230898	922	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230899	923	Point M	D	Missing (Needed but does not Exist)	<Null>	<Null>	<Null>	<Null>
20230900	924	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%

City of Snoqualmie
2023 ADA Curb Ramp Inventory

TSI_Curb_Ramp_ID	OBJECTID *	SHAPE *	Grade	Condition *	Ramp_Width	DWS	Ramp_Type	Running_Slope
20230901	925	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230902	926	Point M	D	Missing (Needed but does not Exist)	<Null>	<Null>	<Null>	<Null>
20230903	927	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	More than 8.3%
20230904	928	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230905	929	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	More than 8.3%
20230906	930	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	More than 8.3%
20230907	931	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230908	932	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	More than 8.3%
20230909	933	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	More than 8.3%
20230910	934	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230911	935	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230912	936	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230913	937	Point M	C	Very Poor	36" to > 48"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230916	940	Point M	C	Very Poor	Less than 36"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230917	941	Point M	C	Very Poor	Less than 36"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230918	942	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230919	943	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	More than 8.3%
20230920	944	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Combination	More than 8.3%
20230921	945	Point M	B	Poor	60" or greater	Old Standard (Diamond/Exposed Aggregate)	Combination	Up to or equal to 8.3%
20230922	946	Point M	C	Very Poor	Less than 36"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	More than 8.3%
20230923	947	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	Up to or equal to 8.3%
20230924	948	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	Up to or equal to 8.3%
20230925	949	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230926	950	Point M	B	Poor	60" or greater	Old Standard (Diamond/Exposed Aggregate)	Combination	Up to or equal to 8.3%
20230927	951	Point M	B	Poor	60" or greater	Old Standard (Diamond/Exposed Aggregate)	Combination	Up to or equal to 8.3%
20230928	952	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230929	953	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230930	954	Point M	B	Poor	60" or greater	Old Standard (Diamond/Exposed Aggregate)	Combination	Up to or equal to 8.3%
20230931	955	Point M	B	Poor	60" or greater	Old Standard (Diamond/Exposed Aggregate)	Combination	Up to or equal to 8.3%
20230932	956	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230933	957	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	More than 8.3%
20230934	958	Point M	B	Poor	60" or greater	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	Up to or equal to 8.3%
20230935	959	Point M	C	Very Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230936	960	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	More than 8.3%
20230937	961	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230938	962	Point M	B	Poor	60" or greater	Old Standard (Diamond/Exposed Aggregate)	Combination	Up to or equal to 8.3%
20230939	963	Point M	B	Poor	60" or greater	Old Standard (Diamond/Exposed Aggregate)	Combination	Up to or equal to 8.3%
20230940	964	Point M	C	Very Poor	60" or greater	No DWS (Non-Compliant)	Unknown	Up to or equal to 8.3%
20230941	965	Point M	C	Very Poor	60" or greater	No DWS (Non-Compliant)	Unknown	Up to or equal to 8.3%
20230942	967	Point M	C	Very Poor	60" or greater	No DWS (Non-Compliant)	Unknown	Up to or equal to 8.3%
20230943	966	Point M	D	Missing (Needed but does not Exist)	<Null>	<Null>	<Null>	<Null>
20230944	968	Point M	B	Poor	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230945	969	Point M	B	Poor	48" to >60"	Compliant (Truncated Domes with contrasting color)	Unknown	Up to or equal to 8.3%
20230946	970	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Unknown	Up to or equal to 8.3%
20230947	971	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Unknown	Up to or equal to 8.3%
20230948	972	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Unknown	Up to or equal to 8.3%

City of Snoqualmie
2023 ADA Curb Ramp Inventory

TSI_Curb_Ramp_ID	OBJECTID *	SHAPE *	Grade	Condition *	Ramp_Width	DWS	Ramp_Type	Running_Slope
20230949	973	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Unknown	Up to or equal to 8.3%
20230950	974	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230951	975	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230952	976	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230953	977	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230954	978	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230955	979	Point M	A	Fair or Better	36" to > 48"	Compliant (Truncated Domes with contrasting color)	Unknown	Up to or equal to 8.3%
20230956	980	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230957	981	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230958	982	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	More than 8.3%
20230959	983	Point M	C	Very Poor	Less than 36"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230960	984	Point M	A	Fair or Better	36" to > 48"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230961	985	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230962	986	Point M	B	Poor	60" or greater	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230963	987	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230964	988	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230965	989	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230966	990	Point M	C	Very Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	More than 8.3%
20230967	991	Point M	C	Very Poor	60" or greater	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230968	793	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230969	792	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230970	994	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230971	995	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230972	996	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230973	997	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	Up to or equal to 8.3%
20230974	998	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Unknown	Up to or equal to 8.3%
20230975	999	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Unknown	Up to or equal to 8.3%
20230976	1000	Point M	D	Missing (Needed but does not Exist)	<Null>	<Null>	<Null>	<Null>
20230977	1001	Point M	B	Poor	60" or greater	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	Up to or equal to 8.3%
20230978	1002	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230979	1003	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230980	1004	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	More than 8.3%
20230981	1005	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230982	1006	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	Up to or equal to 8.3%
20230983	1007	Point M	D	Missing (Needed but does not Exist)	<Null>	<Null>	<Null>	<Null>
20230986	1010	Point M	B	Poor	60" or greater	Old Standard (Diamond/Exposed Aggregate)	Combination	Up to or equal to 8.3%
20230987	1011	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230988	1012	Point M	A	Fair or Better	36" to > 48"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230989	1017	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Combination	Up to or equal to 8.3%
20230990	1013	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230991	1014	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230992	1015	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230993	1016	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230994	1018	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230995	1019	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230996	1020	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%

City of Snoqualmie
2023 ADA Curb Ramp Inventory

TSI_Curb_Ramp_ID	OBJECTID *	SHAPE *	Grade	Condition *	Ramp_Width	DWS	Ramp_Type	Running_Slope
20230997	1021	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230998	1022	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20230999	1023	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231000	1024	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231001	1025	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231002	1027	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	More than 8.3%
20231003	1028	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	More than 8.3%
20231004	1029	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231005	1030	Point M	D	Missing (Needed but does not Exist)	<Null>	<Null>	<Null>	<Null>
20231006	1031	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231007	1032	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231008	1033	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231009	1034	Point M	D	Missing (Needed but does not Exist)	<Null>	<Null>	<Null>	<Null>
20231010	1035	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231011	1036	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231012	1037	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231013	1038	Point M	A	Fair or Better	36" to > 48"	Compliant (Truncated Domes with contrasting color)	Unknown	Up to or equal to 8.3%
20231014	1039	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	More than 8.3%
20231015	1040	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231016	1183	Point M	D	Missing (Needed but does not Exist)	36" to > 48"	No DWS (Non-Compliant)	Blended Transition	<Null>
20231017	1041	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231018	1042	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231019	1043	Point M	C	Very Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	More than 8.3%
20231020	1044	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231021	1045	Point M	B	Poor	36" to > 48"	<Null>	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231022	1046	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231023	1047	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	More than 8.3%
20231024	1048	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231025	1049	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231026	1050	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	More than 8.3%
20231027	1051	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231028	1053	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231029	1054	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231030	1055	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	More than 8.3%
20231031	1056	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231032	1057	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231033	1058	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	<Null>	Up to or equal to 8.3%
20231034	1059	Point M	D	Missing (Needed but does not Exist)	<Null>	<Null>	<Null>	<Null>
20231035	1060	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231036	1061	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231037	1063	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231038	1064	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231039	1065	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231040	1066	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231041	1067	Point M	C	Very Poor	Less than 36"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231042	1068	Point M	A	Fair or Better	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Unknown	Up to or equal to 8.3%

City of Snoqualmie
2023 ADA Curb Ramp Inventory

TSI_Curb_Ramp_ID	OBJECTID *	SHAPE *	Grade	Condition *	Ramp_Width	DWS	Ramp_Type	Running_Slope
20231043	1069	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231044	1070	Point M	B	Poor	60" or greater	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	Up to or equal to 8.3%
20231045	1071	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231046	1072	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231047	1073	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231048	1074	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Combination	Up to or equal to 8.3%
20231049	1075	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	More than 8.3%
20231050	1076	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	More than 8.3%
20231051	1077	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231052	1078	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	More than 8.3%
20231053	1080	Point M	A	Fair or Better	36" to > 48"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20231054	1081	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231055	1082	Point M	B	Poor	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231056	1083	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	More than 8.3%
20231057	1084	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231058	1085	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	More than 8.3%
20231059	1086	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231060	1087	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20231061	1088	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20231062	1089	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231063	1090	Point M	B	Poor	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231064	1091	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231065	1092	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Combination	Up to or equal to 8.3%
20231066	1093	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231067	1094	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231068	1095	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231069	1096	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20231070	1097	Point M	B	Poor	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20231071	1098	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20231072	1099	Point M	B	Poor	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231073	1100	Point M	B	Poor	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231074	1101	Point M	B	Poor	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231075	1102	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Combination	Up to or equal to 8.3%
20231076	1103	Point M	B	Poor	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231077	1104	Point M	B	Poor	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231078	1105	Point M	B	Poor	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231079	1106	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231080	1107	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231081	1108	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231082	1109	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231083	1110	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231084	1111	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231085	1112	Point M	B	Poor	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231086	1113	Point M	C	Very Poor	Less than 36"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231087	1114	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231088	1115	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%

City of Snoqualmie
2023 ADA Curb Ramp Inventory

TSI_Curb_Ramp_ID	OBJECTID *	SHAPE *	Grade	Condition *	Ramp_Width	DWS	Ramp_Type	Running_Slope
20231089	1116	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231090	1117	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231091	1118	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231092	1119	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	More than 8.3%
20231093	1120	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231094	1121	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231095	1122	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231096	1123	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	Up to or equal to 8.3%
20231097	1124	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20231098	1125	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231099	1126	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231100	1127	Point M	C	Very Poor	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231101	1128	Point M	B	Poor	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231102	1129	Point M	B	Poor	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20231103	1130	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20231104	1131	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231105	1132	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231106	1134	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231107	1135	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231108	1136	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20231109	1137	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231110	1138	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231111	1139	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231112	1140	Point M	C	Very Poor	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231113	1141	Point M	B	Poor	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231114	1142	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20231115	1143	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20231116	1144	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231117	1145	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231118	1146	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Blended Transition	Up to or equal to 8.3%
20231119	1147	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Blended Transition	Up to or equal to 8.3%
20231120	1151	Point M	D	Missing (Needed but does not Exist)	<Null>	No DWS (Non-Compliant)	Blended Transition	<Null>
20231121	1152	Point M	D	Missing (Needed but does not Exist)	<Null>	<Null>	<Null>	<Null>
20231122	1153	Point M	C	Very Poor	Less than 36"	No DWS (Non-Compliant)	Unknown	More than 8.3%
20231123	1156	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20231124	1157	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Combination	Up to or equal to 8.3%
20231125	1158	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20231126	1159	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20231127	1166	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Blended Transition	Up to or equal to 8.3%
20231128	1167	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Combination	Up to or equal to 8.3%
20231129	1168	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231130	1169	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231131	1170	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231132	1171	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231133	1172	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231134	1173	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%

TSI_Curb_Ramp_ID	OBJECTID *	SHAPE *	Grade	Condition *	Ramp_Width	DWS	Ramp_Type	Running_Slope
20231135	1174	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20231136	1175	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231137	1176	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231138	1179	Point M	D	Missing (Needed but does not Exist)	<Null>	<Null>	<Null>	<Null>
20231139	1180	Point M	D	Missing (Needed but does not Exist)	<Null>	<Null>	<Null>	<Null>
20231140	1184	Point M	D	Missing (Needed but does not Exist)	<Null>	No DWS (Non-Compliant)	Blended Transition	<Null>
20231141	1186	Point M	D	Missing (Needed but does not Exist)	<Null>	No DWS (Non-Compliant)	Blended Transition	<Null>
20231142	1187	Point M	D	Missing (Needed but does not Exist)	<Null>	No DWS (Non-Compliant)	Blended Transition	<Null>
20231143	1189	Point M	D	Missing (Needed but does not Exist)	<Null>	<Null>	<Null>	<Null>
20231144	1185	Point M	D	Missing (Needed but does not Exist)	<Null>	<Null>	<Null>	<Null>
20231145	1191	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231146	1190	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231147	1197	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231148	1196	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231149	1195	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231150	1194	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231151	1193	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231152	1192	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231153	1198	Point M	B	Poor	60" or greater	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	Up to or equal to 8.3%
20231154	1199	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231155	1200	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231156	1201	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231157	1202	Point M	B	Poor	60" or greater	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	Up to or equal to 8.3%
20231158	1203	Point M	C	Very Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231159	1204	Point M	C	Very Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231160	1205	Point M	C	Very Poor	Less than 36"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231161	1206	Point M	D	Missing (Needed but does not Exist)	<Null>	No DWS (Non-Compliant)	<Null>	<Null>
20231162	1207	Point M	C	Very Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	Up to or equal to 8.3%
20231163	1208	Point M	C	Very Poor	Less than 36"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231164	1209	Point M	C	Very Poor	Less than 36"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231165	1210	Point M	C	Very Poor	Less than 36"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231166	1211	Point M	B	Poor	60" or greater	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	More than 8.3%
20231167	1212	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231168	1213	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231169	1214	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231170	1215	Point M	B	Poor	60" or greater	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	Up to or equal to 8.3%
20231171	1216	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231172	1217	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231173	1218	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231174	1219	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231175	1220	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231176	1221	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231177	1222	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231178	1223	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231179	1224	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231180	1225	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%

City of Snoqualmie
2023 ADA Curb Ramp Inventory

TSI_Curb_Ramp_ID	OBJECTID *	SHAPE *	Grade	Condition *	Ramp_Width	DWS	Ramp_Type	Running_Slope
20231181	1226	Point M	C	Very Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231182	1227	Point M	C	Very Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231183	1228	Point M	B	Poor	60" or greater	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	Up to or equal to 8.3%
20231184	1229	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231185	1230	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231186	1231	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231187	1232	Point M	B	Poor	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	More than 8.3%
20231188	1233	Point M	C	Very Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	More than 8.3%
20231189	1234	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	More than 8.3%
20231190	1235	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	More than 8.3%
20231191	1236	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231192	1237	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231193	1238	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231194	1239	Point M	B	Poor	60" or greater	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	More than 8.3%
20231195	1240	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231196	1241	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231197	1242	Point M	C	Very Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231198	1243	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	Up to or equal to 8.3%
20231199	1244	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231200	1245	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	More than 8.3%
20231201	1246	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231202	1247	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	More than 8.3%
20231203	1248	Point M	C	Very Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	More than 8.3%
20231204	1249	Point M	A	Fair or Better	36" to > 48"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231205	1250	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231206	1251	Point M	C	Very Poor	Less than 36"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231207	1252	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231208	1253	Point M	B	Poor	60" or greater	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	Up to or equal to 8.3%
20231209	1254	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	More than 8.3%
20231210	1255	Point M	C	Very Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231211	1256	Point M	C	Very Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231212	1257	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231213	1258	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231214	1259	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231215	1260	Point M	B	Poor	60" or greater	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	More than 8.3%
20231216	1261	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231217	1262	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231218	1263	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231219	1264	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231220	1265	Point M	C	Very Poor	Less than 36"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231221	1266	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231222	1267	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	More than 8.3%
20231223	1268	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231224	1269	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	More than 8.3%
20231225	1270	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231226	1271	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	Up to or equal to 8.3%

City of Snoqualmie
2023 ADA Curb Ramp Inventory

TSI_Curb_Ramp_ID	OBJECTID *	SHAPE *	Grade	Condition *	Ramp_Width	DWS	Ramp_Type	Running_Slope
20231227	1272	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	Up to or equal to 8.3%
20231228	1273	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	Up to or equal to 8.3%
20231229	1274	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231230	1275	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231231	1276	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	More than 8.3%
20231232	1277	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231233	1278	Point M	C	Very Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	Up to or equal to 8.3%
20231234	1279	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231235	1280	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231236	1281	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231237	1282	Point M	C	Very Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	Up to or equal to 8.3%
20231238	1283	Point M	B	Poor	36" to > 48"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231239	1284	Point M	C	Very Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231240	1285	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231241	1286	Point M	B	Poor	36" to > 48"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231242	1287	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231243	1288	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231244	1289	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	Up to or equal to 8.3%
20231245	1290	Point M	B	Poor	60" or greater	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	Up to or equal to 8.3%
20231246	1291	Point M	B	Poor	60" or greater	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	Up to or equal to 8.3%
20231247	1292	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20231248	1293	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231249	1294	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231250	1295	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231251	1296	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20231252	1297	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231253	1298	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231254	1299	Point M	B	Poor	36" to > 48"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231255	1300	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231256	1301	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231257	1302	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231258	1303	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231259	1304	Point M	A	Fair or Better	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231260	1305	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231261	1307	Point M	B	Poor	60" or greater	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	More than 8.3%
20231262	1308	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231263	1309	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231264	1310	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231265	1312	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231266	1313	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231267	1314	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231268	1315	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	Up to or equal to 8.3%
20231269	1316	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	Up to or equal to 8.3%
20231270	1317	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231271	1318	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231272	1319	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%

City of Snoqualmie
2023 ADA Curb Ramp Inventory

TSI_Curb_Ramp_ID	OBJECTID *	SHAPE *	Grade	Condition *	Ramp_Width	DWS	Ramp_Type	Running_Slope
20231273	1321	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231274	1323	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231275	1324	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231276	1325	Point M	C	Very Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	Up to or equal to 8.3%
20231277	1326	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20231278	1327	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231279	1328	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231280	1329	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	More than 8.3%
20231281	1331	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	Up to or equal to 8.3%
20231282	1332	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231283	1333	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231284	1334	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231285	1335	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	Up to or equal to 8.3%
20231286	1336	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231287	1337	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231288	1338	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	More than 8.3%
20231289	1339	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	Up to or equal to 8.3%
20231290	1340	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	Up to or equal to 8.3%
20231291	1341	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	More than 8.3%
20231292	1342	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231293	1343	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	More than 8.3%
20231294	1344	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231295	1345	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231296	1346	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	Up to or equal to 8.3%
20231297	1347	Point M	B	Poor	36" to > 48"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231298	1348	Point M	C	Very Poor	Less than 36"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231299	1349	Point M	C	Very Poor	Less than 36"	Old Standard (Diamond/Exposed Aggregate)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231300	1350	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Unknown	More than 8.3%
20231301	1351	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	Up to or equal to 8.3%
20231302	1352	Point M	B	Poor	48" to >60"	Old Standard (Diamond/Exposed Aggregate)	Parallel-Single Direction	More than 8.3%
20231303	1354	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	More than 8.3%
20231304	1355	Point M	B	Poor	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231305	1356	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231306	1357	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231307	1358	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	More than 8.3%
20231308	1359	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231309	1360	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231310	1361	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231311	1362	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	More than 8.3%
20231312	1363	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	More than 8.3%
20231313	1364	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	More than 8.3%
20231314	1365	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	More than 8.3%
20231315	1366	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231316	1367	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231317	1368	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20231318	1370	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%

City of Snoqualmie
2023 ADA Curb Ramp Inventory

TSI_Curb_Ramp_ID	OBJECTID *	SHAPE *	Grade	Condition *	Ramp_Width	DWS	Ramp_Type	Running_Slope
20231319	1371	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231320	1372	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	More than 8.3%
20231321	1373	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231322	1374	Point M	B	Poor	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231323	1375	Point M	A	Fair or Better	<Null>	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231324	1376	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231325	1369	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231326	1377	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20231327	1378	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20231328	1379	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231329	1380	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231330	1381	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231331	1382	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231332	1383	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20231333	1384	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20231334	1385	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231335	1386	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231336	1387	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231337	1388	Point M	C	Very Poor	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231338	1389	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231339	1390	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231340	1391	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231341	1392	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231342	1393	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231343	1394	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231344	1395	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231345	1396	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231346	1397	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231347	1398	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231348	1399	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20231349	1400	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	More than 8.3%
20231350	1401	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	More than 8.3%
20231351	1402	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231352	1403	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231353	1404	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231354	794	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231355	1406	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231356	1407	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231357	1409	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231358	1408	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231359	1410	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Combination	Up to or equal to 8.3%
20231360	1411	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231361	1412	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231362	1413	Point M	A	Fair or Better	48" to >60"	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20231363	1414	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231364	1415	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%

City of Snoqualmie
2023 ADA Curb Ramp Inventory

TSI_Curb_Ramp_ID	OBJECTID *	SHAPE *	Grade	Condition *	Ramp_Width	DWS	Ramp_Type	Running_Slope
20231365	1416	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231366	1417	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231367	796	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231368	795	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231369	871	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231372	798	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231373	797	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%
20231380	799	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Perpendicular (triangular wings)	Up to or equal to 8.3%
20231381	801	Point M	A	Fair or Better	60" or greater	Compliant (Truncated Domes with contrasting color)	Parallel-Single Direction	Up to or equal to 8.3%

TSI_Curb_Ramp_ID	Cross_Slope	Landing	Notes
20230001	More than 2%	Less than 4 x 4 feet	No landing. Cross slope 13%. Ramp services non-ADA parking.
20230002	Up to or equal to 2%	Less than 4 x 4 feet	No landing. Side flare 12%.
20230003	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230004	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230005	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230006	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230007	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230008	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230009	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230010	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230011	Up to or equal to 2%	Less than 4 x 4 feet	Landing area 42” wide PAR
20230012	Up to or equal to 2%	4 x 4 feet or greater	No DWS for transition to roadway
20230013	Up to or equal to 2%	Less than 4 x 4 feet	No landing. Curb lip.
20230014	Up to or equal to 2%	Less than 4 x 4 feet	Overgrown vegetation.
20230015	Up to or equal to 2%	4 x 4 feet or greater	Running slope 12%
20230016	Up to or equal to 2%	4 x 4 feet or greater	Running slope 10%
20230017	Up to or equal to 2%	4 x 4 feet or greater	Running slope 9.3%
20230018	Up to or equal to 2%	4 x 4 feet or greater	Running slope 8.7%
20230019	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230020	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230021	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230022	Up to or equal to 2%	4 x 4 feet or greater	Ramp has incline slope.
20230023	Up to or equal to 2%	4 x 4 feet or greater	Ramp has incline slope.
20230024	Up to or equal to 2%	4 x 4 feet or greater	Ramp has incline slope.
20230025	Up to or equal to 2%	4 x 4 feet or greater	Ramp has incline slope.
20230026	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230027	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230028	More than 2%	4 x 4 feet or greater	Cross slope 2.8%. Landing running slope 4%.
20230029	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230030	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230031	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230032	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230033	More than 2%	4 x 4 feet or greater	Running slope 9%. Cross slope 2.3%. Landing cross slope 2.3%.
20230034	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230035	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230036	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230037	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230038	Up to or equal to 2%	4 x 4 feet or greater	Recycling cans blocking ramp
20230039	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230040	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230041	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230042	Up to or equal to 2%	4 x 4 feet or greater	Overgrown vegetation.
20230043	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230044	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230045	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230046	Up to or equal to 2%	4 x 4 feet or greater	<Null>

TSI_Curb_Ramp_ID	Cross_Slope	Landing	Notes
20230047	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230048	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230049	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230050	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230051	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230052	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230053	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230054	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230055	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230056	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230057	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230058	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230059	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230060	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230061	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230062	Up to or equal to 2%	4 x 4 feet or greater	Gravel debris
20230063	Up to or equal to 2%	4 x 4 feet or greater	Gravel debris
20230064	Up to or equal to 2%	4 x 4 feet or greater	DWS within landing
20230065	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230066	Up to or equal to 2%	4 x 4 feet or greater	Construction cones within landing.
20230067	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230068	Up to or equal to 2%	4 x 4 feet or greater	DWS within landing. Overgrown vegetation.
20230069	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230070	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230071	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230072	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230073	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230074	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230075	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230076	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230077	Up to or equal to 2%	4 x 4 feet or greater	DWS should only serve North-South crossing.
20230078	Up to or equal to 2%	4 x 4 feet or greater	DWS should only serve North-South crossing
20230079	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230080	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230081	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230082	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230083	Up to or equal to 2%	4 x 4 feet or greater	DWS within landing
20230084	Up to or equal to 2%	4 x 4 feet or greater	DWS within landing
20230085	Up to or equal to 2%	4 x 4 feet or greater	DWS within landing. Discoloration.
20230086	Up to or equal to 2%	4 x 4 feet or greater	Landing slope 2.5%
20230087	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230088	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230089	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230090	Up to or equal to 2%	Less than 4 x 4 feet	<Null>
20230091	Up to or equal to 2%	Less than 4 x 4 feet	No landing
20230092	Up to or equal to 2%	Less than 4 x 4 feet	<Null>

TSI_Curb_Ramp_ID	Cross_Slope	Landing	Notes
20230093	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230094	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230095	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230096	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230097	Up to or equal to 2%	4 x 4 feet or greater	Running slope 9%
20230098	Up to or equal to 2%	4 x 4 feet or greater	Debris
20230099	Up to or equal to 2%	4 x 4 feet or greater	Debris
20230100	Up to or equal to 2%	4 x 4 feet or greater	Cracks within landing
20230101	Up to or equal to 2%	Less than 4 x 4 feet	Running slope 10%
20230102	Up to or equal to 2%	4 x 4 feet or greater	Running slope 9%
20230103	Up to or equal to 2%	4 x 4 feet or greater	Curb at angle to approach. Running slope 9.3%.
20230104	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230105	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230106	Up to or equal to 2%	4 x 4 feet or greater	Driveway interface
20230107	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230108	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230109	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230110	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230111	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230112	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230113	Up to or equal to 2%	4 x 4 feet or greater	Debris
20230114	Up to or equal to 2%	4 x 4 feet or greater	Running slope 10%
20230115	More than 2%	Less than 4 x 4 feet	Landing slope 9%. Running slope 4%.
20230116	Up to or equal to 2%	4 x 4 feet or greater	Running slope 8.5%
20230117	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230118	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230119	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230120	Up to or equal to 2%	4 x 4 feet or greater	Monitor sidewalk gap
20230121	Up to or equal to 2%	4 x 4 feet or greater	Debris
20230122	Up to or equal to 2%	Less than 4 x 4 feet	No DWS at shared use path crossing
20230123	Up to or equal to 2%	4 x 4 feet or greater	DWS within landing
20230124	Up to or equal to 2%	4 x 4 feet or greater	DWS within landing. Minor curb lip.
20230125	Up to or equal to 2%	4 x 4 feet or greater	DWS within landing
20230126	Up to or equal to 2%	4 x 4 feet or greater	DWS within Landing
20230127	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230128	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230129	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230130	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230131	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230132	More than 2%	4 x 4 feet or greater	Cross slope 2.3%. PAR cross slope 4%.
20230133	More than 2%	4 x 4 feet or greater	Cross slope 3%. PAR cross slope 3%.
20230134	Up to or equal to 2%	4 x 4 feet or greater	Utility access within Landing
20230135	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230136	Up to or equal to 2%	4 x 4 feet or greater	Running slope 8.7%.
20230137	<Null>	<Null>	Add ramp to cross intersection
20230138	Up to or equal to 2%	4 x 4 feet or greater	<Null>

TSI_Curb_Ramp_ID	Cross_Slope	Landing	Notes
20230139	More than 2%	4 x 4 feet or greater	Cross slope 3%. Landing running slope 4%.
20230140	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230141	More than 2%	4 x 4 feet or greater	Cross slope 5%. Landing running slope 6%. Landing cross slope 5%.
20230142	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230143	More than 2%	4 x 4 feet or greater	Cross slope 2.6%. Landing running slope 6%. Landing cross slope 2.6%.
20230144	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230145	More than 2%	4 x 4 feet or greater	Running slope 8.6%. Cross slope 3.5%.
20230146	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230147	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230148	Up to or equal to 2%	4 x 4 feet or greater	Running slope 11%
20230149	Up to or equal to 2%	4 x 4 feet or greater	Monitor sidewalk gap
20230150	Up to or equal to 2%	4 x 4 feet or greater	Landing slope, 2.25%.
20230151	Up to or equal to 2%	4 x 4 feet or greater	Monitor sidewalk gap
20230152	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230153	Up to or equal to 2%	4 x 4 feet or greater	Adjacent business product blocking PAR
20230154	Up to or equal to 2%	4 x 4 feet or greater	Monitor sidewalk gap
20230155	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230156	Up to or equal to 2%	4 x 4 feet or greater	Monitor sidewalk gaps
20230157	Up to or equal to 2%	4 x 4 feet or greater	Monitor sidewalk gaps
20230158	Up to or equal to 2%	4 x 4 feet or greater	Utility access within landing
20230159	Up to or equal to 2%	4 x 4 feet or greater	Monitor sidewalk gap
20230160	Up to or equal to 2%	4 x 4 feet or greater	Monitor sidewalk gap
20230161	Up to or equal to 2%	4 x 4 feet or greater	Monitor sidewalk gap
20230160	Up to or equal to 2%	4 x 4 feet or greater	Monitor sidewalk gap
20230161	Up to or equal to 2%	4 x 4 feet or greater	Monitor sidewalk gap
20230162	Up to or equal to 2%	4 x 4 feet or greater	Right side cross slope 3%
20230163	Up to or equal to 2%	4 x 4 feet or greater	Monitor sidewalk gap
20230164	Up to or equal to 2%	4 x 4 feet or greater	Monitor sidewalk gap and left corner upheaval.
20230165	Up to or equal to 2%	4 x 4 feet or greater	DWS to railroad 6 feet. Monitor sidewalk gap
20230166	Up to or equal to 2%	4 x 4 feet or greater	No DWS at railroad crossing. Cracked landing
20230167	Up to or equal to 2%	4 x 4 feet or greater	No DWS at railroad crossing. PAR slopes and dips and humps
20230168	Up to or equal to 2%	4 x 4 feet or greater	DWS to railroad 6 feet
20230169	Up to or equal to 2%	4 x 4 feet or greater	Monitor sidewalk gap
20230170	Up to or equal to 2%	4 x 4 feet or greater	Overgrown vegetation. Landing slope 3%
20230171	Up to or equal to 2%	4 x 4 feet or greater	Overgrown vegetation
20230172	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230173	Up to or equal to 2%	4 x 4 feet or greater	Two DWS panels
20230174	Up to or equal to 2%	4 x 4 feet or greater	DWS deterioration
20230175	Up to or equal to 2%	4 x 4 feet or greater	Running slope 10%
20230176	Up to or equal to 2%	4 x 4 feet or greater	DWS has lip
20230177	Up to or equal to 2%	4 x 4 feet or greater	Running slope 8.7%. Landing slope 2.8%
20230178	Up to or equal to 2%	4 x 4 feet or greater	Monitor sidewalk gap
20230179	Up to or equal to 2%	4 x 4 feet or greater	Monitor sidewalk gap
20230180	Up to or equal to 2%	4 x 4 feet or greater	Two DWS panels
20230181	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230182	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230183	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230184	Up to or equal to 2%	4 x 4 feet or greater	<Null>

TSI_Curb_Ramp_ID	Cross_Slope	Landing	Notes
20230185	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230186	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230187	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230188	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230189	<Null>	<Null>	No DWS at railroad crossing
20230190	<Null>	<Null>	No DWS at railroad crossing
20230191	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230192	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230193	<Null>	<Null>	Crossings feed into parking lot. Need to define PAR with DWS.
20230194	<Null>	<Null>	No DWS at railroad crossing. Asphalt lip.
20230195	<Null>	<Null>	No DWS at railroad crossing
20230196	<Null>	<Null>	No DWS at railroad crossing
20230197	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230198	<Null>	<Null>	NO DWS at railroad crossing. Aslphalt lip.
20230199	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230200	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230201	Up to or equal to 2%	4 x 4 feet or greater	Consider adding PAR barricade for adjacent ditch
20230202	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230203	<Null>	<Null>	No DWS at railroad crossing
20230204	<Null>	<Null>	No DWS at railroad crossing. Asphalt lip.
20230205	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230206	Up to or equal to 2%	4 x 4 feet or greater	DWS within landing
20230207	Up to or equal to 2%	4 x 4 feet or greater	DWS leads to ditch in PAR
20230208	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230209	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230210	Up to or equal to 2%	Less than 4 x 4 feet	No landing. Running slope 11%. Gravel debris
20230211	More than 2%	Less than 4 x 4 feet	No landing. Running slope 8.5%. Cross slope 2.5%.
20230212	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230213	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230214	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230215	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230216	<Null>	<Null>	No DWS transition to roadway
20230217	<Null>	4 x 4 feet or greater	No DWS transition to shoulder
20230218	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230219	<Null>	4 x 4 feet or greater	No DWS transition to roadway
20230220	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230221	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230222	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230223	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230224	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230225	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230226	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230227	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230228	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230229	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230230	Up to or equal to 2%	4 x 4 feet or greater	<Null>

TSI_Curb_Ramp_ID	Cross_Slope	Landing	Notes
20230231	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230232	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230233	Up to or equal to 2%	4 x 4 feet or greater	DWS within landing
20230234	Up to or equal to 2%	4 x 4 feet or greater	DWS within landing
20230235	Up to or equal to 2%	4 x 4 feet or greater	DWS within landing. Running slope 9%
20230236	Up to or equal to 2%	4 x 4 feet or greater	DWS within landing
20230237	Up to or equal to 2%	4 x 4 feet or greater	DWS within landing
20230238	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230239	Up to or equal to 2%	4 x 4 feet or greater	PAR to asphalt transition could be improved
20230240	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230241	Up to or equal to 2%	4 x 4 feet or greater	Running slope 9%. Minor curb lip.
20230242	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230243	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230244	Up to or equal to 2%	4 x 4 feet or greater	Overgrown vegetation
20230245	Up to or equal to 2%	4 x 4 feet or greater	Running slope 14%. Overgrown vegetation.
20230246	Up to or equal to 2%	4 x 4 feet or greater	Running slope 14%.
20230247	Up to or equal to 2%	4 x 4 feet or greater	Running slope 10.5%.
20230248	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230249	Up to or equal to 2%	4 x 4 feet or greater	Flare slope 10%
20230250	Up to or equal to 2%	4 x 4 feet or greater	Running slope 8.5%.
20230251	Up to or equal to 2%	4 x 4 feet or greater	Running slope 14%
20230252	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230253	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230254	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230255	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230256	More than 2%	4 x 4 feet or greater	Cross slope 3%.PAR cross slope 4% . Minor curb lip.
20230257	More than 2%	4 x 4 feet or greater	Cross slope 3%. PAR cross slope 4%. Minor curb lip.
20230258	Up to or equal to 2%	4 x 4 feet or greater	Minor curb lip.
20230259	Up to or equal to 2%	4 x 4 feet or greater	PAR cross slope 3%. Minor curb lip.
20230260	Up to or equal to 2%	4 x 4 feet or greater	Landing running slope 3.6% within PAR. Minor curb lip.
20230261	Up to or equal to 2%	4 x 4 feet or greater	Landing slopes 2.5%. Minor curb lip.
20230262	Up to or equal to 2%	4 x 4 feet or greater	PAR cross slope 3%. Minor curb lip.
20230263	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230264	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230265	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230266	Up to or equal to 2%	4 x 4 feet or greater	PAR cross slope 2.5%.
20230267	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230268	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230269	More than 2%	4 x 4 feet or greater	Cross slope 3%. Matches roadway grade. APS pole slope 9.3%.
20230270	More than 2%	4 x 4 feet or greater	Cross slope 2.3%. Matches roadway grade
20230271	Up to or equal to 2%	4 x 4 feet or greater	APS pole slope 6%.
20230272	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230273	Up to or equal to 2%	4 x 4 feet or greater	APS pole slope 5%.
20230274	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230275	Up to or equal to 2%	4 x 4 feet or greater	Minor curb lip. Blended transition recommended at shoulder
20230276	<Null>	<Null>	Consider providing formal accessible bus platform

TSI_Curb_Ramp_ID	Cross_Slope	Landing	Notes
20230277	<Null>	<Null>	Reconsider bus stop location and/or provide accessible pedestrian crossing.
20230281	Up to or equal to 2%	Less than 4 x 4 feet	No Landing. Major curb lip. Blended transition recommended at shoulder
20230282	<Null>	<Null>	Provide DWS
20230284	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230285	More than 2%	4 x 4 feet or greater	Curb ramp should be removed. Cross slope 3%. Matches roadway grade. PAR cross slope 6%.
20230286	More than 2%	4 x 4 feet or greater	Cross slope 4%. Matches roadway grade. PAR cross slope 4%.
20230287	Up to or equal to 2%	4 x 4 feet or greater	PAR cross slope 3%.Monitor gap between ramp and landing
20230288	More than 2%	4 x 4 feet or greater	Cross slope 4%. PAR running slope 6%
20230289	Up to or equal to 2%	4 x 4 feet or greater	PAR cross slope 2.3%.
20230290	More than 2%	4 x 4 feet or greater	Running slope 8.5%. Cross slope 2.6%.
20230291	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230292	More than 2%	4 x 4 feet or greater	Cross slope 3.5%. Matches roadway grade. Landing running slope 3.5%.
20230293	More than 2%	4 x 4 feet or greater	Cross slope 3.5%. Matches roadway grade. Landing running slope of 3.5% within PAR.
20230294	More than 2%	4 x 4 feet or greater	Cross slope 7%. Matches roadway grade. Landing cross slope 7%
20230295	More than 2%	4 x 4 feet or greater	Running slope 10%. Cross slope 7%. Matches roadway grade. PAR running slope 6%.
20230296	More than 2%	4 x 4 feet or greater	Cross slope 6%. Landing running slope 6%.
20230297	More than 2%	Less than 4 x 4 feet	Cross slope 6%. Landing running slope 7%
20230298	Up to or equal to 2%	Less than 4 x 4 feet	<Null>
20230299	Up to or equal to 2%	4 x 4 feet or greater	Curb lip
20230300	More than 2%	4 x 4 feet or greater	Cross slope 4%. PAR running slope 5%.
20230301	More than 2%	4 x 4 feet or greater	Cross slope 3%. Matches roadway grade. PAR cross slope 3%.
20230302	More than 2%	4 x 4 feet or greater	Running slope 8.5%. Landing cross slopes 3%. PAR running slope 7%.
20230303	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230304	More than 2%	4 x 4 feet or greater	Cross slope 6%. Landing within PAR. PAR running slope 10%.
20230305	More than 2%	4 x 4 feet or greater	Potential MEF. Cross slope 7% . Landing running slope 9%. Landing cross slope 10%
20230306	More than 2%	Less than 4 x 4 feet	Cross slope 3.5%. Landing slopes 3.5%.
20230307	More than 2%	4 x 4 feet or greater	Cross slope 6%. Landing running slope 6%. Landing cross slope 4%. Curb lip.
20230308	More than 2%	Less than 4 x 4 feet	Cross slope 9%. Landing within PAR. PAR running slope 9%. Minor curb lip.
20230309	Up to or equal to 2%	Less than 4 x 4 feet	Minor curb lip
20230310	More than 2%	Less than 4 x 4 feet	Cross slope 8%. Landing running slope 11%
20230311	More than 2%	Less than 4 x 4 feet	Cross slope 9%. Landing within PAR. PAR running slope 12%
20230312	More than 2%	4 x 4 feet or greater	Cross slope 2.5% . Landing cross slope 2.6%. Curb lip.
20230313	More than 2%	4 x 4 feet or greater	Cross slope 3%. Landing running slope 3%. Landing cross slope 2.5%.
20230314	More than 2%	4 x 4 feet or greater	Cross slope 12%. Landing Runng slope 7%. Landing within PAR.
20230315	More than 2%	4 x 4 feet or greater	Cross slope 9%. Running slope 12%. Minor curb lip. Landing within PAR.
20230316	Up to or equal to 2%	Less than 4 x 4 feet	Reorient ramp North-South.
20230317	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230318	Up to or equal to 2%	4 x 4 feet or greater	Cross slope 2.3%. Matches roadway grade
20230319	More than 2%	4 x 4 feet or greater	Cross slope 3%. Matches roadway grade
20230320	More than 2%	4 x 4 feet or greater	Curb ramp should be removed. Running slope 8.8%. Cross slope 4%. PAR cross slope 4%. Corner panel upheaval
20230321	More than 2%	4 x 4 feet or greater	Cross slope 4%. Matches roadway grade. PAR cross slope 4%. PAR running slope 6%.
20230322	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230323	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230324	Up to or equal to 2%	4 x 4 feet or greater	Landing within PAR. PAR running slope 5.8% matches roadway grade.
20230325	Up to or equal to 2%	4 x 4 feet or greater	Landing within PAR. Landing cross slope 6% matches roadway grade.
20230326	Up to or equal to 2%	4 x 4 feet or greater	<Null>

TSI_Curb_Ramp_ID	Cross_Slope	Landing	Notes
20230327	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230328	Up to or equal to 2%	4 x 4 feet or greater	DWS deterioration
20230329	Up to or equal to 2%	4 x 4 feet or greater	DWS deterioration
20230330	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230331	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230332	Up to or equal to 2%	4 x 4 feet or greater	Running slope 12%
20230333	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230334	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230335	Up to or equal to 2%	4 x 4 feet or greater	Running slope since 8.5%
20230336	More than 2%	Less than 4 x 4 feet	32 inch ramp. No Landing. Running slope 9.5%.
20230337	<Null>	<Null>	<Null>
20230338	More than 2%	4 x 4 feet or greater	Cross slope 2.8%. Minor curb lip.
20230339	Up to or equal to 2%	Less than 4 x 4 feet	Running slope 18%
20230340	<Null>	<Null>	Utility pole within 48 inch PAR
20230341	<Null>	<Null>	<Null>
20230342	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230343	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230344	<Null>	<Null>	No DWS at railroad crossing
20230345	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230346	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230347	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230348	More than 2%	4 x 4 feet or greater	Cross slope 8% matches roadway grade.. Landing with PAR. PAR running slope 9%.
20230349	More than 2%	4 x 4 feet or greater	Potential MEF. Cross slope at 6% matches roadway. Landing Reading slope 9%. Landing cross slope 4%.
20230350	Up to or equal to 2%	4 x 4 feet or greater	Landing slopes within 2%
20230351	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230352	Up to or equal to 2%	4 x 4 feet or greater	Landing within PAR. Landing running slope 6.6%. Landing cross slope 2.5%. Minor curb lip.
20230353	Up to or equal to 2%	4 x 4 feet or greater	Landing within PAR. Landing slopes within 1%. DWS deterioration.
20230354	Up to or equal to 2%	4 x 4 feet or greater	Landing within PAR. Monitor sidewalk gaps.
20230355	Up to or equal to 2%	4 x 4 feet or greater	Landing within PAR. Landing slopes within 2%. Running slope 8.8%.
20230356	Up to or equal to 2%	4 x 4 feet or greater	Cross slope 3.8%. Landing running slope 3.7%. DWS deterioration. Minor curb lip.
20230357	Up to or equal to 2%	4 x 4 feet or greater	Cross slope 4%. Landing within PAR. Landing running slope 3.4%. DWS deterioration. Minor curb lip..
20230358	Up to or equal to 2%	4 x 4 feet or greater	Landing within PAR. Landing running slope 2.8%. Monitor sidewalk gaps. DWS deterioration. Minor curb lip.
20230359	Up to or equal to 2%	4 x 4 feet or greater	Landing within PAR. Landing cross slope 4%. Monitor sidewalk gaps. DWS deterioration. Minor curb lip.
20230360	More than 2%	4 x 4 feet or greater	Cross slope 3%. Matches roadway grade
20230361	Up to or equal to 2%	4 x 4 feet or greater	Landing slopes within 1%
20230362	More than 2%	4 x 4 feet or greater	Cross slope 3% matched roadway grade.
20230363	More than 2%	4 x 4 feet or greater	Landing cross slope 6% matches roadway grade. Mud debris.
20230364	More than 2%	4 x 4 feet or greater	Cross slope 2.8% matches roadway grade.
20230365	Up to or equal to 2%	4 x 4 feet or greater	Landing slopes within 2%. DWS deterioration.
20230366	More than 2%	4 x 4 feet or greater	Cross slope 5.8%. PAR running slope 10%. Landing running slope 4.6% with PAR cross slope 5.6%. DWS deterioration.
20230367	More than 2%	4 x 4 feet or greater	Cross slope 5.7%. Landing slopes 4%. DWS deterioration.
20230368	Up to or equal to 2%	4 x 4 feet or greater	Landing slope 3%. Ramp diagonally offset to receiving ramp. Monitor landing to curb ramp upheaval
20230369	Up to or equal to 2%	4 x 4 feet or greater	Landing slopes within 2%. Ramp not aligned with receiving ramp.
20230370	Up to or equal to 2%	4 x 4 feet or greater	Landing slopes within 2%
20230371	<Null>	<Null>	<Null>
20230372	<Null>	<Null>	No receiving ramp

TSI_Curb_Ramp_ID	Cross_Slope	Landing	Notes
20230373	More than 2%	4 x 4 feet or greater	Running slope 10%. Cross slope 10%. PAR running slope 10%. Landing cross slope 2%.
20230374	More than 2%	4 x 4 feet or greater	Cross slope 9%. Landing running slope within PAR 7.5%. Asphalt deterioration.
20230375	More than 2%	4 x 4 feet or greater	Cross slope 7%. Landing running slope 7.5%. Matches roadway grade.
20230376	More than 2%	4 x 4 feet or greater	Cross slope 8%. Landing running slope within PAR 11%.
20230377	More than 2%	4 x 4 feet or greater	Cross slope 3.6% matches roadway grade.Landing within PAR running slope 5.5%. Landing cross slope 4.6%.
20230378	More than 2%	4 x 4 feet or greater	Cross slope 4.3% matches roadway grade. anding running slope within PAR 6.3%.
20230379	Up to or equal to 2%	4 x 4 feet or greater	Remove ramp or provide accessible crossing
20230380	Up to or equal to 2%	4 x 4 feet or greater	Landing within PAR. PAR running slope 5.4%.
20230381	Up to or equal to 2%	4 x 4 feet or greater	Landing slopes 5%. Landing panel upheaval
20230382	Up to or equal to 2%	4 x 4 feet or greater	Landing slopes within 2.7%. Remove ramp or provide accessible crossing
20230383	Up to or equal to 2%	Less than 4 x 4 feet	Landing cross slopes within 3%
20230384	Up to or equal to 2%	Less than 4 x 4 feet	<Null>
20230385	Up to or equal to 2%	4 x 4 feet or greater	PAR cross slope 3%.
20230386	More than 2%	4 x 4 feet or greater	Running slope 10%. Cross slope 3%. Matches roadway grade. PAR running slope 4%.
20230387	More than 2%	4 x 4 feet or greater	Cross slope 8%. Matches roadway grade. PAR running slope 10%.
20230388	More than 2%	4 x 4 feet or greater	Cross slope 9.7%. Matches roadway grade. PAR running slope 11%. PAR cross slope 8.5%.
20230389	More than 2%	4 x 4 feet or greater	Running slope 9%. Cross slope 7%. Matches roadway grade. Landing Runng slope within PAR 5%. Landing cross slope 2.7%.
20230390	More than 2%	Less than 4 x 4 feet	Cross slope 2.3%. Landing slopes 3%.
20230391	Up to or equal to 2%	Less than 4 x 4 feet	Landing cross slope within PAR 3%
20230392	More than 2%	4 x 4 feet or greater	Running slope 10%. Cross slope 4%. Matches roadway grade. Landing cross slope 2.7%
20230393	More than 2%	4 x 4 feet or greater	Running slope 12%. Cross slope 4%. PAR running slope 10%. Monitor upheaval.
20230394	Up to or equal to 2%	4 x 4 feet or greater	Running slope 10%. PAR running slope 10%
20230395	Up to or equal to 2%	4 x 4 feet or greater	Running slope 10%. Matches roadway grade. PAR running slope 2.6%.
20230396	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230397	<Null>	4 x 4 feet or greater	Instead of adding mid-block ramp crossing, extend PAR to the east to existing ramp
20230398	<Null>	<Null>	PAR fades into overgrown vegetation.
20230399	More than 2%	Less than 4 x 4 feet	Cross slope 4%. Matches roadway grade. PAR running slope 5.6%
20230400	More than 2%	4 x 4 feet or greater	Cross slope 5%. Matches roadway grade. PAR running slope 5%.
20230401	More than 2%	4 x 4 feet or greater	Cross slope 10%. Matches roadway grade. PAR running slope 8%.
20230402	More than 2%	4 x 4 feet or greater	Cross slope 8.3%. Matches roadway grade. PAR running slope 9.8%.
20230403	More than 2%	Less than 4 x 4 feet	Cross slope 16%. PAR running slope 17
20230404	More than 2%	Less than 4 x 4 feet	Cross slope 3.6%. PAR running slope 6.5%. PAR cross slope 9.8%.
20230405	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230406	More than 2%	4 x 4 feet or greater	Cross slope 8%. Matches roadway grade. PAR running slope 10%. PAR cross slope 2.3%.
20230407	More than 2%	4 x 4 feet or greater	Cross slope 8.2%. Matches roadway grade. PAR running slope 7.6%.
20230408	Up to or equal to 2%	4 x 4 feet or greater	No DWS at end of PAR.
20230409	<Null>	<Null>	Appears to be public right of way
20230410	More than 2%	Less than 4 x 4 feet	Running slope 9%. Cross slope 13%. Matches roadway grade. PAR running slope 15.8%. PAR cross slope 3.7%.
20230411	More than 2%	Less than 4 x 4 feet	Cross slope 6.2%. PAR running slope 10%
20230412	More than 2%	4 x 4 feet or greater	Cross slope 12%. Matches roadway grade. PAR running slope 16%. PAR cross slope 5%.
20230413	More than 2%	4 x 4 feet or greater	Cross slope 12%. Matches roadway grade. PAR running slope 12%.
20230414	More than 2%	4 x 4 feet or greater	Cross slope 4%. Matches roadway grade. PAR running slope 5%
20230415	More than 2%	4 x 4 feet or greater	Running slope 9%. Cross slope 4%. Overgrown vegetation. Landing slopes within 2.5%.
20230416	More than 2%	Less than 4 x 4 feet	Cross slope 8.3%. Matches roadway grade. PAR running slope 12%.
20230417	Up to or equal to 2%	Less than 4 x 4 feet	<Null>
20230418	Up to or equal to 2%	Less than 4 x 4 feet	Overgrown vegetation

TSI_Curb_Ramp_ID	Cross_Slope	Landing	Notes
20230419	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230420	More than 2%	Less than 4 x 4 feet	Cross slope 5.5%. No landing.
20230421	More than 2%	Less than 4 x 4 feet	Cross slope 3%. PAR running slope 5%.
20230422	More than 2%	4 x 4 feet or greater	Cross slope 3.4%. Matches roadway grade
20230423	More than 2%	4 x 4 feet or greater	Cross slope 7.3%. Matches roadway grade. PAR cross slope 8%. PAR running slope 9%.
20230424	More than 2%	4 x 4 feet or greater	Cross slope 9%. Matches roadway grade. Landing cross slope 9%. PAR running slope 13%.
20230425	More than 2%	4 x 4 feet or greater	Cross slope 8.3%. Matches roadway grade. PAR cross slope 8.3%. PAR running slope 13%.
20230426	Up to or equal to 2%	4 x 4 feet or greater	Running slope 9.4%.
20230427	Up to or equal to 2%	4 x 4 feet or greater	PAR running slope 5%
20230428	Up to or equal to 2%	4 x 4 feet or greater	Running slope 10%. PAR running slope 3.9%. Sidewalk upheaval at curb panel.
20230429	Up to or equal to 2%	4 x 4 feet or greater	Running slope 10%. PAR running slope 5%.
20230430	<Null>	Less than 4 x 4 feet	Add DWS and landing ahead of unpaved trail
20230432	<Null>	<Null>	Provide blended transition to shoulder parking.
20230433	<Null>	<Null>	<Null>
20230434	<Null>	<Null>	<Null>
20230435	<Null>	<Null>	<Null>
20230436	<Null>	<Null>	<Null>
20230437	<Null>	<Null>	<Null>
20230438	<Null>	<Null>	<Null>
20230439	<Null>	<Null>	End of PAR
20230440	<Null>	<Null>	<Null>
20230441	<Null>	<Null>	NO DWS transition to roadway
20230442	<Null>	<Null>	Provide blended transition to shoulder
20230444	<Null>	<Null>	No receiving ramp at intersection
20230445	<Null>	<Null>	No receiving ramp at intersection
20230447	<Null>	<Null>	No DWS transition to roadway
20230448	<Null>	<Null>	No DWS transition to roadway
20230449	<Null>	<Null>	No DWS transition to roadway
20230450	<Null>	<Null>	No DWS transition to roadway
20230451	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230452	Up to or equal to 2%	4 x 4 feet or greater	DWS within landing
20230453	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230454	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230455	<Null>	<Null>	No receiving at intersection
20230456	<Null>	<Null>	<Null>
20230458	<Null>	<Null>	No DWS at railroad crossing.
20230459	More than 2%	4 x 4 feet or greater	Monitor panel gaps. Cross slope 3%. PAR running slope 3%.
20230460	Up to or equal to 2%	4 x 4 feet or greater	Patio table and chairs within PAR
20230461	More than 2%	4 x 4 feet or greater	Monitor panel gaps. Cross slope 3%. PAR running slope 3%.
20230462	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230463	Up to or equal to 2%	4 x 4 feet or greater	Monitor panel gaps
20230464	More than 2%	4 x 4 feet or greater	Cross slope 3%. PAR running slope 2.7%. Monitor panel gaps.
20230465	More than 2%	4 x 4 feet or greater	Running slope 9.3%. Cross slopes 3%. Landing within PAR. Landing cross slope 2%. Monitor panel gaps.
20230466	More than 2%	4 x 4 feet or greater	Cross slope 4%. PAR running slope 4.5%.
20230467	More than 2%	4 x 4 feet or greater	Running slope 10%. Cross slope 3%. PAR cross slope 4%. Monitor panel gaps
20230468	Up to or equal to 2%	4 x 4 feet or greater	Monitor panel gaps.

TSI_Curb_Ramp_ID	Cross_Slope	Landing	Notes
20230469	More than 2%	4 x 4 feet or greater	Cross slope 4%. PAR running slope 5%. Monitor panel gaps.
20230470	More than 2%	4 x 4 feet or greater	Cross slope 4.3%. PAR running slope 5%. Monitor panel gaps.
20230471	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230472	More than 2%	4 x 4 feet or greater	Cross slope 2.6%. PAR running slope 2.5%. Monitor panel gaps.
20230473	More than 2%	4 x 4 feet or greater	Cross slope 8%. PAR running slope 8%. Monitor panel gaps.
20230474	Up to or equal to 2%	4 x 4 feet or greater	Monitor panel gaps.
20230475	Up to or equal to 2%	4 x 4 feet or greater	Monitor panel gaps
20230476	Up to or equal to 2%	4 x 4 feet or greater	Old DWS runs length of landing and ramp
20230477	Up to or equal to 2%	4 x 4 feet or greater	Curb lip. Sidewalk ramp gaps.
20230478	Up to or equal to 2%	4 x 4 feet or greater	Crack in flare. Monitor panel gaps. Curb lip.
20230479	Up to or equal to 2%	4 x 4 feet or greater	PAR cross slope 3%.
20230480	More than 2%	4 x 4 feet or greater	Cross slope 4%. PAR running slope 3%. Monitor panel gaps.
20230481	Up to or equal to 2%	4 x 4 feet or greater	1.5 inch gap between landing and ramp panels.
20230482	More than 2%	4 x 4 feet or greater	West approach ramp cross slope 2.3%. Monitor vegetation in gap.
20230483	More than 2%	4 x 4 feet or greater	PAR approach ramps cross slope 2.7%. Landing running slope 4%. Monitor vegetation in panel gap.
20230484	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230485	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230486	Up to or equal to 2%	4 x 4 feet or greater	Dirt at transition to road.
20230487	More than 2%	4 x 4 feet or greater	Tree root in panel gap. Cross slope 3%.
20230488	Up to or equal to 2%	4 x 4 feet or greater	ADA parking access ramp
20230489	Up to or equal to 2%	4 x 4 feet or greater	PAR cross slope 3%.
20230490	Up to or equal to 2%	4 x 4 feet or greater	PAR cross slope 2.3%. Vegetation in panel gap.
20230491	Up to or equal to 2%	4 x 4 feet or greater	Landing slopes within 2.5%. 1.5 inch landing to ramp gap.
20230492	Up to or equal to 2%	4 x 4 feet or greater	PAR cross slope 3%
20230493	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230494	Up to or equal to 2%	4 x 4 feet or greater	PAR cross slope 3%.
20230495	Up to or equal to 2%	4 x 4 feet or greater	PAR running slope 4.5%. PAR cross slope 3.2%.
20230496	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230497	Up to or equal to 2%	4 x 4 feet or greater	Landing slopes within 2.5%. Monitor new panel corner upheaval at ramp.
20230498	Up to or equal to 2%	4 x 4 feet or greater	PAR running slope 4%. PAR cross slope 2.5%.
20230499	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230500	Up to or equal to 2%	4 x 4 feet or greater	PAR running slope 4%.
20230501	More than 2%	4 x 4 feet or greater	Cross slope 5%. PAR running slope 8%.
20230502	More than 2%	4 x 4 feet or greater	Cross slope 4%. PAR running slope 6%.
20230503	More than 2%	4 x 4 feet or greater	Cross slope 3%. PAR running slope 4%. PAR cross slope 6%.
20230504	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230505	More than 2%	4 x 4 feet or greater	Running slope 3%. PAR cross slope 4%.
20230506	More than 2%	4 x 4 feet or greater	Cross slope 2.7%. PAR cross slope 2.7%.
20230507	More than 2%	Less than 4 x 4 feet	Landing panel gap. Cross slope 3.4%. PAR running slope 4.7%
20230508	More than 2%	4 x 4 feet or greater	Cross slope 3.3%. PAR cross slope 3.4%. PAR running slope 5%
20230509	Up to or equal to 2%	Less than 4 x 4 feet	Curb lip. Monitor panel gaps.
20230510	More than 2%	4 x 4 feet or greater	Curb transition less than 36 inches. DWS upheaval. Cross slope 4%.
20230511	More than 2%	Less than 4 x 4 feet	Cross slope 3.4%. PAR running slope at 6%. PAR running slope 6.5%.
20230512	More than 2%	4 x 4 feet or greater	Running slope 9.5%. Cross slope 2.6%. PAR running slope 5.4%.
20230513	Up to or equal to 2%	4 x 4 feet or greater	Cross slope 2.7%.PAR running slope 4%.
20230514	Up to or equal to 2%	4 x 4 feet or greater	<Null>

TSI_Curb_Ramp_ID	Cross_Slope	Landing	Notes
20230515	Up to or equal to 2%	Less than 4 x 4 feet	PAR running slope 4%.PAR cross slope 5%.
20230516	Up to or equal to 2%	Less than 4 x 4 feet	PAR cross slope 3%
20230517	Up to or equal to 2%	4 x 4 feet or greater	Curb lip.
20230518	Up to or equal to 2%	4 x 4 feet or greater	Running slope 8.4%.
20230519	More than 2%	4 x 4 feet or greater	Running slope 11%. Cross slope 3%. Landing has wavy concrete.
20230520	More than 2%	4 x 4 feet or greater	Cross slope 4%. PAR running slope 3%. PAR cross slope 2%.
20230521	Up to or equal to 2%	4 x 4 feet or greater	PAR running slopes 3%.
20230522	More than 2%	4 x 4 feet or greater	Cross slope 3%. PAR running slope 5%.
20230523	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230524	More than 2%	4 x 4 feet or greater	Cross slope 3%. PAR running slope 3%.
20230525	<Null>	<Null>	No receiving ramp
20230526	Up to or equal to 2%	4 x 4 feet or greater	Running slope 15%. Matches roadway grade. Adjacent PAR running slope 16%.
20230527	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230528	Up to or equal to 2%	4 x 4 feet or greater	DWS on both sides of median refuge
20230529	Up to or equal to 2%	4 x 4 feet or greater	Landing slopes within 2%
20230530	Up to or equal to 2%	4 x 4 feet or greater	Landing running slope 2.7%.
20230531	Up to or equal to 2%	4 x 4 feet or greater	DWS on both sides of median refuge
20230532	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230533	Up to or equal to 2%	4 x 4 feet or greater	DWS within landing
20230534	Up to or equal to 2%	4 x 4 feet or greater	DWS on both sides of median refuge. Cross slope 1.3%.
20230535	Up to or equal to 2%	4 x 4 feet or greater	DWS within landing
20230536	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230537	Up to or equal to 2%	4 x 4 feet or greater	DWS on both sides of median refuge. Blended transition cross slope 1.3%.
20230538	More than 2%	4 x 4 feet or greater	Cross slope 3% matches roadway grade.
20230539	<Null>	<Null>	35 inches between concrete upheaval
20230540	<Null>	<Null>	35 inches between concrete upheaval
20230541	Up to or equal to 2%	4 x 4 feet or greater	35 inches between concrete upheaval of posts in PAR
20230543	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230544	Up to or equal to 2%	4 x 4 feet or greater	Running slope 8.7%. Minor curb lip.
20230545	<Null>	<Null>	No DWS in median refuge
20230546	Up to or equal to 2%	4 x 4 feet or greater	Landing running slope to ramp 2.7%.
20230547	<Null>	<Null>	No DWS at railroad crossing
20230548	<Null>	<Null>	No DWS at railroad crossing
20230549	<Null>	<Null>	No DWS at railroad crossing
20230550	<Null>	<Null>	No DWS at railroad crossing
20230552	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230553	More than 2%	4 x 4 feet or greater	<Null>
20230554	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230555	More than 2%	4 x 4 feet or greater	Cross slope 4%. Matches roadway grade. PAR running slope 6%. PAR cross slope 3%.
20230556	More than 2%	4 x 4 feet or greater	Cross slope 9%. Matches roadway grade. PAR cross slope 9%
20230557	More than 2%	4 x 4 feet or greater	Cross slope 9%. Matches roadway grade. PAR running slope 8.4%.
20230558	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230559	More than 2%	4 x 4 feet or greater	Cross slope 2.8%. Matches roadway grade. PAR running slope 3.3%.
20230560	More than 2%	4 x 4 feet or greater	Cross slope 4%. Matches roadway grade.PAR running slope 4%.
20230561	More than 2%	4 x 4 feet or greater	Cross slope 6%. Matches roadway grade. PAR running slope 8%.
20230562	Up to or equal to 2%	4 x 4 feet or greater	<Null>

TSI_Curb_Ramp_ID	Cross_Slope	Landing	Notes
20230563	Up to or equal to 2%	4 x 4 feet or greater	Ramp surface deterioration. Gap to surrounding panels.
20230564	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230565	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230566	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230567	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230568	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230569	More than 2%	4 x 4 feet or greater	Cross slope 2.7%. Landing cross slope 2.7%.
20230570	More than 2%	4 x 4 feet or greater	Cross slope 4.5%. PAR running slope 4.5%. Pedestrian pushbutton pole within landing
20230571	Up to or equal to 2%	4 x 4 feet or greater	Landing slopes 2.5%
20230572	More than 2%	4 x 4 feet or greater	Cross slope 3%. Matches roadway grade. Landing slopes 2.3%.
20230573	Up to or equal to 2%	4 x 4 feet or greater	Landing slopes 2.5%
20230574	Up to or equal to 2%	4 x 4 feet or greater	Overgrown vegetation at back of landing.
20230575	Up to or equal to 2%	4 x 4 feet or greater	PAR cross slope 2.5%
20230576	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230577	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230578	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230579	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230580	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230581	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230582	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230583	More than 2%	4 x 4 feet or greater	<Null>
20230584	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230585	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230586	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230587	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230588	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230589	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230590	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230591	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230592	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230593	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230594	More than 2%	4 x 4 feet or greater	Cross slope 2.3%. Matches roadway grade.
20230595	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230596	More than 2%	4 x 4 feet or greater	Cross slope 3.5%. Matches roadway grade. Monitor sidewalk panel upheaval.
20230597	More than 2%	4 x 4 feet or greater	Cross slope 6%. Matches roadway grade. PAR running slope 5%. PAR cross slope 4%.
20230598	Up to or equal to 2%	4 x 4 feet or greater	Remove ramp. Does not have PAR to cross to.
20230599	<Null>	<Null>	Is this City jurisdiction. No DWS at railroad crossing.
20230600	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230601	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230602	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230603	Up to or equal to 2%	4 x 4 feet or greater	Panel gap. DWS upheaval. Curb lip.
20230604	More than 2%	4 x 4 feet or greater	Cross slope 3%. Matches roadway grade. PAR running slope 4%.
20230605	More than 2%	4 x 4 feet or greater	Cross slope 6%. Matches roadway grade. PAR running slope 6%. PAR cross slope 2%.
20230607	<Null>	<Null>	Is this City jurisdiction? No DWS at railroad crossing.
20230609	<Null>	<Null>	No DWS for shared use path to roadway
20230610	Up to or equal to 2%	4 x 4 feet or greater	<Null>

TSI_Curb_Ramp_ID	Cross_Slope	Landing	Notes
20230611	Up to or equal to 2%	4 x 4 feet or greater	Landing panel upheaval
20230612	Up to or equal to 2%	4 x 4 feet or greater	PAR cross slope 3%.
20230613	Up to or equal to 2%	4 x 4 feet or greater	PAR cross slope 2.3%.
20230614	Up to or equal to 2%	4 x 4 feet or greater	PAR cross slope 2.6%.
20230615	Up to or equal to 2%	4 x 4 feet or greater	Landing slopes within 2.3%.
20230616	More than 2%	4 x 4 feet or greater	Cross slope 5%. Matches roadway grade. PAR running slope 5.5%. PAR cross slope 3%. Overgrown vegetation.
20230617	More than 2%	4 x 4 feet or greater	Cross slope 4%. Matches roadway grade. PAR running slope 5%.
20230618	More than 2%	4 x 4 feet or greater	Cross slope 3%. Matches roadway grade. PAR running slope 4%. PAR cross slope 3%.
20230619	More than 2%	4 x 4 feet or greater	Cross slope 4%. Matches roadway grade. PAR running slope 6%. PAR cross slope 3%.
20230620	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230621	More than 2%	4 x 4 feet or greater	Cross slope 3%. Matches roadway grade. PAR running slope 5%. Minor curb lip.
20230622	More than 2%	4 x 4 feet or greater	Cross slope 4%.vMatches roadway grade. PAR running slope 4%
20230623	More than 2%	Less than 4 x 4 feet	Cross slope 4%. Matches roadway grade. PAR running slope 11% approaching ramp slope.
20230624	Up to or equal to 2%	Less than 4 x 4 feet	<Null>
20230625	Up to or equal to 2%	4 x 4 feet or greater	PAR cross slope 2.8%.
20230626	More than 2%	4 x 4 feet or greater	Cross slope 3.4%. Matches roadway grade. PAR running slope 3.4%.
20230627	More than 2%	4 x 4 feet or greater	Cross slope 4.5%. Matches roadway grade. PAR running slope 4.2%.
20230628	Up to or equal to 2%	4 x 4 feet or greater	PAR running slope 5%.
20230629	More than 2%	4 x 4 feet or greater	Cross slope 3%. Matches roadway grade. PAR running slope 4%. PAR cross slope 3%.
20230630	More than 2%	4 x 4 feet or greater	Cross slope 2.3%. Matches roadway grade.
20230631	More than 2%	4 x 4 feet or greater	Cross slope 2.4%. Matches roadway grade. AR running slope 4%. PAR cross slope 2.4%.
20230632	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230633	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230634	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230635	More than 2%	4 x 4 feet or greater	Cross slope 2.3%. Matches roadway grade.PAR running slope 3%. PAR cross slope 4%.
20230636	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230637	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230638	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230639	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230640	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230641	More than 2%	4 x 4 feet or greater	Cross slope 2.5%. Matches roadway grade.
20230642	More than 2%	4 x 4 feet or greater	Cross slope 3.5%. Matches roadway grade. PAR running slope 4%. PAR cross slope 4%
20230643	More than 2%	4 x 4 feet or greater	Cross slope 2.4%. Matches roadway slope. PAR running slope 2.4%.
20230644	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230645	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230646	More than 2%	4 x 4 feet or greater	Cross slope 5%. Matches roadway grade. PAR running slope 5.8%.
20230647	More than 2%	4 x 4 feet or greater	Cross slope 6%. Matches roadway grade. PAR running slope 7%.
20230648	More than 2%	4 x 4 feet or greater	Cross slope 10%. Matches roadway grade. PAR running slope 13%.
20230649	More than 2%	4 x 4 feet or greater	Cross slope 8%. Matches roadway grade. PAR running slope 7.5%.
20230650	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230651	More than 2%	<Null>	Running slope 8.8%. Cross slope 9%. Matches roadway grade. PAR running slope 9%.
20230652	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230653	Up to or equal to 2%	4 x 4 feet or greater	PAR cross slope 3%
20230654	More than 2%	4 x 4 feet or greater	Cross slope 3%. Matches roadway grade. PAR running slope 3%.
20230655	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230656	More than 2%	4 x 4 feet or greater	Cross slope 5%. Matches roadway grade. PAR running slope 11%. PAR cross slope 5%

TSI_Curb_Ramp_ID	Cross_Slope	Landing	Notes
20230657	More than 2%	4 x 4 feet or greater	Cross slope 4.5%. Matches roadway grade. PAR running slope 7%.
20230658	More than 2%	4 x 4 feet or greater	Cross slope 5%. Matches roadway grade. PAR running slope 6%.
20230659	More than 2%	4 x 4 feet or greater	Cross slope 3%. Matches roadway grade. PAR running slope 5%. PAR cross slope 3%
20230660	More than 2%	4 x 4 feet or greater	Cross slope 7%. Matches roadway grade. PAR running slope 8%.
20230661	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230662	Up to or equal to 2%	4 x 4 feet or greater	Landing slopes within 2.7%
20230663	More than 2%	4 x 4 feet or greater	Cross slope 5%. Matches roadway grade. PAR running slope 5%.
20230664	More than 2%	4 x 4 feet or greater	Cross slope 3.5%. Matches roadway grade. PAR running slope 4%.
20230665	More than 2%	4 x 4 feet or greater	Cross slope 6%. Matches roadway grade. PAR running slope 3%.
20230666	More than 2%	4 x 4 feet or greater	Running slope 10.5%. Cross slope 4.5%. Matches roadway grade. PAR running slope 6.5%.
20230667	More than 2%	4 x 4 feet or greater	Cross slope 5%. Matches roadway grade. PAR running slope 10%. PAR cross slope 4%.
20230668	More than 2%	4 x 4 feet or greater	Cross slope 7.5%. Matches roadway grade. PAR running slope 7.8
20230669	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230670	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230671	Up to or equal to 2%	4 x 4 feet or greater	Landing slopes within 2.5%.
20230672	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230673	Up to or equal to 2%	4 x 4 feet or greater	PAR running slope 4%.
20230674	More than 2%	Less than 4 x 4 feet	Cross slope 9.8%. Matches roadway grade. Landing less than 36 inch clear space. PAR cross slope 5%. Post flashes blocking landing.
20230675	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230676	More than 2%	4 x 4 feet or greater	Cross slope 4.6%. Matches roadway grade. PAR running slope 6.6%. PAR Cross slope 3%
20230677	More than 2%	4 x 4 feet or greater	Cross slope 6%. Matches roadway grade. PAR running slope 8%. Flare panel, upheaval
20230678	More than 2%	4 x 4 feet or greater	Running slope 10%. Cross slope 3%. Matches roadway grade.PAR running slope 3%.
20230679	More than 2%	4 x 4 feet or greater	Cross slope 7%. Matches roadway grade. PAR running slope 6.5%. PAR cross slope 3%.
20230680	More than 2%	4 x 4 feet or greater	Cross slope 6%. Matches roadway grade. PAR running slope 8.3%.
20230681	More than 2%	4 x 4 feet or greater	Cross slope 6%. Matches roadway grade. PAR running slope 8%.
20230682	More than 2%	4 x 4 feet or greater	Cross slope 7.3%. Matches roadway grade. PAR running slope 9%.
20230683	More than 2%	4 x 4 feet or greater	Cross slope 8.6%. Matches roadway grade.PAR running slope 11%.
20230684	More than 2%	4 x 4 feet or greater	Cross slope 9.3% Matches roadway grade. PAR running slope 11.3%.
20230685	More than 2%	4 x 4 feet or greater	Cross slope 4%. Matches roadway grade. PAR running slope 5%.
20230686	More than 2%	4 x 4 feet or greater	Cross slope 4%. Matches roadway grade. PAR running slope 5%. Minor curb lip.
20230687	More than 2%	4 x 4 feet or greater	Cross slope 9.6%. Matches roadway grade. PAR running slope 10%.
20230688	More than 2%	4 x 4 feet or greater	Cross slope 8.7%. Matches roadway grade. PAR running slope 9.7%.
20230689	More than 2%	4 x 4 feet or greater	Cross slope 7.8%. Matches roadway grade. PAR running slope 10%.
20230690	More than 2%	4 x 4 feet or greater	Cross slope 11%. Matches roadway grade. PAR running slope 10%.
20230691	More than 2%	4 x 4 feet or greater	Cross slope 12.7%. Matches roadway grade. PAR running slope 14%.
20230692	More than 2%	4 x 4 feet or greater	Cross slope 8.7%. Matches roadway grade. PAR running slope 9.7%.
20230693	More than 2%	4 x 4 feet or greater	Cross slope 4%. Matches roadway grade. PAR running slope 4.3%.
20230694	Up to or equal to 2%	4 x 4 feet or greater	Landing slopes within 2.5%
20230695	More than 2%	4 x 4 feet or greater	Cross slope 9.4%. Matches roadway grade. PAR running slope 9.3%.
20230696	More than 2%	4 x 4 feet or greater	Cross slope 3%. Landing slopes within 4%
20230697	Up to or equal to 2%	4 x 4 feet or greater	Monitor landing to ramp panel upheaval.
20230698	More than 2%	4 x 4 feet or greater	Cross slope 3%. Matches roadway grade. PAR running slope 6%. PAR cross slope 6%.
20230699	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230700	More than 2%	4 x 4 feet or greater	Cross slope 3%. Matches roadway grade. PAR running slope 3.4%.
20230701	More than 2%	4 x 4 feet or greater	Running slope 13%. Cross slope 6.4%. Matches roadway grade. PAR running slope 5.8%.
20230702	More than 2%	4 x 4 feet or greater	Running slope 10%. Cross slope 5.8%. Matches roadway grade. PAR running slope of 5.5%. Overgrown vegetation.

TSI_Curb_Ramp_ID	Cross_Slope	Landing	Notes
20230703	More than 2%	Less than 4 x 4 feet	Cross slope 2.8%. PAR cross slope 2.7%. Crack forming at corner.
20230704	Up to or equal to 2%	Less than 4 x 4 feet	Landing slopes within 2.7%.
20230705	More than 2%	4 x 4 feet or greater	Cross slope 11.5%. PAR running slope 13%.
20230706	More than 2%	4 x 4 feet or greater	Running slope 10%. Cross slope 6%. PAR running slope 8%. Overgrown vegetation.
20230707	Up to or equal to 2%	Less than 4 x 4 feet	PAR cross slope 4%
20230708	More than 2%	4 x 4 feet or greater	Cross slope 3%. Matches roadway grade.PAR cross slope 3%. Crack forming in landing
20230709	Up to or equal to 2%	Less than 4 x 4 feet	PAR cross slope 2.6%.
20230710	Up to or equal to 2%	4 x 4 feet or greater	Running slope 9%.
20230711	More than 2%	4 x 4 feet or greater	Cross slope 2.75%. PAR Cross slope 2.25%.
20230712	More than 2%	4 x 4 feet or greater	Cross slope 3.5%. Matches roadway grade. PAR running slope 4.5%.
20230713	Up to or equal to 2%	4 x 4 feet or greater	PAR cross slope 3.5%
20230714	Up to or equal to 2%	4 x 4 feet or greater	Landing slopes within 2.4%
20230715	Up to or equal to 2%	4 x 4 feet or greater	Landing running slope 2.25%.
20230716	Up to or equal to 2%	4 x 4 feet or greater	Landing running slope 2.25%.
20230717	More than 2%	4 x 4 feet or greater	Cross slope 2.4%. PAR cross slope 2.4%.
20230718	Up to or equal to 2%	4 x 4 feet or greater	Cross slope 4.8%. Matches roadway grade. PAR running slope 4.4%.
20230719	Up to or equal to 2%	4 x 4 feet or greater	Cross slope 5.5%. Matches roadway grade. PAR running slope 4.35%.PAR cross slope 3.1%.
20230720	More than 2%	4 x 4 feet or greater	Grate in front of ramp. Cross slope 3%. Matches roadway grade. PAR running slope 3.6%. PAR cross slope 4%.
20230721	More than 2%	4 x 4 feet or greater	Cross slope 4%. Matches roadway grade.PAR running slope 4%.
20230722	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230723	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230724	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230725	Up to or equal to 2%	4 x 4 feet or greater	Landing slopes within 2.8%
20230726	More than 2%	4 x 4 feet or greater	Cross slope 3.7%. Matches roadway grade. PAR running slope 5%.
20230727	Up to or equal to 2%	4 x 4 feet or greater	Running slope 10.5%. PAR cross slope 2.8%.
20230728	Up to or equal to 2%	4 x 4 feet or greater	PAR cross slope 2.8%
20230729	More than 2%	4 x 4 feet or greater	Cross slope 3.6%. Matches roadway grade.PAR running slope 3.4%. PAR cross slope 3.2%.
20230730	More than 2%	4 x 4 feet or greater	Cross slope 3%. Matches roadway grade. PAR running slope 4.5%. PAR cross slope 2.5%.
20230731	More than 2%	4 x 4 feet or greater	Running slope 11%. Cross slope 3.3%. Matches roadway grade. PAR running slope 3.3%.
20230732	More than 2%	4 x 4 feet or greater	Cross slope 2.5%. PAR running slope 3%. PAR cross slope 2.7%.
20230733	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230734	More than 2%	4 x 4 feet or greater	Cross slope 7%. Matches roadway grade. PAR running slope 9%.
20230735	More than 2%	4 x 4 feet or greater	Running slope 11%. Cross slope 4%. PAR running slope 3.8%.
20230736	More than 2%	4 x 4 feet or greater	Cross slope 3%. Landing slopes within 2.5%. Deterioration between DWS and curb transition.
20230737	More than 2%	Less than 4 x 4 feet	Running slope 11%. Cross slope 3%. Matches roadway grade.
20230738	Up to or equal to 2%	4 x 4 feet or greater	Utility access in front of ramp
20230739	More than 2%	4 x 4 feet or greater	Cross slope 11.8%. Matches roadway grade. PAR running slope 12.4%
20230740	More than 2%	Less than 4 x 4 feet	Cross slope 15%. Matches roadway grade. PAR running slope 17%. PAR cross slope 5%.
20230741	More than 2%	Less than 4 x 4 feet	Running slope 10%. Cross slope 15%. Matches roadway grade.PAR running slope 17%. PAR cross slope 5%.
20230742	More than 2%	Less than 4 x 4 feet	Cross slope 12%. Matches roadway grade. PAR running slope 15%. PAR cross slope 4%
20230743	More than 2%	4 x 4 feet or greater	Cross slope 6.4%. Matches roadway grade. PAR running slope 7.4%. Crack forming in ramp.
20230744	More than 2%	4 x 4 feet or greater	Running slope 11%. Cross slope 9%. Matches roadway grade. PAR running slope 11%.
20230745	Up to or equal to 2%	4 x 4 feet or greater	Monitor 1 inch gap between front of DWS and curb transition.
20230746	More than 2%	4 x 4 feet or greater	Cross slope 4.3%. Landing slopes 5.5%.
20230747	More than 2%	Less than 4 x 4 feet	Cross slope 4.5%. Matches roadway grade. PAR running slope 4.8%. PAR cross slope 8.3%.
20230748	Up to or equal to 2%	4 x 4 feet or greater	Monitor half inch gap forming between landing and curb panels

TSI_Curb_Ramp_ID	Cross_Slope	Landing	Notes
20230749	Up to or equal to 2%	4 x 4 feet or greater	Monitor half inch gap between landing and curb panels..
20230750	Up to or equal to 2%	4 x 4 feet or greater	PAR cross slope 2.3%. Monitor gaps between landing panel and curb. Monitor half inch gap between front of DWS and curb transition.
20230751	More than 2%	4 x 4 feet or greater	Realign to match new receiving ramp between driveways.Cross slope 12%. Matches roadway grade. PAR running slope 11.8%. Crack forming within the ramp.
20230752	<Null>	<Null>	No receiving ramp. Align between driveways
20230753	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230754	More than 2%	4 x 4 feet or greater	Cross slope 4%. Matches roadway grade. PAR running slope 3%.
20230755	More than 2%	4 x 4 feet or greater	Cross slope 6%. Matches roadway grade. PAR running slope 6%. PAR cross slope 3.4%.
20230756	Up to or equal to 2%	4 x 4 feet or greater	Crack in curb ramp flare.
20230757	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230758	More than 2%	4 x 4 feet or greater	Cross slope 4.5%. Matches roadway grade. PAR running slope 5%. Monitor half inch gap between landing and curb ramp panels.
20230759	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230760	More than 2%	4 x 4 feet or greater	Cross slope 6.8%. Matches roadway grade
20230761	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230762	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230763	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230764	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230765	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230766	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230767	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230768	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230769	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230770	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230777	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230770	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230777	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230778	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230779	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230780	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230782	Up to or equal to 2%	4 x 4 feet or greater	Poor ramp, no DWS transition to road
20230783	More than 2%	4 x 4 feet or greater	Cross slope 2.5%. Matches roadway grade. PAR running slope 3.7%.
20230784	<Null>	<Null>	No receiving ramp at intersection
20230788	<Null>	<Null>	No receiving ramp at intersection across from diagonally oriented ramp
20230789	<Null>	<Null>	No receiving ramp at intersection with diagonally oriented ramp
20230790	<Null>	<Null>	Appears to be public right of way
20230791	<Null>	<Null>	No receiving ramp at intersection for diagonal ramp
20230792	<Null>	<Null>	No receiving ramp for diagonally oriented ramp at intersection
20230793	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230794	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230795	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230796	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230797	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230798	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230799	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230800	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230801	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230802	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230803	More than 2%	4 x 4 feet or greater	Cross slope 5%. Matches roadway grade.
20230804	Up to or equal to 2%	4 x 4 feet or greater	<Null>

TSI_Curb_Ramp_ID	Cross_Slope	Landing	Notes
20230805	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230806	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230807	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230808	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230809	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230810	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230811	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230812	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230813	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230814	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230815	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230816	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230817	More than 2%	4 x 4 feet or greater	Cross slope 3%. Matches roadway grade.
20230818	More than 2%	4 x 4 feet or greater	Cross slope 4%. Matches roadway grade.
20230819	Up to or equal to 2%	4 x 4 feet or greater	Landing slopes within 2.3%
20230820	Up to or equal to 2%	4 x 4 feet or greater	Landing slopes within 2.4%. Deteriorating cement between DWS and curb transition.
20230821	Up to or equal to 2%	4 x 4 feet or greater	Landing slopes within 2.4%.
20230822	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230823	More than 2%	Less than 4 x 4 feet	Cross slope 6%. Matches roadway grade. PAR running slope 6.3%. PAR cross slope 2.4%.
20230824	Up to or equal to 2%	4 x 4 feet or greater	Cross slope 5.5%. Matches roadway grade. PAR running slope 6.5%. PAR cross slope 2.5%.
20230825	More than 2%	4 x 4 feet or greater	Cross slope 3.3%. Matches roadway grade. PAR running slope 3.4%.
20230826	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230827	Up to or equal to 2%	Less than 4 x 4 feet	Landing slopes within 2.6%
20230828	More than 2%	Less than 4 x 4 feet	Cross slope 4%. PAR running slope 4%. PAR cross slope 2.6%.
20230829	More than 2%	Less than 4 x 4 feet	Cross slope 4.5%. Matches roadway grade. PAR running slope 7%. PAR cross slope 3.6%.
20230830	More than 2%	4 x 4 feet or greater	Cross slope 6.7%. Matches roadway grade. PAR running slope 7.6%. Cracks in flare and PAR. Minor curb lip.
20230831	Up to or equal to 2%	4 x 4 feet or greater	Running slope 10%. PAR running slope 6.5%. DWS not aligned with approach.
20230832	More than 2%	4 x 4 feet or greater	Cross slope 2.5%. Landing slopes 3%.
20230833	More than 2%	4 x 4 feet or greater	Cross slope 5%. Matches roadway grade. PAR running slope 9%. PAR cross slope 3%.
20230836	More than 2%	4 x 4 feet or greater	Cross slope 6%. Matches roadway grade.PAR running slope 6.5%.
20230837	More than 2%	Less than 4 x 4 feet	Cross slope 6.5%. Matches roadway grade. PAR running slope 11%. PAR cross slope 4%.
20230838	More than 2%	4 x 4 feet or greater	Cross slope 6.5%. Matches roadway grade.PAR running slope 9%. PAR cross slope 4.5%.
20230839	Up to or equal to 2%	4 x 4 feet or greater	Landing slopes within 3%
20230840	Up to or equal to 2%	4 x 4 feet or greater	Running slope 12%. Landing slopes within 2.8%.
20230841	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230842	Up to or equal to 2%	4 x 4 feet or greater	Landing slopes within 2.7%
20230843	More than 2%	Less than 4 x 4 feet	Cross slope 6%. Matches roadway grade. PAR running slope 8%.
20230844	More than 2%	Less than 4 x 4 feet	Cross slope 2.8%. PAR running slope 3.8%.PAR cross slope 2.8%.
20230845	Up to or equal to 2%	4 x 4 feet or greater	Cross slope 3%. Landing slopes within 2.5
20230846	Up to or equal to 2%	4 x 4 feet or greater	Minor curb lip.
20230847	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230850	<Null>	Less than 4 x 4 feet	Serves inaccessible route. Consider DWS and landing
20230851	Up to or equal to 2%	4 x 4 feet or greater	PAR cross slope 2.7%
20230852	More than 2%	4 x 4 feet or greater	Running slope 13%. Cross slope 8%. Matches roadway grade. PAR running slope 10%.
20230853	More than 2%	4 x 4 feet or greater	Cross slope 10%. Matches roadway grade. PAR running slope 12%.
20230854	<Null>	<Null>	<Null>

TSI_Curb_Ramp_ID	Cross_Slope	Landing	Notes
20230855	More than 2%	4 x 4 feet or greater	Cross slope 12%. Matches roadway grade. PAR running slope 13%. Monitor DWS to curb height difference.
20230856	More than 2%	4 x 4 feet or greater	Cross slope 11%. Matches roadway grade. PAR running slope 10%.
20230857	More than 2%	4 x 4 feet or greater	Cross slope 4.8%. Matches roadway grade. PAR running slope 4.5%. Monitor vegetation.
20230858	More than 2%	4 x 4 feet or greater	Cross slope 3.4%. Matches roadway grade. PAR running slope 5%.
20230859	More than 2%	4 x 4 feet or greater	Running slope 9.3%. Cross slope 4.8%. Matches roadway grade. PAR running slope 5.7%.
20230860	More than 2%	4 x 4 feet or greater	Cross slope 4%. Matches roadway grade. PAR running slope 6%.
20230861	Up to or equal to 2%	4 x 4 feet or greater	Landing slopes within 3%
20230862	More than 2%	Less than 4 x 4 feet	Cross slope 10%. Matches roadway grade. PAR running slope 11%.
20230863	Up to or equal to 2%	Less than 4 x 4 feet	Landing slopes within 3%
20230864	More than 2%	4 x 4 feet or greater	Cross slope 3%. Matches roadway grade. PAR running slope 3.5%.
20230865	More than 2%	4 x 4 feet or greater	Cross slope 6%. Matches roadway grade. PAR running slope 9%. PAR cross slope 2.7%.
20230866	More than 2%	4 x 4 feet or greater	Running slope 9.5%. Cross slope 5.5%. Matches roadway grade. PAR running slope 5%.
20230867	More than 2%	4 x 4 feet or greater	Cross slope 11.5%. Matches roadway grade. PAR running slope 12%.
20230868	More than 2%	Less than 4 x 4 feet	Cross slope 12.5%. Matches roadway grade. PAR running slope 13%.
20230869	More than 2%	Less than 4 x 4 feet	Cross slope 5%. Matches roadway grade. PAR running slope 8%. PAR cross slope 2.7%. Overgrown vegetation.
20230870	More than 2%	4 x 4 feet or greater	Cross slope 5%. Matched roadway grade. PAR running slope 5.3%. PAR cross slope 3%.
20230871	More than 2%	4 x 4 feet or greater	Running slope 9%. Cross slope 7%. PAR running slope 12.5%. PAR cross slope 7%.
20230872	More than 2%	Less than 4 x 4 feet	Cross slope 5%. Matches roadway grade.PAR running slope 14%. PAR cross slope 3%.
20230873	Up to or equal to 2%	Less than 4 x 4 feet	Landing slopes within 2.7%
20230874	More than 2%	4 x 4 feet or greater	Cross slope 9%. Matches roadway grade. PAR running slope 9%. PAR cross slope 5%.
20230875	More than 2%	Less than 4 x 4 feet	Cross slope 4%. Matches roadway grade. PAR running slope 7%. PAR cross slope 4%.
20230876	More than 2%	4 x 4 feet or greater	Cross slope 5%. Matches roadway grade. PAR running slope 4.7%. PAR cross slope 3%.
20230877	Up to or equal to 2%	4 x 4 feet or greater	PAR cross slope 3%
20230878	Up to or equal to 2%	Less than 4 x 4 feet	No Landing
20230879	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230880	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230881	Up to or equal to 2%	4 x 4 feet or greater	Running slope 9%. PAR cross slope 3%.
20230882	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230883	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230884	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230885	Up to or equal to 2%	Less than 4 x 4 feet	PAR cross slope 3%
20230886	Up to or equal to 2%	4 x 4 feet or greater	Landing slopes within 2%
20230887	Up to or equal to 2%	Less than 4 x 4 feet	<Null>
20230888	Up to or equal to 2%	4 x 4 feet or greater	Running slope 10%. 1 inch gap and elevation change between landing and ramp.
20230889	More than 2%	4 x 4 feet or greater	Running slope 9%. Cross slope 3.5%. PAR running slope 3%.
20230890	More than 2%	4 x 4 feet or greater	Cross slope 5%. Matches roadway grade. PAR running slope 6%.
20230891	More than 2%	4 x 4 feet or greater	Running slope 10%. Cross slope 6%. Matches roadway grade. PAR running slope 6.5%.
20230892	More than 2%	4 x 4 feet or greater	Cross slope 12%. PAR running slope 12.5%. 2 inch panel upheaval nearby with crack in panel.
20230893	<Null>	<Null>	No receiving ramp at intersection
20230894	More than 2%	4 x 4 feet or greater	Running slope 10%. Cross slope 3%. PAR running slope 7%.
20230895	More than 2%	4 x 4 feet or greater	Cross slope 4%. PAR running slope 7%. Curb lip.
20230896	More than 2%	4 x 4 feet or greater	Cross slope 5%. PAR running slope 7.5%. PAR cross slope 2.5%.
20230897	<Null>	<Null>	No receiving ramp at intersection
20230898	Up to or equal to 2%	Less than 4 x 4 feet	<Null>
20230899	<Null>	<Null>	No receiving ramp at intersection
20230900	More than 2%	4 x 4 feet or greater	Cross slope 6%. PAR running slope 7%.

