

ADA TRANSITION PLAN FOR  
PUBLIC RIGHTS-OF-WAY  
CITY OF OTHELLO, WA  
2016

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## ABBREVIATIONS

(Not all of the abbreviations below appear in this report)

ADA	Americans with Disabilities Act
ADAAG	ADA Accessibility Guidelines
APS	Accessible Pedestrian Signal
DOJ	Department of Justice
DOT	Department of Transportation
HUD	Housing and Urban Development
CDBG	Community Development Block Grant
CID	American Water Works Association
CIP	Capital Improvement Plan
LOD	Level of Discontinuity
MUTCD	Manual on Uniform Traffic Control Devices
NPRM	A Notice of Proposed Rule Making
PAR	Pedestrian Access Route
STIP	Public Improvement Six Year Transportation Improvement Plan
TIB	Transportation Improvement Board
TIGER	Transportation Investment Generating Economic Recovery
WSDOT	Washington State DOT

# EXECUTIVE SUMMARY

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This Transition Plan focuses on Public Rights-of-Way focuses on sidewalk ramps and driveways based on data collected by G&O Engineering in 2014 along with additional data and quality control by Varela and Associates Engineering (Varela).

This plan evaluates:

- The condition of facilities
- Whether there are barriers to ADA access present (obstructions, lack of sidewalk, vertical changes, etc.)
- The use of the street (residential, commercial, industrial, etc.)

There are 514 ramps and 243 driveways inventoried in this plan. Each ramp and driveway was measured to grade its conformance to ADA standards using specific criteria that is outlined in Appendix B.

- A rating of zero implied that it meets the current standards
- A rating of one implies that it is close to meeting conformance (a relatively low priority for improvement)
- A rating of two implies that it is moderately out of conformance (medium priority)
- A rating of three denotes that it is grossly out of conformance (high priority)

Based on the criteria and evaluation of individual ramps and driveways the following highest priority segments were identified:

1. 7<sup>th</sup> Ave
2. Ash St
3. 1<sup>st</sup> St
4. 14<sup>th</sup> St
5. 4<sup>th</sup> St

Detailed cost estimates for these street segments Range from \$53,000 to \$307,000 (see Appendix C). However, individual corners and intersections can be targeted for small micro-projects as a way to reduce costs. A strategy for pursuing grants and including ADA improvements in capital projects should also allow for gradual plan implementation. (See Section 5.2.2)

## **ACKNOWLEDGEMENTS**

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The successful completion of this ADA Transition Plan would not have been possible without the support and cooperation of the City of Othello Planning and Public Works Departments who provided valuable assistance in producing this Plan.

The City's Comprehensive Plan states that the City is committed to compliance and improvements will be incorporated into all capital improvement projects. Goal 4.3 specifically addresses ADA compliance and objectives to achieve compliance.

# 1.0 INTRODUCTION

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## 1.1 Goals and Objectives

In accordance with the Americans with Disabilities Act (ADA), this document shall serve as the Transition Plan for Public Rights-of-Way for the City of Othello (City). The plan includes the following elements:

1. Inventory
2. Evaluation
3. Prioritization
4. Implementation
5. Description of Potential Funding Sources

In addition, this planning document provides an outline of Federal ADA Regulations and methods for Othello's compliance schedule.

This plan is limited to ADA curb ramps, driveways and accessible pedestrian signals (APS) within the public rights-of-way of the City.

This plan is developed in the following manner:

1. Introduction
2. Applicable Legislation
3. Specific Requirements
4. Self-Evaluation
5. Implementation
6. Appendices

An accessibility inventory of sidewalks, driveway approach/ sidewalk transition, curb ramps, marked crosswalks, government buildings and parks facilities has been completed, and an approach has been initiated to ensure The City's activities and services are handicap accessible. This Plan will be made available to the general public for review and consideration.

## 1.2 Official Responsible for Transition Plan Implementation

Terry Clements  
City of Othello  
Public Works Director  
111 N Broadway Ave  
(509) 488-6997

## 2.0 APPLICABLE LEGISLATION

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Any words defined by ADA legislation are used by reference within this plan. The Department of Justice published revised regulations for Title II of the ADA in 2010.

### 2.1 Federal

*504 of the Rehabilitation Act of 1973 [29 U.S.C. 794]*

Section 504 prohibits discrimination against individuals with disabilities under any program or activity receiving federal financial assistance. The DOT routinely provides such assistance to state and local governments for the development of transportation networks.

*Section 109 of Title I of the Housing and Community Development Act of 1974 [42 U.S.C. 5309]*

Section 109 prohibits discrimination on the basis of race, color, national origin, sex or religion in programs and activities receiving financial assistance from the U.S. Department of Housing and Urban Development's (HUD) Community Development and Block Grant Programs.

*Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.)*

The ADA prohibits discrimination against individuals with disabilities and Title II of the ADA applies specifically to state and local governments. The Department of Justice (DOJ) issues Title II regulations, with the exception of those regulations specific to public transportation and related accessibility standards for the design, construction, and alteration of facilities which are issued by the Department of Transportation (DOT).

- a. The DOT's current ADA standards became effective in 2010. Title II of the ADA [29 CFR Section 35.150(d)] Title II requires that a public entity of 50 or more employees complete a "self-evaluation" by which the entity must develop a grievance procedure, designate an individual to oversee Title II compliance, develop a transition plan if removal of barriers is necessary to achieve compliance, and to retain the self-evaluation for three years. The transition plan should contain, at a minimum, the basic components listed below:
  1. List of physical barriers in the right-of-way that limit accessibility of persons with disabilities;
  2. Description of methods to be utilized to remove the barriers;
  3. Schedule for taking the necessary steps to achieve compliance (requirement for curb ramps specifically); and
  4. Name of official responsible for transition plan implementation.

An opportunity for public comment on the Transition Plan shall be made available to interested persons, including those with disabilities or organizations representing individuals with disabilities. A copy of the Transition Plan shall be made available for public inspection.

### 2.2 State

*The Field Guide for Accessible Public Rights-of Way 2012 Edition* gives a comprehensive list of requirements to comply to ADA Standards. Washington State adheres to the Federal standards and guidelines.

## 2.3 Local

Title II of 2010 ADA Standard requires state and local governmental entities to ensure Program Access and to make all new construction, additions, and alterations comply with the 2010 ADA Standard Accessibility Guidelines (ADAAG) (and prior to 2012 with the ADAAG).

The City follows the standards below to ensure ADA ramp conformance. Table 1-1 compares The City's ADA Standards to Federal ADA Standards.

Slope	City Standard	Federal Standard
Running Slope on Ramp	8%	8.30%
Cross Slope on Sidewalk	2%	2%
Cross Slope on Ramp	2%	2%
Ramp Flair Slope	10%	10%
Width of Ramp or Sidewalk	48"	48"

Table 1-1 City Standards Versus Federal Standards



## 3.0 SPECIFIC REQUIREMENTS

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### 3.1 Pedestrian-Accessible Facility

Current Washington State law, which has been certified by the U.S. Department of Justice as equivalent with ADA Standards, states that intersections in private developments must have three curb ramps at an intersection.

### 3.2 Specified in ADA Guidelines

Compliance with the ADA Guidelines are expected to be met for all permanent and temporary facilities located in public rights-of-way when either newly constructed or altered, and when elements are added for pedestrian use. The types of facilities that must be readily accessible and usable in the rights-of-way by pedestrians with disabilities are listed below:

- Sidewalks, pedestrian overpasses and underpasses, and other pedestrian circulation paths including requirements for pedestrian access routes, alternate pedestrian access routes when pedestrian circulation paths are temporarily closed, and protruding objects along or overhanging pedestrian circulation paths;
- Pedestrian street crossings, medians and pedestrian refuge islands, including requirements for curb ramps or blended transitions, and detectable warning surfaces;
- Pedestrian street crossings at roundabouts, including for detectable edge treatments where pedestrian crossing is not intended, and pedestrian activated signals at multi-lane pedestrian street crossings;
- Pedestrian street crossings at multi-lane channelized turn lanes at roundabouts and at other signalized intersections, including requirements for pedestrian activated signals;
- Pedestrian signals, including requirements for accessible pedestrian signals and pedestrian pushbuttons;
- Transit stops and transit shelters for buses and light rail vehicles including requirements for boarding and alighting areas at sidewalk or street level, boarding platforms, and route signs;
- Pedestrian at-grade rail grade crossings, including requirements for flange way gaps;
- On-street parking that is marked or metered, and passenger loading zones;
- Pedestrian signs, including requirements for visible characters on signs and alternative requirements for Accessible sign systems and other technologies;
- Street furniture for pedestrian use, including drinking fountains, public toilet facilities, tables, counters, and benches; ramps, stairways, escalators, handrails, doors, doorways, and gates

### 3.2.1 *Curb Ramps*

The ADA has two sets of requirements for curb ramps that pertain directly to the City. One set of requirements pertain to existing facilities and the other set pertains to new construction and alterations. Under its existing facilities provisions, the ADA requires the City to prepare a schedule for providing curb ramps where pedestrian walkways cross curbs and to give priority to walkways serving government offices and facilities, transportation, places of public accommodation, and employees. The City may, but is not required to, construct curb ramps at every point where a pedestrian walkway intersects a curb.

### 3.2.2 *Driveways*

There are four driveway designs that meet ADA requirements. The most important element of each design is the continuous clear pedestrian access route (PAR) with a minimum width of 4 feet. The running slope may match the roadway grade.

### 3.2.3 *Roads*

Under the ADA's new construction and alterations provision, all 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. Similarly, street-level pedestrian walkways must contain curb ramps or other sloped areas at intersections to streets, roads or highways. Current Washington State law, which has been certified by the U.S. Department of Justice as equivalent with ADA Standards, states that intersections in private developments must have three curb ramps. However, according to WSDOT's ADA Field Guide Checklist, cross slopes and running slopes of curb ramps at midblock crossings are allowed to match the street or highway grade.

### 3.2.4 *Accessible Pedestrian Signals*

The Manual on Uniform Traffic Control Devices (MUTCD) Section 4E.0 9 recommends: "If a particular signalized location presents difficulties for pedestrians who have visual disabilities to cross the roadway, an engineering study should be conducted that considers the needs of pedestrians in general, as well as the information needs of pedestrians with visual disabilities. The engineering study should consider the following factors:

1. The installation of accessible pedestrian signals at signalized locations should be based on an engineering study, which should consider the following factors:
2. Potential demand for accessible pedestrian signals;
3. A request for accessible pedestrian signals;
4. Traffic volumes during times when pedestrians might be present; including periods of low traffic volumes or high turn-on-red volumes;
5. The complexity of traffic signal phasing (such as split phases, protected turn phases, leading pedestrian intervals, and exclusive pedestrian phases); and

6. The complexity of intersection geometry."

### **3.3 Methods to Remove Barriers from Pedestrian Right-of-Way**

The City utilizes many different approaches in removing barriers in the public right-of-way, including proactively identifying and eliminating the barrier, responding to public grievances and ensuring the appropriate design and build-out of new construction.

#### **3.3.1 Project Types Generating Barrier Removal**

Capital and Maintenance Pavement Resurfacing Projects 23 CFR 151 requires that whenever streets, roadways, or highways are altered, Agencies shall provide curb ramps where the street level pedestrian walkways cross curbs. On July 8, 2013, the U.S. Department of Justice and the Department of Transportation issued a Joint Technical Assistance memo further explaining the requirements to provide curb ramps when streets are altered through resurfacing projects. City streets in need of resurfacing undergo multi-agency and multi-departmental evaluations to ensure ADA compliance during the course of project scoping, preliminary and final design, construction, and inspection. Due to their nature, they rarely have pedestrian facilities that would trigger retrofit requirements. If there are existing pedestrian facilities that do not comply with the 2011 Notice of Proposed Rule Making (NPRM) guidelines on the Maintenance resurfacing project, they are required to be retrofitted to meet accessibility guidelines. New Development and Redevelopment within the public right-of-way as private and public agencies construct new public facilities or reconstruct or alter existing public facilities, those facilities need to be constructed to meet current accessibility guidelines. Examples of these types of projects are:

1. Building Permits – Private property owners that obtain building permits through the City's Planning Department are required to reconstruct pedestrian facilities altered or impacted by the permitted work to meet ADA compliance requirements.
2. Utility Permits – Utility companies obtain a right of entry permit in order to construct and maintain facilities located in the City right-of-way. In the course of the utility's work, if existing pedestrian facilities are altered or impacted, those facilities are required to be reconstructed for ADA compliance.
3. Other City Projects – Other City capital or maintenance projects that alter existing facilities may also trigger reconstruction of pedestrian facilities for ADA compliance and are subject to the same evaluation for ADA compliance as pavement resurfacing projects.

### **3.4 ADA Exceptions**

Where existing physical constraints make it impracticable for altered facilities to fully comply with new construction requirements; compliance is required to the extent practicable within the scope of the project. Examples of potential physical constraints described in the NPRM include,

underlying terrain, right-of-way availability, underground structures, adjacent developed facilities, drainage, or the presence of a notable natural or historic feature. Cost alone is not considered a constraint. The Department of Justice regulations have deemed, “the additional cost of alterations to provide an accessible ‘path of travel’ to the altered area disproportionate when it exceeds 20 percent of the cost of the alteration to the ‘primary function’ area. (See 28 CFR 35.151(b)(4)(iii)).” The determination of a physical constraint and compliance to the maximum extent practicable is made on a case-by-case basis and the justification(s) for the decision must be well-documented. For CIP projects, this documentation must be included in the design exception request process and requires approval of the City Engineer.

## 4.0 SELF-EVALUATION

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An element of ADA Title II compliance requires the City of Othello examine its services, policies, and practices and the effects thereof to determine whether there are barriers to participation by people with disabilities. This process includes the identification of existing and planned accessible paths of travel for public facilities and ramp slope data to facilitate prioritization.

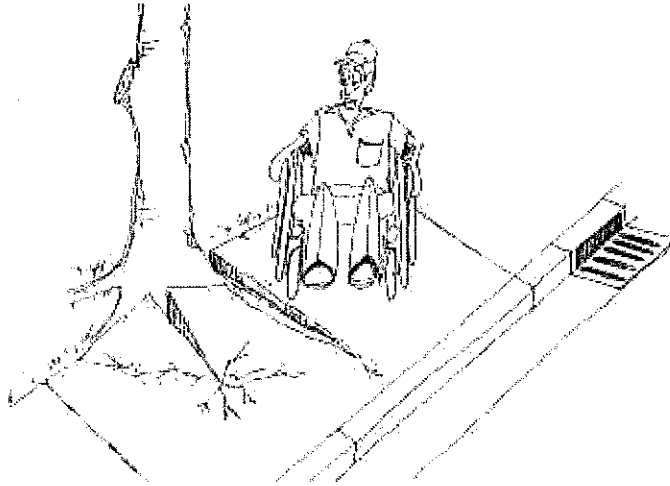


Figure A Example of Obstruction in Right-of-Way

Figure A, above, is an example of an obstruction in the sidewalk that creates a barrier for disabled people in the right-of-way.

### 4.1 Inventory

In 2014 the City employed G&O Engineering to compile data of all existing curb ramps, driveways, alleys and street signals with all ADA required measurements. This data is mapped on a GIS database with the assigned ramp number, creating a visual and written aid for locations of City barriers and detailed condition information. The data was analyzed and prioritized based on criteria to identify grossly out of conformance ramps.

### 4.2 Ramp Prioritization Criteria

The City has established a three-tier prioritization strategy for addressing barrier removal in the public right-of-way. The prioritization reflects the adjacent land uses that generate higher levels of pedestrian trips and responds to the network needs of pedestrians. Prioritized areas focus on segments with the greatest pedestrian conflict. Given limited funding, prioritization allows the City to address barrier removal in locations that are well-traveled and grossly out of conformance. Subsequent to identifying problem areas, the City will respond incrementally to complete barrier removal in the pedestrian network over time. Establishing discrete priorities also increases the likelihood of attaining funding sources, such as grants, since funding agencies generally award funding based on a local assessment of need.

The three tiers each have a numerical value, the sum of these values determines the priority of each individual ramp. Ramps with higher sums are higher priorities and ramps with lower sums are lower priorities. The sections include:

- Condition and Barrier;
- Street Use;
- Facility.

#### *4.2.1 Condition and Barrier*

Condition and Barrier rates the ramps based on physical conformance of the ramp: cross slope on ramp, cross slope on sidewalk, running slope, and ramp flair slope. Each of these elements are weighted based on the level of conformance deviation. The ramp flair slope is not measured in the event the sidewalk, at the top of the ramp, was less than 48 inches wide. Therefore, if the ramp is missing a ramp flair slope measurement slope then the ramp is already out of conformance on another standard because the landing at the top of the ramp is required to be a minimum of 48 inches. In this case the ramp flair slope will then be rated as a three.

- a. Cross Slope on Ramp and Cross Slope on Sidewalk (2% Maximum Slope)
  - i. The Cross Slope and Running Slope are measured on the same scale because they both have the same maximum slope requirement.
    - 0. Conforms- 2% or less
    - 1. Low- 2.1%- 4.9%
    - 2. Moderate- 5%- 8%
    - 3. 8.1% and higher
- b. Running Slope on Ramp (8.3% Maximum Slope)
  - 0. Conforms- 8.3% or less
  - 1. Low- 8.4% to 10.9%
  - 2. Moderate- 11% to 14.9%
  - 3. High- Pre-1990 conforming Ada, No ADA, Gross Offset, 15% and higher
- c. Ramp Flair Slope (10% Maximum Slope)
  - 0. Conforms- 10% or less
  - 1. Low- 10.1%- 13%
  - 2. Moderate- 13.1%- 15.5%
  - 3. High- 15.6%
- Storm Water Grate
  - 0. 0 if yes
  - 1. 1 if no
- Level Landing at the Top of the Ramp
  - 0. 0 if yes
  - 1. 1 if no
- Truncated Tactile Surface
  - 0. if yes



1. if no

- Vertical Discontinuity/ Obstruction/ No Crosswalk

Vertical Discontinuity refers to imperfections in the sidewalk concrete such as cracks or ruts that cause an uneven break in a formally level surface. An obstruction is anything in the public right-of-way that may block the path. “No Crosswalk” identifies areas that do not have crosswalk markings. If any of these elements were listed in the data, this section of criteria was given one point.

0. if yes

1. if no

The sum of the of the Condition and Barrier criteria are divided by three to create a more balanced rating of an otherwise robust data sample. Figure B explains the standard for conformance in a visual aide.

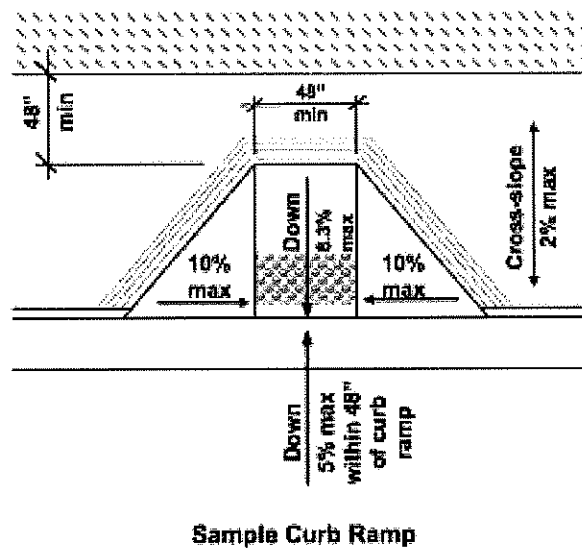


Figure B Sample Curb Ramp

Figure B, above, is an illustration of the maximum and minimum requirements for a curb ramp to comply with ADA standards. The is the arrow that represents the unlabeled area of a 10% max is the ramp flair slope.

#### 4.2.2 Street Use

The categories of streets in this section prioritize streets with the worst pedestrian-vehicular conflict. Car traffic and foot traffic are heaviest along streets under the “3” category.

1. Low: Residential (unless high concentration retirement area)
2. Medium: 1<sup>st</sup> Ave, Catalpa St
3. High: Main St, Scootney St, 7<sup>th</sup> Ave, 10<sup>th</sup> Ave, 14<sup>th</sup> Ave, Ash St

### 4.2.3 Facility

A comprehensive list of all facilities rated as a “3” can be found in Appendix A, titled “List of Facilities. These criteria were made to prioritize high use areas in the community.

1. Residential Communities
2. Businesses (unless oriented toward elderly or disabled clientele)
3. State/Local Government and Public Use Facilities, State/Local Government Buildings, Hospital/Medical Clinics, Schools, Public Parks, High Use Areas or Facilities that serve Alternately-Abled Populations

## 4.3 Driveway Prioritization Criteria

The City has established a three-tier prioritization strategy for addressing barrier removal in the public right-of-way. The prioritization reflects the adjacent land uses that generate higher levels of pedestrian trips and responds to the network needs of pedestrians. Prioritized areas focus on segments with the greatest pedestrian conflict. Given limited funding, prioritization allows the City to address barrier removal in locations that are well-traveled and grossly out of conformance first, and respond incrementally to complete barrier removal in the pedestrian network over time. Establishing discrete priorities also increases the likelihood of attaining funding sources, such as grants, since funding agencies generally award funding based on a local assessment of need. The three tiers each have a numerical value, the sum of these values determines the priority of each individual ramp. Driveways with higher sums are higher priorities and driveways with lower sums are lower priorities. The sections include: Condition and Barrier, Street Use and Facility.

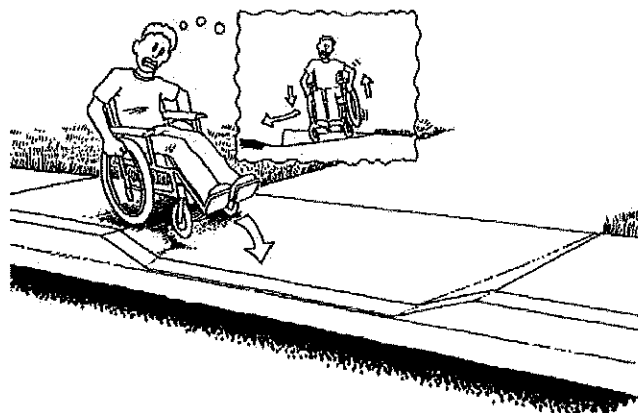


Figure C Example of Steep Driveway Flair Slope

Figure C, above, is an example of a person maneuvering through a steep ramp flair slope.

### 4.3.1 Condition and Barrier

Driveway slopes are required to conform to the same standard as ramp slopes, however the condition and barrier section for the driveways are rated differently than the ramps. There are

four different slope measurements to conform to: running slope, cross slope ramp, ramp flair slope and cross slope on sidewalk. The rating works as follows:

0. If all four slopes are in compliance
1. If one of the four slopes is out of compliance
2. If two of the four slopes are out of compliance
3. If three or four of the four slopes are out of conformance

#### **4.3.2 Street Use**

The categories of streets in this section prioritize streets with the worst pedestrian-vehicular conflict. Car traffic and foot traffic are heaviest along streets under the “3” category.

1. Low: Residential (unless high concentration retirement area)
2. Medium: 1<sup>st</sup> Ave, Catalpa St
3. High: Main St, Scootney St, 7<sup>th</sup> Ave, 10<sup>th</sup> Ave, 14<sup>th</sup> Ave, Ash St

#### **4.3.3 Facility**

A comprehensive list of all facilities rated as a “3” can be found in Appendix A, titled “List of Major Facilities”. These criteria were made to prioritize high use areas in the community.

1. Residential Communities
2. Businesses (unless oriented toward elderly or disabled clientele)
3. State/Local Government and Public Use Facilities, State/Local Government Buildings, Hospital/Medical Clinics, Schools, Public Parks, High Use Areas or Facilities that serve Alternatively-Abled Populations

### **4.4 Accessible Pedestrian Signals**

All 24 City APS fall along Main St and are out of ADA conformance on at least one standard. They will be brought to ADA conformance when the ramp in neighboring location is scheduled for renovation. The City has adopted a temporary flag carrying system to draw attention to a blind person crossing the street where there is not an established APS. The 8 flags will also be replaced with and ADA conforming APS at the time of curb ramp renovation.

### **4.5 Results**

Of the ramps included in the 2014 inventory only 1 of the 515 ramps are in ADA conformance, or in other words, nearly 100% of the ramps in the City of Othello do not comply to ADA guidelines on multiple standards. As for driveways, only 37 of the 696 or about 95% do not conform to ADA standards. Finally, all 24 of the surveyed APS are out of compliance in some regard, including the 6 temporary flags working as road crossing aides.

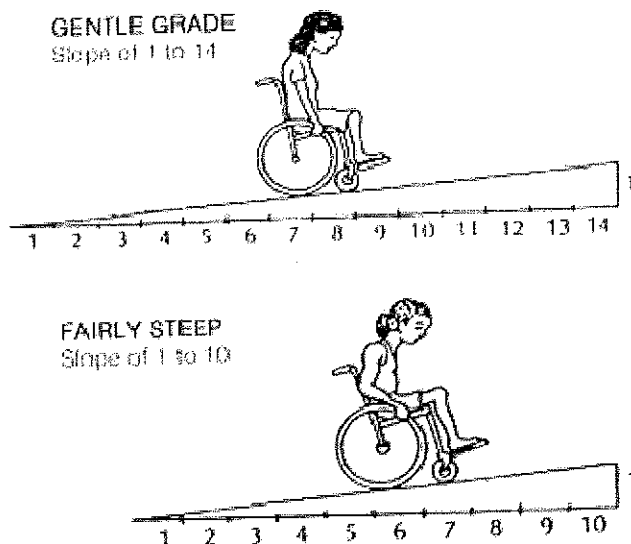


Figure D Example of Gentle and Steep Flair Slopes

Figure D, above, illustrates the difference between steep and gentle grades of running slope. Slopes that are too steep are difficult to use. If the ramp is too steep, then the user can tip backward, as show below in Figure E.

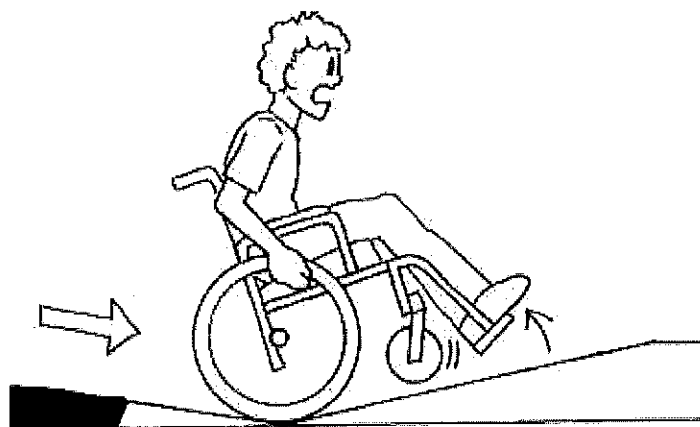


Figure E Example of Steep Running Slope

#### 4.5.1 LOD Number

A Level of Disconformity (LOD) number was made by using the average or the sum of the rated data. Specifically, Facility, Condition and Barrier and Street Use. The LOD number prioritizes the areas that are grossly out of conformance and subsequently create projects to address these areas.

## **4.6 Radar Speed Signs**

Although radar speed signs are not mentioned in the ADA guidelines or suggested, there is evidence that shows their impact on slowing traffic speed. Reduced traffic speed decreases the pedestrian vehicular-conflict in high traffic areas. Installation of radar speed signs may assist in high traffic intersections.

## 5.0 IMPLEMENTATION

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The adoption of this plan is a de facto policy adoption of ADA requirements. Implementation of this plan is intended to facilitate ADA on future projects. As stated in the City Comprehensive Plan “ADA improvements will be incorporated into all capital improvement projects...” listed under Goal 4.3.3.

Capital improvement projects, in general, require careful reconsideration of current ADA requirements, changing of physical conditions, funding, scope, etc prior to project budgeting, design and construction. Each project should consider a preplanning element to identify the scope of work and detailed improvements.

Like many planning documents, the Transition Plan should be considered a working document and not the end all to the decision making process.

### 5.1 Priority

Repairs to intersections will be dependent upon the annual budget and the location ranking of each segment. Due to the limited funds available for sidewalk replacement, repairs for compliance may be grouped with geographic location in order to maximize the use of potential funds or coordinated with other projects

### 5.2 Schedule

The transition plan is required to create a schedule for taking the necessary steps to achieve compliance with Title II of the ADA. If the time period for achieving compliance is longer than one year, the plan should identify the interim steps that will be taken during each year of the transition period. Furthermore, before initiating the design and construction process, the City should consider any changes to street conditions since the data was collected in 2014.

#### 5.2.1 Future Schedule

Table A is the tentative schedule for updating ramps, driveways and APS. To identify the worst areas, a Level of Disconformity (LOD) number using the data and rating has been created. The worst ramp sections have been identified and sorted into 8 street sections from worst to best:

1. 7<sup>th</sup> St
2. Ash St
3. 1<sup>st</sup> St
4. 14<sup>th</sup> St
5. 4<sup>th</sup> St



Priority	Street Project	Number of Nonconforming Curb Ramps	Number of Nonconforming Driveways	Number of Nonconforming APS	Cost Estimate
1	7 <sup>th</sup> Ave (south of Main St)	43	20	4	<b>\$307,093</b>
2	Ash St	40	20	0	<b>\$279,107</b>
3	Lower 1 <sup>st</sup> Ave	6	3	0	<b>\$53,342</b>
4	Lower 14 <sup>th</sup> Ave	29	32	0	<b>\$200,784</b>
5	4 <sup>th</sup> Ave	25	7	4	<b>\$176,743</b>

Table 1-2 Future Schedule

### 5.2.2 Funding

Title II of the ADA specifically requires a schedule for elimination of barriers to accessibility due to curb ramps. The current schedule primarily focuses on sidewalk (curb) ramps, driveways and pedestrian signals. Based on the inventory of the ramps, 514 ramps do not meet the guidelines described in the 2011 NPRM.

There are 6 signalized intersections accessible pedestrian signal devices within the Urban Growth Boundary. The City of Othello is committed to a reasonable and responsible schedule to bring the remaining curbs, driveways and signalized intersections into ADA compliance. Most of this work will take place as alterations included in capital projects. The current Capital Improvement Program (CIP) (FY 16 – 21) identifies several sources of funding for capital projects for the next five-year period. The following capital projects and programs identified in the CIP (FY 16 -21) are potential sources for curb ramp, driveway and APS alterations and construction:

- TIB Curb Grant
- Transportation Investment Board
- WSDOT
- City of Othello
- Community Development Block Grant Program (CDBG)
- Transportation Investment Generating Economic Recovery Grant (TIGER)

## 5.3 Cost

Costs are based on recent projects in Othello and include all known applicable improvements necessary for a complete project including asphalt, concrete, storm improvements, survey and engineering. Detailed cost estimates for each proposed ADA project improvement is included in Appendix C. Also included, is a blank estimating spreadsheet for future use. Based on an average cost it is about 3,500x1.25 (for engineering) per ramp with \$1600- \$2000 to install and about \$1500 for demolition. There are 514 ramps that are out of conformance on at least one standard. Final cost to be determined.

## **5.4 Public Outreach and Participation**

There is not a requirement for public hearings on a public entity's self-evaluation. However, public entities are required to accept comments from the public regarding the self-evaluation and are strongly encouraged to consult with individuals with disabilities and organizations that represent them to assist in the self-evaluation process. A public meeting will be held before the Planning Commission, subsequent to the meeting, the Planning Commission will make a recommendation for plan adoption to the City Council.

## **5.5 Public Comment**

An opportunity for public comment on the Transition Plan shall be made available to interested persons, including those with disabilities or organizations representing individuals with disabilities. A copy of the transition plan shall be made available for public inspection. The Department of Justice published revised regulations for Title II of the ADA in 2010.

