# COUNTY OF TULARE 

 ADA SELF-EVALUATION \& TRANSITI ON PLAN, FOR PEDESTRIAN RIGHT OF WAYAUGUST 2013
(REVISED DECEMBER 2015)


## Table of Contents

1.0 I ntroduction ..... 1
1.1 Summary ..... 1
1.2 Legislative Mandate ..... 1
1.3 ADA Self-Evaluation of PROW and Process ..... 2
1.4 Discrimination and Accessibility ..... 2
1.5 Undue Burden ..... 3
1.6 ADA Coordinator and Duties ..... 3
2.0 Definitions ..... 4
2.1 Disability ..... 5
2.2 Qualified Individual with a Disability ..... 5
2.3 Discrimination on the Basis of Disability ..... 5
2.4 Complaint. ..... 5
2.5 Physical or Mental Impairments ..... 6
2.6 Substantial Limitations of Major Life Activities ..... 6
2.7 Having a Record of Impairment ..... 6
2.8 Regarded as Having a Disability ..... 6
2.9 Undue Burden ..... 7
3.0 Findings and Recommendations ..... 7
Accessibility during Construction ..... 7
Street or Sidewalk Closure ..... 7
On-Street Accessible Parking ..... 8
4.0 Transition Plan ..... 8
4.1 Pedestrian Rights-of-Way (PROW) ..... 9
Surveys of Existing PROW Conditions ..... 9
Pedestrian Rights-of-Way Prioritization ..... 10
Time Period for Pedestrian Rights-of-Way Improvements ..... 10
5.0 Complaint / Grievance Procedures ..... 12

## Appendices:

Appendix A: ADA Complaint/Grievance Form
Appendix B: Cost Estimate
Appendix C: Curb Ramp Inventory/Priority
Appendix D: Path of Travel Inventory/ Priority
Appendix E: Bus Stop Inventory/Survey
Appendix F: Field Survey

### 1.0 I ntroduction

### 1.1 Summary

The Americans with Disabilities Act (ADA) is a comprehensive civil rights law for persons with disabilities in both employment and the provision of goods and services. The ADA states that its purpose is to provide a "clear and comprehensive national mandate for the elimination of discrimination against individuals with disabilities." Congress emphasized that the ADA seeks to dispel stereotypes and assumptions about disabilities and to assure equality of opportunity, full participation, independent living, and economic self-sufficiency for people with disabilities.

This ADA Self-Evaluation of Pedestrian Right of Way (PROW) is being prepared to partially fulfill the requirements set forth in Title II of the Americans with Disabilities Act. This Evaluation will exclude facilities and park sites which will be included on a separate document. The ADA states that a public entity must reasonably modify its policies, practices, or procedures to avoid discrimination against people with disabilities. This report will assist the County of Tulare in the identification of physical accessibility barriers and will assist in developing barrier removal solutions that will facilitate the opportunity of access to all individuals.

This 2013 plan presents the findings of the self-evaluation and provides recommendations to ensure compliance. This section provides an overview of the requirements for developing the Self-Evaluation and Transition Plan and outlines the plan development process.

### 1.2 Legislative Mandate

The development of a Transition Plan is a requirement of the federal regulations implementing the Rehabilitation Act of 1973, which requires that all public organizations shall make their programs available without discrimination toward people with disabilities. The Rehabilitation Act, states that:

No otherwise qualified handicapped individual in the United States shall, solely by reason of handicap, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. (Section 504)

Subsequent to the enactment of the Rehabilitation Act, Congress passed the Americans with Disabilities Act on July 26, 1990. Title II of the ADA covers programs, activities, and services of public entities. The Department of Justice's Title II regulation adopts the general prohibitions of discrimination established under Section 504 and incorporates specific prohibitions of
discrimination for the ADA. Title II provides protections to individuals with disabilities that are at least equal to those provided by the nondiscrimination provisions of Title V of the Rehabilitation Act.

### 1.3 ADA Self-Evaluation of PROW

The self-evaluation is the County's progress in correcting the issues associated with the PROW and ensuring that we have met the standards associated with Title II requirements. This process excludes buildings and park sites, which will be included on a separate document. As part of the Self-Evaluation, the County surveyed PROW features including:

- Curb ramps
- Sidewalk cross slopes
- Sidewalk obstructions
- Sidewalk gaps
- Bus stops
- Driveways

Title II sets forth specific requirements for preparation of an acceptable transition plan within the PROW. This plan includes:

- A list of the physical barriers in the County's PROW that limit the accessibility of individuals with disabilities;
- A schedule for taking the steps necessary to achieve compliance with the ADA, Title II; and
- The name of the individual responsible for the plan's implementation.


### 1.4 Discrimination and Accessibility

Programs offered by the County to the public must be accessible. Accessibility includes advertisement, orientation, eligibility, participation, testing or evaluation, physical access, provision of auxiliary aids, transportation, policies, and communication.

The County may achieve program accessibility by a number of methods:

- Structural methods such as altering an existing facility;
- Acquisition or redesign of equipment;
- Assignment of aides; and
- Providing services at alternate accessible sites.

When choosing a method of providing program access, the County will give priority to the one that results in the most integrated setting appropriate to encourage interaction among all users, including individuals with disabilities. In compliance with the requirements of the ADA, the County must provide equality of opportunity.

### 1.5 Undue Burden

The County is not required to take any action that would result in a fundamental alteration in the nature of its program or activity, would create a hazardous condition resulting in a direct threat to the participant or others, or would represent an undue financial or administrative burden.

The determination that an undue burden would result must be based on an evaluation of all resources available for use in the County. For example, if a barrier removal action is judged unduly burdensome, the County must consider other options for providing access to the benefits and services to individuals with disabilities.

### 1.6 ADA Coordinator and Duties

The ADA Coordinator is the key player in ensuring ADA compliance. The ADA Coordinator's role includes planning and coordinating overall compliance efforts, ensuring that the implementation is completed, and receiving and investigating complaints related to discrimination on the basis of disability. To fulfill the job, the ADA Coordinator must have the authority, knowledge, skills, and motivation to implement the regulations effectively.

One purpose of this requirement is to ensure the members of the public can readily identify a person that is familiar with ADA requirements and can communicate those requirements to other key staff. It is expected that this employee will have the authority to take whatever action is needed to correct infractions. In order to ensure that individuals can easily identify the ADA Coordinator, the public entity must provide the ADA Coordinator's name, office address, and telephone number to all interested individuals. Notice of the identity of the ADA Coordinator is generally combined for ease and efficiency with notice of ADA requirements.

The ADA Coordinator should oversee a variety of tasks related to implementation of the ADA regulations regarding curb ramps and the public right-of-way and organize the Department's on going compliance efforts. Specific duties that should be included in the ADA Coordinator's job description include the following tasks:

1. Coordinate the development, refinement, and implementation of the Department's policies and plans for complying with the requirements of the ADA, as well as other disability laws.
2. Collaborate with staff from various departments in developing and reviewing plans and policies in their areas of responsibility under the ADA.
3. Develop strategies for informing employees, managers, and community groups about departmental policies concerning the accommodation of persons with disabilities.
4. Maintain a working knowledge of architectural accessibility regulations and codes, including those in the Americans with Disabilities Act Accessibility Guidelines and the California State Building Code (Title 24) Accessibility Standards. Monitor federal and State of California legislation and regulations, rulings by governmental enforcement agencies, and court cases for developments that might affect departmental policies and procedures.
5. Investigate and resolve complaints and grievances alleging either failure to comply with ADA regulations or discrimination on the basis of disability.
6. Prepare periodic reports in response to requests by government agencies, other departments, staff, and the public.
7. Coordinator to promote coordination of departmental approaches, policies, and procedures regarding equal access and accommodation of persons with disabilities.
8. Oversee and monitor implementation of the final ADA Transition Plan Update for the Pedestrian Right of way, including review of physical accessibility modifications required by the Transition Plan.

The County of Tulare has an ADA coordinator who oversees the County's ADA compliance efforts.

## County of Tulare ADA Coordinator:

## County Administrative Officer

Administration Building
2800 W. Burrel Ave.
Visalia, CA 93291
(559) 636-5005

### 2.0 Definitions

The following is a summary of many definitions found in the ADA. Please refer to the Americans with Disabilities Act for the full text of definitions and explanations (http://www.ada.gov/).

### 2.1 Disability

The term disability means, with respect to an individual:

1. A physical or mental impairment that substantially limits one or more of the major life activities of such individual;
2. A record of such impairment; or
3. Being regarded as having such impairment.

### 2.2 Qualified Individual with a Disability

A qualified individual with a disability means an individual with a disability who, with or without reasonable modification to rules, policies, or practices; the removal of architectural, communication, or transportation barriers; or the provision of auxiliary aids and services, meets the essential eligibility requirements for the receipt of services or the participation in programs or activities provided by the County.

### 2.3 Discrimination on the Basis of Disability

Discrimination on the basis of disability means to:

- Limit, segregate, or classify a citizen in a way that may adversely affect opportunities or status because of the person's disability;
- Limit, segregate, or classify a participant in a program or activity offered to the public in a way that may adversely affect opportunities or status because of the participant's disability;
- Participate in a contract that could subject a qualified citizen with a disability to discrimination;
- Use any standards, criteria, or methods of administration that have the effect of discriminating on the basis of disability;
- Deny equal benefits because of a disability;
- Fail to make reasonable accommodations to known physical or mental limitations of an otherwise qualified individual unless it can be shown that the accommodation would impose an undue burden on the County's operations;
- Use selection criteria that exclude otherwise qualified people with disabilities from participating in the programs or activities offered to the public; and
- Fail to use tests, including eligibility tests, in a manner that ensures that the test results accurately reflect the qualified applicant's skills or aptitude to participate in a program or activity.


### 2.4 Complaint

A complaint is a claimed violation of the ADA.

### 2.5 Physical or Mental I mpairments

Physical or mental impairments may include, but are not limited to: vision, speech, and hearing impairments; emotional disturbance and mental illness; seizure disorders; mental retardation; orthopedic and neuromotor disabilities; learning disabilities; diabetes; heart disease; nervous conditions; cancer; asthma; hepatitis B; HIV infection (HIV condition); and drug addiction if the addict has successfully completed or is participating in a rehabilitation program and no longer uses illegal drugs.

The following conditions are not physical or mental impairments: transvestitism; illegal drug use; homosexuality or bisexuality; compulsive gambling; kleptomania; pyromania; pedophilia; exhibitionism; voyeurism; pregnancy; height; weight; eye color; hair color; left-handedness; poverty; lack of education; a prison record; and poor judgment or quick temper if not symptoms of a mental or physiological disorder.

### 2.6 Substantial Limitations of Major Life Activities

An individual is disabled if she or he has a physical or mental impairment that (a) renders her or him unable to perform a major life activity, or (b) substantially limits the condition, manner, or duration under which she or he can perform a particular major life activity in comparison to other people. Major life activities are functions such as caring for oneself, performing manual tasks, walking, seeing, hearing, speaking, breathing, learning, and working.

In determining whether physical or mental impairment substantially limits the condition, manner, or duration under which an individual can perform a particular major life activity in comparison to other people, the following factors shall be considered:

1. The nature and severity of the impairment;
2. The duration or expected duration of the impairment; and
3. The permanent or long-term impact (or expected impact) of or resulting from the impairment.

### 2.7 Having a Record of I mpairment

An individual is disabled if he or she has a history of having an impairment that substantially limits the performance of a major life activity; or has been diagnosed, correctly or incorrectly, as having such impairment.

### 2.8 Regarded as Having a Disability

An individual is disabled if she or he is treated or perceived as having an impairment that substantially limits major life activities, although no such impairment exists.

### 2.9 Undue Burden

The County of Tulare shall not provide an accommodation that imposes an undue burden on the operation of the County's business.

Undue burden means significant difficulty or expense incurred in the provision of accommodation. Undue burden includes, but is not limited to, financial difficulty. Undue burden refers to any modification that would be unduly costly, extensive, substantial, or disruptive, or that would fundamentally alter the nature of operation of the business of the County.

Whether a particular accommodation will impose an undue hardship is determined on a case-by-case basis. If a particular modification is determined to cause an undue burden to the County of Tulare, the County shall attempt to identify another modification that would not pose such a burden.

If cost causes the undue burden, the County must consider whether funding for the modification is available from an outside source. If no such funding is available, the County must give the person with a disability the opportunity to provide the modification or to pay for that portion of the modification that constitutes an undue burden.

The following factors shall be considered in determining whether a program modification would create an undue burden: the nature and cost of the modification, the financial resources of the County available to make the modification, the impact the expense of the accommodation will have on the affected County operation, and the permanence of the alterations affecting the site.

### 3.0 Findings and Recommendations

The PROW maintained by the County constitutes a County program and are subject to the requirements of ADA.

## Accessibility during Construction

When capital improvements are contracted by the County, it is recommended the contractor be directed to maintain an accessible path of travel during construction, where provisions are included to provide safe and accessible passage for pedestrians.

## Street or Sidewalk Closure

The County will provide an advance warning for street closure using signage posted at the area undergoing alteration or repair. Although this approach is
satisfactory for non-disabled residents, sidewalk closure creates problems for disabled pedestrians when routes change or all routes in a County are not accessible.

## On-Street Accessible Parking

The County's Engineering Department coordinates the installation of onstreet accessible parking. Currently, there is no on-going program for the installation of on-street accessible parking. This must be done through a Citizen Request Process and is evaluated on a case by case basis.

### 4.0 Transition Plan

Title II of the ADA requires that public entities having responsibility for or authority over facilities, streets, roads, sidewalks, and/or other areas meant for public use to develop a Transition Plan to make their facilities meet the standards for Program Accessibility. Program Accessibility means that a program, activity and/or service are accessible when viewed in its entirety. Simply put, a Transition Plan sets the guidelines to transform inaccessible facilities into environments that are accessible to and functional for individuals with disabilities.

This Transition Plan is specific to the PROW and excludes facilities and park sites which will be included in a separate document. The Transition Plan recommends the findings of the field survey be used as a basis for implementing necessary improvements in order to comply with ADA standards, where specifications and standards should be reviewed to ensure that requirements are met.

## Notice to the Public

Title II of the ADA requires that public entities must make a copy of the ADA Transition Plan and Self-Evaluation Publically available. Upon completion of the plan the County will post a copy of the findings on the County's website (http://www.tularecounty.ca.gov/county/) and will have hard copies available for public viewing at the Administration Building located at 2800 W. Burrel Avenue, Visalia, CA 93291. This Document will be available for publically available and open to comments and concerns for a three year time frame.

For at least three years following the posting of the ADA Transition Plan and Self-Evaluation, the ADA coordinator is responsible to maintain on file and make available for public inspection:

1. A list of interested Persons Consulted.
2. A description of areas examined and any problems identified.
3. A description of any modification made.

### 4.1 Pedestrian Rights-of-Way (PROW)

## Surveys of Existing PROW Conditions

As part of the PROW Transition Plan process, the County has completed inventories of existing conditions of the County's pedestrian network. The purpose of these inventories was to collect baseline data regarding accessibility to pedestrian facilities within the County ROW. In turn, this inventory data will be used to strategize on priorities for the improvement of accessibility of pedestrian facilities throughout the County ROW.

## Curb Ramps

In 2013, a gap analysis of the curb ramp network in the County was completed. This data was used to identify the lack of curb ramps in highly used pedestrian areas in the County. The collected data has been entered into Excel format for use by the Resource Management Agency. The inventory is summarized in Appendix C.

## Sidewalk Slope Conditions

In 2013, key areas were surveyed by Tulare County staff to examine accessibility barriers caused by driveway crossings and other sidewalk slope conditions. Driveways are typical sloped residential type drive approaches matching the width of the sidewalk. The slopes of the driveways are normally found to exceed $2 \%$ which is the maximum allowable for accessible path. The collected data has been entered into Excel format for use by the Resource Management Agency. The inventory is summarized in Appendix D.

## Sidewalk Obstructions

In 2013, key areas were surveyed by Tulare County staff to examine obstructions along County sidewalks. The survey checked for elements such as protruding or overhanging objects or vegetation, obstructions due to placement of poles or utility boxes, and lifted or displaced sidewalk. The collected data has been entered into Excel format for use by the Resource Management Agency. The inventory is summarized in Appendix D.

## Bus Stop Evaluations

Tulare County staff conducted a field survey in 2013, to provide the county with an updated inventory of the bus stops. Bus stops were examined to determine any potential problems that would fall under the ADA
requirements. An inventory was made and measurements were taken and are found in Appendix E.

## Pedestrian Rights-of-Way Prioritization

To promote efficiency and accessibility, some county's construct curb ramps at every point where a sidewalk intersects a curb; however, under Title II of the ADA, a County is not necessarily required to do so. Traffic safety considerations may make construction of ramps at some locations undesirable. Alternative routes to buildings that make use of existing curb ramps may be acceptable under the concept of program accessibility in the limited circumstances where individuals with disabilities need only travel a marginally longer route. In addition, the undue financial or administrative burden limitation recognized by Title II of the ADA may limit the number of curb ramps that the County is required to provide.

The County will prioritize PROW projects in the following order:

1. Access to Schools and Government offices
2. Bus stops and transportation facilities
3. Places of public accommodation such as commercial and business areas
4. Facilities containing high employee counts with 50 or more
5. Other areas such as residential neighborhoods and underdeveloped regions of the County.

Additional levels of prioritization are developed for replacing existing curb ramps. These items will also be considered in prioritizing wheelchair ramp installations:

1. ADA Complaint/ Grievance submittal
2. Repair of hazardous conditions
3. Distance from a City-operated program or building
4. Distance from a bus stop
5. Proximity to a facility serving disabled clients
6. Level of pedestrian traffic
7. Lack of feasible alternate routes
8. Distance from non-County owned public facilities

## Pedestrian Rights-of-Way Improvement Goals

Tulare County's goal is to address and improve access to priorities 1 and 2, identified above, within the next 10 to 15 years, as funding allows. The Tulare County Resource Management Agency has launched an aggressive community plan updating process as part of the implementation of the

General Plan Update recently approved by the Tulare County Board of Supervisors. As part of the community plan update process, Tulare County is adopting "Complete Streets" policies for each of the communities. The "Complete Streets" policies identify how to provide for routine accommodations of all public right-of-way users, including motorists, pedestrians, bicyclists, as well as people with disabilities, seniors, and user of public transportation.

In a nutshell, this integrated approach is characterized as "designing complete streets for all users."

The policies are developed through extensive public outreach, consisting of meetings held within each of the communities where input is solicited from community members. The priority projects identified within the "Complete Streets" policies are those which are identified by the community members. The projects typically consist of the following types of improvements, all to be constructed to be ADA compliant: sidewalks, curb ramps, curb and gutter, lighting, bus pads and shelters, and bike paths; the types of improvements that will address ADA access issues within the public right-ofway, typically to schools and government offices (consistent with priority 1 and 2).

Additionally, the County is preparing a county wide "Safe Routes to School Plan" that will identify and prioritize projects that will improve access to County schools (consistent with priority 1). The plan will be adopted by the Tulare County Board of Supervisors in spring of 2016. The plan will include extensive public outreach, and will identify projects that will consist of the following types of ADA compliant improvements: sidewalk, curb ramps, curb and gutter, lighting, crosswalks, crosswalk safety equipment (i.e. flashing beacons), lighting, bus pads, bike paths, etc. These improvements will improve ADA access as identified in priorities 1 and 2.

Resource Management Agency is also actively pursuing County Sponsored projects that will be located near priority 3, 4, and 5 conditions. When work is performed near these areas, and they can be feasibly incorporated into the project, those conditions will be improved to current ADA standards.

In addition to the aggressive planning process identified above, Tulare County is aggressively pursuing grant funding for these priority community projects. The benefit of these adopted policies and plans, that include public participation, is that they make the funding applications extremely competitive. Tulare County has submitted funding applications to the State of California amounting to over $\$ 20$ million for these priority community projects in the past two years, and has been awarded over $\$ 4$ million. The

County will continues to aggressively pursue these grants, as they become available to promote ADA accessibility throughout the County.

In addition to an aggressive grant funding campaign, the Resource Management Agency is proposing to utilize Community Road Improvements (Local Program) funds (approximately $\$ 2$ million per year) to create a new Community Transportation Infrastructure Program. The new program will utilize Measure R (local sales tax) funds to diversify street improvement from the typical pothole repair and road resurfacing projects to supporting projects that enhance walking and bicycling infrastructure.

The new plan will evaluate proposed improvements identified in the Community Plans, Complete Street Policies, ADA Transition Plan, Road Surface Maintenance Plan, and prioritize improvements based on existing infrastructure. The improvements will improve ADA access in accordance with this plan. Tulare County will also set aside approximately $\$ 50,000$ per year funding to correct issues within the public right-of-way brought to the immediate attention of the ADA Coordinator through the County's Grievance Procedure process. These grievances will be evaluated on a "case by case" basis and will be corrected as funding and personnel availability allow.

In an effort to track Tulare County's progress towards complete ADA compliance within the Pedestrian Right of way, the county will make yearly updates to the Transition Plan. These updates will summarize the work performed within the fiscal year and estimate the value of work that is considered ADA improvements. The summary will also include an update to Appendix $B$, showing the estimated value of remaining work before ADA compliance is met within the Pedestrian Right of Way.

### 5.0 Complaint / Grievance Procedures

ADA Title II regulations provide that the ADA Coordinator is to oversee the investigation and resolution of complaints. The Title II regulation also provides that public entities must establish and publish grievance procedures, providing for prompt and equitable resolution of complaints.

The Established grievance procedure includes the following components:

- A detailed description of the procedures for submitting a grievance;
- A two-step review process;
- Reasonable time frames for review and resolution of the grievance; and
- Records of all complaints submitted, responses given, and steps taken to resolve the issue;

Even though citizen requests may not specifically be considered complaints or grievances, prompt and appropriate responses to such requests are important to the overall ADA compliance efforts. As part of the ADA Transition Plan, forms for use by citizens to request accessibility improvements within the public right-of-way have been updated.

A Part of the Transition Plan, the County has provided Grievance Forms and Grievance Procedures as shown in Appendix A of this document. These documents will also be provided for the public on-line at http://www.tularecounty.ca.gov/county/. These forms have also been made available at the Resource Management Agency Permit of the Tulare County Government Plaza at 5961 S. Mooney Blvd. Visalia CA.

Appendix A
ADA Complaint/Grievance Form

## Tulare County

## ADA Complaint/ Grievance Form

Complainant: $\qquad$
Person Preparing Complaint (if different from Complainant):
Relationship to Complainant (if different from Complainant):

## Address:



Phone: (_____)

Email:
Please provide a complete description of your complaint or grievance:

Please specify the location of your grievance (if applicable):
$\qquad$
$\qquad$

Please state what you think should be done to resolve the grievance:
$\qquad$
$\qquad$
$\qquad$
$\qquad$
Please attach additional pages or photo(s) as needed.
Signature: $\qquad$ Date: $\qquad$
Please return to the return in person or mail to the Tulare County ADA Coordinator at the following address:

County Administrative Officer
Administration Building
2800 W. Burrel Ave.
Visalia, CA 93291
(559) 636-5005

Upon request, reasonable accommodations will be provided in completing this form. Contact the ADA Coordinator listed above for further assistance.


## County of Tulare

## Grievance Procedure

# Under the Americans with Disabilities Act 

## Purpose

This Grievance Procedure is established to meet the requirements of the Americans with Disabilities Act of 1990 ("ADA"). It may be used by anyone who wishes to file a complaint alleging physical accessibility barriers to the County of Tulare.

## Procedure

Any complaint alleging an ADA violation should be made using the provided Grievance Form or in writing and include the following information: the name, address and telephone number of the complainant and the location, date and description of the alleged discrimination.
Alternative means of filing complaints, such as personal interview or tape recording of the complaint, shall be made available to any person upon request. Complaints may also be submitted by email, provided the person submitting the complaint writes the words "ADA Grievance" in the subject line.

The Complaint should be submitted by the complainant and/or his or her designee as soon as possible but not later than sixty (60) calendar days after observing the alleged violation to the Tulare County ADA Coordinator:

County Administrative Officer
Administration Building
2800 W. Burrel Ave.
Visalia, CA 93291
(559) 636-5005

Alternatively the complainant also has the option to pick up a copy of the ADA Grievance Form at the Administration Building located at 2800 W. Burrel Avenue, Visalia, CA 93291. Once the ADA Grievance Form has been completed it may be hand delivered to the same address.

## Resolution

The ADA Coordinator or an appointed designee shall work to resolve all issues raised in any complaint submitted as quickly as circumstances allow. The ADA Coordinator or an appointed designee shall conduct any investigation deemed necessary upon receipt of a complaint. Within thirty (30) calendar days after the receipt of a complaint, the ADA coordinator or an appointed designee shall make contact with the complainant to discuss the allegations in the complaint and, if appropriate, a proposed resolution. After contact has been made with the complainant, the ADA coordinator or an appointed designee shall respond to the original complainant in writing. The written response shall summarize the alleged violation and explain the position of Tulare County and offer, when appropriate, options for alternative resolutions of the complaint.

## Appendix B

Cost Estimate

## ADA PROW Cost Estimate

## Curb Ramp Estimate

| Ramp | Quantity | Cost | Cost to Comply |
| :---: | :---: | :---: | :---: |
| Total Ramps | 1,294 | - | - |
| Compliant | 59 | $\$ 0$ | $\$ 0$ |
| Non-Existent | 264 | $\$ 4,000$ | $\$ 1,056,000$ |
| Non-Compliant | 971 | $\$ 4,000$ | $\$ 3,884,000$ |
| Total Non-Compliant | 1,235 | - | - |
|  |  | Total | $\mathbf{\$ 4 , 9 4 0 , 0 0 0}$ |

Path of Travel Estimate

| Issue | Unit | Quantity | Unit Price | Total |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cross Slope $>2 \%$ | SF | 363,286 | $\$ 10$ | $\$ 3,632,860$ |  |  |  |  |  |
| Gap in Sidewalk | SF | 300,566 | $\$ 10$ | $\$ 3,005,664$ |  |  |  |  |  |
| Missing Curb and Gutter | Ft | 32,838 | $\$ 60$ | $\$ 1,970,280$ |  |  |  |  |  |
| Non-Compliant Driveways | Units | 3,961 | $\$ 4,000$ | $\$ 15,844,000$ |  |  |  |  |  |
| Total Offset Locations | Units | 285 | $\$ 200$ | $\$ 57,000$ |  |  |  |  |  |
| Broken Sidewalk | SF | 77,669 | $\$ 10$ | $\$ 776,690$ |  |  |  |  |  |
|  |  |  |  |  |  |  | Total |  | $\mathbf{\$ 2 5 , 2 8 6 , 4 9 4}$ |

Note:
Curb gutter and Sidewalk cost Includes: excavation, forms, placement, backfill, and Asphalt Concrete for curb gutter

## Bus Stop Access Pad

| Issue | Unit | Quantity | Unit Price | Total |
| :---: | :---: | :---: | :---: | :---: |
| Access Pads 5'x8' | SF | 2,960 | $\$ 10$ | $\mathbf{\$ 2 9 , 6 0 0}$ |

Note: Cost Includes excavation, forms, placement, and backfill

As of 8/26/2013

## Appendix C

Curb Ramp Inventory/Priority

## Curb Ramp Inventory

The curb ramp inventory provides a of all cub ramps surveyed throughout the County of Tulare. The inventory list gives the community the ramp is located in as well as the cross streets and the directions of the specific corner. The inventory list gives each a priority to each feature based on the ramps location and condition. Priorities are given based on the following characteristics.

Priority 1: Areas the provide access to schools and government facilities
Priority 2: (Transportation Access) Areas providing access to bus stops.
Priority 3: Areas of public accommodations that include commercial businesses, churched, and apartments.

Priority 4: Areas of industrial businesses which employ more than 50 personal.

Priority 5: Residential and Rural areas.
The curb ramp inventory/ priority list is provided twice in this section. The first list is sorted community so that any curb ramp can easily be looked up. The second list is sorted by priority showing which issues should be considered high priority.

# Curb Ramp Inventory 

| Priority | Total | Schools and Government facilities |
| :---: | :---: | :--- |
| 1 | 316 |  |
| 2 | 24 | Transportation access |
| 3 | 171 | Places of Public accommodations |
| 4 | 16 | Industrial areas |
| 5 | 708 | Residential and Rural areas |
| Non-Compliant Ramps | 1,235 | $95.4 \%$ |
| Compliant | 59 | $4.6 \%$ |
| Total Ramps | 1,294 |  |


| Curb Ramps |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Community | Feature ID | Street (N/S) | Street (E/W) | Direction | Type | Priority |
| Allensworth | A. 1 | Young Rd. | Ave. 36 | W. Side | None | 1 |
| Allensworth | A. 2 | Young Rd. | Ave. 36 | E. Side | None | 1 |
| Allensworth | A. 3 | Young Rd. | Ave. 36 | E. Side | None | 1 |
| Alpaugh | A. 1 | Tule Rd. | Ave. 54 | S/E | Sidewalk only | 1 |
| Alpaugh | A. 6 | Wilbur Rd. | Ave. 54 | S/W | Sidewalk only | 1 |
| Alpaugh | A. 9 | Wilbur Rd. | Church Ave. | W Side | Sidewalk only | 1 |
| Alpaugh | A. 12 | Wilbur Rd. | Ave. 54 | N/W | Flared Sides | 1 |
| Alpaugh | A. 17 | Lake Rd. | Ave. 54 | N/E | Sidewalk only | 1 |
| Alpaugh | A. 18 | Lake Rd. | Ave. 54 | N/W | None | 1 |
| Alpaugh | A. 21 | Lake Rd. / Tule Rd. | Ave. 54 | $N$ Side | Built Up | 1 |
| Alpaugh | A. 23 | Tule Rd. | Ave. 54 | N/E | Diagonal | 1 |
| Cutler | H. 8 | Orosi Dr. | Alta Dr. | N/W | Dip Down | 1 |
| Cutler | H. 14 | Orosi Dr. | Alta Dr. | E. Side | Dip Down | 1 |
| Cutler | H. 17 | Orosi Dr. | 2nd Dr. | N/E | Sidewalk only | 1 |
| Cutler | H. 23 | Orosi Dr. | 2nd Dr. | S/E | None | 1 |
| Cutler | H. 24 | Orosi Dr. | 2nd Dr. | S/W | None | 1 |
| Cutler | H. 29 | Cutler Dr. | 2nd Dr. | S/E | Sidewalk only | 1 |
| Cutler | H. 30 | Cutler Dr. | 2nd Dr. | S/W | Sidewalk only | 1 |
| Cutler | H. 44 | Orosi Dr. | 2nd Dr. | N/W | Sidewalk only | 1 |
| Cutler | H. 48 | Orosi Dr. | Alta Dr. | S/W | Dip Down | 1 |
| Cutler | L. 1 | Orosi Dr. | 1st Dr. | N/E | Flared Sides | 1 |
| Cutler | L. 9 | Orosi Dr. | 1st Dr. | N/W | Flared Sides | 1 |
| Cutler | L. 10 | Orosi Dr. | 1st Dr. | s/w | Sidewalk only | 1 |
| Cutler | L. 12 | Orosi Dr. | Railroad Dr. | N/W | None | 1 |
| Cutler | L. 13 | Orosi Dr. | Railroad Dr. | N/E | Sidewalk only | 1 |
| Cutler | L. 23 | Orosi Dr. | 1st Dr. | S/E | Sidewalk only | 1 |
| Cutler | M. 7 | Mueller Rd. | School Ave. | N/W | Sidewalk only | 1 |
| Cutler | M. 8 | Mueller Rd. | Mueller Rd. | S/E | Sidewalk only | 1 |
| Cutler | M. 10 | Mueller Rd. | School Ave. | S. Side | Sidewalk only | 1 |
| Cutler | M. 15 | Mueller Rd. | Ave. 404 | N/E | None | 1 |
| Cutler | M. 16 | Mueller Rd. | Ave. 404 | N/W | Flared Sides | 1 |
| Cutler | M. 29 | Ralph Rd. | Ave. 404 | S/W | None | 1 |
| Cutler | M. 28 | Ralph Rd. | Ave. 404 | S/E | None | 1 |
| Cutler | M. 33 | Mueller Rd. | Ave. 404 | S. Side | None | 1 |
| Cutler | M. 35 | Mueller Rd. | School Ave. | S/W | None | 1 |
| Cutler | B. 4 | Eddy Ave. | Ave. 407 | N/W | None | 3 |
| Cutler | B. 5 | George Rd. | Ave. 407 | S/W | None | 3 |
| Cutler | B. 9 | Via De Guadalupe Apts. | Ave. 408 | N. Side | Sidewalk only | 3 |
| Cutler | B. 10 | Via De Guadalupe Apts. | Ave. 408 | S. Side | Sidewalk only | 3 |
| Cutler | B. 11 | Via De Guadalupe Apts. | Ave. 408 | N/E | Flared Sides | 3 |
| Cutler | B. 12 | Via De Guadalupe Apts. | Ave. 408 | N/W | Flared Sides | 3 |
| Cutler | D. 2 | George Rd. | Amethyst Ave. | S/W | None | 3 |
| Cutler | D. 12 | Lincoln Rd. | Amethyst Ave. | S/W | None | 3 |
| Cutler | D. 13 | Lincoln Rd. | Amethyst Ave. | S/E | None | 3 |
| Cutler | F. 12 | Lincoln Rd. | Ave. 406 | N/E | None | 3 |
| Cutler | F. 13 | Lincoln Rd. | Ave. 406 | S/E | Sidewalk only | 3 |
| Cutler | F. 15 | Lincoln Rd. | 1st Dr. | N/E | Sidewalk only | 3 |
| Cutler | F. 14 | Lincoln Rd. | 1st Dr. | N/W | Sidewalk only | 3 |
| Cutler | G. 4 | George Rd. | Ave. 406 | N/W | Sidewalk only | 3 |
| Cutler | G. 14 | George Rd. | Ave. 406 | S/W | None | 3 |
| Cutler | H. 34 | Santa Fe Dr. | 2nd Dr. | S/E | Sidewalk only | 3 |
| Cutler | H. 35 | Santa Fe Dr. | 2nd Dr. | S/W | None | 3 |
| Cutler | H. 36 | Santa Fe Dr. | 2nd Dr. | N/W | None | 3 |
| Cutler | H. 37 | Santa Fe Dr. | 2nd Dr. | N/E | None | 3 |
| Cutler | 1.1 | Rd. 124 | 1st Dr. | S. Side | Sidewalk only | 3 |
| Cutler | 1.4 | Topeka Dr. | Railroad Dr. | N/W | Sidewalk only | 3 |
| Cutler | 1.6 | Topeka Dr. | ALLEY | S/W | Sidewalk only | 3 |

## Curb Ramp Inventory

| Cutler | 1.7 | Topeka Dr. | ALLEY | N/W | None | 3 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cutler | 1.9 | Topeka Dr. | 1st Dr. | S/W | Sidewalk only | 3 |
| Cutler | Q. 5 | Ralph Rd. | Sierra Ave. | N/W | None | 3 |
| Cutler | Q. 11 | Ralph Rd. | Sierra Ave. | S/W | None | 3 |
| Cutler | A. 9 | Rd. 124 | Ave. 407 | S/E | None | 5 |
| Cutler | A. 10 | Rd. 124 | Ave. 407 | N/E | Sidewalk only | 5 |
| Cutler | D. 9 | Rd. 124 | Amethyst Ave. | N/E | None | 5 |
| Cutler | D. 10 | Rd. 124 | Amethyst Ave. | S/E | None | 5 |
| Cutler | D. 22 | George Rd. | Amethyst Ave. | S/W | Flared Sides | 5 |
| Cutler | E. 3 | Pearl Rd. | Emerald Ave. | S/E | Flared Sides | 5 |
| Cutler | E. 6 | Pearl Rd. | Emerald Ave. | S/W | Flared Sides | 5 |
| Cutler | E. 8 | Rd. 127 | Emerald Ave. | S/E | None | 5 |
| Cutler | E. 10 | Alta Dr. | Ave. 406 | S/E | None | 5 |
| Cutler | E. 11 | Alta Dr. | Ave. 406 | S/W | None | 5 |
| Cutler | E. 16 | Eddy Ave. | Ave. 406 | S/E | Flared Sides | 5 |
| Cutler | E. 17 | Eddy Ave. | Ave. 406 | N/E | None | 5 |
| Cutler | E. 21 | Eddy Ave. | Amethyst Ave. | S/E | Flared Sides | 5 |
| Cutler | E. 28 | Rd. 127 | Amethyst Ave. | S/W | None | 5 |
| Cutler | E. 29 | Rd. 127 | Amethyst Ave. | N/W | None | 5 |
| Cutler | E. 35 | Eddy Ave. | Amethyst Ave. | N/E | Sidewalk only | 5 |
| Cutler | E. 36 | Eddy Ave. | Ave. 407 | S/W | None | 5 |
| Cutler | F. 1 | Rd. 124 | 1st Dr. | N/E | None | 5 |
| Cutler | J. 7 | Santa Fe Dr. | 1st Dr. | N/W | Flared Sides | 5 |
| Cutler | J. 13 | Santa Fe Dr. | 1st Dr. | N/E | Sidewalk only | 5 |
| Cutler | J. 14 | Santa Fe Dr. | 1st Dr. | S/E | None | 5 |
| Cutler | J. 15 | Santa Fe Dr. | 1st Dr. | S/W | Flared Sides | 5 |
| Cutler | J. 20 | Santa Fe Dr. | Railroad Dr. | N/W | None | 5 |
| Cutler | K. 5 | Cutler Dr. | 1st Dr. | S/W | Flared Sides | 5 |
| Cutler | K. 8 | Cutler Dr. | Railroad Dr. | N/W | Flared Sides | 5 |
| Cutler | K. 14 | Cutler Dr. | Railroad Dr. | N/E | Flared Sides | 5 |
| Cutler | K. 16 | Cutler Dr. | 1st Dr. | S/E | None | 5 |
| Cutler | K. 23 | Cutler Dr. | 1st Dr. | N/E | None | 5 |
| Cutler | K. 26 | Cutler Dr. | 1st Dr. | N/W | Sidewalk only | 5 |
| Cutler | N. 1 | Johnston Rd. | Merlo Ave. | N/E | Flared Sides | 5 |
| Cutler | N. 3 | Johnston Rd. | Merlo Ave. | S/E | Flared Sides | 5 |
| Cutler | N. 7 | Johnston Rd. | Quinto Ct. | N/E | Flared Sides | 5 |
| Cutler | N. 11 | Johnston Rd. | Quinto Ct. | S/E | Flared Sides | 5 |
| Cutler | N. 13 | Johnston Rd. | Virgil Ave. | N/E | Flared Sides | 5 |
| Cutler | N. 16 | Robert Rd. | Virgil Ave. | N/W | Flared Sides | 5 |
| Cutler | N. 17 | Robert Rd. | Rivera Ct. | S/W | Flared Sides | 5 |
| Cutler | N. 20 | Robert Rd. | Rivera Ct. | N/W | Flared Sides | 5 |
| Cutler | N. 22 | Nancy Rd. | Virgil Ave. | S/E | Flared Sides | 5 |
| Cutler | N. 26 | Nancy Rd. | Virgil Ave. | S/W | Flared Sides | 5 |
| Cutler | N. 28 | Johnston Rd. | Virgil Ave. | S/E | Flared Sides | 5 |
| Cutler | P. 6 | Cindy Rd. | Merlo Ave. | S/E | Flared Sides | 5 |
| Cutler | P. 7 | Nancy Rd. | Merlo Ave. | S/W | Flared Sides | 5 |
| Cutler | P. 10 | Nancy Rd. | Kahlo Ct. | S/E | Flared Sides | 5 |
| Cutler | P. 13 | Nancy Rd. | Kahlo Ct. | N/E | Flared Sides | 5 |
| Cutler | P. 16 | Nancy Rd. | Antonia Ave. | S/E | Flared Sides | 5 |
| Cutler | P. 19 | Nancy Rd. | Antonia Ave. | N/E | Flared Sides | 5 |
| Cutler | P. 21 | Nancy Rd. | Merlo Ct. | S/E | Flared Sides | 5 |
| Cutler | P. 24 | Nancy Rd. | Merlo Ct. | N/E | Flared Sides | 5 |
| Cutler | P. 25 | Nancy Rd. | Merlo Ave. | N/W | Flared Sides | 5 |
| Cutler | P. 26 | Cindy Rd. | Merlo Ave. | S/W | Flared Sides | 5 |
| Cutler | R. 4 | Cannon Ave. | Cannon Ave. | S/E | Sidewalk only | 5 |
| Cutler | R. 13 | Rd. 130 | Sierra Ave. | N/W | None | 5 |
| Cutler | R. 18 | Rd. 130 | Cannon Ave. | S/W | None | 5 |
| Cutler | R. 19 | Rd. 130 | Cannon Ave. | N/W | None | 5 |
| Cutler | S. 1 | Rd. 130 | Cannon Ave. | N/E | Flared Sides | 5 |
| Cutler | S. 3 | Robert Rd. | Cannon Ave. | N/W | Flared Sides | 5 |
| Cutler | S. 7 | Robert Rd. | Ave. 404 | S/W | Flared Sides | 5 |
| Cutler | S. 10 | Rd. 130 | Ave. 404 | S/E | Sidewalk only | 5 |
| Cutler | S. 12 | Rd. 130 | Cannon Ave. | S/E | Flared Sides | 5 |
| Cutler | S. 14 | Cindy Rd. | Cannon Ave. | S/W | Flared Sides | 5 |
| Cutler | S. 15 | Cindy Rd. | Cannon Ave. | S/E | Flared Sides | 5 |
| Cutler | S. 18 | Nancy Rd. | Cannon Ave. | S/W | Flared Sides | 5 |
| Cutler | S. 19 | Nancy Rd. | Cannon Ave. | S/E | Flared Sides | 5 |
| Cutler | S. 21 | Robert Rd. | Cannon Ave. | S/W | Flared Sides | 5 |
| Cutler | S. 23 | Robert Rd. | Ave. 404 | S/E | Flared Sides | 5 |
| Cutler | S. 27 | Nancy Rd. | Ave. 404 | N/E | Flared Sides | 5 |
| Cutler | S. 28 | Nancy Rd. | Ave. 404 | N/W | Flared Sides | 5 |
| Cutler | S. 29 | Cindy Rd. | Ave. 404 | N/E | Flared Sides | 5 |

## Curb Ramp Inventory

| Cutler | S. 30 | Cindy Rd. | Ave. 404 | N/E | Flared Sides | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cutler | S. 37 | Rd. 130 | Ave. 404 | S/w | None | 5 |
| Cutler | T. 3 | Rd. 130 | Rosaline Ave. | N/E | Flared Sides | 5 |
| Cutler | T. 13 | Nancy Rd. | Rosaline Ave. | N/E | Flared Sides | 5 |
| Cutler | T. 21 | Nancy Rd. | Rosaline Ave. | N/W | Flared Sides | 5 |
| Cutler | T. 24 | Cindy Rd. | Rosaline Ave. | N/E | Flared Sides | 5 |
| Cutler | T. 29 | Cindy Rd. | Rosaline Ave. | N/W | Flared Sides | 5 |
| Cutler | U. 4 | Robert Rd. | Rosaline Ave. | N/W | Flared Sides | 5 |
| Cutler | U. 8 | Robert Rd. | Sierra Ave. | N/E | Flared Sides | 5 |
| Cutler | U. 10 | Robert Rd. | Sierra Ave. | N/W | Flared Sides | 5 |
| Cutler | U. 13 | Robert Rd. | Rosaline Ave. | N/E | Flared Sides | 5 |
| Cutler | U. 16 | Robert Rd. | Sierra Ave. | S/E | Flared Sides | 5 |
| Cutler | U. 17 | Robert Rd. | Sierra Ave. | S/W | Flared Sides | 5 |
| Cutler | U. 18 | Dianna Rd. | Rosaline Ave. | N/W | Flared Sides | 5 |
| Ducor | A. 8 | Braly Ave. | Ave. 56 | N/W | Flared Sides | 1 |
| Ducor | A. 14 | Rd. 234 | Ave. 56 | N/W | None | 1 |
| Ducor | A. 17 | Rd. 234 | Ave. 56 | S/W | Sidewalk only | 1 |
| Ducor | A. 24 | Braly Ave. | Ave. 56 | S/E | None | 1 |
| Ducor | A. 25 | Braly Ave. | Ave. 56 | N/E | None | 1 |
| Ducor | A. 26 | Braly Ave. | Ave. 56 | S/W | None | 1 |
| Ducor | B. 8 | Dennis Rd | Ave. 56 | S/E | Flared Sides | 1 |
| Ducor | B. 15 | Dennis Rd | Ave. 56 | S/W | Flared Sides | 1 |
| Ducor | B. 19 | Rd. 234 | Ave. 56 | S/E | Sidewalk only | 1 |
| Ducor | B. 20 | Rd. 234 | Ave. 56 | N/E | Sidewalk only | 1 |
| Ducor | B. 22 | Dennis Rd | Ave. 56 | N/E | Sidewalk only | 1 |
| Ducor | B. 25 | Dennis Rd | Ducor Ave. | S/w | Sidewalk only | 3 |
| Earlimart | G. 8 | Church Rd. | Sutter Ave. | N/W | None | 1 |
| Earlimart | G. 14 | Church Rd. | Sutter Ave. | S/W | None | 1 |
| Earlimart | G. 9 | Church Rd. | Sutter Ave. | S/E | Flared Sides | 1 |
| Earlimart | G. 10 | Church Rd. | Sutter Ave. | N/E | Flared Sides | 1 |
| Earlimart | 1.7 | Elm Rd. | Mary Ann Ave. | W. side | Sidewalk only | 1 |
| Earlimart | 1.8 | Elm Rd. | Washington St. | S/W | Sidewalk only | 1 |
| Earlimart | 1.18 | Elm Rd. | Washington St. | N. side | Sidewalk only | 1 |
| Earlimart | 1.30 | Elm Rd. | Washington St. | S/E | None | 1 |
| Earlimart | 1.32 | Elm Rd. | Mary Ann Ave. | N/E | Sidewalk only | 1 |
| Earlimart | 1.33 | Elm Rd. | Mary Ann Ave. | S/E | None | 1 |
| Earlimart | 1.39 | Elm Rd. | Kenneth Ave. | S/E | None | 1 |
| Earlimart | 1.48 | Elm Rd. | Kenneth Ave. | N/E | None | 1 |
| Earlimart | 1.61 | Elm Rd. | School Ave. | N/E | None | 1 |
| Earlimart | 1.62 | Elm Rd. | School Ave. | N/W | None | 1 |
| Earlimart | 1.63 | Elm Rd. | School Ave. | S/W | None | 1 |
| Earlimart | 1.64 | Elm Rd. | School Ave. | S/E | None | 1 |
| Earlimart | 1.65 | Elm Rd. | Franklin Ave. | S/E | None | 1 |
| Earlimart | 1.76 | Elm Rd. | Cannon Ave. | N/E | None | 1 |
| Earlimart | 0.3 | E. of State | Center Rd | S. side | Transition | 1 |
| Earlimart | 0.4 | Church Rd. | Center Rd. | S/W | None | 1 |
| Earlimart | 0.13 | Church Rd. | Washington Appt | N/E | Flared Sides | 1 |
| Earlimart | 0.14 | Church Rd. | Washington Appt | S/E | Flared Sides | 1 |
| Earlimart | 0.16 | Church Rd. | Washington Ave. | N/E | Flared Sides | 1 |
| Earlimart | 0.17 | Church Rd. | Washington Ave. | S/E | None | 1 |
| Earlimart | 0.18 | State St. | Washington Ave. | S/E | None | 1 |
| Earlimart | 0.19 | State St. | Washington Ave. | S/W | Flared Sides | 1 |
| Earlimart | 0.24 | W. of State | Washington Ave. | $N$. side | Dip down | 1 |
| Earlimart | 0.26 | State St. | Washington Ave. | N/W | Flared Sides | 1 |
| Earlimart | 0.31 | State St. | Center Rd. | S/w | None | 1 |
| Earlimart | P. 10 | Citrus Rd. | Washington Ave. | N/E | Flared Sides | 1 |
| Earlimart | P. 14 | Valente Rd. | Washington Ave. | S/W | Flared Sides | 1 |
| Earlimart | P. 24 | Alfalfa Rd. | Washington Ave. | N/E | Flared Sides | 1 |
| Earlimart | P. 31 | Citrus Rd. | Washington Ave. | N/W | Flared Sides | 1 |
| Earlimart | Q. 2 | Davis St. | Washington Ave. | S/E | Flared Sides | 1 |
| Earlimart | Q. 3 | Davis St. | Washington Ave. | S/W | Flared Sides | 1 |
| Earlimart | Q. 6 | Ash St. | Washington Ave. | S/E | Flared Sides | 1 |
| Earlimart | Q. 7 | Ash St. | Washington Ave. | S/W | Flared Sides | 1 |
| Earlimart | Q. 9 | W. of Ash St | Washington Ave. | S. side | Sidewalk only | 1 |
| Earlimart | Q. 15 | W. of Fruit | Washington Ave. | N. side | Sidewalk only | 1 |
| Earlimart | S. 1 | Front St. | Washington Ave. | N/E | Sidewalk only | 1 |
| Earlimart | T. 1 | Earlimart Ave. | Sierra Ave. | N/E | Flared Sides | 1 |
| Earlimart | T. 5 | Earlimart Ave. | Marin Ave. | S/E | Flared Sides | 1 |
| Earlimart | T. 48 | Earlimart Ave. | Marin Ave. | S/W | Flared Sides | 1 |
| Earlimart | U. 1 | State St | Sutter Ave | S/W | Sidewalk only | 1 |
| Earlimart | U. 2 | State St. | Sutter Ave. | S/E | Flared Sides | 1 |
| Earlimart | U. 3 | State St. | Sutter Ave. | N/E | None | 1 |

## Curb Ramp Inventory

| Earlimart | U. 7 | Spring Rd. | Sutter Ave. | N/W | Flared Sides | 1 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Earlimart | U. 10 | Spring Rd. | Sutter Ave. | N/E | Flared Sides | 1 |
| Earlimart | U. 17 | Church Rd. | Center Ave. | N/E | Flared Sides | 1 |
| Earlimart | U. 6 | E. of Spring Rd. | Sutter Ave | N. Side | Sidewalk only | 1 |
| Earlimart | U. 6 | E. of Spring Rd. | Sutter Ave | S. side | Sidewalk only | 1 |
| Earlimart | U. 18 | Church Rd. | Center Ave. | S/E | Flared Sides | 1 |
| Earlimart | V. 6 | Spring Rd. | Clay Ave. | N/E | Sidewalk only | 1 |
| Earlimart | V. 10 | Church St. | Clay Ave. | N/W | None | 1 |
| Earlimart | V. 13 | Church St. | Clay Ave. | N/E | Sidewalk only | 1 |
| Earlimart | V. 17 | Church St. | Clay Ave. | S/W | None | 1 |
| Earlimart | V. 20 | Spring Rd. | Clay Ave. | S/E | None | 1 |
| Earlimart | J. 15 | Olive Rd. | Armstrong Ave. | S/W | None | 3 |
| Earlimart | J. 16 | Olive Rd. | Armstrong Ave. | N/W | None | 3 |
| Earlimart | K. 4 | Church St. | Tulare Ave. | S/W | None | 3 |
| Earlimart | K. 5 | Church St. | Tulare Ave. | S/W | None | 3 |
| Earlimart | K. 6 | State St. | Kern Ave. | N/E | None | 3 |
| Earlimart | K. 7 | State St. | Kern Ave. | S/E | None | 3 |
| Earlimart | K. 11 | State St. | Armstrong Ave. | N/E | None | 3 |
| Earlimart | K. 12 | State St. | Armstrong Ave. | N/W | None | 3 |
| Earlimart | K. 17 | Church St. | Armstrong Ave. | N/W | Flared Sides | 3 |
| Earlimart | K. 18 | Church St. | Armstrong Ave. | N/E | Flared Sides | 3 |
| Earlimart | K. 19 | Church St. | Armstrong Ave. | S/E | Flared Sides | 3 |
| Earlimart | K. 20 | Church St. | Armstrong Ave. | S/W | Sidewalk only | 3 |
| Earlimart | N. 2 | Front St. | Clay Ave. | N/E | Sidewalk only | 3 |
| Earlimart | N. 6 | Front St. | Washington Ave. | S/E | Sidewalk only | 3 |
| Earlimart | N. 7 | Front St. | Washington Ave. | N/E | Sidewalk only | 3 |
| Earlimart | S. 4 | Front St. | Center Ave. | S/E | Sidewalk only | 3 |
| Earlimart | S. 5 | Front St. | Center Ave. | N/E | None | 3 |
| Earlimart | V. 25 | State St. | Clay Ave. | S/E | None | 3 |
| Earlimart | V. 26 | State St. | Clay Ave. | S/W | Sidewalk only | 3 |
| Earlimart | V. 27 | State St. | Clay Ave. | N/W | None | 3 |
| Earlimart | W. 8 | Front St. | Sierra Ave. | S/E | Flared Sides | 3 |
| Earlimart | W. 11 | State St. | Sierra Ave. | S/W | Sidewalk only | 3 |
| Earlimart | L. 6 | Front St. | Cedar Ave. | S/E | Flared Sides | 4 |
| Earlimart | M. 1 | Front St. | Armstrong Ave. | N/E | None | 4 |
| Earlimart | M. 4 | Front St. | Wilson Ave. | S/E | None | 4 |
| Earlimart | A. 3 | Muscat Rd. | Sierra Ave. | S/W | Flared Sides | 5 |
| Earlimart | A. 16 | Vineyard Rd. | Cardinal Ave. | S/W | Flared Sides | 5 |
| Earlimart | A. 23 | Vineyard Rd. | Camelia Ave. | N/E | Flared Sides | 5 |
| Earlimart | A. 26 | Vineyard Rd. | Azalea Ave. | S/E | Flared Sides | 5 |
| Earlimart | A. 38 | Thompson Rd. | Sierra Ave. | S/E | Flared Sides | 5 |
| Earlimart | A. 40 | Thompson Rd. | Sierra Ave. | S/W | Flared Sides | 5 |
| Earlimart | A. 41 | Thompson Rd. | Cardinal Ave. | N/W | Flared Sides | 5 |
| Earlimart | A. 43 | Thompson Rd. | Cardinal Ave. | S/W | Flared Sides | 5 |
| Earlimart | A. 45 | Thompson Rd. | Azalea Ave. | N/W | Flared Sides | 5 |
| Earlimart | A. 50 | Vineyard Rd. | Azalea Ave. | N/E | Flared Sides | 5 |
| Earlimart | A. 51 | Vineyard Rd. | Cardinal Ave. | S/E | Flared Sides | 5 |
| Earlimart | A. 61 | Muscat Rd. | Cardinal Ave. | N/E | Flared Sides | 5 |
| Earlimart | A. 64 | Muscat Rd. | Sierra Ave. | S/E | Flared Sides | 5 |
| Earlimart | B. 4 | Vineyard Rd. | Bent Ranch Ave. | N/W | Flared Sides | 5 |
| Earlimart | B. 14 | Muscat Rd. | Sutter Ave. | N/W | Flared Sides | 5 |
| Earlimart | B. 15 | Muscat Rd. | Sutter Ave. | W/E | Flared Sides | 5 |
| Earlimart | B. 17 | Muscat Rd. | Bent Ranch Ave. | S/E | Flared Sides | 5 |
| Earlimart | B. 19 | Vineyard Rd. | Bent Ranch Ave. | S/W | Flared Sides | 5 |
| Earlimart | B. 23 | Vineyard Rd. | Sutter Ave. | N/W | Flared Sides | 5 |
| Earlimart | B. 32 | Primavera Ct. | Sutter Ave. | S/W | Flared Sides | 5 |
| Earlimart | B. 33 | Primavera Ct. | Sutter Ave. | S/E | Flared Sides | 5 |
| Earlimart | B. 35 | Vineyard Rd. | Sutter Ave. | S/W | Flared Sides | 5 |
| Earlimart | B. 36 | Vineyard Rd. | Sutter Ave. | S/E | Flared Sides | 5 |
| Earlimart | B. 43 | Vineyard Rd. | Sutter Ave. | N/E | Flared Sides | 5 |
| Earlimart | B. 45 | Vineyard Rd. | Bent Ranch Ave. | S/E | Flared Sides | 5 |
| Earlimart | B. 57 | Vineyard Rd. | Camelia Ave. | S/E | Flared Sides | 5 |
| Earlimart | B. 62 | Thompson Rd. | Camelia Ave. | S/W | Flared Sides | 5 |
| Earlimart | B. 64 | Thompson Rd. | Bent Ranch Ave. | N/W | Flared Sides | 5 |
| Earlimart | B. 69 | Vineyard Rd. | Bent Ranch Ave. | N/E | Flared Sides | 5 |
| Earlimart | C. 1 | Muscat Rd. | Parade Ave. | S/E | Flared Sides | 5 |
| Earlimart | C. 4 | Thompson Rd. | Parade Ave. | S/W | Flared Sides | 5 |
| Earlimart | C. 6 | Thompson Rd. | Parade Ave. | N/W | Flared Sides | 5 |
| Earlimart | C. 7 | Vineyard Rd. | Parade Ave. | N/E | Flared Sides | 5 |
| Earlimart | C. 10 | Vineyard Rd. | Parade Ave. | N/W | Flared Sides | 5 |
| Earlimart | C. 11 | Primavera Ct. | Parade Ave. | N/E | Flared Sides | 5 |
| Earlimart | C. 14 | Primavera Ct. | Parade Ave. | N/W | Flared Sides | 5 |

## Curb Ramp Inventory

| Earlimart | C. 16 | Muscat Rd. | Parade Ave. | N/E | Flared Sides | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Earlimart | D. 2 | Muscat Rd. | Center Ave. | S/w | Flared Sides | 5 |
| Earlimart | D. 5 | Muscat Rd. | Martin Ave. | S/E | Flared Sides | 5 |
| Earlimart | D. 7 | Primavera Ct. | Martin Ave. | S/W | Flared Sides | 5 |
| Earlimart | D. 10 | Primavera Ct. | Martin Ave. | S/E | Flared Sides | 5 |
| Earlimart | D. 14 | Thompson Rd. | Martin Ave. | N/W | Flared Sides | 5 |
| Earlimart | D. 16 | Muscat Rd. | Martin Ave. | N/W | Flared Sides | 5 |
| Earlimart | D. 19 | Muscat Rd. | Center Ave. | N/W | Flared Sides | 5 |
| Earlimart | E. 1 | Church Rd. | Sierra Ave. | N/W | Flared Sides | 5 |
| Earlimart | E. 3 | Dove Rd. | Sierra Ave. | N/E | Flared Sides | 5 |
| Earlimart | E. 4 | Dove Rd. | Sierra Ave. | N/W | Flared Sides | 5 |
| Earlimart | E. 6 | Alila St. | Sierra Ave. | N/E | Flared Sides | 5 |
| Earlimart | E. 7 | Alila St. | Sierra Ave. | N/W | Flared Sides | 5 |
| Earlimart | E. 8 | Alila St. | Sierra Ave. | S/w | Flared Sides | 5 |
| Earlimart | E. 10 | Alila St. | Kovacevich St. | N/E | Flared Sides | 5 |
| Earlimart | E. 15 | Dove Rd. | Kovacevich St. | S/W | Flared Sides | 5 |
| Earlimart | E. 16 | Dove Rd. | Kovacevich St. | S/E | Flared Sides | 5 |
| Earlimart | E. 18 | Church Rd. | Kovacevich St. | S/W | Flared Sides | 5 |
| Earlimart | E. 19 | Church Rd. | Kovacevich St. | N/W | Flared Sides | 5 |
| Earlimart | E. 21 | Alila St. | Kovacevich St. | N/E | Flared Sides | 5 |
| Earlimart | E. 23 | Alila St. | Sierra Ave. | S/E | Flared Sides | 5 |
| Earlimart | E. 27 | Church Rd. | Sierra Ave. | S/W | Flared Sides | 5 |
| Earlimart | E. 30 | Church Rd. | Sierra Ave. | S/E | None | 5 |
| Earlimart | F. 3 | Mariposa Rd. | Sutter Ave. | N/E | Flared Sides | 5 |
| Earlimart | F. 6 | Mariposa Rd. | Camelia Dr. | S/E | Flared Sides | 5 |
| Earlimart | F. 15 | Mariposa Rd. | Camelia Dr. | N/E | Flared Sides | 5 |
| Earlimart | F. 17 | La Primevera Ct. | Camelia Dr. | N/W | Flared Sides | 5 |
| Earlimart | F. 18 | La Primevera Ct. | Azelia Ct. | S/w | Flared Sides | 5 |
| Earlimart | F. 20 | Mariposa Rd. | Azelia Ct. | S/E | Flared Sides | 5 |
| Earlimart | F. 22 | Mariposa Rd. | Sutter Ave. | N/W | Flared Sides | 5 |
| Earlimart | H. 12 | Spring Rd. | Bent Ranch Ave. | S/E | Flared Sides | 5 |
| Earlimart | H. 25 | Earlimart Ave. | Kovacevich St. | S/E | Flared Sides | 5 |
| Earlimart | H. 26 | Earlimart Ave. | Kovacevich St. | S/W | Flared Sides | 5 |
| Earlimart | H. 28 | Spring Rd. | Kovacevich St. | S/E | Flared Sides | 5 |
| Earlimart | H. 31 | Spring Rd. | Quail Ave. | N/E | Flared Sides | 5 |
| Earlimart | H. 35 | Earlimart Ave. | Quail Ave. | N/W | Flared Sides | 5 |
| Earlimart | H. 36 | Earlimart Ave. | Quail Ave. | N/E | Flared Sides | 5 |
| Earlimart | H. 38 | Dover Rd. | Quail Ave. | N/W | Flared Sides | 5 |
| Earlimart | H. 39 | Dover Rd. | Quail Ave. | S/W | Flared Sides | 5 |
| Earlimart | H. 43 | Spring Rd. | Quail Ave. | S/E | Flared Sides | 5 |
| Earlimart | H. 44 | Spring Rd. | Bent Ranch Ave. | S/E | Flared Sides | 5 |
| Earlimart | H. 48 | Dover Rd. | Bent Ranch Ave. | N/W | Sidewalk only | 5 |
| Earlimart | H. 61 | Earlimart Ave. | Earlimart Ave. | S/w | Flared Sides | 5 |
| Earlimart | H. 68 | Earlimart Ave. | Earlimart Ave. | N/E | Flared Sides | 5 |
| Earlimart | J. 1 | Elm Rd. | Tulare Ave. | S/w | None | 5 |
| Earlimart | J. 8 | Elm Rd. | Armstrong Ave. | N/W | None | 5 |
| Earlimart | N. 1 | Front St. | Franklin Ave. | S/E | Sidewalk only | 5 |
| Earlimart | 0.1 | State St. | Washington Ave. | N/E | Flared Sides | 5 |
| Earlimart | 0.8 | Church Rd. | Washington Ave. | N/W | Flared Sides | 5 |
| Earlimart | 0.32 | State St. | Center Rd. | N/E | Flared Sides | 5 |
| Earlimart | P. 1 | Valente Rd. | Center Ave. | S/E | Sidewalk only | 5 |
| Earlimart | P. 8 | Valente Rd. | Center Ave. | N/W | None | 5 |
| Earlimart | P. 35 | Citrus Rd. | Center Ave. | S/E | Sidewalk only | 5 |
| Earlimart | P. 38 | Citrus Rd. | Center Ave. | S/W | Sidewalk only | 5 |
| Earlimart | P. 41 | Citrus Rd. | Lincoln Ave. | N/W | None | 5 |
| Earlimart | P. 46 | Alfalfa Rd. | Lincoln Ave. | N/E | None | 5 |
| Earlimart | P. 47 | Alfalfa Rd. | Lincoln Ave. | S/E | Sidewalk only | 5 |
| Earlimart | P. 54 | Citrus Rd. | Lincoln Ave. | S/W | None | 5 |
| Earlimart | P. 60 | Alfalfa Rd. | Center Ave. | S/E | None | 5 |
| Earlimart | R. 5 | Ash St. | Rhoden Ct. | N/W | Flared Sides | 5 |
| Earlimart | R. 11 | Ash St. | Rhoden Ct. | S/W | Flared Sides | 5 |
| Earlimart | R. 12 | Ash St. | Clay Ave. | N/W | Flared Sides | 5 |
| Earlimart | R. 41 | Davis St. | Clay Ave. | N/W | None | 5 |
| Earlimart | R. 43 | Ash St. | Clay Ave. | N/E | Flared Sides | 5 |
| Earlimart | T. 8 | Alila St. | Marin Ave. | S/W | Flared Sides | 5 |
| Earlimart | T. 12 | Alila St. | Marin Ave. | S/E | Flared Sides | 5 |
| Earlimart | T. 13 | Dove Rd. | Marin Ave. | S/W | Flared Sides | 5 |
| Earlimart | T. 19 | Dove Rd. | Marin Ave. | S/E | Flared Sides | 5 |
| Earlimart | T. 23 | Church Rd. | Marin Ave. | S/W | Flared Sides | 5 |
| Earlimart | T. 26 | Church Rd. | Marin Ave. | N/W | Flared Sides | 5 |
| Earlimart | T. 29 | Rd. 136 | Andrea Ave. | S/W | Flared Sides | 5 |
| Earlimart | T. 32 | Alila St. | Andrea Ave. | S/E | Flared Sides | 5 |

## Curb Ramp Inventory

| Earlimart | T. 34 | Alila St. | Marin Ave. | N/E | Flared Sides | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Earlimart | T. 38 | Alila St. | Marin Ave. | N/W | Flared Sides | 5 |
| Earlimart | T. 40 | Alila St. | Andrea Ave. | N/W | Flared Sides | 5 |
| Earlimart | T. 43 | Diane St. | Andrea Ave. | S/E | Flared Sides | 5 |
| Earlimart | T. 46 | Diane St. | Marin Ave. | N/E | Flared Sides | 5 |
| Earlimart | V. 21 | Spring Rd. | Clay Ave. | S/W | None | 5 |
| Earlimart | W. 15 | State St. | Sierra Ave. | S/E | None | 5 |
| Earlimart | X. 3 | Rd. 136 | Bobbi Ave. | N/E | Flared Sides | 5 |
| Earlimart | X. 6 | Bobbi Ave. | Bobbi Ave. | S/E | Flared Sides | 5 |
| Earlimart | X. 8 | Bobbi Ave. | Andrea Ave. | N/E | Flared Sides | 5 |
| Earlimart | X. 10 | Rd. 136 | Andrea Ave. | N/W | Flared Sides | 5 |
| Earlimart | X. 12 | Rd. 136 | Bobbi Ave. | S/E | Flared Sides | 5 |
| Earlimart | Y. 2 | Diane St. | Bobbi Ave. | N/E | Flared Sides | 5 |
| Earlimart | Y. 3 | Diane St. | Bobbi Ave. | N/W | Flared Sides | 5 |
| Earlimart | Y. 8 | Diane St. | Marin Ave. | N/W | Flared Sides | 5 |
| Earlimart | Y. 9 | Molly Rd. | Marin Ave. | N/E | Flared Sides | 5 |
| Earlimart | Y. 12 | Molly Rd. | Andrea Ave. | S/E | Flared Sides | 5 |
| Earlimart | Y. 15 | Diane St. | Andrea Ave. | S/W | Flared Sides | 5 |
| Earlimart | Y. 17 | Earlimart Ave. | Andrea Ave. | N/W | Flared Sides | 5 |
| Earlimart | Y. 18 | Earlimart Ave. | Bobbi Ave. | S/W | Flared Sides | 5 |
| Earlimart | Y. 20 | Molly Rd. | Bobbi Ave. | S/E | Flared Sides | 5 |
| Earlimart | Y. 22 | Molly Rd. | Andrea Ave. | S/E | Flared Sides | 5 |
| Earlimart | 0.2 | State St. | Center Rd. | S/E | Flared Sides | Compliant |
| East Porterville | B. 8 | Ruth St. | Date Ave. | S/E | None | 1 |
| East Porterville | B. 9 | Ruth St. | Date Ave. | Median E. of Ruth | None | 1 |
| East Porterville | D. 7 | Doyle St. | Springville Ave. | N/E | Flared Sides | 1 |
| East Porterville | D. 8 | Doyle St. | Springville Ave. | N/W | None | 1 |
| East Porterville | D. 9 | Doyle St. | Springville Ave. | S/E | Sidewalk only | 1 |
| East Porterville | G. 1 | Roby Ave. | Orange Ave. | S/W | Transition | 1 |
| East Porterville | G. 5 | N. of School | Orange Ave. | S. side | Sidewalk only | 1 |
| East Porterville | G. 6 | N. of School | Orange Ave. | N. side | None | 1 |
| East Porterville | C. 3 | Conner St. | Springville Ave. | N/W | None | 2 |
| East Porterville | D. 6 | Alta Vista St. | Springville Ave. | S/E | None | 2 |
| East Porterville | F. 5 | W St. | Roby Ave. | S/W | Sidewalk only | 2 |
| East Porterville | F. 28 | Conner St. | Roby Ave. | S/W | Flared Sides | 2 |
| East Porterville | F. 34 | W St. | Roby Ave. | S/E | None | 2 |
| East Porterville | B. 1 | Leggett St. | Date Ave. | N/E | Flared Sides | 3 |
| East Porterville | B. 4 | Leggett St. | Success Dr. | S/E | None | 3 |
| East Porterville | D. 4 | Bennett St. | Springville Ave. | N/W | Flared Sides | 4 |
| East Porterville | D. 21 | Bennett St. | Springville Ave. | S/E | Flared Sides | 4 |
| East Porterville | C. 9 | Conner St. | Success Dr. | S/W | None | 5 |
| East Porterville | C. 17 | Conner St. | Success Dr. | S/E | None | 5 |
| East Porterville | D. 1 | Bennett St. | Cleo Ave. | S/W | Sidewalk only | 5 |
| East Porterville | D. 24 | Bennett St. | Cleo Ave. | S/E | None | 5 |
| East Porterville | E. 5 | Tulsa Rd. | Crabtree Ave. | N/W | Flared Sides | 5 |
| East Porterville | E. 8 | Rockey Hill St. | Crabtree Ave. | N/W | None | 5 |
| East Porterville | E. 9 | Rockey Hill St. | Crabtree Ave. | N/E | None | 5 |
| East Porterville | E. 15 | Page St. | Crabtree Ave. | N/W | None | 5 |
| East Porterville | E. 16 | Page St. | Crabtree Ave. | S/W | Flared Sides | 5 |
| East Porterville | E. 17 | Page St. | Crabtree Ave. | S/E | None | 5 |
| East Porterville | E. 18 | Page St. | Crabtree Ave. | N/E | None | 5 |
| East Porterville | E. 30 | Page St. | Roby Ave. | S/E | None | 5 |
| East Porterville | E. 31 | Rockey Hill St. | Roby Ave. | S/E | Flared Sides | 5 |
| East Porterville | E. 33 | Tulsa Rd. | Roby Ave. | S/E | Flared Sides | 5 |
| East Porterville | E. 39 | Holcomb St. | Roby Ave. | S/W | None | 5 |
| East Porterville | F. 17 | Conner St. | Tyler Ave. | N/E | Flared Sides | 5 |
| East Porterville | F. 24 | Conner St. | Roby Ave. | S/E | None | 5 |
| Goshen | 0.28 | Rd. 67 | Ave. 308 | N/W | None | 1 |
| Goshen | T2.1 | Frontage Rd. | Ave. 308 | S/E | Sidewalk only | 1 |
| Goshen | T2.13 | N. of School | Ave. 308 | N. side | Sidewalk only | 1 |
| Goshen | T2.18 | Frontage Rd. | Ave. 308 | N/W | Flared Sides | 1 |
| Goshen | 0.16 | Juniper St. | Elder Dr. | S/W | Flared Sides | 2 |
| Goshen | 0.17 | Juniper St. | Elder Dr. | S/E | Flared Sides | 2 |
| Goshen | 0.19 | Effie Dr. | Elder Dr. | S/W | Flared Sides | 2 |
| Goshen | R. 25 | Ivy Rd. | Ave. 305 | N/E | Flared Sides | 2 |
| Goshen | H. 1 | Rd. 72 | Ave. 308 | N/E | None | 3 |
| Goshen | N. 4 | Ivy Rd. | Elder Ave. | N/E | Flared Sides | 3 |
| Goshen | N. 9 | Camp Dr. | Elder Ave. | N/E | Sidewalk only | 3 |
| Goshen | N. 12 | Rd. 69 | Elder Ave. | N/W | Sidewalk only | 3 |
| Goshen | N. 26 | Rd. 70 | Ave. 310 | S/E | Sidewalk only | 3 |
| Goshen | 0.8 | Nutmeg Rd. | Betty Dr. | N/W | Sidewalk only | 3 |
| Goshen | 0.11 | SR. 99 N. bound offramp | Betty Dr. | S/w | Flared Sides | 3 |

## Curb Ramp Inventory

| Goshen | P. 1 | Juniper St. | Ave. 308 | N/W | Sidewalk only | 3 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Goshen | P. 3 | Juniper St. | Ave. 308 | S/W | Sidewalk only | 3 |
| Goshen | T2.22 | Frontage Rd. | Elder Ave. | S/W | Flared Sides | 3 |
| Goshen | T2.26 | Betty Dr. | Elder Ave. | S/E | Flared Sides | 3 |
| Goshen | T2.34 | Betty Dr. | Elder Ave. | N/W | Flared Sides | 3 |
| Goshen | T2.35 | Betty Dr. | Elder Ave. | N/E | Flared Sides | 3 |
| Goshen | T2.37 | Frontage Rd. | Elder Ave. | S/E | Flared Sides | 3 |
| Goshen | T2.38 | SR. 99 S. bound onramp | Elder Ave. | S/W | Flared Sides | 3 |
| Goshen | T2.39 | SR. 99 S. bound onramp | Elder Ave. | S/E | Flared Sides | 3 |
| Goshen | U. 3 | Frontage Rd. | Harvest Ave. | N/W | Flared Sides | 3 |
| Goshen | R. 11 | Commercial Rd. | Ave. 305 | S/E | Sidewalk only | 4 |
| Goshen | R. 27 | Kame Dr. | Ave. 305 | N/W | Flared Sides | 4 |
| Goshen | S. 2 | W. of Frontage Rd. | Ave. 304 | N/E | Flared Sides | 4 |
| Goshen | S. 1 | W. of Frontage Rd. | Ave. 304 | N/W | Flared Sides | 4 |
| Goshen | A. 3 | Eagle Ave. | Ave. 308 | S/E | Flared Sides | 5 |
| Goshen | A. 4 | Eagle Ave. | Ensminger Ave. | N/E | Flared Sides | 5 |
| Goshen | A. 6 | Cottontail St. | Ensminger Ave. | S/E | Flared Sides | 5 |
| Goshen | A. 8 | Cottontail St. | Ashworth Ave. | N/E | Flared Sides | 5 |
| Goshen | A. 11 | Cottontail St. | Ashworth Ave. | S/E | Flared Sides | 5 |
| Goshen | A. 13 | Cottontail St. | Wellman Ave. | N/E | Flared Sides | 5 |
| Goshen | A. 16 | Kit Fox Ct. | Wellman Ave. | S/E | Flared Sides | 5 |
| Goshen | A. 17 | Kit Fox Ct. | Wellman Ave. | S/W | Flared Sides | 5 |
| Goshen | A. 18 | Cottontail St. | Wellman Ave. | S/E | Flared Sides | 5 |
| Goshen | A. 20 | Cottontail St. | Ashworth Ave. | S/W | Flared Sides | 5 |
| Goshen | A. 21 | Cottontail St. | Ashworth Ave. | N/W | Flared Sides | 5 |
| Goshen | A. 23 | Eagle Ave. | Ensminger Ave. | N/W | Flared Sides | 5 |
| Goshen | A. 24 | Eagle Ave. | Ave. 308 | S/w | Flared Sides | 5 |
| Goshen | B. 1 | Kit Fox Ct. | Gadbury Ave. | N/E | Flared Sides | 5 |
| Goshen | B. 3 | Kit Fox Ct. | Gadbury Ave. | S/E | Flared Sides | 5 |
| Goshen | B. 10 | Cottontail St. | Ave. 306 | N/E | Flared Sides | 5 |
| Goshen | B. 13 | W. of DEAD END | Ave. 306 | N/W | Flared Sides | 5 |
| Goshen | B. 15 | Cottontail St. | Ave. 306 | N/W | Flared Sides | 5 |
| Goshen | B. 17 | Cottontail St. | Lickey Ct. | s/w | Flared Sides | 5 |
| Goshen | B. 18 | Cottontail St. | Lickey Ct. | N/W | Flared Sides | 5 |
| Goshen | C. 9 | Rd. 72 | Ave. 306 | N/E | Flared Sides | 5 |
| Goshen | C. 10 | Rd. 72 | Ave. 306 | S/E | Flared Sides | 5 |
| Goshen | C. 16 | Hawk Ct. | Ave. 306 | S/E | Flared Sides | 5 |
| Goshen | C. 17 | Coyote Ct. | Ave. 306 | S/W | Flared Sides | 5 |
| Goshen | C. 19 | Coyote Ct. | Ave. 306 | S/E | Flared Sides | 5 |
| Goshen | C. 13 | Hawk Ct. | Ave. 306 | S/W | Flared Sides | 5 |
| Goshen | E. 1 | Farr Rd. | Ave. 306 | N/E | Flared Sides | 5 |
| Goshen | E. 7 | Camp Dr. | Ave. 306 | S/E | Dip down | 5 |
| Goshen | G. 1 | Commercial Rd. | Ave. 308 | S/E | Sidewalk only | 5 |
| Goshen | G. 5 | Rd. 71 | Woodbine Ave. | N/W | Flared Sides | 5 |
| Goshen | G. 9 | Rd. 71 | Woodbine Ave. | N/E | Flared Sides | 5 |
| Goshen | G. 12 | Rd. 72 | Woodbine Ave. | S/W | Flared Sides | 5 |
| Goshen | G. 13 | Rd. 72 | Woodbine Ave. | N/W | Flared Sides | 5 |
| Goshen | G. 14 | Farr Rd. | Woodbine Ave. | N/E | Flared Sides | 5 |
| Goshen | G. 15 | Farr Rd. | Woodbine Ave. | N/W | Flared Sides | 5 |
| Goshen | G. 16 | Commercial Rd. | Ave. 308 | N/E | None | 5 |
| Goshen | G. 17 | Rd. 72 | Ave. 308 | N/W | None | 5 |
| Goshen | 1.6 | Rd. 71 | Ave. 310 | S/E | Flared Sides | 5 |
| Goshen | 1.7 | Rd. 71 | Ave. 310 | S/W | Flared Sides | 5 |
| Goshen | 1.8 | Commercial Rd. | Ave. 310 | S/E | Flared Sides | 5 |
| Goshen | 1.9 | Commercial Rd. | Ave. 310 | S/W | Flared Sides | 5 |
| Goshen | 1.19 | Rd. 72 | Ave. 310 | S/E | Flared Sides | 5 |
| Goshen | 1.20 | Rd. 72 | Ave. 310 | S/W | Flared Sides | 5 |
| Goshen | 1.21 | Farr Rd. | Ave. 310 | S/E | Flared Sides | 5 |
| Goshen | 1.22 | Farr Rd. | Ave. 310 | S/W | Flared Sides | 5 |
| Goshen | J. 1 | Rd. 72 | Ave. 310 | S/E | Dip down | 5 |
| Goshen | L. 3 | Camp Dr. | Wills Ave. | N/E | Dip down | 5 |
| Goshen | L. 5 | Robinson Rd. | Camp Dr. | S/E | Dip down | 5 |
| Goshen | M. 1 | Robinson Rd. | Camp Dr. | N/E | Dip down | 5 |
| Goshen | M. 2 | Camp Dr. | Ave. 308 | S/E | Flared Sides | 5 |
| Goshen | M. 3 | Rd. 70 | Ave. 308 | N/W | Sidewalk only | 5 |
| Goshen | M. 16 | Rd. 70 | Ave. 308 | N/E | None | 5 |
| Goshen | N. 1 | Rd. 69 | Camp Dr. | N/E | Dip down | 5 |
| Goshen | N. 5 | Ivy Rd. | Ave. 310 | N. side | Dip down | 5 |
| Goshen | N. 7 | Ivy Rd. | Ave. 310 | N/W | Dip down | 5 |
| Goshen | N. 15 | Rd. 69 | Ave. 310 | N. side | Dip down | 5 |
| Goshen | N. 19 | Robinson Rd. | Ave. 310 | S/W | Dip down | 5 |
| Goshen | N. 20 | Robinson Rd. | Ave. 310 | S/E | Dip down | 5 |

## Curb Ramp Inventory

| Goshen | 0.3 | Rd. 67 | Effie Dr. | S/w | Flared Sides | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Goshen | 0.5 | Rd. 67 | Betty Dr. | N/E | Flared Sides | 5 |
| Goshen | 0.6 | Rd. 67 | Betty Dr. | S/E | Flared Sides | 5 |
| Goshen | P. 7 | Rd. 68 | Harvest Ave. | N/W | Flared Sides | 5 |
| Goshen | P. 8 | Rd. 68 | ALLEY | S/w | Flared Sides | 5 |
| Goshen | P. 9 | Rd. 68 | ALLEY | N/W | Flared Sides | 5 |
| Goshen | P. 14 | Dollarhide Rd. | Ave. 308 | S/E | Flared Sides | 5 |
| Goshen | R. 1 | Effie Dr. | Ave. 306 | S/W | Flared Sides | 5 |
| Goshen | T2.2 | N. of School | Ave. 308 | S. side | Dip down | 5 |
| Goshen | Y. 1 | Robinson Rd. | Camp Dr. | S/W | Flared Sides | 5 |
| Goshen | Y. 3 | Robinson Rd. | Camp Dr. | N/E | Flared Sides | 5 |
| Goshen | J. 3 | Rd. 72 | Ave. 310 | N/E | Flared Sides | Compliant |
| Goshen | K. 1 | Eagle St. | Ave. 310 | N/W | Flared Sides | Compliant |
| Goshen | K. 2 | Eagle St. | Ave. 310 | N/E | Flared Sides | Compliant |
| Goshen | K. 3 | Eagle St. | Elm Ave. | S/W | Flared Sides | Compliant |
| Goshen | K. 4 | Eagle St. | Elm Ave. | S/E | Flared Sides | Compliant |
| Goshen | K. 5 | Wolfe St. | Elm Ave. | S/W | Flared Sides | Compliant |
| Goshen | K. 6 | Wolfe St. | Ave. 310 | N/W | Flared Sides | Compliant |
| Goshen | K. 7 | Wolfe St. | Ave. 310 | N/E | Flared Sides | Compliant |
| Goshen | N. 6 | Ivy Rd. | Ave. 310 | N/E | Dip down | Compliant |
| Goshen | N. 13 | Rd. 69 | Ave. 310 | S/W | Dip down | Compliant |
| Goshen | N. 14 | Rd. 69 | Ave. 310 | S/E | Dip down | Compliant |
| Goshen | N. 18 | Robinson Rd. | Ave. 310 | N/W | Dip down | Compliant |
| Goshen | 0.1 | Rd. 67 | Betty Dr. | S/w | Flared Sides | Compliant |
| Goshen | 0.2 | Rd. 67 | Betty Dr. | N/W | Flared Sides | Compliant |
| Goshen | 0.4 | Rd. 67 | Effie Dr. | S/E | Flared Sides | Compliant |
| Goshen | 0.7 | Nutmeg Rd. | Betty Dr. | N/E | Flared Sides | Compliant |
| Goshen | 0.10 | SR. 99 N. bound offramp | Betty Dr. | S/E | Dip down | Compliant |
| Goshen | P. 15 | Dollarhide Rd. | Ave. 308 | S/W | Flared Sides | Compliant |
| Goshen | P. 16 | Dollarhide Rd. | Ave. 308 | N/W | Flared Sides | Compliant |
| Goshen | P. 17 | Dollarhide Rd. | Ave. 308 | N/E | Flared Sides | Compliant |
| Goshen | Y. 2 | Robinson Rd. | Camp Dr. | S/E | Flared Sides | Compliant |
| Goshen | Y. 4 | Robinson Rd. | Camp Dr. | N/W | Flared Sides | Compliant |
| Goshen | Z.2 | Rd. 72 | Camp Dr. | S/E | Flared Sides | Compliant |
| Goshen | Z. 3 | Rd. 72 | 3180 Enterance N | N/E | Dip down | Compliant |
| Goshen | Z. 4 | Rd. 72 | 3180 Enterance N | S/E | Dip down | Compliant |
| Goshen | Z. 5 | Rd. 72 | 3180 Enterance S | N/E | Flared Sides | Compliant |
| Goshen | Z. 6 | Rd. 72 | 3180 Enterance S | S/E | Flared Sides | Compliant |
| Ivanhoe | A. 4 | Rd. 160 | Heather Ave. | S/E | Flared Sides | 1 |
| Ivanhoe | A. 5 | Rd. 160 | Heather Ave. | N/E | Flared Sides | 1 |
| Ivanhoe | A. 14 | Rd. 160 | Ave. 332 | S/E | Flared Sides | 1 |
| Ivanhoe | A. 38 | Hawthorne Rd. | Heather Ave. | N/E | Flared Sides | 1 |
| Ivanhoe | A. 41 | Rd. 160 | Heather Ave. | N/W | Flared Sides | 1 |
| Ivanhoe | A. 46 | Rd. 160 | Ave. 332 | S/w | Flared Sides | 1 |
| Ivanhoe | A. 47 | Rd. 160 | Ave. 332 | N/W | None | 1 |
| Ivanhoe | B. 10 | Rd. 159 | Ave. 330 | N/W | Dip down | 1 |
| Ivanhoe | B. 11 | Rd. 159 | Ave. 330 | S/W | Dip down | 1 |
| Ivanhoe | B. 12 | Rd. 159 | Ave. 330 | S/E | Dip down | 1 |
| Ivanhoe | B. 13 | Rd. 159 | Ave. 330 | N/E | Dip down | 1 |
| Ivanhoe | H. 1 | Rd. 159 | Lantana Ave. | N/E | Dip down | 1 |
| Ivanhoe | H. 4 | Rd. 159 | Depot Dr. | N/W | Dip down | 1 |
| Ivanhoe | H. 5 | Rd. 159 | Lantana Ave. | S/E | Sidewalk only | 1 |
| Ivanhoe | H. 27 | Rd. 159 | Depot Dr. | S/W | None | 1 |
| Ivanhoe | B. 15 | Rd. 159 | Azalea Ave. | S/E | Flared Sides | 3 |
| Ivanhoe | B. 16 | Rd. 159 | Azalea Ave. | N/E | Sidewalk only | 3 |
| Ivanhoe | B. 17 | Rd. 159 | Azalea Ave. | N/W | Sidewalk only | 3 |
| Ivanhoe | B. 18 | Rd. 159 | Azalea Ave. | S/W | Dip down | 3 |
| Ivanhoe | H. 13 | Rd. 159 | Ave. 328 | N/E | Flared Sides | 3 |
| Ivanhoe | H. 18 | Rd. 160 | Depot Dr. | N/W | None | 3 |
| Ivanhoe | H. 36 | Rd. 159 | Ave. 328 | N/W | None | 3 |
| Ivanhoe | 1.14 | Rd. 158 | Ave. 327 | S/W | Flared Sides | 3 |
| Ivanhoe | J. 6 | Rd. 159 | Rosaline Rd. | S/W | Sidewalk only | 3 |
| Ivanhoe | J. 15 | Rd. 158 | Ave. 327 | S/E | Flared Sides | 3 |
| Ivanhoe | K. 17 | Rd. 159 | Rosaline Rd. | S/E | Sidewalk only | 3 |
| Ivanhoe | L. 6 | Rd. 158 | Paradise Ave. | S/W | Flared Sides | 3 |
| Ivanhoe | L. 7 | Rd. 158 | Paradise Ave. | S/E | Flared Sides | 3 |
| Ivanhoe | L. 17 | Rd. 158 | Paradise Ave. | N/W | Flared Sides | 3 |
| Ivanhoe | L. 18 | Rd. 158 | Paradise Ave. | N/E | Flared Sides | 3 |
| Ivanhoe | L. 20 | Rd. 158 | Giotta Ave. | S/E | Flared Sides | 3 |
| Ivanhoe | L. 21 | Rd. 158 | Giotta Ave. | N/E | Flared Sides | 3 |
| Ivanhoe | B. 1 | Manzanita Rd. | Azalea Ave. | S/E | Flared Sides | 4 |
| Ivanhoe | A. 21 | Buckeye Rd. | Ave. 332 | S/E N. crossing | Flared Sides | 5 |