TSI_Curb_Ramp_ID	Cross_Slope	Landing	Notes
20230901	More than 2%	Less than 4 x 4 feet	Cross slope 6%. PAR running slope 6%. PAR cross slope 2.5%.
20230902	<Null>	<Null>	No receiving ramp at intersection
20230903	More than 2%	4 x 4 feet or greater	Running slope 15%. Cross slope 8%. PAR running slope 11%.
20230904	More than 2%	4 x 4 feet or greater	Cross slope 4%. PAR running slope 6.5%.
20230905	More than 2%	Less than 4 x 4 feet	Running slope 11%. Cross slope 15%. PAR running slope 16.5%.
20230906	More than 2%	4 x 4 feet or greater	Cross slope 9%. PAR running slope 11%. PAR cross slope 6%.
20230907	More than 2%	4 x 4 feet or greater	Cross slope 6%. PAR running slope 9%. PAR cross slope 4.5%.
20230908	More than 2%	Less than 4 x 4 feet	Running slope 12%. Cross slope 13%. PAR running slope 11%. PAR cross slope 19%.
20230909	More than 2%	Less than 4 x 4 feet	Running slope 9%. Cross slope 9%. PAR running slope 9%. PAR cross slope 15%.
20230910	More than 2%	Less than 4 x 4 feet	Cross slope 7%. PAR running slope 9.5%. PAR cross slope 4%.
20230911	More than 2%	Less than 4 x 4 feet	Cross slope 8%. PAR running slope 12%. PAR cross slope 6%.
20230912	More than 2%	4 x 4 feet or greater	Cross slope 3%. PAR running slope 9%. PAR cross slope 2.5%.
20230913	More than 2%	Less than 4 x 4 feet	Cross slope 5.6%. PAR running slope 6.5%. PAR cross slope 7%.
20230916	Up to or equal to 2%	Less than 4 x 4 feet	<Null>
20230917	More than 2%	Less than 4 x 4 feet	Cross slope 6%. PAR running slope 9%. PAR cross slope 2.5%.
20230918	More than 2%	Less than 4 x 4 feet	Landing slopes within 3%
20230919	Up to or equal to 2%	Less than 4 x 4 feet	Running slope 10%. Landing slopes within 3%.
20230920	Up to or equal to 2%	4 x 4 feet or greater	Running slope 10%
20230921	Up to or equal to 2%	4 x 4 feet or greater	PAR running slope 3%.
20230922	Up to or equal to 2%	Less than 4 x 4 feet	Running slope 11%. PAR cross slope 2.7%
20230923	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230924	Up to or equal to 2%	4 x 4 feet or greater	PAR running slope 3%
20230925	Up to or equal to 2%	Less than 4 x 4 feet	PAR running slope 4%
20230926	Up to or equal to 2%	4 x 4 feet or greater	Cross slope 3.5%. PAR running slope 4%
20230927	More than 2%	4 x 4 feet or greater	Cross slope 4.7%. PAR running slope 7%. PAR cross slope 2.5%. More than 1 inch side ramp panel upheaval. Side ramp running slope for 12%.
20230928	Up to or equal to 2%	Less than 4 x 4 feet	PAR running slope 3%
20230929	More than 2%	Less than 4 x 4 feet	Cross slope 8%. PAR running slope 9.5%.
20230930	More than 2%	4 x 4 feet or greater	Cross slope 6%. PAR running slope 6.7%.
20230931	More than 2%	4 x 4 feet or greater	Cross slope 7.5%. PAR running slope 8.5%.
20230932	Up to or equal to 2%	Less than 4 x 4 feet	Landing slopes within 2%
20230933	More than 2%	4 x 4 feet or greater	Running slope 9.5%. Cross slope 5%. Landing within PAR. PAR running slope 8.5%. PAR cross slope 4%.
20230934	More than 2%	4 x 4 feet or greater	Cross slope 3.5%. PAR running slope 8.5%. PAR cross slope 4%.
20230935	More than 2%	Less than 4 x 4 feet	Cross slope 5.8%. PAR running slope 7.4%. PAR cross slope 3%. 1 inch curb ramp panel upheaval.
20230936	More than 2%	Less than 4 x 4 feet	Running slope 9.5%. Cross slope 6%. PAR running slope 8%. PAR cross slope 4%.
20230937	Up to or equal to 2%	Less than 4 x 4 feet	Cross slope 5.5%. PAR running slope 6%. Curb lip.
20230938	Up to or equal to 2%	4 x 4 feet or greater	Landing slopes within 2.5%
20230939	Up to or equal to 2%	4 x 4 feet or greater	PAR running slope 3%
20230940	More than 2%	4 x 4 feet or greater	Cross slope 4%. PAR running slope 3.7%. Minor curb lip.
20230941	More than 2%	4 x 4 feet or greater	Cross slope 2.7%. Minor curb lip.
20230942	Up to or equal to 2%	4 x 4 feet or greater	Minor curb lip
20230943	<Null>	<Null>	No receiving ramp
20230944	Up to or equal to 2%	4 x 4 feet or greater	DWS and ramp offset from landing alignment
20230945	Up to or equal to 2%	4 x 4 feet or greater	PAR running slope 4%. PAR cross slope 2.7%.
20230946	More than 2%	Less than 4 x 4 feet	Cross slope 2.7%. PAR running slope 6.4%.
20230947	More than 2%	4 x 4 feet or greater	Cross slope 7%. PAR running slope 7%.
20230948	More than 2%	Less than 4 x 4 feet	Cross slope 7%. PAR running slope 11%.

TSI_Curb_Ramp_ID	Cross_Slope	Landing	Notes
20230949	More than 2%	Less than 4 x 4 feet	Cross slope 4%.
20230950	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230951	More than 2%	Less than 4 x 4 feet	Cross slope 3%. Landing slopes within 2.5%.
20230952	Up to or equal to 2%	4 x 4 feet or greater	Landing slopes within 3.5%.
20230953	More than 2%	4 x 4 feet or greater	Cross slope 3%.
20230954	Up to or equal to 2%	Less than 4 x 4 feet	PAR cross slope 3%
20230955	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230956	Up to or equal to 2%	4 x 4 feet or greater	Landing slopes within 2.7%
20230957	Up to or equal to 2%	Less than 4 x 4 feet	PAR cross slope 3.2%.
20230958	More than 2%	Less than 4 x 4 feet	Running slope 9%. Cross slope 2.7%. Landing slopes within 6%.
20230959	Up to or equal to 2%	4 x 4 feet or greater	Monitor gaps between flare and curb transition
20230960	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230961	Up to or equal to 2%	Less than 4 x 4 feet	<Null>
20230962	Up to or equal to 2%	Less than 4 x 4 feet	<Null>
20230963	More than 2%	4 x 4 feet or greater	Cross slope 2.5%.
20230964	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230965	Up to or equal to 2%	4 x 4 feet or greater	PAR cross slope 4.4%
20230966	Up to or equal to 2%	4 x 4 feet or greater	Running slope 9%. PAR two ramp panel vertical discontinuity.
20230967	Up to or equal to 2%	4 x 4 feet or greater	Half inch gap from ramp to landing
20230968	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230969	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230970	Up to or equal to 2%	4 x 4 feet or greater	Monitor flare panel to PAR vertical discontinuity
20230971	Up to or equal to 2%	4 x 4 feet or greater	Monitor landing to curb and flare gaps
20230972	Up to or equal to 2%	4 x 4 feet or greater	Monitor landing to curb and flare gaps
20230973	Up to or equal to 2%	4 x 4 feet or greater	Monitor Landing to curb gap
20230974	More than 2%	4 x 4 feet or greater	DWS painted on. Cross slope 2.7%.
20230975	Up to or equal to 2%	4 x 4 feet or greater	Landing running slope 6.5%. DWS painted on. PAR panel upheaval.
20230976	<Null>	<Null>	<Null>
20230977	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230978	Up to or equal to 2%	Less than 4 x 4 feet	<Null>
20230979	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230980	Up to or equal to 2%	Less than 4 x 4 feet	Running slope 9%. PAR cross slope 3.2%.
20230981	Up to or equal to 2%	Less than 4 x 4 feet	Landing cross slope 3%
20230982	Up to or equal to 2%	4 x 4 feet or greater	Monitor gap between landing and curb panels
20230983	<Null>	<Null>	No receiving ramp at intersection
20230986	Up to or equal to 2%	4 x 4 feet or greater	PAR running slope 4%.
20230987	Up to or equal to 2%	4 x 4 feet or greater	PAR cross slope 2.5%
20230988	More than 2%	Less than 4 x 4 feet	Cross slope 6%. Matches roadway grade. PAR running slope 9%. PAR cross slope 7%.
20230989	More than 2%	4 x 4 feet or greater	Cross slope 4%. PAR running slope 3.5%.
20230990	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20230991	Up to or equal to 2%	4 x 4 feet or greater	PAR cross slope 2.3%.
20230992	More than 2%	Less than 4 x 4 feet	Cross slope 5.7%. PAR running slope 9%. PAR cross slope 4%.
20230993	More than 2%	4 x 4 feet or greater	Cross slope 5%. PAR running slope 6.5%. PAR cross slope 3.5%.
20230994	Up to or equal to 2%	Less than 4 x 4 feet	<Null>
20230995	Up to or equal to 2%	4 x 4 feet or greater	PAR cross slope 3.5%.
20230996	Up to or equal to 2%	Less than 4 x 4 feet	Landing slopes within 3.5%

TSI_Curb_Ramp_ID	Cross_Slope	Landing	Notes
20230997	Up to or equal to 2%	Less than 4 x 4 feet	PAR running slope 3.5%. Crack forming in ramp and side panels.
20230998	More than 2%	Less than 4 x 4 feet	Cross slope 4%. PAR running slope 3.3%. PAR cross slope 5%.
20230999	More than 2%	Less than 4 x 4 feet	Cross slope 3.5%. Landing slopes within 2.5%.
20231000	Up to or equal to 2%	4 x 4 feet or greater	PAR running slope 2.7%
20231001	More than 2%	Less than 4 x 4 feet	Cross slope 6%. PAR running slope 8%.
20231002	Up to or equal to 2%	4 x 4 feet or greater	Running slope 9%. PAR running slope 3%. Overgrown vegetation at curb.
20231003	More than 2%	4 x 4 feet or greater	Running slope 9%. Cross slope 3%. PAR running slope 3%.
20231004	Up to or equal to 2%	4 x 4 feet or greater	PAR cross slope 3.8%.
20231005	<Null>	<Null>	No receiving ramp at intersection
20231006	More than 2%	4 x 4 feet or greater	Cross slope 3%. PAR running slope 3.7%.
20231007	More than 2%	4 x 4 feet or greater	PAR cross slope 2.6%
20231008	Up to or equal to 2%	4 x 4 feet or greater	PAR cross slope 2.7%
20231009	<Null>	<Null>	No receiving ramp
20231010	More than 2%	4 x 4 feet or greater	Cross slope 3%. PAR running slope 4%.
20231011	Up to or equal to 2%	4 x 4 feet or greater	Landing slopes 3.5%
20231012	More than 2%	4 x 4 feet or greater	Running slope 10%. Cross slope 3.3%. Landing slopes 3.3%.
20231013	More than 2%	4 x 4 feet or greater	Cross slope 3%. Matches roadway grade. PAR running slope 3.6%.
20231014	More than 2%	4 x 4 feet or greater	Running slope 9%. PAR running slope 3.7%. PAR cross slope 2.7%.
20231015	More than 2%	4 x 4 feet or greater	Cross slope 5%. PAR running slope 6%.
20231016	<Null>	<Null>	<Null>
20231017	Up to or equal to 2%	4 x 4 feet or greater	PAR cross slope 2.7%
20231018	Up to or equal to 2%	4 x 4 feet or greater	PAR cross slope 3%
20231019	Up to or equal to 2%	4 x 4 feet or greater	Running slope 12%. Crack in curb ramp. 0.5+ inch gap between curb and landing panels
20231020	Up to or equal to 2%	4 x 4 feet or greater	Half inch gap between the curb and landing panel. Monitor flare gaps.
20231021	Up to or equal to 2%	4 x 4 feet or greater	PAR cross slope 2.7%. Monitor flare panel gaps.
20231022	More than 2%	4 x 4 feet or greater	Cross slope 6%. PAR running slope 6.6%. Minor curb lip.
20231023	More than 2%	4 x 4 feet or greater	Running slope 9.5%. Cross slope 6%. PAR running slope 7%. PAR cross slope 5%.
20231024	More than 2%	4 x 4 feet or greater	Cross slope 7.5%. PAR running slope 7.5%. PAR cross slope 2.7%. Monitor gaps.
20231025	More than 2%	4 x 4 feet or greater	Cross slope 5.5%. PAR running slope 6.5%. Monitor gaps.
20231026	More than 2%	4 x 4 feet or greater	Running slope 10%. Cross slope 3%. PAR running slope 3%.
20231027	Up to or equal to 2%	4 x 4 feet or greater	PAR cross slope 3%
20231028	Up to or equal to 2%	4 x 4 feet or greater	Overgrown vegetation
20231029	Up to or equal to 2%	4 x 4 feet or greater	PAR cross slope 4%.
20231030	Up to or equal to 2%	4 x 4 feet or greater	Running slope 9%. Landing slopes within 2.5%
20231031	More than 2%	4 x 4 feet or greater	Cross slope, 3.5%. PAR running slope 5%.
20231032	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20231033	More than 2%	4 x 4 feet or greater	Cross slope 2.7%. PAR running slope 2.7%. PAR cross slope 4%.
20231034	<Null>	<Null>	No receiving ramp
20231035	More than 2%	Less than 4 x 4 feet	Cross slope 6.5%. PAR running slope 10%. Minor curb lip.
20231036	More than 2%	Less than 4 x 4 feet	Cross slope 2.7%.
20231037	Up to or equal to 2%	4 x 4 feet or greater	PAR Running slope 3%.
20231038	More than 2%	4 x 4 feet or greater	Cross slope 6%. PAR running slope 8%. PAR cross slope 3%. Crack formed in Landing.
20231039	Up to or equal to 2%	4 x 4 feet or greater	PAR running slope 5.8%. Crack formed in Landing.
20231040	Up to or equal to 2%	4 x 4 feet or greater	Crack in ramp and transition. Monitor panel gaps.
20231041	More than 2%	Less than 4 x 4 feet	Cross slope 5.4%. PAR running slope 8%.
20231042	More than 2%	4 x 4 feet or greater	Cross slope 3.5%. PAR running slope 4%. PAR cross slope 2.7%.

TSI_Curb_Ramp_ID	Cross_Slope	Landing	Notes
20231043	More than 2%	Less than 4 x 4 feet	Cross slope 6%. PAR running slope 9%.
20231044	More than 2%	4 x 4 feet or greater	Cross slope 4.6%. PAR running slope 5%. Monitor ramp to Landing gap.
20231045	More than 2%	Less than 4 x 4 feet	Cross slope 3.7%. PAR running slope 3.2%.
20231046	More than 2%	Less than 4 x 4 feet	Cross slope 7.3%. PAR running slope 6.4%. PAR cross slope 3.4%
20231047	Up to or equal to 2%	Less than 4 x 4 feet	PAR running slope 2.7%.
20231048	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20231049	More than 2%	Less than 4 x 4 feet	Running slope 8.7%. Cross slope 3%. PAR running slope 5.5%. Monitor gaps.
20231050	More than 2%	Less than 4 x 4 feet	Crack in flare. Running slope 9%. Cross slope 3.7%. PAR running slope 2.7%. PAR cross slope 3.2%.
20231051	More than 2%	Less than 4 x 4 feet	Cross slope 6.5%. PAR running slope 6.7%. PAR cross slope 2.7%.
20231052	More than 2%	Less than 4 x 4 feet	Cross slope 7%. PAR running slope 8%. PAR cross slope 2.7%.
20231053	Up to or equal to 2%	4 x 4 feet or greater	Overgrown vegetation in a gap
20231054	More than 2%	4 x 4 feet or greater	Cross slope 4%. Matches roadway grade. PAR running slope 5%.
20231055	More than 2%	Less than 4 x 4 feet	Cross slope 3%. PAR running slope 6%
20231056	Up to or equal to 2%	4 x 4 feet or greater	Running slope 9%.
20231057	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20231058	More than 2%	Less than 4 x 4 feet	Running slope 13%. Cross slope 3.5%. Matches roadway grade. PAR running slope 5.5%. PAR cross slope 4.3%.
20231059	More than 2%	4 x 4 feet or greater	Cross slope 4%. Matches roadway grade. PAR running slope 6%.
20231060	More than 2%	4 x 4 feet or greater	Cross slope 3.5%. Matches roadway grade. PAR running slope 4.5%.
20231061	More than 2%	4 x 4 feet or greater	Cross slope 4%. Matches roadway grade. PAR running slope 4%.
20231062	More than 2%	4 x 4 feet or greater	PAR running slope 3.4%.
20231063	More than 2%	Less than 4 x 4 feet	Cross slope 4%. Matches roadway grade. PAR running slope 6%. PAR cross slope 2.7%.
20231064	More than 2%	4 x 4 feet or greater	Cross slope 5%. Matches roadway grade. PAR running slope 5%.
20231065	Up to or equal to 2%	4 x 4 feet or greater	PAR cross slope 3.7%
20231066	More than 2%	Less than 4 x 4 feet	Cross slope 6%. Matches roadway grade. PAR running slope 8%. Monitor vertical discontinuity between landing and curb panels.
20231067	More than 2%	4 x 4 feet or greater	Cross slope 4.3%. Matches roadway grade. PAR running slope 5%.
20231068	More than 2%	4 x 4 feet or greater	Cross slope 5.5%. Matches roadway grade. PAR running slope 6%.
20231069	More than 2%	4 x 4 feet or greater	Cross slope 7.7%. Matches roadway grade. PAR running slope 8%.
20231070	More than 2%	4 x 4 feet or greater	Cross slope 7.4%. Matches roadway grade. PAR running slope 6%. Monitor landing to PAR vertical discontinuity.
20231071	More than 2%	4 x 4 feet or greater	Cross slope 12%. Matches roadway grade. PAR running slope 13%.
20231072	More than 2%	4 x 4 feet or greater	Cross slope 13.5%. Matches roadway grade. PAR running slope 16.5%. PAR cross slope 10%.
20231073	More than 2%	4 x 4 feet or greater	Cross slope 17%. Matches roadway grade. PAR running slope 19%.
20231074	More than 2%	4 x 4 feet or greater	Cross slope 18%. Matches roadway grade. PAR running slope 13%.
20231075	More than 2%	4 x 4 feet or greater	Cross slope 12%. Matches roadway grade. PAR running slope 13%.
20231076	More than 2%	Less than 4 x 4 feet	Cross slope 16%. Matches roadway grade. PAR running slope 18%.
20231077	More than 2%	4 x 4 feet or greater	Cross slope 13%. Matches roadway grade.PAR running slope 14%. PAR cross slope 3%.
20231078	More than 2%	4 x 4 feet or greater	Cross slope 13%. Matches roadway grade. PAR running slope 14%. PAR cross slope 3.4%.
20231079	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20231080	Up to or equal to 2%	4 x 4 feet or greater	PAR cross slope 2.7%.
20231081	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20231082	More than 2%	4 x 4 feet or greater	Cross slope 2.3%. PAR running slope 6%. PAR cross slope 6.2%.
20231083	More than 2%	Less than 4 x 4 feet	Cross slope 2.3%. PAR running slope 2.7%.
20231084	More than 2%	4 x 4 feet or greater	Cross slope 4%. PAR running slope 4.5%. PAR cross slope 2.7%.
20231085	Up to or equal to 2%	4 x 4 feet or greater	Minor curb lip. PAR running slope 2.7%.
20231086	Up to or equal to 2%	Less than 4 x 4 feet	Larger DWS stamped over less than 36 inch curb transition
20231087	More than 2%	Less than 4 x 4 feet	Cross slope 3.8%. PAR running slope 4.8%. PAR cross slope 3%.
20231088	More than 2%	Less than 4 x 4 feet	Cross slope 3.8%. PAR running slope 3.4%.

TSI_Curb_Ramp_ID	Cross_Slope	Landing	Notes
20231089	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20231090	More than 2%	4 x 4 feet or greater	Cross slope 3.9%. PAR running slope 6%. PAR cross slope 3%
20231091	Up to or equal to 2%	4 x 4 feet or greater	PAR running slope 5%.
20231092	Up to or equal to 2%	4 x 4 feet or greater	Running slope 9%. PAR cross slope 2.3%.
20231093	Up to or equal to 2%	4 x 4 feet or greater	Landing within PAR. Monitor landing to curb gap.
20231094	Up to or equal to 2%	Less than 4 x 4 feet	PAR running slope 7%. PAR cross slope 3.8%.
20231095	Up to or equal to 2%	4 x 4 feet or greater	PAR running slope 4.7%. PAR cross slope 3%.
20231096	More than 2%	4 x 4 feet or greater	Cross slope 2.2%.
20231097	More than 2%	4 x 4 feet or greater	Cross slope 5.7%.Matches roadway grade. PAR running slope . 8%. PAR cross up 2.7%. Crack forming in Landing area.
20231098	More than 2%	4 x 4 feet or greater	Cross slope 5%. Matches roadway grade. PAR running slope 5.5%. PAR cross slope 3%.
20231099	More than 2%	4 x 4 feet or greater	Cross slope 3%. Matches roadway grade. PAR running slope 3.8%.
20231100	More than 2%	4 x 4 feet or greater	Cross slope 7%. Matches roadway grade. PAR running slope 10%. PAR cross slope 7%.
20231101	More than 2%	4 x 4 feet or greater	Cross slope 6%. PAR running slope 10%
20231102	More than 2%	4 x 4 feet or greater	Cross slope 4%. Matches roadway grade. PAR running slope 5%. PAR cross slope 3%. Crack forming in ramp.
20231103	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20231104	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20231105	Up to or equal to 2%	4 x 4 feet or greater	PAR cross slope 3.5%
20231106	More than 2%	4 x 4 feet or greater	Cross slope 4.5%. Matches roadway grade. PAR running slope 6%. PAR cross slope 3%.
20231107	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20231108	More than 2%	4 x 4 feet or greater	Cross slope 4%. Matches roadway grade. PAR running slope 2.7%.
20231109	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20231110	More than 2%	4 x 4 feet or greater	Cross slope 2.5%. Matches roadway grade. PAR cross slope 2.3%.
20231111	More than 2%	Less than 4 x 4 feet	PAR cross clope 4%
20231112	More than 2%	4 x 4 feet or greater	Cross slope 4.8%. PAR running slope 6%. PAR cross slope 4.7%.
20231113	Up to or equal to 2%	4 x 4 feet or greater	PAR running slope 4%.
20231114	More than 2%	4 x 4 feet or greater	Cross slope 3%. Matches roadway grade.
20231115	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20231116	More than 2%	4 x 4 feet or greater	Cross slope 2.6%. Matches roadway grade. PAR running slope 3.9%.
20231117	More than 2%	4 x 4 feet or greater	Cross slope 4%. PAR running slope 7%. PAR cross slope 5%.
20231118	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20231119	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20231120	<Null>	<Null>	No DWS transition to roadway
20231121	<Null>	<Null>	PAR right of way across street unclear
20231122	Up to or equal to 2%	4 x 4 feet or greater	Running slope 10%. Steep side flares.
20231123	Up to or equal to 2%	4 x 4 feet or greater	Overgrown vegetation and debris
20231124	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20231125	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20231126	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20231127	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20231128	Up to or equal to 2%	4 x 4 feet or greater	Overgrown vegetation and debris
20231129	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20231130	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20231131	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20231132	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20231133	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20231134	Up to or equal to 2%	4 x 4 feet or greater	Debris

TSI_Curb_Ramp_ID	Cross_Slope	Landing	Notes
20231135	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20231136	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20231137	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20231138	<Null>	<Null>	<Null>
20231139	<Null>	<Null>	<Null>
20231140	<Null>	<Null>	No DWS where shared use path intersects roadway
20231141	<Null>	<Null>	No DWS at shared use pass crossing
20231142	<Null>	<Null>	No DWS at shared use path crossing
20231143	<Null>	<Null>	Bridge curb lip to paved path with no DWS to shoulder
20231144	<Null>	<Null>	Bridge curb lip to paved goat path and no DWS to shoulder
20231145	More than 2%	4 x 4 feet or greater	Cross slope 5%. Matches roadway grade. PAR running slope 6.6%.
20231146	More than 2%	4 x 4 feet or greater	Cross slope 5%. Matches roadway grade. PAR running slope 6%. PAR Cross slope 4.3%.
20231147	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20231148	More than 2%	4 x 4 feet or greater	Cross slope 3.7%. Matches roadway grade.
20231149	Up to or equal to 2%	4 x 4 feet or greater	PAR cross slope 2.3%
20231150	Up to or equal to 2%	Less than 4 x 4 feet	<Null>
20231151	More than 2%	Less than 4 x 4 feet	Cross slope 6%. Matches roadway grade. PAR running slope 9%.
20231152	More than 2%	4 x 4 feet or greater	Cross slope 6%. Matches roadway grade. PAR running slope 6.5%.
20231153	More than 2%	4 x 4 feet or greater	Cross slope 3.3%. Matches roadway grade. PAR running slope 4.2%.
20231154	More than 2%	Less than 4 x 4 feet	Cross slope 5.5%. Matches roadway grade. PIR running slope 5%. PAR cross slope 2.7%.
20231155	Up to or equal to 2%	Less than 4 x 4 feet	PAR cross slope 6%.
20231156	Up to or equal to 2%	4 x 4 feet or greater	PAR running slope 3.4%. PAR cross slope 2.4%.
20231157	More than 2%	4 x 4 feet or greater	Cross slope 2.8%. Matches roadway grade. PAR running slope 4.2%.
20231158	More than 2%	Less than 4 x 4 feet	Bush covers entire landing area. Cross slope 6%. Steeper than roadway grade.
20231159	More than 2%	Less than 4 x 4 feet	Overgrown, vegetation, and debris in landing. Cross slope 6%. Steeper than roadway grade
20231160	Up to or equal to 2%	Less than 4 x 4 feet	<Null>
20231161	<Null>	<Null>	DWS missing at shared use trail crossing
20231162	Up to or equal to 2%	4 x 4 feet or greater	Cracks in ramp. Shared used path.
20231163	Up to or equal to 2%	Less than 4 x 4 feet	PAR cross slope 4%
20231164	Up to or equal to 2%	Less than 4 x 4 feet	<Null>
20231165	Up to or equal to 2%	Less than 4 x 4 feet	Ramp transition not aligned with ramp slope
20231166	Up to or equal to 2%	4 x 4 feet or greater	Running slope 9%. Sidewalk upheaval between PAR and back of landing
20231167	Up to or equal to 2%	4 x 4 feet or greater	Monitor panel gaps
20231168	More than 2%	4 x 4 feet or greater	Cross slope 2.3%. PAR cross slope 3%.
20231169	Up to or equal to 2%	4 x 4 feet or greater	PAR cross slope 2.3%.
20231170	Up to or equal to 2%	4 x 4 feet or greater	Minor curb lip at ramp to curb transition
20231171	Up to or equal to 2%	4 x 4 feet or greater	PAR running slope 2.8%. Matches roadway grade.
20231172	Up to or equal to 2%	4 x 4 feet or greater	PAR running slope 8%.
20231173	More than 2%	4 x 4 feet or greater	Cross slope 5%. Steeper than roadway grade. PAR cross slope, 8.4%.
20231174	Up to or equal to 2%	4 x 4 feet or greater	PAR running slope 3.8%. PAR cross slope 3.5%.
20231175	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20231176	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20231177	Up to or equal to 2%	4 x 4 feet or greater	Landing slopes within 2.2%.
20231178	Up to or equal to 2%	4 x 4 feet or greater	PAR running slope 2.6%
20231179	More than 2%	4 x 4 feet or greater	Cross slope 2.9%. Matches roadway grade. PAR running slope 5.8%.
20231180	More than 2%	4 x 4 feet or greater	Cross slope 3.3%. Matches roadway grade. PAR running slope 4%. Minor curb lip.

TSI_Curb_Ramp_ID	Cross_Slope	Landing	Notes
20231181	More than 2%	Less than 4 x 4 feet	Insufficient Landing. Cross slope 3%. Matches roadway grade.
20231182	Up to or equal to 2%	Less than 4 x 4 feet	Insufficient landing
20231183	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20231184	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20231185	Up to or equal to 2%	4 x 4 feet or greater	PAR cross slope 4.8%.
20231186	Up to or equal to 2%	4 x 4 feet or greater	PAR cross slope 2.3%
20231187	Up to or equal to 2%	4 x 4 feet or greater	Running slope 10%. Cracks in landing.
20231188	Up to or equal to 2%	Less than 4 x 4 feet	Running slope 10%. Vertical discontinuities between landing and ramp.
20231189	Up to or equal to 2%	Less than 4 x 4 feet	Running slope 9%. PAR cross slope 3.4%.
20231190	More than 2%	Less than 4 x 4 feet	Running slope 9%. Cross slope 4%. Steeper than roadway grade. PAR running slope 5%. PAR cross slope 3%.
20231191	More than 2%	Less than 4 x 4 feet	Cross slope 6%. More than roadway grade. PAR running soap 7%. Monitor gap between panels.
20231192	Up to or equal to 2%	Less than 4 x 4 feet	Minor curb lip
20231193	Up to or equal to 2%	Less than 4 x 4 feet	PAR cross slope 4%.
20231194	Up to or equal to 2%	4 x 4 feet or greater	Running slope 10%. Minor curb lip.
20231195	More than 2%	Less than 4 x 4 feet	Cross slope 3%. Matches roadway grade. PAR running slope 4%.
20231196	More than 2%	Less than 4 x 4 feet	Cross slope 2.7%. Matches roadway great. PAR running slope 4%.
20231197	More than 2%	Less than 4 x 4 feet	Curb transition less than 36 inches. Cross slope 4%. Compatible with roadway grade. PA are running slope 7%. PAR cross slope 4%.
20231198	More than 2%	4 x 4 feet or greater	Cross slope 5%. Matches roadway grade. PAR running slope 6%
20231199	More than 2%	Less than 4 x 4 feet	Cross slope 2.7%. Matches roadway grade.
20231200	More than 2%	Less than 4 x 4 feet	Cross slope 3.5%. Steeper than roadway grade. PAR running slope 11%. PAR cross slope 5%
20231201	More than 2%	Less than 4 x 4 feet	Cross slope 10%. Matches roadway grade. PAR running slope 14%. PAR cross slope 3%.
20231202	More than 2%	Less than 4 x 4 feet	Running slope 10%. Cross slope 9%. Steeper than roadway grade. PAR running slope 12%. PAR Cross slope 3%
20231203	More than 2%	Less than 4 x 4 feet	Running slope 12%. Cross slope 12%. Steeper than roadway grade. PAR running slope 13%.
20231204	Up to or equal to 2%	Less than 4 x 4 feet	PAR running slope 3%
20231205	Up to or equal to 2%	Less than 4 x 4 feet	PAR running slope 6%.
20231206	More than 2%	Less than 4 x 4 feet	Cross slope 7%. Steeper than roadway grade. PAR running slope 11%. PAR cross slope 5%.
20231207	More than 2%	Less than 4 x 4 feet	Cross slope 9%. Matches roadway grade. PAR running slope 11%.
20231208	More than 2%	4 x 4 feet or greater	Running slope 11%. Cross slope 5%. Matches roadway grade. PAR running slope 5%.
20231209	Up to or equal to 2%	4 x 4 feet or greater	Running slope 10%. Minor curb lip.
20231210	Up to or equal to 2%	Less than 4 x 4 feet	Cracks in flares. Monitor gaps. Overgrown vegetation.
20231211	More than 2%	Less than 4 x 4 feet	Cracks in flares. Cross slope 2.6%. Monitor gaps.
20231212	More than 2%	Less than 4 x 4 feet	Cross slope 3%. Matches roadway grade. PAR running slope 3.7%. Monitor gaps.
20231213	More than 2%	Less than 4 x 4 feet	Cross slope 10%. Steeper than roadway grade. PAR running slope 12%.
20231214	Up to or equal to 2%	Less than 4 x 4 feet	Minor curb lip.
20231215	Up to or equal to 2%	4 x 4 feet or greater	Running slope 10%. Crack forming in landing. Monitor gaps.
20231216	Up to or equal to 2%	4 x 4 feet or greater	PAR running slope 4%.
20231217	Up to or equal to 2%	4 x 4 feet or greater	PAR running slope 2.7%.
20231218	Up to or equal to 2%	Less than 4 x 4 feet	<Null>
20231219	Up to or equal to 2%	Less than 4 x 4 feet	<Null>
20231220	Up to or equal to 2%	Less than 4 x 4 feet	Drain grate interferes at curb transition
20231221	Up to or equal to 2%	Less than 4 x 4 feet	PAR running slope 3.7%
20231222	Up to or equal to 2%	4 x 4 feet or greater	Running slope 13%. Monitor gaps.
20231223	Up to or equal to 2%	Less than 4 x 4 feet	<Null>
20231224	More than 2%	Less than 4 x 4 feet	Running slope 9%. Cross slope 4%. Matches roadway grade. PAR running slope 5%.
20231225	More than 2%	Less than 4 x 4 feet	Cross slope 3%. PAR running slope 4%.
20231226	Up to or equal to 2%	4 x 4 feet or greater	<Null>

TSI_Curb_Ramp_ID	Cross_Slope	Landing	Notes
20231227	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20231228	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20231229	Up to or equal to 2%	4 x 4 feet or greater	Landing slopes within 2.2%.
20231230	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20231231	Up to or equal to 2%	4 x 4 feet or greater	Running slope 9%. PAR running slope 3.6%.
20231232	Up to or equal to 2%	4 x 4 feet or greater	Landing slopes 2.7%.
20231233	Up to or equal to 2%	4 x 4 feet or greater	Monitor vertical discontinuity between landing and ramp
20231234	More than 2%	Less than 4 x 4 feet	Cross slope 4.5%. Steeper than roadway grade. PAR running slope 6.5%.
20231235	More than 2%	Less than 4 x 4 feet	Cross slope 5%. Matches roadway grade. PAR running slope 5%. PAR cross slope 4%.
20231236	Up to or equal to 2%	Less than 4 x 4 feet	Crack between ramp and flare
20231237	More than 2%	4 x 4 feet or greater	Cross slope 9%. Matches roadway grade. Crack through ramp.
20231238	More than 2%	Less than 4 x 4 feet	Cross slope 12%. Steeper than roadway grade. PAR running slope 16%. PAR cross slope 4%. Moss growing over DWS.
20231239	More than 2%	Less than 4 x 4 feet	Cross slope 15%. Steeper than roadway grade. PAR running slope 19%. PAR cross slope 3%.
20231240	More than 2%	Less than 4 x 4 feet	Cross slope 12%. Steeper than 10% roadway grade. PAR running slope 10%. PAR cross slope 4%.
20231241	More than 2%	Less than 4 x 4 feet	Cross slope 19%. Steeper than 16% roadway grade. PAR running slope 21%. PAR cross slope 7.8%.
20231242	More than 2%	Less than 4 x 4 feet	Cross slope 7%. Matches roadway grade. PAR running slope 8.5%. PAR cross slope 3%.
20231243	More than 2%	Less than 4 x 4 feet	Cross slope 13%. Steeper than 12% roadway grade. PAR running slope 18%.
20231244	More than 2%	4 x 4 feet or greater	Cross slope 14%. Matches roadway grade. PAR running slope 15%.
20231245	More than 2%	4 x 4 feet or greater	Cross slope 5%. Matches roadway grade.
20231246	More than 2%	4 x 4 feet or greater	Cross slope 5%. Matches roadway grade.
20231247	More than 2%	4 x 4 feet or greater	Cross slope 7%. Matches roadway grade. Crack forming in ramp.
20231248	More than 2%	Less than 4 x 4 feet	Cross slope 12%. Matches roadway grade. PAR running slope 15%. Minor curb lip.
20231249	More than 2%	Less than 4 x 4 feet	Cross slope 9%. Steeper than 7% roadway grade. PAR running slope 11%. PAR cross slope 4.7%.
20231250	Up to or equal to 2%	Less than 4 x 4 feet	<Null>
20231251	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20231252	Up to or equal to 2%	Less than 4 x 4 feet	Minor curb lip. PAR running slope 4%.
20231253	Up to or equal to 2%	Less than 4 x 4 feet	Landing slopes 5%
20231254	Up to or equal to 2%	Less than 4 x 4 feet	<Null>
20231255	More than 2%	Less than 4 x 4 feet	Cross slope 3%. Steeper than roadway grade. Curb lip.
20231256	More than 2%	Less than 4 x 4 feet	Cross slope 7%. Matches roadway grade. PAR running slope 13%. PAR Cross slope 7%. Curb lip.
20231257	More than 2%	Less than 4 x 4 feet	Cross slope 10%. Matches roadway grade. PAR running slope 12%. PAR cross slope 9%.
20231258	More than 2%	4 x 4 feet or greater	Cross slope 9%. Matches roadway grade. PAR running slope 14%.
20231259	More than 2%	4 x 4 feet or greater	Cross slope 8%. Steeper than 6% roadway grade. PAR running slope 13%. PAR cross slope 9%.
20231260	More than 2%	Less than 4 x 4 feet	Cross slope 6%. Steeper than 4% roadway grade. PAR running slope 6%.
20231261	More than 2%	4 x 4 feet or greater	Running slope 11%. Cross slope 3%. Matches roadway grade. Vertical discontinuity between ramp and landing.
20231262	More than 2%	4 x 4 feet or greater	Cross slope 4%. Matches roadway grade. PAR running slope 8%.
20231263	More than 2%	4 x 4 feet or greater	Minor curb lip. PAR running slope 2.5%.
20231264	More than 2%	Less than 4 x 4 feet	Cross slope 3%. Matches roadway grade. PAR running slope 4%.
20231265	More than 2%	Less than 4 x 4 feet	Cross slope 7%. Steeper than 5.8% roadway grade. PAR running slope 11%.
20231266	More than 2%	Less than 4 x 4 feet	Cross slope 3%. Steeper than 1% roadway grade. PAR running slope 4.5%.
20231267	More than 2%	Less than 4 x 4 feet	Cross slope 5.7%. Matches roadway grade. PAR running slope 10%.
20231268	More than 2%	4 x 4 feet or greater	Cross slope 5.5%. Matches roadway grade. PAR running slope 7.5%. PAR cross slope 4%.
20231269	More than 2%	4 x 4 feet or greater	Cross slope 3%. Transition upheaval at roadway interface
20231270	More than 2%	Less than 4 x 4 feet	Cross slope 3%. PAR running slope 5%.
20231271	More than 2%	Less than 4 x 4 feet	Cross slope 4.7%. Matches roadway grade. PAR running slope 7%. PAR cross slope 4%.
20231272	Up to or equal to 2%	Less than 4 x 4 feet	PAR running slope 4%.

TSI_Curb_Ramp_ID	Cross_Slope	Landing	Notes
20231273	More than 2%	Less than 4 x 4 feet	Cross slope 5%. Steeper than roadway grade. PAR running slope 6%. PAR cross slope 7%.
20231274	Up to or equal to 2%	Less than 4 x 4 feet	<Null>
20231275	Up to or equal to 2%	Less than 4 x 4 feet	Minor curb lip
20231276	Up to or equal to 2%	4 x 4 feet or greater	Landing to ramp vertical discontinuity. Curb lip.
20231277	Up to or equal to 2%	4 x 4 feet or greater	DWS deterioration
20231278	Up to or equal to 2%	Less than 4 x 4 feet	PAR cross slope 2.3%
20231279	Up to or equal to 2%	Less than 4 x 4 feet	PAR cross slope 2.3%
20231280	More than 2%	Less than 4 x 4 feet	Running slope 9%. Cross slope 6%. Steeper than 3% roadway grade. PAR running slope 6.5%
20231281	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20231282	Up to or equal to 2%	Less than 4 x 4 feet	Monitor gap and vertical discontinuity forming
20231283	Up to or equal to 2%	Less than 4 x 4 feet	PAR cross slope 4%
20231284	Up to or equal to 2%	4 x 4 feet or greater	Minor curb lip
20231285	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20231286	Up to or equal to 2%	Less than 4 x 4 feet	Monitor upheaval at top corner of ramp and gaps.
20231287	Up to or equal to 2%	Less than 4 x 4 feet	PAR running slope 3%.
20231288	Up to or equal to 2%	4 x 4 feet or greater	Running slope 12%. PAR cross slope 3%.
20231289	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20231290	Up to or equal to 2%	4 x 4 feet or greater	Minor curb lip
20231291	More than 2%	Less than 4 x 4 feet	Running slope 11%. Cross slope 2.7%. PAR running slope 2.7%.
20231292	Up to or equal to 2%	Less than 4 x 4 feet	Minor curb lip
20231293	Up to or equal to 2%	4 x 4 feet or greater	Running slope 9%. Curb lip.
20231294	Up to or equal to 2%	4 x 4 feet or greater	Monitor landing to ramp gap and flare vertical discontinuities
20231295	Up to or equal to 2%	Less than 4 x 4 feet	Monitor flare vertical discontinuity
20231296	Up to or equal to 2%	4 x 4 feet or greater	Minor curb lip
20231297	Up to or equal to 2%	Less than 4 x 4 feet	Minor curb lip.
20231298	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20231299	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20231300	Up to or equal to 2%	4 x 4 feet or greater	Running slope 10%. Minor curb lip.
20231301	Up to or equal to 2%	4 x 4 feet or greater	Minor curb lip. Monitor landing to ramp gap.
20231302	Up to or equal to 2%	4 x 4 feet or greater	Running slope 11%. Curb lips. Monitor landing to ramp gaps.
20231303	Up to or equal to 2%	4 x 4 feet or greater	Running slope 10%.
20231304	Up to or equal to 2%	Less than 4 x 4 feet	Mud debris
20231305	More than 2%	4 x 4 feet or greater	Cross slope 3%. Matches roadway grade. PAR running slope 4%.
20231306	Up to or equal to 2%	4 x 4 feet or greater	PAR cross slope 2.7%.
20231307	Up to or equal to 2%	4 x 4 feet or greater	Running slope 9%. Minor DWS lip.
20231308	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20231309	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20231310	Up to or equal to 2%	4 x 4 feet or greater	Monitor DWS lip
20231311	Up to or equal to 2%	4 x 4 feet or greater	Running slope 9%. Overgrown vegetation.
20231312	Up to or equal to 2%	4 x 4 feet or greater	Landing slopes 2.3%. Monitor gaps.
20231313	Up to or equal to 2%	4 x 4 feet or greater	PAR cross slope 2.7%. Monitor gaps.
20231314	Up to or equal to 2%	4 x 4 feet or greater	PAR cross slope 3%. Monitor gaps.
20231315	More than 2%	4 x 4 feet or greater	Cross slope 3%. Landing slopes 3.5%.
20231316	Up to or equal to 2%	4 x 4 feet or greater	PAR running slope 2.7%
20231317	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20231318	More than 2%	4 x 4 feet or greater	Cross slope 7%. Matches roadway grade. PAR running slope 7%. PAR cross slope 2.5%.

TSI_Curb_Ramp_ID	Cross_Slope	Landing	Notes
20231319	Up to or equal to 2%	4 x 4 feet or greater	PAR running slope 2.7%.
20231320	More than 2%	4 x 4 feet or greater	Cross slope 6%. Steeper than 4.8% roadway grade. PAR running slope 8%. PAR cross slope, 8%.
20231321	More than 2%	4 x 4 feet or greater	Cross slope 8%. Matches roadway grade. PAR running slope 9%. PAR cross slope 3%.
20231322	More than 2%	4 x 4 feet or greater	Cross slope 10%. Steeper than 7% roadway grade. PAR running slope 12%. PAR cross slope 3%.
20231323	More than 2%	4 x 4 feet or greater	Cross slope at 8%. Steeper than 4% roadway grade. P. and I are running smoke 12%. PAR cross slope 3.5
20231324	More than 2%	4 x 4 feet or greater	Cross slope 3.5%. Matches roadway grade. PAR running slope 3%.
20231325	More than 2%	4 x 4 feet or greater	Cross slope 4.8%. Matches roadway grade. PA are running soap 5.8%. PAR cross slope 3%
20231326	More than 2%	4 x 4 feet or greater	Monitor vertical discontinuity. Cross slope 4.2%. Matches roadway grade. PAR cross slope 5.7%.
20231327	More than 2%	4 x 4 feet or greater	Cross slope 5.7%. Matches roadway grade. PAR running slope 5%.
20231328	More than 2%	4 x 4 feet or greater	Cross slope 8%. Steeper than 6.8% roadway grade. PAR running slope 9.8%. PAR cross slope 3%.
20231329	More than 2%	4 x 4 feet or greater	Cross slope 7.5%. Steeper than 4% roadway grade. PAR running slope 9.3%. PAR cross slope 7.6%.
20231330	More than 2%	4 x 4 feet or greater	Cross slope 4%. Steeper than 2% roadway grade. PAR running slope 4%. PAR cross slope 6.5%.
20231331	More than 2%	4 x 4 feet or greater	Cross slope 6%. Matches roadway grade. PAR running slope 7.6% PAR cross slope 2.4%.
20231332	More than 2%	4 x 4 feet or greater	Minor curb, lip,. Cross slope. Matches roadway grade. PAR running slope 6%.
20231333	More than 2%	4 x 4 feet or greater	Cross slope 5.5%. Matches roadway grade. PAR running slope 5.8%.
20231334	More than 2%	4 x 4 feet or greater	Cross slope 6.3%. Steeper than 4.8% roadway grade. PAR running slope 10%.
20231335	More than 2%	4 x 4 feet or greater	Cross slope 5.8%. Steeper than 4% roadway grade. Landing slopes 7%.
20231336	More than 2%	4 x 4 feet or greater	Cross slope 5%. Steeper than 3% roadway grade. Landing slopes 4%.
20231337	Up to or equal to 2%	4 x 4 feet or greater	DWS damage.
20231338	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20231339	More than 2%	4 x 4 feet or greater	Cross slope 3.5%. Steeper than 2% roadway grade. PAR running slope 3%. Monitor gap.
20231340	More than 2%	4 x 4 feet or greater	Cross slope 5%. Matches roadway grade. PAR running slope 8%.
20231341	More than 2%	4 x 4 feet or greater	Cross slope 6%. Steeper than 4% roadway grade. PAR running slope 10%.
20231342	More than 2%	4 x 4 feet or greater	Cross slope 4%. Matches roadway grade. PAR running slope 4%.
20231343	Up to or equal to 2%	4 x 4 feet or greater	PAR running slope 2.7%.
20231344	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20231345	More than 2%	4 x 4 feet or greater	Monitor gaps. Cross slope 7%. Steeper than 4.4% roadway grade. PAR running slope 9%. PAR cross slope 3%.
20231346	Up to or equal to 2%	4 x 4 feet or greater	Minor Curb lip
20231347	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20231348	Up to or equal to 2%	4 x 4 feet or greater	Overgrown vegetation.
20231349	Up to or equal to 2%	4 x 4 feet or greater	Running slope 11%.
20231350	More than 2%	4 x 4 feet or greater	Running slope 10%. Cross slope 3%. Matches roadway great. Overgrown vegetation. PAR running slope 3%.
20231351	More than 2%	4 x 4 feet or greater	Monitor curb to DWS lip. Cross slope 6%. Matches roadway grade. PAR running slope 5.5%.
20231352	More than 2%	4 x 4 feet or greater	Cross slope 4%. Matches roadway grade. PAR running slope 6%. PAR cross slope 3%.
20231353	Up to or equal to 2%	4 x 4 feet or greater	Monitor curb lip. PAR cross slope 2.2%.
20231354	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20231355	More than 2%	4 x 4 feet or greater	Cross slope 3.5%. Matches roadway grade. PAR running slope 4.6%. PAR cross slope 2.3%. Monitor DWS to curb lips.
20231356	Up to or equal to 2%	4 x 4 feet or greater	Monitor vegetation. PAR running slope 4%. PAR cross slope 2.7%.
20231357	More than 2%	4 x 4 feet or greater	Cross slope 3%. Matches roadway grade. Landing slopes 4.7%.
20231358	Up to or equal to 2%	4 x 4 feet or greater	Monitor DWS to curb transition
20231359	Up to or equal to 2%	4 x 4 feet or greater	Crack forming in ramp. Running slope 9%. PAR cross slope 3%. Matches roadway grade.
20231360	More than 2%	4 x 4 feet or greater	Cross slope 5%. Matches roadway grade. PAR running slope 6%. PAR cross slope 3%.
20231361	Up to or equal to 2%	4 x 4 feet or greater	PAR cross slope 2.5%.
20231362	More than 2%	4 x 4 feet or greater	Cross slope 4.5%. Matches roadway grade. PAR running slopes 5.8%
20231363	<Null>	4 x 4 feet or greater	Cross slope 6%. Steeper than 4.6% roadway grade. PAR running slope 5.8%
20231364	More than 2%	4 x 4 feet or greater	Cross slopes 9.5%. Steeper than 6.5% roadway grade. PAR running slopes 14%

TSI_Curb_Ramp_ID	Cross_Slope	Landing	Notes
20231365	More than 2%	4 x 4 feet or greater	Cross slope 6%. Steeper than 4.3% roadway grade. PAR running slopes 7.5%
20231366	More than 2%	4 x 4 feet or greater	Cross slope 5%. Matches roadway grade. PAR running slope 5.5%. Monitor gap.
20231367	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20231368	Up to or equal to 2%	4 x 4 feet or greater	<Null>
20231369	More than 2%	4 x 4 feet or greater	Cross slope 4.7%. Matches roadway grade. PAR running slope 6%. PAR cross slope 3.6%.
20231372	Up to or equal to 2%	4 x 4 feet or greater	Monitor cement between DWS and curb transition.
20231373	More than 2%	4 x 4 feet or greater	Cross slope 4%. Matches roadway grade.
20231380	Up to or equal to 2%	4 x 4 feet or greater	Monitor cement between and in front of DWS at curb transition.
20231381	Up to or equal to 2%	4 x 4 feet or greater	<Null>

City of Snoqualmie
2023 ADA Curb Ramp Inventory

TSI_Curb_Ramp_ID	TSI_ADA_Compliant *	GlobalID *	July2023_Snoq_Parkwy_Rehab	Alt_ID	Alt_ID_Number	MEF_Documentation
20230001	No	{A3146B5E-2D96-425B-88A6-46A21411B312}	<Null>	<Null>	<Null>	<Null>
20230002	No	{7D69D5FD-A1C1-4C2F-AD01-F51854BA4369}	<Null>	<Null>	<Null>	<Null>
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20230005	Yes	{036ECE5E-A2F0-4A0D-8A10-DFF7F3DC4225}	<Null>	<Null>	<Null>	<Null>
20230006	Yes	{07706A2C-CBB8-47F3-9222-5FA69A2556DB}	<Null>	<Null>	<Null>	<Null>
20230007	Yes	{A92021C6-871C-4372-848D-8E57434C73AF}	<Null>	<Null>	<Null>	<Null>
20230008	Yes	{9D28145E-2EAA-4CCE-A5FD-AE59E80F4515}	<Null>	<Null>	<Null>	<Null>
20230009	Yes	{24D94B6A-9336-4D25-B254-F2F954A55F83}	<Null>	<Null>	<Null>	<Null>
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20230014	No	{0D677446-A612-44D5-86C2-3939398BE645}	<Null>	<Null>	<Null>	<Null>
20230015	No	{C7172BDE-E720-437F-97F6-95BA14E4F67A}	<Null>	<Null>	<Null>	<Null>
20230016	No	{94F149B5-E12D-40A9-9D7A-C7D2D1723C32}	<Null>	<Null>	<Null>	<Null>
20230017	No	{B076BBAB-DC1F-46C2-95E1-FC7E6F92EB94}	<Null>	<Null>	<Null>	<Null>
20230018	No	{97F56CB1-58E3-4F8A-BA50-7F2BC8EC31E7}	<Null>	<Null>	<Null>	<Null>
20230019	No	{43D0E465-412B-45C1-B965-3650848B77E9}	<Null>	<Null>	<Null>	<Null>
20230020	Yes	{1A06CF5B-42D5-403F-9083-7EE166661E33}	<Null>	<Null>	<Null>	<Null>
20230021	Yes	{0089E51C-A554-4869-ACA0-7461477E0025}	<Null>	<Null>	<Null>	<Null>
20230022	Yes	{DBFDA127-5F38-46DF-B811-5EBF5142581B}	<Null>	<Null>	<Null>	<Null>
20230023	Yes	{77252CB8-E9AE-4828-8FE6-43D56C89561C}	<Null>	<Null>	<Null>	<Null>
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20230025	Yes	{57843258-175F-435B-9F44-3776E702A935}	<Null>	<Null>	<Null>	<Null>
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20230027	Yes	{AAAFD08C-D952-4E48-9FE8-5FBBCEEA7B83}	<Null>	<Null>	<Null>	<Null>
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20230029	Yes	{D26D8B4B-5EB9-4961-8241-BB7BC14D5C63}	<Null>	<Null>	<Null>	<Null>
20230030	Yes	{D711C4DF-1FD1-4D20-9B65-3B70CF36814B}	<Null>	<Null>	<Null>	<Null>
20230031	Yes	{62B8A994-2116-4C91-B08A-E0B0AD135509}	<Null>	<Null>	<Null>	<Null>
20230032	Yes	{B105CB05-BC8F-4C1F-BAFD-854DA3A1857E}	<Null>	<Null>	<Null>	<Null>
20230033	No	{34652EB0-5C80-4B85-A2AF-27B3229E31CF}	<Null>	<Null>	<Null>	<Null>
20230034	Yes	{A05A8FFC-00F8-4C52-B6C5-0A544FC6A678}	<Null>	<Null>	<Null>	<Null>
20230035	Yes	{96ED40D8-5C42-4BF1-A152-6582B508500D}	<Null>	<Null>	<Null>	<Null>
20230036	Yes	{C2C16530-1F2A-4068-A0AD-A048803785B1}	<Null>	<Null>	<Null>	<Null>
20230037	Yes	{E5F05E1A-CDAC-4C44-9433-FEA6E69760C9}	<Null>	<Null>	<Null>	<Null>
20230038	Yes	{E2EE3171-33C5-4B77-87F1-81647E39B2A2}	<Null>	<Null>	<Null>	<Null>
20230039	Yes	{8BEC69AB-C501-4E65-B611-AB42B0270D21}	<Null>	<Null>	<Null>	<Null>
20230040	Yes	{AA110815-0782-4D2A-96C3-0CFC47832CFD}	<Null>	<Null>	<Null>	<Null>
20230041	Yes	{AC64927D-68A8-4BCC-A24B-E24DD4F3B1EF}	<Null>	<Null>	<Null>	<Null>
20230042	Yes	{A61DD1AD-5134-4B53-8CF3-D52605F12FF6}	<Null>	<Null>	<Null>	<Null>
20230043	Yes	{EEB80825-D71C-4DC7-BF49-250D97A8D630}	<Null>	<Null>	<Null>	<Null>
20230044	Yes	{94791AAB-30B5-4A0F-A3C4-357A873FA691}	<Null>	<Null>	<Null>	<Null>
20230045	Yes	{EF4B6588-3CA9-4A3D-B234-77DBE78DD903}	<Null>	<Null>	<Null>	<Null>
20230046	Yes	{5D9417C7-00C6-451F-BD88-5ED013F59A2D}	<Null>	<Null>	<Null>	<Null>

City of Snoqualmie
2023 ADA Curb Ramp Inventory

TSI_Curb_Ramp_ID	TSI_ADA_Compliant *	GlobalID *	July2023_Snoq_Parkwy_Rehab	Alt_ID	Alt_ID_Number	MEF_Documentation
20230047	Yes	{FB932433-97A9-4B3F-A265-E40F94D606C5}	<Null>	<Null>	<Null>	<Null>
20230048	Yes	{DF2970B8-CD8C-4A6F-B2AB-618BE6B2F8F1}	<Null>	<Null>	<Null>	<Null>
20230049	Yes	{52220C58-B2D3-4BC9-9FB3-3893781D77A4}	<Null>	<Null>	<Null>	<Null>
20230050	Yes	{94706405-C3D5-4EE4-B83C-BFCD566A9EC6}	<Null>	<Null>	<Null>	<Null>
20230051	Yes	{71815A8A-5E40-4A84-A84D-3D1E12EB381E}	<Null>	<Null>	<Null>	<Null>
20230052	Yes	{73FC6B51-315E-4BC1-ABD4-E572AF5D8C01}	<Null>	<Null>	<Null>	<Null>
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20230059	Yes	{5E4FFD60-7255-452A-A368-0975B4D6163B}	<Null>	<Null>	<Null>	<Null>
20230060	Yes	{FFBAC6FC-DF9D-460C-91A0-784523821F7B}	<Null>	<Null>	<Null>	<Null>
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20230064	Yes	{12D12483-D3BD-494F-85D4-01697D19AE06}	<Null>	<Null>	<Null>	<Null>
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20230066	Yes	{AD7EE5B1-4A5E-4BAB-85A0-7E3B21466C2B}	<Null>	<Null>	<Null>	<Null>
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20230080	Yes	{6871D2FB-3826-4FAA-848E-CC23D1FBCE2F}	<Null>	<Null>	<Null>	<Null>
20230081	Yes	{9F9AD01E-A0C0-48C4-82C7-4DEC59C36B4A}	<Null>	<Null>	<Null>	<Null>
20230082	Yes	{EE086A77-CEA8-4FA6-955C-D6C376973DB7}	<Null>	<Null>	<Null>	<Null>
20230083	Yes	{7AC3A70A-4A31-42D4-8AD9-20386924A8DB}	<Null>	<Null>	<Null>	<Null>
20230084	Yes	{25114DBA-D301-4591-803C-9E744993E38C}	<Null>	<Null>	<Null>	<Null>
20230085	Yes	{FC37B5C9-C147-442D-B750-A1126238A8E7}	<Null>	<Null>	<Null>	<Null>
20230086	No	{A1A9A4C0-ECE2-42CA-B97F-1B9E5C68893D}	<Null>	<Null>	<Null>	<Null>
20230087	Yes	{7C88D4C7-41F5-49BE-857C-ED056044C501}	<Null>	<Null>	<Null>	<Null>
20230088	Yes	{5BF27871-0F52-4B91-841D-6683114CC3FD}	<Null>	<Null>	<Null>	<Null>
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20230091	No	{AF5C70DE-9E83-4B61-AD28-40489D5B7B32}	<Null>	<Null>	<Null>	<Null>
20230092	No	{7ED18A91-1168-48FF-8FC4-578C282EC1FC}	<Null>	<Null>	<Null>	<Null>

City of Snoqualmie
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TSI_Curb_Ramp_ID	TSI_ADA_Compliant *	GlobalID *	July2023_Snoq_Parkwy_Rehab	Alt_ID	Alt_ID_Number	MEF_Documentation
20230093	No	{F59123F9-FF3A-4CD8-BA2B-23CDC4F42B46}	<Null>	<Null>	<Null>	<Null>
20230094	No	{35638761-EF11-46C2-8C6C-E99A2D00D0D5}	<Null>	<Null>	<Null>	<Null>
20230095	No	{227FA4DF-01B0-4F09-A04A-6584A1FE5CD7}	<Null>	<Null>	<Null>	<Null>
20230096	No	{41414703-238A-4924-9158-FFA3381649C8}	<Null>	<Null>	<Null>	<Null>
20230097	No	{5530D2BE-1360-4406-A88A-5B52C8E87D63}	<Null>	<Null>	<Null>	<Null>
20230098	No	{DE98706D-4573-448C-9802-A11AA918D8E7}	<Null>	<Null>	<Null>	<Null>
20230099	No	{121E347D-96A7-4D1B-AA8E-916203F821DB}	<Null>	<Null>	<Null>	<Null>
20230100	No	{B9E5BE0E-F2C2-4C62-A085-9CCBE20AB013}	<Null>	<Null>	<Null>	<Null>
20230101	No	{0F8E7793-0B70-4398-B65A-9C12AD15E81F}	<Null>	<Null>	<Null>	<Null>
20230102	No	{67078C96-3F2E-432F-90F7-7055E6FE3C94}	<Null>	<Null>	<Null>	<Null>
20230103	No	{58C1C61D-CA08-4FB4-8E96-EE60D1DF9ED6}	<Null>	<Null>	<Null>	<Null>
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20230105	Yes	{FB66657C-56D9-4F79-8F90-9DDC34C524BE}	<Null>	<Null>	<Null>	<Null>
20230106	Yes	{C6363B3B-C919-470F-B740-0D4F2AB93B4A}	<Null>	<Null>	<Null>	<Null>
20230107	Yes	{E7FFDF45-163F-4DF2-A259-91F4C8D5B538}	<Null>	<Null>	<Null>	<Null>
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20230110	Yes	{339543AE-0C35-4F26-9CE3-FD96CF8469E3}	<Null>	<Null>	<Null>	<Null>
20230111	Yes	{C01A90B7-4E77-4362-9D31-AB5BF17793A6}	<Null>	<Null>	<Null>	<Null>
20230112	No	{75959843-E8CB-4D26-B0BE-0408FBE3A6B1}	<Null>	<Null>	<Null>	<Null>
20230113	No	{1CEBE652-77A1-42E8-81F0-2DF860AE5823}	<Null>	<Null>	<Null>	<Null>
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20230117	Yes	{C0E01461-D9F2-415A-883A-6A46E24EE621}	<Null>	<Null>	<Null>	<Null>
20230118	Yes	{8AB91C93-DB1A-41FC-95EB-DF35E9164A3F}	<Null>	<Null>	<Null>	<Null>
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20230120	Yes	{6E464129-4EE8-4A01-96FF-336EC4C42F64}	<Null>	<Null>	<Null>	<Null>
20230121	Yes	{679186E9-A2D1-4151-BB36-F8C170E647D2}	<Null>	<Null>	<Null>	<Null>
20230122	No	{08116E13-6182-4D29-A972-95ABD0189F1A}	<Null>	<Null>	<Null>	<Null>
20230123	Yes	{0E044AB2-585B-46FC-8A09-9207FAD86700}	<Null>	<Null>	<Null>	<Null>
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20230125	Yes	{EEF052B3-0A76-413C-BFEF-0CFA47ED537C}	<Null>	<Null>	<Null>	<Null>
20230126	Yes	{C42047C5-5211-42AE-844C-A09BE3745329}	<Null>	<Null>	<Null>	<Null>
20230127	Yes	{E2B68442-DAB7-4111-AB46-402843893746}	<Null>	<Null>	<Null>	<Null>
20230128	Yes	{D913E383-5C44-4668-92DC-EC7B9E6F4BF9}	<Null>	<Null>	<Null>	<Null>
20230129	Yes	{3A25E7AD-9ABC-4031-8D88-390489BDB3B5}	<Null>	<Null>	<Null>	<Null>
20230130	Yes	{4E580E79-5205-410A-B4D1-2B0F0AC68C3C}	<Null>	<Null>	<Null>	<Null>
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20230134	No	{6D445CA6-42A3-4D0C-A092-2D3F84C0437E}	Plan Set for fully ADA-compliant ramp	Ramp 31	31	<Null>
20230135	Yes	{6F3241C3-C998-4F4B-8CC5-DAEAC4BD76F8}	<Null>	<Null>	<Null>	<Null>
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TSI_Curb_Ramp_ID	TSI_ADA_Compliant *	GlobalID *	July2023_Snoq_Parkwy_Rehab	Alt_ID	Alt_ID_Number	MEF_Documentation
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20230140	No	{689D9DB1-1A21-4A6E-947B-CADC0FD5E2F2}	Plan Set for fully ADA-compliant ramp	Ramp 27	27	<Null>
20230141	No	{5082C334-4E7A-4EF1-90AA-9CD2F31F2C91}	<Null>	<Null>	<Null>	<Null>
20230142	No	{FB0AAC58-B6D3-4E42-8381-A5130B164296}	Plan Set for fully ADA-compliant ramp	Ramp 26	26	<Null>
20230143	No	{FFF3A240-6918-4E4E-A1B0-23395530F7BC}	<Null>	<Null>	<Null>	<Null>
20230144	No	{F473506A-1E48-4B34-B7CF-E3128EA302B8}	Plan Set for fully ADA-compliant ramp	Ramp 25	25	<Null>
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20230146	Yes	{3507513E-20C4-4B48-A56E-B39FB2CC29E4}	<Null>	<Null>	<Null>	<Null>
20230147	Yes	{EBAA6FCF-EEFD-4A2C-9EDA-4775E205B73F}	<Null>	<Null>	<Null>	<Null>
20230148	No	{A3C3D809-D73A-4B52-A0E9-27BC96B24E75}	<Null>	<Null>	<Null>	<Null>
20230149	Yes	{5C3D80E2-8628-4C59-B97D-4E254614DE5A}	<Null>	<Null>	<Null>	<Null>
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20230151	Yes	{9E4FF289-36F0-422B-89F6-9BBFF67BF2C1}	<Null>	<Null>	<Null>	<Null>
20230152	Yes	{4A857BB0-AC42-43F4-A206-B4E2BE553BE2}	<Null>	<Null>	<Null>	<Null>
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20230154	Yes	{C3E4A780-642D-4D7D-AC24-83546EAB18C8}	<Null>	<Null>	<Null>	<Null>
20230155	Yes	{6DFE0F37-3DCD-4C2F-BB08-54CF4927B81B}	<Null>	<Null>	<Null>	<Null>
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20230157	Yes	{FBAB0395-EE67-4646-9B12-E3E20A6D19CF}	<Null>	<Null>	<Null>	<Null>
20230158	Yes	{FF838AF4-FAA1-410A-B64B-4BD69AD82792}	<Null>	<Null>	<Null>	<Null>
20230159	Yes	{D65EFD63-A44C-44F9-B01B-D26FAF18D00E}	<Null>	<Null>	<Null>	<Null>
20230160	Yes	{D88FB8AE-5F8F-4BDF-8EAB-70E5A509E333}	<Null>	<Null>	<Null>	<Null>
20230161	Yes	{89C355BE-EAB4-4F52-A44A-EC1FD6AAD2A9}	<Null>	<Null>	<Null>	<Null>
20230162	No	{495D1402-CEA9-424C-A295-F68B0FC51720}	<Null>	<Null>	<Null>	<Null>
20230163	Yes	{1149E799-3519-496D-B212-20B702832923}	<Null>	<Null>	<Null>	<Null>
20230164	Yes	{36B50382-B64B-4D17-A2D5-90217806608E}	<Null>	<Null>	<Null>	<Null>
20230165	Yes	{BCE42B14-01BC-471A-BB4C-4545F814E550}	<Null>	<Null>	<Null>	<Null>
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20230173	Yes	{2C308126-C4D1-4E09-8D0C-D863E7AAA73B}	<Null>	<Null>	<Null>	<Null>
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20230180	Yes	{847326DC-68EA-466A-911C-00A56819A53E}	<Null>	<Null>	<Null>	<Null>
20230181	Yes	{008EE6B8-5392-4B95-B2B6-56291A5F6227}	<Null>	<Null>	<Null>	<Null>
20230182	Yes	{D88A1AA6-A8CE-41E7-844D-9803E684443C}	<Null>	<Null>	<Null>	<Null>
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20230184	Yes	{EDB4A182-6D5C-4833-8C6D-910B8808E23D}	<Null>	<Null>	<Null>	<Null>

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TSI_Curb_Ramp_ID	TSI_ADA_Compliant *	GlobalID *	July2023_Snoq_Parkwy_Rehab	Alt_ID	Alt_ID_Number	MEF_Documentation
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20230186	Yes	{13258A43-43CB-4B19-9F4C-0F3117B66110}	<Null>	<Null>	<Null>	<Null>
20230187	Yes	{953F33D9-BA6A-439F-88CD-068099E295DB}	<Null>	<Null>	<Null>	<Null>
20230188	Yes	{2B208A21-176C-455C-A52C-43C8FDC6360D}	<Null>	<Null>	<Null>	<Null>
20230189	No	{6A5C7075-CE96-4BC3-A875-DAC189B1B94F}	<Null>	<Null>	<Null>	<Null>
20230190	No	{7177AEE1-91D4-40B1-823D-D8FCD7F7F765}	<Null>	<Null>	<Null>	<Null>
20230191	Yes	{C3BCD287-4B4C-4954-96DC-775068AD85BE}	<Null>	<Null>	<Null>	<Null>
20230192	Yes	{AD3156EA-2B10-407C-AE5C-A68F2F7656D4}	<Null>	<Null>	<Null>	<Null>
20230193	No	{82C25429-B973-4D1F-8D23-90199DC1826A}	<Null>	<Null>	<Null>	<Null>
20230194	No	{F925C230-9B30-4713-AF9F-C8DB09FB46F9}	<Null>	<Null>	<Null>	<Null>
20230195	No	{115E424C-322F-4CDD-9DAC-B5BB372BDE93}	<Null>	<Null>	<Null>	<Null>
20230196	No	{580544CE-C59A-4221-8B8C-321D08F69172}	<Null>	<Null>	<Null>	<Null>
20230197	Yes	{2A1087C5-D739-4093-ABEA-D63018F6E7F8}	<Null>	<Null>	<Null>	<Null>
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20230199	Yes	{6BC0FF9B-2A3F-4EE6-9935-711777F71448}	<Null>	<Null>	<Null>	<Null>
20230200	Yes	{2A5A78F7-3973-4627-88A3-655192EDDD22}	<Null>	<Null>	<Null>	<Null>
20230201	Yes	{EECEC9EA-58FE-498F-BAA6-80CCE808A402}	<Null>	<Null>	<Null>	<Null>
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20230203	No	{2637D1D9-2186-4AA5-AF98-846C76BD2A68}	<Null>	<Null>	<Null>	<Null>
20230204	No	{ECE59744-B387-4F9D-AFD9-B7432D628359}	<Null>	<Null>	<Null>	<Null>
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20230206	Yes	{829FCCC4-00DF-4975-A9FD-60E83FCBFE3D}	<Null>	<Null>	<Null>	<Null>
20230207	Yes	{72515659-E72D-47B0-AF4A-CE3D44D149D0}	<Null>	<Null>	<Null>	<Null>
20230208	Yes	{FB2EAED6-FD00-418C-86AC-460F736B40B4}	<Null>	<Null>	<Null>	<Null>
20230209	Yes	{DEE788EB-DBB7-4A38-9E39-00C4189E1529}	<Null>	<Null>	<Null>	<Null>
20230210	No	{CA120ED5-1533-4F75-A0E5-0B7F26EF3EC5}	<Null>	<Null>	<Null>	<Null>
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20230213	Yes	{D575B70A-93FF-4040-ABCC-8E64185294D8}	<Null>	<Null>	<Null>	<Null>
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20230217	No	{158DB8F7-76A2-4BC3-80FA-28A713C346F3}	<Null>	<Null>	<Null>	<Null>
20230218	Yes	{DC74FB55-DE74-488E-B0F1-93A893A7B401}	<Null>	<Null>	<Null>	<Null>
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20230221	Yes	{D3A0C949-08F0-47BA-907D-04637A281DE0}	<Null>	<Null>	<Null>	<Null>
20230222	Yes	{E8DD8C27-543F-4107-894F-0945E46588F8}	<Null>	<Null>	<Null>	<Null>
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20230225	Yes	{284F3927-9EFD-49F4-92FD-DF282E21E1C2}	<Null>	<Null>	<Null>	<Null>
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TSI_Curb_Ramp_ID	TSI_ADA_Compliant *	GlobalID *	July2023_Snoq_Parkwy_Rehab	Alt_ID	Alt_ID_Number	MEF_Documentation
20230231	Yes	{6D3F0445-E960-4231-92EB-A6AA578AAC76}	<Null>	<Null>	<Null>	<Null>
20230232	Yes	{B12767AC-5C49-47F4-BB08-F8E919B5F13E}	<Null>	<Null>	<Null>	<Null>
20230233	Yes	{4DB389EA-2F09-4903-A632-02E7CE310906}	<Null>	<Null>	<Null>	<Null>
20230234	Yes	{B9750816-6B19-45B0-B9F2-2C37BD5535DD}	<Null>	<Null>	<Null>	<Null>
20230235	No	{085BFD97-9A97-4E05-BEE6-F10878EAED93}	<Null>	<Null>	<Null>	<Null>
20230236	Yes	{B95F32B7-8388-44D3-9EC8-7C9785C02D2B}	<Null>	<Null>	<Null>	<Null>
20230237	Yes	{5AAAD078-8C23-497A-A9AA-BFDF8BDF09E2}	<Null>	<Null>	<Null>	<Null>
20230238	Yes	{343E5A32-D737-4201-8F0A-C19953BBA710}	<Null>	<Null>	<Null>	<Null>
20230239	Yes	{B9B5ADCA-7A56-4CA8-9ACF-23F20A465C10}	<Null>	<Null>	<Null>	<Null>
20230240	Yes	{86E63F05-C5ED-4F34-A008-BFD34EF347CD}	<Null>	<Null>	<Null>	<Null>
20230241	No	{7424B652-6C93-440E-AA73-81E3D362161D}	<Null>	<Null>	<Null>	<Null>
20230242	Yes	{8AEDEEDA-6492-4887-9A73-8B4977ECE704}	<Null>	<Null>	<Null>	<Null>
20230243	No	{3B0C11DF-84C1-4834-8BC5-24582696CDED}	<Null>	<Null>	<Null>	<Null>
20230244	No	{259B575B-9679-42C1-97F7-59A14F203066}	<Null>	<Null>	<Null>	<Null>
20230245	No	{1A0DE680-1BC9-4849-9947-541C6D584B80}	<Null>	<Null>	<Null>	<Null>
20230246	No	{964F54EC-6C49-4979-85C6-7799B1152B32}	<Null>	<Null>	<Null>	<Null>
20230247	No	{D1D17398-6825-4A3E-9CA1-1C7786891C92}	<Null>	<Null>	<Null>	<Null>
20230248	No	{05D620D8-AE05-4A8F-B059-06BA0B6567DA}	<Null>	<Null>	<Null>	<Null>
20230249	No	{2A0D5CDC-04B1-47C4-9B70-35CE5B3F12AE}	<Null>	<Null>	<Null>	<Null>
20230250	No	{5D67D497-FF39-42F9-B7DA-F8E5011D04F1}	<Null>	<Null>	<Null>	<Null>
20230251	No	{442CAC4D-B1DC-4139-844B-4FCD30D64588}	<Null>	<Null>	<Null>	<Null>
20230252	Yes	{665126D4-8A5E-4E29-8A96-6858F3192450}	<Null>	<Null>	<Null>	<Null>
20230253	Yes	{DB3DEBB5-C099-4661-A237-7996693E787B}	<Null>	<Null>	<Null>	<Null>
20230254	Yes	{9B4D3D1A-4884-4B00-9139-80F3DA5116F3}	<Null>	<Null>	<Null>	<Null>
20230255	Yes	{2D1A99E0-14AB-4EBB-B132-1EA377B0954B}	<Null>	<Null>	<Null>	<Null>
20230256	No	{BC466A9C-7BB9-4A53-929E-5F1FB67C23DB}	<Null>	<Null>	<Null>	<Null>
20230257	No	{659E4532-0F9C-4BBA-926D-AB401B21A450}	<Null>	<Null>	<Null>	<Null>
20230258	No	{5B666CD8-4EAE-4543-9B1A-4E9E4DF2348A}	<Null>	<Null>	<Null>	<Null>
20230259	No	{449A192E-EB8C-4063-87E6-0A6BE2B64A9E}	<Null>	<Null>	<Null>	<Null>
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20230261	No	{9461E06D-3029-448E-B52F-DFBDE29710E9}	<Null>	<Null>	<Null>	<Null>
20230262	No	{883C7B59-032D-4FA3-9799-C9E91AFD782F}	<Null>	<Null>	<Null>	<Null>
20230263	Yes	{2BEE906A-2A82-4757-9A1E-7DDE67F08B8E}	<Null>	<Null>	<Null>	<Null>
20230264	Yes	{9D55DD66-3C3E-4562-8ED2-CF59A35C34D0}	<Null>	<Null>	<Null>	<Null>
20230265	Yes	{E7EC70B5-4AF1-4C27-9641-361185495865}	<Null>	<Null>	<Null>	<Null>
20230266	No	{858C856A-3AFA-4AAB-8E9D-A297373143FD}	<Null>	<Null>	<Null>	<Null>
20230267	Yes	{76C089C2-EAAB-4C7A-8CBE-EF728877F910}	<Null>	<Null>	<Null>	<Null>
20230268	Yes	{A539D420-57F6-4704-9175-9C3C4FE71A35}	<Null>	<Null>	<Null>	<Null>
20230269	Yes	{9C48007D-191B-4B90-8859-CF252A6EAB9C}	<Null>	Ramp 24	24	MEF as of September 2014 Perteet Report
20230270	Yes	{DAB155DB-F0F1-466E-8F02-302D6B9F3E99}	<Null>	Ramp 20	20	MEF as of September 2014 Perteet Report
20230271	Yes	{74F51992-6DB3-4623-BF81-7C29D062636B}	<Null>	Ramp 19	19	MEF as of September 2014 Perteet Report
20230272	Yes	{616ADDD9-F428-4AD6-B2C9-04FF461A5F7E}	<Null>	Ramp 18	18	MEF as of September 2014 Perteet Report
20230273	Yes	{8121069C-9D6A-48BB-95EE-BF5575A9BEDB}	<Null>	Ramp 17	17	MEF as of September 2014 Perteet Report
20230274	Yes	{9A5B0C22-E811-455E-AAB9-96394A77B53D}	<Null>	Ramp 21	21	MEF as of September 2014 Perteet Report
20230275	No	{8D55FA49-F49F-4BE8-83D4-B80CF8F91BBF}	<Null>	<Null>	<Null>	<Null>
20230276	No	{DDA7A41E-77DB-47E8-A1C1-8DEE2DD82629}	<Null>	<Null>	<Null>	<Null>

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TSI_Curb_Ramp_ID	TSI_ADA_Compliant *	GlobalID *	July2023_Snoq_Parkwy_Rehab	Alt_ID	Alt_ID_Number	MEF_Documentation
20230277	No	{E38921BC-15A9-4AF8-8283-F23FE77949E4}	Plan Set for DWS installation	<Null>	<Null>	<Null>
20230281	No	{CAD2BF08-D9AD-4A9A-835B-83D6CBF47C65}	<Null>	<Null>	<Null>	<Null>
20230282	No	{1B157611-B750-467D-A81B-926BB3DC8C70}	<Null>	<Null>	<Null>	<Null>
20230284	No	{A0A81973-1D70-4B42-8295-50FB0B8CF2E4}	Plan Set for fully ADA-compliant ramp	Ramp 43	43	<Null>
20230285	No	{E2D6351C-CD14-40C2-BF2B-8537C74AB44A}	Plan Set for ramp removal	Ramp 44	44	<Null>
20230286	No	{213461E5-B2FA-4747-9CF5-5A2E0896B49A}	<Null>	<Null>	<Null>	<Null>
20230287	No	{C1A2014B-12AE-41D0-A829-638674A9A67B}	<Null>	<Null>	<Null>	<Null>
20230288	No	{C32BFFBB-4A67-41F4-B8EB-F53F8AB687C7}	<Null>	<Null>	<Null>	<Null>
20230289	No	{46EDB82C-B357-4EC7-9F6C-4C9D7EE93B32}	<Null>	<Null>	<Null>	<Null>
20230290	No	{F652E5D2-0E9D-493C-BF99-77B31D4A8A80}	<Null>	<Null>	<Null>	<Null>
20230291	No	{066195D2-29D2-4F74-81E0-CD5E213D7CC8}	<Null>	<Null>	<Null>	<Null>
20230292	No	{6B50FD9E-EF45-42B3-B9AA-E69EF0B8C53C}	<Null>	<Null>	<Null>	<Null>
20230293	No	{155E436F-90B3-4E9F-865C-4351322F0C4F}	<Null>	<Null>	<Null>	<Null>
20230294	No	{01808B5E-F373-40EF-840A-7AEE1417889E}	<Null>	<Null>	<Null>	<Null>
20230295	No	{A4A55C10-0E1F-459A-A8C2-9C1632FDC5EB}	<Null>	<Null>	<Null>	<Null>
20230296	No	{AFB5138F-A4D9-46E1-A126-8BF7B06889DD}	<Null>	<Null>	<Null>	<Null>
20230297	No	{B2C2EB28-CEDA-4904-A104-B777D3C33E69}	<Null>	<Null>	<Null>	<Null>
20230298	No	{7BC9F918-72F7-4667-BE2F-9B42E5EE10AF}	<Null>	<Null>	<Null>	<Null>
20230299	No	{C83F1DB0-F64B-44B9-9D46-BE49FC8F0B11}	<Null>	<Null>	<Null>	<Null>
20230300	No	{37B29AD8-50F9-46E0-8C0C-F7FFBF0C45D3}	<Null>	<Null>	<Null>	<Null>
20230301	No	{04E25838-9CBD-4117-8DA9-71B5E73C12EC}	Plan Set for MEF ramp	Ramp 53	53	Missing
20230302	No	{6E36092B-0620-45B9-9FAC-919FD63CDCE3}	Plan Set for fully ADA-compliant ramp	Ramp 54	54	<Null>
20230303	No	{866579EC-96F4-4FD7-9605-C5B79A75B00C}	Plan Set for fully ADA-compliant ramp	Ramp 55	55	<Null>
20230304	No	{31049418-94F8-4830-8A4D-16DA510F5C99}	<Null>	<Null>	<Null>	<Null>
20230305	No	{55E9A958-0701-4E78-9053-BB46DD0C49BF}	<Null>	<Null>	<Null>	<Null>
20230306	No	{BD6C0438-3379-4AF4-B592-99982C65B6BD}	<Null>	<Null>	<Null>	<Null>
20230307	No	{BAD41FDF-06EF-4FBD-8A7A-35B0EC88D0BC}	<Null>	<Null>	<Null>	<Null>
20230308	No	{2EFB9E59-0F90-444B-AE6C-702D291E7C3F}	<Null>	<Null>	<Null>	<Null>
20230309	No	{8D0ABB4C-B666-4170-8B21-9729D6E0D0B9}	<Null>	<Null>	<Null>	<Null>
20230310	No	{606D937D-26A9-4C2B-AFE4-CBEBF2716A0E}	<Null>	<Null>	<Null>	<Null>
20230311	No	{6B049540-C47C-46D3-9F2A-71AA679072CE}	<Null>	<Null>	<Null>	<Null>
20230312	No	{BF547A0A-F2DF-4576-B750-8CA653FFE14D}	<Null>	<Null>	<Null>	<Null>
20230313	No	{F28151DD-346D-4053-99EC-2825A07F5DB9}	<Null>	<Null>	<Null>	<Null>
20230314	No	{E4BA90AB-92DF-4277-B8A3-26B47FA83EF3}	<Null>	<Null>	<Null>	<Null>
20230315	No	{C73F85A9-4B55-4068-920D-08AB8B18FEFF}	<Null>	<Null>	<Null>	<Null>
20230316	No	{B4D68A78-8235-4879-A601-336BF95810CF}	<Null>	<Null>	<Null>	<Null>
20230317	Yes	{08F28D24-538E-4F93-A580-F70199DCF554}	<Null>	Ramp 22	22	MEF as of September 2014 Perteet Report
20230318	Yes	{08481CDA-5D71-4787-B86E-492E68BC6CD7}	<Null>	Ramp 42	42	MEF as of September 2019 Perteet Report
20230319	Yes	{BD708614-077C-4B4D-94C8-7E66141C61A7}	<Null>	Ramp 41	41	MEF as of September 2019 Perteet Report
20230320	No	{48A8128A-265F-42B4-9689-F8CCBBCC24E1}	Plan Set for ramp removal	Ramp 40	40	<Null>
20230321	No	{C4D8B177-F6CB-4CE5-884E-5614AAA31C4D}	Plan Set for MEF ramp	Ramp 39	39	Missing
20230322	Yes	{41851187-41E0-4CB6-B694-4087273406D6}	<Null>	Ramp 38	38	MEF as of September 2019 Perteet Report
20230323	Yes	{D0CE4BBF-F770-431F-8E98-A0E74A4F4B4B}	<Null>	Ramp 37	37	MEF as of September 2019 Perteet Report
20230324	Yes	{0F71C820-E523-4883-80AA-AA8E1E6F5AA3}	Plan Set for MEF ramp	Ramp 47	47	MEF as of March 2023 KPG Report
20230325	Yes	{7FAE7A27-FC66-4560-A8C5-6CC86142D9A1}	Plan Set for MEF ramp	Ramp 46	46	MEF as of March 2023 KPG Report
20230326	Yes	{B6F4F63A-537C-4F72-97F8-E46A1077AFAD}	<Null>	<Null>	<Null>	<Null>