## **5.6 Grievance Procedure**

Entities subject to Title II of the ADA are required to “adopt and publish a grievance procedure” as part of the Transition Plan.

1. Complaints will be submitted in writing to the City Administrator for the City of Othello for review. A record of the complaint and action will be maintained. A decision by the designated official will be rendered within 15 working days.
2. If the complaint cannot be resolved to the complainant's satisfaction, it will be forwarded to the City Council at an open, public meeting. A written decision will be made within 30 working days. The decision of the governing body is final.
3. A record of action taken on each complaint will be maintained as a part of the records or minutes at each level of the grievance process.

## **5.7 Approval Process**

To be approved, the ADA Transition Plan for Public Rights-of-Way will be reviewed by community members, representatives of disabled communities and the Planning Commission. After review by the public, the Planning Commission will make a suggestion to the City Council and they have the option to approve or decline it for further revision.

## **5.8 Draft Plan**

A Draft Plan will be made available to the public online at [www.cityofothello.gov](http://www.cityofothello.gov) and hard copies of the plan can also be retrieved in City Hall upon request.

## APPENDICES

<b>Appendix A</b>	List of Major Facilities
<b>Appendix B</b>	Criteria for Prioritizing Ramps Criteria for Prioritizing Driveways Level of Disconformity (LOD) Data
<b>Appendix C</b>	Cost Estimates
<b>Appendix D</b>	Record of Public Input
<b>Appendix E</b>	Data from G&O Engineering Ramp and Driveway Rating
<b>Appendix F</b>	GIS Map



## **APPENDIX A**

### List of Facilities

## **List of Major Facilities**

### **- Health**

- Othello Community Hospital
  - North 14<sup>th</sup> Ave from Rainier St to Fir St
  - North 13<sup>th</sup> Ave from Rainer St to Fir
- Othello family Clinic
  - Main St from 1<sup>st</sup> St to 2<sup>nd</sup> St.
  - Hemlock St from 1<sup>st</sup> St to 2<sup>nd</sup> St
- Columbia Basin Health Association
  - Main St from 1<sup>st</sup> St to 2<sup>nd</sup> St.
  - Hemlock St from 1<sup>st</sup> St to 2<sup>nd</sup> St
- 14<sup>th</sup> Ave Medical Center
  - North 14<sup>th</sup> Ave from Rainier St to Fir St
  - North 13<sup>th</sup> Ave from Rainer St to Fir
- Nes Healthcare Group
  - Intersection of Fir St and 14<sup>th</sup> Ave
- Rydman Richard (right by Othello HS)
  - Hemlock from 4<sup>th</sup> St to 5<sup>th</sup> St
- Jonah Christian PharmD
  - Main St from 1<sup>st</sup> Ave to 2<sup>nd</sup> Ave
  - 1<sup>st</sup> Ave from Main St to Alley above Hemlock St
  - 2<sup>nd</sup> Ave from Main St to Alley

### **- Care Centers (elderly)**

- Avalon Care Center
  - 13<sup>th</sup> from 11<sup>th</sup> St to Rainier St
- PJT House (?)
  - Corner of 2<sup>nd</sup> Ave and Stratford-on-Avon
- Parkview Apts (?)
  - Ash St from 7<sup>th</sup> Ave to 8<sup>th</sup> Ave
    - Front and back

### **- Day Care**

- Othello Migrant Day Care Center
  - Intersection of Othello St and 7<sup>th</sup> Ave
  - Alley between school and Olympia St on 7<sup>th</sup> Ave
- Children's Garden Child Center
  - Intersection of 7<sup>th</sup> and Rainier

### **- Schools**

- Othello Christian Pre School
  - Ash St from 8<sup>th</sup> Ave to 9<sup>th</sup> Ave
- Hiawatha Elementary School
  - Hamlet from 7<sup>th</sup> to 9<sup>th</sup>
  - 7<sup>th</sup> Ave from Hamlet to Alley passed Othello St

- Stevens Funeral Chapel
  - 7<sup>th</sup> Ave from Oak St to Elm St
  - 8<sup>th</sup> Ave from Oak St to Elm St
  - Oak St from 7<sup>th</sup> Ave to 8<sup>th</sup> Ave
  - Elm St from 7<sup>th</sup> Ave to 8<sup>th</sup> Ave
- Daneka's Funeral Home
  - Intersection of 11<sup>th</sup> Ave and Main
  - Intersection at Alley above Hemlock St and 11<sup>th</sup> Ave
- Public Spaces
  - Adams County District Court
    - Main St from 4<sup>th</sup> Ave to Venice Ave
    - 4<sup>th</sup> Ave from Cedar St to Main St
    - Intersection of Main and 4<sup>th</sup>
  - Adams County Building and Planning
    - Same as Adams county District Court
  - Adams County Weed District
    - Intersections of Broadway Ave and Alley above Hemlock
    - Broadway Ave from Hemlock St to Alley
    - Alley from Broadway Ave to 1<sup>st</sup> Ave
    - 1<sup>st</sup> Ave from Alley to Hemlock St
  - US Post Office
    - Intersection of 6<sup>th</sup> and Main
  - Othello Licensing Services
    - Hemlock St from 7<sup>th</sup> Ave to 8<sup>th</sup> Ave
    - 8<sup>th</sup> Ave from Hemlock St to Alley north of Hemlock
    - Alley from 8<sup>th</sup> Ave to 7<sup>th</sup> Ave
    - 7<sup>th</sup> Ave from Alley to Hemlock St
  - Fire Department
    - Broadway from Alley south of Larch St to Larch St
    - Larch St from Broadway Ave to 1<sup>st</sup> Ave
    - 1<sup>st</sup> Ave from Larch St to Alley
    - Alley from 1<sup>st</sup> Ave to Broadway Ave
  - Othello Public Library
    - Intersection of 1<sup>st</sup> Ave and Main St
    - Main from 1<sup>st</sup> Ave to 2<sup>nd</sup> Ave
    - 2<sup>nd</sup> Ave from Main to Alley north of Main St
    - 1<sup>st</sup> Ave from Main to Alley
  - Othello Public Works/ City Shop
    - Cedar from Railroad Ave to Broadway Ave
    - Broadway from Pine St to Cedar St
  - Port of Othello
    - Hemlock St from 4<sup>th</sup> Ave to 5<sup>th</sup> Ave
    - 4<sup>th</sup> Ave from Main St to Hemlock St



- Ash St from 7<sup>th</sup> Ave to 5<sup>th</sup> Ave
  - 5<sup>th</sup> St entrance to Park
- Pioneer Park
  - Main St from 3<sup>rd</sup> Ave to 4<sup>th</sup> Ave
  - 4<sup>th</sup> Ave from Main to Alley above Hemlock St
  - Alley from 4<sup>th</sup> Ave to 3<sup>rd</sup> Ave
  - 3<sup>rd</sup> Ave from Alley to Main St
- Churches
  - Othello Foursquare Church
    - Venice St from Cedar to Desdemona
    - Follow alley that leads to Windsor St from Venice St to Desdemona
  - First Baptist Church
    - Intersection of 7<sup>th</sup> Ave and Larch St
    - 7<sup>th</sup> Ave from Larch to Alley north of Larch
    - Larch from 7<sup>th</sup> Ave to 8<sup>th</sup> Ave
    - Alley from 7<sup>th</sup> Ave to 8<sup>th</sup> Ave
  - Church of Christ
    - 7<sup>th</sup> Ave from Alley north of Spruce St to Larch St
    - Larch St from 7<sup>th</sup> Ave to 8<sup>th</sup> Ave
    - Alley from 7<sup>th</sup> Ave to 8<sup>th</sup> Ave
  - Our Lady of the Desert Church
    - 8<sup>th</sup> Ave from Spruce St to Alley South of Spruce
    - Alley from 7<sup>th</sup> Ave to 8<sup>th</sup> Ave
  - Othello Assembly of God
    - Juniper from 7<sup>th</sup> Ave to 8<sup>th</sup> Ave
    - Alley south of Spruce from 7<sup>th</sup> to 8<sup>th</sup>
    - Intersection of Juniper and 7<sup>th</sup>
  - Bethel Spanish Assembly of God
    - 1<sup>st</sup> Ave from Scootney to Wahluke
    - Intersection of Royal St and 1<sup>st</sup> St
  - Pilgrim Lutheran Church
    - Elm St from 6<sup>th</sup> Ave to 7<sup>th</sup> Ave
    - 7<sup>th</sup> Ave from Elm St to Oak St
  - First Presbyterian Church
    - Next to kingdom hall of Jehovah's witnesses
  - Kingdom Hall of Jehovah's Witnesses
    - Missing street names
  - The Church of Jesus Christ of Latter Day Saints on 7<sup>th</sup> St
    - 7<sup>th</sup> Ave from Oak St to Ash St
    - 8<sup>th</sup> Ave from Oak St to Ashe St
    - Ash St from 7<sup>th</sup> Ave to 8<sup>th</sup> Ave
    - Oak from 7<sup>th</sup> Ave to 8<sup>th</sup> Ave
  - Seventh Day Adventist Church

## **APPENDIX B**

Criteria for Prioritizing Ramps  
Criteria for Prioritizing Driveways  
Level of Disconformity (LOD) Data

## Criteria for Prioritizing Ramps

### Condition and Barrier:

- a. Cross Slope on Ramp and Cross Slope on Sidewalk (2% Maximum Slope)
  - i. The Cross Slope and Running Slope are measured on the same scale because they both have the same maximum slope requirement.
    - 1. Low- 2.1%- 4.9%
    - 2. Moderate- 5%- 8%
    - 3. 8.1% and higher
- b. Running Slope on Ramp (8.3% Maximum Slope)
  - 1. Low- 8.4% to 10.9%
  - 2. Moderate- 11% to 14.9%
  - 3. High- Pre-1990 conforming Ada, No ADA, Gross Offset, 15% and higher
- c. Ramp Flair Slope (10% Maximum Slope)
  - 1. Low- 10.1%- 13%
  - 2. Moderate- 13.1%- 15.5%
  - 3. High- 15.6%
- Storm Water Grate
  - 0. 0 if yes
  - 1. 1 if no
- Level Landing at the Top of the Ramp
  - 0. 0 if yes
  - 1. 1 if no
- Truncated Tactile Surface
  - 2. 0 if yes
  - 3. 1 if no

### Facility:

- 1. Residential Communities
- 2. Businesses (unless oriented toward elderly or disabled clientele)
- 3. State/Local Government and Public Use Facilities, State/Local Government Buildings, Hospital/Medical Clinics, Schools, Public Parks, High Use Areas or Facilities that serve Alternately-Abled Populations

### Street Use:

- 1. Low: Residential (unless high concentration retirement area)
- 2. Medium: 1<sup>st</sup> Ave, Catalpa St
- 3. High: Main St, Scootney St, 7<sup>th</sup> Ave, 10<sup>th</sup> Ave, 14<sup>th</sup> Ave, Ash St

## **Criteria for Prioritizing Driveways**

### **Condition and Barrier:**

1. If all four slopes were in compliance, the driveway would be rated as a zero.
2. If one of the four slopes was out of compliance, the driveway would be rated as a one.
3. If two of the four slopes was out of compliance, the driveway would be rated as a two
4. If three or four of the four slopes were out of conformance, the driveway would be rated as a three

### **Facility:**

1. Residential Communities
2. Businesses (unless oriented toward elderly or disabled clientele)
3. State/Local Government and Public Use Facilities, State/Local Government Buildings, Hospital/Medical Clinics, Schools, Public Parks, High Use Areas or Facilities that serve Alternately-Abled Populations

### **Street Use:**

1. Low: Residential (unless high concentration retirement area)
2. Medium: 1<sup>st</sup> Ave, Catalpa St
3. High: Main St, Scootney St, 7<sup>th</sup> Ave, 10<sup>th</sup> Ave, 14<sup>th</sup> Ave, Ash St

## LOD Data- North to South Ramps

Number	Street	Street	Side	Notes	Level of Disconformity (LOD)
1425	10th	Cedar		no curb ramp, no sidewalk on other corners, cracked concrete	7.67
465	10th	Ash		perp/para combo	7.67
601	10th	Ash	s	non ADA grate	7.33
507	10th		w	ramp from sidewalk between schools, 1" VD between road and ramp	7.33
505	10th		w	for pathway by school	6.33
600	10th	Ash	N		6.33
506	10th		w	ramp from sidewalk between schools	6.00
525	10th	Scootney			6.33
451	10th	Scootney			4.67
1713	10th	Main		trans=8.9 to 10th, 9.3 to main	7.00
1714	10th	Main		trans=7.3 to 10th, 9.3 to main	7.00
540	10th	Gemstone			4.33
453b	10th	Sagewood		perp/para combo	5.00
450	10th	Scootney			4.33
457	10th		e	driveway for school	4.33
458	10th		e		4.33
462	10th		e	Driveway to school	4.33
463	10th		e	alley north of school	4.33
1680	10th	Main		trans=12.7 to 10th, 9.5 to main	6.00
1681	10th	Main		trans=11.3 to 10th, 8.7 to main	5.67
454	10th	Sagewood		perp/para combo	4.33
439	10th	Gemstone			2.33
708	10th	Hemlock		31.5" behind tactile	2.67
741	10th	Oak			2.67
361	10th	Gemstone	S		2.33
707	10th	Hemlock		perp/para combo	2.33



713	10th	Larch				2.33
738	10th	Elm		35" behind tactile		2.67
714	10th	Larch				2.33
721	10th	Spruce		non ADA grate		2.33
722	10th	Spruce				2.67
732	10th	Elm				2.33
727	10th	Juniper				2.33
728	10th	Juniper				2.33
743	10th	Oak				2.33
460	10th		e	crosswalk between schools		0.00
461	10th		e	Driveway to school		0.00
503	10th	Sagewood				0.00
509	10th	Sagewood				0.00
527	10th	Scotney				0.00
605	11th	Ash	s	VD at connection to asphalt		8.00
606	11th	Ash	s	non ADA grate		7.33
1429	11th	Cedar		no curb ramp, no sidewalk on other corners, cracked concrete, VD		4.67
1476	11th	Pine		ramp cross slopes subject to grade of road, 3/4" VD at curb		6.00
426	11th	Scotney				4.33
1709	11th	Main		trans=11.4 to 11th, 14.8 to main		6.33
1686	11th	Main		trans=10.4 to 11th, 13.2 to main, ramp directed toward 11th, no sidewalk on south side		6.67
427	11th	Scotney				4.33
431	11th	Scotney				4.00
428	11th	Scotney				4.33
700	11th	Hemlock		no ramp, only corner of intersection with sidewalk		3.33
455	11th	Sagewood		perp/para combo, exit from school		4.67
1708	11th	Main		trans=6.5 to 11th, 8.0 to main		5.33
1685	11th	Main		trans=11.4 to 11th13.2 to main		4.67
372	11th	Gemstone				2.33
404	11th	Gemstone		non-ada grate slightly in crosswalk		2.67
437	11th	Gemstone				2.33
366	11th	Gemstone	s			2.33
405	11th	Cypress		30" behind tactile strip		2.00
425	11th	Cypress				2.00

369	11th		w	end of 11th		0.00
432	11th	Cypress				0.00
612	12th	Ash	s	VD at connection to asphalt		8.00
1469	12th	Pine		no curb ramp, sidewalk on 1 other corner, cracked concrete		6.67
613	12th	Ash	s	non ADA grate		7.33
1440	12th	Cedar		no curb ramp, no sidewalk on other corners,		5.67
1471	12th	Pine		1 1/2" VD at curb, non-ada grate, sidewalk 1 panel south is out		6.67
1523	12th	Rainier		valley between sidewalk and street		4.67
657	12th	Juniper		no ramp, only corner of intersection with sidewalk		4.33
456	12th	Sagewood		perp/para combo, between school and park		5.00
378	12th	Gemstone				2.33
1689	12th	Main		trans=11.0 to 12th, 11.9 to main		4.67
376	12th	Gemstone				2.00
1690	12th	Main		trans=6.3 to 12th, 8.9 to main		4.33
1704	12th	Main		trans=9.4 to 12th, 12.3 to main		4.33
1705	12th	Main		trans=11.8 to 12th, 11.5 to main		4.33
399	12th	Gemstone	N			0.00
616	13th	Ash		non ADA grate		7.33
617	13th	Ash	s	VD at connection to asphalt		7.67
638	13th	Ash		non ADA grate		6.00
637	13th			28" behind tactile strip, SW access to Othello early childhood center 1335 Ash		6.33
636	13th	Oak		no ramp, only corner of intersection with sidewalk		4.67
677	13th	Larch		no ramp, only corner of intersection with sidewalk		4.33
1508	13th	Olympia		uneven asphalt in street adjacent to curb ramp		4.67
1529	13th	Rainier		VD on ramp		4.33
1487	13th	Fir		dip between curb and street		4.00
1691	13th	Main		trans=12 to 13th, 13.6 to main,		5.00
1701	13th	Main		trans=8.7 to 13th, 11.1 to main		5.00
1692	13th	Main		trans=6.7 to 13th, 10.8 to main		4.33
1702	13th	Main		trans=10 to 13th, 13.4 to main		4.33
1464	13th	Fir				2.33
628	14th	Ash				7.00
1461	14th	Fir		VD at curb, valley between curb and street		7.00
631	14th	Oak		28" behind tactile strip, VD at connection to asphalt		6.33



773	14th	Catalpa				6.00
639	14th	Oak				5.67
1455	14th	Pine			VD at curb, valley between curb and street	5.67
791	14th	Fern			tree=30" overhang on sidewalk	5.67
1454	14th	Pine			cracked concrete, 1 1/4" VD, VD at curb	5.33
625	14th	Ash	S			6.00
770	14th	Cemetery			tactile 4 foot for ramp/flair blend	6.00
415	14th	Cypress			asphalt	4.33
681	14th	Larch			non ADA grate	4.67
686	14th	Hemlock				4.33
670	14th	Spruce			VD at connection to asphalt, HO of 1"	5.00
1450	14th	Cedar			VD and uneven surface at curb	5.00
1697	14th	Main			VD between ramp and sidewalk, valley at curb, crosswalk pointed at 14th	6.00
644	14th	Elm			perp/para combo	4.33
650	14th	Juniper			perp/para combo	4.33
664	14th	Juniper				4.33
671	14th	Spruce				4.33
676	14th	Larch				4.33
685	14th	Hemlock				4.33
414	14th	Cypress			asphalt	4.33
642	14th	Elm				3.67
1449	14th	Cedar				4.33
1490	14th	Fir			dip between curb and street	6.00
785	14th	Fern				4.67
1507	14th	Olympia			dip between curb and street	4.67
1698	14th	Main			trans=9.1 to main, for crossing main	5.33
1699	14th	Main			trans=10.5 to 14th, for crossing 14th	5.33
382	14th	Gemstone				3.33
383	14th	Gemstone				3.00
1700	14th	Main			, non-ada grate, VD at grate trans=10.1 to 14th, 8 to main, ramp/level landing unclear	5.33
1696	14th	Main			trans=7.4 to 14th, 9 to main	4.00
384	14th	Scootney	S		next to school	0.00
389	14th	Scootney				0.00
771	14th	Ash				0.00



772	14th	Oak				0.00
774	14th	Catalpa				0.00
794	15th	Fern			no ramp, only corner with sidewalk	3.33
797	16th	Fern			no ramp, only corner with sidewalk	3.33
856	16th	Cunningham				3.00
859	16th	Cunningham				0.00
800	18th	Catalpa				6.67
810	18th	Cemetery				5.67
801	18th	Catalpa				4.67
842	18th	Cemetery				3.00
815	19th	Catalpa				4.67
811	19th	Cemetery				3.33
821	19th	20th				3.33
825	19th	20th				2.33
831	19th	Cemetery				3.33
1163	1st	Hemlock			non-ADA grate	6.33
1137	1st	Hemlock			non ADA grate, uneven adjacent road surface	6.33
1175	1st	Larch				6.00
1140	1st	Hemlock				5.67
1270	1st	Fir			non-ADA grate, VD at edge of asphalt	6.00
244	1st	Elm	e			5.00
1131	1st	Larch				5.67
1304	1st	Fir			1" VD at curb, 1" VD with sidewalk	5.67
264	1st	Elm				5.67
1076	1st	Spruce			uneven surface of sidewalk (VD)	6.00
1077	1st	Spruce				6.33
47	1st	Scotney			grate not ada compliant	6.67
1115	1st	Spruce			non ADA grate, no sidewalk to west	6.00
1123	1st	Larch				5.67
212	1st	Royal Ave	e		Columbia tcgs to east	5.33
1170	1st	Larch				5.67
1267	1st	Pine			ramp with no adjacent sidewalk ramp on 2 corners	5.67
1268	1st	Pine			1" VD at asphalt edge, non-ADA grate	6.00
257	1st	Elm	w			5.00

271	1st	Soda		perp para combo		4.67
1179	1st	Spruce		non-ADA grate		5.00
1254	1st	Cedar				5.33
249	1st	Juniper	w			4.33
1260	1st	Pine		non-ADA grate		4.33
255	1st	Juniper	w			4.33
230	1st	Soda	e	non ada grate		5.00
242	1st	Juniper		sw on s side of Juniper		3.67
270a	1st	Soda		perp para combo		3.67
237	1st	Elm	e	non ada grate, ramp extends through landing		5.00
1630	1st	Main		trans=16.5 at first, 13.7 at main		4.67
1612	1st	Main		trans=9.9 at 1st, 14.5 at main		6.00
166	1st	Wahluke	e	32" landing exclude tactile		4.67
231	1st	Soda	e	non ada grate		4.00
180	1st	Columbia	e	crossing in front of chevron 32" landing		4.33
1613	1st	Main		trans=7.6 at 1st, 10 at main,		5.33
175	1st	Columbia	e	Columbia tcgs to west		4.00
176	1st	Columbia	e	Columbia tcgs to west		4.00
220	1st	Royal	W	crossing 1st and royal		3.67
1631	1st	Main		trans=10.8 at 1st, 13.3 at main		4.33
205	1st	Wahluke	w	34" landing		2.33
168	1st	Wahluke	e	32" landing exclude tactile		2.00
206	1st	Wahluke	s	cross wahluke, 34" landing		1.33
46	1st	Scotney				0.00
239	1st	Elm		for crossing juniper		0.00
1144	1st	Hemlock				0.33
186	1st			crossing at chevron (east)		0.00
190	1st	Columbia	w	Columbia tcgs to west		0.00
191	1st	Columbia	w	crossing of Columbia		0.00
44	1st	Scotney				0.00
45	1st	Scotney	n	ada compliant grate		0.00
182	1st	Columbia	e	Sr 26 parallel type		0.00
183	1st	SR26	W	Sr 26 parallel type		0.00
197	1st	Columbia	w			0.00



207	1st	Wahlake	w	crossing for 1st and Wahlake	0.00
834	20th	Cemetery			3.33
835	20th	Cemetery			3.67
1279	2nd	Fir		no curb ramp, uneven edge, cracked concrete, non-ada grate, VD	7.00
1385	2nd			1/2" VD at curb, ramp across 2nd	6.67
1388	2nd	Hamlet		1/2" VD at curb, ramp across Hamlet	6.67
1312	2nd	Hamlet		1" VD at curb	6.67
1387	2nd	Hamlet		1/2" VD at curb, ramp across 2nd	6.67
1307	2nd	Alley		curb ramp across 2nd/ alley north of fir	5.67
1308	2nd	Alley		curb ramp across alley/alley north of fire	5.33
1154	2nd	Hemlock		no curb ramp, sidewalk on 3 of 4 corners	4.67
1300	2nd	Fir		non-ada grate, 3/4" , VD at curb	4.67
1309	2nd	Alley			5.33
1280	2nd	Fir		non-ada grate, 1" vd at curb	4.67
1072	2nd	Spruce		no curb ramp, only corner with sidewalk	3.67
1306	2nd				2.67
1158	2nd	Hemlock			3.67
1301	2nd	Fir		1" VD at curb, 1" VD with sidewalk	4.00
1634	2nd	Main		trans=6 at 2nd, 10.7 at main	5.33
1607	2nd	Main		trans=10.3 at 2nd, 16.7 at main	4.67
1608	2nd	Main		trans=10.6 at 2nd, 5.9 at main	4.67
1149	2nd	Hemlock			2.67
1635	2nd	Main		trans=6.5 to 2nd, 12.6 to main	4.33
42	2nd	Scotney	n	ada compliant grate	0.00
1317	3rd	Alley		1/2" VD at curb, alley north of fir, across alley	6.67
1322	3rd	Alley		1/2" VD at curb, alley north of fir, across 3rd	6.67
1392	3rd	Hamlet		3/4" VD at curb, non-ada grate	7.00
1314	3rd	Hamlet		1/2" VD at curb	6.67
1316	3rd	Alley		1/2" VD at curb, alley north of fir	6.67
1319	3rd	Alley		1" VD at curb, alley north of fir, across 3rd	6.67
1324	3rd	Hamlet		1" VD at curb	6.67
1395	3rd	Hathaway		3/4" VD at curb, across 3rd	6.67
1287	3rd	Fir		non-ada grate, 1" VD at curb	6.00
1323	3rd	Alley			6.33

1346	3rd	Hamlet		across hamlet		5.67
1347	3rd	Hamlet		across hamlet 3rd		5.67
1038	3rd	Hemlock		no curb ramp, 3" VD (x2), sidewalk other side		4.67
1064	3rd	Spruce		no curb ramp, sidewalk on opposite corner, multiple VD		4.67
1289	3rd	Fir		curb ramp on sidewalk		4.67
1284	3rd	Fir		curb ramp across fir		4.67
1285	3rd	Fir		curb ramp across 3rd		4.67
1350	3rd	Hathaway		1" VD at curb		4.67
1396	3rd	Hathaway		across Hathaway		5.67
1045	3rd	Hemlock		no curb ramp, sidewalk on other side of street		3.67
1060	3rd	Spruce		no curb ramp, sidewalk on opposite corner		3.67
1068	3rd	Juniper		no curb ramp, only corner with sidewalk		3.67
1296	3rd	Fir		1" VD at curb		3.67
1295	3rd	Fir		1" VD at curb		3.00
1600	3rd	Main		small VD between ramp and grate		5.67
1640	3rd	Main		trans=9.0 to 3rd, 6.9 to main, level landing obstructed by sign base		5.67
1048	3rd	Larch		curb ramp 15' west of corner		3.67
1641	3rd	Main		trans=13.9 to 3rd, 17.9 to main		5.33
1039	3rd	Hemlock				3.33
1601	3rd	Main				5.00
78	3rd	Magnolia				3.00
54	3rd	Sylvan				3.00
1046	3rd	Alley		driveway for alley north of Larch Street		2.67
62	3rd	Lilac				2.67
63	3rd	Lavender	W			2.67
68	3rd	Lavender		<8.3 MMM		2.67
69	3rd	Magnolia	w			2.67
74	3rd	Magnolia				2.67
76	3rd	Columbia				2.67
77	3rd	Columbia				2.67
80	3rd					2.67
91	3rd	Sylvan				2.67
92	3rd	Sylvan				2.67
58	3rd	Lilac				2.33



1055	3rd	Larch		difference between ramp and flair not clear	2.33
1030	4th	Hemlock		no curb ramp, 1 curb ramp at intersection	6.67
938	4th	Elm		no curb ramp at intersection, sidewalk on both sides	5.67
1029	4th	Hemlock		no curb ramp, 1 curb ramp at intersection	5.67
1209	4th	Cedar		no curb ramp, sidewalk on 2 other corners, 2 1 1/2" VDs	5.67
990	4th	Larch		no ramp, broken concrete	6.33
940	4th	Elm		non ADA grate	6.00
984	4th	Juniper		no ramp at intersection, sidewalk on other sides	5.33
994	4th	Hemlock		no ramp, sidewalk on three sides	5.33
979	4th	Hemlock		non ADA grate, ruts in sidewalk	6.00
1597	4th	Main		small VD between curb and asphalt	7.33
1204	4th	Pine		no curb ramp, cracked concrete, no sidewalk on other 3 sides	4.67
985	4th	Spruce		ramp subject to grade of road	5.00
1291	4th	Fir			4.67
954	4th	Juniper		non ADA grate	5.00
955	4th	Juniper		ramp subject to grade of road, ramp for crossing juniper	4.33
982	4th	Larch			4.33
983	4th	Spruce			4.33
956	4th	Juniper		ramp for crossing 4th	4.00
1292	4th	Fir			5.00
1598	4th	Main		light signal pole in landing area	6.33
1644	4th	Main		trans-16.6 to 4th, 17.6 to main, small VD at box lid	6.00
1339	4th	Hamlet			3.33
1645	4th	Main		trans=15.4 at 4th, 17 at main, power pole close to level landing	5.33
1191	4th	Cedar		non-ADA grate	3.67
1340	4th	Hamlet			3.67
11	4th	Scotney	s	Grate is ADA compliant	0.00
10	4th	Scotney	s	Grate is ADA compliant	0.00
930	5th	Elm		no curb ramp at intersection, sidewalk on both sides	5.67
931	5th	Elm		no curb ramp at intersection, sidewalk on both sides	5.67
998	5th	Hemlock		non ADA grate	5.33
999	5th	Hemlock			5.00
977	5th	Hemlock			4.33
978	5th	Hemlock			4.00

1651	5th	Main		trans=10.2 at 5th, 13.5 to main	6.00
1652	5th	Main		trans=12 to 5th, 13.3 to main	5.33
923	6th	Elm		no curb ramp at intersection, sidewalk on both sides	5.67
926	6th	Elm		no curb ramp at intersection, sidewalk on both sides	5.67
1002	6th	Hemlock		no ramp, sidewalk on 4 sides, narrow sidewalk	5.33
1003	6th	Hemlock		no ramp, sidewalk on 4 sides, narrow sidewalk	5.33
975	6th	Hemlock			4.00
976	6th	Hemlock			4.00
1660	6th	Main		trans=10.8 to 6th, 11.8 to main, VD between grate and asphalt	6.33
1656	6th	Main		trans=7.5 to 6th, 11.6 to main, VD between grate/concrete, asphalt	5.67
1661	6th	Main		trans=7.3 to 6th, 12.4 to main, level landing	5.67
1655	6th	Main		trans=5.5 to 6th, 7.2 to main	5.33
948	7th	Juniper			8.67
483	7th	Ash		perp/para combo, non ADA grate	8.00
582	7th	Ash	n	non ADA grate	8.00
945	7th	Elm		non ADA grate	7.33
490	7th	Alley		non ADA grate, alley between school and church	7.00
908	7th	Elm		non ADA grate	7.00
315	7th	Ash		non ADA grate	8.00
889	7th	Larch		non ADA grate	7.00
896	7th	Spruce		non ADA grate	7.00
898	7th	Spruce		non ADA grate	7.00
903	7th	Juniper		non ADA grate	7.00
904	7th	Juniper		non ADA grate	7.00
316	7th	Ash			7.67
322	7th		W	Crosswalk from School, no ramp	7.67
323	7th		w	VD at ramp	7.33
491	7th	Alley		non ADA grate, alley between school and church	6.33
868	7th	Hemlock			6.67
885	7th	Hemlock		non ADA grate	6.67
892	7th	Larch		non ADA grate	7.00
913	7th	Oak			6.67
880	7th	Hemlock			6.67
759	7th	Elm		non ADA grate	7.00