## Curb Ramp Inventory

| Ivanhoe | A. 32 | Buckeye Rd. | Heather Ave. | N/W | Sidewalk only | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Ivanhoe | A. 33 | Buckeye Rd. | Heather Ave. | N/E | None | 5 |
| Ivanhoe | B. 9 | Manzanita Rd. | Ave. 330 | N/E | None | 5 |
| Ivanhoe | B. 23 | Rd. 159 | Heather Ave. | S/W | Sidewalk only | 5 |
| Ivanhoe | B. 28 | Hawthorne Rd. | Azalea Ave. | N/E | None | 5 |
| Ivanhoe | B. 33 | Hawthorne Rd. | Heather Ave. | S/E | Sidewalk only | 5 |
| Ivanhoe | C. 1 | Rd. 160 | Freedom Ave. | N/E | Flared Sides | 5 |
| Ivanhoe | C. 3 | Scott Rd. | Freedom Ave. | S/W | Flared Sides | 5 |
| Ivanhoe | C. 8 | Scott Rd. | Bly Ave. | S/W | Flared Sides | 5 |
| Ivanhoe | C. 9 | Scott Rd. | Bly Ave. | N/W | Flared Sides | 5 |
| Ivanhoe | C. 11 | Waverly Ct. | Bly Ave. | S/E | Flared Sides | 5 |
| Ivanhoe | C. 18 | Rd. 160 | Bly Ave. | S/E | Flared Sides | 5 |
| Ivanhoe | C. 19 | Rd. 160 | Bly Ave. | N/E | Flared Sides | 5 |
| Ivanhoe | C. 21 | Waverly Ct. | Bly Ave. | N/W | Flared Sides | 5 |
| Ivanhoe | C. 38 | Rd. 160 | Freedom Ave. | S/E | Flared Sides | 5 |
| Ivanhoe | D. 3 | Rd. 158 | Azalea Ave. | S/E | Flared Sides | 5 |
| Ivanhoe | E. 1 | Rd. 160 | Walter Ave. | S/E | Flared Sides | 5 |
| Ivanhoe | E. 3 | Waverly Ct. | Walter Ave. | S/W | Flared Sides | 5 |
| Ivanhoe | E. 10 | Waverly Ct. | Walter Ave. | S/E | Flared Sides | 5 |
| Ivanhoe | E. 17 | Rd. 160 | Walter Ave. | N/E | Flared Sides | 5 |
| Ivanhoe | F. 1 | Rd. 157 | Ave. 328 | S/E | None | 5 |
| Ivanhoe | F. 9 | Rd. 158 | Ave. 328 | S/W | Flared Sides | 5 |
| Ivanhoe | F. 15 | Manzanita Rd. | Ave. 328 | N/E | Flared Sides | 5 |
| Ivanhoe | F. 16 | Manzanita Rd. | Ave. 328 | N/W | Flared Sides | 5 |
| Ivanhoe | G. 21 | Rd. 156 | Live Oak Dr. | S/E | None | 5 |
| Ivanhoe | G. 22 | Rd. 156 | Ave. 330 | N/W | None | 5 |
| Ivanhoe | G. 23 | Rd. 156 | Ave. 330 | N/E | None | 5 |
| Ivanhoe | H. 37 | Rd. 160 | Ave. 328 | N/E | Flared Sides | 5 |
| Ivanhoe | 1.1 | Rd. 157 | Rosaline Rd. | N/E | None | 5 |
| Ivanhoe | I. 12 | Rd. 158 | Rosaline Rd. | N/W | None | 5 |
| Ivanhoe | 1.17 | Grove St. | Ave. 327 | S/E | Flared Sides | 5 |
| Ivanhoe | 1.18 | Grove St. | Ave. 327 | S/W | Flared Sides | 5 |
| Ivanhoe | J. 1 | Rd. 158 | Rosaline Rd. | S/E | None | 5 |
| Ivanhoe | J. 10 | Rd. 159 | Ave. 327 | N/W | None | 5 |
| Ivanhoe | J. 11 | Carmaline Rd. | Ave. 327 | S/W | Flared Sides | 5 |
| Ivanhoe | K. 1 | Rd. 159 | Rosaline Rd. | N/E | None | 5 |
| Ivanhoe | K. 7 | Rd. 159 | Ave. 238 | S/E | None | 5 |
| Ivanhoe | K. 19 | Carmaline Rd. | Ave. 327 | S/E | Flared Sides | 5 |
| Ivanhoe | L. 11 | Grove St. | Paradise Ave. | N/E | Flared Sides | 5 |
| Ivanhoe | M. 22 | Elieen Rd. | Paradise Ave. | N/W | Flared Sides | 5 |
| Ivanhoe | M. 29 | Elieen Rd. | Giotta Ave. | S/w | Flared Sides | 5 |
| Ivanhoe | M. 36 | Carmaline Rd. | Giotta Ave. | N/E | Flared Sides | 5 |
| Ivanhoe | M. 40 | Carmaline Rd. | Giotta Ave. | N/W | Flared Sides | 5 |
| Ivanhoe | N. 1 | Manzanita Rd. | Aspen Ave. | N/W | Sidewalk only | 5 |
| Ivanhoe | N. 2 | Rd. 158 | Aspen Ave. | N/E | Sidewalk only | 5 |
| Ivanhoe | A. 15 | Rd. 160 | Ave. 332 | N/E S. crossing | Flared Sides | Compliant |
| Ivanhoe | A. 16 | Rd. 160 | Ave. 332 | N/E E. crossing | Flared Sides | Compliant |
| Ivanhoe | A. 19 | Buckeye Rd. | Ave. 332 | S/W | Dip down | Compliant |
| Ivanhoe | A. 20 | Buckeye Rd. | Ave. 332 | S/E W. crossing | Flared Sides | Compliant |
| Ivanhoe | A. 22 | Buckeye Rd. | Ave. 332 | N/E | Flared Sides | Compliant |
| Lemon Cove | B. 6 | S. of School | Ave. 324 | N. side | Sidewalk only | 1 |
| Lemon Cove | B. 6 | S. of School | Ave. 324 | S. side | None | 1 |
| Lemon Cove | B. 9 | S. of School | Ave. 324 | N. side | None | 1 |
| Lemon Cove | B. 9 | S. of School | Ave. 324 | S. side | None | 1 |
| Lindsay | A. 1 | Laurel Ave | Sierra View St. | S/E | Flared Sides | 5 |
| Lindsay | A. 3 | Page Ave. | Sierra View St. | S/W | None | 5 |
| Lindsay | A. 4 | Page Ave. | Sierra View St. | N/E | Flared Sides | 5 |
| Lindsay | A. 10 | Rd. 224 | Sierra View St. | N/W | Flared Sides | 5 |
| London | A. 4 | Rd. 58 | Ave. 380 | s/w | Sidewalk only | 5 |
| London | A. 8 | Rd. 58 | Ave. 378 | N/W | Sidewalk only | 5 |
| Matheny | A. 2 | Canal St | Beacon Ave. | N/E | None | 5 |
| Matheny | A. 6 | Canal St | Wade Ave | S/E | Flared Sides | 5 |
| Nanceville | A. 12 | Birch St. | Thurman Ave. | N/W | Flared Sides | 1 |
| Nanceville | A. 13 | Birch St. | Thurman Ave. | N/E | Flared Sides | 1 |
| Nanceville | A. 27 | Birch St. | Thurman Ave. | S/W | Sidewalk only | 1 |
| Nanceville | B. 3 | Rd. 222 | Thurman Ave. | S/E | Flared Sides | 1 |
| Nanceville | B. 4 | Rd. 222 | Thurman Ave. | S/W | Flared Sides | 1 |
| Nanceville | B. 6 | N. of School | Thurman Ave. | S. side | Flared Sides | 1 |
| Nanceville | B. 7 | Redwood St. | Thurman Ave. | S/E | Flared Sides | 1 |
| Nanceville | B. 13 | Redwood St. | Ave. 152 | N/E | Flared Sides | 1 |
| Nanceville | A. 3 | Sycamore St. | Thurman Ave. | N/E | Flared Sides | 5 |
| Nanceville | A. 15 | Birch St. | Harrison Ave. | S/E | Flared Sides | 5 |

## Curb Ramp Inventory

| Nanceville | A. 20 | Sycamore St. | Harrison Ave. | s/w | Flared Sides | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Nanceville | A. 22 | Sycamore St. | Thurman Ave. | N/W | Flared Sides | 5 |
| Nanceville | A. 30 | Dogwood St. | Thurman Ave. | S/W | Flared Sides | 5 |
| Nanceville | A. 32 | Dogwood St. | Thurman Ave. | S/E | Flared Sides | 5 |
| Nanceville | B. 9 | Redwood St. | W. of School | E. side | Flared Sides | 5 |
| Orosi | A. 4 | Rd. 126 | Ave. 419 | S/W | None | 1 |
| Orosi | A. 5 | Rd. 126 | Ave. 419 | N/E | Flared Sides | 1 |
| Orosi | A. 9 | Rd. 126 | Ave. 422 | S/E | Flared Sides | 1 |
| Orosi | B. 5 | Ralph Rd. | Ave. 419 | S/W | Flared Sides | 1 |
| Orosi | B. 6 | Ralph Rd. | Ave. 419 | S/E | Sidewalk only | 1 |
| Orosi | B. 9 | Rd. 130 | Ave. 419 | S/W | Flared Sides | 1 |
| Orosi | B. 10 | Rd. 130 | Ave. 419 | N/W | None | 1 |
| Orosi | C. 9 | Rd. 130 | Walnut Ave. | N/W | None | 1 |
| Orosi | C. 10 | Rd. 130 | Walnut Ave. | s/w | None | 1 |
| Orosi | D. 4 | Rd. 130 | Ave. 417 | N/W | Sidewalk only | 1 |
| Orosi | D. 14 | Rd. 130 | Ave. 417 | S/w | None | 1 |
| Orosi | G. 19 | Rd. 127 | Ave. 416 | S/W | Flared Sides | 1 |
| Orosi | G. 20 | Rd. 127 | Ave. 416 | S/E | Flared Sides | 1 |
| Orosi | G. 27 | Claude Rd. | Ave. 416 | N/E | Sidewalk only | 1 |
| Orosi | G. 28 | Claude Rd. | Ave. 416 | N/W | Sidewalk only | 1 |
| Orosi | H. 9 | David Rd. | Ave. 416 | S/W | Dip down | 1 |
| Orosi | H. 10 | David Rd. | Ave. 416 | S/E | Dip down | 1 |
| Orosi | H. 17 | E. of Rd. 126 | Ave. 416 | S. side | Sidewalk only | 1 |
| Orosi | H. 18 | E. of Rd. 126 | Ave. 416 | N. side | Sidewalk only | 1 |
| Orosi | H. 22 | Rd. 126 | Ave. 416 | N/E | Flared Sides | 1 |
| Orosi | H. 23 | Rd. 126 | Ave. 416 | N/W | Flared Sides | 1 |
| Orosi | H. 29 | Rd. 125 | Ave. 416 | N/E | Sidewalk only | 1 |
| Orosi | 1.1 | Rd. 126 | Walnut Ave. | N/W | None | 1 |
| Orosi | 1.8 | Rd. 125 | Walnut Ave. | N/E | None | 1 |
| Orosi | 1.20 | Rd. 126 | Ave. 417 | S/W | None | 1 |
| Orosi | 1.20 | Rd. 126 | Ave. 417 | E. side | None | 1 |
| Orosi | 1.27 | Rd. 126 | Walnut Ave. | S/W | None | 1 |
| Orosi | Q. 7 | David Rd. | Ave. 414 | N/W | None | 1 |
| Orosi | Q. 8 | David Rd. | Ave. 414 | N/E | None | 1 |
| Orosi | Q. 14 | David Rd. | Ave. 413 | N/E | Flared Sides | 1 |
| Orosi | Q. 15 | David Rd. | Ave. 413 | N/W | Sidewalk only | 1 |
| Orosi | Q. 19 | David Rd. | Luxor Ave. | S/w | None | 1 |
| Orosi | Q. 32 | David Rd. | Luxor Ave. | N/W | Flared Sides | 1 |
| Orosi | R. 17 | Rd. 127 | Ave. 413 | S. side | None | 1 |
| Orosi | X. 8 | Rd. 127 | Ella Ave. | S/W | Sidewalk only | 1 |
| Orosi | X. 8 | Rd. 127 | Ella Ave. | S/E | None | 1 |
| Orosi | X. 15 | Rd. 127 | Ella Ave. | N/E | None | 1 |
| Orosi | X. 18 | Beinhorn Rd. | Ella Ave. | S/E | Flared Sides | 1 |
| Orosi | X. 51 | Rd. 127 | Ave. 414 | S/E | None | 1 |
| Orosi | X. 53 | Rd. 127 | Sequia View APPT | N/E | None | 1 |
| Orosi | X. 54 | Rd. 127 | Sequia View APPT | S/E | Flared Sides | 1 |
| Orosi | X. 56 | Sequia View APPT | Ave. 413 | N/W | Flared Sides | 1 |
| Orosi | X. 57 | Sequia View APPT | Ave. 413 | N/E | Flared Sides | 1 |
| Orosi | X. 64 | Beinhorn Rd. | Ella Ave. | S/E | None | 1 |
| Orosi | X. 65 | Rd. 127 | Ave. 414 | N/E | Sidewalk only | 1 |
| Orosi | N. 4 | Rd. 124 | Ave. 416 | N/W | Flared Sides | 2 |
| Orosi | N. 13 | Rd. 124 | Ave. 416 | S/W | Flared Sides | 2 |
| Orosi | N. 14 | Rd. 124 | Ave. 416 | S/E | Flared Sides | 2 |
| Orosi | N. 21 | Rd. 124 | Ave. 416 | N/E | Flared Sides | 2 |
| Orosi | E. 1 | Rd. 130 | Miller Rd. | N/W | Flared Sides | 3 |
| Orosi | E. 15 | Rd. 130 | Miller Rd. | S/w | Flared Sides | 3 |
| Orosi | E. 20 | Rd. 130 | Ave. 416 | N/W | Sidewalk only | 3 |
| Orosi | E. 21 | W. of Rd. 130 | Ave. 416 | S. side | Sidewalk only | 3 |
| Orosi | E. 24 | Lincoln Rd. | Ave. 416 | N/E | Sidewalk only | 3 |
| Orosi | E. 25 | Lincoln Rd. | Ave. 416 | N/W | Sidewalk only | 3 |
| Orosi | E. 28 | Ralph Rd. | Ave. 416 | S/W | Sidewalk only | 3 |
| Orosi | E. 29 | Ralph Rd. | Ave. 416 | S/E | Sidewalk only | 3 |
| Orosi | E. 32 | Rd. 130 | Ave. 416 | S/W | Sidewalk only | 3 |
| Orosi | E. 33 | Rd. 130 | Ave. 416 | N/E | Sidewalk only | 3 |
| Orosi | F. 1 | Ralph Rd. | Ave. 416 | N/E | Sidewalk only | 3 |
| Orosi | F. 6 | Ralph Rd. | Miller Rd. | S/E | Flared Sides | 3 |
| Orosi | F. 13 | Ralph Rd. | Miller Rd. | S/W | None | 3 |
| Orosi | F. 18 | Ralph Rd. | Ave. 416 | N/W | Sidewalk only | 3 |
| Orosi | G. 12 | Eddy Rd. | Miller Ave. | S/w | Sidewalk only | 3 |
| Orosi | G. 36 | Eddy Rd. | Miller Ave. | S/E | Sidewalk only | 3 |
| Orosi | H. 33 | Rd. 125 | Miller Ave. | S/E | None | 3 |
| Orosi | H. 34 | Rd. 126 | Miller Ave. | N/E | None | 3 |

## Curb Ramp Inventory

| Orosi | H. 40 | Rd. 126 | Miller Ave. | N/W | Sidewalk only | 3 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Orosi | H. 41 | Rd. 126 | Miller Ave. | N/E | Sidewalk only | 3 |
| Orosi | H. 45 | Rd. 126 | Miller Ave. | S/E | None | 3 |
| Orosi | H. 46 | Rd. 126 | Miller Ave. | S/W | None | 3 |
| Orosi | 0.53 | Rd. 124 | Ella Ave. | N/E | None | 3 |
| Orosi | A. 3 | Rd. 126 | Ave. 419 | S/E | Flared Sides | 5 |
| Orosi | B. 11 | Rd. 130 | Tactacan Ave. | N/W | Flared Sides | 5 |
| Orosi | B. 20 | Rd. 130 | Tactacan Ave. | S/W | Flared Sides | 5 |
| Orosi | B. 24 | Rd. 130 | Clyde Ave. | N/W | Sidewalk only | 5 |
| Orosi | B. 36 | Rd. 130 | Clyde Ave. | S/W | Sidewalk only | 5 |
| Orosi | E. 5 | Vista Ct. | Miller Rd. | S/W | Flared Sides | 5 |
| Orosi | E. 8 | Vista Ct. | Miller Rd. | S/E | Flared Sides | 5 |
| Orosi | E. 11 | Pacifica Ct. | Miller Rd. | S/W | Flared Sides | 5 |
| Orosi | E. 14 | Pacifica Ct. | Miller Rd. | S/E | Flared Sides | 5 |
| Orosi | G. 1 | Claude Rd. | Miller Ave. | N/E | None | 5 |
| Orosi | G. 4 | Claude Rd. | Ave. 417 | S/E | None | 5 |
| Orosi | G. 5 | Claude Rd. | Miller Ave. | N/W | None | 5 |
| Orosi | G. 16 | Eddy Rd. | Ave. 416 | N/W | Dip down | 5 |
| Orosi | G. 33 | Eddy Rd. | Ave. 416 | N/E | Dip down | 5 |
| Orosi | G. 40 | Claude Rd. | Miller Ave. | S/W | Sidewalk only | 5 |
| Orosi | G. 41 | Claude Rd. | Miller Ave. | S/E | Sidewalk only | 5 |
| Orosi | H. 4 | Rd. 125 | Ave. 416 | N/W | Dip down | 5 |
| Orosi | H. 37 | Miller Ct. | Miller Ave. | N/W | None | 5 |
| Orosi | H. 38 | Miller Ct. | Miller Ave. | N/E | None | 5 |
| Orosi | 1.11 | Rd. 125 | Buenna Vista Ave. | N/W | Flared Sides | 5 |
| Orosi | 1.12 | Rd. 125 | Buenna Vista Ave. | S/W | Flared Sides | 5 |
| Orosi | I. 13 | Rd. 125 | Ave. 417 | N/E | None | 5 |
| Orosi | 1.19 | Rd. 126 | Ave. 417 | N/W | None | 5 |
| Orosi | 1.33 | Rd. 125 | Walnut Ave. | S/E | Sidewalk only | 5 |
| Orosi | J. 3 | Van Tassel Rd. | Whittaker Ave. | N/W | Flared Sides | 5 |
| Orosi | J. 5 | Van Tassel Rd. | Barton Ave. | S/W | Flared Sides | 5 |
| Orosi | J. 6 | Van Tassel Rd. | Barton Ave. | N/W | Flared Sides | 5 |
| Orosi | J. 9 | Van Tassel Rd. | Ave. 419 | S/W | Flared Sides | 5 |
| Orosi | J. 10 | Van Tassel Rd. | Ave. 419 | S/E | Flared Sides | 5 |
| Orosi | J. 20 | Rd. 125 | Whittaker Ave. | S/E | Flared Sides | 5 |
| Orosi | J. 24 | Rd. 125 | Whittaker Ave. | S/W | Flared Sides | 5 |
| Orosi | K. 3 | Rd. 124 | Whittaker Ave. | S/E | Flared Sides | 5 |
| Orosi | K. 4 | Rd. 124 | Whittaker Ave. | N/E | Flared Sides | 5 |
| Orosi | K. 6 | Rd. 124 | Barton Ave. | S/E | Flared Sides | 5 |
| Orosi | K. 12 | Rd. 124 | Barton Ave. | N/E | Flared Sides | 5 |
| Orosi | K. 14 | Rd. 124 | Ave. 419 | S/E | Flared Sides | 5 |
| Orosi | L. 5 | Colony St. | Dennison Dr. | S/W | Flared Sides | 5 |
| Orosi | L. 10 | Stewart St. | Buenna Vista Ave. | N/E | Flared Sides | 5 |
| Orosi | L. 12 | Stewart St. | Buenna Vista Ave. | N/W | Flared Sides | 5 |
| Orosi | L. 14 | Colony St. | Buenna Vista Ave. | N/E | Flared Sides | 5 |
| Orosi | L. 16 | Colony St. | Dennison Dr. | S/E | Flared Sides | 5 |
| Orosi | L. 18 | Stewart St. | Dennison Dr. | S/W | Flared Sides | 5 |
| Orosi | M. 1 | Wilsonia Ave. | Sequia Ave. | N/E | Flared Sides | 5 |
| Orosi | M. 4 | Wilsonia Ave. | Twin Peaks Ave. | S/E | Flared Sides | 5 |
| Orosi | M. 8 | Wilsonia Ave. | Twin Peaks Ave. | N/E | Flared Sides | 5 |
| Orosi | M. 10 | Wilsonia Ave. | Badger Ave. | S/E | Flared Sides | 5 |
| Orosi | M. 14 | Rd. 124 | Badger Ave. | S/W | Flared Sides | 5 |
| Orosi | M. 15 | Rd. 124 | Badger Ave. | N/W | Flared Sides | 5 |
| Orosi | M. 19 | Rd. 124 | Dennison Dr. | N/E | Flared Sides | 5 |
| Orosi | M. 20 | Rd. 124 | Dennison Dr. | S/E | Flared Sides | 5 |
| Orosi | M. 22 | Rd. 124 | Sequia Ave. | N/W | Flared Sides | 5 |
| Orosi | M. 26 | Ganite Ct. | Sequia Ave. | S/W | Flared Sides | 5 |
| Orosi | M. 30 | Ganite Ct. | Sequia Ave. | S/E | None | 5 |
| Orosi | M. 31 | Paradise Ct. | Sequia Ave. | S/W | Flared Sides | 5 |
| Orosi | M. 34 | Paradise Ct. | Sequia Ave. | S/E | None | 5 |
| Orosi | 0.1 | Rd. 124 | Ella Ave. | S/E | None | 5 |
| Orosi | 0.9 | Elrod Rd. | Ella Ave. | S/W | None | 5 |
| Orosi | 0.12 | Elrod Rd. | Ave. 415 | N/W | Flared Sides | 5 |
| Orosi | 0.20 | Rd. 124 | Ave. 415 | N/E | None | 5 |
| Orosi | 0.21 | Rd. 124 | Ave. 415 | S/E | None | 5 |
| Orosi | 0.26 | Rd. 124 | Ave. 415 | S/W | Flared Sides | 5 |
| Orosi | 0.29 | Elrod Rd. | Risley Ave. | N/W | Sidewalk only | 5 |
| Orosi | 0.36 | Rd. 124 | Risley Ave. | N/E | None | 5 |
| Orosi | 0.37 | Rd. 124 | Risley Ave. | S/E | None | 5 |
| Orosi | P. 4 | David Rd. | Ella Ave. | N/E | None | 5 |
| Orosi | P. 18 | David Rd. | Ella Ave. | S/E | Flared Sides | 5 |
| Orosi | Q. 1 | Rd. 124 | Ave. 414 | N/E | Sidewalk only | 5 |

## Curb Ramp Inventory

| Orosi | Q. 9 | David Rd. | Ave. 414 | S/E | Dip down | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Orosi | Q. 10 | David Rd. | Ave. 414 | S/W | Dip down | 5 |
| Orosi | Q. 30 | Rd. 124 | Luxor Ave. | S/E | None | 5 |
| Orosi | Q. 31 | Rd. 124 | Ave. 413 | S/E | Flared Sides | 5 |
| Orosi | R. 1 | Rd. 127 | Ave. 413 | N/E | Dip down | 5 |
| Orosi | R. 2 | Rd. 127 | Ave. 413 | N/W | Dip down | 5 |
| Orosi | S. 5 | Rd. 124 | Aceves Ave. | N/E | Flared Sides | 5 |
| Orosi | S. 6 | Rd. 124 | Aceves Ave. | S/E | Flared Sides | 5 |
| Orosi | S. 15 | Rd. 124 | Edward Ave. | N/E | Flared Sides | 5 |
| Orosi | S. 16 | Rd. 124 | Edward Ave. | S/E | Flared Sides | 5 |
| Orosi | S. 18 | Rd. 124 | Sand Creek APPT | N/E | Flared Sides | 5 |
| Orosi | S. 19 | Rd. 124 | Sand Creek APPT | S/E | Flared Sides | 5 |
| Orosi | S. 21 | Rd. 124 | Ash Ave. | N/W | Flared Sides | 5 |
| Orosi | S. 26 | Rd. 124 | Aceves Ave. | s/w | Flared Sides | 5 |
| Orosi | S. 27 | Rd. 124 | Aceves Ave. | N/W | Flared Sides | 5 |
| Orosi | T. 2 | Rd. 120 | Aceves Ave. | S/E | Flared Sides | 5 |
| Orosi | T. 3 | Richau St. | Aceves Ave. | S/W | Flared Sides | 5 |
| Orosi | T. 6 | Richau St. | Ash Ave. | N/E | Flared Sides | 5 |
| Orosi | T. 9 | Wilma Rd. | Ash Ave. | N/W | Flared Sides | 5 |
| Orosi | T. 11 | Wilma Rd. | Albert Ave. | S/W | Flared Sides | 5 |
| Orosi | T. 15 | Richau St. | Albert Ave. | S/E | Flared Sides | 5 |
| Orosi | T. 16 | Richau St. | Albert Ave. | N/E | Flared Sides | 5 |
| Orosi | T. 17 | Wilma Rd. | Aceves Ave. | N/W | Flared Sides | 5 |
| Orosi | T. 19 | Wilma Rd. | Aceves Ave. | S/W | Flared Sides | 5 |
| Orosi | T. 22 | Richau St. | Aceves Ave. | S/E | Flared Sides | 5 |
| Orosi | T. 23 | Rd. 120 | Aceves Ave. | N/E | Flared Sides | 5 |
| Orosi | T. 24 | Wilma Rd. | Aceves Ave. | N/W | Flared Sides | 5 |
| Orosi | U. 1 | Wilma Rd. | Aceves Ave. | N/E | Flared Sides | 5 |
| Orosi | U. 5 | Olympic St. | Aceves Ave. | N/W | Flared Sides | 5 |
| Orosi | U. 6 | Olympic St. | Aceves Ave. | s/w | Flared Sides | 5 |
| Orosi | U. 8 | Olympic St. | Albert Ave. | N/W | Flared Sides | 5 |
| Orosi | U. 9 | Olympic St. | Albert Ave. | s/w | Flared Sides | 5 |
| Orosi | U. 13 | Olympic St. | Ash Ave. | N/W | Flared Sides | 5 |
| Orosi | U. 16 | Wilma Rd. | Ash Ave. | N/E | Flared Sides | 5 |
| Orosi | U.17 | Wilma Rd. | Albert Ave. | S/E | Flared Sides | 5 |
| Orosi | U. 21 | Wilma Rd. | Albert Ave. | N/E | Flared Sides | 5 |
| Orosi | U. 22 | Wilma Rd. | Aceves Ave. | S/E | Flared Sides | 5 |
| Orosi | V. 1 | Olympic St. | Aceves Ave. | N/E | Flared Sides | 5 |
| Orosi | V. 8 | Birch Rd. | Aceves Ave. | S/E | Flared Sides | 5 |
| Orosi | V. 12 | Birch Rd. | Ash Ave. | N/E | Flared Sides | 5 |
| Orosi | V. 13 | Birch Rd. | Ash Ave. | N/W | Flared Sides | 5 |
| Orosi | V. 17 | Olympic St. | Ash Ave. | N/E | Flared Sides | 5 |
| Orosi | V. 20 | Olympic St. | Albert Ave. | S/E | Flared Sides | 5 |
| Orosi | V. 23 | Birch Rd. | Albert Ave. | S/W | Flared Sides | 5 |
| Orosi | V. 25 | Birch Rd. | Albert Ave. | N/W | Flared Sides | 5 |
| Orosi | V. 31 | Olympic St. | Albert Ave. | N/E | Flared Sides | 5 |
| Orosi | V. 33 | Olympic St. | Aceves Ave. | S/E | Flared Sides | 5 |
| Orosi | V. 37 | Birch Rd. | Aceves Ave. | S/W | Flared Sides | 5 |
| Orosi | W. 11 | Central Dr. | Albert Ave. | S/E | Sidewalk only | 5 |
| Orosi | W. 12 | Central Dr. | Albert Ave. | S/W | None | 5 |
| Orosi | W. 14 | Rancho Ct. | Albert Ave. | S/E | Sidewalk only | 5 |
| Orosi | W. 15 | Rancho Ct. | Albert Ave. | S/W | None | 5 |
| Orosi | W. 17 | Frances Rd. | Albert Ave. | S/E | Flared Sides | 5 |
| Orosi | W. 23 | Frances Rd. | Edward Ave. | N/E | None | 5 |
| Orosi | W. 24 | Frances Rd. | Edward Ave. | N/W | None | 5 |
| Orosi | W. 30 | Frances Rd. | Aceves Ave. | S/W | Flared Sides | 5 |
| Orosi | W. 32 | Frances Rd. | Aceves Ave. | S/E | Flared Sides | 5 |
| Orosi | W. 37 | David Rd. | Aceves Ave. | S/W | Flared Sides | 5 |
| Orosi | W. 39 | David Rd. | Albert Ave. | N/W | None | 5 |
| Orosi | W. 46 | Frances Rd. | Albert Ave. | N/E | None | 5 |
| Orosi | X. 28 | Beinhorn Rd. | Ave. 414 | N/E | Flared Sides | 5 |
| Orosi | X. 31 | Beinhorn Rd. | Ave. 414 | S/E | Flared Sides | 5 |
| Orosi | X. 35 | Beinhorn Rd. | Ave. 414 | S/W | Flared Sides | 5 |
| Orosi | X. 39 | Beinhorn Rd. | Ave. 414 | N/W | Sidewalk only | 5 |
| Orosi | Y. 7 | Mueller Rd. | Ella Ave. | S/W | None | 5 |
| Orosi | Y. 16 | Risley Ave. | Ave. 415 | S/W | None | 5 |
| Orosi | Z. 7 | Rd. 130 | Ave. 414 | S/W | Flared Sides | 5 |
| Orosi | W. 60 | Rancho Ct. | Ash Ave. | N/E | Flared Sides | Compliant |
| Orosi | W. 63 | Central Dr. | Ash Ave. | N/W | Flared Sides | Compliant |
| Orosi | W. 64 | Central Dr. | Ash Ave. | N/E | Flared Sides | Compliant |
| Orosi | W. 65 | David Rd. | Ash Ave. | S/W | Flared Sides | Compliant |
| Orosi | W. 66 | David Rd. | Edward Ave. | N/W | Flared Sides | Compliant |

## Curb Ramp Inventory

| Orosi | W. 67 | David Rd. | Edward Ave. | S/W | Flared Sides | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Paterson Tract | A. 3 | Manota Dr. | Ave. 320 | N/E | Flared Sides | 5 |
| Paterson Tract | A. 4 | Manota Dr. | Ave. 320 | N/W | Flared Sides | 5 |
| Paterson Tract | A. 8 | Elbow Ct. | Ave. 320 | N/W | Flared Sides | 5 |
| Paterson Tract | A. 9 | Elbow Ct. | Ave. 320 | N/E | Flared Sides | 5 |
| Paterson Tract | A. 23 | Sierra View Rd. | Ave. 320 | S/W | Flared Sides | 5 |
| Paterson Tract | A. 25 | Sierra View Rd. | Marlin Ave. | N/W | None | 5 |
| Pixley | A. 1 | School St. | Court Ave. | S/W | Sidewalk only | 1 |
| Pixley | A. 15 | Walnut St. | Court Ave. | S/E | Sidewalk only | 1 |
| Pixley | A. 27 | Walnut St. | Court Ave. | N/W | Sidewalk only | 1 |
| Pixley | A. 29 | Elm St. | Court Ave. | N/E | Sidewalk only | 1 |
| Pixley | A. 30 | Elm St. | Court Ave. | S/E | Flared Sides | 1 |
| Pixley | A. 35 | Walnut St. | Court Ave. | S/W | Flared Sides | 1 |
| Pixley | B. 8 | School St. | Sarah Ave. | N/W | None | 1 |
| Pixley | B. 10 | School St. | Sarah Ave. | S/W | None | 1 |
| Pixley | F. 2 | Park St. | Court Ave. | S/E | Sidewalk only | 1 |
| Pixley | F. 5 | Pine St. | Elsworth Ave. | N/W | Sidewalk only | 1 |
| Pixley | F. 9 | Maple St. | Court Ave. | S/W | None | 1 |
| Pixley | F. 14 | Spani Way. | Court Ave. | S/E | Flared Sides | 1 |
| Pixley | F. 16 | Park St. | Court Ave. | N/E | Sidewalk only | 1 |
| Pixley | F. 19 | Pine St. | Court Ave. | N/W | Flared Sides | 1 |
| Pixley | G. 4 | Park St. | Howard Ave. | S/E | Flared Sides | 1 |
| Pixley | G. 9 | Park St. | Howard Ave. | N/W | Flared Sides | 1 |
| Pixley | H. 2 | Park St. | Park Village APPT | N/E | Dip down | 1 |
| Pixley | H. 3 | Park St. | Park Village APPT | S/E | Dip down | 1 |
| Pixley | 1.1 | Center St. | Court Ave. | S/E | Dip down | 1 |
| Pixley | J. 7 | Main St. | Elsworth Ave. | N/E | None | 1 |
| Pixley | J. 8 | Main St. | Elsworth Ave. | S/E | Sidewalk only | 1 |
| Pixley | J. 17 | Center St. | Davis St. | N/W | Sidewalk only | 1 |
| Pixley | J. 22 | Main St. | Davis St. | N/E | Sidewalk only | 1 |
| Pixley | K. 2 | Center St. | Davis St. | S/W | Flared Sides | 1 |
| Pixley | K. 9 | Main St. | Compton Ave. | S/E | Sidewalk only | 1 |
| Pixley | K. 35 | Main St. | Davis St. | S/E | Sidewalk only | 1 |
| Pixley | K. 36 | Main St. | Davis St. | S/W | Flared Sides | 1 |
| Pixley | K. 8 | Main St. | Compton Ave. | N/E | None | 2 |
| Pixley | K. 19 | Main St. | Bradbury Ave. | N/E | Sidewalk only | 2 |
| Pixley | D. 12 | Maple St. | Terra Bella Ave. | N/E | None | 3 |
| Pixley | D. 13 | Maple St. | Terra Bella Ave. | N/W | None | 3 |
| Pixley | D. 19 | Elm St. | Terra Bella Ave. | N/W | Flared Sides | 3 |
| Pixley | D. 24 | Park St. | Terra Bella Ave. | N/E | Flared Sides | 3 |
| Pixley | E. 1 | Park St. | Davis St. | N/W | Sidewalk only | 3 |
| Pixley | E. 2 | Park St. | Davis St. | S/W | Sidewalk only | 3 |
| Pixley | E. 3 | Park St. | Davis St. | S/E | Flared Sides | 3 |
| Pixley | E. 6 | Pine St. | Davis St. | S/W | Flared Sides | 3 |
| Pixley | E. 7 | Pine St. | Davis St. | S/E | Sidewalk only | 3 |
| Pixley | 1.2 | Center St. | Court Ave. | S/W | Sidewalk only | 3 |
| Pixley | 1.7 | Center St. | Franklin Ave. | N/W | None | 3 |
| Pixley | 1.11 | Main St. | Franklin Ave. | N/E | Flared Sides | 3 |
| Pixley | 1.14 | Main St. | Court Ave. | S/E | Sidewalk only | 3 |
| Pixley | J. 3 | Center St. | Franklin Ave. | S/W | Sidewalk only | 3 |
| Pixley | J. 5 | Center St. | Elsworth Ave. | N/W | Sidewalk only | 3 |
| Pixley | J. 12 | Center St. | Elsworth Ave. | S/W | Sidewalk only | 3 |
| Pixley | J. 25 | Main St. | Franklin Ave. | S/E | None | 3 |
| Pixley | K. 5 | Center St. | Compton Ave. | N/W | None | 3 |
| Pixley | K. 13 | Center St. | Compton Ave. | s/w | None | 3 |
| Pixley | K. 15 | Center St. | Bradbury Ave. | N/W | Sidewalk only | 3 |
| Pixley | K. 21 | Center St. | Terra Bella Ave. | N/W | Sidewalk only | 3 |
| Pixley | K. 22 | Main St. | Polan Ave. | S/E | Sidewalk only | 3 |
| Pixley | K. 23 | Main St. | Polan Ave. | N/E | Sidewalk only | 3 |
| Pixley | 0.6 | Main St. | Terra Bella Ave. | S/E | Flared Sides | 4 |
| Pixley | 0.10 | Main St. | Terra Bella Ave. | S/W | None | 4 |
| Pixley | A. 5 | School St. | Carol Ave. | N/W | Sidewalk only | 5 |
| Pixley | A. 12 | Walnut St. | Court Ave. | N/E | Sidewalk only | 5 |
| Pixley | A. 40 | Walnut St. | Carol Ave. | S/E | Sidewalk only | 5 |
| Pixley | A. 48 | School St. | Carol Ave. | S/W | Sidewalk only | 5 |
| Pixley | B. 3 | Walnut St. | Sarah Ave. | N/E | None | 5 |
| Pixley | B. 11 | School St. | Holste Ave. | N/W | None | 5 |
| Pixley | B. 12 | School St. | Holste Ave. | S/W | Flared Sides | 5 |
| Pixley | B. 18 | Walnut St. | Holste Ave. | S/E | None | 5 |
| Pixley | B. 20 | Walnut St. | Dianna Ave. | N/E | Flared Sides | 5 |
| Pixley | B. 24 | School St. | Dianna Ave. | N/W | Flared Sides | 5 |
| Pixley | B. 27 | School St. | Dianna Ave. | S/W | Flared Sides | 5 |

## Curb Ramp Inventory

| Pixley | B. 28 | Walnut St. | Dianna Ave. | S/E | Flared Sides | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Pixley | C. 5 | Walnut St. | Carla Ave. | N/E | Flared Sides | 5 |
| Pixley | C. 7 | School St. | Carla Ave. | N/W | Flared Sides | 5 |
| Pixley | C. 10 | School St. | Carla Ave. | S/W | Flared Sides | 5 |
| Pixley | C. 14 | Walnut St. | Carla Ave. | S/E | Flared Sides | 5 |
| Pixley | C. 17 | Walnut St. | Joanne Ave. | N/E | Sidewalk only | 5 |
| Pixley | C. 24 | School St. | Joanne Ave. | N/W | Sidewalk only | 5 |
| Pixley | C. 26 | School St. | Joanne Ave. | S/W | Sidewalk only | 5 |
| Pixley | C. 30 | Walnut St. | Joanne Ave. | S/E | Sidewalk only | 5 |
| Pixley | D. 1 | Maple St. | Lavonia Ave. | S/E | Flared Sides | 5 |
| Pixley | D. 2 | Maple St. | Lavonia Ave. | N/E | Flared Sides | 5 |
| Pixley | D. 6 | Elm St. | Lavonia Ave. | N/W | Flared Sides | 5 |
| Pixley | D. 8 | Elm St. | Lavonia Ave. | S/W | Flared Sides | 5 |
| Pixley | D. 17 | Elm St. | Terra Bella Ave. | S/W | Flared Sides | 5 |
| Pixley | E. 11 | Pine St. | McCreary Ave. | N/E | Flared Sides | 5 |
| Pixley | E. 12 | Park St. | McCreary Ave. | N/E | None | 5 |
| Pixley | E. 13 | Park St. | McCreary Ave. | S/E | Sidewalk only | 5 |
| Pixley | E. 19 | Maple St. | McCreary Ave. | N/W | Sidewalk only | 5 |
| Pixley | E. 20 | Maple St. | McCreary Ave. | S/W | Sidewalk only | 5 |
| Pixley | E. 26 | Park St. | Joanne Ave. | N/E | Flared Sides | 5 |
| Pixley | E. 33 | Maple St. | Joanne Ave. | N/W | None | 5 |
| Pixley | E. 40 | Maple St. | Joanne Ave. | N/E | Flared Sides | 5 |
| Pixley | E. 42 | Elm St. | Joanne Ave. | N/W | Flared Sides | 5 |
| Pixley | E. 43 | Elm St. | Joanne Ave. | S/W | Flared Sides | 5 |
| Pixley | E. 45 | Maple St. | Joanne Ave. | S/E | Flared Sides | 5 |
| Pixley | E. 51 | Maple St. | Davis St. | S/E | None | 5 |
| Pixley | E. 52 | Maple St. | Davis St. | S/W | None | 5 |
| Pixley | F. 8 | Maple St. | Court Ave. | S/E | None | 5 |
| Pixley | H. 1 | Park St. | Pixley Park Entrance | S/E | Dip down | 5 |
| Pixley | L. 5 | Market St. | Terra Bella Ave. | N/W | Sidewalk only | 5 |
| Pixley | M. 9 | Cedar St | Bradbury Ave. | N/E | None | 5 |
| Pixley | M. 10 | Cedar St | Bradbury Ave. | S/E | None | 5 |
| Pixley | M. 12 | Ash St. | Compton Ave. | S/E | Sidewalk only | 5 |
| Pixley | N. 1 | Cedar St | Bradbury Ave. | S/W | Sidewalk only | 5 |
| Pixley | N. 7 | Airport St. | Bradbury Ave. | N/E | Flared Sides | 5 |
| Pixley | N. 10 | Airport St. | Compton Ave. | S/E | Flared Sides | 5 |
| Pixley | A. 18 | School St. | Court Ave. | N/W | Flared Sides | Compliant |
| Pixley | A. 19 | School St. | Jr High School | s/w | Flared Sides | Compliant |
| Pixley | A. 20 | School St. | Jr High School | N/W | Flared Sides | Compliant |
| Pixley | A. 21 | School St. | Jr High School | s/w | Flared Sides | Compliant |
| Pixley | A. 22 | School St. | Jr High School | N/W | Flared Sides | Compliant |
| Pixley | A. 24 | School St. | Court Ave. | N/E | Flared Sides | Compliant |
| Pixley | A. 25 | W. of School St. | Court Ave. | N/E | Dip down | Compliant |
| Pixley | A. 26 | W. of School St. | Court Ave. | N/W | Dip down | Compliant |
| Pixley | A. 54 | E. of Walnut St. | Court Ave. | N/E | Dip down | Compliant |
| Pixley | A. 55 | E. of Walnut St. | Court Ave. | N/W | Dip down | Compliant |
| Pixley | F. 1 | Park St. | Court Ave. | S/W | Dip down | Compliant |
| Pixley | K. 20 | Center St. | Terra Bella Ave. | N/E | Dip down | Compliant |
| Poplar | A. 6 | S.of School | Ave. 145 | N/W | Flared Sides | 1 |
| Poplar | A. 10 | S.of School | Ave. 145 | N/W | Flared Sides | 1 |
| Poplar | A. 12 | Ave. 145 | W. of School | S/E | Flared Sides | 1 |
| Poplar | A. 13 | Ave. 145 | W. of School | N/E | Flared Sides | 1 |
| Poplar | A. 15 | Ave. 145 | W. of School | S/E | Flared Sides | 1 |
| Poplar | A. 17 | Ave. 145 | W. of School | N/E | Flared Sides | 1 |
| Poplar | A. 19 | Ave. 145 | W. of School | S/E | Flared Sides | 1 |
| Poplar | B. 2 | Rd. 190 | Ave. 145 | S/W | Flared Sides | 3 |
| Poplar | B. 4 | Walker | Ave. 145 | S/E | Flared Sides | 3 |
| Poplar | B. 5 | Walker | Ave. 145 | S/W | Flared Sides | 3 |
| Poplar | B. 6 | Walker | Ave. 145 | N/W | Flared Sides | 3 |
| Poplar | B. 7 | Walker | Ave. 145 | N/E | Flared Sides | 3 |
| Poplar | B. 9 | Rd. 190 | Ave. 145 | N/W | Flared Sides | 3 |
| Poplar | A. 5 | S.of School | Ave. 145 | N/E | Flared Sides | 5 |
| Poplar | A. 9 | S.of School | Ave. 145 | N/E | Flared Sides | 5 |
| Poplar | E. 2 | Rd. 190 | Tule Rd. | N/W | Flared Sides | 5 |
| Poplar | E. 6 | Walker | Tule Rd. | S/W | Flared Sides | 5 |
| Poplar | E. 9 | Walker | Ave. 147 | N/W | Flared Sides | 5 |
| Poplar | E. 12 | Walker | Ave. 147 | S/W | Flared Sides | 5 |
| Poplar | E. 13 | Walker | Ave. 147 | S/E | Flared Sides | 5 |
| Poplar | E. 14 | Walker | Ave. 147 | N/E | Flared Sides | 5 |
| Poplar | E. 17 | Walker | Tule Rd. | S/E | Flared Sides | 5 |
| Poplar | E. 19 | Rd. 190 | Tule Rd. | S/W | Flared Sides | 5 |
| Poplar | E. 22 | Rd. 190 | Ave. 147 | N/W | Flared Sides | 5 |

## Curb Ramp Inventory

| Poplar | E. 25 | Rd. 190 | Ave. 147 | S/W | Flared Sides | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Poplar | F. 3 | Rd. 192 | Ave. 146 | N/E | Flared Sides | 5 |
| Poplar | A. 11 | Ave. 145 | Ave. 145 | N/E | Flared Sides | Compliant |
| Richgrove | B. 8 | Richgrove Dr. | Guerrero Ave. | N/E | Flared Sides | 1 |
| Richgrove | B. 14 | Richgrove Dr. | Guerrero Ave. | S/E | Flared Sides | 1 |
| Richgrove | F. 1 | Rd. 210 | Ave. 4 | N/W | Flared Sides | 1 |
| Richgrove | F. 17 | Vineyard Dr. | Ave. 4 | S/E | Flared Sides | 1 |
| Richgrove | F. 18 | Vineyard Dr. | Ave. 4 | S/W | Flared Sides | 1 |
| Richgrove | F. 19 | Vineyard Dr. | Ave. 4 | N/W | Sidewalk only | 1 |
| Richgrove | G. 2 | Richgrove Dr. | Ave. 4 | S/E | Flared Sides | 1 |
| Richgrove | G. 24 | Wheatland Dr. | Dooley Dr. | S/W | Flared Sides | 2 |
| Richgrove | B. 10 | Rowland St. | Guerrero Ave. | N/W | Flared Sides | 3 |
| Richgrove | C. 5 | Rowland St. | Guerrero Ave. | N/E | Flared Sides | 3 |
| Richgrove | C. 8 | Rd. 210 | Guerrero Ave. | N/W | Flared Sides | 3 |
| Richgrove | C. 11 | Rd. 210 | Guerrero Ave. | S/w | Flared Sides | 3 |
| Richgrove | H. 9 | Richgrove Dr. | Bibee Dr. | N/E | Flared Sides | 4 |
| Richgrove | A. 1 | Rd. 210 | Ave. 8 | S/W | Flared Sides | 5 |
| Richgrove | A. 3 | Rd. 210 | Robles Ct. | N/W | Flared Sides | 5 |
| Richgrove | A. 6 | Rd. 210 | Robles Ct. | S/W | Flared Sides | 5 |
| Richgrove | A. 8 | Rd. 210 | Hernandez Ave. | N/W | Flared Sides | 5 |
| Richgrove | A. 11 | Rowland St. | Hernandez Ave. | N/E | Flared Sides | 5 |
| Richgrove | A. 14 | Rowland St. | Ave. 8 | S/E | Flared Sides | 5 |
| Richgrove | A. 15 | Rowland St. | Ave. 8 | S/W | Flared Sides | 5 |
| Richgrove | A. 17 | Rowland St. | Hernandez Ave. | S/E | Flared Sides | 5 |
| Richgrove | A. 21 | Rd. 210 | Hernandez Ave. | S/W | Flared Sides | 5 |
| Richgrove | B. 4 | Richgrove Dr. | Ave. 8 | S/E | Flared Sides | 5 |
| Richgrove | D. 3 | Rd. 210 | Flores Ave. | N/W | Flared Sides | 5 |
| Richgrove | D. 7 | Rd. 210 | Flores Ave. | S/W | Flared Sides | 5 |
| Richgrove | D. 8 | Rd. 210 | Espinoza Ave. | N/W | Flared Sides | 5 |
| Richgrove | D. 14 | Rd. 210 | Espinoza Ave. | s/w | Flared Sides | 5 |
| Richgrove | D. 16 | Rd. 210 | Diaz Ave. | N/W | Flared Sides | 5 |
| Richgrove | D. 22 | Rd. 210 | Diaz Ave. | s/w | Flared Sides | 5 |
| Richgrove | F. 2 | Rd. 210 | Ave. 4 | S/W | Flared Sides | 5 |
| Richgrove | F. 3 | Rd. 210 | Francis Dr. | N/W | Flared Sides | 5 |
| Richgrove | F. 4 | Rd. 210 | Francis Dr. | s/w | Dip down | 5 |
| Richgrove | F. 6 | Rd. 210 | Dooley Dr. | N/W | Flared Sides | 5 |
| Richgrove | F. 7 | Vineyard Dr. | Dooley Dr. | N/E | Flared Sides | 5 |
| Richgrove | F. 8 | Vineyard Dr. | Dooley Dr. | S/E | Flared Sides | 5 |
| Richgrove | F. 9 | Vineyard Dr. | Dooley Dr. | S/W | Flared Sides | 5 |
| Richgrove | F. 10 | Vineyard Dr. | Dooley Dr. | N/W | Flared Sides | 5 |
| Richgrove | F. 11 | Vineyard Dr. | Ensign Dr. | s/w | Flared Sides | 5 |
| Richgrove | F. 12 | Vineyard Dr. | Ensign Dr. | N/W | Flared Sides | 5 |
| Richgrove | F. 13 | Vineyard Dr. | Francis Dr. | N/E | Flared Sides | 5 |
| Richgrove | F. 14 | Vineyard Dr. | Francis Dr. | S/E | Flared Sides | 5 |
| Richgrove | F. 15 | Vineyard Dr. | Francis Dr. | S/W | Flared Sides | 5 |
| Richgrove | F. 16 | Vineyard Dr. | Francis Dr. | N/W | Dip down | 5 |
| Richgrove | G. 1 | Richgrove Dr. | Ave. 4 | N/E | Flared Sides | 5 |
| Richgrove | G. 3 | Wheatland Dr. | Grove Dr. | N/E | Dip down | 5 |
| Richgrove | G. 4 | Wheatland Dr. | Grove Dr. | S/E | Dip down | 5 |
| Richgrove | G. 5 | Wheatland Dr. | Grove Dr. | S/W | Dip down | 5 |
| Richgrove | G. 6 | Richgrove Dr. | Francis Dr. | N/E | Flared Sides | 5 |
| Richgrove | G. 7 | Richgrove Dr. | Francis Dr. | S/E | Flared Sides | 5 |
| Richgrove | G. 8 | E. of Richgrove Dr. | Francis Dr. | N. side | Flared Sides | 5 |
| Richgrove | G. 9 | Wheatland Dr. | Francis Dr. | N/W | Flared Sides | 5 |
| Richgrove | G. 10 | Wheatland Dr. | Francis Dr. | N/E | Flared Sides | 5 |
| Richgrove | G. 11 | Wheatland Dr. | Francis Dr. | S/W | Flared Sides | 5 |
| Richgrove | G. 12 | Wheatland Dr. | Francis Dr. | S/E | Flared Sides | 5 |
| Richgrove | G. 13 | Richgrove Dr. | Ensign Dr. | N/E | Flared Sides | 5 |
| Richgrove | G. 14 | Richgrove Dr. | Ensign Dr. | S/E | Flared Sides | 5 |
| Richgrove | G. 15 | Wheatland Dr. | Ensign Dr. | N/W | Flared Sides | 5 |
| Richgrove | G. 16 | Wheatland Dr. | Ensign Dr. | N/E | Flared Sides | 5 |
| Richgrove | G. 17 | Wheatland Dr. | Ensign Dr. | S/W | Flared Sides | 5 |
| Richgrove | G. 18 | Wheatland Dr. | Ensign Dr. | S/E | Flared Sides | 5 |
| Richgrove | G. 19 | Richgrove Dr. | Dooley Dr. | N/E | Flared Sides | 5 |
| Richgrove | G. 20 | Richgrove Dr. | Dooley Dr. | S/E | Flared Sides | 5 |
| Richgrove | G. 21 | Wheatland Dr. | Dooley Dr. | N/W | Flared Sides | 5 |
| Richgrove | G. 22 | Wheatland Dr. | Dooley Dr. | N/E | Flared Sides | 5 |
| Richgrove | G. 23 | Wheatland Dr. | Dooley Dr. | S/E | Flared Sides | 5 |
| Richgrove | H. 1 | Richgrove Dr. | Chaney Dr. | N/E | Flared Sides | 5 |
| Richgrove | H. 2 | Richgrove Dr. | Chaney Dr. | S/E | Flared Sides | 5 |
| Richgrove | H. 3 | Wheatland Dr. | Chaney Dr. | N/W | Flared Sides | 5 |
| Richgrove | H. 8 | Vineyard Dr. | Chaney Dr. | s/w | Flared Sides | 5 |

## Curb Ramp Inventory

| Richgrove | H. 10 | Richgrove Dr. | Bibee Dr. | S/E | Flared Sides | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Richgrove | H. 11 | Wheatland Dr. | Bibee Dr. | N/W | Flared Sides | 5 |
| Richgrove | H. 12 | Wheatland Dr. | Bibee Dr. | N/E | Flared Sides | 5 |
| Richgrove | H. 14 | Wheatland Dr. | Bibee Dr. | S/E | Flared Sides | 5 |
| Richgrove | H. 15 | Vineyard Dr. | Bibee Dr. | N/W | Flared Sides | 5 |
| Richgrove | H. 16 | Vineyard Dr. | Bibee Dr. | S/W | Flared Sides | 5 |
| Richgrove | H. 17 | Richgrove Dr. | Ames Dr. | N/E | Flared Sides | 5 |
| Richgrove | H. 18 | Wheatland Dr. | Ames Dr. | N/W | Flared Sides | 5 |
| Richgrove | H. 19 | Wheatland Dr. | Ames Dr. | N/E | Flared Sides | 5 |
| Richgrove | H. 20 | Vineyard Dr. | Ames Dr. | N/W | Flared Sides | 5 |
| Richgrove | H. 4 | Wheatland Dr. | Chaney Dr. | N/E | Flared Sides | Compliant |
| Richgrove | H. 5 | Wheatland Dr. | Chaney Dr. | S/W | Flared Sides | Compliant |
| Richgrove | H. 6 | Wheatland Dr. | Chaney Dr. | S/E | Flared Sides | Compliant |
| Richgrove | H. 7 | Vineyard Dr. | Chaney Dr. | N/W | Flared Sides | Compliant |
| Richgrove | H. 13 | Wheatland Dr. | Bibee Dr. | S/W | Flared Sides | Compliant |
| Seville | A. 1 | Rd. 156 | N. of Ave. 383 | W. side | Flared Sides | 1 |
| Springville | A. 1 | McDonald St. | Ward Ave. | N/E | Flared Sides | 1 |
| Strathmore | C. 5 | H. Ave. | Ave. 196 | N/E | None | 1 |
| Strathmore | C. 6 | H. Ave. | Ave. 196 | N/W | None | 1 |
| Strathmore | C. 8 | W. of H. Ave | Ave. 196 | N. Side | Sidewalk only | 1 |
| Strathmore | C. 19 | W. of H. Ave | Ave. 196 | S. Side | Sidewalk only | 1 |
| Strathmore | C. 12 | H. Ave. | Ave. 196 | S/W | None | 1 |
| Strathmore | C. 13 | H. Ave. | Ave. 196 | S/E | None | 1 |
| Strathmore | E. 1 | Orange Belt Dr. | Bruce Dr. | S/E | Sidewalk only | 1 |
| Strathmore | E. 10 | Rd. 230 | Bruce Dr. | S/E | Sidewalk only | 1 |
| Strathmore | E. 11 | Rd. 230 | Lawson Dr. | N/E | Flared Sides | 1 |
| Strathmore | E. 14 | Rd. 230 | Ave. 198 | N/E | Sidewalk only | 1 |
| Strathmore | E. 14 | Rd. 230 | Ave. 198 | S/E | None | 1 |
| Strathmore | E. 14 | Rd. 230 | Ave. 198 | S/W | None | 1 |
| Strathmore | E. 14 | Rd. 230 | Ave. 198 | N/W | None | 1 |
| Strathmore | E. 21 | E. of Orange Belt Dr. | Ave. 198 | N. side | Sidewalk only | 1 |
| Strathmore | E. 21 | E. of Orange Belt Dr. | Ave. 198 | S. Side | None | 1 |
| Strathmore | E. 23 | Orange Belt Dr. | Ave. 198 | N/E | Flared Sides | 1 |
| Strathmore | E. 24 | Orange Belt Dr. | Ave. 198 | S/E | None | 1 |
| Strathmore | E. 30 | Orange Belt Dr. | Lawson Dr. | N/E | Sidewalk only | 1 |
| Strathmore | E. 33 | Orange Belt Dr. | Burns Dr. | S/E | Sidewalk only | 1 |
| Strathmore | E. 40 | Balfour Dr. | Lawson Dr. | N/W | None | 1 |
| Strathmore | E. 44 | Balfour Dr. | Lawson Dr. | S/W | None | 1 |
| Strathmore | E. 49 | Orange Belt Dr. | Bruce Dr. | N/E | Sidewalk only | 1 |
| Strathmore | E. 53 | Orange Belt Dr. | Lawson Dr. | S/E | Flared Sides | 1 |
| Strathmore | E. 68 | Orange Belt Dr. | Burns Dr. | N/E | None | 1 |
| Strathmore | F. 1 | Rd. 231 | Ave. 198 | N/W | Sidewalk only | 1 |
| Strathmore | F. 1 | Rd. 231 | Ave. 198 | S/W | None | 1 |
| Strathmore | G. 13 | Rd. 230 | Frazier Hwy | S/W | Flared Sides | 1 |
| Strathmore | G. 14 | Rd. 230 | Frazier Hwy | S/E | Flared Sides | 1 |
| Strathmore | G. 25 | Rd. 230 | Frazier Hwy | N/E | None | 1 |
| Strathmore | G. 26 | Rd. 230 | Frazier Hwy | N/W | None | 1 |
| Strathmore | G. 28 | Rd. 230 | N. of Frazier Hwy | N/E | Sidewalk only | 1 |
| Strathmore | G. 28 | Rd. 230 | N. of Frazier Hwy | S/E | None | 1 |
| Strathmore | H. 8 | Orange Belt Dr. | Frazier Hwy | S/E | Sidewalk only | 1 |
| Strathmore | H. 9 | Orange Belt Dr. | Frazier Hwy | S/W | Sidewalk only | 1 |
| Strathmore | H. 10 | Orange Belt Dr. | Frazier Hwy | N/W | Flared Sides | 1 |
| Strathmore | H. 17 | Orange Belt Dr. | Frazier Hwy | N/E | Sidewalk only | 1 |
| Strathmore | H. 21 | Balfour Dr. | Frazier Hwy | N/W | Sidewalk only | 1 |
| Strathmore | H. 23 | Balfour Dr. | Frazier Hwy | N/E | None | 1 |
| Strathmore | G. 17 | Wallace Rd. | Frazier Hwy | S/W | None | 3 |
| Strathmore | G. 18 | Wallace Rd. | Frazier Hwy | S/E | None | 3 |
| Strathmore | G. 20 | Richardson Rd. | Frazier Hwy | S/W | None | 3 |
| Strathmore | G. 21 | Richardson Rd. | Frazier Hwy | S/E | Flared Sides | 3 |
| Strathmore | G. 23 | Rd. 231 | Frazier Hwy | S/W | None | 3 |
| Strathmore | G. 24 | Rd. 231 | Frazier Hwy | S/E | None | 3 |
| Strathmore | H. 4 | Orange Belt Dr. | Bishop Ave. | S/E | None | 3 |
| Strathmore | H. 5 | Orange Belt Dr. | Bishop Ave. | N/E | Sidewalk only | 3 |
| Strathmore | B. 1 | Meredith Dr. | Ave 198 | N/W | Flared Sides | 5 |
| Strathmore | B. 3 | Meredith Dr. | Harper Ave. | S/W | Flared Sides | 5 |
| Strathmore | B. 9 | Ward Ave. | Harper Ave. | S/E | Flared Sides | 5 |
| Strathmore | B. 11 | Ward Ave. | Ave. 198 | N/E | Flared Sides | 5 |
| Strathmore | C. 17 | H. Ave. | E. of School | N/W | Flared Sides | 5 |
| Strathmore | C. 18 | H. Ave. | E. of School | S/W | Flared Sides | 5 |
| Strathmore | E. 5 | Balfour Dr. | Bruce Dr. | S/W | Sidewalk only | 5 |
| Strathmore | E. 8 | Balfour Dr. | Bruce Dr. | S/E | Sidewalk only | 5 |
| Strathmore | E. 34 | Balfour Dr. | Burns Dr. | S/E | None | 5 |

## Curb Ramp Inventory

| Strathmore | E. 39 | Balfour Dr. | Lawson Dr. | N/E | None | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Strathmore | E. 46 | Balfour Dr. | Bruce Dr. | N/W | None | 5 |
| Strathmore | E. 54 | Guthrie Dr. | Lawson Dr. | N/E | Sidewalk only | 5 |
| Strathmore | E. 56 | Rd. 230 | Lawson Dr. | N/W | None | 5 |
| Strathmore | E. 57 | Guthrie Dr. | Lawson Dr. | S/w | None | 5 |
| Strathmore | E. 59 | Guthrie Dr. | Bruce Dr. | N/W | None | 5 |
| Strathmore | E. 60 | Guthrie Dr. | Lawson Dr. | N/W | Sidewalk only | 5 |
| Strathmore | E. 62 | Balfour Dr. | Lawson Dr. | S/E | Sidewalk only | 5 |
| Strathmore | E. 67 | Guthrie Dr. | Burns Dr. | S/E | None | 5 |
| Sultana | B. 1 | Rd. 106 | Ave. 416 | S/E | Flared Sides | 1 |
| Sultana | B. 12 | Sultana Rd. | Ave. 416 | N/E | Dip down | 1 |
| Sultana | B. 17 | Rd. 105 | Ave. 416 | N/W | Dip down | 1 |
| Sultana | C. 1 | Rd. 104 | Ave. 416 | S/E | Sidewalk only | 1 |
| Sultana | C. 2 | Rd. 104 | Ave. 416 | S/W | None | 1 |
| Sultana | C. 3 | Rd. 104 | Ave. 416 | N/W, S. Crossing | Flared Sides | 1 |
| Sultana | C. 4 | Rd. 104 | Ave. 416 | N/W, E. Crossing | Flared Sides | 1 |
| Sultana | C. 18 | Rd. 104 | Ave. 416 | N/E | Sidewalk only | 1 |
| Sultana | A. 1 | Rd. 105 | N. loop, N. Rd. 105 | N/E | Flared Sides | 5 |
| Sultana | A. 6 | Rd. 105 | N. loop, S. Rd. 105 | S/E | Flared Sides | 5 |
| Sultana | A. 7 | Rd. 105 | N. loop, S. Rd. 105 | N/E | Flared Sides | 5 |
| Sultana | A. 8 | Rd. 105 | N. loop, N. Rd. 105 | S/E | Flared Sides | 5 |
| Sultana | A. 10 | Rd. 105 | S. loop, N. Rd. 105 | N/E | Flared Sides | 5 |
| Sultana | A. 14 | Rd. 105 | S. loop, S. Rd. 105 | S/E | Flared Sides | 5 |
| Sultana | A. 15 | Rd. 105 | S. loop, S. Rd. 105 | N/E | Flared Sides | 5 |
| Sultana | A. 16 | Rd. 105 | S. loop, N. Rd. 105 | S/E | Flared Sides | 5 |
| Sultana | B. 2 | Rd. 106 | Ave. 416 | S/W | Dip down | 5 |
| Sultana | B. 6 | Perkins Rd. | Ave. 416 | S/E | Dip down | 5 |
| Sultana | B. 7 | Perkins Rd. | Ave. 416 | S/W | Dip down | 5 |
| Sultana | B. 9 | Rd. 105 | Ave. 416 | S/W | Dip down | Compliant |
| Terra Bella | A. 4 | Rd. 236 | W. of Post Office | S/E | Flared Sides | 1 |
| Terra Bella | A. 8 | Rd. 236 | Ave. 96 | N/E | None | 1 |
| Terra Bella | C. 2 | Rd. 238 | Ave. 95 | S/E | None | 1 |
| Terra Bella | C. 37 | Rd. 238 | Terra Bella Ave. | N/W | Flared Sides | 1 |
| Terra Bella | D. 6 | Rd. 238 | Acacia Ave. | s/w | Sidewalk only | 1 |
| Terra Bella | D. 8 | Rd. 238 | Pepper Ave. | N/E | Dip down | 1 |
| Terra Bella | D. 9 | Rd. 238 | N. of Pepper Ave. | E. Side | Transition | 1 |
| Terra Bella | D. 10 | Rd. 238 | Acacia Ave. | N/W | Sidewalk only | 1 |
| Terra Bella | D. 16 | Rd. 238 | Magnolia Ave. | s/w | Sidewalk only | 1 |
| Terra Bella | D. 18 | Rd. 238 | Magnolia Ave. | N/W | Sidewalk only | 1 |
| Terra Bella | E. 6 | Rd. 238 | Palm Ave. | N/W | None | 1 |
| Terra Bella | E. 12 | Rd. 238 | Palm Ave. | S/E | None | 1 |
| Terra Bella | E. 18 | Rd. 238 | Palm Ave. | S/W | None | 1 |
| Terra Bella | E. 21 | Rd. 238 | Olive Ave. | N/W | Sidewalk only | 1 |
| Terra Bella | E. 23 | Rd. 238 | Palm Ave. | s/w | Sidewalk only | 1 |
| Terra Bella | E. 25 | Rd. 238 | Palm Ave. | N/W | Sidewalk only | 1 |
| Terra Bella | E. 30 | Rd. 238 | Ave. 92 | N/W | None | 1 |
| Terra Bella | E. 31 | Rd. 238 | Ave. 92 | N/E | None | 1 |
| Terra Bella | F. 1 | N. of School | Ave. 92 | S/E | Flared Sides | 1 |
| Terra Bella | F. 3 | N. of School | Ave. 92 | S/W | Flared Sides | 1 |
| Terra Bella | F. 5 | N. of School | Ave. 92 | S/E | Flared Sides | 1 |
| Terra Bella | F. 6 | N. of School | Ave. 92 | S/W | Flared Sides | 1 |
| Terra Bella | F. 8 | N. of School | Ave. 92 | S/E | Flared Sides | 1 |
| Terra Bella | F. 9 | N. of School | Ave. 92 | S/W | Flared Sides | 1 |
| Terra Bella | F. 11 | Rd. 238 | Ave. 92 | S/E | Flared Sides | 1 |
| Terra Bella | F. 14 | Rd. 238 | W. of School | N/E | Flared Sides | 1 |
| Terra Bella | F. 15 | Rd. 238 | W. of School | S/E | Flared Sides | 1 |
| Terra Bella | F. 17 | Rd. 238 | W. of School | N/E | Flared Sides | 1 |
| Terra Bella | F. 18 | Rd. 238 | W. of School | S/E | Flared Sides | 1 |
| Terra Bella | B. 5 | Rd. 234 | Ave. 95 | N/E | Sidewalk only | 3 |
| Terra Bella | B. 9 | Rd. 234 | Ave. 95 | S/E | Flared Sides | 3 |
| Terra Bella | C. 9 | Rd. 237 | Ave. 95 | S/E | Sidewalk only | 3 |
| Terra Bella | C. 13 | Rd. 237 | Ave. 95 | S/W | Sidewalk only | 3 |
| Terra Bella | C. 14 | Rd. 237 | Ave. 95 | N/W | Flared Sides | 3 |
| Terra Bella | C. 15 | Rd. 237 | Ave. 95 | N/E | Flared Sides | 3 |
| Terra Bella | G. 7 | Rd. 236 | Ave. 95 | S/E | Flared Sides | 3 |
| Terra Bella | G. 12 | Rd. 236 | Ave. 95 | N/E | Flared Sides | 3 |
| Terra Bella | H. 17 | Rd. 236 | Acacia Ave. | S/E | Flared Sides | 3 |
| Terra Bella | H. 18 | Rd. 236 | Acacia Ave. | N/E | Flared Sides | 3 |
| Terra Bella | H. 28 | Rd. 236 | Magnolia Ave. | S/E | Sidewalk only | 3 |
| Terra Bella | A. 10 | Clemens Rd. | Ave. 96 | S/E | Flared Sides | 4 |
| Terra Bella | C. 19 | Rd. 237 | Champhor Ave. | S/E | Flared Sides | 5 |
| Terra Bella | C. 20 | Rd. 237 | Champhor Ave. | N/E | Sidewalk only | 5 |

## Curb Ramp Inventory

| Terra Bella | C. 25 | Rd. 238 | Champhor Ave. | s/w | Sidewalk only | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Terra Bella | C. 26 | Rd. 238 | Champhor Ave. | N/W | Sidewalk only | 5 |
| Terra Bella | C. 30 | Rd. 237 | Ave. 96 | S/E | Sidewalk only | 5 |
| Terra Bella | C. 31 | Rd. 238 | Ave. 96 | S/W | Sidewalk only | 5 |
| Terra Bella | C. 47 | Rd. 237 | Champhor Ave. | S/w | Sidewalk only | 5 |
| Terra Bella | C. 48 | Rd. 237 | Champhor Ave. | N/W | Sidewalk only | 5 |
| Terra Bella | C. 50 | Rd. 237 | Ave. 96 | S/W | Flared Sides | 5 |
| Terra Bella | D. 2 | Rd. 237 | Acacia Ave. | S/E | Sidewalk only | 5 |
| Terra Bella | D. 12 | Rd. 237 | Acacia Ave. | N/E | Sidewalk only | 5 |
| Terra Bella | D. 14 | Rd. 237 | Magnolia Ave. | S/E | Sidewalk only | 5 |
| Terra Bella | D. 20 | Rd. 237 | Magnolia Ave. | N/E | Sidewalk only | 5 |
| Terra Bella | D. 22 | Rd. 237 | Magnolia Ave. | S/w | Sidewalk only | 5 |
| Terra Bella | D. 27 | Rd. 237 | Acacia Ave. | N/W | Flared Sides | 5 |
| Terra Bella | D. 28 | Rd. 237 | Acacia Ave. | S/W | Flared Sides | 5 |
| Terra Bella | E. 1 | Rd. 237 | Ave. 92 | N/E | Sidewalk only | 5 |
| Terra Bella | E. 11 | Rd. 237 | Palm Ave. | N/E | None | 5 |
| Terra Bella | E. 19 | Rd. 237 | Olive Ave. | N/E | Sidewalk only | 5 |
| Terra Bella | E. 27 | Rd. 237 | Palm Ave. | S/E | None | 5 |
| Terra Bella | E. 28 | Rd. 237 | Palm Ave. | N/E | Sidewalk only | 5 |
| Terra Bella | G. 11 | Rd. 236 | Magnolia Ave. | N/E | Flared Sides | 5 |
| Terra Bella | G. 14 | Rd. 236 | Champhor Ave. | S/E | Sidewalk only | 5 |
| Terra Bella | H. 1 | Rd. 236 | Ave. 93 | N/E | Flared Sides | 5 |
| Terra Bella | H. 6 | Rd. 236 | Pepper Ave. | S/E | Sidewalk only | 5 |
| Terra Bella | H. 7 | Rd. 236 | Pepper Ave. | N/E | Sidewalk only | 5 |
| Tipton | D. 21 | Smith Rd. | Woods Ave. | S/W | Flared Sides | 1 |
| Tipton | F. 4 | Evans Rd. | Ave. 152 | S/E | Flared Sides | 1 |
| Tipton | J. 1 | Thompson Rd. | Woods Ave. | S/E | None | 1 |
| Tipton | J. 4 | Evans Rd. | Woods Ave. | S/W | Flared Sides | 1 |
| Tipton | J. 11 | Evans Rd. | Klindera Ave. | S/E | Sidewalk only | 1 |
| Tipton | K. 8 | Graham St. | Woods Ave. | N/W | None | 1 |
| Tipton | K. 10 | Graham St. | N. of Woods Ave | W. side | None | 1 |
| Tipton | H. 9 | Burnett Rd. | Tipton Overpass | N/E | Sidewalk only | 2 |
| Tipton | H. 11 | Burnett Rd. | Tipton Overpass | S/E | Sidewalk only | 2 |
| Tipton | D. 1 | Newman Rd. | Woods Ave. | N/W | Flared Sides | 3 |
| Tipton | D. 5 | Newman Rd. | Woods Ave. | S/W | Flared Sides | 3 |
| Tipton | D. 9 | Smith Rd. | Woods Ave. | S/E | Flared Sides | 3 |
| Tipton | E. 4 | Smith Rd. | Spencer Rd. | N/E | Flared Sides | 3 |
| Tipton | E. 10 | Adams Rd. | Spencer Rd. | S/E | Sidewalk only | 3 |
| Tipton | E. 15 | Smith Rd. | Spencer Rd. | S/W | Sidewalk only | 3 |
| Tipton | E. 17 | Smith Rd. | Spencer Rd. | S/E | Sidewalk only | 3 |
| Tipton | E. 19 | Newman Rd. | Spencer Rd. | S/W | Flared Sides | 3 |
| Tipton | H. 1 | Evans Rd. | Tipton Overpass | N/W | None | 3 |
| Tipton | H. 19 | Evans Rd. | Tipton Overpass | S/W | None | 3 |
| Tipton | K. 1 | Graham St. | Klindera Ave. | N/W | Sidewalk only | 4 |
| Tipton | K. 7 | Graham St. | Woods Ave. | s/w | None | 4 |
| Tipton | A. 1 | Callison Rd. | Liscomb Ave. | N/W | Flared Sides | 5 |
| Tipton | A. 11 | Newman Rd. | Liscomb Ave. | N/E | Flared Sides | 5 |
| Tipton | A. 21 | Newman Rd. | Ave. 152 | S/E | Flared Sides | 5 |
| Tipton | A. 35 | Callison Rd. | Ave. 152 | S/W | Flared Sides | 5 |
| Tipton | A. 43 | Callison Rd. | Liscomb Ave. | S/W | Flared Sides | 5 |
| Tipton | A. 45 | El Syd St. | Liscomb Ave. | S/E | Flared Sides | 5 |
| Tipton | A. 46 | El Syd St. | Liscomb Ave. | S/W | Flared Sides | 5 |
| Tipton | A. 51 | Newman Rd. | Liscomb Ave. | S/E | Flared Sides | 5 |
| Tipton | B. 16 | Newman Rd. | Copper Ave. | S/W | None | 5 |
| Tipton | B. 21 | El Syd St. | Copper Ct. | N/W | Flared Sides | 5 |
| Tipton | B. 28 | El Syd St. | Copper Ct. | s/w | Flared Sides | 5 |
| Tipton | B. 31 | El Syd St. | Woods Ct. | N/W | Flared Sides | 5 |
| Tipton | B. 35 | El Syd St. | Woods Ct. | S/w | Flared Sides | 5 |
| Tipton | C. 5 | Callison Rd. | Klindera Ave. | N/W | Flared Sides | 5 |
| Tipton | C. 8 | El Syd St. | Klindera Ave. | N/E | Flared Sides | 5 |
| Tipton | C. 28 | El Syd St. | Klindera Ave. | N/W | Flared Sides | 5 |
| Tipton | C. 30 | Newman Rd. | Klindera Ave. | N/E | Flared Sides | 5 |
| Tipton | C. 37 | Newman Rd. | Klindera Ave. | N/W | None | 5 |
| Tipton | D. 15 | Smith Rd. | Klindera Ave. | s/w | Flared Sides | 5 |
| Tipton | D. 18 | Smith Rd. | Klindera Ave. | N/W | None | 5 |
| Traver | A. 4 | Canal Dr. | Merritt Dr. | N/E | Sidewalk only | 5 |
| Traver | A. 9 | Canal Dr. | Merritt Dr. | N/W | Sidewalk only | 5 |
| Traver | A. 15 | Canal Dr. | W. of School | E. Side | Dip down | 5 |
| Traver | A. 16 | Canal Dr. | W. of School | E. Side | Dip down | 5 |
| Traver | A. 17 | Canal Dr. | W. of School | E. Side | Dip down | Compliant |
| Waukena | A. 3 | Harmon Rd. | S. of Dawkins Dr. | W. side | Sidewalk only | 1 |
| Waukena | A. 3 | Harmon Rd. | S. of Dawkins Dr. | E. side | None | 1 |

## Curb Ramp Inventory

| Waukena | A. 1 | Harmon Rd. | S. of Dawkins Dr. | W. side | Built Up | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Woodville | B. 14 | Rd. 168 | Ave. 167 | N/W | None | 1 |
| Woodville | B. 15 | Rd. 168 | Ave. 167 | S/W | None | 1 |
| Woodville | A. 1 | Rd. 167 | Ave. 168 | S/E | Flared Sides | 2 |
| Woodville | A. 4 | Rd. 168 | Oak Ave. | N/W | Flared Sides | 2 |
| Woodville | A. 6 | Rd. 168 | Ave. 168 | S/W | Flared Sides | 2 |
| Woodville | A. 7 | Rd. 168 | Ave. 168 | S/E | Sidewalk only | 2 |
| Woodville | A. 8 | Rd. 168 | Ave. 168 | N/W | None | 2 |
| Woodville | A. 14 | Rd. 168 | Oak Ave. | S/W | Sidewalk only | 2 |
| Woodville | B. 11 | Rd. 167 | Ave. 167 | S/E | Sidewalk only | 3 |
| Woodville | A. 2 | Rd. 167 | Oak Ave. | S/E | Flared Sides | 5 |
| Woodville | D. 2 | Rd. 164 | Camara Ave. | S/E | Flared Sides | 5 |
| Woodville | D. 11 | Rd. 164 | Camara Ave. | N/E | Flared Sides | 5 |