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TSI_Curb_Ramp_ID	TSI_ADA_Compliant *	GlobalID *	July2023_Snoq_Parkwy_Rehab	Alt_ID	Alt_ID_Number	MEF_Documentation
20230327	Yes	{CE21965D-B4B2-4404-AD86-57E28A6FBBFF}	<Null>	<Null>	<Null>	<Null>
20230328	Yes	{11186A39-B3F2-4FF0-9758-746CB6C5F3C7}	<Null>	<Null>	<Null>	<Null>
20230329	No	{C1A05C10-5F6B-4317-8DD3-C81F6DCF3915}	<Null>	<Null>	<Null>	<Null>
20230330	Yes	{EA0FB17F-F688-496B-B4A6-C196D9F0E8C9}	<Null>	<Null>	<Null>	<Null>
20230331	Yes	{EADFBB94-4AE8-430C-8925-2F73B156F66D}	<Null>	<Null>	<Null>	<Null>
20230332	No	{B3DAE20B-7B03-4AC0-81C1-23CDB4445AD0}	<Null>	<Null>	<Null>	<Null>
20230333	Yes	{9A9C18E5-AB3A-4F20-AA9B-962A26810E58}	<Null>	<Null>	<Null>	<Null>
20230334	Yes	{A76E0C34-4D5A-4E57-A0B9-EA50C220F072}	<Null>	<Null>	<Null>	<Null>
20230335	No	{A7408873-9C97-43E3-9A9E-503C75463C8F}	<Null>	<Null>	<Null>	<Null>
20230336	No	{B3C6DA90-4B8A-40DA-9937-F6F46DC4480C}	<Null>	<Null>	<Null>	<Null>
20230337	No	{7D21F6A4-FC4A-4A7F-8D18-0187A9CFFECD}	<Null>	<Null>	<Null>	<Null>
20230338	No	{E268AF1F-1534-4445-B525-E33571FAEB3F}	<Null>	<Null>	<Null>	<Null>
20230339	No	{B0496DDB-A5A3-4EC4-A246-045CF3E5B042}	<Null>	<Null>	<Null>	<Null>
20230340	No	{91521AD6-844A-4086-B671-2D55DAD6FB45}	<Null>	<Null>	<Null>	<Null>
20230341	No	{CA6D0E1F-D412-42B6-924A-C597D77BEDA5}	<Null>	<Null>	<Null>	<Null>
20230342	Yes	{81F48A88-27AD-4B66-9160-4DA1D4F784EE}	<Null>	<Null>	<Null>	<Null>
20230343	Yes	{A4F52DCE-85F7-48C7-B1D1-4C42568CA349}	<Null>	<Null>	<Null>	<Null>
20230344	No	{9497B797-026A-4DF2-98D2-A788B9C356F0}	<Null>	<Null>	<Null>	<Null>
20230345	Yes	{FB52519D-25C1-4CF3-801F-2BB7B563C170}	<Null>	<Null>	<Null>	<Null>
20230346	Yes	{4025764C-328B-4A47-9EF2-38919B5B4123}	<Null>	<Null>	<Null>	<Null>
20230347	Yes	{51E41A2E-C962-4079-A56D-A0C267E0C7D1}	<Null>	<Null>	<Null>	<Null>
20230348	Yes	{476BFAAA-2EA7-4428-9E07-520CE9393452}	<Null>	<Null>	<Null>	<Null>
20230349	Yes	{4B7F81CA-9887-4D63-93DE-B8F85556887C}	<Null>	<Null>	<Null>	<Null>
20230350	Yes	{5F852F55-955D-403F-9088-612E0AC8D825}	<Null>	<Null>	<Null>	<Null>
20230351	No	{E49CF2B7-A1AD-4694-891D-0217DA748162}	<Null>	<Null>	<Null>	<Null>
20230352	No	{362F7B91-26CB-46E3-9FA0-71BA909738D5}	<Null>	<Null>	<Null>	<Null>
20230353	No	{BA00B2EE-5583-44D5-A50B-F2074C0D46EC}	<Null>	<Null>	<Null>	<Null>
20230354	Yes	{EB47AC95-B389-4278-BC2F-96E0F8F4C2D6}	<Null>	<Null>	<Null>	<Null>
20230355	No	{6DEF2E2C-D4C7-408E-B36C-413707280845}	<Null>	<Null>	<Null>	<Null>
20230356	No	{B31B21CF-8794-4914-918C-44B51A05E9A8}	<Null>	<Null>	<Null>	<Null>
20230357	No	{3B2FDF5E-3CC4-4A6F-A039-B3A63C437890}	<Null>	<Null>	<Null>	<Null>
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20230359	No	{0667D148-F1FC-4796-A8B1-8F20B593488E}	<Null>	<Null>	<Null>	<Null>
20230360	Yes	{D5B18752-DEDE-4D8F-BAA0-DD01EC613A2F}	<Null>	Ramp 23	23	MEF as of September 2014 Perteet Report
20230361	Yes	{D488602E-8F37-433F-A28B-3161595939EA}	<Null>	<Null>	<Null>	<Null>
20230362	Yes	{A4CCFEBB-43E0-4738-B3D6-6D211AFC88B9}	Plan Set for MEF ramp	Ramp 45	45	MEF as of March 2023 KPG Report
20230363	Yes	{7DDE9120-269A-4978-BDCA-D396A6B036FF}	Plan Set for MEF ramp	Ramp 48	48	MEF as of March 2023 KPG Report
20230364	Yes	{CEF9B882-1F52-4CAC-87FF-475256BCF8C2}	<Null>	Ramp 52	52	MEF as of March 2023 KPG Report
20230365	No	{0BF18710-4CDA-45F0-BDB8-63CF058079D7}	No proposed work on this ramp	Ramp 51	51	Missing
20230366	No	{06BF2B82-6610-4DDA-BA0A-86836BFB19E6}	<Null>	Ramp 50	50	MEF as of March 2023 KPG Report
20230367	No	{EE6B21CA-4844-4FE8-B64E-52C8DBDBFCC5}	<Null>	Ramp 49	49	MEF as of March 2023 KPG Report
20230368	No	{A15701F4-1037-474E-AA1D-D2274906B57F}	<Null>	<Null>	<Null>	<Null>
20230369	No	{F04DDE1C-93FE-4439-8796-CF211C77927A}	<Null>	<Null>	<Null>	<Null>
20230370	Yes	{1CAF7C7D-50E7-4988-A015-BA0E74BE2293}	<Null>	<Null>	<Null>	<Null>
20230371	No	{C16DCDCF-7E75-489E-9AC3-CD5853DE173F}	<Null>	<Null>	<Null>	<Null>
20230372	No	{830E5006-7EC7-4DDF-AAAA-3BB13C8D5489}	<Null>	<Null>	<Null>	<Null>

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TSI_Curb_Ramp_ID	TSI_ADA_Compliant *	GlobalID *	July2023_Snoq_Parkwy_Rehab	Alt_ID	Alt_ID_Number	MEF_Documentation
20230373	No	{76062937-92E0-423D-825D-5CCB61C1256A}	<Null>	<Null>	<Null>	<Null>
20230374	No	{0272690D-2E0D-4115-841A-E909104DE539}	<Null>	<Null>	<Null>	<Null>
20230375	No	{0AEFF2F7-8714-449C-BD6B-D607EF6A5CBE}	<Null>	<Null>	<Null>	<Null>
20230376	No	{9C652BF5-4CC5-4B3B-88E8-17201DA8228B}	<Null>	<Null>	<Null>	<Null>
20230377	No	{7461B009-F302-4934-991A-6AC6C9C1FF27}	<Null>	<Null>	<Null>	<Null>
20230378	No	{8BCC5883-9CFD-4FD7-8C73-B3617A0D9DB0}	<Null>	<Null>	<Null>	<Null>
20230379	No	{79A0592D-28F4-480B-9FEA-04C9F6929F9E}	Plan Set for ramp removal	Ramp 56	56	<Null>
20230380	No	{FC3FECAC-1FBF-4F32-96DC-A9C8BE3FE630}	Plan Set for MEF ramp	Ramp 57	57	Missing
20230381	No	{0F8E59A2-2206-4DDB-8752-50C0A000A890}	Plan Set for MEF ramp	Ramp 58	58	Missing
20230382	No	{5E651BFD-8115-46F6-BB0A-5493E9B101D0}	Plan Set for ramp removal	Ramp 59	59	<Null>
20230383	No	{FC59D197-F1B4-4870-B7E1-37FC4DBB551E}	<Null>	<Null>	<Null>	<Null>
20230384	No	{F755216F-8AAE-4EE5-8949-1E044AE2D13A}	<Null>	<Null>	<Null>	<Null>
20230385	No	{62F9C875-84E1-4BCF-AA51-24B2C89DFC69}	<Null>	<Null>	<Null>	<Null>
20230386	Yes	{BBCEC53E-E6C6-435C-92DC-7B6676324AC8}	<Null>	<Null>	<Null>	<Null>
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20230422	Yes	{D8EFACA7-A1DE-48BF-BFD0-9F9E63AD67B5}	<Null>	Ramp 36	36	MEF as of September 2014 Perteet Report
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20230424	No	{8616B475-EA81-4E97-AAF1-08FB1B6EABDF}	<Null>	Ramp 34	34	MEF as of September 2014 Perteet Report
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20230426	No	{303F03EB-895A-4929-9672-622EFC1E6F4B}	<Null>	<Null>	<Null>	<Null>
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20230428	No	{411AB885-31B5-46D3-AF88-56778A3A1682}	<Null>	<Null>	<Null>	<Null>
20230429	No	{11A5944F-712D-4671-93F2-3AE918336E71}	<Null>	<Null>	<Null>	<Null>
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TSI_Curb_Ramp_ID	TSI_ADA_Compliant *	GlobalID *	July2023_Snoq_Parkwy_Rehab	Alt_ID	Alt_ID_Number	MEF_Documentation
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20230472	No	{B9F45ACF-2AA4-49AE-89C7-C248B03A64C9}	<Null>	<Null>	<Null>	<Null>
20230473	No	{D00E9827-947D-464F-B548-B22729E0B796}	<Null>	<Null>	<Null>	<Null>
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20230478	No	{CD414974-6B85-4FE9-8712-F2534F775D66}	<Null>	<Null>	<Null>	<Null>
20230479	No	{58EABD8E-4324-40BD-A791-B52014FF8EF2}	<Null>	<Null>	<Null>	<Null>
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20230484	No	{A412601E-21E1-4DDF-9D3E-E37E79FD22C7}	<Null>	<Null>	<Null>	<Null>
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20230487	No	{8EB4F358-C601-416E-BC32-1C9CAF8BB62B}	<Null>	<Null>	<Null>	<Null>
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20230514	No	{8AFAC14B-1AA2-4F6D-95A1-CE874EB9A9EB}	<Null>	<Null>	<Null>	<Null>

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TSI_Curb_Ramp_ID	TSI_ADA_Compliant *	GlobalID *	July2023_Snoq_Parkwy_Rehab	Alt_ID	Alt_ID_Number	MEF_Documentation
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20230518	No	{DB980A72-447F-4AEE-81B6-F79CBD001C06}	<Null>	<Null>	<Null>	<Null>
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20230525	No	{56039CBC-F8B7-4A82-BBB8-8A26EA6D8B53}	<Null>	<Null>	<Null>	<Null>
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20230548	No	{A71ADDB8-6362-43F7-8063-452D303A04C4}	<Null>	<Null>	<Null>	<Null>
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20230553	Yes	{4B8C5DA4-C0E1-4301-9260-86F723CE616B}	<Null>	<Null>	<Null>	<Null>
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20230559	Yes	{4F35C8DD-97E8-43BB-A403-623A36A9EC3B}	<Null>	Ramp 16	16	MEF as of March 2023 KPG Report
20230560	Yes	{49B99CC1-4658-4BD2-9DEF-1D6B89D68E32}	<Null>	Ramp 12	12	MEF as of March 2023 KPG Report
20230561	Yes	{CFA4C983-419B-4203-A9E8-69A6C8B31834}	<Null>	Ramp 11	11	MEF as of March 2023 KPG Report
20230562	Yes	{FC5D04CB-59C6-4BA8-AA2B-D9F7BE86AE1B}	<Null>	<Null>	<Null>	<Null>

City of Snoqualmie
2023 ADA Curb Ramp Inventory

TSI_Curb_Ramp_ID	TSI_ADA_Compliant *	GlobalID *	July2023_Snoq_Parkwy_Rehab	Alt_ID	Alt_ID_Number	MEF_Documentation
20230563	No	{0499C30A-D0FA-4B6C-8D03-CF87653698F3}	<Null>	<Null>	<Null>	<Null>
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20230565	Yes	{8F0398BC-09F5-420B-8F6D-F275051A402F}	<Null>	<Null>	<Null>	<Null>
20230566	Yes	{CB01283E-1EC6-44A9-84D1-0E1CEBCD522F}	<Null>	<Null>	<Null>	<Null>
20230567	Yes	{98C44219-A47D-4737-8973-183CEE452739}	<Null>	<Null>	<Null>	<Null>
20230568	Yes	{B873F49C-6621-4C51-ADC1-FD200012D4C3}	Plan Set for fully ADA-compliant ramp	Ramp 4	4	<Null>
20230569	No	{3CB1DF88-E012-4E7D-AB37-9C22BA560D54}	Plan Set for fully ADA-compliant ramp	Ramp 3	3	<Null>
20230570	No	{FAF1D898-1634-4074-B011-2A4EAC7A0E68}	Plan Set for fully ADA-compliant ramp	Ramp 2	2	<Null>
20230571	No	{5D7FE0CE-64C7-41B1-8015-39C530D1219B}	Plan Set for fully ADA-compliant ramp	Ramp 1	1	<Null>
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20230573	No	{27279599-37AE-46C8-A929-48DA0A91D8A9}	Plan Set for fully ADA-compliant ramp	Ramp 6	6	<Null>
20230574	Yes	{DFD3C495-DDB9-4195-980C-E5A547526081}	Plan Set for fully ADA-compliant ramp	Ramp 7	7	<Null>
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20230576	Yes	{F244DDD7-15D5-4136-A5C9-13BA0E31F3F5}	<Null>	<Null>	<Null>	<Null>
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20230578	Yes	{E6CFF0EA-B88C-4FC6-A914-252E4BF1EF76}	<Null>	<Null>	<Null>	<Null>
20230579	Yes	{B458C6DB-9D30-4F85-9F5C-1B53ACAD7B41}	<Null>	<Null>	<Null>	<Null>
20230580	Yes	{CCF2DBE4-20F8-482B-A082-35BCC0851A2F}	<Null>	<Null>	<Null>	<Null>
20230581	Yes	{46339C72-94FC-4780-B8E6-58B146C5AD00}	<Null>	<Null>	<Null>	<Null>
20230582	Yes	{99EA0E14-DB80-42F0-9AB7-B734196912AE}	<Null>	<Null>	<Null>	<Null>
20230583	Yes	{910D2130-278A-4557-952A-A7D1A8BC14B9}	<Null>	<Null>	<Null>	<Null>
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20230585	Yes	{582A9C4C-B39C-400E-8E15-2D31A347EA47}	<Null>	<Null>	<Null>	<Null>
20230586	Yes	{194C0923-962D-4E1D-A9BD-842323A90436}	<Null>	<Null>	<Null>	<Null>
20230587	Yes	{39EB9541-0179-406D-9088-05137C2685AA}	<Null>	<Null>	<Null>	<Null>
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20230602	Yes	{EB8754E2-9C36-4D57-ABDD-10596F6408E2}	<Null>	<Null>	<Null>	<Null>
20230603	No	{EFAEFEBF-3B8B-452C-84AB-B65C2D1A922B}	<Null>	<Null>	<Null>	<Null>
20230604	Yes	{A66CAF38-8791-4F4A-8953-F0CBCB3899E0}	<Null>	<Null>	<Null>	<Null>
20230605	Yes	{BECC7DF3-3445-4A3B-BBB2-D5D2ED18E848}	<Null>	<Null>	<Null>	<Null>
20230607	No	{ECC0ACCD-6632-42DA-B842-1BACBDB174F9}	<Null>	<Null>	<Null>	<Null>
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City of Snoqualmie
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TSI_Curb_Ramp_ID	TSI_ADA_Compliant *	GlobalID *	July2023_Snoq_Parkwy_Rehab	Alt_ID	Alt_ID_Number	MEF_Documentation
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20230613	No	{375E76A6-A5EE-42B3-95CF-A774317DCE18}	<Null>	<Null>	<Null>	<Null>
20230614	No	{ED37B838-9882-47B6-B6D0-80499E2D5F0F}	<Null>	<Null>	<Null>	<Null>
20230615	No	{E9839EE4-D4DC-4E09-8BD7-01026B3BB360}	<Null>	<Null>	<Null>	<Null>
20230616	No	{702F77E9-14C3-437D-8C1C-FEBEFC79EE5B}	<Null>	<Null>	<Null>	<Null>
20230617	Yes	{5F43A167-C3E1-48FB-870F-EF959425ABF6}	<Null>	<Null>	<Null>	<Null>
20230618	No	{B7152159-4CD8-4930-850F-555DE18F7257}	<Null>	<Null>	<Null>	<Null>
20230619	No	{B9E7CD46-59F2-4220-8E81-E4F268957B26}	<Null>	<Null>	<Null>	<Null>
20230620	Yes	{CD68DA56-4613-49D7-B291-5C29F455B180}	<Null>	<Null>	<Null>	<Null>
20230621	Yes	{2FE23106-5644-4167-936B-A36769956C68}	<Null>	<Null>	<Null>	<Null>
20230622	Yes	{41E69875-5702-4D24-A265-2855BA5E41EC}	<Null>	<Null>	<Null>	<Null>
20230623	Yes	{2E625420-F1E9-429E-8E7E-01A139403422}	<Null>	<Null>	<Null>	<Null>
20230624	Yes	{7161F1C1-89FC-4ECA-96B8-DC32F176C105}	<Null>	<Null>	<Null>	<Null>
20230625	No	{2CF80C81-8C92-4C02-ACCA-BE8640A6D7F1}	<Null>	<Null>	<Null>	<Null>
20230626	Yes	{FC096989-A140-4AF0-A06B-4F6F536DABC6}	<Null>	<Null>	<Null>	<Null>
20230627	Yes	{FDE6A48D-AEC9-4DCF-81EE-879DC56BF7CD}	<Null>	<Null>	<Null>	<Null>
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20230645	Yes	{CA68170E-49A5-4013-AF20-CF8403F8B6E5}	<Null>	<Null>	<Null>	<Null>
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TSI_Curb_Ramp_ID	TSI_ADA_Compliant *	GlobalID *	July2023_Snoq_Parkwy_Rehab	Alt_ID	Alt_ID_Number	MEF_Documentation
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20230660	Yes	{82898B05-7A22-402C-B409-0768D228105D}	<Null>	<Null>	<Null>	<Null>
20230661	Yes	{CA9D83E5-CC19-4202-A864-B88FC96797DB}	<Null>	<Null>	<Null>	<Null>
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20230663	Yes	{2B374A4A-9E7D-438B-8C2D-41B3A436AEED}	<Null>	<Null>	<Null>	<Null>
20230664	Yes	{5EF95602-C8DA-4599-A0F3-4B1A22D1586B}	<Null>	<Null>	<Null>	<Null>
20230665	Yes	{6DF9ADA3-2C4B-4ACD-B327-CCAD88458744}	<Null>	<Null>	<Null>	<Null>
20230666	No	{7935367A-2C13-4579-803A-F22BD98818C6}	<Null>	<Null>	<Null>	<Null>
20230667	Yes	{5FCD9A98-67CD-4A3F-A705-E0D6BEEE2DBB}	<Null>	<Null>	<Null>	<Null>
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20230672	Yes	{627A63A0-3E01-4F5F-BEE0-955D93AE9D55}	<Null>	<Null>	<Null>	<Null>
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20230681	Yes	{8D4DD528-2515-4595-89D3-D709D42CA5EC}	<Null>	<Null>	<Null>	<Null>
20230682	Yes	{F43A7C2B-7EB0-4CE1-8A8E-3F8046C09369}	<Null>	<Null>	<Null>	<Null>
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20230688	Yes	{E8DB100B-C6D4-493B-AE23-3EA1E5B237F3}	<Null>	<Null>	<Null>	<Null>
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20230695	Yes	{C20BD3EA-27FE-4189-9699-1936D6BE08F2}	<Null>	<Null>	<Null>	<Null>
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City of Snoqualmie
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TSI_Curb_Ramp_ID	TSI_ADA_Compliant *	GlobalID *	July2023_Snoq_Parkwy_Rehab	Alt_ID	Alt_ID_Number	MEF_Documentation
20230703	No	{3E041324-896A-4168-A798-BB9BE1704F2C}	<Null>	<Null>	<Null>	<Null>
20230704	No	{5AB5E257-1B6C-482B-8802-CB91209CE9FC}	<Null>	<Null>	<Null>	<Null>
20230705	No	{2AB91B89-C2C7-45B3-9D6E-A961FEC1C479}	<Null>	<Null>	<Null>	<Null>
20230706	No	{61A2817F-B50C-4953-8024-869DF0BD9140}	<Null>	<Null>	<Null>	<Null>
20230707	No	{82DB86B8-7954-44EE-90BC-722FF21E3197}	<Null>	<Null>	<Null>	<Null>
20230708	No	{91E0A6F0-6F48-4FD0-9C06-ECF7F505B058}	<Null>	<Null>	<Null>	<Null>
20230709	No	{CEA9FB89-D939-4E8A-9276-E5F53FD5DC46}	<Null>	<Null>	<Null>	<Null>
20230710	No	{5B023F3B-4168-4075-82AB-4A3DC26A07BA}	<Null>	<Null>	<Null>	<Null>
20230711	No	{8480E34A-58BF-47E3-AC48-835F3C08FA25}	<Null>	<Null>	<Null>	<Null>
20230712	Yes	{43A264F6-DA04-4D8C-8DBD-60D2D34D3255}	<Null>	<Null>	<Null>	<Null>
20230713	No	{EF21D86F-8416-4DF9-8FE2-0373C6290B38}	<Null>	<Null>	<Null>	<Null>
20230714	No	{4D69540F-20E5-495B-A4E4-501FCB9669A7}	<Null>	<Null>	<Null>	<Null>
20230715	No	{A3019737-5893-480B-9A47-52FC85AE9DC1}	<Null>	<Null>	<Null>	<Null>
20230716	No	{874BB676-FD50-4D8F-A0F8-82FE500D4424}	<Null>	<Null>	<Null>	<Null>
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20230718	Yes	{8CDC1D41-2796-4AAA-B519-4DA6556B5D67}	<Null>	<Null>	<Null>	<Null>
20230719	No	{48AEEE19-98BA-40F5-9266-8D52F12FCB0D}	<Null>	<Null>	<Null>	<Null>
20230720	No	{E078215F-B708-4021-848E-607E0BD85735}	<Null>	<Null>	<Null>	<Null>
20230721	Yes	{378002D7-CE30-4D9F-AF5E-269B25305F3B}	<Null>	<Null>	<Null>	<Null>
20230722	Yes	{BB0BE03C-8DF6-4F22-8428-339BB7AF928C}	<Null>	<Null>	<Null>	<Null>
20230723	Yes	{21A876CC-7951-4BC9-95A5-81BB62DF8CFC}	<Null>	<Null>	<Null>	<Null>
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20230725	No	{C0228133-174E-4305-A738-C07627B31728}	<Null>	<Null>	<Null>	<Null>
20230726	Yes	{C5991263-11B2-44EE-90AF-895026173A8A}	<Null>	<Null>	<Null>	<Null>
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20230729	No	{B6D4D242-4AE4-454C-96C2-2345DCAA9284}	<Null>	<Null>	<Null>	<Null>
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20230733	Yes	{3C83564F-6BD8-4A92-92FF-87E79FBD0170}	<Null>	<Null>	<Null>	<Null>
20230734	Yes	{8DE1920B-54B8-4F44-9BA6-4AF4E12BBFFA}	<Null>	<Null>	<Null>	<Null>
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20230737	No	{0AAF7D10-30F4-4497-99AA-3F7C1B4ECFAE}	<Null>	<Null>	<Null>	<Null>
20230738	No	{B6407BAE-2AB9-4774-AB20-9AF94A763D9D}	<Null>	<Null>	<Null>	<Null>
20230739	No	{686E4459-39EB-4457-B15F-62CB1106F2E9}	<Null>	<Null>	<Null>	<Null>
20230740	No	{17E22EF4-24A2-4366-891F-28C71BB2DEF2}	<Null>	<Null>	<Null>	<Null>
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20230742	No	{2F1296D6-2297-4918-80AE-CBF583C2C2EE}	<Null>	<Null>	<Null>	<Null>
20230743	No	{5C37A217-CBD6-4C8B-AFAE-66F6BA7D5698}	<Null>	<Null>	<Null>	<Null>
20230744	No	{BD820FEF-07F4-4E38-BC79-CCB2E1627A89}	<Null>	<Null>	<Null>	<Null>
20230745	No	{FDF21900-646A-4E71-99B3-ACF9A7E2F30A}	<Null>	<Null>	<Null>	<Null>
20230746	No	{A98BA5B5-0DBB-4878-96CD-C31FE281FEF7}	<Null>	<Null>	<Null>	<Null>
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20230748	Yes	{3BB5C5BD-7490-42FA-88EE-2E7252D6E80D}	<Null>	<Null>	<Null>	<Null>

City of Snoqualmie
2023 ADA Curb Ramp Inventory

TSI_Curb_Ramp_ID	TSI_ADA_Compliant *	GlobalID *	July2023_Snoq_Parkwy_Rehab	Alt_ID	Alt_ID_Number	MEF_Documentation
20230749	Yes	{D965F050-1F22-46DF-B99D-56B87E1FC839}	<Null>	<Null>	<Null>	<Null>
20230750	No	{1CEAD705-9FB4-432E-944B-76D32596FC22}	<Null>	<Null>	<Null>	<Null>
20230751	No	{BE8A4296-9A3D-4886-A537-63AAAC7770EE}	<Null>	<Null>	<Null>	<Null>
20230752	No	{AE318551-D581-4902-9168-FF9CD607D429}	<Null>	<Null>	<Null>	<Null>
20230753	Yes	{41DD4BD5-2F45-43B1-B831-7C1CBA5F62EF}	<Null>	<Null>	<Null>	<Null>
20230754	Yes	{D01E3E4A-D7BE-4EDA-8AC9-C387837BB59E}	<Null>	<Null>	<Null>	<Null>
20230755	No	{E2192B54-B8C6-4C6C-B8C4-14202E5C6F2F}	<Null>	<Null>	<Null>	<Null>
20230756	No	{96E1096A-5A68-49F5-A033-278CC2624F36}	<Null>	<Null>	<Null>	<Null>
20230757	Yes	{33AF7C27-D1A5-4D17-BBC8-F1CB12A78C73}	<Null>	<Null>	<Null>	<Null>
20230758	Yes	{EA0974AC-E877-437C-B00D-FC99D2991B47}	<Null>	<Null>	<Null>	<Null>
20230759	Yes	{6C49F7C4-C824-43AF-B28D-FEDC828582A3}	<Null>	<Null>	<Null>	<Null>
20230760	Yes	{4719F711-1711-4CC8-AE18-CEC2022D553C}	<Null>	<Null>	<Null>	<Null>
20230761	Yes	{977B1EEC-18AD-4988-84E3-91BD1A01DA0E}	<Null>	<Null>	<Null>	<Null>
20230762	Yes	{A98EC0D1-24D4-4966-A374-9F00E8876B39}	<Null>	<Null>	<Null>	<Null>
20230763	Yes	{A4AB7CA9-31EE-46B9-AC1E-C06B10CD5E15}	<Null>	<Null>	<Null>	<Null>
20230764	Yes	{9999A169-663E-4B0B-B775-1BD596D74AAD}	<Null>	<Null>	<Null>	<Null>
20230765	Yes	{2A304A08-6954-4302-B53F-B5868FD24D5E}	<Null>	<Null>	<Null>	<Null>
20230766	Yes	{529F5AA7-23C8-4BC4-91F1-4AC9F71D7932}	<Null>	<Null>	<Null>	<Null>
20230767	Yes	{AD8A5C5B-141F-46BD-ADB9-AAD266364D8A}	<Null>	<Null>	<Null>	<Null>
20230768	Yes	{5D771211-01F0-42B1-BB9B-063AA352D126}	<Null>	<Null>	<Null>	<Null>
20230769	Yes	{D7C2009C-88AC-4DD3-A090-D21E64A3D229}	<Null>	<Null>	<Null>	<Null>
20230770	Yes	{88AB24DC-507C-4676-A453-FA651CC9BCF1}	<Null>	<Null>	<Null>	<Null>
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20230780	Yes	{92D085A3-A7EF-4999-BC1B-BC9F4F9E78F1}	<Null>	<Null>	<Null>	<Null>
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20230784	No	{D120D879-B800-4F20-8693-D0A80856D48B}	<Null>	<Null>	<Null>	<Null>
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20230790	No	{31FDC30E-362C-4980-A0C7-1E82587CBC34}	<Null>	<Null>	<Null>	<Null>
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20230794	Yes	{29B33BED-A5A7-4FEF-8D84-B923F86F4B54}	<Null>	<Null>	<Null>	<Null>
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20230796	Yes	{2D492C5B-88A1-42C3-8022-1D6B8AA33982}	<Null>	<Null>	<Null>	<Null>
20230797	Yes	{3C729393-0F49-4F41-9FCF-365CA817B2BA}	<Null>	<Null>	<Null>	<Null>
20230798	Yes	{565FD03A-0705-4E48-9585-7108BEA790D5}	<Null>	<Null>	<Null>	<Null>
20230799	Yes	{A6DBDEAF-0820-4482-B359-F03DE1528D17}	<Null>	<Null>	<Null>	<Null>
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20230801	Yes	{A96AD501-1BF2-4338-BC6C-304041F4F399}	<Null>	<Null>	<Null>	<Null>
20230802	Yes	{CC8D88C1-35C6-416A-AA45-C5922E450D22}	<Null>	<Null>	<Null>	<Null>
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City of Snoqualmie
2023 ADA Curb Ramp Inventory

TSI_Curb_Ramp_ID	TSI_ADA_Compliant *	GlobalID *	July2023_Snoq_Parkwy_Rehab	Alt_ID	Alt_ID_Number	MEF_Documentation
20230805	Yes	{B4CC3DB1-2826-4EF6-960D-B50F4A1F378C}	<Null>	<Null>	<Null>	<Null>
20230806	Yes	{1BE990E5-0012-4A16-AB67-0C976698EA58}	<Null>	<Null>	<Null>	<Null>
20230807	Yes	{AAA7096A-DD26-4643-B02F-4346C7D582C7}	<Null>	<Null>	<Null>	<Null>
20230808	Yes	{EA4F1557-90C1-4DEC-B15D-449F836FA82C}	<Null>	<Null>	<Null>	<Null>
20230809	Yes	{19FD5EA4-A0BC-42E6-90EA-01696FD56FEF}	<Null>	<Null>	<Null>	<Null>
20230810	Yes	{A5118D89-432C-4D69-A22C-131710396EEA}	<Null>	<Null>	<Null>	<Null>
20230811	Yes	{201A6580-647E-47A5-85C6-D7C6FAAF583B}	<Null>	<Null>	<Null>	<Null>
20230812	Yes	{70EC698D-B589-40C2-8728-E24E39B0302C}	<Null>	<Null>	<Null>	<Null>
20230813	Yes	{80E828F3-0C63-461E-B83F-6F73A220EB94}	<Null>	<Null>	<Null>	<Null>
20230814	Yes	{1613467F-2ED0-4DE6-9851-91999965BBF2}	<Null>	<Null>	<Null>	<Null>
20230815	Yes	{B5278D7D-B33D-4988-B82A-41004F7CD7F1}	<Null>	<Null>	<Null>	<Null>
20230816	Yes	{F9FBB8C8-3212-4D63-A093-D261561AAAE1}	<Null>	<Null>	<Null>	<Null>
20230817	Yes	{7D56E7EF-B91D-4DF9-B403-B4A5B5DE0E5D}	<Null>	<Null>	<Null>	<Null>
20230818	Yes	{EC073904-7D02-4DBC-8F34-2921630F68E9}	<Null>	<Null>	<Null>	<Null>
20230819	No	{CB36D81C-8DC2-4D7B-A22C-45C7B7D88923}	<Null>	<Null>	<Null>	<Null>
20230820	No	{7A841951-D97B-47FD-9B13-5F156D1F3438}	<Null>	<Null>	<Null>	<Null>
20230821	No	{16BB8FB1-6963-49E2-BCBD-52386CC7B57B}	<Null>	<Null>	<Null>	<Null>
20230822	Yes	{630C9370-B915-4A6B-9D7F-9D1D05F693C4}	<Null>	<Null>	<Null>	<Null>
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20230824	No	{9144DAE8-925B-451A-A125-659ECEF04A4B}	<Null>	<Null>	<Null>	<Null>
20230825	Yes	{0245DD31-3CF3-42E7-A29B-8B234F042ED8}	<Null>	<Null>	<Null>	<Null>
20230826	Yes	{D25F0019-3A77-4A01-B04D-BF0AA8A07BE2}	<Null>	<Null>	<Null>	<Null>
20230827	No	{EEE92BFF-94FC-469C-8C92-92902A85B7B4}	<Null>	<Null>	<Null>	<Null>
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20230838	Yes	{4C588B5E-1970-42F6-8E47-EA1FE310E5EA}	<Null>	<Null>	<Null>	<Null>
20230839	No	{8F239634-AD17-477D-8ABD-D7A335841AF1}	<Null>	<Null>	<Null>	<Null>
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20230842	No	{BBE4FDB7-557A-4713-941F-4AFF6FA89D15}	<Null>	<Null>	<Null>	<Null>
20230843	No	{7BF66334-4286-41A7-813C-0EBA3197C5C4}	<Null>	<Null>	<Null>	<Null>
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20230850	No	{72514F27-E8A2-4FA4-BD88-2A19FE9839CE}	<Null>	<Null>	<Null>	<Null>
20230851	No	{97183741-0D42-430B-B6CA-BFFFFEF82255}	<Null>	<Null>	<Null>	<Null>
20230852	No	{E9E50E36-EC45-45FA-9E72-8C4CBFD37771}	<Null>	<Null>	<Null>	<Null>
20230853	Yes	{1E07F5C5-0524-447B-81AD-CBF40ACB9E62}	<Null>	<Null>	<Null>	<Null>
20230854	No	{C36DC294-58DF-42A0-BDAA-8D300A81F58F}	<Null>	<Null>	<Null>	<Null>

City of Snoqualmie
2023 ADA Curb Ramp Inventory

TSI_Curb_Ramp_ID	TSI_ADA_Compliant *	GlobalID *	July2023_Snoq_Parkwy_Rehab	Alt_ID	Alt_ID_Number	MEF_Documentation
20230855	No	{FF4E536F-9283-4DF4-9579-3389B8EE0217}	<Null>	<Null>	<Null>	<Null>
20230856	Yes	{0907206C-21D8-495E-87D1-4061AC5F0CD2}	<Null>	<Null>	<Null>	<Null>
20230857	Yes	{BDFFE91A-87EF-4E5B-B492-51FE01BB12B1}	<Null>	<Null>	<Null>	<Null>
20230858	Yes	{43AE6CD0-E627-407B-8AF4-4871EA6E4AAD}	<Null>	<Null>	<Null>	<Null>
20230859	No	{BA5AD24F-40D1-49E1-9A32-18FB4C87C212}	<Null>	<Null>	<Null>	<Null>
20230860	Yes	{3350D6CC-3A52-4640-8168-33060ADDC702}	<Null>	<Null>	<Null>	<Null>
20230861	No	{C2965F32-474A-44E5-89BA-806D09D94E94}	<Null>	<Null>	<Null>	<Null>
20230862	No	{0B15DEA6-A2CB-40D9-978E-F99FEAAD8435}	<Null>	<Null>	<Null>	<Null>
20230863	No	{03170C4E-AB5E-4693-83C2-FC01C4FEEDD9}	<Null>	<Null>	<Null>	<Null>
20230864	Yes	{6D080799-2CC1-46B7-95C7-8F43698E74DA}	<Null>	<Null>	<Null>	<Null>
20230865	No	{37E4666C-77D2-4E49-83E3-4DC0C6BC02B3}	<Null>	<Null>	<Null>	<Null>
20230866	No	{8201DB36-761A-4011-88CD-B43783267216}	<Null>	<Null>	<Null>	<Null>
20230867	Yes	{508DAED4-7949-473B-9482-57D6DC062975}	<Null>	<Null>	<Null>	<Null>
20230868	No	{9D82C47C-D387-4084-B857-87DEE3C903C8}	<Null>	<Null>	<Null>	<Null>
20230869	No	{0DDCDE60-74B3-4003-B405-8592E07599A6}	<Null>	<Null>	<Null>	<Null>
20230870	No	{C28BEAFB-3D2C-4924-BB47-096AA1F4F4B6}	<Null>	<Null>	<Null>	<Null>
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City of Snoqualmie
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2023 ADA Curb Ramp Inventory

TSI_Curb_Ramp_ID	TSI_ADA_Compliant *	GlobalID *	July2023_Snoq_Parkwy_Rehab	Alt_ID	Alt_ID_Number	MEF_Documentation
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20230958	No	{2AE51175-5DCB-4AFB-92EC-202514CBDFB0}	<Null>	<Null>	<Null>	<Null>
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TSI_Curb_Ramp_ID	TSI_ADA_Compliant *	GlobalID *	July2023_Snoq_Parkwy_Rehab	Alt_ID	Alt_ID_Number	MEF_Documentation
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20231045	No	{38122F1D-8470-4EB5-8F5A-4B43FB51359D}	<Null>	<Null>	<Null>	<Null>
20231046	No	{ADB7662A-0DE1-4C8D-B882-F8C547E4920F}	<Null>	<Null>	<Null>	<Null>
20231047	No	{14336723-44DB-4305-8C9D-CAD176860C5B}	<Null>	<Null>	<Null>	<Null>
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20231049	No	{C463D2FE-163A-4418-8114-22362C81F32A}	<Null>	<Null>	<Null>	<Null>
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20231052	No	{9B5FDC3E-E094-4C34-B0D1-F57ED88C9C8B}	<Null>	<Null>	<Null>	<Null>
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20231056	No	{FBBE18DA-FBF5-48E4-9256-6DBC5E297649}	<Null>	<Null>	<Null>	<Null>
20231057	Yes	{E53C830E-C33E-4DDA-B7D3-E9AEC3D1EAF7}	<Null>	<Null>	<Null>	<Null>
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TSI_Curb_Ramp_ID	TSI_ADA_Compliant *	GlobalID *	July2023_Snoq_Parkwy_Rehab	Alt_ID	Alt_ID_Number	MEF_Documentation
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20231090	No	{F52C5D64-4348-47C4-8D4F-3C56CD4816BA}	<Null>	<Null>	<Null>	<Null>
20231091	No	{9781BD7A-CB2D-400F-8366-B5EE545009F9}	<Null>	<Null>	<Null>	<Null>
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20231093	No	{C780ACC1-EF24-41D1-9F0D-40ADED4D8A7C}	<Null>	<Null>	<Null>	<Null>
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20231095	No	{2C64C222-8BD7-4477-AEEC-0BE7C3B1E24C}	<Null>	<Null>	<Null>	<Null>
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20231097	Yes	{4772356C-8A9B-49C6-92CD-FD085B40579E}	<Null>	<Null>	<Null>	<Null>
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20231101	No	{05E0675A-0ABE-45F7-ADFC-FD4F0638969D}	<Null>	<Null>	<Null>	<Null>
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20231126	Yes	{9A9EEF16-8DCF-474F-A5C1-AC41294E08A0}	<Null>	<Null>	<Null>	<Null>
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TSI_Curb_Ramp_ID	TSI_ADA_Compliant *	GlobalID *	July2023_Snoq_Parkwy_Rehab	Alt_ID	Alt_ID_Number	MEF_Documentation
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20231136	Yes	{79AC0A37-0AFB-4A58-8E6F-987D4DD653C7}	<Null>	<Null>	<Null>	<Null>
20231137	Yes	{6ABBE925-0C14-462E-A29A-5BBABB88C908}	<Null>	<Null>	<Null>	<Null>
20231138	No	{BB79FE18-8D9D-4D3B-8625-452F8245181D}	<Null>	<Null>	<Null>	<Null>
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TSI_Curb_Ramp_ID	TSI_ADA_Compliant *	GlobalID *	July2023_Snoq_Parkwy_Rehab	Alt_ID	Alt_ID_Number	MEF_Documentation
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20231184	No	{6A63EB91-66E8-4D51-BDD2-A08F6E9853A6}	<Null>	<Null>	<Null>	<Null>
20231185	No	{9339E75D-35CB-456A-91F4-F434202FDD6D}	<Null>	<Null>	<Null>	<Null>
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20231192	No	{3A6A7A18-C80A-4035-9C23-5504EEC81611}	<Null>	<Null>	<Null>	<Null>
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20231194	No	{DD13817A-92A8-497E-ACBB-4077FEF39B35}	<Null>	<Null>	<Null>	<Null>
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20231221	No	{535D8E29-B0EB-4F41-B266-BBCDDD0ED32E}	<Null>	<Null>	<Null>	<Null>
20231222	No	{B5098FB9-BE31-46AB-A15B-1B283737E513}	<Null>	<Null>	<Null>	<Null>
20231223	No	{3B370BC3-C8E1-4A19-883E-2109A3A812C5}	<Null>	<Null>	<Null>	<Null>
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2023 ADA Curb Ramp Inventory

TSI_Curb_Ramp_ID	TSI_ADA_Compliant *	GlobalID *	July2023_Snoq_Parkwy_Rehab	Alt_ID	Alt_ID_Number	MEF_Documentation
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20231228	No	{9C07BB40-CDB3-45D7-8663-17C2B3BAA2C2}	<Null>	<Null>	<Null>	<Null>
20231229	No	{20F5F4C4-8E1C-4CD0-9B52-200E102A1ABA}	<Null>	<Null>	<Null>	<Null>
20231230	No	{ECDF4E48-6A22-413B-A157-2772CABC1535}	<Null>	<Null>	<Null>	<Null>
20231231	No	{AA6F14F3-72E2-43F1-A2DE-3435CB5729A8}	<Null>	<Null>	<Null>	<Null>
20231232	No	{8B46861D-12FB-4179-BB5B-894BF2D16F28}	<Null>	<Null>	<Null>	<Null>
20231233	No	{16F12AE8-3FF8-4CB9-8DAD-EFD4B0B323DC}	<Null>	<Null>	<Null>	<Null>
20231234	No	{B50740FD-AA98-4E27-AD28-6B69DCB19C82}	<Null>	<Null>	<Null>	<Null>
20231235	No	{BEA6C615-3ABE-4A0C-BBF3-E497906BFC1B}	<Null>	<Null>	<Null>	<Null>
20231236	No	{7885D441-BDEE-4247-9B66-5337861D110F}	<Null>	<Null>	<Null>	<Null>
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20231238	No	{B52191D5-8281-4118-B58E-B04427C8D048}	<Null>	<Null>	<Null>	<Null>
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20231241	No	{ADC7E231-04E5-4BE2-B13E-3CD3355ACC7A}	<Null>	<Null>	<Null>	<Null>
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20231245	No	{6AA3ED2C-99C5-4CE6-AC1C-D8E9B5C3CC8F}	<Null>	<Null>	<Null>	<Null>
20231246	No	{E0D1AA34-7F86-48C8-8A61-5ACC3361A76C}	<Null>	<Null>	<Null>	<Null>
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TSI_Curb_Ramp_ID	TSI_ADA_Compliant *	GlobalID *	July2023_Snoq_Parkwy_Rehab	Alt_ID	Alt_ID_Number	MEF_Documentation
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20231275	No	{F4A5499A-9EDA-4A4A-A35D-E2B2D81579F6}	<Null>	<Null>	<Null>	<Null>
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2023 ADA Curb Ramp Inventory

TSI_Curb_Ramp_ID	TSI_ADA_Compliant *	GlobalID *	July2023_Snoq_Parkwy_Rehab	Alt_ID	Alt_ID_Number	MEF_Documentation
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20231321	No	{913C64FE-556D-4443-9E1C-E8CA036EB664}	<Null>	<Null>	<Null>	<Null>
20231322	No	{3E6293C0-B998-41C2-A89E-BD4C0718E7A0}	<Null>	<Null>	<Null>	<Null>
20231323	No	{F49BCA0E-0F14-446C-8482-A0B0754E08C0}	<Null>	<Null>	<Null>	<Null>
20231324	Yes	{FCD89316-759E-419F-BCFD-0F45BC246815}	<Null>	<Null>	<Null>	<Null>
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20231326	No	{59696063-C230-4949-B8CA-87B1EE638EAA}	<Null>	<Null>	<Null>	<Null>
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20231332	No	{A140F1F3-1A01-4977-89E4-D875407EA45B}	<Null>	<Null>	<Null>	<Null>
20231333	Yes	{7EC5F11C-DE2D-49F8-9618-B4617ED7C20C}	<Null>	<Null>	<Null>	<Null>
20231334	No	{9BD6B216-29C7-4611-A85D-EA354186F027}	<Null>	<Null>	<Null>	<Null>
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20231336	No	{050A3990-5B22-4078-9F74-095A6EDE2166}	<Null>	<Null>	<Null>	<Null>
20231337	No	{DEB004AF-2B93-4A9A-871A-01FF1F75E8B5}	<Null>	<Null>	<Null>	<Null>
20231338	Yes	{22BFA7EF-0B64-4D34-879B-3DA667CD449A}	<Null>	<Null>	<Null>	<Null>
20231339	No	{2E73BCD6-55A0-464D-93EC-846B7627A8C9}	<Null>	<Null>	<Null>	<Null>
20231340	Yes	{F4301A72-8AAE-4515-845D-911C33C1E5F0}	<Null>	<Null>	<Null>	<Null>
20231341	No	{949773B6-43BE-475E-B7A8-3564FAC7E4B9}	<Null>	<Null>	<Null>	<Null>
20231342	Yes	{A16A0F4B-356F-41CA-A5B6-DC8775D39849}	<Null>	<Null>	<Null>	<Null>
20231343	Yes	{9B7B9067-41DC-46B4-A5F5-6E0FE5634080}	<Null>	<Null>	<Null>	<Null>
20231344	Yes	{50AC5BC8-33F6-45F1-BA1F-422EFBAF6FB3}	<Null>	<Null>	<Null>	<Null>
20231345	No	{E1A33584-CD3D-4489-83F3-6BE4242EAC68}	<Null>	<Null>	<Null>	<Null>
20231346	No	{03DF7AAF-C3AD-4D36-BAE0-31ADC38253F5}	<Null>	<Null>	<Null>	<Null>
20231347	Yes	{A8CAC020-D97B-4836-A72F-86CF922D0E9F}	<Null>	<Null>	<Null>	<Null>
20231348	No	{BE5E85DE-41E6-4CE5-9C7D-1B3D00365B7C}	<Null>	<Null>	<Null>	<Null>
20231349	No	{F13F5CCF-A6F4-473D-AFFB-B31CA42A9366}	<Null>	<Null>	<Null>	<Null>
20231350	No	{CAE8C173-79EC-4844-B19A-0785E60E48AD}	<Null>	<Null>	<Null>	<Null>
20231351	No	{E632C66D-7488-461C-8005-2C933B12376A}	<Null>	<Null>	<Null>	<Null>
20231352	No	{25193CFD-6EC5-49C4-8652-F3E20F2DDFBA}	<Null>	<Null>	<Null>	<Null>
20231353	No	{DF51DB94-7A6C-49FA-BAE9-1D47E7EA00D4}	<Null>	<Null>	<Null>	<Null>
20231354	Yes	{546CF9ED-B36C-48E4-B2FB-2781D68E2AA5}	<Null>	<Null>	<Null>	<Null>
20231355	No	{49E7B1E3-C7F6-4644-89EE-1F47AC421B84}	<Null>	<Null>	<Null>	<Null>
20231356	No	{187394FD-F0EE-4908-AEEB-7889415B4710}	<Null>	<Null>	<Null>	<Null>
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20231358	Yes	{B385B51F-664D-414D-A627-7C9A2E4AD397}	<Null>	<Null>	<Null>	<Null>
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20231361	No	{BFFEE2F9-E1F2-403E-BEE3-E4AA263628F9}	<Null>	<Null>	<Null>	<Null>
20231362	Yes	{C59836C6-E60F-477F-95B2-7ABA17A8B813}	<Null>	<Null>	<Null>	<Null>
20231363	No	{3DFFCD01-7931-475A-AD02-773C83913A31}	<Null>	<Null>	<Null>	<Null>
20231364	No	{AEC31F7A-2119-408E-B6FB-8E13799AF766}	<Null>	<Null>	<Null>	<Null>

City of Snoqualmie
2023 ADA Curb Ramp Inventory

TSI_Curb_Ramp_ID	TSI_ADA_Compliant *	GlobalID *	July2023_Snoq_Parkwy_Rehab	Alt_ID	Alt_ID_Number	MEF_Documentation
20231365	No	{4B09FA63-3706-4F8B-9D22-261994163805}	<Null>	<Null>	<Null>	<Null>
20231366	Yes	{56C44EF4-1BA3-47D9-9470-5E52B95D6E9C}	<Null>	<Null>	<Null>	<Null>
20231367	Yes	{408EAF4D-3544-416F-B0EC-946CD675F93D}	<Null>	<Null>	<Null>	<Null>
20231368	Yes	{828829EB-4A5F-43D6-ADE3-E8174B6D0FDB}	<Null>	<Null>	<Null>	<Null>
20231369	No	{A3BB33D6-D6FB-43DB-BB48-0E1CE4F60AFC}	<Null>	<Null>	<Null>	<Null>
20231372	Yes	{D086948D-F704-43D7-A085-C857CB0EAB31}	<Null>	<Null>	<Null>	<Null>
20231373	Yes	{725CA1E3-BE09-412A-A9AC-98FD323003C1}	<Null>	<Null>	<Null>	<Null>
20231380	Yes	{0B1EFD52-5434-48B6-A936-1D40D1B89404}	<Null>	<Null>	<Null>	<Null>
20231381	Yes	{D7834749-9ACE-4E3A-B9AE-3635C81B8FF8}	<Null>	<Null>	<Null>	<Null>

APS/RRFB/HAWK GIS INVENTORY

City of Snoqualmie
2023 ADA APS/RRFB/HAWK Inventory

OBJECTID *	Shape *	Intersection_Control_Type	TSI_Intersection_ID	TSI_APS_RRFB_HAWK_ID	TSI_APS_RRFB_HAWK_NO	Cross_Street_1	Cross_Street_2
27	Point	Signalized Intersection	1	TSI_APS_RRFB_HAWK_001_NW_Corner_SB	1	Snoqualmie Parkway	SE Jacobia St
28	Point	Signalized Intersection	1	TSI_APS_RRFB_HAWK_002_NW_Corner_EB	2	Snoqualmie Parkway	SE Jacobia St
29	Point	Signalized Intersection	1	TSI_APS_RRFB_HAWK_003_NE_Corner_WB	3	Snoqualmie Parkway	SE Jacobia St
30	Point	Signalized Intersection	1	TSI_APS_RRFB_HAWK_004_NE_Corner_SB	4	Snoqualmie Parkway	SE Jacobia St
31	Point	Signalized Intersection	1	TSI_APS_RRFB_HAWK_005_SE_Corner_NB	5	Snoqualmie Parkway	SE Jacobia St
32	Point	Signalized Intersection	1	TSI_APS_RRFB_HAWK_006_SE_Corner_WB	6	Snoqualmie Parkway	SE Jacobia St
33	Point	Signalized Intersection	1	TSI_APS_RRFB_HAWK_007_SW_Corner_EB	7	Snoqualmie Parkway	SE Jacobia St
34	Point	Signalized Intersection	1	TSI_APS_RRFB_HAWK_008_SW_Corner_NB	8	Snoqualmie Parkway	SE Jacobia St
35	Point	Signalized Intersection	2	TSI_APS_RRFB_HAWK_009_NW_Corner_SB	9	Snoqualmie Parkway	SE Swenson Dr
36	Point	Signalized Intersection	2	TSI_APS_RRFB_HAWK_010_NW_Corner_EB	10	Snoqualmie Parkway	SE Swenson Dr
37	Point	Signalized Intersection	2	TSI_APS_RRFB_HAWK_011_NE_Corner_WB	11	Snoqualmie Parkway	SE Swenson Dr
38	Point	Signalized Intersection	2	TSI_APS_RRFB_HAWK_012_NE_Corner_SB	12	Snoqualmie Parkway	SE Swenson Dr
39	Point	Signalized Intersection	2	TSI_APS_RRFB_HAWK_013_SE_Corner_NB	13	Snoqualmie Parkway	SE Swenson Dr
40	Point	Signalized Intersection	2	TSI_APS_RRFB_HAWK_014_SE_Corner_WB	14	Snoqualmie Parkway	SE Swenson Dr
41	Point	Signalized Intersection	2	TSI_APS_RRFB_HAWK_015_SW_Corner_EB	15	Snoqualmie Parkway	SE Swenson Dr
42	Point	Signalized Intersection	2	TSI_APS_RRFB_HAWK_016_SW_Corner_NB	16	Snoqualmie Parkway	SE Swenson Dr
43	Point	Signalized Intersection	3	TSI_APS_RRFB_HAWK_017_NE_Corner_WB	17	Snoqualmie Parkway	Douglas Ave SE
44	Point	Signalized Intersection	3	TSI_APS_RRFB_HAWK_018_NE_Corner_SB	18	Snoqualmie Parkway	Douglas Ave SE
45	Point	Signalized Intersection	3	TSI_APS_RRFB_HAWK_019_SE_Corner_NB	19	Snoqualmie Parkway	SE Douglas St
46	Point	Signalized Intersection	3	TSI_APS_RRFB_HAWK_020_SE_Corner_WB	20	Snoqualmie Parkway	SE Douglas St
47	Point	Signalized Intersection	3	TSI_APS_RRFB_HAWK_021_SW_Corner_EB	21	Snoqualmie Parkway	SE Douglas St
48	Point	Signalized Intersection	3	TSI_APS_RRFB_HAWK_022_SW_Corner_NB	22	Snoqualmie Parkway	SE Douglas St
49	Point	Signalized Intersection	3	TSI_APS_RRFB_HAWK_023_NW_Corner_SB	23	Snoqualmie Parkway	SE Douglas Ave
50	Point	Signalized Intersection	3	TSI_APS_RRFB_HAWK_024_NW_Corner_EB	24	Snoqualmie Parkway	SE Douglas Ave
51	Point	Signalized Intersection	4	TSI_APS_RRFB_HAWK_025_NE_Corner_WB	25	Snoqualmie Parkway	SE Center Blvd SE
52	Point	Signalized Intersection	4	TSI_APS_RRFB_HAWK_026_NE_Corner_SB	26	Snoqualmie Parkway	SE Center Blvd SE
53	Point	Signalized Intersection	4	TSI_APS_RRFB_HAWK_027_SE_Corner_NB	27	Snoqualmie Parkway	SE Center St
54	Point	Signalized Intersection	4	TSI_APS_RRFB_HAWK_028_SE_Corner_WB	28	Snoqualmie Parkway	SE Center St

City of Snoqualmie
2023 ADA APS/RRFB/HAWK Inventory

OBJECTID *	Shape *	Intersection_Control_Type	TSI_Intersection_ID	TSI_APS_RRFB_HAWK_ID	TSI_APS_RRFB_HAWK_NO	Cross_Street_1	Cross_Street_2
55	Point	Signalized Intersection	4	TSI_APS_RRFB_HAWK_029_SW_Corner_EB	29	Snoqualmie Parkway	SE Center St
56	Point	Signalized Intersection	4	TSI_APS_RRFB_HAWK_030_SW_Corner_NB	30	Snoqualmie Parkway	SE Center St
57	Point	Signalized Intersection	4	TSI_APS_RRFB_HAWK_031_NW_Corner_SB	31	Snoqualmie Parkway	SE Center Blvd SE
58	Point	Signalized Intersection	4	TSI_APS_RRFB_HAWK_032_NW_Corner_EB	32	Snoqualmie Parkway	SE Center Blvd SE
59	Point	Signalized Intersection	5	TSI_APS_RRFB_HAWK_033_NE_Corner_WB	33	Snoqualmie Parkway	Fairway Ave SE
60	Point	Signalized Intersection	5	TSI_APS_RRFB_HAWK_034_NE_Corner_SB	34	Snoqualmie Parkway	Fairway Ave SE
61	Point	Signalized Intersection	5	TSI_APS_RRFB_HAWK_035_SE_Corner_NB	35	Snoqualmie Parkway	Fairway Ave SE
62	Point	Signalized Intersection	5	TSI_APS_RRFB_HAWK_036_NW_Corner_EB	36	Snoqualmie Parkway	Fairway Ave SE
15	Point	Signalized Intersection	6	TSI_APS_RRFB_HAWK_037_NE_Corner_WB	37	Snoqualmie Parkway	Better Way SE
16	Point	Signalized Intersection	6	TSI_APS_RRFB_HAWK_038_NE_Corner_SB	38	Snoqualmie Parkway	Better Way SE
19	Point	Signalized Intersection	6	TSI_APS_RRFB_HAWK_039_SE_Corner_NB	39	Snoqualmie Parkway	Better Way SE
20	Point	Signalized Intersection	6	TSI_APS_RRFB_HAWK_040_SE_Corner_WB	40	Snoqualmie Parkway	Better Way SE
21	Point	Signalized Intersection	6	TSI_APS_RRFB_HAWK_041_SW_Corner_EB	41	Snoqualmie Parkway	Better Way SE
22	Point	Signalized Intersection	6	TSI_APS_RRFB_HAWK_042_SW_Corner_NB	42	Snoqualmie Parkway	Better Way SE
18	Point	Signalized Intersection	6	TSI_APS_RRFB_HAWK_043_NW_Corner_SB	43	Snoqualmie Parkway	Better Way SE
17	Point	Signalized Intersection	6	TSI_APS_RRFB_HAWK_044_NW_Corner_EB	44	Snoqualmie Parkway	Better Way SE
26	Point	Signalized Intersection	7	TSI_APS_RRFB_HAWK_045_SE_Corner_WB	45	Snoqualmie Parkway	Railroad Ave
25	Point	Signalized Intersection	7	TSI_APS_RRFB_HAWK_046_SW_Corner_EB	46	Snoqualmie Parkway	Railroad Ave
24	Point	Signalized Intersection	7	TSI_APS_RRFB_HAWK_047_SW_Corner_NB	47	Snoqualmie Parkway	Railroad Ave
23	Point	Signalized Intersection	7	TSI_APS_RRFB_HAWK_048_NW_Corner_SB	48	Snoqualmie Parkway	Railroad Ave
63	Point	Signalized Intersection	8	TSI_APS_RRFB_HAWK_049_NE_Corner_WB	49	Railroad Ave	Meadowbrook Way SE
71	Point	Signalized Intersection	8	TSI_APS_RRFB_HAWK_050_NE_Corner_SB	50	Railroad Ave	Meadowbrook Way SE
70	Point	Signalized Intersection	8	TSI_APS_RRFB_HAWK_051_SE_Corner_NB	51	Railroad Ave	Meadowbrook Way SE
69	Point	Signalized Intersection	8	TSI_APS_RRFB_HAWK_052_SE_Corner_WB	52	Railroad Ave	Meadowbrook Way SE
68	Point	Signalized Intersection	8	TSI_APS_RRFB_HAWK_053_SW_Corner_EB	53	Railroad Ave	Meadowbrook Way SE
66	Point	Signalized Intersection	8	TSI_APS_RRFB_HAWK_054_SW_Corner_NB	54	Railroad Ave	Meadowbrook Way SE
65	Point	Signalized Intersection	8	TSI_APS_RRFB_HAWK_055_NW_Corner_SB	55	Railroad Ave	Meadowbrook Way SE
64	Point	Signalized Intersection	8	TSI_APS_RRFB_HAWK_056_NW_Corner_EB	56	Railroad Ave	Meadowbrook Way SE
72	Point	RRFB	9	TSI_APS_RRFB_HAWK_057_NE_Corner_WB	57	Railroad Ave	SE King St
74	Point	RRFB	9	TSI_APS_RRFB_HAWK_058_SE_Corner_WB	58	Railroad Ave	SE King St
75	Point	RRFB	9	TSI_APS_RRFB_HAWK_059_SW_Corner_EB	59	Railroad Ave	SE King St
73	Point	RRFB	9	TSI_APS_RRFB_HAWK_060_NW_Corner_EB	60	Railroad Ave	SE King St
76	Point	RRFB	10	TSI_APS_RRFB_HAWK_061_E_Corner_WB	61	Railroad Ave	Midblock between SE King St and River St
77	Point	RRFB	10	TSI_APS_RRFB_HAWK_062_W_Corner_EB	62	Railroad Ave	Midblock between SE King St and River St
78	Point	RRFB	11	TSI_APS_RRFB_HAWK_063_NE_Corner_WB	63	Railroad Ave	River St
80	Point	RRFB	11	TSI_APS_RRFB_HAWK_064_SE_Corner_WB	64	Railroad Ave	River St

City of Snoqualmie
2023 ADA APS/RRFB/HAWK Inventory

OBJECTID *	Shape *	Intersection_Control_Type	TSI_Intersection_ID	TSI_APS_RRFB_HAWK_ID	TSI_APS_RRFB_HAWK_NO	Cross_Street_1	Cross_Street_2
81	Point	RRFB	11	TSI_APS_RRFB_HAWK_065_SW_Corner_EB	65	Railroad Ave	River St
79	Point	RRFB	11	TSI_APS_RRFB_HAWK_066_NW_Corner_EB	66	Railroad Ave	River St
82	Point	HAWK	12	TSI_APS_RRFB_HAWK_067_NW_Corner_SB	67	Snoqualmie Parkway	Fisher Ave
83	Point	HAWK	12	TSI_APS_RRFB_HAWK_068_SW_Corner_NB	68	Snoqualmie Parkway	Fisher Ave

City of Snoqualmie
2023 ADA APS/RRFB/HAWK Inventory

TSI_APS_RRFB_HAWK_ID	APS_Crossing_Type	Field_Eval_Date	Corner	Crossing_Direction	Q1_PB_APS_Compliant	Q2_Dir_Arrow_Parallel_XWalk	Q3_PB_Height_42in_Above_PAR
TSI_APS_RRFB_HAWK_001_NW_Corner_SB	APS	2/1/2023	Northwest	SB	Yes	Yes	No
TSI_APS_RRFB_HAWK_002_NW_Corner_EB	APS	2/1/2023	Northwest	EB	Yes	Yes	No
TSI_APS_RRFB_HAWK_003_NE_Corner_WB	APS	2/1/2023	Northeast	WB	Yes	Yes	No
TSI_APS_RRFB_HAWK_004_NE_Corner_SB	APS	2/1/2023	Northeast	SB	Yes	Yes	No
TSI_APS_RRFB_HAWK_005_SE_Corner_NB	APS	2/1/2023	Southeast	NB	Yes	Yes	No
TSI_APS_RRFB_HAWK_006_SE_Corner_WB	APS	2/1/2023	Southeast	WB	Yes	Yes	No
TSI_APS_RRFB_HAWK_007_SW_Corner_EB	APS	2/1/2023	Southwest	EB	Yes	Yes	No
TSI_APS_RRFB_HAWK_008_SW_Corner_NB	APS	2/1/2023	Southwest	NB	Yes	Yes	No
TSI_APS_RRFB_HAWK_009_NW_Corner_SB	APS	2/1/2023	Northwest	SB	Yes	Yes	No
TSI_APS_RRFB_HAWK_010_NW_Corner_EB	APS	2/1/2023	Northwest	EB	Yes	Yes	No
TSI_APS_RRFB_HAWK_011_NE_Corner_WB	APS	2/1/2023	Northeast	WB	Yes	No	No
TSI_APS_RRFB_HAWK_012_NE_Corner_SB	APS	2/1/2023	Northeast	SB	Yes	No	No
TSI_APS_RRFB_HAWK_013_SE_Corner_NB	APS	2/1/2023	Southeast	NB	Yes	No	No
TSI_APS_RRFB_HAWK_014_SE_Corner_WB	APS	2/1/2023	Southeast	WB	Yes	Yes	No
TSI_APS_RRFB_HAWK_015_SW_Corner_EB	APS	2/1/2023	Southwest	EB	Yes	Yes	No
TSI_APS_RRFB_HAWK_016_SW_Corner_NB	APS	2/1/2023	Southwest	NB	Yes	Yes	No
TSI_APS_RRFB_HAWK_017_NE_Corner_WB	APS	2/1/2023	Northeast	WB	Yes	Yes	No
TSI_APS_RRFB_HAWK_018_NE_Corner_SB	APS	2/1/2023	Northeast	SB	Yes	Yes	No
TSI_APS_RRFB_HAWK_019_SE_Corner_NB	APS	2/1/2023	Southeast	NB	Yes	No	No
TSI_APS_RRFB_HAWK_020_SE_Corner_WB	APS	2/1/2023	Southeast	WB	Yes	Yes	No
TSI_APS_RRFB_HAWK_021_SW_Corner_EB	APS	2/1/2023	Southwest	EB	Yes	Yes	No
TSI_APS_RRFB_HAWK_022_SW_Corner_NB	APS	2/1/2023	Southwest	NB	Yes	Yes	No
TSI_APS_RRFB_HAWK_023_NW_Corner_SB	APS	2/1/2023	Northwest	SB	Yes	Yes	No
TSI_APS_RRFB_HAWK_024_NW_Corner_EB	APS	2/1/2023	Northwest	EB	Yes	Yes	No
TSI_APS_RRFB_HAWK_025_NE_Corner_WB	APS	2/1/2023	Northeast	WB	Yes	Yes	No
TSI_APS_RRFB_HAWK_026_NE_Corner_SB	APS	2/1/2023	Northeast	SB	Yes	Yes	No
TSI_APS_RRFB_HAWK_027_SE_Corner_NB	APS	2/1/2023	Southeast	NB	Yes	Yes	No
TSI_APS_RRFB_HAWK_028_SE_Corner_WB	APS	2/1/2023	Southeast	WB	Yes	Yes	No

City of Snoqualmie
2023 ADA APS/RRFB/HAWK Inventory

TSI_APS_RRFB_HAWK_ID	APS_Crossing_Type	Field_Eval_Date	Corner	Crossing_Direction	Q1_PB_APS_Compliant	Q2_Dir_Arrow_Parallel_XWalk	Q3_PB_Height_42in_Above_PAR
TSI_APS_RRFB_HAWK_029_SW_Corner_EB	APS	2/1/2023	Southwest	EB	Yes	Yes	No
TSI_APS_RRFB_HAWK_030_SW_Corner_NB	APS	2/1/2023	Southwest	NB	Yes	Yes	No
TSI_APS_RRFB_HAWK_031_NW_Corner_SB	APS	2/1/2023	Northwest	SB	Yes	Yes	No
TSI_APS_RRFB_HAWK_032_NW_Corner_EB	APS	2/1/2023	Northwest	EB	Yes	Yes	No
TSI_APS_RRFB_HAWK_033_NE_Corner_WB	APS	2/1/2023	Northeast	WB	Yes	Yes	No
TSI_APS_RRFB_HAWK_034_NE_Corner_SB	APS	2/1/2023	Northeast	SB	Yes	Yes	No
TSI_APS_RRFB_HAWK_035_SE_Corner_NB	APS	2/1/2023	Southeast	NB	Yes	Yes	No
TSI_APS_RRFB_HAWK_036_NW_Corner_EB	APS	2/1/2023	Northwest	EB	Yes	Yes	No
TSI_APS_RRFB_HAWK_037_NE_Corner_WB	APS	1/26/2023	Northeast	WB	Yes	Yes	Yes
TSI_APS_RRFB_HAWK_038_NE_Corner_SB	APS	1/26/2023	Northeast	SB	Yes	Yes	Yes
TSI_APS_RRFB_HAWK_039_SE_Corner_NB	APS	1/26/2023	Southeast	NB	Yes	Yes	Yes
TSI_APS_RRFB_HAWK_040_SE_Corner_WB	APS	1/26/2023	Southeast	WB	Yes	Yes	Yes
TSI_APS_RRFB_HAWK_041_SW_Corner_EB	APS	1/26/2023	Southwest	EB	Yes	Yes	No
TSI_APS_RRFB_HAWK_042_SW_Corner_NB	APS	1/26/2023	Southwest	NB	Yes	Yes	Yes
TSI_APS_RRFB_HAWK_043_NW_Corner_SB	APS	1/26/2023	Northwest	SB	Yes	Yes	Yes
TSI_APS_RRFB_HAWK_044_NW_Corner_EB	APS	1/26/2023	Northwest	EB	Yes	Yes	Yes
TSI_APS_RRFB_HAWK_045_SE_Corner_WB	APS	1/26/2023	Southeast	WB	Yes	Yes	No
TSI_APS_RRFB_HAWK_046_SW_Corner_EB	APS	1/26/2023	Southwest	EB	Yes	Yes	Yes
TSI_APS_RRFB_HAWK_047_SW_Corner_NB	APS	1/26/2023	Southwest	NB	Yes	Yes	Yes
TSI_APS_RRFB_HAWK_048_NW_Corner_SB	APS	1/26/2023	Northwest	SB	Yes	Yes	Yes
TSI_APS_RRFB_HAWK_049_NE_Corner_WB	APS	1/26/2023	Northeast	WB	No	No Arrow	Yes
TSI_APS_RRFB_HAWK_050_NE_Corner_SB	APS	1/26/2023	Northeast	SB	No	No Arrow	Yes
TSI_APS_RRFB_HAWK_051_SE_Corner_NB	APS	1/26/2023	Southeast	NB	No	No Arrow	Yes
TSI_APS_RRFB_HAWK_052_SE_Corner_WB	APS	1/26/2023	Southeast	WB	No	No Arrow	Yes
TSI_APS_RRFB_HAWK_053_SW_Corner_EB	APS	1/26/2023	Southwest	EB	No	No Arrow	Yes
TSI_APS_RRFB_HAWK_054_SW_Corner_NB	APS	1/26/2023	Southwest	NB	No	No Arrow	No
TSI_APS_RRFB_HAWK_055_NW_Corner_SB	APS	1/26/2023	Northwest	SB	No	No Arrow	Yes
TSI_APS_RRFB_HAWK_056_NW_Corner_EB	APS	1/26/2023	Northwest	EB	No	No Arrow	Yes
TSI_APS_RRFB_HAWK_057_NE_Corner_WB	RRFB	1/26/2023	Northeast	WB	Yes	Yes	Yes
TSI_APS_RRFB_HAWK_058_SE_Corner_WB	RRFB	1/26/2023	Southeast	WB	Yes	Yes	Yes
TSI_APS_RRFB_HAWK_059_SW_Corner_EB	RRFB	1/26/2023	Southwest	EB	Yes	Yes	Yes
TSI_APS_RRFB_HAWK_060_NW_Corner_EB	RRFB	1/26/2023	Northwest	EB	Yes	Yes	Yes
TSI_APS_RRFB_HAWK_061_E_Corner_WB	RRFB	1/26/2023	East	WB	Yes	Yes	Yes
TSI_APS_RRFB_HAWK_062_W_Corner_EB	RRFB	1/26/2023	West	EB	Yes	Yes	Yes
TSI_APS_RRFB_HAWK_063_NE_Corner_WB	RRFB	1/26/2023	Northeast	WB	Yes	Yes	Yes
TSI_APS_RRFB_HAWK_064_SE_Corner_WB	RRFB	1/26/2023	Southeast	WB	Yes	Yes	Yes

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2023 ADA APS/RRFB/HAWK Inventory

TSI_APS_RRFB_HAWK_ID	APS_Crossing_Type	Field_Eval_Date	Corner	Crossing_Direction	Q1_PB_APS_Compliant	Q2_Dir_Arrow_Parallel_XWalk	Q3_PB_Height_42in_Above_PAR
TSI_APS_RRFB_HAWK_065_SW_Corner_EB	RRFB	1/26/2023	Southwest	EB	Yes	Yes	Yes
TSI_APS_RRFB_HAWK_066_NW_Corner_EB	RRFB	1/26/2023	Northwest	EB	Yes	Yes	Yes
TSI_APS_RRFB_HAWK_067_NW_Corner_SB	HAWK	1/26/2023	Northwest	SB	Yes	Yes	Yes
TSI_APS_RRFB_HAWK_068_SW_Corner_NB	HAWK	1/26/2023	Southwest	NB	Yes	Yes	Yes

City of Snoqualmie
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TSI_APS_RRFB_HAWK_ID	Q4_PB_Height_in_Above_PAR	Q5_PB_to_CurbLine_18in_to_6Ft	Q6_PB_to_Curb_UptoMax10Ft	Q7_PB_to_XWalk_Line_Upto5Ft	Q8_PROWAG_Clear_32in_by_54in
TSI_APS_RRFB_HAWK_001_NW_Corner_SB	38	No	15'	Yes	60"x60"
TSI_APS_RRFB_HAWK_002_NW_Corner_EB	38	No	15'	Yes	60"x60"
TSI_APS_RRFB_HAWK_003_NE_Corner_WB	34	No	12'	Yes	48"60"
TSI_APS_RRFB_HAWK_004_NE_Corner_SB	34	No	11'	Yes	48"x60"
TSI_APS_RRFB_HAWK_005_SE_Corner_NB	39	No	13'	Yes	60"60"
TSI_APS_RRFB_HAWK_006_SE_Corner_WB	33	No	11'	Yes	52"x60"
TSI_APS_RRFB_HAWK_007_SW_Corner_EB	40	No	15'	Yes	60"x60"
TSI_APS_RRFB_HAWK_008_SW_Corner_NB	33	No	11'	Yes	52"x60"
TSI_APS_RRFB_HAWK_009_NW_Corner_SB	37	No	12'	Yes	36"x60"
TSI_APS_RRFB_HAWK_010_NW_Corner_EB	34	No	14'	Yes	60"x60"
TSI_APS_RRFB_HAWK_011_NE_Corner_WB	38	No	12'	Yes	44"x60"
TSI_APS_RRFB_HAWK_012_NE_Corner_SB	35	No	14' 6"	Yes	60"x60"
TSI_APS_RRFB_HAWK_013_SE_Corner_NB	35	No	12'	Yes	60"x60"
TSI_APS_RRFB_HAWK_014_SE_Corner_WB	34	No	13'	Yes	60"x60"
TSI_APS_RRFB_HAWK_015_SW_Corner_EB	38	No	15'	Yes	60"x60"
TSI_APS_RRFB_HAWK_016_SW_Corner_NB	35	No	15'	Yes	60"x60"
TSI_APS_RRFB_HAWK_017_NE_Corner_WB	34	No	8'	Yes	60"x60"
TSI_APS_RRFB_HAWK_018_NE_Corner_SB	34	No	21'	No-14'	36"x60"
TSI_APS_RRFB_HAWK_019_SE_Corner_NB	33	No	15'	Yes	60"x60"
TSI_APS_RRFB_HAWK_020_SE_Corner_WB	33	No	11'	Yes	60"x60"
TSI_APS_RRFB_HAWK_021_SW_Corner_EB	34	No	14'	Yes	48"x60"
TSI_APS_RRFB_HAWK_022_SW_Corner_NB	38	No	9'	Yes	24"x54"
TSI_APS_RRFB_HAWK_023_NW_Corner_SB	38	No	18'	No-12'	60"x60"
TSI_APS_RRFB_HAWK_024_NW_Corner_EB	38	No	16'	Yes	50"x60"
TSI_APS_RRFB_HAWK_025_NE_Corner_WB	34	No	12'	Yes	60"x60"
TSI_APS_RRFB_HAWK_026_NE_Corner_SB	34	No	16'	Yes	60"x60"
TSI_APS_RRFB_HAWK_027_SE_Corner_NB	34	No	9'	Yes	36"x60"
TSI_APS_RRFB_HAWK_028_SE_Corner_WB	34	No	19'	Yes	36"x60"

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TSI_APS_RRFB_HAWK_ID	Q4_PB_Height_in_Above_PAR	Q5_PB_to_CurbLine_18in_to_6Ft	Q6_PB_to_Curb_UptoMax10Ft	Q7_PB_to_XWalk_Line_Upto5Ft	Q8_PROWAG_Clear_32in_by_54in
TSI_APS_RRFB_HAWK_029_SW_Corner_EB	34	No	12'	Yes	48"x60"
TSI_APS_RRFB_HAWK_030_SW_Corner_NB	34	No	14'	Yes	48"x60"
TSI_APS_RRFB_HAWK_031_NW_Corner_SB	34	No	15'	Yes	60"x60"
TSI_APS_RRFB_HAWK_032_NW_Corner_EB	34	No	10'-6"	Yes	60"x60"
TSI_APS_RRFB_HAWK_033_NE_Corner_WB	34	No	12'	Yes	40"x60"
TSI_APS_RRFB_HAWK_034_NE_Corner_SB	32	No	10'	Yes	60"x60"
TSI_APS_RRFB_HAWK_035_SE_Corner_NB	38	No	8'	Yes	40"x60"
TSI_APS_RRFB_HAWK_036_NW_Corner_EB	38	No	15'	Yes	60"x60"
TSI_APS_RRFB_HAWK_037_NE_Corner_WB	42	No Curb	11' to face of DWS	Yes	36"x54"
TSI_APS_RRFB_HAWK_038_NE_Corner_SB	42	No Curb	5' to face of DWS	Yes	72"x72"
TSI_APS_RRFB_HAWK_039_SE_Corner_NB	42	No	13'	Yes	72"x72"
TSI_APS_RRFB_HAWK_040_SE_Corner_WB	42	No	8'	Yes	42"x72"
TSI_APS_RRFB_HAWK_041_SW_Corner_EB	41	No	7'	Yes	36"x72"
TSI_APS_RRFB_HAWK_042_SW_Corner_NB	42	No	7'	Yes	40"x60"
TSI_APS_RRFB_HAWK_043_NW_Corner_SB	42	No Curb	11' to face of DWS	Yes	60"x60"
TSI_APS_RRFB_HAWK_044_NW_Corner_EB	42	No Curb	10' to face of DWS	Yes	60"x60"
TSI_APS_RRFB_HAWK_045_SE_Corner_WB	36	No	7'	Yes	60"x60"
TSI_APS_RRFB_HAWK_046_SW_Corner_EB	42	No	11'	Yes	60"x60"
TSI_APS_RRFB_HAWK_047_SW_Corner_NB	42	No	14'	Yes	60"x60"
TSI_APS_RRFB_HAWK_048_NW_Corner_SB	42	No	8'	Yes	60"x60"
TSI_APS_RRFB_HAWK_049_NE_Corner_WB	42	No	7'	Yes	48"x60"
TSI_APS_RRFB_HAWK_050_NE_Corner_SB	42	No	7'	Yes	48"x60"
TSI_APS_RRFB_HAWK_051_SE_Corner_NB	42	No	6'-6"	Yes	48"x60"
TSI_APS_RRFB_HAWK_052_SE_Corner_WB	42	Yes	6'	Yes	42"x60"
TSI_APS_RRFB_HAWK_053_SW_Corner_EB	42	No	6'-6"	Yes	44"x60"
TSI_APS_RRFB_HAWK_054_SW_Corner_NB	34	No	6'-6"	Yes	44"x60"
TSI_APS_RRFB_HAWK_055_NW_Corner_SB	42	No	6'-6"	Yes	48"x48"
TSI_APS_RRFB_HAWK_056_NW_Corner_EB	42	No	6'-6"	Yes	48"x48"
TSI_APS_RRFB_HAWK_057_NE_Corner_WB	42	No	8'	Yes	54"x60"
TSI_APS_RRFB_HAWK_058_SE_Corner_WB	42	No	8'	Yes	54"x60"
TSI_APS_RRFB_HAWK_059_SW_Corner_EB	42	No	9'	Yes	48"x60"
TSI_APS_RRFB_HAWK_060_NW_Corner_EB	42	No	9'	Yes	48"x60"
TSI_APS_RRFB_HAWK_061_E_Corner_WB	42	Yes	4'-6"	Yes	46"x60"
TSI_APS_RRFB_HAWK_062_W_Corner_EB	42	No	9'	Yes	54"x60"
TSI_APS_RRFB_HAWK_063_NE_Corner_WB	42	No	7'	Yes	54"x60"
TSI_APS_RRFB_HAWK_064_SE_Corner_WB	42	No	8'	Yes	60"x60"

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TSI_APS_RRFB_HAWK_ID	Q4_PB_Height_in_Above_PAR	Q5_PB_to_CurbLine_18in_to_6Ft	Q6_PB_to_Curb_UptoMax10Ft	Q7_PB_to_XWalk_Line_Upto5Ft	Q8_PROWAG_Clear_32in_by_54in
TSI_APS_RRFB_HAWK_065_SW_Corner_EB	42	No	9'	Yes	60"x60"
TSI_APS_RRFB_HAWK_066_NW_Corner_EB	42	No	9'	Yes	60"x60"
TSI_APS_RRFB_HAWK_067_NW_Corner_SB	42	No	8'	Yes	48"x60"
TSI_APS_RRFB_HAWK_068_SW_Corner_NB	42	No	9'	No-6'	48"x60"

City of Snoqualmie
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TSI_APS_RRFB_HAWK_ID	Q9_ADAAG_Clear_36in_by_RampW	Q10_4Ft_Min_Clear_Around_Obst	Q11_4Ft_Min_Continuous_PAR	Q12_2x4Ft_DWS_68in_from_CurbL	Q13_Audible_Message_to_Cross
TSI_APS_RRFB_HAWK_001_NW_Corner_SB	60"	8'	8'	2'x6'	Yes
TSI_APS_RRFB_HAWK_002_NW_Corner_EB	60"	8'	8'	2'x6'	Yes
TSI_APS_RRFB_HAWK_003_NE_Corner_WB	48"	6'	6'	2'x6'	Yes
TSI_APS_RRFB_HAWK_004_NE_Corner_SB	48"	4'	4'	2'x'6'	Yes
TSI_APS_RRFB_HAWK_005_SE_Corner_NB	60"	10'	10'	2'x6'	Yes
TSI_APS_RRFB_HAWK_006_SE_Corner_WB	52"	4'4"	4'4"	2'x6'	Yes
TSI_APS_RRFB_HAWK_007_SW_Corner_EB	60"	6'	6'	2'x6'	Yes
TSI_APS_RRFB_HAWK_008_SW_Corner_NB	52"	4'4"	4'4"	2'x6'	Yes
TSI_APS_RRFB_HAWK_009_NW_Corner_SB	60"	5'	5'	2'x6'	Yes
TSI_APS_RRFB_HAWK_010_NW_Corner_EB	60"	7'	7'	2'x6'	Yes
TSI_APS_RRFB_HAWK_011_NE_Corner_WB	44"	5'6"	5'6"	2'x6'	Yes
TSI_APS_RRFB_HAWK_012_NE_Corner_SB	60"	10'+	10'+	2'x6'	Yes
TSI_APS_RRFB_HAWK_013_SE_Corner_NB	60"	4'6"	4'6"	2'x6'	Yes
TSI_APS_RRFB_HAWK_014_SE_Corner_WB	60"	6'	6'	2'x6'	Yes
TSI_APS_RRFB_HAWK_015_SW_Corner_EB	60"	10'+	10'+	2'x6'	Yes
TSI_APS_RRFB_HAWK_016_SW_Corner_NB	60"	10'+	10'+	2'x6'	Yes
TSI_APS_RRFB_HAWK_017_NE_Corner_WB	60"	5'	10'+	2'x4'	No
TSI_APS_RRFB_HAWK_018_NE_Corner_SB	36"	5'	10'+	2'x4'	Yes
TSI_APS_RRFB_HAWK_019_SE_Corner_NB	60"	8'-6"	8'-6"	2'x6'	Yes
TSI_APS_RRFB_HAWK_020_SE_Corner_WB	60"	8'-6"	8'-6"	2'x6'	Yes
TSI_APS_RRFB_HAWK_021_SW_Corner_EB	48"	5'	5'	2'x4'	Yes
TSI_APS_RRFB_HAWK_022_SW_Corner_NB	24"	5'	5'	2'x4'	Yes
TSI_APS_RRFB_HAWK_023_NW_Corner_SB	60"	8'	8'	2'x4'	Yes
TSI_APS_RRFB_HAWK_024_NW_Corner_EB	60"	8'	8'	2'x4'	Yes
TSI_APS_RRFB_HAWK_025_NE_Corner_WB	60"	10'+	10'+	Old Standard DWS	Yes
TSI_APS_RRFB_HAWK_026_NE_Corner_SB	60"	10'+	10'+	Old Standard DWS	Yes
TSI_APS_RRFB_HAWK_027_SE_Corner_NB	36"	5'-6"	5'-6"	Old Standard DWS	Yes
TSI_APS_RRFB_HAWK_028_SE_Corner_WB	36"	5'-6"	5'-6"	Old Standard DWS	No

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TSI_APS_RRFB_HAWK_ID	Q9_ADAAG_Clear_36in_by_RampW	Q10_4Ft_Min_Clear_Around_Obst	Q11_4Ft_Min_Continuous_PAR	Q12_2x4Ft_DWS_68in_from_CurbL	Q13_Audible_Message_to_Cross
TSI_APS_RRFB_HAWK_029_SW_Corner_EB	48"	4'	4'	Old Standard DWS	Yes
TSI_APS_RRFB_HAWK_030_SW_Corner_NB	48"	4'	4'	Old Standard DWS	Yes
TSI_APS_RRFB_HAWK_031_NW_Corner_SB	60"	10'+	10'+	Old Standard DWS	No
TSI_APS_RRFB_HAWK_032_NW_Corner_EB	60"	10'+	10'+	Old Standard DWS	Yes
TSI_APS_RRFB_HAWK_033_NE_Corner_WB	40"	5'	5'	2'x4'	Yes
TSI_APS_RRFB_HAWK_034_NE_Corner_SB	60"	5'	5'	2'x4'	Yes
TSI_APS_RRFB_HAWK_035_SE_Corner_NB	40"	6'	6'	2'x6'	Yes
TSI_APS_RRFB_HAWK_036_NW_Corner_EB	60"	10'+	10'+	2'x4'	Yes
TSI_APS_RRFB_HAWK_037_NE_Corner_WB	36"	6'	6'	2'x10'	Yes
TSI_APS_RRFB_HAWK_038_NE_Corner_SB	72"	6'	6'	2'x6'	Yes
TSI_APS_RRFB_HAWK_039_SE_Corner_NB	72"	4'	4'	2'x6'	Yes
TSI_APS_RRFB_HAWK_040_SE_Corner_WB	42"	12'	12'	2'x6'	Yes
TSI_APS_RRFB_HAWK_041_SW_Corner_EB	36"	12'	12'	2'x6'	Yes
TSI_APS_RRFB_HAWK_042_SW_Corner_NB	40"	6'	6'	2'x6'	Yes
TSI_APS_RRFB_HAWK_043_NW_Corner_SB	60"	6'	6'	2'x6'	Yes
TSI_APS_RRFB_HAWK_044_NW_Corner_EB	60"	10'	10'	2'x10'	Yes
TSI_APS_RRFB_HAWK_045_SE_Corner_WB	60"x60"-No ramp	5'	5'	No DWS	No
TSI_APS_RRFB_HAWK_046_SW_Corner_EB	60"	4'	4'	2'x5'	Yes
TSI_APS_RRFB_HAWK_047_SW_Corner_NB	60"	4'	4'	Old Standard No DWS	Yes
TSI_APS_RRFB_HAWK_048_NW_Corner_SB	60"	7'	7'	Old Standard No DWS	Yes
TSI_APS_RRFB_HAWK_049_NE_Corner_WB	48"	7'	7'	2'x5'	No
TSI_APS_RRFB_HAWK_050_NE_Corner_SB	48"	7'	7'	2'x5'	No
TSI_APS_RRFB_HAWK_051_SE_Corner_NB	48"	6'-6"	6'-6"	2'x5'	No
TSI_APS_RRFB_HAWK_052_SE_Corner_WB	42"	6'	6'	2'x5'	No
TSI_APS_RRFB_HAWK_053_SW_Corner_EB	44"	6'-6"	6'-6"	2'x5'	No
TSI_APS_RRFB_HAWK_054_SW_Corner_NB	44"	6'-6"	6'-6"	2'x5'	No
TSI_APS_RRFB_HAWK_055_NW_Corner_SB	48"	6'-6"	6-6"	2'x4'	No
TSI_APS_RRFB_HAWK_056_NW_Corner_EB	48"	6'-6"	6-6"	2'x4'	No
TSI_APS_RRFB_HAWK_057_NE_Corner_WB	54"	10'+	10'+	2'x4'	Yes
TSI_APS_RRFB_HAWK_058_SE_Corner_WB	54"	10'+	10'+	2'x5'	Yes
TSI_APS_RRFB_HAWK_059_SW_Corner_EB	48"	10'+	10'+	2'x4'	Yes
TSI_APS_RRFB_HAWK_060_NW_Corner_EB	48"	10'+	10'+	2'x4'	Yes
TSI_APS_RRFB_HAWK_061_E_Corner_WB	46"	12'	12'	2'x8'	Yes
TSI_APS_RRFB_HAWK_062_W_Corner_EB	43"	4'-6"	4'-6"	2'x8'	Yes
TSI_APS_RRFB_HAWK_063_NE_Corner_WB	54"	6'	4'-6"	2'x9'	Yes
TSI_APS_RRFB_HAWK_064_SE_Corner_WB	60"	10'+	10'+	2'x6'	Yes

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TSI_APS_RRFB_HAWK_ID	Q9_ADAAG_Clear_36in_by_RampW	Q10_4Ft_Min_Clear_Around_Obst	Q11_4Ft_Min_Continuous_PAR	Q12_2x4Ft_DWS_68in_from_CurbL	Q13_Audible_Message_to_Cross
TSI_APS_RRFB_HAWK_065_SW_Corner_EB	60"	10'+	10'+	2'x6'	Yes
TSI_APS_RRFB_HAWK_066_NW_Corner_EB	60"	10'+	10'+	2'x6'	Yes
TSI_APS_RRFB_HAWK_067_NW_Corner_SB	48"	5'	5'	2'x4'	Yes
TSI_APS_RRFB_HAWK_068_SW_Corner_NB	48"	6'	6'	2'x4'	Yes