1408	7th	Pine		non-ada grate, 3/4" VD at curb, VD from water valve	6.67
763	7th	Oak		non ADA grate	6.67
917	7th	Elm			6.33
319	7th	School Building		*across from school, bench in landing	6.67
1730	7th	Hamlet		non-ada grate, 3/4" VD at curb, parallel/perp combo	7.00
866	7th	Larch			6.33
1565	7th	Rainier		uneven surface at curb	6.67
1723	7th	Main		trans=16.4 to 7th, 14.1 to main, slight VD between ramp and grade	7.33
1563	7th	Rainier		uneven surface at curb	5.67
864	7th	See Notes		ramp for driveway #2 of high school	5.67
967	7th	Spruce	w	ramp at entrance to Othello High School, across from Spruce	5.33
486	7th	Alley		ramp from alley sw to 7th sw	5.00
762	7th	Oak		non ADA grate	6.33
965	7th	Juniper		non ADA grate	5.67
971	7th		w	double ramp at entrance Othello High School across from 7th	6.33
1540	7th	Olympia		no adjacent sidewalk	6.33
1667	7th	Main		trans=15 to 7th, 15.3 to main, light pole in level landing	6.33
1732	7th	Pine		non ADA grate, trans=13.3 to 7th and pine	6.00
867	7th	Hemlock			5.67
1539	7th	Olympia		spalled concrete, valley between ramp and street, VD between curb ramp and sidewalk	4.67
32	7th	Scootney	n	MEF	4.00
1722	7th	Main		trans=10.3 to 7th, 11.4 to main	5.33
1551	7th	Hamlet		non-ada grate	5.67
1552	7th	Hamlet		27" behind tactile strip	3.00
1666	7th	Main		trans=0 to 7th, 11.3 to main, pole in level landing	4.67
1545	7th	Othello	e	42" behind tactile strip	0.33
29	7th	Scootney			0.00
31	7th	Scootney	n		0.00
1547	7th	Rainier	e	42" behind tactile strip	0.33
30	7th	Scootney	s		0.00
481	8th	Ash		perp/para combo	7.67
593	8th	Ash	n		7.67
474	8th	Ash		non ADA grate	7.67
478	8th	Alley		no ramp	5.67

1405	8th	Pine		no curb ramp at corner	5.67
586	8th	Ash	N	non-ADA grate	6.33
752	8th	Elm		no ramp, only corner of intersection with sidewalk, except north side of elm has sidewalk	5.33
754	8th	Elm		no ramp, only corner of intersection with sidewalk, except south side has sidewalk	5.33
585	8th	Ash	N		6.00
479	8th	Alley		not really a ramp, sw dead end into road	5.00
1720	8th	Main		trans=6.3 to 8th, 4.5 to main, level landing transition to 43" sidewalk to north	5.67
476	8th	Alley		alley next to school	3.00
477	8th	Alley		alley next to school	3.00
1669	8th	Main		trans=47 to 8th, 6.9 to main, level landing small, ramp	4.67
1670	8th	Main		trans=8.1 to 8th, 8.9 to main, ramp and level landing distinction not clear	4.67
1719	8th	Main		trans=6.8 to 8th, 8.2 to main	4.33
469	9th	Ash		non ADA grate	8.00
470	9th	Ash			7.67
599	9th	Ash		non ADA grate	7.33
735	9th	Elm		no ramp, only corner of intersection with sidewalk	5.33
1589	9th	Hamlet		38" sidewalk behind curb ramp. 27" behind tactile. 4.8% slope on sidewalk at bottom of ramp	4.33
716	9th	Larch		no ramp, only corner of intersection with sidewalk	3.33
1537	9th	Olympia		2 3/4" VD between ramp and street	5.33
1715	9th	Main		trans=8.8 to 9th, 11.2 to main	6.00
1716	9th	Main		trans=5.3 to 9th, 6.3 to main	5.67
1729	9th	Hamlet		28.5" behind tactile strip	4.33
1676	9th	Main		trans=7.3 to 9th, 8 to main, ramp/ll unclear	4.67
1677	9th	Main		trans=4 to 9th, 8.1 to main	4.00
487	Alley			alley by school, driveway	0.00
488	Alley			alley by school, driveway	0.00
597	Ash	9th	e	ramp for house sw at 905 Ash	7.33
600	Ash	10th	N		6.33
1245	Broadway	Cedar		no sidewalk or ramp, dropped curb	5.67
261	Broadway	Elm	e	non ada grate, no landing	4.67
262	Broadway	Elm	e		4.67
295	Broadway	Scootney		can kind of use asphalt behind ramp	4.67
299	Broadway	Royal			4.67
1091	Broadway	Larch		non-ADA grate	5.67



1099	Broadway	Hemlock		non-ADA grate		5.67
1109	Broadway	Larch		non ADA grate, no sidewalk adjacent		5.67
289	Broadway	Soda		perp/para combo		4.67
290	Broadway	Soda		perp/para combo		4.67
1097	Broadway	Hemlock		non-ADA grate		5.33
1626	Broadway	Main		trans=14.7 to roadway, 13.7 to main, sign pole blocking level landing		6.00
251	Broadway	Juniper	e			3.33
1106	Broadway	Hemlock				4.33
303	Broadway	Wahluke		32" landing		3.33
304	Broadway	Wahluke		32" landing		3.33
195	Broadway	Columbia	s	crossing of Columbia		0.00
555	Capstone	Scootney				4.67
356	Capstone	Gemstone	s			0.00
1244	Cedar	Broadway		hydrant and eco block in walkway, no sidewalk or ramp		5.67
1189	Cedar	Venice		non-ADA grate		6.33
1251	Cedar	Broadway		non-ADA grate		5.67
1481	Cedar	Desdemona				3.67
839	Cemetery	Madera		ramp subject to grade of road		2.00
841	Cemetery	Canal Pathway		ramp at end of sidewalk at canal pathway		1.00
835	Cemetery	20th				3.67
346	Cobblestone	Gemstone				2.33
350b	Cobblestone	Gemstone				0.00
177	Columbia	1st	e	Non ADA grate		5.67
178	Columbia	1st	e	Columbia tcgs to east, non ada grate		5.00
96	Columbia		s	entrance to Burger King		4.67
97	Columbia		s	entrance to Burger King		4.67
106	Columbia	4th	n	ecology block on landing		3.00
102	Columbia	Sylvan	n	no crosswalk at intersection		3.00
103	Columbia	Sylvan	n	no crosswalk at intersection		3.00
105	Columbia	4th	n			2.67
196b	Columbia	1st	n	crossing of 1st ave, 32" landing		0.33
196a	Columbia	Broadway		crossing of Columbia		0.00
1365	Coventry	Stratford		valley at curb, VD between ramp and sidewalk		5.67
1374	Coventry					4.67

844	Cunningham	Walmart		east Walmart road, no name		4.33
847	Cunningham	Walmart		west Walmart road		4.67
860	Cunningham			ramp for driveway of Westside pizza		3.33
846	Cunningham	Walmart		west Walmart road		4.33
853	Cunningham			USA gas entrance		3.33
854	Cunningham			USA gas entrance		3.33
861	Cunningham			ramp for driveway of Westside pizza		3.33
407	Cypress			bulb out on Cypress, 30" behind tactile		2.33
406	Cypress			bulb out on Cypress, 30" behind tactile		1.33
1480	Desdemona	Cedar		no curb ramp, sidewalk on 1 other corner, non-ada grate		6.00
1329	Desdemona	Hamlet		non-ADA grate		3.33
941	Elm		n	ramp across from address by school		5.33
1274	Fir	Broadway		no curb ramp, uneven edge, cracked concrete		5.67
1273	Fir	Broadway		non-ADA grate, VD at curb		6.00
1283	Fir			curb ramp on sidewalk		5.67
542	Gemstone	Capstone				4.67
567	Gemstone	Cobblestone				2.67
379	Gemstone		s			2.33
565	Gemstone	Capstone				0.00
1581	Hamlet	Macbeth		slight VD at curb, non-ada grate		4.33
1330	Hamlet	Desdemona		non-ADA grate		3.33
1326	Hamlet	Macbeth		non-ADA grate		2.67
1098	Hemlock	Broadway		non-ADA grate, no sidewalk adjacent		5.67
952	Juniper		s	ramp not really connected, ok if sidewalk, 2.5" VD at curb		4.67
250	Juniper	Broadway	e	non ada grate		4.67
1126	Larch	Alley		curb ramp at alley		4.00
1110	Larch	Broadway		non ADA grate, no sidewalk adjacent		5.67
1088	Larch	Broadway		non-ADA grate		4.33
1352	Larkspur	Stratford		slight VD at curb		5.33
1371	Larkspur	Stratford				4.67
1373	Larkspur					4.33
840	Madera	Cemetery		ramp subject to grade of road		2.00
1618	Main	Broadway		trans=16.8 at Broadway, 13.9 at main, pole in level landing		5.33
1619	Main	Broadway		trans=13.1 at Broadway, 13.8 at main, pole in level landing		5.67



1623	Main	Railroad		trans=9.3 to railroad, 12 to main. No crosswalk at main	5.67
1627	Main	Broadway		trans=11.5 to Broadway, 13.5 at main. Level landing of 27" each side of pole	5.67
1591	Main	Venice		LL slope=4.1	4.33
1511a	Olympia	12th			3.67
1736	Pine	See Notes		>4' behind tactile, curb ram at end of sidewalk between 11th and 12th	4.67
1248	Pine	Broadway		non-ADA grate, level landing steeper than ramp	4.67
1624	Railroad	Main		trans=10.5 to railroad, 8.9 to main, stop sign in level landing	5.67
1571	Rainier	Macbeth		VD between curb and sidewalk	4.67
146	Rose	Shady			4.67
143	Rose	Shady		no landing	3.67
129	Rose	Sylvan			3.33
128	Rose	Sylvan			3.00
139	Rose	Shady			3.00
298	Royal	Broadway			4.67
514	Sagewood	Scootney			4.33
497	Sagewood	Scootney			0.00
296	Scootney	Broadway			6.67
39	Scootney	Shady	n	ada compliant grate	6.33
333	Scootney	Cobblerstone			4.33
332	Scootney	Sagewood	s		4.67
580	Scootney	Cobblerstone			0.00
5	Scootney	3rd			0.00
4	Scootney	3rd	S		0.00
553	Scootney	Capstone			3.00
848	See Note			driveway on road for west Walmart entrance	4.33
1725	See Notes			curb ramp by lion's park picnic shelter, VD between concrete and asphalt	6.33
1727	See Notes			sidewalk corner of L.P. parking lot	4.33
849	See Notes			driveway on road for west Walmart entrance	4.67
850	See Notes			ramp to Walmart parking lot	4.67
40	Shady	Scootney	n	ada compliant grate	6.33
20	Shady	Scootney			5.00
142	Shady	Rose		no landing	3.67
21	Shady	Scootney	s	match existing	4.00
1335	Shelley	Hamlet		1/2" VD at curb	4.67

1334	Shelley	Hamlet		1/2" VD at curb	4.33
270a	Soda	1st		perp para combo	3.67
968	Spruce	7th	w	ramp at entrance Othello High School across from spruce	6.33
970	Spruce	7th	w	ramp at entrance Othello High School across from 7th	6.33
1114	Spruce	Broadway		non ADA grate, no sidewalk adjacent	4.67
1080	Spruce	Broadway			3.00
1081	Spruce	Broadway			3.33
1084	Spruce	Broadway			3.33
1367	Stratford			sidewalk dead ends at curb, not clear if ramp is intended	5.67
1368	Stratford	Coventry		valley at curb	5.00
1353	Stratford	Larkspur			4.67
1366	Stratford	Coventry			4.33
1590	Venice	Main		level landing slope=3.8	4.33

Mapped  
Ramps

high

medium

high

medium

low

low

## **APPENDIX C**

### Cost Estimate

				DATE:	8/18/2015
<b>City of Othello, WA</b>					
<b>ADA Ramps - COST ESTIMATE for 7th Ave</b>					
Description	Est. Quantity	Units	Unit Price	Amount	
Removing Cement Conc. Curb and Gutter		LF	\$12.00	\$0	
Removing Cement Conc. Sidewalk		SY	\$20.00	\$0	
Saw Cut and Removing Asphalt		CY	\$4.50	\$0	
Planing Bituminous Pavement		SY	\$7.50	\$0	
Paving Fabric Membrane		SY	\$3.00	\$0	
<b>SURFACING ITEMS</b>					
Cement Concrete Sidewalk		SY	\$58.00		
Cement Conc. Driveway Approach	350	SY	\$80.00		
Cement Conc. Traffic Curb w/ Gutter		LF	\$30.00		
Cement Conc. Traffic Curb		LF	\$30.00		
Cement Concr. Gutter		LF	\$40.00		
HMA Overlay Cl. B PG 64-28, 2 in. Depth (incl. CSBC)		SY	\$13.00	\$0	
HMA Patch Cl. B PG 64-28, 2 in. Depth (incl. CSBC)		SY	\$12.00	\$0	
<b>TRAFFIC ITEMS</b>					
Cement Concrete Sidewalk ADA-Ramp (incl. sidewalk, curb, gutter repl.)	43	EA	\$3,500.00	\$150,500	
Painted Crosswalk Line		SF	\$2.50	\$0	
Paint Line		LF	\$1.50	\$0	
Painted Stop Line		LF	\$2.00	\$0	
<b>TEMPORARY TRAFFIC ITEMS</b>					
Project Temporary Traffic Control		LS	\$5,000.00	\$5,000	
<b>OTHER ITEMS - ROAD</b>					
Temporary Erosion and Sediment Control Plan		LS	\$500.00	\$0	
Roadway Surveying		LS	\$2,500.00	\$0	
Adjust Manhole		EA	\$500.00	\$0	
Adjust Catch Basin	20	EA	\$400.00	\$8,000	
Repair Storm Pipe		LF	\$43.00	\$0	
Adjust Meter Box		EA	\$350.00	\$0	
Adjust Monument Case and Cover		EA	\$300.00	\$0	
SPCC Plan		LS	\$500.00	\$0	
			Subtotal	\$163,500	
			Mobilization 10%	\$16,350	
			Contingency 10%	\$17,985	
			<b>Estimated Construction Cost</b>	<b>\$197,835</b>	
			3% inflation for 6 year(s)	\$236,225	
			Engineering and Inspection Services (incl. environmental) 30%	\$70,868	
			<b>ESTIMATED PROJECT COST</b>	<b>\$307,093</b>	
			Owner Contribution 10%	\$30,709	
			TIB FUNDS	\$276,384	



DATE: 8/18/2015

**City of Othello, WA**  
**ADA Ramps - COST ESTIMATE for Ash St**

Description	Est. Quantity	Units	Unit Price	Amount
Removing Cement Conc. Curb and Gutter		LF	\$12.00	\$0
Removing Cement Conc. Sidewalk		SY	\$20.00	\$0
Saw Cut and Removing Asphalt		CY	\$4.50	\$0
Planing Bituminous Pavement		SY	\$7.50	\$0
Paving Fabric Membrane		SY	\$3.00	\$0
<b>SURFACING ITEMS</b>				
Cement Concrete Sidewalk		SY	\$58.00	
Cement Conc. Driveway Approach	380	SY	\$80.00	
Cement Conc. Traffic Curb w/ Gutter		LF	\$30.00	
Cement Conc. Traffic Curb		LF	\$30.00	
Cement Concr. Gutter		LF	\$40.00	
HMA Overlay Cl. B PG 64-28, 2 in. Depth (incl. CSBC)		SY	\$13.00	\$0
HMA Patch Cl. B PG 64-28, 2 in. Depth (incl. CSBC)		SY	\$12.00	\$0
<b>TRAFFIC ITEMS</b>				
Cement Concrete Sidewalk ADA-Ramp (incl. sidewalk, curb, gutter repl.)	40	EA	\$3,500.00	\$140,000
Painted Crosswalk Line		SF	\$2.50	\$0
Paint Line		LF	\$1.50	\$0
Painted Stop Line		LF	\$2.00	\$0
<b>TEMPORARY TRAFFIC ITEMS</b>				
Project Temporary Traffic Control		LS	\$5,000.00	\$5,000
<b>OTHER ITEMS - ROAD</b>				
Temporary Erosion and Sediment Control Plan		LS	\$500.00	\$0
Roadway Surveying		LS	\$2,500.00	\$0
Adjust Manhole		EA	\$500.00	\$0
Adjust Catch Basin	9	EA	\$400.00	\$3,600
Repair Storm Pipe		LF	\$43.00	\$0
Adjust Meter Box		EA	\$350.00	\$0
Adjust Monument Case and Cover		EA	\$300.00	\$0
SPCC Plan		LS	\$500.00	\$0
			<b>Subtotal</b>	<b>\$148,600</b>
			Mobilization 10%	\$14,860
			Contingency 10%	\$16,346
			<b>Estimated Construction Cost</b>	<b>\$179,806</b>
3% inflation for 6			year(s)	\$214,698
Engineering and Inspection Services (incl. environmental) 30%				\$64,409
			<b>ESTIMATED PROJECT COST</b>	<b>\$279,107</b>
Owner Contribution			10%	\$27,911
			<b>TIB FUNDS</b>	<b>\$251,196</b>

DATE: 8/18/2015

**City of Othello, WA**  
**ADA Ramps - COST ESTIMATE for 1st Ave**

Description	Est. Quantity	Units	Unit Price	Amount
Removing Cement Conc. Curb and Gutter		LF	\$12.00	\$0
Removing Cement Conc. Sidewalk		SY	\$20.00	\$0
Saw Cut and Removing Asphalt		CY	\$4.50	\$0
Planing Bituminous Pavement		SY	\$7.50	\$0
Paving Fabric Membrane		SY	\$3.00	\$0
<b>SURFACING ITEMS</b>				
Cement Concrete Sidewalk		SY	\$58.00	
Cement Conc. Driveway Approach	60	SY	\$80.00	
Cement Conc. Traffic Curb w/ Gutter		LF	\$30.00	
Cement Conc. Traffic Curb		LF	\$30.00	
Cement Concr. Gutter		LF	\$40.00	
HMA Overlay Cl. B PG 64-28, 2 in. Depth (incl. CSBC)		SY	\$13.00	\$0
HMA Patch Cl. B PG 64-28, 2 in. Depth (incl. CSBC)		SY	\$12.00	\$0
<b>TRAFFIC ITEMS</b>				
Cement Concrete Sidewalk ADA-Ramp (incl. sidewalk, curb, gutter repl.)	6	EA	\$3,500.00	\$21,000
Painted Crosswalk Line		SF	\$2.50	\$0
Paint Line		LF	\$1.50	\$0
Painted Stop Line		LF	\$2.00	\$0
<b>TEMPORARY TRAFFIC ITEMS</b>				
Project Temporary Traffic Control		LS	\$5,000.00	\$5,000
<b>OTHER ITEMS - ROAD</b>				
Temporary Erosion and Sediment Control Plan		LS	\$500.00	\$0
Roadway Surveying		LS	\$2,500.00	\$0
Adjust Manhole		EA	\$500.00	\$0
Adjust Catch Basin	6	EA	\$400.00	\$2,400
Repair Storm Pipe		LF	\$43.00	\$0
Adjust Meter Box		EA	\$350.00	\$0
Adjust Monument Case and Cover		EA	\$300.00	\$0
SPCC Plan		LS	\$500.00	\$0
			<b>Subtotal</b>	<b>\$28,400</b>
			<b>Mobilization 10%</b>	<b>\$2,840</b>
			<b>Contingency 10%</b>	<b>\$3,124</b>
			<b>Estimated Construction Cost</b>	<b>\$34,364</b>
3% inflation for 6			year(s)	<b>\$41,032</b>
Engineering and Inspection Services (incl. environmental) 30%				<b>\$12,310</b>
			<b>ESTIMATED PROJECT COST</b>	<b>\$53,342</b>
Owner Contribution			10%	<b>\$5,334</b>
			<b>TIB FUNDS</b>	<b>\$48,008</b>



DATE: 8/18/2015

**City of Othello, WA**  
**ADA Ramps - COST ESTIMATE for 14th Ave**

Description	Est. Quantity	Units	Unit Price	Amount
Removing Cement Conc. Curb and Gutter		LF	\$12.00	\$0
Removing Cement Conc. Sidewalk		SY	\$20.00	\$0
Saw Cut and Removing Asphalt		CY	\$4.50	\$0
Planing Bituminous Pavement		SY	\$7.50	\$0
Paving Fabric Membrane		SY	\$3.00	\$0
<b>SURFACING ITEMS</b>				
Cement Concrete Sidewalk		SY	\$58.00	
Cement Conc. Driveway Approach	650	SY	\$80.00	
Cement Conc. Traffic Curb w/ Gutter		LF	\$30.00	
Cement Conc. Traffic Curb		LF	\$30.00	
Cement Conc. Gutter		LF	\$40.00	
HMA Overlay Cl. B PG 64-28, 2 in. Depth (incl. CSBC)		SY	\$13.00	\$0
HMA Patch Cl. B PG 64-28, 2 in. Depth (incl. CSBC)		SY	\$12.00	\$0
<b>TRAFFIC ITEMS</b>				
Cement Concrete Sidewalk ADA-Ramp (incl. sidewalk, curb, gutter repl.)	29	EA	\$3,500.00	\$101,500
Painted Crosswalk Line		SF	\$2.50	\$0
Paint Line		LF	\$1.50	\$0
Painted Stop Line		LF	\$2.00	\$0
<b>TEMPORARY TRAFFIC ITEMS</b>				
Project Temporary Traffic Control		LS	\$5,000.00	\$5,000
<b>OTHER ITEMS - ROAD</b>				
Temporary Erosion and Sediment Control Plan		LS	\$500.00	\$0
Roadway Surveying		LS	\$2,500.00	\$0
Adjust Manhole		EA	\$500.00	\$0
Adjust Catch Basin	1	EA	\$400.00	\$400
Repair Storm Pipe		LF	\$43.00	\$0
Adjust Meter Box		EA	\$350.00	\$0
Adjust Monument Case and Cover		EA	\$300.00	\$0
SPCC Plan		LS	\$500.00	\$0
			Subtotal	\$106,900
			Mobilization 10%	\$10,690
			Contingency 10%	\$11,759
			<b>Estimated Construction Cost</b>	<b>\$129,349</b>
3% inflation for 6			year(s)	\$154,449
Engineering and Inspection Services (incl. environmental) 30%				\$46,335
			<b>ESTIMATED PROJECT COST</b>	<b>\$200,784</b>
Owner Contribution			10%	\$20,078
			TIB FUNDS	\$180,706

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**City of Othello, WA**  
**ADA Ramps - COST ESTIMATE for 4th Ave**

Description	Est. Quantit	Units	Unit Price	Amount
Removing Cement Conc. Curb and Gutter		LF	\$12.00	\$0
Removing Cement Conc. Sidewalk		SY	\$20.00	\$0
Saw Cut and Removing Asphalt		CY	\$4.50	\$0
Planing Bituminous Pavement		SY	\$7.50	\$0
Paving Fabric Membrane		SY	\$3.00	\$0
<b>SURFACING ITEMS</b>				
Cement Concrete Sidewalk		SY	\$58.00	
Cement Conc. Driveway Approach	25	SY	\$80.00	
Cement Conc. Traffic Curb w/ Gutter		LF	\$30.00	
Cement Conc. Traffic Curb		LF	\$30.00	
Cement Concr. Gutter		LF	\$40.00	
HMA Overlay Cl. B PG 64-28, 2 in. Depth (incl. CSBC)		SY	\$13.00	\$0
HMA Patch Cl. B PG 64-28, 2 in. Depth (incl. CSBC)		SY	\$12.00	\$0
<b>TRAFFIC ITEMS</b>				
Cement Concrete Sidewalk ADA-Ramp (incl. sidewalk, curb, gutter repl.)	25	EA	\$3,500.00	\$87,500
Painted Crosswalk Line		SF	\$2.50	\$0
Paint Line		LF	\$1.50	\$0
Painted Stop Line		LF	\$2.00	\$0
<b>TEMPORARY TRAFFIC ITEMS</b>				
Project Temporary Traffic Control		LS	\$5,000.00	\$5,000
<b>OTHER ITEMS - ROAD</b>				
Temporary Erosion and Sediment Control Plan		LS	\$500.00	\$0
Roadway Surveying		LS	\$2,500.00	\$0
Adjust Manhole		EA	\$500.00	\$0
Adjust Catch Basin	4	EA	\$400.00	\$1,600
Repair Storm Pipe		LF	\$43.00	\$0
Adjust Meter Box		EA	\$350.00	\$0
Adjust Monument Case and Cover		EA	\$300.00	\$0
SPCC Plan		LS	\$500.00	\$0

			Subtotal	\$94,100
			Mobilization 10%	\$9,410
			Contingency 10%	\$10,351
			<b>Estimated Construction Cost</b>	<b>\$113,861</b>
3% inflation for	6	year(s)		\$135,956
Engineering and Inspection Services (incl. environmental) 30%				\$40,787
			<b>ESTIMATED PROJECT COST</b>	<b>\$176,743</b>
Owner Contribution			10%	\$17,674
			TIB FUNDS	\$159,069

## APPENDIX D

### Record of Public Input

## APPENDIX E

Survey Data from G&O Engineering  
Ramp and Driveway Rating



Ramp Survey Data and Rating

Number	Facility	Type	Quad/ Number	Street	Street	Side	Running Slope on Ramp (8.3% max)	Cross Slope on Ramp (2% max)	Ramp Flair Slope (10% max)	Cross Slope on Sidewalk (2% max)	Width of Ramp or Sidewalk (48" min)	Level Landing Top of Ramp (48" min x ramp width)	Tactile Surface?  Tactile Surface?	Tactile Surface Full Width of Ramp?  Tactile Surface Color Contras t?	Notes	Facility 1-3	Street Use	Condition/ Barrier	Storm Water Grate	Level Landing Top of Ramp (48" min x ramp width)	Truncated Tactile Surface	VD/ Obstruction/ No Crosswalk	AD-AG	Total
4	Ramp	erpendicular	SW	Scootney	3rd	S	0.7	0	2.1	1.1	60	48	Yes	Yes	Yes		0	0	0	0	0	0	0.00	0.00
5	Ramp	erpendicular	SE	Scootney	3rd		2.8		3.8	0.5	60	48	Yes	Yes	Yes		0	0	3	0	0	0	1.00	1.00
10	Ramp	Parallel	SW	4th	Scootney	s	7.5	1.4		2	60		Yes	Yes	Yes	Grate is ADA compliant	0	0	3	0	0	0	1.00	1.00
11	Ramp	Parallel	SE	4th	Scootney	s	5.9			1.2	60		Yes			Grate is ADA compliant	0	0	6	0	0	0	2.00	2.00
20	Ramp	Parallel	SW	Shady	Scootney		4.4						Yes				1	3	9	0	0	0	3.00	7.00
21	Ramp	Parallel	SE	Shady	Scootney	s	7.6	2.7		0.9			Yes			match existing	1	3	4	0	0	0	1.33	5.33
29	Ramp	Parallel	SW	7th	Scootney		2.6			1.5			Yes				0	0	6	0	0	0	2.00	2.00
30	Ramp	erpendicular	SE	7th	Scootney	s	7.5		8.5	1.1	48		Yes				0	0	3	0	0	0	1.00	1.00
31	Ramp	erpendicular	NE	7th	Scootney	n	7.4			1.3			Yes				0	0	6	0	0	0	2.00	2.00
32	Ramp	Parallel	NW	7th	Scootney	n	8.9			1.5			Yes			MEF	1	3	7	0	0	0	2.33	6.33
39	Ramp	Parallel	NE	Scootney	Shady	n	7.1			2.2			Yes			ada compliant grate	3	3	4	0	0	0	1.33	7.33
40	Ramp	Parallel	NW	Shady	Scootney	n	8.1			2.6			Yes			ada compliant grate	3	3	4	0	0	0	1.33	7.33
42	Ramp	Parallel	NE	2nd	Scootney	n	7.2			1.9			Yes			ada compliant grate	0	0	6	0	0	0	2.00	2.00
44	Ramp	erpendicular	NE	1st	Scootney		7.4		8.8	1			Yes				0	0	3	0	0	0	1.00	1.00
45	Ramp	Parallel	NW	1st	Scootney	n	5			1.2			Yes			ada compliant grate	0	0	3	0	0	0	1.00	1.00
46	Ramp	Parallel	SW	1st	Scootney		6			1.5			Yes				0	0	6	0	0	0	2.00	2.00
47	Ramp	erpendicular	SE	1st	Scootney		8.9		9.5	1.4			Yes			grate not ada compliant	3	3	3	1	0	1	1.67	7.67
54	Ramp	Parallel	NW	3rd	Sylvan		5.6			5.6			No				1	1	8	0	0	1	3.00	5.00
58	Ramp	erpendicular	NW	3rd	Lilac		1			1			No				1	1	6	0	0	1	2.33	4.33
62	Ramp	erpendicular		3rd	Lilac					2.2			No				1	1	7	0	0	1	2.67	4.67
63	Ramp	Parallel		3rd	Lavender	W	1.7			3.5			No				1	1	7	0	0	1	2.67	4.67
68	Ramp	erpendicular	SW	3rd	Lavender					4.4			No			<8.3 MMM	1	1	7	0	0	1	2.67	4.67
69	Ramp	erpendicular	NW	3rd	Magnolia	w				3.4			No				1	1	7	0	0	1	2.67	4.67
74	Ramp	erpendicular	SW	3rd	Magnolia					4.8			No				1	1	7	0	0	1	2.67	4.67
76	Ramp	erpendicular	NW	3rd	Columbia					2	36		No				1	1	6	0	1	1	2.67	4.67
77	Ramp	erpendicular	NE	3rd	Columbia		7.5			1.5	36		No				1	1	6	0	1	1	2.67	4.67
78	Ramp	Parallel	SE	3rd	Magnolia					6			No				1	1	8	0	0	1	3.00	5.00
80	Ramp	Parallel	1105	3rd						2.8			No				1	1	7	0	0	1	2.67	4.67
91	Ramp	erpendicular	SE	3rd	Sylvan					2.8			No				1	1	7	0	0	1	2.67	4.67
92	Ramp	Parallel	NE	3rd	Sylvan					2.9			No				1	1	7	0	0	1	2.67	4.67
96	Ramp	Parallel		Columbia		s	4.2			3.4			No			entrance to Burger King	2	2	7	0	0	1	2.67	6.67
97	Ramp	Parallel		Columbia		s				4.3			No			entrance to Burger King	2	2	7	0	0	1	2.67	6.67
102	Ramp	erpendicular	NE	Columbia	Sylvan	n	5.3			3.7		30	No			no crosswalk at intersection	1	1	7	0	1	1	3.00	5.00
103	Ramp	erpendicular	NW	Columbia	Sylvan	n	7.3			3.9		30	No			no crosswalk at intersection	1	1	7	0	1	1	3.00	5.00
105	Ramp	erpendicular	NE	Columbia	4th	n	6		2.3	1.8		36	No				1	1	3	0	1	1	1.67	3.67
106	Ramp	erpendicular	NW	Columbia	4th	n	9.7	8		2.5		24	No			ecology block on landing	1	1	8	0	1	1	3.33	5.33
128	Ramp	Parallel	SE	Rose	Sylvan		5.1			5.6			No				1	1	8	0	0	1	3.00	5.00
129	Ramp	Parallel	NE	Rose	Sylvan		7.5			9.4			No				1	1	9	0	0	1	3.33	5.33
139	Ramp	erpendicular	SW	Rose	Shady		6.4			6			No				1	1	8	0	0	1	3.00	5.00
142	Ramp	erpendicular	SE	Shady	Rose		7.5					0	No			no landing	1	1	9	0	1	1	3.67	5.67
143	Ramp	erpendicular	NE	Rose	Shady		5.7					0	No			no landing	1	1	9	0	1	1	3.67	5.67
146	Ramp	erpendicular	NW	Rose	Shady		4.3			9.5			No				1	2	9	0	1	1	3.67	6.67
166	Ramp	Parallel	NE	1st	Wahluke	e	6.4	0.3		0.2			Yes	Yes	Yes	32" landing exclude tactile	2	2	3	0	1	1	1.67	5.67
168	Ramp	Parallel	SE	1st	Wahluke	e	5.2	0.6		0.2			Yes	yes	yes	32" landing exclude tactile	2	0	3	0	0	0	1.00	3.00
175	Ramp	Parallel	NE	1st	Columbia	e	5.3	0.9		0.9			yes			Columbia tcgs to west	2	2	3	0	0	0	1.00	5.00
176	Ramp	Parallel	SE	1st	Columbia	e	7.3	1		1.1			yes			Columbia tcgs to west	2	2	3	0	0	0	1.00	5.00
177	Ramp	erpendicular	NE	Columbia	1st	e	11.4						no			Non ADA grate	2	2	11	1	0	1	4.33	8.33
178	Ramp	Parallel	SE	Columbia	1st	e	11.3			4.6			no			Columbia tcgs to east, non ada grate	2	2	7	1	0	1	3.00	7.00
180	Ramp	Parallel		1st	Columbia	e	7.1	0.7		0.7			yes			crossing in front of chevron 32" landing	2	2	3	0	1	0	1.33	5.33
182	Ramp	Parallel	NE	1st	Columbia	e	5.7	0.5		0.8			yes			Sr 26 parallel type	0	0	3	0	0	0	1.00	1.00
183	Ramp	Parallel	NW	1st	SR26	W	6.1	1.2		0.6			yes			Sr 26 parallel type	0	0	3	0	0	0	1.00	1.00
186	Ramp	Parallel		1st			6.6	1.2		0.7			yes			crossing at chevron (east)	0	0	3	0	0	0	1.00	1.00
190	Ramp	Parallel	SW	1st	Columbia	w	6.6	1.2		0.7			yes			Columbia tcgs to west	0	0	3	0	0	0	1.00	1.00
191	Ramp	Parallel	SW	1st	Columbia	w	6.5	1.6		1			yes			crossing of Columbia	0	0	3	0	0	0	1.00	1.00
195	Ramp	Parallel	SE	Broadway	Columbia	s	5.3	0.5		1			yes			crossing of Columbia	0	0	3	0	0	0	1.00	1.00
197	Ramp	Parallel	NW	1st	Columbia	w	5.8	0.4		1.2			yes				0	0	3	0	0	0	1.00	1.00