# Curb Ramp Inventory 

| Priority | Total | Schools and Government facilities <br> Transportation access |
| :---: | :---: | :---: |
| 1 | 316 |  |
| 2 | 24 |  |
| 3 | 171 | Places of Public accommodations |
| 4 | 16 | Industrial areas |
| 5 | 708 | Residential and Rural areas |
| Non-Compliant Ramps | 1,235 | 95.4\% |
| Compliant | 59 | 4.6\% |
| Total Ramps | 1,294 |  |


| Curb Ramps |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Community | Feature ID | Street (N/S) | Street (E/W) | Direction | Type | Priority |
| Allensworth | A. 1 | Young Rd. | Ave. 36 | W. Side | None | 1 |
| Allensworth | A. 2 | Young Rd. | Ave. 36 | E. Side | None | 1 |
| Allensworth | A. 3 | Young Rd. | Ave. 36 | E. Side | None | 1 |
| Alpaugh | A. 1 | Tule Rd. | Ave. 54 | S/E | Sidewalk only | 1 |
| Alpaugh | A. 6 | Wilbur Rd. | Ave. 54 | S/W | Sidewalk only | 1 |
| Alpaugh | A. 9 | Wilbur Rd. | Church Ave. | W Side | Sidewalk only | 1 |
| Alpaugh | A. 12 | Wilbur Rd. | Ave. 54 | N/W | Flared Sides | 1 |
| Alpaugh | A. 17 | Lake Rd. | Ave. 54 | N/E | Sidewalk only | 1 |
| Alpaugh | A. 18 | Lake Rd. | Ave. 54 | N/W | None | 1 |
| Alpaugh | A. 21 | Lake Rd. / Tule Rd. | Ave. 54 | $N$ Side | Built Up | 1 |
| Alpaugh | A. 23 | Tule Rd. | Ave. 54 | N/E | Diagonal | 1 |
| Cutler | H. 8 | Orosi Dr. | Alta Dr. | N/W | Dip Down | 1 |
| Cutler | H. 14 | Orosi Dr. | Alta Dr. | E. Side | Dip Down | 1 |
| Cutler | H. 17 | Orosi Dr. | 2nd Dr. | N/E | Sidewalk only | 1 |
| Cutler | H. 23 | Orosi Dr. | 2nd Dr. | S/E | None | 1 |
| Cutler | H. 24 | Orosi Dr. | 2nd Dr. | S/W | None | 1 |
| Cutler | H. 29 | Cutler Dr. | 2nd Dr. | S/E | Sidewalk only | 1 |
| Cutler | H. 30 | Cutler Dr. | 2nd Dr. | S/W | Sidewalk only | 1 |
| Cutler | H. 44 | Orosi Dr. | 2nd Dr. | N/W | Sidewalk only | 1 |
| Cutler | H. 48 | Orosi Dr. | Alta Dr. | S/W | Dip Down | 1 |
| Cutler | L. 1 | Orosi Dr. | 1st Dr. | N/E | Flared Sides | 1 |
| Cutler | L. 9 | Orosi Dr. | 1st Dr. | N/W | Flared Sides | 1 |
| Cutler | L. 10 | Orosi Dr. | 1st Dr. | s/w | Sidewalk only | 1 |
| Cutler | L. 12 | Orosi Dr. | Railroad Dr. | N/W | None | 1 |
| Cutler | L. 13 | Orosi Dr. | Railroad Dr. | N/E | Sidewalk only | 1 |
| Cutler | L. 23 | Orosi Dr. | 1st Dr. | S/E | Sidewalk only | 1 |
| Cutler | M. 7 | Mueller Rd. | School Ave. | N/W | Sidewalk only | 1 |
| Cutler | M. 8 | Mueller Rd. | Mueller Rd. | S/E | Sidewalk only | 1 |
| Cutler | M. 10 | Mueller Rd. | School Ave. | S. Side | Sidewalk only | 1 |
| Cutler | M. 15 | Mueller Rd. | Ave. 404 | N/E | None | 1 |
| Cutler | M. 16 | Mueller Rd. | Ave. 404 | N/W | Flared Sides | 1 |
| Cutler | M. 29 | Ralph Rd. | Ave. 404 | S/W | None | 1 |
| Cutler | M. 28 | Ralph Rd. | Ave. 404 | S/E | None | 1 |
| Cutler | M. 33 | Mueller Rd. | Ave. 404 | S. Side | None | 1 |
| Cutler | M. 35 | Mueller Rd. | School Ave. | S/W | None | 1 |
| Ducor | A. 8 | Braly Ave. | Ave. 56 | N/W | Flared Sides | 1 |
| Ducor | A. 14 | Rd. 234 | Ave. 56 | N/W | None | 1 |
| Ducor | A. 17 | Rd. 234 | Ave. 56 | S/W | Sidewalk only | 1 |
| Ducor | A. 24 | Braly Ave. | Ave. 56 | S/E | None | 1 |
| Ducor | A. 25 | Braly Ave. | Ave. 56 | N/E | None | 1 |
| Ducor | A. 26 | Braly Ave. | Ave. 56 | S/W | None | 1 |
| Ducor | B. 8 | Dennis Rd | Ave. 56 | S/E | Flared Sides | 1 |
| Ducor | B. 15 | Dennis Rd | Ave. 56 | S/W | Flared Sides | 1 |
| Ducor | B. 19 | Rd. 234 | Ave. 56 | S/E | Sidewalk only | 1 |
| Ducor | B. 20 | Rd. 234 | Ave. 56 | N/E | Sidewalk only | 1 |
| Ducor | B. 22 | Dennis Rd | Ave. 56 | N/E | Sidewalk only | 1 |
| East Porterville | B. 8 | Ruth St. | Date Ave. | S/E | None | 1 |
| East Porterville | B. 9 | Ruth St. | Date Ave. | Median E. of Ruth | None | 1 |
| East Porterville | D. 7 | Doyle St. | Springville Ave. | N/E | Flared Sides | 1 |
| East Porterville | D. 8 | Doyle St. | Springville Ave. | N/W | None | 1 |
| East Porterville | D. 9 | Doyle St. | Springville Ave. | S/E | Sidewalk only | 1 |
| East Porterville | G. 1 | Roby Ave. | Orange Ave. | S/W | Transition | 1 |
| East Porterville | G. 5 | N. of School | Orange Ave. | S. side | Sidewalk only | 1 |
| East Porterville | G. 6 | N. of School | Orange Ave. | N. side | None | 1 |
| Earlimart | G. 8 | Church Rd. | Sutter Ave. | N/W | None | 1 |
| Earlimart | G. 14 | Church Rd. | Sutter Ave. | S/W | None | 1 |
| Earlimart | G. 9 | Church Rd. | Sutter Ave. | S/E | Flared Sides | 1 |

## Curb Ramp Inventory

| Earlimart | G. 10 | Church Rd. | Sutter Ave. | N/E | Flared Sides | 1 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Earlimart | 1.7 | Elm Rd. | Mary Ann Ave. | W. side | Sidewalk only | 1 |
| Earlimart | 1.8 | Elm Rd. | Washington St. | S/W | Sidewalk only | 1 |
| Earlimart | 1.18 | Elm Rd. | Washington St. | N. side | Sidewalk only | 1 |
| Earlimart | 1.30 | Elm Rd. | Washington St. | S/E | None | 1 |
| Earlimart | 1.32 | Elm Rd. | Mary Ann Ave. | N/E | Sidewalk only | 1 |
| Earlimart | 1.33 | Elm Rd. | Mary Ann Ave. | S/E | None | 1 |
| Earlimart | 1.39 | Elm Rd. | Kenneth Ave. | S/E | None | 1 |
| Earlimart | 1.48 | Elm Rd. | Kenneth Ave. | N/E | None | 1 |
| Earlimart | 1.61 | Elm Rd. | School Ave. | N/E | None | 1 |
| Earlimart | 1.62 | Elm Rd. | School Ave. | N/W | None | 1 |
| Earlimart | 1.63 | Elm Rd. | School Ave. | S/W | None | 1 |
| Earlimart | 1.64 | Elm Rd. | School Ave. | S/E | None | 1 |
| Earlimart | 1.65 | Elm Rd. | Franklin Ave. | S/E | None | 1 |
| Earlimart | 1.76 | Elm Rd. | Cannon Ave. | N/E | None | 1 |
| Earlimart | 0.3 | E. of State | Center Rd | S. side | Transition | 1 |
| Earlimart | 0.4 | Church Rd. | Center Rd. | S/W | None | 1 |
| Earlimart | 0.13 | Church Rd. | Washington Appt | N/E | Flared Sides | 1 |
| Earlimart | 0.14 | Church Rd. | Washington Appt | S/E | Flared Sides | 1 |
| Earlimart | 0.16 | Church Rd. | Washington Ave. | N/E | Flared Sides | 1 |
| Earlimart | 0.17 | Church Rd. | Washington Ave. | S/E | None | 1 |
| Earlimart | 0.18 | State St. | Washington Ave. | S/E | None | 1 |
| Earlimart | 0.19 | State St. | Washington Ave. | S/W | Flared Sides | 1 |
| Earlimart | 0.24 | W. of State | Washington Ave. | $N$. side | Dip down | 1 |
| Earlimart | 0.26 | State St. | Washington Ave. | N/W | Flared Sides | 1 |
| Earlimart | 0.31 | State St. | Center Rd. | S/w | None | 1 |
| Earlimart | P. 10 | Citrus Rd. | Washington Ave. | N/E | Flared Sides | 1 |
| Earlimart | P. 14 | Valente Rd. | Washington Ave. | S/W | Flared Sides | 1 |
| Earlimart | P. 24 | Alfalfa Rd. | Washington Ave. | N/E | Flared Sides | 1 |
| Earlimart | P. 31 | Citrus Rd. | Washington Ave. | N/W | Flared Sides | 1 |
| Earlimart | Q. 2 | Davis St. | Washington Ave. | S/E | Flared Sides | 1 |
| Earlimart | Q. 3 | Davis St. | Washington Ave. | S/W | Flared Sides | 1 |
| Earlimart | Q. 6 | Ash St. | Washington Ave. | S/E | Flared Sides | 1 |
| Earlimart | Q. 7 | Ash St. | Washington Ave. | S/W | Flared Sides | 1 |
| Earlimart | Q. 9 | W. of Ash St | Washington Ave. | S. side | Sidewalk only | 1 |
| Earlimart | Q. 15 | W. of Fruit | Washington Ave. | N. side | Sidewalk only | 1 |
| Earlimart | S. 1 | Front St. | Washington Ave. | N/E | Sidewalk only | 1 |
| Earlimart | T. 1 | Earlimart Ave. | Sierra Ave. | N/E | Flared Sides | 1 |
| Earlimart | T. 5 | Earlimart Ave. | Marin Ave. | S/E | Flared Sides | 1 |
| Earlimart | T. 48 | Earlimart Ave. | Marin Ave. | S/W | Flared Sides | 1 |
| Earlimart | U. 1 | State St | Sutter Ave | S/W | Sidewalk only | 1 |
| Earlimart | U. 2 | State St. | Sutter Ave. | S/E | Flared Sides | 1 |
| Earlimart | U. 3 | State St. | Sutter Ave. | N/E | None | 1 |
| Earlimart | U. 7 | Spring Rd. | Sutter Ave. | N/W | Flared Sides | 1 |
| Earlimart | U. 10 | Spring Rd. | Sutter Ave. | N/E | Flared Sides | 1 |
| Earlimart | U. 17 | Church Rd. | Center Ave. | N/E | Flared Sides | 1 |
| Earlimart | U. 6 | E. of Spring Rd. | Sutter Ave | N. Side | Sidewalk only | 1 |
| Earlimart | U. 6 | E. of Spring Rd. | Sutter Ave | S. side | Sidewalk only | 1 |
| Earlimart | U. 18 | Church Rd. | Center Ave. | S/E | Flared Sides | 1 |
| Earlimart | V. 6 | Spring Rd. | Clay Ave. | N/E | Sidewalk only | 1 |
| Earlimart | V. 10 | Church St. | Clay Ave. | N/W | None | 1 |
| Earlimart | V. 13 | Church St. | Clay Ave. | N/E | Sidewalk only | 1 |
| Earlimart | V. 17 | Church St. | Clay Ave. | S/W | None | 1 |
| Earlimart | V. 20 | Spring Rd. | Clay Ave. | S/E | None | 1 |
| Goshen | 0.28 | Rd. 67 | Ave. 308 | N/W | None | 1 |
| Goshen | T2.1 | Frontage Rd. | Ave. 308 | S/E | Sidewalk only | 1 |
| Goshen | T2.13 | N. of School | Ave. 308 | N. side | Sidewalk only | 1 |
| Goshen | T2.18 | Frontage Rd. | Ave. 308 | N/W | Flared Sides | 1 |
| Ivanhoe | A. 4 | Rd. 160 | Heather Ave. | S/E | Flared Sides | 1 |
| Ivanhoe | A. 5 | Rd. 160 | Heather Ave. | N/E | Flared Sides | 1 |
| Ivanhoe | A. 14 | Rd. 160 | Ave. 332 | S/E | Flared Sides | 1 |
| Ivanhoe | A. 38 | Hawthorne Rd. | Heather Ave. | N/E | Flared Sides | 1 |
| Ivanhoe | A. 41 | Rd. 160 | Heather Ave. | N/W | Flared Sides | 1 |
| Ivanhoe | A. 46 | Rd. 160 | Ave. 332 | s/w | Flared Sides | 1 |
| Ivanhoe | A. 47 | Rd. 160 | Ave. 332 | N/W | None | 1 |
| Ivanhoe | B. 10 | Rd. 159 | Ave. 330 | N/W | Dip down | 1 |
| Ivanhoe | B. 11 | Rd. 159 | Ave. 330 | S/W | Dip down | 1 |
| Ivanhoe | B. 12 | Rd. 159 | Ave. 330 | S/E | Dip down | 1 |
| Ivanhoe | B. 13 | Rd. 159 | Ave. 330 | N/E | Dip down | 1 |
| Ivanhoe | H. 1 | Rd. 159 | Lantana Ave. | N/E | Dip down | 1 |
| Ivanhoe | H. 4 | Rd. 159 | Depot Dr. | N/W | Dip down | 1 |
| Ivanhoe | H. 5 | Rd. 159 | Lantana Ave. | S/E | Sidewalk only | 1 |

## Curb Ramp Inventory

| Ivanhoe | H. 27 | Rd. 159 | Depot Dr. | S/w | None | 1 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lemon Cove | B. 6 | S. of School | Ave. 324 | N. side | Sidewalk only | 1 |
| Lemon Cove | B. 6 | S. of School | Ave. 324 | S. side | None | 1 |
| Lemon Cove | B. 9 | S. of School | Ave. 324 | N. side | None | 1 |
| Lemon Cove | B. 9 | S. of School | Ave. 324 | S. side | None | 1 |
| Nanceville | A. 12 | Birch St. | Thurman Ave. | N/W | Flared Sides | 1 |
| Nanceville | A. 13 | Birch St. | Thurman Ave. | N/E | Flared Sides | 1 |
| Nanceville | A. 27 | Birch St. | Thurman Ave. | S/W | Sidewalk only | 1 |
| Nanceville | B. 3 | Rd. 222 | Thurman Ave. | S/E | Flared Sides | 1 |
| Nanceville | B. 4 | Rd. 222 | Thurman Ave. | S/W | Flared Sides | 1 |
| Nanceville | B. 6 | N. of School | Thurman Ave. | S. side | Flared Sides | 1 |
| Nanceville | B. 7 | Redwood St. | Thurman Ave. | S/E | Flared Sides | 1 |
| Nanceville | B. 13 | Redwood St. | Ave. 152 | N/E | Flared Sides | 1 |
| Orosi | A. 4 | Rd. 126 | Ave. 419 | S/W | None | 1 |
| Orosi | A. 5 | Rd. 126 | Ave. 419 | N/E | Flared Sides | 1 |
| Orosi | A. 9 | Rd. 126 | Ave. 422 | S/E | Flared Sides | 1 |
| Orosi | B. 5 | Ralph Rd. | Ave. 419 | S/W | Flared Sides | 1 |
| Orosi | B. 6 | Ralph Rd. | Ave. 419 | S/E | Sidewalk only | 1 |
| Orosi | B. 9 | Rd. 130 | Ave. 419 | S/W | Flared Sides | 1 |
| Orosi | B. 10 | Rd. 130 | Ave. 419 | N/W | None | 1 |
| Orosi | C. 9 | Rd. 130 | Walnut Ave. | N/W | None | 1 |
| Orosi | C. 10 | Rd. 130 | Walnut Ave. | S/w | None | 1 |
| Orosi | D. 4 | Rd. 130 | Ave. 417 | N/W | Sidewalk only | 1 |
| Orosi | D. 14 | Rd. 130 | Ave. 417 | S/W | None | 1 |
| Orosi | G. 19 | Rd. 127 | Ave. 416 | S/W | Flared Sides | 1 |
| Orosi | G. 20 | Rd. 127 | Ave. 416 | S/E | Flared Sides | 1 |
| Orosi | G. 27 | Claude Rd. | Ave. 416 | N/E | Sidewalk only | 1 |
| Orosi | G. 28 | Claude Rd. | Ave. 416 | N/W | Sidewalk only | 1 |
| Orosi | H. 9 | David Rd. | Ave. 416 | S/w | Dip down | 1 |
| Orosi | H. 10 | David Rd. | Ave. 416 | S/E | Dip down | 1 |
| Orosi | H. 17 | E. of Rd. 126 | Ave. 416 | S. side | Sidewalk only | 1 |
| Orosi | H. 18 | E. of Rd. 126 | Ave. 416 | N. side | Sidewalk only | 1 |
| Orosi | H. 22 | Rd. 126 | Ave. 416 | N/E | Flared Sides | 1 |
| Orosi | H. 23 | Rd. 126 | Ave. 416 | N/W | Flared Sides | 1 |
| Orosi | H. 29 | Rd. 125 | Ave. 416 | N/E | Sidewalk only | 1 |
| Orosi | 1.1 | Rd. 126 | Walnut Ave. | N/W | None | 1 |
| Orosi | 1.8 | Rd. 125 | Walnut Ave. | N/E | None | 1 |
| Orosi | 1.20 | Rd. 126 | Ave. 417 | S/W | None | 1 |
| Orosi | 1.20 | Rd. 126 | Ave. 417 | E. side | None | 1 |
| Orosi | 1.27 | Rd. 126 | Walnut Ave. | S/W | None | 1 |
| Orosi | Q. 7 | David Rd. | Ave. 414 | N/W | None | 1 |
| Orosi | Q. 8 | David Rd. | Ave. 414 | N/E | None | 1 |
| Orosi | Q. 14 | David Rd. | Ave. 413 | N/E | Flared Sides | 1 |
| Orosi | Q. 15 | David Rd. | Ave. 413 | N/W | Sidewalk only | 1 |
| Orosi | Q. 19 | David Rd. | Luxor Ave. | s/w | None | 1 |
| Orosi | Q. 32 | David Rd. | Luxor Ave. | N/W | Flared Sides | 1 |
| Orosi | R. 17 | Rd. 127 | Ave. 413 | S. side | None | 1 |
| Orosi | X. 8 | Rd. 127 | Ella Ave. | S/W | Sidewalk only | 1 |
| Orosi | X. 8 | Rd. 127 | Ella Ave. | S/E | None | 1 |
| Orosi | X. 15 | Rd. 127 | Ella Ave. | N/E | None | 1 |
| Orosi | X. 18 | Beinhorn Rd. | Ella Ave. | S/E | Flared Sides | 1 |
| Orosi | X. 51 | Rd. 127 | Ave. 414 | S/E | None | 1 |
| Orosi | X. 53 | Rd. 127 | Sequia View APPT | N/E | None | 1 |
| Orosi | X. 54 | Rd. 127 | Sequia View APPT | S/E | Flared Sides | 1 |
| Orosi | X. 56 | Sequia View APPT | Ave. 413 | N/W | Flared Sides | 1 |
| Orosi | X. 57 | Sequia View APPT | Ave. 413 | N/E | Flared Sides | 1 |
| Orosi | X. 64 | Beinhorn Rd. | Ella Ave. | S/E | None | 1 |
| Orosi | X. 65 | Rd. 127 | Ave. 414 | N/E | Sidewalk only | 1 |
| Pixley | A. 1 | School St. | Court Ave. | S/W | Sidewalk only | 1 |
| Pixley | A. 15 | Walnut St. | Court Ave. | S/E | Sidewalk only | 1 |
| Pixley | A. 27 | Walnut St. | Court Ave. | N/W | Sidewalk only | 1 |
| Pixley | A. 29 | Elm St. | Court Ave. | N/E | Sidewalk only | 1 |
| Pixley | A. 30 | Elm St. | Court Ave. | S/E | Flared Sides | 1 |
| Pixley | A. 35 | Walnut St. | Court Ave. | S/W | Flared Sides | 1 |
| Pixley | B. 8 | School St. | Sarah Ave. | N/W | None | 1 |
| Pixley | B. 10 | School St. | Sarah Ave. | S/W | None | 1 |
| Pixley | F. 2 | Park St. | Court Ave. | S/E | Sidewalk only | 1 |
| Pixley | F. 5 | Pine St. | Elsworth Ave. | N/W | Sidewalk only | 1 |
| Pixley | F. 9 | Maple St. | Court Ave. | S/W | None | 1 |
| Pixley | F. 14 | Spani Way. | Court Ave. | S/E | Flared Sides | 1 |
| Pixley | F. 16 | Park St. | Court Ave. | N/E | Sidewalk only | 1 |
| Pixley | F. 19 | Pine St. | Court Ave. | N/W | Flared Sides | 1 |

## Curb Ramp Inventory

| Pixley | G. 4 | Park St. | Howard Ave. | S/E | Flared Sides | 1 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Pixley | G. 9 | Park St. | Howard Ave. | N/W | Flared Sides | 1 |
| Pixley | H. 2 | Park St. | Park Village APPT | N/E | Dip down | 1 |
| Pixley | H. 3 | Park St. | Park Village APPT | S/E | Dip down | 1 |
| Pixley | 1.1 | Center St. | Court Ave. | S/E | Dip down | 1 |
| Pixley | J. 7 | Main St. | Elsworth Ave. | N/E | None | 1 |
| Pixley | J. 8 | Main St. | Elsworth Ave. | S/E | Sidewalk only | 1 |
| Pixley | J. 17 | Center St. | Davis St. | N/W | Sidewalk only | 1 |
| Pixley | J. 22 | Main St. | Davis St. | N/E | Sidewalk only | 1 |
| Pixley | K. 2 | Center St. | Davis St. | S/W | Flared Sides | 1 |
| Pixley | K. 9 | Main St. | Compton Ave. | S/E | Sidewalk only | 1 |
| Pixley | K. 35 | Main St. | Davis St. | S/E | Sidewalk only | 1 |
| Pixley | K. 36 | Main St. | Davis St. | S/W | Flared Sides | 1 |
| Poplar | A. 6 | S.of School | Ave. 145 | N/W | Flared Sides | 1 |
| Poplar | A. 10 | S.of School | Ave. 145 | N/W | Flared Sides | 1 |
| Poplar | A. 12 | Ave. 145 | W. of School | S/E | Flared Sides | 1 |
| Poplar | A. 13 | Ave. 145 | W. of School | N/E | Flared Sides | 1 |
| Poplar | A. 15 | Ave. 145 | W. of School | S/E | Flared Sides | 1 |
| Poplar | A. 17 | Ave. 145 | W. of School | N/E | Flared Sides | 1 |
| Poplar | A. 19 | Ave. 145 | W. of School | S/E | Flared Sides | 1 |
| Richgrove | B. 8 | Richgrove Dr. | Guerrero Ave. | N/E | Flared Sides | 1 |
| Richgrove | B. 14 | Richgrove Dr. | Guerrero Ave. | S/E | Flared Sides | 1 |
| Richgrove | F. 1 | Rd. 210 | Ave. 4 | N/W | Flared Sides | 1 |
| Richgrove | F. 17 | Vineyard Dr. | Ave. 4 | S/E | Flared Sides | 1 |
| Richgrove | F. 18 | Vineyard Dr. | Ave. 4 | S/W | Flared Sides | 1 |
| Richgrove | F. 19 | Vineyard Dr. | Ave. 4 | N/W | Sidewalk only | 1 |
| Richgrove | G. 2 | Richgrove Dr. | Ave. 4 | S/E | Flared Sides | 1 |
| Seville | A. 1 | Rd. 156 | N. of Ave. 383 | W. side | Flared Sides | 1 |
| Springville | A. 1 | McDonald St. | Ward Ave. | N/E | Flared Sides | 1 |
| Strathmore | C. 5 | H. Ave. | Ave. 196 | N/E | None | 1 |
| Strathmore | C. 6 | H. Ave. | Ave. 196 | N/W | None | 1 |
| Strathmore | C. 8 | W. of H. Ave | Ave. 196 | N. Side | Sidewalk only | 1 |
| Strathmore | C. 19 | W. of H. Ave | Ave. 196 | S. Side | Sidewalk only | 1 |
| Strathmore | C. 12 | H. Ave. | Ave. 196 | S/W | None | 1 |
| Strathmore | C. 13 | H. Ave. | Ave. 196 | S/E | None | 1 |
| Strathmore | E. 1 | Orange Belt Dr. | Bruce Dr. | S/E | Sidewalk only | 1 |
| Strathmore | E. 10 | Rd. 230 | Bruce Dr. | S/E | Sidewalk only | 1 |
| Strathmore | E. 11 | Rd. 230 | Lawson Dr. | N/E | Flared Sides | 1 |
| Strathmore | E. 14 | Rd. 230 | Ave. 198 | N/E | Sidewalk only | 1 |
| Strathmore | E. 14 | Rd. 230 | Ave. 198 | S/E | None | 1 |
| Strathmore | E. 14 | Rd. 230 | Ave. 198 | S/W | None | 1 |
| Strathmore | E. 14 | Rd. 230 | Ave. 198 | N/W | None | 1 |
| Strathmore | E. 21 | E. of Orange Belt Dr. | Ave. 198 | N. side | Sidewalk only | 1 |
| Strathmore | E. 21 | E. of Orange Belt Dr. | Ave. 198 | S. Side | None | 1 |
| Strathmore | E. 23 | Orange Belt Dr. | Ave. 198 | N/E | Flared Sides | 1 |
| Strathmore | E. 24 | Orange Belt Dr. | Ave. 198 | S/E | None | 1 |
| Strathmore | E. 30 | Orange Belt Dr. | Lawson Dr. | N/E | Sidewalk only | 1 |
| Strathmore | E. 33 | Orange Belt Dr. | Burns Dr. | S/E | Sidewalk only | 1 |
| Strathmore | E. 40 | Balfour Dr. | Lawson Dr. | N/W | None | 1 |
| Strathmore | E. 44 | Balfour Dr. | Lawson Dr. | S/w | None | 1 |
| Strathmore | E. 49 | Orange Belt Dr. | Bruce Dr. | N/E | Sidewalk only | 1 |
| Strathmore | E. 53 | Orange Belt Dr. | Lawson Dr. | S/E | Flared Sides | 1 |
| Strathmore | E. 68 | Orange Belt Dr. | Burns Dr. | N/E | None | 1 |
| Strathmore | F. 1 | Rd. 231 | Ave. 198 | N/W | Sidewalk only | 1 |
| Strathmore | F. 1 | Rd. 231 | Ave. 198 | s/w | None | 1 |
| Strathmore | G. 13 | Rd. 230 | Frazier Hwy | S/W | Flared Sides | 1 |
| Strathmore | G. 14 | Rd. 230 | Frazier Hwy | S/E | Flared Sides | 1 |
| Strathmore | G. 25 | Rd. 230 | Frazier Hwy | N/E | None | 1 |
| Strathmore | G. 26 | Rd. 230 | Frazier Hwy | N/W | None | 1 |
| Strathmore | G. 28 | Rd. 230 | N. of Frazier Hwy | N/E | Sidewalk only | 1 |
| Strathmore | G. 28 | Rd. 230 | N. of Frazier Hwy | S/E | None | 1 |
| Strathmore | H. 8 | Orange Belt Dr. | Frazier Hwy | S/E | Sidewalk only | 1 |
| Strathmore | H. 9 | Orange Belt Dr. | Frazier Hwy | S/W | Sidewalk only | 1 |
| Strathmore | H. 10 | Orange Belt Dr. | Frazier Hwy | N/W | Flared Sides | 1 |
| Strathmore | H. 17 | Orange Belt Dr. | Frazier Hwy | N/E | Sidewalk only | 1 |
| Strathmore | H. 21 | Balfour Dr. | Frazier Hwy | N/W | Sidewalk only | 1 |
| Strathmore | H. 23 | Balfour Dr. | Frazier Hwy | N/E | None | 1 |
| Sultana | B. 1 | Rd. 106 | Ave. 416 | S/E | Flared Sides | 1 |
| Sultana | B. 12 | Sultana Rd. | Ave. 416 | N/E | Dip down | 1 |
| Sultana | B. 17 | Rd. 105 | Ave. 416 | N/W | Dip down | 1 |
| Sultana | C. 1 | Rd. 104 | Ave. 416 | S/E | Sidewalk only | 1 |
| Sultana | C. 2 | Rd. 104 | Ave. 416 | S/W | None | 1 |

## Curb Ramp Inventory

| Sultana | C. 3 | Rd. 104 | Ave. 416 | N/W, S. Crossing | Flared Sides | 1 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Sultana | C. 4 | Rd. 104 | Ave. 416 | N/W, E. Crossing | Flared Sides | 1 |
| Sultana | C. 18 | Rd. 104 | Ave. 416 | N/E | Sidewalk only | 1 |
| Terra Bella | A. 4 | Rd. 236 | W. of Post Office | S/E | Flared Sides | 1 |
| Terra Bella | A. 8 | Rd. 236 | Ave. 96 | N/E | None | 1 |
| Terra Bella | C. 2 | Rd. 238 | Ave. 95 | S/E | None | 1 |
| Terra Bella | C. 37 | Rd. 238 | Terra Bella Ave. | N/W | Flared Sides | 1 |
| Terra Bella | D. 6 | Rd. 238 | Acacia Ave. | S/W | Sidewalk only | 1 |
| Terra Bella | D. 8 | Rd. 238 | Pepper Ave. | N/E | Dip down | 1 |
| Terra Bella | D. 9 | Rd. 238 | N. of Pepper Ave. | E. Side | Transition | 1 |
| Terra Bella | D. 10 | Rd. 238 | Acacia Ave. | N/W | Sidewalk only | 1 |
| Terra Bella | D. 16 | Rd. 238 | Magnolia Ave. | S/w | Sidewalk only | 1 |
| Terra Bella | D. 18 | Rd. 238 | Magnolia Ave. | N/W | Sidewalk only | 1 |
| Terra Bella | E. 6 | Rd. 238 | Palm Ave. | N/W | None | 1 |
| Terra Bella | E. 12 | Rd. 238 | Palm Ave. | S/E | None | 1 |
| Terra Bella | E. 18 | Rd. 238 | Palm Ave. | S/W | None | 1 |
| Terra Bella | E. 21 | Rd. 238 | Olive Ave. | N/W | Sidewalk only | 1 |
| Terra Bella | E. 23 | Rd. 238 | Palm Ave. | s/w | Sidewalk only | 1 |
| Terra Bella | E. 25 | Rd. 238 | Palm Ave. | N/W | Sidewalk only | 1 |
| Terra Bella | E. 30 | Rd. 238 | Ave. 92 | N/W | None | 1 |
| Terra Bella | E. 31 | Rd. 238 | Ave. 92 | N/E | None | 1 |
| Terra Bella | F. 1 | N. of School | Ave. 92 | S/E | Flared Sides | 1 |
| Terra Bella | F. 3 | N. of School | Ave. 92 | S/W | Flared Sides | 1 |
| Terra Bella | F. 5 | N. of School | Ave. 92 | S/E | Flared Sides | 1 |
| Terra Bella | F. 6 | N. of School | Ave. 92 | S/W | Flared Sides | 1 |
| Terra Bella | F. 8 | N. of School | Ave. 92 | S/E | Flared Sides | 1 |
| Terra Bella | F. 9 | N. of School | Ave. 92 | S/W | Flared Sides | 1 |
| Terra Bella | F. 11 | Rd. 238 | Ave. 92 | S/E | Flared Sides | 1 |
| Terra Bella | F. 14 | Rd. 238 | W. of School | N/E | Flared Sides | 1 |
| Terra Bella | F. 15 | Rd. 238 | W. of School | S/E | Flared Sides | 1 |
| Terra Bella | F. 17 | Rd. 238 | W. of School | N/E | Flared Sides | 1 |
| Terra Bella | F. 18 | Rd. 238 | W. of School | S/E | Flared Sides | 1 |
| Tipton | D. 21 | Smith Rd. | Woods Ave. | S/W | Flared Sides | 1 |
| Tipton | F. 4 | Evans Rd. | Ave. 152 | S/E | Flared Sides | 1 |
| Tipton | J. 1 | Thompson Rd. | Woods Ave. | S/E | None | 1 |
| Tipton | J. 4 | Evans Rd. | Woods Ave. | S/W | Flared Sides | 1 |
| Tipton | J. 11 | Evans Rd. | Klindera Ave. | S/E | Sidewalk only | 1 |
| Tipton | K. 8 | Graham St. | Woods Ave. | N/W | None | 1 |
| Tipton | K. 10 | Graham St. | N. of Woods Ave | W. side | None | 1 |
| Waukena | A. 3 | Harmon Rd. | S. of Dawkins Dr. | W. side | Sidewalk only | 1 |
| Waukena | A. 3 | Harmon Rd. | S. of Dawkins Dr. | E. side | None | 1 |
| Woodville | B. 14 | Rd. 168 | Ave. 167 | N/W | None | 1 |
| Woodville | B. 15 | Rd. 168 | Ave. 167 | S/W | None | 1 |
| East Porterville | C. 3 | Conner St. | Springville Ave. | N/W | None | 2 |
| East Porterville | D. 6 | Alta Vista St. | Springville Ave. | S/E | None | 2 |
| East Porterville | F. 5 | W St. | Roby Ave. | S/W | Sidewalk only | 2 |
| East Porterville | F. 28 | Conner St. | Roby Ave. | S/W | Flared Sides | 2 |
| East Porterville | F. 34 | W St. | Roby Ave. | S/E | None | 2 |
| Goshen | 0.16 | Juniper St. | Elder Dr. | S/W | Flared Sides | 2 |
| Goshen | 0.17 | Juniper St. | Elder Dr. | S/E | Flared Sides | 2 |
| Goshen | 0.19 | Effie Dr. | Elder Dr. | S/W | Flared Sides | 2 |
| Goshen | R. 25 | Ivy Rd. | Ave. 305 | N/E | Flared Sides | 2 |
| Orosi | N. 4 | Rd. 124 | Ave. 416 | N/W | Flared Sides | 2 |
| Orosi | N. 13 | Rd. 124 | Ave. 416 | S/W | Flared Sides | 2 |
| Orosi | N. 14 | Rd. 124 | Ave. 416 | S/E | Flared Sides | 2 |
| Orosi | N. 21 | Rd. 124 | Ave. 416 | N/E | Flared Sides | 2 |
| Pixley | K. 8 | Main St. | Compton Ave. | N/E | None | 2 |
| Pixley | K. 19 | Main St. | Bradbury Ave. | N/E | Sidewalk only | 2 |
| Richgrove | G. 24 | Wheatland Dr. | Dooley Dr. | S/W | Flared Sides | 2 |
| Tipton | H. 9 | Burnett Rd. | Tipton Overpass | N/E | Sidewalk only | 2 |
| Tipton | H. 11 | Burnett Rd. | Tipton Overpass | S/E | Sidewalk only | 2 |
| Woodville | A. 1 | Rd. 167 | Ave. 168 | S/E | Flared Sides | 2 |
| Woodville | A. 4 | Rd. 168 | Oak Ave. | N/W | Flared Sides | 2 |
| Woodville | A. 6 | Rd. 168 | Ave. 168 | S/W | Flared Sides | 2 |
| Woodville | A. 7 | Rd. 168 | Ave. 168 | S/E | Sidewalk only | 2 |
| Woodville | A. 8 | Rd. 168 | Ave. 168 | N/W | None | 2 |
| Woodville | A. 14 | Rd. 168 | Oak Ave. | s/w | Sidewalk only | 2 |
| Cutler | B. 4 | Eddy Ave. | Ave. 407 | N/W | None | 3 |
| Cutler | B. 5 | George Rd. | Ave. 407 | S/W | None | 3 |
| Cutler | B. 9 | Via De Guadalupe Apts. | Ave. 408 | N. Side | Sidewalk only | 3 |
| Cutler | B. 10 | Via De Guadalupe Apts. | Ave. 408 | S. Side | Sidewalk only | 3 |
| Cutler | B. 11 | Via De Guadalupe Apts. | Ave. 408 | N/E | Flared Sides | 3 |

## Curb Ramp Inventory

| Cutler | B. 12 | Via De Guadalupe Apts. | Ave. 408 | N/W | Flared Sides | 3 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cutler | D. 2 | George Rd. | Amethyst Ave. | S/w | None | 3 |
| Cutler | D. 12 | Lincoln Rd. | Amethyst Ave. | S/W | None | 3 |
| Cutler | D. 13 | Lincoln Rd. | Amethyst Ave. | S/E | None | 3 |
| Cutler | F. 12 | Lincoln Rd. | Ave. 406 | N/E | None | 3 |
| Cutler | F. 13 | Lincoln Rd. | Ave. 406 | S/E | Sidewalk only | 3 |
| Cutler | F. 15 | Lincoln Rd. | 1st Dr. | N/E | Sidewalk only | 3 |
| Cutler | F. 14 | Lincoln Rd. | 1st Dr. | N/W | Sidewalk only | 3 |
| Cutler | G. 4 | George Rd. | Ave. 406 | N/W | Sidewalk only | 3 |
| Cutler | G. 14 | George Rd. | Ave. 406 | S/W | None | 3 |
| Cutler | H. 34 | Santa Fe Dr. | 2nd Dr. | S/E | Sidewalk only | 3 |
| Cutler | H. 35 | Santa Fe Dr. | 2nd Dr. | S/W | None | 3 |
| Cutler | H. 36 | Santa Fe Dr. | 2nd Dr. | N/W | None | 3 |
| Cutler | H. 37 | Santa Fe Dr. | 2nd Dr. | N/E | None | 3 |
| Cutler | 1.1 | Rd. 124 | 1st Dr. | S. Side | Sidewalk only | 3 |
| Cutler | 1.4 | Topeka Dr. | Railroad Dr. | N/W | Sidewalk only | 3 |
| Cutler | 1.6 | Topeka Dr. | ALLEY | s/w | Sidewalk only | 3 |
| Cutler | 1.7 | Topeka Dr. | ALLEY | N/W | None | 3 |
| Cutler | 1.9 | Topeka Dr. | 1st Dr. | s/w | Sidewalk only | 3 |
| Cutler | Q. 5 | Ralph Rd. | Sierra Ave. | N/W | None | 3 |
| Cutler | Q. 11 | Ralph Rd. | Sierra Ave. | S/W | None | 3 |
| Ducor | B. 25 | Dennis Rd | Ducor Ave. | S/W | Sidewalk only | 3 |
| East Porterville | B. 1 | Leggett St. | Date Ave. | N/E | Flared Sides | 3 |
| East Porterville | B. 4 | Leggett St. | Success Dr. | S/E | None | 3 |
| Earlimart | J. 15 | Olive Rd. | Armstrong Ave. | S/W | None | 3 |
| Earlimart | J. 16 | Olive Rd. | Armstrong Ave. | N/W | None | 3 |
| Earlimart | K. 4 | Church St. | Tulare Ave. | S/W | None | 3 |
| Earlimart | K. 5 | Church St. | Tulare Ave. | S/W | None | 3 |
| Earlimart | K. 6 | State St. | Kern Ave. | N/E | None | 3 |
| Earlimart | K. 7 | State St. | Kern Ave. | S/E | None | 3 |
| Earlimart | K. 11 | State St. | Armstrong Ave. | N/E | None | 3 |
| Earlimart | K. 12 | State St. | Armstrong Ave. | N/W | None | 3 |
| Earlimart | K. 17 | Church St. | Armstrong Ave. | N/W | Flared Sides | 3 |
| Earlimart | K. 18 | Church St. | Armstrong Ave. | N/E | Flared Sides | 3 |
| Earlimart | K. 19 | Church St. | Armstrong Ave. | S/E | Flared Sides | 3 |
| Earlimart | K. 20 | Church St. | Armstrong Ave. | S/W | Sidewalk only | 3 |
| Earlimart | N. 2 | Front St. | Clay Ave. | N/E | Sidewalk only | 3 |
| Earlimart | N. 6 | Front St. | Washington Ave. | S/E | Sidewalk only | 3 |
| Earlimart | N. 7 | Front St. | Washington Ave. | N/E | Sidewalk only | 3 |
| Earlimart | S. 4 | Front St. | Center Ave. | S/E | Sidewalk only | 3 |
| Earlimart | S. 5 | Front St. | Center Ave. | N/E | None | 3 |
| Earlimart | V. 25 | State St. | Clay Ave. | S/E | None | 3 |
| Earlimart | V. 26 | State St. | Clay Ave. | S/W | Sidewalk only | 3 |
| Earlimart | V. 27 | State St. | Clay Ave. | N/W | None | 3 |
| Earlimart | W. 8 | Front St. | Sierra Ave. | S/E | Flared Sides | 3 |
| Earlimart | W. 11 | State St. | Sierra Ave. | S/W | Sidewalk only | 3 |
| Goshen | H. 1 | Rd. 72 | Ave. 308 | N/E | None | 3 |
| Goshen | N. 4 | Ivy Rd. | Elder Ave. | N/E | Flared Sides | 3 |
| Goshen | N. 9 | Camp Dr. | Elder Ave. | N/E | Sidewalk only | 3 |
| Goshen | N. 12 | Rd. 69 | Elder Ave. | N/W | Sidewalk only | 3 |
| Goshen | N. 26 | Rd. 70 | Ave. 310 | S/E | Sidewalk only | 3 |
| Goshen | 0.8 | Nutmeg Rd. | Betty Dr. | N/W | Sidewalk only | 3 |
| Goshen | 0.11 | SR. 99 N. bound offramp | Betty Dr. | S/W | Flared Sides | 3 |
| Goshen | P. 1 | Juniper St. | Ave. 308 | N/W | Sidewalk only | 3 |
| Goshen | P. 3 | Juniper St. | Ave. 308 | s/w | Sidewalk only | 3 |
| Goshen | T2.22 | Frontage Rd. | Elder Ave. | S/W | Flared Sides | 3 |
| Goshen | T2.26 | Betty Dr. | Elder Ave. | S/E | Flared Sides | 3 |
| Goshen | T2.34 | Betty Dr. | Elder Ave. | N/W | Flared Sides | 3 |
| Goshen | T2.35 | Betty Dr. | Elder Ave. | N/E | Flared Sides | 3 |
| Goshen | T2.37 | Frontage Rd. | Elder Ave. | S/E | Flared Sides | 3 |
| Goshen | T2.38 | SR. 99 S. bound onramp | Elder Ave. | S/W | Flared Sides | 3 |
| Goshen | T2.39 | SR. 99 S. bound onramp | Elder Ave. | S/E | Flared Sides | 3 |
| Goshen | U. 3 | Frontage Rd. | Harvest Ave. | N/W | Flared Sides | 3 |
| Ivanhoe | B. 15 | Rd. 159 | Azalea Ave. | S/E | Flared Sides | 3 |
| Ivanhoe | B. 16 | Rd. 159 | Azalea Ave. | N/E | Sidewalk only | 3 |
| Ivanhoe | B. 17 | Rd. 159 | Azalea Ave. | N/W | Sidewalk only | 3 |
| Ivanhoe | B. 18 | Rd. 159 | Azalea Ave. | S/W | Dip down | 3 |
| Ivanhoe | H. 13 | Rd. 159 | Ave. 328 | N/E | Flared Sides | 3 |
| Ivanhoe | H. 18 | Rd. 160 | Depot Dr. | N/W | None | 3 |
| Ivanhoe | H. 36 | Rd. 159 | Ave. 328 | N/W | None | 3 |
| Ivanhoe | I. 14 | Rd. 158 | Ave. 327 | S/W | Flared Sides | 3 |
| Ivanhoe | J. 6 | Rd. 159 | Rosaline Rd. | S/W | Sidewalk only | 3 |

## Curb Ramp Inventory

| Ivanhoe | J. 15 | Rd. 158 | Ave. 327 | S/E | Flared Sides | 3 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Ivanhoe | K. 17 | Rd. 159 | Rosaline Rd. | S/E | Sidewalk only | 3 |
| Ivanhoe | L. 6 | Rd. 158 | Paradise Ave. | S/W | Flared Sides | 3 |
| Ivanhoe | L. 7 | Rd. 158 | Paradise Ave. | S/E | Flared Sides | 3 |
| Ivanhoe | L. 17 | Rd. 158 | Paradise Ave. | N/W | Flared Sides | 3 |
| Ivanhoe | L. 18 | Rd. 158 | Paradise Ave. | N/E | Flared Sides | 3 |
| Ivanhoe | L. 20 | Rd. 158 | Giotta Ave. | S/E | Flared Sides | 3 |
| Ivanhoe | L. 21 | Rd. 158 | Giotta Ave. | N/E | Flared Sides | 3 |
| Orosi | E. 1 | Rd. 130 | Miller Rd. | N/W | Flared Sides | 3 |
| Orosi | E. 15 | Rd. 130 | Miller Rd. | S/W | Flared Sides | 3 |
| Orosi | E. 20 | Rd. 130 | Ave. 416 | N/W | Sidewalk only | 3 |
| Orosi | E. 21 | W. of Rd. 130 | Ave. 416 | S. side | Sidewalk only | 3 |
| Orosi | E. 24 | Lincoln Rd. | Ave. 416 | N/E | Sidewalk only | 3 |
| Orosi | E. 25 | Lincoln Rd. | Ave. 416 | N/W | Sidewalk only | 3 |
| Orosi | E. 28 | Ralph Rd. | Ave. 416 | S/W | Sidewalk only | 3 |
| Orosi | E. 29 | Ralph Rd. | Ave. 416 | S/E | Sidewalk only | 3 |
| Orosi | E. 32 | Rd. 130 | Ave. 416 | S/W | Sidewalk only | 3 |
| Orosi | E. 33 | Rd. 130 | Ave. 416 | N/E | Sidewalk only | 3 |
| Orosi | F. 1 | Ralph Rd. | Ave. 416 | N/E | Sidewalk only | 3 |
| Orosi | F. 6 | Ralph Rd. | Miller Rd. | S/E | Flared Sides | 3 |
| Orosi | F. 13 | Ralph Rd. | Miller Rd. | S/W | None | 3 |
| Orosi | F. 18 | Ralph Rd. | Ave. 416 | N/W | Sidewalk only | 3 |
| Orosi | G. 12 | Eddy Rd. | Miller Ave. | S/W | Sidewalk only | 3 |
| Orosi | G. 36 | Eddy Rd. | Miller Ave. | S/E | Sidewalk only | 3 |
| Orosi | H. 33 | Rd. 125 | Miller Ave. | S/E | None | 3 |
| Orosi | H. 34 | Rd. 126 | Miller Ave. | N/E | None | 3 |
| Orosi | H. 40 | Rd. 126 | Miller Ave. | N/W | Sidewalk only | 3 |
| Orosi | H. 41 | Rd. 126 | Miller Ave. | N/E | Sidewalk only | 3 |
| Orosi | H. 45 | Rd. 126 | Miller Ave. | S/E | None | 3 |
| Orosi | H. 46 | Rd. 126 | Miller Ave. | S/W | None | 3 |
| Orosi | 0.53 | Rd. 124 | Ella Ave. | N/E | None | 3 |
| Pixley | D. 12 | Maple St. | Terra Bella Ave. | N/E | None | 3 |
| Pixley | D. 13 | Maple St. | Terra Bella Ave. | N/W | None | 3 |
| Pixley | D. 19 | Elm St. | Terra Bella Ave. | N/W | Flared Sides | 3 |
| Pixley | D. 24 | Park St. | Terra Bella Ave. | N/E | Flared Sides | 3 |
| Pixley | E. 1 | Park St. | Davis St. | N/W | Sidewalk only | 3 |
| Pixley | E. 2 | Park St. | Davis St. | S/W | Sidewalk only | 3 |
| Pixley | E. 3 | Park St. | Davis St. | S/E | Flared Sides | 3 |
| Pixley | E. 6 | Pine St. | Davis St. | S/W | Flared Sides | 3 |
| Pixley | E. 7 | Pine St. | Davis St. | S/E | Sidewalk only | 3 |
| Pixley | 1.2 | Center St. | Court Ave. | S/W | Sidewalk only | 3 |
| Pixley | 1.7 | Center St. | Franklin Ave. | N/W | None | 3 |
| Pixley | 1.11 | Main St. | Franklin Ave. | N/E | Flared Sides | 3 |
| Pixley | 1.14 | Main St. | Court Ave. | S/E | Sidewalk only | 3 |
| Pixley | J. 3 | Center St. | Franklin Ave. | S/W | Sidewalk only | 3 |
| Pixley | J. 5 | Center St. | Elsworth Ave. | N/W | Sidewalk only | 3 |
| Pixley | J. 12 | Center St. | Elsworth Ave. | S/W | Sidewalk only | 3 |
| Pixley | J. 25 | Main St. | Franklin Ave. | S/E | None | 3 |
| Pixley | K. 5 | Center St. | Compton Ave. | N/W | None | 3 |
| Pixley | K. 13 | Center St. | Compton Ave. | S/W | None | 3 |
| Pixley | K. 15 | Center St. | Bradbury Ave. | N/W | Sidewalk only | 3 |
| Pixley | K. 21 | Center St. | Terra Bella Ave. | N/W | Sidewalk only | 3 |
| Pixley | K. 22 | Main St. | Polan Ave. | S/E | Sidewalk only | 3 |
| Pixley | K. 23 | Main St. | Polan Ave. | N/E | Sidewalk only | 3 |
| Poplar | B. 2 | Rd. 190 | Ave. 145 | S/W | Flared Sides | 3 |
| Poplar | B. 4 | Walker | Ave. 145 | S/E | Flared Sides | 3 |
| Poplar | B. 5 | Walker | Ave. 145 | S/W | Flared Sides | 3 |
| Poplar | B. 6 | Walker | Ave. 145 | N/W | Flared Sides | 3 |
| Poplar | B. 7 | Walker | Ave. 145 | N/E | Flared Sides | 3 |
| Poplar | B. 9 | Rd. 190 | Ave. 145 | N/W | Flared Sides | 3 |
| Richgrove | B. 10 | Rowland St. | Guerrero Ave. | N/W | Flared Sides | 3 |
| Richgrove | C. 5 | Rowland St. | Guerrero Ave. | N/E | Flared Sides | 3 |
| Richgrove | C. 8 | Rd. 210 | Guerrero Ave. | N/W | Flared Sides | 3 |
| Richgrove | C. 11 | Rd. 210 | Guerrero Ave. | S/W | Flared Sides | 3 |
| Strathmore | G. 17 | Wallace Rd. | Frazier Hwy | S/W | None | 3 |
| Strathmore | G. 18 | Wallace Rd. | Frazier Hwy | S/E | None | 3 |
| Strathmore | G. 20 | Richardson Rd. | Frazier Hwy | S/W | None | 3 |
| Strathmore | G. 21 | Richardson Rd. | Frazier Hwy | S/E | Flared Sides | 3 |
| Strathmore | G. 23 | Rd. 231 | Frazier Hwy | S/W | None | 3 |
| Strathmore | G. 24 | Rd. 231 | Frazier Hwy | S/E | None | 3 |
| Strathmore | H. 4 | Orange Belt Dr. | Bishop Ave. | S/E | None | 3 |
| Strathmore | H. 5 | Orange Belt Dr. | Bishop Ave. | N/E | Sidewalk only | 3 |

## Curb Ramp Inventory

| Terra Bella | B. 5 | Rd. 234 | Ave. 95 | N/E | Sidewalk only | 3 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Terra Bella | B. 9 | Rd. 234 | Ave. 95 | S/E | Flared Sides | 3 |
| Terra Bella | C. 9 | Rd. 237 | Ave. 95 | S/E | Sidewalk only | 3 |
| Terra Bella | C. 13 | Rd. 237 | Ave. 95 | S/W | Sidewalk only | 3 |
| Terra Bella | C. 14 | Rd. 237 | Ave. 95 | N/W | Flared Sides | 3 |
| Terra Bella | C. 15 | Rd. 237 | Ave. 95 | N/E | Flared Sides | 3 |
| Terra Bella | G. 7 | Rd. 236 | Ave. 95 | S/E | Flared Sides | 3 |
| Terra Bella | G. 12 | Rd. 236 | Ave. 95 | N/E | Flared Sides | 3 |
| Terra Bella | H. 17 | Rd. 236 | Acacia Ave. | S/E | Flared Sides | 3 |
| Terra Bella | H. 18 | Rd. 236 | Acacia Ave. | N/E | Flared Sides | 3 |
| Terra Bella | H. 28 | Rd. 236 | Magnolia Ave. | S/E | Sidewalk only | 3 |
| Tipton | D. 1 | Newman Rd. | Woods Ave. | N/W | Flared Sides | 3 |
| Tipton | D. 5 | Newman Rd. | Woods Ave. | S/W | Flared Sides | 3 |
| Tipton | D. 9 | Smith Rd. | Woods Ave. | S/E | Flared Sides | 3 |
| Tipton | E. 4 | Smith Rd. | Spencer Rd. | N/E | Flared Sides | 3 |
| Tipton | E. 10 | Adams Rd. | Spencer Rd. | S/E | Sidewalk only | 3 |
| Tipton | E. 15 | Smith Rd. | Spencer Rd. | S/W | Sidewalk only | 3 |
| Tipton | E. 17 | Smith Rd. | Spencer Rd. | S/E | Sidewalk only | 3 |
| Tipton | E. 19 | Newman Rd. | Spencer Rd. | S/W | Flared Sides | 3 |
| Tipton | H. 1 | Evans Rd. | Tipton Overpass | N/W | None | 3 |
| Tipton | H. 19 | Evans Rd. | Tipton Overpass | S/W | None | 3 |
| Woodville | B. 11 | Rd. 167 | Ave. 167 | S/E | Sidewalk only | 3 |
| East Porterville | D. 4 | Bennett St. | Springville Ave. | N/W | Flared Sides | 4 |
| East Porterville | D. 21 | Bennett St. | Springville Ave. | S/E | Flared Sides | 4 |
| Earlimart | L. 6 | Front St. | Cedar Ave. | S/E | Flared Sides | 4 |
| Earlimart | M. 1 | Front St. | Armstrong Ave. | N/E | None | 4 |
| Earlimart | M. 4 | Front St. | Wilson Ave. | S/E | None | 4 |
| Goshen | R. 11 | Commercial Rd. | Ave. 305 | S/E | Sidewalk only | 4 |
| Goshen | R. 27 | Kame Dr. | Ave. 305 | N/W | Flared Sides | 4 |
| Goshen | S. 2 | W. of Frontage Rd. | Ave. 304 | N/E | Flared Sides | 4 |
| Goshen | S. 1 | W. of Frontage Rd. | Ave. 304 | N/W | Flared Sides | 4 |
| Ivanhoe | B. 1 | Manzanita Rd. | Azalea Ave. | S/E | Flared Sides | 4 |
| Pixley | 0.6 | Main St. | Terra Bella Ave. | S/E | Flared Sides | 4 |
| Pixley | 0.10 | Main St. | Terra Bella Ave. | S/W | None | 4 |
| Richgrove | H. 9 | Richgrove Dr. | Bibee Dr. | N/E | Flared Sides | 4 |
| Terra Bella | A. 10 | Clemens Rd. | Ave. 96 | S/E | Flared Sides | 4 |
| Tipton | K. 1 | Graham St. | Klindera Ave. | N/W | Sidewalk only | 4 |
| Tipton | K. 7 | Graham St. | Woods Ave. | S/W | None | 4 |
| Cutler | A. 9 | Rd. 124 | Ave. 407 | S/E | None | 5 |
| Cutler | A. 10 | Rd. 124 | Ave. 407 | N/E | Sidewalk only | 5 |
| Cutler | D. 9 | Rd. 124 | Amethyst Ave. | N/E | None | 5 |
| Cutler | D. 10 | Rd. 124 | Amethyst Ave. | S/E | None | 5 |
| Cutler | D. 22 | George Rd. | Amethyst Ave. | S/W | Flared Sides | 5 |
| Cutler | E. 3 | Pearl Rd. | Emerald Ave. | S/E | Flared Sides | 5 |
| Cutler | E. 6 | Pearl Rd. | Emerald Ave. | S/W | Flared Sides | 5 |
| Cutler | E. 8 | Rd. 127 | Emerald Ave. | S/E | None | 5 |
| Cutler | E. 10 | Alta Dr. | Ave. 406 | S/E | None | 5 |
| Cutler | E. 11 | Alta Dr. | Ave. 406 | S/W | None | 5 |
| Cutler | E. 16 | Eddy Ave. | Ave. 406 | S/E | Flared Sides | 5 |
| Cutler | E. 17 | Eddy Ave. | Ave. 406 | N/E | None | 5 |
| Cutler | E. 21 | Eddy Ave. | Amethyst Ave. | S/E | Flared Sides | 5 |
| Cutler | E. 28 | Rd. 127 | Amethyst Ave. | S/W | None | 5 |
| Cutler | E. 29 | Rd. 127 | Amethyst Ave. | N/W | None | 5 |
| Cutler | E. 35 | Eddy Ave. | Amethyst Ave. | N/E | Sidewalk only | 5 |
| Cutler | E. 36 | Eddy Ave. | Ave. 407 | S/W | None | 5 |
| Cutler | F. 1 | Rd. 124 | 1st Dr. | N/E | None | 5 |
| Cutler | J. 7 | Santa Fe Dr. | 1st Dr. | N/W | Flared Sides | 5 |
| Cutler | J. 13 | Santa Fe Dr. | 1st Dr. | N/E | Sidewalk only | 5 |
| Cutler | J. 14 | Santa Fe Dr. | 1st Dr. | S/E | None | 5 |
| Cutler | J. 15 | Santa Fe Dr. | 1st Dr. | S/W | Flared Sides | 5 |
| Cutler | J. 20 | Santa Fe Dr. | Railroad Dr. | N/W | None | 5 |
| Cutler | K. 5 | Cutler Dr. | 1st Dr. | S/W | Flared Sides | 5 |
| Cutler | K. 8 | Cutler Dr. | Railroad Dr. | N/W | Flared Sides | 5 |
| Cutler | K. 14 | Cutler Dr. | Railroad Dr. | N/E | Flared Sides | 5 |
| Cutler | K. 16 | Cutler Dr. | 1st Dr. | S/E | None | 5 |
| Cutler | K. 23 | Cutler Dr. | 1st Dr. | N/E | None | 5 |
| Cutler | K. 26 | Cutler Dr. | 1st Dr. | N/W | Sidewalk only | 5 |
| Cutler | N. 1 | Johnston Rd. | Merlo Ave. | N/E | Flared Sides | 5 |
| Cutler | N. 3 | Johnston Rd. | Merlo Ave. | S/E | Flared Sides | 5 |
| Cutler | N. 7 | Johnston Rd. | Quinto Ct. | N/E | Flared Sides | 5 |
| Cutler | N. 11 | Johnston Rd. | Quinto Ct. | S/E | Flared Sides | 5 |
| Cutler | N. 13 | Johnston Rd. | Virgil Ave. | N/E | Flared Sides | 5 |

## Curb Ramp Inventory

| Cutler | N. 16 | Robert Rd. | Virgil Ave. | N/W | Flared Sides | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cutler | N. 17 | Robert Rd. | Rivera Ct. | s/w | Flared Sides | 5 |
| Cutler | N. 20 | Robert Rd. | Rivera Ct. | N/W | Flared Sides | 5 |
| Cutler | N. 22 | Nancy Rd. | Virgil Ave. | S/E | Flared Sides | 5 |
| Cutler | N. 26 | Nancy Rd. | Virgil Ave. | S/W | Flared Sides | 5 |
| Cutler | N. 28 | Johnston Rd. | Virgil Ave. | S/E | Flared Sides | 5 |
| Cutler | P. 6 | Cindy Rd. | Merlo Ave. | S/E | Flared Sides | 5 |
| Cutler | P. 7 | Nancy Rd. | Merlo Ave. | S/W | Flared Sides | 5 |
| Cutler | P. 10 | Nancy Rd. | Kahlo Ct. | S/E | Flared Sides | 5 |
| Cutler | P. 13 | Nancy Rd. | Kahlo Ct. | N/E | Flared Sides | 5 |
| Cutler | P. 16 | Nancy Rd. | Antonia Ave. | S/E | Flared Sides | 5 |
| Cutler | P. 19 | Nancy Rd. | Antonia Ave. | N/E | Flared Sides | 5 |
| Cutler | P. 21 | Nancy Rd. | Merlo Ct. | S/E | Flared Sides | 5 |
| Cutler | P. 24 | Nancy Rd. | Merlo Ct. | N/E | Flared Sides | 5 |
| Cutler | P. 25 | Nancy Rd. | Merlo Ave. | N/W | Flared Sides | 5 |
| Cutler | P. 26 | Cindy Rd. | Merlo Ave. | S/W | Flared Sides | 5 |
| Cutler | R. 4 | Cannon Ave. | Cannon Ave. | S/E | Sidewalk only | 5 |
| Cutler | R. 13 | Rd. 130 | Sierra Ave. | N/W | None | 5 |
| Cutler | R. 18 | Rd. 130 | Cannon Ave. | S/W | None | 5 |
| Cutler | R. 19 | Rd. 130 | Cannon Ave. | N/W | None | 5 |
| Cutler | S. 1 | Rd. 130 | Cannon Ave. | N/E | Flared Sides | 5 |
| Cutler | S. 3 | Robert Rd. | Cannon Ave. | N/W | Flared Sides | 5 |
| Cutler | S. 7 | Robert Rd. | Ave. 404 | S/W | Flared Sides | 5 |
| Cutler | S. 10 | Rd. 130 | Ave. 404 | S/E | Sidewalk only | 5 |
| Cutler | S. 12 | Rd. 130 | Cannon Ave. | S/E | Flared Sides | 5 |
| Cutler | S. 14 | Cindy Rd. | Cannon Ave. | S/W | Flared Sides | 5 |
| Cutler | S. 15 | Cindy Rd. | Cannon Ave. | S/E | Flared Sides | 5 |
| Cutler | S. 18 | Nancy Rd. | Cannon Ave. | S/W | Flared Sides | 5 |
| Cutler | S. 19 | Nancy Rd. | Cannon Ave. | S/E | Flared Sides | 5 |
| Cutler | S. 21 | Robert Rd. | Cannon Ave. | S/W | Flared Sides | 5 |
| Cutler | S. 23 | Robert Rd. | Ave. 404 | S/E | Flared Sides | 5 |
| Cutler | S. 27 | Nancy Rd. | Ave. 404 | N/E | Flared Sides | 5 |
| Cutler | S. 28 | Nancy Rd. | Ave. 404 | N/W | Flared Sides | 5 |
| Cutler | S. 29 | Cindy Rd. | Ave. 404 | N/E | Flared Sides | 5 |
| Cutler | S. 30 | Cindy Rd. | Ave. 404 | N/E | Flared Sides | 5 |
| Cutler | S. 37 | Rd. 130 | Ave. 404 | S/W | None | 5 |
| Cutler | T. 3 | Rd. 130 | Rosaline Ave. | N/E | Flared Sides | 5 |
| Cutler | T. 13 | Nancy Rd. | Rosaline Ave. | N/E | Flared Sides | 5 |
| Cutler | T. 21 | Nancy Rd. | Rosaline Ave. | N/W | Flared Sides | 5 |
| Cutler | T. 24 | Cindy Rd. | Rosaline Ave. | N/E | Flared Sides | 5 |
| Cutler | T. 29 | Cindy Rd. | Rosaline Ave. | N/W | Flared Sides | 5 |
| Cutler | U. 4 | Robert Rd. | Rosaline Ave. | N/W | Flared Sides | 5 |
| Cutler | U. 8 | Robert Rd. | Sierra Ave. | N/E | Flared Sides | 5 |
| Cutler | U. 10 | Robert Rd. | Sierra Ave. | N/W | Flared Sides | 5 |
| Cutler | U. 13 | Robert Rd. | Rosaline Ave. | N/E | Flared Sides | 5 |
| Cutler | U. 16 | Robert Rd. | Sierra Ave. | S/E | Flared Sides | 5 |
| Cutler | U. 17 | Robert Rd. | Sierra Ave. | S/W | Flared Sides | 5 |
| Cutler | U. 18 | Dianna Rd. | Rosaline Ave. | N/W | Flared Sides | 5 |
| East Porterville | C. 9 | Conner St. | Success Dr. | S/W | None | 5 |
| East Porterville | C. 17 | Conner St. | Success Dr. | S/E | None | 5 |
| East Porterville | D. 1 | Bennett St. | Cleo Ave. | S/W | Sidewalk only | 5 |
| East Porterville | D. 24 | Bennett St. | Cleo Ave. | S/E | None | 5 |
| East Porterville | E. 5 | Tulsa Rd. | Crabtree Ave. | N/W | Flared Sides | 5 |
| East Porterville | E. 8 | Rockey Hill St. | Crabtree Ave. | N/W | None | 5 |
| East Porterville | E. 9 | Rockey Hill St. | Crabtree Ave. | N/E | None | 5 |
| East Porterville | E. 15 | Page St. | Crabtree Ave. | N/W | None | 5 |
| East Porterville | E. 16 | Page St. | Crabtree Ave. | S/W | Flared Sides | 5 |
| East Porterville | E. 17 | Page St. | Crabtree Ave. | S/E | None | 5 |
| East Porterville | E. 18 | Page St. | Crabtree Ave. | N/E | None | 5 |
| East Porterville | E. 30 | Page St. | Roby Ave. | S/E | None | 5 |
| East Porterville | E. 31 | Rockey Hill St. | Roby Ave. | S/E | Flared Sides | 5 |
| East Porterville | E. 33 | Tulsa Rd. | Roby Ave. | S/E | Flared Sides | 5 |
| East Porterville | E. 39 | Holcomb St. | Roby Ave. | S/W | None | 5 |
| East Porterville | F. 17 | Conner St. | Tyler Ave. | N/E | Flared Sides | 5 |
| East Porterville | F. 24 | Conner St. | Roby Ave. | S/E | None | 5 |
| Earlimart | A. 3 | Muscat Rd. | Sierra Ave. | S/W | Flared Sides | 5 |
| Earlimart | A. 16 | Vineyard Rd. | Cardinal Ave. | S/W | Flared Sides | 5 |
| Earlimart | A. 23 | Vineyard Rd. | Camelia Ave. | N/E | Flared Sides | 5 |
| Earlimart | A. 26 | Vineyard Rd. | Azalea Ave. | S/E | Flared Sides | 5 |
| Earlimart | A. 38 | Thompson Rd. | Sierra Ave. | S/E | Flared Sides | 5 |
| Earlimart | A. 40 | Thompson Rd. | Sierra Ave. | S/W | Flared Sides | 5 |
| Earlimart | A. 41 | Thompson Rd. | Cardinal Ave. | N/W | Flared Sides | 5 |

## Curb Ramp Inventory

| Earlimart | A. 43 | Thompson Rd. | Cardinal Ave. | s/w | Flared Sides | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Earlimart | A. 45 | Thompson Rd. | Azalea Ave. | N/W | Flared Sides | 5 |
| Earlimart | A. 50 | Vineyard Rd. | Azalea Ave. | N/E | Flared Sides | 5 |
| Earlimart | A. 51 | Vineyard Rd. | Cardinal Ave. | S/E | Flared Sides | 5 |
| Earlimart | A. 61 | Muscat Rd. | Cardinal Ave. | N/E | Flared Sides | 5 |
| Earlimart | A. 64 | Muscat Rd. | Sierra Ave. | S/E | Flared Sides | 5 |
| Earlimart | B. 4 | Vineyard Rd. | Bent Ranch Ave. | N/W | Flared Sides | 5 |
| Earlimart | B. 14 | Muscat Rd. | Sutter Ave. | N/W | Flared Sides | 5 |
| Earlimart | B. 15 | Muscat Rd. | Sutter Ave. | W/E | Flared Sides | 5 |
| Earlimart | B. 17 | Muscat Rd. | Bent Ranch Ave. | S/E | Flared Sides | 5 |
| Earlimart | B. 19 | Vineyard Rd. | Bent Ranch Ave. | S/W | Flared Sides | 5 |
| Earlimart | B. 23 | Vineyard Rd. | Sutter Ave. | N/W | Flared Sides | 5 |
| Earlimart | B. 32 | Primavera Ct. | Sutter Ave. | S/W | Flared Sides | 5 |
| Earlimart | B. 33 | Primavera Ct. | Sutter Ave. | S/E | Flared Sides | 5 |
| Earlimart | B. 35 | Vineyard Rd. | Sutter Ave. | S/W | Flared Sides | 5 |
| Earlimart | B. 36 | Vineyard Rd. | Sutter Ave. | S/E | Flared Sides | 5 |
| Earlimart | B. 43 | Vineyard Rd. | Sutter Ave. | N/E | Flared Sides | 5 |
| Earlimart | B. 45 | Vineyard Rd. | Bent Ranch Ave. | S/E | Flared Sides | 5 |
| Earlimart | B. 57 | Vineyard Rd. | Camelia Ave. | S/E | Flared Sides | 5 |
| Earlimart | B. 62 | Thompson Rd. | Camelia Ave. | S/W | Flared Sides | 5 |
| Earlimart | B. 64 | Thompson Rd. | Bent Ranch Ave. | N/W | Flared Sides | 5 |
| Earlimart | B. 69 | Vineyard Rd. | Bent Ranch Ave. | N/E | Flared Sides | 5 |
| Earlimart | C. 1 | Muscat Rd. | Parade Ave. | S/E | Flared Sides | 5 |
| Earlimart | C. 4 | Thompson Rd. | Parade Ave. | S/W | Flared Sides | 5 |
| Earlimart | C. 6 | Thompson Rd. | Parade Ave. | N/W | Flared Sides | 5 |
| Earlimart | C. 7 | Vineyard Rd. | Parade Ave. | N/E | Flared Sides | 5 |
| Earlimart | C. 10 | Vineyard Rd. | Parade Ave. | N/W | Flared Sides | 5 |
| Earlimart | C. 11 | Primavera Ct. | Parade Ave. | N/E | Flared Sides | 5 |
| Earlimart | C. 14 | Primavera Ct. | Parade Ave. | N/W | Flared Sides | 5 |
| Earlimart | C. 16 | Muscat Rd. | Parade Ave. | N/E | Flared Sides | 5 |
| Earlimart | D. 2 | Muscat Rd. | Center Ave. | S/W | Flared Sides | 5 |
| Earlimart | D. 5 | Muscat Rd. | Martin Ave. | S/E | Flared Sides | 5 |
| Earlimart | D. 7 | Primavera Ct. | Martin Ave. | S/W | Flared Sides | 5 |
| Earlimart | D. 10 | Primavera Ct. | Martin Ave. | S/E | Flared Sides | 5 |
| Earlimart | D. 14 | Thompson Rd. | Martin Ave. | N/W | Flared Sides | 5 |
| Earlimart | D. 16 | Muscat Rd. | Martin Ave. | N/W | Flared Sides | 5 |
| Earlimart | D. 19 | Muscat Rd. | Center Ave. | N/W | Flared Sides | 5 |
| Earlimart | E. 1 | Church Rd. | Sierra Ave. | N/W | Flared Sides | 5 |
| Earlimart | E. 3 | Dove Rd. | Sierra Ave. | N/E | Flared Sides | 5 |
| Earlimart | E. 4 | Dove Rd. | Sierra Ave. | N/W | Flared Sides | 5 |
| Earlimart | E. 6 | Alila St. | Sierra Ave. | N/E | Flared Sides | 5 |
| Earlimart | E. 7 | Alila St. | Sierra Ave. | N/W | Flared Sides | 5 |
| Earlimart | E. 8 | Alila St. | Sierra Ave. | S/w | Flared Sides | 5 |
| Earlimart | E. 10 | Alila St. | Kovacevich St. | N/E | Flared Sides | 5 |
| Earlimart | E. 15 | Dove Rd. | Kovacevich St. | S/W | Flared Sides | 5 |
| Earlimart | E. 16 | Dove Rd. | Kovacevich St. | S/E | Flared Sides | 5 |
| Earlimart | E. 18 | Church Rd. | Kovacevich St. | S/W | Flared Sides | 5 |
| Earlimart | E. 19 | Church Rd. | Kovacevich St. | N/W | Flared Sides | 5 |
| Earlimart | E. 21 | Alila St. | Kovacevich St. | N/E | Flared Sides | 5 |
| Earlimart | E. 23 | Alila St. | Sierra Ave. | S/E | Flared Sides | 5 |
| Earlimart | E. 27 | Church Rd. | Sierra Ave. | S/W | Flared Sides | 5 |
| Earlimart | E. 30 | Church Rd. | Sierra Ave. | S/E | None | 5 |
| Earlimart | F. 3 | Mariposa Rd. | Sutter Ave. | N/E | Flared Sides | 5 |
| Earlimart | F. 6 | Mariposa Rd. | Camelia Dr. | S/E | Flared Sides | 5 |
| Earlimart | F. 15 | Mariposa Rd. | Camelia Dr. | N/E | Flared Sides | 5 |
| Earlimart | F. 17 | La Primevera Ct. | Camelia Dr. | N/W | Flared Sides | 5 |
| Earlimart | F. 18 | La Primevera Ct. | Azelia Ct. | S/W | Flared Sides | 5 |
| Earlimart | F. 20 | Mariposa Rd. | Azelia Ct. | S/E | Flared Sides | 5 |
| Earlimart | F. 22 | Mariposa Rd. | Sutter Ave. | N/W | Flared Sides | 5 |
| Earlimart | H. 12 | Spring Rd. | Bent Ranch Ave. | S/E | Flared Sides | 5 |
| Earlimart | H. 25 | Earlimart Ave. | Kovacevich St. | S/E | Flared Sides | 5 |
| Earlimart | H. 26 | Earlimart Ave. | Kovacevich St. | S/W | Flared Sides | 5 |
| Earlimart | H. 28 | Spring Rd. | Kovacevich St. | S/E | Flared Sides | 5 |
| Earlimart | H. 31 | Spring Rd. | Quail Ave. | N/E | Flared Sides | 5 |
| Earlimart | H. 35 | Earlimart Ave. | Quail Ave. | N/W | Flared Sides | 5 |
| Earlimart | H. 36 | Earlimart Ave. | Quail Ave. | N/E | Flared Sides | 5 |
| Earlimart | H. 38 | Dover Rd. | Quail Ave. | N/W | Flared Sides | 5 |
| Earlimart | H. 39 | Dover Rd. | Quail Ave. | S/W | Flared Sides | 5 |
| Earlimart | H. 43 | Spring Rd. | Quail Ave. | S/E | Flared Sides | 5 |
| Earlimart | H. 44 | Spring Rd. | Bent Ranch Ave. | S/E | Flared Sides | 5 |
| Earlimart | H. 48 | Dover Rd. | Bent Ranch Ave. | N/W | Sidewalk only | 5 |
| Earlimart | H. 61 | Earlimart Ave. | Earlimart Ave. | S/w | Flared Sides | 5 |

## Curb Ramp Inventory

| Earlimart | H. 68 | Earlimart Ave. | Earlimart Ave. | N/E | Flared Sides | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Earlimart | J. 1 | Elm Rd. | Tulare Ave. | S/w | None | 5 |
| Earlimart | J. 8 | Elm Rd. | Armstrong Ave. | N/W | None | 5 |
| Earlimart | N. 1 | Front St. | Franklin Ave. | S/E | Sidewalk only | 5 |
| Earlimart | 0.1 | State St. | Washington Ave. | N/E | Flared Sides | 5 |
| Earlimart | 0.8 | Church Rd. | Washington Ave. | N/W | Flared Sides | 5 |
| Earlimart | 0.32 | State St. | Center Rd. | N/E | Flared Sides | 5 |
| Earlimart | P. 1 | Valente Rd. | Center Ave. | S/E | Sidewalk only | 5 |
| Earlimart | P. 8 | Valente Rd. | Center Ave. | N/W | None | 5 |
| Earlimart | P. 35 | Citrus Rd. | Center Ave. | S/E | Sidewalk only | 5 |
| Earlimart | P. 38 | Citrus Rd. | Center Ave. | S/W | Sidewalk only | 5 |
| Earlimart | P. 41 | Citrus Rd. | Lincoln Ave. | N/W | None | 5 |
| Earlimart | P. 46 | Alfalfa Rd. | Lincoln Ave. | N/E | None | 5 |
| Earlimart | P. 47 | Alfalfa Rd. | Lincoln Ave. | S/E | Sidewalk only | 5 |
| Earlimart | P. 54 | Citrus Rd. | Lincoln Ave. | S/W | None | 5 |
| Earlimart | P. 60 | Alfalfa Rd. | Center Ave. | S/E | None | 5 |
| Earlimart | R. 5 | Ash St. | Rhoden Ct. | N/W | Flared Sides | 5 |
| Earlimart | R. 11 | Ash St. | Rhoden Ct. | S/W | Flared Sides | 5 |
| Earlimart | R. 12 | Ash St. | Clay Ave. | N/W | Flared Sides | 5 |
| Earlimart | R. 41 | Davis St. | Clay Ave. | N/W | None | 5 |
| Earlimart | R. 43 | Ash St. | Clay Ave. | N/E | Flared Sides | 5 |
| Earlimart | T. 8 | Alila St. | Marin Ave. | S/W | Flared Sides | 5 |
| Earlimart | T. 12 | Alila St. | Marin Ave. | S/E | Flared Sides | 5 |
| Earlimart | T. 13 | Dove Rd. | Marin Ave. | S/W | Flared Sides | 5 |
| Earlimart | T. 19 | Dove Rd. | Marin Ave. | S/E | Flared Sides | 5 |
| Earlimart | T. 23 | Church Rd. | Marin Ave. | S/W | Flared Sides | 5 |
| Earlimart | T. 26 | Church Rd. | Marin Ave. | N/W | Flared Sides | 5 |
| Earlimart | T. 29 | Rd. 136 | Andrea Ave. | S/W | Flared Sides | 5 |
| Earlimart | T. 32 | Alila St. | Andrea Ave. | S/E | Flared Sides | 5 |
| Earlimart | T. 34 | Alila St. | Marin Ave. | N/E | Flared Sides | 5 |
| Earlimart | T. 38 | Alila St. | Marin Ave. | N/W | Flared Sides | 5 |
| Earlimart | T. 40 | Alila St. | Andrea Ave. | N/W | Flared Sides | 5 |
| Earlimart | T. 43 | Diane St. | Andrea Ave. | S/E | Flared Sides | 5 |
| Earlimart | T. 46 | Diane St. | Marin Ave. | N/E | Flared Sides | 5 |
| Earlimart | V. 21 | Spring Rd. | Clay Ave. | S/W | None | 5 |
| Earlimart | W. 15 | State St. | Sierra Ave. | S/E | None | 5 |
| Earlimart | X. 3 | Rd. 136 | Bobbi Ave. | N/E | Flared Sides | 5 |
| Earlimart | X. 6 | Bobbi Ave. | Bobbi Ave. | S/E | Flared Sides | 5 |
| Earlimart | X. 8 | Bobbi Ave. | Andrea Ave. | N/E | Flared Sides | 5 |
| Earlimart | X. 10 | Rd. 136 | Andrea Ave. | N/W | Flared Sides | 5 |
| Earlimart | X. 12 | Rd. 136 | Bobbi Ave. | S/E | Flared Sides | 5 |
| Earlimart | Y. 2 | Diane St. | Bobbi Ave. | N/E | Flared Sides | 5 |
| Earlimart | Y. 3 | Diane St. | Bobbi Ave. | N/W | Flared Sides | 5 |
| Earlimart | Y. 8 | Diane St. | Marin Ave. | N/W | Flared Sides | 5 |
| Earlimart | Y. 9 | Molly Rd. | Marin Ave. | N/E | Flared Sides | 5 |
| Earlimart | Y. 12 | Molly Rd. | Andrea Ave. | S/E | Flared Sides | 5 |
| Earlimart | Y. 15 | Diane St. | Andrea Ave. | S/W | Flared Sides | 5 |
| Earlimart | Y. 17 | Earlimart Ave. | Andrea Ave. | N/W | Flared Sides | 5 |
| Earlimart | Y. 18 | Earlimart Ave. | Bobbi Ave. | S/W | Flared Sides | 5 |
| Earlimart | Y. 20 | Molly Rd. | Bobbi Ave. | S/E | Flared Sides | 5 |
| Earlimart | Y. 22 | Molly Rd. | Andrea Ave. | S/E | Flared Sides | 5 |
| Goshen | A. 3 | Eagle Ave. | Ave. 308 | S/E | Flared Sides | 5 |
| Goshen | A. 4 | Eagle Ave. | Ensminger Ave. | N/E | Flared Sides | 5 |
| Goshen | A. 6 | Cottontail St. | Ensminger Ave. | S/E | Flared Sides | 5 |
| Goshen | A. 8 | Cottontail St. | Ashworth Ave. | N/E | Flared Sides | 5 |
| Goshen | A. 11 | Cottontail St. | Ashworth Ave. | S/E | Flared Sides | 5 |
| Goshen | A. 13 | Cottontail St. | Wellman Ave. | N/E | Flared Sides | 5 |
| Goshen | A. 16 | Kit Fox Ct. | Wellman Ave. | S/E | Flared Sides | 5 |
| Goshen | A. 17 | Kit Fox Ct. | Wellman Ave. | S/W | Flared Sides | 5 |
| Goshen | A. 18 | Cottontail St. | Wellman Ave. | S/E | Flared Sides | 5 |
| Goshen | A. 20 | Cottontail St. | Ashworth Ave. | S/W | Flared Sides | 5 |
| Goshen | A. 21 | Cottontail St. | Ashworth Ave. | N/W | Flared Sides | 5 |
| Goshen | A. 23 | Eagle Ave. | Ensminger Ave. | N/W | Flared Sides | 5 |
| Goshen | A. 24 | Eagle Ave. | Ave. 308 | S/W | Flared Sides | 5 |
| Goshen | B. 1 | Kit Fox Ct. | Gadbury Ave. | N/E | Flared Sides | 5 |
| Goshen | B. 3 | Kit Fox Ct. | Gadbury Ave. | S/E | Flared Sides | 5 |
| Goshen | B. 10 | Cottontail St. | Ave. 306 | N/E | Flared Sides | 5 |
| Goshen | B. 13 | W. of DEAD END | Ave. 306 | N/W | Flared Sides | 5 |
| Goshen | B. 15 | Cottontail St. | Ave. 306 | N/W | Flared Sides | 5 |
| Goshen | B. 17 | Cottontail St. | Lickey Ct. | S/W | Flared Sides | 5 |
| Goshen | B. 18 | Cottontail St. | Lickey Ct. | N/W | Flared Sides | 5 |
| Goshen | C. 9 | Rd. 72 | Ave. 306 | N/E | Flared Sides | 5 |

## Curb Ramp Inventory

| Goshen | C. 10 | Rd. 72 | Ave. 306 | S/E | Flared Sides | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Goshen | C. 16 | Hawk Ct. | Ave. 306 | S/E | Flared Sides | 5 |
| Goshen | C. 17 | Coyote Ct. | Ave. 306 | S/W | Flared Sides | 5 |
| Goshen | C. 19 | Coyote Ct. | Ave. 306 | S/E | Flared Sides | 5 |
| Goshen | C. 13 | Hawk Ct. | Ave. 306 | S/W | Flared Sides | 5 |
| Goshen | E. 1 | Farr Rd. | Ave. 306 | N/E | Flared Sides | 5 |
| Goshen | E. 7 | Camp Dr. | Ave. 306 | S/E | Dip down | 5 |
| Goshen | G. 1 | Commercial Rd. | Ave. 308 | S/E | Sidewalk only | 5 |
| Goshen | G. 5 | Rd. 71 | Woodbine Ave. | N/W | Flared Sides | 5 |
| Goshen | G. 9 | Rd. 71 | Woodbine Ave. | N/E | Flared Sides | 5 |
| Goshen | G. 12 | Rd. 72 | Woodbine Ave. | S/W | Flared Sides | 5 |
| Goshen | G. 13 | Rd. 72 | Woodbine Ave. | N/W | Flared Sides | 5 |
| Goshen | G. 14 | Farr Rd. | Woodbine Ave. | N/E | Flared Sides | 5 |
| Goshen | G. 15 | Farr Rd. | Woodbine Ave. | N/W | Flared Sides | 5 |
| Goshen | G. 16 | Commercial Rd. | Ave. 308 | N/E | None | 5 |
| Goshen | G. 17 | Rd. 72 | Ave. 308 | N/W | None | 5 |
| Goshen | 1.6 | Rd. 71 | Ave. 310 | S/E | Flared Sides | 5 |
| Goshen | 1.7 | Rd. 71 | Ave. 310 | S/W | Flared Sides | 5 |
| Goshen | 1.8 | Commercial Rd. | Ave. 310 | S/E | Flared Sides | 5 |
| Goshen | 1.9 | Commercial Rd. | Ave. 310 | S/W | Flared Sides | 5 |
| Goshen | 1.19 | Rd. 72 | Ave. 310 | S/E | Flared Sides | 5 |
| Goshen | 1.20 | Rd. 72 | Ave. 310 | S/W | Flared Sides | 5 |
| Goshen | 1.21 | Farr Rd. | Ave. 310 | S/E | Flared Sides | 5 |
| Goshen | 1.22 | Farr Rd. | Ave. 310 | S/W | Flared Sides | 5 |
| Goshen | J. 1 | Rd. 72 | Ave. 310 | S/E | Dip down | 5 |
| Goshen | L. 3 | Camp Dr. | Wills Ave. | N/E | Dip down | 5 |
| Goshen | L. 5 | Robinson Rd. | Camp Dr. | S/E | Dip down | 5 |
| Goshen | M. 1 | Robinson Rd. | Camp Dr. | N/E | Dip down | 5 |
| Goshen | M. 2 | Camp Dr. | Ave. 308 | S/E | Flared Sides | 5 |
| Goshen | M. 3 | Rd. 70 | Ave. 308 | N/W | Sidewalk only | 5 |
| Goshen | M. 16 | Rd. 70 | Ave. 308 | N/E | None | 5 |
| Goshen | N. 1 | Rd. 69 | Camp Dr. | N/E | Dip down | 5 |
| Goshen | N. 5 | Ivy Rd. | Ave. 310 | N. side | Dip down | 5 |
| Goshen | N. 7 | Ivy Rd. | Ave. 310 | N/W | Dip down | 5 |
| Goshen | N. 15 | Rd. 69 | Ave. 310 | N. side | Dip down | 5 |
| Goshen | N. 19 | Robinson Rd. | Ave. 310 | S/W | Dip down | 5 |
| Goshen | N. 20 | Robinson Rd. | Ave. 310 | S/E | Dip down | 5 |
| Goshen | 0.3 | Rd. 67 | Effie Dr. | S/W | Flared Sides | 5 |
| Goshen | 0.5 | Rd. 67 | Betty Dr. | N/E | Flared Sides | 5 |
| Goshen | 0.6 | Rd. 67 | Betty Dr. | S/E | Flared Sides | 5 |
| Goshen | P. 7 | Rd. 68 | Harvest Ave. | N/W | Flared Sides | 5 |
| Goshen | P. 8 | Rd. 68 | ALLEY | S/W | Flared Sides | 5 |
| Goshen | P. 9 | Rd. 68 | ALLEY | N/W | Flared Sides | 5 |
| Goshen | P. 14 | Dollarhide Rd. | Ave. 308 | S/E | Flared Sides | 5 |
| Goshen | R. 1 | Effie Dr. | Ave. 306 | S/W | Flared Sides | 5 |
| Goshen | T2.2 | N. of School | Ave. 308 | S. side | Dip down | 5 |
| Goshen | Y. 1 | Robinson Rd. | Camp Dr. | S/W | Flared Sides | 5 |
| Goshen | Y. 3 | Robinson Rd. | Camp Dr. | N/E | Flared Sides | 5 |
| Ivanhoe | A. 21 | Buckeye Rd. | Ave. 332 | S/E N. crossing | Flared Sides | 5 |
| Ivanhoe | A. 32 | Buckeye Rd. | Heather Ave. | N/W | Sidewalk only | 5 |
| Ivanhoe | A. 33 | Buckeye Rd. | Heather Ave. | N/E | None | 5 |
| Ivanhoe | B. 9 | Manzanita Rd. | Ave. 330 | N/E | None | 5 |
| Ivanhoe | B. 23 | Rd. 159 | Heather Ave. | S/w | Sidewalk only | 5 |
| Ivanhoe | B. 28 | Hawthorne Rd. | Azalea Ave. | N/E | None | 5 |
| Ivanhoe | B. 33 | Hawthorne Rd. | Heather Ave. | S/E | Sidewalk only | 5 |
| Ivanhoe | C. 1 | Rd. 160 | Freedom Ave. | N/E | Flared Sides | 5 |
| Ivanhoe | C. 3 | Scott Rd. | Freedom Ave. | S/W | Flared Sides | 5 |
| Ivanhoe | C. 8 | Scott Rd. | Bly Ave. | S/W | Flared Sides | 5 |
| Ivanhoe | C. 9 | Scott Rd. | Bly Ave. | N/W | Flared Sides | 5 |
| Ivanhoe | C. 11 | Waverly Ct. | Bly Ave. | S/E | Flared Sides | 5 |
| Ivanhoe | C. 18 | Rd. 160 | Bly Ave. | S/E | Flared Sides | 5 |
| Ivanhoe | C. 19 | Rd. 160 | Bly Ave. | N/E | Flared Sides | 5 |
| Ivanhoe | C. 21 | Waverly Ct. | Bly Ave. | N/W | Flared Sides | 5 |
| Ivanhoe | C. 38 | Rd. 160 | Freedom Ave. | S/E | Flared Sides | 5 |
| Ivanhoe | D. 3 | Rd. 158 | Azalea Ave. | S/E | Flared Sides | 5 |
| Ivanhoe | E. 1 | Rd. 160 | Walter Ave. | S/E | Flared Sides | 5 |
| Ivanhoe | E. 3 | Waverly Ct. | Walter Ave. | S/W | Flared Sides | 5 |
| Ivanhoe | E. 10 | Waverly Ct. | Walter Ave. | S/E | Flared Sides | 5 |
| Ivanhoe | E. 17 | Rd. 160 | Walter Ave. | N/E | Flared Sides | 5 |
| Ivanhoe | F. 1 | Rd. 157 | Ave. 328 | S/E | None | 5 |
| Ivanhoe | F. 9 | Rd. 158 | Ave. 328 | S/W | Flared Sides | 5 |
| Ivanhoe | F. 15 | Manzanita Rd. | Ave. 328 | N/E | Flared Sides | 5 |