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TSI_APS_RRFB_HAWK_ID	Q14A_Locator_Tone_Provided	Q14B_Vibrotactile_or_Percuss	Q14C_YellowLightsFlashing_2x	Q14D_Message	Q15_PB_Reach_10in_Max
TSI_APS_RRFB_HAWK_001_NW_Corner_SB	Yes	Yes	Yes-Spoken Twice	Jacobia walk sign is on to cross	N/A
TSI_APS_RRFB_HAWK_002_NW_Corner_EB	Yes	Yes	Yes-Spoken Twice	Snoqualmie walk sign is on to cross	N/A
TSI_APS_RRFB_HAWK_003_NE_Corner_WB	Yes	No	Yes-Spoken Twice	Snoqualmie walk sign is on to cross	N/A
TSI_APS_RRFB_HAWK_004_NE_Corner_SB	Yes	Yes	Yes-Spoken Twice	Jacobia walk sign is on to cross	N/A
TSI_APS_RRFB_HAWK_005_SE_Corner_NB	Yes	Yes	Yes-Spoken Twice	Jacobia walk sign is on to cross	N/A
TSI_APS_RRFB_HAWK_006_SE_Corner_WB	Yes	Yes	Yes-Spoken Twice	Snoqualmie walk sign is on to cross	N/A
TSI_APS_RRFB_HAWK_007_SW_Corner_EB	Yes	Yes	Yes-Spoken Twice	Snoqualmie walk sign is on to cross	N/A
TSI_APS_RRFB_HAWK_008_SW_Corner_NB	Yes	Yes	Yes-Spoken Twice	Jacobia walk sign is on to cross	N/A
TSI_APS_RRFB_HAWK_009_NW_Corner_SB	Yes	Yes	Yes-Spoken Twice	Swenson walk sign is on to cross	N/A
TSI_APS_RRFB_HAWK_010_NW_Corner_EB	Yes	Yes	Yes-Spoken Twice	Snoqualmie walk sign is on to cross	N/A
TSI_APS_RRFB_HAWK_011_NE_Corner_WB	Yes	Yes	Yes-Spoken Twice	Snoqualmie walk sign is on to cross	N/A
TSI_APS_RRFB_HAWK_012_NE_Corner_SB	Yes	Yes	Yes-Spoken Twice	Swenson walk sign is on to cross	N/A
TSI_APS_RRFB_HAWK_013_SE_Corner_NB	Yes	Yes	Yes-Spoken Twice	Swenson walk sign is on to cross	N/A
TSI_APS_RRFB_HAWK_014_SE_Corner_WB	Yes	Yes	Yes-Spoken Twice	Snoqualmie walk sign is on to cross	N/A
TSI_APS_RRFB_HAWK_015_SW_Corner_EB	Yes	Yes	Yes-Spoken Twice	Snoqualmie walk sign is on to cross	N/A
TSI_APS_RRFB_HAWK_016_SW_Corner_NB	Yes	Yes	Yes-Spoken Twice	Swenson walk sign is on to cross	N/A
TSI_APS_RRFB_HAWK_017_NE_Corner_WB	Yes	No	No	No message	N/A
TSI_APS_RRFB_HAWK_018_NE_Corner_SB	Yes	No	Yes-Spoken Twice	Snoqualmie walk sign is on to cross	N/A
TSI_APS_RRFB_HAWK_019_SE_Corner_NB	Yes	No	Yes-Spoken Twice	Snoqualmie walk sign is on to cross	N/A
TSI_APS_RRFB_HAWK_020_SE_Corner_WB	Yes	No	Yes-Spoken Twice	Douglas sign is on to cross	N/A
TSI_APS_RRFB_HAWK_021_SW_Corner_EB	Yes	Yes	Yes-Spoken Twice	Douglas walk sign is on to cross	N/A
TSI_APS_RRFB_HAWK_022_SW_Corner_NB	Yes	Yes	Yes-Spoken Twice	Snoqualmie walk sign is on to cross	N/A
TSI_APS_RRFB_HAWK_023_NW_Corner_SB	Yes	Yes	Yes-Spoken Twice	Snoqualmie walk sign is on to cross	N/A
TSI_APS_RRFB_HAWK_024_NW_Corner_EB	Yes	Yes	Yes-Spoken Twice	Snoqualmie walk sign is on to cross	N/A
TSI_APS_RRFB_HAWK_025_NE_Corner_WB	Yes	Yes	Yes-Spoken Twice	Center walk sign is on to cross	N/A
TSI_APS_RRFB_HAWK_026_NE_Corner_SB	Yes	No	Yes-Spoken Twice	Snoqualmie walk sign is on to cross	N/A
TSI_APS_RRFB_HAWK_027_SE_Corner_NB	Yes	No	Yes-Spoken Twice	Snoqualmie walk sign is on to cross	N/A
TSI_APS_RRFB_HAWK_028_SE_Corner_WB	No	No	No	No Message	N/A

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TSI_APS_RRFB_HAWK_ID	Q14A_Locator_Tone_Provided	Q14B_Vibrotactile_or_Percuss	Q14C_YellowLightsFlashing_2x	Q14D_Message	Q15_PB_Reach_10in_Max
TSI_APS_RRFB_HAWK_029_SW_Corner_EB	Yes	Yes	Yes-Spoken Twice	Center walk sign is on to cross	N/A
TSI_APS_RRFB_HAWK_030_SW_Corner_NB	Yes	Yes	Yes-Spoken Twice	Snoqualmie walk sign is on to cross	N/A
TSI_APS_RRFB_HAWK_031_NW_Corner_SB	Yes	No	No	No Message	N/A
TSI_APS_RRFB_HAWK_032_NW_Corner_EB	Yes	Yes	Yes-Spoken Twice	Center walk sign is on to cross	N/A
TSI_APS_RRFB_HAWK_033_NE_Corner_WB	Yes	No	Yes-Spoken Twice	Fairway walk sign is on to cross	N/A
TSI_APS_RRFB_HAWK_034_NE_Corner_SB	Yes	Yes	Yes-Spoken Twice	Snoqualmie walk sign is on to cross	N/A
TSI_APS_RRFB_HAWK_035_SE_Corner_NB	Yes	Yes	Yes-Spoken Twice	Snoqualmie walk sign is on to cross	N/A
TSI_APS_RRFB_HAWK_036_NW_Corner_EB	Yes	Yes	Yes-Spoken Twice	Fairway walk sign is on to cross	N/A
TSI_APS_RRFB_HAWK_037_NE_Corner_WB	Yes	Yes	Yes-Spoken Twice	Walk sign is on to cross	N/A
TSI_APS_RRFB_HAWK_038_NE_Corner_SB	Yes	Yes	Yes-Spoken Twice	Walk sign is on to cross	N/A
TSI_APS_RRFB_HAWK_039_SE_Corner_NB	Yes	Yes	Yes-Spoken Twice	Walk sign is on to cross	N/A
TSI_APS_RRFB_HAWK_040_SE_Corner_WB	Yes	Yes	Yes-Spoken Twice	Walk sign is on to cross	N/A
TSI_APS_RRFB_HAWK_041_SW_Corner_EB	Yes	Yes	Yes-Spoken Twice	Walk sign is on to cross	N/A
TSI_APS_RRFB_HAWK_042_SW_Corner_NB	Yes	Yes	Yes-Spoken Twice	Walk sign is on to cross	N/A
TSI_APS_RRFB_HAWK_043_NW_Corner_SB	Yes	Yes	Yes-Spoken Twice	Walk sign is on to cross	N/A
TSI_APS_RRFB_HAWK_044_NW_Corner_EB	Yes	Yes	Yes-Spoken Twice	Walk sign is on to cross	N/A
TSI_APS_RRFB_HAWK_045_SE_Corner_WB	No	No	No	No message	Yes 8"
TSI_APS_RRFB_HAWK_046_SW_Corner_EB	Yes	Yes	Yes-Spoken Twice	State Route 202 walk sign is on	N/A
TSI_APS_RRFB_HAWK_047_SW_Corner_NB	Yes	Yes	Yes-Spoken Twice	Snoqualmie Parkway walk sign is on to cross	N/A
TSI_APS_RRFB_HAWK_048_NW_Corner_SB	Yes	Yes	Yes-Spoken Twice	Snoqualmie Parkway walk sign is on to cross	N/A
TSI_APS_RRFB_HAWK_049_NE_Corner_WB	No	No	N/A	No message	N/A
TSI_APS_RRFB_HAWK_050_NE_Corner_SB	No	No	N/A	No message	N/A
TSI_APS_RRFB_HAWK_051_SE_Corner_NB	No	No	N/A	No message	N/A
TSI_APS_RRFB_HAWK_052_SE_Corner_WB	No	No	N/A	No message	N/A
TSI_APS_RRFB_HAWK_053_SW_Corner_EB	No	No	N/A	No message	N/A
TSI_APS_RRFB_HAWK_054_SW_Corner_NB	No	No	N/A	No message	N/A
TSI_APS_RRFB_HAWK_055_NW_Corner_SB	No	No	N/A	No message	N/A
TSI_APS_RRFB_HAWK_056_NW_Corner_EB	No	No	N/A	No message	N/A
TSI_APS_RRFB_HAWK_057_NE_Corner_WB	Yes	No	Yes-Spoken Twice	Yellow light	N/A
TSI_APS_RRFB_HAWK_058_SE_Corner_WB	Yes	No	Yes-Spoken twice	Yellow light	N/A
TSI_APS_RRFB_HAWK_059_SW_Corner_EB	Yes	No	Yes-Spoken Twice	Yellow light	N/A
TSI_APS_RRFB_HAWK_060_NW_Corner_EB	Yes	No	Yes-Spoken Twice	Yellow light	N/A
TSI_APS_RRFB_HAWK_061_E_Corner_WB	Yes	No	Yes-Spoken Twice	Yellow light	N/A
TSI_APS_RRFB_HAWK_062_W_Corner_EB	Yes	No	Yes-Spoken Twice	Yellow light	N/A
TSI_APS_RRFB_HAWK_063_NE_Corner_WB	Yes	No	Yes-Spoken Twice	Yellow light	N/A
TSI_APS_RRFB_HAWK_064_SE_Corner_WB	Yes	No	Yes-Spoken Twice	Yellow light	N/A

City of Snoqualmie
2023 ADA APS/RRFB/HAWK Inventory

TSI_APS_RRFB_HAWK_ID	Q14A_Locator_Tone_Provided	Q14B_Vibrotactile_or_Percuss	Q14C_YellowLightsFlashing_2x	Q14D_Message	Q15_PB_Reach_10in_Max
TSI_APS_RRFB_HAWK_065_SW_Corner_EB	Yes	No	Yes-Spoken Twice	Yellow light	N/A
TSI_APS_RRFB_HAWK_066_NW_Corner_EB	Yes	No	Yes-Spoken Twice	Yellow light	N/A
TSI_APS_RRFB_HAWK_067_NW_Corner_SB	Yes	Yes	Yes-Spoken Twice	Snoqulamie walk sign is on to cross	N/A
TSI_APS_RRFB_HAWK_068_SW_Corner_NB	Yes	Yes	Yes-Spoken Twice	Snoqulamie walk sign is on to cross	N/A

TSI_APS_RRFB_HAWK_ID	Q16_Ped_Countdown_Present	TSI_Photo_Attachment_ID	Notes
TSI_APS_RRFB_HAWK_001_NW_Corner_SB	Yes	TSI_APS_RRFB_HAWK_001_NW_Corner_SB.jpg	Pushbutton to curb exceeds 10' maximum
TSI_APS_RRFB_HAWK_002_NW_Corner_EB	Yes	TSI_APS_RRFB_HAWK_002_NW_Corner_EB.jpg	Pushbutton to curb exceeds 10' maximum
TSI_APS_RRFB_HAWK_003_NE_Corner_WB	Yes	TSI_APS_RRFB_HAWK_003_NE_Corner_WB.jpg	Pushbutton to curb exceeds 10' maximum. No vibrotacticle or percussive functionality
TSI_APS_RRFB_HAWK_004_NE_Corner_SB	Yes	TSI_APS_RRFB_HAWK_004_NE_Corner_SB.jpg	Pushbutton to curb exceeds 10' maximum
TSI_APS_RRFB_HAWK_005_SE_Corner_NB	Yes	TSI_APS_RRFB_HAWK_005_SE_Corner_NB.jpg	Pushbutton to curb exceeds 10' maximum
TSI_APS_RRFB_HAWK_006_SE_Corner_WB	Yes	TSI_APS_RRFB_HAWK_006_SE_Corner_WB.jpg	Pushbutton to curb exceeds 10' maximum
TSI_APS_RRFB_HAWK_007_SW_Corner_EB	Yes	TSI_APS_RRFB_HAWK_007_SW_Corner_EB.jpg	Pushbutton to curb exceeds 10' maximum
TSI_APS_RRFB_HAWK_008_SW_Corner_NB	Yes	TSI_APS_RRFB_HAWK_008_SW_Corner_NB.jpg	Pushbutton to curb exceeds 10' maximum
TSI_APS_RRFB_HAWK_009_NW_Corner_SB	Yes	TSI_APS_RRFB_HAWK_009_NW_Corner_SB.jpg	Pushbutton to curb exceeds 10' maximum
TSI_APS_RRFB_HAWK_010_NW_Corner_EB	Yes	TSI_APS_RRFB_HAWK_010_NW_Corner_EB.jpg	Pushbutton to curb exceeds 10' maximum
TSI_APS_RRFB_HAWK_011_NE_Corner_WB	Yes	TSI_APS_RRFB_HAWK_011_NE_Corner_WB.jpg	Pushbutton to curb exceeds 10' maximum. Directional arrow not parallel to crossing
TSI_APS_RRFB_HAWK_012_NE_Corner_SB	Yes	TSI_APS_RRFB_HAWK_012_NE_Corner_SB.jpg	Pushbutton to curb exceeds 10' maximum. Directional arrow not parallel to crossing
TSI_APS_RRFB_HAWK_013_SE_Corner_NB	Yes	TSI_APS_RRFB_HAWK_013_SE_Corner_NB.jpg	Pushbutton to curb exceeds 10' maximum
TSI_APS_RRFB_HAWK_014_SE_Corner_WB	Yes	TSI_APS_RRFB_HAWK_014_SE_Corner_WB.jpg	Pushbutton to curb exceeds 10' maximum
TSI_APS_RRFB_HAWK_015_SW_Corner_EB	Yes	TSI_APS_RRFB_HAWK_015_SW_Corner_EB.jpg	Pushbutton to curb exceeds 10' maximum
TSI_APS_RRFB_HAWK_016_SW_Corner_NB	Yes	TSI_APS_RRFB_HAWK_016_SW_Corner_NB.jpg	Pushbutton to curb exceeds 10' maximum
TSI_APS_RRFB_HAWK_017_NE_Corner_WB	Yes	TSI_APS_RRFB_HAWK_017_NE_Corner_WB.jpg	No audible message, no vibrotactile or percussive functionality.
TSI_APS_RRFB_HAWK_018_NE_Corner_SB	Yes	TSI_APS_RRFB_HAWK_018_NE_Corner_SB.jpg	Pushbutton to curb exceeds 10' maximum. Pushbutton to crosswalk line exceeds 5' max. No vibrotactile or percussive functionality.
TSI_APS_RRFB_HAWK_019_SE_Corner_NB	Yes	TSI_APS_RRFB_HAWK_019_SE_Corner_NB.jpg	Pushbutton to curb exceeds 10' maximum. Directional arrow not parallel to crossing. Grade is steeper (9%) at buttons because of topography, no vibrotactile or percussive functionality.
TSI_APS_RRFB_HAWK_020_SE_Corner_WB	Yes	TSI_APS_RRFB_HAWK_020_SE_Corner_WB.jpg	Pushbutton to curb exceeds 10' maximum. No vibrotacticle or percussive functionality. Grade is steeper (9%) at buttons because of topography.
TSI_APS_RRFB_HAWK_021_SW_Corner_EB	Yes	TSI_APS_RRFB_HAWK_021_SW_Corner_EB.jpg	Pushbutton to curb exceeds 10' maximum.
TSI_APS_RRFB_HAWK_022_SW_Corner_NB	Yes	TSI_APS_RRFB_HAWK_022_SW_Corner_NB.jpg	Clear space less than 36" at pushbutton (too close to flare)
TSI_APS_RRFB_HAWK_023_NW_Corner_SB	Yes	TSI_APS_RRFB_HAWK_023_NW_Corner_SB.jpg	Pushbutton to curb exceeds 10' maximum. Pushbutton to crosswalk line exceeds 5' max.
TSI_APS_RRFB_HAWK_024_NW_Corner_EB	Yes	TSI_APS_RRFB_HAWK_024_NW_Corner_EB.jpg	Pushbutton to curb exceeds 10' maximum.
TSI_APS_RRFB_HAWK_025_NE_Corner_WB	Yes	TSI_APS_RRFB_HAWK_025_NE_Corner_WB.jpg	Pushbutton to curb exceeds 10' maximum.
TSI_APS_RRFB_HAWK_026_NE_Corner_SB	Yes	TSI_APS_RRFB_HAWK_026_NE_Corner_SB.jpg	Pushbutton to curb exceeds 10' maximum. No vibrotactile or percussive functionality.
TSI_APS_RRFB_HAWK_027_SE_Corner_NB	Yes	TSI_APS_RRFB_HAWK_027_SE_Corner_NB.jpg	No vibrotactile or percussive functionality.
TSI_APS_RRFB_HAWK_028_SE_Corner_WB	Yes	TSI_APS_RRFB_HAWK_028_SE_Corner_WB.jpg	Pushbutton to curb exceeds 10' maximum. No audible message, no vibrotactile or percussive functionality.

TSI_APS_RRFB_HAWK_ID	Q16_Ped_Countdown_Present	TSI_Photo_Attachment_ID	Notes
TSI_APS_RRFB_HAWK_029_SW_Corner_EB	Yes	TSI_APS_RRFB_HAWK_029_SW_Corner_EB.jpg	Pushbutton to curb exceeds 10' maximum.
TSI_APS_RRFB_HAWK_030_SW_Corner_NB	Yes	TSI_APS_RRFB_HAWK_030_SW_Corner_NB.jpg	Pushbutton to curb exceeds 10' maximum.
TSI_APS_RRFB_HAWK_031_NW_Corner_SB	Yes	TSI_APS_RRFB_HAWK_031_NW_Corner_SB.jpg	Pushbutton to curb exceeds 10' maximum. No audible message, no vibrotactile or percussive functionality.
TSI_APS_RRFB_HAWK_032_NW_Corner_EB	Yes	TSI_APS_RRFB_HAWK_032_NW_Corner_EB.jpg	Pushbutton to curb exceeds 10' maximum.
TSI_APS_RRFB_HAWK_033_NE_Corner_WB	Yes	TSI_APS_RRFB_HAWK_033_NE_Corner_WB.jpg	Pushbutton to curb exceeds 10' maximum. No vibrotactile or percussive functionality.
TSI_APS_RRFB_HAWK_034_NE_Corner_SB	Yes	TSI_APS_RRFB_HAWK_034_NE_Corner_SB.jpg	<Null>
TSI_APS_RRFB_HAWK_035_SE_Corner_NB	Yes	TSI_APS_RRFB_HAWK_035_SE_Corner_NB.jpg	<Null>
TSI_APS_RRFB_HAWK_036_NW_Corner_EB	Yes	TSI_APS_RRFB_HAWK_036_NW_Corner_EB.jpg	Pushbutton to curb exceeds 10' maximum. Steep slope at button
TSI_APS_RRFB_HAWK_037_NE_Corner_WB	Yes	TSI_APS_RRFB_HAWK_037_NE_Corner_WB.jpg	Pushbutton to curb exceeds 10' maximum.
TSI_APS_RRFB_HAWK_038_NE_Corner_SB	Yes	TSI_APS_RRFB_HAWK_038_NE_Corner_SB.jpg	<Null>
TSI_APS_RRFB_HAWK_039_SE_Corner_NB	Yes	TSI_APS_RRFB_HAWK_039_SE_Corner_NB.jpg	Pushbutton to curb exceeds 10' maximum.
TSI_APS_RRFB_HAWK_040_SE_Corner_WB	Yes	TSI_APS_RRFB_HAWK_040_SE_Corner_WB.jpg	<Null>
TSI_APS_RRFB_HAWK_041_SW_Corner_EB	Yes	TSI_APS_RRFB_HAWK_041_SW_Corner_EB.jpg	<Null>
TSI_APS_RRFB_HAWK_042_SW_Corner_NB	Yes	TSI_APS_RRFB_HAWK_042_SW_Corner_NB.jpg	<Null>
TSI_APS_RRFB_HAWK_043_NW_Corner_SB	Yes	TSI_APS_RRFB_HAWK_043_NW_Corner_SB.jpg	Pushbutton to curb exceeds 10' maximum.
TSI_APS_RRFB_HAWK_044_NW_Corner_EB	Yes	TSI_APS_RRFB_HAWK_044_NW_Corner_EB.jpg	<Null>
TSI_APS_RRFB_HAWK_045_SE_Corner_WB	Yes	TSI_APS_RRFB_HAWK_045_SE_Corner_WB.jpg	Pushbutton to curb exceeds 10' maximum. No audible message, no vibrotactile or percussive functionality.
TSI_APS_RRFB_HAWK_046_SW_Corner_EB	Yes	TSI_APS_RRFB_HAWK_046_SW_Corner_EB.jpg	Pushbutton to curb exceeds 10' maximum.
TSI_APS_RRFB_HAWK_047_SW_Corner_NB	Yes	TSI_APS_RRFB_HAWK_047_SW_Corner_NB.jpg	Pushbutton to curb exceeds 10' maximum.
TSI_APS_RRFB_HAWK_048_NW_Corner_SB	Yes	TSI_APS_RRFB_HAWK_048_NW_Corner_SB.jpg	<Null>
TSI_APS_RRFB_HAWK_049_NE_Corner_WB	Yes	TSI_APS_RRFB_HAWK_049_NE_Corner_WB.jpg	No APS - WSDOT jurisdiction
TSI_APS_RRFB_HAWK_050_NE_Corner_SB	Yes	TSI_APS_RRFB_HAWK_050_NE_Corner_SB.jpg	No APS - WSDOT jurisdiction
TSI_APS_RRFB_HAWK_051_SE_Corner_NB	Yes	TSI_APS_RRFB_HAWK_051_SE_Corner_NB.jpg	No APS - WSDOT jurisdiction
TSI_APS_RRFB_HAWK_052_SE_Corner_WB	Yes	TSI_APS_RRFB_HAWK_052_SE_Corner_WB.jpg	No APS - WSDOT jurisdiction
TSI_APS_RRFB_HAWK_053_SW_Corner_EB	Yes	TSI_APS_RRFB_HAWK_053_SW_Corner_EB.jpg	No APS - WSDOT jurisdiction
TSI_APS_RRFB_HAWK_054_SW_Corner_NB	Yes	TSI_APS_RRFB_HAWK_054_SW_Corner_NB.jpg	No APS - WSDOT jurisdiction
TSI_APS_RRFB_HAWK_055_NW_Corner_SB	Yes	TSI_APS_RRFB_HAWK_055_NW_Corner_SB.jpg	No APS - WSDOT jurisdiction
TSI_APS_RRFB_HAWK_056_NW_Corner_EB	Yes	TSI_APS_RRFB_HAWK_056_NW_Corner_EB.jpg	No APS - WSDOT jurisdiction
TSI_APS_RRFB_HAWK_057_NE_Corner_WB	N/A	TSI_APS_RRFB_HAWK_057_NE_Corner_WB.jpg	WSDOT jurisdiction?
TSI_APS_RRFB_HAWK_058_SE_Corner_WB	N/A	TSI_APS_RRFB_HAWK_058_SE_Corner_WB.jpg	WSDOT jurisdiction?
TSI_APS_RRFB_HAWK_059_SW_Corner_EB	N/A	TSI_APS_RRFB_HAWK_059_SW_Corner_WB.jpg	WSDOT jurisdiction?
TSI_APS_RRFB_HAWK_060_NW_Corner_EB	N/A	TSI_APS_RRFB_HAWK_060_NW_Corner_WB.jpg	WSDOT jurisdiction?
TSI_APS_RRFB_HAWK_061_E_Corner_WB	N/A	TSI_APS_RRFB_HAWK_061_E_Corner_WB.jpg	WSDOT jurisdiction?
TSI_APS_RRFB_HAWK_062_W_Corner_EB	N/A	TSI_APS_RRFB_HAWK_062_W_Corner_EB.jpg	WSDOT jurisdiction?
TSI_APS_RRFB_HAWK_063_NE_Corner_WB	N/A	TSI_APS_RRFB_HAWK_063_NE_Corner_WB.jpg	WSDOT jurisdiction?
TSI_APS_RRFB_HAWK_064_SE_Corner_WB	N/A	TSI_APS_RRFB_HAWK_064_SE_Corner_WB.jpg	WSDOT jurisdiction?

TSI_APS_RRFB_HAWK_ID	Q16_Ped_Countdown_Present	TSI_Photo_Attachment_ID	Notes
TSI_APS_RRFB_HAWK_065_SW_Corner_EB	N/A	TSI_APS_RRFB_HAWK_065_SW_Corner_EB.jpg	WSDOT jurisdiction?
TSI_APS_RRFB_HAWK_066_NW_Corner_EB	N/A	TSI_APS_RRFB_HAWK_066_NW_Corner_EB.jpg	WSDOT jurisdiction?
TSI_APS_RRFB_HAWK_067_NW_Corner_SB	Yes	TSI_APS_RRFB_HAWK_067_NW_Corner_SB.jpg	<Null>
TSI_APS_RRFB_HAWK_068_SW_Corner_NB	Yes	TSI_APS_RRFB_HAWK_068_SW_Corner_NB.jpg	Pushbutton to crosswalk line exceeds 5' max.

City of Snoqualmie
2023 ADA APS/RRFB/HAWK Inventory

TSI_APS_RRFB_HAWK_ID	ADA_Compliant	July2023_Snoq_Parkwy_Rehab	Alt_ID_Number
TSI_APS_RRFB_HAWK_001_NW_Corner_SB	No	Pedestrian pushbutton pole relocated to ADA-compliant location with pre-existing salvaged pushbutton and display with enough clear space and under 2% slope.	3
TSI_APS_RRFB_HAWK_002_NW_Corner_EB	No	Pedestrian pushbutton pole relocated to ADA-compliant location with pre-existing salvaged pushbutton and display with enough clear space and under 2% slope.	4
TSI_APS_RRFB_HAWK_003_NE_Corner_WB	No	Pedestrian pushbutton pole relocated to ADA-compliant location with pre-existing salvaged pushbutton and display with enough clear space and under 2% slope.	8
TSI_APS_RRFB_HAWK_004_NE_Corner_SB	No	Pedestrian pushbutton pole relocated to ADA-compliant location with pre-existing salvaged pushbutton and display with enough clear space and under 2% slope.	7
TSI_APS_RRFB_HAWK_005_SE_Corner_NB	No	Pedestrian pushbutton pole relocated to ADA-compliant location with pre-existing salvaged pushbutton and display with enough clear space and under 2% slope.	6
TSI_APS_RRFB_HAWK_006_SE_Corner_WB	No	Pedestrian pushbutton pole relocated to ADA-compliant location with pre-existing salvaged pushbutton and display with enough clear space and under 2% slope.	5
TSI_APS_RRFB_HAWK_007_SW_Corner_EB	No	Pedestrian pushbutton pole relocated to ADA-compliant location with pre-existing salvaged pushbutton and display with enough clear space and under 2% slope.	1
TSI_APS_RRFB_HAWK_008_SW_Corner_NB	No	Pedestrian pushbutton pole relocated to ADA-compliant location with pre-existing salvaged pushbutton and display with enough clear space and under 2% slope.	2
TSI_APS_RRFB_HAWK_009_NW_Corner_SB	No	<Null>	<Null>
TSI_APS_RRFB_HAWK_010_NW_Corner_EB	No	<Null>	<Null>
TSI_APS_RRFB_HAWK_011_NE_Corner_WB	No	<Null>	<Null>
TSI_APS_RRFB_HAWK_012_NE_Corner_SB	No	<Null>	<Null>
TSI_APS_RRFB_HAWK_013_SE_Corner_NB	No	<Null>	<Null>
TSI_APS_RRFB_HAWK_014_SE_Corner_WB	No	<Null>	<Null>
TSI_APS_RRFB_HAWK_015_SW_Corner_EB	No	Pedestrian pushbutton pole relocated to ADA-compliant location with pre-existing salvaged pushbutton and display with enough clear space and under 2% slope.	9
TSI_APS_RRFB_HAWK_016_SW_Corner_NB	No	Pedestrian pushbutton pole relocated to ADA-compliant location with pre-existing salvaged pushbutton and display with enough clear space and under 2% slope.	10
TSI_APS_RRFB_HAWK_017_NE_Corner_WB	No	<Null>	<Null>
TSI_APS_RRFB_HAWK_018_NE_Corner_SB	No	<Null>	<Null>
TSI_APS_RRFB_HAWK_019_SE_Corner_NB	No	<Null>	<Null>
TSI_APS_RRFB_HAWK_020_SE_Corner_WB	No	<Null>	<Null>
TSI_APS_RRFB_HAWK_021_SW_Corner_EB	No	<Null>	<Null>
TSI_APS_RRFB_HAWK_022_SW_Corner_NB	No	<Null>	<Null>
TSI_APS_RRFB_HAWK_023_NW_Corner_SB	No	<Null>	<Null>
TSI_APS_RRFB_HAWK_024_NW_Corner_EB	No	<Null>	<Null>
TSI_APS_RRFB_HAWK_025_NE_Corner_WB	No	Pedestrian pushbutton pole relocated to ADA-compliant location with pre-existing salvaged pushbutton and display with enough clear space and under 2% slope.	27
TSI_APS_RRFB_HAWK_026_NE_Corner_SB	No	Pedestrian pushbutton pole relocated to ADA-compliant location with pre-existing salvaged pushbutton and display with enough clear space and under 2% slope.	28
TSI_APS_RRFB_HAWK_027_SE_Corner_NB	No	Pedestrian pushbutton pole relocated to ADA-compliant location with pre-existing salvaged pushbutton and display with enough clear space and under 2% slope.	32
TSI_APS_RRFB_HAWK_028_SE_Corner_WB	No	Pedestrian pushbutton pole relocated to ADA-compliant location with pre-existing salvaged pushbutton and display with enough clear space and under 2% slope.	31

City of Snoqualmie
2023 ADA APS/RRFB/HAWK Inventory

TSI_APS_RRFB_HAWK_ID	ADA_Compliant	July2023_Snoq_Parkwy_Rehab	Alt_ID_Number
TSI_APS_RRFB_HAWK_029_SW_Corner_EB	No	Pedestrian pushbutton pole relocated to ADA-compliant location with pre-existing salvaged pushbutton and display with enough clear space and under 2% slope.	30
TSI_APS_RRFB_HAWK_030_SW_Corner_NB	No	Pedestrian pushbutton pole relocated to ADA-compliant location with pre-existing salvaged pushbutton and display with enough clear space and under 2% slope.	29
TSI_APS_RRFB_HAWK_031_NW_Corner_SB	No	Pedestrian pushbutton pole relocated to ADA-compliant location with pre-existing salvaged pushbutton and display with enough clear space and under 2% slope.	25
TSI_APS_RRFB_HAWK_032_NW_Corner_EB	No	Pedestrian pushbutton pole relocated to ADA-compliant location with pre-existing salvaged pushbutton and display with enough clear space and under 2% slope.	26
TSI_APS_RRFB_HAWK_033_NE_Corner_WB	No	<Null>	<Null>
TSI_APS_RRFB_HAWK_034_NE_Corner_SB	Yes	<Null>	<Null>
TSI_APS_RRFB_HAWK_035_SE_Corner_NB	Yes	<Null>	<Null>
TSI_APS_RRFB_HAWK_036_NW_Corner_EB	No	<Null>	<Null>
TSI_APS_RRFB_HAWK_037_NE_Corner_WB	No	Pedestrian pushbutton pole relocated to ADA-compliant location with pre-existing salvaged pushbutton and display with enough clear space and under 2% slope.	47
TSI_APS_RRFB_HAWK_038_NE_Corner_SB	Yes	Pedestrian pushbutton pole relocated to ADA-compliant location with pre-existing salvaged pushbutton and display with enough clear space and under 2% slope.	48
TSI_APS_RRFB_HAWK_039_SE_Corner_NB	No	<Null>	<Null>
TSI_APS_RRFB_HAWK_040_SE_Corner_WB	Yes	Pedestrian pushbutton pole relocated to ADA-compliant location with pre-existing salvaged pushbutton and display with enough clear space and under 2% slope.	51
TSI_APS_RRFB_HAWK_041_SW_Corner_EB	Yes	<Null>	<Null>
TSI_APS_RRFB_HAWK_042_SW_Corner_NB	Yes	<Null>	<Null>
TSI_APS_RRFB_HAWK_043_NW_Corner_SB	No	Pedestrian pushbutton pole relocated to ADA-compliant location with pre-existing salvaged pushbutton and display with enough clear space and under 2% slope.	45
TSI_APS_RRFB_HAWK_044_NW_Corner_EB	Yes	Pedestrian pushbutton pole relocated to ADA-compliant location with pre-existing salvaged pushbutton and display with enough clear space and under 2% slope.	46
TSI_APS_RRFB_HAWK_045_SE_Corner_WB	No	<Null>	<Null>
TSI_APS_RRFB_HAWK_046_SW_Corner_EB	No	<Null>	<Null>
TSI_APS_RRFB_HAWK_047_SW_Corner_NB	No	<Null>	<Null>
TSI_APS_RRFB_HAWK_048_NW_Corner_SB	Yes	<Null>	<Null>
TSI_APS_RRFB_HAWK_049_NE_Corner_WB	No	<Null>	<Null>
TSI_APS_RRFB_HAWK_050_NE_Corner_SB	No	<Null>	<Null>
TSI_APS_RRFB_HAWK_051_SE_Corner_NB	No	<Null>	<Null>
TSI_APS_RRFB_HAWK_052_SE_Corner_WB	No	<Null>	<Null>
TSI_APS_RRFB_HAWK_053_SW_Corner_EB	No	<Null>	<Null>
TSI_APS_RRFB_HAWK_054_SW_Corner_NB	No	<Null>	<Null>
TSI_APS_RRFB_HAWK_055_NW_Corner_SB	No	<Null>	<Null>
TSI_APS_RRFB_HAWK_056_NW_Corner_EB	No	<Null>	<Null>
TSI_APS_RRFB_HAWK_057_NE_Corner_WB	Yes	<Null>	<Null>
TSI_APS_RRFB_HAWK_058_SE_Corner_WB	Yes	<Null>	<Null>
TSI_APS_RRFB_HAWK_059_SW_Corner_EB	Yes	<Null>	<Null>
TSI_APS_RRFB_HAWK_060_NW_Corner_EB	Yes	<Null>	<Null>
TSI_APS_RRFB_HAWK_061_E_Corner_WB	Yes	<Null>	<Null>
TSI_APS_RRFB_HAWK_062_W_Corner_EB	Yes	<Null>	<Null>
TSI_APS_RRFB_HAWK_063_NE_Corner_WB	Yes	<Null>	<Null>
TSI_APS_RRFB_HAWK_064_SE_Corner_WB	Yes	<Null>	<Null>

City of Snoqualmie
2023 ADA APS/RRFB/HAWK Inventory

TSI_APS_RRFB_HAWK_ID	ADA_Compliant	July2023_Snoq_Parkwy_Rehab	Alt_ID_Number
TSI_APS_RRFB_HAWK_065_SW_Corner_EB	Yes	<Null>	<Null>
TSI_APS_RRFB_HAWK_066_NW_Corner_EB	Yes	<Null>	<Null>
TSI_APS_RRFB_HAWK_067_NW_Corner_SB	Yes	<Null>	<Null>
TSI_APS_RRFB_HAWK_068_SW_Corner_NB	No	<Null>	<Null>

Americans With Disabilities Act (ADA) Transition Plan for the Public Right-of-Way

Snoqualmie, WA

October 2023

Appendix B2

DOJ/DOT Joint Technical Assistance on Title II of the ADA Requirements to Provide Curb Ramps when Streets, Roads, or Highways are Altered through Resurfacing (2013)

Supplement to DOJ/DOT Joint Technical Assistance (2015)

Prepared by

Transportation Solutions
INNOVATIVE | PRACTICAL | EQUITABLE

U.S. Department of Justice
Civil Rights Division
Disability Rights Section

U.S. Department of Transportation
Federal Highway Administration

Department of Justice/Department of Transportation Joint Technical Assistance[1] on the Title II of the Americans with Disabilities Act Requirements to Provide Curb Ramps when Streets, Roads, or Highways are Altered through Resurfacing

Title II of the Americans with Disabilities Act (ADA) requires that state and local governments ensure that persons with disabilities have access to the pedestrian routes in the public right of way. An important part of this requirement is the obligation whenever streets, roadways, or highways are *altered* to provide curb ramps where street level pedestrian walkways cross curbs.[2] This requirement is intended to ensure the accessibility and usability of the pedestrian walkway for persons with disabilities.

An alteration is a change that affects or could affect the usability of all or part of a building or facility.[3] Alterations of streets, roads, or highways include activities such as reconstruction, rehabilitation, *resurfacing*, widening, and projects of similar scale and effect.[4] Maintenance activities on streets, roads, or highways, such as filling potholes, are not alterations.

Without curb ramps, sidewalk travel in urban areas can be dangerous, difficult, or even impossible for people who use wheelchairs, scooters, and other mobility devices. Curb ramps allow people with mobility disabilities to gain access to the sidewalks and to pass through center islands in streets. Otherwise, these individuals are forced to travel in streets and roadways and are put in danger or are prevented from reaching their destination; some people with disabilities may simply choose not to take this risk and will not venture out of their homes or communities.

Because resurfacing of streets constitutes an alteration under the ADA, it triggers the obligation to provide curb ramps where pedestrian walkways intersect the resurfaced streets. See Kinney v. Yerusalim, 9 F 3d 1067 (3rd Cir. 1993). This obligation has been discussed in a variety of technical assistance materials published by the Department of Justice beginning in 1994.[5] Over the past few years, state and local governments have sought further guidance on the scope of the alterations requirement with respect to the provision of curb ramps when streets, roads or highways are being resurfaced. These questions have arisen largely due to the development of a variety of road surface treatments other than traditional road resurfacing, which generally involved the addition of a new layer of asphalt. Public entities have asked the Department of Transportation and the Department of Justice to clarify whether particular road surface treatments fall within the ADA definition of alterations, or whether they should be considered maintenance that would not trigger the obligation to provide curb ramps. This Joint Technical Assistance addresses some of those questions.

Where must curb ramps be provided?

Generally, curb ramps are needed wherever a sidewalk or other pedestrian walkway crosses a curb. Curb ramps must be located to ensure a person with a mobility disability can travel from a sidewalk on one side of the street, over or through any curbs or traffic islands, to the sidewalk on the other side of the street. However, the ADA does not require installation of ramps or curb ramps in the absence of a pedestrian walkway with a prepared surface for pedestrian use. Nor are curb ramps required in the absence of a curb, elevation, or other barrier between the street and the walkway.

When is resurfacing considered to be an alteration?

Resurfacing is an alteration that triggers the requirement to add curb ramps if it involves work on a street or roadway spanning from one intersection to another, and includes overlays of additional material to the road surface, with or without milling. Examples include, but are not limited to the following treatments or their equivalents: addition of a new layer of asphalt, reconstruction, concrete pavement rehabilitation and reconstruction, open-graded surface course, micro-surfacing and thin lift overlays, cape seals, and in-place asphalt recycling.

What kinds of treatments constitute maintenance rather than an alteration?

Treatments that serve solely to seal and protect the road surface, improve friction, and control splash and spray are considered to be maintenance because they do not significantly affect the public's access to or usability of the road. Some examples of the types of treatments that would normally be considered maintenance are: painting or striping lanes, crack filling and sealing, surface sealing, chip seals, slurry seals, fog seals, scrub sealing, joint crack seals, joint repairs, dowel bar retrofit, spot high-friction treatments, diamond grinding, and pavement patching. In some cases, the combination of several maintenance treatments occurring at or near the same time may qualify as an alteration and would trigger the obligation to provide curb ramps.

What if a locality is not resurfacing an entire block, but is resurfacing a crosswalk by itself?

Crosswalks constitute distinct elements of the right-of-way intended to facilitate pedestrian traffic. Regardless of whether there is curb-to-curb resurfacing of the street or roadway in general, resurfacing of a crosswalk also requires the provision of curb ramps at that crosswalk.

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1 The Department of Justice is the federal agency with responsibility for issuing regulations implementing the requirements of title II of the ADA and for coordinating federal agency compliance activities with respect to those requirements. Title II applies to the programs and activities of state and local governmental entities. The Department of Justice and the Department of Transportation share responsibility for enforcing the requirements of title II of the ADA with respect to the public right of way, including streets, roads, and highways.

2 See 28 CFR 35.151(*i*)(1) (Newly constructed or altered streets, roads, and highways must contain curb ramps or other sloped areas at any intersection having curbs or other barriers to entry from a street level pedestrian walkway) and 35.151(i)(2) (Newly constructed or altered street level pedestrian walkways must contain curb ramps or other sloped areas at intersections to streets, roads, or highways).

3 28 CFR 35.151(b)(1).

4 2010 ADA Accessibility Standards, section 106.5.

5 See 1994 Title II Technical Assistance Manual Supplement, Title II TA Guidance: The ADA and City Governments: Common Problems; and ADA Best Practices Tool Kit for State and Local Governments: Chapter 6, Curb Ramps and Pedestrian Crossings under Title II of the ADA, available at ada.gov.

U.S. Department of Justice
Civil Rights Division
Disability Rights Section

U.S. Department of Transportation
Federal Highway Administration

QUESTIONS & ANSWERS
Supplement to the 2013 DOJ/DOT Joint Technical Assistance on the Title II of the Americans with Disabilities Act Requirements To Provide Curb Ramps when Streets, Roads, or Highways are Altered through Resurfacing

The *Department of Justice (DOJ)/Department of Transportation (DOT) Joint Technical Assistance on the Title II of the Americans with Disabilities Act [ADA] Requirements to Provide Curb Ramps when Streets, Roads, or Highways are Altered through Resurfacing (Joint Technical Assistance)* was published on July 8, 2013. This document responds to frequently asked questions that the Federal Highway Administration (FHWA) has received since the technical assistance document was published. In order to fully address some questions, the applicable requirements of Section 504 of the Rehabilitation Act of 1973 that apply to public entities receiving Federal funding from DOT, either directly or indirectly, are also discussed. This document is not a standalone document and should be read in conjunction with the 2013 Joint Technical Assistance.

Q1: ***When a pavement treatment is considered an alteration under the ADA and there is a curb ramp at the juncture of the altered road and an existing sidewalk (or other prepared surface for pedestrian use), but the curb ramp does not meet the current ADA Standards, does the curb ramp have to be updated to meet the current ADA Standards at the time of the pavement treatment?***

A1: It depends on whether the existing curb ramp meets the appropriate accessibility standard that was in place at the time it was newly constructed or last altered.

When the Department of Justice adopted its revised title II ADA Regulations including the updated ADA Standards for Accessible Design (2010 Standards,[1] as defined in 28 CFR 35.151), it specified that "(e)lements that have not been altered in existing facilities on or after March 15, 2012, and that comply with the corresponding technical and scoping specifications for those elements in either the 1991 Standards or in the Uniform Federal Accessibility Standards (UFAS) … are not required to be modified in order to comply with the requirements set forth in the 2010 Standards." 28 C.F.R. 35.150(b)(2)(i). As a result of this "safe harbor" provision, if a curb ramp was built or altered prior to March 15, 2012, and complies with the requirements for curb ramps in either the 1991 ADA Standards for Accessible Design (1991 Standards, known prior to 2010 as the 1991 ADA Accessibility Guidelines, or the 1991 ADAAG) or UFAS, it does **not** have to be modified to comply with the requirements in the 2010 Standards. However, if that existing curb ramp did not comply with either the 1991 Standards or UFAS as of March 15, 2012, then the safe harbor does not apply and the curb ramp must be brought into compliance with the requirements of the 2010 Standards concurrent with the road alteration. *See* 28 CFR 35.151(c) and (i).

Note that the requirement in the 1991 Standards to include detectable warnings on curb ramps was suspended for a period between May 12, 1994, and July 26, 1998, and again between December 23, 1998, and July 26, 2001. If a curb ramp was newly constructed or was last altered when the detectable warnings requirement was suspended, and it otherwise meets the 1991 Standards, Title II of the ADA does not require that the curb ramp be modified to add detectable warnings in conjunction with a road resurfacing alteration project. *See* Question #14 however, for a discussion of the DOT Section 504 requirements, including detectable warnings.

Q2: ***The Joint Technical Assistance states that "[r]esurfacing is an alteration that triggers the requirement to add curb ramps if it involves work on a street or roadway spanning from one intersection to another, and includes overlays of additional material to the road surface, with or without milling." What constitutes "overlays of additional material to the road surface" with respect to milling, specifically, when a roadway surface is milled and then overlaid at the same height (i.e., no material is added that exceeds the height of what was present before the milling)?***

A2: A project that involves milling an existing road, and then overlaying the road with material, regardless of whether it exceeds the height of the road before milling, falls within the definition of "alteration" because it is a change to the road surface that affects or could affect the usability of the pedestrian route (crosswalk). *See Kinney v. Yerusalim*, 9 F.3d 1067 (3rd Cir. 1993). Alterations require the installation of curb ramps if none previously existed, or upgrading of non-compliant curb ramps to meet the applicable standards, where there is an existing pedestrian walkway. *See* also Question 8.

Q3: ***If a roadway resurfacing alteration project does not span the full width of the road, do I have to put in curb ramps?***

A3: It depends on whether the resurfacing work affects a pedestrian crosswalk. If the resurfacing affects the crosswalk, even if it is not the full roadway width, then curb ramps must be provided at both ends of the crosswalk. *See* 28 CFR 35.151(i).

Public entities should not structure the scope of work to avoid ADA obligations to provide curb ramps when resurfacing a roadway. For example, resurfacing only between crosswalks may be regarded as an attempt to circumvent a public entity's obligation under the ADA, and potentially could result in legal challenges.

If curb ramp improvements are needed in the vicinity of an alteration project, it is often cost effective to address such needs as part of the alteration project, thereby advancing the public entity's progress in meeting its obligation to provide program access to its facilities. *See* Question 16 for further discussion.

Q4: ***When a road alteration project triggers the requirement to install curb ramps, what steps should public (State or local) entities take if they do not own the sidewalk right-of-way needed to install the required curb ramps?***

A4: The public entity performing the alteration is ultimately responsible for following and implementing the ADA requirements specified in the regulations implementing title II. At the time an alteration project is scoped, the public entity should identify what ADA requirements apply and whether the public entity owns sufficient right-of-way to make the necessary ADA modifications. If the public entity does not control sufficient

right-of-way, it should seek to acquire the necessary right-of-way. If a complaint is filed, the public enti likely need to show that it made reasonable efforts to obtain access to the necessary right-of-way.

Q5: ***The Joint Technical Assistance is silent on when it becomes effective. Is there an effective date for when States and local public entities must comply with the requirements discussed in the technical assistance?***

A5: The Joint Technical Assistance, as well as this Supplement to it, does not create any new obligations. The obligation to provide curb ramps when roads are altered has been an ongoing obligation under the regulations implementing title II of the ADA (28 CFR 35.151) since the regulation was initially adopted in 1991. This technical assistance was provided to respond to questions that arose largely due to the development of a variety of road surface treatments, other than traditional road resurfacing, which generally involved the addition of a new layer of asphalt. Although the Joint Technical Assistance was issued on July 8, 2013, public entities have had an ongoing obligation to comply with the alterations requirements of title II and should plan to bring curb ramps that are or were part of an alteration into compliance as soon as possible.

Q6: ***Is the curb ramp installation work required to be a part of the Plans, Specifications and Estimate package for an alteration project or can the curb ramp work be accomplished under a separate contract?***

A6: The curb ramp installation work can be contracted separately, but the work must be coordinated such that the curb ramp work is completed prior to, or at the same time as, the completion of the rest of the alteration work. *See* 28 CFR 35.151(i).

Q7: ***Is a curb ramp required for a sidewalk that is not made of concrete or asphalt?***

A7: The Joint Technical Assistance states that “the ADA does not require installation of ramps or curb ramps in the absence of a pedestrian walkway with a prepared surface for pedestrian use.” A “prepared surface for pedestrian use” can be constructed out of numerous materials, including concrete, asphalt, compacted soil, decomposed granite, and other materials. Regardless of the materials used to construct the pedestrian walkway, if the intent of the design was to provide access to pedestrians, then curb ramps must be incorporated where an altered roadway intersects the pedestrian walkway. *See* 28 CFR 35.151(i).

Q8: ***If an existing curb ramp is replaced as part of a resurfacing alteration, is there an obligation to address existing obstacles on the adjacent sidewalk at the same time?***

A8: No. The Joint Technical Assistance addresses those requirements that are triggered when a public entity alters a roadway where the roadway intersects a street level pedestrian walkway (28 CFR 35.151(i)). Public entities are required to address other barriers on existing sidewalks, such as steep cross slopes or obstructions, as part of their on-going program access and transition plan obligations under title II of the ADA and Section 504 and in response to requests for reasonable modifications under the ADA or reasonable accommodations under Section 504. *See* 28 CFR 35.105, 35.130(b)(7), and 35.150(d); *see also* 49 CFR 27.7(e), 27.11(c)(2).

Q9: ***Several pavement preservation treatment types are not listed in the technical assistance. If the treatment type is not specifically on the list of maintenance treatments, is it an alteration?***

A9: New treatments are always being developed and the best practice is for the City or other local pub entity conducting the work, the State transportation agency, and FHWA to work together to come to an agreement on a reasonable determination of whether the unlisted treatment type is an alteration or maintenance and document their decisions. If the new treatment can be deemed to be the equivalent of any of the items listed as alterations, it is a reasonable interpretation that they are in fact alterations and should be treated as such.

Q10: ***When does a combination of two or more 'maintenance' treatments rise to the level of being an alteration?***

A10: The list of the pavement types that are considered maintenance, as stated in the 2013 Joint Technical Assistance document, are Chip Seals, Crack Filling and Sealing, Diamond Grinding, Dowel Bar Retrofit, Fog Seals, Joint Crack Seals, Joint Repairs, Pavement Patching, Scrub Sealing, Slurry Seals, Spot High-Friction Treatments, and Surface Sealing. The combination of two or more maintenance treatments may rise to the level of being an alteration.

The best practice is for the City or other local public entity conducting the work, the State transportation agency, and FHWA to work together to come to an agreement on a reasonable determination, document their policies, and apply that determination consistently in their locality.

Q11: ***When will utility trench work require compliance with ADA curb ramp requirements?***

A11: The answer to this question depends on the scope and location of the utility trench work being done. If the utility trench work is limited to a portion of the pavement, even including a portion of the crosswalk, repaving necessary to cover the trench would typically be considered maintenance and would not require simultaneous installation or upgrading of curb ramps. Public entities should note that the ADA requires maintenance of accessible features, and as such, they must ensure that when the trench is repaved or other road maintenance is performed, the work does not result in a lesser level of accessibility. *See* 28 CFR 35.133(a). If the utility work impacts the curb at a pedestrian street crossing where no curb ramp exists, the work affecting the curb falls within the definition of "alteration," and a curb ramp must be constructed rather than simply replacing the curb. *See* 28 CFR 35.151(b) and 35.151(i).

If a public entity is unsure whether the scope of specific trench work and repair/repaving constitutes an alteration, the best practice is for the public entity to work together with the State transportation agency and the FHWA Division to come to an agreement on how to consistently handle these situations and document their decisions.

Q12: ***Is full-depth pavement patching considered maintenance?***

A12: The answer to this question depends on the scope and location of the pavement patch. If the pavement patch work is limited to a portion of the pavement, even including a portion of the crosswalk, patching the pavement would typically be considered maintenance and would not require simultaneous installation or upgrading of curb ramps. Public entities should note that the ADA requires maintenance of accessible features, and as such, they should ensure that when the pavement is patched or other road maintenance is performed, the work does not result in a lesser level of accessibility. *See* 28 CFR 35.133(a). If the pavement

patching impacts the curb at a pedestrian street crossing where no curb ramp exists, the work affecting curb falls within the definition of “alteration,” and a curb ramp must be constructed rather than simply replacing the curb. *See* 28 CFR 35.151(b) and 35.151(i).

If a public entity is unsure whether the scope of specific full-depth pavement patching constitutes an alteration, the best practice is for the public entity to work together with the State transportation agency and the FHWA Division to come to an agreement on how to consistently handle these situations and document their decisions.

Q13: ***Do any other requirements apply to road alteration projects undertaken by public entities that receive Federal financial assistance from DOT either directly or indirectly, even if such financial assistance is not used for the specific road alteration project at issue?***

A13: Yes, if a public entity receives any Federal financial assistance from DOT whether directly or through another DOT recipient, then the entity must also apply DOT’s Section 504 requirements even if the road alteration project at issue does not use Federal funds. *See* 49 CFR 27.3 (applicability of DOT’s Section 504 requirements) and 27.5 (definition of “program or activity”).

DOT’s Section 504 disability nondiscrimination regulations are found at 49 CFR Part 27. These regulations implement Section 504 of the Rehabilitation Act of 1973 (Section 504). In 2006, DOT updated its accessibility standards by adopting the 2004 Americans with Disabilities Act Accessibility Guidelines (2004 ADAAG[2]) into its Section 504 regulations at 49 CFR 27.3 (referencing 49 CFR Part 37, Appendix A). These requirements replaced the previously applicable ADA Standards for Accessible Design (1991) (formerly known as 1991 ADAAG). At that time, DOT’s regulation adopted a modification to Section 406 of the 2004 ADAAG which required the placement of detectable warnings on curb ramps.

The revised DOT Section 504 regulation also provided a “safe harbor” provision (similar to the ADA provision discussed in Question 1) that applies to curb ramps that were newly constructed or altered by entities receiving Federal financial assistance from DOT and that were in compliance with the 1991 ADAAG requirements prior to November 29, 2006. If the “safe harbor” applies, these curb ramps are still considered compliant and do not have to be modified to add detectable warnings unless they are altered after November 29, 2006. The DOT “safe harbor” provision is found at 49 CFR 37.9(c). DOT’s Section 504 regulations (49 CFR 27.19(a)) require compliance with 49 CFR Part 37.

The Section 504 safe harbor does not apply, however, if, at the time of the road alteration project, the existing curb ramp does not comply with the 1991 ADAAG and at that time it must be brought into compliance with the current DOT Section 504 requirements (2004 ADAAG) including detectable warnings.

Q14: ***Does the Section 504 safe harbor apply to curb ramps built in compliance with 1991 ADAAG during the time period when the requirement for detectable warnings was suspended and the roadway is now being resurfaced where it intersects the pedestrian walkway?***

A14: If the curb ramps that were built or altered prior to November 29, 2006 were fully compliant with 1991 ADAAG at the time that the detectable warnings requirements were suspended, then the DOT Section 504

safe harbor applies to them and the recipient does not have to add detectable warnings as a result of a resurfacing project.

Q15: ***In addition to the obligations triggered by road resurfacing alterations, are there other title II or Section 504 requirements that trigger the obligation to provide curb ramps?***

A15: In addition to the obligation to provide curb ramps when roads are resurfaced, both DOJ's title II ADA regulation and DOT's Section 504 regulation (applicable to recipients of DOT Federal financial assistance), require the provision of curb ramps if the sidewalk is installed or altered at the intersection, during new construction, as a means of providing program accessibility, and as a reasonable modification under title II or a reasonable accommodation under Section 504.

New Construction and Alterations

DOJ's title II ADA regulation provides that newly constructed or altered streets, roads, and highways must contain curb ramps or other sloped areas at any intersection having curbs or other barriers to entry from a street level pedestrian walkway. In addition, the regulation provides that newly constructed or altered street level pedestrian walkways must contain curb ramps or other sloped areas at intersections to streets, roads, or highways. *See* 28 CFR 35.151(i). These curb ramps must comply with the 2010 Standards.[3]

DOT's Section 504 Federally assisted regulation also requires the provision of curb ramps in new construction and alterations. *See* 49 CFR 27.19(a) (requiring recipients of DOT financial assistance to comply with DOJ's ADA regulation at 28 CFR Part 35, including the curb ramp requirements at 28 CFR 35.151(i)); 49 CFR 27.75 (a)(2) (requiring all pedestrian crosswalks constructed with Federal financial assistance to have curb cuts or ramps).

Program Accessibility

Both DOJ's title II ADA regulation and DOT's Section 504 regulation require that public entities/recipients operate each service, program, or activity so that the service, program, or activity, when viewed in its entirety, is readily accessible to and usable by individuals with disabilities. This obligation, which is known as providing "program accessibility," includes a requirement to evaluate existing facilities in the public right-of-way for barriers to accessibility, including identifying non-existent or non-compliant curb ramps where roads intersect pedestrian access routes (sidewalks or other pedestrian walkways). After completing this self-evaluation, a public entity/recipient must set forth a plan for eliminating such barriers so as to provide overall access for persons with disabilities. *See* 28 CFR 35.150, and 49 CFR 27.11(c).

Since March 15, 2012, the DOJ title II regulation requires the use of the 2010 Standards for structural changes needed to provide program access. However, in accordance with the ADA safe harbor discussed in Question 1, if curb ramps constructed prior to March 15, 2012 already comply with the curb ramp requirements in the 1991 Standards, they need not be modified in accordance with the 2010 Standards in order to provide program access, unless they are altered after March 15, 2012.

Similarly, DOT's Section 504 "safe harbor" allows curb ramps that were newly constructed or altered prior to November 29, 2006, and that meet the 1991 ADAAG to be considered compliant.[4] Elements not covered

under the safe harbor provisions may need to be modified to provide program access and should be incorporated into a program access plan for making such modifications. 49 CFR 27.11(c)(2).

Under Section 504, self-evaluations and transition plans should have been completed by December 29, 1979. Under the ADA, transition plans should have been completed by July 26, 1992, and corrective measures should have been completed by January 26, 1995. While these deadlines have long since passed, entities that did not develop a transition plan prior to those dates should begin immediately to complete their self-evaluation and develop a comprehensive transition plan.

Reasonable Modification /Accommodation

In addition to alteration and program accessibility obligations, public entities may have an obligation under title II and Section 504 to undertake curb ramp construction or alteration as a "reasonable modification/accommodation" in response to a request by, or on behalf of, someone with a disability. Such a request may be made to address a non-compliant curb ramp outside of the schedule provided in the public entity's transition plan. A public entity must appropriately consider such requests as they are made. 28 CFR 35.130(b)(7); 49 CFR 27.7(e).

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1 The 2010 Standards can be found on DOJ's website at http://www.ada.gov/2010ADAstandards_index.htm.

2 In 2004, the United States Architectural and Transportation Barriers Board (U.S. Access Board) published the Americans with Disabilities Act Accessibility Guidelines (2004 ADAAG), which serve as the basis of the current enforceable ADA standards adopted by both DOT and DOJ.

3 The 2010 Standards include a provision on equivalent facilitation that allows covered entities to use other designs for curb ramps if such designs provide equal or greater access. *See* section 103 of the 2010 Standards.

4 The DOT "safe harbor" provision is found at 49 CFR 37.9(c). DOT's Section 504 regulations (49 CFR 27.19(a)) require compliance with 49 CFR Part 37.

Americans With Disabilities Act (ADA) Transition Plan for the Public Right-of-Way

Snoqualmie, WA

October 2023

Appendix B3

Snoqualmie Parkway Rehabilitation Project (2023)
Prepared by KPG PSOMAS

Maximum Extent Feasible (MEF) Documentation
Prepared by KPG PSOMAS

Prepared by

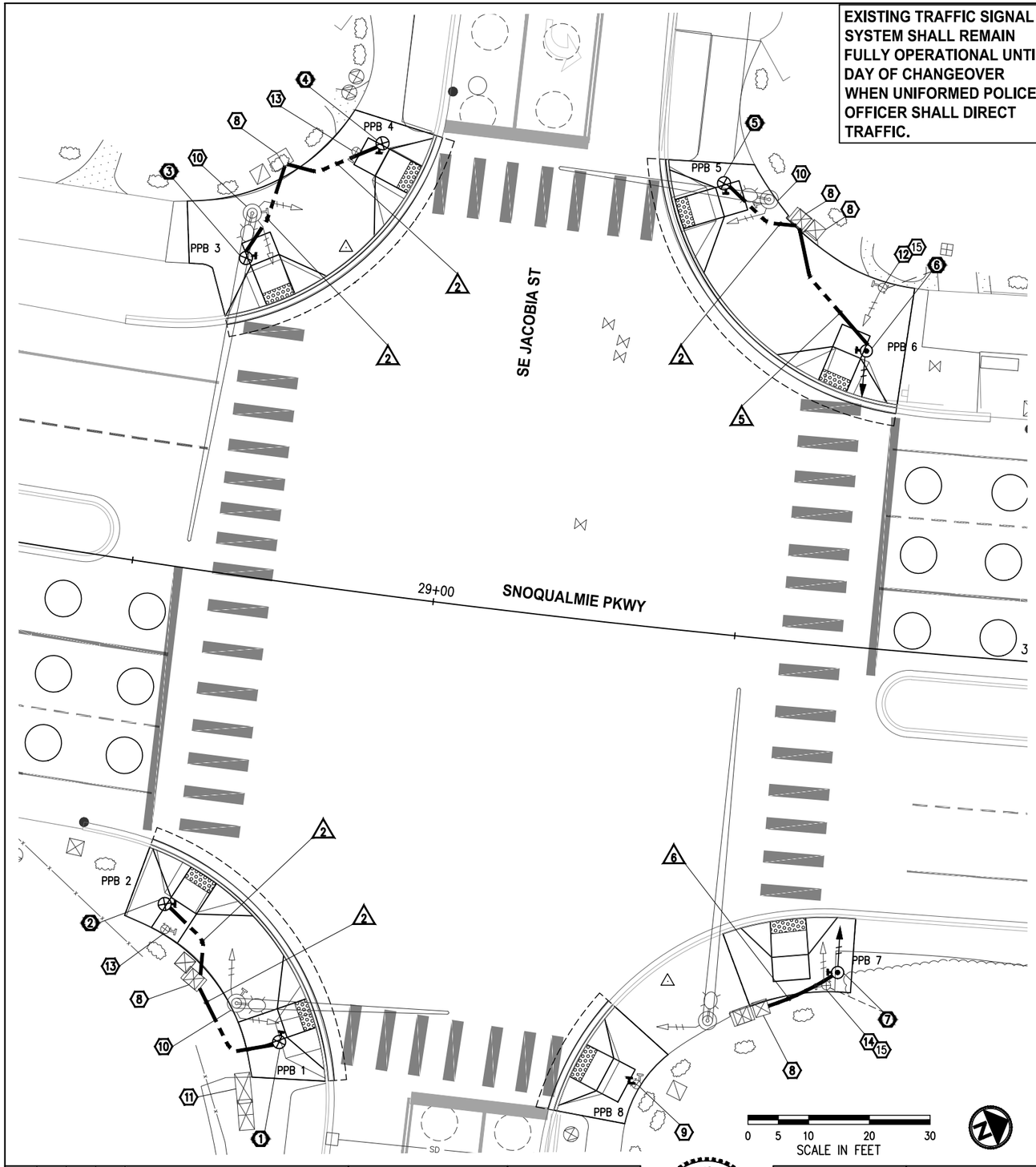
Transportation Solutions
INNOVATIVE | PRACTICAL | EQUITABLE

Snoqualmie Parkway Rehabilitation Project (2023) Prepared by KPG PSOMAS

Maximum Extent Feasible (MEF) Documentation Prepared by KPG PSOMAS

SNOQUALMIE PARKWAY REHABILITATION PROJECT (20230)
PREPARED BY KPG PSOMAS

EXISTING TRAFFIC SIGNAL SYSTEM SHALL REMAIN FULLY OPERATIONAL UNTIL DAY OF CHANGEOVER WHEN UNIFORMED POLICE OFFICER SHALL DIRECT TRAFFIC.



LEGEND

EXISTING	NEW	DESCRIPTION
		SIGNAL POLE WITH MAST ARM AND LUMINAIRE
⊗	⊗	TYPE PPB POLE
◎	⊙	TYPE I OR TYPE PS SIGNAL POLE
		APS PUSH BUTTON
		PEDESTRIAN SIGNAL HEAD
		JUNCTION BOX TYPE 1, 2, 8
		TRAFFIC SIGNAL CONTROLLER CABINET
		ELECTRICAL SERVICE CABINET
		CONDUIT
•	•	STUB OUT
◌	◯	LOOP
	△	WIRE NOTE
	⬡	CONSTRUCTION NOTE
	⬢	POLE NOTE

SIGNAL GENERAL NOTES

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE WSDOT/APWA STANDARD PLANS, STANDARD SPECIFICATIONS, CITY OF SNOQUALMIE STANDARDS, KING COUNTY TRAFFIC REQUIREMENTS, THESE PLANS, AND SPECIAL PROVISIONS.
2. UTILITY LOCATION (DIAL-A-DIG) PRIOR TO CONSTRUCTION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. CONFLICTS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER FOR RESOLUTION.
3. THE LOCATIONS OF ALL CONDUITS AND JUNCTION BOXES SHOWN ON THE PLANS ARE FOR GRAPHICAL PRESENTATION ONLY AND FINAL LOCATIONS SHALL BE DETERMINED BY THE CONTRACTOR AND VERIFIED BY THE ENGINEER IN THE FIELD.
4. ALL NEW JUNCTION BOXES PLACED IN THE SIDEWALKS SHALL HAVE SKID RESISTANT LIDS AND FRAMES. JUNCTION BOXES AND VAULTS SHALL NOT BE PLACED IN ADA CURB RAMPS OR ADA CURB RAMP LANDINGS.
5. ALL NEW CONDUIT SHALL BE INSTALLED IN CITY OF SNOQUALMIE RIGHT-OF-WAY.
6. FOR SIGNAL SYSTEMS COORDINATION WITH THE CITY OF SNOQUALMIE, CONTRACTOR SHALL CONTACT KING COUNTY SIGNAL MAINTENANCE DEPARTMENT REPRESENTATIVE MARK PARRETT AT (206) 396-3763.
7. CONTRACTOR SHALL PROTECT SIGNAL CONTROLLER CABINET AND ALL ASSOCIATED CONDUIT/WIRING DURING CONSTRUCTION.
8. ALL NEW FOUNDATION LOCATIONS SHALL BE APPROVED BY THE ENGINEER PRIOR TO EXCAVATION.

CONSTRUCTION NOTES

1.
2. CONSTRUCT FOUNDATION AND INSTALL BREAKAWAY TYPE PPB SIGNAL POLE PER WSDOT STD PLAN J-20.15 AND POLE SCHEDULE, THIS SHEET. RELOCATE SALVAGED APS STYLE PEDESTRIAN PUSH BUTTON ASSEMBLY TO NEW POLE AND COMPLETE WIRING PER WIRE NOTES, THIS SHEET AND CONTINUE WIRING TO CONTROLLER. PUSH BUTTON LOCATION SHALL BE VERIFIED IN THE PRESENCE OF THE ENGINEER PRIOR TO DRILLING HOLES. SEE SPECIAL PROVISIONS.
3.
4.
5.
6. CONSTRUCT TYPE PS SIGNAL POLE FOUNDATION PER WSDOT STD PLAN J-21.10 AND POLE SCHEDULE, THIS SHEET. INSTALL SALVAGED TYPE PS POLE AND ASSOCIATED EQUIPMENT. COMPLETE WIRING PER WIRE NOTES, THIS SHEET AND CONTINUE TO CONTROLLER. PUSH BUTTON LOCATION SHALL BE VERIFIED IN THE PRESENCE OF THE ENGINEER PRIOR TO DRILLING HOLES. SEE SPECIAL PROVISIONS.
7. CONSTRUCT TYPE PS SIGNAL POLE FOUNDATION PER WSDOT STD PLAN J-21.10 AND POLE SCHEDULE, THIS SHEET. INSTALL SALVAGED TYPE PS POLE AND ASSOCIATED EQUIPMENT. COMPLETE WIRING PER WIRE NOTES, THIS SHEET AND CONTINUE TO CONTROLLER. PUSH BUTTON LOCATION SHALL BE VERIFIED IN THE PRESENCE OF THE ENGINEER PRIOR TO DRILLING HOLES. SEE SPECIAL PROVISIONS.
8. INSTALL NEW CONDUIT TO EXISTING JUNCTION BOX. ADJUST EXISTING JUNCTION BOX TO MATCH PROPOSED GRADE. PROTECT EXISTING WIRING DURING CONSTRUCTION.
9. REMOVE EXISTING PEDESTRIAN PUSH BUTTON AND ASSOCIATED SIGN AND RE-INSTALL WITH 8" PUSH BUTTON EXTENSION PER WSDOT STD DETAIL IS-2 ON EXISTING PPB POLE. PUSH BUTTON EXTENSION ORIENTATION AND LOCATION SHALL BE VERIFIED IN THE PRESENCE OF THE ENGINEER PRIOR TO DRILLING HOLES. COVER EXISTING UNUSED POLE HOLES PER DETAILS, SHEET 24. SEE SPECIAL PROVISIONS.
10. PROTECT EXISTING SIGNAL POLE. REMOVE AND SALVAGE EXISTING PEDESTRIAN PUSH BUTTON AND ASSOCIATED SIGN. DISCONNECT EXISTING 2CS PPB WIRING AND REMOVE TO CONTROLLER. COVER EXISTING POLE HOLES PER DETAILS, SHEET 24. SEE SPECIAL PROVISIONS.
11. LOCATION OF EXISTING SIGNAL CONTROLLER CABINET. ONLY JOURNEY LEVEL WORK IN THE CABINET IS ALLOWED IN THE PRESENCE OF THE KING COUNTY TRAFFIC MAINTENANCE DEPARTMENT REPRESENTATIVE
12. REMOVE AND SALVAGE EXISTING TYPE PS POLE, PEDESTRIAN SIGNAL HEAD AND APS STYLE PEDESTRIAN PUSH BUTTON ASSEMBLY AND ALL ASSOCIATED EQUIPMENT. REMOVE EXISTING 5C PED HEAD WIRING AND EXISTING 2CS PPB WIRING TO CONTROLLER. REMOVE FOUNDATION COMPLETELY AND BACKFILL AND COMPACT PER SPECIAL PROVISIONS.
13. REMOVE AND SALVAGE EXISTING TYPE PPB POLE AND APS STYLE PEDESTRIAN PUSH BUTTON ASSEMBLY. REMOVE EXISTING 2CS PPB WIRING TO THE CONTROLLER. REMOVE FOUNDATION COMPLETELY AND BACKFILL AND COMPACT PER SPECIAL PROVISIONS.
14. REMOVE AND SALVAGE EXISTING TYPE PS POLE, PEDESTRIAN SIGNAL HEAD AND APS STYLE PEDESTRIAN PUSH BUTTON ASSEMBLY AND ALL ASSOCIATED EQUIPMENT. REROUTE EXISTING 5C PED HEAD WIRING AND EXISTING 2CS PPB WIRING TO POLE AT NEW LOCATION PER WIRE SCHEDULE, THIS SHEET. REMOVE FOUNDATION COMPLETELY AND BACKFILL AND COMPACT PER SPECIAL PROVISIONS.
15. REMOVE AND SALVAGE EXISTING HORSE PUSH BUTTON ASSEMBLY AND ALL ASSOCIATED EQUIPMENT. REMOVE EXISTING WIRING TO THE CONTROLLER.COVER EXISTING UNUSED POLE HOLES PER DETAILS, SHEET 24.

SIGNAL POLE SCHEDULE

POLE #	STATION	OFFSET	POLE TYPE	PPB #	ARROW DIRECTION
1	28+84	75.2' RT	PPB	1	LEFT
2	28+63	55.3' RT	PPB	2	RIGHT
3	28+61	51.9' LT	PPB	3	LEFT
4	28+82	73.7' LT	PPB	4	RIGHT
5	29+40	73.9' LT	PPB	5	LEFT
6	29+67	48.8' LT	PS	6	RIGHT
7	29+72	53.6' RT	PS	7	LEFT

WIRE NOTES

#	RACEWAY/ CONDUIT SIZE	CONDUCTORS	COMMENTS
1	2"		SPARE
2	1"	1-2CS	
3	1"	1-2CS	REROUTE EX WIRING
4	2"	1-2CS	
5	2"	1-2CS, 1-5C	
6	2"	1-2CS, 1-5C	REROUTE EX WIRING
7	2"	2-2CS	

NO.	DATE	BY	APPR.	REVISIONS

Approved By

ENGINEERING MANAGER	DATE
PROJECT MANAGER	DATE
PROJECT ENGINEER	DATE

SIGNAL DETAILS.dwg	
FILENAME	
EH	2/23
DESIGNED BY	DATE
EH	2/23
DRAWN BY	DATE
JC	2/23
CHECKED BY	DATE

JAN CIGANIK — STATE OF WASHINGTON — 23532 — REGISTERED PROFESSIONAL ENGINEER — 3-28-2023

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BID DOCUMENT

CITY OF SNOQUALMIE

SNOQUALMIE PARKWAY REHABILITATION PROJECT

SIGNAL MODIFICATIONS PLAN
SE JACOBIA ST

KPG PROJECT No. 9SNO0101.00 SHT 20 OF

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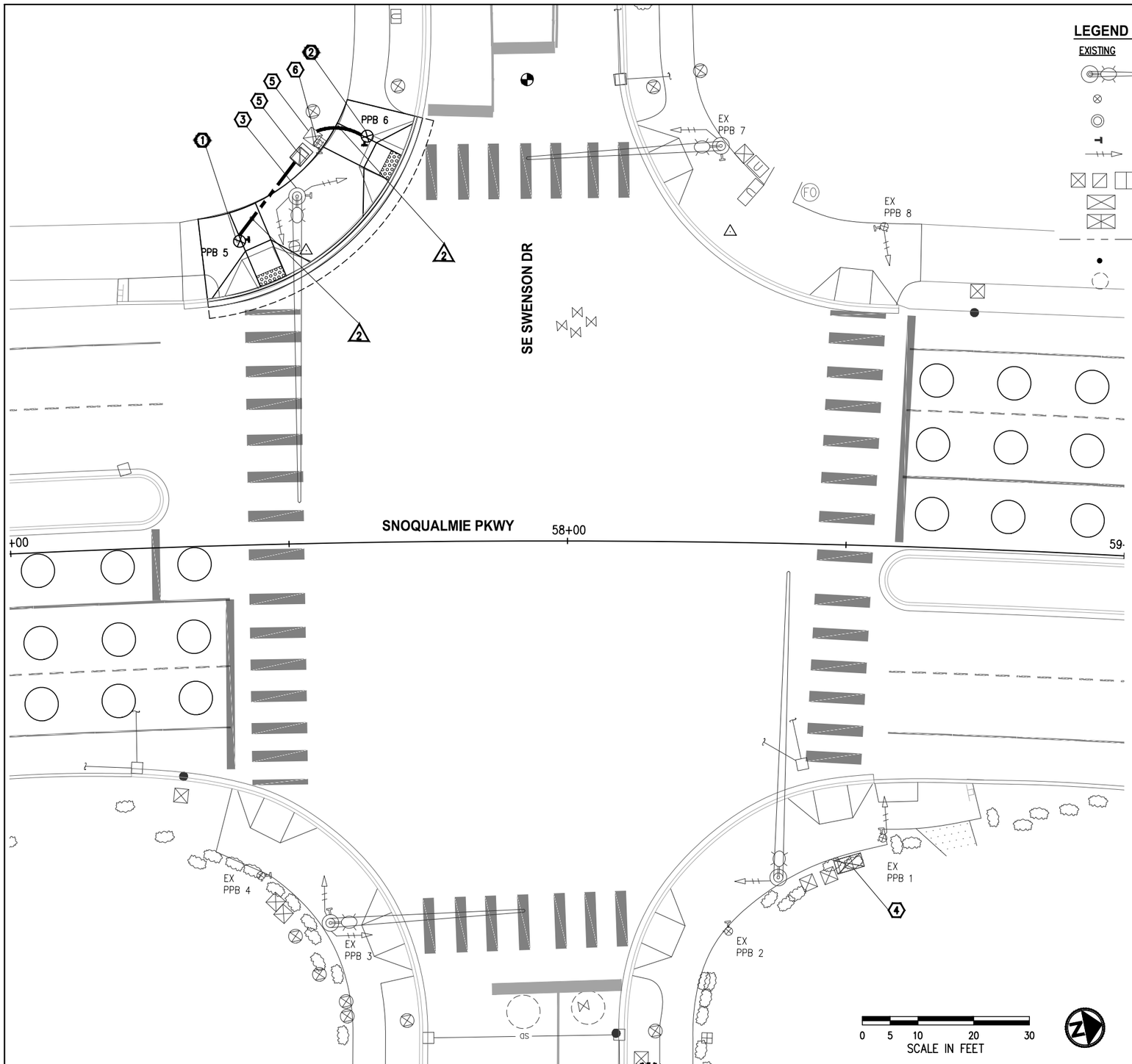

LEGEND

EXISTING	NEW	DESCRIPTION
		SIGNAL POLE WITH MAST ARM AND LUMINAIRE
⊗	⊗	TYPE PPB POLE
◎	◉	TYPE I OR TYPE PS SIGNAL POLE
		APS PUSH BUTTON
		PEDESTRIAN SIGNAL HEAD
		JUNCTION BOX TYPE 1, 2, 8
		TRAFFIC SIGNAL CONTROLLER CABINET
		ELECTRICAL SERVICE CABINET
		CONDUIT
		STUB OUT
		LOOP
		WIRE NOTE
		CONSTRUCTION NOTE
		POLE NOTE

SIGNAL GENERAL NOTES

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE WSDOT/APWA STANDARD PLANS, STANDARD SPECIFICATIONS, CITY OF SNOQUALMIE STANDARDS, KING COUNTY TRAFFIC REQUIREMENTS, THESE PLANS, AND SPECIAL PROVISIONS.
2. UTILITY LOCATION (DIAL-A-DIG) PRIOR TO CONSTRUCTION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. CONFLICTS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER FOR RESOLUTION.
3. THE LOCATIONS OF ALL CONDUITS AND JUNCTION BOXES SHOWN ON THE PLANS ARE FOR GRAPHICAL PRESENTATION ONLY AND FINAL LOCATIONS SHALL BE DETERMINED BY THE CONTRACTOR AND VERIFIED BY THE ENGINEER IN THE FIELD.
4. ALL NEW JUNCTION BOXES PLACED IN THE SIDEWALKS SHALL HAVE SKID RESISTANT LIDS AND FRAMES. JUNCTION BOXES AND VAULTS SHALL NOT BE PLACED IN ADA CURB RAMPS OR ADA CURB RAMP LANDINGS.
5. ALL NEW CONDUIT SHALL BE INSTALLED IN CITY OF SNOQUALMIE RIGHT-OF-WAY.
6. FOR SIGNAL SYSTEMS COORDINATION WITH THE CITY OF SNOQUALMIE, CONTRACTOR SHALL CONTACT KING COUNTY SIGNAL MAINTENANCE DEPARTMENT REPRESENTATIVE MARK PARRETT AT (206) 396-3763.
7. CONTRACTOR SHALL PROTECT SIGNAL CONTROLLER CABINET AND ALL ASSOCIATED CONDUIT/WIRING DURING CONSTRUCTION.
8. ALL NEW FOUNDATION LOCATIONS SHALL BE APPROVED BY THE ENGINEER PRIOR TO EXCAVATION.

CONSTRUCTION NOTES

1. CONSTRUCT FOUNDATION AND INSTALL BREAKAWAY TYPE PPB SIGNAL POLE PER WSDOT STD PLAN J-20.15 AND POLE SCHEDULE, THIS SHEET. RELOCATE SALVAGED APS STYLE PEDESTRIAN PUSH BUTTON ASSEMBLY TO NEW POLE AND COMPLETE WIRING PER WIRE NOTES, THIS SHEET AND CONTINUE WIRING TO CONTROLLER. PUSH BUTTON LOCATION SHALL BE VERIFIED IN THE PRESENCE OF THE ENGINEER PRIOR TO DRILLING HOLES. SEE SPECIAL PROVISIONS.
2. (same as 1)
3. PROTECT EXISTING SIGNAL POLE. REMOVE AND SALVAGE EXISTING PEDESTRIAN PUSH BUTTON AND ASSOCIATED SIGN. DISCONNECT EXISTING 2CS PPB WIRING AND REMOVE TO CONTROLLER. COVER EXISTING POLE HOLES PER DETAILS, SHEET 24. SEE SPECIAL PROVISIONS.
4. LOCATION OF EXISTING SIGNAL CONTROLLER CABINET. ONLY JOURNEY LEVEL WORK IN THE CABINET IS ALLOWED IN THE PRESENCE OF THE KING COUNTY TRAFFIC MAINTENANCE DEPARTMENT REPRESENTATIVE
5. INSTALL NEW CONDUIT TO EXISTING JUNCTION BOX. ADJUST EXISTING JUNCTION BOX TO MATCH PROPOSED GRADE. PROTECT EXISTING WIRING DURING CONSTRUCTION.
6. REMOVE AND SALVAGE EXISTING TYPE PPB POLE AND APS STYLE PEDESTRIAN PUSH BUTTON ASSEMBLY. REMOVE EXISTING 2CS PPB WIRING TO THE CONTROLLER. REMOVE FOUNDATION COMPLETELY AND BACKFILL AND COMPACT PER SPECIAL PROVISIONS.

SIGNAL POLE SCHEDULE

POLE #	STATION	OFFSET	POLE TYPE	PPB #	ARROW DIRECTION
1	57+42	54.5' LT	PPB	5	LEFT
2	57+65	72.9' LT	PPB	6	RIGHT

EXISTING TRAFFIC SIGNAL SYSTEM SHALL REMAIN FULLY OPERATIONAL UNTIL DAY OF CHANGEOVER WHEN UNIFORMED POLICE OFFICER SHALL DIRECT TRAFFIC.

WIRE NOTES

#	RACEWAY/ CONDUIT SIZE	CONDUCTORS	COMMENTS
1	2"		SPARE
2	1"	1-2CS	
3	1"	1-2CS	REROUTE EX WIRING
4	2"	1-2CS	
5	2"	1-2CS, 1-5C	
6	2"	1-2CS, 1-5C	REROUTE EX WIRING
7	2"	2-2CS	

NO.	DATE	BY	APPR.	REVISIONS

Approved By

ENGINEERING MANAGER DATE

PROJECT MANAGER DATE

PROJECT ENGINEER DATE

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FILENAME	
EH	03/23
DESIGNED BY	DATE
EH	03/23
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JC	03/23
CHECKED BY	DATE

JAN CIGANIK — STATE OF WASHINGTON — 19324 — REGISTERED PROFESSIONAL ENGINEER — 3-28-2023

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CITY OF SNOQUALMIE

SNOQUALMIE PARKWAY REHABILITATION PROJECT

SIGNAL MODIFICATIONS PLAN
SE SWENSON DR

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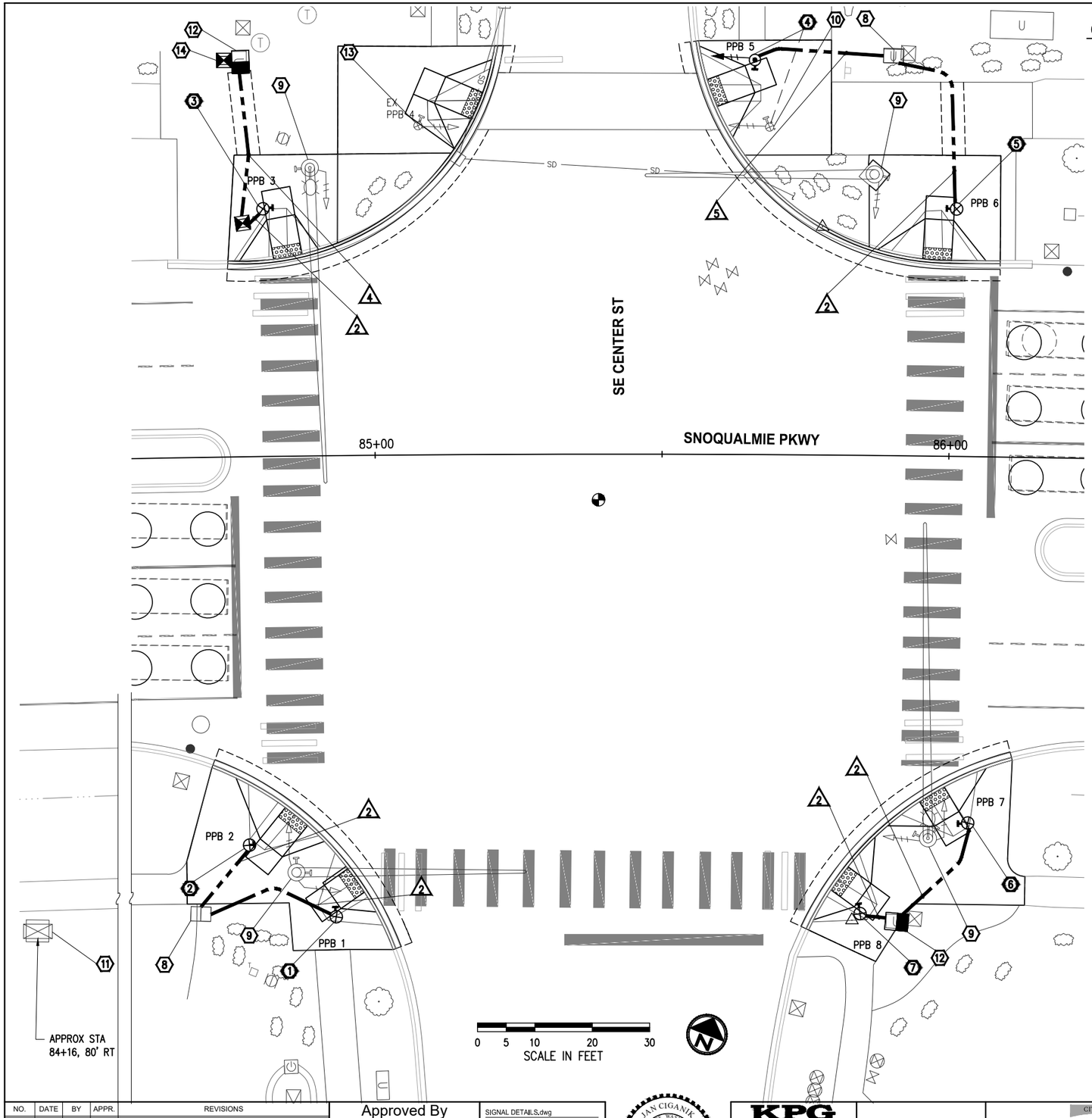

CONSTRUCTION NOTES

1 2 3 5 6 7 CONSTRUCT FOUNDATION AND INSTALL BREAKAWAY TYPE PPB SIGNAL POLE PER WSDOT STD PLAN J-20.15 AND POLE SCHEDULE, THIS SHEET. RELOCATE SALVAGED APS STYLE PEDESTRIAN PUSH BUTTON ASSEMBLY TO NEW POLE AND COMPLETE WIRING PER WIRE NOTES, THIS SHEET AND CONTINUE WIRING TO CONTROLLER. PUSH BUTTON LOCATION SHALL BE VERIFIED IN THE PRESENCE OF THE ENGINEER PRIOR TO DRILLING HOLES. SEE SPECIAL PROVISIONS.

4 CONSTRUCT TYPE PS SIGNAL POLE FOUNDATION PER WSDOT STD PLAN J-21.10 AND POLE SCHEDULE, THIS SHEET. INSTALL SALVAGED TYPE PS POLE AND ASSOCIATED EQUIPMENT. REROUTE EXISTING 5C PED HEAD WIRING AND REMOVE EXISTING 2CS PPB WIRING TO CONTROLLER. COMPLETE WIRING PER WIRE NOTES, THIS SHEET AND CONTINUE TO CONTROLELR. PUSH BUTTON LOCATION SHALL BE VERIFIED IN THE PRESENCE OF THE ENGINEER PRIOR TO DRILLING HOLES. SEE SPECIAL PROVISIONS.