205	Ramp	Parallel	sw	1st	Wahluke	w	6.8	0.2		0.2			yes		34" landing	1	1	3	0	1	0	0	1.33	3.33
206	Ramp	Parallel	sw	1st	Wahluke	s	7.2	2		0.6			yes		cross wahluke, 34" landing	1	0	3	0	1	0	0	1.33	2.33
207	Ramp	Parallel	NW	1st	Wahluke	w	6.9	1.8		0.2			yes		crossing for 1st and Wahluke	0	0	3	0	0	0	0	1.00	1.00
212	Ramp	erpendicular	sw	1st	Royal Ave	e	10.5			0.4			no		Columbia tccs to east	3	2	7	0	0	1	0	2.67	7.67
220	Ramp	Parallel	NW	1st	Royal	W	4.9	1.8		2.9			no		crossing 1st and royal	1	2	4	0	0	1	0	1.67	4.67
230	Ramp	erpendicular	se	1st	Soda	e	9.7			2.3		48	no		non ada grate	2	2	5	1	0	1	0	2.33	6.33
231	ramp	erpendicular	ne	1st	Soda	e	10			2.4		48	no		non ada grate	1	2	5	1	0	1	0	2.33	5.33
237	ramp	erpendicular	se	1st	Elm	e	4.9			4.9			no	yes	non ada grate, ramp extends through landing	2	2	4	1	1	0	0	2.00	6.00
239	Ramp	Parallel	NE	1st	Elm		8.3			0.9			yes		for crossing juniper	0	0	6	0	0	0	0	2.00	2.00
242	Ramp	Parallel	SE	1st	Juniper		8.8			4.9			no		sw on s side of Juniper	1	2	8	0	0	1	0	3.00	6.00
244	ramp	erpendicular	NE	1st	Elm	e	20			5.1			no			2	2	11	0	0	1	0	4.00	8.00
249	ramp	erpendicular	nw	1st	Juniper	w	10.7			1.9			no			2	2	7	0	0	1	0	2.67	6.67
250	ramp	erpendicular	ne	Juniper	Broadway	e	11.1			11.1			no	yes	non ada grate	2	1	8	1	1	0	0	3.33	6.33
251	ramp	erpendicular	se	Broadway	Juniper	e	8.7			2.2		48	yes			2	1	8	0	0	0	0	2.67	5.67
255	Ramp	erpendicular	sw	1st	Juniper	w	6.9			0.7			yes	no		2	2	6	0	0	1	0	2.33	6.33
257	ramp	erpendicular	nw	1st	Elm	w	5			5			yes	no		2	2	8	0	0	1	0	3.00	7.00
261	ramp	erpendicular	ne	Broadway	Elm	e	11.2						no	yes	non ada grate, no landing	2	1	11	1	1	0	0	4.33	7.33
262	ramp	erpendicular	s	Broadway	Elm	e	10.6						no	no		2	1	10	0	1	1	0	4.00	7.00
264	Ramp	erpendicular	sw	1st	Elm		9.3			3.2			yes	no		3	2	8	0	0	1	0	3.00	8.00
271	Ramp	Parallel	SW	1st	Soda		10.4			3.1			no	no	perp para combo	2	2	8	0	0	1	0	3.00	7.00
289	Ramp	erpendicular	ne	Broadway	Soda		8						no	no	perp/para combo	2	1	9	0	1	1	0	3.67	6.67
290	ramp	erpendicular	se	Broadway	Soda		7.1						no	no	perp/para combo	2	1	9	0	1	1	0	3.67	6.67
295	Ramp	erpendicular	ne	Broadway	Scotney		9						no	no	can kind of use asphalt behind ramp	2	1	10	0	1	1	0	4.00	7.00
296	ramp	erpendicular	se	Scotney	Broadway		8.7						no	no		2	3	10	0	1	1	0	4.00	9.00
298	ramp	erpendicular	ne	Royal	Broadway		8.9						no	no		2	1	10	0	1	1	0	4.00	7.00
299	ramp	erpendicular	se	Broadway	Royal		8.7						no	no		2	1	10	0	1	1	0	4.00	7.00
303	Ramp	Parallel	NE	Broadway	Wahluke		6.5	0.9		1.6			yes		32" landing	2	1	3	0	1	0	0	1.33	4.33
304	Ramp	Parallel	SE	Broadway	Wahluke		6.6	0.3		0.7			yes		32" landing	2	1	3	0	1	0	0	1.33	4.33
315	Ramp	erpendicular	nw	7th	Ash		13.3	2.6					no	no	non ADA grate	3	3	9	1	1	1	0	4.00	10.00
316	Ramp	erpendicular	sw	7th	Ash		10.6	5.2					no	no		3	3	9	0	1	1	0	3.67	9.67
319	Ramp	erpendicular		7th	chool Building		11.4	0.1		0.9			*no		*across from school, bench in landing	3	3	5	0	1	1	0	2.33	8.33
322	Ramp	Parallel		7th		W									Crosswalk from School, no ramp	3	3	9	0	1	1	0	3.67	9.67
323	Ramp	Option D	870	7th		w	7.2			4.7					VD at ramp	3	3	7	0	0	0	1	2.33	9.33
332	Ramp	erpendicular	sw	Scotney	Sagewood	s	9.6	1.8		2.8		42"	yes			1	3	5	0	1	0	0	2.00	6.00
333	Ramp	erpendicular	sw	Scotney	obblerstone		7.6			2.8		yes	yes	yes		1	3	7	0	0	0	0	2.33	6.33
346	ramp	erpendicular	nw	Cobblestone	Gemstone		7.4			2.9			yes	yes		1	1	7	0	0	0	0	2.33	4.33
356	Ramp	Parallel	SW	Capstone	Gemstone	s	6.1			1.3			yes			0	0	6	0	0	0	0	2.00	2.00
361	Ramp	Parallel	SE	10th	Gemstone	S	7.7			2.4			yes			1	1	7	0	0	0	0	2.33	4.33
366	Ramp	erpendicular	sw	11th	Gemstone	s	8			2.8			yes	yes		1	1	7	0	0	0	0	2.33	4.33
369	Ramp	erpendicular	1120	11th		w	7.5			1.6			yes	yes	end of 11th	0	0	6	0	0	0	0	2.00	2.00
372	Ramp	erpendicular	se	11th	Gemstone		8.5			3.1			yes	yes		1	1	8	0	0	0	0	2.67	4.67
376	Ramp	erpendicular	sw	12th	Gemstone		8.9			1.9			yes	yes		1	1	7	0	0	0	0	2.33	4.33
378	Ramp	erpendicular	se	12th	Gemstone		11.3			3.7			yes	yes		1	1	9	0	0	0	0	3.00	5.00
379	Ramp	erpendicular	1350	Gemstone		s	7			2.7						1	1	7	0	0	0	0	2.33	4.33
382	Ramp	erpendicular	sw	14th	Gemstone		8.6			2.4			yes	yes		1	2	8	0	0	0	0	2.67	5.67
383	Ramp	erpendicular	nw	14th	Gemstone		10.6			0.7			yes	yes		1	2	7	0	0	0	0	2.33	5.33
384	Ramp	Parallel	SE	14th	Scotney	S	8.3			1.5			yes		next to school	0	0	6	0	0	0	0	2.00	2.00
389	Ramp	Parallel	NE	14th	Scotney		3.8			0.7			yes			0	0	6	0	0	0	0	2.00	2.00
399	Ramp	Parallel	NW	12th	Gemstone	N	7.9			1.3			yes			0	0	6	0	0	0	0	2.00	2.00
404	Ramp	erpendicular	ne	11th	Gemstone		8.2			3.2			yes	yes	non-ada grate slightly in crosswalk	1	1	7	1	0	0	0	2.67	4.67
405	Ramp	Parallel	SE	11th	Cypress		10.4			1.9			yes		30" behind tactile strip	1	1	7	0	0	0	0	2.33	4.33
406	Ramp	Parallel		Cypress			7.1			0.4			yes		bulb out on Cypress, 30" behind tactile	1	0	6	0	1	0	0	2.33	3.33
407	Ramp	Parallel		Cypress			9.5			2			yes		bulb out on Cypress, 30" behind tactile	1	1	7	0	1	0	0	2.67	4.67
414	Ramp	erpendicular	sw	14th	Cypress		3.7						no		asphalt	1	2	9	0	0	1	0	3.33	6.33
415	Ramp	erpendicular	nw	14th	Cypress		12.3						no		asphalt	1	2	11	0	0	1	0	4.00	7.00
425	Ramp	Parallel	NE	11th	Cypress		10.4			1.5			yes			1	1	7	0	0	0	0	2.33	4.33
426	Ramp	Parallel	SE	11th	Scotney		11.3			2.2			yes			1	3	9	0	0	0	0	3.00	7.00
427	Ramp	erpendicular	ne	11th	Scotney		8.5			2.4			yes	yes		1	3	8	0	0	0	0	2.67	6.67
428	Ramp	erpendicular	nw	11th	Scotney		6.1			4.2			no	yes		1	3	7	0	0	0	0	2.33	6.33
431	Ramp	Parallel	SW	11th	Scotney		12.4			1			yes			1	3	8	0	0	0	0	2.67	6.67
432	Ramp	Parallel	nw	11th	Cypress		7.1			1.1			yes			0	0	6	0	0	0	0	2.00	2.00
437	Ramp	erpendicular	nw	11th	Gemstone		10.5			2.9			yes	yes		1	1	8	0	0	0	0	2.67	4.67
439	Ramp	erpendicular	ne	10th	Gemstone		9.4			4.3			yes	yes		1	1	8	0	0	0	0	2.67	4.67
450	Ramp	erpendicular	se	10th	Scotney		7.7			2.5			yes	yes		3	1	7	0	0	0	0	2.33	6.33



451	Ramp	erpendicular	ne	10th	Scootney		11		5.3		yes	yes			3	1	10	0	0	0	0	3.33	7.33
454	Ramp	erpendicular	ne	10th	Sagewood		7.7	4.4	4.4		no	yes		perp/para combo	3	1	3	0	1	0	0	1.33	5.33
455	Ramp	erpendicular		11th	Sagewood		4.9	5.9	5.9		no	yes		perp/para combo, exit from school	3	1	4	0	1	0	0	1.67	5.67
456	Ramp	erpendicular		12th	Sagewood		7.4	7.4	7.4		no	yes		perp/para combo, between school and park	3	1	5	0	1	0	0	2.00	6.00
457	Ramp	Parallel		10th		e	2		3.8			yes		driveway for school	3	1	7	0	0	0	0	2.33	6.33
458	Ramp	Parallel		10th		e	2		2.6			yes			3	1	7	0	0	0	0	2.33	6.33
460	Ramp	Parallel		10th		e	6		0.8			yes		crosswalk between schools	0	0	6	0	0	0	0	2.00	2.00
461	Ramp	Parallel		10th		e	5.5		1.1			yes		Driveway to school	0	0	6	0	0	0	0	2.00	2.00
462	Ramp	Parallel		10th		e	2		2.1			yes		Driveway to school	3	1	7	0	0	0	0	2.33	6.33
463	Ramp	Parallel		10th		e	2.1		2.4			yes		alley north of school	3	1	7	0	0	0	0	2.33	6.33
465	Ramp	erpendicular	sw	10th	Ash		9.5		9.5		no	no		perp/para combo	3	3	10	0	1	1	0	4.00	10.00
469	Ramp	erpendicular	se	9th	Ash		10.5		10.5		no	no		non ADA grate	3	3	10	1	1	1	0	4.33	10.33
470	Ramp	erpendicular	sw	9th	Ash		8.3		8.3		no	no			3	3	9	0	1	1	0	3.67	9.67
474	Ramp	erpendicular	se	8th	Ash		6.1		6.1		no	no		non ADA grate	3	3	8	1	1	1	0	3.67	9.67
476	Ramp	erpendicular	se	8th	Alley		6.2		1.6		yes	yes		alley next to school	3	0	6	0	0	0	0	2.00	5.00
477	Ramp	erpendicular	sw	8th	Alley		2.4		0.4		yes	yes		alley next to school	3	0	6	0	0	0	0	2.00	5.00
478	Ramp	erpendicular	nw	8th	Alley		NA		NA		NA	no		no ramp	3	1	12	0	1	1	0	4.67	8.67
479	Ramp	erpendicular	ne	8th	Alley		1.1		3.7		no	no		not really a ramp, sw dead end into road	3	1	7	0	1	1	0	3.00	7.00
481	Ramp	erpendicular	sw	8th	Ash		12.4		12.4		no	no		perp/para combo	3	3	11	0	1	1	0	4.33	10.33
483	Ramp	erpendicular	se	7th	Ash		12		12		no	no		perp/para combo, non ADA grate	3	3	11	1	1	1	0	4.67	10.67
486	Ramp	Parallel		7th	Alley		10							ramp from alley sw to 7th sw	2	2	10	0	0	0	0	3.33	7.33
487	Ramp	erpendicular		Alley			6		2		yes	yes		alley by school, driveway	0	0	6	0	0	0	0	2.00	2.00
488	Ramp	erpendicular		Alley			0.6		1		yes	yes		alley by school, driveway	0	0	6	0	0	0	0	2.00	2.00
490	Ramp	erpendicular	ne	7th	Alley		17.7		17.7		no	no		non ADA grate, alley between school and church	3	2	12	1	1	1	0	5.00	10.00
491	Ramp	erpendicular	SE	7th	Alley		15.3							non ADA grate, alley between school and church	3	2	12	1	0	0	0	4.33	9.33
497	Ramp	erpendicular	nw	Sagewood	Scootney		8		1.4		yes	yes			0	0	6	0	0	0	0	2.00	2.00
503	Ramp	erpendicular	nw	10th	Sagewood		6.1		1.5		yes	yes			0	0	6	0	0	0	0	2.00	2.00
505	Ramp	erpendicular	nw	10th		w	11.6		2.4		yes	yes		for pathway by school	3	3	9	0	0	0	0	3.00	9.00
506	Ramp	Parallel		10th		w	9.4		2			yes		ramp from sidewalk between schools	3	3	7	0	0	0	0	2.33	8.33
507	Ramp	Parallel		10th		w	6.7		0.2			no		ramp from sidewalk between schools, 1" VD between road and ramp	3	3	6	0	0	1	1	2.33	9.33
509	Ramp	erpendicular	sw	10th	Sagewood		5.1		0.2		yes	yes			0	0	6	0	0	0	0	2.00	2.00
514	Ramp	erpendicular	ne	Sagewood	Scootney		8.5		4.9		yes	yes			1	3	8	0	0	0	0	2.67	6.67
525	Ramp	erpendicular	nw	10th	Scootney		8.2		3.4		yes	yes			3	3	7	0	0	0	0	2.33	8.33
527	Ramp	erpendicular	sw	10th	Scootney		8.1		0.8		yes	yes			0	0	6	0	0	0	0	2.00	2.00
540	Ramp	erpendicular	nw	10th	Gemstone		9.5		4.1		yes	yes			3	1	8	0	0	0	0	2.67	6.67
542	Ramp	erpendicular	NE	Gemstone	Capstone		20.3		5.4		yes	yes			3	1	11	0	0	0	0	3.67	7.67
553	Ramp	erpendicular	SE	Scootney	Capstone		8.1		8.6		yes	yes			1	1	9	0	0	0	0	3.00	5.00
555	Ramp	erpendicular	sw	Scootney	Capstone		4.9		5.5		yes	yes			1	3	8	0	0	0	0	2.67	6.67
565	Ramp	erpendicular	nw	Gemstone	Capstone		7.3		1.8		yes	yes			0	0	6	0	0	0	0	2.00	2.00
567	Ramp	erpendicular	NE	Gemstone	Cobblestone		12.5		6.6		yes	yes			1	1	9	0	0	0	0	3.00	5.00
580	Ramp	erpendicular	se	Scootney	Cobblestone		7.9		1.5		yes	yes			0	0	6	0	0	0	0	2.00	2.00
582	Ramp	erpendicular	ne	7th	Ash	n	8.7	1	8.7		no	no		non ADA grate	3	3	10	1	1	1	0	4.33	10.33
585	Ramp	Parallel	NW	8th	Ash	N	11.7	3.6	0			yes			3	3	6	0	0	0	0	2.00	8.00
586	Ramp	Parallel	ne	8th	Ash	N	7.7		1.5			yes		non-ADA grate	3	3	6	1	0	0	0	2.33	8.33
593	Ramp	erpendicular	nw	8th	Ash	n	12.2		12.2		no	no			3	3	11	0	1	1	0	4.33	10.33
597	Ramp	Parallel		Ash	9th	e	9.6		9.5			no		ramp for house sw at 905 Ash	3	3	10	0	0	1	0	3.67	9.67
599	Ramp	Parallel	ne	9th	Ash		8.7		5.2			no		non ADA grate	3	3	9	1	0	1	0	3.67	9.67
600	Ramp	Parallel	NW	10th	Ash	N	11.3		2.3			yes			3	3	9	0	0	0	0	3.00	9.00
600	Ramp	Parallel	NW	Ash	10th	N	11.3		2.3			yes			3	3	9	0	0	0	0	3.00	9.00
601	Ramp	erpendicular	se	10th	Ash	s	12.8		4.3		no	no		non ADA grate	3	3	9	1	1	1	0	4.00	10.00
605	Ramp	erpendicular	sw	11th	Ash	s	11.8		4.8		no	no		VD at connection to asphalt	3	3	9	0	1	1	1	3.67	10.67
606	Ramp	erpendicular	se	11th	Ash	s	10.1		3		no	no		non ADA grate	3	3	8	1	1	1	0	3.67	9.67
612	Ramp	erpendicular	sw	12th	Ash	s	9.5		4.4		no	no		VD at connection to asphalt	3	3	8	0	1	1	1	3.33	10.33
613	Ramp	erpendicular	se	12th	Ash	s	10.4		3.4		no	no		non ADA grate	3	3	8	1	1	1	0	3.67	9.67
616	Ramp	erpendicular	sw	13th	Ash		8.7		2.2		no	no		non ADA grate	3	3	8	1	1	1	0	3.67	9.67
617	Ramp	erpendicular	se	13th	Ash	s	7		0.9		no	no		VD at connection to asphalt	3	3	6	0	1	1	1	2.67	9.67
625	Ramp	Parallel	sw	14th	Ash	s	10.7	2	0.5			yes			3	3	4	0	0	0	0	1.33	7.33
628	Ramp	erpendicular	nw	14th	Ash		10.1		2.9		no	no			3	3	8	0	1	1	0	3.33	9.33
631	Ramp	Parallel	sw	14th	Oak		8.5		1.5			yes		28" behind tactile strip, VD at connection to asphalt	3	2	7	0	1	0	1	2.67	8.67
636	Ramp	erpendicular	sw	13th	Oak		see note	see note	see note	see note	see note	see note	see note	no ramp, only corner of intersection with sidewalk	2	1	12	0	1	1	0	4.67	7.67
637	Ramp	Parallel		13th			3.7		0.3			yes		28" behind tactile strip, SW access to Othello early childhoc	3	3	6	0	1	0	0	2.33	8.33
638	Ramp	erpendicular	ne	13th	Ash		11.5		2.5		yes	yes		non ADA grate	2	3	9	1	1	0	0	3.67	8.67
639	Ramp	erpendicular	nw	14th	Oak		9.1		2.8		no	no			3	2	8	0	0	1	0	3.00	8.00



642	Ramp	erpendicula	sw	14th	Elm		11			4.4		no	no			1	2	9	0	0	1	0	3.33	6.33
644	Ramp	erpendicula	nw	14th	Elm		8.8	14.6		8.8		no	no		perp/para combo	1	2	10	0	0	1	0	3.67	6.67
650	Ramp	erpendicula	sw	14th	Juniper		10.4	20.5		10.4		no	no		perp/para combo	1	2	10	0	0	1	0	3.67	6.67
657	Ramp	erpendicula	ne	12th	Juniper		see note	see note	see note	see note	see note	see note	see note	see note	no ramp, only corner of intersection with sidewalk	1	2	12	0	0	1	0	4.33	7.33
664	Ramp	erpendicula	nw	14th	Juniper		9.5	18.4		9.5		no	no			1	2	10	0	0	1	0	3.67	6.67
670	Ramp	erpendicula	sw	14th	Spruce		7.6	12.8		7.6		no	no		VD at connection to asphalt, HO of 1"	1	2	8	0	0	1	1	3.00	7.00
671	Ramp	erpendicula	nw	14th	Spruce		10.3	19.3		10.3		no	no			1	2	10	0	0	1	0	3.67	6.67
676	Ramp	erpendicula	sw	14th	Larch		8.7	15.3		8.7		no	no			1	2	10	0	0	1	0	3.67	6.67
677	Ramp	erpendicula	sw	13th	Larch		see note	see note	see note	see note	see note	see note	see note	see note	no ramp, only corner of intersection with sidewalk	1	2	12	0	0	1	0	4.33	7.33
681	Ramp	erpendicula	nw	14th	Larch		10.5	20.7		10.5		no	no		non ADA grate	1	2	10	1	0	1	0	4.00	7.00
685	Ramp	erpendicula	sw	14th	Hemlock		96	18.6		9.6		no	no			1	2	10	0	0	1	0	3.67	6.67
686	Ramp	erpendicula	nw	14th	Hemlock		11	23.2		11		no	no			1	2	11	0	0	1	0	4.00	7.00
700	Ramp	erpendicula	ne	11th	Hemlock		see notes								no ramp, only corner of intersection with sidewalk	1	1	12	0	0	1	0	4.33	6.33
707	Ramp	Parallel	nw	10th	Hemlock		5.8			3.5			yes		perp/para combo	1	1	7	0	0	0	0	2.33	4.33
708	Ramp	Parallel	sw	10th	Hemlock		6.4			2.2			yes		31.5" behind tactile	1	1	7	0	1	0	0	2.67	4.67
713	Ramp	Parallel	nw	10th	Larch		12.9	3.6		2.3			yes			1	1	7	0	0	0	0	2.33	4.33
714	Ramp	Parallel	sw	10th	Larch		5.6	3.2		4.5			yes			1	1	5	0	0	0	0	1.67	3.67
716	Ramp	erpendicula	nw	9th	Larch		see notes	see notes	see notes	see notes	see notes	see notes	see notes	see notes	no ramp, only corner of intersection with sidewalk	1	1	12	0	0	1	0	4.33	6.33
721	Ramp	Parallel	nw	10th	Spruce		10.7	1		1.8			yes		non ADA grate	1	1	4	1	0	0	0	1.67	3.67
722	Ramp	Parallel	sw	10th	Spruce		8.3	0.3		5.3			yes			1	1	5	0	0	0	0	1.67	3.67
727	Ramp	Parallel	nw	10th	Juniper		5.2	1.2		4.4			yes			1	1	4	0	0	0	0	1.33	3.33
728	Ramp	Parallel	sw	10th	Juniper		6.2	0.7		2.1			yes			1	1	4	0	0	0	0	1.33	3.33
732	Ramp	Parallel	nw	10th	Elm		7.9	3		4.3			yes			1	1	5	0	0	0	0	1.67	3.67
735	Ramp	erpendicula	se	9th	Elm		see notes	see notes	see notes	see notes	see notes	see notes	see notes	see notes	no ramp, only corner of intersection with sidewalk	3	1	12	0	0	1	0	4.33	8.33
738	Ramp	Parallel	sw	10th	Elm		8.5	1.9		4.8			yes		35" behind tactile	1	1	5	0	1	0	0	2.00	4.00
741	Ramp	Parallel	nw	10th	Oak		10.5	7.4		5.2			yes			1	1	8	0	0	0	0	2.67	4.67
743	Ramp	Parallel	sw	10th	Oak		5	1.9		4.2			yes			1	1	4	0	0	0	0	1.33	3.33
752	Ramp	erpendicula	sw	8th	Elm		see notes	see notes	see notes	see notes	see notes	see notes	see notes	see notes	no ramp, only corner of intersection with sidewalk, except north s	3	1	12	0	0	1	0	4.33	8.33
754	Ramp	erpendicula	nw	8th	Elm		see notes	see notes	see notes	see notes	see notes	see notes	see notes	see notes	no ramp, only corner of intersection with sidewalk, except south s	3	1	12	0	0	1	0	4.33	8.33
759	Ramp	erpendicula	se	7th	Elm		13.3		9			no	no		non ADA grate	3	2	8	1	1	1	0	3.67	8.67
762	Ramp	erpendicula	ne	7th	Oak		6.7		6.3	4.1		no	no		non ADA grate	3	2	4	1	1	1	0	2.33	7.33
763	Ramp	erpendicula	se	7th	Oak		9.2		11.5	7.2		no	no		non ADA grate	3	2	7	1	1	1	0	3.33	8.33
770	Ramp	erpendicula	ne	14th	Cemetery		10.1	1.2	6	0.7	yes	yes	yes		tactile 4 foot for ramp/flair blend	3	3	4	0	0	0	0	1.33	7.33
771	Ramp	Parallel	se	14th	Ash		7.2			1.9			yes			0	0	6	0	0	0	0	2.00	2.00
772	Ramp	Parallel	se	14th	Oak		6.7			0.3			yes			0	0	6	0	0	0	0	2.00	2.00
773	Ramp	Parallel	se	14th	Catalpa		11			1.5			yes			3	3	8	0	0	0	0	2.67	8.67
774	Ramp	Parallel	ne	14th	Catalpa		7.6			0.7			yes			0	0	6	0	0	0	0	2.00	2.00
785	Ramp	erpendicula	se	14th	Fern		9.2		17.9	9.2		no	no			1	2	7	0	1	1	0	3.00	6.00
791	Ramp	erpendicula	ne	14th	Fern		11.2		16.9	11.2		no	no		tree=30" overhang on sidewalk	1	2	8	0	1	1	1	3.33	7.33
794	Ramp	erpendicula	sw	15th	Fern		see note	see note	see note	see note	see note	see note	see note	see note	no ramp, only corner with sidewalk	1	1	12	0	0	1	0	4.33	6.33
797	Ramp	erpendicula	sw	16th	Fern		see note	see note	see note	see note	see note	see note	see note	see note	no ramp, only corner with sidewalk	1	1	12	0	0	1	0	4.33	6.33
800	Ramp	Parallel	sw	18th	Catalpa		5.7			2.8			no			3	3	7	0	0	1	0	2.67	8.67
801	Ramp	erpendicula	se	18th	Catalpa		4.7			2.8		yes	no			3	1	7	0	0	1	0	2.67	6.67
810	Ramp	erpendicula	ne	18th	Cemetery		9.9			9.9		no	no			3	1	10	0	1	1	0	4.00	8.00
811	Ramp	erpendicula	nw	19th	Cemetery		7.4			7.4		no	no			1	1	8	0	1	1	0	3.33	5.33
815	Ramp	Parallel	sw	19th	Catalpa		6.1			2.2			no			1	3	7	0	0	1	0	2.67	6.67
821	Ramp	erpendicula	ne	19th	20th		7			7		no	no			1	1	8	0	1	1	0	3.33	5.33
825	Ramp	Parallel	se	19th	20th		6.7			1.8			no			1	1	6	0	0	1	0	2.33	4.33
831	Ramp	erpendicula	ne	19th	Cemetery		5.8		5.3	5.8		no	no			1	1	5	0	1	1	0	2.33	4.33
834	Ramp	erpendicula	nw	20th	Cemetery		7.5			7.5		no	no			1	1	8	0	1	1	0	3.33	5.33
835	Ramp	erpendicula	ne	20th	Cemetery		9.2		8.2			no	no			1	1	7	0	1	1	0	3.00	5.00
835	Ramp	erpendicula	ne	Cemetery			9.2		8.2			no	no			1	1	7	0	1	1	0	3.00	5.00
839	Ramp	Parallel	nw	Cemetery	Madera		16.2			1.9			yes		ramp subject to grade of road	1	1	9	0	0	0	0	3.00	5.00
840	Ramp	Parallel	ne	Madera	Cemetery		10.3			0.7			yes		ramp subject to grade of road	1	1	7	0	0	0	0	2.33	4.33
841	Ramp	Parallel	nw	Cemetery	anal Pathway		6			1			yes		ramp at end of sidewalk at canal pathway	1	0	6	0	0	0	0	2.00	3.00
842	Ramp	erpendicula	nw	18th	Cemetery		8.1			3.6		no	no			1	1	7	0	1	1	0	3.00	5.00
844	Ramp	erpendicula	sw	Cunningham	Walmart		8.5		5.3	1.5		yes	no		east Walmart road, no name	3	1	4	0	0	1	0	1.67	5.67
846	Ramp	erpendicula	se	Cunningham	Walmart		6		4.5	2		yes	no		west Walmart road	3	1	3	0	0	1	0	1.33	5.33
847	Ramp	erpendicula	sw	Cunningham	Walmart		7.2		8.3	2.1		yes	no		west Walmart road	3	1	4	0	0	1	0	1.67	5.67
848	Ramp	erpendicula	nw	See Note			7.7		8.5	1.5		yes	no		driveway on road for west Walmart entrance	3	1	3	0	0	1	0	1.33	5.33
849	Ramp	erpendicula	sw	See Notes			6.4		8.6	2.4		yes	no		driveway on road for west Walmart entrance	3	1	4	0	0	1	0	1.67	5.67
850	Ramp	erpendicula	nw	See Notes			8.2		8.8	2.4		yes	no		ramp to Walmart parking lot	3	1	4	0	0	1	0	1.67	5.67
853	Ramp	erpendicula	se	Cunningham			6.4		7.4	0.9		yes	no		USA gas entrance	2	1	3	0	0	1	0	1.33	4.33
854	Ramp	erpendicula	sw	Cunningham			6.6		9.6	1.7		yes	no		USA gas entrance	2	1	3	0	0	1	0	1.33	4.33