## Curb Ramp Inventory

| Ivanhoe | F. 16 | Manzanita Rd. | Ave. 328 | N/W | Flared Sides | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Ivanhoe | G. 21 | Rd. 156 | Live Oak Dr. | S/E | None | 5 |
| Ivanhoe | G. 22 | Rd. 156 | Ave. 330 | N/W | None | 5 |
| Ivanhoe | G. 23 | Rd. 156 | Ave. 330 | N/E | None | 5 |
| Ivanhoe | H. 37 | Rd. 160 | Ave. 328 | N/E | Flared Sides | 5 |
| Ivanhoe | 1.1 | Rd. 157 | Rosaline Rd. | N/E | None | 5 |
| Ivanhoe | I. 12 | Rd. 158 | Rosaline Rd. | N/W | None | 5 |
| Ivanhoe | I. 17 | Grove St. | Ave. 327 | S/E | Flared Sides | 5 |
| Ivanhoe | 1.18 | Grove St. | Ave. 327 | S/W | Flared Sides | 5 |
| Ivanhoe | J. 1 | Rd. 158 | Rosaline Rd. | S/E | None | 5 |
| Ivanhoe | J. 10 | Rd. 159 | Ave. 327 | N/W | None | 5 |
| Ivanhoe | J. 11 | Carmaline Rd. | Ave. 327 | S/w | Flared Sides | 5 |
| Ivanhoe | K. 1 | Rd. 159 | Rosaline Rd. | N/E | None | 5 |
| Ivanhoe | K. 7 | Rd. 159 | Ave. 238 | S/E | None | 5 |
| Ivanhoe | K. 19 | Carmaline Rd. | Ave. 327 | S/E | Flared Sides | 5 |
| Ivanhoe | L. 11 | Grove St. | Paradise Ave. | N/E | Flared Sides | 5 |
| Ivanhoe | M. 22 | Elieen Rd. | Paradise Ave. | N/W | Flared Sides | 5 |
| Ivanhoe | M. 29 | Elieen Rd. | Giotta Ave. | S/w | Flared Sides | 5 |
| Ivanhoe | M. 36 | Carmaline Rd. | Giotta Ave. | N/E | Flared Sides | 5 |
| Ivanhoe | M. 40 | Carmaline Rd. | Giotta Ave. | N/W | Flared Sides | 5 |
| Ivanhoe | N. 1 | Manzanita Rd. | Aspen Ave. | N/W | Sidewalk only | 5 |
| Ivanhoe | N. 2 | Rd. 158 | Aspen Ave. | N/E | Sidewalk only | 5 |
| Lindsay | A. 1 | Laurel Ave | Sierra View St. | S/E | Flared Sides | 5 |
| Lindsay | A. 3 | Page Ave. | Sierra View St. | S/W | None | 5 |
| Lindsay | A. 4 | Page Ave. | Sierra View St. | N/E | Flared Sides | 5 |
| Lindsay | A. 10 | Rd. 224 | Sierra View St. | N/W | Flared Sides | 5 |
| London | A. 4 | Rd. 58 | Ave. 380 | s/w | Sidewalk only | 5 |
| London | A. 8 | Rd. 58 | Ave. 378 | N/W | Sidewalk only | 5 |
| Matheny | A. 2 | Canal St | Beacon Ave. | N/E | None | 5 |
| Matheny | A. 6 | Canal St | Wade Ave | S/E | Flared Sides | 5 |
| Nanceville | A. 3 | Sycamore St. | Thurman Ave. | N/E | Flared Sides | 5 |
| Nanceville | A. 15 | Birch St. | Harrison Ave. | S/E | Flared Sides | 5 |
| Nanceville | A. 20 | Sycamore St. | Harrison Ave. | S/W | Flared Sides | 5 |
| Nanceville | A. 22 | Sycamore St. | Thurman Ave. | N/W | Flared Sides | 5 |
| Nanceville | A. 30 | Dogwood St. | Thurman Ave. | S/W | Flared Sides | 5 |
| Nanceville | A. 32 | Dogwood St. | Thurman Ave. | S/E | Flared Sides | 5 |
| Nanceville | B. 9 | Redwood St. | W. of School | E. side | Flared Sides | 5 |
| Orosi | A. 3 | Rd. 126 | Ave. 419 | S/E | Flared Sides | 5 |
| Orosi | B. 11 | Rd. 130 | Tactacan Ave. | N/W | Flared Sides | 5 |
| Orosi | B. 20 | Rd. 130 | Tactacan Ave. | s/w | Flared Sides | 5 |
| Orosi | B. 24 | Rd. 130 | Clyde Ave. | N/W | Sidewalk only | 5 |
| Orosi | B. 36 | Rd. 130 | Clyde Ave. | S/w | Sidewalk only | 5 |
| Orosi | E. 5 | Vista Ct. | Miller Rd. | S/W | Flared Sides | 5 |
| Orosi | E. 8 | Vista Ct. | Miller Rd. | S/E | Flared Sides | 5 |
| Orosi | E. 11 | Pacifica Ct. | Miller Rd. | S/W | Flared Sides | 5 |
| Orosi | E. 14 | Pacifica Ct. | Miller Rd. | S/E | Flared Sides | 5 |
| Orosi | G. 1 | Claude Rd. | Miller Ave. | N/E | None | 5 |
| Orosi | G. 4 | Claude Rd. | Ave. 417 | S/E | None | 5 |
| Orosi | G. 5 | Claude Rd. | Miller Ave. | N/W | None | 5 |
| Orosi | G. 16 | Eddy Rd. | Ave. 416 | N/W | Dip down | 5 |
| Orosi | G. 33 | Eddy Rd. | Ave. 416 | N/E | Dip down | 5 |
| Orosi | G. 40 | Claude Rd. | Miller Ave. | S/W | Sidewalk only | 5 |
| Orosi | G. 41 | Claude Rd. | Miller Ave. | S/E | Sidewalk only | 5 |
| Orosi | H. 4 | Rd. 125 | Ave. 416 | N/W | Dip down | 5 |
| Orosi | H. 37 | Miller Ct. | Miller Ave. | N/W | None | 5 |
| Orosi | H. 38 | Miller Ct. | Miller Ave. | N/E | None | 5 |
| Orosi | 1.11 | Rd. 125 | Buenna Vista Ave. | N/W | Flared Sides | 5 |
| Orosi | 1.12 | Rd. 125 | Buenna Vista Ave. | S/W | Flared Sides | 5 |
| Orosi | I. 13 | Rd. 125 | Ave. 417 | N/E | None | 5 |
| Orosi | 1.19 | Rd. 126 | Ave. 417 | N/W | None | 5 |
| Orosi | 1.33 | Rd. 125 | Walnut Ave. | S/E | Sidewalk only | 5 |
| Orosi | J. 3 | Van Tassel Rd. | Whittaker Ave. | N/W | Flared Sides | 5 |
| Orosi | J. 5 | Van Tassel Rd. | Barton Ave. | S/W | Flared Sides | 5 |
| Orosi | J. 6 | Van Tassel Rd. | Barton Ave. | N/W | Flared Sides | 5 |
| Orosi | J. 9 | Van Tassel Rd. | Ave. 419 | S/W | Flared Sides | 5 |
| Orosi | J. 10 | Van Tassel Rd. | Ave. 419 | S/E | Flared Sides | 5 |
| Orosi | J. 20 | Rd. 125 | Whittaker Ave. | S/E | Flared Sides | 5 |
| Orosi | J. 24 | Rd. 125 | Whittaker Ave. | S/W | Flared Sides | 5 |
| Orosi | K. 3 | Rd. 124 | Whittaker Ave. | S/E | Flared Sides | 5 |
| Orosi | K. 4 | Rd. 124 | Whittaker Ave. | N/E | Flared Sides | 5 |
| Orosi | K. 6 | Rd. 124 | Barton Ave. | S/E | Flared Sides | 5 |
| Orosi | K. 12 | Rd. 124 | Barton Ave. | N/E | Flared Sides | 5 |

## Curb Ramp Inventory

| Orosi | K. 14 | Rd. 124 | Ave. 419 | S/E | Flared Sides | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Orosi | L. 5 | Colony St. | Dennison Dr. | S/W | Flared Sides | 5 |
| Orosi | L. 10 | Stewart St. | Buenna Vista Ave. | N/E | Flared Sides | 5 |
| Orosi | L. 12 | Stewart St. | Buenna Vista Ave. | N/W | Flared Sides | 5 |
| Orosi | L. 14 | Colony St. | Buenna Vista Ave. | N/E | Flared Sides | 5 |
| Orosi | L. 16 | Colony St. | Dennison Dr. | S/E | Flared Sides | 5 |
| Orosi | L. 18 | Stewart St. | Dennison Dr. | S/W | Flared Sides | 5 |
| Orosi | M. 1 | Wilsonia Ave. | Sequia Ave. | N/E | Flared Sides | 5 |
| Orosi | M. 4 | Wilsonia Ave. | Twin Peaks Ave. | S/E | Flared Sides | 5 |
| Orosi | M. 8 | Wilsonia Ave. | Twin Peaks Ave. | N/E | Flared Sides | 5 |
| Orosi | M. 10 | Wilsonia Ave. | Badger Ave. | S/E | Flared Sides | 5 |
| Orosi | M. 14 | Rd. 124 | Badger Ave. | S/W | Flared Sides | 5 |
| Orosi | M. 15 | Rd. 124 | Badger Ave. | N/W | Flared Sides | 5 |
| Orosi | M. 19 | Rd. 124 | Dennison Dr. | N/E | Flared Sides | 5 |
| Orosi | M. 20 | Rd. 124 | Dennison Dr. | S/E | Flared Sides | 5 |
| Orosi | M. 22 | Rd. 124 | Sequia Ave. | N/W | Flared Sides | 5 |
| Orosi | M. 26 | Ganite Ct. | Sequia Ave. | S/W | Flared Sides | 5 |
| Orosi | M. 30 | Ganite Ct. | Sequia Ave. | S/E | None | 5 |
| Orosi | M. 31 | Paradise Ct. | Sequia Ave. | S/W | Flared Sides | 5 |
| Orosi | M. 34 | Paradise Ct. | Sequia Ave. | S/E | None | 5 |
| Orosi | 0.1 | Rd. 124 | Ella Ave. | S/E | None | 5 |
| Orosi | 0.9 | Elrod Rd. | Ella Ave. | S/W | None | 5 |
| Orosi | 0.12 | Elrod Rd. | Ave. 415 | N/W | Flared Sides | 5 |
| Orosi | 0.20 | Rd. 124 | Ave. 415 | N/E | None | 5 |
| Orosi | 0.21 | Rd. 124 | Ave. 415 | S/E | None | 5 |
| Orosi | 0.26 | Rd. 124 | Ave. 415 | S/W | Flared Sides | 5 |
| Orosi | 0.29 | Elrod Rd. | Risley Ave. | N/W | Sidewalk only | 5 |
| Orosi | 0.36 | Rd. 124 | Risley Ave. | N/E | None | 5 |
| Orosi | 0.37 | Rd. 124 | Risley Ave. | S/E | None | 5 |
| Orosi | P. 4 | David Rd. | Ella Ave. | N/E | None | 5 |
| Orosi | P. 18 | David Rd. | Ella Ave. | S/E | Flared Sides | 5 |
| Orosi | Q. 1 | Rd. 124 | Ave. 414 | N/E | Sidewalk only | 5 |
| Orosi | Q. 9 | David Rd. | Ave. 414 | S/E | Dip down | 5 |
| Orosi | Q. 10 | David Rd. | Ave. 414 | S/W | Dip down | 5 |
| Orosi | Q. 30 | Rd. 124 | Luxor Ave. | S/E | None | 5 |
| Orosi | Q. 31 | Rd. 124 | Ave. 413 | S/E | Flared Sides | 5 |
| Orosi | R. 1 | Rd. 127 | Ave. 413 | N/E | Dip down | 5 |
| Orosi | R. 2 | Rd. 127 | Ave. 413 | N/W | Dip down | 5 |
| Orosi | S. 5 | Rd. 124 | Aceves Ave. | N/E | Flared Sides | 5 |
| Orosi | S. 6 | Rd. 124 | Aceves Ave. | S/E | Flared Sides | 5 |
| Orosi | S. 15 | Rd. 124 | Edward Ave. | N/E | Flared Sides | 5 |
| Orosi | S. 16 | Rd. 124 | Edward Ave. | S/E | Flared Sides | 5 |
| Orosi | S. 18 | Rd. 124 | Sand Creek APPT | N/E | Flared Sides | 5 |
| Orosi | S. 19 | Rd. 124 | Sand Creek APPT | S/E | Flared Sides | 5 |
| Orosi | S. 21 | Rd. 124 | Ash Ave. | N/W | Flared Sides | 5 |
| Orosi | S. 26 | Rd. 124 | Aceves Ave. | s/w | Flared Sides | 5 |
| Orosi | S. 27 | Rd. 124 | Aceves Ave. | N/W | Flared Sides | 5 |
| Orosi | T. 2 | Rd. 120 | Aceves Ave. | S/E | Flared Sides | 5 |
| Orosi | T. 3 | Richau St. | Aceves Ave. | S/W | Flared Sides | 5 |
| Orosi | T. 6 | Richau St. | Ash Ave. | N/E | Flared Sides | 5 |
| Orosi | T. 9 | Wilma Rd. | Ash Ave. | N/W | Flared Sides | 5 |
| Orosi | T. 11 | Wilma Rd. | Albert Ave. | S/W | Flared Sides | 5 |
| Orosi | T. 15 | Richau St. | Albert Ave. | S/E | Flared Sides | 5 |
| Orosi | T. 16 | Richau St. | Albert Ave. | N/E | Flared Sides | 5 |
| Orosi | T. 17 | Wilma Rd. | Aceves Ave. | N/W | Flared Sides | 5 |
| Orosi | T. 19 | Wilma Rd. | Aceves Ave. | S/W | Flared Sides | 5 |
| Orosi | T. 22 | Richau St. | Aceves Ave. | S/E | Flared Sides | 5 |
| Orosi | T. 23 | Rd. 120 | Aceves Ave. | N/E | Flared Sides | 5 |
| Orosi | T. 24 | Wilma Rd. | Aceves Ave. | N/W | Flared Sides | 5 |
| Orosi | U. 1 | Wilma Rd. | Aceves Ave. | N/E | Flared Sides | 5 |
| Orosi | U. 5 | Olympic St. | Aceves Ave. | N/W | Flared Sides | 5 |
| Orosi | U. 6 | Olympic St. | Aceves Ave. | S/W | Flared Sides | 5 |
| Orosi | U. 8 | Olympic St. | Albert Ave. | N/W | Flared Sides | 5 |
| Orosi | U. 9 | Olympic St. | Albert Ave. | s/w | Flared Sides | 5 |
| Orosi | U. 13 | Olympic St. | Ash Ave. | N/W | Flared Sides | 5 |
| Orosi | U. 16 | Wilma Rd. | Ash Ave. | N/E | Flared Sides | 5 |
| Orosi | U. 17 | Wilma Rd. | Albert Ave. | S/E | Flared Sides | 5 |
| Orosi | U. 21 | Wilma Rd. | Albert Ave. | N/E | Flared Sides | 5 |
| Orosi | U. 22 | Wilma Rd. | Aceves Ave. | S/E | Flared Sides | 5 |
| Orosi | V. 1 | Olympic St. | Aceves Ave. | N/E | Flared Sides | 5 |
| Orosi | V. 8 | Birch Rd. | Aceves Ave. | S/E | Flared Sides | 5 |
| Orosi | V. 12 | Birch Rd. | Ash Ave. | N/E | Flared Sides | 5 |

## Curb Ramp Inventory

| Orosi | V. 13 | Birch Rd. | Ash Ave. | N/W | Flared Sides | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Orosi | V. 17 | Olympic St. | Ash Ave. | N/E | Flared Sides | 5 |
| Orosi | V. 20 | Olympic St. | Albert Ave. | S/E | Flared Sides | 5 |
| Orosi | V. 23 | Birch Rd. | Albert Ave. | S/W | Flared Sides | 5 |
| Orosi | V. 25 | Birch Rd. | Albert Ave. | N/W | Flared Sides | 5 |
| Orosi | V. 31 | Olympic St. | Albert Ave. | N/E | Flared Sides | 5 |
| Orosi | V. 33 | Olympic St. | Aceves Ave. | S/E | Flared Sides | 5 |
| Orosi | V. 37 | Birch Rd. | Aceves Ave. | S/W | Flared Sides | 5 |
| Orosi | W. 11 | Central Dr. | Albert Ave. | S/E | Sidewalk only | 5 |
| Orosi | W. 12 | Central Dr. | Albert Ave. | S/W | None | 5 |
| Orosi | W. 14 | Rancho Ct. | Albert Ave. | S/E | Sidewalk only | 5 |
| Orosi | W. 15 | Rancho Ct. | Albert Ave. | S/W | None | 5 |
| Orosi | W. 17 | Frances Rd. | Albert Ave. | S/E | Flared Sides | 5 |
| Orosi | W. 23 | Frances Rd. | Edward Ave. | N/E | None | 5 |
| Orosi | W. 24 | Frances Rd. | Edward Ave. | N/W | None | 5 |
| Orosi | W. 30 | Frances Rd. | Aceves Ave. | S/W | Flared Sides | 5 |
| Orosi | W. 32 | Frances Rd. | Aceves Ave. | S/E | Flared Sides | 5 |
| Orosi | W. 37 | David Rd. | Aceves Ave. | S/W | Flared Sides | 5 |
| Orosi | W. 39 | David Rd. | Albert Ave. | N/W | None | 5 |
| Orosi | W. 46 | Frances Rd. | Albert Ave. | N/E | None | 5 |
| Orosi | X. 28 | Beinhorn Rd. | Ave. 414 | N/E | Flared Sides | 5 |
| Orosi | X. 31 | Beinhorn Rd. | Ave. 414 | S/E | Flared Sides | 5 |
| Orosi | X. 35 | Beinhorn Rd. | Ave. 414 | S/W | Flared Sides | 5 |
| Orosi | X. 39 | Beinhorn Rd. | Ave. 414 | N/W | Sidewalk only | 5 |
| Orosi | Y. 7 | Mueller Rd. | Ella Ave. | S/W | None | 5 |
| Orosi | Y. 16 | Risley Ave. | Ave. 415 | S/W | None | 5 |
| Orosi | Z. 7 | Rd. 130 | Ave. 414 | s/W | Flared Sides | 5 |
| Paterson Tract | A. 3 | Manota Dr. | Ave. 320 | N/E | Flared Sides | 5 |
| Paterson Tract | A. 4 | Manota Dr. | Ave. 320 | N/W | Flared Sides | 5 |
| Paterson Tract | A. 8 | Elbow Ct. | Ave. 320 | N/W | Flared Sides | 5 |
| Paterson Tract | A. 9 | Elbow Ct. | Ave. 320 | N/E | Flared Sides | 5 |
| Paterson Tract | A. 23 | Sierra View Rd. | Ave. 320 | S/W | Flared Sides | 5 |
| Paterson Tract | A. 25 | Sierra View Rd. | Marlin Ave. | N/W | None | 5 |
| Pixley | A. 5 | School St. | Carol Ave. | N/W | Sidewalk only | 5 |
| Pixley | A. 12 | Walnut St. | Court Ave. | N/E | Sidewalk only | 5 |
| Pixley | A. 40 | Walnut St. | Carol Ave. | S/E | Sidewalk only | 5 |
| Pixley | A. 48 | School St. | Carol Ave. | S/W | Sidewalk only | 5 |
| Pixley | B. 3 | Walnut St. | Sarah Ave. | N/E | None | 5 |
| Pixley | B. 11 | School St. | Holste Ave. | N/W | None | 5 |
| Pixley | B. 12 | School St. | Holste Ave. | S/W | Flared Sides | 5 |
| Pixley | B. 18 | Walnut St. | Holste Ave. | S/E | None | 5 |
| Pixley | B. 20 | Walnut St. | Dianna Ave. | N/E | Flared Sides | 5 |
| Pixley | B. 24 | School St. | Dianna Ave. | N/W | Flared Sides | 5 |
| Pixley | B. 27 | School St. | Dianna Ave. | S/W | Flared Sides | 5 |
| Pixley | B. 28 | Walnut St. | Dianna Ave. | S/E | Flared Sides | 5 |
| Pixley | C. 5 | Walnut St. | Carla Ave. | N/E | Flared Sides | 5 |
| Pixley | C. 7 | School St. | Carla Ave. | N/W | Flared Sides | 5 |
| Pixley | C. 10 | School St. | Carla Ave. | S/W | Flared Sides | 5 |
| Pixley | C. 14 | Walnut St. | Carla Ave. | S/E | Flared Sides | 5 |
| Pixley | C. 17 | Walnut St. | Joanne Ave. | N/E | Sidewalk only | 5 |
| Pixley | C. 24 | School St. | Joanne Ave. | N/W | Sidewalk only | 5 |
| Pixley | C. 26 | School St. | Joanne Ave. | S/W | Sidewalk only | 5 |
| Pixley | C. 30 | Walnut St. | Joanne Ave. | S/E | Sidewalk only | 5 |
| Pixley | D. 1 | Maple St. | Lavonia Ave. | S/E | Flared Sides | 5 |
| Pixley | D. 2 | Maple St. | Lavonia Ave. | N/E | Flared Sides | 5 |
| Pixley | D. 6 | Elm St. | Lavonia Ave. | N/W | Flared Sides | 5 |
| Pixley | D. 8 | Elm St. | Lavonia Ave. | S/W | Flared Sides | 5 |
| Pixley | D. 17 | Elm St. | Terra Bella Ave. | S/W | Flared Sides | 5 |
| Pixley | E. 11 | Pine St. | McCreary Ave. | N/E | Flared Sides | 5 |
| Pixley | E. 12 | Park St. | McCreary Ave. | N/E | None | 5 |
| Pixley | E. 13 | Park St. | McCreary Ave. | S/E | Sidewalk only | 5 |
| Pixley | E. 19 | Maple St. | McCreary Ave. | N/W | Sidewalk only | 5 |
| Pixley | E. 20 | Maple St. | McCreary Ave. | S/W | Sidewalk only | 5 |
| Pixley | E. 26 | Park St. | Joanne Ave. | N/E | Flared Sides | 5 |
| Pixley | E. 33 | Maple St. | Joanne Ave. | N/W | None | 5 |
| Pixley | E. 40 | Maple St. | Joanne Ave. | N/E | Flared Sides | 5 |
| Pixley | E. 42 | Elm St. | Joanne Ave. | N/W | Flared Sides | 5 |
| Pixley | E. 43 | Elm St. | Joanne Ave. | S/W | Flared Sides | 5 |
| Pixley | E. 45 | Maple St. | Joanne Ave. | S/E | Flared Sides | 5 |
| Pixley | E. 51 | Maple St. | Davis St. | S/E | None | 5 |
| Pixley | E. 52 | Maple St. | Davis St. | S/W | None | 5 |
| Pixley | F. 8 | Maple St. | Court Ave. | S/E | None | 5 |

## Curb Ramp Inventory

| Pixley | H. 1 | Park St. | Pixley Park Entrance | S/E | Dip down | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Pixley | L. 5 | Market St. | Terra Bella Ave. | N/W | Sidewalk only | 5 |
| Pixley | M. 9 | Cedar St | Bradbury Ave. | N/E | None | 5 |
| Pixley | M. 10 | Cedar St | Bradbury Ave. | S/E | None | 5 |
| Pixley | M. 12 | Ash St. | Compton Ave. | S/E | Sidewalk only | 5 |
| Pixley | N. 1 | Cedar St | Bradbury Ave. | S/W | Sidewalk only | 5 |
| Pixley | N. 7 | Airport St. | Bradbury Ave. | N/E | Flared Sides | 5 |
| Pixley | N. 10 | Airport St. | Compton Ave. | S/E | Flared Sides | 5 |
| Poplar | A. 5 | S.of School | Ave. 145 | N/E | Flared Sides | 5 |
| Poplar | A. 9 | S.of School | Ave. 145 | N/E | Flared Sides | 5 |
| Poplar | E. 2 | Rd. 190 | Tule Rd. | N/W | Flared Sides | 5 |
| Poplar | E. 6 | Walker | Tule Rd. | s/w | Flared Sides | 5 |
| Poplar | E. 9 | Walker | Ave. 147 | N/W | Flared Sides | 5 |
| Poplar | E. 12 | Walker | Ave. 147 | S/W | Flared Sides | 5 |
| Poplar | E. 13 | Walker | Ave. 147 | S/E | Flared Sides | 5 |
| Poplar | E. 14 | Walker | Ave. 147 | N/E | Flared Sides | 5 |
| Poplar | E. 17 | Walker | Tule Rd. | S/E | Flared Sides | 5 |
| Poplar | E. 19 | Rd. 190 | Tule Rd. | S/W | Flared Sides | 5 |
| Poplar | E. 22 | Rd. 190 | Ave. 147 | N/W | Flared Sides | 5 |
| Poplar | E. 25 | Rd. 190 | Ave. 147 | S/W | Flared Sides | 5 |
| Poplar | F. 3 | Rd. 192 | Ave. 146 | N/E | Flared Sides | 5 |
| Richgrove | A. 1 | Rd. 210 | Ave. 8 | S/W | Flared Sides | 5 |
| Richgrove | A. 3 | Rd. 210 | Robles Ct. | N/W | Flared Sides | 5 |
| Richgrove | A. 6 | Rd. 210 | Robles Ct. | S/W | Flared Sides | 5 |
| Richgrove | A. 8 | Rd. 210 | Hernandez Ave. | N/W | Flared Sides | 5 |
| Richgrove | A. 11 | Rowland St. | Hernandez Ave. | N/E | Flared Sides | 5 |
| Richgrove | A. 14 | Rowland St. | Ave. 8 | S/E | Flared Sides | 5 |
| Richgrove | A. 15 | Rowland St. | Ave. 8 | S/W | Flared Sides | 5 |
| Richgrove | A. 17 | Rowland St. | Hernandez Ave. | S/E | Flared Sides | 5 |
| Richgrove | A. 21 | Rd. 210 | Hernandez Ave. | S/W | Flared Sides | 5 |
| Richgrove | B. 4 | Richgrove Dr. | Ave. 8 | S/E | Flared Sides | 5 |
| Richgrove | D. 3 | Rd. 210 | Flores Ave. | N/W | Flared Sides | 5 |
| Richgrove | D. 7 | Rd. 210 | Flores Ave. | S/W | Flared Sides | 5 |
| Richgrove | D. 8 | Rd. 210 | Espinoza Ave. | N/W | Flared Sides | 5 |
| Richgrove | D. 14 | Rd. 210 | Espinoza Ave. | S/W | Flared Sides | 5 |
| Richgrove | D. 16 | Rd. 210 | Diaz Ave. | N/W | Flared Sides | 5 |
| Richgrove | D. 22 | Rd. 210 | Diaz Ave. | S/W | Flared Sides | 5 |
| Richgrove | F. 2 | Rd. 210 | Ave. 4 | S/w | Flared Sides | 5 |
| Richgrove | F. 3 | Rd. 210 | Francis Dr. | N/W | Flared Sides | 5 |
| Richgrove | F. 4 | Rd. 210 | Francis Dr. | S/W | Dip down | 5 |
| Richgrove | F. 6 | Rd. 210 | Dooley Dr. | N/W | Flared Sides | 5 |
| Richgrove | F. 7 | Vineyard Dr. | Dooley Dr. | N/E | Flared Sides | 5 |
| Richgrove | F. 8 | Vineyard Dr. | Dooley Dr. | S/E | Flared Sides | 5 |
| Richgrove | F. 9 | Vineyard Dr. | Dooley Dr. | S/W | Flared Sides | 5 |
| Richgrove | F. 10 | Vineyard Dr. | Dooley Dr. | N/W | Flared Sides | 5 |
| Richgrove | F. 11 | Vineyard Dr. | Ensign Dr. | S/W | Flared Sides | 5 |
| Richgrove | F. 12 | Vineyard Dr. | Ensign Dr. | N/W | Flared Sides | 5 |
| Richgrove | F. 13 | Vineyard Dr. | Francis Dr. | N/E | Flared Sides | 5 |
| Richgrove | F. 14 | Vineyard Dr. | Francis Dr. | S/E | Flared Sides | 5 |
| Richgrove | F. 15 | Vineyard Dr. | Francis Dr. | S/W | Flared Sides | 5 |
| Richgrove | F. 16 | Vineyard Dr. | Francis Dr. | N/W | Dip down | 5 |
| Richgrove | G. 1 | Richgrove Dr. | Ave. 4 | N/E | Flared Sides | 5 |
| Richgrove | G. 3 | Wheatland Dr. | Grove Dr. | N/E | Dip down | 5 |
| Richgrove | G. 4 | Wheatland Dr. | Grove Dr. | S/E | Dip down | 5 |
| Richgrove | G. 5 | Wheatland Dr. | Grove Dr. | S/W | Dip down | 5 |
| Richgrove | G. 6 | Richgrove Dr. | Francis Dr. | N/E | Flared Sides | 5 |
| Richgrove | G. 7 | Richgrove Dr. | Francis Dr. | S/E | Flared Sides | 5 |
| Richgrove | G. 8 | E. of Richgrove Dr. | Francis Dr. | N. side | Flared Sides | 5 |
| Richgrove | G. 9 | Wheatland Dr. | Francis Dr. | N/W | Flared Sides | 5 |
| Richgrove | G. 10 | Wheatland Dr. | Francis Dr. | N/E | Flared Sides | 5 |
| Richgrove | G. 11 | Wheatland Dr. | Francis Dr. | S/W | Flared Sides | 5 |
| Richgrove | G. 12 | Wheatland Dr. | Francis Dr. | S/E | Flared Sides | 5 |
| Richgrove | G. 13 | Richgrove Dr. | Ensign Dr. | N/E | Flared Sides | 5 |
| Richgrove | G. 14 | Richgrove Dr. | Ensign Dr. | S/E | Flared Sides | 5 |
| Richgrove | G. 15 | Wheatland Dr. | Ensign Dr. | N/W | Flared Sides | 5 |
| Richgrove | G. 16 | Wheatland Dr. | Ensign Dr. | N/E | Flared Sides | 5 |
| Richgrove | G. 17 | Wheatland Dr. | Ensign Dr. | S/W | Flared Sides | 5 |
| Richgrove | G. 18 | Wheatland Dr. | Ensign Dr. | S/E | Flared Sides | 5 |
| Richgrove | G. 19 | Richgrove Dr. | Dooley Dr. | N/E | Flared Sides | 5 |
| Richgrove | G. 20 | Richgrove Dr. | Dooley Dr. | S/E | Flared Sides | 5 |
| Richgrove | G. 21 | Wheatland Dr. | Dooley Dr. | N/W | Flared Sides | 5 |
| Richgrove | G. 22 | Wheatland Dr. | Dooley Dr. | N/E | Flared Sides | 5 |

## Curb Ramp Inventory

| Richgrove | G. 23 | Wheatland Dr. | Dooley Dr. | S/E | Flared Sides | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Richgrove | H. 1 | Richgrove Dr. | Chaney Dr. | N/E | Flared Sides | 5 |
| Richgrove | H. 2 | Richgrove Dr. | Chaney Dr. | S/E | Flared Sides | 5 |
| Richgrove | H. 3 | Wheatland Dr. | Chaney Dr. | N/W | Flared Sides | 5 |
| Richgrove | H. 8 | Vineyard Dr. | Chaney Dr. | S/W | Flared Sides | 5 |
| Richgrove | H. 10 | Richgrove Dr. | Bibee Dr. | S/E | Flared Sides | 5 |
| Richgrove | H. 11 | Wheatland Dr. | Bibee Dr. | N/W | Flared Sides | 5 |
| Richgrove | H. 12 | Wheatland Dr. | Bibee Dr. | N/E | Flared Sides | 5 |
| Richgrove | H. 14 | Wheatland Dr. | Bibee Dr. | S/E | Flared Sides | 5 |
| Richgrove | H. 15 | Vineyard Dr. | Bibee Dr. | N/W | Flared Sides | 5 |
| Richgrove | H. 16 | Vineyard Dr. | Bibee Dr. | S/W | Flared Sides | 5 |
| Richgrove | H. 17 | Richgrove Dr. | Ames Dr. | N/E | Flared Sides | 5 |
| Richgrove | H. 18 | Wheatland Dr. | Ames Dr. | N/W | Flared Sides | 5 |
| Richgrove | H. 19 | Wheatland Dr. | Ames Dr. | N/E | Flared Sides | 5 |
| Richgrove | H. 20 | Vineyard Dr. | Ames Dr. | N/W | Flared Sides | 5 |
| Strathmore | B. 1 | Meredith Dr. | Ave 198 | N/W | Flared Sides | 5 |
| Strathmore | B. 3 | Meredith Dr. | Harper Ave. | S/W | Flared Sides | 5 |
| Strathmore | B. 9 | Ward Ave. | Harper Ave. | S/E | Flared Sides | 5 |
| Strathmore | B. 11 | Ward Ave. | Ave. 198 | N/E | Flared Sides | 5 |
| Strathmore | C. 17 | H. Ave. | E. of School | N/W | Flared Sides | 5 |
| Strathmore | C. 18 | H. Ave. | E. of School | S/W | Flared Sides | 5 |
| Strathmore | E. 5 | Balfour Dr. | Bruce Dr. | S/W | Sidewalk only | 5 |
| Strathmore | E. 8 | Balfour Dr. | Bruce Dr. | S/E | Sidewalk only | 5 |
| Strathmore | E. 34 | Balfour Dr. | Burns Dr. | S/E | None | 5 |
| Strathmore | E. 39 | Balfour Dr. | Lawson Dr. | N/E | None | 5 |
| Strathmore | E. 46 | Balfour Dr. | Bruce Dr. | N/W | None | 5 |
| Strathmore | E. 54 | Guthrie Dr. | Lawson Dr. | N/E | Sidewalk only | 5 |
| Strathmore | E. 56 | Rd. 230 | Lawson Dr. | N/W | None | 5 |
| Strathmore | E. 57 | Guthrie Dr. | Lawson Dr. | s/w | None | 5 |
| Strathmore | E. 59 | Guthrie Dr. | Bruce Dr. | N/W | None | 5 |
| Strathmore | E. 60 | Guthrie Dr. | Lawson Dr. | N/W | Sidewalk only | 5 |
| Strathmore | E. 62 | Balfour Dr. | Lawson Dr. | S/E | Sidewalk only | 5 |
| Strathmore | E. 67 | Guthrie Dr. | Burns Dr. | S/E | None | 5 |
| Sultana | A. 1 | Rd. 105 | N. loop, N. Rd. 105 | N/E | Flared Sides | 5 |
| Sultana | A. 6 | Rd. 105 | N. loop, S. Rd. 105 | S/E | Flared Sides | 5 |
| Sultana | A. 7 | Rd. 105 | N. loop, S. Rd. 105 | N/E | Flared Sides | 5 |
| Sultana | A. 8 | Rd. 105 | N. loop, N. Rd. 105 | S/E | Flared Sides | 5 |
| Sultana | A. 10 | Rd. 105 | S. loop, N. Rd. 105 | N/E | Flared Sides | 5 |
| Sultana | A. 14 | Rd. 105 | S. loop, S. Rd. 105 | S/E | Flared Sides | 5 |
| Sultana | A. 15 | Rd. 105 | S. loop, S. Rd. 105 | N/E | Flared Sides | 5 |
| Sultana | A. 16 | Rd. 105 | S. loop, N. Rd. 105 | S/E | Flared Sides | 5 |
| Sultana | B. 2 | Rd. 106 | Ave. 416 | S/W | Dip down | 5 |
| Sultana | B. 6 | Perkins Rd. | Ave. 416 | S/E | Dip down | 5 |
| Sultana | B. 7 | Perkins Rd. | Ave. 416 | S/W | Dip down | 5 |
| Terra Bella | C. 19 | Rd. 237 | Champhor Ave. | S/E | Flared Sides | 5 |
| Terra Bella | C. 20 | Rd. 237 | Champhor Ave. | N/E | Sidewalk only | 5 |
| Terra Bella | C. 25 | Rd. 238 | Champhor Ave. | S/W | Sidewalk only | 5 |
| Terra Bella | C. 26 | Rd. 238 | Champhor Ave. | N/W | Sidewalk only | 5 |
| Terra Bella | C. 30 | Rd. 237 | Ave. 96 | S/E | Sidewalk only | 5 |
| Terra Bella | C. 31 | Rd. 238 | Ave. 96 | S/W | Sidewalk only | 5 |
| Terra Bella | C. 47 | Rd. 237 | Champhor Ave. | S/W | Sidewalk only | 5 |
| Terra Bella | C. 48 | Rd. 237 | Champhor Ave. | N/W | Sidewalk only | 5 |
| Terra Bella | C. 50 | Rd. 237 | Ave. 96 | S/W | Flared Sides | 5 |
| Terra Bella | D. 2 | Rd. 237 | Acacia Ave. | S/E | Sidewalk only | 5 |
| Terra Bella | D. 12 | Rd. 237 | Acacia Ave. | N/E | Sidewalk only | 5 |
| Terra Bella | D. 14 | Rd. 237 | Magnolia Ave. | S/E | Sidewalk only | 5 |
| Terra Bella | D. 20 | Rd. 237 | Magnolia Ave. | N/E | Sidewalk only | 5 |
| Terra Bella | D. 22 | Rd. 237 | Magnolia Ave. | S/W | Sidewalk only | 5 |
| Terra Bella | D. 27 | Rd. 237 | Acacia Ave. | N/W | Flared Sides | 5 |
| Terra Bella | D. 28 | Rd. 237 | Acacia Ave. | S/W | Flared Sides | 5 |
| Terra Bella | E. 1 | Rd. 237 | Ave. 92 | N/E | Sidewalk only | 5 |
| Terra Bella | E. 11 | Rd. 237 | Palm Ave. | N/E | None | 5 |
| Terra Bella | E. 19 | Rd. 237 | Olive Ave. | N/E | Sidewalk only | 5 |
| Terra Bella | E. 27 | Rd. 237 | Palm Ave. | S/E | None | 5 |
| Terra Bella | E. 28 | Rd. 237 | Palm Ave. | N/E | Sidewalk only | 5 |
| Terra Bella | G. 11 | Rd. 236 | Magnolia Ave. | N/E | Flared Sides | 5 |
| Terra Bella | G. 14 | Rd. 236 | Champhor Ave. | S/E | Sidewalk only | 5 |
| Terra Bella | H. 1 | Rd. 236 | Ave. 93 | N/E | Flared Sides | 5 |
| Terra Bella | H. 6 | Rd. 236 | Pepper Ave. | S/E | Sidewalk only | 5 |
| Terra Bella | H. 7 | Rd. 236 | Pepper Ave. | N/E | Sidewalk only | 5 |
| Tipton | A. 1 | Callison Rd. | Liscomb Ave. | N/W | Flared Sides | 5 |
| Tipton | A. 11 | Newman Rd. | Liscomb Ave. | N/E | Flared Sides | 5 |

## Curb Ramp Inventory

| Tipton | A. 21 | Newman Rd. | Ave. 152 | S/E | Flared Sides | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Tipton | A. 35 | Callison Rd. | Ave. 152 | S/W | Flared Sides | 5 |
| Tipton | A. 43 | Callison Rd. | Liscomb Ave. | S/W | Flared Sides | 5 |
| Tipton | A. 45 | El Syd St. | Liscomb Ave. | S/E | Flared Sides | 5 |
| Tipton | A. 46 | El Syd St. | Liscomb Ave. | S/W | Flared Sides | 5 |
| Tipton | A. 51 | Newman Rd. | Liscomb Ave. | S/E | Flared Sides | 5 |
| Tipton | B. 16 | Newman Rd. | Copper Ave. | S/W | None | 5 |
| Tipton | B. 21 | El Syd St. | Copper Ct. | N/W | Flared Sides | 5 |
| Tipton | B. 28 | El Syd St. | Copper Ct. | S/W | Flared Sides | 5 |
| Tipton | B. 31 | El Syd St. | Woods Ct. | N/W | Flared Sides | 5 |
| Tipton | B. 35 | El Syd St. | Woods Ct. | S/W | Flared Sides | 5 |
| Tipton | C. 5 | Callison Rd. | Klindera Ave. | N/W | Flared Sides | 5 |
| Tipton | C. 8 | El Syd St. | Klindera Ave. | N/E | Flared Sides | 5 |
| Tipton | C. 28 | El Syd St. | Klindera Ave. | N/W | Flared Sides | 5 |
| Tipton | C. 30 | Newman Rd. | Klindera Ave. | N/E | Flared Sides | 5 |
| Tipton | C. 37 | Newman Rd. | Klindera Ave. | N/W | None | 5 |
| Tipton | D. 15 | Smith Rd. | Klindera Ave. | s/w | Flared Sides | 5 |
| Tipton | D. 18 | Smith Rd. | Klindera Ave. | N/W | None | 5 |
| Traver | A. 4 | Canal Dr. | Merritt Dr. | N/E | Sidewalk only | 5 |
| Traver | A. 9 | Canal Dr. | Merritt Dr. | N/W | Sidewalk only | 5 |
| Traver | A. 15 | Canal Dr. | W. of School | E. Side | Dip down | 5 |
| Traver | A. 16 | Canal Dr. | W. of School | E. Side | Dip down | 5 |
| Waukena | A. 1 | Harmon Rd. | S. of Dawkins Dr. | W. side | Built Up | 5 |
| Woodville | A. 2 | Rd. 167 | Oak Ave. | S/E | Flared Sides | 5 |
| Woodville | D. 2 | Rd. 164 | Camara Ave. | S/E | Flared Sides | 5 |
| Woodville | D. 11 | Rd. 164 | Camara Ave. | N/E | Flared Sides | 5 |
| Earlimart | 0.2 | State St. | Center Rd. | S/E | Flared Sides | Compliant |
| Goshen | J. 3 | Rd. 72 | Ave. 310 | N/E | Flared Sides | Compliant |
| Goshen | K. 1 | Eagle St. | Ave. 310 | N/W | Flared Sides | Compliant |
| Goshen | K. 2 | Eagle St. | Ave. 310 | N/E | Flared Sides | Compliant |
| Goshen | K. 3 | Eagle St. | Elm Ave. | S/W | Flared Sides | Compliant |
| Goshen | K. 4 | Eagle St. | Elm Ave. | S/E | Flared Sides | Compliant |
| Goshen | K. 5 | Wolfe St. | Elm Ave. | S/W | Flared Sides | Compliant |
| Goshen | K. 6 | Wolfe St. | Ave. 310 | N/W | Flared Sides | Compliant |
| Goshen | K. 7 | Wolfe St. | Ave. 310 | N/E | Flared Sides | Compliant |
| Goshen | N. 6 | Ivy Rd. | Ave. 310 | N/E | Dip down | Compliant |
| Goshen | N. 13 | Rd. 69 | Ave. 310 | S/W | Dip down | Compliant |
| Goshen | N. 14 | Rd. 69 | Ave. 310 | S/E | Dip down | Compliant |
| Goshen | N. 18 | Robinson Rd. | Ave. 310 | N/W | Dip down | Compliant |
| Goshen | 0.1 | Rd. 67 | Betty Dr. | s/w | Flared Sides | Compliant |
| Goshen | 0.2 | Rd. 67 | Betty Dr. | N/W | Flared Sides | Compliant |
| Goshen | 0.4 | Rd. 67 | Effie Dr. | S/E | Flared Sides | Compliant |
| Goshen | 0.7 | Nutmeg Rd. | Betty Dr. | N/E | Flared Sides | Compliant |
| Goshen | 0.10 | SR. 99 N. bound offramp | Betty Dr. | S/E | Dip down | Compliant |
| Goshen | P. 15 | Dollarhide Rd. | Ave. 308 | S/W | Flared Sides | Compliant |
| Goshen | P. 16 | Dollarhide Rd. | Ave. 308 | N/W | Flared Sides | Compliant |
| Goshen | P. 17 | Dollarhide Rd. | Ave. 308 | N/E | Flared Sides | Compliant |
| Goshen | Y. 2 | Robinson Rd. | Camp Dr. | S/E | Flared Sides | Compliant |
| Goshen | Y. 4 | Robinson Rd. | Camp Dr. | N/W | Flared Sides | Compliant |
| Goshen | Z.2 | Rd. 72 | Camp Dr. | S/E | Flared Sides | Compliant |
| Goshen | Z.3 | Rd. 72 | 3180 Enterance N | N/E | Dip down | Compliant |
| Goshen | Z.4 | Rd. 72 | 3180 Enterance N | S/E | Dip down | Compliant |
| Goshen | Z.5 | Rd. 72 | 3180 Enterance S | N/E | Flared Sides | Compliant |
| Goshen | Z. 6 | Rd. 72 | 3180 Enterance S | S/E | Flared Sides | Compliant |
| Ivanhoe | A. 15 | Rd. 160 | Ave. 332 | N/E S. crossing | Flared Sides | Compliant |
| Ivanhoe | A. 16 | Rd. 160 | Ave. 332 | N/E E. crossing | Flared Sides | Compliant |
| Ivanhoe | A. 19 | Buckeye Rd. | Ave. 332 | S/W | Dip down | Compliant |
| Ivanhoe | A. 20 | Buckeye Rd. | Ave. 332 | S/E W. crossing | Flared Sides | Compliant |
| Ivanhoe | A. 22 | Buckeye Rd. | Ave. 332 | N/E | Flared Sides | Compliant |
| Orosi | W. 60 | Rancho Ct. | Ash Ave. | N/E | Flared Sides | Compliant |
| Orosi | W. 63 | Central Dr. | Ash Ave. | N/W | Flared Sides | Compliant |
| Orosi | W. 64 | Central Dr. | Ash Ave. | N/E | Flared Sides | Compliant |
| Orosi | W. 65 | David Rd. | Ash Ave. | S/W | Flared Sides | Compliant |
| Orosi | W. 66 | David Rd. | Edward Ave. | N/W | Flared Sides | Compliant |
| Orosi | W. 67 | David Rd. | Edward Ave. | s/w | Flared Sides | Compliant |
| Pixley | A. 18 | School St. | Court Ave. | N/W | Flared Sides | Compliant |
| Pixley | A. 19 | School St. | Jr High School | s/w | Flared Sides | Compliant |
| Pixley | A. 20 | School St. | Jr High School | N/W | Flared Sides | Compliant |
| Pixley | A. 21 | School St. | Jr High School | s/w | Flared Sides | Compliant |
| Pixley | A. 22 | School St. | Jr High School | N/W | Flared Sides | Compliant |
| Pixley | A. 24 | School St. | Court Ave. | N/E | Flared Sides | Compliant |
| Pixley | A. 25 | W. of School St. | Court Ave. | N/E | Dip down | Compliant |

## Curb Ramp Inventory

| Pixley | A. 26 | W. of School St. | Court Ave. | N/W | Dip down | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Pixley | A. 54 | E. of Walnut St. | Court Ave. | N/E | Dip down | Compliant |
| Pixley | A. 55 | E. of Walnut St. | Court Ave. | N/W | Dip down | Compliant |
| Pixley | F. 1 | Park St. | Court Ave. | S/W | Dip down | Compliant |
| Pixley | K. 20 | Center St. | Terra Bella Ave. | N/E | Dip down | Compliant |
| Poplar | A. 11 | Ave. 145 | Ave. 145 | N/E | Flared Sides | Compliant |
| Richgrove | H. 4 | Wheatland Dr. | Chaney Dr. | N/E | Flared Sides | Compliant |
| Richgrove | H. 5 | Wheatland Dr. | Chaney Dr. | S/W | Flared Sides | Compliant |
| Richgrove | H. 6 | Wheatland Dr. | Chaney Dr. | S/E | Flared Sides | Compliant |
| Richgrove | H. 7 | Vineyard Dr. | Chaney Dr. | N/W | Flared Sides | Compliant |
| Richgrove | H. 13 | Wheatland Dr. | Bibee Dr. | S/W | Flared Sides | Compliant |
| Sultana | B. 9 | Rd. 105 | Ave. 416 | S/W | Dip down | Compliant |
| Traver | A. 17 | Canal Dr. | W. of School | E. Side | Dip down | Compliant |

## Appendix D

## Path of Travel Inventory/Priority

## Path of Travel Inventory

The path of travel inventory provides a list of non-compliant issues within the pedestrian right of way (PROW). These non-compliant features consist of offsets, driveways, sidewalk gaps, cross slopes, obstructions, and broken sidewalk. The inventory list gives each feature a priority based on its location and condition. Priorities are given based on the following characteristics.

Priority 1: Areas the provide access to schools and government facilities.
Priority 2: (Transportation Access) Areas providing access to bus stops.
Priority 3: Areas of public accommodations that include commercial businesses, churched, and apartments.

Priority 4: Areas of industrial businesses which employ more than 50 personal.

Priority 5: Residential and Rural areas.
The path of travel inventory/ priority list is provided twice in this section. The first list is sorted community, and the second by priority.

## Path of Travel Inventory

Updated: 8/26/2013

| Community | Feature ID | Street Name | From (W,S) | To (E,N) | Direction | Type | Length ( t ) | Comments (total) | Priority |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Alpaugh | A. 10 | Wilbur Rd. | Ave. 54 | Park Ave. | W. Side | End of Sidewalk |  |  | 1 |
| Alpaugh | A. 11 | Wilbur Rd. | Ave. 54 | Park Ave. | W. Side | Driveway | 22 | 3 | 1 |
| Alpaugh | A. 13 | Ave. 54 | Lake Rd. | Wilbur Rd. | N. Side | Cross Slope | 173 | 3.4\%-5.6\% | 1 |
| Alpaugh | A. 14 | Ave. 54 | Lake Rd. | Wilbur Rd. | N. Side | Driveway | 35 | 1 | 1 |
| Alpaugh | A. 15 | Ave. 54 | Lake Rd. | Wilbur Rd. | N. Side | Abrupt Change |  | 20\% transition Slope | 1 |
| Alpaugh | A. 16 | Ave. 54 | Lake Rd. | Wilbur Rd. | N. Side | Sidewalk Width | 100 | 3.5 ft Wide | 1 |
| Alpaugh | A. 19 | Ave. 54 | Tule Rd. | Lake Rd. | N. Side | Gap | 185 | Single Property | 1 |
| Alpaugh | A. 2 | Ave. 54 | Tule Rd. | Wilbur Rd. | S. Side | Cross Slope | 306 | 2.3\%-3.6\% | 1 |
| Alpaugh | A. 20 | Ave. 54 | Tule Rd. | Lake Rd. | N. Side | Driveway | 20 | 1 | 1 |
| Alpaugh | A. 22 | Ave. 54 | Tule Rd. | Lake Rd. | N. Side | Cross Slope | 103 | 3.0\%-4.0\% | 1 |
| Alpaugh | A. 24 | Tule Rd. | Church Ave. | Ave. 54 | E. Side | Cross Slope | 252 | 2.4\%-3.8\% | 1 |
| Alpaugh | A. 25 | Tule Rd. | Church Ave. | Ave. 54 | E. Side | Driveway | 20 | 1 | 1 |
| Alpaugh | A. 26 | Tule Rd. | Church Ave. | Ave. 54 | E. Side | End of Sidewalk |  |  | 1 |
| Alpaugh | A. 3 | Ave. 54 | Tule Rd. | Wilbur Rd. | S. Side | Driveway | 23 | 1 | 1 |
| Alpaugh | A. 4 | Ave. 54 | Tule Rd. | Wilbur Rd. | S. Side | Offset | 1/2" |  | 1 |
| Alpaugh | A. 5 | Ave. 54 | Tule Rd. | Wilbur Rd. | S. Side | Offset | 3/4" |  | 1 |
| Alpaugh | A. 7 | Wilbur Rd. | Church Ave. | Ave. 54 | W. Side | Offset | 3/4" |  | 1 |
| Alpaugh | A. 8 | Wilbur Rd. | Church Ave. | Ave. 54 | W. Side | Offset | $6^{\prime \prime}$ |  | 1 |
| Alpaugh | B. 1 | Wilbur Rd. | Boswell Ave. | Church Ave | W. Side | Offset | $1 / 2^{\prime \prime}$ | 2 | 1 |
| Alpaugh | B. 2 | Wilbur Rd. | Boswell Ave. | Church Ave | W. Side | End of Sidewalk |  |  | 1 |
| Cutler | A. 1 | Ave. 407 | Rd. 124 | George Rd. | S. Side | Gap | 45 | Single Property | 5 |
| Cutler | A. 11 | Rd. 124 | Ave. 407 | Ave. 408 | E. Side | Cross Slope | 105 | 3.1\%-4.6\% | 5 |
| Cutler | A. 12 | Ave. 407 | Rd. 124 | George Rd. | N. Side | Cross Slope | 481 | 2.5\%-5.0\% | 3 |
| Cutler | A. 13 | Ave. 407 | Rd. 124 | George Rd. | N. Side | Offset | 3/4" | 3' depressed section | 3 |
| Cutler | A. 14 | Ave. 407 | Rd. 124 | George Rd. | N. Side | Gap | 320 | Multiple Properties | 3 |
| Cutler | A. 2 | Ave. 407 | Rd. 124 | George Rd. | Both Sides | Driveway | 22 | 15 | 5 |
| Cutler | A. 3 | Ave. 407 | Rd. 124 | George Rd. | S. Side | Obstruction | 2.3 | Mailbox | 5 |
| Cutler | A. 4 | Ave. 407 | Rd. 124 | George Rd. | S. Side | Cross Slope | 210 | 2.6\%-5.3\% | 5 |
| Cutler | A. 5 | Ave. 407 | Rd. 124 | George Rd. | s. Side | Gap | 150 | Multiple Properties | 5 |
| Cutler | A. 6 | Ave. 407 | Rd. 124 | George Rd. | S. Side | Driveway | 30 | 2 | 5 |
| Cutler | A. 7 | Ave. 407 | Rd. 124 | George Rd. | S. Side | Gap | 50 | Multiple Properties | 5 |
| Cutler | A. 8 | Ave. 407 | Rd. 124 | George Rd. | S. Side | Gap | 295 | Multiple Properties | 5 |
| Cutler | B. 1 | Ave. 407 | George Rd. | Eddy Ave. | N. Side | Cross Slope | 80 | 4.1\%-5.5\% | 3 |
| Cutler | B. 13 | Ave. 408 | Topeka Rd. | Lee Rd. | N. Side | End of Sidewalk |  |  | 3 |
| Cutler | B. 2 | Ave. 407 | George Rd. | Eddy Ave. | N. Side | Offset | 3/4" | 5' depressed, 13' wide | 3 |
| Cutler | B. 3 | Ave. 407 | George Rd. | Eddy Ave. | N. Side | Gap | 125 | Single Property | 3 |
| Cutler | B. 6 | Ave. 408 | Topeka Rd. | Lee Rd. | N. Side | End of Sidewalk |  |  | 3 |
| Cutler | B. 7 | Ave. 408 | Topeka Rd. | Lee Rd. | N. Side | Driveway | 30 | 2 | 3 |
| Cutler | B. 8 | Ave. 408 | Topeka Rd. | Lee Rd. | N. Side | Offset | 3/4" |  | 3 |
| Cutler | D. 1 | George Rd. | Amethyst Ave. | Ave. 407 | W. Side | Gap | 275 | Multiple Properties | 5 |
| Cutler | D. 11 | Amethyst Ave. | Rd. 124 | George Rd. | S. Side | Gap | 280 | Multiple Properties | 5 |
| Cutler | D. 14 | Amethyst Ave. | Rd. 124 | George Rd. | S. Side | Gap | 65 | Single Property | 3 |
| Cutler | D. 15 | Amethyst Ave. | Rd. 124 | George Rd. | S. Side | Gap | 151 | Multiple Properties | 3 |
| Cutler | D. 16 | Amethyst Ave. | Rd. 124 | George Rd. | S. Side | Cross Slope | 165 | 2.4\%-3.4\% | 3 |
| Cutler | D. 17 | Amethyst Ave. | Rd. 124 | George Rd. | S. Side | Offset | 1/2" |  | 3 |
| Cutler | D. 18 | Amethyst Ave. | Rd. 124 | George Rd. | S. Side | Driveway | 30 | 1 | 3 |
| Cutler | D. 19 | Amethyst Ave. | Rd. 124 | George Rd. | S. Side | Offset | 1/2" | $15^{\prime}$ depressed segment | 3 |
| Cutler | D. 20 | Amethyst Ave. | Rd. 124 | George Rd. | S. Side | Cross Slope | 50 | 3.3\%-5.5\% | 3 |
| Cutler | D. 21 | Amethyst Ave. | Rd. 124 | George Rd. | S. Side | Cross Slope | 40 | 2.8\%-3.0\% | 3 |
| Cutler | D. 3 | Amethyst Ave. | Rd. 124 | George Rd. | N. Side | Gap | 255 | Multiple Properties | 5 |
| Cutler | D. 4 | Amethyst Ave. | Rd. 124 | George Rd. | Both Sides | Driveway | 19 | 15 | 5 |
| Cutler | D. 5 | Amethyst Ave. | Rd. 124 | George Rd. | N. Side | Cross Slope | 207 | 2.2\%-5.2\% | 5 |
| Cutler | D. 6 | Amethyst Ave. | Rd. 124 | George Rd. | N. Side | Gap | 154 | Multiple Properties | 5 |
| Cutler | D. 7 | Amethyst Ave. | Rd. 124 | George Rd. | N. Side | Obstruction | 2.5 | Telephone Pole | 5 |
| Cutler | D. 8 | Amethyst Ave. | Rd. 124 | George Rd. | N. Side | Gap | 139 | Multiple Properties | 5 |
| Cutler | E. 1 | Emerald Ave. | Rd. 127 | Rd. 128 | Both Sides | Driveway | 17 | 12 | 5 |
| Cutler | E. 12 | Ave. 406 | Eddy Ave. | Rd. 127 | S. Side | Gap | 22 | Single Property | 5 |
| Cutler | E. 13 | Ave. 406 | Eddy Ave. | Rd. 127 | S. Side | Obstruction | 1.5 | Mailbox | 5 |
| Cutler | E. 14 | Ave. 406 | Eddy Ave. | Rd. 127 | S. Side | Cross Slope | 39 | 2.8\%-3.1\% | 5 |
| Cutler | E. 15 | Ave. 406 | Eddy Ave. | Rd. 127 | s. Side | Obstruction | 2.6 | Fire Hydrant | 5 |
| Cutler | E. 18 | Eddy Ave. | Ave. 406 | Amethyst Ave. | E. Side | Gap | 95 | Multiple Properties | 5 |
| Cutler | E. 19 | Eddy Ave. | Ave. 406 | Amethyst Ave. | E. Side | Cross Slope | 150 | 3.0\%-5.2\% | 5 |
| Cutler | E. 2 | Emerald Ave. | Rd. 127 | Rd. 128 | S. Side | Cross Slope | 94 | 2.4\%-3.4\% | 5 |
| Cutler | E. 20 | Eddy Ave. | Ave. 407 | Amethyst Ave. | E. Side | Offset | 1/2" |  | 5 |
| Cutler | E. 22 | Amethyst Ave. | Eddy Ave. | Rd. 127 | Both Sides | Driveway | 22 | 14 | 5 |
| Cutler | E. 23 | Amethyst Ave. | Eddy Ave. | Rd. 127 | S. Side | Cross Slope | 197 | 2.7\%-7.0\% | 5 |
| Cutler | E. 24 | Amethyst Ave. | Eddy Ave. | Rd. 127 | S. Side | Obstruction | 2.5 | Mailbox | 5 |
| Cutler | E. 25 | Amethyst Ave. | Eddy Ave. | Rd. 127 | S. Side | Obstruction | 2.5 | Utility Cover | 5 |
| Cutler | E. 26 | Amethyst Ave. | Eddy Ave. | Rd. 127 | S. Side | Gap | 32 | Single Property | 5 |
| Cutler | E. 27 | Amethyst Ave. | Eddy Ave. | Rd. 127 | S. Side | Gap | 75 | Multiple Properties | $\frac{5}{5}$ |
| Cutler | E. 30 | Amethyst Ave. | Eddy Ave. | Rd. 127 | N. Side | Gap | 63 | Multiple Properties | 5 |
| Cutler | E. 31 | Amethyst Ave. | Eddy Ave. | Rd. 127 | N. Side | Cross Slope | 150 | 2.3\%-6.0\% | 5 |
| Cutler | E. 32 | Amethyst Ave. | Eddy Ave. | Rd. 127 | N. Side | Gap | 36 | Single Property | 5 |
| Cutler | E. 33 | Amethyst Ave. | Eddy Ave. | Rd. 127 | N. Side | Broken Sidewalk | 10 | Poor condition | 5 |
| Cutler | E. 34 | Amethyst Ave. | Eddy Ave. | Rd. 127 | N. Side | Offset | 1/2" |  | 5 |
| Cutler | E. 37 | Eddy Ave. | Amethyst Ave. | Ave. 406 | W. Side | Gap | 140 | Multiple Properties | 5 |
| Cutler | E. 38 | Eddy Ave. | Amethyst Ave. | Ave. 406 | Both Sides | Driveway | 19 | 6 | 5 |
| Cutler | E. 39 | Eddy Ave. | Amethyst Ave. | Ave. 406 | W. Side | Obstruction | 2.1 | 3 Mailboxes | 5 |
| Cutler | E. 4 | Pearl Rd. | DEAD END | Emerald Ave. | E. Side | Gap | 40 | Single Property | 5 |
| Cutler | E. 40 | Eddy Ave. | Amethyst Ave. | Ave. 406 | W. Side | Cross Slope | 40 | 2.4\%-3.4\% | 5 |
| Cutler | E. 41 | Eddy Ave. | Amethyst Ave. | Ave. 406 | W. Side | Gap | 200 | Multiple Properties | 5 |
| Cutler | E. 42 | Eddy Ave. | Amethyst Ave. | Ave. 406 | W. Side | Obstruction | 2.4 | 2 Mailboxes | 5 |
| Cutler | E. 5 | Pearl Rd. | DEAD END | Emerald Ave. | W. Side | Gap | 45 | Single Property | 5 |
| Cutler | E. 7 | Emerald Ave. | Rd. 127 | Rd. 128 | S. Side | Gap | 90 | Multiple Properties | 5 |
| Cutler | E. 9 | Ave. 406 | Eddy Ave. | Rd. 127 | s. Side | Gap | 210 | Multiple Properties | 5 |
| Cutler | F. 10 | Lincoln Rd. | 1st Dr. | Amethyst Ave. | E. Side | Driveway | 48 | 1 | 3 |
| Cutler | F. 11 | Lincoln Rd. | 1 1st Dr. | Amethyst Ave. | E. Side | Cross Slope | 75 | 3.0\%-3.8\% | 3 |
| Cutler | F. 16 | Lincoln Rd. | 1 1st Dr. | Amethyst Ave. | E. Side | Cross Slope | 56 | 2.5\%-3.9\% | 3 |
| Cutler | F. 17 | 1 st Dr. | Rd. 124 | Lincoln Rd. | S. Side | Gap | 16 | Single Property | 5 |
| Cutler | F. 18 | 1 st Dr. | Rd. 124 | Lincoln Rd. | N. Side | Obstruction | 1.8 | Mailbox | 5 |
| Cutler | F. 19 | 1 1st Dr. | Rd. 124 | Lincoln Rd. | Both Sides | Driveway | 19 | 3 | 5 |
| Cutler | F. 2 | Rd. 124 | 1st Dr. | Amethyst Ave. | E. Side | Gap | 210 | Multiple Properties | 5 |
| Cutler | F. 20 | 1st Dr. | Rd. 124 | Lincoln Rd. | S. Side | Cross Slope | 55 | 3.2\%-3.9\% | 5 |
| Cutler | F. 21 | 1st Dr. | Rd. 124 | Lincoln Rd. | S. Side | Gap | 200 | Multiple Properties | 5 |
| Cutler | F. 22 | 1st Dr. | Rd. 124 | Lincoln Rd. | N. Side | Gap | 140 | Multiple Properties | 5 |
| Cutler | F. 3 | Rd. 124 | 1st Dr. | Amethyst Ave. | E. Side | Cross Slope | 85 | 2.3\%-4.2\% | 5 |

## Path of Travel Inventory

| Cutler | F. 4 | Rd. 124 | 1 st Dr. | Amethyst Ave. | E. Side | Obstruction | 6" | telephone Pole | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cutler | F. 5 | Rd. 124 | 1st Dr. | Amethyst Ave. | E. Side | Gap | 110 | Multiple Properties | 5 |
| Cutler | F. 6 | Lincoln Rd. | 1st Dr. | Amethyst Ave. | W. Side | Gap | 50 | Multiple Properties | 5 |
| Cutler | F. 7 | Lincoln Rd. | 1st Dr. | Amethyst Ave. | E. Side | Gap | 130 | Multiple Properties | 3 |
| Cutler | F. 8 | Lincoln Rd. | 1st Dr. | Amethyst Ave. | w. Side | Cross Slope | 145 | 2.4\% - $3.9 \%$ | 5 |
| Cutler | F. 9 | Lincoln Rd. | 1st Dr. | Amethyst Ave. | Both Sides | Driveway | 18 | 8 | 5 |
| Cutler | G. 1 | George Rd. | Ave. 406 | Ave. 407 | Both Sides | Driveway | 20 | 8 | 3 |
| Cutler | G. 10 | Ave. 406 | Lincoln Rd. | George Rd. | S. Side | Gap | 250 | Multiple Properties | 5 |
| Cutler | G. 11 | Ave. 406 | Lincoln Rd. | George Rd. | S. Side | Gap | 100 | Multiple Properties | 5 |
| Cutler | G. 12 | Ave. 406 | Lincoln Rd. | George Rd. | S. Side | Cross Slope | 40 | 3.2\%-4.4\% | 5 |
| Cutler | G. 13 | Ave. 406 | Lincoln Rd. | George Rd. | S. Side | Gap | 45 | Single Property | 5 |
| Cutler | G. 15 | 2nd Dr. | Eddy Ave. | Amethyst Ave. | E. Side | Gap | 145 | Multiple Properties | 3 |
| Cutler | G. 16 | $2 \mathrm{nd} \mathrm{Dr}$. | Eddy Ave. | Amethyst Ave. | E. Side | Gap | 125 | Multiple Properties | 3 |
| Cutler | 6.17 | George Rd. | Eddy Ave. | Amethyst Ave. | E. Side | Obstruction | 2.7 | 2 Mailboxes | 5 |
| Cutler | G.2 | George Rd. | Ave. 406 | Amethyst Ave. | W. Side | Cross Slope | 50 | 3.2\%-4.1\% | 3 |
| Cutler | G. 3 | George Rd. | Ave. 406 | Amethyst Ave. | W. Side | Offset | $1 / 2^{\prime \prime}$ |  | 3 |
| Cutler | G. 5 | Ave. 406 | Lincoln Rd. | George Rd. | Both Sides | Driveway | 21 | 9 | 3 |
| Cutler | G. 6 | Ave. 406 | Lincoln Rd. | George Rd. | N. Side | Gap | 405 | Multiple Properties | 5 |
| Cutler | G. 7 | Ave. 406 | Lincoln Rd. | George Rd. | N. Side | Driveway | 35 | 1 | 5 |
| Cutler | G.8 | Ave. 406 | Lincoln Rd. | George Rd. | N. Side | Broken Sidewalk | 10 | Poor condition | 5 |
| Cutler | 6.9 | Ave. 406 | Lincoln Rd. | George Rd. | S. Side | Cross Slope | 34 | 2.9\%-7.3\% | 5 |
| Cutler | H. 1 | Alta Dr | Orosi Dr. | Ave. 406 | N. Side | Gap | 230 | Multiple Properties | 5 |
| Cutler | H. 10 | Orosi Dr | 2nd Dr. | Rd. 128 | W. Side | Cross Slope | 55 | 2.3\%-4.5\% | 3 |
| Cutler | H. 11 | Orosi Dr | 2 2nd Dr. | Rd. 128 | W. Side | Offset | $1 / 2^{\prime \prime}$ |  | 3 |
| Cutler | H. 12 | Orosi Dr | 2 2nd Dr. | Rd. 128 | W. Side | Driveway | 23 | 2 | 3 |
| Cutler | H. 13 | Orosi Dr | 2nd Dr. | Rd. 128 | E. Side | Cross Slope | 87 | 2.2\%-4.1\% | 1 |
| Cutler | H. 15 | Orosi Dr | 2nd Dr. | Rd. 128 | E. Side | Driveway | 40 | 1 | 1 |
| Cutler | H. 16 | Orosi Dr | 2nd Dr. | Rd. 128 | E. Side | Offset | $1 / 2^{\prime \prime}$ | (2) $4^{\prime}$ depressed segments | 1 |
| Cutler | H. 18 | 2nd Dr | Orosi Dr. | Rd. 128 | N. Side | Cross Slope | 200 | 4.4\%-5.1\% | 1 |
| Cutler | H. 19 | 2nd Dr | Orosi Dr. | Rd. 128 | Both Sides | Driveway | 16 | 4 | 1 |
| Cutler | н. 2 | Alta Dr | Orosi Dr. | Ave. 406 | Both Sides | Driveway | 19 | 7 | 5 |
| Cutler | H. 20 | 2nd Dr | Orosi Dr. | Rd. 128 | S. Side | Cross Slope | 30 | 3.1\%-4.0\% | 5 |
| Cutler | H. 21 | 2nd Dr | Orosi Dr. | Rd. 128 | S. Side | Obstruction | 2.3 | Mailbox | 5 |
| Cutler | H. 22 | 2nd Dr | Orosi Dr. | Rd. 128 | S. Side | Gap | 36 | Single Property | 5 |
| Cutler | H. 25 | 2nd Dr | Santa Fe Dr. | Orosi Dr. | S. Side | Gap | 150 | Multiple Properties | 5 |
| Cutler | H. 26 | 2nd Dr | Santa Fe Dr. | Orosi Dr. | S. Side | Driveway | 19 | 14 | 5 |
| Cutler | H. 27 | 2nd Dr | Santa Fe Dr. | Orosi Dr. | Both Sides | Gap | 50 | Multiple Properties | 5 |
| Cutler | H. 28 | 2nd Dr | Santa Fe Dr. | Orosi Dr. | S. Side | Cross Slope | 40 | 2.9\%-3.2\% | 5 |
| Cutler | H. 3 | Alta Dr | Orosi Dr. | Ave. 406 | N. Side | Cross Slope | 40 | 3.2\%-3.5\% | 5 |
| Cutler | H. 31 | 2nd Dr | Santa Fe Dr. | Orosi Dr. | S. Side | Cross Slope | 80 | 2.9\%-4.3\% | 5 |
| Cutler | H. 32 | 2nd Dr | Santa Fe Dr. | Orosi Dr. | S. Side | Gap | 50 | Single Property | 5 |
| Cutler | H. 33 | 2nd Dr | Santa Fe Dr. | Orosi Dr. | S. Side | Gap | 150 | Multiple Properties | 5 |
| Cutler | H. 38 | Santa Fe Dr | 2nd Dr. | Ave. 406 | W. Side | Gap | 132 | Multiple Properties | 5 |
| Cutler | H. 39 | Santa Fe Dr | 2nd Dr. | Ave. 406 | E. Side | Driveway | 30 | 1 | 5 |
| Cutler | H. 4 | Alta Dr | Orosi Dr. | Ave. 406 | N. Side | Obstruction | 1.2 | Mailbox | 5 |
| Cutler | H. 40 | Santa Fe Dr | 2nd Dr. | Ave. 406 | E. Side | Gap | 116 | Single Property | 5 |
| Cutler | H. 41 | 2nd Dr | Santa Fe Dr. | Orosi Dr. | N. Side | Gap | 236 | Multiple Properties | 5 |
| Cutler | H. 42 | 2nd Dr | Santa Fe Dr. | Orosi Dr. | N. Side | Cross Slope | 113 | 3.2\%-4.5\% | 5 |
| Cutler | H. 43 | 2nd Dr | Santa Fe Dr. | Orosi Dr. | N. Side | Broken Sidewalk | 100 | Poor condition | 5 |
| Cutler | H. 45 | Orosi Dr | 2 nd Dr. | Rd. 128 | W. Side | Broken Sidewalk | 3 |  | 3 |
| Cutler | H. 46 | Orosi Dr | 2nd Dr. | Rd. 128 | W. Side | Gap | 21 | Alley | 3 |
| Cutler | H. 47 | Orosi Dr | 2nd Dr. | Rd. 128 | W. Side | Cross Slope | 95 | 3.0\%-4.9\% | 3 |
| Cutler | H. 49 | Alta Dr | Orosi Dr. | Ave. 406 | S. Side | Gap | 136 | Multiple Properties | 5 |
| Cutler | H. 5 | Alta Dr | Orosi Dr. | Ave. 406 | N. Side | Offset | $1 / 2^{\prime \prime}$ |  | 5 |
| Cutler | H. 50 | Alta Dr | Orosi Dr. | Ave. 406 | S. Side | Obstruction | 2.8 | Mailbox | 5 |
| Cutler | H. 51 | Alta Dr | Orosi Dr. | Ave. 406 | S. Side | Gap | 443 | Multiple Properties | 5 |
| Cutler | H. 6 | Alta Dr | Orosi Dr. | Ave. 406 | N. Side | Obstruction | 2.5 | Mailbox | 5 |
| Cutler | H. 7 | Alta Dr | Orosi Dr. | Ave. 406 | N. Side | Gap | 115 | Multiple Properties | 5 |
| Cutler | H. 9 | Orosi Dr | 2 2nd Dr. | Rd. 128 | W. Side | Sidewalk Width | 80 | 3.7' Wide | 3 |
| Cutler | 1.10 | $1 \mathrm{st} \mathrm{Dr}$. | Lincoln Rd. | Topeka Dr. | S. Side | Cross Slope | 163 | 2.4\%-3.4\% | 5 |
| Cutler | 1.11 | $1 \mathrm{st} \mathrm{Dr}$. | Lincoln Rd. | Topeka Dr. | Both Sides | driveway | 19 | 8 | 5 |
| Cutler | 1.12 | $1 \mathrm{st} \mathrm{Dr}$. | Lincoln Rd. | Topeka Dr. | N. Side | Broken Sidewalk | 60 | Poor condition | 5 |
| Cutler | 1.13 | 1st Dr. | Lincoln Rd. | Topeka Dr. | N. Side | Broken Sidewalk | 16 | Poor condition | 5 |
| Cutler | 1.14 | $1 \mathrm{st} \mathrm{Dr}$. | Lincoln Rd. | Topeka Dr. | N. Side | Cross Slope | 115 | 2.2\%-4.4\% | 5 |
| Cutler | 1.15 | $1 \mathrm{st} \mathrm{Dr}$. | Lincoln Rd. | Topeka Dr. | N. Side | Gap | 60 | Multiple Properties | 5 |
| Cutler | 1.2 | Rd 124 | Railroad Dr. | 1st Dr. | E. Side | Cross Slope | 150 | 3.0\% - 5.6\% | 3 |
| Cutler | 1.3 | Railroad Dr | Rd. 124 | Topeka Dr. | N. Side | Cross Slope | 512 | 2.4\%-3.8\% | 3 |
| Cutler | 1.5 | Topeka Dr | Railroad Dr. | $1 \mathrm{st} \mathrm{Dr}$. | W. Side | Cross Slope | 50 | 2.4\%-3.3\% | 3 |
| Cutler | 1.8 | Topeka Dr | Railroad Dr. | 1st Dr. | W. Side | Gap | 144 | Single Property | 3 |
| Cutler | J. 1 | $1 \mathrm{st} \mathrm{Dr}$. | Topeka Rd. | Santa Fe Dr. | N. Side | Obstruction | 2.5 | Broken Sidewalk | 5 |
| Cutler | 1.10 | Santa Fe Dr | $1 \mathrm{st} \mathrm{Dr}$. | 2nd Dr. | W. Side | Gap | 150 | Multiple Properties | 5 |
| Cutler | J. 11 | Santa Fe Dr | 1st Dr. | 2nd Dr. | E. Side | Obstruction | 2.5 | telephone Pole | 5 |
| Cutler | J.12 | Santa Fe Dr | 1st Dr. | 2nd Dr. | E. Side | Offset | $1 / 2^{\prime \prime}$ |  | 5 |
| Cutler | J.16 | Santa Fe Dr | Railroad Dr. | 1st Dr. | W. Side | Cross Slope | 133 | 3.5\%-4.4\% | 5 |
| Cutler | 1.17 | Santa Fe Dr | Railroad Dr. | 1st Dr. | W. Side | Sidewalk Width | 3.6 | 30 | 5 |
| Cutler | J. 18 | Santa Fe Dr | Railroad Dr. | $1 \mathrm{st} \mathrm{Dr}$. | W. Side | Broken Sidewalk | 55 | Poor condition | 5 |
| Cutler | 1.19 | Santa Fe Dr | Railroad Dr. | $1 \mathrm{st} \mathrm{Dr}$. | W. Side | Gap | 60 | Single Property | 5 |
| Cutler | J. 2 | 1st Dr. | Topeka Rd. | Santa Fe Dr. | Both Sides | Driveway | 19 | 12 | 5 |
| Cutler | 1.21 | $1 \mathrm{st} \mathrm{Dr}$. | Topeka Rd. | Santa Fe Dr. | S. Side | Cross Slope | 159 | 2.4\%-4.9\% | 5 |
| Cutler | ग. 22 | $1 \mathrm{tst} \mathrm{Dr}$. | Topeka Rd. | Santa Fe Dr. | S. Side | Sidewalk Width | 1.5 | 40 | 5 |
| Cutler | 1.23 | 1st Dr. | Topeka Rd. | Santa Fe Dr. | S. Side | Gap | 100 | Multiple Properties | 5 |
| Cutler | ग. 3 | $1 \mathrm{st} \mathrm{Dr}$. | Topeka Rd. | Santa Fe Dr. | N. Side | Cross Slope | 177 | 2.8\%-6.9\% | 5 |
| Cutler | J. 4 | 1st Dr. | Topeka Rd. | Santa Fe Dr. | N. Side | Broken Sidewalk | 5 | Poor condition | 5 |
| Cutler | 1.5 | 1st Dr. | Topeka Rd. | Santa Fe Dr. | N. Side | Offset | 1/2" |  | 5 |
| Cutler | J. 6 | 1st Dr. | Topeka Rd. | Santa Fe Dr. | N. Side | Offset | 3/4" | 35' depression 4.3\% Cross Slope | 5 |
| Cutler | J. 8 | Santa Fe Dr | 1 1st Dr. | 2nd Dr. | W. Side | Broken Sidewalk | 8 | Poor condition | 5 |
| Cutler | 1. 9 | Santa Fe Dr | Railroad Dr. | 2nd Dr. | Both Sides | Driveway | 19 | 11 | 5 |
| Cutler | K. 1 | 1st Dr | Santa Fe Dr. | Cutler Dr. | S. Side | Gap | 40 | Single Property | 5 |
| Cutler | K. 10 | Railroad Dr | Santa Fe Dr. | Cutler Dr. | N. Side | Broken Sidewalk | 8 | Poor condition | 5 |
| Cutler | K. 11 | Railroad Dr | Santa Fe Dr. | Cutler Dr. | N. Side | Obstruction | 2.3 | Mailbox | 5 |
| Cutler | K. 12 | Railroad Dr | Santa Fe Dr. | Cutter Dr. | N. Side | Gap | 255 | Multiple Properties | 5 |
| Cutler | K.13 | Railroad Dr | Cutler Dr. | Orosi Dr. | N. Side | End of Sidewalk |  |  | 5 |
| Cutler | K. 15 | Cutler Dr | Railroad Dr. | $1 \mathrm{st} \mathrm{Dr}$. | E. Side | Gap | 272 | Multiple Properties | 5 |
| Cutler | K. 17 | 1st Dr | Cutler Dr. | Orosi Dr. | S. Side | Gap | 110 | Multiple Properties | 5 |
| Cutler | K. 18 | 1 st Dr | Cutler Dr. | Orosi Dr. | S. Side | Cross Slope | 151 | 3.5\%-4.8\% | 5 |
| Cutler | K. 19 | 1st Dr | Cutler Dr. | Orosi Dr. | S. Side | Obstruction | 2.1 | telephone Pole | 5 |
| Cutler | K. 2 | 1st Dr | Santa Fe Dr. | Cutier Dr. | s. Side | Cross Slope | 227 | 2.3\%-4.4\% | 5 |
| Cutler | K. 20 | 1st Dr | Cutler Dr. | Orosi Dr. | s. Side | Offset | $1 / 2^{\prime \prime}$ |  | 5 |
| Cutler | K. 21 | 1st Dr | Cutler Dr. | Orosi Dr. | N. Side | Cross Slope | 173 | 2.7\%-4.1\% | 5 |
| Cutler | K. 22 | 1st Dr | Cutler Dr. | Orosi Dr. | N. Side | Gap | 53 | Single Property | 5 |
| Cutler | K. 24 | Cutler Dr | 1st Dr. | 2nd Dr. | E. Side | Gap | 167 | Multiple Properties | 5 |