8 INSTALL NEW CONDUIT TO EXISTING JUNCTION BOX. ADJUST EXISTING JUNCTION BOX TO MATCH PROPOSED GRADE. PROTECT EXISTING WIRING DURING CONSTRUCTION.

9 PROTECT EXISTING SIGNAL POLE. REMOVE AND SALVAGE EXISTING PEDESTRIAN PUSH BUTTON(S) AND ASSOCIATED SIGN(S). DISCONNECT EXISTING 2CS PPB WIRING AND REMOVE TO CONTROLLER. COVER EXISTING POLE HOLES PER DETAILS, SHEET 24. SEE SPECIAL PROVISIONS.

10 REMOVE AND SALVAGE EXISTING TYPE PS POLE, PEDESTRIAN SIGNAL HEAD AND APS STYLE PEDESTRIAN PUSH BUTTON ASSEMBLY AND ALL ASSOCIATED EQUIPMENT. REMOVE EXISTING 5C PED HEAD WIRING AND EXISTING 2CS PPB WIRING TO CONTROLLER. REMOVE FOUNDATION COMPLETELY AND BACKFILL AND COMPACT PER SPECIAL PROVISIONS.

11 LOCATION OF EXISTING SIGNAL CONTROLLER CABINET. ONLY JOURNEY LEVEL WORK IN THE CABINET IS ALLOWED IN THE PRESENCE OF THE KING COUNTY TRAFFIC MAINTENANCE DEPARTMENT REPRESENTATIVE

12 REPLACE EXISTING JUNCTION BOX WITH TYPE 8 JUNCTION BOX WITH SLIP RESISTANT LID AND FRAME PER WSDOT STD PLAN J-40.30. PRESERVE AND PROTECT EXISTING CONDUIT/WIRING CONNECTIVITY DURING CONSTRUCTION.

13 PROTECT EXISTING SIGNAL POLE AND ALL ASSOCIATED EQUIPMENT/WIRING/CONDUIT.

14 REPLACE EXISTING JUNCTION BOX WITH TYPE 1 JUNCTION BOX WITH SLIP RESISTANT LID AND FRAME PER WSDOT STD PLAN J-40.30. PRESERVE AND PROTECT EXISTING CONDUIT/WIRING CONNECTIVITY DURING CONSTRUCTION.

SIGNAL POLE SCHEDULE

POLE #	STATION	OFFSET	POLE TYPE	PPB #	ARROW DIRECTION
1	84+92	80.3' RT	PPB	1	LEFT
2	84+77	67.7' RT	PPB	2	RIGHT
3	84+81	43.2' LT	PPB	3	LEFT
4	85+66	68.7' LT	PS	5	LEFT
5	86+01	43.1' LT	PPB	6	RIGHT
6	86+04	63.9' RT	PPB	7	LEFT
7	85+85	79.9' RT	PPB	8	RIGHT

WIRE NOTES

#	RACEWAY/ CONDUIT SIZE	CONDUCTORS	COMMENTS
1	2"		SPARE
2	1"	1-2CS	
3	1"	1-2CS	REROUTE EX WIRING
4	2"	1-2CS	
5	2"	1-2CS, 1-5C	
6	2"	1-2CS, 1-5C	REROUTE EX WIRING
7	2"	2-2CS	

SIGNAL GENERAL NOTES

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE WSDOT/APWA STANDARD PLANS, STANDARD SPECIFICATIONS, CITY OF SNOQUALMIE STANDARDS, KING COUNTY TRAFFIC REQUIREMENTS, THESE PLANS, AND SPECIAL PROVISIONS.
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7. CONTRACTOR SHALL PROTECT SIGNAL CONTROLLER CABINET AND ALL ASSOCIATED CONDUIT/WIRING DURING CONSTRUCTION.
8. ALL NEW FOUNDATION LOCATIONS SHALL BE APPROVED BY THE ENGINEER PRIOR TO EXCAVATION.

LEGEND

EXISTING	NEW	DESCRIPTION
		SIGNAL POLE WITH MAST ARM AND LUMINAIRE
⊗	⊗	TYPE PPB POLE
◎	⊙	TYPE I OR TYPE PS SIGNAL POLE
		APS PUSH BUTTON
		PEDESTRIAN SIGNAL HEAD
		JUNCTION BOX TYPE 1, 2, 8
		TRAFFIC SIGNAL CONTROLLER CABINET
		ELECTRICAL SERVICE CABINET
		CONDUIT
•	•	STUB OUT
◯	◯	LOOP
	△	WIRE NOTE
	⬡	CONSTRUCTION NOTE
	⬡	POLE NOTE

EXISTING TRAFFIC SIGNAL SYSTEM SHALL REMAIN FULLY OPERATIONAL UNTIL DAY OF CHANGEOVER WHEN UNIFORMED POLICE OFFICER SHALL DIRECT TRAFFIC.

NO.	DATE	BY	APPR.	REVISIONS

Approved By

ENGINEERING MANAGER	DATE
PROJECT MANAGER	DATE
PROJECT ENGINEER	DATE

SIGNAL DETAILS.dwg	
FILENAME	
EH	03/23
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CHECKED BY	DATE

JAN CIGANIK — STATE OF WASHINGTON — 39324 — REGISTERED PROFESSIONAL ENGINEER — 3.28.2023

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CITY OF SNOQUALMIE

SNOQUALMIE PARKWAY REHABILITATION PROJECT

SIGNAL MODIFICATIONS PLAN
SE CENTER ST

KPG PROJECT No. 9SNO010100 SHT 22 OF 43

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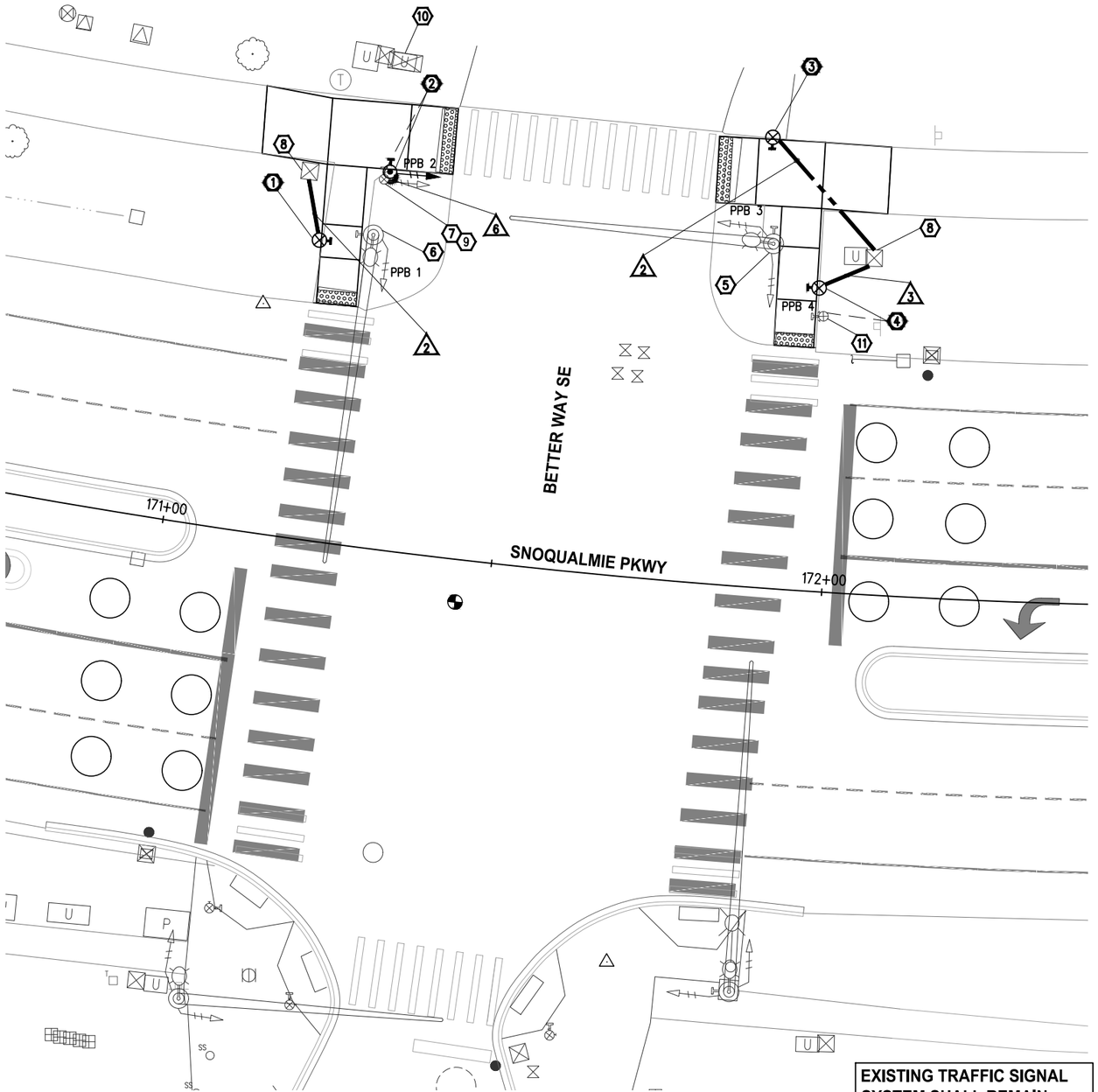

EXISTING TRAFFIC SIGNAL SYSTEM SHALL REMAIN FULLY OPERATIONAL UNTIL DAY OF CHANGEOVER WHEN UNIFORMED POLICE OFFICER SHALL DIRECT TRAFFIC.

CONSTRUCTION NOTES

1. CONSTRUCT FOUNDATION AND INSTALL BREAKAWAY TYPE PPB SIGNAL POLE PER WSDOT STD PLAN J-20.15 AND POLE SCHEDULE, THIS SHEET. RELOCATE SALVAGED APS STYLE PEDESTRIAN PUSH BUTTON ASSEMBLY TO NEW POLE AND REFEED 2CS PPB WIRING TO NEW POLE AND COMPLETE WIRING PER WIRE NOTES, THIS SHEET. PUSH BUTTON LOCATION SHALL BE VERIFIED IN THE PRESENCE OF THE ENGINEER PRIOR TO DRILLING HOLES. SEE SPECIAL PROVISIONS.
2. CONSTRUCT TYPE PS SIGNAL POLE FOUNDATION PER WSDOT STD PLAN J-21.10 AND POLE SCHEDULE, THIS SHEET. INSTALL SALVAGED TYPE PS POLE AND ASSOCIATED EQUIPMENT. REFEED EXISTING 5C PED HEAD WIRING AND EXISTING 2CS PPB WIRING TO NEW POLE. COMPLETE WIRING PER WIRE NOTES, THIS SHEET. PUSH BUTTON LOCATION SHALL BE VERIFIED IN THE PRESENCE OF THE ENGINEER PRIOR TO DRILLING HOLES. SEE SPECIAL PROVISIONS.
3. CONSTRUCT FOUNDATION AND INSTALL BREAKAWAY TYPE PPB SIGNAL POLE PER WSDOT STD PLAN J-20.15 AND POLE SCHEDULE, THIS SHEET. RELOCATE SALVAGED APS STYLE PEDESTRIAN PUSH BUTTON ASSEMBLY TO NEW POLE AND COMPLETE WIRING PER WIRE NOTES, THIS SHEET AND CONTINUE WIRING TO CONTROLLER. PUSH BUTTON LOCATION SHALL BE VERIFIED IN THE PRESENCE OF THE ENGINEER PRIOR TO DRILLING HOLES. SEE SPECIAL PROVISIONS.
4. CONSTRUCT BREAKAWAY TYPE PPB SIGNAL POLE FOUNDATION PER WSDOT STD PLAN J-20.15 AND POLE SCHEDULE, THIS SHEET AND INSTALL SALVAGED BREAKAWAY TYPE PPB POLE AND APS STYLE PEDESTRIAN PUSH BUTTON AND ASSOCIATED EQUIPMENT. COMPLETE WIRING PER WIRE NOTES, THIS SHEET AND CONTINUE WIRING TO CONTROLLER. PUSH BUTTON LOCATION SHALL BE VERIFIED IN THE PRESENCE OF THE ENGINEER PRIOR TO DRILLING HOLES. SEE SPECIAL PROVISIONS.
5. PROTECT EXISTING SIGNAL POLE. REMOVE AND SALVAGE EXISTING PEDESTRIAN PUSH BUTTON AND ASSOCIATED SIGN. DISCONNECT EXISTING 2CS PPB WIRING AND REMOVE TO CONTROLLER. COVER EXISTING POLE HOLES PER DETAILS, SHEET 24. SEE SPECIAL PROVISIONS.
6. PROTECT EXISTING SIGNAL POLE. REMOVE AND SALVAGE EXISTING PEDESTRIAN PUSH BUTTON AND ASSOCIATED SIGN. REFEED EXISTING 2CS PPB WIRING TO NEW PPB POLE PER WIRE NOTES, THIS SHEET. COVER EXISTING POLE HOLES PER DETAILS, SHEET 24. SEE SPECIAL PROVISIONS.
7. REMOVE AND SALVAGE EXISTING TYPE PS POLE, PEDESTRIAN SIGNAL HEAD AND APS STYLE PEDESTRIAN PUSH BUTTON ASSEMBLY AND ALL ASSOCIATED EQUIPMENT. REFEED EXISTING 5C PED HEAD WIRING AND 2CS PPB WIRING TO RELOCATED POLE AND COMPLETE WIRING PER WIRE SCHEDULE, THIS SHEET. REMOVE FOUNDATION COMPLETELY AND BACKFILL AND COMPACT PER SPECIAL PROVISIONS.
8. INSTALL NEW CONDUIT TO EXISTING JUNCTION BOX. ADJUST EXISTING JUNCTION BOX TO MATCH PROPOSED GRADE. PROTECT EXISTING WIRING DURING CONSTRUCTION.
9. INTERCEPT EXISTING CONDUIT FROM POLE FOUNDATION AND SPLICE IN NEW CONDUIT TO RE-ROUTE TO NEW POLE PER THE PLANS. COMPLETE WIRING PER WIRE SCHEDULE, THIS SHEET.
10. LOCATION OF EXISTING SIGNAL CONTROLLER CABINET. ONLY JOURNEY LEVEL WORK IN THE CABINET IS ALLOWED IN THE PRESENCE OF THE KING COUNTY TRAFFIC MAINTENANCE DEPARTMENT REPRESENTATIVE.
11. REMOVE AND SALVAGE EXISTING TYPE PPB POLE AND APS STYLE PEDESTRIAN PUSH BUTTON ASSEMBLY. REMOVE EXISTING 2CS PPB WIRING TO THE NEAREST JUNCTION BOX. REMOVE FOUNDATION COMPLETELY AND BACKFILL AND COMPACT PER SPECIAL PROVISIONS.

SIGNAL GENERAL NOTES

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7. CONTRACTOR SHALL PROTECT SIGNAL CONTROLLER CABINET AND ALL ASSOCIATED CONDUIT/WIRING DURING CONSTRUCTION.
8. ALL NEW FOUNDATION LOCATIONS SHALL BE APPROVED BY THE ENGINEER PRIOR TO EXCAVATION.

LEGEND

EXISTING	NEW	DESCRIPTION
		SIGNAL POLE WITH MAST ARM AND LUMINAIRE
⊗	⊗	TYPE PPB POLE
◎	⊙	TYPE I OR TYPE PS SIGNAL POLE
		APS PUSH BUTTON
		PEDESTRIAN SIGNAL HEAD
		JUNCTION BOX TYPE 1, 2, 8
		TRAFFIC SIGNAL CONTROLLER CABINET
		ELECTRICAL SERVICE CABINET
		CONDUIT
•	•	STUB OUT
◌	○	LOOP
	△	WIRE NOTE
	⬡	CONSTRUCTION NOTE
	⬡	POLE NOTE

WIRE NOTES

⚠	RACEWAY/ CONDUIT SIZE	CONDUCTORS	COMMENTS
1	2"		SPARE
2	1"	1-2CS	
3	1"	1-2CS	REROUTE EX WIRING
4	2"	1-2CS	
5	2"	1-2CS, 1-5C	
6	2"	1-2CS, 1-5C	REROUTE EX WIRING
7	2"	2-2CS	

SIGNAL POLE SCHEDULE

POLE #	STATION	OFFSET	POLE TYPE	PPB #	ARROW DIRECTION
1	171+17	45.1' LT	PPB	1	LEFT
2	171+27	56.8' LT	PS	2	LEFT
3	171+87	67.9' LT	PPB	3	LEFT
4	171+97	45.7' LT	PPB	4	RIGHT

NO.	DATE	BY	APPR.	REVISIONS

Approved By

ENGINEERING MANAGER	DATE
PROJECT MANAGER	DATE
PROJECT ENGINEER	DATE

SIGNAL DETAILS.dwg	
FILENAME	
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DESIGNED BY	DATE
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JAN CIGANIK — STATE OF WASHINGTON — 39329 — REGISTERED PROFESSIONAL ENGINEER — 3-28-2023

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CITY OF SNOQUALMIE

SNOQUALMIE PARKWAY REHABILITATION PROJECT

SIGNAL MODIFICATIONS PLAN
BETTER WAY SE

KPG PROJECT No. 9SNO0101 SHT 23 OF 43

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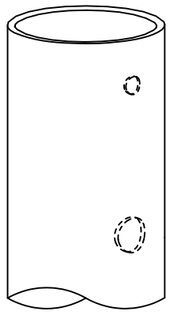

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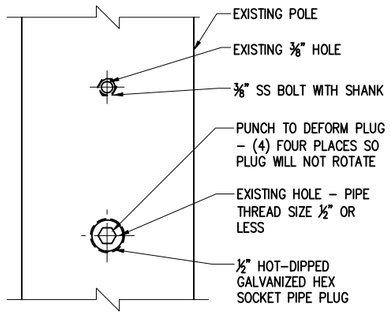


ELEVATION VIEW

EXAMPLE OF REPAIR FROM PPB LOCATION –
½" AND ⅜" DIAMETER HOLES SHOWN

FOR UNC OR UNF THREADS:

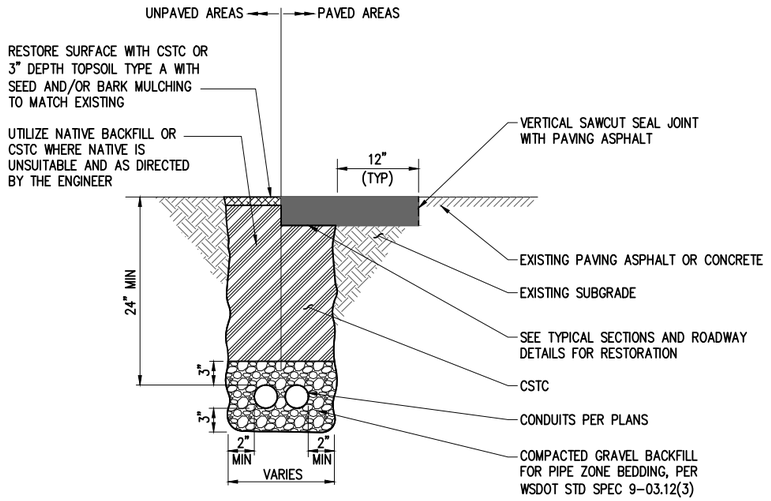
1. APPLY SILICONE CAULK TO THREADS OF SS BOLT WITH SHANK.
2. TIGHTEN SS BOLT UNTIL SHANK IS TIGHT AGAINST STANDARD.
3. CUT OFF SS BOLT EVEN WITH STANDARD.
4. FILE SS BOLT TO MATCH CONTOUR OF STANDARD.
5. TREAT SS BOLT AND SURROUNDING POLE WITH GALVANIZING REPAIR PAINT MEETING THE REQUIREMENT OF STANDARD SPECIFICATION 9–08.1(2).
6. APPLY TWO COATS. PAINT SHALL BE DRY BEFORE APPLYING SECOND COAT.

FOR NATIONAL PIPE THREADS:

1. APPLY SILICONE CAULK TO THREADS OF HOT–DIPPED GALVANIZED HEX SOCKET PIPE PLUG.
2. TIGHTEN PLUG UNTIL FLUSH WITH STANDARD.
3. FILE PLUG TO MATCH CONTOUR OF STANDARD.
4. FILL HEX SOCKET WITH PAINTABLE SILICONE CAULK.
5. TREAT PLUG AND SURROUNDING POLE WITH GALVANIZING REPAIR PAINT MEETING THE REQUIREMENT OF STANDARD SPECIFICATION 9–08.1(2).
6. APPLY TWO COATS. PAINT SHALL BE DRY BEFORE APPLYING SECOND COAT.

HOLE REPAIR PROCEDURE - BOLT HOLE SIZE 1/2 INCH DIAMETER OR LESS

NTS



NOTES:

1. EXISTING ASPHALT PAVEMENT MUST BE SAWCUT TO PROVIDE A CLEAN STRAIGHT EDGE BEFORE CONDUIT PLACEMENT.
2. EXISTING MATERIAL DISTURBED UNDER THE CONDUIT SHALL BE REPLACED WITH BEDDING MATERIAL AND COMPACTED TO 95% MAX DENSITY (MODIFIED PROCTOR).
3. BACKFILL MATERIAL SHALL BE INSTALLED IN AN APPROVED MANNER TO INSURE NO DAMAGES TO THE CONDUIT.
4. IF NATIVE MATERIAL IS DETERMINED UNSATISFACTORY BY THE ENGINEER, USE CRUSHED SURFACING TOP COURSE, PER WSDOT STD SPEC 9–03.9(3).

TRENCH SECTION FOR ELECTRICAL CONDUIT

NTS

NO.	DATE	BY	APPR.	REVISIONS

Approved By

ENGINEERING MANAGER DATE

PROJECT MANAGER DATE

PROJECT ENGINEER DATE

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FILENAME	
EH	03/23
DESIGNED BY	DATE
EH	03/23
DRAWN BY	DATE
JC	03/23
CHECKED BY	DATE

JAN CIGANIK — STATE OF WASHINGTON — 39324 — REGISTERED PROFESSIONAL ENGINEER — 3-28-2023

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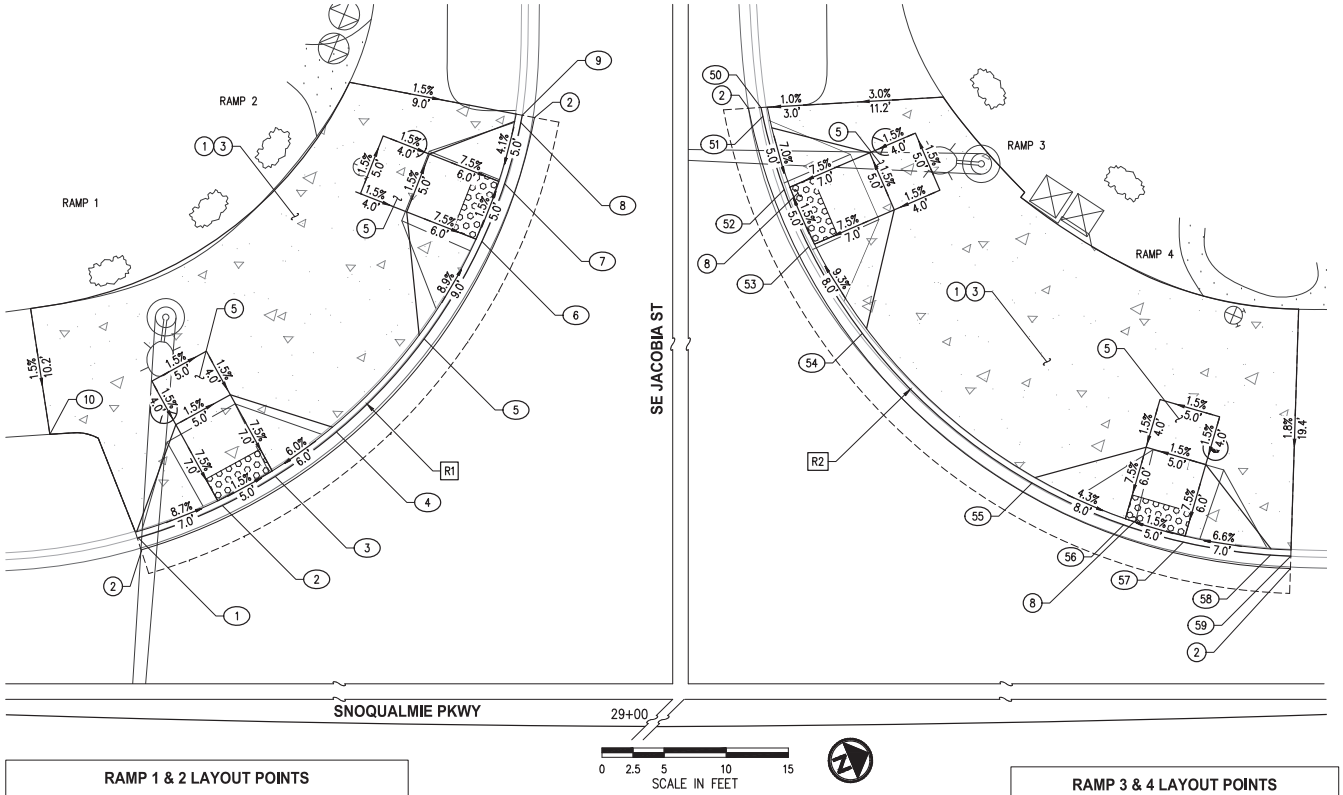
CITY OF SNOQUALMIE

SNOQUALMIE PARKWAY REHABILITATION PROJECT

SIGNAL MODIFICATIONS PLAN
SIGNAL DETAILS

KPG PROJECT No. 9SNO0101 SHT 24 OF



CURB RAMP GENERAL NOTES

1. CURB RAMPS AND LANDING SHALL CONFORM TO ALL ADA REQUIREMENTS, UNLESS OTHERWISE SPECIFIED ON THESE SHEETS AND WITH PROVIDED MAXIMUM EXTENTS FEASIBLE INFORMATION.
2. SIDEWALK CROSS SLOPE GRADED TO 1.5% TOWARD GUTTER UNLESS OTHERWISE SPECIFIED ON THESE SHEETS.
3. REMOVE SIDEWALK PANELS, CURB, CONCRETE PANELS TO THE NEAREST JOINT UNLESS APPROVED BY THE ENGINEER.
4. FLOWLINE POINTS PROVIDED ARE AT FACE OF CURB.
5. SLOPES AND DISTANCE LENGTHS PROVIDED ARE FROM BACK OF CURB.
6. DETECTABLE WARNING SURFACE SHALL BE INSTALLED PER WSDOT STD PLAN F-45.10.

LEGEND

- CEMENT CONCRETE SIDEWALK
- DETECTABLE WARNING SURFACE
- SAWCUT LINE

CURB RAMP CONSTRUCTION NOTES

1. REMOVE CURB AND GUTTER, ASPHALT PAVEMENT, AND CEMENT CONC. SIDEWALK AS NECESSARY TO INSTALL PROPOSED IMPROVEMENTS.
2. INSTALL CEMENT CONCRETE TRAFFIC CURB AND GUTTER PER WSDOT STD PLAN F-10.12.
3. INSTALL CEMENT CONCRETE SIDEWALK PER WSDOT STD PLAN F-30.10.
5. INSTALL CURB RAMP TYPE PERPENDICULAR A PER WSDOT STD PLAN F-40.15.

RAMP 1 & 2 LAYOUT POINTS

#	STATION	OFFSET	ELEV	DESCRIPTION
1	28+59.50	41.60' LT	1050.16	MATCH EXISTING, FLARE, TOC=1050.65
2	28+66.35	44.35' LT	1050.05	RAMP
3	28+70.65	46.79' LT	1049.97	RAMP
4	28+75.63	50.47' LT	1049.84	FLARE, TOC=1050.34
5	28+82.76	58.07' LT	1049.67	FLARE, TOC=1050.17
6	28+87.44	65.98' LT	1049.37	RAMP
7	28+89.28	70.65' LT	1049.29	RAMP
8	28+90.58	75.58' LT	1049.17	FLARE, TOC=4" HEIGHT
9	28+90.69	76.17' LT	1049.17	MATCH EXISTING
10	28+51.98	49.72' LT	1050.73	MATCH EXISTING

CURVE DATA

R#	DELTA	RADIUS	TANGENT	LENGTH
R1	62°57'17"	44.00'	26.94'	48.35'
R2	73°45'15"	45.00'	33.76'	57.92'

RAMP 3 & 4 LAYOUT POINTS

#	STATION	OFFSET	ELEV	DESCRIPTION
50	29+30.05	76.81' LT	1049.35	MATCH EXISTING
51	29+30.20	76.11' LT	1049.36	FLARE, TOC=5" HEIGHT
52	29+31.92	70.20' LT	1049.53	RAMP
53	29+33.92	65.58' LT	1049.61	RAMP
54	29+38.28	58.55' LT	1049.85	FLARE, TOC=1050.35
55	29+52.10	46.29' LT	1050.31	FLARE, TOC=1050.81
56	29+59.57	42.76' LT	1050.47	RAMP
57	29+64.43	41.25' LT	1050.54	RAMP
58	29+71.57	40.00' LT	1050.59	FLARE, TOC=5" HEIGHT
59	29+73.23	39.87' LT	1050.58	MATCH EXISTING

NO.	DATE	BY	APPR.	REVISIONS

Approved By

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PROJECT MANAGER DATE

PROJECT ENGINEER DATE

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AAE 01/23
DRAWN BY DATE
KDA 01/23
CHECKED BY DATE

JEREY D. ANDERSON — 3-28-2023

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CITY OF SNOQUALMIE

SNOQUALMIE PARKWAY REHABILITATION PROJECT

CURB RAMP DETAIL SHEETS
SE JACOBIA ST
RAMPS 1-4

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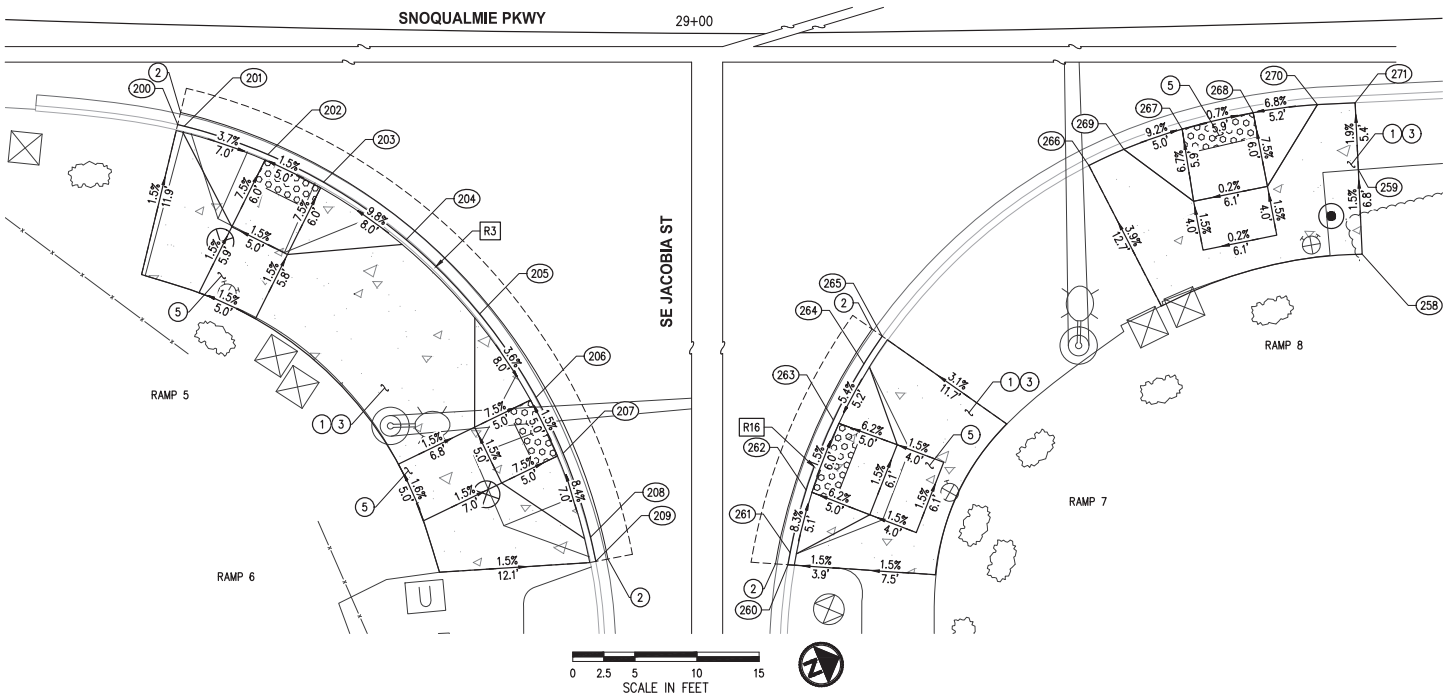

CURB RAMP GENERAL NOTES

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2. SIDEWALK CROSS SLOPE GRADED TO 1.5% TOWARD GUTTER UNLESS OTHERWISE SPECIFIED ON THESE SHEETS.
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5. SLOPES AND DISTANCE LENGTHS PROVIDED ARE FROM BACK OF CURB.
6. DETECTABLE WARNING SURFACE SHALL BE INSTALLED PER WSDOT STD PLAN F-45.10.

LEGEND

- CEMENT CONCRETE SIDEWALK
- DETECTABLE WARNING SURFACE
- SAWCUT LINE

CURB RAMP CONSTRUCTION NOTES

1. REMOVE CURB AND GUTTER, ASPHALT PAVEMENT, AND CEMENT CONC. SIDEWALK AS NECESSARY TO INSTALL PROPOSED IMPROVEMENTS.
2. INSTALL CEMENT CONCRETE TRAFFIC CURB AND GUTTER PER WSDOT STD PLAN F-10.12.
3. INSTALL CEMENT CONCRETE SIDEWALK PER WSDOT STD PLAN F-30.10.
5. INSTALL CURB RAMP TYPE PERPENDICULAR A PER WSDOT STD PLAN F-40.15.

RAMP 5 & 6 LAYOUT POINTS

#	STATION	OFFSET	ELEV	DESCRIPTION
200	28+59.75	45.91' RT	1053.72	MATCH EXISTING
201	28+60.27	46.03' RT	1053.71	FLARE, TOC=5" HEIGHT
202	28+66.89	48.15' RT	1053.86	RAMP
203	28+71.30	50.28' RT	1053.94	RAMP
204	28+77.87	54.78' RT	1054.22	FLARE, TOC=1054.94
205	28+83.71	60.67' RT	1054.44	FLARE, TOC=1054.94
206	28+88.20	67.32' RT	1054.66	RAMP
207	28+90.35	71.79' RT	1054.73	RAMP
208	28+92.54	78.52' RT	1054.91	FLARE, TOC=5" HEIGHT
209	28+92.97	80.47' RT	1054.90	MATCH EXISTING

CURVE DATA

R#	DELTA	RADIUS	TANGENT	LENGTH
R3	62°13'42"	45.00'	27.16'	48.87'
R16	20°39'07"	45.50'	8.29'	16.40'

RAMP 7 & 8 LAYOUT POINTS

#	STATION	OFFSET	ELEV	DESCRIPTION
258	29+74.13	56.75' RT	1054.86	AP
259	29+74.03	49.94' RT	1054.76	MATCH EXISTING
260	29+28.97	80.83' RT	1055.31	MATCH EXISTING
261	29+29.15	79.86' RT	1055.32	FLARE, TOC=4" HEIGHT
262	29+30.43	74.83' RT	1054.90	RAMP
263	29+32.61	69.24' RT	1054.83	RAMP
264	29+35.03	64.73' RT	1055.06	FLARE, TOC=5" HEIGHT
265	29+36.48	62.52' RT	1054.87	MATCH EXISTING
266	29+52.88	49.05' RT	1054.51	MATCH EXISTING
267	29+60.27	46.29' RT	1054.36	RAMP, MATCH EXISTING
268	29+65.90	45.12' RT	1054.32	RAMP, MATCH EXISTING
269	29+55.65	47.81' RT	1054.82	FLARE, TOC=1055.32
270	29+70.97	44.61' RT	1054.68	FLARE, TOC=1055.18
271	29+73.94	44.55' RT	1054.65	MATCH EXISTING

NO.	DATE	BY	APPR.	REVISIONS

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ENGINEERING MANAGER DATE

PROJECT MANAGER DATE

PROJECT ENGINEER DATE

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JEREY D. ANDERSON — 3-28-2023

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CITY OF SNOQUALMIE

SNOQUALMIE PARKWAY REHABILITATION PROJECT

CURB RAMP DETAIL SHEETS
SE JACOBIA ST
RAMPS 5-8

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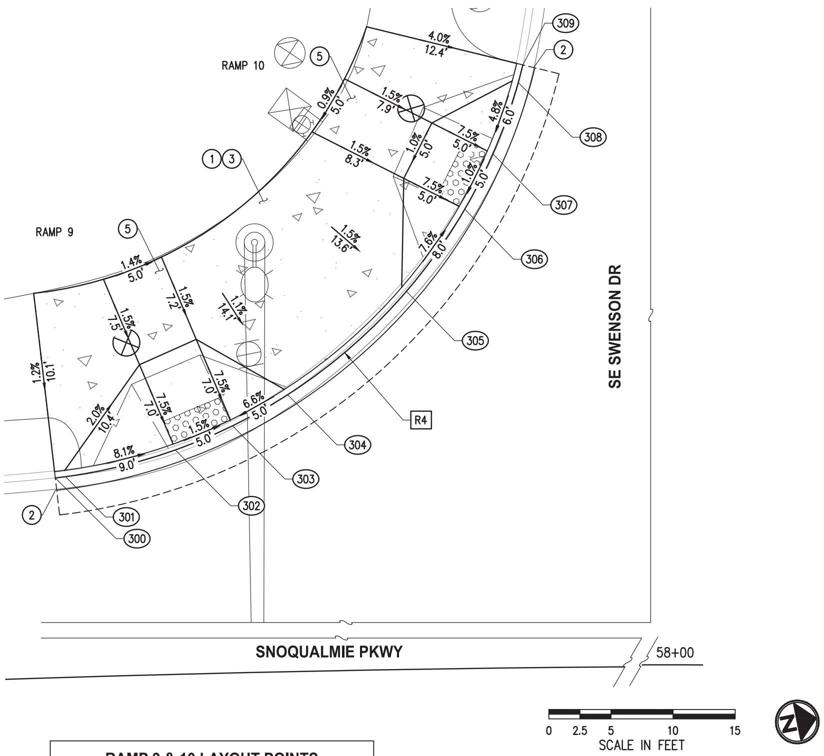

CURB RAMP GENERAL NOTES

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2. SIDEWALK CROSS SLOPE GRADED TO 1.5% TOWARD GUTTER UNLESS OTHERWISE SPECIFIED ON THESE SHEETS.
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6. DETECTABLE WARNING SURFACE SHALL BE INSTALLED PER WSDOT STD PLAN F-45.10.

LEGEND

- CEMENT CONCRETE SIDEWALK
- DETECTABLE WARNING SURFACE
- SAWCUT LINE

CURB RAMP CONSTRUCTION NOTES

1. REMOVE CURB AND GUTTER, ASPHALT PAVEMENT, AND CEMENT CONC. SIDEWALK AS NECESSARY TO INSTALL PROPOSED IMPROVEMENTS.
2. INSTALL CEMENT CONCRETE TRAFFIC CURB AND GUTTER PER WSDOT STD PLAN F-10.12.
3. INSTALL CEMENT CONCRETE SIDEWALK PER WSDOT STD PLAN F-30.10.
5. INSTALL CURB RAMP TYPE PERPENDICULAR A PER WSDOT STD PLAN F-40.15.

RAMP 9 & 10 LAYOUT POINTS

#	STATION	OFFSET	ELEV	DESCRIPTION
300	57+36.70	43.85' LT	900.76	MATCH EXISTING
301	57+37.51	43.93' LT	900.70	FLARE, TOC=4" HEIGHT
302	57+46.24	45.80' LT	900.30	RAMP
303	57+50.79	47.64' LT	900.23	RAMP
304	57+55.14	50.08' LT	900.06	FLARE, TOC=900.56
305	57+64.59	58.23' LT	899.79	FLARE, TOC=890.29
306	57+69.24	64.77' LT	899.68	RAMP
307	57+71.48	69.20' LT	899.64	RAMP
308	57+73.52	74.91' LT	899.69	FLARE, TOC=4" HEIGHT
309	57+73.90	76.33' LT	899.70	MATCH EXISTING

CURVE DATA

R#	DELTA	RADIUS	TANGENT	LENGTH
R4	66°36'43"	44.00'	28.91'	51.15'

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PROJECT ENGINEER DATE

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KELSEY D. ANDERSON, STATE OF WASHINGTON, 53701, REGISTERED PROFESSIONAL ENGINEER, 3-28-2023

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CITY OF SNOQUALMIE

SNOQUALMIE PARKWAY REHABILITATION PROJECT

CURB RAMP DETAIL SHEETS
SE SWENSON DR
RAMPS 9 & 10

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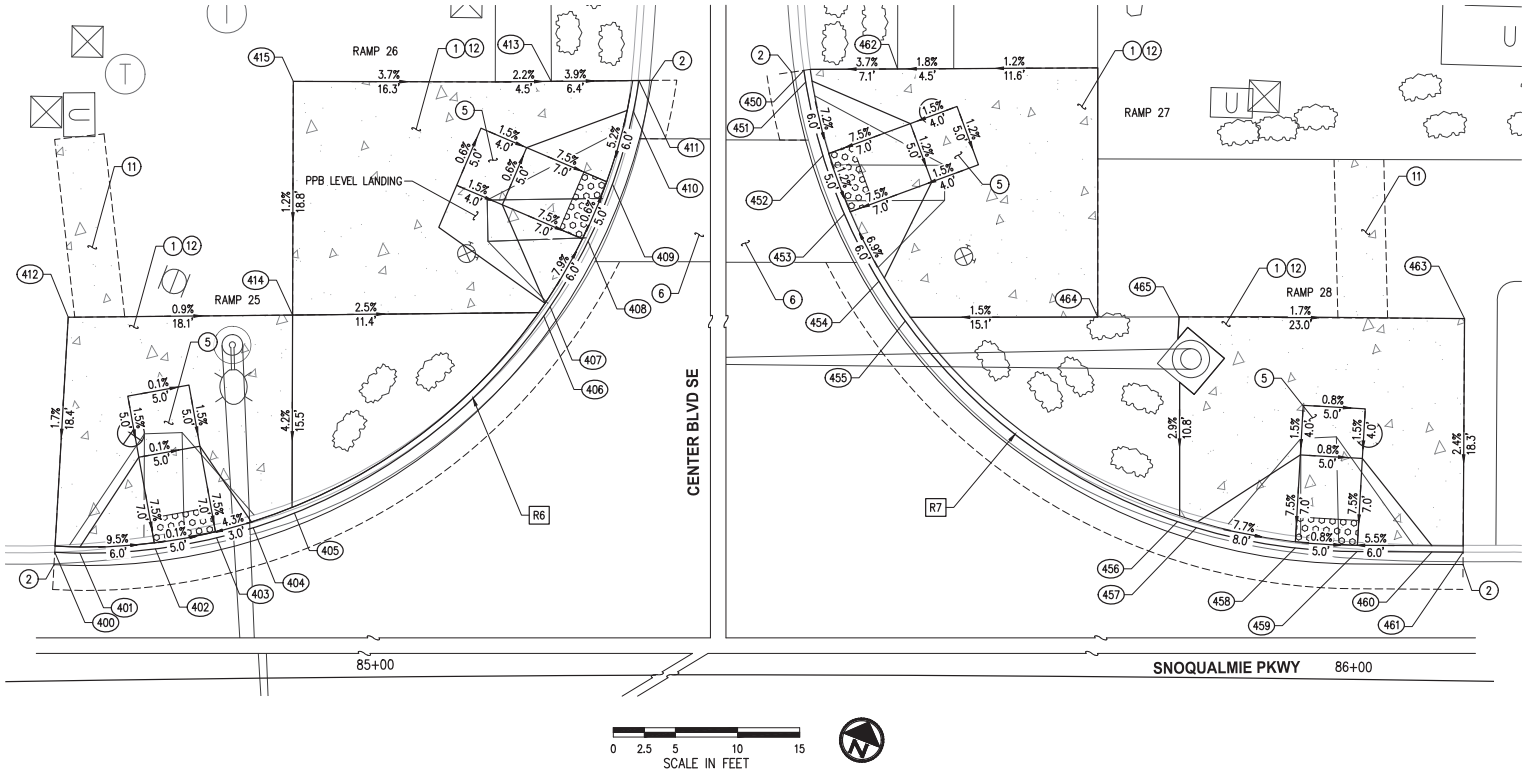

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LEGEND

- CEMENT CONCRETE SIDEWALK
- DETECTABLE WARNING SURFACE
- SAWCUT LINE

CURB RAMP CONSTRUCTION NOTES

(1) REMOVE CURB AND GUTTER, ASPHALT PAVEMENT, AND CEMENT CONC. SIDEWALK AS NECESSARY TO INSTALL PROPOSED IMPROVEMENTS.

(2) INSTALL CEMENT CONCRETE TRAFFIC CURB AND GUTTER PER WSDOT STD PLAN F-10.12.

(5) INSTALL CURB RAMP TYPE PERPENDICULAR A PER WSDOT STD PLAN F-40.15.

(6) PROTECT EXISTING CEMENT CONC. CROSSWALK DURING RECONSTRUCTION OF CEMENT CONC. CURB AND GUTTER AND ADA RAMP.

(11) REMOVE AND REPLACE EXISTING CONCRETE PANEL.

(12) CONSTRUCT CEMENT CONCRETE SIDEWALK, PER WSDOT STD PLAN F-30.10. MATCH EXISTING SIDEWALK SCORING PATTERN.

RAMP 25 & 26 LAYOUT POINTS

#	STATION	OFFSET	ELEV	DESCRIPTION
400	84+74.81	33.68' LT	887.00	MATCH EXISTING
401	84+76.81	33.58' LT	886.91	FLARE, TOC=887.41
402	84+82.85	33.83' LT	886.84	RAMP
403	84+87.75	34.66' LT	886.84	RAMP
404	84+90.69	35.44' LT	886.91	FLARE, TOC=887.41
405	84+93.99	36.58' LT	886.88	MATCH EXISTING
406	85+13.99	52.28' LT	886.55	MATCH EXISTING
407	85+14.51	53.03' LT	886.56	FLARE, TOC=887.06
408	85+17.55	58.28' LT	886.52	RAMP
409	85+19.51	62.87' LT	886.49	RAMP

RAMP 25 & 26 LAYOUT POINTS

#	STATION	OFFSET	ELEV	DESCRIPTION
410	85+21.19	68.71' LT	886.47	FLARE, TOC=4" HEIGHT
411	85+21.66	71.20' LT	886.46	MATCH EXISTING
412	84+76.15	52.58' LT	887.72	MATCH EXISTING
413	85+14.71	71.14' LT	887.06	MATCH EXISTING
414	84+94.01	52.53' LT	887.55	MATCH EXISTING
415	84+94.26	71.34' LT	887.77	MATCH EXISTING

CURVE DATA

R#	DELTA	RADIUS	TANGENT	LENGTH
R6	84°23'11"	45.00'	40.79'	66.28'
R7	80°43'31"	45.00'	38.25'	63.40'

RAMP 27 & 28 LAYOUT POINTS

#	STATION	OFFSET	ELEV	DESCRIPTION
450	85+55.67	72.00' LT	886.46	MATCH EXISTING
451	85+55.81	71.06' LT	886.47	FLARE, TOC=5" HEIGHT
452	85+57.19	65.13' LT	886.46	RAMP
453	85+58.91	60.45' LT	886.40	RAMP
454	85+61.68	55.04' LT	886.31	FLARE, TOC=886.81
455	85+63.79	51.85' LT	886.26	MATCH EXISTING
456	85+85.61	35.86' LT	885.86	MATCH EXISTING
457	85+87.12	35.39' LT	885.84	FLARE, TOC=886.35
458	85+95.04	33.84' LT	885.73	RAMP
459	85+99.98	33.62' LT	885.69	RAMP

RAMP 27 & 28 LAYOUT POINTS

#	STATION	OFFSET	ELEV	DESCRIPTION
460	86+05.96	33.67' LT	885.60	FLARE, TOC=5" HEIGHT
461	86+08.45	33.69' LT	885.59	MATCH EXISTING
462	85+63.09	72.14' LT	887.12	MATCH EXISTING
463	86+08.29	52.49' LT	886.44	MATCH EXISTING
464	85+79.11	52.28' LT	886.83	MATCH EXISTING
465	85+85.58	52.35' LT	886.83	MATCH EXISTING

NO.	DATE	BY	APPR.	REVISIONS

Approved By

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PROJECT MANAGER DATE

PROJECT ENGINEER DATE

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JEREY D. ANDERSON — 3-28-2023

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SNOQUALMIE PARKWAY REHABILITATION PROJECT

CURB RAMP DETAIL SHEETS
CENTER BLVD SE
RAMPS 25-28

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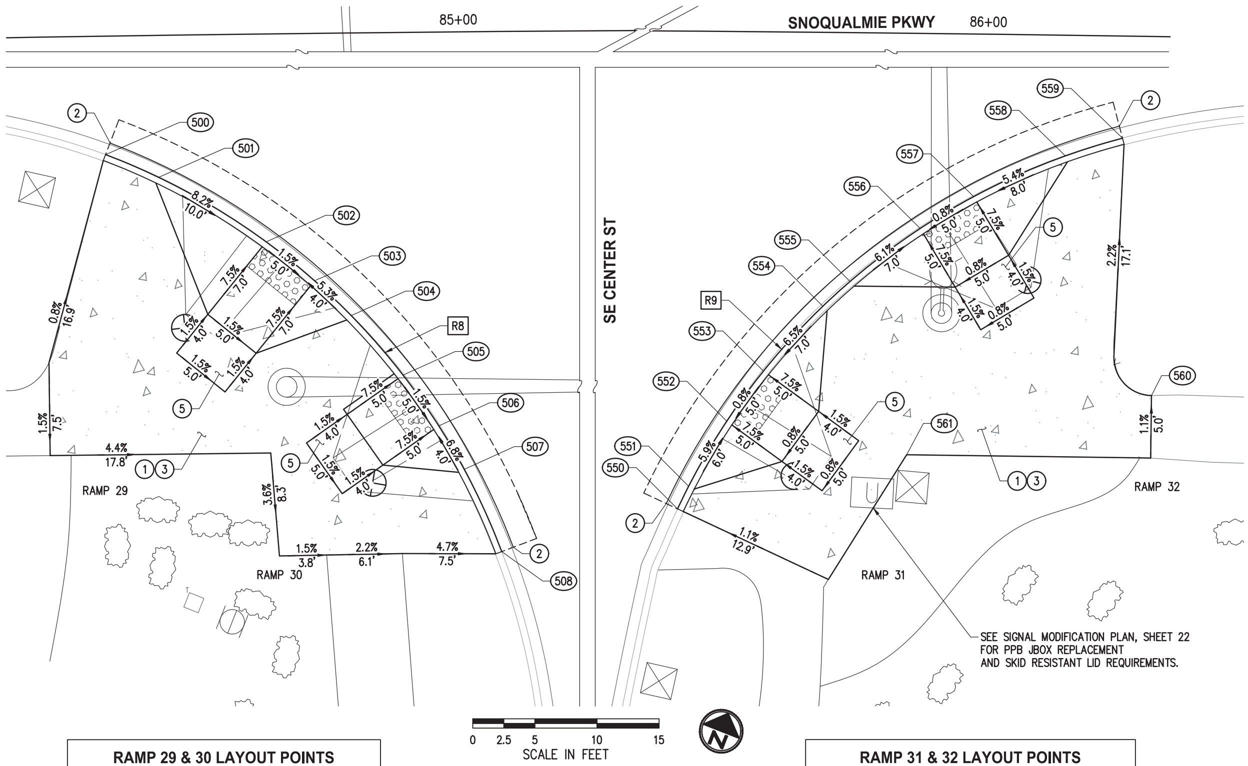

CURB RAMP GENERAL NOTES

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LEGEND

- CEMENT CONCRETE SIDEWALK
- DETECTABLE WARNING SURFACE
- SAWCUT LINE

CURB RAMP CONSTRUCTION NOTES

1. REMOVE CURB AND GUTTER, ASPHALT PAVEMENT, AND CEMENT CONC. SIDEWALK AS NECESSARY TO INSTALL PROPOSED IMPROVEMENTS.
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RAMP 29 & 30 LAYOUT POINTS

#	STATION	OFFSET	ELEV	DESCRIPTION
500	84+70.89	53.62' RT	885.23	MATCH EXISTING
501	84+75.18	55.52' RT	885.10	FLARE, TOC=885.60
502	84+83.88	60.83' RT	884.68	RAMP
503	84+87.79	64.01' RT	884.60	RAMP
504	84+90.75	66.85' RT	884.41	FLARE, TOC=884.91
505	84+94.93	71.69' RT	884.18	RAMP
506	84+97.81	75.81' RT	884.10	RAMP
507	84+99.87	79.33' RT	883.88	FLARE, TOC=884.38
508	85+02.88	85.98' RT	883.61	MATCH EXISTING

RAMP 31 & 32 LAYOUT POINTS

#	STATION	OFFSET	ELEV	DESCRIPTION
550	85+75.72	82.57' RT	884.06	MATCH EXISTING
551	85+76.61	80.75' RT	883.68	FLARE, TOC=5" HEIGHT
552	85+79.70	75.48' RT	883.79	RAMP
553	85+82.66	71.42' RT	883.87	RAMP
554	85+87.46	66.15' RT	883.97	FLARE, TOC=884.47
555	85+89.66	64.13' RT	884.01	FLARE, TOC=884.51
556	85+95.34	59.80' RT	884.10	RAMP
557	85+99.66	57.18' RT	884.15	RAMP
558	86+07.09	53.80' RT	884.22	FLARE, TOC=884.72
559	86+11.72	52.31' RT	884.25	MATCH EXISTING
560	86+14.42	73.00' RT	884.73	AP, MATCH EXISTING
561	85+94.45	78.04' RT	884.31	MATCH EXISTING

CURVE DATA

R#	DELTA	RADIUS	TANGENT	LENGTH
R8	48°28'42"	55.00'	24.76'	46.54'
R9	48°03'00"	55.00'	24.51'	46.12'

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KELSEY D. ANDERSON, STATE OF WASHINGTON, 53701, REGISTERED PROFESSIONAL ENGINEER, 3-28-2023

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CURB RAMP DETAIL SHEETS
SE CENTER ST
RAMPS 29-32

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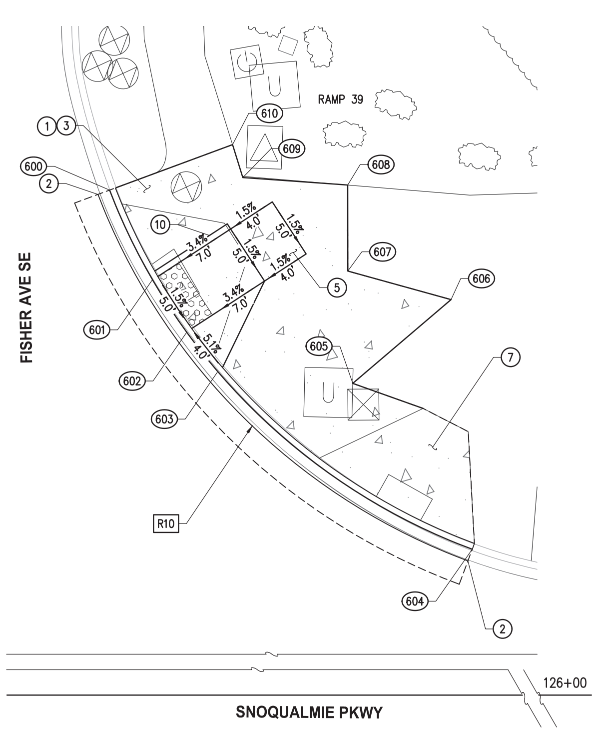

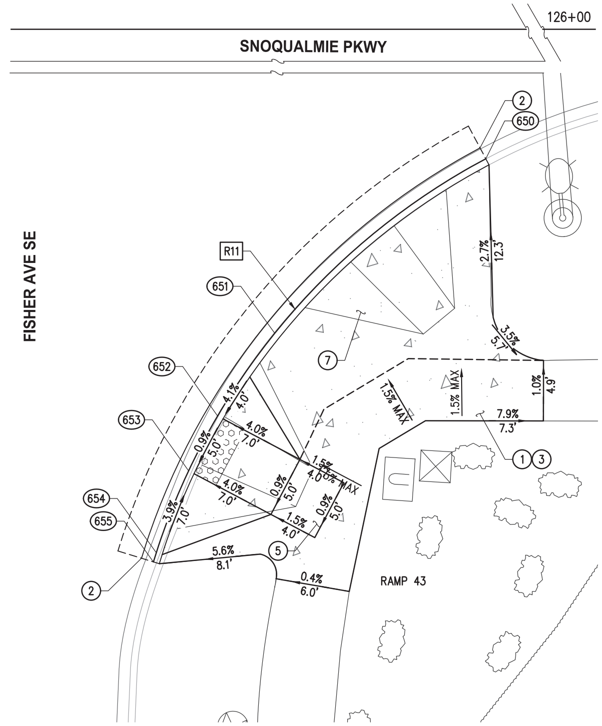

SCALE IN FEET (0, 2.5, 5, 10, 15)

CURB RAMP GENERAL NOTES

1. CURB RAMPS AND LANDING SHALL CONFORM TO ALL ADA REQUIREMENTS, UNLESS OTHERWISE SPECIFIED ON THESE SHEETS AND WITH PROVIDED MAXIMUM EXTENTS FEASIBLE INFORMATION.
2. SIDEWALK CROSS SLOPE GRADED TO 1.5% TOWARD GUTTER UNLESS OTHERWISE SPECIFIED ON THESE SHEETS.
3. REMOVE SIDEWALK PANELS, CURB, CONCRETE PANELS TO THE NEAREST JOINT UNLESS APPROVED BY THE ENGINEER.
4. FLOWLINE POINTS PROVIDED ARE AT FACE OF CURB.
5. SLOPES AND DISTANCE LENGTHS PROVIDED ARE FROM BACK OF CURB.
6. DETECTABLE WARNING SURFACE SHALL BE INSTALLED PER WSDOT STD PLAN F-45.10.

LEGEND

- CEMENT CONCRETE SIDEWALK
- DETECTABLE WARNING SURFACE
- SAWCUT LINE

CURB RAMP CONSTRUCTION NOTES

1. REMOVE CURB AND GUTTER, ASPHALT PAVEMENT, AND CEMENT CONC. SIDEWALK AS NECESSARY TO INSTALL PROPOSED IMPROVEMENTS.
2. INSTALL CEMENT CONCRETE TRAFFIC CURB AND GUTTER PER WSDOT STD PLAN F-10.12.
3. INSTALL CEMENT CONCRETE SIDEWALK PER WSDOT STD PLAN F-30.10.
5. INSTALL CURB RAMP TYPE PERPENDICULAR A PER WSDOT STD PLAN F-40.15.
7. REMOVE EXISTING NON-COMPLIANT ABANDONED ADA RAMP WITH FULL HEIGHT CURB AND GUTTER AND CEMENT CONC. SIDEWALK.
10. INSTALL PEDESTRIAN CURB PER WSDOT STD PLAN F-10.12.

RAMP 39 LAYOUT POINTS

#	STATION	OFFSET	ELEV	DESCRIPTION
600	125+25.29	68.33' LT	658.09	MATCH EXISTING
601	125+28.75	61.13' LT	657.79	RAMP
602	125+31.50	56.90' LT	657.71	RAMP
603	125+34.01	53.73' LT	657.42	FLARE, TOC=657.92
604	125+54.51	39.42' LT	656.21	MATCH EXISTING
605	125+44.88	52.78' LT	657.56	MATCH EXISTING
606	125+52.80	59.52' LT	657.29	MATCH EXISTING
607	125+44.48	61.81' LT	657.79	MATCH EXISTING
608	125+44.47	68.74' LT	657.87	MATCH EXISTING
609	125+36.02	69.34' LT	658.48	MATCH EXISTING
610	125+35.19	71.99' LT	658.58	MATCH EXISTING

CURVE DATA

R#	DELTA	RADIUS	TANGENT	LENGTH
R10	28°56'54"	51.00'	13.16'	25.77'
R11	44°09'25"	55.00'	22.31'	42.39'

RAMP 43 LAYOUT POINTS

#	STATION	OFFSET	ELEV	DESCRIPTION
650	125+55.32	54.31' RT	656.02	MATCH EXISTING
651	125+38.32	68.36' RT	657.40	FLARE, TOC=657.90
652	125+33.72	75.01' RT	657.46	RAMP
653	125+31.38	79.43' RT	657.42	RAMP
654	125+28.78	86.02' RT	657.36	FLARE, TOC=4" HEIGHT
655	125+28.55	86.76' RT	657.35	MATCH EXISTING

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CURB RAMP DETAIL SHEETS
FISHER AVE SE
RAMPS 39, 40, & 43

KPG PROJECT No. 9SNO010100 SHT 30 OF 46

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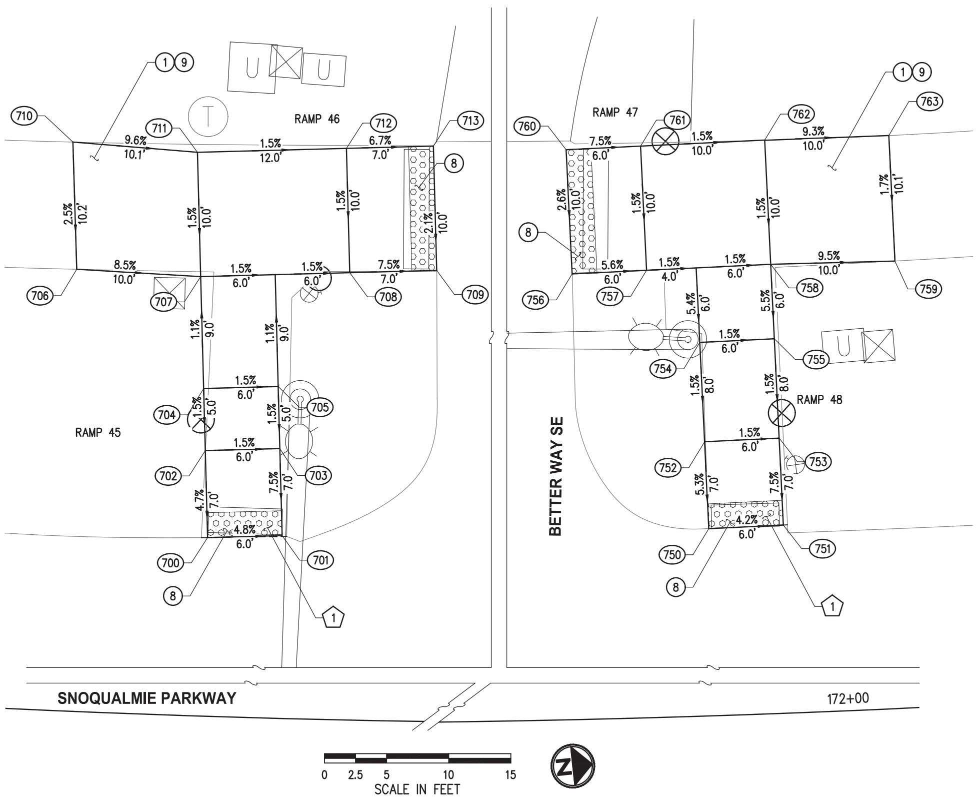

RAMP 45 & 46 LAYOUT POINTS

#	STATION	OFFSET	ELEV	DESCRIPTION
700	171+18.38	35.68' LT	463.91	RAMP
701	171+24.58	36.02' LT	463.62	RAMP
702	171+17.95	42.67' LT	464.24	LANDING
703	171+24.19	43.01' LT	464.15	LANDING
704	171+17.64	47.66' LT	464.31	LANDING
705	171+23.91	48.00' LT	464.22	LANDING
706	171+06.53	56.85' LT	465.07	MATCH EXISTING
707	171+17.07	56.65' LT	464.22	LANDING
708	171+29.72	57.30' LT	464.04	LANDING
709	171+37.10	57.61' LT	463.51	RAMP
710	171+05.72	67.05' LT	465.33	MATCH EXISTING
711	171+16.43	66.63' LT	464.37	LANDING
712	171+29.20	67.29' LT	464.19	LANDING
713	171+36.66	67.61' LT	463.72	RAMP

RAMP 47 & 48 LAYOUT POINTS

#	STATION	OFFSET	ELEV	DESCRIPTION
750	171+90.09	36.66' LT	460.05	RAMP
751	171+96.31	36.74' LT	459.79	RAMP
752	171+89.98	43.66' LT	460.41	LANDING
753	171+96.24	43.74' LT	460.32	LANDING
754	171+89.85	51.66' LT	460.53	LANDING
755	171+96.16	51.73' LT	460.44	LANDING
756	171+79.21	57.46' LT	461.25	RAMP
757	171+85.53	57.59' LT	460.92	LANDING
758	171+96.10	57.73' LT	460.77	LANDING
759	172+06.66	57.55' LT	459.82	MATCH EXISTING
760	171+78.94	67.45' LT	461.52	RAMP
761	171+85.33	67.59' LT	461.07	LANDING
762	171+96.00	67.73' LT	460.92	LANDING
763	172+06.66	67.66' LT	459.99	MATCH EXISTING

CURB RAMP GENERAL NOTES

1. CURB RAMPS AND LANDING SHALL CONFORM TO ALL ADA REQUIREMENTS, UNLESS OTHERWISE SPECIFIED ON THESE SHEETS AND WITH PROVIDED MAXIMUM EXTENTS FEASIBLE INFORMATION.
2. SIDEWALK CROSS SLOPE GRADED TO 1.5% TOWARD GUTTER UNLESS OTHERWISE SPECIFIED ON THESE SHEETS.
3. REMOVE SIDEWALK PANELS, CURB, CONCRETE PANELS TO THE NEAREST JOINT UNLESS APPROVED BY THE ENGINEER.
4. FLOWLINE POINTS PROVIDED ARE AT FACE OF CURB.
5. SLOPES AND DISTANCE LENGTHS PROVIDED ARE FROM BACK OF CURB.
6. DETECTABLE WARNING SURFACE SHALL BE INSTALLED PER WSDOT STD PLAN F-45.10.

LEGEND

- CEMENT CONCRETE SIDEWALK
- DETECTABLE WARNING SURFACE
- SAWCUT LINE

CURB RAMP CONSTRUCTION NOTES

(1) REMOVE CURB AND GUTTER, ASPHALT PAVEMENT, AND CEMENT CONC. SIDEWALK AS NECESSARY TO INSTALL PROPOSED IMPROVEMENTS.

(8) INSTALL DETECTABLE WARNING SURFACE PER WSDOT STD PLAN F-45.10.

(9) INSTALL HMA WALKWAY PER HMA WALKWAY TYPICAL SECTION, SHEET 8.

MAXIMUM EXTENTS FEASIBLE NOTES

(1) EXISTING ROADWAY PROFILE IS OVER 2%. DESIGN DECREASED PROFILE SLOPE AS MUCH AS POSSIBLE WITHOUT GOING BEYOND SCOPE OF PROJECT. HOWEVER, IN GENERAL, SLOPE IS FOLLOWING ROADWAY SLOPE.

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DRAWN BY KDA 01/23
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KELSEY D. ANDERSON, STATE OF WASHINGTON, 53701, REGISTERED PROFESSIONAL ENGINEER, 3-28-2023

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SNOQUALMIE PARKWAY REHABILITATION PROJECT

CURB RAMP DETAIL SHEETS
BETTER WAY SE
RAMPS 45-48

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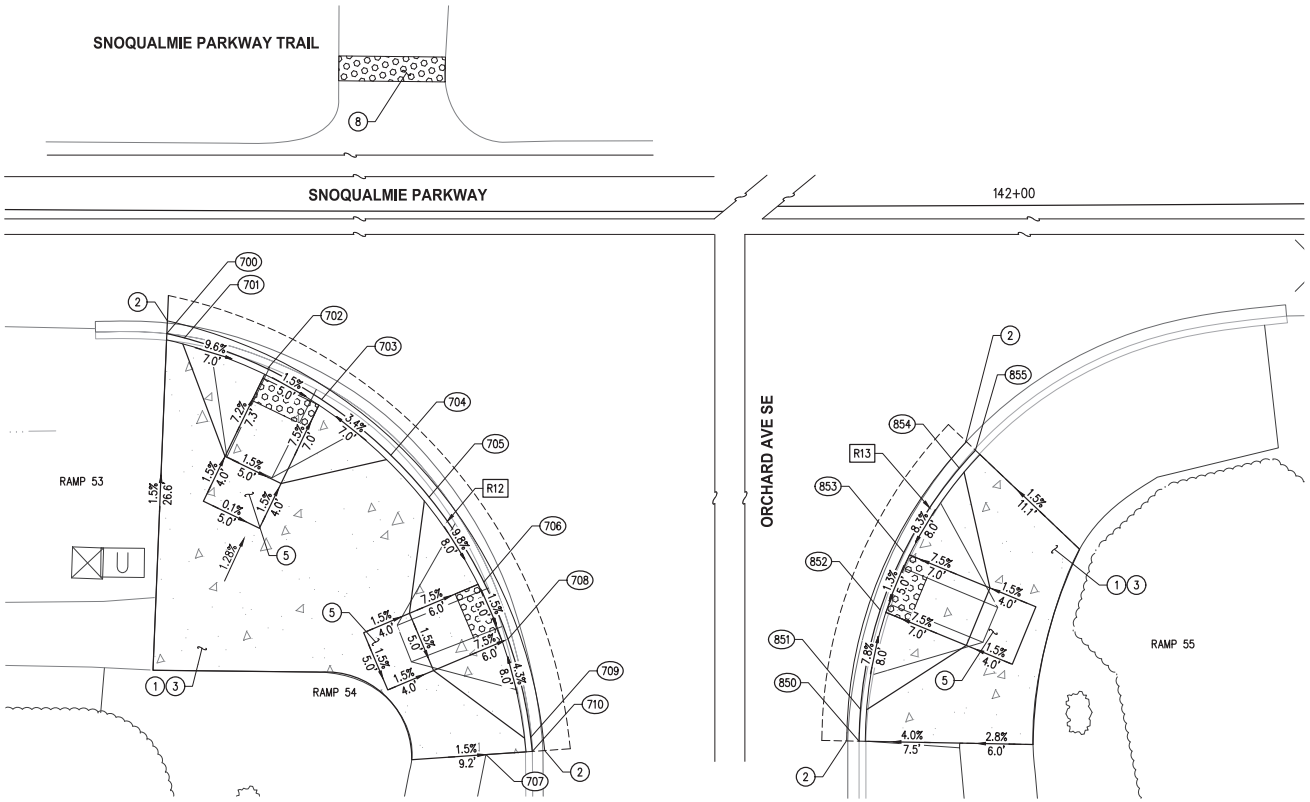

CURB RAMP GENERAL NOTES

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5. SLOPES AND DISTANCE LENGTHS PROVIDED ARE FROM BACK OF CURB.
6. DETECTABLE WARNING SURFACE SHALL BE INSTALLED PER WSDOT STD PLAN F-45.10.

LEGEND

- CEMENT CONCRETE SIDEWALK
- DETECTABLE WARNING SURFACE
- SAWCUT LINE

CURB RAMP CONSTRUCTION NOTES

1. REMOVE CURB AND GUTTER, ASPHALT PAVEMENT, AND CEMENT CONC. SIDEWALK AS NECESSARY TO INSTALL PROPOSED IMPROVEMENTS.
2. INSTALL CEMENT CONCRETE TRAFFIC CURB AND GUTTER PER WSDOT STD PLAN F-10.12.
3. INSTALL CEMENT CONCRETE SIDEWALK PER WSDOT STD PLAN F-30.10.
5. INSTALL CURB RAMP TYPE PERPENDICULAR A PER WSDOT STD PLAN F-40.15.
8. INSTALL DETECTABLE WARNING SURFACE PER WSDOT STD PLAN F-45.10.

RAMP 53 & 54 LAYOUT POINTS

#	STATION	OFFSET	ELEV	DESCRIPTION
700	141+22.38	47.17' RT	595.31	MATCH EXISTING
701	141+23.79	47.52' RT	595.31	FLARE, TOC=595.81
702	141+30.44	49.98' RT	595.14	RAMP
703	141+34.78	52.44' RT	595.06	RAMP
704	141+40.33	56.90' RT	594.80	FLARE, TOC=595.30
705	141+43.40	60.27' RT	594.53	MATCH EXISTING, FLARE, TOC=595.03
706	141+47.78	67.09' RT	594.25	RAMP
707	141+47.97	80.99' RT	594.49	MATCH EXISTING
708	141+49.72	71.69' RT	594.17	RAMP
709	141+51.53	79.59' RT	594.01	FLARE, TOC=594.47
710	141+51.67	80.73' RT	593.97	MATCH EXISTING

0 2.5 5 10 15
SCALE IN FEET

CURVE DATA

R#	DELTA	RADIUS	TANGENT	LENGTH
R12	68°04'43"	38.00'	25.67'	45.15'
R13	39°11'26"	34.00'	12.10'	23.26'

RAMP 55 LAYOUT POINTS

#	STATION	OFFSET	ELEV	DESCRIPTION
850	141+87.32	80.69' RT	593.93	MATCH EXISTING
851	141+87.43	78.12' RT	594.30	FLARE, TOC=5" HEIGHT
852	141+89.03	70.14' RT	594.09	RAMP
853	141+90.93	65.52' RT	594.16	RAMP
854	141+95.40	58.75' RT	594.38	FLARE, TOC=594.88
855	141+96.69	57.31' RT	594.49	MATCH EXISTING

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PROJECT ENGINEER DATE

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SNOQUALMIE PARKWAY
REHABILITATION PROJECT

CURB RAMP DETAIL SHEETS
ORCHARD AVE SE
RAMPS 54 & 55

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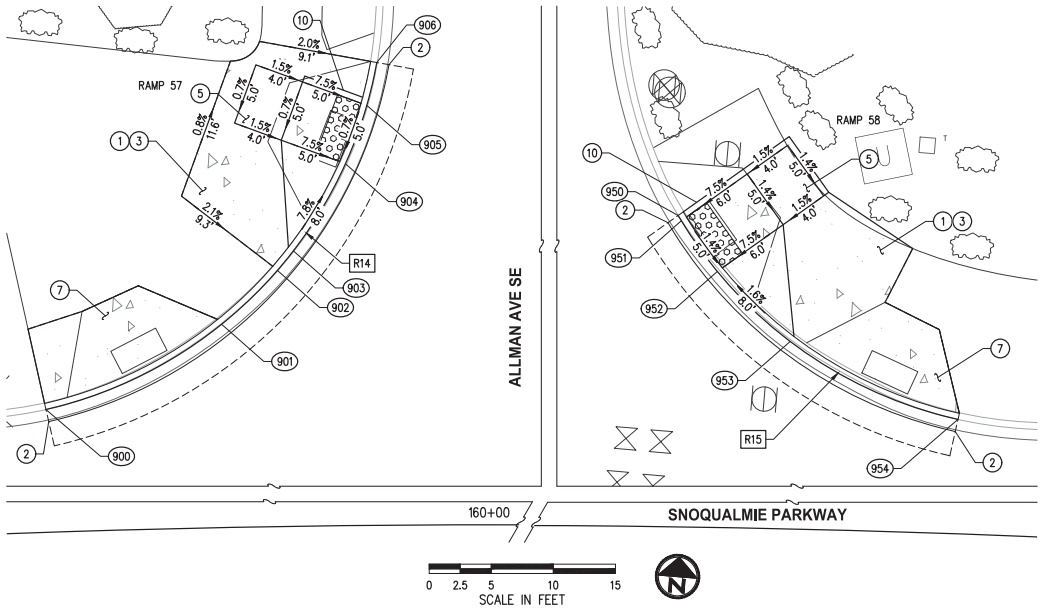

RAMP 57 LAYOUT POINTS

#	STATION	OFFSET	ELEV	DESCRIPTION
900	159+65.65	36.95' LT	514.96	MATCH EXISTING
901	159+79.44	43.44' LT	514.63	MATCH EXISTING
902	159+83.83	47.70' LT	514.50	MATCH EXISTING
903	159+85.08	49.25' LT	514.48	FLARE, TOC=514.98
904	159+89.16	56.21' LT	514.36	RAMP
905	159+90.84	60.89' LT	514.39	RAMP
906	159+91.62	64.33' LT	514.52	MATCH EXISTING

CURVE DATA

R#	DELTA	RADIUS	TANGENT	LENGTH
R14	66°53'57"	35.00'	23.12'	40.87'
R15	46°05'27"	35.00'	14.89'	28.16'

RAMP 58 LAYOUT POINTS

#	STATION	OFFSET	ELEV	DESCRIPTION
950	160+15.98	52.14' LT	513.98	MATCH EXISTING
951	160+16.23	51.72' LT	514.00	RAMP
952	160+19.06	47.68' LT	513.93	RAMP
953	160+24.79	42.16' LT	513.57	FLARE, TOC=514.07
954	160+37.99	36.28' LT	513.10	MATCH EXISTING

CURB RAMP GENERAL NOTES

1. CURB RAMPS AND LANDING SHALL CONFORM TO ALL ADA REQUIREMENTS, UNLESS OTHERWISE SPECIFIED ON THESE SHEETS AND WITH PROVIDED MAXIMUM EXTENTS FEASIBLE INFORMATION.
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6. DETECTABLE WARNING SURFACE SHALL BE INSTALLED PER WSDOT STD PLAN F-45.10.

LEGEND

- CEMENT CONCRETE SIDEWALK
- DETECTABLE WARNING SURFACE
- SAWCUT LINE

CURB RAMP CONSTRUCTION NOTES

1. REMOVE CURB AND GUTTER, ASPHALT PAVEMENT, AND CEMENT CONC. SIDEWALK AS NECESSARY TO INSTALL PROPOSED IMPROVEMENTS.
2. INSTALL CEMENT CONCRETE TRAFFIC CURB AND GUTTER PER WSDOT STD PLAN F-10.12.
3. INSTALL CEMENT CONCRETE SIDEWALK PER WSDOT STD PLAN F-30.10.
4. INSTALL CEMENT CONCRETE PEDESTRIAN CURB PER WSDOT STD PLAN F-10.12.
5. INSTALL CURB RAMP TYPE PERPENDICULAR A PER WSDOT STD PLAN F-40.15.
6. PROTECT EXISTING CEMENT CONC. CROSSWALK DURING RECONSTRUCTION OF CEMENT CONC. CURB AND GUTTER AND ADA RAMP.
7. REMOVE EXISTING NON-COMPLIANT ABANDONED ADA RAMP WITH FULL HEIGHT CURB AND GUTTER AND CEMENT CONC. SIDEWALK.
10. INSTALL PEDESTRIAN CURB PER WSDOT STD PLAN F-10.12.

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SNOQUALMIE PARKWAY
REHABILITATION PROJECT

CURB RAMP DETAIL SHEETS
ALLMAN AVE SE
RAMP 57 & 58

KPG PROJECT No. 9SNO010100 SHT 33 OF 46

MAXIMUM EXTENT FEASIBLE (MEF) DOCUMENTATION
PREPARED BY KPG PSOMAS

CITY OF SNOQUALMIE

SNOQUALMIE PARKWAY REHABILITATION PROJECT

Maximum Extent Feasible Documentation for ADA Guidelines Compliance

March 2023

Prepared by:

KPG
PSOMAS

CITY OF SNOQUALMIE

Snoqualmie Parkway Rehabilitation Project

Maximum Extent Feasible Documentation for ADA Guidelines Compliance

March 2023

3/23/23

Prepared By: _____

Kelsey Anderson, P.E.

Approved By: _____ _____

Jeff Hamlin, P.E. – City of Snoqualmie Date:

Contents

APPENDICES

INTRODUCTION

The purpose of this document is to provide a record of Americans with Disabilities Act (ADA) accessibility compliance for pedestrian facilities within the Snoqualmie Parkway Rehabilitation Project footprint. The affected pedestrian facilities for this project have been designed to meet accessibility guidelines for pedestrians with disabilities to the maximum extent feasible, given the existing site conditions.

PROJECT DESCRIPTION

The purpose of the project is to grind and inlay the existing travel lanes of Snoqualmie Parkway from SE 99th St to SR 202 (Railroad Ave SE) to extend the life of the travel way while improving the pedestrian facilities. In this case, the overlay is considered an improvement to the roadway crossings and the proposed project improvements necessitate evaluation of the pedestrian access route, curb ramps, pedestrian push buttons and pedestrian signals through the project limits. Improvements include grind and overlay pavement rehabilitation, loop replacements, ADA improvements including ramps and pedestrian push buttons at signalized and non-signalized intersections, channelization; and other related improvements all while keeping Snoqualmie Parkway open and passable to traffic.

EXISTING CONDITIONS

The existing corridor of Snoqualmie Parkway within the project limits is typically a five-lane roadway section, which includes a planted median in the center lane throughout most of the corridor with turn pockets at the intersections. The topography of Snoqualmie Parkway and the cross streets connecting into this arterial are hilly in nature.

ADA COMPLIANCE DESIGN GUIDELINES

The design criteria guidance for ADA compliance for this project is the Revised Draft Guidelines for Accessible Public Rights-of-Way, February 13, 2013 (the 2013 version of the PROWAG). Based on these guidelines, the following determinations have been made for this project:

- Where existing elements are altered, each altered pedestrian element within the limits or scope of the project shall comply with the requirements for new construction to the maximum extent feasible (section R202.3 Alterations).
- The accessibility requirements are to be applied to all areas of a facility within the scope or limits of the planned project (Advisory R201.1 Scope). Specific to this project, where the pedestrian circulation path is not being altered, the pedestrian circulation path is not required to be made compliant — i.e., it is not required to be upgraded with this project to meet guidelines.

PEDESTRIAN FACILITIES – COMPLIANCE DETERMINATION

CROSSWALKS

Crosswalk Design and Analysis – PROWAG - R302.6.1

Crosswalk redesign is not included in the project scope. Crosswalks will be replaced in-kind to match existing roadway conditions.

CURB RAMPS

Curb Ramp Design and Analysis PROWAG - R304

Given that the scope of the project does not include roadway improvements outside of the curb returns, there is limited opportunity to chance the slope of the roadway grades and the associated gutter line and sidewalk slopes. Reducing the existing steep roadway grades would require reconstruction of the roadway and modifications to the roadway profile well beyond the intersection in order to flatten the roadway and gutter slopes to meet the 2013 PROWAG Guidelines. Roadway reconstruction will be a significant effort and is not within the original scope of the project.

The proposed curb ramps have been designed to the maximum extent feasible to meet ADA compliance guidelines and match into the existing site conditions.

SIDEWALKS

Sidewalk Design and Analysis – PROWAG - R302

Portions of existing sidewalk segments will be replaced as a result of the project improvements, including the installation of signal conduit under existing sidewalk and areas associated with the proposed curb ramp construction.

All new sidewalks will be constructed with a cross slope of 2% or less. The transition segments between the new and existing sidewalks to match the new sidewalk cross slopes to the existing sidewalk conditions may exceed 2%. The curb return sidewalk areas may also have cross slopes greater than 2%. This is due to the combination of steep existing roadway grades (up to 10%) and existing steep sidewalk running slopes (up to 11.1%). To fully eliminate sidewalk cross slopes greater than 2%, lengths of sidewalk well beyond the project limits would have to be replaced, which is outside of the original project scope. The sidewalk segments have been designed to the maximum extent feasible to meet ADA compliance guidelines.

Pedestrian Push Button (PPB) Clear Space Design and Analysis – PROWAG - R209

References MUTCD 4E.08 through 4E.13 for accessible pedestrian signals and pedestrian pushbuttons.

The PPB criteria for compliance includes level clear space, push button height, maximum distance from curb to push button, location of button within envelope of crosswalk, and audible/vibrotactile indications. Similar to the curb ramp analysis, given the existing topography of the roadway and intersections, full reconstruction of the roadway profile would be necessary to meet the guidelines for level clear space around these existing PPB associated with the curb ramps.

MEF DOCUMENTATION

There are seven signalized intersections and two non-signalized intersections within the grind and overlay limits that were analyzed for current ADA compliance. The existing conditions of each ramp that requires a Maximum Extent feasible (MEF) is documented and noted in the Appendices. Each ramp was assigned a ramp number.

MEF Ramps with Proposed Improvements

The following ramps noted below are proposed for ramp replacement on this Snoqualmie Parkway Rehabilitation project, however there are several ADA components that will remain outside compliance due to surrounding existing conditions of travel lanes and topography of the adjacent sidewalk and

pedestrian access route (PAR). The ramp components that do not meet ADA requirements are indicated on the Construction Plans and will be constructed to the maximum extent feasible. See the ADA Compliance Checklist in Appendix A specific for each ramp.

- Better Way SE & Snoqualmie Parkway – Ramps #
  - SW – 45 & 46
  - NW – 47 & 48

MEF ramps without Proposed Improvements

The following ramps noted below will not be modified with this project. They have ADA components outside compliance due to surrounding existing conditions of travel lanes and topography of the adjacent sidewalk and PAR. These ramps have been included in the City of Snoqualmie ADA Transition Master Plan and will be addressed in the future for modification. For the specific standards that could not be met with this project, see the ADA Compliance Checklist in Appendix A specific for each ramp.

- SE Swenson Dr and Snoqualmie Parkway – Ramps #
  - NW – 11 & 12
  - SE - 13 & 14
  - NE – 15 & 16

- Better Way SE & Snoqualmie Parkway – Ramps #
  - SE – 49 & 50
  - NE – 52

MEF ramps without Proposed Improvements with Previous MEF Documentation

The following ramps noted below have been documented with the City during the design on separate projects within the current project limits. These ramps will not be modified with this project. These ramps have been included in the City of Snoqualmie ADA Transition Master Plan and will be addressed in the future for modification. For the specific standards that could not be met with this project, see the MEF Documentation in Appendix B specific for each ramp.

- Douglas Ave SE & Snoqualmie Parkway – Ramps #
  - W – 17 & 18
  - N – 19 & 20
  - S – 21 & 22
  - E – 23 & 24

- Fairway Ave SE & Snoqualmie Parkway – Ramps #
  - NW – 33
  - NE – 34 & 35
  - SE – 36

- Fisher Ave SE & Snoqualmie Parkway – Ramps #
  - NW – 37 & 38
  - SW – 41 & 42

SUMMARY

The City of Snoqualmie prioritized the top 33 of 59 ramps within the project limits for ADA revisions by identifying ramps that when modified could be brought to full ADA compliance except for the curb ramp running slope which is dictated by existing roadway grades. The determination for curb ramp replacement for this project also took into consideration the age of the ramp and signalized intersection. There are ramps built within the last 10 years along the Snoqualmie Parkway that have already been analyzed for ADA compliance to the maximum extent feasible following the allowed ADA guidelines and variances at the time.

Providing clear spaces that are level in all directions at all of the ramps within the project limits would require re-grading of the Snoqualmie parkway intersections which is outside the scope of this project. The clear spaces provided meet the PROWAG requirements to the maximum extent feasible, given the existing conditions and the overall scope of the project.