856	Ramp	erpendicula	se	16th	Cunningham	8.8		9.5	0.5		yes	yes				2	1	4	0	0	0	0	1.33	4.33
859	Ramp	erpendicula	sw	16th	Cunningham	6.4		6.7	0.5		yes	yes				0	0	3	0	0	0	0	1.00	1.00
860	Ramp	erpendicula	se	Cunningham		2.3			0.5			no			ramp for driveway of Westside pizza	2	1	6	0	0	1	0	2.33	5.33
861	Ramp	erpendicula	sw	Cunningham		7.2		8.4	1.4			no			ramp for driveway of Westside pizza	2	1	3	0	0	1	0	1.33	4.33
864	Ramp	erpendicula	nw	7th	See Notes	4.8			2.3		yes	no			ramp for driveway #2 of high school	3	2	7	0	0	1	0	2.67	7.67
866	Ramp	erpendicula	sw	7th	Larch	12.8	1.3				yes	no				3	2	8	0	0	1	0	3.00	8.00
867	Ramp	erpendicula	sw	7th	Hemlock	3.7	2		2.4		yes	no				3	2	4	0	0	1	0	1.67	6.67
868	Ramp	erpendicula	nw	7th	Hemlock	11.1			11.1		no	no				3	2	11	0	1	1	0	4.33	9.33
880	Ramp	erpendicula	ne	7th	Hemlock	10.9			10.9		no	no				3	2	10	0	1	1	0	4.00	9.00
885	Ramp	erpendicula	se	7th	Hemlock	12.7			12.7		no	no			non ADA grate	3	2	11	0	1	1	0	4.33	9.33
889	Ramp	erpendicula	ne	7th	Larch	12.2			12.2		no	no			non ADA grate	3	2	11	1	1	1	0	4.67	9.67
892	Ramp	erpendicula	se	7th	Larch	10.4			10.4		no	no			non ADA grate	3	2	10	1	1	1	0	4.33	9.33
896	Ramp	erpendicula	ne	7th	Spruce	13.2			13.2		no	no			non ADA grate	3	2	11	1	1	1	0	4.67	9.67
898	Ramp	erpendicula	se	7th	Spruce	12.2			12.2		no	no			non ADA grate	3	2	11	1	1	1	0	4.67	9.67
903	Ramp	erpendicula	ne	7th	Juniper	12			12		no	no			non ADA grate	3	2	11	1	1	1	0	4.67	9.67
904	Ramp	erpendicula	se	7th	Juniper	12.1			12.1		no	no			non ADA grate	3	2	11	1	1	1	0	4.67	9.67
908	Ramp	erpendicula	ne	7th	Elm	14			14		no	no			non ADA grate	3	2	12	1	1	1	0	5.00	10.00
913	Ramp	erpendicula	sw	7th	Oak	13.4			9.2		no	no				3	2	11	0	1	1	0	4.33	9.33
917	Ramp	erpendicula	sw	7th	Elm	7.6			7.6		no	no				3	2	8	0	1	1	0	3.33	8.33
923	Ramp	erpendicula	se	6th	Elm	see notes	see notes	see notes	see notes	see notes	see notes	see notes	see notes	see notes	no curb ramp at intersection, sidewalk on both sides	3	1	12	0	1	1	0	4.67	8.67
926	Ramp	erpendicula	sw	6th	Elm	see notes	see notes	see notes	see notes	see notes	see notes	see notes	see notes	see notes	no curb ramp at intersection, sidewalk on both sides	3	1	12	0	1	1	0	4.67	8.67
930	Ramp	erpendicula	se	5th	Elm	see notes	see notes	see notes	see notes	see notes	see notes	see notes	see notes	see notes	no curb ramp at intersection, sidewalk on both sides	3	1	12	0	1	1	0	4.67	8.67
931	Ramp	erpendicula	sw	5th	Elm	see notes	see notes	see notes	see notes	see notes	see notes	see notes	see notes	see notes	no curb ramp at intersection, sidewalk on both sides	3	1	12	0	1	1	0	4.67	8.67
938	Ramp	erpendicula	se	4th	Elm	see notes	see notes	see notes	see notes	see notes	see notes	see notes	see notes	see notes	no curb ramp at intersection, sidewalk on both sides	3	1	12	0	1	1	0	4.67	8.67
940	Ramp	erpendicula	ne	4th	Elm	10.6			10.6		no	no			non ADA grate	3	1	10	1	1	1	0	4.33	8.33
941	Ramp	Parallel	530	Elm	n	21			10			no			ramp across from address by school	3	1	12	0	0	1	0	4.33	8.33
945	Ramp	erpendicula	nw	7th	Elm	15.9			15.9						non ADA grate	3	3	12	1	0	0	0	4.33	10.33
948	Ramp	erpendicula	sw	7th	Juniper	8.7			8.7		no	no				3	3	10	0	1	1	1	4.00	11.00
952	Ramp	Parallel		Juniper	s	4.1			0.3			no			ramp not really connected, ok if sidewalk, 2.5" VD at c	3	1	6	1	0	1	0	2.67	6.67
954	Ramp	Parallel	se	4th	Juniper	2.6			9.1			no			non ADA grate	3	1	9	0	0	0	0	3.00	7.00
955	Ramp	Parallel	ne	4th	Juniper	10.1			4.3			no			ramp subject to grade of road, ramp for crossing junip	3	1	8	0	0	0	0	2.67	6.67
956	Ramp	Parallel	ne	4th	Juniper	8.4			1.6			no			ramp for crossing 4th	3	1	7	0	0	0	0	2.33	6.33
965	Ramp	erpendicula	nw	7th	Juniper	4.6	5.9		3.9		yes	yes			non ADA grate	3	2	6	1	0	0	0	2.33	7.33
967	Ramp	Parallel		7th	Spruce	w	8.4		2.5			no			ramp at entrance to Othello High School, across from S	3	2	8	0	0	0	0	2.67	7.67
968	Ramp	erpendicular		Spruce	7th	w	11.2		11.2		no	no			ramp at entrance Othello High School across from spru	3	2	11	0	1	0	0	4.00	9.00
970	Ramp	erpendicular		Spruce	7th	w	9.9		9.9		no	no			ramp at entrance Othello High School across from 7th	3	2	10	0	1	0	0	3.67	8.67
971	Ramp	erpendicular		7th	w	4.6	1				no	no			double ramp at entrance Othello High School across fr	3	2	6	0	1	0	0	2.33	7.33
975	Ramp	Parallel	se	6th	Hemlock	8.8			1.8			no				3	1	7	0	0	0	0	2.33	6.33
976	Ramp	Parallel	sw	6th	Hemlock	8.8			1.8			no				3	1	7	0	0	0	0	2.33	6.33
977	Ramp	Parallel	se	5th	Hemlock	7.1			2.2			no				3	1	7	0	0	0	0	2.33	6.33
978	Ramp	Parallel	sw	5th	Hemlock	6.7			2			no				3	1	6	0	0	0	0	2.00	6.00
979	Ramp	erpendicula	se	4th	Hemlock	5.8			2.4		yes	no			non ADA grate, ruts in sidewalk	3	1	7	1	1	0	1	3.00	8.00
982	Ramp	Parallel	se	4th	Larch	8.5			3.9			no				3	1	8	0	0	0	0	2.67	6.67
983	Ramp	Parallel	se	4th	Spruce	8.4			4.8			no				3	1	8	0	0	0	0	2.67	6.67
984	Ramp	erpendicula	nw	4th	Juniper	see notes									no ramp at intersection, sidewalk on other sides	3	1	12	0	1	0	0	4.33	8.33
985	Ramp	erpendicula	nw	4th	Spruce	12.2			2.4		no	no			ramp subject to grade of road	3	1	9	0	1	1	0	3.67	7.67
990	Ramp	erpendicula	sw	4th	Larch				11.7		no	no			no ramp, broken concrete	3	1	9	0	1	0	1	3.33	8.33
994	Ramp	erpendicula	sw	4th	Hemlock	see notes									no ramp, sidewalk on three sides	3	1	12	0	1	0	0	4.33	8.33
998	Ramp	Parallel	nw	5th	Hemlock	12.8			2.2			no			non ADA grate	3	1	9	1	1	1	0	4.00	8.00
999	Ramp	erpendicula	ne	5th	Hemlock	8.7		22	2.2		42	no				3	1	8	0	1	1	0	3.33	7.33
1002	Ramp	erpendicula	nw	6th	Hemlock	8.7		15.5	5		36	no			no ramp, sidewalk on 4 sides, narrow sidewalk	3	1	11	0	1	1	0	4.33	8.33
1003	Ramp	erpendicula	ne	6th	Hemlock	see notes				18					no ramp, sidewalk on 4 sides, narrow sidewalk	3	1	12	0	0	1	0	4.33	8.33
1029	Ramp	erpendicula	nw	4th	Hemlock	see notes	see notes	see notes	see notes	see notes	see notes	see notes	see notes	see notes	no curb ramp, 1 curb ramp at intersection	3	1	12	0	1	1	0	4.67	8.67
1030	Ramp	erpendicula	sw	4th	Hemlock	see notes	see notes	see notes	see notes	see notes	see notes	see notes	see notes	see notes	no curb ramp, 1 curb ramp at intersection	3	1	12	0	1	1	1	4.67	9.67
1038	Ramp	erpendicula	ne	3rd	Hemlock	see notes	see notes	see notes	see notes	see notes	see notes	see notes	see notes	see notes	no curb ramp, 3" VD (x2), sidewalk other side	1	1	12	0	1	1	1	4.67	7.67
1039	Ramp	erpendicula	ne	3rd	Hemlock	12.1		7.7	5.8		no	no				1	1	7	0	1	1	0	3.00	5.00
1045	Ramp	erpendicula	sw	3rd	Hemlock	see notes	see notes	see notes	see notes	see notes	see notes	see notes	see notes	see notes	no curb ramp, sidewalk on other side of street	1	1	12	0	1	1	0	4.67	6.67
1046	Ramp	erpendicula	sw	3rd	Alley	2.9			1.8		no	no			driveway for alley north of Larch Street	1	1	6	0	1	1	0	2.67	4.67
1048	Ramp	erpendicula	nw	3rd	Larch	11.9		11.3	11.9		no	no			curb ramp 15' west of corner	1	1	9	0	1	1	0	3.67	5.67
1055	Ramp	erpendicula	sw	3rd	Larch	3.1		1.8	1.5		yes	yes			difference between ramp and flair not clear	1	1	3	0	0	1	0	1.33	3.33
1060	Ramp	erpendicula	ne	3rd	Spruce	see notes	see notes	see notes	see notes	see notes	see notes	see notes	see notes	see notes	no curb ramp, sidewalk on opposite corner	1	1	12	0	1	1	0	4.67	6.67
1064	Ramp	erpendicula	sw	3rd	Spruce	see notes	see notes	see notes	see notes	see notes	see notes	see notes	see notes	see notes	no curb ramp, sidewalk on opposite corner, multiple V	1	1	12	0	1	1	1	4.67	7.67
1068	Ramp	erpendicula	nw	3rd	Juniper	see notes	see notes	see notes	see notes	see notes	see notes	see notes	see notes	see notes	no curb ramp, only corner with sidewalk	1	1	12	0	1	1	0	4.67	6.67
1072	Ramp	erpendicula	sw	2nd	Spruce	see notes	see notes	see notes	see notes	see notes	see notes	see notes	see notes	see notes	no curb ramp, only corner with sidewalk	1	1	12	0	1	1	0	4.67	6.67



1076	Ramp	erpendicula	se	1st	Spruce		8.5		14.6	7.6		yes	no			uneven surface of sidewalk (VD)	2	2	8	0	0	1	1	3.00	8.00
1077	Ramp	erpendicula	sw	1st	Spruce		10.1		10.1	5.8		no	no				2	2	7	0	1	1	1	3.00	8.00
1080	Ramp	erpendicula	se	Spruce	Broadway		9.3		9.9	1.7		yes	yes				2	1	4	0	0	0	0	1.33	4.33
1081	Ramp	erpendicula	sw	Spruce	Broadway		6.2		7.3	2		yes	no				2	1	3	0	0	1	0	1.33	4.33
1084	Ramp	erpendicula	nw	Spruce	Broadway		8		6.3	0.8		yes	no				2	1	3	0	0	1	0	1.33	4.33
1088	Ramp	erpendicula	sw	Larch	Broadway		9.3		9.2	1.3		yes	yes			non-ADA grate	3	1	4	1	0	0	0	1.67	5.67
1091	Ramp	erpendicula	nw	Broadway	Larch		9.1		9.1			no	yes			non-ADA grate	3	1	7	1	1	0	0	3.00	7.00
1097	Ramp	erpendicula	sw	Broadway	Hemlock		6.7		7.3	6.4		no	yes			non-ADA grate	3	1	5	1	1	0	0	2.33	6.33
1098	Ramp	erpendicula	nw	Hemlock	Broadway		10		11			no	yes			non-ADA grate, no sidewalk adjacent	3	1	8	1	1	0	0	3.33	7.33
1099	Ramp	erpendicula	ne	Broadway	Hemlock		8		12.3			no	yes			non-ADA grate	3	1	7	1	1	0	0	3.00	7.00
1106	Ramp	erpendicula	se	Broadway	Hemlock		8.2		7.6	2.9		yes	yes				3	1	4	0	0	0	0	1.33	5.33
1109	Ramp	erpendicula	ne	Broadway	Larch		9.1		8.1			no	yes			non ADA grate, no sidewalk adjacent	3	1	7	1	1	0	0	3.00	7.00
1110	Ramp	erpendicula	se	Larch	Broadway		7.4		5.2			no	yes			non ADA grate, no sidewalk adjacent	3	1	6	1	1	0	0	2.67	6.67
1114	Ramp	erpendicula	ne	Spruce	Broadway		10.6		13.1			no	yes			non ADA grate, no sidewalk adjacent	2	1	9	1	1	0	0	3.67	6.67
1115	Ramp	erpendicula	nw	1st	Spruce		8.9		11			no	no			non ADA grate, no sidewalk to west	2	2	8	1	1	1	0	3.67	7.67
1123	Ramp	erpendicula	sw	1st	Larch		7.8		16	9.1		no	no				2	2	9	0	1	1	0	3.67	7.67
1126	Ramp	erpendicula	se	Larch	Alley		11.6			2.7		no	no			curb ramp at alley	2	1	9	0	1	1	0	3.67	6.67
1131	Ramp	erpendicula	nw	1st	Larch		9.1		21.8	9.1		no	no				2	2	10	0	1	1	0	4.00	8.00
1137	Ramp	erpendicula	sw	1st	Hemlock		8			5.3		yes	no			non ADA grate, uneven adjacent road surface	2	2	8	1	0	1	1	3.33	8.33
1140	Ramp	erpendicula	nw	1st	Hemlock		13.6			11		no	no				2	2	11	0	1	1	0	4.33	8.33
1144	Ramp	erpendicula	ne	1st	Hemlock		5.2		7.7	2		yes	yes				0	0	3	0	0	1	0	1.33	1.33
1149	Ramp	erpendicula	nw	2nd	Hemlock		7.7			1.2		36"	yes				2	0	6	0	1	1	0	2.67	4.67
1154	Ramp	erpendicula	ne	2nd	Hemlock		see notes	see notes	see notes	see notes	see notes	see notes	see notes	see notes	see notes	no curb ramp, sidewalk on 3 of 4 corners	2	1	12	0	1	1	0	4.67	7.67
1158	Ramp	erpendicula	sw	2nd	Hemlock		5.3		6.3	0.8		42"	no				2	1	6	0	1	1	0	2.67	5.67
1163	Ramp	erpendicula	se	1st	Hemlock		10.2		17	5.7		yes	no			non-ADA grate	3	2	9	1	0	1	0	3.67	8.67
1170	Ramp	erpendicula	ne	1st	Larch		13.6		10.1	4		yes	no				3	2	7	0	0	1	0	2.67	7.67
1175	Ramp	erpendicula	se	1st	Larch		10			5.1		yes	no				3	2	9	0	0	1	0	3.33	8.33
1179	Ramp	erpendicula	ne	1st	Spruce		7.7			2.3		yes	no			non-ADA grate	2	2	7	1	0	1	0	3.00	7.00
1189	Ramp	erpendicula	sw	Cedar	Venice		7.1			1.9		yes	yes	no	yes	non-ADA grate	5	1	6	1	0	0	0	2.33	8.33
1191	Ramp	erpendicula	se	4th	Cedar		5.2			3.4		yes	yes	no	yes	non-ADA grate	2	1	7	1	0	0	0	2.67	5.67
1204	Ramp	erpendicula	se	4th	Pine		see notes	see notes	see notes	see notes	see notes	see notes	see notes	see notes	see notes	no curb ramp, cracked concrete, no sidewalk on other	1	1	12	0	1	1	1	4.67	7.67
1209	Ramp	erpendicula	ne	4th	Cedar		see notes	see notes	see notes	see notes	see notes	see notes	see notes	see notes	see notes	no curb ramp, sidewalk on 2 other corners, 2 1 1/2" V	2	1	12	0	1	1	1	4.67	8.67
1244	Ramp	erpendicula	nw	Cedar	Broadway		10.2			see notes		yes	no			hydrant and eco block in walkway, no sidewalk or ram	2	1	12	0	1	1	1	4.67	8.67
1245	Ramp	erpendicula	sw	Broadway	Cedar		see notes	see notes	see notes	see notes	see notes	see notes	see notes	see notes	see notes	no sidewalk or ramp, dropped curb	3	1	12	0	1	1	0	4.67	8.67
1248	Ramp	erpendicula	se	Pine	Broadway		6.6			7		see note	no			non-ADA grate, level landing steeper than ramp	2	1	8	1	1	1	0	3.67	6.67
1251	Ramp	erpendicula	ne	Cedar	Broadway		9		11.6	7.8		yes	no			non-ADA grate	3	1	7	1	1	1	0	3.33	7.33
1254	Ramp	erpendicula	nw	1st	Cedar		6.6	1.1	15.2	7.7		no	no				2	2	7	0	1	1	0	3.00	7.00
1260	Ramp	erpendicula	ne	1st	Pine		7.7			6.6		yes	no			non-ADA grate	1	2	8	1	0	1	0	3.33	6.33
1267	Ramp	erpendicula	sw	1st	Pine		6.4			3.6		yes	no			ramp with no adjacent sidewalk ramp on 2 corners	2	2	7	0	0	1	1	2.67	7.67
1268	Ramp	erpendicula	nw	1st	Pine		0.9	2.2		0.9		no	no			1" VD at asphalt edge, non-ADA grate	2	2	4	1	1	1	1	2.33	7.33
1270	Ramp	erpendicula	sw	1st	Fir		8.7			8.7		no	no			non-ADA grate, VD at edge of asphalt	1	2	10	1	1	1	1	4.33	8.33
1273	Ramp	erpendicula	se	Fir	Broadway		10.5			10.5		no	no			non-ADA grate, VD at curb	2	1	10	1	1	1	1	4.33	8.33
1274	Ramp	erpendicula	ne	Fir	Broadway		see notes	see notes	see notes	see notes	see notes	see notes	see notes	see notes	see notes	no curb ramp, uneven edge, cracked concrete	2	1	12	0	1	1	1	4.67	8.67
1279	Ramp	erpendicula	nw	2nd	Fir		see notes	see notes	see notes	see notes	see notes	see notes	see notes	see notes	see notes	no curb ramp, uneven edge, cracked concrete, non-ad	3	1	12	1	1	1	1	5.00	10.00
1280	Ramp	erpendicula	ne	2nd	Fir		12.5			12.5		no	no			non-ada grate, 1" vd at curb	1	1	11	0	1	1	1	4.33	7.33
1283	Ramp	erpendicula	235	Fir			12.6			12.6		no	no			curb ramp on sidewalk	3	1	11	0	1	1	0	4.33	8.33
1284	Ramp	erpendicula	nw	3rd	Fir		10.9			10.9		no	no			curb ramp across fir	2	1	10	0	1	1	0	4.00	7.00
1285	Ramp	erpendicula	nw	3rd	Fir		8.9			8.9		no	no			curb ramp across 3rd	2	1	10	0	1	1	0	4.00	7.00
1287	Ramp	erpendicula	ne	3rd	Fir		12.4			12.4		no	no			non-ada grate, 1" VD at curb	2	1	11	1	1	1	1	4.67	8.67
1289	Ramp	erpendicula	315	3rd	Fir		11.3			11.3		no	no			curb ramp on sidewalk	2	1	11	0	1	1	0	4.33	7.33
1291	Ramp	erpendicula	nw	4th	Fir		11.4		15.7	0.4		24	no				3	1	8	0	1	1	0	3.33	7.33
1292	Ramp	erpendicula	sw	4th	Fir		9.2		9.8	2.9		24	no				3	1	5	0	1	1	0	2.33	6.33
1295	Ramp	erpendicula	se	3rd	Fir		14.6		15.2	4		24	no			1" VD at curb	1	1	10	0	1	1	0	4.00	6.00
1296	Ramp	erpendicula	sw	3rd	Fir		11		16.4	0.5		24	no			1" VD at curb	1	1	8	0	1	1	1	3.33	6.33
1300	Ramp	erpendicula	se	2nd	Fir		15.3		16.3	6		32	no			non-ada grate, 3/4", VD at curb	1	1	11	1	1	1	1	4.67	7.67
1301	Ramp	erpendicula	sw	2nd	Fir		4.4	2.5		3.6		no	no			1" VD at curb, 1" VD with sidewalk	1	1	5	0	1	1	1	2.33	5.33
1304	Ramp	erpendicula	se	1st	Fir		10.4			10.4		no	no			1" VD at curb, 1" VD with sidewalk	1	2	10	0	1	1	1	4.00	8.00
1306	Ramp	erpendicula	310	2nd			20.1		20	0.4		18	no				1	1	9	0	1	1	0	3.67	5.67
1307	Ramp	erpendicula	se	2nd	Alley		9.5			9.5		no	no			curb ramp across 2nd/ alley north of fir	3	1	10	0	1	1	0	4.00	8.00
1308	Ramp	erpendicula	se	2nd	Alley		12			12		no	no			curb ramp across alley/alley north of fire	3	1	10	0	1	1	0	4.00	8.00
1309	Ramp	erpendicula	ne	2nd	Alley		6			6		no	no				3	1	8	0	1	1	0	3.33	7.33
1312	Ramp	erpendicula	se	2nd	Hamlet		8.6			8.6		no	no			1" VD at curb	3	1	10	0	1	1	1	4.00	9.00
1314	Ramp	erpendicula	sw	3rd	Hamlet		9.8			9.8		no	no			1/2" VD at curb	3	1	10	0	1	1	1	4.00	9.00
1316	Ramp	erpendicula	nw	3rd	Alley		10.1			10.1		no	no			1/2" VD at curb, alley north of fir	3	1	10	0	1	1	1	4.00	9.00



1317	Ramp	erpendicula	sw	3rd	Alley		11.1			10.1		no	no		1/2" VD at curb, alley north of fir, across alley	3	1	11	0	1	1	1	4.33	9.33
1319	Ramp	erpendicula	sw	3rd	Alley		9.7			9.7		no	no		1" VD at curb, alley north of fir, across 3rd	3	1	10	0	1	1	1	4.00	9.00
1322	Ramp	erpendicula	se	3rd	Alley		11.8			11.8		no	no		1/2" VD at curb, alley north of fir, across 3rd	3	1	11	0	1	1	1	4.33	9.33
1323	Ramp	erpendicula	ne	3rd	Alley		8.2			5.6		no	no			3	1	8	0	1	1	1	3.33	8.33
1324	Ramp	erpendicula	se	3rd	Hamlet		9.2			9.2		no	no		1" VD at curb	3	1	10	0	1	1	1	4.00	9.00
1326	Ramp	Parallel	nw	Hamlet	Macbeth		7.1	0.3		1.8			no		non-ADA grate	1	1	6	1	0	1	0	2.67	4.67
1329	Ramp	Parallel	ne	Desdemona	Hamlet		15.8			6.8			no		non-ADA grate	1	1	11	1	0	1	0	4.33	6.33
1330	Ramp	Parallel	nw	Hamlet	Desdemona		13.6			6			no		non-ADA grate	1	1	11	1	0	1	0	4.33	6.33
1334	Ramp	erpendicula	ne	Shelley	Hamlet		6		16.4	6		no	no		1/2" VD at curb	1	1	8	0	1	1	1	3.33	6.33
1335	Ramp	erpendicula	nw	Shelley	Hamlet		8.3	0.5		8.3		no	no		1/2" VD at curb	1	1	9	0	1	1	1	3.67	6.67
1339	Ramp	erpendicula	ne	4th	Hamlet		13.1		35	7.8		no	no			1	1	10	0	1	1	0	4.00	6.00
1340	Ramp	erpendicula	nw	4th	Hamlet		9.9	4.6	45	9.9		no	no			1	1	8	0	1	1	0	3.33	5.33
1346	Ramp	erpendicula	ne	3rd	Hamlet		10.9			10.9		no	no		across hamlet	3	1	10	0	1	1	0	4.00	8.00
1347	Ramp	erpendicula	ne	3rd	Hamlet		9.1			9.1		no	no		across hamlet 3rd	3	1	10	0	1	1	0	4.00	8.00
1350	Ramp	erpendicula	se	3rd	Hathaway		9.6			9.6		no	no		1" VD at curb	1	1	10	0	1	1	1	4.00	7.00
1352	Ramp	Parallel	se	Larkspur	Stratford		4.4			0.8			no		slight VD at curb	3	1	6	0	0	1	1	2.33	7.33
1353	Ramp	erpendicula	ne	Stratford	Larkspur		5	0.5		3.1		54	no			3	1	4	0	0	1	0	1.67	5.67
1365	Ramp	erpendicula	nw	Coventry	Stratford		5.8	0.5		4.1		yes	no		valley at curb, VD between ramp and sidewalk	3	1	4	0	0	1	1	1.67	6.67
1366	Ramp	erpendicula	se	Stratford	Coventry		5.3	0.5		1.4		yes	no			3	1	3	0	0	1	0	1.33	5.33
1367	Ramp	erpendicula	300	Stratford			see notes	see notes	see notes	see notes	see notes	see notes	see notes	see notes	sidewalk dead ends at curb, not clear if ramp is intend	3	1	12	0	1	1	0	4.67	8.67
1368	Ramp	erpendicula	ne	Stratford	Coventry		4.5	4.2		5.4		yes	no		valley at curb	3	1	6	0	0	1	0	2.33	6.33
1371	Ramp	erpendicula	nw	Larkspur	Stratford		5.2	2.4		3		yes	no			3	1	5	0	0	1	0	2.00	6.00
1373	Ramp	erpendicula	730	Larkspur			7.4	1.1		1.8		yes	no			3	1	3	0	0	1	0	1.33	5.33
1374	Ramp	erpendicula	725	Coventry			7.5	0.4		2.2		yes	no			3	1	4	0	0	1	0	1.67	5.67
1385	Ramp	erpendicula	410	2nd			12.2			12.2		no	no		1/2" VD at curb, ramp across 2nd	3	1	11	0	1	1	1	4.33	9.33
1387	Ramp	erpendicula	ne	2nd	Hamlet		10.9			10.9		no	no		1/2" VD at curb, ramp across 2nd	3	1	10	0	1	1	1	4.00	9.00
1388	Ramp	erpendicula	ne	2nd	Hamlet		12.1			12.1		no	no		1/2" VD at curb, ramp across Hamlet	3	1	11	0	1	1	1	4.33	9.33
1392	Ramp	erpendicula	nw	3rd	Hamlet		9.1			9.1		no	no		3/4" VD at curb, non-ada grate	3	1	10	1	1	1	1	4.33	9.33
1395	Ramp	erpendicula	sw	3rd	Hathaway		10			10		no	no		3/4" VD at curb, across 3rd	3	1	10	0	1	1	1	4.00	9.00
1396	Ramp	erpendicula	sw	3rd	Hathaway		10.3	1.1		10.3		no	no		across Hathaway	3	1	7	0	1	1	0	3.00	7.00
1405	Ramp	erpendicula	sw	8th	Pine		see notes	see notes	see notes	see notes	see notes	see notes	see notes	see notes	no curb ramp at corner	2	1	12	0	1	1	1	4.67	8.67
1408	Ramp	erpendicula	se	7th	Pine		6.9			5		no	no		non-ada grate, 3/4" VD at curb, VD from water valve	2	2	8	1	1	1	1	3.67	8.67
1425	Ramp	erpendicula	se	10th	Cedar		see notes	see notes	see notes	see notes	see notes	see notes	see notes	see notes	no curb ramp, no sidewalk on other corners, cracked c	2	3	12	0	1	1	1	4.67	10.67
1429	Ramp	erpendicula	sw	11th	Cedar		see notes	see notes	see notes	see notes	see notes	see notes	see notes	see notes	no curb ramp, no sidewalk on other corners, cracked c	2	1	9	0	1	1	1	3.67	7.67
1440	Ramp	erpendicula	ne	12th	Cedar		see notes	see notes	see notes	see notes	see notes	see notes	see notes	see notes	no curb ramp, no sidewalk on other corners,	2	1	12	0	1	1	1	4.67	8.67
1449	Ramp	erpendicula	sw	14th	Cedar		6.7			6.4		no	no			1	2	8	0	1	1	0	3.33	6.33
1450	Ramp	erpendicula	nw	14th	Cedar		3.9			4.7		no	no		VD and uneven surface at curb	1	2	7	0	1	1	1	3.00	7.00
1454	Ramp	erpendicula	sw	14th	Pine		5.9			6.3		no	no		cracked concrete, 1 1/4" VD, VD at curb	1	2	8	0	1	1	1	3.33	7.33
1455	Ramp	erpendicula	nw	14th	Pine		6.4			8.7		no	no		VD at curb, valley between curb and street	1	2	9	0	1	1	1	3.67	7.67
1461	Ramp	erpendicula	sw	14th	Fir		8.2			3.6		no	no		VD at curb, valley between curb and street	3	2	7	0	1	1	1	3.00	9.00
1464	Ramp	erpendicula	nw	13th	Fir		6.6	1.4		1.5		37	yes	yes	yes	1	1	3	0	1	0	0	1.33	3.33
1469	Ramp	erpendicula	se	12th	Pine		see notes	see notes	see notes	see notes	see notes	see notes	see notes	see notes	no curb ramp, sidewalk on 1 other corner, cracked cor	3	1	12	0	1	1	1	4.67	9.67
1471	Ramp	erpendicula	sw	12th	Pine		5.6			5.6		no	no		1 1/2" VD at curb, non-ada grate, sidewalk 1 panel sou	3	1	8	1	1	1	1	3.67	8.67
1476	Ramp	erpendicula	se	11th	Pine		4.3	6.6		2.3		42.5	no		ramp cross slopes subject to grade of road, 3/4" VD at	3	1	6	0	1	1	1	2.67	7.67
1480	Ramp	erpendicula	se	Desdemona	Cedar		see notes	see notes	see notes	see notes	see notes	see notes	see notes	see notes	no curb ramp, sidewalk on 1 other corner, non-ada gra	2	1	12	1	1	1	1	5.00	9.00
1481	Ramp	erpendicula	nw	Cedar	Desdemona		10.4	6.7	18.3			no	no			1	1	9	0	1	1	0	3.67	5.67
1487	Ramp	erpendicula	ne	13th	Fir		14.1	2	10.3	3.2		40	no		dip between curb and street	1	1	5	0	1	1	1	2.33	5.33
1490	Ramp	erpendicula	nw	14th	Fir		9	0.9	8	2.7		36	no		dip between curb and street	3	1	2	0	1	1	1	1.33	6.33
1507	Ramp	erpendicula	sw	14th	Olympia		8.5	2				no	no		dip between curb and street	1	1	7	0	1	1	1	3.00	6.00
1508	Ramp	erpendicula	sw	13th	Olympia		9.7			9.7		no	no		uneven asphalt in street adjacent to curb ramp	1	1	10	0	1	1	1	4.00	7.00
1523	Ramp	erpendicula	ne	12th	Rainier																			