## Path of Travel Inventory

| Cutler | K. 26 | Cutler Dr | 1st Dr. | 2nd Dr. | w. Side | Cross Slope | 190 | 3.0\%-7.6\% | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cutler | K. 27 | 1st Dr | Santa Fe Dr. | Cutler Dr. | N. Side | Cross Slope | 133 | 2.5\%-4.1\% | 5 |
| Cutler | K. 3 | 1st Dr | Santa Fe Dr. | Orosi Dr. | Both Sides | driveway | 19 | 20 | 5 |
| Cutler | K. 6 | Cutler Dr | Railroad Dr. | 2nd Dr. | s. Side | driveway | 19 | 7 | 5 |
| Cutler | K. 7 | Cutler Dr | Railroad Dr. | 1st Dr. | W. Side | Gap | 20 | Alley | 5 |
| Cutler | K. 9 | Railroad Dr | Santa Fe Dr. | Cutler Dr. | N. Side | Cross Slope | 28 | 3.3\%-3.9\% | 5 |
| Cutler | L. 11 | Orosi Dr | Railroad Dr. | 1 st Dr . | W. Side | Gap | 246 | Multiple Properties | 5 |
| Cutler | L. 14 | Railroad Dr | Orosi Dr. | Rd. 128 | Both Sides | Driveway | 16 | 3 | 5 |
| Cutler | L.16 | Railroad Dr | Orosi Dr. | Rd. 128 | N. Side | Broken Sidewalk | 50 | Uplifted segment, tree roots | 5 |
| Cutler | L. 17 | Railroad Dr | Orosi Dr. | Rd. 128 | N. Side | Gap | 300 | Multiple Properties | 5 |
| Cutler | L. 18 | 1st Dr | Orosi Dr. | Rd. 128 | S. Side | Driveway | 35 | 2 | 1 |
| Cutler | L. 19 | 1st Dr | Orosi Dr. | Rd. 128 | S. Side | Cross Slope | 26 | 3.60\% | 1 |
| Cutler | L. 2 | Orosi Dr | 1st Dr. | 2nd Dr. | E. Side | Offset | 1/4" |  | 3 |
| Cutler | L. 20 | 1st Dr | Orosi Dr. | Rd. 128 | S. Side | Broken Sidewalk | 60 | Poor condition | 1 |
| Cutler | L. 21 | 1st Dr | Orosi Dr. | Rd. 128 | s. Side | Broken Sidewalk | 33 | Poor condition | 1 |
| Cutler | L. 22 | 1st Dr | Orosi Dr. | Rd. 128 | S. Side | Gap | 40 | Single Property | 1 |
| Cutler | L. 24 | Orosi Dr | Railroad Dr. | 1st Dr. | E. Side | Gap | 246 | Multiple Properties | 5 |
| Cutler | L. 25 | Orosi Dr | Railroad Dr. | 1st Dr. | E. Side | Driveway | 35 | 1 | 5 |
| Cutler | L. 26 | 1st Dr | Orosi Dr. | Rd. 128 | N. Side | Cross Slope | 168 | 2.6\%-4.8\% | 3 |
| Cutler | L. 27 | 1st Dr | Orosi Dr. | Rd. 128 | N. Side | Offset | 1/2" |  | 3 |
| Cutler | L. 28 | 1st Dr | Orosi Dr. | Rd. 128 | N. Side | Driveway | 35 | 2 | 3 |
| Cutler | L. 29 | 1st Dr | Orosi Dr. | Rd. 128 | N. Side | Obstruction | 2 | Reduced width | 3 |
| Cutler | L. 3 | Orosi Dr | 1st Dr. | 2nd Dr. | E. Side | Cross Slope | 133 | 3.2\%-5.2\% | 3 |
| Cutler | L. 30 | 1st Dr | Orosi Dr. | Rd. 128 | N. Side | Driveway | 40 | 1 | 3 |
| Cutler | L. 4 | Orosi Dr | 1st Dr. | 2nd Dr. | Both Sides | Driveway | 24 | 2 | 3 |
| Cutler | L. 5 | Orosi Dr | 1st Dr. | 2nd Dr. | E. Side | Gap | 143 | Multiple Properties | 3 |
| Cutler | L. 6 | Orosi Dr | $1 \mathrm{st} \mathrm{Dr}$. | $2 \mathrm{2nd}$ Dr. | W. Side | Gap | 77 | Single Property | 3 |
| Cutler | L. 7 | Orosi Dr | 1st Dr. | 2nd Dr. | W. Side | Cross Slope | 121 | 2.6\%-7.1\% | 3 |
| Cutler | L. 8 | Orosi Dr | 1st Dr. | 2nd Dr. | w. Side | Driveway | 30 | 2 | 3 |
| Cutler | M. 1 | School Ave | Rd. 128 | Mueller Rd. | N. Side | Driveway | 36 | 1 | 1 |
| Cutler | M. 11 | Mueller Rd | Ave. 404 | Mueller Rd. | E. Side | Driveway | 23 | 2 | 5 |
| Cutler | M. 12 | Mueller Rd | Ave. 404 | Mueller Rd. | E. Side | Offset | 1/2" |  | 5 |
| Cutler | M. 13 | Mueller Rd | Ave. 404 | Mueller Rd. | E. Side | Gap | 255 | Multiple Properties | 5 |
| Cutler | M. 14 | Mueller Rd | Ave. 404 | Mueller Rd. | W. Side | Cross Slope | 102 | 2.7\%-7.9\% | 1 |
| Cutler | M. 17 | Ave 404 | Rd. 128 | Mueller Rd. | Both Sides | Driveway | 19 | 14 | 5 |
| Cutler | M. 18 | Ave 404 | Rd. 128 | Mueller Rd. | N. Side | Broken Sidewalk | 33 | Poor condition | 5 |
| Cutler | M. 19 | Ave 404 | Rd. 128 | Mueller Rd. | N. Side | Broken Sidewalk | 20 | Poor condition | 5 |
| Cutler | M. 2 | School Ave | Rd. 128 | Mueller Rd. | N. Side | Driveway | 23 | 3 | 1 |
| Cutler | M. 20 | Ave 404 | Rd. 128 | Mueller Rd. | N. Side | Offset | 1/2" |  | 5 |
| Cutler | M. 21 | Ave 404 | Rd. 128 | Mueller Rd. | N. Side | Broken Sidewalk | 33 | Poor condition | 5 |
| Cutler | M. 22 | Ave 404 | Rd. 128 | Mueller Rd. | N. Side | Broken Sidewalk | 32 | Poor condition | 5 |
| Cutler | M. 23 | Ave 404 | Rd. 128 | Mueller Rd. | N. Side | Broken Sidewalk | 8 | Extremely poor condition | 5 |
| Cutler | M. 24 | Ave 404 | Rd. 128 | Mueller Rd. | N. Side | Broken Sidewalk | 25 | Poor condition | 5 |
| Cutler | M. 25 | Ave 404 | Rd. 128 | Mueller Rd. | N. Side | Sidewalk Width | 3.5 | $20^{\prime}$ | 5 |
| Cutler | M. 26 | Ave 404 | Rd. 128 | Mueller Rd. | N. Side | Gap | 155 | Multiple Properties | 5 |
| Cutler | M. 27 | Ave 404 | Rd. 128 | Mueller Rd. | S. Side | Gap | 180 | Multiple Properties | 5 |
| Cutler | M. 3 | School Ave | Rd. 128 | Mueller Rd. | N. Side | Offset | 1/2" |  | 1 |
| Cutler | M. 30 | Ave 404 | Rd. 128 | Mueller Rd. | s. Side | Gap | 143 | Multiple Properties | 5 |
| Cutler | M. 31 | Ave 404 | Rd. 128 | Mueller Rd. | S. Side | Cross Slope | 40 | 2.8\%-3.1\% | 5 |
| Cutler | M. 32 | Ave 404 | Rd. 128 | Mueller Rd. | S. Side | Gap | 20 | Single Property | 5 |
| Cutler | M. 34 | Mueller Rd | Ave. 404 | Mueller Rd. | W. Side | Gap | 150 | Multiple Properties | 1 |
| Cutler | M. 36 | School Ave | Rd. 128 | Mueller Rd. | S. Side | Gap | 70 | Single Property | 1 |
| Cutler | M. 37 | School Ave | Rd. 128 | Mueller Rd. | S. Side | Cross Slope | 239 | 2.4\%-5.1\% | 1 |
| Cutler | M. 38 | School Ave | Rd. 128 | Mueller Rd. | Both Sides | Driveway | 19 | 8 | 1 |
| Cutler | M. 39 | School Ave | Rd. 128 | Mueller Rd. | S. Side | Gap | 400 | Multiple Properties | 1 |
| Cutler | M. 4 | School Ave | Rd. 128 | Mueller Rd. | N. Side | Obstruction | 2.5 | Reduced width at driveway | 1 |
| Cutler | M. 5 | School Ave | Rd. 128 | Mueller Rd. | N. Side | Cross Slope | 73 | 3.2\%-4.1\% | 1 |
| Cutler | M. 6 | School Ave | Rd. 128 | Mueller Rd. | N. Side | Obstruction | 2.5 | 3 Reduced width at driveway | 1 |
| Cutler | M. 9 | Mueller Rd | Ave. 404 | Mueller Rd. | E. Side | Obstruction | 2 | telephone Pole | 5 |
| Cutler | N. 10 | Quinto Ct | Johnston Rd. | DEAD END | N. Side | Offset | 1/2" |  | 5 |
| Cutler | N. 12 | Johnston Rd | Virgil Ave. | Quinto Ct. | E. Side | Cross Slope | 180 | 3.0\%-4.9\% | 5 |
| Cutler | N. 14 | Virgil Ave | Johnston Rd. | Robert Rd. | Both Sides | Driveway | 22 | 25 | 5 |
| Cutler | N. 15 | Virgil Ave | Johnston Rd. | Robert Rd. | N. Side | Cross Slope | 105 | 2.1\%-3.7\% | 5 |
| Cutler | N.18 | Rivera Ct | DEAD END | Robert Rd. | Both Sides | Driveway | 23 | 10 | 5 |
| Cutler | N. 19 | Rivera Ct | DEAD END | Robert Rd. | N. Side | Cross Slope | 151 | 2.3\%-3.8\% | 5 |
| Cutler | N. 2 | Merlo Ave | Johnston Rd. | Nancy Rd. | N. Side | Driveway | 23 | 3 | 5 |
| Cutler | N. 21 | Virgil Ave | Nancy Rd. | Robert Rd. | S. Side | Cross Slope | 30 | 2.4\%-3.1\% | 5 |
| Cutler | N. 23 | Nance Rd | Merlo Ave. | Virgil Ave. | E. Side | Cross Slope | 95 | 2.3\%-3.9\% | 5 |
| Cutler | N. 24 | Nance Rd | Merlo Ave. | Virgil Ave. | W. Side | Offset | 1/2" |  | 5 |
| Cutler | N. 25 | Nance Rd | Merlo Ave. | Virgil Ave. | w. Side | Driveway | 23 | 1 | 5 |
| Cutler | N. 27 | Virgil Ave | Johnston Rd. | Nancy Rd. | S. Side | Cross Slope | 20 | 2.5\%-3.6\% | 5 |
| Cutler | N. 29 | Johnston Rd | Merlo Ave. | Virgil Ave. | E. Side | Cross Slope | 140 | 2.4\%-3.7\% | 5 |
| Cutler | N. 4 | Johnston Rd | DEAD END | Merlo Ave | W. Side | End of Sidewalk |  |  | 5 |
| Cutler | N. 5 | Johnston Rd | Merlo Ave. | dead end | Both Sides | Driveway | 23 | 11 | 5 |
| Cutler | N. 6 | Johnston Rd | Merlo Ave. | DEAD END | W. Side | Cross Slope | 45 | 3.3\%-36.\% | 5 |
| Cutler | N. 8 | Quinto Ct | Johnston Rd. | DEAD END | N. Side | Cross Slope | 173 | 2.4\%-3.2\% | 5 |
| Cutler | N. 9 | Quinto Ct | Johnston Rd. | DEAD END | Both Sides | Driveway | 24 | 15 | 5 |
| Cutler | P. 1 | Cindy Rd | Ave. 404 | Merlo Ave | E. Side | Offset | 1/2" |  | 5 |
| Cutler | P. 11 | Kahlo Ct | Nancy Rd. | DEAD END | Both Sides | Driveway | 24 | 8 | 5 |
| Cutler | P. 12 | Kahlo Ct | Nancy Rd. | DEAD END | N. Side | Cross Slope | 118 | 2.8\%-3.7\% | 5 |
| Cutler | P. 14 | Nancy Rd | Ave. 404 | Merlo Ave | E. Side | Cross Slope | 180 | 2.7\%-3.6\% | 5 |
| Cutler | P. 17 | Antonia Ave | Nancy Rd. | DEAD END | Both Sides | Cross Slope | 170 | 3.0\%-3.9\% | 5 |
| Cutler | P. 18 | Antonia Ave | Nancy Rd. | DEAD END | Both Sides | Driveway | 22 | 10 | 5 |
| Cutler | P. 2 | Cindy Rd | Ave. 404 | Merlo Ave | E. Side | Cross Slope | 66 | 2.7\%-3.5\% | 5 |
| Cutler | P. 20 | Nancy Rd | Ave. 404 | Merlo Ave | E. Side | Cross Slope | 40 | 2.6\%-3.7\% | 5 |
| Cutler | P. 22 | Merlo Ave | Nancy Rd. | DEAD END | S. Side | Cross Slope | 165 | 2.6\%-3.6\% | 5 |
| Cutler | P. 23 | Merlo Ave | Johnston Rd. | DEAD END | Both Sides | Driveway | 22 | 14 | 5 |
| Cutler | P. 27 | Cindy Rd | Ave. 404 | Merlo Ave | W. Side | Broken Sidewalk |  | chipped out joint | 5 |
| Cutler | P. 3 | Cindy Rd | Ave. 404 | Merlo Ave | E. Side | Driveway | 10 | 1 | 5 |
| Cutler | P. 4 | Cindy Rd | Ave. 404 | Merlo Ave | Both Sides | Driveway | 22 | 16 | 5 |
| Cutler | P. 5 | Cindy Rd | Ave. 404 | Merlo Ave | E. Side | Broken Sidewalk | 16 | Poor condition | 5 |
| Cutler | P. 8 | Nancy Rd | Ave. 404 | Merlo Ave | Both Sides | Driveway | 22 | 10 | 5 |
| Cutler | P. 9 | Kahlo Ct | Nancy Rd. | DEAD END | S. Side | Cross Slope | 249 | 2.7\%-4.1\% | 5 |
| Cutler | Q. 1 | Sierra Ave | Rd. 128 | Ralph Rd. | N. Side | Driveway | 42 | 1 | 5 |
| Cutler | Q. 10 | Ralph Rd | Ave. 403 | Ave. 404 | W. Side | Gap | 110 | Multiple Properties | 5 |
| Cutler | Q. 12 | Ralph Rd | DEAD END | Sierra Ave. | W. Side | Gap | 200 | Multiple Properties | 5 |
| Cutler | Q. 13 | Ralph Rd | DEAD END | Sierra Ave. | w. Side | Obstruction | 2 | 2 | 5 |
| Cutler | Q. 14 | Ralph Rd | DEAD END | Sierra Ave. | Both Sides | Driveway | 24 | 3 | 5 |
| Cutler | Q. 2 | Sierra Ave | Rd. 128 | Ralph Rd. | N. Side | Gap | 163 | Multiple Properties | 5 |
| Cutler | Q. 3 | Sierra Ave | Rd. 128 | Ralph Rd. | N. Side | Driveway | 25 | 1 | 5 |
| Cutler | Q. 4 | Sierra Ave | Rd. 128 | Ralph Rd. | N. Side | Gap | 74 | Single Property | 5 |

## Path of Travel Inventory

| Cutler | Q. 6 | Ralph Rd | Ave. 403 | Ave. 404 | W. Side | Gap | 50 | Single Property | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cutler | Q. 7 | Ralph Rd | Ave. 403 | Ave. 404 | Both Sides | Driveway | 22 | 6 | 5 |
| Cutler | 0.8 | Ralph Rd | Ave. 403 | Ave. 404 | W. Side | Cross Slope | 40 | 3.10\% | 5 |
| Cutler | Q. 9 | Ralph Rd | Ave. 403 | Ave. 404 | w. Side | Broken Sidewalk | 42 | Poor condition | 5 |
| Cutler | R. 1 | Cannon Ave | Ave. 403 | Cannon Ave. | E. Side | End of Sidewalk |  |  | 5 |
| Cutler | R. 10 | Rd 130 | Sierra Ave. | Cannon Ave. | Both Sides | Driveway | 20 | 8 | 5 |
| Cutler | R. 11 | Rd 130 | Sierra Ave. | Cannon Ave. | E. Side | Offset | 1/2" | 2 | 5 |
| Cutler | R. 12 | Rd 130 | Sierra Ave. | Cannon Ave. | W. Side | Gap | 276 | Multiple Properties | 5 |
| Cutler | R. 14 | Cannon Ave | Cannon Ave. | Rd. 130 | N. Side | Gap | 55 | Single Property | 5 |
| Cutler | R. 15 | Cannon Ave | Cannon Ave. | Rd. 130 | N. Side | Obstruction | 2 | 3 Mailboxes | 5 |
| Cutler | R. 16 | Cannon Ave | Cannon Ave. | Rd. 130 | N. Side | Offset | 1/2" | 2 | 5 |
| Cutler | R. 17 | Cannon Ave | Cannon Ave. | Rd. 130 | N. Side | Obstruction | 0 | Fence covering sidewalk | 5 |
| Cutler | R. 2 | Cannon Ave | Ave. 403 | Cannon Ave. | E. Side | Broken Sidewalk | 50 | Poor condition | 5 |
| Cutler | R. 3 | Cannon Ave | Ave. 403 | Cannon Ave. | E. Side | Cross Slope | 42 | 2.8\%-3.4\% | 5 |
| Cutler | R. 5 | Cannon Ave | Cannon Ave. | Rd. 130 | s. Side | Offset | 1/2" |  | 5 |
| Cutler | R. 6 | Cannon Ave | Cannon Ave. | Rd. 130 | S. Side | Cross Slope | 30 | 2.2\%-3.1\% | 5 |
| Cutler | R. 7 | Cannon Ave | Cannon Ave. | Rd. 130 | S. Side | Gap | 45 | Single Property | 5 |
| Cutler | R. 8 | Cannon Ave | Cannon Ave. | Rd. 130 | Both Sides | Driveway | 15 | 6 | 5 |
| Cutler | R. 8 | Cannon Ave | Cannon Ave. | Rd. 130 | Both Sides | Driveway | 25 | 8 | 5 |
| Cutler | R. 9 | Cannon Ave | Cannon Ave. | Rd. 130 | S. Side | Gap | 240 | Multiple Properties | 5 |
| Cutler | S. 11 | Rd 130 | Cannon Ave. | Ave. 404 | E. Side | Driveway | 10 | 1 | 5 |
| Cutler | S. 13 | Cannon Ave | Rd. 130 | Cindy Rd. | S. Side | Offset | 1/2" | $3^{\prime} \times 3^{\prime}$ asphalt patch | 5 |
| Cutler | S. 16 | Cannon Ave | Cindy Rd. | Robert Rd. | S. Side | Obstruction | 2 | 2 fire hydrants | 5 |
| Cutler | S. 17 | Cannon Ave | Cindy Rd. | Nancy Rd. | S. Side | Cross Slope | 84 | 2.3\%-3.1\% | 5 |
| Cutler | 5. 2 | Cannon Ave | Rd. 130 | Robert Rd. | N. Side | Cross Slope | 30 | 2.5\%-3.0\% | 5 |
| Cutler | S. 20 | Cannon Ave | Nancy Rd. | Robert Rd. | S. Side | Broken Sidewalk |  | chipped out joint | 5 |
| Cutler | 5.22 | Robert Rd | Cannon Ave. | Ave. 404 | E. Side | Cross Slope | 20 | 3.2\%-3.7\% | 5 |
| Cutler | S. 24 | Ave 404 | Robert Rd. | End of sidewalk | S. Side | End of Sidewalk |  |  | 5 |
| Cutler | S. 25 | Ave 404 | Nancy Rd. | End of sidewalk | N. Side | End of Sidewalk |  |  | 5 |
| Cutler | 5. 26 | Ave 404 | Nancy Rd. | Robert Rd. | N. Side | Cross Slope | 15 | 3.00\% | 5 |
| Cutler | 5. 31 | Ave 404 | Mueller Rd. | Cindy Rd. | N. Side | Gap | 105 | Multiple Properties | 5 |
| Cutler | 5.32 | Ave 404 | Mueller Rd. | Cindy Rd. | N. Side | Gap | 48 | Single Property | 5 |
| Cutler | 5.33 | Ave 404 | Mueller Rd. | Cindy Rd. | N. Side | Cross Slope | 118 | 3.0\%-4.3\% | 5 |
| Cutler | 5. 34 | Ave 404 | Mueller Rd. | Cindy Rd. | N. Side | Gap | 100 | Multiple Properties | 5 |
| Cutler | 5.35 | Ave 404 | Mueller Rd. | Rd. 130 | S. Side | Gap | 48 | Single Property | 5 |
| Cutler | 5. 36 | Ave 404 | Mueller Rd. | Rd. 130 | S. Side | Gap | 138 | Multiple Properties | 5 |
| Cutler | S. 4 | Robert Rd | Cannon Ave. | Ave. 404 | W. Side | Offset | 1/2" |  | 5 |
| Cutler | S. 5 | Cannon Ave | Cannon Ave. | Ave. 404 | Both Sides | Driveway | 24 | 5 | 5 |
| Cutler | 5. 5 | Robert Rd | Cannon Ave. | Ave. 404 | Both Sides | Driveway | 24 | 13 | 5 |
| Cutler | 5. 6 | Robert Rd | Cannon Ave. | Ave. 404 | W. Side | Driveway | 10 | 1 | 5 |
| Cutler | 5. 8 | Ave 404 | Rd. 130 | Robert Rd. | S. Side | Cross Slope | 45 | 2.8\%-3.0\% | 5 |
| Cutler | 5.9 | Ave 404 | Mueller Rd. | Robert Rd. | Both Sides | Driveway | 22 | 12 | 5 |
| Cutler | T. 1 | Rosalie Ave | Rd. 130 | Cindy Rd. | N. Side | Driveway | 25 | 2 | 5 |
| Cutler | T. 10 | Rosalie Ave | Rd. 130 | Cindy Rd. | S. Side | Driveway | 25 | 2 | 5 |
| Cutler | T. 11 | Rosalie Ave | Rd. 130 | Nancy Rd. | Both Sides | Driveway | 22 | 6 | 5 |
| Cutler | T. 12 | Rosalie Ave | Rd. 130 | Nancy Rd. | S. Side | Cross Slope | 8 | 3.50\% | 5 |
| Cutler | T. 14 | Nancy Rd | Rosalie Ave. | Cannon Ave. | Both Sides | Driveway | 22 | 20 | 5 |
| Cutler | T. 15 | Nancy Rd | Rosalie Ave. | Cannon Ave. | E. Side | Offset | $1^{\prime \prime}$ | hole in sidewalk | 5 |
| Cutler | T. 16 | Nancy Rd | Rosalie Ave. | Cannon Ave. | E. Side | Offset | 3/4" |  | 5 |
| Cutler | T. 17 | Nancy Rd | Rosalie Ave. | Cannon Ave. | E. Side | Cross Slope | 24 | 2.2\%-4.8\% | 5 |
| Cutler | T. 18 | Nancy Rd | Rosalie Ave. | Cannon Ave. | W. Side | Driveway | 25 | 1 | 5 |
| Cutler | T. 19 | Nancy Rd | Rosalie Ave. | Cannon Ave. | W. Side | Offset | 1/2" |  | 5 |
| Cutler | T. 2 | Rosalie Ave | Rd. 130 | Cindy Rd. | N. Side | Cross Slope | 94 | 2.8\%-3.1\% | 5 |
| Cutler | T. 20 | Nancy Rd | Rosalie Ave. | Cannon Ave. | W. Side | Cross Slope | 52 | 2.4\%-4.3\% | 5 |
| Cutler | T. 22 | Rosalie Ave | Cindy Rd. | Nancy Rd. | N. Side | Cross Slope | 30 | 3.0\%-4.2\% | 5 |
| Cutler | T. 23 | Rosalie Ave | Cindy Rd. | Nancy Rd. | N. Side | Driveway | 24 | 1 | 5 |
| Cutler | T. 25 | Cindy Rd | Rosalie Ave. | Cannon Ave. | E. Side | Driveway | 22 | 20 | 5 |
| Cutler | T. 26 | Cindy Rd | Rosalie Ave. | Cannon Ave. | E. Side | Cross Slope | 8 | 3.4\%-4.9\% | 5 |
| Cutler | T. 27 | Cindy Rd | Rosalie Ave. | Cannon Ave. | E. Side | Offset | 1/2" | 20, typ found at driveway | 5 |
| Cutler | T. 28 | Cindy Rd | Rosalie Ave. | Cannon Ave. | W. Side | Cross Slope | 165 | 2.7\%-3.7\% | 5 |
| Cutler | T. 4 | Rd 130 | Rosalie Ave. | Sierra Ave. | Both Sides | Driveway | 22 | 5 | 5 |
| Cutler | T. 5 | Rd 130 | Rosalie Ave. | Sierra Ave. | E. Side | Cross Slope | 8 | 3.80\% | 5 |
| Cutler | T. 6 | Rd 130 | Rosalie Ave. | Sierra Ave. | E. Side | Offset | 1/2" |  | 5 |
| Cutler | т. 7 | Rd 130 | Rosalie Ave. | Sierra Ave. | E. Side | Cross Slope | 30 | 3.4\%-4.4\% | 5 |
| Cutler | T. 8 | Rosalie Ave | Rd. 130 | Cindy Rd. | S. Side | End of Sidewalk |  |  | 5 |
| Cutler | T. 9 | Rosalie Ave | Rd. 130 | Cindy Rd. | S. Side | Cross Slope | 15 | 3.4\%-3.6\% | 5 |
| Cutler | U. 1 | Rosalie Ave | Nancy Rd. | Robert Rd. | N. Side | Cross Slope | 15 | 3.20\% | 5 |
| Cutler | U. 11 | Dianna Rd | Rosalie Ave. | DEAD END | Both Sides | Driveway | 24 | 28 | 5 |
| Cutler | U.12 | Dianna Rd | Rosalie Ave. | DEAD END | Both Sides | Cross Slope | 97 | 2.1\%-4.3\% | 5 |
| Cutler | U. 14 | Robert Rd | Rosalie Ave. | Sierra Ave. | E. Side | Offset | 1/2" |  | 5 |
| Cutler | U. 15 | Robert Rd | Rosalie Ave. | Sierra Ave. | E. Side | Cross Slope | 34 | 2.8\%-4.2\% | 5 |
| Cutler | U. 19 | Robert Rd. | Rosalie Ave. | Cannon Ave. | Both Sides | Driveway | 22 | 21 | 5 |
| Cutler | U. 2 | Rosalie Ave | Nancy Rd. | Dianna Rd. | Both Sides | Driveway | 22 | 11 | 5 |
| Cutler | U. 3 | Rosalie Ave | Nancy Rd. | Robert Rd. | N. Side | Cross Slope | 97 | 2.4\%-4.0\% | 5 |
| Cutler | U. 5 | Robert Rd | Rosalie Ave. | Cannon Ave. | W. Side | Cross Slope | 105 | 2.4\%-4.0\% | 5 |
| Cutler | U. 6 | Robert Rd | Sierra Ave. | Cannon Ave. | E. Side | Obstruction | 2 | Fire Hydrant | 5 |
| Cutler | U.7 | Robert Rd | Sierra Ave. | Cannon Ave. | E. Side | Cross Slope | 20 | 2.6\%-3.5\% | 5 |
| Cutler | 0.9 | Sierra Ave | Robert Rd. | Dianna Rd. | N. Side | Cross Slope | 75 | 2.4\%-3.9\% | 5 |
| Ducor | A. 1 | Ave 56 | SR 65 | Braly Ave. | N. Side | Broken Sidewalk | 10 | Poor condition | 1 |
| Ducor | A. 10 | Braly Ave. | Ave. 56 | Parson Ave. | W. Side | Driveway | 23 | 1 | 1 |
| Ducor | A. 11 | Braly Ave. | Ave. 56 | Parson Ave. | W. Side | End of Sidewalk |  |  | 1 |
| Ducor | A. 12 | Ave. 56 | Braly Ave. | Rd. 234 | N. Side | Broken Sidewalk | 408 | Extremely Poor condition | 5 |
| Ducor | A. 13 | Ave. 56 | Braly Ave. | Rd. 234 | Both Sides | Driveway | 16 | 4 | 5 |
| Ducor | A. 15 | Rd. 234 | Ducor Ave. | Ave. 56 | W. Side | End of Sidewalk |  |  | 5 |
| Ducor | A. 16 | Rd. 234 | Ducor Ave. | Ave. 56 | W. Side | Broken Sidewalk | 143 | Poor condition | 5 |
| Ducor | A. 18 | Ave. 56 | Braly Ave. | Rd. 234 | S. Side | Broken Sidewalk | 57 | Poor condition | 5 |
| Ducor | A. 19 | Ave. 56 | Braly Ave. | Rd. 234 | S. Side | Driveway | 18 | 1 | 5 |
| Ducor | A. 2 | Ave. 56 | SR 65 | Braly Ave. | N. Side | Driveway | 45 | 2 | 1 |
| Ducor | A. 20 | Ave. 56 | Braly Ave. | Rd. 234 | S. Side | Broken Sidewalk | 50 | Poor condition | 5 |
| Ducor | A. 21 | Ave. 56 | Braly Ave. | Rd. 234 | S. Side | Broken Sidewalk | 100 | Poor condition | 5 |
| Ducor | A. 22 | Ave. 56 | Braly Ave. | Rd. 234 | S. Side | Gap | 17 | Single Property | 5 |
| Ducor | A. 23 | Ave. 56 | Braly Ave. | Rd. 234 | s. Side | Broken Sidewalk | 106 | Poor condition | 5 |
| Ducor | A. 27 | Ave 56 | SR 65 | Braly Ave. | S. Side | Gap | 225 | Multiple Properties | 3 |
| Ducor | A. 3 | Ave. 56 | SR 65 | Braly Ave. | N. Side | Broken Sidewalk | 54 | Poor condition | 1 |
| Ducor | A. 4 | Ave. 56 | SR 65 | Braly Ave. | N. Side | Offset | $1^{\prime \prime}$ |  | 1 |
| Ducor | A. 5 | Ave. 56 | SR 65 | Braly Ave. | N. Side | Cross Slope | 80 | 3.0\%-4.5\% | 1 |
| Ducor | A. 6 | Ave. 56 | SR 65 | Braly Ave. | N. Side | Driveway | 26 | , | 1 |
| Ducor | A. 9 | Braly Ave. | Ave. 56 | Parson Ave. | W. Side | Cross Slope | 40 | 2.3\%-3.8\% | 1 |
| Ducor | B. 1 | Ave. 56 | Dennis Rd. | Carisle Rd. | S. Side | Gap | 6 | Single Property | 5 |
| Ducor | B. 10 | Dennis Rd. | Ducor Ave. | Ave. 56 | E. Side | Driveway | 27 | 2 | 5 |
| Ducor | B. 11 | Dennis Rd. | Ducor Ave. | Ave. 56 | E. Side | End of Sidewalk |  |  | 5 |

## Path of Travel Inventory

| Ducor | B. 12 | Dennis Rd. | Ducor Ave. | Ave. 56 | W. Side | Obstruction | 1 | Propane Tank | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Ducor | B. 14 | Dennis Rd. | Ducor Ave. | Ave. 56 | W. Side | Driveway | 28 |  | 5 |
| Ducor | B. 16 | Ave. 56 | Rd. 234 | Dennis Rd. | S. Side | Driveway | 26 | 1 | 5 |
| Ducor | B. 17 | Ave. 56 | Rd. 234 | Dennis Rd. | S. Side | Gap | 80 | Single Property | 5 |
| Ducor | B. 18 | Ave. 56 | Rd. 234 | Dennis Rd. | s. Side | Broken Sidewalk | 255 | Poor condition | 5 |
| Ducor | B. 2 | Ave. 56 | Dennis Rd. | Carlisle Rd. | s. Side | Driveway | 16 | 1 | 5 |
| Ducor | B. 21 | Ave. 56 | Rd. 234 | Dennis Rd. | N. Side | Broken Sidewalk | 110 | Poor condition | 5 |
| Ducor | B. 23 | Ave. 56 | Dennis Rd. | Carlisle Rd. | N. Side | Broken Sidewalk | 152 | Poor condition | 5 |
| Ducor | B. 24 | Dennis Rd. | Ave. 55 | Ducor Ave. | W. Side | End of Sidewalk |  |  | 5 |
| Ducor | B. 26 | Ducor Ave. | Rd. 234 | Dennis Rd. | S. Side | End of Sidewalk |  |  | 5 |
| Ducor | B. 3 | Ave. 56 | Dennis Rd. | Carlisle Rd. | S. Side | Broken Sidewalk | 20 | Poor condition | 5 |
| Ducor | B. 4 | Ave. 56 | Dennis Rd. | Carlisle Rd. | S. Side | Offset | $1^{\prime \prime}$ |  | 5 |
| Ducor | B. 5 | Ave. 56 | Dennis Rd. | Carlisle Rd. | S. Side | Broken Sidewalk | 80 | Poor condition | 5 |
| Ducor | B. 6 | Ave. 56 | Dennis Rd. | Carlisle Rd. | S. Side | Offset | $2^{\prime \prime}$ |  | 5 |
| Ducor | B. 7 | Ave. 56 | Dennis Rd. | Carlisle Rd. | S. Side | Cross Slope | 80 | 3.6\%-4.8\% | 5 |
| Ducor | B. 9 | Dennis Rd. | Ducor Ave. | Ave. 56 | E. Side | Cross Slope | 66 | 3.10\% | 5 |
| Earlimart | A. 10 | $N$ Vineyard Rd | Bent Ranch Rd. | Cardinal Ave. | Both Sides | Driveway | 22 | 6 | 5 |
| Earlimart | A. 11 | $N$ Vineyard Rd | Bent Ranch Rd. | Azalea Ave. | E. Side | Offset | 2-2/2" | 4' depressed segment | 5 |
| Earlimart | A. 12 | $N$ Vineyard Rd | Bent Ranch Rd. | Azalea Ave. | E. Side | Cross Slope | 70 | 2.4\%-3.6\% | 5 |
| Earlimart | A. 14 | Azalea Ave/Thompson Rd | Vineyard Rd. | Sierra Ave. | Both Sides | Driveway | 22 | 27 | 5 |
| Earlimart | A. 15 | Azalea Ave | Vineyard Rd. | Thompson Rd. | S. Side | Cross Slope | 93 | 2.3\%-3.6\% | 5 |
| Earlimart | A. 16 | N Thompson Rd | Azalea Ave. | Sierra Ave. | E. Side | Cross Slope | 208 | 2.3-5.4\% | 5 |
| Earlimart | A. 18 | Sierra Ave | Thompson Rd. | Dietz Rd. | S. Side | Cross Slope | 58 | 3.0\%-4.3\% | 3 |
| Earlimart | A. 2 | N Muscat Rd | Cardinal Ave. | Sierra Ave. | W. Side | Cross Slope | 114 | 2.4\%-3.2\% | 5 |
| Earlimart | A. 20 | NThompson Rd | Cardinal Ave. | Sierra Ave. | W. Side | Cross Slope | 84 | 3.6\%-4.2\% | 5 |
| Earlimart | A. 23 | NThompson Rd | Azalea Ave. | Cardinal Ave. | W. Side | Cross Slope | 185 | 3.1\%-4.1\% | 5 |
| Earlimart | A. 25 | Azalea Ave | Vineyard Rd. | Thompson Rd. | N. Side | Cross Slope | 113 | 2.2\%-3.9\% | 5 |
| Earlimart | A. 28 | Cardinal Ave | Vineyard Rd. | Thompson Rd. | s. Side | Cross Slope | 121 | 2.1\%-4.0\% | 5 |
| Earlimart | A. 29 | Cardinal Ave | Muscat Rd. | Thompson Rd. | N. Side | Cross Slope | 171 | 2.8\%-4.3\% | 5 |
| Earlimart | A. 3 | N Muscat Rd | Cardinal Ave. | Sierra Ave. | W. Side | Driveway | 20 | 1 | 5 |
| Earlimart | A. 31 | N Muscat Rd | Cardinal Ave. | Sierra Ave. | E. Side | Cross Slope | 49 | 2.8\%-3.1\% | 5 |
| Earlimart | A. 33 | Sierra Ave | Muscat Rd. | Thompson Rd. | S. Side | Cross Slope | 660 | 2.1\%-5.3\% | 3 |
| Earlimart | A. 4 | ECardinal Ave | Muscat Rd. | Vineyard Rd. | S. Side | Cross Slope | 298 | 2.8\%-5.0\% | 5 |
| Earlimart | A. 5 | E Cardinal Ave | Muscat Rd. | Thompson Rd. | Both Sides | Driveway | 22 | 24 | 5 |
| Earlimart | A. 6 | E Cardinal Ave | Muscat Rd. | Thompson Rd. | S. Side | Offset | 1/2" |  | 5 |
| Earlimart | A. 8 | $N$ Vineyard Rd | Bent Ranch Rd. | Cardinal Ave. | W. Side | Cross Slope | 221 | 2.3\%-3.3\% | 5 |
| Earlimart | B. 1 | $N$ Vineyard Rd | Bent Ranch Ave. | Bent Ranch Rd. | Both Sides | Driveway | 22 | 3 | 5 |
| Earlimart | B. 11 | E Bent Ranch Ave | Muscat Rd. | Vineyard Rd. | S. Side | Cross Slope | 85 | 2.2\%-3.1\% | 5 |
| Earlimart | B. 13 | $N$ Vineyard Rd | Sutter Ave. | Bent Ranch Ave. | W. Side | Cross Slope | 110 | 2.4\%-3.6\% | 5 |
| Earlimart | B. 14 | N Vineyard Rd | Sutter Ave. | Bent Ranch Ave. | W. Side | Driveway | 22 | 2 | 5 |
| Earlimart | B. 16 | E Sutter Ave | Muscat Rd. | Vineyard Rd. | N. Side | Cross Slope | 284 | 2.5\%-3.8\% | 5 |
| Earlimart | B. 17 | E Sutter Ave | Muscat Rd. | Vineyard Rd. | Both Sides | Driveway | 22 | 8 | 5 |
| Earlimart | B. 18 | E Sutter Ave | Muscat Rd. | Primavera Ct. | S. Side | Cross Slope | 88 | 2.4\%-2.9\% | 5 |
| Earlimart | B. 2 | $N$ Vineyard Rd | Bent Ranch Ave. | Bent Ranch Rd. | W. Side | Cross Slope | 83 | 2.4\%-3.6\% | 5 |
| Earlimart | B. 21 | E Sutter Ave | Primavera Ct. | Vineyard Rd. | s. Side | Cross Slope | 187 | 2.2\%-3.8\% | 5 |
| Earlimart | B. 24 | E Sutter Ave | Vineyard Rd. | DEAD END | S. Side | Cross Slope | 377 | 2.3\%-5.1\% | 5 |
| Earlimart | B. 25 | E Sutter Ave | Vineyard Rd. | DEAD END | N. Side | Cross Slope | 162 | 2.2\%-4.0\% | 5 |
| Earlimart | B. 27 | $N$ Vineyard Rd | Sutter Ave. | Bent Ranch Ave. | E. Side | Cross Slope | 184 | 2.2\%-4.0\% | 5 |
| Earlimart | B. 29 | E. Bent Ranch | Vineyard Rd. | Thompson Rd. | S. Side | Cross Slope | 111 | 2.3\%-3.8\% | 5 |
| Earlimart | B. 30 | E. Bent Ranch | Vineyard Rd. | Thompson Rd. | Both Sides | Driveway | 22 | 10 | 5 |
| Earlimart | B. 31 | N. Thompson Rd | Bent Ranch Ave. | Bent Ranch Rd. | Both Sides | Driveway | 22 | 5 | 5 |
| Earlimart | B. 32 | N. Thompson Rd | Bent Ranch Ave. | Bent Ranch Rd. | E. Side | Cross Slope | 107 | 2.5\%-4.0\% | 5 |
| Earlimart | B. 33 | E. Camelia | Vineyard Rd. | Thompson Rd. | Both Sides | Driveway | 22 | 9 | 5 |
| Earlimart | B. 34 | E. Camelia | Vineyard Rd. | Thompson Rd. | N. Side | Cross Slope | 101 | 2.2\%-3.6\% | 5 |
| Earlimart | B. 36 | E. Camelia | Vineyard Rd. | Thompson Rd. | S. Side | Cross Slope | 79 | 2.4\%-3.2\% | 5 |
| Earlimart | B. 38 | N. Thompson Rd | Bent Ranch Ave. | Bent Ranch Rd. | W. Side | Cross Slope | 116 | 3.1\%-3.9\% | 5 |
| Earlimart | B. 4 | E Bent Ranch Ave | Muscat Rd. | Vineyard Rd. | N. Side | Cross Slope | 183 | 2.4\%-3.8\% | 5 |
| Earlimart | B. 40 | E. Bent Ranch | Vineyard Rd. | Thompson Rd. | N. Side | Cross Slope | 111 | 3.1\%-4.2\% | 5 |
| Earlimart | B. 42 | E. Sutter Ave | Vineyard Rd. | DEAD END | Both Sides | Driveway | 22 | 6 | 5 |
| Earlimart | B. 5 | E Bent Ranch Ave | Muscat Rd. | Vineyard Rd. | Both Sides | Driveway | 22 | 8 | 5 |
| Earlimart | B. 6 | Muscat Ave | Sutter Ave. | Bent Ranch Ave. | W. Side | Cross Slope | 75 | 2.2\%-3.6\% | 5 |
| Earlimart | B. 9 | Muscat Ave | Sutter Ave. | Bent Ranch Ave. | E. Side | Cross Slope | 85 | 3.5\%-3.8\% | 5 |
| Earlimart | C. 12 | Primavera Ct. | Parade Ave. | Sutter Ave. | Both Sides | Driveway | 22 | 12 | 5 |
| Earlimart | C. 13 | Primavera Ct. | Parade Ave. | Sutter Ave. | W. Side | Cross Slope | 115 | 2.4\%-3.9\% | 5 |
| Earlimart | C. 15 | Parade Ave. | Muscat Rd. | Primavera Ct. | N. Side | Cross Slope | 96 | 2.2\%-3.1\% | 5 |
| Earlimart | C. 18 | Muscat | Parade Ave. | DEAD END | Both Sides | Driveway | 22 | 10 | 5 |
| Earlimart | c. 2 | Parade Ave. | Muscat Rd. | Thompson Rd. | S. Side | Cross Slope | 227 | 2.4\%-3.5\% | 5 |
| Earlimart | c. 3 | Parade Ave. | Muscat Rd. | Thompson Rd. | s. Side | Driveway | 22 | 17 | 5 |
| Earlimart | c. 5 | N. Thompson | Parade Ave. | DEAD END | Both Sides | Driveway | 22 | 9 | 5 |
| Earlimart | c. 8 | N. Vineyard | Parade Ave. | Sutter Ave. | Both Sides | Driveway | 22 | 10 | 5 |
| Earlimart | c. 9 | N. Vineyard | Parade Ave. | Sutter Ave. | E. Side | Cross Slope | 189 | 2.0\%-3.1\% | 5 |
| Earlimart | D. 1 | Center ave | Church Rd. | Muscat St. | S. Side | Cross Slope | 193 | 2.1\%-3.1\% | 5 |
| Earlimart | D. 11 | Martin Ave | Primavera Ct. | Thompson Rd. | s. Side | Cross Slope | 138 | 2.6\%-3.4\% | 5 |
| Earlimart | D. 12 | Martin | Muscat St. | Thompson Rd. | Both Sides | Driveway | 22 | 18 | 5 |
| Earlimart | D. 13 | NThompson Rd | Martin Ave. | Parade Ave. | Both Sides | Driveway | 22 | 3 | 5 |
| Earlimart | D. 15 | Martin Ave | Muscat St. | Thompson Rd. | Both Sides | Cross Slope | 241 | 2.1\% - $3.3 \%$ | 5 |
| Earlimart | D. 17 | Muscat | Center Ave. | Parade Ave. | E. Side | Cross Slope | 36 | 2.2\%-2.7\% | 5 |
| Earlimart | D. 18 | Muscat | Center Ave. | Parade Ave. | Both Sides | Driveway | 22 | 3 | 5 |
| Earlimart | D. 20 | Center Ave | Church Rd. | Muscat St. | N. Side | Driveway | 35 | 1 | 5 |
| Earlimart | D. 21 | Center ave | Church Rd. | Muscat St. | N. Side | Cross Slope | 38 | 2.1\%-2.8\% | 5 |
| Earlimart | D. 3 | Muscat St. | Dead End | Martin Ct. | Both Sides | Driveway | 22 | 11 | 5 |
| Earlimart | D. 4 | Muscat St. | Dead End | Martin Ct . | Both Sides | Cross Slope | 100 | 2.6\% - $3.7 \%$ | 5 |
| Earlimart | D. 6 | Martin Ct | Muscat St. | Primavera Ct. | S. Side | Cross Slope | 295 | 2.4\%-3.3\% | 5 |
| Earlimart | D. 8 | Primavera Ct | Dead End | Martin Ave. | Both Sides | Cross Slope | 205 | 2.7\%-3.2\% | 5 |
| Earlimart | D. 9 | Primavera Ct | Dead End | Martin Ave. | Both Sides | Driveway | 22 | 12 | 5 |
| Earlimart | E. 11 | Kovacevich St | Alila St. | Dove Rd. | S. Side | Cross Slope | 144 | 3.0\%-4.4\% | 5 |
| Earlimart | E. 12 | Kovacevich St | Alila St. | Dove Rd. | S. Side | Offset | $1^{\prime \prime}$ |  | 5 |
| Earlimart | E. 13 | Kovacevich St | Alila St. | Church Rd. | Both Sides | Driveway | 22 | 11 | 5 |
| Earlimart | E. 14 | Kovacevich St | Alila St. | Dove Rd. | S. Side | Cross Slope | 164 | 2.8\%-4.1\% | 5 |
| Earlimart | E. 17 | Kovacevich St | Dove Rd. | Church Rd. | S. Side | Cross Slope | 110 | 2.0\% - 3.9\% | 5 |
| Earlimart | E. 2 | Sierra Ave | Dove Rd. | Rd. 136 | N. Side | Cross Slope | 30 | 2.0\%-3.3\% | 5 |
| Earlimart | E. 20 | Kovacevich St | Alila St. | Church Rd. | N. Side | Cross Slope | 210 | 2.1\%-4.2\% | 5 |
| Earlimart | E. 22 | Alila St | Kovacevich St. | Sierra Ave. | E. Side | Cross Slope | 130 | 2.0\% - $3.4 \%$ | 5 |
| Earlimart | E. 24 | Sierra Ave | Alila St. | Church Rd. | Both Sides | Driveway | 22 | 8 | 3 |
| Earlimart | E. 25 | Sierra Ave | Alila St. | Dove Rd. | S. Side | Cross Slope | 36 | 3.0\% - $3.6 \%$ | 3 |
| Earlimart | E. 26 | Sierra Ave | Alila St. | Dove Rd. | S. Side | Offset | 1/2" |  | 3 |
| Earlimart | E. 28 | N Church Rd | Kovacevich St. | Sierra Ave. | W. Side | Cross Slope | 87 | 2.1\%-2.8\% | 3 |
| Earlimart | E. 29 | N Church Rd | Kovacevich St. | Sierra Ave. | E. Side | Gap | 250 | Multiple Properties | 3 |
| Earlimart | E. 31 | Sierra Ave | Church Rd. | Muscat Rd. | S. Side | Gap | 250 | Multiple Properties | 3 |
| Earlimart | E. 32 | Sierra Ave | Church Rd. | Muscat Rd. | S. Side | Cross Slope | 45 | 2.6\% - $3.0 \%$ | 3 |
| Earlimart | E. 5 | Sierra Ave | Alila St. | Dove Rd. | N. Side | Cross Slope | 162 | 2.0\%-3.1\% | 3 |

## Path of Travel Inventory

| Earlimart | E. 9 | Alila St | Kovacevich St. | Sierra Ave. | W. Side | Cross Slope | 28 | 2.2\%-3.3\% | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Earlimart | F. 1 | E Sutter Ave | Mariposa Rd. | Muscat Rd. | N. Side | Cross Slope | 64 | 2.4\%-3.9\% | 5 |
| Earlimart | F. 10 | N La Primevera | Camelia Dr. | Azelia Ct. | E. Side | Cross Slope | 101 | 2.0\%-4.8\% | 5 |
| Earlimart | F. 11 | EAzelia Ct | Mariposa Rd. | La Primavera Ave. | Both Sides | Driveway | 22 | 15 | 5 |
| Earlimart | F. 12 | EAzelia Ct | Mariposa Rd. | La Primavera Ave. | N. Side | Cross Slope | 58 | 2.5\%-3.5\% | 5 |
| Earlimart | F. 13 | N Mariposa Rd | Sutter Ave. | Azelia Ct. | W. Side | Cross Slope | 110 | 2.2\%-3.8\% | 5 |
| Earlimart | F. 14 | N Mariposa Rd | Camelia Dr. | Azelia Ct. | W. Side | Offset | 1/2" |  | 5 |
| Earlimart | F. 16 | E Camelia Dr | Mariposa Rd. | La Primavera Ave. | N. Side | Cross Slope | 106 | 2.0\%-4.2\% | 5 |
| Earlimart | F. 19 | EAzelia Ct | Mariposa Rd. | La Primavera Ave. | S. Side | Cross Slope | 184 | 2.3\%-4.2\% | 5 |
| Earlimart | F. 2 | E Sutter Ave | Mariposa Rd. | Muscat Rd. | N. Side | Offset | 1/2" | 4 | 5 |
| Earlimart | F. 23 | E Sutter Ave | Church Rd. | Muscat Rd. | S. Side | Cross Slope | 212 | 2.2\%-3.9\% | 5 |
| Earlimart | F. 24 | E Sutter Ave | Church Rd. | Muscat Rd. | Both Sides | Driveway | 22 | 3 | 5 |
| Earlimart | F. 4 | N Mariposa Rd | Sutter Ave. | Azelia Ct. | Both Sides | Driveway | 22 | 21 | 5 |
| Earlimart | F. 5 | N Mariposa Rd | Sutter Ave. | Camelia Dr. | E. Side | Cross Slope | 92 | 2.2\%-3.7\% | 5 |
| Earlimart | F. 7 | E Camelia Dr | Mariposa Rd. | La Primavera Ave. | S. Side | Cross Slope | 135 | 2.4\%-3.5\% | 5 |
| Earlimart | F. 8 | E Camelia Dr | Mariposa Rd. | La Primavera Ave. | Both Sides | Driveway | 22 | 11 | 5 |
| Earlimart | F. 9 | N La Primevera | Camelia Dr. | Azelia Ct. | Both Sides | Driveway | 22 | 7 | 5 |
| Earlimart | G. 1 | $N$ Church Dr | Sutter Ave. | Kovacevich St. | Both Sides | Driveway | 22 | 6 | 2 |
| Earlimart | G. 11 | $N$ Church Dr | Sutter Ave. | Kovacevich St. | E. Side | Cross slope | 460 | 2.7\%-3.7\% | 2 |
| Earlimart | G. 12 | N Church Dr | Sutter Ave. | Kovacevich St. | E. Side | Driveway | 26 | 1 | 2 |
| Earlimart | G. 13 | $N$ Church Dr | Sutter Ave. | Kovacevich St. | E. Side | Cross Slope | 217 | 2.4\%-3.4\% | 2 |
| Earlimart | 6. 2 | $N$ Church Dr | Sutter Ave. | Kovacevich St. | W. Side | Offset | 1/2" |  | 2 |
| Earlimart | G. 3 | $N$ Church Dr | Sutter Ave. | Kovacevich St. | W. Side | Offset | 1/2" |  | 2 |
| Earlimart | G. 4 | $N$ Church Dr | Sutter Ave. | Kovacevich St. | W. Side | Cross Slope | 34 | 2.5\%-3.3\% | 2 |
| Earlimart | 6.5 | $N$ Church Dr | Sutter Ave. | Kovacevich St. | W. Side | Obstruction | 0 | Poor concrete condition | 2 |
| Earlimart | G. 6 | N Church Dr | Sutter Ave. | Kovacevich St. | W. Side | Cross Slope | 62 | 2.2\%-3.5\% | 2 |
| Earlimart | G. 7 | $N$ Church Dr | Sutter Ave. | Kovacevich St. | W. Side | Gap | 440 | Multiple Properties | 2 |
| Earlimart | H. 1 | N Dove Rd | Bent Ranch Ave. | Kovacevich St. | E. Side | Cross Slope | 209 | 2.1\%-4.1\% | 5 |
| Earlimart | H. 10 | E Kovacevich St | Spring Rd. | Alila St. | N. Side | Cross Slope | 126 | 2.6\%-3.6\% | 5 |
| Earlimart | H. 11 | E Kovacevich St | Spring Rd. | Alila St. | Both Sides | Driveway | 22 | 7 | 5 |
| Earlimart | H. 14 | E Kovacevich St | Spring Rd. | Earlimart Ave. | S. Side | Cross Slope | 98 | 2.1\%-2.6\% | 5 |
| Earlimart | H. 16 | N Spring Rd | Quail Ave. | Kovacevich St. | E. Side | Cross Slope | 94 | 2.4\%-3.3\% | 5 |
| Earlimart | H. 18 | Quail Ave | Spring Rd. | Earlimart Ave. | N. Side | Cross Slope | 109 | 2.9\% - 3.8\% | 5 |
| Earlimart | H. 19 | Quail Ave | Spring Rd. | Dove Rd. | Both Sides | Driveway | 22 | 11 | 5 |
| Earlimart | H. 2 | $N$ Dove Rd | Bent Ranch Ave. | Kovacevich St. | Both Sides | Driveway | 22 | 14 | 5 |
| Earlimart | H. 22 | Quail Ave | Earlimart Ave. | Dove Rd. | N. Side | Cross Slope | 161 | 3.1\%-6.1\% | 5 |
| Earlimart | H. 25 | Quail Ave | Earlimart Ave. | Dove Rd. | S. Side | Cross Slope | 133 | 2.3\%-3.9\% | 5 |
| Earlimart | H. 28 | E Bent Ranch Ave | Spring Rd. | Dove Rd. | N. Side | Cross Slope | 36 | 2.3\%-3.8\% | 5 |
| Earlimart | H. 3 | N Dove Rd | Bent Ranch Ave. | Quail Ave. | E. Side | Broken sidewalk | 6 | Buckled Section | 5 |
| Earlimart | H. 30 | N Dove Rd | Bent Ranch Ave. | Quail Ave. | W. Side | Offset | 1/2" |  | 5 |
| Earlimart | H. 31 | N Dove Rd | Bent Ranch Ave. | Quail Ave. | W. Side | Cross Slope | 22 | 3.1\%-4.0\% | 5 |
| Earlimart | H. 32 | N Dove Rd | Quail Ave. | Kovacevich St. | W. Side | Cross Slope | 160 | 2.5\%-4.1\% | 5 |
| Earlimart | н. 33 | N Earlimart St | Quail Ave. | Kovacevich St. | W. Side | Cross Slope | 412 | 2.2\%-4.7\% | 5 |
| Earlimart | H. 34 | N Earlimart St | Quail Ave. | Kovacevich St. | W. Side | Offset | 1/2" |  | 5 |
| Earlimart | H. 35 | N Earlimart St | Quail Ave. | Kovacevich St. | Both Sides | Driveway | 22 | 12 | 5 |
| Earlimart | H. 36 | N Earlimart St | Quail Ave. | Kovacevich St. | W. Side | Offset | 1/2" |  | 5 |
| Earlimart | H. 39 | N Earlimart St | Quail Ave. | Kovacevich St. | E. Side | Cross Slope | 262 | 2.9\%-4.5\% | 5 |
| Earlimart | H. 4 | E Bent Ranch Ave | Spring Rd. | Dove Rd. | s. Side | Cross Slope | 116 | 2.2\%-3.2\% | 5 |
| Earlimart | H. 5 | E Bent Ranch Ave | Spring Rd. | Dove Rd. | Both Sides | Driveway | 22 | 15 | 5 |
| Earlimart | H. 7 | $N$ Spring Rd | Sutter Ave. | Bent Ranch Ave. | E. Side | Cross Slope | 74 | 2.3\% - 3.0\% | 5 |
| Earlimart | H. 8 | N Spring Rd | Sutter Ave. | Kovacevich St. | W. Side | Cross Slope | 246 | 2.1\%-4.3\% | 5 |
| Earlimart | H. 9 | N Spring Rd | Sutter Ave. | Kovacevich St. | Both Sides | Driveway | 22 | 23 | 5 |
| Earlimart | 1.1 | Elm St | School Ave. | Kenneth Ave. | W. Side | Gap | 410 | Single Property | 5 |
| Earlimart | 1.10 | Washington St | Church Rd. | Elm Rd. | N. Side | Offset | 1/2" |  | 3 |
| Earlimart | 1.12 | Washington St | Elm Rd. | Dietz Rd. | N. Side | Gap | 225 | Multiple Properties | 3 |
| Earlimart | 1.13 | Washington St | Elm Rd. | Dietz Rd. | N. Side | Gap | 139 | Single Property | 3 |
| Earlimart | 1.14 | Washington St | Elm Rd. | Dietz Rd. | S. Side | Gap | 310 | Multiple Properties | 5 |
| Earlimart | 1.15 | Washington St | Church Rd. | Dietz Rd. | Both Sides | Driveway | 22 | 16 | 3 |
| Earlimart | 1.16 | Washington St | Elm Rd. | Dietz Rd. | S. Side | Cross Slope | 51 | 3.8\%-4.1\% | 5 |
| Earlimart | 1.17 | Washington St | Elm Rd. | Dietz Rd. | S. Side | Offset | 1/2" |  | 5 |
| Earlimart | 1.18 | Washington St | Elm Rd. | Dietz Rd. | S. Side | Obstruction | 2.8 | Mailbox | 5 |
| Earlimart | 1.19 | Washington St | Elm Rd. | Dietz Rd. | S. Side | Gap | 50 | Single Property | 5 |
| Earlimart | 1.2 | Elm St | School Ave. | Washington St. | W. Side | Cross Slope | 158 | 2.6\% - $3.5 \%$ | 1 |
| Earlimart | 1.20 | Washington St | Elm Rd. | Dietz Rd. | S. Side | Gap | 82 | Multiple Properties | 5 |
| Earlimart | 1.21 | Washington St | Elm Rd. | Dietz Rd. | s. Side | Obstruction | 2.9 | 2 Mailboxes | 5 |
| Earlimart | 1.22 | Washington St | Elm Rd. | Dietz Rd. | s. Side | Gap | 200 | Multiple Properties | 5 |
| Earlimart | 1.24 | S Elm Rd | Mary Ann Ave. | Washington St. | E. Side | Gap | 190 | Single Property | 1 |
| Earlimart | 1.27 | Mary Ann Ave | Elm Rd. | Lane Ave. | N. Side | Gap | 128 | Multiple Properties | 5 |
| Earlimart | 1.28 | Mary Ann Ave | Elm Rd. | Lane Ave. | N. Side | Cross Slope | 64 | 2.8\%-6.4\% | 5 |
| Earlimart | 1.29 | Mary Ann Ave | Elm Rd. | Lane Ave. | Both Sides | Driveway | 25 | 11 | 5 |
| Earlimart | 1.3 | Elm St | School Ave. | Washington St. | W. Side | Offset | 1/2" | 5 | 1 |
| Earlimart | 1.30 | Mary Ann Ave | Elm Rd. | Lane Ave. | N. Side | Gap | 51 | Multipl Properties | 5 |
| Earlimart | 1.31 | Mary Ann Ave | Elm Rd. | Lane Ave. | N. Side | Cross Slope | 230 | 4.20\% | 5 |
| Earlimart | 1.32 | Mary Ann Ave | Elm Rd. | Lane Ave. | N. Side | Gap | 160 | Multiple Properties | 5 |
| Earlimart | 1.33 | Lane Ave | Kenneth Ave. | Mary Ann Ave. | E. Side | Cross Slope | 99 | 3.2\%-6.3\% | 5 |
| Earlimart | 1.34 | Kenneth Ave | Elm Rd. | Lane Ave. | S. Side | Cross Slope | 137 | 4.0\%-6.0\% | 5 |
| Earlimart | 1.35 | Kenneth Ave | Elm Rd. | Lane Ave. | S. Side | Gap | 78 | Multiple Properties | 5 |
| Earlimart | ${ }^{1.36}$ | Kenneth Ave | Elm Rd. | Lane Ave. | Both Sides | Driveway | 22 | . | 5 |
| Earlimart | 1.37 | Kenneth Ave | Elm Rd. | Lane Ave. | S. Side | Obstruction | 2.2 | Fire Hydrant | 5 |
| Earlimart | 1.38 | Kenneth Ave | Elm Rd. | Lane Ave. | S. Side | Offset | $1^{\prime \prime}$ |  | 5 |
| Earlimart | 1.39 | Kenneth Ave | Elm Rd. | Lane Ave. | S. Side | Gap | 60 | Single Property | 5 |
| Earlimart | 1.42 | School Ave | Elm Rd. | DEAD END | N. Side | End of Sidewalk |  |  | 5 |
| Earlimart | 1.43 | School Ave | Elm Rd. | DEAD END | N. Side | Gap | 104 | Multiple Properties | 5 |
| Earlimart | 1.44 | School Ave | Elm Rd. | DEAD END | Both Sides | Driveway | 22 | 11 | 5 |
| Earlimart | 1.45 | School Ave | Elm Rd. | DEAD END | N. Side | Offset | 1/2" |  | 5 |
| Earlimart | 1.46 | School Ave | Elm Rd. | DEAD END | N. Side | Offset | 1/2" |  | 5 |
| Earlimart | 1.47 | School Ave | Elm Rd. | DEAD END | N. Side | Cross Slope | 16 | 4.0\% - 5.5\% | 5 |
| Earlimart | 1.48 | School Ave | Elm Rd. | DEAD END | N. Side | Offset | 1/2" |  | 5 |
| Earlimart | 1.49 | School Ave | Elm Rd. | DEAD END | N. Side | Offset | 1/2" | 3 Utility Boxes | 5 |
| Earlimart | 1.50 | School Ave | Elm Rd. | DEAD END | N. Side | Gap | 130 | Multiple Properties | 5 |
| Earlimart | 1.51 | School Ave | Elm Rd. | DEAD END | N. Side | Broken Sidewalk | 45 | Poor Condition | 5 |
| Earlimart | 1.52 | School Ave | Elm Rd. | DEAD END | N. Side | Gap | 125 | Multiple Properties | 5 |
| Earlimart | 1.58 | Franklin Ave | Elm Rd. | Lane Ave. | S. Side | Gap | 240 | Multiple Properties | 5 |
| Earlimart | 1.59 | Franklin/Lane/Cannon Ave | Elm Rd. | Lane Ave. | Both Sides | Driveway | 22 | 24 | 5 |
| Earlimart | 1.6 | Washington St | Church Rd. | Elm Rd. | S. Side | Cross Slope | 179 | 2.3\%-7.4\% | 1 |
| Earlimart | 1.60 | Franklin Ave | Elm Rd. | Lane Ave. | S. Side | Offset | 1/2" |  | 5 |
| Earlimart | 1.61 | Franklin Ave | Elm Rd. | Lane Ave. | S. Side | Cross Slope | 162 | 2.3\%-4.4\% | 5 |
| Earlimart | 1.62 | Franklin Ave | Elm Rd. | Lane Ave. | S. Side | Driveway | 54 | 2 | 5 |
| Earlimart | 1.63 | Lane Ave | Franklin Ave. | Cannon Ave. | E. Side | Cross Slope | 96 | 2.8\%-8.5\% | 5 |
| Earlimart | 1.64 | Lane Ave | Franklin Ave. | Cannon Ave. | E. Side | Gap | 68 | Multipl Properties | 5 |
| Earlimart | 1.65 | Lane Ave | Franklin Ave. | Cannon Ave. | E. Side | Obstruction | 12 | Fire Hydrant | 5 |

## Path of Travel Inventory

| Earlimart | 11.66 | Cannon Ave | Franklin Ave. | Cannon Ave. | E. Side | Gap | 385 | Multiple Properties | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Earlimart | 1.67 | Cannon Ave | Elm Rd. | Lane Ave. | N. Side | Broken Sidewalk | 2 | Poor Condition | 5 |
| Earlimart | 1.68 | Cannon Ave | Elm Rd. | Lane Ave. | Both Sides | Gap | 218 | Multiple Properties | 5 |
| Earlimart | 1.7 | Washington St | Church Rd. | Elm Rd. | s. Side | Broken Sidewalk | 42 | Poor condition | 1 |
| Earlimart | 1.8 | Washington St | Church Rd. | Elm Rd. | N. Side | Driveway | 26 | 1 | 1 |
| Earlimart | 1.9 | Washington St | Church Rd. | Elm Rd. | N. Side | Cross Slope | 248 | 2.2\%-3.8\% | 1 |
| Earlimart | ग. 1 | Elm Rd | Ave. 48 | Tulare Ave. | W. Side | Gap | 190 | Multiple Properties | 5 |
| Earlimart | J. 10 | Ave. 48 | Church St. | Olive Rd. | S. Side | Cross Slope | 37 | 2.6\%-3.0\% | 3 |
| Earlimart | J.11 | Ave. 48 | Church St. | Olive Rd. | S. Side | Driveway | 23 | 1 | 3 |
| Earlimart | J. 13 | Ave. 48 | Church St. | Olive Rd. | S. Side | Driveway | 19 | 3 | 3 |
| Earlimart | J.14 | Ave. 48 | Church St. | Olive Rd. | S. Side | Broken Sidewalk | 14 | Poor Condition | 3 |
| Earlimart | 1.15 | Ave. 48 | Church St. | Olive Rd. | S. Side | Gap | 140 | Multiple Properties | 3 |
| Earlimart | ग. 16 | Ave. 48 | Church St. | Olive Rd. | N. Side | Gap | 240 | Multiple Properties | 3 |
| Earlimart | J. 2 | Elm Rd | Ave. 48 | Tulare Ave. | W. Side | Cross Slope | 90 | 2.2\%-3.0\% | 5 |
| Earlimart | 1.3 | Elm Rd | Ave. 48 | Tulare Ave. | Both Sides | Driveway | 18 | 5 | 5 |
| Earlimart | 1.5 | Elm Rd | Ave. 48 | Tulare Ave. | W. Side | Gap | 60 | Single Property | 5 |
| Earlimart | 1.7 | Elm Rd | Ave. 48 | Tulare Ave. | W. Side | Driveway | 31 | 1 | 5 |
| Earlimart | 1.8 | Elm Rd | Ave. 48 | Tulare Ave. | W. Side | Gap | 60 | Single Property | 5 |
| Earlimart | J. 9 | Ave. 48 | Church St. | Olive Rd. | S. Side | Driveway | 35 | 1 | 3 |
| Earlimart | K. 1 | Tulare Ave | State St. | Church St. | S. Side | Gap | 111 | Multiple Properties | 5 |
| Earlimart | K. 10 | State St | Ave. 48 | Kern Ave. | E. Side | Gap | 15 | Single Property | 3 |
| Earlimart | K. 13 | Ave. 48 | State St. | Church St. | N. Side | Driveway | 40 | 2 | 3 |
| Earlimart | K. 14 | Ave. 48 | State St. | Church St. | N. Side | Gap | 25 | Single Property | 3 |
| Earlimart | K. 15 | Ave. 48 | State St. | Church St. | N. Side | Driveway | 30 | 2 | 3 |
| Earlimart | K.16 | Ave. 48 | State St. | Church St. | N. Side | Cross slope | 52 | 2.3\%-4.2\% | 3 |
| Earlimart | K.2 | Tulare Ave | State St. | Church St . | S. Side | Offset | 1/2" |  | 5 |
| Earlimart | K. 21 | Church St | Ave 48 | Kern Ave. | W. Side | Cross Slope | 100 | 2.4\%-2.8\% | 3 |
| Earlimart | K.23 | Church St | Ave 48 | Kern Ave. | E. Side | End of Sidewalk |  |  | 3 |
| Earlimart | K. 24 | Church St | Ave 48 | Kern Ave. | E. Side | Driveway | 53 | 1 | 3 |
| Earlimart | K. 25 | Church St | Ave 48 | Kern Ave. | E. Side | Gap | 80 | Single Property | 3 |
| Earlimart | K. 3 | Tulare Ave | State St. | Church St. | s. Side | Driveway | 19 | 7 | 5 |
| Earlimart | K. 4 | Tulare Ave | State St. | Church St . | S. Side | Gap | 80 | Single Property | 3 |
| Earlimart | K. 8 | State St | Ave. 48 | Kern Ave. | E. Side | Cross Slope | 60 | 3.4\%-3.7\% | 3 |
| Earlimart | K. 9 | State St | Ave. 48 | Kern Ave. | Both Sides | Driveway | 32 | 4 | 3 |
| Earlimart | L. 1 | Front St | Olympia St. | Cedar Ave. | E. Side | Gap | 158 | Single Property | 5 |
| Earlimart | L. 2 | Front St | Olympia st. | Cedar Ave. | E. Side | Driveway | 19 | 1 | 5 |
| Earlimart | L. 3 | Front St | Olympia St. | Cedar Ave. | E. Side | Cross slope | 16 | 2.6\% + (2) 1/2" Offsets | 5 |
| Earlimart | L. 4 | Front St | Olympia St. | Cedar Ave. | E. Side | Driveway | 22 | 2 | 5 |
| Earlimart | L. 5 | Front St | Olympia St. | Cedar Ave. | E. Side | Sidewalk Width | 70 | $3^{\prime}$ Reduced Width | 5 |
| Earlimart | L. 7 | Cedar Ave | Front St. | DEAD END | S. Side | Cross Slope | 66 | 2.3\%-3.2\% | 5 |
| Earlimart | L. 8 | Cedar Ave | Front St. | DEAD END | S. Side | Driveway | 30 | 2 | 5 |
| Earlimart | L. 9 | Cedar Ave | Front St. | DEAD END | S. Side | End of Sidewalk |  |  | 5 |
| Earlimart | M. 2 | S Front St | Ave. 48 | Wilson Ave. | E. Side | Gap | 180 | Multiple Properties | 3 |
| Earlimart | M. 3 | S Front St | Ave. 48 | Wilson Ave. | E. Side | Driveway | 23 | 1 | 3 |
| Earlimart | M. 4 | S Front St | Ave. 48 | Wilson Ave. | E. Side | Cross Slope | 56 | 3.9\%-4.7\% | 3 |
| Earlimart | M. 5 | S Front St | Ave. 48 | Wilson Ave. | E. Side | Gap | 400 | Multiple Properties | 3 |
| Earlimart | N. 3 | S Front St | Clay Ave. | Washington Ave. | E. Side | Obstruction | 3 | Parking Stall | 3 |
| Earlimart | N. 4 | S Front St | Clay Ave. | Washington Ave. | E. Side | Gap | 100 | Multiple Properties | 3 |
| Earlimart | N. 5 | S Front St | Clay Ave. | Washington Ave. | E. Side | Driveway | 30 | 1 | 3 |
| Earlimart | N. 8 | S Front St | Washington Ave. | Center Ave. | E. Side | Cross Slope | 34 | 2.2\% - $3.4 \%$ | 3 |
| Earlimart | 0.10 | N Church Rd | Washington Ave. | Center Rd. | E. Side | Broken Sidewalk |  |  | 3 |
| Earlimart | 0.11 | N Church Rd | Washington Ave. | Center Rd. | E. Side | Driveway | 18 | 1 | 3 |
| Earlimart | 0.12 | N Church Rd | Washington Ave. | Center Rd. | E. Side | Offset | 1/2" |  | 3 |
| Earlimart | 0.15 | N Church Rd | Washington Ave. | Center Rd. | E. Side | Cross Slope | 55 | 3.2\%-4.0\% | 3 |
| Earlimart | 0.20 | Washington Ave | SR 99 | State St. | S. Side | Cross slope | 52 | 2.3\%-3.0\% | 2 |
| Earlimart | 0.21 | Washington Ave | SR 99 | State St. | S. Side | Driveway | 26 | 2 | 2 |
| Earlimart | 0.22 | Washington Ave | SR 99 | State St. | N. Side | Offset | $2^{\prime \prime}$ |  | 2 |
| Earlimart | 0.23 | Washington Ave | SR 99 | State St. | N. Side | Broken Sidewalk | 8 | Poor Condition | 2 |
| Earlimart | 0.25 | Washington Ave | SR 99 | State St. | N. Side | Broken Sidewalk |  |  | 2 |
| Earlimart | 0.27 | N State St | Washington Ave. | Center Rd. | W. Side | Gap | 113 | Multiple Properties | 3 |
| Earlimart | 0.28 | N State St | Washington Ave. | Center Rd. | W. Side | Driveway | 18 | 1 | 3 |
| Earlimart | 0.29 | N State St | Washington Ave. | Center Rd. | W. Side | Gap | 38 | Single Property | 3 |
| Earlimart | 0.30 | N State St | Washington Ave. | Center Rd. | W. Side | Gap | 135 | Multiple Properties | 3 |
| Earlimart | 0.33 | ECenter Rd | State St. | Church Rd. | N. Side | Cross Slope | 75 | 3.2\% - 3.6\% | 1 |
| Earlimart | 0.34 | E Center Rd | State St. | Church Rd. | N. Side | Driveway | 15 | 5 | 1 |
| Earlimart | 0.36 | E Center Rd | State St. | Church Rd. | N. Side | End of Sidewalk |  |  | 1 |
| Earlimart | 0.4 | N Church Rd | Washington Ave. | Center Rd. | W. Side | Gap | 26 | Single Property | 1 |
| Earlimart | 0.5 | N Church Rd | Washington Ave. | Center Rd. | W. Side | Broken Sidewalk | 55 | Poor Condition | 1 |
| Earlimart | 0.6 | $N$ Church Rd | Washington Ave. | Center Rd. | W. Side | Gap | 65 | Single Property | 1 |
| Earlimart | 0.7 | $N$ Church Rd | Washington Ave. | Center Rd. | W. Side | Driveway | 26 | 1 | 1 |
| Earlimart | 0.9 | E. Washington Ave. | State St. | Church Rd. | N. Side | Driveway | 24 | 4 | 1 |
| Earlimart | P. 11 | N Valente Rd | $200 '$ S. of Washington Ave. | Washington Ave. | W. Side | End of Sidewalk |  |  | 5 |
| Earlimart | P. 12 | $N$ Valente Rd | 100 'S. of Washington Ave. | Washington Ave. | W. Side | Driveway | 20 | 1 | 5 |
| Earlimart | P. 13 | $N$ Valente Rd | $50^{\prime}$ S. of Washington Ave. | Washington Ave. | W. Side | Cross Slope | 30 | 2.1\%-3.0\% | 5 |
| Earlimart | P. 15 | Washington Ave | Citrus Rd. | Valente Rd. | S. Side | Broken Sidewalk | 30 | Poor Condition | 1 |
| Earlimart | P. 16 | Washington Ave | Citrus Rd. | Valente Rd. | S. Side | Driveway | 22 | 2 | 1 |
| Earlimart | P. 17 | Washington Ave | Alfalfa Rd. | Citrus Rd. | S. Side | Cross Slope | 87 | 2.5\%-3.4\% | 1 |
| Earlimart | P. 19 | Washington Ave | Alfalfa Rd. | Citrus Rd. | 5. Side | Driveway | 14 | 1 | 1 |
| Earlimart | P. 2 | $N$ Valente Rd | Washington Ave. | Center Ave. | W. Side | Driveway | 28 | 1 | 5 |
| Earlimart | P. 21 | Washington Ave | Alfalfa Rd. | Citrus Rd. | S. Side | Driveway | 24 | 2 | 1 |
| Earlimart | P. 23 | Washington Ave | Alfalfa Rd. | Citrus Rd. | S. Side | Gap | 257 | Multiple Properties | 1 |
| Earlimart | P. 25 | Washington Ave | Alfalfa Rd. | Citrus Rd. | N. Side | Offset | 1/2" |  | 1 |
| Earlimart | P. 26 | Washington Ave | Alfalfa Rd. | Citrus Rd. | Both Sides | Driveway | 16 | 9 | 1 |
| Earlimart | P. 27 | Washington Ave | Alfalfa Rd. | Citrus Rd. | N. Side | Cross Slope | 128 | 2.4\% - $3.5 \%$ | 1 |
| Earlimart | P. 3 | N Valente Rd | Washington Ave. | Center Ave. | W. Side | Sidewalk Width | 83 | 3' Reduced Width | 5 |
| Earlimart | P. 30 | Washington Ave | Alfalfa Rd. | Citrus Rd. | N. Side | Offset | 1/2" |  | 1 |
| Earlimart | P. 32 | N Citrus Rd | Washington Ave. | Center Ave. | E. Side | Gap | 92 | Multipl Properties | 5 |
| Earlimart | P. 33 | N Citrus Rd | Washington Ave. | Center Ave. | Both Sides | Driveway | 22 | 8 | 5 |
| Earlimart | P. 34 | N Citrus Rd | Lincoln Ave. | Center Ave. | E. Side | Cross Slope | 35 | 3.3\%-5.0\% | 5 |
| Earlimart | P. 36 | W Center Ave | Citrus Rd. | Valente Rd. | S. Side | Cross Slope | 35 | 3.8\%-4.5\% | 5 |
| Earlimart | P. 37 | W Center Ave | Citrus Rd. | Valente Rd. | S. Side | Gap | 150 | Multiple Properties | 5 |
| Earlimart | P. 39 | $N$ Citrus Rd | Lincoln Ave. | Center Ave. | W. Side | Cross Slope | 40 | 2.7\%-4.2\% | 5 |
| Earlimart | P. 4 | $N$ Valente Rd | Washington Ave. | Center Ave. | W. Side | Driveway | 20 | 1 | 5 |
| Earlimart | P. 40 | N Citrus Rd | Lincoln Ave. | Center Ave. | W. Side | Gap | 144 | Multipl Properties | 5 |
| Earlimart | P. 42 | Lincoln Ave | Alfalfa Rd. | Citrus Rd. | N. Side | Gap | 167 | Multiple Properties | 5 |
| Earlimart | P. 43 | Lincoln Ave | Alfalfa Rd. | Citrus Rd. | Both Sides | Driveway | 16 | 11 | 5 |
| Earlimart | P. 44 | Lincoln Ave | Alfalfa Rd. | Citrus Rd. | N. Side | Cross Slope | 72 | 2.5\%-4.0\% | 5 |
| Earlimart | P. 45 | Lincoln Ave | Alfalfa Rd. | Citrus Rd. | N. Side | Gap | 92 | Multiple Properties | 5 |
| Earlimart | P. 65 | Lincoln Ave | Alfalfa Rd. | Citrus Rd. | N. Side | Gap | 62 | Single Property | 5 |
| Earlimart | P. 62 | Alfalfa Rd. | Washington Ave. | Lincoln Ave. | E. Side | Gap | 193 | Multiple Properties | 5 |
| Earlimart | P. 48 | Lincoln Ave | Alfalfa Rd. | Citrus Rd. | s. Side | Offset | $1 / 2^{\prime \prime}$ |  | 5 |