APPENDIX A

ADA COMPLIANCE CHECKLISTS

RAMP EXISTING CONDITIONS STREET VIEW

(SE 99TH ST TO SR 202 / RAILROAD AVE)

Project Name: Snoqualmie Parkway Rehabilitation Project	**RAMP 11**
Perpendicular Curb Ramp Criteria (2013 PROWAG)	**Date: 03/2023**
Location: Snoqualmie Parkway and SE Swenson Dr	
Quadrant: Northwest Corner	
Crossing: SE Swenson Dr	

RAMP

Criteria– 3.04.2	**Compliant?**	
Running Slope is 8.3% Maximum	☐ Yes	☒ No 9.2% See Comment #1
Cross Slope is 2% Maximum at Gutter line Bottom of Ramp	☐ Yes	☒ No 4.0% See Comment #1
Cross Slope is 2% Maximum at Top of Ramp	☐ Yes	☒ No 8.1% See Comment #1
Left Flare Slope is 10% Maximum	☒ Yes	☐ No _____% See Comment #
Right Flare Slope is 10% Maximum	☒ Yes	☐ No _____% See Comment #
Width is 4.0’ Minimum	☒ Yes	☐ No _____ See Comment #
Detectable Warning Surface Present and Correct Location	☒ Yes	☐ No _____ See Comment #
Counter Slope of Gutter or Street is 5% Maximum	☒ Yes	☐ No_____% See Comment #___
Clear Space Provided Beyond Bottom Grade Break ☒ Dimensions 4.0’x 4.0’Minimum ☒ Fully within the width of the crosswalk ☒ Outside Parallel Vehicle Lane (Note: 2% Slope requirement does not apply to this clear space)	☒ Yes	☐ No See Comment #___
Perpendicular Curb is Built to Curb at Right Angles	☒ Yes	☐ No See Comment #___
Ramp is Clear of Obstructions (including access covers)	☒ Yes	☐ No See Comment #___
Grade Breaks are Flush (no vertical discontinuity)	☒ Yes	☐ No See Comment #___

LANDING-TURNING SPACE

Criteria – 204.2.1	**Compliant?**	
Turning Space Present?	☒ Yes	☐ No See Comment #___
Dimensions are 4.0’ x 4.0’ min. unless constrained it is 4.0’ x 5.0’ min.	☒ Yes	☐ No See Comment #___
Cross Slope is 2% Maximum	☐ Yes	☒ No 8.1% See Comment #1
Running Slope is 2% Maximum	☒ Yes	☐ No ____% See Comment #___
Turning Space is clear of obstructions (including access covers)	☒ Yes	☐ No See Comment #___

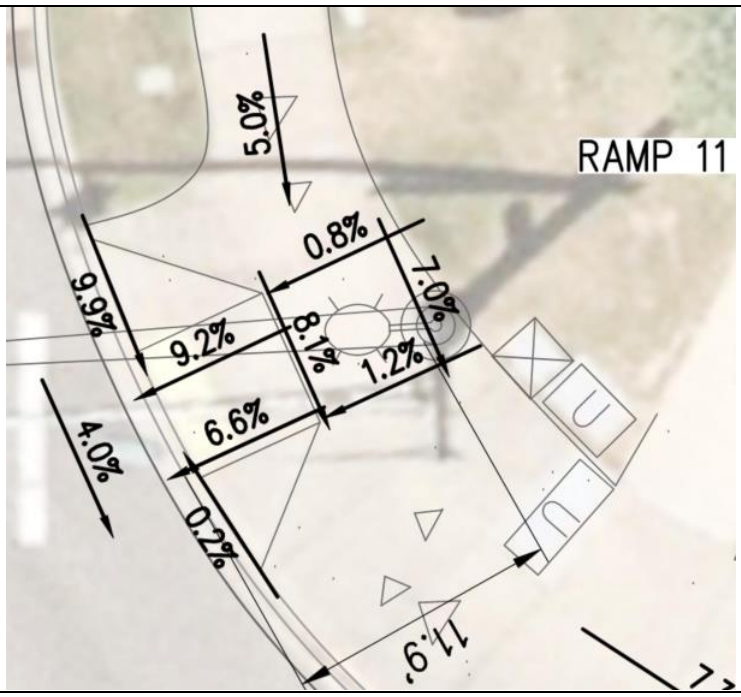
PEDESTRIAN PUSH BUTTON

Criteria - 209	Compliant?		
Button Height (36” Min. – 48” Max) (Existing Acceptable) (New 42” Min.)	☒ Yes	☐ No	See Comment #___
Level Clear Space Width 48” Minimum	☐ Yes	☒ No	See Comment #2
Level Clear Space Length 48” Minimum	☐ Yes	☒ No	See Comment #2
Less than 9” Reach	☒ Yes	☐ No	See Comment #___
Distance to Curb, Shoulder, or Pavement 10’ Maximum	☐ Yes	☒ No	See Comment #3
Within 5’ Crosswalk Envelope	☒ Yes	☐ No	See Comment #___
Audible/Vibrotactile Indications (APS)	☒ Yes	☐ No	See Comment #___

Comments/Justification:

1. Existing roadway slope exceeds 2.0%, sidewalk and roadway redesign not part of project scope.
2. Existing roadway slope exceeds 2.0%, sidewalk and roadway redesign not part of project scope. Minimum 30” width and 48” length is achieved but exceeds 2.0% slope.
3. Existing PPB distance exceeds 10’ maximum. Not enough space to relocate PPB and meet minimum pedestrian access route.

RAMP EXISTING CONDITIONS



RAMP EXISTING CONDITIONS STREET VIEW

Project Name: Snoqualmie Parkway Rehabilitation Project	RAMP 12
Perpendicular Curb Ramp Criteria (2011 PROWAG)	**Date: 03/2023**
Location: Snoqualmie Parkway and SE Swenson Dr	
Quadrant: Northwest Corner	
Crossing: Snoqualmie Parkway	

RAMP

Criteria – 3.04.2	Compliant?	
Running Slope is 8.3% Maximum	☒ Yes	☐ No _____% See Comment #
Cross Slope is 2% Maximum at Gutter line Bottom of Ramp	☐ Yes	☒ No 4.3% See Comment #1
Cross Slope is 2% Maximum at Top of Ramp	☐ Yes	☒ No 4.2% See Comment #1
Left Flare Slope is 10% Maximum	☐ Yes	☒ No 11.8% See Comment #1
Right Flare Slope is 10% Maximum	☒ Yes	☐ No _____% See Comment #
Width is 4.0’ Minimum	☒ Yes	☐ No _____ See Comment #
Detectable Warning Surface Present and Correct Location	☒ Yes	☐ No _____ See Comment #
Counter Slope of Gutter or Street is 5% Maximum	☒ Yes	☐ No_____% See Comment #___
Clear Space Provided Beyond Bottom Grade Break ☒ Dimensions 4.0’x 4.0’Minimum ☒ Fully within the width of the crosswalk ☒ Outside Parallel Vehicle Lane (Note: 2% Slope requirement does not apply to this clear space)	☒ Yes	☐ No See Comment #___
Perpendicular Curb is Built to Curb at Right Angles	☒ Yes	☐ No See Comment #___
Ramp is Clear of Obstructions (including access covers)	☒ Yes	☐ No See Comment #___
Grade Breaks are Flush (no vertical discontinuity)	☒ Yes	☐ No See Comment #___

LANDING-TURNING SPACE

Criteria – 204.2.1	Compliant?	
Turning Space Present?	☒ Yes	☐ No See Comment #___
Dimensions are 4.0’ x 4.0’ Min. unless Constrained it is 4.0’ x 5.0’ Min.	☒ Yes	☐ No See Comment #___
Cross Slope is 2% Maximum	☐ Yes	☒ No 4.2% See Comment #1
Running Slope is 2% Maximum	☒ Yes	☐ No ____% See Comment #___
Turning Space is clear of obstructions (including access covers)	☒ Yes	☐ No See Comment #___

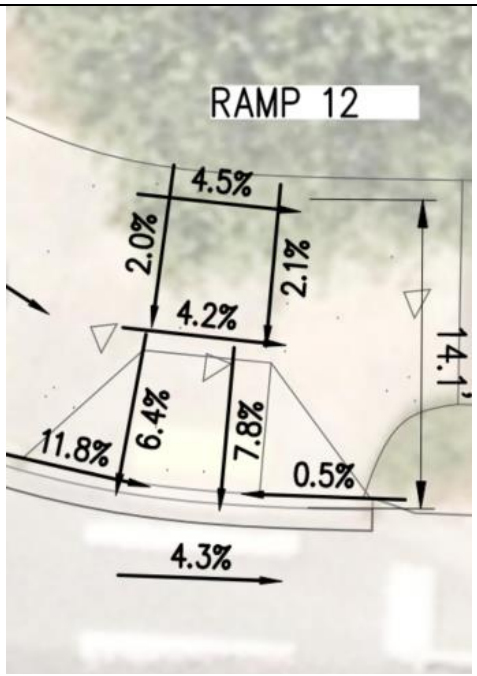
PEDESTRIAN PUSH BUTTON

Criteria - 209	Compliant?		
Button Height (36” Min. – 48” Max) (Existing Acceptable) (New 42” Min.)	☒ Yes	☐ No	See Comment #___
Level Clear Space Width 48” Minimum	☐ Yes	☒ No	See Comment #2
Level Clear Space Length 48” Minimum	☐ Yes	☒ No	See Comment #2
Less than 9” Reach	☒ Yes	☐ No	See Comment #___
Distance to Curb, Shoulder, or Pavement 10’ Maximum	☐ Yes	☒ No	See Comment #3
Within 5’ Crosswalk Envelope	☒ Yes	☐ No	See Comment #___
Audible/Vibrotactile Indications (APS)	☒ Yes	☐ No	See Comment #___

Comments/Justification:

1. Existing roadway slope exceeds 2.0%, sidewalk and roadway redesign not part of project scope.
2. Existing roadway slope exceeds 2.0%, sidewalk and roadway redesign not part of project scope. Minimum 30” width and 48” length is achieved but exceeds 2.0% slope.
3. Existing PPB distance exceeds 10’ maximum.

RAMP EXISTING CONDITIONS



RAMP EXISTING CONDITIONS STREET VIEW

Project Name: Snoqualmie Parkway Rehabilitation Project	RAMP 13
Perpendicular Curb Ramp Criteria (2011 PROWAG)	**Date: 03/2023**
Location: Snoqualmie Parkway and SE Swenson Dr	
Quadrant: Southeast Corner	
Crossing: Snoqualmie Parkway	

RAMP

Criteria – 3.04.2	Compliant?	
Running Slope is 8.3% Maximum	☐ Yes	☒ No 9.5% See Comment #1
Cross Slope is 2% Maximum at Gutter line Bottom of Ramp	☐ Yes	☒ No 7.2% See Comment #1
Cross Slope is 2% Maximum at Top of Ramp	☐ Yes	☒ No 10.0% See Comment #
Left Flare Slope is 10% Maximum	☒ Yes	☐ No _____% See Comment #1
Right Flare Slope is 10% Maximum	☐ Yes	☒ No 14.7% See Comment #1
Width is 4.0’ Minimum	☒ Yes	☐ No _____ See Comment #
Detectable Warning Surface Present and Correct Location	☒ Yes	☐ No _____ See Comment #
Counter Slope of Gutter or Street is 5% Maximum	☒ Yes	☐ No_____% See Comment #___
Clear Space Provided Beyond Bottom Grade Break ☒ Dimensions 4.0’x 4.0’Minimum ☒ Fully within the width of the crosswalk ☒ Outside Parallel Vehicle Lane (Note: 2% Slope requirement does not apply to this clear space)	☒ Yes	☐ No See Comment #___
Perpendicular Curb is Built to Curb at Right Angles	☒ Yes	☐ No See Comment #___
Ramp is Clear of Obstructions (including access covers)	☒ Yes	☐ No See Comment #___
Grade Breaks are Flush (no vertical discontinuity)	☒ Yes	☐ No See Comment #___

LANDING-TURNING SPACE

Criteria – 204.2.1	Compliant?	
Turning Space Present?	☒ Yes	☐ No See Comment #___
Dimensions are 4.0’ x 4.0’ Min. unless Constrained it is 4.0” x 5.0’ Min.	☒ Yes	☐ No See Comment #___
Cross Slope is 2% Maximum	☐ Yes	☒ No 10.0% See Comment #1
Running Slope is 2% Maximum	☒ Yes	☐ No ____% See Comment #___
Turning Space is clear of obstructions (including access covers)	☒ Yes	☐ No See Comment #___

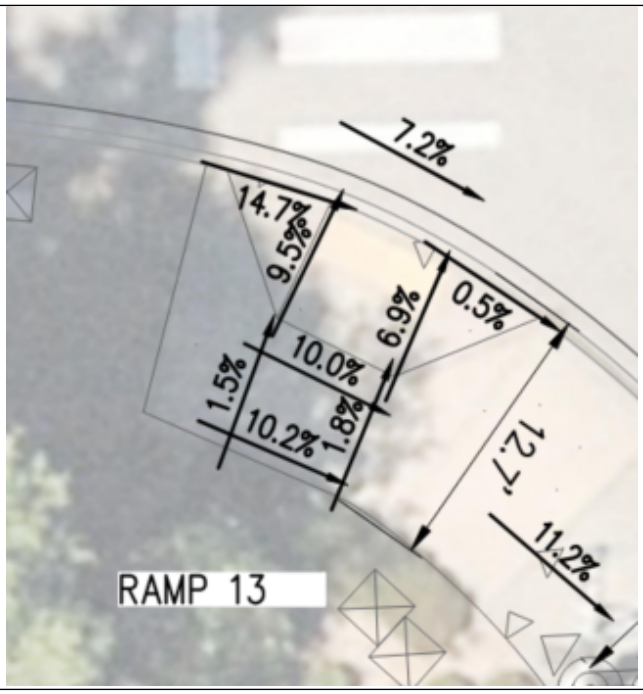
PEDESTRIAN PUSH BUTTON

Criteria - 209	Compliant?		
Button Height (36” Min. – 48” Max) (Existing Acceptable) (New 42” Min.)	☒ Yes	☐ No	See Comment #___
Level Clear Space Width 48” Minimum	☐ Yes	☒ No	See Comment #2
Level Clear Space Length 48” Minimum	☐ Yes	☒ No	See Comment #2
Less than 9” Reach	☒ Yes	☐ No	See Comment #___
Distance to Curb, Shoulder, or Pavement 10’ Maximum	☐ Yes	☒ No	See Comment #3
Within 5’ Crosswalk Envelope	☒ Yes	☐ No	See Comment #___
Audible/Vibrotactile Indications (APS)	☒ Yes	☐ No	See Comment #___

Comments/Justification:

1. Existing roadway slope exceeds 2.0%, sidewalk and roadway redesign not part of project scope.
2. Existing roadway slope exceeds 2.0%, sidewalk and roadway redesign not part of project scope. Minimum 30” width and 48” length is achieved but exceeds 2.0% slope.
3. Existing PPB distance exceeds 10’ maximum.

RAMP EXISTING CONDITIONS



RAMP EXISTING CONDITIONS STREET VIEW

Project Name: Snoqualmie Parkway Rehabilitation Project	RAMP 14
Perpendicular Curb Ramp Criteria (2011 PROWAG)	**Date: 03/2023**
Location: Snoqualmie Parkway and SE Swenson Dr	
Quadrant: Southeast Corner	
Crossing: SE Swenson Dr	

RAMP

Criteria – 3.04.2	Compliant?	
Running Slope is 8.3% Maximum	☐ Yes	☒ No 9.1% See Comment #1
Cross Slope is 2% Maximum at Gutter line Bottom of Ramp	☐ Yes	☒ No 7.4% See Comment #1
Cross Slope is 2% Maximum at Top of Ramp	☐ Yes	☒ No 9.0% See Comment #1
Left Flare Slope is 10% Maximum	☒ Yes	☐ No _____% See Comment #
Right Flare Slope is 10% Maximum	☐ Yes	☒ No 15.5% See Comment #1
Width is 4.0’ Minimum	☒ Yes	☐ No _____ See Comment #
Detectable Warning Surface Present and Correct Location	☒ Yes	☐ No _____ See Comment #
Counter Slope of Gutter or Street is 5% Maximum	☒ Yes	☐ No_____% See Comment #___
Clear Space Provided Beyond Bottom Grade Break ☒ Dimensions 4.0’x 4.0’Minimum ☒ Fully within the width of the crosswalk ☒ Outside Parallel Vehicle Lane (Note: 2% Slope requirement does not apply to this clear space)	☒ Yes	☐ No See Comment #___
Perpendicular Curb is Built to Curb at Right Angles	☒ Yes	☐ No See Comment #___
Ramp is Clear of Obstructions (including access covers)	☒ Yes	☐ No See Comment #___
Grade Breaks are Flush (no vertical discontinuity)	☒ Yes	☐ No See Comment #___

LANDING-TURNING SPACE

Criteria – 204.2.1	Compliant?	
Turning Space Present?	☒ Yes	☐ No See Comment #___
Dimensions are 4.0’ x 4.0’ Min unless Constrained it is 4.0’ x 5.0’ Min.)	☒ Yes	☐ No See Comment #___
Cross Slope is 2% Maximum	☐ Yes	☒ No 9.1% See Comment #2
Running Slope is 2% Maximum	☒ Yes	☐ No ____% See Comment #___
Turning Space is clear of obstructions (including access covers)	☒ Yes	☐ No See Comment #___

PEDESTRIAN PUSH BUTTON

Criteria - 209	Compliant?		
Button Height (36” Min. – 48” Max) (Existing Acceptable) (New 42” Min)	☒ Yes	☐ No	See Comment #___
Level Clear Space Width 48” Minimum	☒ Yes	☐ No	See Comment #___
Level Clear Space Length 48” Minimum	☒ Yes	☐ No	See Comment #___
Less than 9” Reach	☒ Yes	☐ No	See Comment #___
Distance to Curb, Shoulder, or Pavement 10’ Maximum	☐ Yes	☒ No	See Comment #3
Within 5’ Crosswalk Envelope	☒ Yes	☐ No	See Comment #___
Audible/Vibrotactile Indications (APS)	☒ Yes	☐ No	See Comment #___

Comments/Justification:

1. Existing roadway slope exceeds 2.0%, sidewalk and roadway redesign not part of project scope.
2. Existing roadway slope exceeds 2.0%, sidewalk and roadway redesign not part of project scope. Minimum 30” width and 48” length is achieved but exceeds 2.0% slope.
3. Existing PPB distance exceeds 10’ maximum.

RAMP EXISTING CONDITIONS

RAMP EXISTING CONDITIONS STREET VIEW

Project Name: Snoqualmie Parkway Rehabilitation Project	RAMP 15
Perpendicular Curb Ramp Criteria (2011 PROWAG)	**Date: 03/2023**
Location: Snoqualmie Parkway and SE Swenson Dr	
Quadrant: Northeast Corner	
Crossing: SE Swenson Dr	

RAMP

Criteria – 3.04.2	Compliant?	
Running Slope is 8.3% Maximum	☒ Yes	☐ No 8.7% See Comment #1
Cross Slope is 2% Maximum at Gutter line Bottom of Ramp	☒ Yes	☐ No _____% See Comment #
Cross Slope is 2% Maximum at Top of Ramp	☒ Yes	☐ No _____% See Comment #
Left Flare Slope is 10% Maximum	☒ Yes	☐ No _____% See Comment #
Right Flare Slope is 10% Maximum	☒ Yes	☐ No _____% See Comment #
Width is 4.0’ Minimum	☒ Yes	☐ No _____ See Comment #
Detectable Warning Surface Present and Correct Location	☒ Yes	☐ No _____ See Comment #
Counter Slope of Gutter or Street is 5% Maximum	☒ Yes	☐ No_____% See Comment #___
Clear Space Provided Beyond Bottom Grade Break ☒ Dimensions 4.0’x 4.0’Minimum ☒ Fully within the width of the crosswalk ☒ Outside Parallel Vehicle Lane (Note: 2% Slope requirement does not apply to this clear space)	☒ Yes	☐ No See Comment #___
Perpendicular Curb is Built to Curb at Right Angles	☒ Yes	☐ No See Comment #___
Ramp is Clear of Obstructions (including access covers)	☒ Yes	☐ No See Comment #___
Grade Breaks are Flush (no vertical discontinuity)	☒ Yes	☐ No See Comment #___

LANDING-TURNING SPACE

Criteria – 204.2.1	Compliant?	
Turning Space Present?	☒ Yes	☐ No See Comment #___
Dimensions are 4.0’ x 4.0’ Min unless Constrained it is 4.0’ x 5.0’ Min.	☒ Yes	☐ No See Comment #___
Cross Slope is 2% Maximum	☒ Yes	☐ No ____% See Comment #
Running Slope is 2% Maximum	☒ Yes	☐ No ____% See Comment #___
Turning Space is clear of obstructions (including access covers)	☒ Yes	☐ No See Comment #___

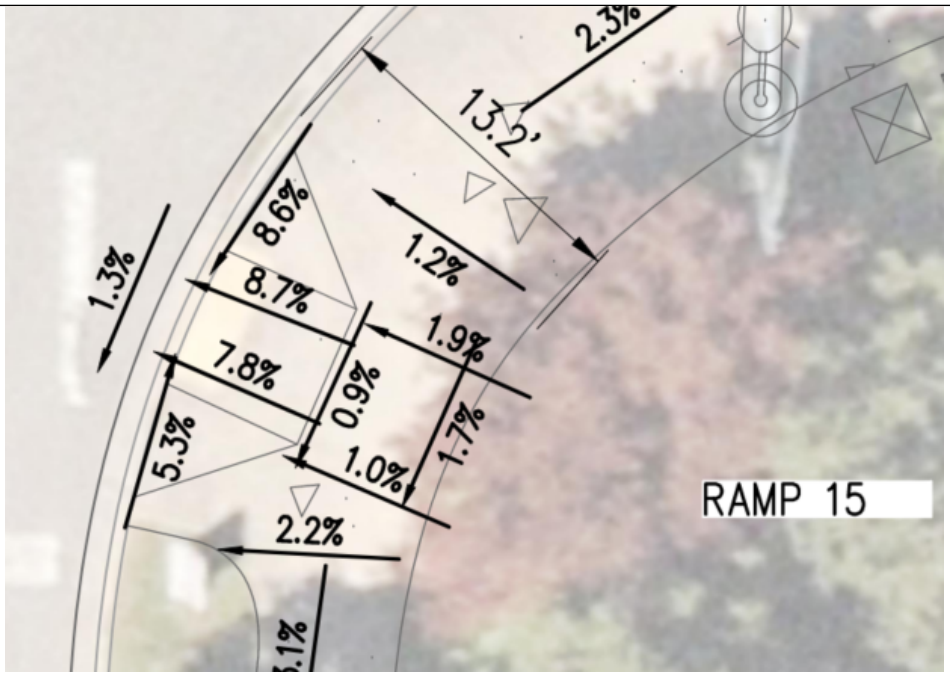
PEDESTRIAN PUSH BUTTON

Criteria - 209	Compliant?		
Button Height (36” Min. – 48” Max) (Existing Acceptable) (New 42” Min.)	☒ Yes	☐ No	See Comment #___
Level Clear Space Width 48” Minimum	☒ Yes	☐ No	See Comment #___
Level Clear Space Length 48” Minimum	☒ Yes	☐ No	See Comment #___
Less than 9” Reach	☒ Yes	☐ No	See Comment #___
Distance to Curb, Shoulder, or Pavement 10’ Maximum	☐ Yes	☒ No	See Comment #2
Within 5’ Crosswalk Envelope	☒ Yes	☐ No	See Comment #___
Audible/Vibrotactile Indications (APS)	☒ Yes	☐ No	See Comment #___

Comments/Justification:

1. Existing roadway slope exceeds 2.0%, sidewalk and roadway redesign not part of project scope.
2. Existing PPB distance exceeds 10’ maximum.

RAMP EXISTING CONDITIONS



RAMP EXISTING CONDITIONS STREET VIEW

Project Name: Snoqualmie Parkway Rehabilitation Project	RAMP 16
Perpendicular Curb Ramp Criteria (2011 PROWAG)	**Date: 03/2023**
Location: Snoqualmie Parkway and SE Swenson Dr	
Quadrant: Southeast Corner	
Crossing: Snoqualmie Parkway	

RAMP

Criteria – 3.04.2	Compliant?	
Running Slope is 8.3% Maximum	☐ Yes	☒ No 8.1% See Comment #1
Cross Slope is 2% Maximum at Gutter line Bottom of Ramp	☐ Yes	☒ No 3.1% See Comment #1
Cross Slope is 2% Maximum at Top of Ramp	☐ Yes	☒ No 3.4% See Comment #1
Left Flare Slope is 10% Maximum	☒ Yes	☐ No _____% See Comment #
Right Flare Slope is 10% Maximum	☐ Yes	☒ No 10.5% See Comment #1
Width is 4.0’ Minimum	☒ Yes	☐ No _____ See Comment #
Detectable Warning Surface Present and Correct Location	☒ Yes	☐ No _____ See Comment #
Counter Slope of Gutter or Street is 5% Maximum	☒ Yes	☐ No_____% See Comment #___
Clear Space Provided Beyond Bottom Grade Break ☒ Dimensions 4.0’x 4.0’Minimum ☒ Fully within the width of the crosswalk ☒ Outside Parallel Vehicle Lane (Note: 2% Slope requirement does not apply to this clear space)	☒ Yes	☐ No See Comment #___
Perpendicular Curb is Built to Curb at Right Angles	☒ Yes	☐ No See Comment #___
Ramp is Clear of Obstructions (including access covers)	☒ Yes	☐ No See Comment #___
Grade Breaks are Flush (no vertical discontinuity)	☒ Yes	☐ No See Comment #___

LANDING-TURNING SPACE

Criteria – 204.2.1	Compliant?	
Turning Space Present?	☒ Yes	☐ No See Comment #___
Dimensions are 4.0’ x 4.0’ Min unless Constrained it is 4.0’ x 5.0’ Min.	☒ Yes	☐ No See Comment #___
Cross Slope is 2% Maximum	☐ Yes	☒ No 3.4% See Comment #1
Running Slope is 2% Maximum	☒ Yes	☐ No ____% See Comment #___
Turning Space is clear of obstructions (including access covers)	☒ Yes	☐ No See Comment #___

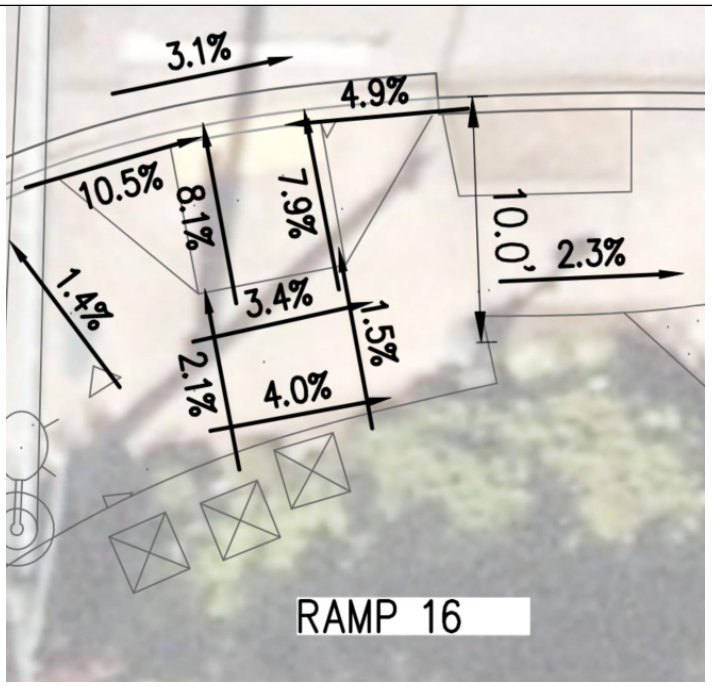
PEDESTRIAN PUSH BUTTON

Criteria - 209	Compliant?		
Button Height (36” Min. – 48” Max) (Existing Acceptable) (New 42” Min.)	☒ Yes	☐ No	See Comment #___
Level Clear Space Width 48” Minimum	☐ Yes	☒ No	See Comment #2
Level Clear Space Length 48” Minimum	☐ Yes	☒ No	See Comment #2
Less than 9” Reach	☒ Yes	☐ No	See Comment #___
Distance to Curb, Shoulder, or Pavement 10’ Maximum	☒ Yes	☐ No	See Comment #___
Within 5’ Crosswalk Envelope	☒ Yes	☐ No	See Comment #___
Audible/Vibrotactile Indications (APS)	☒ Yes	☐ No	See Comment #___

Comments/Justification:

1. Existing roadway slope exceeds 2.0%, sidewalk and roadway redesign not part of project scope.
2. Existing roadway slope exceeds 2.0%, sidewalk and roadway redesign not part of project scope. Minimum 30” width and 48” length is achieved but exceeds 2.0% slope.

RAMP EXISTING CONDITIONS



RAMP EXISTING CONDITIONS STREET VIEW

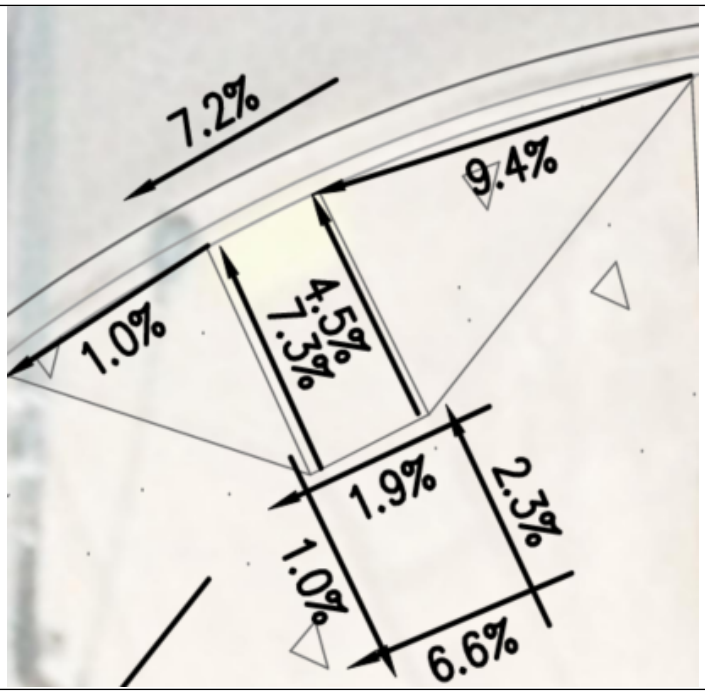
PEDESTRIAN PUSH BUTTON

Criteria - 209	Compliant?		
Button Height (36” Min. – 48” Max) (Existing Acceptable) (New 42” Min.)	☒ Yes	☐ No	See Comment #___
Level Clear Space Width 48” Minimum	☐ Yes	☒ No	See Comment #2
Level Clear Space Length 48” Minimum	☐ Yes	☒ No	See Comment #2
Less than 9” Reach	☒ Yes	☐ No	See Comment #___
Distance to Curb, Shoulder, or Pavement 10’ Maximum	☒ Yes	☐ No	See Comment #
Within 5’ Crosswalk Envelope	☒ Yes	☐ No	See Comment #___
Audible/Vibrotactile Indications (APS)	☒ Yes	☐ No	See Comment #___

Comments/Justification:

1. Existing roadway slope exceeds 2.0%, sidewalk and roadway redesign not part of project scope.
2. Existing roadway slope exceeds 2.0%, sidewalk and roadway redesign not part of project scope. Minimum 30” width and 48” length is achieved but exceeds 2.0% slope.

RAMP EXISTING CONDITIONS



RAMP EXISTING CONDITIONS STREET VIEW

Project Name: Snoqualmie Parkway Rehabilitation	RAMP 45
Perpendicular Curb Ramp Criteria (2011 PROWAG)	**Date: 03/2023**
Location: Snoqualmie Parkway and Better Way SE	
Quadrant: Southwest Corner	
Crossing: Snoqualmie Parkway	

RAMP

Criteria – 3.04.2	Compliant?	
Running Slope is 8.3% Maximum	☒ Yes	☐ No _____% See Comment #
Cross Slope is 2% Maximum at Gutter line Bottom of Ramp	☐ Yes	☒ No 4.6% See Comment #1
Cross Slope is 2% Maximum at Top of Ramp	☒ Yes	☒ No _____% See Comment #
Left Flare Slope is 10% Maximum	☒ Yes	☐ No _____% See Comment #
Right Flare Slope is 10% Maximum	☒ Yes	☐ No _____% See Comment #
Width is 4.0’ Minimum	☒ Yes	☐ No _____ See Comment #
Detectable Warning Surface Present and Correct Location	☒ Yes	☐ No _____ See Comment #
Counter Slope of Gutter or Street is 5% Maximum	☒ Yes	☐ No_____% See Comment #___
Clear Space Provided Beyond Bottom Grade Break ☒ Dimensions 4.0’x 4.0’Minimum ☒ Fully within the width of the crosswalk ☒ Outside Parallel Vehicle Lane (Note: 2% Slope requirement does not apply to this clear space)	☒ Yes	☐ No See Comment #___
Perpendicular Curb is Built to Curb at Right Angles	☒ Yes	☐ No See Comment #___
Ramp is Clear of Obstructions (including access covers)	☒ Yes	☐ No See Comment #___
Grade Breaks are Flush (no vertical discontinuity)	☒ Yes	☐ No See Comment #___

LANDING-TURNING SPACE

Criteria – 204.2.1	Compliant?	
Turning Space Present?	☒ Yes	☐ No See Comment #___
Dimensions are 4.0’ x 4.0’ Min. unless Constrained it is 4.0’ x 5.0’ Min.	☒ Yes	☐ No See Comment #___
Cross Slope is 2% Maximum	☒ Yes	☐ No ____% See Comment #___
Running Slope is 2% Maximum	☒ Yes	☐ No ____% See Comment #___
Turning Space is clear of obstructions (including access covers)	☒ Yes	☐ No See Comment #___

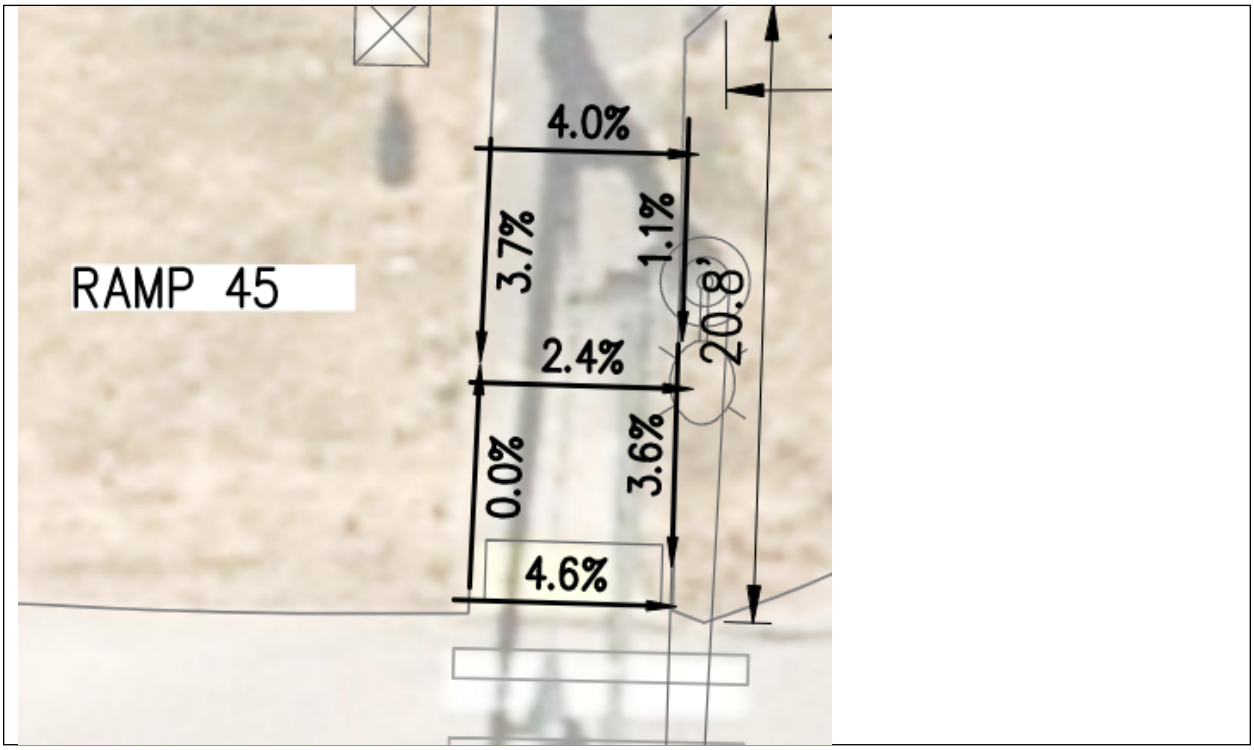
PEDESTRIAN PUSH BUTTON

Criteria - 209	Compliant?		
Button Height (36” Min. – 48” Max) (Existing Acceptable) (New 42” Min.)	☒ Yes	☐ No	See Comment #___
Level Clear Space Width 48” Minimum	☒ Yes	☐ No	See Comment #___
Level Clear Space Length 48” Minimum	☒ Yes	☐ No	See Comment #___
Less than 9” Reach	☒ Yes	☐ No	See Comment #___
Distance to Curb, Shoulder, or Pavement 10’ Maximum	☒ Yes	☐ No	See Comment #___
Within 5’ Crosswalk Envelope	☒ Yes	☐ No	See Comment #___
Audible/Vibrotactile Indications (APS)	☒ Yes	☐ No	See Comment #___

Comments/Justification:

1. Existing roadway slope exceeds 2.0%, roadway redesign not part of project scope.

RAMP EXISTING CONDITIONS



RAMP EXISTING CONDITIONS STREET VIEW

Project Name: Snoqualmie Parkway Rehabilitation	RAMP 46
Perpendicular Curb Ramp Criteria (2011 PROWAG)	**Date: 0/2023**
Location: Snoqualmie Parkway and Better Way SE	
Quadrant: Southwest Corner	
Crossing: Better Way SE	

RAMP

Criteria – 3.04.2	Compliant?	
Running Slope is 8.3% Maximum	☒ Yes	☐ No _____% See Comment #
Cross Slope is 2% Maximum at Gutter line Bottom of Ramp	☐ Yes	☒ No 2.1% See Comment #1
Cross Slope is 2% Maximum at Top of Ramp	☒ Yes	☒ No _____% See Comment #
Left Flare Slope is 10% Maximum	☒ Yes	☐ No _____% See Comment #
Right Flare Slope is 10% Maximum	☒ Yes	☐ No _____% See Comment #
Width is 4.0’ Minimum	☒ Yes	☐ No _____ See Comment #
Detectable Warning Surface Present and Correct Location	☒ Yes	☐ No _____ See Comment #
Counter Slope of Gutter or Street is 5% Maximum	☒ Yes	☐ No_____% See Comment #___
Clear Space Provided Beyond Bottom Grade Break ☒ Dimensions 4.0’x 4.0’Minimum ☒ Fully within the width of the crosswalk ☒ Outside Parallel Vehicle Lane (Note: 2% Slope requirement does not apply to this clear space)	☒ Yes	☐ No See Comment #___
Perpendicular Curb is Built to Curb at Right Angles	☒ Yes	☐ No See Comment #___
Ramp is Clear of Obstructions (including access covers)	☒ Yes	☐ No See Comment #___
Grade Breaks are Flush (no vertical discontinuity)	☒ Yes	☐ No See Comment #___

LANDING-TURNING SPACE

Criteria – 204.2.1	Compliant?	
Turning Space Present?	☒ Yes	☐ No See Comment #___
Dimensions are 4.0’ x 4.0’ Min. unless Constrained it is 4.0’ x 5.0’ Min.	☒ Yes	☐ No See Comment #___
Cross Slope is 2% Maximum	☒ Yes	☐ No ____% See Comment #___
Running Slope is 2% Maximum	☒ Yes	☐ No ____% See Comment #___
Turning Space is clear of obstructions (including access covers)	☒ Yes	☐ No See Comment #___

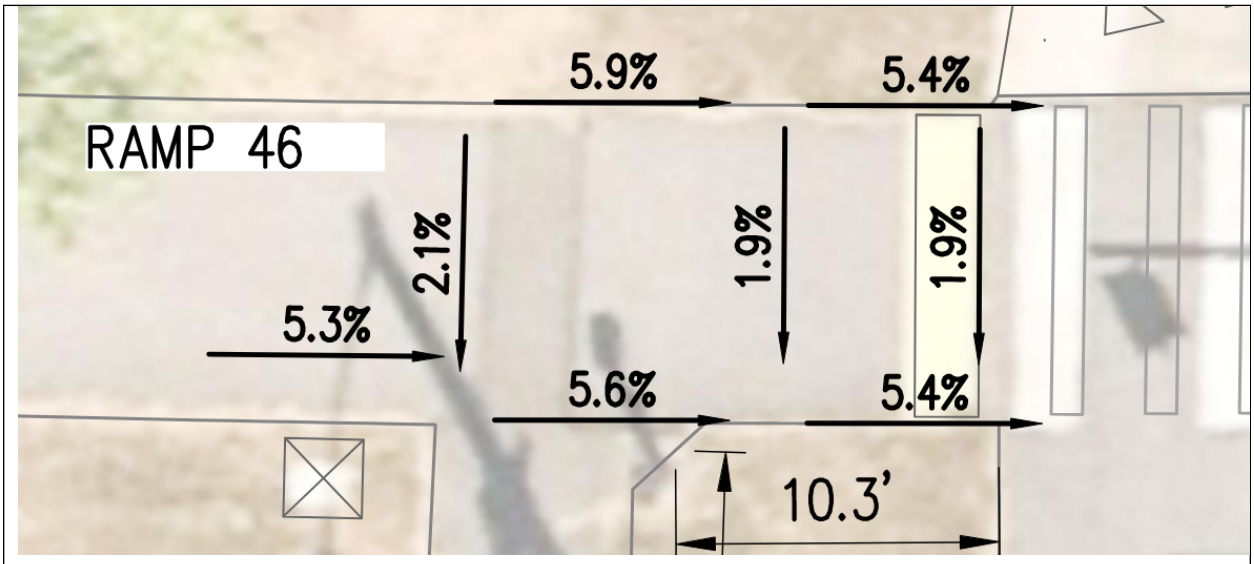
PEDESTRIAN PUSH BUTTON

Criteria - 209	Compliant?		
Button Height (36” Min. – 48” Max) (Existing Acceptable) (New 42” Min.)	☒ Yes	☐ No	See Comment #___
Level Clear Space Width 48” Minimum	☒ Yes	☐ No	See Comment #___
Level Clear Space Length 48” Minimum	☒ Yes	☐ No	See Comment #___
Less than 9” Reach	☒ Yes	☐ No	See Comment #___
Distance to Curb, Shoulder, or Pavement 10’ Maximum	☒ Yes	☐ No	See Comment #___
Within 5’ Crosswalk Envelope	☒ Yes	☐ No	See Comment #___
Audible/Vibrotactile Indications (APS)	☒ Yes	☐ No	See Comment #___

Comments/Justification:

1. Existing roadway slope exceeds 2.0%, roadway redesign not part of project scope.

RAMP EXISTING CONDITIONS



RAMP EXISTING CONDITIONS STREET VIEW

Project Name: Snoqualmie Parkway Rehabilitation	RAMP 47
Perpendicular Curb Ramp Criteria (2011 PROWAG)	**Date: 03/2023**
Location: Snoqualmie Parkway and Better Way SE	
Quadrant: Northwest Corner	
Crossing: Better Way SE	

RAMP

Criteria – 3.04.2	Compliant?	
Running Slope is 8.3% Maximum	☒ Yes	☐ No _____% See Comment #
Cross Slope is 2% Maximum at Gutter line Bottom of Ramp	☐ Yes	☒ No 2.6% See Comment #1
Cross Slope is 2% Maximum at Top of Ramp	☒ Yes	☒ No _____% See Comment #
Left Flare Slope is 10% Maximum	☒ Yes	☐ No _____% See Comment #
Right Flare Slope is 10% Maximum	☒ Yes	☐ No _____% See Comment #
Width is 4.0’ Minimum	☒ Yes	☐ No _____ See Comment #
Detectable Warning Surface Present and Correct Location	☒ Yes	☐ No _____ See Comment #
Counter Slope of Gutter or Street is 5% Maximum	☒ Yes	☐ No_____% See Comment #___
Clear Space Provided Beyond Bottom Grade Break ☒ Dimensions 4.0’x 4.0’Minimum ☒ Fully within the width of the crosswalk ☒ Outside Parallel Vehicle Lane (Note: 2% Slope requirement does not apply to this clear space)	☒ Yes	☐ No See Comment #___
Perpendicular Curb is Built to Curb at Right Angles	☒ Yes	☐ No See Comment #___
Ramp is Clear of Obstructions (including access covers)	☒ Yes	☐ No See Comment #___
Grade Breaks are Flush (no vertical discontinuity)	☒ Yes	☐ No See Comment #___

LANDING-TURNING SPACE

Criteria – 204.2.1	Compliant?	
Turning Space Present?	☒ Yes	☐ No See Comment #___
Dimensions are 4.0’ x 4.0’ Min. unless Constrained it is 4.0’ x 5.0’ Min.	☒ Yes	☐ No See Comment #___
Cross Slope is 2% Maximum	☒ Yes	☐ No ____% See Comment #___
Running Slope is 2% Maximum	☒ Yes	☐ No ____% See Comment #___
Turning Space is clear of obstructions (including access covers)	☒ Yes	☐ No See Comment #___

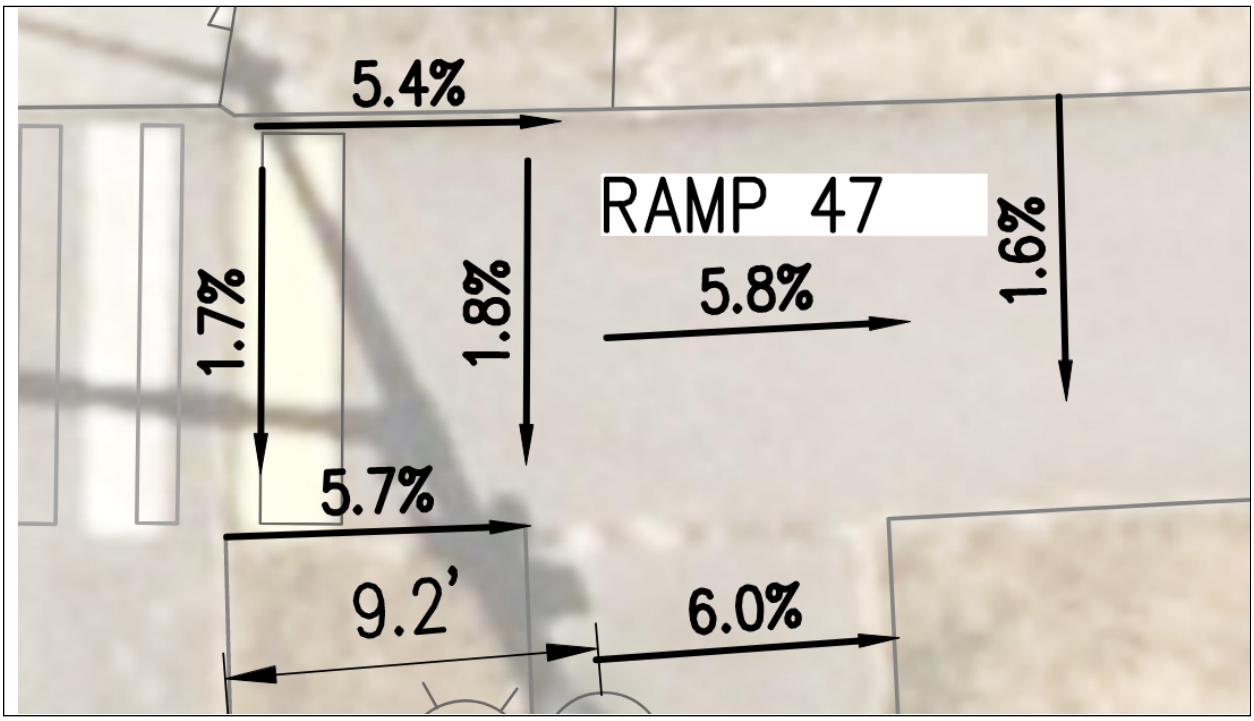
PEDESTRIAN PUSH BUTTON

Criteria - 209	Compliant?		
Button Height (36” Min. – 48” Max) (Existing Acceptable) (New 42” Min.)	☒ Yes	☐ No	See Comment #___
Level Clear Space Width 48” Minimum	☒ Yes	☐ No	See Comment #___
Level Clear Space Length 48” Minimum	☒ Yes	☐ No	See Comment #___
Less than 9” Reach	☒ Yes	☐ No	See Comment #___
Distance to Curb, Shoulder, or Pavement 10’ Maximum	☒ Yes	☐ No	See Comment #___
Within 5’ Crosswalk Envelope	☒ Yes	☐ No	See Comment #___
Audible/Vibrotactile Indications (APS)	☒ Yes	☐ No	See Comment #___

Comments/Justification:

1. Existing roadway slope exceeds 2.0%, roadway redesign not part of project scope.

RAMP EXISTING CONDITIONS



RAMP EXISTING CONDITIONS STREET VIEW

Project Name: Snoqualmie Parkway Rehabilitation Project	RAMP 48
Perpendicular Curb Ramp Criteria (2011 PROWAG)	**Date: 03/2023**
Location: Snoqualmie Parkway and Better Way SE	
Quadrant: Northwest Corner	
Crossing: Snoqualmie Parkway	

RAMP

Criteria – 3.04.2	Compliant?	
Running Slope is 8.3% Maximum	☒ Yes	☐ No _____% See Comment #
Cross Slope is 2% Maximum at Gutter line Bottom of Ramp	☐ Yes	☒ No 4.2% See Comment #1
Cross Slope is 2% Maximum at Top of Ramp	☒ Yes	☒ No _____% See Comment #
Left Flare Slope is 10% Maximum	☒ Yes	☐ No _____% See Comment #
Right Flare Slope is 10% Maximum	☒ Yes	☐ No _____% See Comment #
Width is 4.0’ Minimum	☒ Yes	☐ No _____ See Comment #
Detectable Warning Surface Present and Correct Location	☒ Yes	☐ No _____ See Comment #
Counter Slope of Gutter or Street is 5% Maximum	☒ Yes	☐ No_____% See Comment #___
Clear Space Provided Beyond Bottom Grade Break ☒ Dimensions 4.0’x 4.0’Minimum ☒ Fully within the width of the crosswalk ☒ Outside Parallel Vehicle Lane (Note: 2% Slope requirement does not apply to this clear space)	☒ Yes	☐ No See Comment #___
Perpendicular Curb is Built to Curb at Right Angles	☒ Yes	☐ No See Comment #___
Ramp is Clear of Obstructions (including access covers)	☒ Yes	☐ No See Comment #___
Grade Breaks are Flush (no vertical discontinuity)	☒ Yes	☐ No See Comment #___

LANDING-TURNING SPACE

Criteria – 204.2.1	Compliant?	
Turning Space Present?	☒ Yes	☐ No See Comment #___
Dimensions are 4.0’ x 4.0’ Min. unless Constrained it is 4.0’ x 5.0’ Min.	☒ Yes	☐ No See Comment #___
Cross Slope is 2% Maximum	☒ Yes	☐ No ____% See Comment #___
Running Slope is 2% Maximum	☒ Yes	☐ No ____% See Comment #___
Turning Space is clear of obstructions (including access covers)	☒ Yes	☐ No See Comment #___

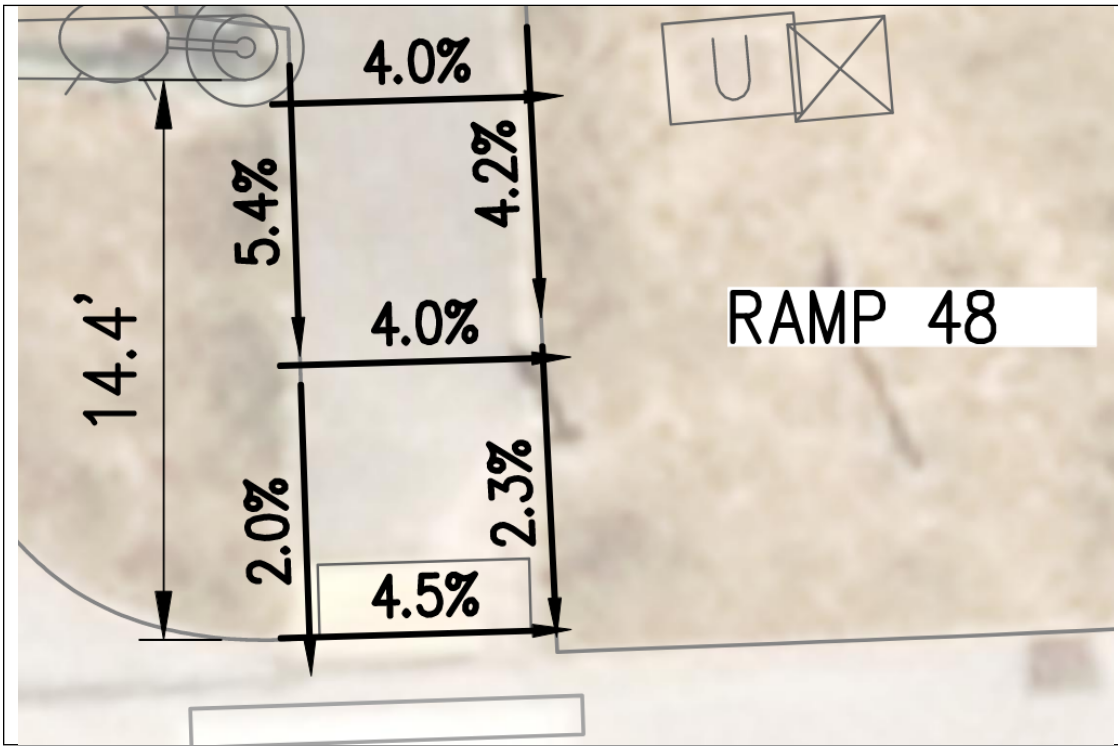
PEDESTRIAN PUSH BUTTON

Criteria - 209	Compliant?		
Button Height (36” Min. – 48” Max) (Existing Acceptable) (New 42” Min.)	☒ Yes	☐ No	See Comment #___
Level Clear Space Width 48” Minimum	☒ Yes	☐ No	See Comment #___
Level Clear Space Length 48” Minimum	☒ Yes	☐ No	See Comment #___
Less than 9” Reach	☒ Yes	☐ No	See Comment #___
Distance to Curb, Shoulder, or Pavement 10’ Maximum	☒ Yes	☐ No	See Comment #___
Within 5’ Crosswalk Envelope	☒ Yes	☐ No	See Comment #___
Audible/Vibrotactile Indications (APS)	☒ Yes	☐ No	See Comment #___

Comments/Justification:

1. Existing roadway slope exceeds 2.0%, roadway redesign not part of project scope.

RAMP EXISTING CONDITIONS



RAMP EXISTING CONDITIONS STREET VIEW

Project Name: Snoqualmie Parkway Rehabilitation Project	RAMP 49
Perpendicular Curb Ramp Criteria (2011 PROWAG)	**Date: 03/2023**
Location: Snoqualmie Parkway and Better Way SE	
Quadrant: Southeast Corner	
Crossing: Snoqualmie Parkway	

RAMP

Criteria – 3.04.2	Compliant?	
Running Slope is 8.3% Maximum	☒ Yes	☐ No ____% See Comment #___
Cross Slope is 2% Maximum at Gutter line Bottom of Ramp	☐ Yes	☒ No 7.0% See Comment #1
Cross Slope is 2% Maximum at Top of Ramp	☐ Yes	☒ No 2.7% See Comment #1
Left Flare Slope is 10% Maximum	☒ Yes	☐ No ____% See Comment #___
Right Flare Slope is 10% Maximum	☐ Yes	☒ No 16.0% See Comment #1
Width is 4.0’ Minimum	☒ Yes	☐ No _____ See Comment #___
Detectable Warning Surface Present and Correct Location	☒ Yes	☐ No _____ See Comment #___
Counter Slope of Gutter or Street is 5% Maximum	☒ Yes	☐ No_____% See Comment #___
Clear Space Provided Beyond Bottom Grade Break ☒ Dimensions 4.0’x 4.0’Minimum ☒ Fully within the width of the crosswalk ☒ Outside Parallel Vehicle Lane (Note: 2% Slope requirement does not apply to this clear space)	☒ Yes	☐ No See Comment #___
Perpendicular Curb is Built to Curb at Right Angles	☒ Yes	☐ No See Comment #___
Ramp is Clear of Obstructions (including access covers)	☒ Yes	☐ No See Comment #___
Grade Breaks are Flush (no vertical discontinuity)	☒ Yes	☐ No See Comment #___

LANDING-TURNING SPACE

Criteria – 204.2.1	Compliant?	
Turning Space Present?	☒ Yes	☐ No See Comment #___
Dimensions are 4.0’ x 4.0’ Min. unless Constrained it is 4.0’ x 5.0” Min.	☒ Yes	☐ No See Comment #___
Cross Slope is 2% Maximum	☐ Yes	☒ No 2.7% See Comment #1
Running Slope is 2% Maximum	☐ Yes	☒ No 4.8% See Comment #1
Turning Space is clear of obstructions (including access covers)	☒ Yes	☐ No See Comment #___

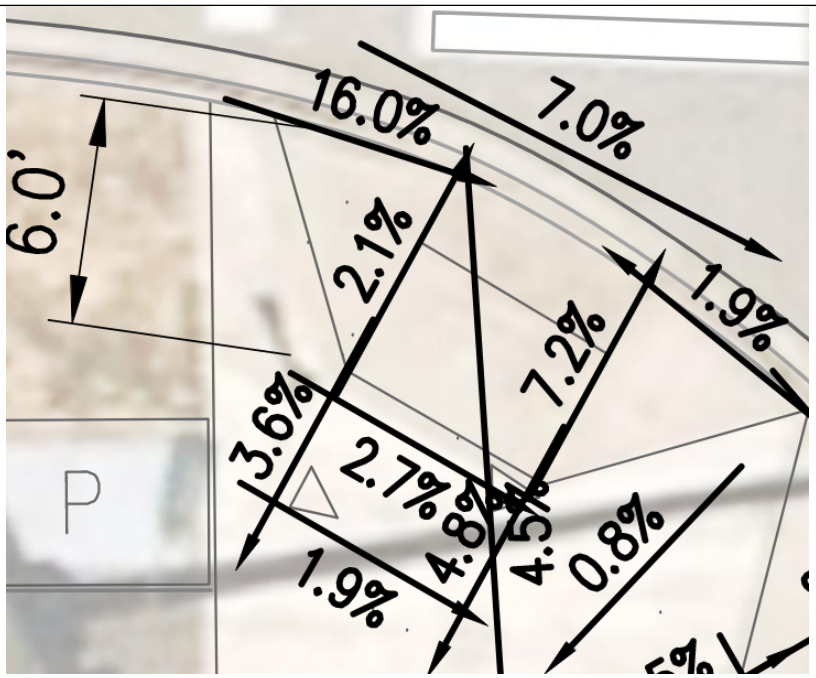
PEDESTRIAN PUSH BUTTON

Criteria - 209	Compliant?		
Button Height (36” Min. – 48” Max) (Existing Acceptable) (New 42” Min)	☒ Yes	☐ No	See Comment #___
Level Clear Space Width 48” Minimum	☐ Yes	☒ No	See Comment #2
Level Clear Space Length 48” Minimum	☐ Yes	☒ No	See Comment #2
Less than 9” Reach	☒ Yes	☐ No	See Comment #___
Distance to Curb, Shoulder, or Pavement 10’ Maximum	☒ Yes	☐ No	See Comment #___
Within 5’ Crosswalk Envelope	☒ Yes	☐ No	See Comment #___
Audible/Vibrotactile Indications (APS)	☒ Yes	☐ No	See Comment #___

Comments/Justification:

1. Existing roadway slope exceeds 2.0%, sidewalk and roadway redesign not part of project scope.
2. Existing roadway slope exceeds 2.0%, sidewalk and roadway redesign not part of project scope. Minimum 30” width and 48” length is achieved but exceeds 2.0% slope.

RAMP EXISTING CONDITIONS



RAMP EXISTING CONDITIONS STREET VIEW

Project Name: Snoqualmie Parkway Rehabilitation Project	RAMP 50
Perpendicular Curb Ramp Criteria (2011 PROWAG)	**Date: 03/2023**
Location: Snoqualmie Parkway and Better Way SE	
Quadrant: Southeast Corner	
Crossing: Better Way SE	

RAMP

Criteria – 3.04.2	Compliant?	
Running Slope is 8.3% Maximum	☐ Yes	☒ No 8.5% See Comment #1
Cross Slope is 2% Maximum at Gutter line Bottom of Ramp	☐ Yes	☒ No 5.7% See Comment #1
Cross Slope is 2% Maximum at Top of Ramp	☐ Yes	☒ No 6.3% See Comment #1
Left Flare Slope is 10% Maximum	☒ Yes	☐ No ____% See Comment #___
Right Flare Slope is 10% Maximum	☐ Yes	☒ No 14.1% See Comment #1
Width is 4.0’ Minimum	☒ Yes	☐ No _____ See Comment #___
Detectable Warning Surface Present and Correct Location	☒ Yes	☐ No _____ See Comment #___
Counter Slope of Gutter or Street is 5% Maximum	☒ Yes	☐ No_____% See Comment #___
Clear Space Provided Beyond Bottom Grade Break ☒ Dimensions 4.0’x 4.0’Minimum ☒ Fully within the width of the crosswalk ☒ Outside Parallel Vehicle Lane (Note: 2% Slope requirement does not apply to this clear space)	☒ Yes	☐ No See Comment #___
Perpendicular Curb is Built to Curb at Right Angles	☒ Yes	☐ No See Comment #___
Ramp is Clear of Obstructions (including access covers)	☒ Yes	☐ No See Comment #___
Grade Breaks are Flush (no vertical discontinuity)	☒ Yes	☐ No See Comment #___

LANDING-TURNING SPACE

Criteria – 204.2.1	Compliant?	
Turning Space Present?	☒ Yes	☐ No See Comment #___
Dimensions are 4.0’ x 4.0’ Min. unless Constrained it is 4.0’ x 5.0’ Min.	☒ Yes	☐ No See Comment #___
Cross Slope is 2% Maximum	☐ Yes	☒ No 7.9% See Comment #1
Running Slope is 2% Maximum	☐ Yes	☒ No 2.1% See Comment #1
Turning Space is clear of obstructions (including access covers)	☒ Yes	☐ No See Comment #___

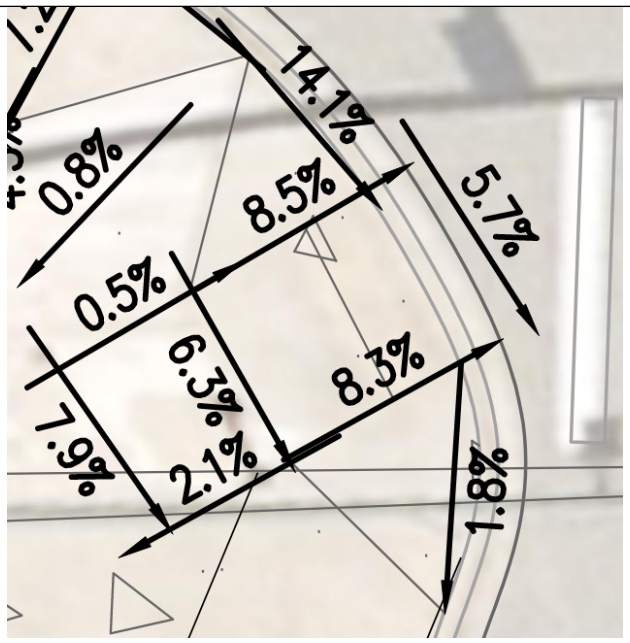
PEDESTRIAN PUSH BUTTON

Criteria - 209	Compliant?		
Button Height (36” Min. – 48” Max) (Existing Acceptable) (New 42” Min.)	☒ Yes	☐ No	See Comment #___
Level Clear Space Width 48” Minimum	☐ Yes	☒ No	See Comment #2
Level Clear Space Length 48” Minimum	☐ Yes	☒ No	See Comment #2
Less than 9” Reach	☒ Yes	☐ No	See Comment #___
Distance to Curb, Shoulder, or Pavement 10’ Maximum	☒ Yes	☐ No	See Comment #___
Within 5’ Crosswalk Envelope	☒ Yes	☐ No	See Comment #___
Audible/Vibrotactile Indications (APS)	☒ Yes	☐ No	See Comment #___

Comments/Justification:

1. Existing roadway slope exceeds 2.0%, sidewalk and roadway redesign not part of project scope.
2. Existing roadway slope exceeds 2.0%, sidewalk and roadway redesign not part of project scope. Minimum 30” width and 48” length is achieved but exceeds 2.0% slope.

RAMP EXISTING CONDITIONS



RAMP EXISTING CONDITIONS STREET VIEW

Project Name: Snoqualmie Parkway Rehabilitation Project	RAMP 52
Perpendicular Curb Ramp Criteria (2011 PROWAG)	**Date: 03/2023**
Location: Snoqualmie Parkway and Better Way SE	
Quadrant: Northeast Corner	
Crossing: Snoqualmie Parkway	

RAMP

Criteria – 3.04.2	Compliant?	
Running Slope is 8.3% Maximum	☒ Yes	☐ No ____% See Comment #___
Cross Slope is 2% Maximum at Gutter line Bottom of Ramp	☐ Yes	☒ No 4.1% See Comment #1
Cross Slope is 2% Maximum at Top of Ramp	☒ Yes	☐ No ____% See Comment #___
Left Flare Slope is 10% Maximum	☒ Yes	☐ No ____% See Comment #___
Right Flare Slope is 10% Maximum	☒ Yes	☐ No ____% See Comment #____
Width is 4.0’ Minimum	☒ Yes	☐ No _____ See Comment #___
Detectable Warning Surface Present and Correct Location	☒ Yes	☐ No _____ See Comment #___
Counter Slope of Gutter or Street is 5% Maximum	☒ Yes	☐ No_____% See Comment #___
Clear Space Provided Beyond Bottom Grade Break ☒ Dimensions 4.0’x 4.0’Minimum ☒ Fully within the width of the crosswalk ☒ Outside Parallel Vehicle Lane (Note: 2% Slope requirement does not apply to this clear space)	☒ Yes	☐ No See Comment #___
Perpendicular Curb is Built to Curb at Right Angles	☒ Yes	☐ No See Comment #___
Ramp is Clear of Obstructions (including access covers)	☒ Yes	☐ No See Comment #___
Grade Breaks are Flush (no vertical discontinuity)	☒ Yes	☐ No See Comment #___

LANDING-TURNING SPACE

Criteria – 204.2.1	Compliant?	
Turning Space Present?	☒ Yes	☐ No See Comment #___
Dimensions are 4.0’ x 4.0’ Min. unless Constrained it is 4.0’ x 5.0’ Min.	☒ Yes	☐ No See Comment #___
Cross Slope is 2% Maximum	☒ Yes	☐ No ____% See Comment #___
Running Slope is 2% Maximum	☒ Yes	☐ No ____% See Comment #___
Turning Space is clear of obstructions (including access covers)	☒ Yes	☐ No See Comment #___

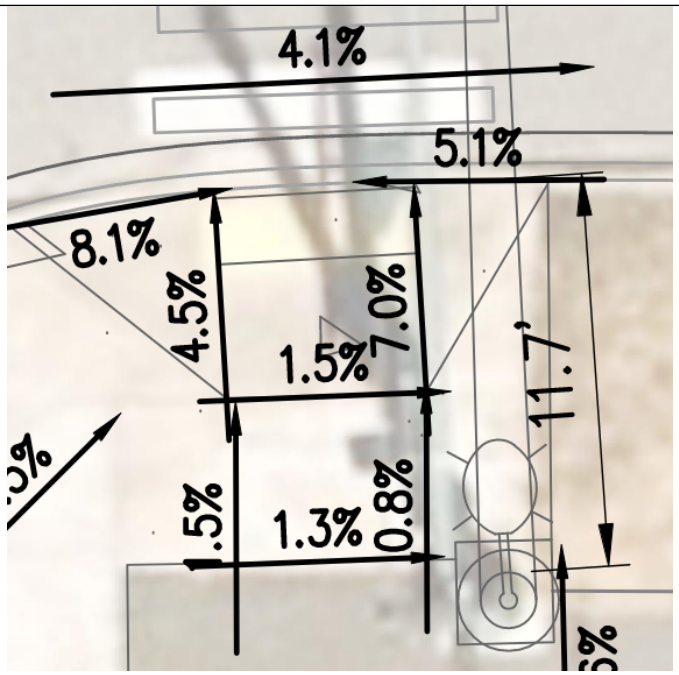
PEDESTRIAN PUSH BUTTON

Criteria - 209	Compliant?		
Button Height (36” Min. – 48” Max) (Existing Acceptable) (New 42” Min.)	☒ Yes	☐ No	See Comment #___
Level Clear Space Width 48” Minimum	☒ Yes	☐ No	See Comment #___
Level Clear Space Length 48” Minimum	☒ Yes	☐ No	See Comment #____
Less than 9” Reach	☒ Yes	☐ No	See Comment #___
Distance to Curb, Shoulder, or Pavement 10’ Maximum	☒ Yes	☐ No	See Comment #___
Within 5’ Crosswalk Envelope	☒ Yes	☐ No	See Comment #___
Audible/Vibrotactile Indications (APS)	☒ Yes	☐ No	See Comment #___

Comments/Justification:

1. Existing roadway slope exceeds 2.0%, sidewalk and roadway redesign not part of project scope.

RAMP EXISTING CONDITIONS



RAMP EXISTING CONDITIONS STREET VIEW

APPENDIX B

PREVIOUS MEF DOCUMENTATION WITHIN

SNOQUALMIE PARKWAY REHABILITATION PROJECT LIMITS

DOUGLAS AVE SE, FAIRWAY AVE SE, FISHER AVE SE

(SE 99TH ST TO SR 202 / RAILROAD AVE)

City of Snoqualmie

Maximum Extent Feasible Documentation for ADA Guidelines Compliancy – Designed Conditions

Snoqualmie Parkway Intersection Improvements

September 2014

Perteet
2707 Colby Avenue, Suite 900
Everett, Washington 98201
1-800-615-9900 / 425-252-7700

MAXIMUM EXTENT FEASIBLE DOCUMENTATION
ADA ACCESSIBILITY

for
Snoqualmie Parkway Intersection Improvements – Designed Conditions

City of Snoqualmie Project No. 20120171
Federal Aid No. STPUS-17W2(001)

September 2014

Prepared for:
City of Snoqualmie

Prepared by:
Perteet, Inc.

Maximum Extent Feasible Approval :

Dan Thomason
ADA Coordinator

9/04/2014
Date

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INTRODUCTION

The purpose of this documentation is to provide a record of the newly constructed curb ramps, crosswalks, sidewalk repair areas, accessible pedestrian signals and pedestrian push buttons for the City of Snoqualmie Snoqualmie Parkway Intersection Improvements project. Pavement overlay projects are required to include upgrades to affected pedestrian facilities to meet the Americans with Disabilities Act (ADA) requirements and guidelines. The affected pedestrian facilities have been constructed to meet accessibility guidelines by pedestrians with disabilities to the maximum extent feasible, given the existing site conditions.

PROJECT DESCRIPTION

This project includes restoration of two intersections of the Snoqualmie Parkway SE corridor and is funded with federal funds. Select design plan sheets showing project limits and proposed improvements are in Appendix A. The first intersection is Douglas Ave SE and the second intersection is Fairway Ave SE. The restoration work includes grind and overlay of the existing asphalt concrete pavement in the intersections. The project includes upgrading existing curb ramps, where crosswalks will be altered by the pavement overlay, to meet ADA guidelines.

EXISTING CONDITIONS

The existing corridor of Snoqualmie Parkway within the project limits is typically a five lane roadway section, which includes a planted median in the center lane throughout most of the corridor. The project corridor includes two signalized intersections.

ADA DESIGN GUIDELINES

The design and construction guidance for this project is the Revised Draft Guidelines for Accessible Public Rights-of-Way, November 23, 2005 (The 2005 version of the PROWAG), as specified by WSDOT. Based on these guidelines, the following determinations have been made for this project:

- A pavement resurfacing project is classified as an Alteration (Advisory section R202.1 General).
- Where existing elements are altered, each altered pedestrian element within the limits or scope of the project shall comply with the requirements for new construction to the maximum extent feasible (section R202.3 Alterations). For a roadway overlay project, the altered element would be part of the pedestrian circulation path – this would specifically be the crosswalk (marked or unmarked) zone, which in turn would include the assessment and potential upgrades to crosswalks, pedestrian refuge islands, and curb ramps adjacent to the crosswalk.
- The accessibility requirements are to be applied to all areas of a facility within the scope or limits of the planned project (Advisory R201.1 Scope). Specific to this project, where the pedestrian circulation path is <u>not</u> being altered because it is outside the overlay limits of the planned project, the pedestrian circulation path is <u>not</u> required to comply – i.e. it is not required to be upgraded with this project to meet guidelines.

PEDESTRIAN FACILITIES – ASSESSMENT AND DESIGN

The overlay limits of this project are the intersections of Douglas Ave SE and Fairway Ave SE. In general, this project does not include the overlay of cross streets.

The intent of this overlay project is to keep the overlay limits within the intersection from curb to curb of Douglas Ave SE and Fairway Ave SE. For this project, the City of Snoqualmie has included the replacement of the existing curb ramps that are in the intersections.

Crosswalks

Existing Crosswalk Analysis and Evaluation

The criteria for the cross slope of the crosswalk is 2% maximum where there is yield or stop control, and 5% maximum where there is no yield or stop control (e.g., a signalized intersection). The roadway running grade is also the cross slope of the crosswalk zones, thus the cross slope is generally dictated by the profile grade of the roadway and curb return grading.

The existing crosswalk cross slopes at the applicable intersections range as shown in the table below.

Table 1: Existing Street Crossings – Cross Slopes

Crossing Location (Cross Street)	Intersection Leg	Existing Cross Slope Range
Douglas Ave SE	North Leg	3.3%** to 2.0%
Douglas Ave SE	East Leg	4.3%** to 7.0%**
Douglas Ave SE	South Leg	6.0%** to 0.0%
Douglas Ave SE	West Leg	1.5% to 3.5%**
Fairway Ave SE	North Leg	8.8%** to 10.3%**
Fairway Ave SE	East Leg	9.8%** to 11.0%**

N/A = Not Applicable ** = *Non-compliant*

The crosswalk locations are shown in the Design Plan Sheets in Appendix A.

The relatively steeper cross slopes of the existing crosswalks are due to the relatively steeper roadway grades of the cross streets and/or to accommodate surface stormwater conveyance. The majority of the existing crosswalk cross slopes meet the 2005 PROWAG guidelines and are compliant, with the exceptions noted in Table 1, above.

Crosswalk Design

Because this project is an overlay, the existing cross slopes of the crosswalks will generally remain the same. Reducing the existing relatively steeper grades or re-grading and re-directing surface stormwater would require reconstruction of the roadway and modifications to the roadway profile well beyond the intersections in order to table top the intersection legs in order to meet the 2005 PROWAG guidelines. This type of reconstruction would have been a very significant effort and was not within the original scope of the project.

Curb Ramps

The curb ramps within the project area are summarized below:

- 12 existing curb ramps within the project area

- 12 curb ramps will be upgraded

The Design Plan Sheets in Appendix A show the curb ramp locations and the project paving limits.

Existing Curb Ramp Analysis and Evaluation

Existing curb ramp features assessed include the slopes and dimensions of ramps and landings, slopes of flares, clear space, and detectable warning materials, placement, and dimensions. Dimensions and slopes were taken in the field using a tape measure and 4-foot smart level, and recorded for each ramp. Multiple slope measurements were taken for each ramp in various spots, and the maximum slope reading was used as the evaluation slope.

The placement of the pedestrian street crossing and the number of ramps serving the crossing was also evaluated. Curb ramps shall connect the pedestrian access route to each pedestrian street crossing within the width of the each crosswalk (2005 PROWAG Section R207 Curb Ramps and Blended Transitions). Typical crosswalk placement at intersections usually results in two curb ramps at each curb return.

Table 2 identifies all curb ramps along the project area that were identified as potential replacements, and summarizes whether or not the curb ramp is being upgraded; and if the proposed curb ramp will be fully compliant to the 2005 PROWAG; or if it has been designed to the maximum extent feasible. Detailed information identifying each curb ramp, design criteria, existing conditions for each curb ramp, status of compliancy or non-compliancy, and the proposed design is provided in Appendix B of this document.

Table 2: Existing Curb Ramp Compliancy and Summary of Proposed Design

APPENDIX C REFERENCE	IDENTIFIER	CATEGORY		
	Location (Cross Street)	Non-Compliant / Retrofit to Full Compliance	Non-Compliant / Retrofit to MEE	Existing Curb Ramp is Compliant
RAMP 17	Douglas Ave SE (NW Corner, Southbound Crossing)	X		
RAMP 18	Douglas Ave SE (NW Corner, Eastbound Crossing)	X		
RAMP 24	Douglas Ave SE (NE Corner, Westbound Crossing)	X		
RAMP 23	Douglas Ave SE (NE Corner, Southbound Crossing)	X		
RAMP 22	Douglas Ave SE (SE Corner, Northbound Crossing)	X		
RAMP 21	Douglas Ave SE (SE Corner, Westbound Crossing)	X		
RAMP 17	Douglas Ave SE (SW Corner, Eastbound Crossing)	X		
RAMP 18	Douglas Ave SE (SW Corner, Northbound Crossing)	X		
RAMP 33	Fairway Ave SE (NW Corner, Eastbound Crossing)	X		
RAMP 34	Fairway Ave SE (NE Corner, Westbound Crossing)		X	
RAMP 35	Fairway Ave SE (NE Corner, Southbound Crossing)		X	
RAMP 36	Fairway Ave SE (SE Corner, Northbound Crossing)	X		

Curb Ramp Design

Detailed information identifying each curb ramp, design criteria, existing conditions for each ramp, status of compliancy or non-compliancy, and the proposed design is provided in Appendix B of this document.

Some of the proposed curb ramps have cross slopes of the ramp or landing along the gutter line that are greater than 2% (2% is the maximum allowable cross slope of a ramp to meet accessibility standards) due to existing roadway grades that are steeper than 2%. Given that this is a pavement overlay project, there is limited opportunity to change the slope of the gutter line, and several of the proposed ramps (for perpendicular ramps) and landings (for parallel ramps) will continue to have cross slopes along the gutter line that exceed 2%. Reducing the existing steeper grades would require reconstruction of the roadway and modifications to the roadway profile well beyond the intersections in order to table top some of the intersection legs to meet the 2005 PROWAG guidelines. This type of reconstruction would be a very significant effort and is not within the original scope of the project. The curb ramps have been designed to the maximum extent feasible to fit the existing site conditions.

There are steep roadway grades at the intersection of Snoqualmie Parkway and Fairway Ave. SE. Curb ramps at this intersection have been designed to meet maximum running slope grades. The landings and pedestrian access route will be non-compliant due to the steep grades. With gutter grades ranging from 9.3% to 10.3% the cross slopes on the landings closely mimic the gutter grades in an effort to minimize slopes and the severity of grade breaks along the pedestrian route between the ramps and connections to adjacent sidewalks. The resulting cross slope for the east-west pedestrian access route is 3.5%. This slope is a result of grading limitations of the ramp and the close proximity of the existing right-of-way at the back of walk. Given the existing steep slopes, these areas have been designed towards meeting compliancy to the maximum extent feasible.

Sidewalks

Portions of existing sidewalk segments will be replaced as a result of the various project improvements, or as specified by the City. Segments of sidewalks will be replaced associated with curb ramp reconstruction areas.

The sidewalk segments are shown in the plans in Appendix A. All sidewalk is intended to be constructed with a cross slope of 2% or less, with the exception of new transition segments (roughly 5-feet) which will be used to match the new sidewalk areas to the existing sidewalk cross slopes. Due to the steep slopes on the northeast corner of Fairway Ave SE the cross slopes of the sidewalk exceed the 2% minimum, and given the steep slopes these areas have been designed towards meeting compliancy to the maximum extent feasible.

Pedestrian Push Buttons

Existing Pedestrian Signal Analysis and Evaluation

Pedestrian push buttons are not being relocated or upgraded to APS as part of this project. While the landings or clear spaces that access the pedestrian push buttons are being altered, access to the buttons will be the same or will be improved. Reconstruction will result in similar access and grades. Grades may vary slightly from existing as a result of grade adjustments to improve curb ramp grading.

Appendix A

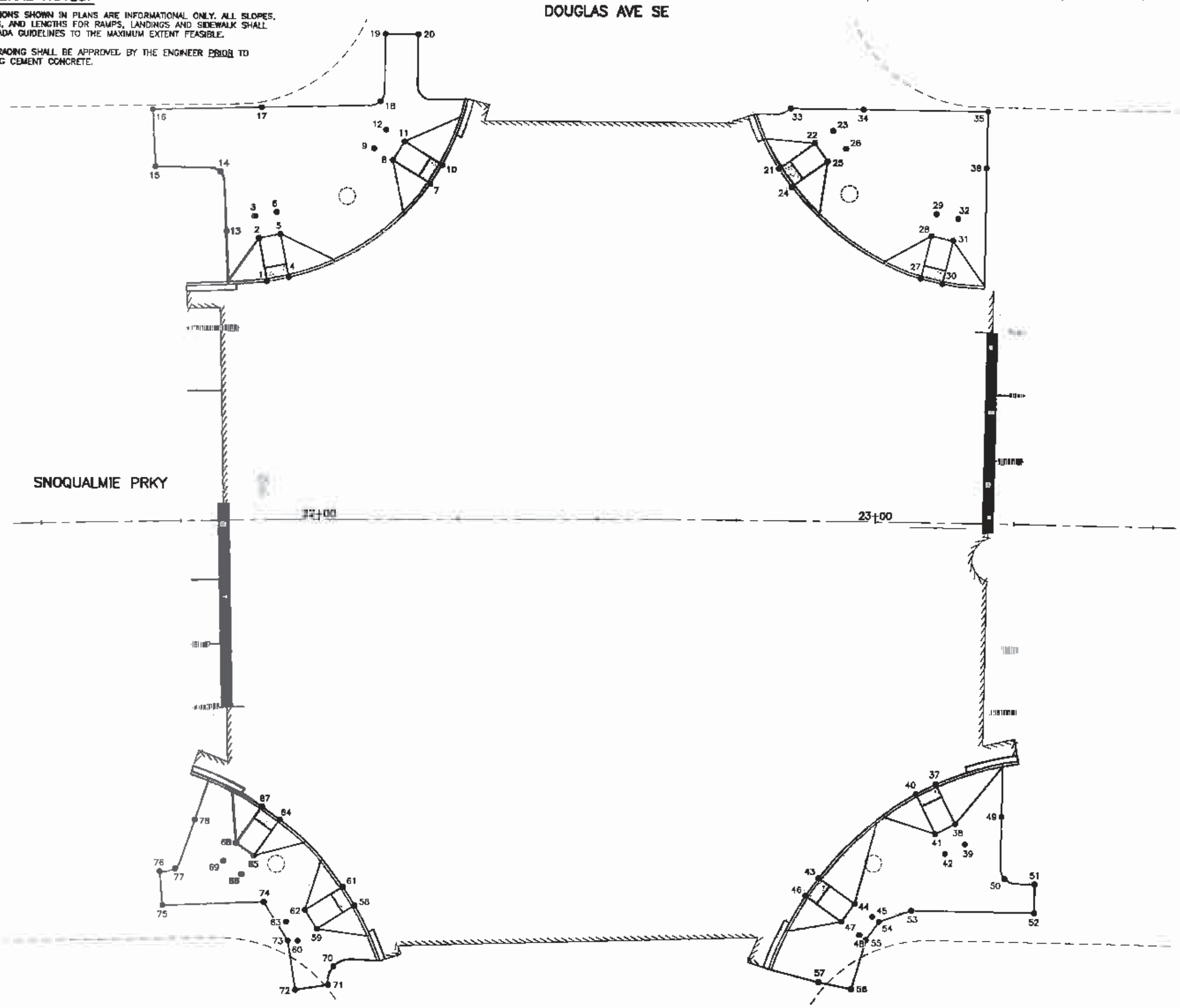
Curb Ramp Design Plan Sheets

FEDERAL AID NO. STPUS-17W2(001)

NW 1/4 & NE 1/4 SEC. 35. T. 24 N., R. 7 E., W.M., SE 1/4 SEC. 26. T. 24 N., R. 7 E., W.M.

GENERAL NOTES:

1. ELEVATIONS SHOWN IN PLANS ARE INFORMATIONAL ONLY. ALL SLOPES, WIDTHS, AND LENGTHS FOR RAMPS, LANDINGS AND SIDEWALK SHALL MEET ADA GUIDELINES TO THE MAXIMUM EXTENT FEASIBLE.
2. ALL GRADING SHALL BE APPROVED BY THE ENGINEER PRIOR TO PLACING CEMENT CONCRETE.



POINT TABLE	
POINT NO.	ELEVATION
1	855.48
2	856.12
3	856.20
4	855.62
5	856.20
6	856.28
7	856.70
8	857.34
9	857.42
10	856.83
11	857.42
12	857.50
13	855.85
14	856.02
15	855.24
16	855.38
17	856.50
18	857.76
19	858.29
20	858.25
21	857.70
22	858.34
23	858.42
24	857.78
25	858.42
26	858.50
27	858.97
28	859.61
29	859.69
30	859.14
31	859.69
32	859.77
33	858.28
34	858.73
35	860.24

POINT TABLE	
POINT NO.	ELEVATION
36	860.20
37	857.21
38	857.65
39	857.73
40	856.93
41	857.57
42	857.66
43	855.44
44	855.78
45	855.86
46	855.20
47	855.70
48	855.78
49	856.19
50	857.96
51	858.21
52	856.19
53	856.61
54	855.93
55	855.80
56	855.35
57	855.23
58	854.05
59	854.69
60	854.77
61	854.05
62	854.61
63	854.69
64	853.88
65	854.43
66	854.35
67	853.82
68	854.35
69	854.27
70	854.68
71	854.76
72	854.86
73	854.80
74	854.67
75	853.82
76	853.66
77	853.86
78	853.94

SCALE
10 0 10 20
FEET

No.	Date	Revision	By	Appr.

Perteet
206-436-0515 | 1-800-615-9900
505 5th Avenue S. Suite 300
Seattle, Washington 98104

Drawn By KWC
Designed By JJO
Checked By JAT
Approved By
Date

SCALE
Horiz 1"=20'
Vert NONE
Project Number 20120171

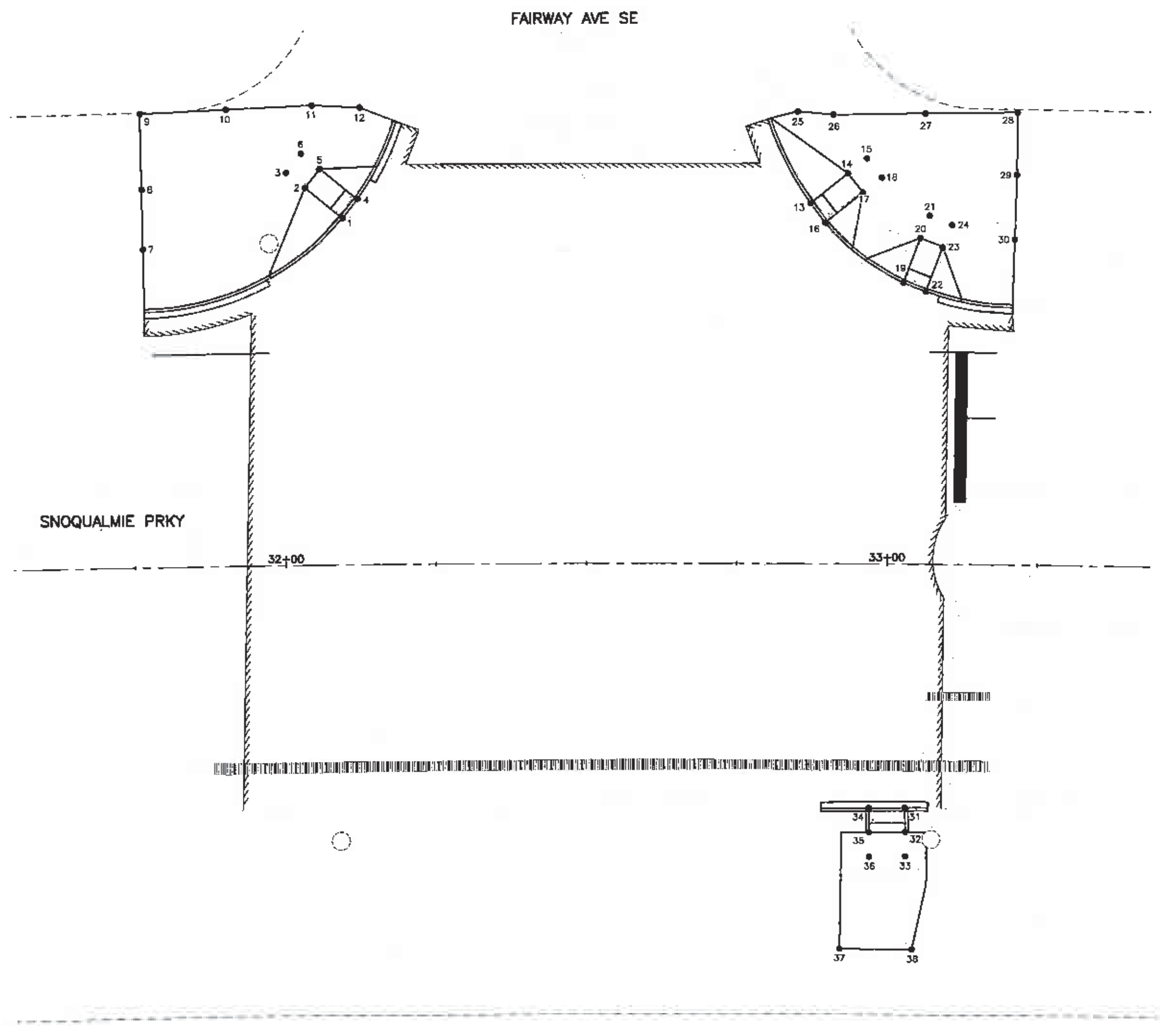
CITY OF SNOQUALMIE
DOUGLAS AVE & FAIRWAY AVE
INTERSECTION IMPROVEMENTS
GRADING PLAN

Drawing No. GR1
Sheet No. 9 of Total 19

Item 2.