1590	Ramp	erpendicular	ne	Venice	Main		8.1	1.5	8.3	3.8	yes	yes	yes	14	yes	level landing slope=3.8	2	2	1	0	0	0	0	0.33	4.33
1591	Ramp	erpendicular	nw	Main	Venice		7.4	0.7	7.3	4.1	yes	yes	yes	yes	yes	LL slope=4.1	2	2	1	0	0	0	0	0.33	4.33
1597	Ramp	erpendicular	ne	4th	Main		12.2	1.7	8.9	12.2	yes	no	yes	11	yes	small VD between curb and asphalt	3	2	5	0	1	0	1	2.00	8.00
1598	Ramp	erpendicular	nw	4th	Main		8.1	1.3	8.3	8.1	yes	no	yes	20	yes	light signal pole in landing area	2	2	3	0	1	0	1	1.33	6.33
1600	Ramp	erpendicular	ne	3rd	Main		8.8	0.4	5.8	5	yes	yes	yes	22	yes	small VD between ramp and grate	2	2	3	0	0	0	1	1.00	6.00
1601	Ramp	erpendicular	nw	3rd	Main		8.1	2	8.1	5.1	yes	32	yes	12	yes		2	2	2	0	1	0	0	1.00	5.00
1607	Ramp	erpendicular	ne	2nd	Main		8.2	0.5	9.4	5.1	yes	yes	yes	7.5	yes	trans=10.3 at 2nd, 16.7 at main	2	2	2	0	0	0	0	0.67	4.67
1608	Ramp	erpendicular	nw	2nd	Main		4.1	1.3	2.7	4.3	yes	36	yes	7	yes	trans=10.6 at 2nd, 5.9 at main	2	2	1	0	1	0	0	0.67	4.67
1612	Ramp	erpendicular	ne	1st	Main		6.4	0.5	6.1	5.9	yes	43	yes	yes	yes	trans=9.9 at 1st, 14.5 at main	3	2	2	0	1	0	0	1.00	6.00
1613	Ramp	erpendicular	nw	1st	Main		4.3	1.4	6.2	3.9	yes	yes	yes	9.5	yes	trans=7.6 at 1st, 10 at main,	3	2	1	0	0	0	0	0.33	5.33
1618	Ramp	erpendicular	ne	Main	Broadway		9.2	0.6	6.8	2	yes	38	yes	20	yes	trans=16.8 at Broadway, 13.9 at main, pole in level lan	2	2	1	0	1	0	1	0.67	5.67
1619	Ramp	erpendicular	nw	Main	Broadway		6.1	0.4	7.1	3.9	yes	24	yes	10	yes	trans=13.1 at Broadway, 13.8 at main, pole in level lan	2	2	1	0	1	0	1	0.67	5.67
1623	Ramp	erpendicular	ne	Main	Railroad		7.1	1	8.8	2.5	yes	44	yes	14	yes	trans=9.3 to railroad, 12 to main. No crosswalk at main	2	2	1	0	1	0	1	0.67	5.67
1624	Ramp	erpendicular	se	Railroad	Main		8	1.8	9	3.7	yes	28	yes	13	yes	trans=10.5 to railroad, 8.9 to main, stop sign in level landing	2	2	1	0	1	0	1	0.67	5.67
1626	Ramp	erpendicular	sw	Broadway	Main		7.9	0.3	6.9	5.7	yes	41	yes	yes	yes	trans=14.7 to Broadway, 13.7 to main, sign pole blocki	2	2	2	0	1	0	1	1.00	6.00
1627	Ramp	erpendicular	se	Main	Broadway		5.3	0.4	7.8	3.6	yes	27	yes	9	yes	trans=11.5 to Broadway, 13.5 at main. Level landing of 27"	2	2	1	0	1	0	1	0.67	5.67
1630	Ramp	erpendicular	sw	1st	Main		9.2	0.5	9.7	2.5	yes	37	yes	9	yes	trans=16.5 at first, 13.7 at main	2	2	5	0	1	0	0	2.00	6.00
1631	Ramp	erpendicular	se	1st	Main		7.3	2.3	9.5	4.6	yes	yes	yes	16	yes	trans=10.8 at 1st, 13.3 at main	2	2	1	0	0	0	0	0.33	4.33
1634	Ramp	erpendicular	sw	2nd	Main		5.1	1.6	2.3	4.3	yes	yes	yes	7	yes	trans=6 at 2nd, 10.7 at main	3	2	1	0	0	0	0	0.33	5.33
1635	Ramp	erpendicular	se	2nd	Main		5.9	1.4	2.2	4.6	yes	yes	yes	9	yes	trans=6.5 to 2nd, 12.6 to main	2	2	1	0	0	0	0	0.33	4.33
1640	Ramp	erpendicular	sw	3rd	Main		2.7	0.5	3.6	4.7	yes	26	yes	20	yes	trans=9.0 to 3rd, 6.9 to main, level landing obstructed	2	2	1	0	1	0	1	0.67	5.67
1641	Ramp	erpendicular	se	3rd	Main		7.2	0.4	6.5	3.6	yes	yes	yes	yes	yes	trans=13.9 to 3rd, 17.9 to main	3	2	1	0	0	0	0	0.33	5.33
1644	Ramp	erpendicular	sw	4th	Main		10.3	0.2	6.8	1.5	yes	yes	yes	13	yes	trans=16.6 to 4th, 17.6 to main, small VD at box lid	3	2	1	0	0	0	1	0.33	6.33
1645	Ramp	erpendicular	se	4th	Main		8.8	2.1	6.3	2.7	yes	yes	yes	10	yes	trans=15.4 at 4th, 17 at main, power pole close to leve	2	2	3	0	0	0	1	1.00	6.00
1651	Ramp	erpendicular	sw	5th	Main		7.4	1.1	6.2	6.2	yes	44	yes	12	yes	trans=10.2 at 5th, 13.5 to main	3	2	2	0	1	0	0	1.00	6.00
1652	Ramp	erpendicular	se	5th	Main		9.6	1.1	6.5	4.8	yes	yes	yes	17	yes	trans=12 to 5th, 13.3 to main	3	2	2	0	0	0	0	0.67	5.67
1655	Ramp	erpendicular	sw	6th	Main		3.8	0.3	2.8	3.9	yes	yes	yes	12	yes	trans=5.5 to 6th, 7.2 to main	3	2	1	0	0	0	0	0.33	5.33
1656	Ramp	erpendicular	nw	6th	Main		6.2	0.1	5.3	3.1	yes	41	yes	13	yes	trans=7.5 to 6th, 11.6 to main, VD between grate/conc	2	2	1	0	1	0	1	0.67	5.67
1660	Ramp	erpendicular	ne	6th	Main		6.6	0.9	7.5	2.9	yes	yes	yes	18	yes	trans=10.8 to 6th, 11.8 to main, VD between grate and	3	2	1	0	0	0	1	0.33	6.33
1661	Ramp	erpendicular	se	6th	Main		4.7	0.4	5.4	3.4	yes	no	yes	18	yes	trans=7.3 to 6th, 12.4 to main, level landing	3	2	1	0	1	0	0	0.67	5.67
1666	Ramp	erpendicular	sw	7th	Main		4.7	0.3	7.6	3.5	yes	36	yes	10	yes	trans=0 to 7th, 11.3 to main, pole in level landing	2	2	1	0	1	0	0	0.67	4.67
1667	Ramp	erpendicular	se	7th	Main		11.4	0.2	10.7	11.4	yes	no	yes	yes	yes	trans=15 to 7th, 15.3 to main, light pole in level landin	2	2	6	0	1	0	1	2.33	7.33
1669	Ramp	erpendicular	sw	8th	Main		3.4	1.7	5.9	3.4	yes	20	yes	9	yes	trans=47 to 8th, 6.9 to main, level landing small, ramp	2	2	1	0	1	0	0	0.67	4.67
1670	Ramp	erpendicular	se	8th	Main		3.7	0.9	5.4	4.2	yes	38	yes	8	yes	trans=8.1 to 8th, 8.9 to main, ramp and level landing d	2	2	1	0	1	0	0	0.67	4.67
1676	Ramp	erpendicular	sw	9th	Main		4	0.4	4.1	4.2	yes	39	yes	14	yes	trans=7.3 to 9th, 8 to main, ramp/ll unclear	2	2	1	0	1	0	0	0.67	4.67
1677	Ramp	erpendicular	se	9th	Main		4.8	1.3	5.3	1.9	yes	yes	yes	8	yes	trans=4 to 9th, 8.1 to main	2	2	0	0	0	0	0	0.00	4.00
1680	Ramp	erpendicular	sw	10th	Main		8.1	1.6	4.9	5.3	yes	31	yes	8	yes	trans=12.7 to 10th, 9.5 to main	2	3	2	0	1	0	0	1.00	6.00
1681	Ramp	erpendicular	se	10th	Main		6.1	1.5	6.4	4.1	yes	43	yes	yes	yes	trans=11.3 to 10th, 8.7 to main	2	3	1	0	1	0	0	0.67	5.67
1685	Ramp	erpendicular	sw	11th	Main		8.2	1.7	4.8	5.3	yes	yes	yes	15	yes	trans=11.4 to 11th, 13.2 to main	2	2	2	0	0	0	0	0.67	4.67
1686	Ramp	erpendicular	se	11th	Main		8.3	0.5	4.9	3.9	yes	35	yes	yes	yes	trans=10.4 to 11th, 13.2 to main, ramp directed toward 11th, no s	3	2	1	0	1	0	1	0.67	6.67
1689	Ramp	erpendicular	sw	12th	Main		8.3	0.5	4.9	3.9	yes	35	yes	yes	yes	trans=11.0 to 12th, 11.9 to main	2	2	1	0	1	0	0	0.67	4.67
1690	Ramp	erpendicular	se	12th	Main		3.6	0.2	2.4	2.3	yes	yes	yes	10	yes	trans=6.3 to 12th, 8.9 to main	2	2	1	0	0	0	0	0.33	4.33
1691	Ramp	erpendicular	sw	13th	Main		5.9	2.1	7	6	yes	36	yes	yes	yes	trans=12 to 13th, 13.6 to main,	2	2	3	0	1	0	0	1.33	5.33
1692	Ramp	erpendicular	se	13th	Main		5.4	3.5	7.3	4.1	yes	yes	yes	8	yes	trans=6.7 to 13th, 10.8 to main	2	2	2	0	0	0	0	0.67	4.67
1696	Ramp	erpendicular	sw	14th	Main		5.7	2	3.8	1.7	yes	yes	yes	11.5	yes	trans=7.4 to 14th, 9 to main	2	2	0	0	0	0	0	0.00	4.00
1697	Ramp	Parallel	se	14th	Main		8.2	0.1		3.1	60		no			VD between ramp and sidewalk, valley at curb, crossw	2	2	4	0	1	1	1	2.00	7.00
1698	Ramp	erpendicular	ne	14th	Main		9	1.8	6.8	9	yes	no	yes	yes	yes	trans=9.1 to main, for crossing main	2	2	4	0	1	0	0	1.67	5.67
1699	Ramp	erpendicular	ne	14th	Main		8.7	1.2	8.5	8.7	yes	no	yes	yes	yes	trans=10.5 to 14th, for crossing 14th	2	2	4	0	1	0	0	1.67	5.67
1700	Ramp	erpendicular	nw	14th	Main		4.7	0.6	4.1	5.2	yes	20	yes	17	yes	, non-ada grate, VD at grate trans=10.1 to 14th, 8 to main, ramp/le	2	2	2	1	1	0	0	1.33	5.33
1701	Ramp	erpendicular	ne	13th	Main		6.3	0.8	6.2	6.5	yes	42	yes	15	yes	trans=8.7 to 13th, 11.1 to main	2	2	2	0	1	0	0	1.00	5.00
1702	Ramp	erpendicular	nw	13th	Main		7.7	0.7	9.3	3.1	yes	yes	yes	16.5	yes	trans=10 to 13th, 13.4 to main	2	2	1	0	0	0	0	0.33	4.33
1704	Ramp	erpendicular	ne	12th	Main		7.5	0.5	7.3	2.8	yes	yes	yes	11	yes	trans=9.4 to 12th, 12.3 to main	2	2	1	0	0	0	0	0.33	4.33
1705	Ramp	erpendicular	nw	12th	Main		7.2	1.1	8.9	3	yes	yes	yes	14	yes	trans=11.8 to 12th, 11.5 to main	2	2	1	0	0	0	0	0.33	4.33
1708	Ramp	erpendicular	ne	11th	Main		3.5	0.9	6.6	4.6	yes	yes	yes	7	yes	trans=6.5 to 11th, 8.0 to main	3	2	1	0	0	0	0	0.33	5.33
1709	Ramp	erpendicular	nw	11th	Main		9.7	2.3	6.9	9.7	yes	no	yes	12	yes	trans=11.4 to 11th, 14.8 to main	3	2	5	0	1	0	0	2.00	7.00
1713	Ramp	erpendicular	ne	10th	Main		6.6	0.2	7.5	6.7	yes	no	yes	13	yes	trans=8.9 to 10th, 9.3 to main	3	3	2	0	1	0	0	1.00	7.00
1714	Ramp	erpendicular	nw	10th	Main		5.5	0	7.4	5.6	yes	36	yes	8	yes	trans=7.3 to 10th, 9.3 to main	3	3	2	0	1	0	0	1.00	7.00
1715	Ramp	erpendicular	ne	9th	Main		6.9	0.4	5.1	6.4	yes	24	yes	15	yes	trans=8.8 to 9th, 11.2 to main	3	2	2	0	1	0	0	1.00	6.00
1716	Ramp	erpendicular	nw	9th	Main		4.5	0.6	5.2	4.6	yes	32	yes	10	yes	trans=5.3 to 9th, 6.3 to main	3	2	1	0	1	0	0	0.67	5.67
1719	Ramp	erpendicular	ne	8th	Main		5.1	1.7	4.8	4.6	yes	yes	yes	14	yes	trans=6.8 to 8th, 8.2 to main	2	2	1	0	0	0	0	0.33	4.33
1720	Ramp	erpendicular	nw	8th	Main		3.4	0.4	4.9	3.9	yes	32	yes	10	yes	trans=6.3 to 8th, 4.5 to main, level landing transition to 43"	3	2	1	0	1	0	0	0.67	5.67
1722	Ramp	erpendicular	ne	7th	Main		12.2	1.5	9.6	4.4	yes	yes	yes	6.5	yes	trans=10.3 to 7th, 11.4 to main	3	2	3	0	0	0	0	1.00	6.00
1723	Ramp	erpendicular	nw	7th	Main		10.1	0.2	7.9	8.8	yes	18	yes	12	yes	trans=16.4 to 7th, 14.1 to main, slight VD between ran	3	2	4	0	1	0	1	1.67	7.67
1725	Ramp	erpendicular		See Notes			4.6	0.7			yes	yes	no			curb									



1727	Ramp	Parallel		See Notes			4.9			0.4			yes	no	yes	sidewalk corner of L.P. parking lot	3	1	6	0	1	0	0	2.33	6.33
1729	Ramp	Parallel	sw	9th	Hamlet		7.8	1.9		0.5	54		yes	yes	yes	28.5" behind tactile strip	3	1	3	0	1	0	0	1.33	5.33
1730	Ramp	Parallel	se	7th	Hamlet		4	3.8		3.7			yes	yes	yes	non-ada grate, 3/4" VD at curb, parallel/perp combo	3	2	5	1	1	0	1	2.33	8.33
1732	Ramp	erpendicular	ne	7th	Pine		8.5	1		4.1	yes	yes	no			non ADA grate, trans=13.3 to 7th and pine	3	2	5	1	0	1	0	2.33	7.33
1736	Ramp	Parallel		Pine	See Notes		6.9	2		2.5			yes	yes	yes	>4' behind tactile, curb ram at end of sidewalk between 11th and	3	1	4	0	1	0	0	1.67	5.67
1511a	Ramp	erpendicular	se	Olympia	12th		11.6			11.6		no	no				1	1	11	0	1	1	0	4.33	6.33
196a	Ramp	Parallel	NE	Columbia	Broadway		7.6	0.3		0.4			yes			crossing of Columbia	0	0	3	0	0	0	0	1.00	1.00
196b	Ramp	Parallel	NE	Columbia	1st	n	4.9			0.5			yes			crossing of 1st ave, 32" landing	0	0	6	0	1	0	0	2.33	2.33
270a	Ramp	Parallel	NW	1st	Soda		10			3.8			no			perp para combo	1	2	8	0	0	1	0	3.00	6.00
270a	Ramp	Parallel	NW	Soda	1st		10			3.8			no			perp para combo	1	2	8	0	0	1	0	3.00	6.00
350b	Ramp	Parallel	SE	Cobblestone	Gemstone		5.2	1.4		1.9			yes				0	0	6	0	0	0	0	2.00	2.00
453b	Ramp	erpendicular	se	10th	Sagewood		11		5.8	5.8		no	yes			perp/para combo	1	3	7	0	1	0	0	2.67	6.67

### Driveway Survey Data and Rating

Number	Facility	Type	Quad/ Number	Street	Street	Side	Running Slope on Ramp (8.3% max)	Cross Slope on Ramp (2% max)	Ramp Flair Slope (10% max)	Cross Slope on Sidewalk (2% max)	Notes	Facility 1- 3	Street Use	Condition and Barrier	Total
192	Driveway	Option D	Shell	Columbia		s	6.9			1.1	Shell south side Columbia	0	0	0	0
193	Driveway	Option D	Shell	Columbia		s	6	1.6				0	0	0	0
1355	Driveway	Option C	620	Larkspur		e				3.4		3	1	1	5
712	Driveway	Option D		10th	Alley	w	7.4			2	DW for alley north of Larch	0	0	0	0
1419	Driveway	Option D		10th		w	5.7			1.3	alley north of main	0	0	0	0
440	Driveway	Option D	1065	10th		e	7.9			2.7		1	3	1	5
442	Driveway	Option D	1035	10th		e	6.5			3.1		1	3	1	5
443	Driveway	Option D	1025	10th		e	5.2			3.6		1	3	1	5
445	Driveway	Option D	1015	10th		e	7.9			3.7		1	3	1	5
446	Driveway	Option D	1005	10th		e	5.2			5.9		1	3	1	5
447	Driveway	Option D	985	10th		e	5.7			3.1		1	3	1	5
448	Driveway	Option D	965	10th		e	5.5			3.5		1	3	1	5
449	Driveway	Option D	925	10th		e	6.7			4.2		1	3	1	5
529	Driveway	Option D	920	10th		w	4			2.7		1	3	1	5
530	Driveway	Option D	940	10th		w	6			3.3		1	3	1	5
531	Driveway	Option D	960	10th		w	6.1			3.3		1	3	1	5
532	Driveway	Option D	980	10th		w	6.1			2.6		1	3	1	5
533	Driveway	Option D	1000	10th		w	6.9			2.7		1	3	1	5
534	Driveway	Option D	1010	10th		w	6.1			3		1	3	1	5
537	Driveway	Option D	1030	10th		w	7			2.9		1	3	1	5
538	Driveway	Option D	1040	10th		w	9.5			2		1	3	1	5
539	Driveway	Option D	1050	10th		w	10.8			0.9	basketball hoop in sidewalk	1	3	1	5
703	Driveway	Option D		10th		w	5.7			4.3	DW 50 ft. south of main, apartments	1	3	1	5
704	Driveway	Option D		10th	Alley	w	5.7			2.8	DW for alley north of Hemlock	1	3	1	5
705	Driveway	Option D	36	10th		w	5.2			3.1		1	3	1	5
709	Driveway	Option D	108	10th		w	6.9			5.5		1	3	1	5
710	Driveway	Option D	120	10th		w	6.2			6.4		1	3	1	5
719	Driveway	Option D		10th		w	8			7.2	DW on 10th for 956 Larch and alley north of spruce	1	3	1	5
723	Driveway	Option D	300	10th		w	8.3			3.1		1	3	1	5
724	Driveway	Option D	320	10th		w	9.3			1.6	DW for alley north of juniper	1	3	1	5
726	Driveway	Option D	352	10th		w	4.6			6.1		1	3	1	5
729	Driveway	Option D		10th		w	7			6	DW on 10th for houses at 10th and Juniper	1	3	1	5
730	Driveway	Option D	420	10th		w	7.1			3	for 420 and alley north of elm	1	3	1	5
739	Driveway	Option D		10th	Alley	w	6.8			4.5	DW for alley north of Oak	1	3	1	5
740	Driveway	Option D		10th		w	6.6			5.7	DW for 945 Oak	1	3	1	5
745	Driveway	Option D		10th		w	4.6			2.5	DW on 10th for 954 Oak	1	3	1	5
746	Driveway	Option D		10th		w	1.9			8.3	DW on 10th for 953 Ash	1	3	1	5
1423	Driveway	Option D		10th	Alley	w	5.6			2.4	alley north of main	2	3	1	6
1424	Driveway	Option D		10th		w	2.3			9.8	Best Western/ Othello In (56 10th ave?)	2	3	1	6
508	Driveway	Option D		10th	Alley	w	8.7			1.6	alley between school and apartments south of ash	3	3	1	7



441	Driveway	Option D	1045	10th		e	9.1			2.8		1	3	2	6
535	Driveway	Option D	1020	10th		w	8.9			2.6		1	3	2	6
720	Driveway	Option D	240	10th		w	8.9			5		1	3	2	6
1422	Driveway	Option D		10th		e	12			5.7	1025 Main (Time Out)	2	3	2	7
367	Driveway	Option D	1100	11th		w	8.8			1.6		1	1	1	3
370	Driveway	Option D	1125	11th		e	8.2			2.3	cars on sidewalk	1	1	1	3
371	Driveway	Option D	1205	11th		e	7.4			5.2		1	1	1	3
424	Driveway	Option D	975	11th	Cypress	n	6.2			2.6	driveway is on cypress, address is 11th	1	1	1	3
433	Driveway	Option D	1010	11th		w	8.2			2.5		1	1	1	3
434	Driveway	Option D	1030	11th		w	9.8			0.6		1	1	1	3
435	Driveway	Option D	1050	11th		w	8.8			1.5		1	1	1	3
436	Driveway	Option D	1060	11th		w	5.3			2.2		1	1	1	3
1435	Driveway	Option D		11th	Alley	e	5.2			2.1	alley north of main	2	1	1	4
1432	Driveway	Option D		11th		w	6.2			8.2	Best Western/ Othello In (56 10th ave?)	2	2	1	5
1433	Driveway	Option D		11th	Alley	w	6.9			2.3	alley north of main	2	3	1	6
1434	Driveway	Option D		11th		w	6.6			2.4	1045 Main Ave	2	3	1	6
1436	Driveway	Option D		11th		e	16			10.1	harvest foods (1115 Main ave)	2	3	2	7
1095	Driveway	Option C	126	126	Broadway		13			4.7	Driveway #2 for Huskie Plaza, cracked concrete	2	1	2	5
1442	Driveway	Option D		12th	Alley	e	6.7			2	alley north of main, 1 panel of sidewalk to south out at end of sidewalk(2.7%)	0	0	0	0
697	Driveway	Option D		12th	Alley	e				3.5	DW for alley north of Hemlock	1	1	1	3
1441	Driveway	Option D	130	12th		e	0.5			11.9	1 panel of sidewalk north out at end of sidewalk	1	1	1	3
1515	Driveway	Option D	636	12th		e	5.9			9.7		1	1	1	3
1516	Driveway	Option D	620	12th		e	8.3			2.4		1	1	1	3
1517	Driveway	Option D	610	12th		e	8.1			2.6		1	1	1	3
1519	Driveway	Option D	600	12th		e	5.9			2.5		1	1	1	3
1520	Driveway	Option D	615	12th		w	4.4			4.8		1	1	1	3
1522	Driveway	Option D	625	12th		w	6.6			7.3		1	1	1	3
696	Driveway	Option D		12th		e	9.2			0.7	DW for DeLeon Gas on 12th DW#2	2	1	1	4
1470	Driveway	Option D		12th		w	6.2			4.2	1130 pine (pine street Baptist church	3	1	1	5
1514	Driveway	Option D	640	12th		e	7			8.3	tree overhang on sidewalk	3	1	1	5
1438	Driveway	Option D		12th		w	6.2			2.2	alley north of main	2	3	1	6
660	Driveway	Option D	1156	12th		w	9.5			9.1		2	1	2	5
695	Driveway	Option D		12th		e	9.8			8.9	DW for DeLeon Gas on 12th DW#1	2	1	2	5
1486	Driveway	Option D		13th		e	5.8			1.6	DW#3 for hospital (west), cracked concrete	3	3	1	7
1531	Driveway	Option D	615	13th		w	6.7			3.4		1	1	1	3
1534	Driveway	Option D	625	13th		w	5.5			4.8		1	1	1	3
1535	Driveway	Option D		13th		w	6.7			16.4	driveway for 1256 Olympia	1	1	1	3
692	Driveway	Option D		13th		w	3.4			3.3	DW for 1244 Main on 13th DW#1	1	3	1	5
1443	Driveway	Option D		13th	Alley	w	5.4			3.9	alley north of main, adjacent sidewalk out, not connect to sidewalk	1	3	1	5
1484	Driveway	Option D		13th		e	5.2			5	DW#1 for hospital (north)	3	3	1	7
1485	Driveway	Option D		13th		e	5.1			2.6	DW#2 for hospital (west)	3	3	1	7
693	Driveway	Option D		13th		w	9.9			6.3	DW for 1244 Main on 13th DW#2	1	3	2	6
1444	Driveway	Option D		13th	Alley	e	9.8			2.1	alley north of main, adjacent sidewalk panel to south 2.3%	1	3	2	6
1447	Driveway	Option D		14th	Alley	w	4.3			1.9	alley north of main	0	0	0	0
633	Driveway	Option D	1346	14th		s	20.2			1		1	3	1	5
665	Driveway	Option D		14th		w	13.6			1.9	driveway #1 on 14th for 1355 juniper	1	3	1	5
667	Driveway	Option C		14th						2.4	Driveway #2 on 14th for 1355 Juniper	1	3	1	5



668	Driveway	Option C		14th	Alley	w			2.7	DW for alley north of Juniper	1	3	1	5
1501	Driveway	Option D	505	14th		w	8.2		6.6	DW#1 (south)	1	3	1	5
1504	Driveway	Option C	625	14th		w			2.9	DW #1 (south), back part of driveway slope 1.4%	1	3	1	5
1505	Driveway	Option D	625	14th		w	4.8		7.3	DW #2 (north)	1	3	1	5
1492	Driveway	Option D		14th		w	3.1		9.4	DW#5 for hospital (east), long driveway	3	3	1	7
1494	Driveway	Option C		14th		w	4.6	5.8	0.1	DW#7 for hospital (east)	3	3	1	7
1498	Driveway	Option D		14th		w			13.3	DW#2 for 14th Ave medical center, ramps pointed toward road, cracked concrete, uneven surface	3	3	1	7
634	Driveway	Option D	1336	14th		s	9.4		11		1	3	2	6
641	Driveway	Option D		14th	Alley	w	13.7		10.8	alley north of oak	1	3	2	6
648	Driveway	Option D		14th	Alley	w	9.8		10.4	alley north of elm	1	3	2	6
649	Driveway	Option D		14th		w	10.7		9	at garage on 14th next to alley for 1356 Juniper	1	3	2	6
669	Driveway	Option D		14th		w	19.2		9.8	DW n 14th for 1366 spruce	1	3	2	6
674	Driveway	Option D		14th	Alley	w	12.3		11.8	DW for alley north of spruce	1	3	2	6
675	Driveway	Option D		14th		w	8.4		10.7	DW on 14th for 1366 Larch	1	3	2	6
684	Driveway	Option D		14th	Alley	w	12		9.9	DW for alley north of larch	1	3	2	6
687	Driveway	Option D		14th		w	14.7		2.7	DW on 14th for 1355 Hemlock	1	3	2	6
688	Driveway	Option D		14th	Alley	w	12.7		8.1	DW for alley north of Hemlock	1	3	2	6
778	Driveway	Option D	455	14th		e	16		9.1		1	3	2	6
779	Driveway	Option D	445	14th		e	18		8.7		1	3	2	6
780	Driveway	Option D	435	14th		e	13.2		9.3		1	3	2	6
781	Driveway	Option D	425	14th		e	12.9		9.9		1	3	2	6
782	Driveway	Option D	415	14th		e	10.4		9.6		1	3	2	6
783	Driveway	Option D	405	14th		e	12.5		10.1	DW #1 for 405 14th	1	3	2	6
784	Driveway	Option D	405	14th		e	12.1		10.2	DW #2 for 405 14th	1	3	2	6
793	Driveway	Option D		14th		e	13.7		8.9	driveway for 1405 fern, e of intersection with spruce	1	3	2	6
1448	Driveway	Option D	35	14th		w	9.2		7.4		1	3	2	6
1452	Driveway	Option D		14th	Alley	w	12		5.5	alley north of cedar, cracked concrete	1	3	2	6
1453	Driveway	Option D		14th		w	11.6		13.5		1	3	2	6
1458	Driveway	Option D	215	14th		w	11.6		13.5		1	3	2	6
1459	Driveway	Option D		14th	Alley	w	9.4		6.8	alley north of pine	1	3	2	6
1460	Driveway	Option D		14th		w	12.5		8.2	1356 fir	1	3	2	6
1502	Driveway	Option D	505	14th		w	9.3		7.9	DW#2 (north)	1	3	2	6
1503	Driveway	Option D	605	14th		w	10.1		8.5	DW, VD between driveway and sidewalk	1	3	2	6
689	Driveway	Option D		14th		w	15		11	DW for Basin insurance on 14th	2	3	2	7
627	Driveway	Option D		14th	Alley	w	10.1		7	driveway for alley south of ash	3	3	2	8
630	Driveway	Option D		14th	Alley	w	12		11.3	driveway for alley north of ash	3	3	2	8
1493	Driveway	Option C		14th		w	4.8	5.1	2.7	DW#6 for hospital (east)	3	3	2	8
1497	Driveway	Option D		14th		w	10		10.9	DW#1 (south) for 14th ave medical center	3	3	2	8
790	Driveway	Option D		15th	Fern	w	13		1.6	driveway for 1420 fern on 15th	1	1	1	3
802	Driveway	Option D	555	18th	Catalpa	e	7.3		3.3		1	1	1	3
804	Driveway	Option D	615	18th	Catalpa	e	6.3		2.7		1	1	1	3
807	Driveway	Option D	635	18th		e	7.2		2.6	basketball hoop on sidewalk	1	1	1	3
809	Driveway	Option D	705	18th		e	5.9		5.1		1	1	1	3
805	Driveway	Option D	625	18th		e	8.8		2.8	unused driveway	1	1	2	4
813	Driveway	Option D	630	19th		w	8.1		4.7		1	1	1	3
828	Driveway	Option D	615	19th		e	7.9		4.5		1	1	1	3