## Path of Travel Inventory

| Earlimart | P. 49 | Lincoln Ave | Alfalfa Rd. | Citrus Rd. | 5. Side | Cross Slope | 183 | 2.5\% - 5.2\% | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Earlimart | P. 5 | N Valente Rd | Washington Ave. | Center Ave. | W. Side | Driveway | 16 | 2 | 5 |
| Earlimart | P. 50 | Lincoln Ave | Alfalfa Rd. | Citrus Rd. | S. Side | Gap | 92 | Multiple Properties | 5 |
| Earlimart | P. 53 | Lincoln Ave | Alfalfa Rd. | Citrus Rd. | S. Side | Gap | 30 | Multiple Properties | 5 |
| Earlimart | P. 63 | Citrus Rd | Washington Ave. | Lincoln Ave. | W. Side | Gap | 193 | Multiple Properties | 5 |
| Earlimart | P. 55 | Center Ave | Alfalfa Rd. | Citrus Rd. | S. Side | Cross Slope | 166 | 2.1\% - $5.6 \%$ | 5 |
| Earlimart | P. 56 | Center Ave | Alfalfa Rd. | Citrus Rd. | Both Sides | Driveway | 22 | 9 | 5 |
| Earlimart | P. 6 | N Valente Rd | Washington Ave. | Center Ave. | W. Side | Sidewalk Width | 54 | 3.5' Reduced Width | 5 |
| Earlimart | P. 64 | Center Ave | Alfalfa Rd. | Citrus Rd. | S. Side | Gap | 107 | Multiple Properties | 5 |
| Earlimart | P. 61 | Alfalfa Rd | Lincoln Ave. | Center Ave. | E. Side | Gap | 180 | Multiple Properties | 5 |
| Earlimart | P. 7 | $N$ Valente Rd | Washington Ave. | Center Ave. | W. Side | Gap | 216 | Multiple Properties | 5 |
| Earlimart | P. 8 | Washington Ave | Washington Ave. | Center Ave. | W. Side | Gap | 103 | Multiple Properties | 1 |
| Earlimart | P. 9 | Washington Ave | Citrus Rd. | Valente Rd. | N. Side | Obstruction | $2^{\prime \prime}$ | Expansion Joint | 1 |
| Earlimart | Q. 1 | Washington Ave | Davis St. | Alfalfa Rd. | S. Side | Cross Slope | 30 | 2.4\%-3.2\% | 1 |
| Earlimart | Q. 10 | Washington Ave | Howard Rd. | Fruit St. | s. Side | End of Sidewalk |  |  | 1 |
| Earlimart | Q. 11 | Washington Ave | Howard Rd. | Fruit St. | N. Side | End of Sidewalk |  |  | 1 |
| Earlimart | Q. 12 | Washington Ave | Howard Rd. | Fruit St. | N. Side | Cross Slope | 430 | 2.5\% - $4.0 \%$ | 1 |
| Earlimart | Q. 13 | Washington Ave | Howard Rd. | Fruit St. | N. Side | Driveway | 32 | 4 | 1 |
| Earlimart | Q. 16 | Washington Ave | Ash St. | Davis St. | N. Side | End of Sidewalk |  |  | 1 |
| Earlimart | Q. 4 | Washington Ave | Ash St. | Davis St. | s. Side | Offset | 1/2" |  | 1 |
| Earlimart | Q. 5 | Washington Ave | Ash St. | Davis St. | S. Side | Cross Slope | 20 | 2.60\% | 1 |
| Earlimart | Q. 8 | Washington Ave | Howard Rd. | Fruit St. | S. Side | Cross Slope | 129 | 2.5\% - 3.1\% | 1 |
| Earlimart | R. 1 | Ash St | Clay Ave. | Washington Ave. | W. Side | Cross Slope | 110 | 2.2\% - 3.0\%, With Broken Sections | 3 |
| Earlimart | R. 10 | Rhoden Ct | DEAD END | Ash St. | S. Side | Gap | 35 | Single Property | 5 |
| Earlimart | R. 13 | Clay Ave | DEAD END | Davis St. | Both Sides | Driveway | 20 | 15 | 5 |
| Earlimart | R. 14 | Clay Ave | DEAD END | Ash St. | N. Side | Gap | 22 | 2 Sections | 5 |
| Earlimart | R. 15 | Clay Ave | DEAD END | Ash St. | N. Side | Gap | 40 | Single Property | 5 |
| Earlimart | R. 16 | Clay Ave | DEAD END | Ash St. | N. Side | Gap | 35 | Single Property | 5 |
| Earlimart | R. 17 | Clay Ave | DEAD END | Ash St. | N. Side | Obstruction | 1.5 | Fire Hydrant | 5 |
| Earlimart | R. 18 | Clay Ave | DEAD END | Davis St. | S. Side | Cross Slope | 215 | 2.2\%-4.5\% | 5 |
| Earlimart | R. 19 | Clay Ave | DEAD END | Davis St. | S. Side | Gap | 25 | 2 Sections | 5 |
| Earlimart | R. 2 | Ash St | Rhoden Ct. | Washington Ave. | W. Side | Driveway | 30 | 2 | 3 |
| Earlimart | R. 20 | Clay Ave | DEAD END | Davis St. | S. Side | Broken Sidewalk | 28 | Poor Condition | 5 |
| Earlimart | R. 22 | Clay Ave | DEAD END | Davis St. | s. Side | Gap | 64 | Single Property | 5 |
| Earlimart | R. 24 | Clay Ave | DEAD END | Davis St. | S. Side | Offset | 1/2" |  | 5 |
| Earlimart | R. 26 | Clay Ave | DEAD END | Davis St. | S. Side | Gap | 30 | 2 Sections | 5 |
| Earlimart | R. 27 | Davis St | Clay Ave. | Washington Ave. | E. Side | Obstruction | 2 | Light Post | 5 |
| Earlimart | R. 28 | Davis St | Clay Ave. | Washington Ave. | Both Sides | Driveway | 20 | 25 | 5 |
| Earlimart | R. 29 | Davis St | Clay Ave. | Washington Ave. | E. Side | Cross Slope | 142 | 3.3\%-9.4\% | 5 |
| Earlimart | R. 3 | Ash St | Rhoden Ct. | Washington Ave. | W. Side | Broken Sidewalk | 85 | Poor Condition | 3 |
| Earlimart | R. 30 | Davis St | Clay Ave. | Washington Ave. | E. Side | Gap | 85 | Multiple Properties | 5 |
| Earlimart | R. 31 | Davis St | Clay Ave. | Washington Ave. | E. Side | Gap | 49 | Single Property | 5 |
| Earlimart | R. 32 | Davis St | Clay Ave. | Washington Ave. | E. Side | Cross Slope | 80 | 4.9\%-5.4\% | 5 |
| Earlimart | R. 33 | Davis St | Clay Ave. | Washington Ave. | E. Side | Gap | 45 | Single Property | 5 |
| Earlimart | R. 34 | Davis St | Clay Ave. | Washington Ave. | W. Side | Gap | 40 | Single Property | 5 |
| Earlimart | R. 35 | Davis St | Clay Ave. | Washington Ave. | W. Side | Offset | $1^{\prime \prime}$ |  | 5 |
| Earlimart | R. 36 | Davis St | Clay Ave. | Washington Ave. | W. Side | Offset | 1/2" | Utility Box | 5 |
| Earlimart | R. 37 | Davis St | Clay Ave. | Washington Ave. | W. Side | Cross Slope | 130 | 2.1\%-3.7\% | 5 |
| Earlimart | R. 38 | Davis St | Clay Ave. | Washington Ave. | W. Side | Offset | 1/2" | Multiple Properties | 5 |
| Earlimart | R. 39 | Davis St | Clay Ave. | Washington Ave. | W. Side | Gap | 160 | Multiple Properties | 5 |
| Earlimart | R. 4 | Ash St | Rhoden Ct. | Washington Ave. | W. Side | Broken Sidewalk | 15 | 2 Sections | 3 |
| Earlimart | R. 40 | Davis St | Clay Ave. | Washington Ave. | W. Side | Gap | 45 | Single Property | 5 |
| Earlimart | R. 42 | Clay Ave | Ash St. | Davis St. | N. Side | Gap | 114 | Single Property | 5 |
| Earlimart | R. 44 | Ash St | Clay Ave. | Washington Ave. | Both Sides | Driveway | 18 | 10 | 5 |
| Earlimart | R. 45 | Ash St | Clay Ave. | Washington Ave. | E. Side | Cross Slope | 132 | 2.4\%-6.0\% | 5 |
| Earlimart | R. 46 | Ash St | Clay Ave. | Washington Ave. | E. Side | Gap | 40 | Single Property | 5 |
| Earlimart | R. 47 | Ash St | Clay Ave. | Washington Ave. | E. Side | Gap | 8 | Single Property | 5 |
| Earlimart | R. 48 | Ash St | Clay Ave. | Washington Ave. | E. Side | Gap | 90 | Multiple Properties | 5 |
| Earlimart | R. 49 | Ash St | Clay Ave. | Washington Ave. | E. Side | Gap | 80 | Multiple Properties | 5 |
| Earlimart | R. 50 | Ash St | Clay Ave. | Washington Ave. | E. Side | Gap | 125 | Multiple Properties | 5 |
| Earlimart | R. 6 | Rhoden Ct | DEAD END | Ash St. | Both Sides | Driveway | 22 | 13 | 5 |
| Earlimart | R. 7 | Rhoden Ct | DEAD END | Ash St. | Both Sides | Cross Slope | 127 | 2.5\% - 5.1\% | 5 |
| Earlimart | R. 8 | Rhoden Ct | DEAD END | Ash St. | N. Side | Gap | 14 | Single Property | 5 |
| Earlimart | R. 9 | Rhoden Ct | DEAD END | Ash St. | S. Side | Gap | 20 | Single Property | 5 |
| Earlimart | 5. 2 | Front St | Washington Ave. | Center Ave. | E. Side | Driveway | 17 | 1 | 3 |
| Earlimart | s. 3 | Front St | Washington Ave. | Center Ave. | E. Side | Gap | 50 | Commercial Property | 3 |
| Earlimart | 5. 4 | Front St | Washington Ave. | Center Ave. | E. Side | Broken Sidewalk | 150 | Asphalt laid over Sidewalk | 3 |
| Earlimart | S. 5 | Front St | Center Ave. | Sutter Ave. | E. Side | Gap | 278 | Commercial Property | 3 |
| Earlimart | 5. 6 | Front St | Center Ave. | Sutter Ave. | E. Side | Driveway | 22 | 1 | 3 |
| Earlimart | S. 7 | Front St | Center Ave. | Sutter Ave. | E. Side | End of Sidewalk |  |  | 3 |
| Earlimart | T. 10 | Alila St | Sierra Ave. | Marin Ave. | Both Sides | Driveway | 22 | 18 | 5 |
| Earlimart | T. 11 | Alila St | Sierra Ave. | Marin Ave. | E. Side | Cross Slope | 38 | 2.4\%-2.9\% | 5 |
| Earlimart | T. 14 | Dove Rd | Sierra Ave. | Marin Ave. | Both Sides | Driveway | 22 | 18 | 5 |
| Earlimart | T. 15 | Dove Rd | Sierra Ave. | Marin Ave. | W. Side | Offset | 1/2" |  | 5 |
| Earlimart | T. 16 | Dove Rd | Sierra Ave. | Marin Ave. | W. Side | Cross Slope | 73 | 2.3\% - $2.6 \%$ | 5 |
| Earlimart | T. 17 | Dove Rd | Sierra Ave. | Marin Ave. | W. Side | Cross Slope | 57 | 2.2\%-4.2\% | 5 |
| Earlimart | T. 18 | Dove Rd | Sierra Ave. | Marin Ave. | E. Side | Cross Slope | 70 | 3.0\% -4.1\% | 5 |
| Earlimart | T. 2 | Earlimart Ave | Sierra Ave. | Marin Ave. | E. Side | Cross Slope | 53 | 2.6\% - $3.1 \%$ | 3 |
| Earlimart | T. 20 | Marin Ave | Dove Rd. | Rd. 136 | S. Side | Offset | 1/2" |  | 5 |
| Earlimart | T. 21 | Marin Ave | Dove Rd. | Rd. 136 | S. Side | Offset | 1/2" |  | 5 |
| Earlimart | T. 22 | Marin Ave | Dove Rd. | Rd. 136 | S. Side | Cross Slope | 31 | 5.10\% | 5 |
| Earlimart | T. 24 | Marin Ave | Dove Rd. | Rd. 136 | S. Side | Offset | 1/2" |  | 5 |
| Earlimart | T. 25 | Rd 136 | Sierra Ave. | Marin Ave. | Both Sides | Driveway | 22 | 9 | 5 |
| Earlimart | T. 27 | Rd 136 | Marin Ave. | Andrea Ave. | E. Side | Offset | 1/2" |  | 5 |
| Earlimart | T. 28 | Rd 136 | Marin Ave. | Andrea Ave. | E. Side | Cross Slope | 178 | 2.7\% - $4.1 \%$ | 5 |
| Earlimart | T. 3 | Earlimart Ave | Sierra Ave. | Marin Ave. | Both Sides | Driveway | 30 | 4 | 3 |
| Earlimart | T. 30 | Andrea Ave | Alila St. | Rd. 136 | Both Sides | Driveway | 22 | 8 | 5 |
| Earlimart | T. 31 | Andrea Ave | Alila St. | Rd. 136 | S. Side | Cross slope | 27 | 2.9\%-3.1\% | 5 |
| Earlimart | T. 33 | Alila St | Marin Ave. | Andrea Ave. | E. Side | Cross Slope | 90 | 2.5\%-3.1\% | 5 |
| Earlimart | T. 35 | Marin Ave | Alila St. | Rd. 136 | N. Side | Cross Slope | 37 | 2.7\%-2.9\% | 5 |
| Earlimart | T. 36 | Marin Ave | Alila St. | Rd. 136 | Both Sides | Driveway | 22 | 8 | 5 |
| Earlimart | T. 37 | Marin Ave | Alila St. | Rd. 136 | N. Side | Offset | 1/2" |  | 5 |
| Earlimart | T. 39 | Alila St | Marin Ave. | Andrea Ave. | W. Side | Offset | 1/2" |  | 5 |
| Earlimart | T. 4 | Earlimart Ave | Sierra Ave. | Marin Ave. | E. Side | Cross Slope | 15 | 2.2\% - $2.6 \%$ | 3 |
| Earlimart | T. 41 | Andrea Ave | Diane St. | Alila St. | Both Sides | Driveway | 22 | 9 | 5 |
| Earlimart | T. 42 | Andrea Ave | Diane St. | Alila St. | S. Side | Cross slope | 186 | 2.4\%-3.4\% | 5 |
| Earlimart | T. 44 | Diane St | Marin Ave. | Andrea Ave. | E. Side | Broken Sidewalk | 15 | Poor Condition | 5 |
| Earlimart | T. 45 | Diane St | Marin Ave. | Andrea Ave. | E. Side | Cross Slope | 17 | 2.3\%-4.2\% | 5 |
| Earlimart | T. 47 | Marin Ave | Diane St. | Earlimart Ave. | N. Side | Cross Slope | 55 | 2.8\% - $3.1 \%$ | 5 |
| Earlimart | T. 49 | Marin Ave | Diane St. | Earlimart Ave. | s. Side | Offset | 1/2" |  | 5 |
| Earlimart | T. 50 | Earlimart Ave | Sierra Ave. | Marin Ave. | W. Side | Cross Slope | 135 | 2.5\% - $3.0 \%$ | 5 |

## Path of Travel Inventory

| Earlimart | T. 6 | Marin Ave | Diane St. | Alila St. | Both Sides | Driveway | 22 | 22 | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Earlimart | T. 7 | Marin Ave | Earimart Ave. | Alila St. | S. Side | Cross Slope | 37 | 2.9\%-3.2\% | 5 |
| Earlimart | T. 9 | Alila St | Sierra Ave. | Marin Ave. | W. Side | Cross Slope | 211 | 2.1\%-4.2\% | 5 |
| Earlimart | U.11 | Sutter Ave | Spring Rd. | Church Rd. | Both Sides | Driveway | 22 | 10 | 1 |
| Earlimart | U.12 | Sutter Ave | Spring Rd. | Church Rd. | N. Side | Gap | 173 | Multiple Properties | 1 |
| Earlimart | 0.13 | Church St | Center Ave. | Sutter Ave. | E. Side | Cross Slope | 145 | 2.2\%-4.2\% | 2 |
| Earlimart | U.15 | Church St | Center Ave. | Sutter Ave. | E. Side | Offset | 1/2" |  | 2 |
| Earlimart | U.16 | Church St | Center Ave. | Sutter Ave. | E. Side | Driveway | 32 | 2 | 2 |
| Earlimart | U. 19 | Church St | Center Rd. | Center Ave. | E. Side | Offset | 1/2" |  | 1 |
| Earlimart | U. 20 | State St | Center Rd. | Main Ave. | E. Side | Cross Slope | 220 | 2.7\%-4.9\% | 1 |
| Earlimart | U. 21 | State St | Center Rd. | Main Ave. | E. Side | Driveway | 24 | 4 | 1 |
| Earlimart | U. 22 | State St | Main Ave. | Sutter Ave. | W. Side | Gap | 150 | Multiple Properties | 3 |
| Earlimart | U.23 | State St | Main Ave. | Sutter Ave. | W. Side | Driveway | 22 | 3 | 3 |
| Earlimart | U. 4 | Sutter Ave | State St. | Church Rd. | S. Side | Cross Slope | 149 | 2.2\%-4.2\% | 1 |
| Earlimart | U. 5 | Sutter Ave | State St. | Spring Rd. | S. Side | Driveway | 31 |  | 1 |
| Earlimart | U. 8 | Sutter Ave | State St. | Spring Rd. | N. Side | Driveway | 27 | 1 | 1 |
| Earlimart | U. 9 | Sutter Ave | State St. | Spring Rd. | N. Side | Gap | 160 | Single Property | 1 |
| Earlimart | V. 1 | Spring Rd | Clay Ave. | Washington Ave. | E. Side | Gap | 130 | Multiple Properties | 5 |
| Earlimart | V. 10 | Clay Ave | Spring Rd. | Church St. | N. Side | Gap | 70 | Single Property | 5 |
| Earlimart | v. 11 | Church St | Clay Ave. | Washington Ave. | E. Side | Offset | $1^{\prime \prime}$ |  | 1 |
| Earlimart | V. 12 | Church St | Clay Ave. | Washington Ave. | E. Side | Cross Slope | 60 | 2.2\% -3.1\%, With Multiple Offsets | 1 |
| Earlimart | v. 14 | Church St | Franklin Ave. | Clay Ave. | E. Side | Cross Slope | 170 | 2.7\%-4.1\% | 1 |
| Earlimart | v.15 | Church St | Franklin Ave. | Clay Ave. | E. Side | Offset | ${ }^{1 \prime}$ | 2 | 1 |
| Earlimart | v. 16 | Church St | Franklin Ave. | Clay Ave. | E. Side | End of Sidewalk |  |  | 1 |
| Earlimart | v. 18 | Clay Ave | Spring Rd. | Church St. | S. Side | Driveway | 18 | 3 | 5 |
| Earlimart | V. 19 | Clay Ave | Spring Rd. | Church St. | S. Side | Cross slope | 103 | 2.8\%-3.9\% | 5 |
| Earlimart | V. 2 | Spring Rd | Clay Ave. | Washington Ave. | E. Side | Driveway | 14 | 4 | 5 |
| Earlimart | v. 21 | Clay Ave | State St. | Spring Rd. | S. Side | Gap | 135 | Multiple Properties | 5 |
| Earlimart | v.22 | Clay Ave | State St. | Spring Rd. | S. Side | Driveway | 18 | 2 | 5 |
| Earlimart | V. 23 | Clay Ave | State St. | Spring Rd. | S. Side | Cross Slope | 30 | 2.9\%-3.9\% | 5 |
| Earlimart | V. 24 | Clay Ave | State St. | Spring Rd. | S. Side | Gap | 100 | Multiple Properties | 5 |
| Earlimart | v. 3 | Spring Rd | Clay Ave. | Washington Ave. | E. Side | Cross Slope | 29 | 3.2\%-4.8\% | 5 |
| Earlimart | V. 4 | Spring Rd | Clay Ave. | Washington Ave. | E. Side | Offset | 1/4" |  | 5 |
| Earlimart | V. 5 | Spring Rd | Clay Ave. | Washington Ave. | E. Side | Offset | 1/2" | Storm Drain | 5 |
| Earlimart | V. 7 | Clay Ave | Spring Rd. | Church St. | N. Side | Gap | 37 | Single Property | 5 |
| Earlimart | v. 8 | Clay Ave | Spring Rd. | Church St. | Both Sides | Driveway | 14 |  | 5 |
| Earlimart | v. 9 | Clay Ave | Spring Rd. | Church St. | N. Side | Cross Slope | 40 | 2.1\%-3.2\% | 5 |
| Earlimart | W. 1 | Front St | Kelly Ave. | Sierra Ave. | E. Side | Gap | 70 | Single Property | 3 |
| Earlimart | W. 10 | Sierra Ave | SR 99 | State St. | S. Side | End of Sidewalk |  |  | 3 |
| Earlimart | W. 10 | Sierra Ave | SR 99 | State St. | s. Side | Driveway | 33 | 1 | 3 |
| Earlimart | W. 12 | State St | Sutter Ave. | Sierra Ave. | W. Side | Cross Slope | 30 | 2.5\%-3.3\% | 5 |
| Earlimart | W. 13 | State St | Sutter Ave. | Sierra Ave. | W. Side | Gap | 300 | Multiple Properties | 5 |
| Earlimart | w. 14 | State St | Sutter Ave. | Sierra Ave. | W. Side | Gap | 720 | Multiple Properties | 5 |
| Earlimart | W. 15 | Sierra Ave | State St. | Alila St. | S. Side | Gap | 175 | Multiple Properties | 3 |
| Earlimart | W. 16 | Sierra Ave | State St. | Alila st. | S. Side | Driveway | 22 | 6 | 3 |
| Earlimart | W. 2 | Front St | Kelly Ave. | Sierra Ave. | E. Side | Driveway | 15 | 1 | 3 |
| Earlimart | W. 3 | Front St | Kelly Ave. | Sierra Ave. | E. Side | Cross Slope | 67 | 2.6\% - $3.2 \%$ | 3 |
| Earlimart | W. 4 | Front St | Kelly Ave. | Sierra Ave. | E. Side | Driveway | 24 | 1 | 3 |
| Earlimart | W. 5 | Front St | Kelly Ave. | Sierra Ave. | E. Side | Gap | 11 | Single Property | 3 |
| Earlimart | W. 6 | Front St | Kelly Ave. | Sierra Ave. | E. Side | Offset | 1/2" |  | 3 |
| Earlimart | W. 7 | Front St | Kelly Ave. | Sierra Ave. | E. Side | Driveway | 36 | 1 | 3 |
| Earlimart | W. 7 | Sierra Ave | Front St. | SR 99 | S. Side | Driveway | 36 | 2 | 3 |
| Earlimart | W. 9 | Sierra Ave | Front St. | SR 99 | S. Side | End of Sidewalk |  |  | 3 |
| Earlimart | x. 11 | Rd 136 | Andrea Ave. | Bobbi Ave. | W. Side | Cross Slope | 54 | 2.1\%-3.2\% | 5 |
| Earlimart | x.13 | Bobbi Ave | Bobbi Ave. | Rd. 136 | S. Side | Cross Slope | 186 | 2.2\%-3.4\% | 5 |
| Earlimart | x. 4 | Bobbi Ave | Bobbi Ave. | Rd. 136 | Both Sides | Driveway | 22 | 28 | 5 |
| Earlimart | x. 5 | Bobbi Ave | Bobbi Ave. | Rd. 136 | N. Side | Cross Slope | 266 | 2.2\%-3.8\% | 5 |
| Earlimart | x. 7 | Bobbi Ave | Andrea Ave. | Bobbi Ave. | E. Side | Cross Slope | 158 | 2.7\%-3.2 | 5 |
| Earlimart | x. 9 | Andrea Ave | Bobbi Ave. | Rd. 136 | Both Sides | Driveway | 22 | 14 | 5 |
| Earlimart | Y. 1 | Bobbi Ave | Molly Rd. | Earlimart Ave. | Both Sides | Driveway | 22 | 33 | 5 |
| Earlimart | Y. 10 | Molly Rd. | Marin Ave. | Andrea Ave. | E. Side | Cross Slope | 134 | 2.6\% - $3.5 \%$ | 5 |
| Earlimart | Y. 11 | Molly Rd. | Marin Ave. | Andrea Ave. | E. Side | Offset | 1/2" |  | 5 |
| Earlimart | Y. 13 | Andrea Ave | Molly Rd. | Diane St. | Both Sides | Driveway | 22 | 22 | 5 |
| Earlimart | Y. 14 | Andrea Ave | Molly Rd. | Diane St. | S. Side | Cross Slope | 70 | 2.6\% - $3.3 \%$ | 5 |
| Earlimart | Y. 16 | Diane St. | Marin Ave. | Andrea Ave. | W. Side | Cross Slope | 182 | 2.4\%-2.9\% | 5 |
| Earlimart | Y. 19 | Bobbi Ave | Molly Rd. | Earlimart Ave. | S. Side | Cross Slope | 24 | 2.5\%-2.8\% | 5 |
| Earlimart | Y. 21 | Molly Rd. | Andrea Ave. | Bobbi Ave. | E. Side | Cross Slope | 207 | 2.4\%-3.6\% | 5 |
| Earlimart | Y. 23 | Andrea Ave | Molly Rd. | Diane St. | N. Side | Cross Slope | 50 | 2.4\%-3.1\% | 5 |
| Earlimart | Y. 4 | Bobbi Ave | Molly Rd. | Earlimart Ave. | N. Side | Cross Slope | 183 | 2.4\%-4.6\% | 5 |
| Earlimart | Y. 5 | Molly Rd. | Andrea Ave. | Bobbi Ave. | W. Side | Driveway | 24 | 1 | 5 |
| Earlimart | Y. 6 | Molly Rd. | Marin Ave. | Bobbi Ave. | W. Side | Cross Slope | 152 | 2.8\%-5.1\% | 5 |
| Earlimart | Y. 7 | E. Marin Ave | Molly Rd. | Diane St. | Both Sides | Driveway | 22 | 15 | 5 |
| East Porterville | B. 2 | S. Leggett St | Date Ave. | Success Dr. | E. Side | Cross Slope | 71 | 4.9\%-6.1\% | 3 |
| East Porterville | B. 3 | S. Leggett St | Date Ave. | Success Dr. | E. Side | Gap | 170 | Multiple Properties | 3 |
| East Porterville | B. 5 | E. Success Dr | Leggett St. | Ruth St. | S. Side | Gap | 310 | Multiple Properties | 5 |
| East Porterville | B. 6 | E. Success Dr | Leggett St. | Ruth St. | s. Side | Driveway | 25 | 4 | 5 |
| East Porterville | B. 7 | E. Success Dr | Leggett St. | Ruth St. | S. Side | End of Sidewalk |  |  | 5 |
| East Porterville | c. 1 | E. Springville | w st. | Conner St. | N. Side | End of Sidewalk |  |  | 3 |
| East Porterville | C. 10 | E. Success Dr. | Conner St. | Wagner Ln. | W. Side | Gap | 367 | Multiple Properties | 3 |
| East Porterville | C. 11 | E. Success Dr. | Conner St. | Wagner Ln. | S. Side | Cross Slope | 146 | 2.9\%-3.4\% | 3 |
| East Porterville | C. 12 | E. Success Dr. | Conner St. | Wagner Ln. | S. Side | Gap | 129 | Multiple Properties | 3 |
| East Porterville | C. 13 | E. Success Dr. | Conner St. | Wagner Ln. | s. Side | Gap | 168 | Multiple Properties | 3 |
| East Porterville | C. 14 | E. Success Dr. | Conner St. | Wagner Ln. | Both Sides | Driveway | 39 | 2 | 3 |
| East Porterville | c. 15 | E. Success Dr. | Conner St. | Wagner Ln. | S. Side | Gap | 138 | Multiple Properties | 3 |
| East Porterville | c. 16 | E. Success Dr. | Conner St. | Wagner Ln. | s. Side | End of Sidewalk |  |  | 3 |
| East Porterville | c. 2 | S. Conner St | Springville Ave. | Success Dr. | W. Side | Driveway | 27 | 5 | 5 |
| East Porterville | c. 4 | s. Conner St | Springville Ave. | Success Dr. | W. Side | Broken Sidewalk | 2 | Poor condition | 5 |
| East Porterville | c. 5 | S. Conner St | Springville Ave. | Success Dr. | W. Side | Cross Slope | 56 | 2.4\% - $3.7 \%$ | 5 |
| East Porterville | c. 6 | S. Conner St | Springville Ave. | Success Dr. | W. Side | Gap | 50 | Single Property | 5 |
| East Porterville | c. 7 | s. Conner St | Springville Ave. | Success Dr. | W. Side | Gap | 236 | Multiple Properties | 5 |
| East Porterville | c. 8 | S. Conner St | Springville Ave. | Success Dr. | W. Side | Gap | 270 | Multipl Properties | 5 |
| East Porterville | D. 10 | E. Springville Ave | Doyle St. | Shelly Ln. | N. Side | End of Sidewalk |  |  | 2 |
| East Porterville | D. 11 | S. Doyle St. | Springville Ave. | Crabtree Ave. | E. Side | End of Sidewalk |  |  | 5 |
| East Porterville | D. 12 | S. Doyle St. | Springville Ave. | Crabtree Ave. | E. Side | Cross Slope | 65 | 3.3\%-4.4\% | 2 |
| East Porterville | D. 13 | S. Doyle St. | Springville Ave. | Crabtree Ave. | Both Sides | Driveway | 18 | 3 | 5 |
| East Porterville | D. 14 | E. Springville Ave | Bennett St. | Doyle St. | N. Side | Gap | 615 | Multiple Properties | 2 |
| East Porterville | D. 15 | E. Springville Ave | Bennett St. | Doyle St. | Both Sides | Driveway | 42 | 2 | 2 |
| East Porterville | D. 16 | E. Springville Ave | Bennett St. | Doyle St. | N. Side | Cross Slope | 50 | 2.7\%-3.5\% | 2 |
| East Porterville | D. 17 | E. Springville Ave | Bennett St. | Doyle St. | N. Side | Broken Sidewalk | 80 | Poor condition | 2 |
| East Porterville | D. 18 | E. Springville Ave | Bennett St. | Doyle St. | N. Side | Cross Slope | 65 | 2.8\%-3.7\% | 2 |
| East Porterville | D. 19 | E. Springville Ave | Bennett St. | Doyle St. | Both Sides | Driveway | 22 | 4 | 2 |

## Path of Travel Inventory

| East Porterville | D. 2 | Bennett St | Springville Ave. | Cleo Ave. | W. Side | Obstruction | 2.3 | Power Pole | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| East Porterville | D. 20 | E. Springville Ave | Bennett St. | Doyle St. | N. Side | Cross Slope | 83 | 2.4\%-6.7\% | 2 |
| East Porterville | D. 22 | Bennett St | Springville Ave. | Cleo Ave. | E. Side | Cross Slope | 98 | 2.3\%-3.4\% | 4 |
| East Porterville | D. 23 | Bennett St | Springville Ave. | Cleo Ave. | E. Side | Gap | 115 | Multiple Properties | 4 |
| East Porterville | D. 3 | Bennett St | Springville Ave. | Cleo Ave. | Both Sides | Driveway | 14 | 3 | 5 |
| East Porterville | D. 5 | E. Springville Ave | Alta Vista St. | Bennett St. | N. Side | Gap | 490 | Multiple Properties | 2 |
| East Porterville | E. 1 | S. Tulsa Rd. | Crabtree Ave. | Roby Ave. | E. Side | End of Sidewalk |  |  | 5 |
| East Porterville | E. 10 | E. Crabtree Ave | Rocky Hill St. | Page St. | N. Side | Gap | 80 | Multiple Properties | 2 |
| East Porterville | E. 11 | E. Crabtree Ave | Rocky Hill St. | Page St. | N. Side | Driveway | 22 | 1 | 2 |
| East Porterville | E. 12 | E. Crabtree Ave | Rocky Hill St. | Page St. | N. Side | Cross Slope | 60 | 2.7\%-3.3\% | 2 |
| East Porterville | E. 13 | E. Crabtree Ave | Rocky Hill St. | Page St. | Both Sides | Driveway | 16 | 7 | 2 |
| East Porterville | E. 14 | E. Crabtree Ave | Rocky Hill St. | Page St. | N. Side | Gap | 490 | Multiple Properties | 2 |
| East Porterville | E. 19 | S. Page St | Crabtree Ave. | Roby Ave. | W. Side | Gap | 200 | Multiple Properties | 2 |
| East Porterville | E. 2 | S. Tulsa Rd. | Crabtree Ave. | Roby Ave. | Both Sides | Driveway | 17 | 8 | 5 |
| East Porterville | E. 20 | S. Page St | Crabtree Ave. | Roby Ave. | W. Side | Obstruction | 2.5 | 2 Mailboxes | 5 |
| East Porterville | E. 21 | S. Page St | Crabtree Ave. | Roby Ave. | W. Side | Driveway | 12 | 1 | 5 |
| East Porterville | E. 22 | S. Page St | Crabtree Ave. | Roby Ave. | W. Side | Offset | 1/2" |  | 5 |
| East Porterville | E. 23 | S. Page St | Crabtree Ave. | Roby Ave. | W. Side | Cross Slope | 40 | 2.4\%-3.6\% | 5 |
| East Porterville | E. 24 | S. Page St | Crabtree Ave. | Roby Ave. | W. Side | Driveway | 24 | 1 | 5 |
| East Porterville | E. 25 | S. Page St | Crabtree Ave. | Roby Ave. | w. Side | Cross Slope | 25 | 2.5\%-3.0\% | 5 |
| East Porterville | E. 26 | S. Page St | Crabtree Ave. | Roby Ave. | W. Side | Driveway | 19 | 1 | 5 |
| East Porterville | E. 27 | S. Page St | Crabtree Ave. | Roby Ave. | W. Side | Cross Slope | 33 | 2.6\% - $3.3 \%$ | 5 |
| East Porterville | E. 28 | S. Page St | Crabtree Ave. | Roby Ave. | Both Sides | Driveway | 22 | 2 | 5 |
| East Porterville | E. 29 | S. Page St | Crabtree Ave. | Roby Ave. | W. Side | Gap | 751 | Multiple Properties | 5 |
| East Porterville | E. 3 | S. Tulsa Rd. | Crabtree Ave. | Roby Ave. | E. Side | Obstruction | 2.7 | 2 | 5 |
| East Porterville | E. 32 | S. Tulsa Rd. | Crabtree Ave. | Roby Ave. | W. Side | End of Sidewalk |  |  | 5 |
| East Porterville | E. 34 | E. Roby Ave | Holcomb St. | Tulsa Rd. | S. Side | Driveway | 24 | 6 | 5 |
| East Porterville | E. 35 | E. Roby Ave | Holcomb St. | Tulsa Rd. | s. Side | Gap | 25 | Single Property | 5 |
| East Porterville | E. 36 | E. Roby Ave | Holcomb St. | Tulsa Rd. | S. Side | Cross Slope | 147 | 2.8\%-4.8\% | 5 |
| East Porterville | E. 37 | E. Roby Ave | Holcomb St. | Tulsa Rd. | S. Side | Gap | 332 | Multiple Properties | 5 |
| East Porterville | E. 38 | E. Roby Ave | Holcomb St. | Tulsa Rd. | s. Side | Gap | 67 | Single Property | 5 |
| East Porterville | E. 4 | S. Tulsa Rd. | Crabtree Ave. | Roby Ave. | E. Side | Offset | 1/2" |  | 5 |
| East Porterville | E. 6 | E. Crabtree Ave | Tulsa Rd. | Rocky Hill St | N. Side | Offset | $1 / 2^{\prime \prime}$ |  | 5 |
| East Porterville | E. 7 | E. Crabtree Ave | Tulsa Rd. | Rocky Hill St | N. Side | Gap | 197 | Multiple Properties | 5 |
| East Porterville | F. 1 | E. Roby Ave. | Hillcrest St. | w St. | S. Side | End of Sidewalk |  |  | 2 |
| East Porterville | F. 10 | S. W St. | Tyler Ave. | Roby Ave. | W. Side | Gap | 400 | Multiple Properties | 5 |
| East Porterville | F. 11 | S. W St. | Dead End | Tyler Ave. | W. Side | Obstruction | 2.5 | 2 Mailboxes | 5 |
| East Porterville | F. 12 | S. W St. | Dead End | Tyler Ave. | W. Side | Cross Slope | 20 | 2.5\%-4.1\% | 5 |
| East Porterville | F. 13 | E. Tyler Ave. | Conner St. | Holcomb St. | N. Side | End of Sidewalk |  |  | 5 |
| East Porterville | F. 14 | E. Tyler Ave. | Conner St. | Holcomb St. | Both Sides | Driveway | 17 | 4 | 5 |
| East Porterville | F. 15 | E. Tyler Ave. | Conner St. | Holcomb St. | N. Side | Cross Slope | 70 | 2.7\%-4.7\% | 5 |
| East Porterville | F. 16 | E. Tyler Ave. | Conner St. | Holcomb St. | N. Side | Offset | 1/2" |  | 5 |
| East Porterville | F. 18 | S. Conner St | Tyler Ave. | Roby Ave. | E. Side | Offset | 1/2" |  | 5 |
| East Porterville | F. 19 | S. Conner St | Tyler Ave. | Roby Ave. | E. Side | Cross Slope | 180 | 2.3\%-4.2\% | 5 |
| East Porterville | F. 2 | E. Roby Ave. | Hillcrest St. | w st. | S. Side | Cross Slope | 30 | 3.7\%-4.3\% | 2 |
| East Porterville | F. 20 | S. Conner St | Tyler Ave. | Roby Ave. | Both Sides | Driveway | 17 | 4 | 5 |
| East Porterville | F. 21 | S. Conner St | Tyler Ave. | Roby Ave. | E. Side | Obstruction | 2.7 | Mailbox | 5 |
| East Porterville | F. 22 | S. Conner St | Tyler Ave. | Roby Ave. | E. Side | Driveway | 20 | 1 | 5 |
| East Porterville | F. 23 | S. Conner St | Tyler Ave. | Roby Ave. | E. Side | Gap | 245 | Multiple Properties | 5 |
| East Porterville | F. 25 | S. Conner St | Tyler Ave. | Roby Ave. | W. Side | End of Sidewalk |  |  | 5 |
| East Porterville | F. 26 | S. Conner St | Tyler Ave. | Roby Ave. | W. Side | Offset | 1/2" |  | 5 |
| East Porterville | F. 27 | S. Conner St | Tyler Ave. | Roby Ave. | W. Side | Cross Slope | 80 | 2.4\%-3.4\% | 5 |
| East Porterville | F. 29 | E. Roby Ave. | w st. | Conner St. | S. Side | Cross Slope | 32 | 2.7\%-3.3\% | 2 |
| East Porterville | F. 3 | E. Roby Ave. | Hillcrest St. | W St. | Both Sides | Driveway | 40 | 2 | 2 |
| East Porterville | F. 30 | E. Roby Ave. | w St. | Conner St. | Both Sides | Driveway | 22 | 4 | 2 |
| East Porterville | F. 31 | E. Roby Ave. | w St. | Conner St. | S. Side | Cross Slope | 34 | 2.6\%-3.6\% | 2 |
| East Porterville | F. 32 | E. Roby Ave. | w St. | Conner St. | s. Side | Cross Slope | 70 | 2.6\% - $5.9 \%$ | 2 |
| East Porterville | F. 33 | E. Roby Ave. | w st. | Conner St. | S. Side | Gap | 65 | Single Property | 2 |
| East Porterville | F. 4 | E. Roby Ave. | Hillcrest St. | w St. | S. Side | Cross Slope | 123 | 2.5\%-4.6\% | 2 |
| East Porterville | F. 6 | s. W St. | Tyler Ave. | Roby Ave. | W. Side | Cross Slope | 62 | 4.2\%-5.0\% | 5 |
| East Porterville | F. 7 | s. W St. | Tyler Ave. | Roby Ave. | W. Side | Obstruction | 2.7 | Mailbox | 5 |
| East Porterville | F. 8 | S. W St. | Tyler Ave. | Roby Ave. | W. Side | Gap | 200 | Multiple Properties | 5 |
| East Porterville | F. 9 | s. W St. | Tyler Ave. | Roby Ave. | Both Sides | Driveway | 22 | 4 | 5 |
| East Porterville | G.10 | E. Orange Ave | Maurer St. | Roby Ave. | N. Side | End of Sidewalk |  |  | 1 |
| East Porterville | G. 2 | E. Orange Ave | Maurer St. | Roby Ave. | S. Side | Broken Sidewalk | 6 | Poor condition | 1 |
| East Porterville | G. 3 | E. Orange Ave | Maurer St. | Roby Ave. | S. Side | Obstruction | 2.5 | Telephone Pole | 1 |
| East Porterville | G. 4 | E. Orange Ave | Maurer St. | Roby Ave. | S. Side | Driveway | 20 | 1 | 1 |
| East Porterville | G. 7 | E. Orange Ave | Maurer St. | Roby Ave. | N. Side | Gap | 20 | Single Property | 1 |
| East Porterville | G.8 | E. Orange Ave | Maurer St. | Roby Ave. | N. Side | Driveway | 20 | 4 | 1 |
| East Porterville | G. 9 | E. Orange Ave | Maurer St. | Roby Ave. | N. Side | Cross Slope | 97 | 3.0\% - 4.3\% | 1 |
| Goshen | A. 10 | Ashworth Ave. | Cottontail St | DEAD END | N. Side | Gap | 63 | Empty Lot | 5 |
| Goshen | A. 12 | Cottontail St. | Wellman Ave. | Ashworth Ave. | E. Side | Cross Slope | 75 | 2.5-3.5\% | 5 |
| Goshen | A. 14 | Wellman Ave | Cottontail St | DEAD END | Both Sides | Driveway | 22 | 5 | 5 |
| Goshen | A. 15 | Wellman Ave | Cottontail St | DEAD END | N. Side | Gap | 62 | Empty Lot | 5 |
| Goshen | A. 19 | Cottontail St | Wellman Ave. | Ensminger Ave. | Both Sides | Driveway | 22 | 8 | 5 |
| Goshen | A. 2 | Ave 308 | Rd. 72 | Rd. 76 | S. Side | Driveway | 22 | 5 | 5 |
| Goshen | A. 22 | Cottontail St | Cottontail St | DEAD END | N. Side | Gap | 34 | Empty Lot | 5 |
| Goshen | A. 25 | Ave 308 | Rd. 72 | Rd. 76 | S. Side | Gap | 60 | Empty Lot | 5 |
| Goshen | A. 5 | Ensminger Ave | Cottontail St | DEAD END | Both Sides | Driveway | 22 | 9 | 5 |
| Goshen | A. 7 | Cottontail St | Ashworth Ave. | Ensminger Ave. | E. Side | Cross Slope | 100 | 3.40\% | 5 |
| Goshen | A. 9 | Ashworth Ave. | Cottontail St | DEAD END | Both Sides | Driveway | 22 | 9 | 5 |
| Goshen | B. 11 | Ave 306 | Cottontail St | DEAD END | Both Sides | Driveway | 22 | 16 | 5 |
| Goshen | B. 12 | Ave 306 | Cottontail St | DEAD END | N. Side | Gap | 73 | Empty Lot | 5 |
| Goshen | B. 16 | Cottontail St | Ave. 306 | Lickey Ct. | W. Side | Cross Slope | 120 | 3.30\% | 5 |
| Goshen | B. 19 | Cottontail St | Lickey Ct. | Wellman Ave. | W. Side | Gap | 57 | Empty Lot | 5 |
| Goshen | B. 2 | Gadbury Ave | Kit Fox Ct. | Gadbury Ave. | N. Side | Driveway | 22 | 1 | 5 |
| Goshen | B. 4 | Kit Fox Ct. | DEAD END | Wellman Ave. | Both Sides | Driveway | 22 | 10 | 5 |
| Goshen | B. 5 | Kit Fox Ct. | DEAD END | Gadbury Ave. | E. Side | Gap | 57 | Empty Lot | 5 |
| Goshen | B. 6 | Kit Fox Ct. | Gadbury Ave. | Wellman Ave. | W. Side | Gap | 60 | Empty Lot | 5 |
| Goshen | B. 7 | Cottontail St | Ave. 306 | Wellman Ave. | Both Sides | Driveway | 22 | 7 | 5 |
| Goshen | B. 8 | Cottontail St | Lickey Ct. | Wellman Ave. | E. Side | Gap | 122 | Empty Lot | 5 |
| Goshen | B. 9 | Cottontail St | Ave. 306 | Lickey Ct. | E. Side | Gap | 58 | Empty Lot | 5 |
| Goshen | C. 1 | Lickey Ct. | DEAD END | Cottontail St. | S. Side | Driveway | 22 | 1 | 5 |
| Goshen | C. 12 | Rd 72 | Rd. 72 | Hawk Ct. | S. Side | Gap | 57 | Empty Lot | 5 |
| Goshen | C. 14 | Hawk Ct. | DEAD END | Ave. 306 | Both Sides | Driveway | 22 | 9 | 5 |
| Goshen | C. 15 | Hawk Ct. | DEAD END | Ave. 306 | W. Side | Gap | 64 | Empty Lot | 5 |
| Goshen | C. 18 | Coyote Ct. | DEAD END | Coyote Ct. | Both Sides | Driveway | 22 | 12 | 5 |
| Goshen | c. 2 | Lickey Ct. | DEAD END | Cottontail St. | Both Sides | Driveway | 22 | 15 | 5 |
| Goshen | c. 3 | Lickey Ct. | DEAD END | Cottontail St. | S. Side | Gap | 67 | Empty Lot | 5 |
| Goshen | c. 4 | Lickey Ct. | DEAD END | Cottontail St. | N. Side | Gap | 60 | Empty Lot | 5 |
| Goshen | c. 5 | Ave 306 | Rd. 72 | Cottontail St. | Both Sides | Driveway | 22 | 10 | 5 |

## Path of Travel Inventory

| Goshen | c. 6 | Ave 306 | Rd. 73 | Cottontail St. | N. Side | Driveway | 22 | 1 | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Goshen | c. 7 | Ave 306 | Rd. 74 | Cottontail St. | N. Side | Gap | 50 | Empty Lot | 5 |
| Goshen | c. 8 | Ave 306 | Rd. 75 | Cottontail St. | N. Side | Gap | 127 | Empty Lot | 5 |
| Goshen | E. 2 | Ave 306 | Farr Rd. | Rd. 72 | N. Side | Driveway | 30 | 2 | 5 |
| Goshen | E. 3 | Ave. 306 | Farr Rd. | Rd. 72 | N. Side | End of Sidewalk |  |  | 5 |
| Goshen | E. 4 | Camp Dr | Ave. 305 | Ave. 306 | E. Side | Cross Slope | 230 | 3-6.7\%, Asphalt Path | 5 |
| Goshen | G. 10 | Woodbine Ave | Rd. 71 | Farr Rd. | S. Side | End of Sidewalk |  |  | 5 |
| Goshen | G. 11 | Rd. 72 | Ave. 308 | Woodbine Ave. | W. Side | Gap | 130 | Single Property | 3 |
| Goshen | G. 2 | Commercial Rd. | Wills Ave. | Ave. 308 | E. Side | End of Sidewalk |  |  | 5 |
| Goshen | G. 3 | Woodbine Ave | Commercial Rd. | Rd. 71 | N. Side | Gap | 85 | Single Property | 5 |
| Goshen | G. 4 | Woodbine Ave | Commercial Rd. | Rd. 72 | Both Sides | Driveway | 24 | 22 | 5 |
| Goshen | G. 7 | Commercial Rd. | Woodbine Ave. | Ave. 310 | W. Side | Gap | 450 | Multiple Properties | 5 |
| Goshen | G. 8 | Commercial Rd. | Woodbine Ave. | Ave. 310 | E. Side | Gap | 140 | Multiple Properties | 5 |
| Goshen | H. 2 | Ave 308 | Rd. 72 | Eagle St. | N. Side | Driveway | 25 | 2 | 3 |
| Goshen | 1.1 | Rd 71 | Woodbine Ave. | Ave. 310 | Both Sides | Driveway | 23 | 30 | 5 |
| Goshen | 1.10 | Commercial Rd. | Woodbine Ave. | Ave. 310 | Both Sides | Driveway | 20 | 30 | 5 |
| Goshen | 1.11 | Commercial Rd. | Woodbine Ave. | Ave. 310 | E. Side | Offset | 1/2" |  | 5 |
| Goshen | 1.12 | Commercial Rd. | Woodbine Ave. | Ave. 310 | W. Side | Offset | 1/2" |  | 5 |
| Goshen | 1.13 | Commercial Rd. | Woodbine Ave. | Ave. 310 | W. Side | Offset | $1 / 2^{\prime \prime}$ |  | 5 |
| Goshen | 1.14 | Commercial Rd. | Woodbine Ave. | Ave. 310 | W. Side | Offset | 1/2" |  | 5 |
| Goshen | 1.15 | Commercial Rd. | Woodbine Ave. | Ave. 310 | W. Side | Offset | 1/2" |  | 5 |
| Goshen | 1.16 | Rd. 72 | Woodbine Ave. | Ave. 310 | E. Side | End of Sidewalk |  |  | 3 |
| Goshen | 1.17 | Rd. 72 | Woodbine Ave. | Ave. 310 | Both Sides | Driveway | 23 | 15 | 5 |
| Goshen | 1.18 | Rd. 72 | Woodbine Ave. | Ave. 310 | E. Side | Driveway | 40 | 1 | 3 |
| Goshen | 1.2 | Rd 71 | Woodbine Ave. | Ave. 310 | W. Side | Broken Sidewalk | 10 | Poor Condition | 5 |
| Goshen | 1.23 | Farr Rd. | Woodbine Ave. | Ave. 310 | Both Sides | Driveway | 23 | 30 | 5 |
| Goshen | 1.24 | Farr Rd. | Woodbine Ave. | Ave. 310 | E. Side | Offset | 1/2" |  | 5 |
| Goshen | 1.3 | Rd 71 | Woodbine Ave. | Ave. 310 | W. Side | Offset | $1 / 2^{\prime \prime}$ |  | 5 |
| Goshen | 1.4 | Rd 71 | Woodbine Ave. | Ave. 310 | W. Side | Broken Sidewalk | 18 | Poor Condition | 5 |
| Goshen | 1.5 | Rd 71 | Woodbine Ave. | Ave. 310 | W. Side | Offset | 1/2" |  | 5 |
| Goshen | L. 1 | Camp Dr | Ave. 306 | Rd. 70 | E. Side | Cross Slope | 527 | 1\%-4.2\%, Asphalt Path | 5 |
| Goshen | L. 2 | Camp Dr | Rd. 70 | Wills Ave. | E. Side | Cross Slope | 425 | 1\%-4.5\%, Asphalt Path | 5 |
| Goshen | M. 10 | Rd. 70 | Ave. 308 | Ave. 310 | W. Side | Gap | 126 | Multipl Properties | 5 |
| Goshen | M. 11 | Rd. 70 | Ave. 308 | Ave. 310 | E. Side | Cross Slope | 149 | 2.0-4.0\% | 5 |
| Goshen | M. 12 | Rd. 70 | Ave. 308 | Ave. 310 | E. Side | Gap | 45 | Single Property | 5 |
| Goshen | M. 13 | Rd. 70 | Ave. 308 | Ave. 310 | W. Side | Broken Sidewalk | 18 | Poor Condition | 5 |
| Goshen | M. 14 | Ave 308 | Rd. 70 | Commercial Rd. | N. Side | Gap | 118 | Multiple Properties | 2 |
| Goshen | M. 15 | RD. 70 | Ave. 308 | Ave. 310 | E. Side | Gap | 65 | Single Property | 5 |
| Goshen | M. 4 | Ave 308 | Camp Dr. | Rd. 70 | N. Side | End of Sidewalk |  |  | 2 |
| Goshen | M. 5 | Ave 308 | Camp Dr. | Rd. 70 | N. Side | Broken Sidewalk | 12 | Poor Condition | 2 |
| Goshen | M. 6 | Ave 308 | Camp Dr. | Rd. 70 | N. Side | Cross Slope | 55 | 5.0-5.5\% | 2 |
| Goshen | M. 7 | Camp Dr | Ave. 308 | Rd. 69 | E. Side | Cross Slope | 450 | 2.1-4.2\% AC Sidewalk | 2 |
| Goshen | M. 8 | Rd 69 | Camp Dr. | Elder Ave. | E. Side | Gap | 135 | Multipl Properties | 3 |
| Goshen | M. 9 | Rd. 70 | Ave. 308 | Ave. 310 | E. Side | Gap | 50 | Single Property | 5 |
| Goshen | N. 10 | Ivy Rd | Elder Ave. | Ave. 310 | W. Side | Driveway | 35 | 1 | 3 |
| Goshen | N. 11 | Elder Ave. | Ivy Rd. | Rd. 69 | N. Side | Driveway | 24 | 2 | 3 |
| Goshen | N. 16 | Rd. 69 | Elder Ave. | Ave. 310 | E. Side | Gap | 209 | Multipl Properties | 3 |
| Goshen | N. 17 | Rd. 69 | Camp Dr. | Ave. 310 | Both Sides | Driveway | 28 | 8 | 3 |
| Goshen | N. 2 | Camp Dr | Rd. 69 | Ivy Rd. | E. Side | Gap | 158 | Multipl Properties | 2 |
| Goshen | N.21 | Robinson Rd | DEAD END | Ave. 310 | E. Side | Gap | 215 | Multiple Properties | 5 |
| Goshen | N. 22 | Robinson Rd | DEAD END | Ave. 310 | W. Side | Gap | 150 | Multiple Properties | 5 |
| Goshen | N. 23 | Robinson Rd | DEAD END | Ave. 310 | Both Sides | Driveway | 23 | 18 | 5 |
| Goshen | N. 24 | Robinson Rd | DEAD END | Ave. 310 | S. Side | Gap | 260 | Multipl Properties | 5 |
| Goshen | N. 25 | Ave 310 | Robinson Rd. | Rd. 70 | s. Side | Gap | 240 | Multiple Properties | 5 |
| Goshen | N. 28 | Rd. 70 | Ave. 308 | Ave. 310 | W. Side | Gap | 72 | Single Property | 5 |
| Goshen | N. 29 | Rd. 70 | Ave. 308 | Ave. 310 | E. Side | Offset | 1/2" |  | 5 |
| Goshen | N. 3 | Camp Dr | Rd. 69 | Ivy Rd. | E. Side | Gap | 45 | Single Property | 2 |
| Goshen | N. 30 | Rd. 70 | Ave. 308 | Ave. 310 | E. Side | Offset | 1/2" | 12' Depressed Section | 5 |
| Goshen | N. 31 | Rd. 70 | Ave. 308 | Ave. 310 | E. Side | Broken Sidewalk | 9 | Poor Condition | 5 |
| Goshen | N. 32 | Rd. 70 | Ave. 308 | Ave. 310 | E. Side | Cross Slope | 65 | 2.0\%-4.0\% | 5 |
| Goshen | N. 33 | Rd. 70 | Ave. 308 | Ave. 310 | W. Side | Gap | 18 | Single Property | 5 |
| Goshen | N. 34 | Rd. 70 | Ave. 308 | Ave. 310 | E. Side | Broken Sidewalk | 45 | Poor Condition | 5 |
| Goshen | N. 35 | Rd. 70 | Ave. 308 | Ave. 310 | W. Side | Offset | 1/2" |  | 5 |
| Goshen | N. 36 | Rd. 70 | Ave. 308 | Ave. 310 | E. Side | Offset | 1/2" |  | 5 |
| Goshen | N. 37 | Rd. 70 | Ave. 308 | Ave. 310 | E. Side | Broken Sidewalk | 69 | Poor Condition | 5 |
| Goshen | N. 38 | Rd. 70 | Ave. 308 | Ave. 310 | W. Side | Broken Sidewalk | 45 | Poor Condition | 5 |
| Goshen | N. 39 | Rd. 70 | Ave. 308 | Ave. 310 | W. Side | Offset | 1/2" |  | 5 |
| Goshen | N. 8 | Ivy Rd | Elder Ave. | Ave. 310 | W. Side | Gap | 106 | Single Property | 3 |
| Goshen | 0.13 | Rd 67 | Fig Ave. | Betty Dr. | E. Side | Driveway | 55 | 1 | 3 |
| Goshen | 0.14 | Elder Rd | Rd. 67 | Juniper St. | N. Side | Driveway | 55 | 1 | 3 |
| Goshen | 0.15 | Elder Rd | Rd. 67 | Juniper St. | S. Side | Driveway | 21 | 1 | 3 |
| Goshen | 0.18 | Elder Rd | Juniper St. | Rd. 68 | s. Side | Driveway | 33 | 1 | 2 |
| Goshen | 0.20 | Effie Dr | Juniper St. | Rd. 68 | W. Side | Gap | 115 | Multiple Properties | 2 |
| Goshen | 0.21 | Rd. 67 | Ave. 308 | Fig Ave. | W. Side | Gap | 478 | Multiple Properties | 1 |
| Goshen | 0.9 | Nutmeg Rd | Betty Dr. | DEAD END | W. Side | Driveway | 36 | 2 | 3 |
| Goshen | P. 10 | Rd 68 | Harvest Ave. | Ave. 308 | W. Side | End of Sidewalk |  |  | 5 |
| Goshen | P. 11 | Ave 308 | Dollarhide Rd. | Rd. 67 | N. Side | Gap | 120 | Multipl Properties | 1 |
| Goshen | P. 12 | Ave 308 | Dollarhide Rd. | Rd. 67 | s. Side | Sidewalk Width | 20 | $3^{\prime}$ Reduced Width | 1 |
| Goshen | P. 13 | Ave 308 | Dollarhide Rd. | Rd. 67 | S. Side | Cross Slope | 33 | 2.0\%-4.0\% | 1 |
| Goshen | P. 4 | Ave 308 | Rd. 67 | Juniper St. | s. Side | End of Sidewalk |  |  | 3 |
| Goshen | P. 5 | Juniper St | Harvest Ave. | Ave. 308 | W. Side | End of Sidewalk |  |  | 3 |
| Goshen | P. 6 | Juniper St | Harvest Ave. | Ave. 308 | W. Side | Driveway | 22 | 2 | 3 |
| Goshen | R. 10 | Ave 305 | Commercial Rd. | Effie Dr. | S. Side | Obstruction | 2.5 | Telephone Pole | 2 |
| Goshen | R. 12 | Commercial Rd. | Ave. 304 | Ave. 305 | E. Side | Driveway | 41 | 1 | 2 |
| Goshen | R.13 | Commercial Rd. | Ave. 304 | Ave. 305 | E. Side | Broken Sidewalk | 9 | Poor Condition | 2 |
| Goshen | R. 14 | Commercial Rd. | Ave. 304 | Ave. 305 | E. Side | Driveway | 30 | 2 | 2 |
| Goshen | R. 15 | Commercial Rd. | Ave. 304 | Ave. 305 | E. Side | Offset | 6 | Utility Box | 2 |
| Goshen | R. 16 | Commercial Rd. | Ave. 304 | Ave. 305 | E. Side | Broken Sidewalk | 8 | Poor Condition | 2 |
| Goshen | R.17 | Commercial Rd. | Ave. 304 | Ave. 305 | E. Side | Gap | 43 | Single Property | 2 |
| Goshen | R. 2 | Effie Dr | Ave. 305 | Ave. 306 | W. Side | Driveway | 20 | 2 | 5 |
| Goshen | R. 22 | Ave 305 | Ivy Rd. | Kame Dr. | N. Side | Driveway | 20 | 3 | 4 |
| Goshen | R. 23 | Ave 305 | Ivy Rd. | Kame Dr. | N. Side | Broken Sidewalk | 5 | Poor Condition | 4 |
| Goshen | R. 24 | Ave 305 | Ivy Rd. | Kame Dr. | N. Side | Driveway | 26 | 1 | 4 |
| Goshen | R. 25 | Ave 305 | lvy Rd. | Kame Dr. | N. Side | Driveway | 65 | 1 | 4 |
| Goshen | R. 26 | Ave 305 | lvy Rd. | Kame Dr. | N. Side | Cross Slope | 8 | 5.10\% | 4 |
| Goshen | R. 3 | Effie Dr | Ave. 305 | Ave. 306 | W. Side | End of sidewalk |  |  | 5 |
| Goshen | R. 4 | Ave 305 | Commercial Rd. | Effie Dr. | S. Side | End of Sidewalk |  |  | 1 |
| Goshen | R. 5 | Ave 305 | Commercial Rd. | Effie Dr. | S. Side | Driveway | 32 | 4 | 1 |
| Goshen | R. 6 | Ave 305 | Commercial Rd. | Effie Dr. | S. Side | Gap | 7 | Single Property | 1 |
| Goshen | R. 7 | Ave 305 | Commercial Rd. | Effie Dr. | s. Side | Cross Slope | 38 | 2.0\% - $4.0 \%$ | 1 |
| Goshen | R. 8 | Ave 305 | Commercial Rd. | Effie Dr. | s. Side | Gap | 7 | Single Property | 1 |

## Path of Travel Inventory

| Goshen | R. 9 | Ave 305 | Commercial Rd. | Effie Dr. | S. Side | Driveway | 21 | 3 | 1 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Goshen | T1.1 | Parson Dr. | Betty Dr. | DEAD END | W. Side | Driveway | 36 | 7 | 5 |
| Goshen | T1.2 | Parson Dr. | Betty Dr. | DEAD END | W. Side | Broken Sidewalk | 5 | Poor Condition | 5 |
| Goshen | T1.3 | Parson Dr. | Betty Dr. | DEAD END | w. Side | Cross Slope | 35 | 3.50\% | 5 |
| Goshen | T1.4 | Parson Dr. | Betty Dr. | DEAD END | E. Side | Driveway | 40 | 7 | 3 |
| Goshen | T1.5 | Parson Dr. | Betty Dr. | DEAD END | N. Side | Driveway | 40 | 1 | 3 |
| Goshen | T2.10 | Ave 308 | Rd. 64 | Frontage Rd. | N. Side | Offset | 1/2" |  | 3 |
| Goshen | T2.11 | Ave 308 | Rd. 64 | Frontage Rd. | N. Side | Driveway | 42 | 4 | 3 |
| Goshen | T2.14 | Ave 308 | Rd. 64 | Frontage Rd. | N. Side | Broken Sidewalk | 34 | Poor Condition | 3 |
| Goshen | T2.15 | Ave 308 | Rd. 64 | Frontage Rd. | N. Side | Cross Slope | 14 | 2.50\% | 3 |
| Goshen | T2.16 | Ave 308 | Rd. 64 | Frontage Rd. | N. Side | Broken Sidewalk | 14 | Poor Condition | 3 |
| Goshen | T2.17 | Ave 308 | Rd. 64 | Frontage Rd. | N. Side | Broken Sidewalk | 9 | Poor Condition | 3 |
| Goshen | T2.19 | Frontage Rd | Ave. 308 | Betty Dr. | W. Side | Driveway | 40 | 2 | 2 |
| Goshen | T2.20 | Frontage Rd | Ave. 308 | Betty Dr. | W. Side | Offset | 1/2" | 3' Depressed Section | 2 |
| Goshen | T2.21 | Frontage Rd | Ave. 308 | Betty Dr. | W. Side | Driveway | 40 | 5 | 2 |
| Goshen | T2.23 | Betty Dr. | DEAD END | SR 99 | S. Side | Broken Sidewalk | 20 | Poor Condition | 3 |
| Goshen | T2.24 | Betty Dr. | DEAD END | SR 99 | S. Side | Driveway | 45 | 3 | 3 |
| Goshen | T2.25 | Betty Dr. | DEAD END | SR 99 | S. Side | Broken Sidewalk | 10 | Poor Condition | 4 |
| Goshen | T2.27 | Betty Dr. | DEAD END | SR 99 | E. Side | Driveway | 42 | 1 | 4 |
| Goshen | T2.3 | Ave 308 | Rd. 64 | Frontage Rd. | S. Side | Driveway | 20 | 1 | 1 |
| Goshen | T2.30 | Betty Dr. | DEAD END | SR 99 | W. Side | Driveway | 37 | 1 | 4 |
| Goshen | T2.31 | Betty Dr. | DEAD END | SR 99 | W. Side | Driveway | 40 | 2 | 4 |
| Goshen | T2.32 | Betty Dr. | DEAD END | SR 99 | N. Side | Cross Slope | 22 | 2.3\%-3.0\% | 4 |
| Goshen | T2.4 | Ave 308 | Rd. 64 | Frontage Rd. | S. Side | Cross Slope | 15 | 2.1\%-4.0\% | 1 |
| Goshen | T2.5 | Ave 308 | Rd. 64 | Frontage Rd. | S. Side | Driveway | 25 | 1 | 1 |
| Goshen | T2.6 | Ave 308 | Rd. 64 | Frontage Rd. | S. Side | End of Sidewalk |  |  | 1 |
| Goshen | T2.8 | Ave 308 | Rd. 64 | Frontage Rd. | N. Side | Driveway | 40 | 4 | 3 |
| Goshen | T2.9 | Ave 308 | Rd. 64 | Frontage Rd. | N. Side | Cross Slope | 66 | 2.0\% - 3.5\% | 3 |
| Goshen | U. 1 | Harvest Ave | Rd. 66 | Frontage Rd. | N. Side | End of Sidewalk |  |  | 3 |
| Goshen | 0.2 | Harvest Ave | Rd. 66 | Frontage Rd. | N. Side | Driveway | 42 | 1 | 3 |
| Goshen | U. 4 | Frontage Rd | Harvest Ave. | Ave. 308 | W. Side | End of Sidewalk |  |  | 3 |
| Ivanhoe | A. 1 | Heather Ave | Rd. 160 | Rd. 161 | S. Side | End of Sidewalk |  |  | 5 |
| Ivanhoe | A. 11 | Rd 160 | Heather Ave. | Ave. 332 | E. Side | Broken Sidewalk | 3 | Poor Condition | 1 |
| Ivanhoe | A. 13 | Rd 160 | Heather Ave. | Ave. 332 | E. Side | Obstruction | 2.5 | Mailbox | 1 |
| Ivanhoe | A. 18 | Ave 332 | Rd. 160 | Buckeye Rd. | Both Sides | Driveway | 20 | 3 | 1 |
| Ivanhoe | A. 2 | Heather Ave | Rd. 160 | Rd. 161 | S. Side | Driveway | 22 | 15 | 5 |
| Ivanhoe | A. 23 | Ave 332 | Rd. 160 | Buckeye Rd. | N. Side | Driveway | 12 | 1 | 1 |
| Ivanhoe | A. 24 | Buckeye Rd | Heather Ave. | Ave. 332 | E. Side | Cross Slope | 122 | 2.6\%-3.1\% | 5 |
| Ivanhoe | A. 25 | Buckeye Rd | Heather Ave. | Ave. 332 | Both Sides | Driveway | 15 | 4 | 5 |
| Ivanhoe | A. 28 | Buckeye Rd | Heather Ave. | Ave. 332 | E. Side | Gap | 110 | Multiple Properties | 5 |
| Ivanhoe | A. 29 | Buckeye Rd | Heather Ave. | Ave. 332 | W. Side | Obstruction | 2.5 | Mailbox | 5 |
| Ivanhoe | A. 3 | Heather Ave | Rd. 160 | Rd. 161 | Both Sides | Cross Slope | 34 | 3.00\% | 5 |
| Ivanhoe | A. 30 | Buckeye Rd | Heather Ave. | Ave. 332 | W. Side | End of Sidewalk |  |  | 5 |
| Ivanhoe | A. 31 | Buckeye Rd | Heather Ave. | Ave. 332 | Both Sides | Driveway | 15 | 2 | 5 |
| Ivanhoe | A. 34 | Hawthorne Rd | Heather Ave. | Ave. 332 | E. Side | Gap | 150 | Multiple Properties | 3 |
| Ivanhoe | A. 35 | Hawthorne Rd | Heather Ave. | Ave. 332 | E. Side | Cross Slope | 35 | 4.60\% | 3 |
| Ivanhoe | A. 36 | Hawthorne Rd | Heather Ave. | Ave. 332 | Both Sides | Driveway | 20 | 5 | 3 |
| Ivanhoe | A. 37 | Hawthorne Rd | Heather Ave. | Ave. 332 | E. Side | Gap | 50 | Single Property | 3 |
| Ivanhoe | A. 39 | Heather Ave | Hawthorne Rd. | Rd. 160 | Both Sides | Driveway | 20 | 2 | 1 |
| Ivanhoe | A. 40 | Heather Ave | Hawthorne Rd. | Rd. 160 | N. Side | Cross Slope | 95 | 4.50\% | 1 |
| Ivanhoe | A. 42 | Rd 160 | Heather Ave. | Ave. 332 | W. Side | Cross Slope | 45 | 2.5\%-4.0\% | 1 |
| Ivanhoe | A. 43 | Rd 160 | Heather Ave. | Ave. 332 | W. Side | Obstruction | 2.6 | Mailbox | 1 |
| Ivanhoe | A. 44 | Rd 160 | Heather Ave. | Ave. 332 | Both Sides | Driveway | 20 | 4 | 1 |
| Ivanhoe | A. 48 | Rd 160 | Ave. 332 | Ave. 336 | W. Side | Gap | 35 | Single Property | 1 |
| Ivanhoe | A. 49 | Ave 332 | Hawthorne Rd. | Rd. 160 | S. Side | Gap | 15 | Single Property | 1 |
| Ivanhoe | A. 50 | Ave 332 | Hawthorne Rd. | Rd. 161 | s. Side | Obstruction | 2.3 | Mailbox | 3 |
| Ivanhoe | A. 51 | Ave 332 | Hawthorne Rd. | Rd. 162 | s. Side | Gap | 161 | Multiple Properties | 3 |
| Ivanhoe | A. 6 | Rd 160 | Heather Ave. | Ave. 332 | Both Sides | Driveway | 15 | 6 | 1 |
| Ivanhoe | A. 7 | Rd 160 | Heather Ave. | Ave. 332 | E. Side | Obstruction | 2.2 | Mailbox | 1 |
| Ivanhoe | A. 8 | Rd 160 | Heather Ave. | Ave. 332 | E. Side | Gap | 84 | Multiple Properties | 1 |
| Ivanhoe | A. 9 | Rd 160 | Heather Ave. | Ave. 332 | E. Side | Cross Slope | 153 | 2.5\%-4.1\% | 1 |
| Ivanhoe | B. 14 | Rd 159 | Ave. 330 | Azalea Ave. | E. Side | Cross Slope | 30 | 3.5\%-3.7\% | 3 |
| Ivanhoe | B. 19 | Rd 159 | Azalea Ave. | Heather Ave. | W. Side | Gap | 112 | Multiple Properties | 3 |
| Ivanhoe | B. 2 | Manzanita Rd | Ave. 330 | Azalea Ave. | Both Sides | Driveway | 22 | 4 | 5 |
| Ivanhoe | B. 20 | Rd 159 | Azalea Ave. | Heather Ave. | W. Side | Driveway | 14 | 1 | 3 |
| Ivanhoe | B. 21 | Rd 159 | Azalea Ave. | Heather Ave. | W. Side | Offset | 1/2" | 2' depressed Section, Utility box | 3 |
| Ivanhoe | B. 22 | Rd 159 | Azalea Ave. | Heather Ave. | W. Side | Broken Sidewalk | 84 | Poor Condition | 3 |
| Ivanhoe | B. 24 | Heather Ave | Manzanita Rd. | Rd. 159 | s. Side | Offset | 1/2"' |  | 5 |
| Ivanhoe | B. 25 | Heather Ave | Manzanita Rd. | Rd. 159 | S. Side | Gap | 66 | Single Property | 5 |
| Ivanhoe | B. 26 | Heather Ave | Manzanita Rd. | Rd. 159 | S. Side | Cross Slope | 34 | 2.4\%-3.0\% | 5 |
| Ivanhoe | B. 27 | Heather Ave | Manzanita Rd. | Rd. 159 | s. Side | Gap | 73 | Single Property | 5 |
| Ivanhoe | B. 28 | Hawthorne Rd | Azalea Ave. | Heather Ave. | E. Side | Gap | 40 | Single Property | 5 |
| Ivanhoe | B. 29 | Hawthorne Rd | Azalea Ave. | Heather Ave. | E. Side | Cross Slope | 50 | 2.5\%-4.0\% | 5 |
| Ivanhoe | B. 3 | Manzanita Rd | Ave. 330 | Azalea Ave. | E. Side | Gap | 100 | Multiple Properties | 5 |
| Ivanhoe | B. 31 | Hawthorne Rd | Azalea Ave. | Heather Ave. | E. Side | Offset | $1^{11}$ | Utility Box | 5 |
| Ivanhoe | B. 32 | Hawthorne Rd | Azalea Ave. | Heather Ave. | E. Side | Gap | 115 | Single Property | 5 |
| Ivanhoe | B. 34 | Heather Ave | Hawthorne Rd. | Rd. 160 | S. Side | Obstruction | 2.5 | Post | 1 |
| Ivanhoe | B. 35 | Heather Ave | Hawthorne Rd. | Rd. 160 | S. Side | Gap | 33 | Single Property | 1 |
| Ivanhoe | B. 5 | Manzanita Rd | Ave. 330 | Azalea Ave. | E. Side | Obstruction | 2.5 | 2 Mailboxes | 5 |
| Ivanhoe | B. 6 | Manzanita Rd | Ave. 330 | Azalea Ave. | E. Side | Offset | 1/2" | Utility Box | 5 |
| Ivanhoe | B. 8 | Manzanita Rd | Ave. 330 | Azalea Ave. | E. Side | Gap | 40 | Single Property | 5 |
| Ivanhoe | C. 10 | Bly Ave | Waverly Ct. | Scott Rd. | N. Side | Cross Slope | 122 | 2.5\%-4.8\% | 5 |
| Ivanhoe | c. 12 | Waverly Ct | DEAD END | Bly Ave. | Both Sides | Cross Slope | 294 | 2.9\%-4.5\% | 5 |
| Ivanhoe | C. 13 | Bly Ave | Waverly Ct. | Scott Rd. | S. Side | Cross Slope | 190 | 3.80\% | 5 |
| Ivanhoe | C. 14 | Bly Ave | Rd. 160 | Waverly Ct. | N. Side | Cross Slope | 136 | 2.9\%-4.1\% | 5 |
| Ivanhoe | C. 15 | Bly Ave | Rd. 160 | Waverly Ct. | S. Side | Cross Slope | 185 | 3.0-4.0\% | 5 |
| Ivanhoe | C. 16 | Rd 160 | Ave. 330 | Bly Ave. | E. Side | Cross Slope | 176 | 2.1\%-3.1\% | 5 |
| Ivanhoe | C. 17 | Rd 160 | Ave. 330 | Bly Ave. | E. Side | End of Sidewalk |  | No transition with no further access | 5 |
| Ivanhoe | c. 2 | WHOLE MAP | Rd. 160 | Scott Rd. | Both Sides | Driveway | 22 | 50 | 5 |
| Ivanhoe | C. 20 | Rd 160 | Bly Ave. | Freedom Ave. | E. Side | Cross Slope | 140 | 3.40\% | 5 |
| Ivanhoe | C. 23 | Freedom Ave | Rd. 161 | Scott Rd. | S. Side | Cross Slope | 152 | 2.4\%-3.3\% | 5 |
| Ivanhoe | c. 24 | Freedom Ave | Rd. 160 | Scott Rd. | N. Side | Cross Slope | 293 | 2.4\%-3.8\% | 5 |
| Ivanhoe | c. 4 | Scott Rd | Bly Ave. | Freedom Ave. | W. Side | Cross Slope | 197 | 2.2\%-4.0\% | 5 |
| Ivanhoe | c. 5 | Scott Rd | Bly Ave. | Freedom Ave. | E. Side | Cross Slope | 347 | 2.0\%-3.5\% | 5 |
| Ivanhoe | c. 6 | Scott Rd | DEAD END | Bly Ave. | Both Sides | Cross Slope | 383 | 2.5\%-3.9\% | 5 |
| Ivanhoe | c. 7 | Scott Rd and Waverly Ct | DEAD END | Bly Ave. | Both Sides | Driveway | 33 | 4 | 5 |
| Ivanhoe | D. 1 | Azalea Ave | Rd. 158 | Manzanita Rd. | S. Side | Gap | 155 | Single Property | 5 |
| Ivanhoe | D. 2 | Azalea Ave | Rd. 158 | Manzanita Rd. | S. Side | Obstruction | 2.5 | Mailbox | 5 |
| Ivanhoe | D. 4 | Rd 158 | Depot Dr. | Azalea Ave. | E. Side | End of Sidewalk |  |  | 5 |
| Ivanhoe | D. 5 | Rd 158 | Depot Dr. | Azalea Ave. | E. Side | Driveway | 15 | 1 | 5 |
| Ivanhoe | D. 6 | Azalea Ave | Rd. 158 | Manzanita Rd. | s. Side | Driveway | 15 | 2 | 5 |

## Path of Travel Inventory

| Ivanhoe | E. 11 | Scott Ln | Walter Ave. | DEAD END | Both Sides | Cross Slope | 108 | 2.4\%-2.8\% | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Ivanhoe | E. 14 | Walter Ave | Rd. 160 | Scott Ln. | N. Side | Cross Slope | 62 | 2.3\%-4.5\% | 5 |
| Ivanhoe | E. 18 | Rd 160 | Walter Ave. | Latana Ave | E. Side | Cross Slope | 126 | 2.3\%-3.4\% | 5 |
| Ivanhoe | E. 19 | Rd 160 | Walter Ave. | Latana Ave | E. Side | End of Sidewalk |  |  | 5 |
| Ivanhoe | E. 2 | Walter Ave | Rd. 160 | Waverly Ct. | s. Side | Cross Slope | 180 | 2.5\%-3.5\% | 5 |
| Ivanhoe | E. 20 | Walter Ave | Rd. 160 | Scott Ln. | Both Sides | Driveway | 22 | 12 | 5 |
| Ivanhoe | E. 21 | Scott Ln | Walter Ave. | DEAD END | Both Sides | Driveway | 22 | 3 | 5 |
| Ivanhoe | E. 4 | Waverley Ave | DEAD END | Walter Ave. | Both Sides | Cross Slope | 228 | 2.1\%-4.0\% | 5 |
| Ivanhoe | E. 5 | Waverley Ave | DEAD END | Walter Ave. | Both Sides | Driveway | 22 | 11 | 5 |
| Ivanhoe | F. 13 | Ave 328 | Manzanita Rd. | Rd. 159 | N. Side | Gap | 133 | Multipl Properties | 3 |
| Ivanhoe | F. 14 | Ave 328 | Manzanita Rd. | Rd. 160 | N. Side | Cross Slope | 72 | 12.20\% | 3 |
| Ivanhoe | F. 17 | Manzanita Rd. | Ave. 328 | Fuchsia Ave. | W. Side | Cross Slope | 35 | 3.50\% | 5 |
| Ivanhoe | F. 18 | Manzanita Rd. | Ave. 328 | Fuchsia Ave. | W. Side | Driveway | 22 | 3 | 5 |
| Ivanhoe | F. 19 | Manzanita Rd. | Ave. 328 | Fuchsia Ave. | W. Side | Gap | 29 | Single Property | 5 |
| Ivanhoe | F. 2 | Ave 328 | Rd. 157 | Rd. 158 | S. Side | Gap | 40 | Single Property | 5 |
| Ivanhoe | F. 21 | Ave 328 | Rd. 158 | Manzanita Rd. | N. Side | Driveway | 45 | 1 | 3 |
| Ivanhoe | F. 22 | Ave 328 | Rd. 158 | Manzanita Rd. | N. Side | Gap | 105 | Single Property | 3 |
| Ivanhoe | F. 25 | Ave 328 | Rd. 158 | Manzanita Rd. | N. Side | Offset | $3^{\prime \prime}$ |  | 3 |
| Ivanhoe | F. 26 | Ave 328 | Rd. 158 | Manzanita Rd. | N. Side | Gap | 60 | Single Property | 3 |
| Ivanhoe | F. 3 | Ave 328 | Rd. 157 | Rd. 158 | Both Sides | Driveway | 16 | 7 | 5 |
| Ivanhoe | F. 4 | Ave 328 | Rd. 157 | Rd. 158 | S. Side | Gap | 5 | Single Property | 5 |
| Ivanhoe | F. 5 | Ave 328 | Rd. 157 | Rd. 158 | s. Side | Cross Slope | 43 | 2.5\%-5.0\% | 5 |
| Ivanhoe | F. 6 | Ave 328 | Rd. 157 | Rd. 158 | S. Side | Gap | 40 | Single Property | 5 |
| Ivanhoe | F. 7 | Ave 328 | Rd. 157 | Rd. 158 | s. Side | Gap | 10 | Single Property | 5 |
| Ivanhoe | F. 8 | Ave 328 | Rd. 157 | Rd. 158 | s. Side | Gap | 60 | Single Property | 5 |
| Ivanhoe | H. 10 | Rd 159 | Ave. 328 | Depot Dr. | E. Side | Offset | 1.5" |  | 4 |
| Ivanhoe | H. 11 | Rd 159 | Ave. 328 | Depot Dr. | E. Side | Cross Slope | 43 | 5.1\%-5.5\% | 4 |
| Ivanhoe | H. 12 | Rd 159 | Ave. 328 | Depot Dr. | E. Side | Obstruction | 8 | Utility Box | 4 |
| Ivanhoe | H. 14 | Ave 328 | Rd. 159 | Depot Dr. | N. Side | Driveway | 36 | 2 | 4 |
| Ivanhoe | H. 15 | Ave 328 | Rd. 159 | Depot Dr. | N. Side | Cross Slope | 50 | 3.2\%-3.6\% | 4 |
| Ivanhoe | H. 16 | Ave 328 | Rd. 159 | Depot Dr. | N. Side | Offset | 2.5" | Crack Control joint | 4 |
| Ivanhoe | H. 17 | Ave 328 | Rd. 159 | Depot Dr. | N. Side | Gap | 165 | Single Property | 4 |
| Ivanhoe | H. 19 | Depot Dr | Hawthorne Rd. | Rd. 160 | E. Side | Gap | 218 | Single Property | 3 |
| Ivanhoe | н. 2 | Rd 159 | Lantana Ave. | Ave. 330 | E. Side | Driveway | 32 | 2 | 1 |
| Ivanhoe | H. 20 | Depot Dr | Hawthorne Rd. | Rd. 160 | E. Side | Driveway | 28 | 1 | 3 |
| Ivanhoe | H. 21 | Depot Dr | Hawthorne Rd. | Rd. 160 | E. Side | Broken Sidewalk | 5 | Poor Condition | 3 |
| Ivanhoe | H. 22 | Depot Dr | Hawthorne Rd. | Rd. 160 | E. Side | Driveway | 36 | 1 | 3 |
| Ivanhoe | H. 23 | Depot Dr | Hawthorne Rd. | Rd. 160 | E. Side | Cross Slope | 42 | 3.0\%-4.5\% | 1 |
| Ivanhoe | H. 24 | Hawthorne Rd | Depot Dr. | Latana Ave | E. Side | Driveway | 23 | 1 | 1 |
| Ivanhoe | H. 25 | Hawthorne Rd | Depot Dr. | Latana Ave | E. Side | Cross Slope | 15 | 2.0\%-3.0\% | 1 |
| Ivanhoe | H. 26 | Hawthorne Rd | Depot Dr. | Latana Ave | E. Side | Driveway | 18 | 1 | 1 |
| Ivanhoe | H. 28 | Rd 159 | Ave. 328 | Depot Dr. | W. Side | Gap | 220 | Single Property | 4 |
| Ivanhoe | H. 29 | Rd 159 | Ave. 328 | Depot Dr. | w. Side | Obstruction | 2.2 | Mailbox | 4 |
| Ivanhoe | H. 30 | Rd 159 | Ave. 328 | Depot Dr. | W. Side | Driveway | 77 | 1 | 4 |
| Ivanhoe | H. 31 | Rd 159 | Ave. 328 | Depot Dr. | W. Side | Cross Slope | 21 | 2.9\%-3.8\% | 4 |
| ivanhoe | H. 32 | Rd 159 | Ave. 328 | Depot Dr. | W. Side | Driveway | 42 | 1 | 4 |
| Ivanhoe | H. 33 | Rd 159 | Ave. 328 | Depot Dr. | w. Side | Gap | 140 | Multiple Properties | 4 |
| Ivanhoe | H. 34 | Rd 159 | Ave. 328 | Depot Dr. | W. Side | Driveway | 40 | 1 | 4 |
| Ivanhoe | H. 35 | Rd 159 | Ave. 328 | Depot Dr. | W. Side | Gap | 270 | Multipl Properties | 4 |
| Ivanhoe | H. 38 | Rd 160 | Ave. 328 | Walter Ave. | E. Side | Driveway | 32 | 1 | 3 |
| Ivanhoe | H. 39 | Rd 160 | Ave. 329 | Walter Ave. | E. Side | Cross Slope | 40 | 3.50\% | 3 |
| Ivanhoe | H. 40 | Rd 160 | Ave. 330 | Walter Ave. | E. Side | Driveway | 30 | 1 | 3 |
| Ivanhoe | H. 41 | Rd 160 | Ave. 331 | Walter Ave. | E. Side | Cross Slope | 22 | 2.60\% | 3 |
| Ivanhoe | H. 6 | Rd 159 | Lantana Ave. | Ave. 330 | E. Side | Broken Sidewalk | 40 | Poor Condition | 3 |
| Varnoe | H. 7 | Rd 159 | Ave. 328 | Depot Dr. | E. Side | Gap | 244 | Single Property | 4 |
| Ivanhoe | н. 8 | Rd 159 | Ave. 328 | Depot Dr. | E. Side | Driveway | 30 | 1 | 4 |
| Ivanhoe | H. 9 | Rd 159 | Ave. 328 | Depot Dr. | E. Side | Driveway | 20 | 1 | 4 |
| Ivanhoe | 1.1 | Rosalina Ave | Rd. 157 | Rd. 158 | N. Side | Gap | 60 | Single Property | 5 |
| Ivanhoe | 1.10 | Rosalina Ave | Rd. 157 | Rd. 158 | N. Side | Gap | 48 | Single Property | 5 |
| Ivanhoe | 1.11 | Rosalina Ave | Rd. 157 | Rd. 158 | N. Side | Gap | 20 | Single Property | 5 |
| Ivanhoe | 1.13 | Rd 158 | Rosaline Ave. | Ave. 328 | W. Side | Gap | 140 | Multipl Properties | 5 |
| Ivanhoe | 1.15 | Ave. 327 | Rd. 157 | Rd. 158 | S. Side | Driveway | 31 | 1 | 5 |
| Ivanhoe | 1.16 | Ave. 327 | Rd. 157 | Rd. 158 | S. Side | Offset | $1 / 2^{\prime \prime}$ |  | 5 |
| Ivanhoe | 1.19 | Rd 158 | Rosaline Ave. | Ave. 328 | W. Side | Driveway | 18 | 3 | 5 |
| Ivanhoe | 1.2 | Rosalina Ave | Rd. 157 | Rd. 158 | Both Sides | Driveway | 16 | 9 | 5 |
| Ivanhoe | 1.3 | Rosalina Ave | Rd. 157 | Rd. 158 | N. Side | Cross Slope | 42 | 3.00\% | 5 |
| Ivanhoe | 1.4 | Rosalina Ave | Rd. 157 | Rd. 158 | N. Side | Obstruction | 2.5 | Mailbox | 5 |
| Ivanhoe | 1.5 | Rosalina Ave | Rd. 157 | Rd. 158 | N. Side | Gap | 40 | Single Property | 5 |
| Ivanhoe | 1.6 | Rosalina Ave | Rd. 157 | Rd. 158 | N. Side | Gap | 50 | Single Property | 5 |
| Ivanhoe | 1.7 | Rosalina Ave | Rd. 157 | Rd. 158 | N. Side | Obstruction | 2 | Mailbox | 5 |
| Ivanhoe | 1.8 | Rosalina Ave | Rd. 157 | Rd. 158 | N. Side | Obstruction | 2 | Mailbox | 5 |
| Ivanhoe | 1.9 | Rosalina Ave | Rd. 157 | Rd. 158 | N. Side | Gap | 31 | Single Property | 5 |
| vanhoe | J.12 | Ave 327 | Rd. 158 | Carmaline Rd. | Both Sides | Driveway | 21 | 6 | 5 |
| Ivanhoe | J.13 | Ave 327 | Rd. 158 | Carmaline Rd. | S. Side | Cross Slope | 67 | 2.4-3.5\% | 5 |
| Ivanhoe | J. 14 | Ave 327 | Rd. 158 | Carmaline Rd. | S. Side | Cross Slope | 30 | 2.40\% | 5 |
| Ivanhoe | ग. 2 | Rosaline Ave | Rd. 158 | Rd. 159 | 5. Side | Gap | 52 | Single Property | 5 |
| Ivanhoe | 1.3 | Rosaline Ave | Rd. 158 | Rd. 159 | s. Side | Cross Slope | 28 | 2.8-3.5\% | 5 |
| Ivanhoe | ग. 4 | Rosaline Ave | Rd. 158 | Rd. 159 | s. Side | Gap | 276 | Multipl Properties | 5 |
| vanhoe | 1.5 | Rosaline Ave | Rd. 158 | Rd. 159 | s. Side | Cross Slope | 70 | 2.5-4.0\% | 5 |
| Ivanhoe | 1.7 | Rd 159 | Ave. 327 | Rosaline Rd. | W. Side | Cross Slope | 64 | 2.4-3.8\% | 5 |
| Ivanhoe | 1.8 | Rd 159 | Ave. 327 | Rosaline Rd. | W. Side | Gap | 45 | Single Property | 5 |
| ivanhoe | 1.9 | Rd 159 | Ave. 327 | Rosaline Rd. | W. Side | Gap | 47 | Single Property | 5 |
| Ivanhoe | K. 10 | Rosaline Rd | Rd. 159 | Ivanhoe Dr. | N. Side | Broken Sidewalk | 23 | Poor Condition | 5 |
| Ivanhoe | K. 11 | Rosaline Rd | Rd. 159 | Ivanhoe Dr. | N. Side | Cross Slope | 22 | 2.60\% | 3 |
| Ivanhoe | K. 13 | Rosaline Rd | Rd. 159 | Ivanhoe Dr. | s. Side | Gap | 75 | Multipl Properties | 3 |
| Ivanhoe | K. 14 | Rosaline Rd | Rd. 159 | Ivanhoe Dr. | s. Side | Driveway | 40 | 1 | 5 |
| Ivanhoe | K. 15 | Rosaline Rd | Rd. 159 | Ivanhoe Dr. | s. Side | Gap | 123 | Multipl Properties | 5 |
| Ivanhoe | K. 16 | Rosaline Rd | Rd. 159 | Ivanhoe Dr. | s. Side | Cross Slope | 32 | 2.6\%-3.5\% | 5 |
| Ivanhoe | K. 18 | Rd. 159 | Ave. 327 | Rosaline Rd. | E. Side | Gap | 158 | Multipl Properties | 5 |
| Ivanhoe | к. 2 | Rosaline Rd | Rd. 159 | Ivanhoe Dr. | N. Side | Gap | 30 | Single Property | 5 |
| Ivanhoe | K. 20 | Ave 327 | Carmiline Rd. | Ivanhoe Dr. | s. Side | Cross Slope | 353 | 2.6\%-3.6\% | 5 |
| Ivanhoe | K. 21 | Ave 327 | Carmiline Rd. | Ivanhoe Dr. | Both Sides | Driveway | 22 | 7 | 5 |
| Ivanhoe | K. 3 | Rd 159 | Rosaline Ave. | Ave. 328 | E. Side | Gap | 52 | Single Property | 5 |
| Ivanhoe | K. 4 | Rd 159 | Rosaline Ave. | Ave. 328 | E. Side | Offset | 1/2" |  | 5 |
| Ivanhoe | K. 5 | Rd 159 | Rosaline Ave. | Ave. 328 | E. Side | Cross Slope | 75 | Multipl Properties | 5 |
| Ivanhoe | K. 6 | Rd 159 | Rosaline Ave. | Ave. 328 | E. Side | Gap | 42 | Single Property | 5 |
| Ivanhoe | к. 8 | Rosaline Rd | Rd. 159 | Ivanhoe Dr. | N. Side | Offset | $2^{\prime \prime}$ |  | 5 |
| Ivanhoe | K. 9 | Rosaline Rd | Rd. 159 | Ivanhoe Dr. | N. Side | Offset | 1/2" |  | 5 |
| lvanhoe | L. 1 | Grove St | Paradise Ave. | Ave. 327 | Both Sides | Driveway | 22 | 17 | 5 |
| Ivanhoe | L. 10 | Grove St | Paradise Ave. | Ave. 327 | E. Side | Cross Slope | 27 | 3.50\% | 5 |
| Ivanhoe | L. 12 | Paradise Ave | Grove St. | Rd. 158 | N. Side | Cross Slope | 119 | 2.4\%-5.6\% | 3 |