FEDERAL AID NO. STPUS-17W2(001)

NW 1/4 & NE 1/4 SEC. 35. T. 24 N., R. 7 E., W.M., SE 1/4 SEC. 26. T. 24 N., R. 7 E., W.M.



GENERAL NOTES:

1. ELEVATIONS SHOWN IN PLANS ARE INFORMATIONAL ONLY. ALL SLOPES, WIDTHS, AND LENGTHS FOR RAMPS, LANDINGS AND SIDEWALK SHALL MEET ADA GUIDELINES TO THE MAXIMUM EXTENT FEASIBLE.
2. ALL GRADING SHALL BE APPROVED BY THE ENGINEER PRIOR TO PLACING CEMENT CONCRETE.

POINT TABLE	
POINT NO.	ELEVATION
1	843.43
2	843.80
3	843.88
4	843.08
5	843.72
6	843.80
7	847.31
8	847.28
9	847.37
10	845.67
11	843.98
12	843.31
13	840.16
14	840.16
15	840.24
16	839.75
17	839.84
18	839.82
19	838.02
20	838.66
21	838.74
22	837.63
23	838.27
24	838.42
25	841.63
26	841.15
27	839.33
28	837.51
29	837.31
30	837.07
31	835.86
32	836.14
33	836.18
34	836.30
35	836.26
36	836.30
37	836.87
38	835.99

SCALE
10 0 10 20
FEET

No.	Date	Revision	By	Appr.

Perteet
206-436-0515 | 1-800-615-9900
505 5th Avenue S. Suite 300
Seattle, Washington 98104

JESSE A. THOMSEN
STATE OF WASHINGTON
41673
REGISTERED PROFESSIONAL ENGINEER

Drawn By KWE
Designed By AJD
Checked By JAT
Approved By
Date

SCALE
Horiz 1"=20'
Vert NONE
Project Number 20120171

CITY OF SNOQUALMIE
DOUGLAS AVE & FAIRWAY AVE
INTERSECTION IMPROVEMENTS
GRADING PLAN

Drawing No. GR2
Sheet No. 10 of 19 Total

Aug 13, 2014 - 3:51pm

Appendix B

Curb Ramp Analysis and Proposed Design

Location: Snoqualmie Parkway & Douglas Ave SE
Quadrant: NW Corner
Crossing
Direction: SB

RECORD OF EXISTING CONDITIONS - August 2014
RECORD OF DESIGNED CONDITIONS - August 2014

= Non-Compliant with 2005 PROWAG guidelines

	PERPENDICULAR AND SINGLE DIRECTION CURB RAMP CRITERIA							
EXISTING / PROPOSED	WIDTH (4' MIN)	RAMP LENGTH	RUNNING SLOPE (8.3 % MAX)	CROSS SLOPE (2.0 % MAX)	GUTTER SLOPE	COMPLIANT CLEARSPACE?	FLARES (10.0 % MAX SLOPE)	
							LEFT FLARE	RIGHT FLARE
Existing	3.17'	8.35	5.6%	1.90%	3.5%	YES	11.4%	7.2%
Proposed	4'	7.5'	8.0%	3.5%	3.5%	YES	8.9%	4.3%
							LEFT FLARE LENGTH	RIGHT FLARE LENGTH
							8.5'	7'
As-Built								
							LEFT FLARE LENGTH	RIGHT FLARE LENGTH

Note: All Slopes measured with a 48-inch digital level.
***Measurement taken at gutter line*

	CURB RAMP LANDING CRITERIA						
EXISTING / PROPOSED	LANDING PRESENT?	DIMENSIONS (4'x4' MIN)	CROSS SLOPE (2.0 % MAX)	Running Slope (2.0 % MAX)	GUTTER SLOPE (FOR PARALLEL)	DETECTABLE WARNING PRESENT?	ELEMENTS FREE OF OBSTRUCTIONS?
Existing	YES	3'x4'	2.6%		N/A	NO	YES
Proposed	YES	4'x4'	2.0%	2.0%	N/A	YES	YES
As-Built							

Note: All Slopes measured with a 48-inch digital level.

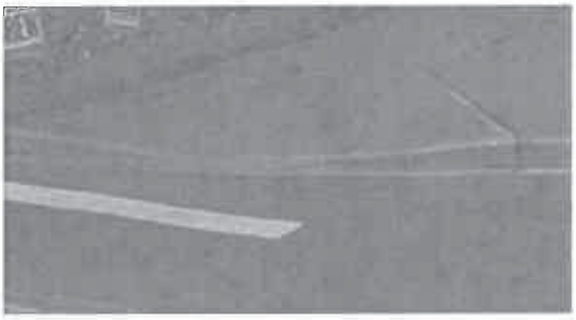
Existing Conditions: This ramp does not meet dimension requirements. Ramp has a textured surface, but this does not meet detectable warning requirements.

Proposed Design: All elements are designed to compliancy

As-Built: *insert justification for any non-compliant elements*

AS-BUILT RAMP PHOTO
insert final construction image here

EXISTING RAMP PHOTO



Location: Snoqualmie Parkway & Douglas Ave SE
Quadrant: NW Corner
Crossing
Direction: EB

RECORD OF EXISTING CONDITIONS - August 2014
RECORD OF DESIGNED CONDITIONS - August 2014

= Non-Compliant with 2005 PROWAG guidelines

	PERPENDICULAR AND SINGLE DIRECTION CURB RAMP CRITERIA							
EXISTING / PROPOSED	WIDTH (4' MIN)	RAMP LENGTH	RUNNING SLOPE (8.3 % MAX)	CROSS SLOPE (2.0 % MAX)	GUTTER SLOPE	COMPLIANT CLEARSPACE?	FLARES (10.0 % MAX SLOPE)	
							LEFT FLARE	RIGHT FLARE
Existing	3.11'	8.18'	5.9%	5.8%	4.2%	YES	10.1%	2.7%
Proposed	4'	8'	8.0%	3.3%	3.3%	YES	9.6%	3.4%
							LEFT FLARE LENGTH	RIGHT FLARE LENGTH
							9'	7'
As-Built								
							LEFT FLARE LENGTH	RIGHT FLARE LENGTH

Note: All Slopes measured with a 48-inch digital level.
***Measurement taken at gutter line*

	CURB RAMP LANDING CRITERIA						
EXISTING / PROPOSE	LANDING PRESENT?	DIMENSIONS (4'x4' MIN)	CROSS SLOPE (2.0 % MAX)	Running Slope (2.0 % MAX)	GUTTER SLOPE (FOR PARALLEL)	DETECTABLE WARNING PRESENT?	ELEMENTS FREE OF OBSTRUCTIONS?
Existing	YES	3'x4'	6.0%		N/A	NO	YES
Proposed	YES	4'x4'	2.0%	2.0%	N/A	YES	YES
As-Built							

Note: All Slopes measured with a 48-inch digital level.

Existing Conditions: This ramp does not meet slope or dimension requirements. Ramp has a textured surface, but this does not meet detectable warning requirements.

Proposed Design: All elements are designed to compliancy

As-Built: *insert justification for any non-compliant elements*

AS-BUILT RAMP PHOTO
insert final construction image here

EXISTING RAMP PHOTO

Location: Snoqualmie Parkway & Douglas Ave SE
Quadrant: NE Corner
Crossing
Direction: WB

RECORD OF EXISTING CONDITIONS - August 2014
RECORD OF DESIGNED CONDITIONS - August 2014

= Non-Compliant with 2005 PROWAG guidelines

	PERPENDICULAR AND SINGLE DIRECTION CURB RAMP CRITERIA							
EXISTING / PROPOSED	WIDTH (4' MIN)	RAMP LENGTH	RUNNING SLOPE (8.3 % MAX)	CROSS SLOPE (2.0 % MAX)	GUTTER SLOPE	COMPLIANT CLEARSPACE?	FLARES (10.0 % MAX SLOPE)	
							LEFT FLARE	RIGHT FLARE
Existing	5.8'	8.12'	7.0%	0.9%	1.8%	YES	8.0%	11.4%
Proposed	4'	8'	8.0%	2.0%	2.0%	YES	9.4%	7.8%
							LEFT FLARE LENGTH	RIGHT FLARE LENGTH
							7'	6'
As-Built								
							LEFT FLARE LENGTH	RIGHT FLARE LENGTH

Note: All Slopes measured with a 48-inch digital level.
***Measurement taken at gutter line*

	CURB RAMP LANDING CRITERIA						
EXISTING / PROPOSED	LANDING PRESENT?	DIMENSIONS (4'x4' MIN)	CROSS SLOPE (2.0 % MAX)	Running Slope (2.0 % MAX)	GUTTER SLOPE (FOR PARALLEL)	DETECTABLE WARNING PRESENT?	ELEMENTS FREE OF OBSTRUCTIONS?
Existing	YES	3'x4'	2.7%			NO	YES
Proposed	YES	4'x4'	2.0%	2.0%	N/A	YES	YES
As-Built							

Note: All Slopes measured with a 48-inch digital level.

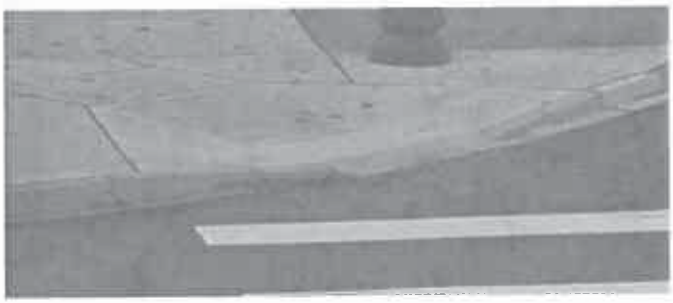
Existing Conditions: This ramp has a textured surface, but this does not meet detectable warning requirements.

Proposed Design: All elements are designed to compliancy

As-Built: *insert justification for any non-compliant elements*

AS-BUILT RAMP PHOTO
insert final construction image here

EXISTING RAMP PHOTO



Location: Snoqualmie Parkway & Douglas Ave SE
Quadrant: NE Corner
Crossing
Direction: SB

RECORD OF EXISTING CONDITIONS - August 2014
RECORD OF DESIGNED CONDITIONS - August 2014

= Non-Compliant with 2005 PROWAG guidelines

	PERPENDICULAR AND SINGLE DIRECTION CURB RAMP CRITERIA							
EXISTING / PROPOSED	WIDTH (4' MIN)	RAMP LENGTH	RUNNING SLOPE (8.3 % MAX)	CROSS SLOPE (2.0 % MAX)	GUTTER SLOPE	COMPLIANT CLEARSPACE?	FLARES (10.0 % MAX SLOPE)	
							LEFT FLARE	RIGHT FLARE
Existing	3.21'	8.12'	7.8%	5.6%	1.1%	YES	14.3%	2.6%
Proposed	4'	8'	8.0%	4.3%	4.3%	YES	11.5%	2.5%
							LEFT FLARE LENGTH	RIGHT FLARE LENGTH
							7'	7'
As-Built								
							LEFT FLARE LENGTH	RIGHT FLARE LENGTH

Note: All Slopes measured with a 48-inch digital level.
***Measurement taken at gutter line*

	CURB RAMP LANDING CRITERIA						
EXISTING / PROPOSE	LANDING PRESENT?	DIMENSIONS (4'x4' MIN)	CROSS SLOPE (2.0 % MAX)	Running Slope (2.0 % MAX)	GUTTER SLOPE (FOR PARALLEL)	DETECTABLE WARNING PRESENT?	ELEMENTS FREE OF OBSTRUCTIONS?
Existing	YES	3'x4'	4.5%		N/A	NO	NO
Proposed	YES	4'x4'	2.0%	2.0%	N/A	YES	YES
As-Built							

Note: All Slopes measured with a 48-inch digital level.

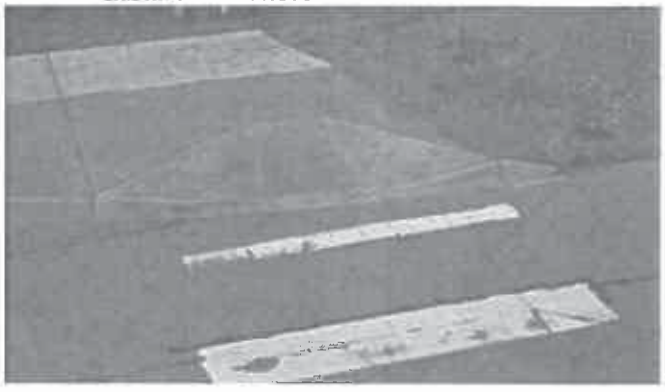
Existing Conditions: This ramp does not meet slope or dimension requirements. Ramp has a textured surface, but this does not meet detectable warning requirements.

Proposed Design: All elements are designed to compliancy

As-Built: *insert justification for any non-compliant elements*

AS-BUILT RAMP PHOTO
insert final construction image here

EXISTING RAMP PHOTO



Location: Snoqualmie Parkway & Douglas Ave SE
Quadrant: SE Corner
Crossing
Direction: NB

RECORD OF EXISTING CONDITIONS - August 2014
RECORD OF DESIGNED CONDITIONS - August 2014

= Non-Compliant with 2005 PROWAG guidelines

	PERPENDICULAR AND SINGLE DIRECTION CURB RAMP CRITERIA							
EXISTING / PROPOSED	WIDTH (4' MIN)	RAMP LENGTH	RUNNING SLOPE (8.3 % MAX)	CROSS SLOPE (2.0 % MAX)	GUTTER SLOPE	COMPLIANT CLEARSPACE?	FLARES (10.0 % MAX SLOPE)	
							LEFT FLARE	RIGHT FLARE
Existing	2.95'	8.08'	7.1%	4.0%	3.9%	YES	0.3%	14.8%
Proposed	4'	7.5'	8.0%	7.0%	7.0%	YES	0.3%	10.0%
							LEFT FLARE LENGTH	RIGHT FLARE LENGTH
							7'	12'
As-Built								
							LEFT FLARE LENGTH	RIGHT FLARE LENGTH

Note: All Slopes measured with a 48-inch digital level.
***Measurement taken at gutter line*

	CURB RAMP LANDING CRITERIA						
EXISTING / PROPOSED	LANDING PRESENT?	DIMENSIONS (4'x4' MIN)	CROSS SLOPE (2.0 % MAX)	Running Slope (2.0 % MAX)	GUTTER SLOPE (FOR PARALLEL)	DETECTABLE WARNING PRESENT?	ELEMENTS FREE OF OBSTRUCTIONS?
Existing	YES	3.5'x4'	5.4%			NO	YES
Proposed	YES	4'x4'	2.0%	2.0%	N/A	YES	YES
As-Built							

Note: All Slopes measured with a 48-inch digital level.

Existing Conditions: This ramp does not meet slope or dimension requirements. Ramp has a textured surface, but this does not meet detectable warning requirements.

Proposed Design: All elements are designed to compliancy

As-Built: *insert justification for any non-compliant elements*

AS-BUILT RAMP PHOTO
insert final construction image here

EXISTING RAMP PHOTO

Location: Snoqualmie Parkway & Douglas Ave SE
Quadrant: SE Corner
Crossing
Direction: WB

RECORD OF EXISTING CONDITIONS - August 2014
RECORD OF DESIGNED CONDITIONS - August 2014

= Non-Compliant with 2005 PROWAG guidelines

	PERPENDICULAR AND SINGLE DIRECTION CURB RAMP CRITERIA							
EXISTING / PROPOSED	WIDTH (4' MIN)	RAMP LENGTH	RUNNING SLOPE (8.3 % MAX)	CROSS SLOPE (2.0 % MAX)	GUTTER SLOPE	COMPLIANT CLEARSPACE?	FLARES (10.0 % MAX SLOPE)	
							LEFT FLARE	RIGHT FLARE
Existing	5.98'	7.49'	4.1%	4.6%	4.6%	YES	2.1%	14.9%
Proposed	4'	8'	6.3%	6.0%	6.0%	YES	1.6%	9.9%
							LEFT FLARE LENGTH	RIGHT FLARE LENGTH
							7'	14'
As-Built								
							LEFT FLARE LENGTH	RIGHT FLARE LENGTH
							7'	7'

Note: All Slopes measured with a 48-inch digital level.
***Measurement taken at gutter line*

CURB RAMP LANDING CRITERIA							
EXISTING / PROPOSE	LANDING PRESENT?	DIMENSIONS (4'x4' MIN)	CROSS SLOPE (2.0 % MAX)	Running Slope (2.0 % MAX)	GUTTER SLOPE (FOR PARALLEL)	DETECTABLE WARNING PRESENT?	ELEMENTS FREE OF OBSTRUCTIONS?
Existing	YES	3'x4'	4.7%			NO	YES
Proposed	YES	4'x4'	2.0%	2.0%	N/A	YES	YES
As-Built							

Note: All Slopes measured with a 48-inch digital level.

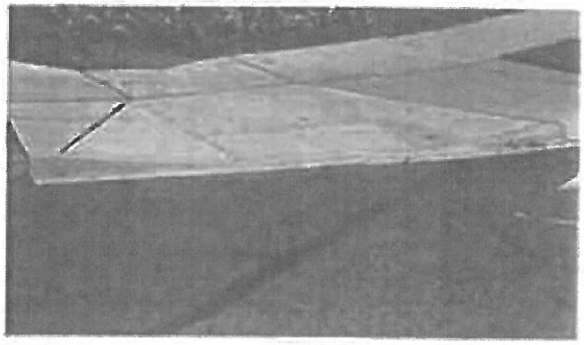
Existing Conditions: This ramp does not meet slope requirements. Ramp has a textured surface, but this does not meet detectable warning requirements.

Proposed Design: All elements are designed to compliancy

As-Built: *insert justification for any non-compliant elements*

AS-BUILT RAMP PHOTO
insert final construction image here

EXISTING RAMP PHOTO



As-built: Right flare length was reduced from 14' to 7' to provide better access to adjacent pedestrian push buttons. Resulting flare slope is non-compliant. Push button access is equal to or better than existing condition.

Location: Snoqualmie Parkway & Douglas Ave SE
Quadrant: SW Corner
Crossing
Direction: EB

RECORD OF EXISTING CONDITIONS - August 2014
RECORD OF DESIGNED CONDITIONS - August 2014

= Non-Compliant with 2005 PROWAG guidelines

	PERPENDICULAR AND SINGLE DIRECTION CURB RAMP CRITERIA							
EXISTING / PROPOSED	WIDTH (4' MIN)	RAMP LENGTH	RUNNING SLOPE (8.3 % MAX)	CROSS SLOPE (2.0 % MAX)	GUTTER SLOPE	COMPLIANT CLEARSPACE?	FLARES (10.0 % MAX SLOPE)	
							LEFT FLARE	RIGHT FLARE
Existing	3.14'	8.12'	7.0%	1.3%	1.7%	YES	8.6%	8.4%
Proposed	4'	8'	6.9%	2.00%	1.5%	YES	7.5%	8.2%
							LEFT FLARE LENGTH	RIGHT FLARE LENGTH
							6'	6'
As-Built								
							LEFT FLARE LENGTH	RIGHT FLARE LENGTH

Note: All Slopes measured with a 48-inch digital level.
***Measurement taken at gutter line*

	CURB RAMP LANDING CRITERIA						
EXISTING / PROPOSED	LANDING PRESENT?	DIMENSIONS (4'x4' MIN)	CROSS SLOPE (2.0 % MAX)	Running Slope (2.0 % MAX)	GUTTER SLOPE (FOR PARALLEL)	DETECTABLE WARNING PRESENT?	ELEMENTS FREE OF OBSTRUCTIONS?
Existing	YES	3'x4'	3.8%			NO	YES
Proposed	YES	4'x4'	2.00%	2.00%	N/A	YES	YES
As-Built							

Note: All Slopes measured with a 48-inch digital level.

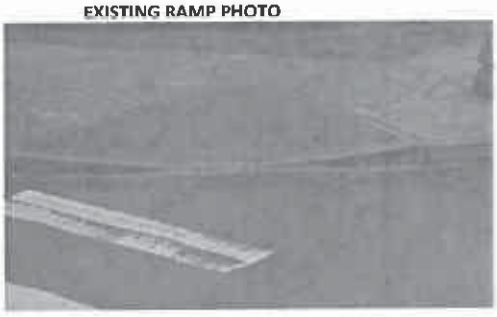
Existing Conditions: This ramp does not meet dimension requirements. Ramp has a textured surface, but this does not meet detectable warning requirements.

Proposed Design: All elements are designed to compliancy

As-Built: *insert justification for any non-compliant elements*

AS-BUILT RAMP PHOTO
insert final construction image here

EXISTING RAMP PHOTO



Location: Snoqualmie Parkway & Douglas Ave SE
Quadrant: SW Corner
Crossing
Direction: NB

RECORD OF EXISTING CONDITIONS - August 2014
RECORD OF DESIGNED CONDITIONS - August 2014

= Non-Compliant with 2005 PROWAG guidelines

	PERPENDICULAR AND SINGLE DIRECTION CURB RAMP CRITERIA							
EXISTING / PROPOSED	WIDTH (4' MIN)	RAMP LENGTH	RUNNING SLOPE (8.3 % MAX)	CROSS SLOPE (2.0 % MAX)	GUTTER SLOPE	COMPLIANT CLEARSPACE?	FLARES (10.0 % MAX SLOPE)	
							LEFT FLARE	RIGHT FLARE
Existing	3.03'	8.16'	6.1%	0.3%	1.7%	YES	6.6%	9.5%
Proposed	4'	8'	6.9%	2.00%	1.5%	YES	6.7%	9.6%
							LEFT FLARE LENGTH	RIGHT FLARE LENGTH
							6'	6'
As-Built								
							LEFT FLARE LENGTH	RIGHT FLARE LENGTH

Note: All Slopes measured with a 48-inch digital level.
***Measurement taken at gutter line*

	CURB RAMP LANDING CRITERIA						
EXISTING / PROPOSED	LANDING PRESENT?	DIMENSIONS (4'x4' MIN)	CROSS SLOPE (2.0 % MAX)	Running Slope (2.0 % MAX)	GUTTER SLOPE (FOR PARALLEL)	DETECTABLE WARNING PRESENT?	ELEMENTS FREE OF OBSTRUCTIONS?
Existing	YES	3'x4'	3.8%			NO	YES
Proposed	YES	4'x4'	2.00%	2.00%	N/A	YES	YES
As-Built							

Note: All Slopes measured with a 48-inch digital level.

Existing Conditions: This ramp does not meet dimension requirements. Ramp has a textured surface, but this does not meet detectable warning requirements.

Proposed Design: All elements are designed to compliancy

As-Built: *insert justification for any non-compliant elements*

AS-BUILT RAMP PHOTO
insert final construction image here

EXISTING RAMP PHOTO

Location: Snoqualmie Parkway & Fairway Ave SE
Quadrant: NW Corner
Crossing
Direction: EB

RECORD OF EXISTING CONDITIONS - August 2014
RECORD OF DESIGNED CONDITIONS - August 2014

= Non-Compliant with 2005 PROWAG guidelines

	PERPENDICULAR AND SINGLE DIRECTION CURB RAMP CRITERIA							
EXISTING / PROPOSED	WIDTH (4' MIN)	RAMP LENGTH	RUNNING SLOPE (8.3 % MAX)	CROSS SLOPE (2.0 % MAX)	GUTTER SLOPE	COMPLIANT CLEARSPACE?	FLARES (10.0 % MAX SLOPE)	
							LEFT FLARE	RIGHT FLARE
Existing	2.86'	7.81	7.9%	5.20%		YES	0.2%	17.5%
Proposed	4'	8'	8.0%	8.8%	8.8%	YES	0.5%	13.1%
							LEFT FLARE LENGTH	RIGHT FLARE LENGTH
							6'	15'
As-Built								
							LEFT FLARE LENGTH	RIGHT FLARE LENGTH
							6'	11'

Note: All Slopes measured with a 48-inch digital level.
***Measurement taken at gutter line*

	CURB RAMP LANDING CRITERIA						
EXISTING / PROPOSED	LANDING PRESENT?	DIMENSIONS (4'x4' MIN)	CROSS SLOPE (2.0 % MAX)	Running Slope (2.0 % MAX)	GUTTER SLOPE (FOR PARALLEL)	DETECTABLE WARNING PRESENT?	ELEMENTS FREE OF OBSTRUCTIONS?
Existing	YES	3'x4'	2.6%			NO	YES
Proposed	YES	4'x4'	2.0%	2.0%	N/A	YES	YES
As-Built							

Note: All Slopes measured with a 48-inch digital level.

Existing Conditions: This ramp does not meet slope or dimension requirements. Ramp has a textured surface, but this does not meet detectable warning requirements.

Proposed Design: All elements are designed to compliancy

As-Built: *Insert justificotion for any non-compliant elements*

AS-BUILT RAMP PHOTO
insert final construction image here

As-built: Right flare length was reduced from 15' to 11' to provide better access to pedestrian push button. This will provide more clear space around the signal pole without placing pedestrians into the ramp flare. Flare slope will be non-compliant.

Curb ramp landing cross slope was increased to match gutter slope. This was done in order to reduce the severity of grade breaks and sidewalk slopes approaching the ramp. Landing cross slope is non-compliant.

Location: Snoqualmie Parkway & Fairway Ave SE
Quadrant: NE Corner
Crossing
Direction: WB

RECORD OF EXISTING CONDITIONS - August 2014
RECORD OF DESIGNED CONDITIONS - August 2014

= Non-Compliant with 2005 PROWAG guidelines

	PERPENDICULAR AND SINGLE DIRECTION CURB RAMP CRITERIA							
EXISTING / PROPOSED	WIDTH (4' MIN)	RAMP LENGTH	RUNNING SLOPE (8.3 % MAX)	CROSS SLOPE (2.0 % MAX)	GUTTER SLOPE	COMPLIANT CLEARSPACE?	FLARES (10.0 % MAX SLOPE)	
							LEFT FLARE	RIGHT FLARE
Existing	3.05'	8.06'	4.5%	8.20%		YES	4.1%	18.3%
Proposed	4'	8'	1.1%	10.3%	10.3%	NO	2.8%	11.6%
							LEFT FLARE LENGTH	RIGHT FLARE LENGTH
							6'	15'
As-Built								
							LEFT FLARE LENGTH	RIGHT FLARE LENGTH

Note: All Slopes measured with a 48-inch digital level.
***Measurement taken at gutter line*

	CURB RAMP LANDING CRITERIA						
EXISTING / PROPOSED	LANDING PRESENT?	DIMENSIONS (4'x4' MIN)	CROSS SLOPE (2.0 % MAX)	Running Slope (2.0 % MAX)	GUTTER SLOPE (FOR PARALLEL)	DETECTABLE WARNING PRESENT?	ELEMENTS FREE OF OBSTRUCTIONS?
Existing	YES	3'x4'	2.6%			NO	YES
Proposed	YES	4'x4'	2.0%	2.0%	N/A	YES	YES
As-Built							

Note: All Slopes measured with a 48-inch digital level.

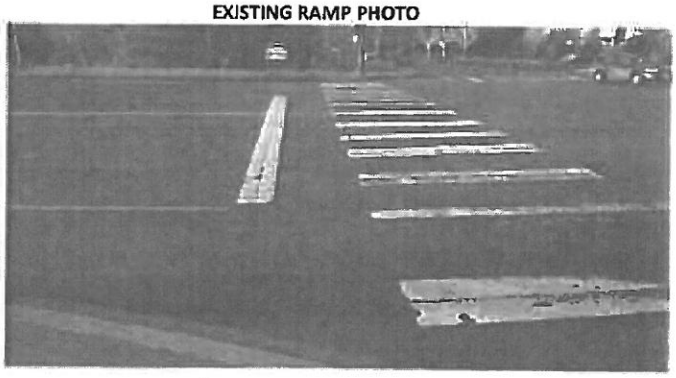
Existing Conditions: This ramp does not meet slope or dimension requirements. Ramp has a textured surface, but this does not meet detectable warning requirements.

Proposed Design: Due to steep slopes of the roadway and side street the ramp cannot be placed in compliance with 2005 PROWAG guidelines.

As-Built: *insert justification for any non-compliant elements*

AS-BUILT RAMP PHOTO
insert final construction image here

EXISTING RAMP PHOTO



As-built: Curb ramp landing cross slope was increased to match gutter slope. This was done in order to reduce severity of grade breaks and slope of sidewalk between the two curb ramps. This change will also provide more moderate slope at ped buttons. Cross slope of ramp landing is non-compliant.

Location: Snoqualmie Parkway & Fairway Ave SE
Quadrant: NE Corner
Crossing
Direction: SB

RECORD OF EXISTING CONDITIONS - August 2014
RECORD OF DESIGNED CONDITIONS - August 2014

= Non-Compliant with 2005 PROWAG guidelines

	PERPENDICULAR AND SINGLE DIRECTION CURB RAMP CRITERIA							
EXISTING / PROPOSED	WIDTH (4' MIN)	RAMP LENGTH	RUNNING SLOPE (8.3 % MAX)	CROSS SLOPE (2.0 % MAX)	GUTTER SLOPE	COMPLIANT CLEARSPACE?	FLARES (10.0 % MAX SLOPE)	
							LEFT FLARE	RIGHT FLARE
Existing	3.04'	7.88'	8.5%	6.3%	4.2%	YES	1.6%	17.9%
Proposed	4'	8'	8.0%	9.8%	9.8%	NO	1.3%	17.8%
							LEFT FLARE LENGTH	RIGHT FLARE LENGTH
							6'	7'
As-Built								
							LEFT FLARE LENGTH	RIGHT FLARE LENGTH

Note: All Slopes measured with a 48-inch digital level.
***Measurement taken at gutter line*

CURB RAMP LANDING CRITERIA							
EXISTING / PROPOSE	LANDING PRESENT?	DIMENSIONS (4'x4' MIN)	CROSS SLOPE (2.0 % MAX)	Running Slope (2.0 % MAX)	GUTTER SLOPE (FOR PARALLEL)	DETECTABLE WARNING PRESENT?	ELEMENTS FREE OF OBSTRUCTIONS?
Existing	YES	3'x4'	6.0%			NO	YES
Proposed	YES	4'x4'	3.8%	2.0%	N/A	YES	YES
As-Built							

Note: All Slopes measured with a 48-inch digital level.

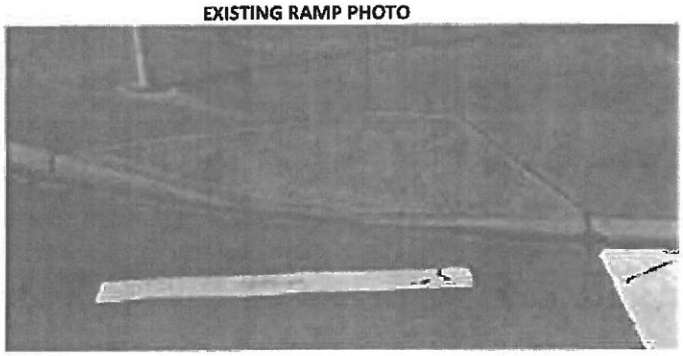
Existing Conditions: This ramp does not meet slope or dimension requirements. Ramp has a textured surface, but this does not meet detectable warning requirements.

Proposed Design: Due to steep slopes of the roadway and side street the ramp cannot be placed in compliance with 2005 PROWAG guidelines.

As-Built: *insert justification for any non-compliant elements*

AS-BUILT RAMP PHOTO
insert final construction image here

EXISTING RAMP PHOTO



As-built: Curb ramp landing cross slope was increased to match gutter slope. This was done in order to reduce severity of grade breaks and slope of sidewalk between the two curb ramps. This change will also provide more moderate slope at ped buttons. Cross slope of ramp landing is non-compliant.

Location: Snoqualmie Parkway & Fairway Ave SE
Quadrant: NW Corner
Crossing
Direction: SE

RECORD OF EXISTING CONDITIONS - August 2014
RECORD OF DESIGNED CONDITIONS - August 2014

= Non-Compliant with 2005 PROWAG guidelines

	PERPENDICULAR AND SINGLE DIRECTION CURB RAMP CRITERIA							
EXISTING / PROPOSED	WIDTH (4' MIN)	RAMP LENGTH	RUNNING SLOPE (8.3 % MAX)	CROSS SLOPE (2.0 % MAX)	GUTTER SLOPE	COMPLIANT CLEARSPACE?	FLARES (10.0 % MAX SLOPE)	
							LEFT FLARE	RIGHT FLARE
Existing	3'					YES	N/A	N/A
Proposed	4'	6'	3.5%	11 0%	11 0%	YES	N/A	N/A
							LEFT FLARE LENGTH	RIGHT FLARE LENGTH
As-Built								
							LEFT FLARE LENGTH	RIGHT FLARE LENGTH

Note: All Slopes measured with a 48-inch digital level.
***Measurement taken at gutter line*

	CURB RAMP LANDING CRITERIA						
EXISTING / PROPOSED	LANDING PRESENT?	DIMENSIONS (4'x4' MIN)	CROSS SLOPE (2.0 % MAX)	Running Slope (2.0 % MAX)	GUTTER SLOPE (FOR PARALLEL)	DETECTABLE WARNING PRESENT?	ELEMENTS FREE OF OBSTRUCTIONS?
Existing	YES	5'x4'	2.6%			NO	YES
Proposed	YES	4'x4'	1.0%		N/A	YES	YES
As-Built							

Note: All Slopes measured with a 48-inch digital level.

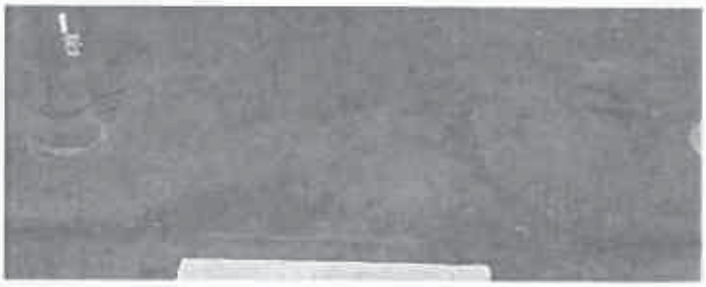
Existing Conditions: This ramp does not meet dimension requirements. Ramp has a textured surface, but this does not meet detectable warning requirements.

Proposed Design: All elements are designed to compliancy

As-Built: *insert justification for any non-compliant elements*

AS-BUILT RAMP PHOTO
insert final construction image here

EXISTING RAMP PHOTO



Maximum Extent Feasible Documentation
for ADA Guidelines Compliance—
As Constructed

September 10, 2019

Snoqualmie Parkway/Fisher Avenue HAWK Signal

MAXIMUM EXTENT FEASIBLE DOCUMENTATION FOR ADA GUIDELINES COMPLIANCE

CONDITIONS AS CONSTRUCTED

Snoqualmie Parkway/Fisher Avenue HAWK Signal

September 10, 2019

City of Snoqualmie

Prepared by:
Perteet Inc.

Maximum Extent Feasible Approval:

Project Engineer

9-10-19

Date

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INTRODUCTION

The purpose of this document is to provide a record of Americans with Disabilities Act (ADA) accessibility compliance for pedestrian facilities, for the proposed curb ramps and associated elements for the City of Snoqualmie, Snoqualmie Parkway/Fisher Avenue HAWK Signal project. Where sidewalk will be replaced to install the new signal poles and pedestrian push buttons, it is required to upgrade the affected pedestrian facilities to meet the requirements and guidelines for accessibility associated with the ADA. The affected pedestrian facilities for this project have been designed to meet accessibility guidelines for pedestrians with disabilities to the maximum extent feasible, given the existing site conditions.

PROJECT DESCRIPTION

This project includes the installation of a HAWK signal system and associated pedestrian facility upgrades at the intersection of Snoqualmie Parkway and Fisher Avenue. The curb ramps located at the two corners where the pedestrian push buttons will be installed will be replaced (the northwest and southwest corners). A marked crosswalk and stop bars across Snoqualmie Parkway will also be installed. Design plan sheets showing project limits and proposed improvements are in Appendix A.

EXISTING CONDITIONS

The existing corridor of Snoqualmie Parkway within the project limits is typically a five lane roadway section, which includes a planted median in the center lane throughout most of the corridor. The intersection of Snoqualmie Parkway and Fisher Avenue is currently a non-signalized, two-way stop controlled intersection. The intersection topography is hilly in nature, going downhill along Snoqualmie Parkway from west to east and downhill along Fisher Avenue from north to south.

ADA COMPLIANCE DESIGN GUIDELINES

The design criteria guidance for ADA compliance for this project is the Revised Draft Guidelines for Accessible Public Rights-of-Way, November 23, 2005 (the 2005 version of the PROWAG). Based on these guidelines, the following determinations have been made for this project:

- Where existing elements are altered, each altered pedestrian element within the limits or scope of the project shall comply with the requirements for new construction to the maximum extent feasible (section R202.3 Alterations).
- The accessibility requirements are to be applied to all areas of a facility within the scope or limits of the planned project (Advisory R201.1 Scope). Specific to this project, where the pedestrian circulation path is not being altered, the pedestrian circulation path is not required to be made compliant — i.e., it is not required to be upgraded with this project to meet guidelines.

PEDESTRIAN FACILITIES - COMPLIANCE DETERMINATION

The pedestrian facility improvements within the project area include the following:

- One crosswalk will be striped.
- Four existing curb ramps will be replaced.
- Two pedestrian push buttons (PPBs) will be installed.

Crosswalks

Crosswalk Design and Analysis

The criteria for the cross slope of a crosswalk is 2% maximum where there is yield or stop control, and 5% maximum where there is no yield or stop control. The crosswalk being striped as part of this project is across Snoqualmie Parkway which is not yield or stop controlled at the intersection of Fisher Avenue. The roadway running grade is also the cross slope of the crosswalk zones, thus the cross slope is generally dictated by the profile grade of the roadway and curb return grading. The roadway running grade is ranges from 3.6% to 4.6% at the location of the crosswalk, therefore the cross slope of the crosswalk does not exceed 5%. Since Snoqualmie Parkway is not yield or stop controlled at this location, per the 2005 PROWAG, this is a compliant situation.

The 2005 PROWAG states that the pedestrian access route shall be firm, stable, and slip resistant and the crosswalk is considered part of the pedestrian access route. Certain utility lids including drainage catch basin lids are not considered slip resistant. Therefore, if they are located within the pedestrian access route, it is a noncompliant condition. There is a catch basin solid lid located within the proposed crosswalk that is not slip resistant and is therefore non-compliant. The existing stormwater utility system would have to be relocated to move it out of the crosswalk and stormwater utility relocation is not within the original scope of the project. Since stormwater utility relocation is not within the original scope of the project, the crosswalk would have to be moved to avoid the existing catch basin. Moving the crosswalk would require removing and replacing a portion of the planted median. As no work within the roadway outside of the curb returns is being completed, replacing the planted median is not within the original scope of the project. The crosswalk was designed to avoid the catch basin to the maximum extent feasible to fit the existing site conditions.

Curb Ramps

Curb Ramp Design and Analysis

It should be noted that there are two non-compliant elements in this project for most of the curb ramps. The ramp portions of the perpendicular ramps have a cross slope at the gutter line that will be greater than 2%. This is due to existing roadway grades that range from 2.8% to 8.3%. The corresponding landing within the curb ramp could be warped to achieve less than a 2% cross slope; however, in three out of the four proposed curb ramps, this would result in a severe grade break between the landing and the adjacent sidewalk since the adjacent sidewalk slopes are approximately 8%-12%. To reduce this severe grade break, three of the four curb ramp landings were designed to have cross slopes of 4%. These will be non-compliant elements of the curb ramps.

Given that the scope of this project does not include roadway improvements outside of the curb returns, there is limited opportunity to change the slope of the roadway grades and the associated gutter line slopes and sidewalk slopes. Reducing the existing steep roadway grades would require reconstruction of the roadway and modifications to the roadway profile well beyond the intersection in order to flatten some of the intersection legs to meet the 2005 PROWAG guidelines. This type of reconstruction would be a very significant effort and is not within the original scope of the project.

The curb ramps have been designed to the maximum extent feasible to meet ADA compliance guidelines and fit the existing site conditions. These, along with other non-compliant elements, are noted in the matrix (Table 1) on the following page.

Table 1. Curb Ramp Non-Compliant Elements and Summary of Justification.

Identifier	Category			Proposed Non-Compliant Elements	Comments/Justification
Location, Direction Type of Ramp	*Non-Compliant/ Retrofit to Full Compliance*	*Non-Compliant/ Retrofit to MEF*	*Existing Curb Ramp is Compliant*		
NW Corner, Southbound Perpendicular Ramp		X		• Ramp cross slope • Landing cross slope	The cross slope of the ramp and landing will be non-compliant, as they will exceed 2%. The slopes are due to the existing grade of the road (6.3% at the gutter).
NW Corner, Eastbound Perpendicular Ramp		X		• Ramp cross slope • Landing cross slope • Left flare slope	The cross slope of the ramp and landing will be non-compliant, as they will exceed 2%. The left flare will be non-compliant with a slope of 10.5%. The slopes are due to the existing grade of the road (4.2% at the gutter across the ramp and 7.2% at the gutter across the flare). The left flare has been extended to 15' to minimize the slope but cannot be extended further due to the proximity of the southbound ramp.
SW Corner, Northbound Perpendicular Ramp		X		• Ramp cross slope • Landing cross slope	The cross slope of the ramp and landing will be non-compliant, as they will exceed 2%. The slopes are due to the existing grade of the road (8.3% at the gutter).
SW Corner, Eastbound Perpendicular Ramp		X		• Ramp cross slope • Right flare slope	The cross slope of the ramp will be noncompliant, as it will exceed 2%. The right flare will be non-compliant with a slope of 10.1%. The slopes are due to the existing grade of the road (2.8% at the gutter across the ramp and 6.8% at the gutter across the flare). The right flare has been extended to 15' to minimize the slope but cannot be extended further due to the proximity of the northbound ramp.

Sidewalks

Sidewalk Design and Analysis

Portions of existing sidewalk segments will be replaced as a result of the project improvements, including the installation of signal conduit under existing sidewalk and areas associated with the curb ramp reconstruction. The sidewalk segments are shown in the plans in Appendix A.

All sidewalk is intended to be constructed with a cross slope of 2% or less. However, there will be transition segments between the new and existing sidewalks which will be used to match the new sidewalk cross slopes to the existing sidewalk cross slopes which may be greater than 2%. In addition to these sidewalk transition areas, the curb return sidewalk areas may also have cross slopes greater than 2%. This is due to the combination of

steep gutter slopes (up to 8.3%) and existing steep sidewalk slopes (up to 16.4%). In order to eliminate sidewalk cross slopes greater than 2%, lengths of sidewalk well beyond the project limits would have to be replaced. This type of reconstruction and replacement of sidewalks is not within the original scope of the project. The sidewalk segments have been designed to the maximum extent feasible to meet ADA compliance guidelines and fit the existing site conditions.

Pedestrian Push Buttons

Pedestrian Push Button (PPB) Clear Space Design and Analysis

Two pedestrian push buttons will be installed as part of the HAWK Signal system. These PPBs will be far the northbound and southbound crossing of the west leg of the Snoqualmie Parkway/Fisher Avenue intersection. As such, the PPBs will be placed at the proposed northbound and southbound curb ramps. The curb ramp landings will serve as the access space required for PPBs. However, the two curb ramp landings adjacent to PPBs are noncompliant due to the cross slope (see the Curb Ramps section of this document). All other elements of the PPBs have been designed to full compliance. **The** table below identifies the location of the PPBs and the non-compliant elements.

Table 2 — Pedestrian Push Button Non-Compliant Elements and Summary of Justification

Location, Direction	Proposed Non-Compliant Elements	Comments/justification
NW Corner, Southbound	• Clear space cross slope	The cross slope of the clear space will be non-compliant as it will exceed 2%. The slope is due to the existing grade of the road.
SW Corner, Northbound	• Clear space cross slope	The cross slope of the clear space will be non-compliant as it will exceed 2%. The slope is due to the existing grade of the road.

APPENDIX A

ADA Compliance Checklists and Ramp As-Builts

PERTEET

ADA COMPLIANCE CHECKLIST

38579 SE River Street, Suite 1, Snoqualmie, WA 98065 | P 425.888.5825

Perpendicular Curb Ramp Criteria (2011 PROWAG)
Project Name: SNOQUALMIE PARKWAY / FISHER SIGNAL
Location: Snoqualmie Parkway / Fisher Avenue
Quadrant: SW Corner East Ramp
Crossing Direction: Eastbound

Date: September 5, 2019
Reviewed by: Marc Nielsen
Construction Review

FOR DESIGN AND CONSTRUCTION REVIEW:

RAMP		
Criteria		
Running Slope is 8.3% maximum	☒ Yes	☐ No ___% See comment #___
Cross Slope is 2% maximum Crossing is controlled by: ☐ no stop control ☐ signal ☒ stop sign ☐ yield sign ☐ mid-block crossing	☐ Yes	☒ No 3.5–1.4% See comment #1
Left Flare Slope is 10% maximum	☐ Yes	☒ No ___% See comment #2
Right Flare Slope is 10% maximum	☐ Yes	☒ No 9.4-11.5% See comment #3
Width is 4.0' minimum	☒ Yes	☐ No ___ See comment #___
Detectable warning extends full width of ramp	☒ Yes	☐ No See comment #___
Detectable warning is placed at back of curb, or if the grade break is behind the curb, then placed at grade break.	☒ Yes	☐ No See comment #___
Counter slope of gutter or street is 5% maximum	☒ Yes	☐ No ___% See comment #___
Clear space provided beyond bottom grade break: ☒ Dimensions 4.0'x4.0' min. ☒ fully within the width of the crosswalk ☒ outside parallel vehicle lane (Note: 2% slope requirement does not apply to this clear space)	☒ Yes	☐ No See comment #___
Ramp is built to curb at right angles	☒ Yes	☐ No See comment #___
Ramp is clear of obstructions (including access covers)	☒ Yes	☐ No See comment #___
Grade breaks at top and bottom of ramp are perpendicular to the direction of ramp run	☒ Yes	☐ No See comment #___
Ramp Length: 7.0 Ft.	Gutter Slope: 5.8%	

PERTEET

ADA COMPLIANCE CHECKLIST

38579 SE River Street, Suite I, Snoqualmie, WA 98065 | P 425.888.5825

TURNING SPACE			
Criteria	Compliant?		
Turning space is present	☒ Yes	☐ No	See comment #___
Dimensions are 4.0'x4.0' minimum (5' minimum in direction of ramp run if constrained at back of sidewalk)	☒ Yes	☐ No ____	See comment #___
Cross slope and running slope are 2% maximum	☒ Yes	☐ No ____%	See comment #___
Turning space is clear of obstructions (including access covers)	☒ Yes	☐ No	See comment #___

For Construction Review Only:

Criteria			
Grade breaks are flush (No vertical discontinuity)	☒ Yes	☐ No	See comment #___
No grade breaks on the surface of curb ramps, blended transitions, landings, and gutter areas	☒ Yes	☐ No	See comment #___

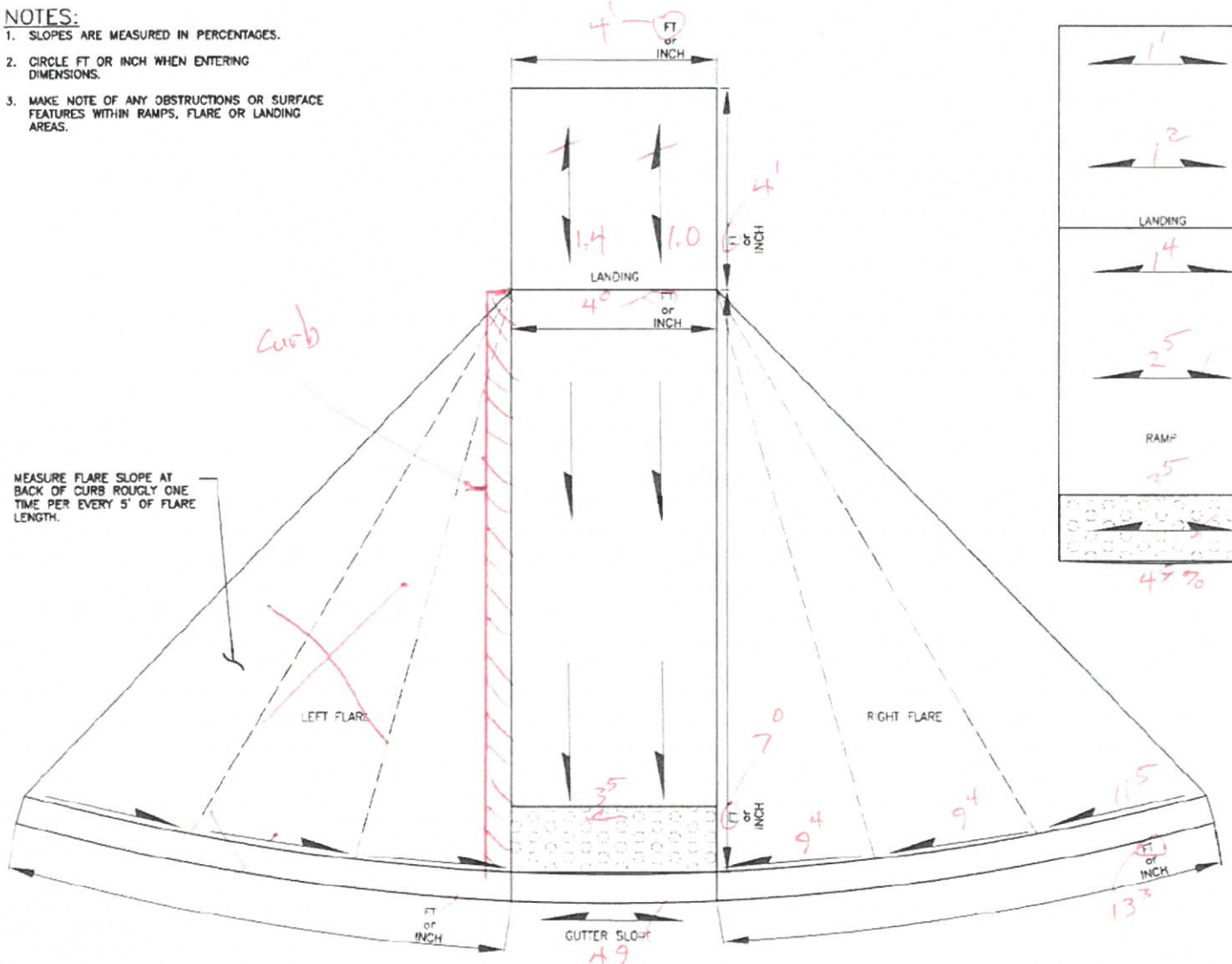
SW-EB

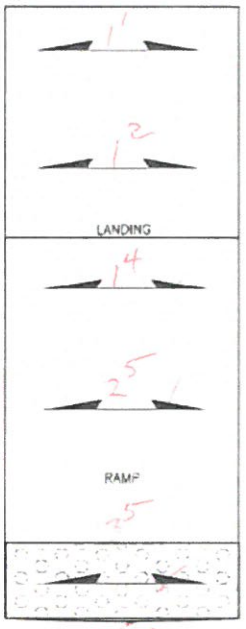
Comments/Justification:

1. For roadway crossings that are yield or stop controlled, the slope may not exceed 2%. Because this project is signal retrofit, the existing cross slopes of the crosswalks and gutter line slopes will remain the same as the existing and exceed 2%. Reducing the existing relatively steeper grades would require reconstruction of the roadway and modifications to the roadway profile well beyond the intersections in order to flatten the intersection legs to meet the 2011 PROWAG guidelines. This type of reconstruction would be a very significant effort and is not within the original scope of the project. Therefore, the cross slopes of the ramps will be non-compliant, and the curb ramps have been constructed to meet the ADA compliance guidelines to the maximum extent feasible, while matching into the existing site conditions.
2. Has curb – no flare.
3. The slope of the right flare will be non-compliant as it exceeds 10% (11.5%) at the upper end of the flare. This is due to the gutter line slopes which exceed 2%, and which generally follow the steep grade of the roadway. The flare is on the uphill side and cannot be lengthened to be made compliant within a reasonable length. The flare is not part of the pedestrian access route (PAR), and therefore the non-compliance of the flare slope will be accepted by the City of Snoqualmie.

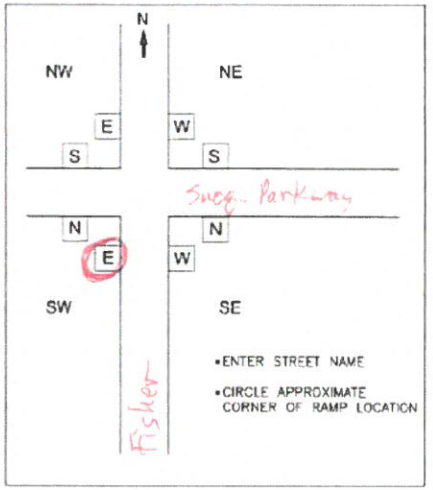
NOTES:

1. SLOPES ARE MEASURED IN PERCENTAGES.
2. CIRCLE FT OR INCH WHEN ENTERING DIMENSIONS.
3. MAKE NOTE OF ANY OBSTRUCTIONS OR SURFACE FEATURES WITHIN RAMPS, FLARE OR LANDING AREAS.





LOCATION:



PERPENDICULAR CURB RAMP

Perteet 425-252-7700 1-800-411-9900 2707 Colby Avenue, Suite 900 Everett, Washington 98201	CURB RAMP FIELD MEASUREMENTS	DATE: 9/04/2019 MSRD BY: MK	PROJECT NAME: Snoqualmie Parkway / Fisher Signal SW - East

PERTEET

ADA COMPLIANCE CHECKLIST

38579 SE River Street, Suite 1, Snoqualmie, WA 98065 | P 425.888.5825

Perpendicular Curb Ramp Criteria (2011 PROWAG)
Project Name: SNOQUALMIE PARKWAY / FISHER SIGNAL
Location: Snoqualmie Parkway / Fisher Avenue
Quadrant: NW Corner South Ramp
Crossing Direction: Southbound

Date: September 5, 2019
Reviewed by: Marc Nielsen
Construction Review

FOR DESIGN AND CONSTRUCTION REVIEW:

RAMP		
Criteria		
Running Slope is 8.3% maximum	☒ Yes	☐ No ___% See comment #___
Cross Slope is 2% maximum Crossing is controlled by: ☐ no stop control ☒ signal (HAWK) ☐ stop sign ☐ yield sign ☐ mid-block crossing	☐ Yes	☒ No 6.2 – 1.2% See comment #1
Left Flare Slope is 10% maximum	☒ Yes	☐ No ___% See comment #___
Right Flare Slope is 10% maximum	☒ Yes	☐ No ___% See comment #___
Width is 4.0' minimum	☒ Yes	☐ No ___ See comment #___
Detectable warning extends full width of ramp	☒ Yes	☐ No See comment #___
Detectable warning is placed at back of curb, or if the grade break is behind the curb, then placed at grade break.	☒ Yes	☐ No See comment #___
Counter slope of gutter or street is 5% maximum	☒ Yes	☐ No ___% See comment #___
Clear space provided beyond bottom grade break: ☒ Dimensions 4.0'x4.0' min. ☒ fully within the width of the crosswalk ☒ outside parallel vehicle lane (Note: 2% slope requirement does not apply to this clear space)	☒ Yes	☐ No See comment #___
Ramp is built to curb at right angles	☒ Yes	☐ No See comment #___
Ramp is clear of obstructions (including access covers)	☒ Yes	☐ No See comment #___
Grade breaks at top and bottom of ramp are perpendicular to the direction of ramp run	☒ Yes	☐ No See comment #___
Ramp Length: 6.0 Ft	Gutter Slope: 6.2%	

PERTEET

ADA COMPLIANCE CHECKLIST

38579 SE River Street, Suite 1, Snoqualmie, WA 98065 | P 425.888.5825

TURNING SPACE		
Criteria	Compliant?	
Turning space is present	☒ Yes	☐ No See comment #___
Dimensions are 4.0'x4.0' minimum (5' minimum in direction of ramp run if constrained at back of sidewalk)	☒ Yes	☐ No __x__ See comment #___
Cross slope and running slope are 2% maximum	☒ Yes	☐ No ____% See comment #___
Turning space is clear of obstructions (including access covers)	☒ Yes	☐ No See comment #___

For Construction Review Only:

Criteria		
Grade breaks are flush (No vertical discontinuity)	☒ Yes	☐ No See comment #___
No grade breaks on the surface of curb ramps, blended transitions, landings, and gutter areas	☒ Yes	☐ No See comment #___

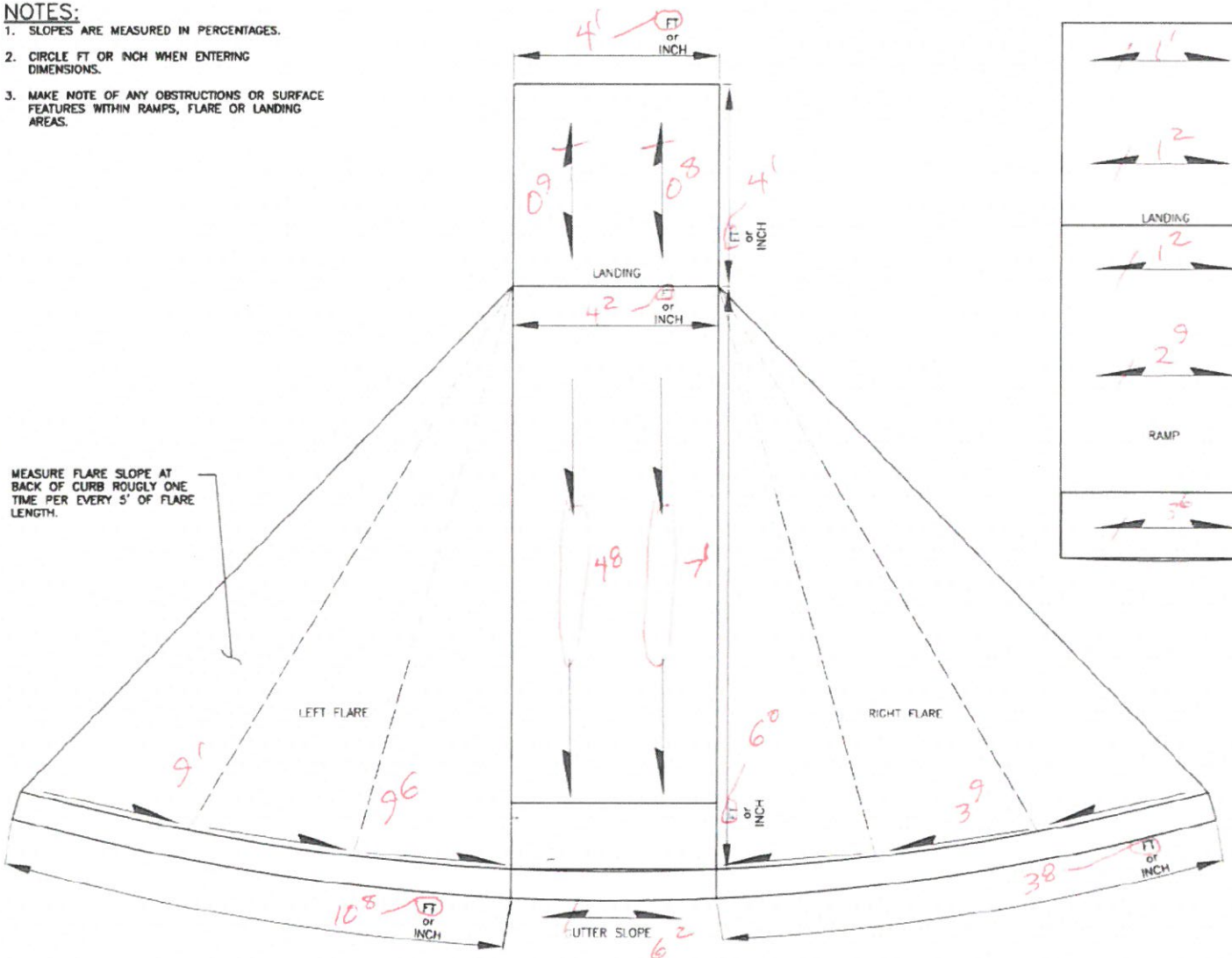
NW-SB

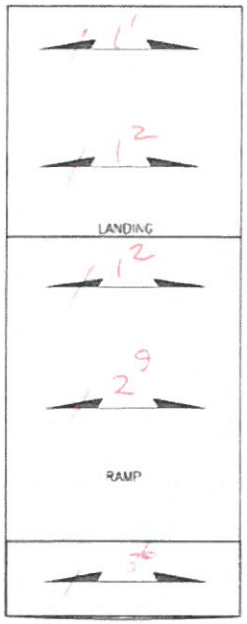
Comments/Justification:

1. The cross slope of the ramp will be greater than 2%, but because this curb ramp serves a non-stop controlled crossing, the slope is allowed to equal the grade of the roadway, per the 2011 PROWAG, Section R304.5.3, and is therefore considered compliant.

NOTES:

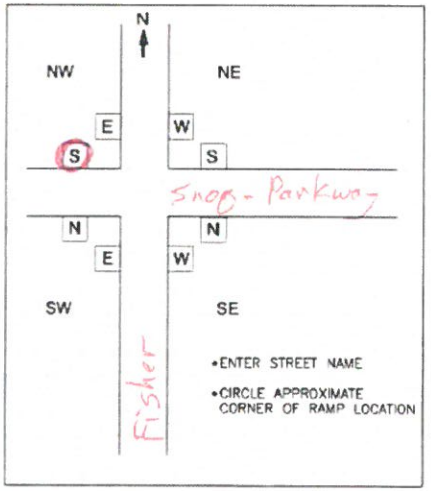
1. SLOPES ARE MEASURED IN PERCENTAGES.
2. CIRCLE FT OR INCH WHEN ENTERING DIMENSIONS.
3. MAKE NOTE OF ANY OBSTRUCTIONS OR SURFACE FEATURES WITHIN RAMPS, FLARE OR LANDING AREAS.





5% Typ.

LOCATION:



PERPENDICULAR CURB RAMP

Perteet 425-252-7700 1-800-615-9900 2707 Colby Avenue, Suite 900 Everett, Washington 98201	CURB RAMP FIELD MEASUREMENTS	DATE: 9/04/2019 MSRD BY: JHR	PROJECT NAME: Snoqualmie Parkway / Fisher Signal NW - South

PERTEET

ADA COMPLIANCE CHECKLIST

38579 SE River Street, Suite 1, Snoqualmie, WA 98065 | P 425.888.5825

Perpendicular Curb Ramp Criteria (2011 PROWAG)
Project Name: SNOQUALMIE PARKWAY / FISHER SIGNAL
Location: Snoqualmie Parkway / Fisher Avenue
Quadrant: SW Corner North Ramp
Crossing Direction: Northbound

Date: September 5, 2019
Reviewed by: Marc Nielsen
Construction Review

FOR DESIGN AND CONSTRUCTION REVIEW:

RAMP		
Criteria		
Running Slope is 8.3% maximum	☒ Yes	☐ No ___% See comment #___
Cross Slope is 2% maximum Crossing is controlled by: ☐ no stop control ☒ signal (HAWK) ☐ stop sign ☐ yield sign ☐ mid-block crossing	☐ Yes	☒ No 6.2–1.8% See comment #1
Left Flare Slope is 10% maximum	☒ Yes	☐ No ___% See comment #___
Right Flare Slope is 10% maximum	☐ Yes	☒ No ___% See comment #2
Width is 4.0' minimum	☒ Yes	☐ No ___ See comment #___
Detectable warning extends full width of ramp	☒ Yes	☐ No See comment #___
Detectable warning is placed at back of curb, or if the grade break is behind the curb, then placed at grade break.	☒ Yes	☐ No See comment #___
Counter slope of gutter or street is 5% maximum	☒ Yes	☐ No ___% See comment #___
Clear space provided beyond bottom grade break: ☒ Dimensions 4.0'x4.0' min. ☒ fully within the width of the crosswalk ☒ outside parallel vehicle lane (Note: 2% slope requirement does not apply to this clear space)	☒ Yes	☐ No See comment #___
Ramp is built to curb at right angles	☒ Yes	☐ No See comment #___
Ramp is clear of obstructions (including access covers)	☒ Yes	☐ No See comment #___
Grade breaks at top and bottom of ramp are perpendicular to the direction of ramp run	☒ Yes	☐ No See comment #___
Ramp Length: 7.2 Ft.	Gutter Slope: 7.4%	

PERTEET

ADA COMPLIANCE CHECKLIST

38579 SE River Street, Suite I, Snoqualmie, WA 98065 | P 425.888.5825

TURNING SPACE		
Criteria	Compliant?	
Turning space is present	☒ Yes	☐ No See comment #___
Dimensions are 4.0'x4.0' minimum (5' minimum in direction of ramp run if constrained at back of sidewalk)	☒ Yes	☐ No __x__ See comment #___
Cross slope and running slope are 2% maximum	☒ Yes	☐ No ____% See comment #___
Turning space is clear of obstructions (including access covers)	☒ Yes	☐ No See comment #___

For Construction Review Only:

Criteria		
Grade breaks are flush (No vertical discontinuity)	☒ Yes	☐ No See comment #___
No grade breaks on the surface of curb ramps, blended transitions, landings, and gutter areas	☒ Yes	☐ No See comment #___

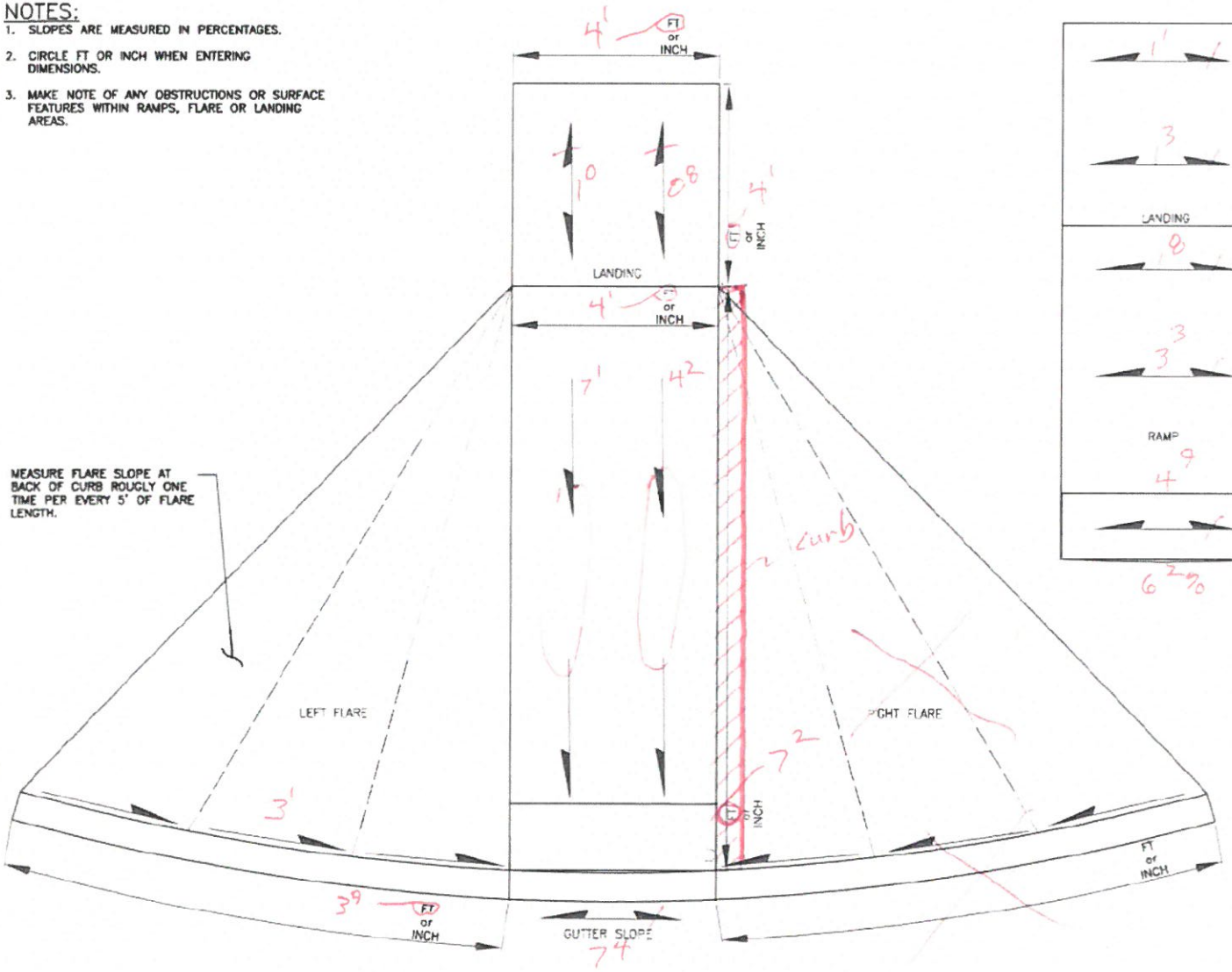
SW-NB

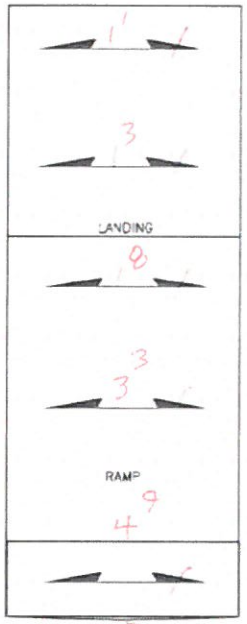
Comments/Justification:

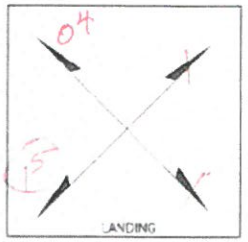
1. The cross slope of the ramp will be greater than 2%, but because this curb ramp serves a non-stop controlled crossing, the slope is allowed to equal the grade of the roadway, per the 2011 PROWAG, Section R304.5.3, and is therefore considered compliant.
2. Has curb – no flare.

NOTES:

1. SLOPES ARE MEASURED IN PERCENTAGES.
2. CIRCLE FT OR INCH WHEN ENTERING DIMENSIONS.
3. MAKE NOTE OF ANY OBSTRUCTIONS OR SURFACE FEATURES WITHIN RAMPS, FLARE OR LANDING AREAS.

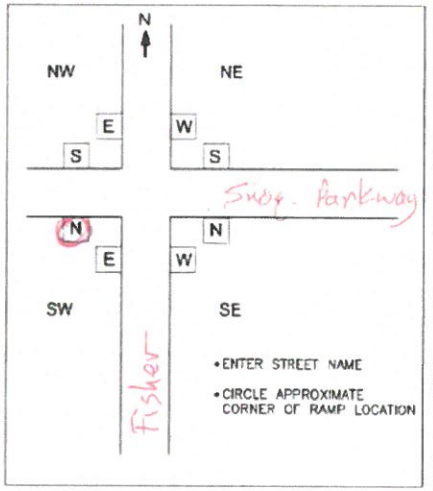






Slope % (Typ)

LOCATION:



8' Rd

PERPENDICULAR CURB RAMP

Perteet 425-252-7700 | 1-800-815-9900 2707 Colby Avenue, Suite 900 Everett, Washington 98201	CURB RAMP FIELD MEASUREMENTS	DATE: 9/04/2019 MSRD BY: JHK	PROJECT NAME: Snoqualmie Parkway / Fisher Signal SW-North

PERTEET

ADA COMPLIANCE CHECKLIST

38579 SE River Street, Suite 1, Snoqualmie, WA 98065 | P 425.888.5825

Perpendicular Curb Ramp Criteria (2011 PROWAG)
Project Name: SNOQUALMIE PARKWAY / FISHER SIGNAL
Location: Snoqualmie Parkway / Fisher Avenue
Quadrant: NW Corner East Ramp
Crossing Direction: Eastbound

Date: September 5, 2019
Reviewed by: Marc Nielsen
Construction Review

FOR DESIGN AND CONSTRUCTION REVIEW:

RAMP		
Criteria		
Running Slope is 8.3% maximum	☒ Yes	☐ No ____% See comment #___
Cross Slope is 2% maximum Crossing is controlled by: ☐ no stop control ☐ signal ☒ stop sign ☐ yield sign ☐ mid-block crossing	☐ Yes	☒ No 5.2 – 1/4% See comment #1
Left Flare Slope is 10% maximum	☒ Yes	☒ No 8.5 – 10.9 - 10.3% See comment #2
Right Flare Slope is 10% maximum	☒ Yes	☐ No ____% See comment #___
Width is 4.0' minimum	☒ Yes	☐ No ____ See comment #___
Detectable warning extends full width of ramp	☒ Yes	☐ No See comment #___
Detectable warning is placed at back of curb, or if the grade break is behind the curb, then placed at grade break.	☒ Yes	☐ No See comment #___
Counter slope of gutter or street is 5% maximum	☒ Yes	☐ No ____% See comment #___
Clear space provided beyond bottom grade break: ☒ Dimensions 4.0'x4.0' min. ☒ fully within the width of the crosswalk ☐ outside parallel vehicle lane (Note: 2% slope requirement does not apply to this clear space)	☒ Yes	☐ No See comment #___
Ramp is built to curb at right angles	☒ Yes	☐ No See comment #___
Ramp is clear of obstructions (including access covers)	☒ Yes	☐ No See comment #___
Grade breaks at top and bottom of ramp are perpendicular to the direction of ramp run	☒ Yes	☐ No See comment #___
Ramp Length: 7.5 Ft.	Gutter Slope: 5.2%	

PERTEET

ADA COMPLIANCE CHECKLIST

38579 SE River Street, Suite 1, Snoqualmie, WA 98065 | P 425.888.5825

TURNING SPACE		
Criteria	Compliant?	
Turning space is present	☒ Yes	☐ No See comment #___
Dimensions are 4.0'x4.0' minimum (5' minimum in direction of ramp run if constrained at back of sidewalk)	☒ Yes	☐ No ___x___ See comment #___
Cross slope and running slope are 2% maximum	☒ Yes	☐ No ____% See comment #___
Turning space is clear of obstructions (including access covers)	☒ Yes	☐ No See comment #___

For Construction Review Only:

Criteria		
Grade breaks are flush (No vertical discontinuity)	☒ Yes	☐ No See comment #___
No grade breaks on the surface of curb ramps, blended transitions, landings, and gutter areas	☒ Yes	☐ No See comment #___

NW-EB

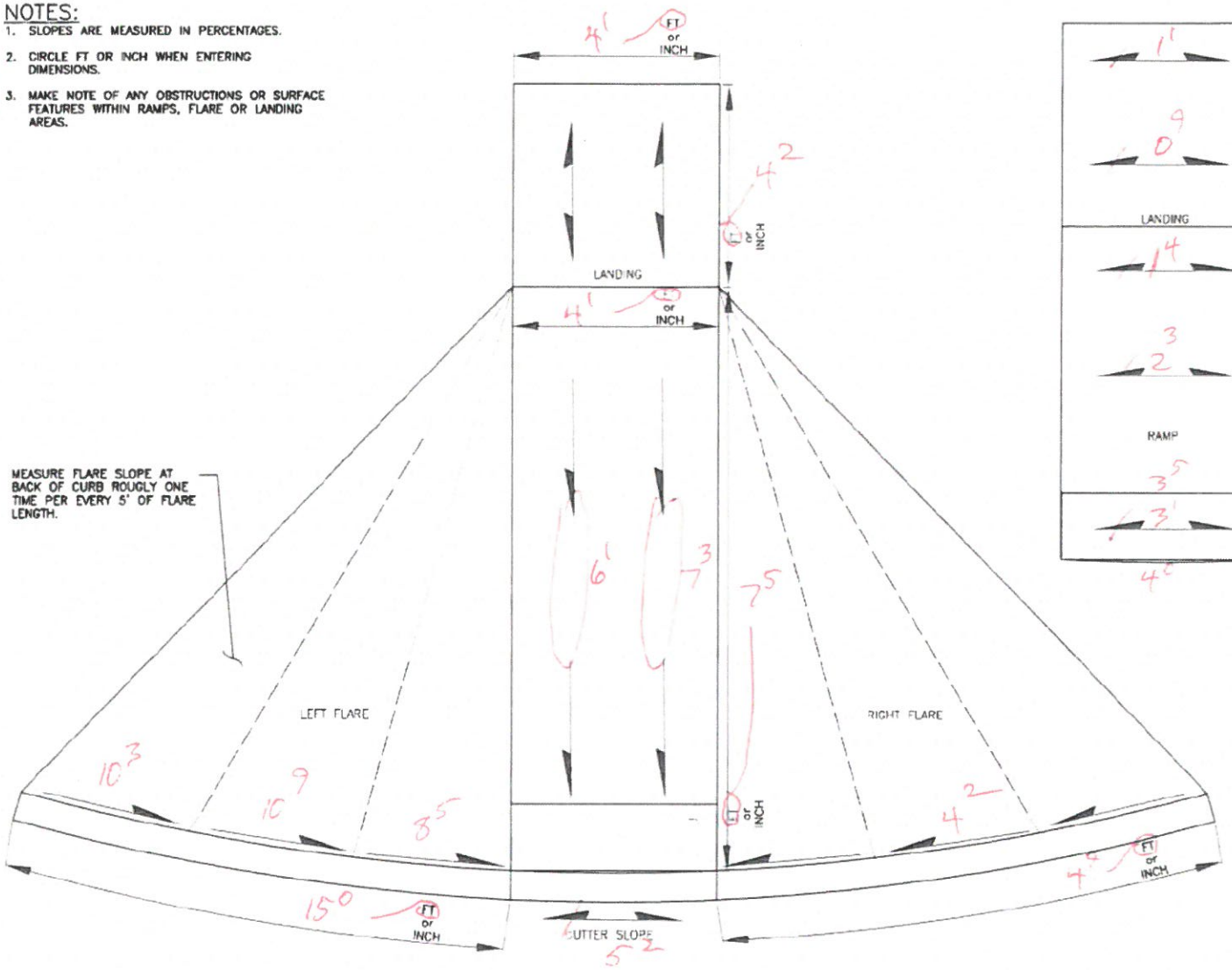
Comments/Justification:

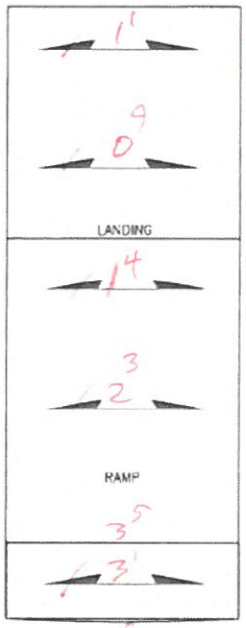
1. For roadway crossings that are yield or stop controlled, the slope may not exceed 2%. Because this project is signal retrofit, the existing cross slopes of the crosswalks and gutter line slopes will remain the same as the existing and exceed 2%. Reducing the existing relatively steeper grades would require reconstruction of the roadway and modifications to the roadway profile well beyond the intersections in order to flatten the intersection legs to meet the 2011 PROWAG guidelines. This type of reconstruction would be a very significant effort and is not within the original scope of the project. Therefore, the cross slopes of the ramps will be non-compliant, and the curb ramps have been constructed to meet the ADA compliance guidelines to the maximum extent feasible, while matching into the existing site conditions.
2. The slope of the left flare will be non-compliant as it exceeds 10% (10.3 – 10.9%) at the upper end of the flare. This is due to the gutter line slopes which exceed 2%, and which generally follow the steep grade of the roadway. The flare is on the uphill side and cannot be lengthened to be made compliant within a reasonable length. The flare is not part of the pedestrian access route (PAR), and therefore the non-compliance of the flare slope will be accepted by the City of Snoqualmie.

EXPIRES 9/26/ 20

NOTES:

1. SLOPES ARE MEASURED IN PERCENTAGES.
2. CIRCLE FT OR INCH WHEN ENTERING DIMENSIONS.
3. MAKE NOTE OF ANY OBSTRUCTIONS OR SURFACE FEATURES WITHIN RAMPS, FLARE OR LANDING AREAS.





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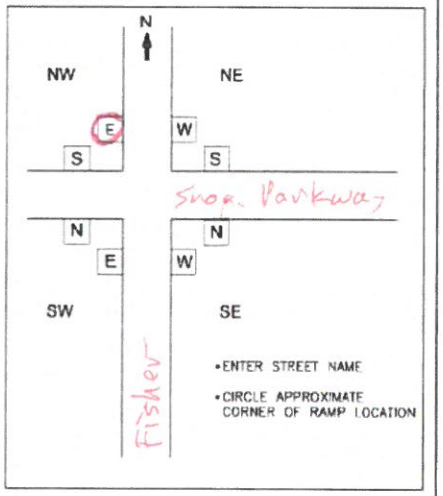


PERPENDICULAR CURB RAMP

Perteet 425-252-7700 | 1-800-815-9300 2707 Colby Avenue, Suite 900 Everett, Washington 98201	CURB RAMP FIELD MEASUREMENTS	DATE: 9/04/2019 MSRD BY: [illegible]	PROJECT NAME: Snoqualmie Parkway / Fisher Signal NW-East

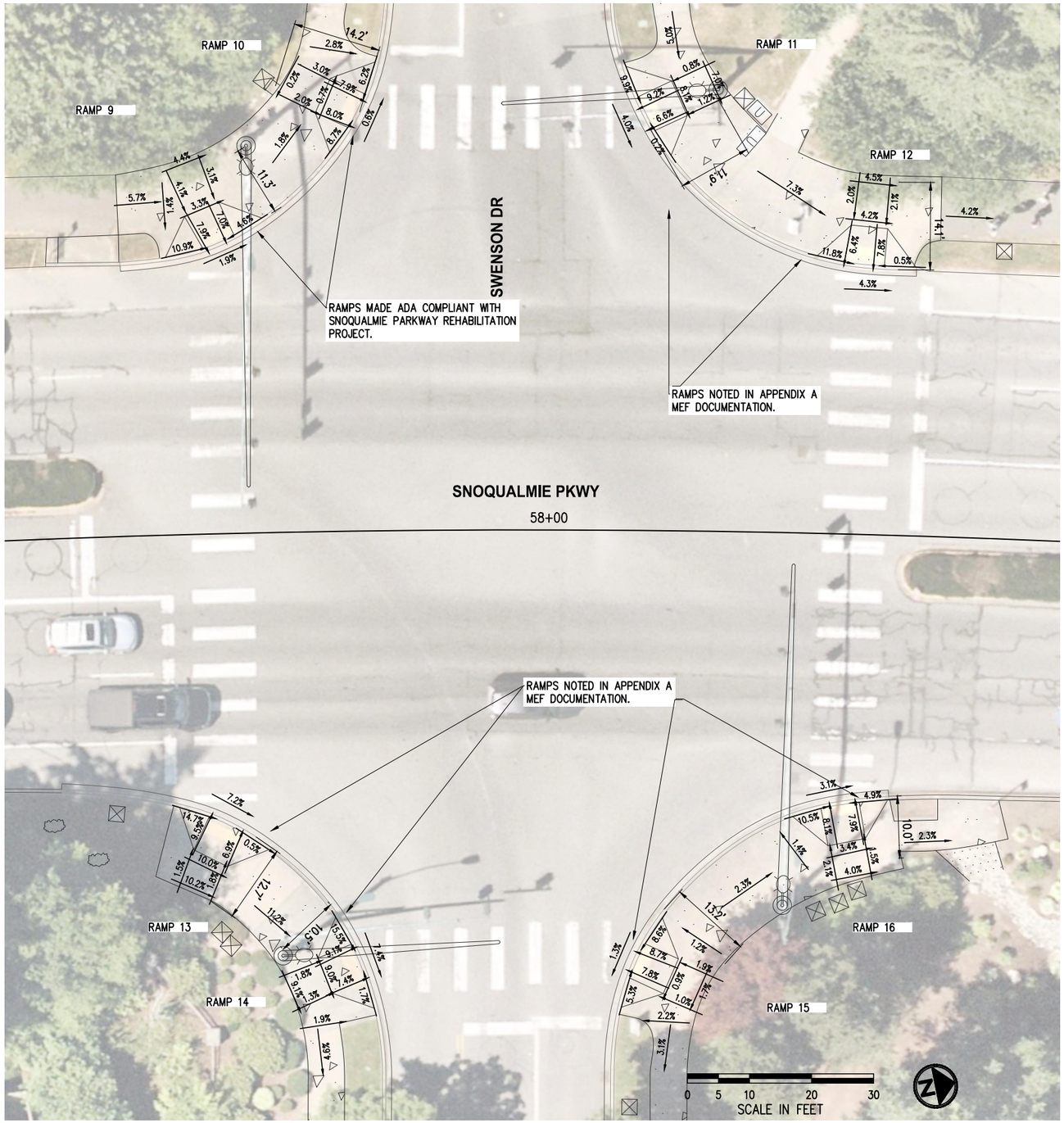
APPENDIX C

SNOQUALMIE PARKWAY REHABILITATION PROJECT EXISTING RAMP MEF PLANS

(SE 99TH ST TO SR 202 / RAILROAD AVE)

APPENDIX A - MEF DOCUMENTATION

SE SWENSON DR & SNOQUALMIE PARKWAY: RAMPS 9–16
- SW: NONE
- NW: RAMPS 11 & 12
- SE: RAMPS 13 & 14
- NE: RAMPS 15 & 16



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Seattle, WA 98121 206.286.1640
Tacoma | Wenatchee | KPG.com

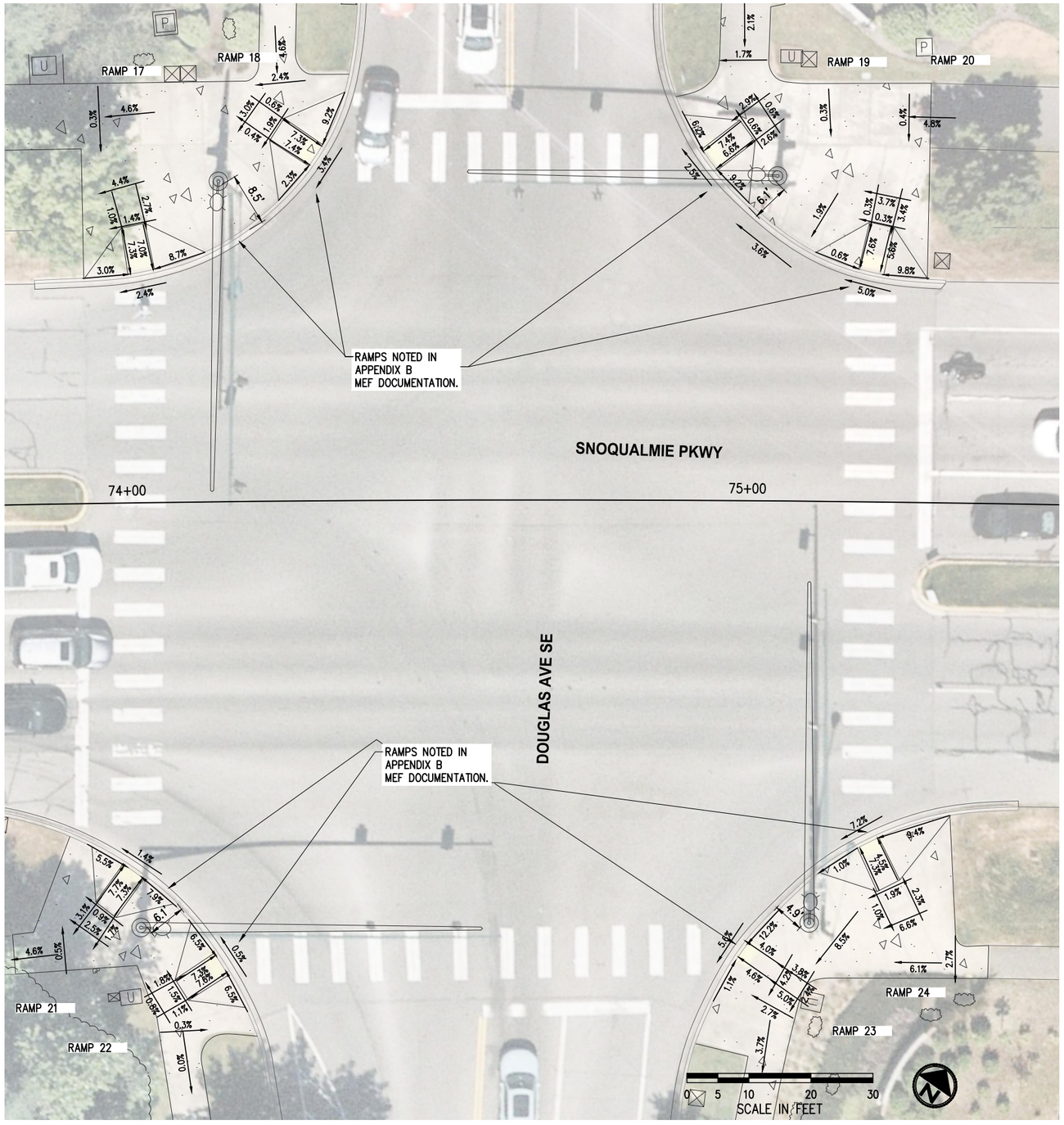
CITY OF SNOQUALMIE

SNOQUALMIE PARKWAY REHABILITATION PROJECT

MEF DOCUMENTATION
SE SWENSON DR

KPG PROJECT No.