829	Driveway	Option D	625	19th		e	7			4.3		1	1	1	3
830	Driveway	Option D	635	19th		e	5.3			2.5		1	1	1	3
1219	Driveway	Option D		1st	Alley	e	8.2			1.6	alley north of cedar, 1 panel sidewalk each side, does not connect to sidewalk	0	0	0	0
181	Driveway	Option D	Chevron	1st		e	7.5			1.5	Chevron driveway	0	0	0	0
208	Driveway	Option D	1086	1st		w	5.5			3		1	2	1	4
222	Driveway	Option D	900	1st		w	3			2.3	cracked concrete, poor condition sw	1	2	1	4
241	Driveway	Option C		1st		e				3.4	Alley north of elm, south of juniper	1	2	1	4
246	Driveway	Option D	337	1st		e	6			7.2	Alley between juniper and spruce	1	2	1	4
266	Driveway	Option D	600	1st		e	6			3.8		1	2	1	4
269	Driveway	Option D	Deer Ln	1st		e	9.4			2		1	2	1	4
1116	Driveway	Option D	262	1st		w	2.5			5.7		1	2	1	4
1117	Driveway	Option D		1st	Alley	w	3.8			4.1	alley north of spruce	1	2	1	4
1121	Driveway	Option D	200	1st		w	5.3			7.3		1	2	1	4
1133	Driveway	Option D		1st	Alley	w	4.5			9.6		1	2	1	4
1136	Driveway	Option D	116	1st		w	4.5			6.3		1	2	1	4
1165	Driveway	Option C	107	1st		e				5.5		1	2	1	4
1167	Driveway	Option D		1st	Alley	e	3.2			5.7	alley north of larch	1	2	1	4
1177	Driveway	Option D		1st	Alley	e	1.1			7.2	alley north of spruce	1	2	1	4
184	Driveway	Option D	Hawk	1st		w	6.2	1.5		9.1		2	2	1	5
198	Driveway	Option D	1180	1st		w	6.5			8	Pancho Villa Mexican Grill	2	2	1	5
202	Driveway	Option C	1025	1st		w				2.4	Construction yard across from school dist.	2	2	1	5
211	Driveway	Option D	1050	1st		w	3			2.2	Probuild driveway	2	2	1	5
228	Driveway	Option D	105	1st	Scootney	e	7.3			2.7	105 Scootney	1	3	1	5
233	Driveway	Option D	658	1st		e	6.2			2.7	Coffee stand by soda	2	2	1	5
235	Driveway	Option D	535	1st		e	8.8			1	mi carniceria	2	2	1	5
247	Driveway	Option D	354	1st		w	4.5			7.1	town hall pub	2	2	1	5
1234	Driveway	Option D		1st	Alley	e	2.5			3.3	alley north of main, behind library	2	2	1	5
1235	Driveway	Option D		1st	Alley	e	5.3			2.5	parking lot behind library	2	2	1	5
1237	Driveway	Option D		1st	Alley	w	5.4			3	alley north of main	2	2	1	5
1257	Driveway	Option D		1st	Alley		2			9.3	alley north of main	2	2	1	5
172	Driveway	Option D	1025	1st		e	5.1	4				3	2	1	6
1119	Driveway	Option D	252	1st		w	8.4			4.5	cracked concrete	1	2	2	5
1259	Driveway	Option D		1st	Alley		14.7			17.5	alley north of pine	1	2	2	5
1266	Driveway	Option D	126	1st	Pine		10.7			9.8	sidewalk and driveway only at address	1	2	2	5
179	Driveway	Option D	Chevron	1st		e	12.1			4.4	maybe option c?	2	2	2	6
185	Driveway	Option D	Hawk	1st		w	14			4.1		2	2	2	6
187	Driveway	Option D	Shell	1st		w	10.1			9.1	Shell driveway (maybe type c)	2	2	2	6
188	Driveway	Option D	Shell	1st		w	14.8			7.1	Shell driveway (maybe type c)	2	2	2	6
200	Driveway	Option D	1180	1st		w	9.3			8.1		2	2	2	6
204	Driveway	Option D		1st		w	8.7			5.7	La Esmeralda auto repair	2	2	2	6
210	Driveway	Option D	1050	1st		w	9			7.7	Probuild driveway	2	2	2	6
213	Driveway	Option D	1050	1st	Royal Ave	s	9.4			3	Probuild driveway	2	2	2	6
1262	Driveway	Option D		1st	Pine		10.7			9.8	masonry building at intersection	2	2	2	6
1269	Driveway	Option D		1st		w	15.8			2.5	long driveway for A&L supply, most cross slope mostly ok	2	2	2	6
174A	Driveway	Option D	NAPA	1st		e	7.6	2.7		3.5	vertical discontinuities	2	2	2	6
161	Driveway	Option D		1st		e	12.8	8			Church at 1st Ave and Scootney	3	2	2	7



165	Driveway	Option D		1st		e	13.5	8.3		Church at 1st Ave and Scootney	3	2	2	7
167	Driveway	Option D		1st		e	13.5	11		Church at 1st Ave and Scootney	3	2	2	7
171	Driveway	Option D	1025	1st		e	4.9	4	4	Othello School District Office	3	2	2	7
822	Driveway	Option D		20th	19th	n	5.6		9.1	driveway on 20th for 555 19th	1	1	1	3
823	Driveway	Option D		20th	Alley	s	5.8		4.3	driveway for alley between 19th and 20th	1	1	1	3
824	Driveway	Option D	560	20th		s	6		2.5	maybe for 560 19th	1	1	1	3
1217	Driveway	Option D		2nd	Alley	e	5.3		1.6	alley north of cedar, 1 panel sidewalk each side, does not connect to sidewalk	0	0	0	0
1051	Driveway	Option D	206	2nd	Larch	s	1		6.7		1	1	1	3
1156	Driveway	Option C		2nd	Alley	w			4	alley north of larch	1	1	1	3
1218	Driveway	Option D		2nd	Alley	w	4.6		3.3	alley north of cedar, 1 panel sidewalk each side, does not connect to sidewalk	1	1	1	3
1230	Driveway	Option D		2nd	Alley	e	2.5		5.1	alley north of main	1	1	1	3
1382	Driveway	Option C	430	2nd		e			2.7		1	1	1	3
1150	Driveway	Option D		2nd	Alley	w	12.8		2.7	big parking lot	1	1	2	4
1153	Driveway	Option D		2nd	Alley	e	12.3		3.5	driveway for alley north of hemlock, cracked concrete	1	1	2	4
1231	Driveway	Option D		2nd	Alley	w	10		2.5	alley north of main, ramp subject to grade of road	1	1	2	4
1223	Driveway	Option D		3rd	Alley	w	6.7		1.8	driveway for alley north of main	0	0	0	0
50	Driveway			3rd		w			1.8		0	0	0	0
55	Driveway	Option D	1000	3rd		w					0	0	0	0
53	Driveway	Option D	930	3rd					2.7		1	1	1	3
56	Driveway		1020	3rd					2.7		1	1	1	3
79	Driveway		1125	3rd					2.5		1	1	1	3
82	Driveway		1085	3rd					2.4		1	1	1	3
83	Driveway		1075	3rd					2.2		1	1	1	3
85	Driveway		1065	3rd					2.2	rolled curb	1	1	1	3
86	Driveway		1055	3rd					4.2		1	1	1	3
88	Driveway		1035	3rd					3.8		1	1	1	3
89	Driveway		1015	3rd					2.3		1	1	1	3
90	Driveway		1005	3rd					2.5		1	1	1	3
93	Driveway		925	3rd					2.3		1	1	1	3
1041	Driveway	Option D		3rd	Alley	w	3.8		7.3	alley north of hemlock, VD at driveway	1	1	1	3
1058	Driveway	Option D	245	3rd		e	1.3		7.2		1	1	1	3
1070	Driveway	Option D	402	3rd		w			>2		1	1	1	3
1215	Driveway	Option D		3rd	Alley	e	3.8		2.4	alley north of cedar, 1 panel sidewalk each side, does not connect to sidewalk	1	1	1	3
1216	Driveway	Option D		3rd	Alley	w	3.1		5.6	alley north of cedar, 1 panel sidewalk each side, does not connect to sidewalk	1	1	1	3
1043	Driveway	Option D		3rd		w	4.1		7.2	Dewey's auto and truck (240 Main)	2	1	1	4
1220	Driveway	Option D		3rd		e	5.2		7	DW#2 for commercial Tire	2	1	1	4
1224	Driveway	Option D		3rd		w	5.2		7.7	265 Main (dry cleaners) DW #1	2	3	1	6
1226	Driveway	Option D		3rd		w	7.3		9.7	267 Main (dry cleaners) DW #3	2	3	1	6
1227	Driveway	Option D		3rd		w	7.5		10.4	268 Main (dry cleaners) DW #4	2	3	1	6
1066	Driveway	Option D		3rd	Alley	w	NA		NA	no ramp, etc. at gravel alley, large VD, behind 256 Spruce	1	1	2	4
1221	Driveway	Option D		3rd	Alley	e	10.5		11.3	DW#1 for commercial Tire	2	1	2	5
1225	Driveway	Option D		3rd		w	8.8		7.3	266 Main (dry cleaners) DW #2	2	3	2	7
1222	Driveway	Option D		3rd	Alley	e	see notes	see notes	see notes	see notes	1	1	3	5
113	Driveway	Option D	1045	4th		e	7		1.9		0	0	0	0



1200	Driveway	Option D		4th	Alley	w	5.4			3.4	alley north of main	1	1	1	3
1202	Driveway	Option D		4th	Alley	w	5.1			3.5	alley north of cedar, 1 panel sidewalk each side, does not connect to sidewalk	1	1	1	3
1206	Driveway	Option C		4th	Alley	e				see notes	gravel driveway, no concrete, fairly level	1	1	1	3
1025	Driveway	Option D		4th		e	5.7			3	Ace Hardware on 4th	2	1	1	4
114	Driveway	Option D	1130	4th		e	5.5			2.9	across from 1130 south fourth	1	3	1	5
115	Driveway	Option D	1045	4th		e	8.6			0.6		1	3	1	5
1199	Driveway	Option D		4th		w	8.1			9.9	391 Main (long driveway)	1	3	1	5
1192	Driveway	Option C		4th		e				2.4	425 E main #1	2	3	1	6
116	Driveway	Option D	1170	4th		w	15.8			4.2		1	1	2	4
1026	Driveway	Option D		4th	Alley	w	15			5.2	alley north of hemlock, cracked concrete	2	1	2	5
1028	Driveway	Option D	36	4th		w	8.7			6.4	Avsta Utilities (36 S 4th), Driveway #1	2	1	2	5
1194	Driveway	Option D		4th		e	12.2			9.3	425 E main #2	2	3	2	7
981	Driveway	Option D		4th			9.6			4.5	DW for Othello High School Track field	3	3	2	8
1196	Driveway	Option D		4th		e	8.5			5.6	US bank	3	3	2	8
989	Driveway	Option D		4th	Alley	w					broken concrete, no ramp, gravel alley, dw for alley north of spruce	3	1	3	7
932	Driveway	Option D	518	5th		w				2.6		1	1	1	3
1018	Driveway	Option D		5th		e	6.1			7.5	City Hall #3	3	3	1	7
1021	Driveway	Option D		5th		w	12.5			10.5	Sackmann Law, cracked concrete	2	1	2	5
1019	Driveway	Option D		5th		e	11.8			4.6	City Hall #4	3	3	2	8
925	Driveway	Option D	501	6th		e				11		1	1	1	3
1012	Driveway	Option D		6th	Alley	e	12			0.7	alley south of main, asphalt, crack, irregular surface	1	3	1	5
1011	Driveway	Option D		6th		e	7.3			3.2	driveway for post office on 6th	3	3	1	7
1014	Driveway	Option D		6th		w	2.4			6.4	City Hall #1	3	3	1	7
1016	Driveway	Option D		6th		w	8.7			6.8	City Hall #2	3	3	2	8
317	Driveway	Option D	700	7th			7.2			5.2		1	3	1	5
485	Driveway	Option D		7th	Alley	e	7.5			2.4	driveway between school and apts	1	3	1	5
874	Driveway	Option D		7th	Alley	w	3.4			8.7	DW for alley north of hemlock	1	3	1	5
876	Driveway	Option D		7th		E	7.3			8.6	DW for 702 E Main (on 7th)	1	3	1	5
895	Driveway	Option D	245	7th	Alley	e	2.2			8.2	DW for alley north of spruce	1	3	1	5
902	Driveway	Option D		7th		e	4.5			8.3	DW for 705 Juniper	1	3	1	5
910	Driveway	Option D	630	7th		w	7.3			8.3		1	3	1	5
912	Driveway	Option D	616/602	7th		w	8			8.2		1	3	1	5
1555	Driveway	Option D	415	7th		w	7.1			9.2	camper overhanging sidewalk	1	3	1	5
1557	Driveway	Option D	425	7th		w	6.5			9.1	VD between driveway and sidewalk	1	3	1	5
1558	Driveway	Option D	435	7th		w	7.1			9.2		1	3	1	5
1561	Driveway	Option D	515	7th		w	5.5			7.9	VD between driveway and sidewalk	1	3	1	5
1410	Driveway	Option D		7th	Cedar	e	7.2			4.3	East Columbia Irrigation District	2	3	1	6
325	Driveway	Option C		7th		w	5.5			5.3	Entrance to desert haven	3	3	1	7
326	Driveway	Option D	710	7th	Scootney	s	4.8			6.1	Kingdom Hall #1	3	3	1	7
489	Driveway	Option D	795	7th		e	4.8			2.2	driveway for school	3	3	1	7
761	Driveway	Option D	511	7th		e	15.7			6.2	Stevens Funeral Home	3	3	1	7
914	Driveway	Option D		7th		w	6.6			5.2	Pilgrim Lutheran DW #1	3	3	1	7
1543	Driveway	Option D		7th		e	4.8			7.2	Hiawatha elementary school DW #4	3	3	1	7
1546	Driveway	Option D		7th		e	4.5			2.6	Hiawatha elementary school DW #5, tactile surface	3	3	1	7
1548	Driveway	Option C		7th		e				3.1	Hiawatha elementary school DW #5, tactile surface	3	3	1	7



1549	Driveway	Option C		7th		e			4.2	Hiawatha elementary school DW #6, tactile surface	3	3	1	7
875	Driveway	Option D		7th		w	13.8		7.6	DW for golden fountain on 7th	1	3	2	6
878	Driveway	Option D		7th	Alley	e	14.2		12.2	DW for alley north of hemlock	1	3	2	6
886	Driveway	Option D		7th		e	9.6		12.6	driveway for 706 Hemlock	1	3	2	6
887	Driveway	Option D		7th	Alley	e	23		9.8	DW for alley north of larch	1	3	2	6
894	Driveway	Option D	225	7th		e	16.2		15.3		1	3	2	6
901	Driveway	Option D		7th	Alley	e	10.2		8.2	DW for alley n of Juniper	1	3	2	6
905	Driveway	Option D	415	7th		e	8.9		10.5		1	3	2	6
906	Driveway	Option D	425	7th	Elm	e	11.9		8.7	DW for house and alley north of elm	1	3	2	6
1560	Driveway	Option D	505	7th		w	9.1		9.1	VD between driveway and sidewalk	1	3	2	6
1411	Driveway	Option D		7th		e	9.4		4.7	Columbia basin project office	2	3	2	7
768	Driveway	Option D		7th		e	15.5		10.4	DW for LDS church	3	3	2	8
870	Driveway	Option D	36	7th		w	9.2		11.8	DW#1	3	3	2	8
871	Driveway	Option D	36	7th		w	9		11.7	DW #2	3	3	2	8
879	Driveway	Option D		7th	Hemlock	e	12.2		7.8	DW for the port of Othello 705 Hemlock	3	3	2	8
916	Driveway	Option D		7th		w	12.9		7.7	Pilgrim Lutheran DW #2	3	3	2	8
947	Driveway	Option D		7th		w	10.2		4.7	cracked concrete, dw for church #2	3	3	2	8
1404	Driveway	Option D		7th		w	12.4		10.8	US Bank ATM	3	3	2	8
1542	Driveway	Option D		7th		e	10.3		9.3	Hiawatha elementary school DW #3 (type C)	3	3	2	8
755	Driveway	Option D		8th		w	6.6		7.2	DW on 8th for 747 Elm	1	1	1	3
972	Driveway	Option D		8th		w	2.9		2.5	DW for 779 E Main	1	3	1	5
1415	Driveway	Option D		8th		e	14.5		2.3	alley north of main, asphalt, no sidewalk other side	1	1	2	4
973	Driveway	Option D		8th		e	14.2		6.9	DW for Guadalajara Restaurant and taqueria	2	1	2	5
1416	Driveway	Option D		9th		e	5.9		2.7	alley north of main, asphalt, no sidewalk other side	1	1	1	3
1536	Driveway	Option D		9th		w	6.3		5.5	Hiawatha elementary school DW #1 (east)	3	1	1	5
595	Driveway	Option D	835	9th	Ash	w	16.8		8.5	maybe option C, DW#4	1	3	2	6
621	Driveway	Option C	1320	Ash		s			0.5	option c/d combo?	1	3	0	4
468	Driveway	Option D	940	Ash		s	7.2		6.8	cracked concrete	1	3	1	5
473	Driveway	Option D	830	Ash		s	4.6		8	cracked concrete	1	3	1	5
589	Driveway	Option D	835	Ash		n	2.9		8.3	maybe option C, DW#1	1	3	1	5
590	Driveway	Option D	835	Ash		n	7.7		10	maybe option C, DW#2	1	3	1	5
594	Driveway	Option D	835	Ash	9th	w	6.5		12.2	maybe option C, DW#3, DW on 9th	1	3	1	5
604	Driveway	Option D	1030	Ash		s	2.5		6.9	maybe option C, cracked concrete	1	3	1	5
610	Driveway	Option D	1138	Ash		s	3		5.2		1	3	1	5
619	Driveway	Option D	1310	Ash		s	6.9		3.3	VD at connection to sidewalk	1	3	1	5
623	Driveway	Option D	1330	Ash		s	12.3		1.3		1	3	1	5
584	Driveway	Option D		Ash		n	2.4		7.9	church at 7th and Ash	3	3	1	7
603	Driveway	Option D	1020	Ash		s	8.4		5.3		1	3	2	6
608	Driveway	Option D	1132	Ash		s	10.9		5.9		1	3	2	6
614	Driveway	Option D	1220	Ash		s	19.1		2.9		1	3	2	6
615	Driveway	Option D	1230	Ash		s	10.8		4.4		1	3	2	6
618	Driveway	Option D	1300	Ash		s	15.9		3.9		1	3	2	6
624	Driveway	Option D	1350	Ash		s	9.4		2.3		1	3	2	6
933	Driveway	Option D	530	Ash		s	10.8		8.7		1	3	2	6
934	Driveway	Option D	550	Ash		s	8.5		6.7		1	3	2	6
613b	Driveway	Option D	1200	Ash		s	see note		4.3	VD at ramps, cracked concrete	1	3	2	6
305	Driveway	Option C		Broadway		e			0.9	vd, cracked concrete on slopes	0	0	0	0



1242	Driveway	Option D		Broadway	Alley	e	5			0.4	alley north of main	0	0	0	0
1246	Driveway	Option D	111	Broadway		w	4.2			0.4	VD, cracked concrete (public works shop), sidewalk by shop not connected to other sidewalk, Option C	0	0	0	0
1182	Driveway	Option D		Broadway		w	8.3			2.8	potato plant north of town	1	1	1	3
275	Driveway	Option D	CWC	Broadway		w	8.9				Central wa concrete	2	1	1	4
277	Driveway	Option D	les schwab	Broadway		w	9.4				Les Schwab west (2 dw)	2	1	1	4
281	Driveway	Option D		Broadway		e	6			8.2	Sun basin storage dw 1	2	1	1	4
285	Driveway	Option C	695	Broadway		e				3.2		2	1	1	4
297	Driveway	Option D		Broadway		e				9.2	Broadway truck repair, large driveway	2	1	1	4
308	Driveway	Option C	1155	Broadway		e				2.8	pump repair, machine shop	2	1	1	4
312	Driveway	Option D	1285	Broadway		e	7.9			10		2	1	1	4
1093	Driveway	Option C		Broadway	Alley	w				2.5	driveway for alley north of Larch, gravel gaps, both sides	2	1	1	4
1094	Driveway	Option C	126	Broadway		w				2.5	Driveway #1 for Huskie Plaza, cracked concrete	2	1	1	4
1104	Driveway	Option D	15	Broadway		e	6.7			6.4	Villarreal's Auto Repair	2	1	1	4
1107	Driveway	Option D		Broadway		e	7.9			2.8	Farmer's Electric Storage area	2	1	1	4
1108	Driveway	Option D		Broadway	Alley	e	3.4			2.6	Alley north of larch	2	1	1	4
1112	Driveway	Option C	215	Broadway		e				4.5		2	1	1	4
1113	Driveway	Option D		Broadway	Alley	e				2.2	alley north of spruce, gravel gap with sidewalk	2	1	1	4
1241	Driveway	Option D		Broadway		e	8.1			3.6	26 main (navco), DW #2, cracked concrete	2	1	1	4
1250	Driveway	Option C	130	Broadway		w	6.8			4.9		2	1	1	4
278a	Driveway	Option D	405	Broadway		e				3.2	carmelitas bridal shop	2	1	1	4
1086	Driveway	Option C	250	Broadway		w				2.9	City fire station driveway	3	1	1	5
1087	Driveway	Option D	220	Broadway		w	5.2			9.5	Adams county fire station	3	1	1	5
287	Driveway	Option D	Coyote	Broadway		e	11.8			6.6	Coyote Ln	1	1	2	4
282	Driveway	Option D		Broadway		e	10			7.4	Sun basin storage dw 2	2	1	2	5
283	Driveway	Option D	645	Broadway		e	9.9			6.5	Arreola's Auto glass dw 1	2	1	2	5
284	Driveway	Option D	645	Broadway		e	14.2			7.1	Arreola's Auto glass dw 2	2	1	2	5
286	Driveway	Option D	695	Broadway		e	14.2			6.5		2	1	2	5
291	Driveway	Option D	803	Broadway		e	12.3			5.8	Othello Auto Repair	2	1	2	5
292	Driveway	Option D	895	Broadway		e	16			9	Same for (292,293,294)	2	1	2	5
293	Driveway	Option D	895	Broadway		e	14.6			10	Same for (292,293,294)	2	1	2	5
294	Driveway	Option D	895	Broadway		e	11.8			8.8	Same for (292,293,294)	2	1	2	5
300	Driveway	Option D		Broadway		e	16.4			9.8	back side of probuild building	2	1	2	5
301	Driveway	Option D	1455	Broadway		e	11.2			8.3	peak performance uhaul	2	1	2	5
302	Driveway	Option D	1455	Broadway		e	12.9			6.9	peak performance uhaul	2	1	2	5
306	Driveway	Option D	1155	Broadway		e	9.2			8.3	pump repair, machine shop	2	1	2	5
307	Driveway	Option D	1155	Broadway		e	14.6			8.3	pump repair, machine shop	2	1	2	5
309	Driveway	Option D	155	Broadway		e	10.1			8.6	pump repair, machine shop	2	1	2	5
310	Driveway	Option D		Broadway		e	>8.3			>2.0	6 dw on broadway s of Columbia	2	1	2	5
313	Driveway	Option D	1285	Broadway		e	>8.3			2.5		2	1	2	5
1092	Driveway	Option D	136	Broadway		w	12			3.1		2	1	2	5
1103	Driveway	Option D	20	Broadway		w	10.4			6	Johnson's glass	2	1	2	5
1105	Driveway	Option D		Broadway	Alley	e	14.9			3.5	alley north of hemlock, one panel of sidewalk>2% adjacent to driveway	2	1	2	5
1240	Driveway	Option D		Broadway		e	14			3.3	25 main (navco), DW #1	2	1	2	5
543	Driveway	Option D	1055	Capstone		e	8.6			1.6		1	1	1	3
545	Driveway	Option D	1035	Capstone		e	6.8			3		1	1	1	3
546	Driveway	Option D	1025	Capstone		e	6.4			2.3		1	1	1	3



547	Driveway	Option D	1015	Capstone		e	5.7		3.3		1	1	1	3
548	Driveway	Option D	1005	Capstone		e	6.7		3		1	1	1	3
549	Driveway	Option D	985	Capstone		e	4.9		3		1	1	1	3
550	Driveway	Option D	965	Capstone		e	6.3		2.7		1	1	1	3
551	Driveway	Option D	945	Capstone		e	6.3		3.4		1	1	1	3
552	Driveway	Option D	925	Capstone		e	7.1		3.6		1	1	1	3
556	Driveway	Option D	920	Capstone		w	6.3		3.9		1	1	1	3
557	Driveway	Option D	940	Capstone		w	5.3		3.6		1	1	1	3
558	Driveway	Option D	980	Capstone		w	7.4		2.6		1	1	1	3
560	Driveway	Option D	1010	Capstone		w	7		3		1	1	1	3
561	Driveway	Option D	1020	Capstone		w	5.6		3.1		1	1	1	3
562	Driveway	Option D	1030	Capstone		w	5.5		3.5		1	1	1	3
564	Driveway	Option D	1040	Capstone		w	9.5		0.8		1	1	1	3
799	Driveway	Option D	1720	Catalpa		s	6.2		2.3		1	1	1	3
817	Driveway	Option D		Catalpa	Alley	s	6.4		12.8	driveway for alley between 18th and 19th	1	1	1	3
819	Driveway	Option D	1855	Catalpa		n	4.9		7.4		1	1	1	3
1201	Driveway	Option D		Cedar		s	4		6.6	drive-in at cedar and 4th	1	1	1	3
1212	Driveway	Option D	415	Cedar		n	1.7		3.7	cracked concrete in adjacent sidewalk	1	1	1	3
1214	Driveway	Option D	445	Cedar		n	3.5		4.4		1	1	1	3
1439	Driveway	Option D		Cedar		n	11.5		1.1	130 12th ave	1	1	1	3
1253	Driveway	Option D		Cedar		n	7.5		6.3	1300 Broad (Theatre)	2	1	1	4
1427	Driveway	Option D		Cedar		s	3.5		10.1	Best Western/ Othello In (56 10th ave?)	2	1	1	4
1410	Driveway	Option D		Cedar	7th	e	7.2		4.3	East Columbia Irrigation District	2	3	1	6
837	Driveway	Option D	1932	Cemetery		n	8.7		1.2	ramp may be subject to road grade, driveway #1	1	1	1	3
838	Driveway	Option D	1932	Cemetery		n	4.5		2.2	ramp may be subject to road grade, driveway #2	1	1	1	3
833	Driveway	Option C		Cemetery	Alley	n			2.4	driveway for alley between 19th and 20th	1	1	1	3
341	Driveway	Option D	1020	Cobblestone		w	5.2		1.6	basketball hoop obstruction	0	0	0	0
334	Driveway	Option D	920	Cobblestone		w	5.2		2.8		1	1	1	3
336	Driveway	Option D	940	Cobblestone		w	8.1		3.3		1	1	1	3
342	Driveway	Option D	1030	Cobblestone		w	5.6		3.2		1	1	1	3
343	Driveway	Option D	1040	Cobblestone		w	7.3		3.1		1	1	1	3
344	Driveway	Option D	1050	Cobblestone		w	8.5		0.4		1	1	1	3
568	Driveway	Option D	1065	Cobblestone		e	10.5		1.7		1	1	1	3
569	Driveway	Option D	1055	Cobblestone		e	9.2		2		1	1	1	3
572	Driveway	Option D	1035	Cobblestone		e	6.8		3.5		1	1	1	3
573	Driveway	Option D	1025	Cobblestone		e	8.1		3.3		1	1	1	3
574	Driveway	Option D	1015	Cobblestone		e	8		3.3		1	1	1	3
576	Driveway	Option D	985	Cobblestone		e	6.6		6.7		1	1	1	3
577	Driveway	Option D	965	Cobblestone		e	6.6		2.2		1	1	1	3
578	Driveway	Option D	945	Cobblestone		e	5.7		5		1	1	1	3
337	Driveway	Option D	960	Cobblestone		w	9.1		2.8		1	1	2	4
338	Driveway	Option D	980	Cobblestone		w	8.8		2.2		1	1	2	4
339	Driveway	Option D	1000	Cobblestone		w	8.8		2.7		1	1	2	4
340	Driveway	Option D	1010	Cobblestone		w	8.5		2.8	basketball hoop obstruction	1	1	2	4
345	Driveway	Option D	1060	Cobblestone		w	8.8		2.4		1	1	2	4
575	Driveway	Option D	1005	Cobblestone		e	8.8		3		1	1	2	4
579	Driveway	Option D	925	Cobblestone		e	9		3.7		1	1	2	4



107	Driveway	Option C		Columbia		n			1.6	alley between fourth and third	0	0	0	0
194	Driveway	Option D	CFN	Columbia		s	7.9		0.7		0	0	0	0
110	Driveway	Option C		Columbia		n			0.6	alley behind NAPA (between third and first)	0	0	0	0
100	Driveway	Option C		Columbia		s			2.6		1	1	1	3
98	Driveway	Option C		Columbia		s			3.4	entrance to Del's	2	1	1	4
1362	Driveway	Option C	735	Coventry		n			2.4		1	1	1	3
1377	Driveway	Option C	620	Coventry		e			2.8		1	1	1	3
1363	Driveway	Option C	725	Coventry		n			2.2		1	1	1	3
863	Driveway	Option C		Cunningham		s				Westside pizza dw	0	0	0	0
409	Driveway	Option D		Cypress		s	7.5		2.5	vacant lot next to 1170 Cypress	1	1	1	3
411	Driveway	Option D		Cypress		s	6.4		3.4	vacant lot next to 1330 Cypress	1	1	1	3
412	Driveway	Option D	1330	Cypress		s	7.1		2.8		1	1	1	3
417	Driveway	Option D	1335	Cypress		n	8.6		0.6		1	1	1	3
420	Driveway	Option D	1205	Cypress		n	5.5		2.2		1	1	1	3
421	Driveway	Option D	1175	Cypress		n	7		3.5		1	1	1	3
422	Driveway	Option D	1155	Cypress		n	8.6		0.6		1	1	1	3
423	Driveway	Option D	1145	Cypress		n	8.5		0.8		1	1	1	3
1479	Driveway	Option C		Desdemona		e			5.6	parking lot for apartments at corner of Desdemona and cedar	1	1	1	3
1401	Driveway	Option C		Desdemona		e			3.8	Columbia bank	3	1	1	5
260	Driveway	Option D		Elm		n	6.3		5.3	dw behind old building, cracked concrete	1	1	1	3
643	Driveway	Option D	1346	Elm		s	7.2		6.2		1	1	1	3
737	Driveway	Option D	956	Elm		s	6.2		2.5		1	1	1	3
756	Driveway	Option D	747	Elm		N	7.8		10.1		1	1	1	3
920	Driveway	Option C	603	Elm		s			2.7	cracked concrete, weeds	1	1	1	3
921	Driveway	Option C	606	Elm		s			2.8		1	1	1	3
927	Driveway	Option C	550	Elm		n			3.6	DW for 550 and 530	1	1	1	3
929	Driveway	Option C		Elm	5th	s			3.7	DW on elm for 501 5th	1	1	1	3
936	Driveway	Option D	460	Elm		s			13.6		1	1	1	3
942	Driveway	Option D		Elm		n	5.7		4.1	cracked concrete, dw for school ball fields	3	1	1	5
258	Driveway	Option D	Daren Ln	Elm		n	11.5		5.2	Daren Ln and juniper	1	1	2	4
259	Driveway	Option D	Todd	Elm		n	10.4		2.8	Todd Ln and Juniper	1	1	2	4
645	Driveway	Option D	1355	Elm		n	9.3		4.7		1	1	2	4
651	Driveway	Option D	1356	Elm		s	9		3.9	at end of sidewalk, cracked concrete	1	1	2	4
734	Driveway	Option D	910	Elm		s	15		4.1		1	1	2	4
939	Driveway	Option D	322	Elm		s	11.1		7.6		1	1	2	4
919	Driveway	Option D		Elm		s	8.9		2.7	Pilgrim Lutheran DW #3	3	1	2	6
944	Driveway	Option D		Elm		n	12.7		4.7	cracked concrete, dw for church #1	3	1	2	6
790	Driveway	Option D		Fern	15th	w	13		1.6	driveway for 1420 fern on 15th	1	1	1	3
788	Driveway	Option D	1400	Fern		w	9.9		6.5		1	1	2	4
798	Driveway	Option D		Fern	16th	w	18.4		4.7	driveway for 1530 fern	1	1	2	4
1290	Driveway	Option D	345	Fir		n	0.9		7.9		1	1	1	3
1465	Driveway	Option D	1237	Fir		n	6.7		2.5	driveway to the west (driveway to east ok)	1	1	1	3
1489	Driveway	Option D		Fir		n	8.1	2.7	1.8	DW#4 for hospital (south), asphalt driveway	3	1	1	5
1463	Driveway	Option C	1320	Fir		s			2		1	1	2	4
1272	Driveway	Option D		Fir		s	12.6		6.8	vacant lot behind A&L supply	1	1	2	4
1294	Driveway	Option D	344	Fir		s	15.6		11		1	1	2	4
1298	Driveway	Option D	250	Fir		s	10.9		8.5		1	1	2	4