## Path of Travel Inventory

| Ivanhoe | L. 15 | Rd. 158 | Paradise Ave. | Giotta Ave. | E. Side | Cross Slope | 205 | 3.0\%-5.5\% | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Ivanhoe | L. 18 | Rd. 158 | Giotta Ave. | Ave. 327 | E. Side | Cross Slope | 36 | 2.1\%-2.9\% | 5 |
| Ivanhoe | L. 19 | Rd. 158 | Paradise Ave. | Ave. 327 | W. Side | Driveway | 29 | 2 | 3 |
| Ivanhoe | L. 2 | Grove St | Paradise Ave. | Ave. 327 | W. Side | Cross Slope | 22 | 3.50\% | 5 |
| Ivanhoe | L. 20 | Rd. 158 | Paradise Ave. | Ave. 327 | W. Side | Cross slope | 59 | 2.1\%-3.4\% | 3 |
| Ivanhoe | L. 3 | Paradise Ave | Grove St. | Rd. 158 | Both Sides | Driveway | 22 | 10 | 3 |
| Ivanhoe | L. 4 | Paradise Ave | Grove St. | Rd. 158 | S. Side | Offset | 1/2" |  | 3 |
| Ivanhoe | L. 5 | Paradise Ave | Grove St. | Rd. 158 | S. Side | Cross Slope | 28 | 3.10\% | 3 |
| Ivanhoe | L. 9 | Grove St | Paradise Ave. | Ave. 327 | E. Side | Cross Slope | 47 | 2.1\%-2.8\% | 5 |
| Ivanhoe | M. 1 | Paradise Ave | Rd. 158 | Eileen Rd. | Both Sides | Driveway | 22 | 27 | 5 |
| Ivanhoe | M. 10 | Giotta Ave | Rd. 158 | Eileen Rd. | S. Side | Cross Slope | 259 | 2.6\%-4.1\% | 5 |
| Ivanhoe | M. 11 | Giotta Ave | Rd. 158 | Eileen Rd. | N. Side | Cross Slope | 217 | 2.2\%-2.8\% | 5 |
| Ivanhoe | M. 13 | Carmaline Rd | Giotta Ave. | Ave. 327 | Both Sides | Cross Slope | 67 | 2.4\%-4.1\% | 5 |
| Ivanhoe | M. 15 | Giotta Ave | Carmiline Rd. | Eileen Rd. | N. Side | Cross Slope | 104 | 2.5\%-4.0\% | 5 |
| Ivanhoe | M. 2 | Paradise Ave | Rd. 158 | Eileen Rd. | N. Side | Cross Slope | 584 | 2.2\%-5.5\% | 5 |
| Ivanhoe | M. 3 | Paradise Ave | Rd. 158 | Eileen Rd. | N. Side | Offset | 2-1/2" |  | 5 |
| Ivanhoe | M. 4 | Paradise Ave | Rd. 158 | Eileen Rd. | S. Side | Cross Slope | 502 | 2.8\%-4.8\% | 5 |
| Ivanhoe | M. 5 | Eileen Rd | Paradise Ave. | Giotta Ave. | E. Side | Cross Slope | 184 | 3.4\%-4.6\% | 5 |
| Ivanhoe | M. 7 | Eileen Rd | Paradise Ave. | Giotta Ave. | Both Sides | Driveway | 22 | 5 | 5 |
| Ivanhoe | M. 9 | Giotta Ave | Rd. 158 | Eileen Rd. | Both Sides | Driveway | 22 | 27 | 5 |
| Ivanhoe | N. 3 | Rd 158/Aspen | Rd. 158 | Manzanita Rd. | N. Side | Obstruction | 2.7 | Stop Sign | 5 |
| Ivanhoe | N. 4 | Rd 158 | Aspen Rd. | Paradise Ave. | E. Side | Driveway | 14 | 3 | 5 |
| Ivanhoe | N. 5 | Rd 158 | Aspen Rd. | Paradise Ave. | E. Side | Cross Slope | 245 | 2.6\%-4.5\% | 5 |
| Ivanhoe | N. 6 | Rd 158 | Aspen Rd. | Paradise Ave. | E. Side | Driveway | 23 | 1 | 5 |
| Lemon Cove | A. 1 | Pogue Ave | Rd. 244 | Sierra Dr. | S. Side | Gap | 93 | Multiple Properties | 5 |
| Lemon Cove | A. 2 | Pogue Ave | Rd. 244 | Sierra Dr. | S. Side | Gap | 18 | Single Property | 5 |
| Lemon Cove | A. 3 | Pogue Ave | Rd. 244 | Sierra Dr. | S. Side | Cross Slope | 28 | 3.0\%-3.8\% | 5 |
| Lemon Cove | A. 4 | Pogue Ave | Rd. 244 | Sierra Dr. | N. Side | Broken Sidewalk | 165 | Poor Condition | 5 |
| Lemon Cove | A. 5 | Douglas Ave | Rd. 244 | Sierra Dr. | S. Side | Cross Slope | 75 | 2.3\%-3.3\% | 5 |
| Lemon Cove | A. 6 | Douglas Ave | Rd. 244 | Sierra Dr. | S. Side | Driveway | 23 | 1 | 5 |
| Lemon Cove | A. 7 | Douglas Ave | Rd. 244 | Sierra Dr. | s. Side | End of Sidewalk |  |  | 5 |
| Lemon Cove | B. 1 | Ave 324 | Goodale Ln. (W) | Goodale Ln. (E) | N. Side | Driveway | 31 | 1 | 1 |
| Lemon Cove | B. 2 | Ave 324 | Goodale Ln. (W) | Goodale Ln. (E) | N. Side | Driveway | 36 | 1 | 1 |
| Lemon Cove | B. 3 | Ave 324 | Goodale Ln. (W) | Goodale Ln. (E) | N. Side | Cross Slope | 100 | 3.4\%-3.6\% | 1 |
| Lemon Cove | B. 4 | Ave 324 | Goodale Ln. (W) | Goodale LI. (E) | N. Side | Driveway | 38 | 1 | 1 |
| Lemon Cove | B. 5 | Ave 324 | Goodale Ln. (W) | Goodale Ln. (E) | N. Side | Cross Slope | 48 | 2.2\%-3.4\% | 1 |
| Lemon Cove | B. 7 | Ave 324 | Goodale Ln. (W) | Goodale Ln. (E) | N. Side | Driveway | 15 | 1 | 1 |
| Lemon Cove | B. 8 | Ave 324 | Goodale Ln. (W) | Goodale Ln. (E) | N. Side | Cross Slope | 56 | 5.00\% | 1 |
| Lindsay | A. 11 | Foothill Ave. | Sierra View St. | Hickory St. | Both Sides | Driveway | 24 | 5 | 5 |
| Lindsay | A. 12 | Foothill Ave. | Sierra View St. | Hickory St. | W. Side | Cross slope | 156 | 2.4\% - 4.3\% | 5 |
| Lindsay | A. 2 | Sierra View St. | Laurel Ave. | Page Ave. | S. Side | Gap | 130 | Multiple properties | 5 |
| Lindsay | A. 5 | Page Ave. | Sierra View St. | DEAD END | E. Side | Cross Slope | 88 | 2.1\% - 3.8\% | 5 |
| Lindsay | A. 6 | Page Ave. | Sierra View St. | DEAD END | E. Side | Obstruction | 2.5 | 2 Mailboxes | 5 |
| Lindsay | A. 7 | Page Ave. | Sierra View St. | DEAD END | Both Sides | Driveway | 22 | , | 5 |
| Lindsay | A. 8 | Sierra View St. | Page Ave. | Rd. 224 | N. Side | Cross Slope | 38 | 2.6\% - 4.5\% | 5 |
| Lindsay | A. 9 | Sierra View St. | Page Ave. | Rd. 224 | N. Side | Driveway | 20 | 1 | 5 |
| London | A. 1 | Ave 380 | DEAD END | Rd. 58 | s. Side | Driveway | 16 | 2 | 5 |
| London | A. 10 | Ave. 379 | RD. 57 | Rd. 58 | N. Side | End of Sidewalk |  |  | 5 |
| London | A. 2 | Ave 380 | DEAD END | Rd. 58 | S. Side | Cross Slope | 79 | 3.0\%-5.2\% | 5 |
| London | A. 3 | Rd. 58 | Ave. 378 | Ave. 380 | W. Side | Cross Slope | 789 | 2.4\%-4.8\% | 5 |
| London | A. 6 | Rd. 58 | Ave. 378 | Ave. 380 | W. Side | Driveway | 28 | 8 | 5 |
| London | A. 7 | Rd. 58 | Ave. 378 | Ave. 380 | W. Side | Obstruction | 2 | Post | 5 |
| London | A. 9 | Ave. 378 | RD. 57 | Rd. 58 | N. Side | Cross Slope | 93 | 2.9\%-3.7\% | 5 |
| Matheny | A. 1 | Canal St. | Beacon Ave. | Wade Ave. | E. Side | Gap | 210 | Multiple properties | 5 |
| Matheny | A. 3 | Canal St. | Beacon Ave. | Wade Ave. | E. Side | Offset | 1/2" |  | 5 |
| Matheny | A. 4 | Canal St. | Beacon Ave. | Wade Ave. | E. Side | Driveway | 21 | 2 | 5 |
| Matheny | A. 5 | Canal St. | Beacon Ave. | Wade Ave. | E. Side | Obstruction | 1 | Mailbox | 5 |
| Matheny | A. 7 | E. Wade Ave | Canal St. | Casa St. | S. Side | Cross Slope | 56 | 3.2\% - 3.5\% | 5 |
| Nanceville | A. 1 | W. Thurman Ave. | Sycamore St. | Westwood St. | N. Side | Cross Slope | 48 | 2.1\%-3.4\% | 5 |
| Nanceville | A. 10 | Birch St | Thurman Rd. | Harrison Ave. | Both Sides | Driveway | 26 | 6 | 5 |
| Nanceville | A. 11 | Birch St | Thurman Rd. | Harrison Ave. | W. Side | Cross Slope | 136 | 2.4\%-3.8\% | 5 |
| Nanceville | A. 14 | Birch St | Thurman Rd. | Harrison Ave. | E. Side | Cross Slope | 204 | 2.4\%-3.8\% | 5 |
| Nanceville | A. 16 | W. Harrison Ave. | Birch St. | Sycamore St. | S. Side | Cross Slope | 205 | 2.4\%-4.6\% | 5 |
| Nanceville | A. 17 | W. Harrison Ave. | Birch St. | Sycamore St. | S. Side | Obstruction | 2.8 | 3 Mailboxs | 5 |
| Nanceville | A. 18 | W. Harrison Ave. | Birch St. | Sycamore St. | s. Side | Broken Sidewalk | 8 | Poor Condition | 5 |
| Nanceville | A. 19 | W. Harrison Ave. | Birch St. | Sycamore St. | S. Side | Offset | 1/2" |  | 5 |
| Nanceville | A. 2 | Sycamore St. | Thurman Rd. | Harrison Ave. | Both Sides | Driveway | 24 | 26 | 5 |
| Nanceville | A. 21 | Sycamore St. | Thurman Rd. | Harrison Ave. | w. Side | Offset | 1/2" |  | 5 |
| Nanceville | A. 23 | W. Thurman Ave. | Birch St. | Sycamore St. | N. Side | Broken Sidewalk | 3 | Poor Condition | 5 |
| Nanceville | A. 24 | W. Thurman Ave. | Birch St. | Sycamore St. | N. Side | Cross Slope | 97 | 2.6\%-4.0\% | 5 |
| Nanceville | A. 25 | W. Thurman Ave. | Birch St. | Sycamore St. | N. Side | Obstruction | 2.3 | Mailbox | 5 |
| Nanceville | A. 26 | W. Thurman Ave. | Birch St. | Sycamore St. | N. Side | Offset | 1/2" | $10^{\prime}$ depressed segment | 5 |
| Nanceville | A. 28 | W. Thurman Ave. | Birch St. | Sycamore St. | S. Side | Cross Slope | 140 | 2.6\%-3.8\% | 5 |
| Nanceville | A. 31 | Rd. 223 | Putnam Rd. | Thurman Ave. | W. Side | Driveway | 22 | 1 | 5 |
| Nanceville | A. 32 | W. Thurman Ave. | Birch St. | Sycamore St. | S. Side | Broken Sidewalk | 14 | Root Damage | 5 |
| Nanceville | A. 33 | W. Thurman Ave. | Rd. 223 | Westwood St. | S. Side | Cross Slope | 137 | 2.1\%-3.6\% | 5 |
| Nanceville | A. 34 | W. Thurman Ave | Rd. 223 | Westwood St. | S. Side | Offset | 3/4" | 2.5' depressed section | 5 |
| Nanceville | A. 35 | W. Thurman Ave. | Rd. 223 | Westwood St. | S. Side | Obstruction | 2.3 | Mailbox | 5 |
| Nanceville | A. 4 | Sycamore St. | Thurman Rd. | Harrison Ave. | E. Side | Cross Slope | 50 | 2.2\%-3.4\% | 5 |
| Nanceville | A. 5 | W. Harrison Ave. | Birch St. | Sycamore St. | Both Sides | Driveway | 24 | 16 | 5 |
| Nanceville | A. 6 | W. Harrison Ave. | Birch St. | sycamore St. | N. Side | Cross Slope | 226 | 2.4\%-3.9\% | 5 |
| Nanceville | A. 7 | W. Harrison Ave. | Birch St. | Sycamore St. | N. Side | Obstruction | 2.8 | Mailbox | 5 |
| Nanceville | A. 8 | W. Harrison Ave. | Birch St. | sycamore St. | N. Side | Obstruction | 2.6 | 2 Mailboxes | 5 |
| Nanceville | A. 9 | Birch St | Thurman Rd. | Harrison Ave. | W. Side | Obstruction | 2.6 | 2 Mailboxes | 5 |
| Nanceville | B. 1 | Rd. 222 | Ave. 154 | Thurman Ave. | E. Side | End of Sidewalk |  |  | 5 |
| Nanceville | B. 10 | Redwood St. | Ave. 152 | Thurman Ave. | E. Side | Cross Slope | 55 | 2.3\%-3.1\% | 5 |
| Nanceville | B. 11 | Redwood St. | Ave. 152 | Thurman Ave. | E. Side | Driveway | 36 | 1 | 1 |
| Nanceville | B. 12 | Redwood St. | Ave. 152 | Thurman Ave. | E. Side | Cross slope | 390 | 2.6\%-3.4\% | 1 |
| Nanceville | B. 2 | Rd. 222 | Ave. 154 | Thurman Ave. | E. Side | Cross Slope | 15 | 2.9\%-3.1\% | 1 |
| Nanceville | B. 5 | W. Thurman Ave. | Redwood St. | Rd. 222 | S. Side | Cross Slope | 137 | 2.3\%-3.6\% | 1 |
| Nanceville | B. 8 | Redwood St. | Ave. 152 | Thurman Ave. | E. Side | Cross Slope | 445 | 2.1\%-4.6\% | 1 |
| Orosi | A. 1 | Ave. 419 | Rd. 126 | Rd. 128 | S. Side | Driveway | 13 | 1 | 1 |
| Orosi | A. 2 | Ave. 419 | Rd. 126 | Rd. 128 | s. Side | Cross Slope | 52 | 2.9\%-3.2\% | 1 |
| Orosi | A. 6 | Rd. 126 | Ave. 419 | Ave. 422 | E. Side | Cross Slope | 1018 | 2.1\%-3.5\% | 1 |
| Orosi | A. 7 | Rd. 126 | Ave. 419 | Ave. 422 | E. Side | Driveway | 20 | 1 | 1 |
| Orosi | A. 8 | Rd. 126 | Ave. 419 | Ave. 422 | E. Side | Driveway | 38 | 2 | 1 |
| Orosi | B. 1 | Ave. 419 | Rd. 128 | Ralph Rd. | S. Side | Driveway | 20 | 2 | 1 |
| Orosi | B. 12 | Tactacan Ave. | DEAD END | Rd. 130 | N. Side | Offset | 1/2" |  | 5 |
| Orosi | B. 13 | Tactacan Ave. | DEAD END | Rd. 130 | Both Sides | Driveway | 32 | 24 | 5 |
| Orosi | B. 14 | Tactacan Ave. | DEAD END | Rd. 130 | N. Side | Offset | 1/2" |  | 5 |
| Orosi | B. 15 | Tactacan Ave. | DEAD END | Rd. 130 | N. Side | Obstruction | 2 | Vegitation Overgrowth | 5 |

## Path of Travel Inventory

| Orosi | B. 16 | Tactacan Ave. | DEAD END | Rd. 130 | N. Side | Offset | 1/2" | Utility Cover | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Orosi | B. 17 | Tactacan Ave. | DEAD END | Rd. 130 | N. Side | Offset | 1/2" |  | 5 |
| Orosi | B. 18 | Tactacan Ave. | DEAD END | Rd. 130 | S. Side | Cross Slope | 25 | 2.1\%-3.2\% | 5 |
| Orosi | B. 19 | Tactacan Ave. | DEAD END | Rd. 130 | S. Side | Offset | $1 / 2^{\prime \prime}$ |  | 5 |
| Orosi | B. 2 | Ave. 419 | Rd. 128 | Ralph Rd. | s. Side | Driveway | 39 | 1 | 1 |
| Orosi | B. 21 | Rd. 130 | Clyde Ave. | Tactacan Ave. | W. Side | Offset | 3/4" |  | 5 |
| Orosi | B. 22 | Rd. 130 | Clyde Ave. | Tactacan Ave. | w. Side | Cross Slope | 20 | 3.0\%-3.6\% | 5 |
| Orosi | B. 23 | Rd. 130 | Clyde Ave. | Tactacan Ave. | w. Side | Offset | 1/2" |  | 5 |
| Orosi | B. 25 | Clyde Ave. | Rd. 128 | Rd. 130 | N. Side | Offset | $1^{\prime \prime}$ |  | 5 |
| Orosi | B. 26 | Clyde Ave. | Rd. 128 | Rd. 130 | N. Side | Offset | 3/4" |  | 5 |
| Orosi | B. 27 | Clyde Ave. | Rd. 128 | Rd. 130 | N. Side | Cross Slope | 719 | 2.4\%-4.5\% | 5 |
| Orosi | B. 28 | Clyde Ave. | Rd. 128 | Rd. 130 | N. Side | Broken Sidewalk | 4 | Poor condition | 5 |
| Orosi | B. 29 | Clyde Ave. | Rd. 128 | Rd. 130 | N. Side | Obstruction | 2.3 | Vegitation Overgrowth | 5 |
| Orosi | B. 3 | Ave. 419 | Rd. 128 | Ralph Rd. | S. Side | Cross Slope | 60 | 2.8\%-3.5 | 1 |
| Orosi | B. 30 | Clyde Ave. | Rd. 128 | Rd. 130 | N. Side | Obstruction | 2.4 | Mailbox | 5 |
| Orosi | B. 31 | Clyde Ave. | Rd. 128 | Rd. 130 | S. Side | Gap | 270 | Multiple properties | 5 |
| Orosi | B. 32 | Clyde Ave. | Rd. 128 | Rd. 130 | S. Side | Offset | 1/2" |  | 5 |
| Orosi | B. 33 | Clyde Ave. | Rd. 128 | Rd. 130 | S. Side | Cross Slope | 337 | 2.8\%-3.1\% | 5 |
| Orosi | B. 34 | Clyde Ave. | Rd. 128 | Rd. 130 | s. Side | Offset | 1/4" |  | 5 |
| Orosi | B. 35 | Clyde Ave. | Rd. 128 | Rd. 130 | S. Side | Offset | 1/2" |  | 5 |
| Orosi | B. 37 | Rd. 130 | Ave. 419 | Clyde Ave. | W. Side | Cross Slope | 47 | 2.8\%-3.5\% | 1 |
| Orosi | B. 38 | Rd. 130 | Ave. 419 | Clyde Ave. | w. Side | Gap | 100 | Multiple properties | 1 |
| Orosi | B. 39 | Ave. 419 | Ralph Rd. | Rd. 130 | N. Side | Gap | 75 | Single property | 1 |
| Orosi | B. 4 | Ave. 419 | Rd. 128 | Ralph Rd. | S. Side | Driveway | 23 | 1 | 1 |
| Orosi | B. 40 | Ave. 419 | Ralph Rd. | Rd. 130 | N. Side | Driveway | 22 | 12 | 1 |
| Orosi | B. 41 | Ave. 419 | Ralph Rd. | Rd. 130 | N. Side | Cross Slope | 106 | 2.9\%-4.0\% | 1 |
| Orosi | B. 42 | Ave. 419 | Ralph Rd. | Rd. 130 | N. Side | Offset | 1/4" |  | 1 |
| Orosi | B. 43 | Ave. 419 | Ralph Rd. | Rd. 130 | N. Side | Offset | $2^{\prime \prime}$ |  | 1 |
| Orosi | B. 44 | Ave. 419 | Ralph Rd. | Rd. 130 | N. Side | Gap | 340 | Multiple properties | 1 |
| Orosi | B. 7 | Ave. 419 | Ralph Rd. | Rd. 130 | S. Side | Offset | 1/2" |  | 1 |
| Orosi | B. 8 | Ave. 419 | Ralph Rd. | Rd. 130 | S. Side | Cross Slope | 40 | 2.5\%-3.0\% | 1 |
| Orosi | c. 1 | Rd. 130 | Walnut Ave. | Ave. 419 | W. Side | Cross Slope | 75 | 2.6\%-3.3\% | 1 |
| Orosi | c. 2 | Rd. 130 | Walnut Ave. | Ave. 419 | W. Side | Broken sidewalk | 8 | Poor Condition | 1 |
| Orosi | c. 3 | Rd. 130 | Walnut Ave. | Ave. 419 | W. Side | Broken sidewalk | 2 | Poor Condition | 1 |
| Orosi | c. 4 | Rd. 130 | Walnut Ave. | Ave. 419 | w. Side | Cross Slope | 220 | 2.6\%-3.3\% | 1 |
| Orosi | c. 5 | Rd. 130 | Walnut Ave. | Ave. 419 | W. Side | Driveway | 19 | 2 | 1 |
| Orosi | c. 6 | Rd. 130 | Walnut Ave. | Ave. 419 | W. Side | Gap | 100 | Single property | 1 |
| Orosi | c. 7 | Rd. 130 | Walnut Ave. | Ave. 419 | W. Side | Cross Slope | 40 | 3.2\%-4.4\% | 1 |
| Orosi | c. 8 | Rd. 130 | Walnut Ave. | Ave. 419 | W. Side | Gap | 110 | Single property | 1 |
| Orosi | D. 1 | Rd. 130 | Ave. 417 | Walnut Ave. | w. Side | Gap | 115 | Multiple properties | 5 |
| Orosi | D. 10 | Ave. 417 | DEAD END | Rd. 130 | S. Side | Cross Slope | 145 | 2.6\%-4.2\% | 5 |
| Orosi | D. 11 | Ave. 417 | DEAD END | Rd. 130 | S. Side | Offset | $1^{\prime \prime}$ |  | 5 |
| Orosi | D. 12 | Ave. 417 | DEAD END | Rd. 130 | S. Side | Offset | 1/2" |  | 5 |
| Orosi | D. 13 | Ave. 417 | DEAD END | Rd. 130 | S. Side | Gap | 75 | Single property | 5 |
| Orosi | D. 15 | Rd. 130 | Miller Rd. | Ave. 417 | W. Side | Gap | 125 | Multiple properties | 5 |
| Orosi | D. 16 | Rd. 130 | Miller Rd. | Ave. 417 | w. Side | Offset | $1{ }^{1 \prime}$ | Crack Control joint | 5 |
| Orosi | D. 17 | Rd. 130 | Miller Rd. | Ave. 417 | W. Side | Cross Slope | 90 | 2.8\%-3.5\% | 5 |
| Orosi | D. 2 | Rd. 130 | Ave. 417 | Walnut Ave. | W. Side | Offset | $2^{\prime \prime}$ | Construction Joint | 5 |
| Orosi | D. 3 | Rd. 130 | Ave. 417 | Walnut Ave. | W. Side | Driveway | 22 | 1 | 5 |
| Orosi | D. 5 | Ave. 417 | DEAD END | Rd. 130 | N. Side | Obstruction | 1.6'-2.5' | 6 | 5 |
| Orosi | D. 6 | Ave. 417 | DEAD END | Rd. 130 | Both Sides | Driveway | 22 | 20 | 5 |
| Orosi | D. 7 | Ave. 417 | DEAD END | Rd. 130 | N. Side | Cross Slope | 126 | 3.0\%-4.7\% | 5 |
| Orosi | D. 8 | Ave. 417 | DEAD END | Rd. 130 | N. Side | Offset | 1/4" |  | 5 |
| Orosi | D. 9 | Ave. 417 | DEAD END | Rd. 130 | S. Side | Offset | $1 / 2^{\prime \prime}$ |  | 5 |
| Orosi | E. 10 | Miller Rd. | Vista Ct. | Pacifica Ct. | S. Side | Cross Slope | 60 | 3.6\%-5.5\% | 5 |
| Orosi | E. 12 | Pacifica Ct. | DEAD END | Miller Ave. | Both Sides | Driveway | 22 | 5 | 5 |
| Orosi | E. 13 | Pacifica Ct. | DEAD END | Miller Ave. | E. Side | Offset | 1/2" |  | 5 |
| Orosi | E. 16 | Rd. 130 | Ave. 416 | Miller Ave. | W. Side | Offset | 1/4" |  | 3 |
| Orosi | E. 17 | Rd. 130 | Ave. 416 | Miller Ave. | Both Sides | Driveway | 22 | . | 3 |
| Orosi | E. 18 | Rd. 130 | Ave. 416 | Miller Ave. | W. Side | Cross Slope | 40 | 2.8\%-3.3\% | 3 |
| Orosi | E. 19 | Rd. 131 | Ave. 416 | Miller Ave. | W. Side | Gap | 115 | Multiple properties | 3 |
| Orosi | E. 2 | Miller Rd. | Ralph Rd. | Rd. 130 | N. Side | Cross Slope | 280 | 2.6-3.9\% | 5 |
| Orosi | E.22 | Ave. 416 | Ralph Rd. | Rd. 130 | Both Sides | Driveway | 14 | 12 | 3 |
| Orosi | E. 23 | Ave. 416 | Lincoln Rd. | Rd. 130 | N. Side | Cross Slope | 78 | 2.6-3.7\% | 3 |
| Orosi | E. 26 | Ave. 416 | Ralph Rd. | Lincoln Rd. | N. Side | Broken sidewalk | 4 | poor Condition | 3 |
| Orosi | E. 27 | Ave. 416 | Ralph Rd. | Lincoln Rd. | N. Side | Cross Slope | 105 | 3.1-3.4\% | 3 |
| Orosi | E. 3 | Miller Rd. | Ralph Rd. | Rd. 130 | Both Sides | Driveway | 22 | 19 | 5 |
| Orosi | E. 30 | Ave. 416 | Lincoln Rd. | Rd. 130 | S. Side | Cross Slope | 35 | 3.1\%-3.3\% | 3 |
| Orosi | E. 31 | Ave. 416 | Lincoln Rd. | Rd. 130 | S. Side | Driveway | 27 | 1 | 3 |
| Orosi | E. 34 | Rd. 130 | Ave. 416 | Miller Ave. | E. Side | Gap | 120 | Multiple properties | 3 |
| Orosi | E. 35 | Rd. 130 | Ave. 416 | Miller Ave. | E. Side | Driveway | 26 | 2 | 3 |
| Orosi | E. 36 | Rd. 130 | Ave. 416 | Miller Ave. | E. Side | Cross slope | 183 | 2.44.2\% | 3 |
| Orosi | E. 37 | Rd. 130 | Ave. 416 | Miller Ave. | E. Side | End of Sidewalk |  |  | 3 |
| Orosi | E. 4 | Miller Rd. | Ralph Rd. | Vista Ct. | S. Side | Cross Slope | 40 | 3.2\%-4.1\% | 5 |
| Orosi | E. 6 | Vista Ct. | DEAD END | Miller Ave. | W. Side | Cross Slope | 120 | 2.4-3.5\% | 5 |
| Orosi | E. 7 | Vista Ct. | DEAD END | Miller Ave. | Both Sides | Driveway | 22 | 5 | 5 |
| Orosi | E. 9 | Miller Rd. | Vista Ct. | Pacifica Ct. | s. Side | Offset | 1/2" |  | 5 |
| Orosi | F. 10 | Miller Ave. | Rd. 128 | Ralph Rd. | N. Side | Obstruction | 2 | Power pole | 3 |
| Orosi | F. 11 | Miller Ave. | Rd. 128 | Ralph Rd. | S. Side | Cross Slope | 110 | 2.8-3.4\% | 3 |
| Orosi | F. 12 | Miller Ave. | Rd. 128 | Ralph Rd. | S. Side | Gap | 140 | Multiple properties | 3 |
| Orosi | F. 14 | Ralph Rd. | Ave. 416 | Miller Ave. | W. Side | Driveway | 54 | 1 | 3 |
| Orosi | F. 15 | Ralph Rd. | Ave. 416 | Miller Ave. | W. Side | Sidewalk Width | 36 | 3.4' sidewalk width | 3 |
| Orosi | F.16 | Ralph Rd. | Ave. 416 | Miller Ave. | W. Side | Gap | 100 | Multiple properties | 3 |
| Orosi | F. 17 | Ralph Rd. | Ave. 416 | Miller Ave. | W. Side | Obstruction | 2.4 | Mailbox | 3 |
| Orosi | F. 19 | Ave. 416 | Rd. 128 | Ralph Rd. | N. Side | Driveway | 25 | 2 | 3 |
| Orosi | F. 2 | Ralph Rd. | Ave. 416 | Miller Ave. | Both Sides | Driveway | 16 | 5 | 3 |
| Orosi | F. 20 | Ave. 416 | Rd. 128 | Ralph Rd. | N. Side | Cross Slope | 102 | 2.4-5.5\% | 3 |
| Orosi | F. 21 | Ave. 416 | Rd. 128 | Ralph Rd. | N. Side | Driveway | 34 | 1 | 3 |
| Orosi | F.22 | Ave. 416 | Rd. 128 | Ralph Rd. | N. Side | Broken sidewalk | 8 | Poor Condition | 3 |
| Orosi | F.23 | Ave. 416 | Rd. 128 | Ralph Rd. | S. Side | Driveway | 22 | 1 | 3 |
| Orosi | F. 24 | Ave. 416 | Rd. 128 | Ralph Rd. | S. Side | Cross Slope | 47 | 2.6\%-3.2\% | 3 |
| Orosi | F. 3 | Ralph Rd. | Ave. 416 | Miller Ave. | E. Side | Sidewalk Width | 277 | 2.9' sidewalk width | 3 |
| Orosi | F. 4 | Ralph Rd. | Ave. 416 | Miller Ave. | E. Side | Offset | $2^{\prime \prime}$ |  | 3 |
| Orosi | F. 5 | Ralph Rd. | Ave. 416 | Miller Ave. | E. Side | Cross Slope | 90 | 2.2\%-3.3\% | 3 |
| Orosi | F. 7 | Miller Ave. | Rd. 128 | Ralph Rd. | N. Side | Gap | 207 | Multiple properties | 3 |
| Orosi | F. 8 | Miller Ave. | Rd. 128 | Ralph Rd. | Both Sides | Driveway | 21 | 7 | 3 |
| Orosi | F. 9 | Miller Ave. | Rd. 128 | Ralph Rd. | N. Side | Cross Slope | 126 | 2.4\%-3.3\% | 3 |
| Orosi | G. 10 | Miller Ave. | Eddy Rd. | Claude Rd. | Both Sides | Driveway | 19 | 5 | 5 |
| Orosi | G. 11 | Miller Ave. | Eddy Rd. | Claude Rd. | N. Side | Obstruction | 2.44'-1.5' | 2 Mailboxes | 5 |
| Orosi | G. 13 | Eddy Rd. | El Monte Way | Miller Ave. | W. Side | Cross Slope | 100 | 3.1\%-4.5\% | 5 |
| Orosi | G. 14 | Eddy Rd. | El Monte Way | Miller Ave. | W. Side | Driveway | 16 | 4 | 5 |

## Path of Travel Inventory

| Orosi | G. 15 | Eddy Rd. | El Monte Way | Miller Ave. | W. Side | Broken sidewalk | 54 | Poor Condition | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Orosi | G. 17 | Ave. 416 | Eddy Rd. | Rd. 127 | S. Side | Cross Slope | 90 | 3.2\%-4.1\% | 1 |
| Orosi | G. 18 | Ave. 416 | Eddy Rd. | Rd. 127 | S. Side | Driveway | 16 | 2 | 1 |
| Orosi | G.2 | Claude Rd. | Miller Rd. | Ave. 417 | E. Side | Gap | 180 | Multiple properties | 5 |
| Orosi | 6.21 | Ave. 416 | Rd. 127 | Rd. 128 | S. Side | Driveway | 20 | 2 | 2 |
| Orosi | G. 22 | Ave. 416 | Rd. 127 | Rd. 128 | S. Side | Cross Slope | 273 | 2.4\%-6.3\% | 2 |
| Orosi | G.23 | Ave. 416 | Rd. 127 | Rd. 128 | S. Side | Driveway | 54 | 1 | 2 |
| Orosi | G.24 | Ave. 416 | Claude Rd. | Rd. 128 | N. Side | Cross Slope | 195 | 3.0\%-6.3\% | 2 |
| Orosi | G. 25 | Ave. 416 | Claude Rd. | Rd. 128 | N. Side | Driveway | 26 | 4 | 2 |
| Orosi | 6.26 | Ave. 416 | Claude Rd. | Rd. 128 | N. Side | Broken sidewalk | 5 | Poor Condition | 2 |
| Orosi | 6.29 | Ave. 416 | Eddy Rd. | Claude Rd. | N. Side | Cross Slope | 155 | 2.4\%-4.7\% | 1 |
| Orosi | G. 3 | Claude Rd. | Miller Rd. | Ave. 417 | E. Side | Gap | 90 | Multiple properties | 5 |
| Orosi | G.30 | Ave. 416 | Eddy Rd. | Claude Rd. | N. Side | Driveway | 26 | 3 | 1 |
| Orosi | G. 31 | Ave. 416 | Eddy Rd. | Claude Rd. | N. Side | Obstruction | 2.2 | Mailbox | 1 |
| Orosi | G. 32 | Ave. 416 | Eddy Rd. | Claude Rd. | N. Side | Broken sidewalk | 4 | Poor Condition | 1 |
| Orosi | G.34 | Eddy Rd. | El Monte Way | Miller Ave. | E. Side | Driveway | 37 | 6 | 3 |
| Orosi | 6.35 | Eddy Rd. | El Monte Way | Miller Ave. | E. Side | Broken sidewalk | 7 | Poor Condition | 3 |
| Orosi | 6.37 | Miller Ave. | Eddy Rd. | Claude Rd. | S. Side | Broken sidewalk | 56 | Poor Condition | 5 |
| Orosi | 6.38 | Miller Ave. | Eddy Rd. | Claude Rd. | S. Side | Gap | 40 | Single property | 5 |
| Orosi | 6.39 | Miller Ave. | Eddy Rd. | Claude Rd. | S. Side | Gap | 55 | Single property | 5 |
| Orosi | G. 42 | Miller Ave. | Claude Rd. | Rd. 128 | S. Side | Gap | 70 | Multiple properties | 5 |
| Orosi | G. 43 | Miller Ave. | Claude Rd. | Rd. 128 | S. Side | Cross Slope | 120 | 2.4\%-5.4\% | 5 |
| Orosi | G. 44 | Miller Ave. | Claude Rd. | Rd. 128 | Both Sides | Driveway | 19 | 6 | 5 |
| Orosi | G. 45 | Miller Ave. | Claude Rd. | Rd. 128 | S. Side | Obstruction | 1.8 | Power pole | 5 |
| Orosi | G. 46 | Miller Ave. | Claude Rd. | Rd. 128 | N. Side | Gap | 70 | Multiple properties | 5 |
| Orosi | 6. 47 | Miller Ave. | Claude Rd. | Rd. 128 | N. Side | Offset | $1{ }^{17}$ | Depressed Segment 2 offsets | 5 |
| Orosi | G. 48 | Miller Ave. | Claude Rd. | Rd. 128 | N. Side | Gap | 143 | Multiple properties | 5 |
| Orosi | G.49 | Claude Rd. | El Monte Way | Miller Ave. | W. Side | Gap | 242 | Multiple properties | 5 |
| Orosi | G. 6 | Miller Ave. | Eddy Rd. | Claude Rd. | N. Side | Sidewalk Width | 159 | 3.3' sidewalk width | 3 |
| Orosi | G. 7 | Miller Ave. | Eddy Rd. | Claude Rd. | N. Side | Offset | 3/4" |  | 3 |
| Orosi | G. 8 | Miller Ave. | Eddy Rd. | Claude Rd. | N. Side | Broken sidewalk | 155 | Extremely Damaged sidewalk | 3 |
| Orosi | G.9 | Miller Ave. | Eddy Rd. | Claude Rd. | N. Side | Obstruction | 1.8 | 2 Mailboxes | 3 |
| Orosi | H. 1 | Rd. 125 | Ave. 416 | Miller Ave. | W. Side | Cross Slope | 297 | 2.4\%-3.9\% | 3 |
| Orosi | H. 11 | Ave. 416 | David Rd. | Eddy Rd. | S. Side | Offset | 1/2" |  | 1 |
| Orosi | H. 12 | Ave. 416 | David Rd. | Eddy Rd. | S. Side | Driveway | 28 | 3 | 1 |
| Orosi | H. 13 | Ave. 416 | David Rd. | Eddy Rd. | S. Side | Obstruction | 1.9 | Light Pole | 1 |
| Orosi | H. 14 | Ave. 416 | David Rd. | Eddy Rd. | S. Side | Broken sidewalk | 4 | Poor Condition | 1 |
| Orosi | H. 15 | Ave. 416 | David Rd. | Eddy Rd. | S. Side | Gap | 45 | Single property | 1 |
| Orosi | H. 16 | Ave. 416 | David Rd. | Eddy Rd. | S. Side | Cross Slope | 42 | 2.3\%-10.6\% | 1 |
| Orosi | H. 19 | Ave. 416 | Rd. 216 | Eddy Rd. | Both Sides | Driveway | 18 | 5 | 1 |
| Orosi | H. 2 | Rd. 125 | Ave. 416 | Miller Ave. | W. Side | Trans to Driveway | 2 Driveway | need transitions | 3 |
| Orosi | H. 20 | Ave. 416 | Rd. 216 | Eddy Rd. | N. Side | Obstruction | 1.7 | Power pole | 1 |
| Orosi | H. 21 | Ave. 416 | Rd. 216 | Eddy Rd. | N. Side | Cross Slope | 22 | 2.6\%-3.6\% | 1 |
| Orosi | H. 24 | Ave. 416 | Rd. 125 | Rd. 126 | N. Side | Broken sidewalk | 10 | Poor Condition | 2 |
| Orosi | H. 25 | Ave. 416 | Rd. 125 | Rd. 126 | N. Side | Cross Slope | 160 | 2.4\%-5.0\% | 2 |
| Orosi | H. 26 | Ave. 416 | Rd. 125 | Rd. 126 | N. Side | Gap | 147 | Multiple properties | 2 |
| Orosi | H. 27 | Ave. 416 | Rd. 125 | Rd. 126 | N. Side | Trans to Driveway | 2 Driveway | need transitions | 2 |
| Orosi | H. 28 | Ave. 416 | Rd. 125 | Rd. 126 | N. Side | Broken sidewalk | 34 | Poor Condition | 2 |
| Orosi | н. 3 | Rd. 125 | Ave. 416 | Miller Ave. | W. Side | Driveway | 26 | 1 | 3 |
| Orosi | H. 30 | Rd. 125 | Ave. 416 | Miller Ave. | E. Side | Broken sidewalk | 45 | Poor Condition | 3 |
| Orosi | H. 31 | Rd. 125 | Ave. 416 | Miller Ave. | E. Side | Cross Slope | 30 | 2.9\%-3.1\% | 3 |
| Orosi | H. 32 | Rd. 125 | Ave. 416 | Miller Ave. | E. Side | Gap | 130 | Multiple properties | 3 |
| Orosi | H. 35 | Miller Ave. | Rd. 125 | Rd. 126 | N. Side | Gap | 34 | Single property | 5 |
| Orosi | H. 36 | Miller Ave. | Rd. 125 | Rd. 126 | Both Sides | Driveway | 22 | 4 | 5 |
| Orosi | H. 39 | Miller Ave. | Rd. 125 | Rd. 126 | N. Side | Gap | 130 | Multiple properties | 5 |
| Orosi | H. 42 | Miller Ave. | Rd, 126 | Eddy Rd. | N. Side | Obstruction | 1.9 | Power pole | 3 |
| Orosi | H. 43 | Miller Ave. | Rd, 126 | Eddy Rd. | N. Side | Offset | 3/4" |  | 3 |
| Orosi | H. 44 | Miller Ave. | Rd, 126 | Eddy Rd. | S. Side | Broken sidewalk | 85 | Poor Condition | 3 |
| Orosi | H. 47 | Rd. 126 | Ave. 416 | Miller Ave. | W. Side | Gap | 134 | Multiple properties | 3 |
| Orosi | H. 48 | Rd. 126 | Ave. 416 | Miller Ave. | W. Side | Driveway | 28 | 1 | 3 |
| Orosi | H. 49 | Rd. 126 | Ave. 416 | Miller Ave. | W. Side | Driveway | 42 | 1 | 3 |
| Orosi | H. 5 | Ave. 416 | Rd. 125 | David Rd. | S. Side | Offset | $1.5{ }^{\text {" }}$ | Root Uplift | 2 |
| Orosi | H. 6 | Ave. 416 | Rd. 125 | David Rd. | s. Side | Cross Slope | 145 | 2.6\%-4.7\% | 2 |
| Orosi | H. 7 | Ave. 416 | Rd. 125 | David Rd. | S. Side | Offset | 3/4" |  | 2 |
| Orosi | H. 8 | Ave. 416 | Rd. 125 | David Rd. | S. Side | Trans to Driveway | 2 Driveway | need transitions | 2 |
| Orosi | 1.10 | Rd. 125 | Buena Vista Ave. | Walnut Ave. | W. Side | Cross Slope | 180 | 2.6\%-4.8\% | 5 |
| Orosi | 1.14 | Ave. 417 | Rd. 125 | Rd. 126 | N. Side | Gap | 350 | Multiple properties | 5 |
| Orosi | 1.15 | Ave. 417 | Rd. 125 | Rd. 126 | N. Side | Cross Slope | 132 | 2.7\%-5.4\% | 5 |
| Orosi | 1.16 | Ave. 417 | Rd. 125 | Rd. 126 | N. Side | Driveway | 16 | 3 | 5 |
| Orosi | 1.17 | Ave. 417 | Rd. 125 | Rd. 126 | N. Side | Obstruction | 2.7 | Mailbox | 5 |
| Orosi | 1.18 | Ave. 417 | Rd. 125 | Rd. 126 | N. Side | Gap | 50 | Single property | 5 |
| Orosi | 1.2 | Walnut Ave. | Rd. 125 | Rd. 126 | N. Side | Gap | 234 | Multiple properties | 5 |
| Orosi | 1.21 | Rd. 126 | Miller Rd. | Ave. 417 | W. Side | Gap | 135 | Multiple properties | 1 |
| Orosi | 1.22 | Rd. 126 | Miller Rd. | Ave. 417 | W. Side | Driveway | 25 | 2 | 1 |
| Orosi | 1.23 | Rd. 126 | Miller Rd. | Ave. 417 | E. Side | Obstruction | 1.2 | Mailbox | 1 |
| Orosi | 1.24 | Rd. 126 | Miller Rd. | Ave. 417 | E. Side | End of sidewalk |  |  | 1 |
| Orosi | 1.25 | Rd. 126 | Ave. 417 | Walnut Ave. | W. Side | Gap | 80 | Multiple properties | 1 |
| Orosi | 1.26 | Rd. 126 | Ave. 417 | Walnut Ave. | W. Side | Gap | 138 | Multiple properties | 1 |
| Orosi | 1.29 | Walnut Ave. | Rd. 125 | Rd. 126 | s. Side | Gap | 94 | Multiple properties | 5 |
| Orosi | 1.3 | Walnut Ave. | Rd. 125 | Rd. 126 | N. Side | Cross Slope | 68 | 4.3\%-5.4\% | 5 |
| Orosi | 1.30 | Walnut Ave. | Rd. 125 | Rd. 126 | S. Side | Cross Slope | 86 | 2.6\%-5.1\% | 5 |
| Orosi | 1.31 | Walnut Ave. | Rd. 125 | Rd. 126 | S. Side | Obstruction | 2.6 | 2 Mailooxes | 5 |
| Orosi | 1.32 | Walnut Ave. | Rd. 125 | Rd. 126 | S. Side | Gap | 37 | Single property | 5 |
| Orosi | 1.34 | Rd. 125 | Ave. 417 | Walnut Ave. | E. Side | Cross Slope | 129 | 3.0\%-6.4\% | 5 |
| Orosi | 1.35 | Rd. 125 | Ave. 417 | Walnut Ave. | E. Side | Driveway | 12 | 3 | 5 |
| Orosi | 1.36 | Rd. 125 | Ave. 417 | Walnut Ave. | E. Side | Gap | 70 | Single property | 5 |
| Orosi | 1.4 | Walnut Ave. | Rd. 125 | Rd. 126 | N. Side | Obstruction | 2.1 | 3 Mailboxes | 5 |
| Orosi | 1.5 | Walnut Ave. | Rd. 125 | Rd. 126 | Both Sides | Driveway | 19 | 16 | 5 |
| Orosi | 1.6 | Walnut Ave. | Rd. 125 | Rd. 126 | N. Side | Gap | 40 | Single property | 5 |
| Orosi | 1.7 | Walnut Ave. | Rd. 125 | Rd. 126 | N. Side | Gap | 200 | Multiple properties | 5 |
| Orosi | 1.9 | Rd. 125 | Buena Vista Ave. | Walnut Ave. | Both Sides | Driveway | 19 | 16 | 5 |
| Orosi | ग. 1 | Whittaker Ave. | Rd. 125 | Van Tassel Rd. | Both Sides | Driveway | 22 | 5 | 5 |
| Orosi | 1.11 | Ave. 419 | Van Tassel Rd. | Rd. 126 | S. Side | Offset | $1^{\prime \prime}$ |  | 3 |
| Orosi | J. 12 | Ave. 419 | Van Tassel Rd. | Rd. 126 | S. Side | Cross Slope | 84 | 3.1\%-7.0\% | 3 |
| Orosi | J. 13 | Ave. 419 | Van Tassel Rd. | Rd. 126 | S. Side | Gap | 260 | Multiple properties | 3 |
| Orosi | J. 14 | Ave. 419 | Van Tassel Rd. | Rd. 126 | Both Sides | Driveway | 17 | 4 | 3 |
| Orosi | ग. 15 | Rd. 126 | Walnut Ave. | Ave. 419 | W. Side | Gap | 632 | Single property | 1 |
| Orosi | J. 16 | Rd. 126 | Walnut Ave. | Ave. 419 | W. Side | Obstruction | 1.7 | Mailbox and power poll | 1 |
| Orosi | 1.17 | Rd. 126 | Walnut Ave. | Ave. 419 | W. Side | Gap | 284 | Multiple properties | 1 |
| Orosi | J. 18 | Rd. 125 | Walnut Ave. | Whittaker Ave. | E. Side | Gap | 15 | Single property | 5 |
| Orosi | 1.19 | Rd. 125 | Walnut Ave. | Whittaker Ave. | E. Side | Gap | 38 | Single property | 5 |

## Path of Travel Inventory

| Orosi | J. 2 | Whittaker Ave. | Rd. 125 | Van Tassel Rd. | N. Side | Offset | 1/2" |  | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Orosi | ${ }^{\text {J. } 21}$ | Van Tessel Rd. | Whittaker Ave. | Barton Ave. | E. Side | Cross Slope | 18 | 3.1\%-3.5\% | 5 |
| Orosi | J.22 | Van Tessel Rd. | Barton Ave. | Ave. 419 | E. Side | Offset | 3/4" | Tripping hazard | 5 |
| Orosi | ${ }^{1.23}$ | Van Tessel Rd. | Barton Ave. | Ave. 419 | E. Side | Cross Slope | 30 | 3.4\%-4.2\% | 5 |
| Orosi | ${ }^{1} .25$ | Rd. 125 | Walnut Ave. | Whittaker Ave. | W. Side | Cross Slope | 53 | 2.6\%-3.4\% | 5 |
| Orosi | 1.26 | Rd. 125 | Walnut Ave. | Whittaker Ave. | W. Side | Driveway | 18 | 3 | 5 |
| Orosi | J. 4 | Van Tessel Rd. | Whittaker Ave. | Barton Ave. | W. Side | Cross Slope | 87 | 2.8\%-4.2\% | 5 |
| Orosi | J. 7 | Van Tessel Rd. | Whittaker Ave. | Ave. 419 | Both Sides | Driveway | 22 | 9 | 5 |
| Orosi | 1.8 | Van Tessel Rd. | Barton Ave. | Ave. 419 | W. Side | Cross Slope | 122 | 2.5\%-3.2\% | 5 |
| Orosi | K. 1 | Whittaker Ave. | Rd. 124 | Rd. 125 | S. Side | Cross Slope | 36 | 3.0\%-3.3\% | 5 |
| Orosi | K. 10 | Barton Ave. | Rd. 124 | Van Tassel Rd. | N. Side | Cross Slope | 45 | 2.9\%-3.5\% | 5 |
| Orosi | K. 11 | Barton Ave. | Rd. 124 | Van Tassel Rd. | N. Side | Offset | 1/2" |  | 5 |
| Orosi | K.13 | Rd. 124 | Barton Ave. | Ave. 419 | E. Side | Cross Slope | 73 | 2.3\%-4.1\% | 5 |
| Orosi | K. 15 | Ave. 419 | Rd. 124 | Van Tassel Rd. | Both Sides | Driveway | 22 | 18 | 5 |
| Orosi | K.16 | Ave. 419 | Rd. 124 | Van Tassel Rd. | S. Side | Driveway | 11 | 1 | 5 |
| Orosi | K. 17 | Ave. 419 | Rd. 124 | Van Tassel Rd. | S. Side | Cross Slope | 10 | 5.2\%-8.2\% | 5 |
| Orosi | K. 2 | Whittaker Ave. | Rd. 124 | Rd. 125 | Both Sides | Driveway | 22 | 14 | 5 |
| Orosi | K. 5 | Rd. 124 | Whittaker Ave. | Barton Ave. | E. Side | Cross Slope | 142 | 3.5\%-4.2\% | 5 |
| Orosi | K. 7 | Barton Ave. | Rd. 124 | Van Tassel Rd. | Both Sides | Driveway | 20 | 26 | 5 |
| Orosi | K. 8 | Barton Ave. | Rd. 124 | Van Tassel Rd. | S. Side | Offset | 1/2" | Tripping hazard | 5 |
| Orosi | K. 9 | Barton Ave. | Rd. 124 | Van Tassel Rd. | S. Side | Cross Slope | 56 | 2.8\%-3.8\% | 5 |
| Orosi | L. 1 | Buenna Vista Ave. | Colony St. | Rd. 125 | Both Sides | Driveway | 22 | 6 | 5 |
| Orosi | L. 11 | Buenna Vista Ave. | Stewart St. | Rd. 125 | N. Side | Cross Slope | 175 | 3.0\%-4.3\% | 5 |
| Orosi | L. 13 | Buenna Vista Ave. | Colony St. | Stewart St. | N. Side | Cross Slope | 175 | 3.0\%-3.6\% | 5 |
| Orosi | L. 15 | Colony St. | Buena Vista Ave. | Dennison Dr. | E. Side | Cross Slope | 221 | 2.7\%-3.9\% | 5 |
| Orosi | L. 17 | Dennison Dr. | Colony St. | Stewart St. | S. Side | Cross Slope | 176 | 2.6\%-4.8\% | 5 |
| Orosi | L. 19 | Stewart St. | Buena Vista Ave. | Dennison Dr. | w. Side | Cross Slope | 241 | 2.4\%-3.7\% | 5 |
| Orosi | L. 2 | Buenna Vista Ave. | Colony St. | Rd. 125 | S. Side | Cross Slope | 190 | 2.9\%-4.4\% | 5 |
| Orosi | L. 3 | Colony St. | Buena Vista Ave. | Dennison Dr. | Both Sides | Driveway | 22 | 16 | 5 |
| Orosi | L. 4 | Colony St. | Buena Vista Ave. | Dennison Dr. | W. Side | Cross Slope | 192 | 2.8\%-4.0\% | 5 |
| Orosi | L. 6 | Dennison Dr. | Rd. 124 | Colony St. | S. Side | Cross Slope | 80 | 2.9\%-4.2\% | 5 |
| Orosi | L. 7 | Dennison Dr. | Rd. 124 | Stewart St. | Both Sides | Driveway | 22 | 6 | 5 |
| Orosi | L. 8 | Stewart St. | Buena Vista Ave. | Dennison Dr. | Both Sides | Driveway | 22 | 14 | 5 |
| Orosi | L. 9 | Stewart St. | Buena Vista Ave. | Dennison Dr. | E. Side | Cross Slope | 75 | 2.5\%-3.7\% | 5 |
| Orosi | M. 11 | Badger Ave. | Wilsonia Ave. | Rd. 124 | S. Side | Offset | 3/4" |  | 5 |
| Orosi | M. 12 | Badger Ave. | Wilsonia Ave. | Rd. 124 | S. Side | Cross Slope | 120 | 2.7\%-5.3\% | 5 |
| Orosi | M. 13 | Badger Ave. | Wilsonia Ave. | Rd. 124 | Both Sides | Driveway | 22 | 16 | 5 |
| Orosi | M. 16 | Rd. 124 | Badger Ave. | Whittaker Ave. | W. Side | End of sidewalk |  |  | 3 |
| Orosi | M. 17 | Rd. 124 | Badger Ave. | Whittaker Ave. | E. Side | Gap | 160 | Single property | 3 |
| Orosi | M. 18 | Rd. 124 | Dennison Dr. | Badger Ave. | E. Side | Cross Slope | 90 | 3.2\%-4.0\% | 3 |
| Orosi | M. 2 | Wilsonia Ave. | Sequia Ave. | Twin Peaks Ave. | E. Side | Cross Slope | 62 | 2.4\%-4.3\% | 5 |
| Orosi | M. 21 | Rd. 124 | Sequia Ave. | Dennison Dr. | E. Side | Cross Slope | 315 | 2.7\%-4.4\% | 3 |
| Orosi | M. 23 | Rd. 124 | Sequia Ave. | Badger Ave. | W. Side | Cross Slope | 300 | 2.6\%-4.4\% | 3 |
| Orosi | M. 24 | Sequoia Ave. | Wilsonia Ave. | Rd. 124 | N. Side | Cross Slope | 58 | 3.2\%-6.5\% | 5 |
| Orosi | M. 25 | Sequoia Ave. | Wilsonia Ave. | Rd. 124 | Both Sides | Driveway | 22 | 8 | 5 |
| Orosi | M. 27 | Granite Ct. | DEAD END | Sequia Ave. | Both Sides | Driveway | 22 | 8 | 5 |
| Orosi | M. 28 | Granite Ct. | DEAD END | Sequia Ave. | W. Side | Cross Slope | 42 | 3.2\%-4.2\% | 5 |
| Orosi | M. 29 | Granite Ct. | DEAD END | Sequia Ave. | E. Side | Gap | 210 | Multiple properties | 5 |
| Orosi | M. 3 | Wilsonia Ave. | Sequia Ave. | Twin Peaks Ave. | Both Sides | Driveway | 24 | 10 | 5 |
| Orosi | M. 32 | Paradise Ct. | DEAD END | Sequia Ave. | Both Sides | Driveway | 22 | 8 | 5 |
| Orosi | M. 33 | Paradise Ct. | DEAD END | Sequia Ave. | E. Side | Gap | 210 | Multiple properties | 5 |
| Orosi | M. 35 | Sequoia Ave. | Paradise Ct. | Rd. 124 | S. Side | Gap | 86 | Single property | 5 |
| Orosi | M. 5 | Twin Peaks Ave. | Wilsonia Ave. | DEAD END | S. Side | Gap | 430 | Multiple properties | 5 |
| Orosi | M. 6 | Twin Peaks Ave. | Wilsonia Ave. | DEAD END | Both Sides | Driveway | 22 | 9 | 5 |
| Orosi | M. 7 | Twin Peaks Ave. | Wilsonia Ave. | DEAD END | N. Side | Cross Slope | 93 | 2.8\%-3.7\% | 5 |
| Orosi | M. 9 | Wilsonia Ave. | Twin Peaks Ave. | Badger Ave. | E. Side | Cross Slope | 175 | 2.8\%-3.7\% | 5 |
| Orosi | N. 1 | Rd. 124 | Ave. 416 | Sequia Ave. | W. Side | Gap | 234 | Multiple properties | 3 |
| Orosi | N. 10 | Ave. 416 | Rd. 120 | Rd. 124 | S. Side | Driveway | 42 | 4 | 2 |
| Orosi | N. 11 | Ave. 416 | Rd. 120 | Rd. 124 | S. Side | Cross Slope | 50 | 2.6\%-3.0\% | 2 |
| Orosi | N. 14 | Ave. 416 | Rd. 124 | Rd. 125 | S. Side | Obstruction | 2.4 | Signal light | 2 |
| Orosi | N. 15 | Ave. 416 | Rd. 124 | Rd. 125 | S. Side | Cross Slope | 100 | 2.4\%-3.7\% | 2 |
| Orosi | N. 16 | Ave. 416 | Rd. 124 | Rd. 125 | S. Side | Offset | $1 / 2^{\prime \prime}$ |  | 2 |
| Orosi | N. 17 | Ave. 416 | Rd. 124 | Rd. 125 | S. Side | Driveway | 20 | 1 | 2 |
| Orosi | N. 18 | Ave. 416 | Rd. 124 | Rd. 125 | S. Side | Offset | 1/2" |  | 2 |
| Orosi | N. 19 | Ave. 416 | Rd. 124 | Rd. 125 | N. Side | Gap | 400 | Multiple properties | 2 |
| Orosi | N. 2 | Rd. 124 | Ave. 416 | Sequia Ave. | W. Side | Offset | 3/4" |  | 3 |
| Orosi | N. 21 | Rd. 124 | Ave. 416 | Sequia Ave. | E. Side | Gap | 327 | Multiple properties | 3 |
| Orosi | N. 22 | Rd. 124 | Ave. 416 | Sequia Ave. | E. Side | Cross Slope | 90 | 3.3\%-3.9\% | 3 |
| Orosi | N. 23 | Rd. 124 | Ave. 416 | Sequia Ave. | E. Side | Driveway | 25 | 1 | 3 |
| Orosi | N. 3 | Rd. 124 | Ave. 416 | Sequia Ave. | W. Side | Trans to Driveway | 1 Driveway | need transitions | 3 |
| Orosi | N. 5 | Ave. 416 | Rd. 120 | Rd. 124 | N. Side | Obstruction | 1.5 | Power pole | 2 |
| Orosi | N. 6 | Ave. 416 | Rd. 120 | Rd. 124 | N. Side | Cross Slope | 187 | 2.7\%-3.6\% | 2 |
| Orosi | N. 7 | Ave. 416 | Rd. 120 | Rd. 124 | N. Side | Driveway | 29 | 2 | 2 |
| Orosi | N. 8 | Ave. 416 | Rd. 120 | Rd. 124 | N. Side | End of sidewalk |  |  | 2 |
| Orosi | N. 9 | Ave. 416 | Rd. 120 | Rd. 124 | S. Side | End of sidewalk |  |  | 2 |
| Orosi | 0.10 | Elrod Rd. | Ave. 415 | Ella Ave. | W. Side | Gap | 130 | Multiple properties | 5 |
| Orosi | 0.11 | Elrod Rd. | Ave. 415 | Ella Ave. | W. Side | Cross Slope | 90 | 2.4\%-4.0\% | 5 |
| Orosi | 0.13 | Ave. 415 | Rd. 124 | Elrod Rd. | N. Side | Cross Slope | 203 | 2.6\%-5.5\% | 5 |
| Orosi | 0.14 | Ave. 415 | Rd. 124 | Elrod Rd. | Both Sides | Driveway | 22 | 20 | 5 |
| Orosi | 0.15 | Ave. 415 | Rd. 124 | Elrod Rd. | Both Sides | Obstruction | $2^{\prime}$ | 8 Mailboxes | 5 |
| Orosi | 0.16 | Ave. 415 | Rd. 124 | Elrod Rd. | N. Side | Offset | $1^{\prime \prime}$ |  | 5 |
| Orosi | 0.17 | Ave. 415 | Rd. 124 | Elrod Rd. | N. Side | Gap | 34 | Single property | 5 |
| Orosi | 0.18 | Ave. 415 | Rd. 124 | Elrod Rd. | N. Side | Offset | 1/2" |  | 5 |
| Orosi | 0.19 | Ave. 415 | Rd. 124 | Elrod Rd. | N. Side | Gap | 30 | Single property | 5 |
| Orosi | 0.2 | Ella Ave. | Rd. 124 | Elrod Rd. | S. Side | Cross Slope | 174 | 2.8\%-5.8\% | 5 |
| Orosi | 0.22 | Ave. 415 | Rd. 124 | Elrod Rd. | S. Side | Gap | 40 | Single property | 5 |
| Orosi | 0.23 | Ave. 415 | Rd. 124 | Elrod Rd. | S. Side | Broken sidewalk | 4 | Poor Condition | 5 |
| Orosi | 0.24 | Ave. 415 | Rd. 124 | Elrod Rd. | S. Side | Obstruction | $2^{\prime}$ | 4 Mailboxes | 5 |
| Orosi | 0.25 | Ave. 415 | Rd. 124 | Elrod Rd. | S. Side | Gap | 38 | Single property | 5 |
| Orosi | 0.27 | Elrod Rd. | Risley Ave. | Ave 415 | W. Side | Cross Slope | 3.5 | 5.00\% | 5 |
| Orosi | 0.28 | Elrod Rd. | Risley Ave. | Ave 415 | W. Side | Obstruction | 2.2 | Fire hydrant | 5 |
| Orosi | 0.3 | Ella Ave. | Rd. 124 | Elrod Rd. | Both Sides | Driveway | 22 | 21 | 5 |
| Orosi | 0.30 | Risley Ave. | Rd. 124 | Elrod Rd. | Both Sides | Driveway | 22 | 20 | 5 |
| Orosi | 0.31 | Risley Ave. | Rd. 124 | Elrod Rd. | N. Side | Obstruction | 1.2'-2.2' | 4 Mailboxes | 5 |
| Orosi | 0.32 | Risley Ave. | Rd. 124 | Elrod Rd. | N. Side | Offset | $1 / 2^{\prime \prime}$ |  | 5 |
| Orosi | 0.33 | Risley Ave. | Rd. 124 | Elrod Rd. | N. Side | Cross Slope | 75 | 2.5\%-3.6\% | 5 |
| Orosi | 0.34 | Risley Ave. | Rd. 124 | Elrod Rd. | N. Side | Gap | 100 | Multiple properties | 5 |
| Orosi | 0.35 | Risley Ave. | Rd. 124 | Elrod Rd. | N. Side | Gap | 50 | Single property | 5 |
| Orosi | 0.38 | Risley Ave. | Rd. 124 | Elrod Rd. | S. Side | Gap | 35 | Single property | 5 |
| Orosi | 0.39 | Risley Ave. | Rd. 124 | Elrod Rd. | S. Side | Cross Slope | 111 | 2.6\%-5.0\% | 5 |
| Orosi | 0.4 | Ella Ave. | Rd. 124 | Elrod Rd. | s. Side | Obstruction | 2.2 | 4 Mailboxes | 5 |

## Path of Travel Inventory

| Orosi | 0.40 | Risley Ave. | Rd. 124 | Elrod Rd. | S. Side | Obstruction | 2 | 6 Mailboxes | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Orosi | 0.41 | Risley Ave. | Rd. 124 | Elrod Rd. | S. Side | Obstruction | 1.6 | Fire hydrant | 5 |
| Orosi | 0.42 | Risley Ave. | Rd. 124 | Elrod Rd. | S. Side | Obstruction | 2.5 | Overgrown Vegitation | 5 |
| Orosi | 0.43 | Elrod Rd. | Risley Ave. | Ella Ave. | E. Side | Obstruction | 2 | 5 Mailboxes | 5 |
| Orosi | 0.44 | Elrod Rd. | Ave. 415 | Ella Ave. | E. Side | Gap | 65 | Multiple properties | 5 |
| Orosi | 0.45 | Elrod Rd. | Ave. 415 | Ella Ave. | E. Side | Cross Slope | 70 | 3.8\%-6.6\% | 5 |
| Orosi | 0.46 | Elrod Rd. | Ave. 415 | Ella Ave. | E. Side | Gap | 54 | Single property | 5 |
| Orosi | 0.47 | Elrod Rd. | Rd. 124 | Elrod Rd. | N. Side | Gap | 124 | Multiple properties | 5 |
| Orosi | 0.48 | Ella Ave. | Rd. 124 | Elrod Rd. | N. Side | Obstruction | 2 | 4 Mailboxes | 5 |
| Orosi | 0.49 | Ella Ave. | Rd. 124 | Elrod Rd. | N. Side | Broken sidewalk | 30 | Poor Condition | 5 |
| Orosi | 0.5 | Ella Ave. | Rd. 124 | Elrod Rd. | S. Side | Gap | 157 | Multiple properties | 5 |
| Orosi | 0.50 | Ella Ave. | Rd. 124 | Elrod Rd. | N. Side | Gap | 30 | Single property | 5 |
| Orosi | 0.51 | Ella Ave. | Rd. 124 | Elrod Rd. | N. Side | Offset | 1/2" |  | 5 |
| Orosi | 0.52 | Ella Ave. | Rd. 124 | Elrod Rd. | N. Side | Gap | 120 | Multiple properties | 5 |
| Orosi | 0.54 | Rd. 124 | Ella Ave. | El Monte Way | E. Side | Gap | 140 | Single property | 3 |
| Orosi | 0.55 | Rd. 124 | Ella Ave. | El Monte Way | E. Side | Driveway | 24 |  | 3 |
| Orosi | 0.56 | Rd. 124 | Ella Ave. | El Monte Way | E. Side | Cross Slope | 20 | 2.6\%-3.3\% | 3 |
| Orosi | 0.57 | Rd. 124 | Ella Ave. | El Monte Way | W. Side | Driveway | 42 |  | 3 |
| Orosi | 0.58 | Rd. 124 | Ella Ave. | El Monte Way | W. Side | Cross Slope | 96 | 2.7\%-4.4\% | 3 |
| Orosi | 0.59 | Rd. 124 | Ella Ave. | El Monte Way | W. Side | Gap | 60 | Single property | 3 |
| Orosi | 0.6 | Ella Ave. | Rd. 124 | Elrod Rd. | S. Side | Driveway | 14 |  | 5 |
| Orosi | 0.60 | Rd. 124 | Ave. 415 | Ella Ave. | W. Side | Driveway | 25 |  | 3 |
| Orosi | 0.61 | Rd. 124 | Ave. 415 | Ella Ave. | W. Side | Cross Slope | 40 | 2.5\%-4.4\% | 3 |
| Orosi | 0.62 | Rd. 124 | Ave. 415 | Ella Ave. | W. Side | Driveway | 18 | 1 | 3 |
| Orosi | 0.63 | Rd. 124 | Ave. 415 | Ella Ave. | W. Side | End of sidewalk |  |  | 3 |
| Orosi | 0.64 | Elrod Rd. | Risley Ave. | Ella Ave. | Both Sides | Driveway | 22 | 11 | 5 |
| Orosi | 0.7 | Ella Ave. | Rd. 124 | Elrod Rd. | S. Side | Offset | 1/2" |  | 5 |
| Orosi | 0.8 | Ella Ave. | Rd. 124 | Elrod Rd. | S. Side | Gap | 40 | Single property | 5 |
| Orosi | P. 1 | David Rd. | Ella Ave. | Ave. 416 | E. Side | Driveway | 33 | 2 | 1 |
| Orosi | P. 10 | David Rd. | Ave. 414 | Ella Ave. | E. Side | Cross Slope | 238 | 3.0\%-4.5\% | 5 |
| Orosi | P. 11 | David Rd. | Ave. 414 | Ella Ave. | E. Side | Offset | 1/2" |  | 5 |
| Orosi | P. 12 | David Rd. | Ave. 414 | Ella Ave. | E. Side | Broken Sidewalk | 8 | Poor Condition | 5 |
| Orosi | P. 13 | David Rd. | Ave. 414 | Ella Ave. | E. Side | Offset | 1/2" |  | 5 |
| Orosi | P. 14 | David Rd. | Ave. 414 | Ella Ave. | E. Side | Offset | 1/4" |  | 5 |
| Orosi | P. 15 | David Rd. | Ave. 414 | Ella Ave. | E. Side | Broken Sidewalk | 2 | Poor Condition | 5 |
| Orosi | P. 17 | David Rd. | Ella Ave. | Ave. 416 | W. Side | Gap | 120 | Single property | 3 |
| Orosi | P. 18 | David Rd. | Ella Ave. | Ave. 416 | W. Side | Gap | 220 | Multiple properties | 3 |
| Orosi | P. 19 | David Rd. | Ave. 414 | Ella Ave. | W. Side | Cross Slope | 353 | 2.4\%-4.9\% | 5 |
| Orosi | P. 2 | David Rd. | Ella Ave. | Ave. 416 | E. Side | Cross Slope | 76 | 2.8\%-3.6\% | 3 |
| Orosi | P. 20 | David Rd. | Ave. 414 | Ella Ave. | W. Side | Offset | $1^{\prime \prime}$ |  | 5 |
| Orosi | P. 21 | David Rd. | Ave. 414 | Ella Ave. | W. Side | Broken Sidewalk | 8 | Poor Condition | 5 |
| Orosi | P. 22 | David Rd. | Ave. 414 | Ella Ave. | W. Side | Gap | 40 | Single property | 5 |
| Orosi | P. 23 | David Rd. | Ave. 414 | Ella Ave. | W. Side | Gap | 98 | Multiple properties | 5 |
| Orosi | P. 3 | David Rd. | Ella Ave. | Ave. 416 | E. Side | Gap | 55 | Single property | 3 |
| Orosi | P. 5 | Ella Ave. | David Rd. | Rd. 126 | N. Side | Gap | 95 | Single property | 1 |
| Orosi | P. 6 | Ella Ave. | David Rd. | Rd. 126 | N. Side | Gap | 130 | Multiple properties | 1 |
| Orosi | P. 7 | David Rd. | Ave. 414 | Ella Ave. | E. Side | Gap | 33 | Single property | 5 |
| Orosi | P. 8 | David Rd. | Ave. 414 | Ella Ave. | E. Side | Obstruction | 1.5 | Mailbox | 5 |
| Orosi | P. 9 | David Rd. | Ave. 414 | Ella Ave. | E. Side | Broken Sidewalk | 16 | Poor Condition | 5 |
| Orosi | Q. 11 | David Rd. | Ave. 413 | Ave. 414 | E. Side | Driveway | 24 | 2 | 1 |
| Orosi | Q. 12 | David Rd. | Ave. 413 | Ave. 414 | E. Side | Cross Slope | 93 | 2.3\%-5.3\% | 1 |
| Orosi | Q. 13 | David Rd. | Ave. 413 | Ave. 414 | E. Side | Obstruction | 1.7 | Mailbox | 1 |
| Orosi | Q. 16 | David Rd. | Ave. 413 | Luxor Ave. | W. Side | Cross Slope | 17 | 3.0\%-4.2\% | 5 |
| Orosi | Q. 17 | David Rd. | Ave. 413 | Luxor Ave. | W. Side | Obstruction | 2.1 | Mailbox | 5 |
| Orosi | Q. 18 | David Rd. | Ave. 413 | Luxor Ave. | W. Side | Gap | 123 | Multiple properties | 5 |
| Orosi | Q. 2 | Ave. 414 | Rd. 124 | David Rd. | N. Side | Gap | 70 | Single property | 5 |
| Orosi | Q. 20 | Luxor Ave. | Rd. 124 | David Rd. | S. Side | Gap | 124 | Multiple properties | 5 |
| Orosi | Q. 21 | Luxor Ave. | Rd. 124 | David Rd. | S. Side | Obstruction | 1.9 | 5 Mailboxes | 5 |
| Orosi | Q. 22 | Luxor Ave. | Rd. 124 | David Rd. | S. Side | Cross Slope | 43 | 3.6\%-3.9\% | 5 |
| Orosi | Q. 23 | Luxor Ave. | Rd. 124 | David Rd. | S. Side | Gap | 53 | Single property | 5 |
| Orosi | Q. 24 | Luxor Ave. | Rd. 124 | David Rd. | S. Side | Gap | 50 | Single property | 5 |
| Orosi | Q. 25 | Luxor Ave. | Rd. 124 | David Rd. | S. Side | Offset | $1^{\prime \prime}$ |  | 5 |
| Orosi | Q. 26 | Luxor Ave. | Rd. 124 | David Rd. | S. Side | Gap | 45 | Single property | 5 |
| Orosi | Q. 27 | Luxor Ave. | Rd. 124 | David Rd. | S. Side | Broken Sidewalk | 36 | Poor Condition | 5 |
| Orosi | Q. 28 | Luxor Ave. | Rd. 124 | David Rd. | S. Side | Broken Sidewalk | 142 | Poor Condition | 5 |
| Orosi | Q. 29 | Luxor Ave. | Rd. 124 | David Rd. | S. Side | Gap | 95 | Multiple properties | 5 |
| Orosi | Q. 3 | Ave. 414 | Rd. 124 | David Rd. | Both Sides | Driveway | 22 | 12 | 5 |
| Orosi | Q. 33 | David Rd. | Luxor Ave. | Ave. 414 | W. Side | Cross Slope | 225 | 2.6\%-6.2\% | 5 |
| Orosi | Q. 34 | David Rd. | Luxor Ave. | Ave. 414 | W. Side | Obstruction | 1.5 | Mailbox | 5 |
| Orosi | Q. 35 | Luxor Ave. | Rd. 124 | David Rd. | Both Sides | Driveway | 22 | 13 | 5 |
| Orosi | Q. 4 | Ave. 414 | Rd. 124 | David Rd. | N. Side | Cross Slope | 50 | 2.5\%-4.1\% | 5 |
| Orosi | Q. 5 | Ave. 414 | Rd. 124 | David Rd. | N. Side | Broken Sidewalk | 2 | Poor Condition | 5 |
| Orosi | Q. 6 | Ave. 414 | Rd. 124 | David Rd. | N. Side | Gap | 158 | Multiple properties | 5 |
| Orosi | R. 10 | Ave. 413 | David Rd. | Rd. 127 | S. Side | Gap | 52 | Single property | 1 |
| Orosi | R. 11 | Ave. 413 | David Rd. | Rd. 127 | S. Side | Obstruction | 2.5 | 3 Mailboxes | 1 |
| Orosi | R. 12 | Ave. 413 | David Rd. | Rd. 127 | s. Side | Driveway | 24 | 6 | 1 |
| Orosi | R. 13 | Ave. 413 | David Rd. | Rd. 127 | S. Side | Gap | 54 | Single property | 1 |
| Orosi | R. 14 | Ave. 413 | David Rd. | Rd. 127 | S. Side | Gap | 238 | Multiple properties | 1 |
| Orosi | R. 3 | Ave. 413 | David Rd. | Rd. 127 | N. Side | Cross Slope | 60 | 2.8\%-5.3\% | 1 |
| Orosi | R. 4 | Ave. 413 | David Rd. | Rd. 127 | N. Side | Broken sidewalk | 2 | Poor Condition | 1 |
| Orosi | R. 5 | Ave. 413 | David Rd. | Rd. 127 | N. Side | Driveway | 28 | 1 | 1 |
| Orosi | R. 6 | Ave. 413 | David Rd. | Rd. 127 | S. Side | End of sidewalk |  |  | 1 |
| Orosi | R. 7 | Ave. 413 | David Rd. | Rd. 127 | S. Side | Broken sidewalk | 4 | Poor Condition | 1 |
| Orosi | R. 8 | Ave. 413 | David Rd. | Rd. 127 | S. Side | Bad transition |  |  | 1 |
| Orosi | R. 9 | Ave. 413 | David Rd. | Rd. 127 | S. Side | Cross Slope | 178 | 2.5\%-5.7\% | 1 |
| Orosi | s. 1 | Rd. 124 | Aceves Ave. | Ave. 413 | E. Side | Offset | 1.5" |  | 3 |
| Orosi | s. 10 | Rd. 124 | Edward Ave. | Aceves Ave. | E. Side | Offset | $1 / 2^{\prime \prime}$ |  | 3 |
| Orosi | S. 11 | Rd. 124 | Edward Ave. | Aceves Ave. | E. Side | Offset | $1^{\prime \prime}$ | Deoressed Segment 3 offsets | 3 |
| Orosi | s. 12 | Rd. 124 | Edward Ave. | Aceves Ave. | E. Side | Offset | 3/4" | Depressed Utility Cover | 3 |
| Orosi | s. 13 | Rd. 124 | Edward Ave. | Aceves Ave. | E. Side | Gap | 270 | Multiple properties | 3 |
| Orosi | s. 14 | Rd. 124 | Edward Ave. | Aceves Ave. | E. Side | Broken Sidewalk | 6 | Poor Condition | 3 |
| Orosi | S. 17 | Rd. 124 | Ave. 408 | Edward Ave. | E. Side | Obstruction | 2.4 | Utility Box | 3 |
| Orosi | 5. 2 | Rd. 124 | Aceves Ave. | Ave. 413 | E. Side | Offset | $1{ }^{\prime \prime}$ |  | 3 |
| Orosi | 5. 20 | Rd. 124 | Ave. 408 | Edward Ave. | E. Side | Cross Slope | 92 | 2.9\%-3.5\% | 3 |
| Orosi | s. 22 | Rd. 124 | Ash Ave. | Aceves Ave. | W. Side | Broken Sidewalk | 8 | Poor Condition | 5 |
| Orosi | s. 23 | Rd. 124 | Ash Ave. | Aceves Ave. | W. Side | Broken Sidewalk | 12 | Poor Condition | 5 |
| Orosi | s. 24 | Rd. 124 | Ash Ave. | Aceves Ave. | W. Side | Broken Sidewalk | 4 | Poor Condition | 5 |
| Orosi | s. 25 | Rd. 124 | Ash Ave. | Aceves Ave. | W. Side | Offset | 1/2" |  | 5 |
| Orosi | 5. 28 | Rd. 124 | Aceves Ave. | Ave. 413 | W. Side | Driveway | 38 | 1 | 5 |
| Orosi | 5. 29 | Rd. 124 | Aceves Ave. | Ave. 413 | W. Side | Offset | 1.5" |  | 5 |
| Orosi | 5. 3 | Rd. 124 | Aceves Ave. | Ave. 413 | E. Side | End of Sidewalk |  |  | 3 |