SHT 1 OF



APPENDIX A - MEF DOCUMENTATION

DOUGLAS AVE SE & SNOQUALMIE PARKWAY: RAMPS 17–24

- NW: NONE
- NE: NONE
- SW: NONE
- SE: NONE

APPENDIX B - MEF DOCUMENTATION

DOUGLAS AVE SE & SNOQUALMIE PARKWAY: RAMPS 17–24

- NW: RAMPS 17 & 18
- NE: RAMPS 19 & 20
- SW: RAMPS 21 & 22
- SE: RAMPS 23 & 24

LEGEND

- CEMENT CONCRETE SIDEWALK
- DETECTABLE WARNING SURFACE
- SAWCUT LINE

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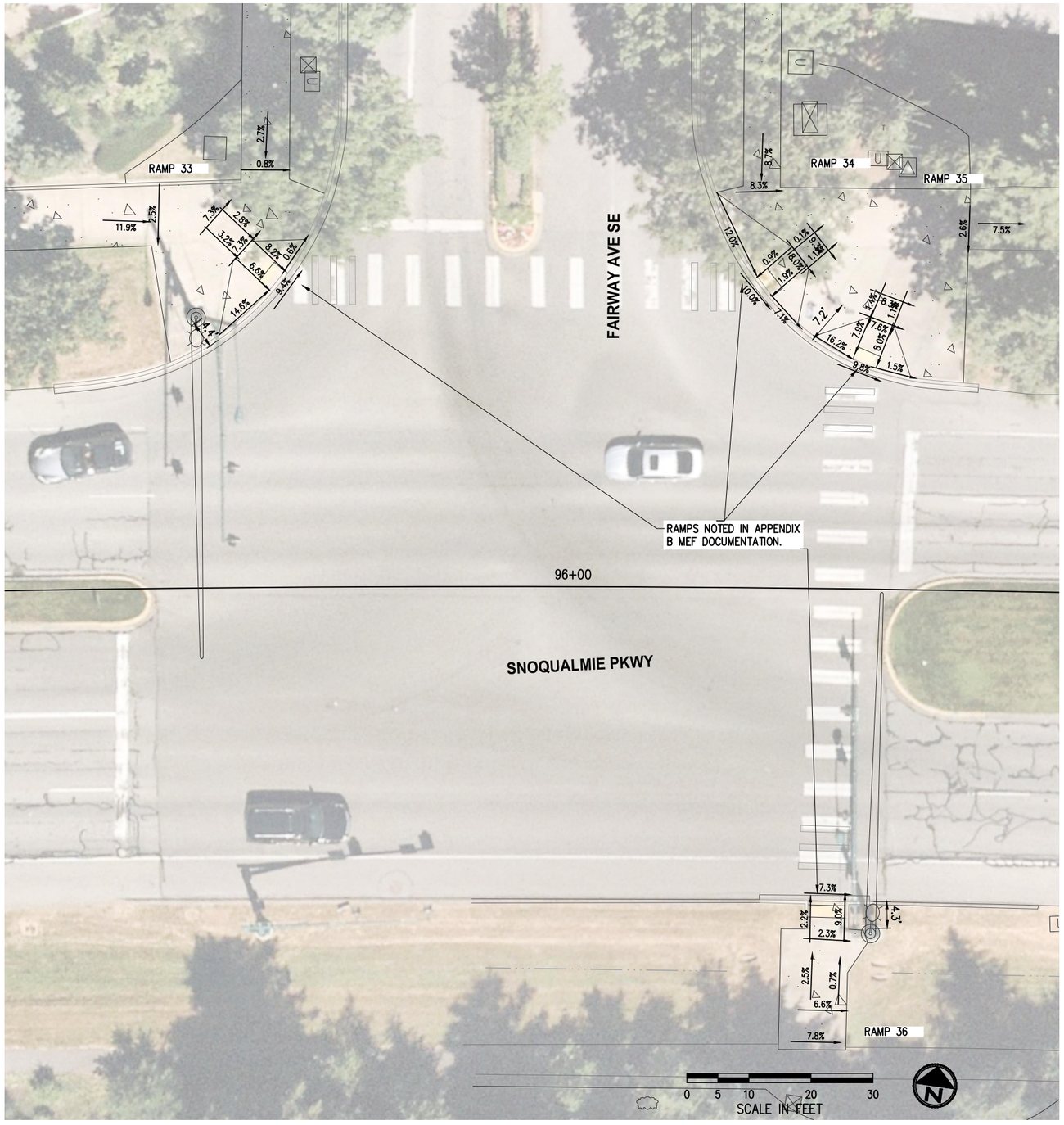
CITY OF SNOQUALMIE

SNOQUALMIE PARKWAY REHABILITATION PROJECT

MEF DOCUMENTATION
DOUGLAS AVE SE

KPG PROJECT No.

SHT 2 OF



APPENDIX A - MEF DOCUMENTATION

FAIRWAY AVE SE & SNOQUALMIE PARKWAY: RAMPS 33-36
- NW: NONE
- NE: NONE
- SW: NONE
- SE: NONE

APPENDIX B - MEF DOCUMENTATION

FAIRWAY AVE SE & SNOQUALMIE PARKWAY: RAMPS 33-36
- NW: RAMP 33
- NE: RAMPS 34 & 35
- SW: NONE
- SE: RAMP 36

LEGEND

CEMENT CONCRETE SIDEWALK

DETECTABLE WARNING SURFACE

SAWCUT LINE

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Seattle, WA 98121 206.286.1640
Tacoma | Wenatchee | KPG.com

CITY OF SNOQUALMIE

SNOQUALMIE PARKWAY REHABILITATION PROJECT

MEF DOCUMENTATION
FAIRWAY AVE SE

KPG PROJECT No.

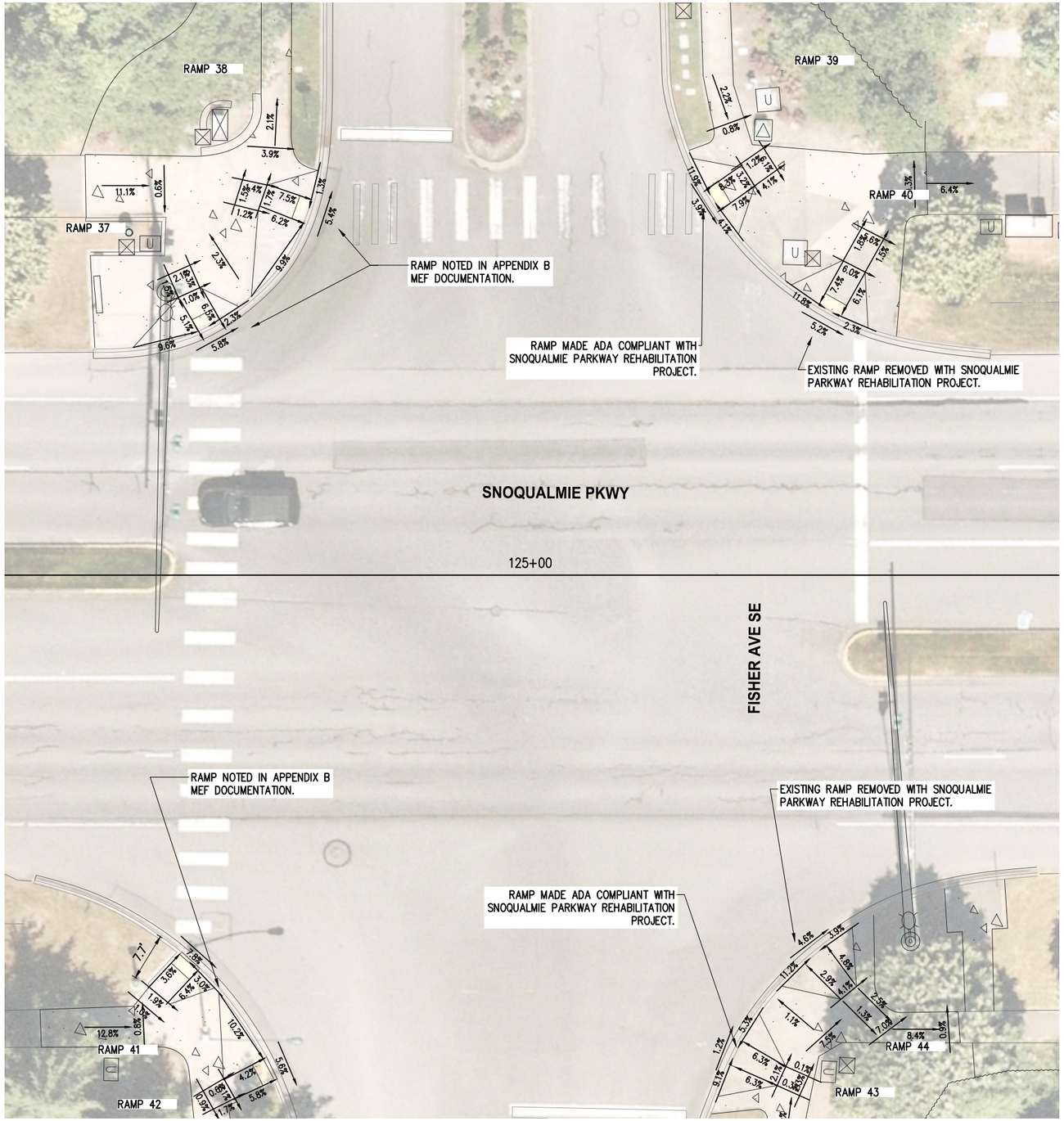
SHT 3 OF

APPENDIX A - MEF DOCUMENTATION

FISHER AVE SE & SNOQUALMIE PARKWAY: RAMPS 37–44
- NW: NONE
- NE: NONE
- SW: NONE
- SE: NONE

APPENDIX B - MEF DOCUMENTATION

FISHER AVE SE & SNOQUALMIE PARKWAY: RAMPS 37–44
- NW: RAMPS 37 & 38
- NE: RAMPS NONE
- SW: RAMPS 41 & 42
- SE: RAMPS NONE



LEGEND

- CEMENT CONCRETE SIDEWALK
- DETECTABLE WARNING SURFACE
- SAWCUT LINE

0 5 10 20 30
SCALE IN FEET

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CITY OF SNOQUALMIE

SNOQUALMIE PARKWAY REHABILITATION PROJECT

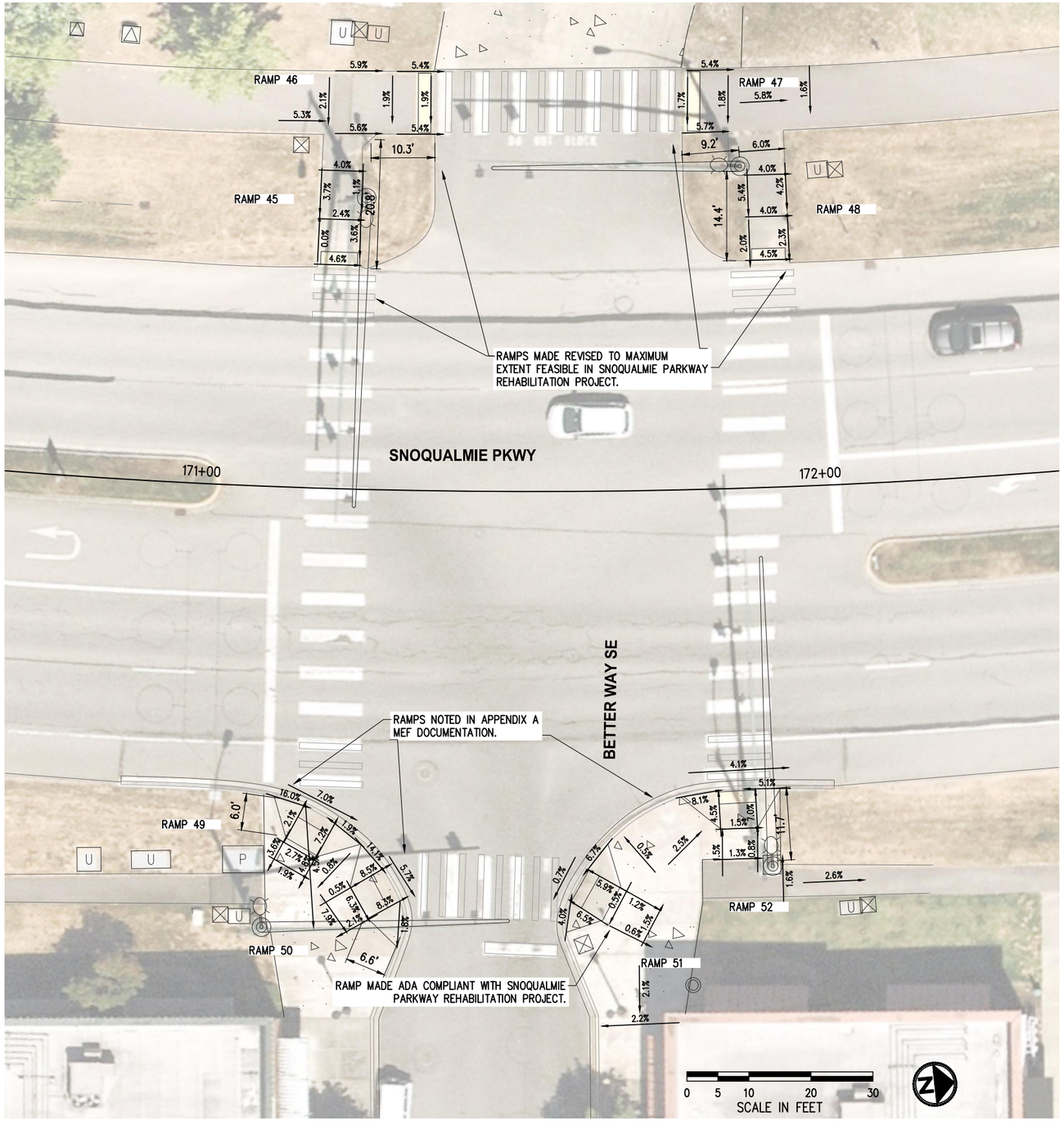
MEF DOCUMENTATION
FISHER AVE SE

KPG PROJECT No.

SHT 4 OF

APPENDIX A - MEF DOCUMENTATION

BETTER WAY SE & SNOQUALMIE PARKWAY: RAMPS 45–52
- SW: RAMPS 45 & 46
- NW: RAMPS 47 & 48
- SE: RAMPS 49 & 50
- NE: RAMP 52



LEGEND

- CEMENT CONCRETE SIDEWALK
- DETECTABLE WARNING SURFACE
- SAWCUT LINE

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CITY OF SNOQUALMIE

SNOQUALMIE PARKWAY REHABILITATION PROJECT

MEF DOCUMENTATION
BETTER WAY SE

KPG PROJECT No.

SHT 5 OF

Americans With Disabilities Act (ADA) Transition Plan for the Public Right-of-Way

Snoqualmie, WA

October 2023

Appendix C

Public Notice Under the ADA

Prepared by

Transportation Solutions

INNOVATIVE | PRACTICAL | EQUITABLE

City of Snoqualmie

Public Notice Under the Americans with Disabilities Act

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

Employment: The City of Snoqualmie 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 Snoqualmie will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally City of Snoqualmie programs, services, and activities, including qualified sign language interpreters, documents in Braille, and other ways of making information and communications accessible to people who have speech, hearing, or vision impairments.

Modifications to Policies and Procedures: The City of Snoqualmie 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. For example, individuals with service animals are welcomed in City of Snoqualmie offices, even where pets are generally prohibited.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of the City of Snoqualmie should contact the office of Jeff Hamlin, ADA/504 Coordinator, by email at JHamlin@snoqualmiewa.gov or by phone at (425) 831-4919 ext. 3006 (for TTY, dial 7-1-1), as soon as possible but no later than 48 hours before the scheduled event.

The ADA does not require the City of Snoqualmie 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 Snoqualmie is not accessible to persons with disabilities should be directed to Jeff Hamlin, ADA/504 Coordinator, by email at JHamlin@snoqualmiewa.gov or by phone at (425) 831-4919 ext. 3006 (for TTY, dial 7-1-1).

The City of Snoqualmie 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.

Americans With Disabilities Act (ADA) Transition Plan for the Public Right-of-Way

Snoqualmie, WA

October 2023

Appendix D

ADA Grievance Procedure

Grievance and Appeal Forms
Grievance Record

Prepared by

Transportation Solutions
INNOVATIVE | PRACTICAL | EQUITABLE

City of Snoqualmie

Grievance Procedure under The Americans with Disabilities Act

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 Snoqualmie. The City of Snoqualmie'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 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 their designee as soon as possible but no later than 60 calendar days after the alleged violation to:

Jeff Hamlin, ADA/504 Coordinator
(425) 831-4919 ext. 3006
TTY: 7-1-1 or 1-800-833-6388
Email: JHamlin@snoqualmiewa.gov

Within 15 calendar days after receipt of the complaint, the ADA/504 Coordinator or their designee will meet with the complainant to discuss the complaint and the possible resolutions. Within 15 calendar days of the meeting, the ADA/504 Coordinator or their designee will respond in writing, and where appropriate, in a format accessible to the complainant, such as large print, Braille, or audio recording. The response will explain the position of the City of Snoqualmie and offer options for substantive resolution of the complaint.

If the response by the ADA/504 Coordinator or their designee does not satisfactorily resolve the issue, the complainant and/or their designee may appeal the decision within 15 calendar days after receipt of the response to the City Administrator or their designee.

Within 15 calendar days after receipt of the appeal, the City Administrator or their designee will meet with the complainant to discuss the complaint and possible resolutions. Within 15 calendar days after the meeting, the City Administrator or their 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/504 Coordinator or their designee, appeals to the City Administrator or their designee, and responses from these two offices will be retained by the City of Snoqualmie for at least three years.

City of Snoqualmie - ADA Grievance Form

Complainant Name:

Designee Preparing Grievance (if different from Complainant):

Designee's Relationship to Complainant:

Street Address & Apt. No.:

City: State: Zip:

Phone: ( ) E-mail:

Preferred contact method to discuss grievance:

Please provide a complete description of the specific grievance:

Please specify any location(s) related to the grievance (if applicable):

Please state what you think should be done to resolve the grievance:

Please attach additional pages as needed.

☐ Please do not contact me personally.

Signature: Date:

Return to: City of Snoqualmie, Jeff Hamlin, ADA/504 Coordinator, P.O. Box 987, Snoqualmie, WA 98065 or email to JHamlin@snoqualmiewa.gov.

Upon request, reasonable accommodation will be provided in completing this form, or copies of the form will be provided in alternative formats. Contact Jeff Hamlin, ADA/504 Coordinator at the address listed above, by e-mail to JHamlin@snoqualmiewa.gov, by telephone at 425-831-4919 ext. 3006, or 7-1-1 (Washington Telecommunication Relay Service).

City of Snoqualmie - ADA Grievance Appeal Form

Complainant Name:

Designee Preparing Grievance (if different from Complainant):

Designee's Relationship to Complainant:

Street Address & Apt. No.:

City: State: Zip:

Phone: ( ) E-mail:

Preferred contact method to discuss grievance:

PLEASE PROVIDE A DETAILED EXPLANATION OF WHY YOU BELIEVE THE RESPONSE FROM THE CITY'S ADA COORDINATOR DID NOT SATISFACTORILY RESOLVE YOUR GRIEVANCE (Please attach a complete copy of your initial grievance and the response resolution letter from the City's ADA Coordinator):

APPEAL REMEDY REQUESTED:

Please attach additional pages as needed.

Signature: Date:

Return to: City of Snoqualmie, Jeff Hamlin, ADA/504 Coordinator, P.O. Box 987, Snoqualmie, WA 98065 or email to JHamlin@snoqualmiewa.gov.

Upon request, reasonable accommodation will be provided in completing this form, or copies of the form will be provided in alternative formats. Contact Jeff Hamlin, ADA/504 Coordinator at the address listed above, by e-mail to JHamlin@snoqualmiewa.gov, by telephone at 425-831-4919 ext. 3006, or 7-1-1 (Washington Telecommunication Relay Service).

ADA GRIEVANCE/COMPLAINT RECORD

All written complaints received by the ADA Coordinator or designee, appeals to the City Administrator, and responses from these two offices will be retained by the City for at least three years.

GRIEVANCE PROCEDURE RESPONSE TIMELINE	
Date of ADA/504 Coordinator's First Meeting with Complainant	Must be within 15 calendar days of Date City receives Complainant's Grievance.

Record No.	Date City Receives Grievance	COMPLAINANT CONTACT INFORMATION			ALLEGED VIOLATION DETAILS			GRIEVANCE RESPONSE RECORD							
		Name	Email Address	Phone Number	Date	Location	Description	Name - ADA Coordinator or Designee Responder	Date - First Complainant Meeting	Date - First Resolution	Resolution Description	Date - Complainant Appeal Received	Date -Appeal Meeting	Date - Appeal Resolution	Appeal Resolution Description

Americans With Disabilities Act (ADA) Transition Plan for the Public Right-of-Way

Snoqualmie, WA

October 2023

Appendix E

2023 Accessible Pedestrian Signal (APS) Policy

Prepared by

Transportation Solutions

INNOVATIVE | PRACTICAL | EQUITABLE

CITY OF SNOQUALMIE
38194 SE Mill Pond Road
P.O. Box 987
Snoqualmie, WA 98065
Phone (425) 888-8009
Michael Chambless, Director of Parks and Public Works

May 1, 2023

Policy Regarding Installation of Accessible Pedestrian Signals (APS) and Pushbuttons

Intent: It is the City's intention to be consistent with the most current version of the WSDOT Local Agency Guidelines Chapter 29.4[1] and the Public Right of Way Access Guidelines (PROWAG 2011)[2] in the provision and location of accessible pedestrian signals and pushbuttons. Further guidance is available in 28 CFR Part 36 and MUTCD section 4E.09.

Purpose: The purpose of this policy is to establish a reasonable and consistent policy for installing APS to ensure that access for persons with disabilities is provided. Note: As of May 2023, all existing signals on State Routes within the City of Snoqualmie are owned, operated, and maintained by WSDOT. All existing traffic signals on City streets are owned by the City of Snoqualmie and maintained under contract by King County.

A. **Installation of New Signals:** All new signals are to be constructed with full APS.

B. **Modifications to Sidewalks and Curb Ramps at Existing Signals:** Coordinate sidewalk and curb ramp work with signal system work so that signal poles with pedestrian equipment meet accessibility requirements for APS pushbuttons to the maximum extent feasible. See WSDOT Design Manual 1510.11 for additional information on pedestrian pushbutton accessibility.

   For existing signal systems only, the work required for each signal system location is determined as follows:

   1. If no sidewalk work, curb ramp work, or signal operational changes are being performed at an existing signal system location, then no APS work is required for that signal system.
   2. If any ramp is being reconstructed at a signal system location, then only poles with pedestrian pushbuttons serving a crossing served by a ramp that is being reconstructed are required to be made accessible as part of the project. This may require reconstruction of the ramps, landings, or sidewalk areas at both ends of the crossing. The remaining crossings and poles may be addressed if the owning agency wishes to provide funding for the additional work.

[1]See WSDOT Local Agency Guidelines M36-63.37 CHAPTER 29 - Section 504 and the Americans with Disabilities Act. Pages 29-4 to 29-6. https://wsdot.wa.gov/engineering-standards/all-manuals-and-standards/manuals/local-agency-guidelines-lag.

[2]See also United States Access Board. *Proposed Rights of Way Guidelines (2011): Chapter R2: Scoping Requirements*. https://www.access-board.gov/prowag/chapter-r2-scoping-requirements/.

3. If APS pushbuttons are not being installed as part of a project, then any revised pole locations shall be designed to meet accessibility requirements with a conventional pushbutton installed and with an APS pushbutton installed, so that the pole does not have to be relocated when the conventional pushbutton is replaced with an APS pushbutton. Typically a location that is accessible with an APS pushbutton installed will be accessible with a conventional pushbutton installed, but verification is required.
4. Locations where these requirements cannot be fully met shall follow the procedures for maximum extent feasible documentation as previously described.

C. Modifications to Operation of Existing Signals: If changes to the pedestrian phasing of an existing signal as a result of adding or changing vehicle phasing are implemented, then installation of full APS is required, including curb ramps as required. This excludes implementation of phase overlaps for existing phases and implementation of permissive only flashing yellow arrows.

D. Requests for APS from the Public:

1. If the request is for an upgrade to APS at an existing traffic signal, the City will consider the request and determine how, if, and/or when it can add the requested APS to the City's ADA Transition Plan, Capital Facilities Plan and budget.
2. If the request is for a new signal at a location where no signal exists, the City will consider the request, which may include an engineering study consistent with the MUTCD as determined by the City, to determine how, if, and/or when it can add the requested signal to the City's ADA Transition Plan, Capital Facilities Plan and budget.

Americans With Disabilities Act (ADA) Transition Plan for the Public Right-of-Way

Snoqualmie, WA

October 2023

Appendix F

Public Engagement Strategy and Findings

Prepared by

Transportation Solutions

INNOVATIVE | PRACTICAL | EQUITABLE

Virtual Open House Presentation (June 2023)

ArcGIS Survey123® Public Survey – Summary (Redacted, June 2023)

ArcGIS Survey123® Public Survey – Individual Responses (Redacted, June 2023)

City of Snoqualmie Parks and Public Works City Council Committee Agenda, Packet Item, and Minutes (August 2023)

City of Snoqualmie Parks and Public Works City Council Committee Agenda, Packet Item, and Minutes (September 2023)

VIRTUAL OPEN HOUSE PRESENTATION (JUNE 2023)

Transportation Solutions
INNOVATIVE | PRACTICAL | EQUITABLE

Public Workshop

Americans with Disabilities Act (ADA) Public Right-of-Way Transition Plan

City of Snoqualmie

Tuesday, June 13, 2023
6:00 – 7:00 pm

Workshop Hosts

City Staff

Patrick Fry, Project Engineer
City of Snoqualmie Public Works Department

Consultant Staff

Jennifer Salemann, Planner
Transportation Solutions, Inc.

Virtual Public Workshop

Online Platform

- We plan to address questions or comments when you see the following message:

  Raise Hand or Respond in Q&A Box

- You may enter questions into the Q&A Box at any time.

- There will be more Q&A time at end.

Agenda

6:00 – 6:10: PART 1 – INTRO

Highlight Americans with Disabilities Act (ADA) Transition Plan purpose

6:10 – 6:50: PART 2 – PUBLIC RIGHT-OF-WAY FACILITIES

- **Share findings** of existing ADA accessibility barriers
- **Listen to your experiences** with ADA barriers
- **Listen to your preferences for prioritizing** ADA barriers for removal

6:50 – 7:00: PART 3 – MAKING A PLAN

WHAT BROUGHT YOU HERE TODAY?

Raise Hand or Respond in Q&A Box

PART 1

ADA TRANSITION PLANS 101

What should an ADA Transition Plan do?

- Identify accessibility barriers
- Describe methods used to remove accessibility barriers
- Provide a barrier removal schedule (timeline and $)
- Identify public official responsible to implement plan

Types of Barriers under Title II (Local & State Governments)

Physical Barriers

- **PUBLIC RIGHT-OF-WAY INCLUDED IN THIS PLAN**
- City buildings
- City parks
- City paved shared-use trails

Programmatic Barriers

- Public services, programs, and activities – **POLICIES AND PROCEDURES INCLUDED IN THIS PLAN**

PART 2

PUBLIC RIGHT-OF-WAY (PROW) FACILITIES

PROW Facilities

Facilities Addressed in this ADA Transition Plan

- Curb ramps
- Accessible Pedestrian Signals
  - Pushbuttons at signalized intersections
  - Rectangular Rapid Flashing Beacons (RRFBs) at mid-block crossings
  - HAWK pedestrian-actuated crossings

Facilities to be Addressed at a Future Plan Update

- Sidewalks (including paved shared-use trails)
- Driveway interface with sidewalks
- Accessible Parking

ADA Compliant PROW Physical Features

Curb Ramps

Blended Transitions

Accessible Pedestrian Signals

Existing Public Right-of-Way Barriers in Snoqualmie

Non-Compliant Curb Ramps

Fair or Better - Green

Poor - Yellow

Non-Compliant Curb Ramps cont'd

Very Poor - Orange

Missing - Red

Missing/Outdated Detectable Warning Surfaces

Compliant Truncated Domes

Outdated Diamond Aggregate

No Detectable Warning Surface

Pushbutton with

No Accessible Features

LISTENING SESSION #1

What public right-of-way barriers do you experience?

Please Raise Hand or Respond in Q&A Box

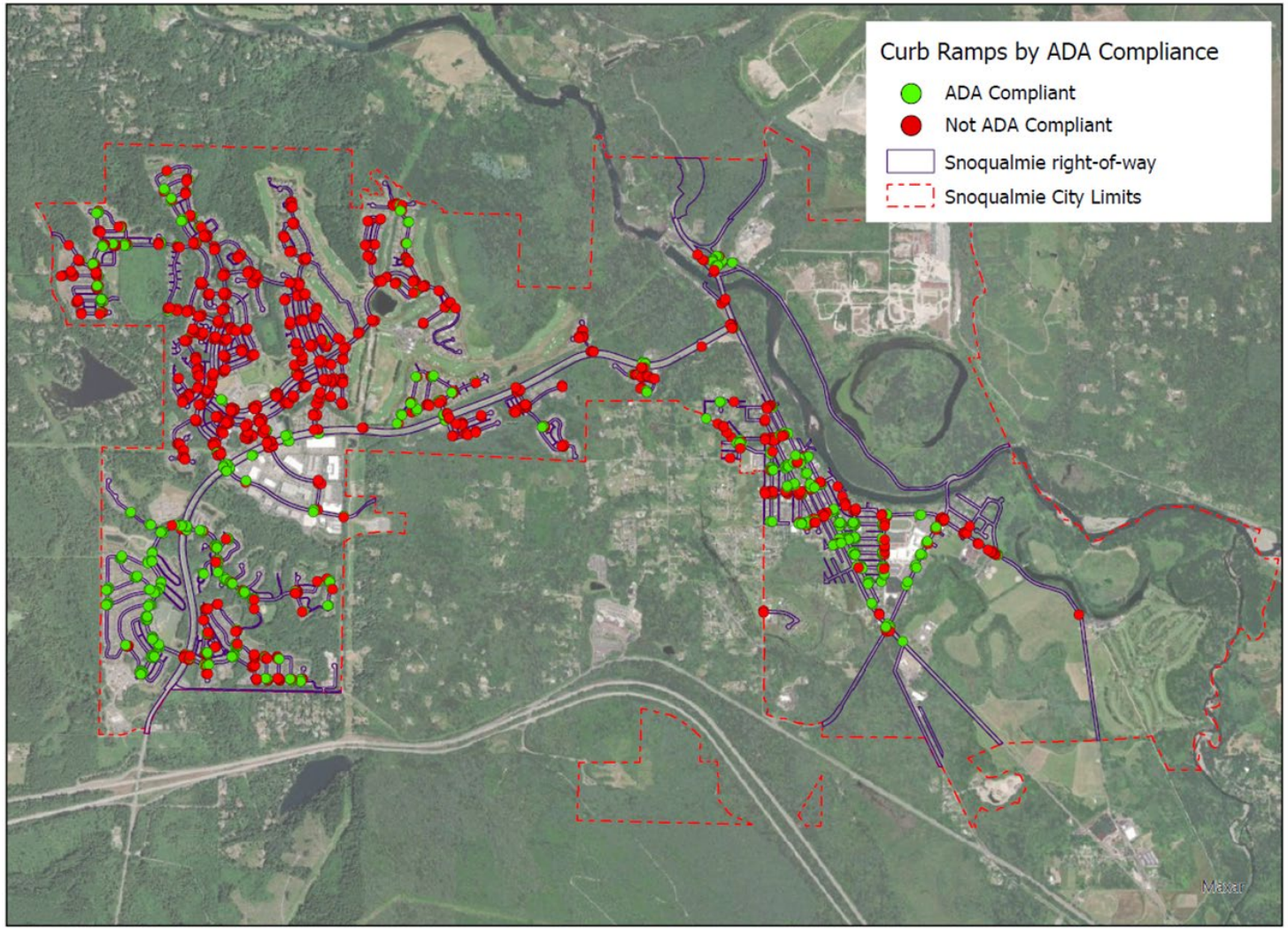
- Curb ramps
- Sidewalks
- Pedestrian crossings
- Pedestrian pushbuttons
- Parking
- Other?

Citywide
Public Right-of-Way Inventory Maps

Curb Ramp ADA Compliance Map

Total Inventory

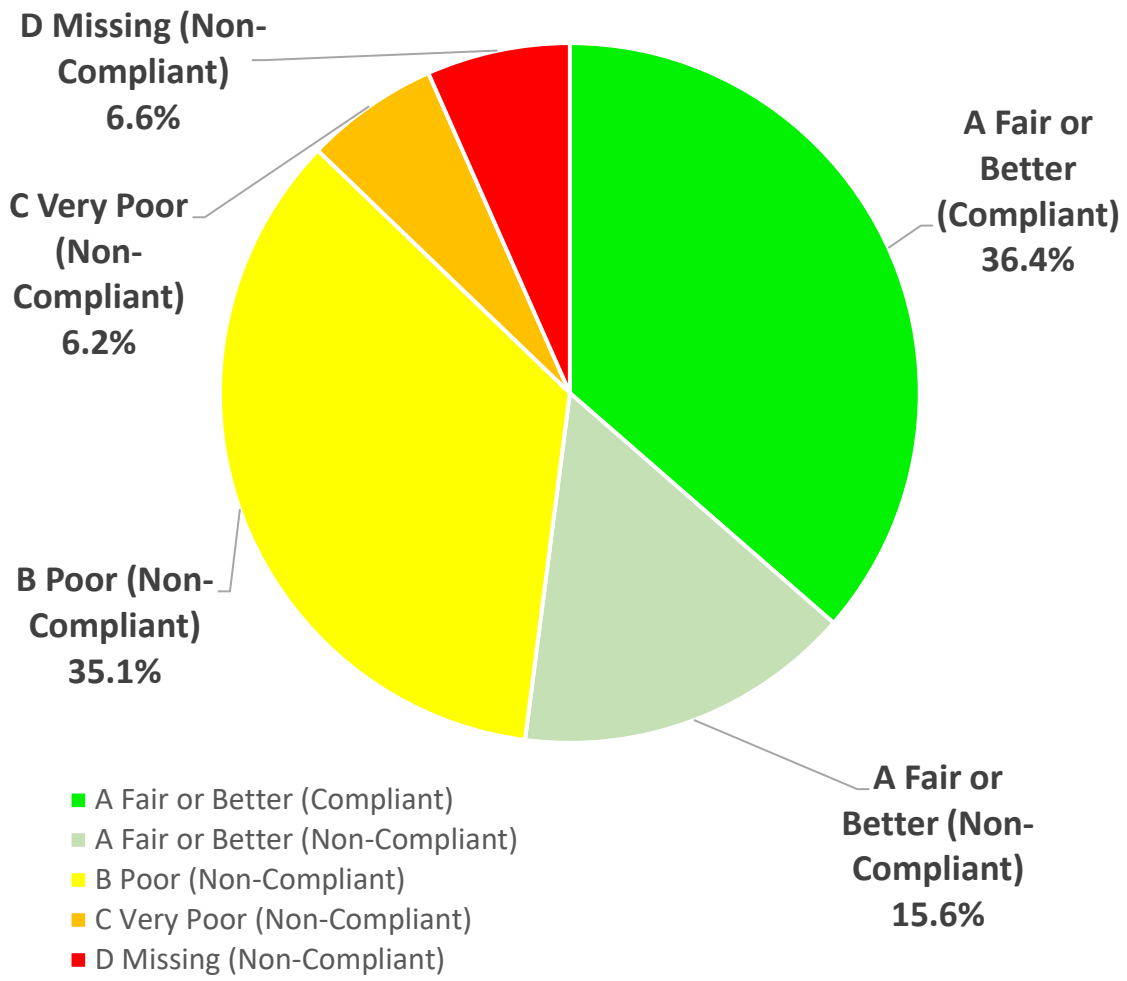
- 1,343 ramps
- 36% ADA-compliant
- 64% non-compliant



Curb Ramp Condition Pie Chart

Grading System for Functionality

- Fair or Better
- Poor
- Very Poor
- Missing

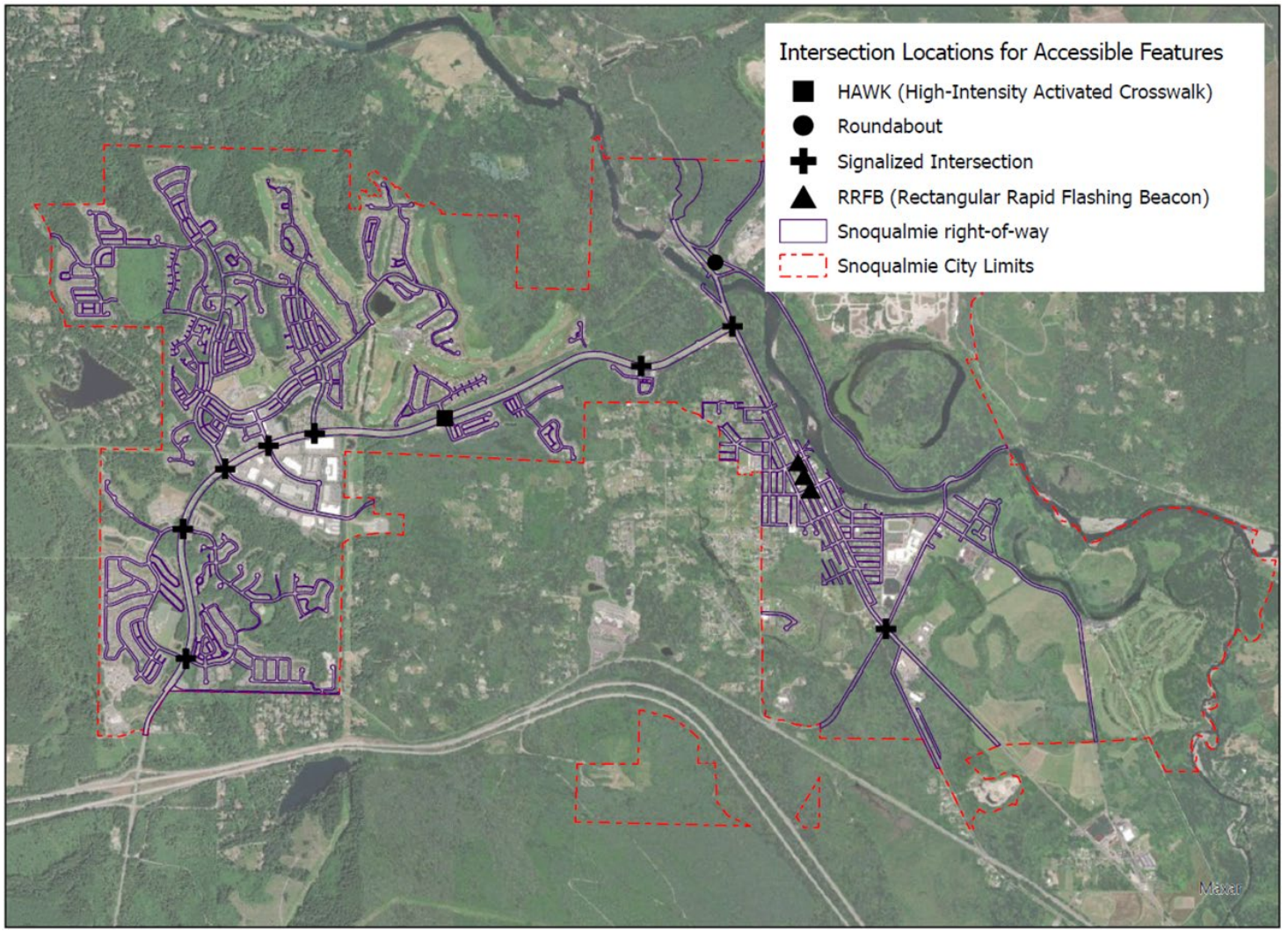


Accessible Pedestrian Signal Locations Map

Total Inventory

12 intersections evaluated:

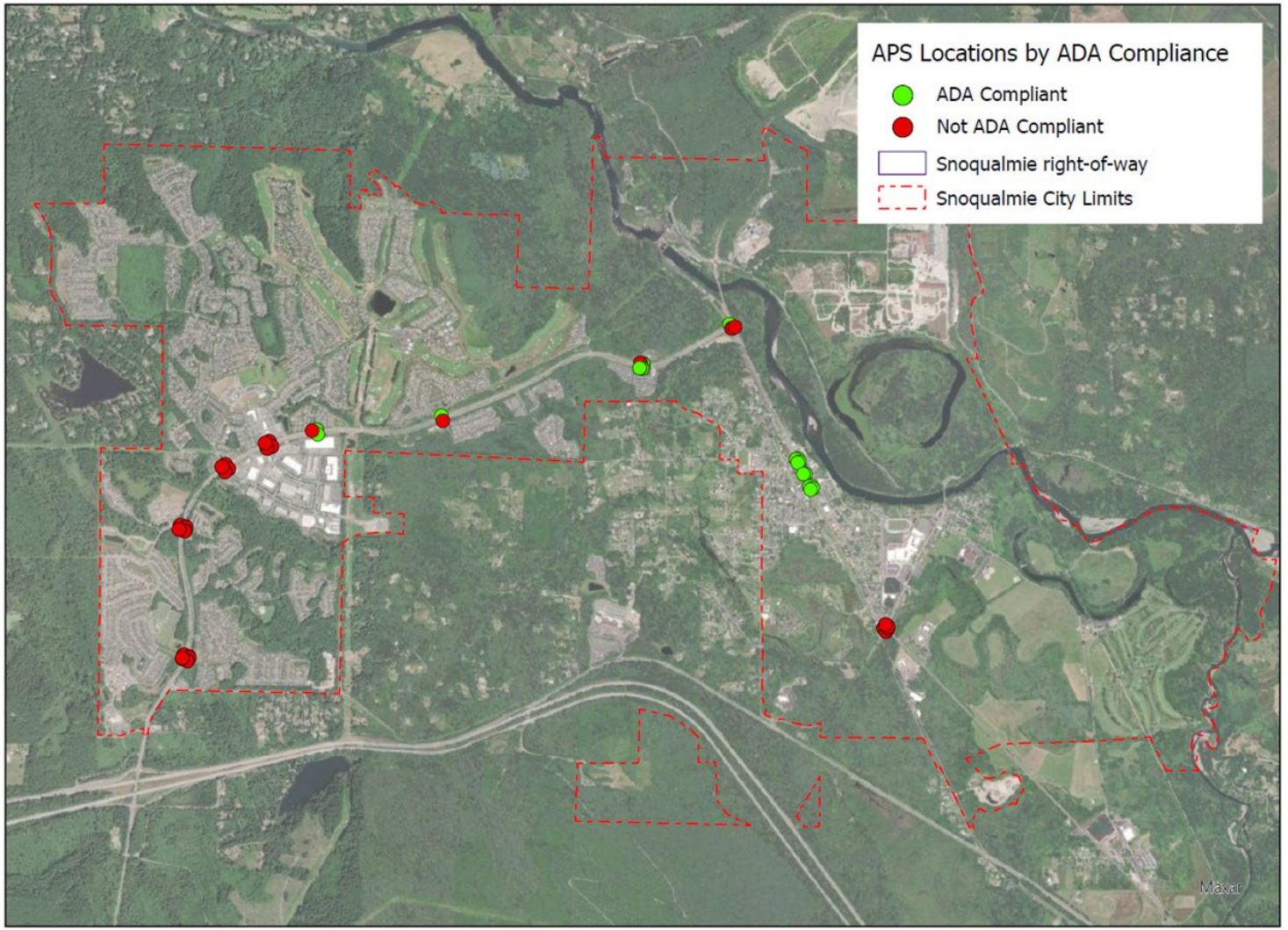
- **8 Signalized Intersections**
- **3 RRFB mid-block crossings (Rectangular Rapid Flashing Beacon)**
- **1 HAWK (High-Intensity Activated Crosswalk Beacon)**
- **Roundabout has no APS**



Accessible Pedestrian Signal ADA Compliance Map

ADA-Compliance

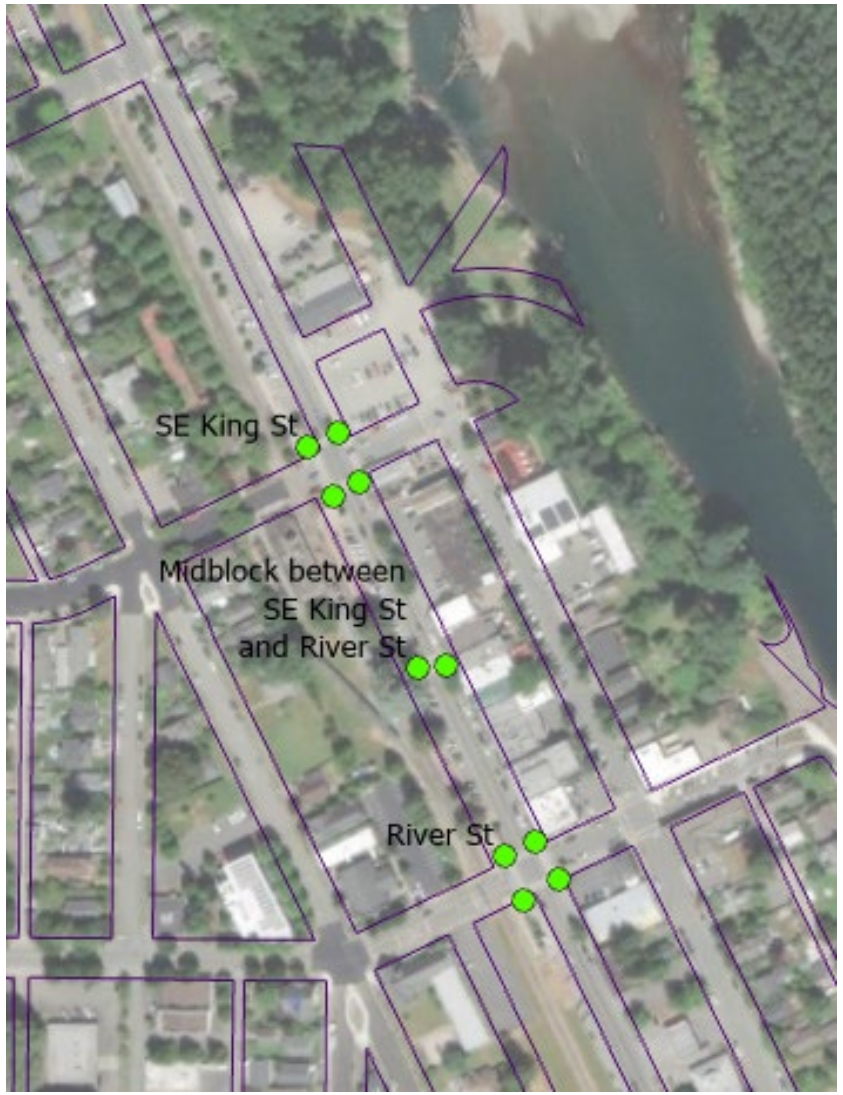
- 19 pushbutton locations have all ADA-compliant features
- 49 pushbutton locations have 1+ non-compliant feature



Accessible RRFB Features

ADA Features at RRFBs

- Directional arrow
- Pole and pushbutton location
- Audible message/tone



LISTENING SESSION #2

Which public right-of-way barriers are most important for the City to remove first?

Please Raise Hand or Respond in Q&A Box

- Missing curb ramps
- Missing pedestrian crossings
- Missing accessible pedestrian signals (APS)
- Missing sidewalks
- Sidewalk cracks/bumps
- Fixed objects in path of travel
- Overgrown vegetation
- Other?

LISTENING SESSION #3

Where is it most important for the City to remove public right-of-way barriers?

Please Raise Hand or Respond in Q&A Box

- Transit Centers
- Grocery and Retail Stores
- Schools and Libraries
- My Residence
- Senior Center/Care Facilities
- City Buildings and Post Office
- Medical Clinics
- Parks and Trails
- Other?

PART 3

MAKING A PLAN

Personnel/Policies/Procedures

Personnel:

- ADA/504 Coordinator
- Official Responsible to Implement Plan

Policies/Procedures:

- Public ADA Notice
- Accessible Pedestrian Signal (APS) Policy
- ADA Grievance Procedure

How will the City implement the presented information into the PROW ADA Transition Plan?

The Plan will:

- Include public feedback findings in prioritization criteria
- Develop a schedule for barrier removal
- Develop a financial plan to fund barrier removal
- Develop a monitoring tool to track barrier removal:
  - Annual progress reports
  - Schedule for future ADA Transition Plan updates

How will the City prioritize physical barrier removal?

- **Proximity to/Part of Planned City Projects**
- **Accessible Pedestrian Signal Policy**
- **Proximity to Likely ADA Destinations**:
  - Transit Centers, Routes, & Stops
  - Grocery and Retail Stores
  - Schools and Libraries
  - Senior Center/Care Facilities
  - City Buildings and Post Office
  - Medical Clinics/Pharmacies
  - Parks and Trails
- **ADA Compliance and Condition**
  - Non-compliant and Missing
  - Poorest Condition (B,C,D) before Fair/Better Condition (A)
- **Public Feedback**
  - Online surveys
  - ADA Public Workshop

Will I have a chance to read and comment on the Draft Plan?

YES!

The Draft ADA Transition Plan will be made available for public comment in summer 2023

https://www.snoqualmiewa.gov/1024/Public-Right-of-Way-ADA-Transition-Plan

Thank you for participating!

Our online survey is still open:

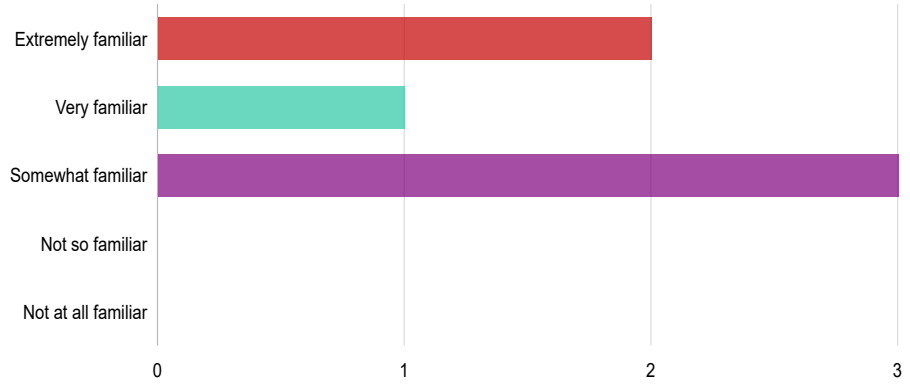
Q & A

https://www.snoqualmiewa.gov/1024/Public-Right-of-Way-ADA-Transition-Plan

ARCGIS SURVEY123® PUBLIC SURVEY – SUMMARY (REDACTED, JUNE 2023)

City of Snoqualmie 2023 Public Right-of-Way ADA Barrier Survey

1. How familiar are you with what counts as an Americans with Disabilities Act (AD…



Answers	Count	Percentage
Extremely familiar	2	28.57%
Very familiar	1	14.29%
Somewhat familiar	3	42.86%
Not so familiar	0	0%
Not at all familiar	0	0%

Answered: 6 Skipped: 1

2. Public Right-of-Way Barrier Description

The word cloud requires at least 20 answers to show.

Response	Count
There is a major opportunity for increased pedestrian safety and ADA accessibility in general within the Snoqualmie Elementary school zone on Park St. Specifically at Park St. and Mountain Ave as well as Park St. at Centennial Field Entrance. Ideally something like RRFB crossing buttons/lights and a flashing BlinkerSign product.	1
There are multiple locations within old town with old over grown broken up sidewalks, some that come to mind are along Silva Ave close to the SVSD admin building. There are also a few curbs that don't have ramps to a safe crossing in old town near that area, one that comes to mind is what is pictured above.	1
The Snoqualmie Valley Trail at Reinig Road is inaccessible to users who are unable to ascend stairs. I recognize that this is a King County facility, but it's in our community and the lack of an ADA-compliant connection precludes a segment of the population from accessing a public recreation facility.	1

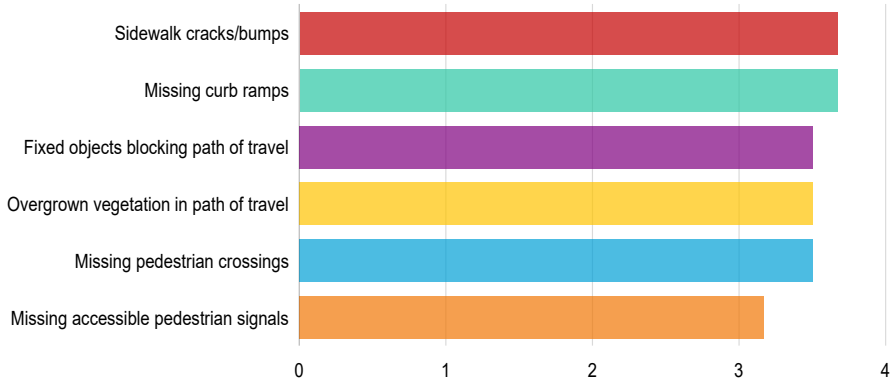
The H.A.W.K. signal at the intersection of Snoqualmie Parkway and Fisher Ave SE is a barrier due to the danger it poses. I have seen far too many drivers fly through that intersection when they should have stopped because they are not familiar with H.A.W.K. signals. People leaving Fisher Ave SE also try to take advantage of the stopped cross traffic by quickly driving out through the crosswalk on Snoqualmie Parkway, which makes the crosswalk even more hazardous. This makes it even more dangerous for those who have disabilities. Originally they city was supposed to put in a full 4 way traffic light and this option still needs to be evaluated for everyone's safety.	1
At Snoqualmie Middle School, there is no pedestrian connection from the sidewalk along Railroad Ave / SR 202 into the school complex. Pedestrians are required to walk in the bus driveway (or on the grass). Even if there is an adequately-graded path to the ramps connecting the bus loading zone to the building, it is fundamentally unsafe to force pedestrians to use designated vehicle pathways for non-motorized access.	1

Answered: 5 Skipped: 2

4. Barrier Photo(s)

Images: 4

5. Which public right-of-way barriers do you want removed before others?

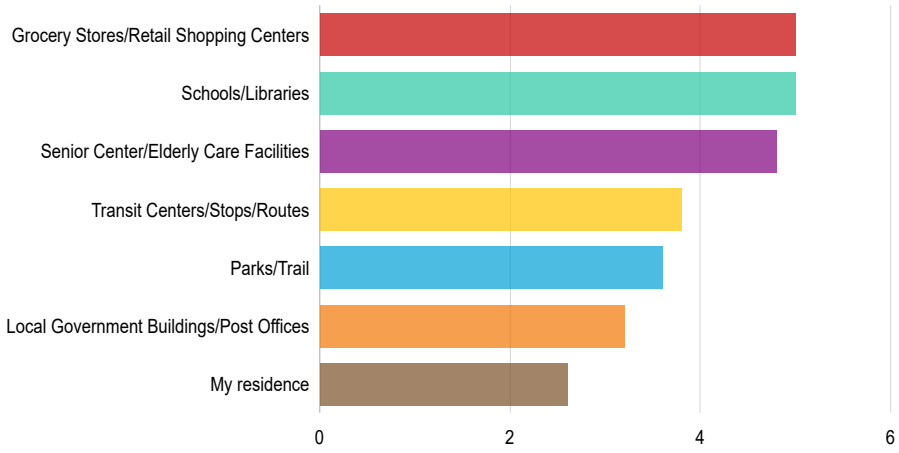


Rank	Answers	1	2	3	4	5	Average score
1	Sidewalk cracks/bumps	0% 0	33.33% 2	33.33% 2	0% 0	33.33% 2	3.67
2	Missing curb ramps	16.67% 1	16.67% 1	16.67% 1	33.33% 2	0% 0	3.67
3	Fixed objects blocking path of travel	0% 0	16.67% 1	33.33% 2	33.33% 2	16.67% 1	3.50
4	Overgrown vegetation in path of travel	33.33% 2	0% 0	16.67% 1	16.67% 1	0% 0	3.50
5	Missing pedestrian crossings	33.33% 2	16.67% 1	0% 0	0% 0	16.67% 1	3.50
							3.17

6	Missing accessible	16.67%	16.67%	0%	16.67%	33.33%	

Answered: 6 Skipped: 1

6. Where is it most important to remove barriers?



Rank	Answers	1	2	3	4	5	6	Average score
1	Grocery Stores/Retail Shopping Centers	40% 2	0% 0	0% 0	40% 2	20% 1	0% 0	5.00
2	Schools/Libraries	20% 1	0% 0	40% 2	40% 2	0% 0	0% 0	5.00
3	Senior Center/Elderly Care Facilities	40% 2	0% 0	0% 0	20% 1	40% 2	0% 0	4.80
4	Transit Centers/Stops/Routes	0% 0	40% 2	0% 0	0% 0	20% 1	40% 2	3.80
5	Parks/Trails	0% 0	40% 2	0% 0	0% 0	0% 0	60% 3	3.60
6	Local Government Buildings/Post Offices	0% 0	20% 1	20% 1	0% 0	20% 1	0% 0	3.20

Answered: 5 Skipped: 2

7. Is there anything we are overlooking?

The word cloud requires at least 20 answers to show.

Response	Count
This applies to the crosswalks on or near Center Blvd (and really all of Snoqualmie). PAINT LINES IN THE CROSSWALK. All you have to do is sit outside at one of the restaurants a couple of times and watch the car and foot traffic on Center to know that it's very dangerous for pedestrians. Cars don't pay attention to pedest rians and pedestrians don't always pay attention to cars or just cross wherever. If there were actual lines pai nted it may make drivers more aware that there could be foot traffic and pedestrians may actually use them. It would be even better if Center was closed to vehicles, at least during the summer months. With all the do uble parking, u-turns, etc. it's just an accident waiting to happen, either with another car or a pedestrian. I kn ow if I didn't have the ability to run out of the way of an oncoming vehicle I would not be crossing Center.	1
There is a major opportunity during the Centennial field playground upgrade to match the inclusivity and AD A accessibility of the playground design and extend it to the crossings in the school zone nearby. There is a meadowbrook resident who has sight impairment and uses a walking stick as well as many elderly in wheel chairs and many young babies in strollers and school age kiddos on bicycles. Any and all increased pedestri an safety measures are welcomed! Even the manual flags to use when crossing have helped. Thank you to Mike Chambless for working on this initiative. Another aspect to be considered is low hanging branches on t he beautiful trees lining the street. There is one in particular on Park Street a few feet past Mountain St. that would hit someone in the head if they didn't see it, especially someone with a sight impairment. Oh, two oth er crossings that could use increased safety: Meadowbrook Way and Park St. four way stop and also Park St. and Boalch Ave/ Golf Course.	1
The H.A.W.K. signal at the intersection of Snoqualmie Parkway and Fisher Ave SE is a barrier due to the da nger it poses. I have seen far too many drivers fly through that intersection when they should have stopped because they are not familiar with H.A.W.K. signals. People leaving Fisher Ave SE also try to take advantag e of the stopped cross traffic by quickly driving out through the crosswalk on Snoqualmie Parkway, which m akes the crosswalk even more hazardous. This makes it even more dangerous for those who have disabiliti es. Originally they city was supposed to put in a full 4 way traffic light and this option still needs to be evalua ted for everyone's safety. I cannot emphasize enough how much of a danger this experimental crosswalk is. In slower speed situations it may work but not on a 40 mph road that people frequently speed on.	1
Nothing additional comes to mind. Thank you for starting to address this, we love taking walks around (old) t own where we live with our son who is in a wheelchair, and there are always certain sidewalks we have to a void because they are not safe/comfy for him to navigate. Also, when we get snow, it would be nice for side walks and ramps to be shoveled as well to be able to walk on instead of there being piles of snow and only t he street being cleared.	1

Answered: 4 Skipped: 3

8. First and Last Name (optional)

The word cloud requires at least 20 answers to show.

Response	Count
[REDACTED]	2
[REDACTED]	1

Answered: 3 Skipped: 4

10. Phone Number ###-###-#### (optional)

The word cloud requires at least 20 answers to show.

Word	Count
[REDACTED]	1
[REDACTED]	1

Answered: 1 Skipped: 6

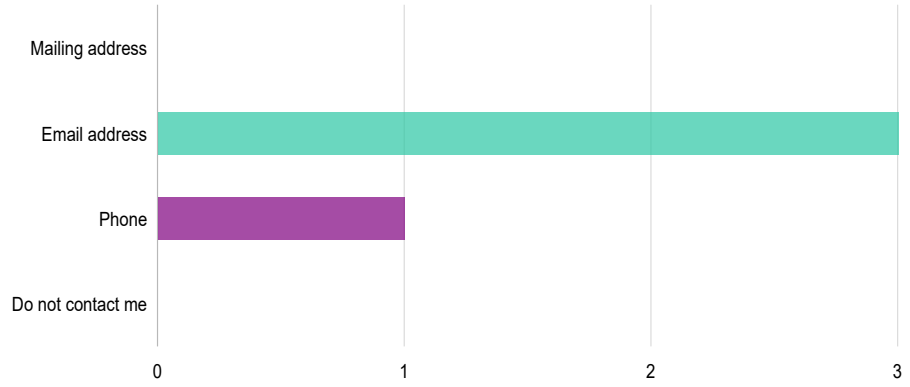
11. Mailing Address (optional)

The word cloud requires at least 20 answers to show.

Word	Count
[REDACTED]	1
[REDACTED]	1
[REDACTED]	1
[REDACTED]	1

Answered: 1 Skipped: 6

12. Best Method of Contact? (optional)



Answers	Count	Percentage
Mailing address	0	0%
Email address	3	42.86%
Phone	1	14.29%
Do not contact me	0	0%

Answered: 4 Skipped: 3

ARCGIS SURVEY123® PUBLIC SURVEY – INDIVIDUAL RESPONSES (REDACTED, JUNE 2023)

City of Snoqualmie 2023 Public Right-of-Way ADA Barrier Survey

Submitted by: Anonymous user

Submitted time: Jun 28, 2023, 2:43:24 PM

3. Public Right-of-Way Barrier Location Map

Lat: 47.529759 Lon: -121.846577

7. Is there anything we are overlooking?

This applies to the crosswalks on or near Center Blvd (and really all of Snoqualmie). PAINT LINES IN THE CROSSWALK. All you have to do is sit outside at one of the restaurants a couple of times and watch the car and foot traffic on Center to know that it's very dangerous for pedestrians. Cars don't pay attention to pedestrians and pedestrians don't always pay attention to cars or just cross wherever. If there were actual lines painted it may make drivers more aware that there could be foot traffic and pedestrians may actually use them. It would be even better if Center was closed to vehicles, at least during the summer months. With all the double parking, u-turns, etc. it's just an accident waiting to happen, either with another car or a pedestrian. I know if I didn't have the ability to run out of the way of an oncoming vehicle I would not be crossing Center.

9. Email Address (optional)

[REDACTED]

12. Best Method of Contact? (optional)

- **Email address**

City of Snoqualmie 2023 Public Right-of-Way ADA Barrier Survey

Submitted by: Anonymous user

Submitted time: Jun 21, 2023, 11:15:33 PM

1. How familiar are you with what counts as an Americans with Disabilities Act (ADA) barrier in the public right-of-way?

Extremely familiar

2. Public Right-of-Way Barrier Description

There is a major opportunity for increased pedestrian safety and ADA accessibility in general within the Snoqualmie Elementary school zone on Park St. Specifically at Park St. and Mountain Ave as well as Park St. at Centennial Field Entrance. Ideally something like RRFB crossing buttons/lights and a flashing BlinkerSign product.

3. Public Right-of-Way Barrier Location Map

Lat: 47.529759 Lon: -121.846577

4. Barrier Photo(s)

IMG_2996-1.jpeg

image001.jpg

image003.png

5. Which public right-of-way barriers do you want removed before others?

1. **Missing pedestrian crossings**
2. **Missing accessible pedestrian signals**
3. **Sidewalk cracks/bumps**
4. **Missing curb ramps**
5. **Fixed objects blocking path of travel**
6. **Overgrown vegetation in path of travel**

6. Where is it most important to remove barriers?

1. **Schools/Libraries**
2. **Parks/Trails**
3. **My residence**
4. **Grocery Stores/Retail Shopping Centers**
5. **Senior Center/Elderly Care Facilities**
6. **Transit Centers/Stops/Routes**
7. **Local Government Buildings/Post Offices**

7. Is there anything we are overlooking?

There is a major opportunity during the Centennial field playground upgrade to match the inclusivity and ADA accessibility of the playground design and extend it to the crossings in the school zone nearby. There is a meadowbrook resident who has sight impairment and uses a walking stick as well as many elderly in wheelchairs and many young babies in strollers and school age kiddos on bicycles. Any and all increased pedestrian safety measures are welcomed! Even the manual flags to use when crossing have helped. Thank you to Mike Chambless for working on this initiative. Another aspect to be considered is low hanging branches on the beautiful trees lining the street. There is one in particular on Park Street a few feet past Mountain St. that would hit someone in the head if they didn't see it, especially someone with a sight impairment. Oh, two other crossings that could use increased safety: Meadowbrook Way and Park St. four way stop and also Park St. and Boalch Ave/ Golf Course.

8. First and Last Name (optional)

[REDACTED]

9. Email Address (optional)

[REDACTED]

10. Phone Number ###-###-#### (optional)

[REDACTED]

11. Mailing Address (optional)

[REDACTED]

12. Best Method of Contact? (optional)

- **Phone**

City of Snoqualmie 2023 Public Right-of-Way ADA Barrier Survey

Submitted by: Anonymous user

Submitted time: Jun 20, 2023, 8:38:43 PM

1. How familiar are you with what counts as an Americans with Disabilities Act (ADA) barrier in the public right-of-way?

Somewhat familiar

2. Public Right-of-Way Barrier Description

The H.A.W.K. signal at the intersection of Snoqualmie Parkway and Fisher Ave SE is a barrier due to the danger it poses. I have seen far too many drivers fly through that intersection when they should have stopped because they are not familiar with H.A.W.K. signals. People leaving Fisher Ave SE also try to take advantage of the stopped cross traffic by quickly driving out through the crosswalk on Snoqualmie Parkway, which makes the crosswalk even more hazardous. This makes it even more dangerous for those who have disabilities. Originally they city was supposed to put in a full 4 way traffic light and this option still needs to be evaluated for everyone's safety.

3. Public Right-of-Way Barrier Location Map

Lat: 47.531101 Lon: -121.856765

5. Which public right-of-way barriers do you want removed before others?

1. **Missing accessible pedestrian signals**
2. **Missing pedestrian crossings**
3. **Overgrown vegetation in path of travel**
4. **Fixed objects blocking path of travel**
5. **Sidewalk cracks/bumps**
6. **Missing curb ramps**

7. Is there anything we are overlooking?

The H.A.W.K. signal at the intersection of Snoqualmie Parkway and Fisher Ave SE is a barrier due to the danger it poses. I have seen far too many drivers fly through that intersection when they should have stopped because they are not familiar with H.A.W.K. signals. People leaving Fisher Ave SE also try to take advantage of the stopped cross traffic by quickly driving out through the crosswalk on Snoqualmie Parkway, which makes the crosswalk even more hazardous. This makes it even more dangerous for those who have disabilities. Originally they city was supposed to put in a full 4 way traffic light and this option still needs to be evaluated for everyone's safety. I cannot emphasize enough how much of a danger this experimental crosswalk is. In slower speed situations it may work but not on a 40 mph road that people frequently speed on.

City of Snoqualmie 2023 Public Right-of-Way ADA Barrier Survey

Submitted by: Anonymous user

Submitted time: Jun 7, 2023, 5:18:33 AM

1. How familiar are you with what counts as an Americans with Disabilities Act (ADA) barrier in the public right-of-way?

Very familiar

3. Public Right-of-Way Barrier Location Map

Lat: 47.529759 Lon: -121.846577

5. Which public right-of-way barriers do you want removed before others?

1. **Missing pedestrian crossings**
2. **Missing curb ramps**
3. **Fixed objects blocking path of travel**
4. **Missing accessible pedestrian signals**
5. **Sidewalk cracks/bumps**
6. **Overgrown vegetation in path of travel**

6. Where is it most important to remove barriers?

1. **Grocery Stores/Retail Shopping Centers**
2. **Local Government Buildings/Post Offices**
3. **Schools/Libraries**
4. **Senior Center/Elderly Care Facilities**
5. **Transit Centers/Stops/Routes**
6. **Parks/Trails**
7. **My residence**

City of Snoqualmie 2023 Public Right-of-Way ADA Barrier Survey

Submitted by: Anonymous user

Submitted time: Jun 6, 2023, 5:37:33 PM

1. How familiar are you with what counts as an Americans with Disabilities Act (ADA) barrier in the public right-of-way?

Extremely familiar

2. Public Right-of-Way Barrier Description

There are multiple locations within old town with old over grown broken up sidewalks, some that come to mind are along Silva Ave close to the SVSD admin building. There are also a few curbs that don't have ramps to a safe crossing in old town near that area, one that comes to mind is what is pictured above.

3. Public Right-of-Way Barrier Location Map

Lat: 47.529759 Lon: -121.846577

5. Which public right-of-way barriers do you want removed before others?

1. **Missing curb ramps**
2. **Fixed objects blocking path of travel**
3. **Sidewalk cracks/bumps**
4. **Overgrown vegetation in path of travel**
5. **Missing pedestrian crossings**
6. **Missing accessible pedestrian signals**

6. Where is it most important to remove barriers?

1. **Grocery Stores/Retail Shopping Centers**
2. **Parks/Trails**
3. **My residence**
4. **Schools/Libraries**
5. **Senior Center/Elderly Care Facilities**
6. **Transit Centers/Stops/Routes**
7. **Local Government Buildings/Post Offices**

7. Is there anything we are overlooking?

Nothing additional comes to mind. Thank you for starting to address this, we love taking walks around (old) town where we live with our son who is in a wheelchair, and there are always certain sidewalks we have to avoid because they are not safe/comfy for him to navigate. Also, when we get snow, it would be nice for sidewalks and ramps to be shoveled as well to be able to walk on instead of there being piles of snow and only the street being cleared.

City of Snoqualmie 2023 Public Right-of-Way ADA Barrier Survey

Submitted by: Anonymous user

Submitted time: Jun 5, 2023, 8:27:03 PM

1. How familiar are you with what counts as an Americans with Disabilities Act (ADA) barrier in the public right-of-way?

Somewhat familiar

2. Public Right-of-Way Barrier Description

At Snoqualmie Middle School, there is no pedestrian connection from the sidewalk along Railroad Ave / SR 202 into the school complex. Pedestrians are required to walk in the bus driveway (or on the grass). Even if there is an adequately-graded path to the ramps connecting the bus loading zone to the building, it is fundamentally unsafe to force pedestrians to use designated vehicle pathways for non-motorized access.

3. Public Right-of-Way Barrier Location Map

Lat: 47.51795 Lon: -121.815963

5. Which public right-of-way barriers do you want removed before others?

1. **Overgrown vegetation in path of travel**
2. **Sidewalk cracks/bumps**
3. **Fixed objects blocking path of travel**
4. **Missing curb ramps**
5. **Missing accessible pedestrian signals**
6. **Missing pedestrian crossings**

6. Where is it most important to remove barriers?

1. **Senior Center/Elderly Care Facilities**
2. **Transit Centers/Stops/Routes**
3. **Schools/Libraries**
4. **Grocery Stores/Retail Shopping Centers**
5. **Local Government Buildings/Post Offices**
6. **Parks/Trails**
7. **My residence**

8. First and Last Name (optional)

[REDACTED]

9. Email Address (optional)

[REDACTED]

12. Best Method of Contact? (optional)

- **Email address**

City of Snoqualmie 2023 Public Right-of-Way ADA Barrier Survey

Submitted by: Anonymous user

Submitted time: Jun 5, 2023, 8:19:45 PM

1. How familiar are you with what counts as an Americans with Disabilities Act (ADA) barrier in the public right-of-way?

Somewhat familiar

2. Public Right-of-Way Barrier Description

The Snoqualmie Valley Trail at Reinig Road is inaccessible to users who are unable to ascend stairs. I recognize that this is a King County facility, but it's in our community and the lack of an ADA-compliant connection precludes a segment of the population from accessing a public recreation facility.

3. Public Right-of-Way Barrier Location Map

Lat: 47.529801 Lon: -121.80692

4. Barrier Photo(s)

Snoqualmie Valley Trail Access at Reinig Road.jpg

5. Which public right-of-way barriers do you want removed before others?

1. **Overgrown vegetation in path of travel**
2. **Sidewalk cracks/bumps**
3. **Missing curb ramps**
4. **Fixed objects blocking path of travel**
5. **Missing accessible pedestrian signals**
6. **Missing pedestrian crossings**

6. Where is it most important to remove barriers?

1. **Senior Center/Elderly Care Facilities**
2. **Transit Centers/Stops/Routes**
3. **Local Government Buildings/Post Offices**
4. **Schools/Libraries**
5. **Grocery Stores/Retail Shopping Centers**
6. **Parks/Trails**
7. **My residence**

8. First and Last Name (optional)

[REDACTED]

9. Email Address (optional)

[REDACTED]

12. Best Method of Contact? (optional)

- **Email address**

CITY OF SNOQUALMIE PARKS AND PUBLIC WORKS CITY COUNCIL COMMITTEE AGENDA AND MINUTES (AUGUST 2023)

PARKS & PUBLIC WORKS COUNCIL COMMITTEE & COMMITTEE OF THE WHOLE HYBRID MEETING

Tuesday, August 22, 2023, at 5:00 PM

Snoqualmie City Hall, 38624 SE River Street & Zoom

COMMITTEE MEMBERS
Ethan Benson, Chair
Bryan Holloway, Councilmember
Jolyon Johnson, Councilmember

This meeting will be conducted in person and remotely using teleconferencing technology provided by Zoom.

Join by Telephone: To listen to the meeting via telephone, please call **253.215.8782** and enter Webinar ID **867 8554 3964** and Password **1700050121** if prompted.
Press *9 to raise your hand to speak. Raising your hand signals the meeting moderator that you have a comment.
Press *6 to mute and unmute.

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4) Please confirm that your audio works prior to participating.

CALL TO ORDER & ROLL CALL

AGENDA APPROVAL

PUBLIC COMMENTS

MINUTES

1. Approval of minutes dated August 8, 2023.

AGENDA BILLS

2. **AB23-094:** Fourth Amendment to the Comprehensive Garbage, Recyclables, and Compostables Collection Agreement with Waste Management
3. **AB23-108:** Awarding contract for Phase 1 of the Sandy Cove Park Riverbank Restoration Project.
4. **AB22-109**: Introduction of the ADA Transition Plan

DISCUSSION

5. Community Survey Update
6. Director Reports:
    a. Staffing
    b. Project status

ADJOURNMENT

BUSINESS OF THE CITY COUNCIL
CITY OF SNOQUALMIE

AB23-109
August 22, 2023
Public Hearing

AGENDA BILL INFORMATION

TITLE:	AB22-109: Introduction of the ADA Transition Plan	☒ Discussion Only ☐ Action Needed:
RECOMMENDED ACTION:	Discussion of the ADA Transition Plan, prior to adoption on September 25, 2023	☐ Motion ☐ Ordinance ☐ Resolution

DEPARTMENT:	Parks & Public Works	
STAFF:	Patrick Fry, Project Engineer	
COMMITTEE:	Parks & Public Works	Meeting Date: 08/22/2023
COUNCIL LIAISON:	Bryan Holloway Jo Johnson Ethan Benson	
EXHIBITS:	1. AB23-109x1a (Transition Plan) 2. AB23-109x1b (Appendix A: Federal & Washington State Regulations) 3. AB23-109x1c (Appendix B: Public Right-of-Way GIS Inv. & Prioritization) 4. AB23-109x1d (Appendix C: Public Notice Under the ADA) 5. AB23-109x1e (Appendix D: ADA Grievance Procedure) 6. AB23-109x1f (Appendix E: 2023 APS Policy) 7. AB23-109x1g (Appendix F: Public Engagement Strategy & Findings) 8. AB23-109x2 (Presentation)	

AMOUNT OF EXPENDITURE	$ n/a
AMOUNT BUDGETED	$ n/a
APPROPRIATION REQUESTED	$ n/a

SUMMARY

SUMMARY STATEMENT

This Agenda Bill seeks to introduce the Snoqualmie American with Disabilities Act (ADA) Transition Plan and open for comment. An ADA Transition Plan is a City Adopted document that identifies accessibility barriers, describe methods to remove those barriers, outline a schedule for barrier removal, and identify a public official responsible to implement the plan.

The Snoqualmie specific ADA transition plan focuses on the public right-of-way facilities, specifically on curb ramps and Accessible Pedestrian Signals. Future updates to the plan will include sidewalks, driveway interfaces and parking.

The current DRAFT of the ADA transition plan is open for feedback & public comment until September 25th, 2023.

BACKGROUND

The Americans with Disabilities Act (ADA) of 1990 is a civil rights statute (hereinafter referred to as the Act) that prohibits discrimination against people who have disabilities. There are five separate Titles (sections) of the Act relating to different aspects of potential discrimination. Title II of the Act specifically addresses the subject of making public services and public transportation accessible to those with disabilities. With the advent of the Act, designing and constructing facilities for public use that are not accessible by people with disabilities constitutes discrimination.

The Act applies to all facilities, including both facilities built before and after 1990. As a necessary step to a program access plan to provide accessibility under the ADA, state and local government, public entities or agencies are required to perform self-evaluations of their current facilities, relative the accessibility requirements of the ADA. The agencies are then required to develop a Program Access Plan, which can be called a Transition Plan, to address any deficiencies. The Plan is intended to achieve the following:

(1) identify physical obstacles that limit the accessibility of facilities to individuals with disabilities,
(2) describe the methods to be used to make the facilities accessible,
(3) provide a schedule for making the access modifications, and
(4) identify the public officials responsible for implementation of the Transition Plan.

The Plan is required to be updated periodically until all accessibility barriers are removed.

NEXT STEPS (FUTURE TASKS)

The Draft Plan is open for public comment until September 25th, 2023. Concluding public comment, City Council will adopt the finalized ADA Transition Plan.

RECOMMENDED ACTION

N/A

PARKS & PUBLIC WORKS COUNCIL COMMITTEE & COMMITTEE OF THE WHOLE HYBRID MEETING MINUTES AUGUST 22, 2023

This meeting was conducted in person and remotely using teleconferencing technology provided by Zoom

CALL TO ORDER

Chair Ethan Benson called the meeting to order at 5:00 pm.

Committee Members: Councilmembers Ethan Benson, Bryan Holloway, and Jo Johnson (remote) were present.

Mayor Katherine Ross appeared at 5:02 pm.

City Staff:
Mike Chambless, Interim City Administrator; Deana Dean, City Clerk; Danna McCall, Communications Coordinator; Carson Hornsby, Management Analyst; Patrick Fry, Project Engineer; Jimmie Betts, IT Support; Dylan Gamble, CIP Project Manager; and Janna Walker, Budget Analyst (remote).

Interim City Attorney David Linehan appeared at 5:32 pm.

PRESENTATION - None.

PUBLIC COMMENTS – There was no public comment.

AGENDA APPROVAL – The agenda was approved as presented.

MINUTES

1. The minutes from the August 8, 2023, meeting were approved as presented.

AGENDA BILLS

2. **AB23-094**: Fourth Amendment to the Comprehensive Garbage, Recyclables, and Compostables Collection Agreement with Waste Management. Han Kirkland and Carey McNally from Waste Management and Brian Halverson from King County -Solid Waste Department appeared remotely. This item was introduced by Carson Hornsby, Management Analyst. Presentation provided by Brian Halverson from King County Solid Waste. Committee questions followed, answered by Carey McNally of Waste Management. This matter is approved to move forward at the August 28, 2023, City Council Meeting consent agenda.

3. **AB23-108**: Awarding contract for Phase 1 of the Sandy Cove Park Riverbank Restoration Project. Dylan Gamble, CIP Project Manager, spoke to this item. Discussion followed. This matter is approved to move forward at the August 28, 2023, City Council Meeting consent agenda.

4. **AB23-109**: Introduction of the ADA Transition Plan. Patrick Fry, Project Engineer, spoke to this item. Brief discussion followed. This matter is to be heard at the September 6, 2023, Parks & Public Works Committee meeting.

DISCUSSION

5. Community Survey Update: Danna McCall, Communications Coordinator, spoke to this item.

6. Director Reports: Interim City Administrator Mike Chambless provided an update on the Parkway Project noting grinding is to occur this week and paving next week, weather dependent. Communications will send out a detailed release to the public.

ADJOURNMENT - The meeting was adjourned at 6:01 pm.

Minutes taken by Deana Dean, City Clerk.
Recorded meeting audio is available on the City website after the meeting.
Minutes approved at the September 6, 2023, Parks & Public Works Committee Meeting.

CITY OF SNOQUALMIE PARKS AND PUBLIC WORKS CITY COUNCIL COMMITTEE AGENDA AND MINUTES (SEPTEMBER 2023)

PARKS & PUBLIC WORKS COUNCIL COMMITTEE & COMMITTEE OF THE WHOLE HYBRID MEETING

Wednesday, September 06, 2023, at 5:00 PM

Snoqualmie City Hall, 38624 SE River Street & Zoom

COMMITTEE MEMBERS
Ethan Benson, Chair
Bryan Holloway, Councilmember
Jolyon Johnson, Councilmember

This meeting will be conducted in person and remotely using teleconferencing technology provided by Zoom.

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CALL TO ORDER & ROLL CALL

AGENDA APPROVAL

PUBLIC COMMENTS

MINUTES

1. Approval of minutes dated August 22, 2023.

AGENDA BILLS

2. **AB23-109**: Introduction of the ADA Transition Plan

DISCUSSION

3. Community Center Expansion - Elevators

ADJOURNMENT

BUSINESS OF THE CITY COUNCIL
CITY OF SNOQUALMIE

AB23-109
August 22, 2023
Regular Business

AGENDA BILL INFORMATION

TITLE:	AB22-109: Introduction of the ADA Transition Plan	☒ Discussion Only ☐ Action Needed:
RECOMMENDED ACTION:	Discussion of the ADA Transition Plan, prior to adoption on September 25, 2023	☐ Motion ☐ Ordinance ☐ Resolution

DEPARTMENT:	Parks & Public Works	
STAFF:	Patrick Fry, Project Engineer	
COMMITTEE:	Parks & Public Works	Meeting Date: 08/22/2023
COUNCIL LIAISON:	Bryan Holloway Jo Johnson Ethan Benson	
EXHIBITS:	1. AB23-109x1a (Transition Plan) 2. AB23-109x1b (Appendix A: Federal & Washington State Regulations) 3. AB23-109x1c (Appendix B: Public Right-of-Way GIS Inv. & Prioritization) 4. AB23-109x1d (Appendix C: Public Notice Under the ADA) 5. AB23-109x1e (Appendix D: ADA Grievance Procedure) 6. AB23-109x1f (Appendix E: 2023 APS Policy) 7. AB23-109x1g (Appendix F: Public Engagement Strategy & Findings) 8. AB23-109x2 (Presentation)	

AMOUNT OF EXPENDITURE	$ n/a
AMOUNT BUDGETED	$ n/a
APPROPRIATION REQUESTED	$ n/a

SUMMARY

SUMMARY STATEMENT

This Agenda Bill seeks to introduce the Snoqualmie American with Disabilities Act (ADA) Transition Plan and open for comment. An ADA Transition Plan is a City Adopted document that identifies accessibility barriers, describe methods to remove those barriers, outline a schedule for barrier removal, and identify a public official responsible to implement the plan.

The Snoqualmie specific ADA transition plan focuses on the public right-of-way facilities, specifically on curb ramps and Accessible Pedestrian Signals. Future updates to the plan will include sidewalks, driveway interfaces and parking.

The current DRAFT of the ADA transition plan is open for feedback & public comment until September 25th, 2023.

BACKGROUND

The Americans with Disabilities Act (ADA) of 1990 is a civil rights statute (hereinafter referred to as the Act) that prohibits discrimination against people who have disabilities. There are five separate Titles (sections) of the Act relating to different aspects of potential discrimination. Title II of the Act specifically addresses the subject of making public services and public transportation accessible to those with disabilities. With the advent of the Act, designing and constructing facilities for public use that are not accessible by people with disabilities constitutes discrimination.

The Act applies to all facilities, including both facilities built before and after 1990. As a necessary step to a program access plan to provide accessibility under the ADA, state and local government, public entities or agencies are required to perform self-evaluations of their current facilities, relative the accessibility requirements of the ADA. The agencies are then required to develop a Program Access Plan, which can be called a Transition Plan, to address any deficiencies. The Plan is intended to achieve the following:

(1) identify physical obstacles that limit the accessibility of facilities to individuals with disabilities,
(2) describe the methods to be used to make the facilities accessible,
(3) provide a schedule for making the access modifications, and
(4) identify the public officials responsible for implementation of the Transition Plan.

The Plan is required to be updated periodically until all accessibility barriers are removed.

NEXT STEPS (FUTURE TASKS)

The Draft Plan is open for public comment until September 25th, 2023. Concluding public comment, City Council will adopt the finalized ADA Transition Plan.

RECOMMENDED ACTION

N/A

PARKS & PUBLIC WORKS COUNCIL COMMITTEE & COMMITTEE OF THE WHOLE HYBRID MEETING MINUTES SEPTEMBER 6, 2023

This meeting was conducted in person and remotely using teleconferencing technology provided by Zoom

CALL TO ORDER

Chair Ethan Benson called the meeting to order at 5:00 pm.

Committee Members: Councilmembers Ethan Benson, Bryan Holloway, and Jo Johnson (remote) were present.

City Staff:
Mike Chambless, Interim City Administrator; Deana Dean, City Clerk (remote); Patrick Fry, Project Engineer; Jeff Hamlin, Interim Parks & Public Works Director; and Andy Latham, IT Support.

AGENDA APPROVAL – The agenda was approved as presented.

PUBLIC COMMENTS – There was no public comment.

MINUTES

1. The minutes from the August 22, 2023, meeting were approved as presented.

AGENDA BILLS

2. **AB23-109**: Introduction of the ADA Transition Plan. Patrick Fry, Project Engineer, reviewed this item via PowerPoint presentation. Topics covered include what an ADA Transition Plan does, how it removes accessibility barriers, provides a barrier removal schedule, and next steps. Discussion held throughout presentation with Jeff Hamlin and Patrick Fry answering committee questions.

DISCUSSION

3. Community Center Expansion – Elevators. Chair Ethan Benson introduced this item. Interim City Administrator Mike Chambless noted his previous comments were based on experience and not specifically to this project. Discussion followed. Committee noted they would like to have updates on design progress as well as updates to Council.

ADJOURNMENT - The meeting was adjourned at 5:46 pm.

Minutes taken by Deana Dean, City Clerk.
Recorded meeting audio is available on the City website after the meeting.
Minutes approved at the September 19, 2023, Parks & Public Works Committee Meeting.