1302	Driveway	Option D	140	Fir		s	11.5		9		1	1	2	4
353	Driveway	Option D	900	Gemstone		s	12.9		1.8	Ramp slope subject to grade of road	1	1	1	3
354	Driveway	Option D	910	Gemstone		s	9.9		0.8		1	1	1	3
355	Driveway	Option D	920	Gemstone		s	8.9		1.9		1	1	1	3
357	Driveway	Option D	930	Gemstone		s	5		2.2	cars covering sidewalk	1	1	1	3
358	Driveway	Option D	940	Gemstone		s	5.3		2.3		1	1	1	3
359	Driveway	Option D	950	Gemstone		s	7.3		2.5		1	1	1	3
360	Driveway	Option D	980	Gemstone		s	7.1		3.1		1	1	1	3
363	Driveway	Option D	1000	Gemstone		s	7.8		2.4		1	1	1	3
364	Driveway	Option D	1010	Gemstone		s	7	2.5		basketball hoop on sidewalk	1	1	1	3
374	Driveway	Option D	1220	Gemstone		s	8.6		1.2		1	1	1	3
375	Driveway	Option D	1260	Gemstone		s	8.8		1.5		1	1	1	3
380	Driveway	Option D	1370	Gemstone		s	8.3		2.4		1	1	1	3
381	Driveway	Option D	1380	Gemstone		s	9.2		2	ramp slope maybe subject to road grade	1	1	1	3
390	Driveway	Option D	1385	Gemstone		n	7.7		2.6		1	1	1	3
391	Driveway	Option D	1375	Gemstone		n	8.5		1.9		1	1	1	3
392	Driveway	Option D	1365	Gemstone		n	8.1		2.6	basketball hoop at 1355 Gemstone	1	1	1	3
394	Driveway	Option D	1335	Gemstone		n	5.7		2.4		1	1	1	3
395	Driveway	Option D	1325	Gemstone		n	7.6		2.7		1	1	1	3
397	Driveway	Option D	1315	Gemstone		n	6.6		2.3		1	1	1	3
398	Driveway	Option D	1305	Gemstone		n	6.4		2.2		1	1	1	3
401	Driveway	Option D	1225	Gemstone		n	8.4		1.1		1	1	1	3
402	Driveway	Option D	1175	Gemstone		n	8.4		2		1	1	1	3
403	Driveway	Option D	1145	Gemstone		n	8.3		2.2		1	1	1	3
348	Driveway	Option D	860	Gemstone		s	13.1		3.6	Ramp slope subject to grade of road	1	1	2	4
349	Driveway	Option D	870	Gemstone		s	13.1		2.4	Ramp slope subject to grade of road	1	1	2	4
393	Driveway	Option D	1345	Gemstone		n	8.7		2.1		1	1	2	4
350a	Driveway	Option D	880	Gemstone		s	9.5		2.3	Ramp slope subject to grade of road	1	1	2	4
351	Driveway	Option D	890	Gemstone		s	10.3	2.4	3.6	Ramp slope subject to grade of road	1	1	3	5
1585	Driveway	Option D		Hamlet		n	6.4		1.4	asphalt driveway, with tactile strips, uneven surface at curb, Hiawatha Elementary school DW #7 (parallel ramp)?	3	1	0	4
1333	Driveway	Option D	445	Hamlet		n	13		1		1	1	1	3
1337	Driveway	Option D	415	Hamlet		n	8		7.3		1	1	1	3
1338	Driveway	Option D	405	Hamlet		n	7.1		8.1		1	1	1	3
1586	Driveway	Option D		Hamlet		n	5		6.1	asphalt driveway, with tactile strips, Hiawatha Elementary school DW #8	3	1	1	5
1588	Driveway	Option D		Hamlet		n	5		6.1	asphalt driveway, with tactile strips, Hiawatha Elementary school DW #9, could be considered a parallel ramp	3	1	1	5
1332	Driveway	Option D	455	Hamlet		n	12.2		8.3		1	1	2	4
1343	Driveway	Option D	355	Hamlet		n	15.2		8.3		1	1	2	4
1583	Driveway	Option D	625	Hamlet		n	10.1		6.4		1	1	2	4
1384	Driveway	Option D		Hathaway	2nd		6		2.1	Driveway for Hathaway (retirement home)	3	1	1	5
702	Driveway	Option C	1115	Hemlock		N			3.3		1	1	1	3
997	Driveway	Option D		Hemlock		n	9.5		1.7	east of 425 hemlock	1	1	1	3
1004	Driveway	Option D		Hemlock		n	4		10.8	dw for sloan Leavitt insurance	2	1	1	4
1145	Driveway	Option D		Hemlock		n	6.3		3.4	second driveway from 1st	2	1	1	4
1146	Driveway	Option D		Hemlock		n	3.6		2.2	third driveway from 1st	2	1	1	4
1159	Driveway	Option D		Hemlock		s	7.2		3	driveway for City parking	3	1	1	5



881	Driveway	Option D	745	Hemlock		n	12			9.5		1	1	2	4
882	Driveway	Option D	755	Hemlock		n	18.5			7.7		1	1	2	4
996	Driveway	Option D	425	Hemlock		n	9.2			8		1	1	2	4
1155	Driveway	Option D	201	Hemlock		n	15			2.7		1	1	2	4
1161	Driveway	Option D		Hemlock	Alley	s	8.7			3.3	alley between 2nd and 1st	1	1	2	4
1031	Driveway	Option D		Hemlock		n	22.6			6.6	Avsta Utilities (36 S 4th), Driveway #2	2	1	2	5
1032	Driveway	Option D		Hemlock		n	10.5			3.5	Avsta Utilities (36 S 4th), Driveway #3	2	1	2	5
1034	Driveway	Option D	356	Hemlock		s	15.3			3.6	Villarreal Griddle	2	1	2	5
1037	Driveway	Option D		Hemlock		n	10.8			11.8	gravel pit, with dumpsters, cracked concrete	2	1	2	5
1148	Driveway	Option D		Hemlock		n	20.2			3.8	fourth driveway from 1st	2	1	2	5
962	Driveway	Option D		Juniper		n	8.3			2	DW#3 for Othello HS	0	0	0	0
253	Driveway	Option D		Juniper		s				2.3	dw south side of juniper does not connect to anything	1	1	1	3
254	Driveway	Option D	Daren Lam	Juniper		s	2.5			4.1	Daren Lane and Juniper s side. Car was dw	1	1	1	3
653	Driveway	Option D	1231	Juniper		n	3.5			9.5		1	1	1	3
655	Driveway	Option D	1221	Juniper		n	2			4.3		1	1	1	3
1071	Driveway	Option D	304	Juniper		s				3.3		1	1	1	3
949	Driveway	Option D		Juniper		s	12			1.3	cracked concrete, dw for church #3	3	1	1	5
950	Driveway	Option D		Juniper		s	24.4			1.7	cracked concrete, dw for church #4	3	1	1	5
951	Driveway	Option D		Juniper		s	6.6			7	cracked concrete, dw for school ball fields	3	1	1	5
958	Driveway	Option D		Juniper		n	7.1			3.4	DW for school bus garage	3	1	1	5
960	Driveway	Option D		Juniper		n	10.8			1.8	DW#2 for Othello HS	3	1	1	5
963	Driveway	Option D		Juniper		n	11.6			2.6	DW#4 for Othello HS	3	1	1	5
662	Driveway	Option D	1228	Juniper		s	10.1			8.9		1	1	2	4
959	Driveway	Option D		Juniper		n	8.8			3.3	DW#1 for Othello HS	3	1	2	6
658	Driveway	Option D		Juniper	12th	e	7.1		11.3		could be option c, truck and bush in the way, at 120 Juniper	1	1	1	3
680	Driveway	Option D		Larch		e	7.7			4.7	DW on 13th for 1305 Spruce	1	1	1	3
715	Driveway	Option D	856	Larch		n	6.3			9.6		1	1	1	3
891	Driveway	Option D	701	Larch	7th	n				6.1		1	1	1	3
992	Driveway	Option D	335	Larch		n	6			11.3		1	1	1	3
1050	Driveway	Option D	231	Larch		n				10.4		1	1	1	3
1090	Driveway	Option C		Larch		s	4.8			3.4	220 broadway	1	1	1	3
1127	Driveway	Option D	34	Larch		s	8.5			1.7		1	1	1	3
991	Driveway	Option D		Larch		s	8.3			4.5	DW for Othello town hall	3	1	1	5
1052	Driveway	Option D	226	Larch		s	10			5.2		1	1	2	4
1089	Driveway	Option C		Larch		s	10.1			5.6	220 broadway (long driveway)	1	1	2	4
1125	Driveway	Option D		Larch		s	9.4			10.4	driveway for 200 1st street	1	1	2	4
1174	Driveway	Option D		Larch		s	12.2			10.4	215 1st ave	1	1	2	4
1357	Driveway	Option C	700	Larkspur		e				4.1		3	1	1	5
1358	Driveway	Option C	720	Larkspur		n				3.6		3	1	1	5
1359	Driveway	Option C	730	Larkspur		n				2.9		3	1	1	5
1361	Driveway	Option C	740	Larkspur		n				2.4		3	1	1	5
64	Driveway		255	Lavender						2.3		1	1	1	3
65	Driveway		235	Lavender						2.3		1	1	1	3
66	Driveway		225	Lavender						2.5		1	1	1	3
67	Driveway		220	Lavender						2.1		1	1	1	3
59	Driveway	Option D	259	Lilac						2.9	rolled curb	1	1	1	3
60	Driveway		3X5	Lilac						2.3	rolled curb	1	1	1	3



61	Driveway		250	Lilac					2.7	rolled curb	1	1	1	3
1575	Driveway	Option D	510	Macbeth	e	7.4			11.4		1	1	1	3
1576	Driveway	Option D	500	Macbeth	e	8.1			11.3		1	1	1	3
1578	Driveway	Option D	420	Macbeth	e	8.3			7.9	VD between driveway and sidewalk	1	1	1	3
1579	Driveway	Option D	410	Macbeth	e	7.7			10.1	VD between driveway and sidewalk	1	1	1	3
1577	Driveway	Option D	430	Macbeth	e	29.7			9.7	VD and cracked concrete between driveway and sidewalk	1	1	2	4
70	Driveway		245	Magnolia					2.9		1	1	1	3
71	Driveway		230	Magnolia					2.4		1	1	1	3
72	Driveway		240	Magnolia					2.6		2	1	1	4
1621	Driveway	Option D	14	Main	n	7.1			1.5	video store	0	0	0	0
1603	Driveway	Option D	265	Main	n	8.2			3.3	empty lot	1	3	1	5
1703	Driveway	Option D	1207	Main	n	2.1			3.1		1	3	1	5
1593	Driveway	Option D	445	Main	n	2.6			5.7	McDonalds VD	2	3	1	6
1599	Driveway	Option D	341	Main	n	6.7			5.3	Commercial Tire	2	3	1	6
1602	Driveway	Option C	265	Main	n				2.3	house laundry, small VD between sidewalk and driveway	2	3	1	6
1604	Driveway	Option D	21	Main	n	7.9			4.9	FX Auto	2	3	1	6
1605	Driveway	Option D	225	Main	n	7.6			3.1	Othello chiropractic (east)	2	3	1	6
1606	Driveway	Option D	225	Main	n	6.1			5.2	Othello chiropractic (west)	2	3	1	6
1615	Driveway	Option D	37	Main	n	2.4			5.3	Operating Engineers	2	3	1	6
1616	Driveway	Option C	25	Main	n				3	Norco (east)	2	3	1	6
1617	Driveway	Option D	25	Main	n	4.5			2.8	Norco (west)	2	3	1	6
1628	Driveway	Option D	15	Main	s	1.6			4.3	Villarreal's auto	2	3	1	6
1642	Driveway	Option D	240	Main	s	6.8			7	Dewey's Auto (east)	2	3	1	6
1647	Driveway	Option D	420	Main	n	1.7			6.7	Ace hardware (west)	2	3	1	6
1648	Driveway	Option D	420	Main	s	2			8.2	Ace hardware (east)	2	3	1	6
1658	Driveway	Option D	565	Main	n	6.7			3.3	76 gas (west)	2	3	1	6
1659	Driveway	Option D	531	Main	n	5.5			2.9	El Jazmin	2	3	1	6
1664	Driveway	Option D	610	Main	s	2.8			4.2	Othello Realty group	2	3	1	6
1665	Driveway	Option D	640	Main	s	2			4	golden fountain	2	3	1	6
1671	Driveway	Option D	810	Main	s	4.4			2.2	Guadalajara restaurant (west)	2	3	1	6
1673	Driveway	Option D	830	Main	s	5.3			2.7	Karate-DO	2	3	1	6
1674	Driveway	Option D	860	Main	s	4.9			3.4	Conoco (west)	2	3	1	6
1675	Driveway	Option D	860	Main	s	4.3			2.2	Conoco (east)	2	3	1	6
1678	Driveway	Option D	910	Main	s	5.7			2.7	De la torre auto (west)	2	3	1	6
1682	Driveway	Option C	1010	Main	s				3.4	Othello car wash (east)	2	3	1	6
1683	Driveway	Option D		Main	s				2.2	Northland communications tower (west)	2	3	1	6
1684	Driveway	Option D		Main	s	4.3			3.6	Northland communications tower (east), VD between driveway and sidewalk	2	3	1	6
1693	Driveway	Option D	1312	Main	s	1.9			2.2	Othello bowling alley (west)	2	3	1	6
1594	Driveway	Option C	425	Main	n				2.4	Integrated Health Services, worn concrete	3	3	1	7
1595	Driveway	Option D	401	Main	n	2.2			8.3	US Bank	3	3	1	7
1611	Driveway	Option D		Main	n	13			1.1	ramp grade subject to grade of road, driveway for library	3	3	1	7
1638	Driveway	Option D	see note	Main	s	8.3			3.1	parking lot for Othello family clinic	3	3	1	7
1649	Driveway	Option D	450	Main	s	1.4			3.7	Umpqua bank	3	3	1	7
1662	Driveway	Option D	see notes	Main	s	6.3			2.2	post office	3	3	1	7
1724	Driveway	Option D	665	Main	n	4.6			2.5	US Bank ATM and Columbia Bank (long driveway)	3	3	1	7
1610	Driveway	Option D	119	Main	n	10.4			3.1	ramp grade subject to grade of road	2	3	2	7
1639	Driveway	Option D	240	Main	s	8.6			6.7	Dewey's Auto (west)	2	3	2	7



750	Driveway	Option D	808	Oak		s	7.9			11.1		1	1	1	3
764	Driveway	Option D	740	Oak		s	4.5			7.2		1	1	1	3
765	Driveway	Option D		Oak		s	10.5			0.2	ramp slope may be subject to road grade, DW#1 for LDS church	3	1	1	5
632	Driveway	Option D		Oak	14th	s	9			9.3	at end of sidewalk, driveway on oak	1	1	2	4
748	Driveway	Option D	830	Oak		s	14.9			7.6		1	1	2	4
766	Driveway	Option D		Oak		s	13			2.4	ramp slope may be subject to road grade, DW#2 for LDS church	3	1	2	6
1511b	Driveway	Option D		Olympia	Alley	s	19			0.9	alley west of 13th, cracked concrete, VDs	1	1	1	3
1538	Driveway	Option D		Olympia		s	9.4			1.2	Hiawatha elementary school DW #2 , cracked concrete	3	1	1	5
1512	Driveway	Option D		Olympia		s	10.3			4.8	660 11th Ave	1	1	2	4
1398	Driveway	Option D	575	Othello		n	9.8			8.9		1	1	2	4
1735	Driveway	Option D		Pine	Path	n	6.3			2.4	path by lion's park across from 10th, could be a curb ramp	3	1	1	5
1737	Driveway	Option D		Pine	See Notes		5.9			8.2	pool at lion's park, uneven asphalt surface, end of sidewalk	3	1	1	5
1407	Driveway	Option D		Pine		s	7.7			14.5	East Columbia Irrigation District	2	1	1	4
1473	Driveway	Option D	1130	Pine		s	6.3			4.6	Baptist church dw #1 (east)	3	1	1	5
1474	Driveway	Option D	1130	Pine		s	6.5			2.3	Baptist church dw #2 (west)	3	1	1	5
1262	Driveway	Option D		Pine	1st		10.7			9.8	masonry building at intersection	2	1	2	5
1100	Driveway	Option D		Railroad		e	6.3			2.4	steel building behind 81 Main St	2	1	1	4
1101	Driveway	Option D		Railroad	Alley	e	9.4			11.4	driveway for alley north of Hemlock	1	1	2	4
1525	Driveway	Option D	1205	Rainier		n	9			10.8		1	1	2	4
1526	Driveway	Option D		Rainier	Alley	n	10			5.1	alley west of 13th, cracked concrete	1	1	2	4
1528	Driveway	Option D	1255	Rainier		n	16			10.4		1	1	2	4
1569	Driveway	Option D	610	Rainier		s	10.3			9.6		1	1	2	4
1570	Driveway	Option D	600	Rainier		s	9.7			9.9		1	1	2	4
133	Driveway	Option D	505	Rose		n	7.9			5.5		1	1	1	3
134	Driveway	Option D	515	Rose		n	5			6.3		1	1	1	3
135	Driveway	Option D	525	Rose		n	7.3			5.9		1	1	1	3
136	Driveway	Option D	525	Rose		n	8.1			10.2		1	1	1	3
137	Driveway	Option D	500	Rose		s	13			1	cracked sidewalk, vertical obstructions	1	1	1	3
138	Driveway	Option D	520	Rose		s	9			7.2		1	1	2	4
214	Driveway	Option D	1050	Royal	1st	s	7.3			3.4		1	1	1	3
215	Driveway	Option D	1050	Royal	1st	s				3.2		1	1	1	3
216	Driveway	Option D		Royal		n	15.4			6.7	Sun basin self store	2	1	2	5
217	Driveway	Option D		Royal		n	11.6			6.2	Sun basin self store	2	1	2	5
218	Driveway	Option D		Royal		n	11.2			7.3	Sun basin self store	2	1	2	5
219	Driveway	Option D		Royal		n	14.7			5.4	Alley by sun basin and desert auto	2	1	2	5
500	Driveway	Option D	915	Sagewood		n	0			4.2	rolled curb	1	1	1	3
501	Driveway	Option D	925	Sagewood		n	0			2.9	rolled curb	1	1	1	3
1	Driveway	Option D		Scootney		S	7.1	1.4		1.2		0	0	0	0
7	Driveway	Option C	Alley	Scootney		S				0.7		0	0	0	0
9	Driveway	Option D	350	Scootney	4th	s	6.9	1.4		2		0	0	0	0
28	Driveway	Option D	660	Scootney		s				2	running slope matches road	0	0	0	0
34	Driveway	Option D	645	Scootney		n	4.4	1.5		1.5		0	0	0	0
36	Driveway	Option D	635	Scootney		n	6.2			1.7		0	0	0	0
41	Driveway	Option C	215A	Scootney		n				1.7		0	0	0	0
49	Driveway	Option D	urch near 1	Scootney		s	7.3			0.8		0	0	0	0
12	Driveway	Option C	400	Scootney		s				5.7		1	3	1	5
22	Driveway	Option C	600	Scootney						4.8		1	3	1	5



23	Driveway	Option C	610	Scootney		s				8.5		1	3	1	5
24	Driveway	Option C	620	Scootney		s				6		1	3	1	5
25	Driveway	Option C	630	Scootney		s	6.2			3.5	combo between option c and d	1	3	1	5
26	Driveway	Option C	640	Scootney		s	5.2			5.8		1	3	1	5
27	Driveway	Option D	650	Scootney		s				2.6	running slope matches road	1	3	1	5
33	Driveway	Option D	655	Scootney		n				4.7	MEF	1	3	1	5
37	Driveway	Option D	615	Scootney		n	5.8			3.4	MEF	1	3	1	5
43	Driveway	Option D	NE	Scootney	1st		5.7			2.7		1	3	1	5
330	Driveway	Option D	806	Scootney		s	7.3			3.9	like a parallel ramp	1	3	1	5
331	Driveway	Option D	820	Scootney		s	5.9			2.6	like a parallel ramp	1	3	1	5
516	Driveway	Option D	885	Scootney		n	6.2			2.3		1	3	1	5
517	Driveway	Option D	905	Scootney		n	5.7			6		1	3	1	5
518	Driveway	Option D	915	Scootney		n	5.1			3.5		1	3	1	5
519	Driveway	Option D	925	Scootney		n	7			3.8		1	3	1	5
521	Driveway	Option D	945	Scootney		n	7.4			3.8		1	3	1	5
522	Driveway	Option D	955	Scootney		n	6.7			2.7		1	3	1	5
523	Driveway	Option D	965	Scootney		n	5.6			3		1	3	1	5
524	Driveway	Option D	975	Scootney		n	6.3			5.8		1	3	1	5
225	Driveway	Option D		Scootney		s	6			10.6	Sun basin storage dw#1	2	3	1	6
328	Driveway	Option D	710	Scootney	7th	s	5.9			5.6	Kingdom Hall #2	2	3	1	6
14	Driveway	Option D	426	Scootney		s	8.8			3.1		1	3	2	6
15	Driveway	Option C	450	Scootney		s	14.7			3	combo between option c and d	1	3	2	6
16	Driveway	Option C	500	Scootney		s	14			3.5	combo between option c and d	1	3	2	6
17	Driveway	Option C		Scootney			2.5	4.3		3.1	>1/2 inch transition	1	3	2	6
520	Driveway	Option D	935	Scootney		n	8.4			3.2		1	3	2	6
226	Driveway	Option D		Scootney		s	10.7			10.8	Sun basin storage dw#2	2	3	2	7
227	Driveway	Option D		Scootney		s	13.1			7	Sun basin storage dw#3	2	3	2	7
494	Driveway	Option D	715	Scootney		n	13.7			6	walkway for first presbyterian	2	3	2	7
495	Driveway	Option D	715	Scootney		n	11.3			11	west end of driveway for first presbyterian	2	3	2	7
18	Driveway	Option D	526	Scootney		s	8.8	4.4		3		1	3	3	7
140	Driveway	Option D	1120	Shady		w	11.3			11.5		1	1	2	4
145	Driveway	Option D	1040	Shady		w	9.5			8.5		1	1	2	4
1061	Driveway	Option D	336	Spruce		s	2.4			10.6		1	1	1	3
897	Driveway	Option D		Spruce	7th	e	6.3			7.7	DW for 251 7th	1	3	1	5
986	Driveway	Option D		Spruce		n	10.5			2.7	ramp subject to grade of road, driveway for 250 4th	1	1	2	4
1075	Driveway	Option D	126	Spruce		s	13.3			9.1	driveway for 126 and 315 1st	1	1	2	4
1078	Driveway	Option D	46	Spruce		s	10.4			6.1		1	1	2	4
1181	Driveway	Option D		Spruce		n	15.4			11.3	255 1st	1	1	2	4
1079	Driveway	Option D		Spruce		s	8.8			2.2	long driveway for les schwab	2	1	2	5
673	Driveway	Option D		Spruce	14th	w	12.7			9.9	DW on 14th for 1369 spruce	1	3	2	6
1370	Driveway	Option C	305	Stratford		n				2.5		3	1	1	5
1380	Driveway	Option C	215	Stratford		n				2.7		3	1	1	5
119	Driveway	Option D		Sylvan		s	0.5			1.4	alley between third and fourth	0	0	0	0
120	Driveway	Option D		Sylvan		n	1.2			0.8	north alley between third and fourth	0	0	0	0
121	Driveway	Option D	1130	Sylvan		w	7			0.4		0	0	0	0
126	Driveway	Option D	1149	Sylvan		e	6.7			1.9		0	0	0	0
123	Driveway	Option D	1160	Sylvan		w	7.4			3.3		1	1	1	3



125	Driveway	Option D	1149	Sylvan		e	7			2.4		1	1	1	3
127	Driveway	Option D	1135	Sylvan		e	7.5			3.8		1	1	1	3
132	Driveway	Option D	1045	Sylvan		e	6.3			10.3		1	1	1	3
122	Driveway	Option D	1150	Sylvan		w	9.5			2.7		1	1	2	4
124	Driveway	Option D	1155	Sylvan		e	9			2.9		1	1	2	4
1186	Driveway	Option D		Venice		w	0.1			6.4	McDonalds	2	1	1	4
1184	Driveway	Option D		Venice		E	6.6			5	531 Main (subway)	2	3	1	6
1187	Driveway	Option C		Venice		w				2.3	425 E Main, cracked concrete by driveway, vertical discontinuity	2	3	1	6

## Push Button Spreadsheet

Number	Facility	Type	Quad/ Number	Street	Street	Pole Distance from Crosswalk Line (<5') Main/Side	Pole Distance to Edge of Curb (1.5'-10') Main/Edge	Push Button Mount height (15"- 48")	Space by Pole (30"x48" minimum)	Reach Range (10" for mount between 46"- 48"), otherwise 24" Main/Side	Audible Locator tone Before/After	Arrow faces intersection parallel to crosswalk?	Tactile arrow push button?	Color Contrast on Push Button?	Height to Walk Sign? (7'- 10')	Distance Between Posts (>10')	Time allowed to cross? (Main)	Time allowed to cross? (Side)	Countdown Timing, Main/Side	Notes
1685	Ramp	Perpendicular	sw	Main	11th	0/2	9/1.5	42	yes	0/12	no/yes	yes	no	yes	8'3"		7/31	7/20	yes/yes	landing overlap ramp
1686	Ramp	Perpendicular	se	Main	11th	.5/0	1.5/4	44	yes	12/0	no/yes	yes	no	yes	6"		7/31	7/20	yes/yes	landing overlap ramp
1708	Ramp	Perpendicular	ne	Main	11th	0/2	7/1.5	42	yes	0/1	no/yes	yes	no	yes	8'2"		7/31	6/19	yes/yes	landing overlap ramp
1709	Ramp	Perpendicular	nw	Main	11th	.5/0	1/5	45	yes	15/0	no/yes	yes	no	yes	8'6"		7/31	6/19	yes/yes	landing overlap ramp
1696	Ramp	Perpendicular	sw	Main	14th	0/5	12/7	40	yes	0/0	no/no	perpendicular	no	yes	8'8"		7/27	7/21	no/no	control box at 64"
1698	Ramp	Perpendicular	se	Main	14th	1/0	8.5/7.5	39	yes	10/8	no/no	perpendicular	no	yes	8'7"		7/26	7/21	no/no	landing overlap ramp
1699	Ramp	Perpendicular	ne	Main	14th	0/1	13/8.5	35/41	yes	48/12(front)	no/no	perpendicular	no	yes	8'1"/8'9"	11	7/26	7/20	no/no	landing for 14th front-cracked, control box at 63", crossing main walk sign don't walk sign north side did not work
1700	Ramp	Perpendicular	nw	Main	14th	8/2	5/10	39	yes	0/0	no/no	perpendicular	no	yes	8'7"		7/27	7/20	no/no	control box at 61"
1612	Ramp	Perpendicular	ne	Main	1st	7.5/0	2/13	43	yes	15/0	no/yes	yes	no	yes	8'0"		7/31	7/24	yes/no	landing not in front of button
1613	Ramp	Perpendicular	nw	Main	1st	0/3	8/1	42	yes	0/12	no/yes	yes	no	yes	8'0"		7/31	7/25	no/yes	landing not in front of button, overlaps ramp
1630	Ramp	Perpendicular	sw	Main	1st	6.5/0	1/12	43	yes	16/0	no/yes	yes	no	yes	8'1"		7/30	7/25	yes/no	landing not in front of button, overlaps ramp
1631	Ramp	Perpendicular	se	Main	1st	0/4	10/1	42	yes	0/12	no/yes	yes	no	yes	8'2"		7/30	7/24	yes/no	landing not in front of button, overlaps ramp
1597	Ramp	Perpendicular	ne	Main	4th	0/1	8.5/7	43	yes	0/0	no/yes	yes	no	yes	8'3"		7/30	7/22	yes/yes	landing overlaps ramp
1598	Ramp	Perpendicular	nw	Main	4th	1/0	7/8	45	yes	0/0	no/yes	yes	no	yes	8'3"		7/30	7/22	yes/yes	landing overlaps ramp
1644	Ramp	Perpendicular	sw	Main	4th	0/4.5	9/2	42	yes	0/0	no/yes	yes/no	no	yes	8'0"		7/30	7/22	yes/yes	landing overlaps with ramp, not face intersection on broadway
1645	Ramp	Perpendicular	se	Main	4th	8/0	6.5/14.5	45	yes	0/0	no/yes	yes	no	yes	8'8"		7/30	7/22	yes/yes	cross slope landing >2
1666	Ramp	Perpendicular	sw	Main	7th	0/3	9/6	43	yes	0/0	no/yes	yes/yes	no	yes	8'2"		7/31	7/23	yes/yes	main landing overlap with ramp
1667	Ramp	Perpendicular	se	Main	7th	1/0	6.5/7	42	yes	0/0	no/yes	yes/yes	no	yes	8'2"		7/30	7/23	yes/yes	landing overlap with ramp, planter on landing
1722	Ramp	Perpendicular	ne	Main	7th	3/1	9/10	42	yes	0/1	no/yes	yes/yes	no	yes	8'4"		7/31	7/23	yes/yes	slope subject to sidewalk slope/walk sign for Main change to hand at 20
1723	Ramp	Perpendicular	nw	Main	7th	1/1.5	8/8.5	42	yes	0/0	no/yes	yes/yes	no	yes	8'4"		7/31	7/23	yes/yes	landing overlap with ramp
1618	Ramp	Perpendicular	ne	Main	Broadway	1/0	6/9.5	43	yes	0	no/yes	yes	no	yes	8'11"		7/31	7/30	no/yes	landing overlap ramp, no countdown on main
1619	Ramp	Perpendicular	nw	Main	Broadway	0/0	7/6.5	45	yes	0	no/yes	yes	no	yes	8'4"		7/31	7/30	no/yes	landing overlap ramp, no countdown on main
1626	Ramp	Perpendicular	sw	Main	Broadway	4.5/0	6/10.5	44	yes	0	no/yes	yes	no	yes	7'10"		7/31	6/29	no/yes	landing overlap ramp, no countdown on main
1627	Ramp	Perpendicular	se	Main	Broadway	0/0	8/8	43	yes	0	no/yes	yes	no	yes	7'9"		7/31	6/29	no/yes	landing overlap ramp, no countdown on main
		Non-conforming																		



## APPENDIX F

GIS Map





CITY OF OTHELLO  
MAP OF DRIVEWAYS,  
RAMPS AND APS