## Path of Travel Inventory

| Orosi | 5. 30 | Rd. 124 | Aceves Ave. | Ave. 413 | W. Side | End of Sidewalk |  |  | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Orosi | 5. 7 | Rd. 124 | Edward Ave. | Aceves Ave. | E. Side | Cross Slope | 89 | 2.4\%-5.2\% | 3 |
| Orosi | 5. 8 | Rd. 124 | Edward Ave. | Aceves Ave. | E. Side | Obstruction | 2.3 | Mailbox | 3 |
| Orosi | 5.9 | Rd. 124 | Edward Ave. | Aceves Ave. | Both Sides | Driveway | 19 | 12 | 3 |
| Orosi | T. 1 | Rd. 120 | Ave. 408 | Aceves Ave. | E. Side | End of sidewalk |  |  | 5 |
| Orosi | T. 10 | Wilma Rd. | Ash Ave. | Albert Ave. | W. Side | Cross Slope | 180 | 2.8\%-4.5\% | 5 |
| Orosi | T. 12 | Albert Ave. | Richau St. | Wilma Rd. | S. Side | Cross Slope | 80 | 2.8\%-3.2\% | 5 |
| Orosi | T. 13 | Albert Ave. | Richau St. | Wilma Rd. | Both Sides | Driveway | 22 | 22 | 5 |
| Orosi | T. 14 | Albert Ave. | Richau St. | Wilma Rd. | S. Side | Cross Slope | 35 | 2.9\%-3.6\% | 5 |
| Orosi | T. 18 | Wilma Rd. | Albert Ave. | Aceves Ave. | W. Side | Cross Slope | 20 | 2.6\%-4.1\% | 5 |
| Orosi | T. 20 | Aceves Ave. | Richau St. | Wilma Rd. | Both Sides | Driveway | 22 | 22 | 5 |
| Orosi | T. 21 | Aceves Ave. | Richau St. | Wilma Rd. | S. Side | Cross Slope | 30 | 3.2\%-3.5\% | 5 |
| Orosi | T. 4 | Richau St. | Ash Ave. | Aceves Ave. | Both Sides | Driveway | 22 | 5 | 5 |
| Orosi | T. 5 | Richau St. | Richau St. | Wilma Rd. | W. Side | End of sidewalk |  |  | 5 |
| Orosi | T. 7 | Ash Ave. | Richau St. | Wilma Rd. | N. Side | Cross Slope | 30 | 3.3\%-3.5\% | 5 |
| Orosi | T. 8 | Ash Ave. | Richau St. | Wilma Rd. | Both Sides | Driveway | 22 | 10 | 5 |
| Orosi | U. 10 | Olympic St. | Ash Ave. | Albert Ave. | W. Side | Cross Slope | 35 | 2.6\%-3.9\% | 5 |
| Orosi | U. 11 | Olympic St. | Ash Ave. | Albert Ave. | W. Side | Driveway | 30 | 1 | 5 |
| Orosi | U. 12 | Olympic St. | Ash Ave. | Albert Ave. | W. Side | Cross Slope | 40 | 2.8\%-3.2\% | 5 |
| Orosi | U.14 | Ash Ave. | Wilma Rd. | Olympic St. | N. Side | Cross Slope | 92 | 2.8\%-3.7\% | 5 |
| Orosi | U. 15 | Ash Ave. | Wilma Rd. | Olympic St. | Both Sides | Driveway | 22 | 8 | 5 |
| Orosi | U. 18 | Albert Ave. | Wilma Rd. | Olympic St. | S. Side | Cross Slope | 30 | 4.1\%-4.3\% | 5 |
| Orosi | U. 19 | Albert Ave. | Wilma Rd. | Olympic St. | Both Sides | Driveway | 22 | 22 | 5 |
| Orosi | U. 2 | Aceves Ave. | Wilma Rd. | Olympic St. | N. Side | Cross Slope | 50 | 2.6\%-3.4\% | 5 |
| Orosi | U. 20 | Albert Ave. | Wilma Rd. | Olympic St. | N. Side | Cross Slope | 30 | 2.4\%-3.4\% | 5 |
| Orosi | U. 3 | Aceves Ave. | Wilma Rd. | Olympic St. | Both Sides | Driveway | 22 | 22 | 5 |
| Orosi | U. 7 | Olympic St. | Albert Ave. | Aceves Ave. | N. Side | Cross Slope | 40 | 2.4\%-4.0\% | 5 |
| Orosi | V. 30 | Albert Ave. | Olympic St. | Birch Rd. | N. Side | Cross Slope | 22 | 2.4\%-3.4\% | 5 |
| Orosi | V. 10 | Birch Rd. | Ash Ave. | Albert Ave. | E. Side | Cross Slope | 22 | 2.4\%-3.5\% | 5 |
| Orosi | v. 11 | Birch Rd. | Ash Ave. | Albert Ave. | E. Side | Broken Sidewalk | 2 | Poor Condition | 5 |
| Orosi | V. 14 | Ash Ave. | Olympic St. | Birch Rd. | N. Side | Offset | $1^{1 \prime}$ |  | 5 |
| Orosi | V. 15 | Ash Ave. | Olympic st. | Birch Rd. | Both Sides | Driveway | 22 | 9 | 5 |
| Orosi | V. 16 | Ash Ave. | Olympic St. | Birch Rd. | N. Side | Cross Slope | 25 | 2.4\%-3.4\% | 5 |
| Orosi | V. 18 | Olympic St. | Ash Ave. | Albert Ave. | E. Side | Offset | 1/2" |  | 5 |
| Orosi | V. 19 | Olympic St. | Ash Ave. | Albert Ave. | E. Side | Cross Slope | 78 | 2.8\%-3.2\% | 5 |
| Orosi | V. 2 | Aceves Ave. | Olympic st. | Birch Rd. | N. Side | Cross Slope | 71 | 2.4\%-4.6\% | 5 |
| Orosi | v. 21 | Albert Ave. | Olympic St. | Birch Rd. | Both Sides | Driveway | 22 | 24 | 5 |
| Orosi | v.22 | Albert Ave. | Olympic St. | Birch Rd. | S. Side | Offset | 1/2" |  | 5 |
| Orosi | V. 24 | Birch Rd. | Ash Ave. | Albert Ave. | W. Side | Cross Slope | 85 | 2.8\%-4.5\% | 5 |
| Orosi | v. 26 | Albert Ave. | Olympic St. | Birch Rd. | N. Side | Cross Slope | 192 | 2.7\%-5.0\% | 5 |
| Orosi | V. 27 | Albert Ave. | Olympic st. | Birch Rd. | N. Side | Offset | 3/4" |  | 5 |
| Orosi | V. 28 | Albert Ave. | Olympic St. | Birch Rd. | N. Side | Broken Sidewalk | 4 | Poor Condition | 5 |
| Orosi | v. 3 | Aceves Ave. | Olympic st. | Birch Rd. | Both Sides | Driveway | 22 | 26 | 5 |
| Orosi | V. 32 | Olympic St. | Albert Ave. | Aceves Ave. | E. Side | Cross Slope | 35 | 2.6\%-3.2\% | 5 |
| Orosi | v. 34 | Aceves Ave. | Olympic St. | Birch Rd. | s. Side | Cross Slope | 78 | 2.5\%-5.3\% | 5 |
| Orosi | V. 35 | Aceves Ave. | Olympic St. | Birch Rd. | S. Side | Offset | 1/2" | Tripping hazard | 5 |
| Orosi | V. 36 | Aceves Ave. | Olympic st. | Birch Rd. | S. Side | Cross Slope | 32 | 2.7\%-4.9\% | 5 |
| Orosi | v. 38 | Birch Rd. | Albert Ave. | Aceves Ave. | W. Side | Cross Slope | 88 | 2.6\%-4.0\% | 5 |
| Orosi | V. 4 | Aceves Ave. | Olympic St. | Birch Rd. | N. Side | Broken Sidewalk | 8 | Poor Condition | 5 |
| Orosi | V. 5 | Aceves Ave. | Birch Rd. | Rd. 124 | N. Side | Broken Sidewalk | 2 | Poor Condition | 5 |
| Orosi | V. 6 | Aceves Ave. | Birch Rd. | Rd. 124 | S. Side | Broken Sidewalk | 10 | Poor Condition | 5 |
| Orosi | V. 7 | Aceves Ave. | Birch Rd. | Rd. 124 | S. Side | Cross Slope | 40 | 2.5\%-3.6\% | 5 |
| Orosi | V. 9 | Birch Rd. | Ash Ave. | Aceves Ave. | E. Side | Driveway | 22 | 7 | 5 |
| Orosi | w. 1 | Aceves Ave. | Rd. 124 | Frances Dr. | N. Side | Cross Slope | 26 | 2.8\%-3.2\% | 5 |
| Orosi | w. 10 | Albert Ave. | Frances Dr. | David Rd. | Both Sides | Driveway | 19 | 15 | 5 |
| Orosi | W. 13 | Albert Ave. | Rancho Ct. | Central Dr. | S. Side | Gap | 162 | Multiple properties | 5 |
| Orosi | W. 16 | Albert Ave. | Frances Rd. | Rancho Ct. | S. Side |  | 105 | Single property | 5 |
| Orosi | W. 18 | Frances Rd. | Edward Ave. | Albert Ave. | E. Side | Obstruction | 2.4 | 4 Mailboxes | 5 |
| Orosi | W. 19 | Frances Rd. | Edward Ave. | Albert Ave. | E. Side | Gap | 90 | Single property | 5 |
| Orosi | w. 2 | Aceves Ave. | Rd. 124 | David Rd. | Both Sides | Driveway | 19 | 28 | 5 |
| Orosi | w. 20 | Frances Rd. | Edward Ave. | Aceves Ave. | E. Side | Driveway | 19 | 14 | 5 |
| Orosi | w. 21 | Frances Rd. | Edward Ave. | Albert Ave. | E. Side | Cross Slope | 35 | 5.6\%-6.1\% | 5 |
| Orosi | w. 22 | Frances Rd. | Edward Ave. | Albert Ave. | E. Side | Gap | 106 | Multiple properties | 5 |
| Orosi | W. 25 | Frances Rd. | Edward Ave. | Albert Ave. | W. Side | Gap | 202 | Multiple Properties | 5 |
| Orosi | W. 26 | Frances Rd. | Edward Ave. | Aceves Ave. | W. Side | Broken Sidewalk | 4 | Poor Condition | 5 |
| Orosi | W. 27 | Frances Rd. | Edward Ave. | Aceves Ave. | W. Side | Obstruction | 2.5 | 6 Mailboxes | 5 |
| Orosi | W. 28 | Frances Rd. | Edward Ave. | Aceves Ave. | W. Side | Offset | $1^{\prime \prime}$ | Drain pipe | 5 |
| Orosi | W. 29 | Frances Rd. | Albert Ave. | Aceves Ave. | W. Side | Broken Sidewalk | 4 | Poor Condition | 5 |
| Orosi | w. 3 | Aceves Ave. | Rd. 124 | David Rd. | N. Side | Obstruction | 2.5 | 8 Mailboxes | 5 |
| Orosi | w. 31 | Aceves Ave. | Rd. 124 | Frances Dr. | S. Side | Offset | 1/4" |  | 5 |
| Orosi | w. 33 | Aceves Ave. | Frances Dr. | David Rd. | S. Side | Obstruction | 2.8 | 6 Mailboxes | 5 |
| Orosi | W. 34 | Aceves Ave. | Frances Dr. | David Rd. | S. Side | Offset | $1{ }^{1 /}$ | 3 offsets | 5 |
| Orosi | W. 36 | Aceves Ave. | Frances Dr. | David Rd. | S. Side | Offset | $1 / 2^{\prime \prime}$ | 2 offsets | 5 |
| Orosi | W. 38 | David Rd. | Albert Ave. | Aceves Ave. | W. Side | Gap | 82 | Single property | 5 |
| Orosi | W. 4 | Aceves Ave. | Rd. 124 | Frances Dr. | N. Side | Broken Sidewalk | 8 | Poor Condition | 5 |
| Orosi | w. 41 | Albert Ave. | Frances Dr. | David Rd. | N. Side | Obstruction | 2.6 | 7 Mailboxes | 5 |
| Orosi | W. 42 | Albert Ave. | Central Dr. | David Rd. | N. Side | Gap | 245 | Multiple properties | 5 |
| Orosi | W. 47 | Frances Rd. | Albert Ave. | Aceves Ave. | E. Side | Cross Slope | 30 | 2.5\%-5.1\% | 5 |
| Orosi | w. 48 | Central Dr. | Ash Ave. | Albert Ave. | E. Side | Offset | $1^{\prime \prime}$ |  | 5 |
| Orosi | w. 49 | Central Dr. | Ash Ave. | Albert Ave. | E. Side | Cross Slope | 35 | 2.7\%-3.6\% | 5 |
| Orosi | W. 5 | Aceves Ave. | Rd. 124 | David Rd. | N. Side | Broken Sidewalk | 4 | Poor Condition | 5 |
| Orosi | w. 50 | Central Dr. | Ash Ave. | Albert Ave. | Both Sides | Driveway | 19 | 4 | 5 |
| Orosi | w. 51 | Ash Ave. | Rancho Ct. | David Rd. | Both Sides | Driveway | 23 | 20 | 5 |
| Orosi | w. 52 | David Rd. | DEAD END | Ash Ave. | Both Sides | Driveway | 23 | 10 | 5 |
| Orosi | W. 53 | Edward Ave. | Rd. 124 | Edward Ave. | S. Side | Gap | 65 | Single property | 5 |
| Orosi | W. 54 | Edward Ave. | Rd. 124 | Edward Ave. | Both Sides | Driveway | 19 | 20 | 5 |
| Orosi | w. 55 | Edward Ave. | Rd. 124 | Edward Ave. | S. Side | Cross Slope | 40 | 2.8\%-3.1\% | 5 |
| Orosi | W. 56 | Edward Ave. | Rd. 124 | Edward Ave. | N. Side | Cross Slope | 58 | 2.5\%-3.5\% | 5 |
| Orosi | W. 57 | Ash Ave. | Rancho Ct. | David Rd. | S. Side | Broken Sidewalk | 2 | Poor Condition | 5 |
| Orosi | W. 58 | Rancho Ct. | Ash Ave. | Albert Ave. | W. Side | Gap | 34 | Single property | 5 |
| Orosi | W. 59 | Rancho Ct. | Ash Ave. | Albert Ave. | E. Side | Offset | 1.5" | Construction joint | 5 |
| Orosi | W. 6 | David Rd. | Albert Ave. | Aceves Ave. | E. Side | Offset | $1^{\prime \prime}$ | Utility Box | 5 |
| Orosi | W. 61 | Central Dr. | Ash Ave. | Albert Ave. | W. Side | Gap | 34 | Single property | 5 |
| Orosi | w. 62 | Rancho Ct . | Ash Ave. | Albert Ave. | Both Sides | Driveway | 19 | 8 | 5 |
| Orosi | W. 7 | David Rd. | Albert Ave. | Aceves Ave. | Both Sides | Driveway | 19 | 3 | 5 |
| Orosi | w. 8 | David Rd. | Albert Ave. | Aceves Ave. | E. Side | Obstruction | 2.4 | 4 Mailboxes | 5 |
| Orosi | W. 9 | Albert Ave. | Central Dr. | David Rd. | S. Side | Broken Sidewalk | 4 | Poor Condition | 5 |
| Orosi | x.10 | Rd. 127 | Ave 416 | Ave 414 | W. Side | Gap | 42 | Single property | 1 |
| Orosi | X. 11 | Rd. 127 | Ave 416 | Ave 414 | E. Side | Offset | $2^{\prime \prime}$ |  | 1 |
| Orosi | X. 12 | Rd. 127 | Ave 416 | Ave 414 | E. Side | Driveway | 15 | 4 | 1 |
| Orosi | X.13 | Rd. 127 | Ave 416 | Ave 414 | E. Side | Cross Slope | 62 | 3.1-3.5\% | 1 |

## Path of Travel Inventory

| Orosi | X. 14 | Rd. 127 | Ave 416 | Ave 414 | E. Side | Gap | 37 | Single Property | 1 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Orosi | X. 16 | Ella Ave. | Rd. 128 | Beinhorn Rd. | S. Side | Gap | 146 | Single Property | 1 |
| Orosi | X. 17 | Ella Ave. | Rd. 128 | Beinhorn Rd. | S. Side | Cross Slope | 22 | 2.4-3.6\% | 1 |
| Orosi | X. 19 | Beinhorn Rd. | Ella Ave. | Ave. 414 | E. Side | Cross Slope | 285 | 2.5-5.4\% | 5 |
| Orosi | x.2 | Rd. 127 | Ave 416 | Ave 414 | W. Side | Gap | 152 | Single property | 1 |
| Orosi | X. 20 | Beinhorn Rd. | Ella Ave. | Ave. 414 | E. Side | Gap | 52 | Single property | 5 |
| Orosi | x. 21 | Beinhorn Rd. | Ella Ave. | Ave. 414 | E. Side | Driveway | 18 | 19 | 5 |
| Orosi | X. 22 | Beinhorn Rd. | Ella Ave. | Ave. 414 | E. Side | Gap | 4 | Single property | 5 |
| Orosi | X.23 | Beinhorn Rd. | Ella Ave. | Ave. 414 | E. Side | Broken Sidewalk | 4 | Extremely Poor Condition | 5 |
| Orosi | x. 24 | Beinhorn Rd. | Ella Ave. | Ave. 414 | E. Side | Offset | 1.5" |  | 5 |
| Orosi | X. 25 | Beinhorn Rd. | Ella Ave. | Ave. 414 | E. Side | Gap | 207 | Multiple Properties | 5 |
| Orosi | X. 27 | Beinhorn Rd. | Ella Ave. | Ave. 414 | E. Side | Offset | $1 / 2^{\prime \prime}$ |  | 5 |
| Orosi | X. 29 | Beinhorn Rd. | Ella Ave. | Ave. 414 | E. Side | Obstruction | 2.8 | 2 | 5 |
| Orosi | x. 3 | Rd. 127 | Ave 416 | Ave 414 | W. Side | Broken Sidewalk | 4 | Poor Condition | 1 |
| Orosi | x. 30 | Beinhorn Rd. | Ella Ave. | Ave. 414 | W. Side | Offset | 1/4" |  | 5 |
| Orosi | X. 31 | Beinhorn Rd. | Ave. 414 | Cul de Sac | W. Side | Cross Slope | 40 | 2.5-3.3\% | 5 |
| Orosi | X. 33 | Ave. 414 | Rd. 127 | Beinhorn Rd. | S. Side | Offset | $1 / 2^{\prime \prime}$ |  | 5 |
| Orosi | X. 34 | Ave. 414 | Rd. 127 | Beinhorn Rd. | S. Side | Gap | 140 | Single property | 5 |
| Orosi | X. 36 | Ave. 414 | Rd. 127 | Beinhorn Rd. | N. Side | Driveway | 28 | 3 | 5 |
| Orosi | X. 38 | Beinhorn Rd. | Ella Ave. | Ave. 414 | W. Side | Obstruction | 2.5 | Power Pole | 5 |
| Orosi | X. 39 | Beinhorn Rd. | Ella Ave. | Ave. 414 | W. Side | Cross Slope | 192 | 2.5-4.4\% | 5 |
| Orosi | x. 4 | Rd. 127 | Ave 416 | Ave 414 | W. Side | Driveway | 15 | 7 | 1 |
| Orosi | X. 40 | Beinhorn Rd. | Ella Ave. | Ave. 414 | W. Side | Gap | 72 | Single property | 5 |
| Orosi | X. 41 | Beinhorn Rd. | Ella Ave. | Ave. 414 | W. Side | Gap | 234 | Multiple properties | 5 |
| Orosi | X. 43 | Rd. 127 | Ella Ave. | Ave. 414 | E. Side | Gap | 300 | Multiple properties | 1 |
| Orosi | X. 44 | Rd. 127 | Ella Ave. | Ave. 414 | E. Side | Driveway | 18 | 8 | 1 |
| Orosi | X. 45 | Rd. 127 | Ella Ave. | Ave. 414 | E. Side | Offset | $1^{\prime \prime}$ |  | 1 |
| Orosi | X. 46 | Rd. 127 | Ella Ave. | Ave. 414 | E. Side | Cross Slope | 99 | 2.8-4.2\% | 1 |
| Orosi | X. 47 | Rd. 127 | Ella Ave. | Ave. 414 | E. Side | Gap | 285 | Multiple Properties | 1 |
| Orosi | X. 48 | Rd. 127 | Ella Ave. | Ave. 414 | E. Side | Offset | 1.5" |  | 1 |
| Orosi | X. 49 | Rd. 127 | Ella Ave. | Ave. 414 | E. Side | Cross Slope | 44 | 4.0-4.7\% | 1 |
| Orosi | x. 5 | Rd. 127 | Ave 416 | Ave 414 | W. Side | Obstruction | 3 | Ramp on Sidewalk | 1 |
| Orosi | X. 50 | Rd. 127 | Ave. 414 | Ave. 413 | E. Side | Gap | 307 | Multiple Properties | 1 |
| Orosi | X. 53 | Ave. 413 | Rd. 128 | Rd. 127 | N. Side | Obstruction | 200 | Sidewalk width ${ }^{\prime}{ }^{\prime}$ | 3 |
| Orosi | X. 56 | Ave. 413 | Rd. 128 | Rd. 127 | N. Side | Driveway | 28 | 2 | 3 |
| Orosi | X. 57 | Ave. 413 | Rd. 128 | Rd. 127 | N. Side | Cross Slope | 167 | 2.8-3.5\% | 3 |
| Orosi | X. 58 | Ave. 413 | Rd. 128 | Rd. 127 | S. Side | Gap | 136 | Single property | 3 |
| Orosi | X. 59 | Ave. 413 | Rd. 128 | Rd. 127 | s. Side | Cross Slope | 20 | 5.5-6.6\% | 3 |
| Orosi | x. 6 | Rd. 127 | Ave 416 | Ave 414 | W. Side | Offset | $1^{17}$ |  | , |
| Orosi | X. 60 | Ave. 413 | Rd. 128 | Rd. 127 | S. Side | Gap | 80 | Single property | 3 |
| Orosi | X. 61 | Ave. 413 | Rd. 128 | Rd. 127 | S. Side | Gap | 320 | Multiple Properties | 3 |
| Orosi | x. 7 | Rd. 127 | Ave 416 | Ave 414 | W. Side | Obstruction | 2.8 | 4 | 1 |
| Orosi | x. 9 | Rd. 127 | Ave 416 | Ave 414 | W. Side | Gap | 50 | Single property | 1 |
| Orosi | Y. 1 | Ella Ave. | Mueller | Rd. 128 | S. Side | Cross Slope | 30 | 2.7-3.8\% | 3 |
| Orosi | Y. 10 | Risley Ave. | Rd. 130 | Rd. 128 | N. Side | Obstruction | 2.6 | 4 | 5 |
| Orosi | Y. 11 | Risley Ave. | Rd. 130 | Rd. 128 | N. Side | Gap | 34 | Single Property | 5 |
| Orosi | Y. 12 | Risley Ave. | Rd. 130 | Rd. 128 | N. Side | Broken Sidewalk | 57 | Poor Condition | 5 |
| Orosi | Y. 13 | Risley Ave. | Rd. 130 | Rd. 128 | N. Side | Gap | 160 | Multiple Properties | 5 |
| Orosi | Y. 14 | Risley Ave. | Rd. 130 | Rd. 128 | N. Side | Obstruction | 55 | Sidewalk Width 3.6' | 5 |
| Orosi | Y. 15 | Risley Ave. | Rd. 130 | Rd. 128 | N. Side | Gap | 140 | Multiple Properties | 5 |
| Orosi | Y. 17 | Ave. 415 | Rd. 130 | Rd. 128 | S. Side | Gap | 113 | Single Property | 5 |
| Orosi | Y. 18 | Ave. 415 | Rd. 130 | Rd. 128 | S. Side | Obstruction | 2.3 | Mailbox | 5 |
| Orosi | Y. 19 | Ave. 415 | Rd. 130 | Rd. 128 | S. Side | Driveway | 22 | 4 | 5 |
| Orosi | Y. 2 | Ella Ave. | Mueller | Rd. 128 | S. Side | Gap | 250 | Multiple Properties | 5 |
| Orosi | Y. 20 | Ave. 415 | Rd. 130 | Rd. 128 | S. Side | Cross Slope | 41 | 3.1-3.5\% | 5 |
| Orosi | Y.21 | Ave. 415 | Rd. 130 | Rd. 128 | S. Side | Gap | 70 | Single Property | 5 |
| Orosi | Y. 22 | Ave. 415 | Rd. 130 | Rd. 128 | s. Side | Broken Sidewalk | 2 | Poor Condition | 5 |
| Orosi | Y. 23 | Ave. 415 | Rd. 130 | Rd. 128 | S. Side | Gap | 82 | Single Property | 3 |
| Orosi | Y. 24 | Ave. 415 | Rd. 130 | Rd. 128 | S. Side | Gap | 200 | Multiple Properties | 3 |
| Orosi | Y. 3 | Ella Ave. | Mueller | Rd. 128 | Both Sides | Driveway | 22 | 4 | 5 |
| Orosi | Y. 4 | Ella Ave. | Mueller | Rd. 128 | S. Side | Obstruction | 2.6 | Power Pole | 5 |
| Orosi | Y. 5 | Ella Ave. | Mueller | Rd. 128 | S. Side | Gap | 4 | Single property | 5 |
| Orosi | Y. 6 | Ella Ave. | Mueller | Rd. 128 | s. Side | Gap | 300 | Multiple Properties | 5 |
| Orosi | Y. 8 | Risley Ave. | Rd. 130 | Rd. 128 | N. Side | Gap | 200 | Multiple Properties | 5 |
| Orosi | Y. 9 | Risley Ave. | Rd. 130 | Rd. 128 | Both Sides | Driveway | 22 | 7 | 5 |
| Orosi | Z. 1 | Ave. 414 | Rd. 130 | Rd. 128 | N. Side | Driveway | 25 | 4 | 5 |
| Orosi | Z.10 | Rd. 130 | Ave. 414 | Ave. 412 | W. Side | Driveway | 18 | 9 | 5 |
| Orosi | Z.11 | Rd. 130 | Ave. 414 | Ave. 412 | W. Side | Obstruction | 2.5 | 2 Mailboxes | 5 |
| Orosi | Z. 12 | Rd. 130 | Ave. 414 | Ave. 412 | W. Side | Offset | $1{ }^{1 \prime}$ |  | 5 |
| Orosi | Z.13 | Rd. 130 | Ave. 414 | Ave. 412 | W. Side | End of sidewalk |  |  | 5 |
| Orosi | Z.14 | Ave. 413 | Rd. 130 | Rd. 128 | N. Side | Gap | 190 | Multiple properties | 3 |
| Orosi | Z.15 | Ave. 413 | Rd. 130 | Rd. 128 | N. Side | Cross Slope | 60 | 3.1-3.5\% | 3 |
| Orosi | Z.16 | Ave. 413 | Rd. 130 | Rd. 128 | N. Side | Driveway | 18 | 4 | 3 |
| Orosi | Z.17 | Ave. 413 | Rd. 130 | Rd. 128 | N. Side | Gap | 170 | Multiple Properties | 3 |
| Orosi | Z. 18 | Ave. 413 | Rd. 130 | Rd. 128 | N. Side | Cross Slope | 28 | 2.7-3.6\% | 3 |
| Orosi | Z. 19 | Ave. 413 | Rd. 130 | Rd. 128 | S. Side | Driveway | 25 | 1 | 3 |
| Orosi | Z. 2 | Ave. 414 | Rd. 130 | Rd. 128 | N. Side | Cross Slope | 100 | 2.45.3\% | 5 |
| Orosi | Z.20 | Ave. 413 | Rd. 130 | Rd. 128 | S. Side | Driveway | 20 | 1 | 3 |
| Orosi | Z.21 | Ave. 413 | Rd. 130 | Rd. 128 | s. Side | Broken sidewalk | 25 | Poor Condition | 3 |
| Orosi | Z.22 | Ave. 413 | Rd. 130 | Rd. 128 | s. Side | Cross Slope | 33 | 3.3-4.2\% | 3 |
| Orosi | Z.23 | Ave. 413 | Rd. 130 | Rd. 128 | S. Side | Driveway | 35 | 1 | 3 |
| Orosi | Z. 3 | Ave. 414 | Rd. 130 | Rd. 128 | N. Side | End of sidewalk | - |  | 5 |
| Orosi | Z. 4 | Ave. 414 | Rd. 130 | Rd. 128 | S. Side | End of sidewalk | - |  | 5 |
| Orosi | z. 5 | Ave. 414 | Rd. 130 | Rd. 128 | S. Side | Cross Slope | 285 | 2.2-4.2\% | 5 |
| Orosi | Z. 6 | Ave. 414 | Rd. 130 | Rd. 128 | W. Side | Driveway | 18 | 6 | 5 |
| Orosi | Z. 8 | Rd. 130 | Ave. 414 | Ave. 412 | W. Side | Cross Slope | 168 | 2.8-4.5\% | 5 |
| Orosi | Z. 9 | Rd. 130 | Ave. 414 | Ave. 412 | W. Side | Gap | 130 | Single Property | 5 |
| Paterson Tract | A. 1 | Manota Ct. | Ave. 320 | Dead End | E. Side | Driveway | 23 | , | 5 |
| Paterson Tract | A. 10 | Ave 320 | Elbow Ct. | Rd. 124 | N. Side | Cross Slope | 214 | 2.6\%-3.5\% | 5 |
| Paterson Tract | A. 16 | Ave 320 | Rd. 124 | Sierra View Rd. | S. Side | Cross Slope | 141 | 3.0\%-3.6\% | 5 |
| Paterson Tract | A. 17 | Ave 320 | Rd. 124 | Sierra View Rd. | Both sides | Driveway | 22 | 9 | 5 |
| Paterson Tract | A. 18 | Ave 320 | Rd. 124 | Sierra View Rd. | S. Side | Obstruction | 2.2 | 2 Mailboxes | 5 |
| Paterson Tract | A. 19 | Ave 320 | Rd. 124 | Sierra View Rd. | Both sides | Driveway | 26 | 6 | 5 |
| Paterson Tract | A. 2 | Manota Ct. | Ave. 320 | Dead End | E. Side | Cross Slope | 34 | 3.30\% | 5 |
| Paterson Tract | A. 20 | Ave 320 | Rd. 124 | Sierra View Rd. | S. Side | Offset | 1.5" |  | 5 |
| Paterson Tract | A. 21 | Ave 320 | Rd. 124 | Sierra View Rd. | S. Side | Obstruction | 2.5 | Mailbox | 5 |
| Paterson Tract | A. 22 | Ave 320 | Rd. 124 | Sierra View Rd. | s. Side | Driveway | 16 | 2 | 5 |
| Paterson Tract | A. 24 | Sierra View Rd. | Marlin Ave. | Ave. 320 | w. Side | Gap | 525 | Multiple properties | 5 |
| Paterson Tract | A. 26 | Marlin Ave. | Rd. 124 | Sierra View Rd. | N. Side | Gap | 681 | Multiple properties | 5 |
| Paterson Tract | A. 27 | Marlin Ave. | Rd. 124 | Sierra View Rd. | N. Side | Obstruction | 2.2 | Mailbox | 5 |
| Paterson Tract | A. 28 | Marlin Ave. | Rd. 124 | Sierra View Rd. | Both sides | Driveway | 22 | 6 | 5 |

## Path of Travel Inventory

| Paterson Tract | A. 29 | Marlin Ave. | Rd. 124 | Sierra View Rd. | Both sides | Driveway | 34 | 10 | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Paterson Tract | A. 30 | Marlin Ave. | Rd. 124 | Sierra View Rd. | N. Side | Cross Slope | 228 | 2.4\%-7.0\% | 5 |
| Paterson Tract | A. 31 | Marlin Ave. | Rd. 124 | Sierra View Rd. | N. Side | Offset | $2^{\prime \prime}$ |  | 5 |
| Paterson Tract | A. 32 | Marlin Ave. | Rd. 124 | Sierra View Rd. | N. Side | Gap | 290 | Multiple properties | 5 |
| Paterson Tract | A. 33 | Marlin Ave. | Rd. 124 | Sierra View Rd. | N. Side | Gap | 91 | Single Property | 5 |
| Paterson Tract | A. 34 | Marlin Ave. | Rd. 124 | Sierra View Rd. | S. Side | Cross Slope | 372 | 3.0\%-9.3\% | 5 |
| Paterson Tract | A. 35 | Marlin Ave. | Rd. 124 | Sierra View Rd. | S. Side | Driveway | 40 | 1 | 5 |
| Paterson Tract | A. 36 | Marlin Ave. | Rd. 124 | Sierra View Rd. | S. Side | Gap | 145 | Single Property | 5 |
| Paterson Tract | A. 37 | Marlin Ave. | Rd. 124 | Sierra View Rd. | S. Side | Obstruction | 2.2 | Mailbox | 5 |
| Paterson Tract | A. 38 | Marlin Ave. | Rd. 124 | Sierra View Rd. | S. Side | Obstruction | 2 | Mailbox | 5 |
| Paterson Tract | A. 39 | Marlin Ave. | Rd. 124 | Sierra View Rd. | S. Side | Driveway | 36 | 2 | 5 |
| Paterson Tract | A. 5 | Ave 320 | Manota Ct. | Elbow Ct. | N. Side | Cross Slope | 184 | 2.2\%-3.5\% | 5 |
| Paterson Tract | A. 6 | Ave 320 | Manota Ct. | Elbow Ct. | N. Side | Driveway | 22 | 2 | 5 |
| Paterson Tract | A. 7 | Ave 320 | Manota Ct. | Elbow Ct. | N. Side | Cross Slope | 30 | 3.80\% | 5 |
| Pixley | A. 10 | E. Carol Ave. | Walnut St. | School St. | N. Side | Cross slope | 36 | 2.3-4.4\% | 5 |
| Pixley | A. 11 | E. Carol Ave. | Walnut St. | School St. | N. Side | Broken Sidewalk | 8 | Poor Condition | 5 |
| Pixley | A. 13 | Walnut St. | Carol Ave. | Court Ave. | E. Side | Offset | 1/4" |  | 5 |
| Pixley | A. 14 | Walnut St. | Carol Ave. | Court Ave. | E. Side | Cross slope | 65 | 2.8-3.2\% | 5 |
| Pixley | A. 16 | E. Court Ave | Walnut St. | School St. | S. Side | Broken Sidewalk | 8 | Poor Condition | 1 |
| Pixley | A. 17 | E. Court Ave | Walnut St. | School St. | s. Side | Offset | 1/2" |  | 1 |
| Pixley | A. 2 | S. School St. | Carol Ave. | Court Ave. | W. Side | Cross slope | 40 | 2.6-3.4\% | 1 |
| Pixley | A. 23 | S. School St. | Court Ave. | Dead End | W. Side | End of Sidewalk |  |  | 1 |
| Pixley | A. 28 | E. Court Ave | Elm St. | Walnut St. | N. Side | Driveway | 17 | 1 | 1 |
| Pixley | A. 3 | S. School St. | Carol Ave. | Court Ave. | W. Side | Offset | 1/2" |  | 1 |
| Pixley | A. 31 | E. Court Ave | Elm St. | Walnut St. | S. Side | Driveway | 42 | 1 | 3 |
| Pixley | A. 32 | E. Court Ave | Elm St. | Walnut St. | S. Side | Cross slope | 45 | 3.0-3.5\% | 3 |
| Pixley | A. 33 | E. Court Ave | Elm St. | Walnut St. | S. Side | Gap | 152 | Multipl properties | 3 |
| Pixley | A. 34 | E. Court Ave | Elm St. | Walnut St. | S. Side | Driveway | 32 | 3 | 3 |
| Pixley | A. 36 | Walnut St. | Carol Ave. | Court Ave. | W. Side | Cross slope | 100 | 2.9-3.5\% | 5 |
| Pixley | A. 37 | Walnut St. | Carol Ave. | Court Ave. | W. Side | Obstruction | 0 | $73^{\prime}$ of overgrown vegitation | 5 |
| Pixley | A. 38 | Walnut St. | Carol Ave. | Court Ave. | W. Side | Gap | 5 | 5' gap in sidewalk | 5 |
| Pixley | A. 39 | Walnut St. | Carol Ave. | Court Ave. | W. Side | Offset | 1/2" |  | 5 |
| Pixley | A. 4 | S. School St. | Carol Ave. | Court Ave. | W. Side | Broken Sidewalk | 8 | Poor Condition | 1 |
| Pixley | A. 41 | E. Carol Ave. | Walnut St. | School St. | S. Side | Cross slope | 92 | 2.2-4.1\% | 5 |
| Pixley | A. 42 | E. Carol Ave. | Walnut St. | School St. | S. Side | Offset | 1/4" |  | 5 |
| Pixley | A. 43 | E. Carol Ave. | Walnut St. | School St. | S. Side | Broken Sidewalk | 8 | Poor Condition | 5 |
| Pixley | A. 44 | E. Carol Ave. | Walnut St. | School St. | S. Side | Broken Sidewalk | 8 | Poor Condition | 5 |
| Pixley | A. 45 | E. Carol Ave. | Walnut St. | School St. | S. Side | Broken Sidewalk | 8 | Poor Condition | 5 |
| Pixley | A. 46 | E. Carol Ave. | Walnut St. | School St. | S. Side | Cross Slope | 26 | 3.2-3.5\% | 5 |
| Pixley | A. 47 | E. Carol Ave. | Walnut St. | School St. | S. Side | Broken Sidewalk | 20 | Poor Condition | 5 |
| Pixley | A. 49 | S. Elm St. | Ellsworth Ave. | Court Ave. | E. Side | Driveway | 32 | 2 | 3 |
| Pixley | A. 50 | S. Elm St. | Ellsworth Ave. | Court Ave. | E. Side | Gap | 230 | Multiple properties | 3 |
| Pixley | A. 51 | S. Elm St. | Ellsworth Ave. | Court Ave. | E. Side | Driveway | 15 | 3 | 3 |
| Pixley | A. 52 | S. Elm St. | Ellsworth Ave. | Court Ave. | E. Side | Obstruction | 2.5 | 4 Mailboxes | 3 |
| Pixley | A. 53 | S. Elm St. | Ellsworth Ave. | Court Ave. | E. Side | Gap | 340 | Multiple properties | 3 |
| Pixley | A. 6 | E. Carol Ave. | Walnut St. | School St. | N. Side | Cross slope | 75 | 3.0-4.5\% | 5 |
| Pixley | A. 7 | E. Carol Ave. | Walnut St. | School St. | N. Side | Offset | 1/2" |  | 5 |
| Pixley | A. 8 | E. Carol Ave. | Walnut St. | School St. | N. Side | Offset | 3/4" |  | 5 |
| Pixley | A. 9 | E. Carol Ave. | Walnut St. | School St. | N. Side | Offset | 1/2" |  | 5 |
| Pixley | B. 1 | SWalnut St. | Sarah Ave. | Carol Ave. | E. Side | Broken Sidewalk | 8 | Poor Condition | 5 |
| Pixley | B. 13 | Holste Ave. | Walnut St. | School St. | S. Side | Obstruction | 2.3 | Mail box | 5 |
| Pixley | B. 14 | Holste Ave. | Walnut St. | School St. | Both sides | Driveway | 22 | 7 | 5 |
| Pixley | B. 15 | Holste Ave. | Walnut St. | School St. | S. Side | Gap | 44 | Single property | 5 |
| Pixley | B. 16 | Holste Ave. | Walnut St. | School St. | S. Side | Cross Slope | 58 | 2.9-5.5\% | 5 |
| Pixley | B. 17 | Holste Ave. | Walnut St. | School St. | S. Side | Gap | 190 | Multiple properties | 5 |
| Pixley | B. 19 | Walnut St. | Dianna Ave. | Holste Ave. | E. Side | Gap | 133 | Multiple properties | 5 |
| Pixley | B. 2 | S Walnut St. | Sarah Ave. | Carol Ave. | E. Side | Gap | 130 | Multiple properties | 5 |
| Pixley | B. 21 | Dianna Ave. | Walnut St. | School St. | N. Side | Cross Slope | 28 | 3.0-4.0\% | 5 |
| Pixley | B. 22 | Dianna Ave. | Walnut St. | School St. | Both sides | Driveway | 22 | 14 | 5 |
| Pixley | B. 23 | Dianna Ave. | Walnut St. | School St. | N. Side | Cross Slope | 30 | 2.9-3.4\% | 5 |
| Pixley | B. 25 | School St. | Dianna Ave. | Holste Ave. | W. Side | Gap | 78 | Multiple properties | 5 |
| Pixley | B. 26 | School St. | Dianna Ave. | Holste Ave. | W. Side | Cross Slope | 84 | 2.3-4.4\% | 5 |
| Pixley | B. 4 | Sarah Ave. | Walnut St. | School St. | N. Side | Gap | 105 | Multiple properties | 5 |
| Pixley | B. 5 | Sarah Ave. | Walnut St. | School St. | Both sides | Driveway | 22 | 8 | 5 |
| Pixley | B. 6 | Sarah Ave. | Walnut St. | School St. | N. Side | Cross Slope | 40 | 3.2-5.6\% | 5 |
| Pixley | B. 7 | Sarah Ave. | Walnut St. | School St. | N. Side | Gap | 260 | Multiple properties | 5 |
| Pixley | B. 9 | School St. | Sarah Ave. | Carol Ave. | W. Side | Gap | 118 | Multiple properties | 5 |
| Pixley | C. 1 | Walnut St. | Carla Ave. | Dianna Ave. | E. Side | Offset | 1/4" |  | 5 |
| Pixley | C. 11 | Carla Ave. | Walnut St. | School St. | S. Side | Offset | $1 / 2^{\prime \prime}$ |  | 5 |
| Pixley | c. 12 | Carla Ave. | Walnut St. | School St. | S. Side | Offset | 1/4" |  | 5 |
| Pixley | C. 13 | Carla Ave. | Walnut St. | School St. | S. Side | Cross slope | 68 | 3.3-4.6\% | 5 |
| Pixley | C. 15 | Walnut St. | Joanne Ave. | Carla Ave. | E. Side | Cross slope | 107 | 3.1-6.7\% | 5 |
| Pixley | c. 16 | Walnut St. | Joanne Ave. | Carla Ave. | E. Side | Gap | 95 | Multiple properties | 5 |
| Pixley | C. 18 | Joanne Ave. | Walnut St. | School St. | N. Side | Cross slope | 40 | 3.0-3.5\% | 5 |
| Pixley | C. 19 | Joanne Ave. | Walnut St. | School St. | N. Side | Offset | $2^{\prime \prime}$ |  | 5 |
| Pixley | c. 2 | Walnut St. | Carla Ave. | Dianna Ave. | E. Side | Offset | 1/2" |  | 5 |
| Pixley | c. 20 | Joanne Ave. | Walnut St. | School St. | N. Side | Offset | 1/2" |  | 5 |
| Pixley | c. 21 | Joanne Ave. | Walnut St. | School St. | N. Side | Cross slope | 47 | 3.20\% | 5 |
| Pixley | c. 22 | Joanne Ave. | Walnut St. | School St. | N. Side | Offset | 1.5" |  | 5 |
| Pixley | c. 23 | Joanne Ave. | Walnut St. | School St. | N. Side | Obstruction | 2.3 | Mail box | 5 |
| Pixley | c. 25 | Joanne Ave. | Joanne Ave. | Carla Ave. | W. Side | Obstruction | 2 | Sidewalk Width $2^{\prime}$ | 5 |
| Pixley | c. 27 | Joanne Ave. | Walnut St. | School St. | S. Side | Broken Sidewalk | 19 | Poor Condition | 5 |
| Pixley | c. 28 | Joanne Ave. | Walnut St. | School St. | S. Side | Cross slope | 105 | 2.2-6.8\% | 5 |
| Pixley | c. 29 | Joanne Ave. | Walnut St. | School St. | s. Side | Cross slope | 53 | 3.20\% | 5 |
| Pixley | c. 3 | Walnut St. | Carla Ave. | Dianna Ave. | E. Side | Cross slope | 118 | 2.8-8.3\% | 5 |
| Pixley | C. 4 | Walnut St. | Carla Ave. | Dianna Ave. | E. Side | Offset | 1/2" |  | 5 |
| Pixley | c. 6 | Carla Ave | Walnut St. | School St. | Both sides | Driveway | 22 | 18 | 5 |
| Pixley | c. 8 | School St. | Carla Ave. | Dianna Ave. | W. Side | Cross slope | 250 | 2.4-3.7\% | 5 |
| Pixley | c. 9 | School St. | Carla Ave. | Dianna Ave. | W. Side | Offset | 1/2" |  | 5 |
| Pixley | D. 10 | Maple St. | Terra Bella Ave. | Lavonia Ave. | E. Side | Driveway | 30 | 1 | 5 |
| Pixley | D. 11 | Maple St. | Terra Bella Ave. | Lavonia Ave. | E. Side | Gap | 129 | Multiple properties | 5 |
| Pixley | D. 14 | Terra Bella Ave. | Maple St. | Elm St. | S. Side | End of Sidewalk |  |  | 3 |
| Pixley | D. 15 | Terra Bella Ave. | Maple St. | Elm St. | S. Side | Driveway | 32 | 1 | 3 |
| Pixley | D. 16 | Terra Bella Ave. | Maple St. | Elm St. | S. Side | Cross slope | 80 | 2.2-4.0\% | 3 |
| Pixley | D. 18 | Elm St. | Alila Ave. | Terra Bella Ave. | W. Side | End of Sidewalk |  |  | 3 |
| Pixley | D. 20 | Elm St. | Terra Bella Ave. | Lavonia Ave. | W. Side | End of Sidewalk |  |  | 3 |
| Pixley | D. 21 | Terra Bella Ave. | Maple St. | Elm St. | N. Side | Gap | 490 | Multiple properties | 3 |
| Pixley | D. 22 | Park Dr. | Terra Bella Ave. | Joanne Ave. | E. Side | End of Sidewalk |  |  | 3 |
| Pixley | D. 23 | Park Dr. | Terra Bella Ave. | Joanne Ave. | E. Side | Cross Slope | 20 | 4.30\% | 3 |
| Pixley | D. 25 | Terra Bella Ave. | Park Dr. | Maple St. | N. Side | Driveway | 38 | 2 | 3 |
| Pixley | D. 26 | Terra Bella Ave. | Park Dr. | Maple St. | N. Side | Gap | 180 | Multiple properties | 3 |

## Path of Travel Inventory

| Pixley | D. 3 | Maple St. | Lavonia Ave. | Joanne Ave. | E. Side | Gap | 125 | Multiple properties | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Pixley | D. 4 | ELavonia Ave | Maple St. | Elm St. | Both sides | Driveway | 22 | 21 | 5 |
| Pixley | D. 5 | ELavonia Ave | Maple St. | Elm St. | N. Side | Cross slope | 65 | 2.9-3.6\% | 5 |
| Pixley | D. 7 | Elm St. | Lavonia Ave. | Joanne Ave. | W. Side | Cross slope | 45 | 2.5-3.3\% | 5 |
| Pixley | D. 9 | Maple St. | Terra Bella Ave. | Lavonia Ave. | E. Side | Cross slope | 40 | 2.4-3.4\% | 5 |
| Pixley | E. 10 | Pine St. | McCreary Ave. | Davis St. | E. Side | Offset | 1/4" |  | 5 |
| Pixley | E. 14 | McCreary Ave. | Pine St. | Maple St. | N. Side | Cross slope | 82 | 3.0-4.0\% | 5 |
| Pixley | E. 15 | McCreary Ave. | Pine St. | Maple St. | Both sides | Driveway | 22 | 14 | 5 |
| Pixley | E. 16 | McCreary Ave. | Pine St. | Maple St. | N. Side | Cross slope | 40 | 2.7-3.4\% | 5 |
| Pixley | E. 17 | McCreary Ave. | Pine St. | Maple St. | N. Side | Cross slope | 40 | 2.9-4.1\% | 5 |
| Pixley | E. 18 | McCreary Ave. | Pine St. | Maple St. | N. Side | Cross slope | 107 | 3.0-4.0\% | 5 |
| Pixley | E. 21 | McCreary Ave. | Pine St. | Maple St. | S. Side | Cross slope | 110 | 2.6-4.4\% | 5 |
| Pixley | E. 22 | McCreary Ave. | Pine St. | Maple St. | S. Side | Offset | 1/2" |  | 5 |
| Pixley | E. 23 | McCreary Ave. | Pine St. | Maple St. | S. Side | Offset | 1/4" |  | 5 |
| Pixley | E. 24 | S Park St. | Joanne Ave. | McCreary Ave. | E. Side | Driveway | 20 | 2 | 5 |
| Pixley | E. 25 | S Park St. | Joanne Ave. | McCreary Ave. | E. Side | Cross slope | 57 | 2.7-3.9\% | 5 |
| Pixley | E. 27 | Joanne Ave. | Park Dr. | Maple St. | N. Side | Cross slope | 60 | 3.2-3.8\% | 5 |
| Pixley | E. 28 | Joanne Ave. | Park Dr. | Maple St. | N. Side | Gap | 75 | Multiple properties | 5 |
| Pixley | E. 29 | Joanne Ave. | Park Dr. | Maple St. | N. Side | Driveway | 22 | 4 | 5 |
| Pixley | E. 30 | Joanne Ave. | Park Dr. | Maple St. | N. Side | Gap | 80 | Multiple properties | 5 |
| Pixley | E. 31 | Joanne Ave. | Park Dr. | Maple St. | N. Side | Broken sidewalk | 4 | Poor Condition | 5 |
| Pixley | E. 32 | Joanne Ave. | Park Dr. | Maple St. | N. Side | Gap | 130 | Multiple properties | 5 |
| Pixley | E. 34 | Maple St. | Joanne Ave. | McCreary Ave. | W. Side | Gap | 155 | Multiple properties | 5 |
| Pixley | E. 35 | Maple St. | Joanne Ave. | McCreary Ave. | W. Side | Driveway | 45 | 1 | 5 |
| Pixley | E. 36 | Maple St. | Joanne Ave. | McCreary Ave. | W. Side | Cross slope | 30 | 3.1-3.5\% | 5 |
| Pixley | E. 37 | Maple St. | Joanne Ave. | McCreary Ave. | E. Side | Gap | 56 | Single Property | 5 |
| Pixley | E. 38 | Maple St. | Joanne Ave. | McCreary Ave. | E. Side | Driveway | 22 | 3 | 5 |
| Pixley | E. 39 | Maple St. | Joanne Ave. | McCreary Ave. | E. Side | Gap | 35 | Single property | 5 |
| Pixley | E. 4 | Park St. | McCreary Ave. | Davis St. | E. Side | End of sidewalk |  |  | 3 |
| Pixley | E. 41 | Joanne Ave. | Maple St. | Elm St. | Both sides | Driveway | 22 | 19 | 5 |
| Pixley | E. 44 | Elm St. | Joanne Ave. | McCreary Ave. | W. Side | End of sidewalk |  |  | 5 |
| Pixley | E. 46 | Maple St. | McCreary Ave. | Davis St. | E. Side | Cross slope | 20 | 3.10\% | 5 |
| Pixley | E. 47 | Maple St. | McCreary Ave. | Davis St. | E. Side | Driveway | 16 | 4 | 5 |
| Pixley | E. 48 | Maple St. | McCreary Ave. | Davis St. | W. Side | Cross slope | 140 | 2.7-4.1\% | 5 |
| Pixley | E. 49 | Maple St. | McCreary Ave. | Davis St. | W. Side | Gap | 130 | Multiple properties | 5 |
| Pixley | E. 5 | Davis St. | Park Dr. | Pine St. | S. Side | Driveway | 23 | 1 | 3 |
| Pixley | E. 50 | Maple St. | McCreary Ave. | Davis St. | E. Side | Gap | 50 | Single property | 5 |
| Pixley | E. 53 | Davis St. | Pine St. | Maple St. | S. Side | Driveway | 44 | 1 | 5 |
| Pixley | E. 8 | Pine St. | McCreary Ave. | Davis St. | E. Side | Cross slope | 149 | 2.3-4.2\% | 5 |
| Pixley | E. 9 | Pine St. | McCreary Ave. | Davis St. | E. Side | Driveway | 32 | 1 | 5 |
| Pixley | F. 10 | Court Ave. | Spani Way | Maple St. | S. Side | Gap | 55 | Single property | 3 |
| Pixley | F. 11 | Court Ave. | Spani Way | Maple St. | S. Side | Driveway | 16 | 3 | 3 |
| Pixley | F. 12 | Court Ave. | Spani Way | Maple St. | S. Side | Cross slope | 50 | 3.5-3.9\% | 3 |
| Pixley | F. 13 | Court Ave. | Spani Way | Maple St. | S. Side | Cross slope | 20 | 4.40\% | 3 |
| Pixley | F. 15 | Court Ave. | Park Dr. | Pine St. | N. Side | Broken Sidewalk | 8 | Poor Condition | 3 |
| Pixley | F. 17 | Court Ave. | Park Dr. | Pine St. | N. Side | Broken Sidewalk | 15 | Poor Condition | 3 |
| Pixley | F. 18 | Court Ave. | Park Dr. | Pine St. | N. Side | Driveway | 33 | 3 | 3 |
| Pixley | F. 20 | Pine St. | Court Ave. | Howard Ave. | W. Side | End of Sidewalk |  |  | 3 |
| Pixley | F. 3 | Park St. | Franklin Ave. | Court Ave. | W. Side | Cross slope | 40 | 3.8-6.1\% | 3 |
| Pixley | F. 4 | Ellsworth Ave. | Park Dr. | Pine St. | N. Side | End of sidewalk |  |  | 5 |
| Pixley | F. 6 | Pine St. | Ellsworth Ave. | Franklin Ave. | W. Side | Driveway | 22 | 1 | 5 |
| Pixley | F. 7 | Pine St. | Ellsworth Ave. | Franklin Ave. | W. Side | End of sidewalk |  |  | 5 |
| Pixley | G. 1 | Howard Ave. | Park Dr. | Pine St. | S. Side | End of Sidewalk |  |  | 5 |
| Pixley | G. 2 | Howard Ave. | Park Dr. | Pine St. | S. Side | Cross slope | 10 | 3.0-4.0\% | 5 |
| Pixley | G. 3 | Howard Ave. | Park Dr. | Pine St. | S. Side | Driveway | 35 | 3 | 5 |
| Pixley | 6.5 | Park Dr. | Court Ave. | Howard Ave. | E. Side | Broken sidewalk | 4 | Poor Condition | 1 |
| Pixley | G. 6 | Park Dr. | Court Ave. | Howard Ave. | E. Side | Cross slope | 15 | 2.6-3.1\% | 1 |
| Pixley | G. 7 | Park Dr. | Court Ave. | Howard Ave. | E. Side | Driveway | 33 | 1 | 1 |
| Pixley | G. 8 | Park Dr. | Court Ave. | Howard Ave. | E. Side | Driveway | 75 | 1 | 1 |
| Pixley | H. 4 | Park St. | Howard Ave | Pixley Park | E. Side | Driveway | 35 | 9 | 1 |
| Pixley | 1.10 | Franklin Ave. | Main St. | Center St. | N. Side | Driveway | 22 | 3 | 3 |
| Pixley | 1.12 | Main St. | Franklin Ave. | Court Ave. | E. Side | Cross slope | 183 | 2.8-6.0\% | 3 |
| Pixley | 1.13 | Main St. | Franklin Ave. | Court Ave. | E. Side | Offset | $1^{1}$ | Tripping hazard | 3 |
| Pixley | 1.15 | Court Ave. | Main St. | Center St. | S. Side | Gap | 110 | Multiple properties | 3 |
| Pixley | 1.16 | Court Ave. | Main St. | Center St. | S. Side | Driveway | 18 | 1 | 3 |
| Pixley | 1.17 | Court Ave. | Main St. | Center St. | S. Side | Cross slope | 25 | 2.5-3.3\% | 3 |
| Pixley | 1.3 | Center St. | Franklin Ave. | Court Ave. | W. Side | Cross slope | 36 | 3.3-3.8\% | 3 |
| Pixley | 1.4 | Center St. | Franklin Ave. | Court Ave. | W. Side | Driveway | 15 | 3 | 3 |
| Pixley | 1.5 | Center St. | Franklin Ave. | Court Ave. | W. Side | Gap | 36 | Single property | 3 |
| Pixley | 1.6 | Center St. | Franklin Ave. | Court Ave. | W. Side | Gap | 150 | Multiple properties | 3 |
| Pixley | 1.8 | Franklin Ave. | Main St. | Center St. | N. Side | Gap | 125 | Multiple properties | 3 |
| Pixley | 1.9 | Franklin Ave. | Main St. | Center St. | N. Side | Cross slope | 71 | 2.8-6.0\% | 3 |
| Pixley | J. 1 | Franklin Ave. | Main St. | Center St. | S. Side | Cross slope | 65 | 4.0-7.0\% | 3 |
| Pixley | J. 10 | Ellsworth Ave. | Main St. | Center St. | s. Side | End of sidewalk | 10 | Transition too steep, Slope at 15.0\% | 3 |
| Pixley | J. 11 | Ellsworth Ave. | Main St. | Center St. | S. Side | Offset | 3/4" |  | 3 |
| Pixley | J.13 | Center St. | Davis Ave. | Ellsworth Ave. | E. Side | Cross slope | 102 | 3.0-5.0\% | 2 |
| Pixley | J. 14 | Center St. | Davis Ave. | Ellsworth Ave. | E. Side | End of sidewalk |  |  | 2 |
| Pixley | J.15 | Center St. | Davis Ave. | Ellsworth Ave. | E. Side | Obstruction | 2.5 | Power poll | 2 |
| Pixley | J.16 | Center St. | Davis Ave. | Ellsworth Ave. | E. Side | Offset | 1/2" | Tripping hazard | 2 |
| Pixley | J.18 | Davis Ave. | Main St. | Center St. | N. Side | Offset | 1/2" | Tripping hazard | 1 |
| Pixley | J. 19 | Davis Ave. | Main St. | Center St. | N. Side | Gap | 46 | Single property | 1 |
| Pixley | J. 2 | Franklin Ave. | Main St. | Center St. | S. Side | Driveway | 24 | 3 | 3 |
| Pixley | 1.20 | Davis Ave. | Main St. | Center St. | N. Side | Cross slope | 46 | 4.5-7.3\% | 1 |
| Pixley | J.21 | Davis Ave. | Main St. | Center St. | N. Side | Cross slope | 45 | 7.60\% | 1 |
| Pixley | 1.23 | Main St. | Davis Ave. | Ellsworth Ave. | E. Side | Gap | 60 | Single property | 1 |
| Pixley | 1.24 | Main St. | Davis Ave. | Ellsworth Ave. | E. Side | Cross slope | 227 | 6.0-7.0\% | 1 |
| Pixley | 1.26 | Franklin Ave. | Main St. | Center St. | S. Side | Gap | 174 | Multiple properties | 3 |
| Pixley | J. 4 | Center St. | Ellsworth Ave. | Franklin Ave. | W. Side | Driveway | 36 | 1 | 3 |
| Pixley | ग. 6 | Ellsworth Ave. | Main St. | Center St. | N. Side | Gap | 184 | Multiple properties | 3 |
| Pixley | J. 9 | Ellsworth Ave. | Main St. | Center St. | S. Side | Gap | 130 | Multiple properties | 3 |
| Pixley | K. 10 | Compton Ave. | Main St. | Center St. | S. Side | Gap | 20 | Single property | 3 |
| Pixley | K. 11 | Compton Ave. | Main St. | Center St. | S. Side | End of Sidewalk |  | Slope of 21.3\% | 3 |
| Pixley | K. 12 | Compton Ave. | Main St. | Center St. | S. Side | Gap | 30 | Single property | 3 |
| Pixley | K. 14 | Center St. | Bradbury Ave. | Compton Ave. | W. Side | Gap | 172 | Multiple properties | 3 |
| Pixley | K. 16 | Bradbury Ave. | Main St. | Center St. | N. Side | Gap | 100 | Multiple properties | 3 |
| Pixley | K. 17 | Bradbury Ave. | Main St. | Center St. | N. Side | Driveway | 17 | 3 | 3 |
| Pixley | K. 18 | Bradbury Ave. | Main St. | Center St. | N. Side | Broken sidewalk | 165 | Poor Condition | 3 |
| Pixley | K. 24 | Main St. | Allen Ave. | Bradbury Ave. | E. Side | Gap | 100 | Multiple properties | 3 |
| Pixley | K. 25 | Main St. | Bradbury Ave. | Compton Ave. | W. Side | End of sidewalk |  |  | 2 |
| Pixley | K. 26 | Main St. | Bradbury Ave. | Compton Ave. | E. Side | Broken sidewalk | 82 | Poor Condition | 2 |
| Pixley | K. 27 | Main St. | Bradbury Ave. | Compton Ave. | E. Side | Broken sidewalk | 50 | Poor Condition | 2 |

## Path of Travel Inventory

| Pixley | K. 28 | Main St. | Compton Ave. | Davis St. | E. Side | Driveway | 19 | 3 | 1 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Pixley | K. 29 | Main St. | Compton Ave. | Davis St. | E. Side | Cross slope | 40 | 4.9-5.1\% | 1 |
| Pixley | K. 3 | Center St. | Compton Ave. | Davis St. | W. Side | Cross slope | 73 | 2.7-3.2\% | 2 |
| Pixley | K. 30 | Main St. | Compton Ave. | Davis St. | W. Side | Cross slope | 30 | 3.2-3.8\% | 2 |
| Pixley | K. 31 | Main St. | Compton Ave. | Davis St. | E. Side | Broken sidewalk | 45 | Poor Condition | 1 |
| Pixley | K. 32 | Main St. | Compton Ave. | Davis St. | E. Side | End of sidewalk |  | 13.0\% slope | 1 |
| Pixley | K. 33 | Main St. | Compton Ave. | Davis St. | E. Side | Cross slope | 35 | 4.0-6.5\% | 1 |
| Pixley | K. 34 | Main St. | Compton Ave. | Davis St. | E. Side | End of sidewalk | 10 |  | 1 |
| Pixley | K. 37 | Main St. | Compton Ave. | Davis St. | W. Side | Offset | 1/2" |  | 2 |
| Pixley | K. 38 | Davis Ave. | Main St. | Center St. | S. Side | Gap | 184 | Multiple properties | 1 |
| Pixley | K. 4 | Center St. | Compton Ave. | Davis St. | W. Side | Gap | 157 | Multiple properties | 2 |
| Pixley | K. 6 | Compton Ave. | Main St. | Center St. | N. Side | Gap | 30 | Single property | 3 |
| Pixley | K. 7 | Compton Ave. | Main St. | Center St. | N. Side | Gap | 150 | Multiple properties | 3 |
| Pixley | L. 1 | Market St. | Terra Bella Ave. | Bradbury Ave. | W. Side | End of sidewalk |  |  | 5 |
| Pixley | L. 2 | Market St. | Terra Bella Ave. | Bradbury Ave. | W. Side | Driveway | 24 | 7 | 5 |
| Pixley | L. 3 | Market St. | Terra Bella Ave. | Bradbury Ave. | W. Side | Cross slope | 95 | 2.5-3.1\% | 5 |
| Pixley | L. 4 | Market St. | Terra Bella Ave. | Bradbury Ave. | W. Side | Gap | 36 | Single Property | 5 |
| Pixley | L. 6 | Terra Bella Ave. | Ash St. | Market St. | N. Side | End of sidewalk |  |  | 5 |
| Pixley | M. 1 | Bradbury Ave. | Cedar St. | Ash St. | N. Side | Gap | 87 | Multiple properties | 5 |
| Pixley | M. 11 | Bradbury Ave. | Cedar St. | Ash St. | S. Side | Gap | 50 | Single property | 5 |
| Pixley | M. 2 | Bradbury Ave. | Cedar St. | Ash St. | N. Side | Gap | 252 | Multiple properties | 5 |
| Pixley | M. 3 | Bradbury Ave. | Cedar St. | Ash St. | Both sides | Driveway | 24 | 12 | 5 |
| Pixley | M. 4 | Bradbury Ave. | Cedar St. | Ash St. | N. Side | Cross slope | 174 | 2.3-4.5\% | 5 |
| Pixley | M. 5 | Bradbury Ave. | Cedar St. | Ash St. | N. Side | Gap | 158 | Multiple properties | 5 |
| Pixley | M. 6 | Bradbury Ave. | Cedar St. | Ash St. | S. Side | End of sidewalk |  |  | 5 |
| Pixley | M. 7 | Bradbury Ave. | Cedar St. | Ash St. | S. Side | Cross slope | 40 | 3.2-3.4\% | 5 |
| Pixley | M. 8 | Bradbury Ave. | Cedar St. | Ash St. | N. Side | Gap | 100 | Single Property | 5 |
| Pixley | N. 11 | Compton Ave. | Airport St. | Cedar St. | S. Side | Cross slope | 205 | 3.0-4.9\% | 5 |
| Pixley | N. 12 | Compton Ave. | Airport St. | Cedar st. | s. Side | End of sidewalk |  |  | 5 |
| Pixley | N. 2 | Cedar St. | Terra Bella Ave. | Bradbury Ave. | W. Side | Driveway | 25 | 6 | 5 |
| Pixley | N. 3 | Cedar St. | Terra Bella Ave. | Bradbury Ave. | W. Side | End of sidewalk |  |  | 5 |
| Pixley | N. 4 | Bradbury Ave. | Airport St. | Cedar St. | S. Side | Offset | 1/2" | Utility Cover | 5 |
| Pixley | N. 5 | Bradbury Ave. | Airport St. | Cedar St. | s. Side | End of sidewalk |  |  | 5 |
| Pixley | N. 6 | Bradbury Ave. | Airport St. | Cedar St. | N. Side | Cross slope | 131 | 3.1-4.1\% | 5 |
| Pixley | N. 8 | Airport St. | Bradbury Ave. | Compton Ave. | E. Side | Cross slope | 239 | 2.3-4.1\% | 5 |
| Pixley | N. 9 | Airport St. | Bradbury Ave. | Compton Ave. | E. Side | Driveway | 20 | 5 | 5 |
| Pixley | 0.1 | Main St. | SR. 99 OfFRAMP | Terra Bella Ave. | Both sides | Driveway | 43 | 5 | 4 |
| Pixley | 0.2 | Main St. | SR. 99 OfFRAMP | Terra Bella Ave. | E. Side | Broken sidewalk | 22 | Poor Condition | 4 |
| Pixley | 0.3 | Main St. | SR. 99 OfFRAMP | Terra Bella Ave. | E. Side | Broken sidewalk | 5 | Poor Condition | 4 |
| Pixley | 0.4 | Main St. | SR. 99 OfFRAMP | Terra Bella Ave. | E. Side | Cross slope | 20 | 3.60\% | 4 |
| Pixley | 0.5 | Main St. | SR. 99 OFFRAMP | Terra Bella Ave. | E. Side | Gap | 50 | Single property | 4 |
| Pixley | 0.7 | Terra Bella St. | Main St. | SR. 99 | S. Side | Offset | 3/4" | Tripping hazard | 3 |
| Pixley | 0.8 | Terra Bella St. | Main St. | SR. 99 | S. Side | Cross slope | 100 | 3.5-4.6\% | 3 |
| Pixley | 0.9 | Terra Bella St. | Main St. | SR. 99 | S. Side | Driveway | 39 | 1 | 3 |
| Poplar | A. 14 | Ave 145 | Ave. 145 (E/W) | DEAD END | E. Side | Cross Slope | 86 | 2.4\%-2.7\% | 1 |
| Poplar | A. 16 | Ave 145 | Ave. 145 (E/W) | DEAD END | E. Side | Cross Slope | 86 | 2.3\%-2.8\% | 1 |
| Poplar | A. 2 | Ave 145 | Ave. 145 ( $\mathrm{N} / \mathrm{S}$ ) | Walker | S. Side | Cross Slope | 300 | 2.0\%-3.6\% | 3 |
| Poplar | A. 3 | Ave 146 | Ave. 145 ( $\mathrm{N} / \mathrm{S}$ ) | Walker | s. Side | Cross Slope | 85 | 2.6\%-3.4\% | 1 |
| Poplar | A. 4 | Ave 145 | Ave. 145 ( $\mathrm{N} / \mathrm{s}$ ) | Walker | N. Side | Cross Slope | 385 | 2.0\%-3.6\% | 1 |
| Poplar | B. 1 | Rd 190 | DEAD END | Ave. 145 | W. Side | Driveway | 30 | 1 | 3 |
| Poplar | B. 3 | Ave 145 | Walker | Rd. 190 | S. Side | Cross Slope | 172 | 2.4\%-4.2\% | 3 |
| Poplar | B. 8 | Ave 145 | Walker | Rd. 190 | N. Side | Cross Slope | 131 | 2.2\%-3.2\% | 3 |
| Poplar | C. 1 | Rd. 190 | Ave. 145 | Ave. 146 | Both sides | Driveway | 22 | 12 | 5 |
| Poplar | c. 2 | Rd. 190 | Ave. 145 | Ave. 146 | W. Side | Cross Slope | 111 | 2.8\%-3.3\% | 5 |
| Poplar | c. 3 | Rd. 190 | Ave. 145 | Ave. 146 | W. Side | Driveway | 33 | 1 | 5 |
| Poplar | c. 4 | Walker St. | Ave. 145 | Ave. 146 | Both sides | Driveway | 22 | 27 | 5 |
| Poplar | C. 5 | Walker St. | Ave. 145 | Ave. 146 | E. Side | Cross Slope | 143 | 2.5\%-4.0\% | 5 |
| Poplar | c. 6 | Walker St. | Ave. 145 | Ave. 146 | E. Side | Cross Slope | 155 | 2.3\%-3.2\% | 5 |
| Poplar | c. 7 | Walker St. | Ave. 145 | Ave. 146 | W. Side | Cross Slope | 173 | 2.6\%-5.8\% | 5 |
| Poplar | c. 8 | Walker St. | Ave. 145 | Ave. 146 | W. Side | Cross Slope | 65 | 2.8\%-3.5\% | 5 |
| Poplar | D. 1 | Rd. 190 | Ave. 146 | Ave. 147 | W. Side | Cross Slope | 95 | 2.6\%-3.9\% | 5 |
| Poplar | D. 2 | Rd. 190 | Ave. 146 | Ave. 147 | Both sides | Driveway | 22 | 10 | 5 |
| Poplar | D. 3 | Walker St. | Ave. 146 | Ave. 147 | Both sides | Driveway | 22 | 20 | 5 |
| Poplar | D. 4 | Walker St. | Ave. 146 | Ave. 147 | E. Side | Cross Slope | 166 | 2.3\%-3.8\% | 5 |
| Poplar | D. 5 | Walker St. | Ave. 146 | Ave. 147 | W. Side | Cross Slope | 176 | 2.7\%-4.2\% | 5 |
| Poplar | E. 1 | Rd 190 | Tule Ave. | Ave. 148 | W. Side | End of sidewalk |  |  | 5 |
| Poplar | E. 10 | Ave 147 | DEAD END | Walker | N. Side | Cross Slope | 35 | 2.0\%-3.2\% | 5 |
| Poplar | E. 11 | Ave 147 | DEAD END | Walker | S. Side | Cross Slope | 56 | 3.0\%-3.6\% | 5 |
| Poplar | E. 15 | Walker | Ave. 147 | Tule Ave. | E. Side | Cross Slope | 142 | 2.4\%-3.9\% | 5 |
| Poplar | E. 16 | Walker | Ave. 147 | Tule Ave. | E. Side | Driveway | 32 | 1 | 5 |
| Poplar | E. 18 | Tule Ave | Walker | Rd. 190 | S. Side | Cross Slope | 100 | 2.6\%-3.4\% | 5 |
| Poplar | E. 20 | Rd 190 | Ave. 147 | Tule Ave. | Both sides | Driveway | 22 | 10 | 5 |
| Poplar | E. 21 | Rd 190 | Ave. 147 | Tule Ave. | W. Side | Cross Slope | 94 | 2.6\%-4.1\% | 5 |
| Poplar | E. 23 | Ave 147 | Walker | Rd. 190 | N. Side | Cross Slope | 52 | 2.8\%-3.4\% | 5 |
| Poplar | E. 24 | Ave 147 | Walker | Rd. 190 | S. Side | Cross Slope | 145 | 2.7\%-5.5\% | 5 |
| Poplar | E. 3 | Tule Ave | DEAD END | Rd. 190 | N. Side | Cross Slope | 128 | 2.2\%-3.6\% | 5 |
| Poplar | E. 4 | Tule Ave | DEAD END | Rd. 190 | Both sides | Driveway | 21 |  | 5 |
| Poplar | E. 5 | Tule Ave | DEAD END | Walker | 5. Side | Cross Slope | 26 | 2.2\%-3.6\% | 5 |
| Poplar | E. 7 | Walker | Ave. 147 | Tule Ave. | W. Side | Cross Slope | 133 | 2.2\%-6.0\% | 5 |
| Poplar | E. 8 | Walker | Ave. 147 | Tule Ave. | Both sides | Driveway | 22 | 19 | 5 |
| Poplar | F. 1 | Rd. 192 | Ave. 146 | Ave. 147 | E. Side | End of Sidewalk |  |  | 1 |
| Poplar | F. 2 | Rd. 192 | Ave. 146 | Ave. 147 | E. Side | Cross Slope | 20 | 2.8\% 10' wide | 1 |
| Poplar | F. 4 | Ave. 146 | Rd. 192 | Rd. 193 | N. Side | Cross Slope | 20 | 2.3\%-3.1\% | 2 |
| Poplar | F. 5 | Ave. 146 | Rd. 192 | Rd. 193 | N. Side | Cross Slope | 49 | 2.2\%-3.4\% | 2 |
| Poplar | G. 1 | Rd. 192 | Scranton Ave. | Ave. 144 | E. Side | Cross Slope | 40 | 2.1\%-2.9\% | 3 |
| Poplar | G.2 | Rd. 192 | Scranton Ave. | Ave. 144 | E. Side | Driveway | 49 | 1 | 3 |
| Poplar | G. 3 | Rd. 192 | Scranton Ave. | Ave. 144 | E. Side | Broken Sidewalk | 1 | Chipped out Joint | 3 |
| Poplar | G. 4 | Rd. 192 | Scranton Ave. | Ave. 144 | E. Side | Cross Slope | 56 | 0.26 | 3 |
| Poplar | G. 5 | Rd. 192 | Scranton Ave. | Ave. 144 | E. Side | Driveway | 35 | 1 | 3 |
| Poplar | G. 6 | Rd. 192 | Scranton Ave. | Ave. 144 | E. Side | Cross Slope | 20 | 0.25 | 3 |
| Poplar | G. 7 | Rd. 192 | Scranton Ave. | Ave. 144 | E. Side | Offset | 1/2" |  | 3 |
| Richgrove | A. 10 | Hernandez Ave | Rowland St. | Rd. 210 | N. Side | Cross Slope | 132 | 2.1\%-4.2\% | 5 |
| Richgrove | A. 12 | Rowland St | Hernandez Ave. | Ave. 8 | E. Side | Cross Slope | 208 | 3.0\%-3.7\% | 5 |
| Richgrove | A. 13 | Rowland St | Hernandez Ave. | Ave. 8 | Both sides | Driveway | 22 | 7 | 5 |
| Richgrove | A. 16 | Rowland St | Hernandez Ave. | Ave. 8 | Both sides | Driveway | 22 | 9 | 5 |
| Richgrove | A. 18 | Hernandez Ave | Rowland St. | Rd. 210 | S. Side | Cross Slope | 53 | 2.5\%-3.7\% | 5 |
| Richgrove | A. 19 | Hernandez Ave | Rowland St. | Rd. 210 | S. Side | Offset | 1/4" |  | 5 |
| Richgrove | A. 2 | Rd 210 | Robles Ct. | Ave. 8 | W. Side | Cross Slope | 252 | 3.0\%-3.4\% | 5 |
| Richgrove | A. 20 | Hernandez Ave | Rowland St. | Rd. 210 | S. Side | Cross Slope | 164 | 2.7\%-3.3\% | 5 |
| Richgrove | A.22 | Ave 8 | Rowland St. | Rd. 210 | S. Side | Cross Slope | 148 | 2.6\%-3.2\% | 5 |
| Richgrove | A. 23 | Ave 8 | Rowland St. | Rd. 210 | Both sides | Driveway | 22 | 6 | 5 |

## Path of Travel Inventory

| Richgrove | A. 24 | Hernandez Ave | Rowland St. | Rd. 210 | Both sides | Driveway | 22 | 13 | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Richgrove | A. 4 | Robles Ct | DEAD END | Rd. 210 | Both sides | Cross Slope | 125 | 2.8\%-4.9\% | 5 |
| Richgrove | A. 5 | Robles Ct | DEAD END | Rd. 210 | Both sides | Driveway | 22 | 13 | 5 |
| Richgrove | A. 7 | Rd 210 | Hernandez Ave. | Roblez Ct. | W. Side | Cross slope | 230 | 2.3\%-3.8\% | 5 |
| Richgrove | A. 9 | Hernandez Ave | Rowland St. | Rd. 210 | Both sides | Driveway | 22 | 18 | 5 |
| Richgrove | B. 1 | Ave 8 | Richgrove Dr. | Rowland St. | S. Side | Cross Slope | 33 | 3.7\%-4.2\% | 5 |
| Richgrove | B. 11 | Guerrero Ave | Richgrove Dr. | Rowland St. | S. Side | Cross Slope | 65 | 2.8\%-3.8\% | 3 |
| Richgrove | B. 12 | Guerrero Ave | Richgrove Dr. | Rowland St. | s. Side | Offset | $1 / 2^{\prime \prime}$ | Dranage Cover | 3 |
| Richgrove | B. 13 | Guerrero Ave | Richgrove Dr. | Rowland St. | S. Side | Driveway | 22 | 1 | 3 |
| Richgrove | B. 2 | Ave 8 | Richgrove Dr. | Rowland St. | S. Side | Driveway | 30 | 1 | 5 |
| Richgrove | B. 3 | Ave 8 | Richgrove Dr. | Rowland St. | S. Side | Cross Slope | 250 | 2.4\%-3.3\% | 5 |
| Richgrove | B. 5 | Richgrove Ave | Guerrero Ave. | Ave. 8 | E. Side | Cross Slope | 549 | 3.3\%-5.2\% | 3 |
| Richgrove | B. 6 | Richgrove Ave | Guerrero Ave. | Ave. 8 | E. Side | Driveway | 30 | 1 | 3 |
| Richgrove | B. 9 | Guerrero Ave | Richgrove Dr. | Rowland St. | N. Side | Cross Slope | 320 | 2.6\%-4.5\% | 3 |
| Richgrove | C. 1 | Rowland St | Guerrero Ave. | Hernandez Ave. | Both sides | Driveway | 22 | 5 | 5 |
| Richgrove | C. 10 | Rd 210 | Flores Ave. | Guerrero Ave. | Both sides | Driveway | 35 | 2 | 3 |
| Richgrove | C. 12 | Guerrero Ave | Rowland St. | Rd. 210 | S. Side | Cross Slope | 396 | 2.2\%-3.4\% | 3 |
| Richgrove | C. 13 | Guerrero Ave | Rowland St. | Rd. 210 | Both sides | Driveway | 26 | 1 | 3 |
| Richgrove | C. 14 | Guerrero Ave | Rowland St. | Rd. 210 | Both sides | Driveway | 32 | 2 | 3 |
| Richgrove | C. 15 | Guerrero Ave | Rowland St. | Rd. 210 | S. Side | Cross Slope | 85 | 3.1\%-3.7\% | 3 |
| Richgrove | c. 2 | Rowland St | Guerrero Ave. | Hernandez Ave. | E. Side | Offset | 1/2" |  | 5 |
| Richgrove | c. 3 | Rowland St | Guerrero Ave. | Hernandez Ave. | E. Side | Cross Slope | 105 | 2.2\%-7.2\% | 5 |
| Richgrove | c. 4 | Rowland St | Guerrero Ave. | Hernandez Ave. | E. Side | Offset | $1 / 2^{\prime \prime}$ |  | 5 |
| Richgrove | c. 6 | Guerrero Ave | Rowland St. | Rd. 210 | N. Side | Cross Slope | 99 | 2.1\%-3.3\% | 5 |
| Richgrove | c. 7 | Guerrero Ave | Rowland St. | Rd. 210 | Both sides | Driveway | 22 | 14 | 3 |
| Richgrove | c. 9 | Guerrero Ave | Hernandez Ave. | Guerrero Ave. | W. Side | Cross Slope | 45 | 2.2\%-3.2\% | 5 |
| Richgrove | D. 1 | Rd 210 | Flores Ave. | Guerrero Ave. | W. Side | Cross Slope | 101 | 2.3\%-3.4\% | 3 |
| Richgrove | D. 10 | Espinoza Ave | DEAD END | Rd. 120 | N. Side | Cross Slope | 34 | 2.6\%-2.6\% | 5 |
| Richgrove | D. 12 | Espinoza Ave | DEAD END | Rd. 120 | S. Side | Cross Slope | 16 | 0.28 | 5 |
| Richgrove | D. 13 | Espinoza Ave | DEAD END | Rd. 120 | S. Side | Offset | $1 / 2^{\prime \prime}$ |  | 5 |
| Richgrove | D. 15 | Rd 210 | Diaz Ave. | Espanoza Ave. | W. Side | Cross Slope | 20 | 0.33 | 5 |
| Richgrove | D. 17 | Diaz Ave | DEAD END | Rd. 120 | Both sides | Driveway | 22 | 11 | 5 |
| Richgrove | D. 18 | Diaz Ave | DEAD END | Rd. 120 | N. Side | Cross Slope | 106 | 3.6\%-4.5\% | 5 |
| Richgrove | D. 19 | Diaz Ave | DEAD END | Rd. 120 | S. Side | Cross Slope | 63 | 2.4\%-3.3\% | 5 |
| Richgrove | D. 2 | Rd 210 | Flores Ave. | Guerrero Ave. | W. Side | Offset | $1 / 2^{\prime \prime}$ |  | 3 |
| Richgrove | D. 23 | Rd 210 | Ave. 4 | Diaz Ave. | W. Side | Cross Slope | 49 | 2.6\%-3.7\% | 3 |
| Richgrove | D. 24 | Rd 210 | Ave. 4 | Diaz Ave. | Both sides | Driveway | 22 | 5 | 3 |
| Richgrove | D. 4 | Flores Ave | DEAD END | Rd. 120 | Both sides | Driveway | 22 | 13 | 5 |
| Richgrove | D. 5 | Flores Ave | DEAD END | Rd. 120 | S. Side | Cross Slope | 31 | 2.5\%-3.8\% | 5 |
| Richgrove | D. 9 | Espinoza Ave | DEAD END | Rd. 120 | Both sides | Driveway | 22 | 12 | 5 |
| Richgrove | E. 1 | Richgrove Dr. | Ave. 4 | Guerrero Ave. | E. Side | Offset | 1/4" |  | 1 |
| Richgrove | E. 2 | Richgrove Dr. | Ave. 4 | Guerrero Ave. | E. Side | Offset |  | Dranage Cover | 1 |
| Richgrove | E. 4 | Richgrove Dr. | Ave. 4 | Guerrero Ave. | E. Side | Driveway | 17 | 1 | 1 |
| Richgrove | E. 5 | Richgrove Dr. | Ave. 4 | Guerrero Ave. | E. Side | Driveway | 22 | 1 | 1 |
| Richgrove | F. 20 | Ave 4 | Vineyard Dr. | Rd. 210 | Both sides | Driveway | 22 | 4 | 3 |
| Richgrove | F. 21 | Ave 5 | Vineyard Dr. | Rd. 210 | Both sides | Driveway | 30 | 2 | 3 |
| Richgrove | F. 5 | Rd 210 | Dooley Dr. | Francis Dr. | W. Side | Gap | 340 | Multiple properties | 5 |
| Springville | A. 2 | Ward Ave | McDonald St. | HWY 190 | N. Side | Cross Slope | 20 | 2.2\%-3.0\% | 1 |
| Springville | A. 3 | Ward Ave | McDonald St. | HWY 190 | N. Side | Driveway | 17 | 2 | 1 |
| Springville | A. 4 | Ward Ave | McDonald St. | HWY 190 | N. Side | Cross Slope | 70 | 2.2\%-3.5\% | 1 |
| Springville | A. 5 | Ward Ave | McDonald St. | HWY 190 | N. Side | Offset | $1 / 2^{\prime \prime}$ |  | 1 |
| Springville | A. 6 | Ward Ave | McDonald St. | HWY 190 | N. Side | Driveway | 42 | 1 | 1 |
| Strathmore | B. 10 | Ward Ave. | Ave. 198 | Harper Ave. | E. Side | Cross Slope | 85 | 2.3\%-4.7\% | 5 |
| Strathmore | B. 12 | Ave. 198 | Ward Ave. | Meredith Dr. | N. Side | Gap | 182 | Multiple properties | 5 |
| Strathmore | B. 13 | Ave. 198 | Ward Ave. | Meredith Dr. | Both sides | Driveway | 22 | 10 | 5 |
| Strathmore | B. 14 | Ave. 198 | Ward Ave. | Meredith Dr. | N. Side | Cross Slope | 200 | 2.6\%-8.2\% | 5 |
| Strathmore | B. 16 | Meredith Dr. | Preston Ave. | Ave. 198 | E. Side | Broken Sidewalk | 215 | Poor Condition | 5 |
| Strathmore | B.17 | Meredith Dr. | Preston Ave. | Ave. 198 | E. Side | Broken Sidewalk | 230 | Poor Condition | 5 |
| Strathmore | B. 2 | Meredith Dr. | Ave. 198 | Harper Ave. | W. Side | Cross Slope | 62 | 2.7\%-3.3\% | 5 |
| Strathmore | B. 4 | Harper Ave. | Ward Ave. | Meredith Dr. | S. Side | Gap | 295 | Multiple properties | 5 |
| Strathmore | B. 5 | Harper Ave. | Ward Ave. | Meredith Dr. | S. Side | Cross Slope | 80 | 2.7\%-4.0\% | 5 |
| Strathmore | B. 6 | Harper Ave. | Ward Ave. | Meredith Dr. | Both sides | Driveway | 22 | 6 | 5 |
| Strathmore | B. 7 | Harper Ave. | Ward Ave. | Meredith Dr. | S. Side | Gap | 185 | Multiple properties | 5 |
| Strathmore | B. 8 | Harper Ave. | Ward Ave. | Meredith Dr. | S. Side | Gap | 127 | Multiple properties | 5 |
| Strathmore | c. 1 | Meredith Dr. | White Ave. | Preston Ave. | E. Side | Gap | 340 | Multiple properties | 4 |
| Strathmore | C. 10 | Ave. 196 | Rd. 224 | Rd. 228 | S. Side | Gap | 630 | Multiple properties | 1 |
| Strathmore | C. 11 | Ave. 196 | Rd. 224 | Rd. 228 | s. Side | Gap | 330 | Multiple properties | 1 |
| Strathmore | C. 14 | H Ave. | 8th Ave. | Ave. 196 | W. Side | Gap | 38 | Single Property | 1 |
| Strathmore | C. 15 | H Ave. | 8th Ave. | Ave. 196 | W. Side | Cross Slope | 237 | 3.0\%-11.1\% | 1 |
| Strathmore | C. 16 | H Ave. | 8th Ave. | Ave. 196 | W. Side | Gap | 323 | Single Property | 1 |
| Strathmore | c. 3 | H Ave. | Ave. 196 | White Ave. | E. Side | Offset | 3/4" | 3' Depressed segment | 4 |
| Strathmore | c. 4 | H. Ave | Ave. 196 | White Ave. | E. Side | Gap | 160 | Multiple properties | 4 |
| Strathmore | c. 7 | Ave. 196 | Rd. 224 | Rd. 228 | N. Side | Gap | 590 | Multiple properties | 1 |
| Strathmore | c. 9 | Ave. 196 | Rd. 224 | Rd. 228 | N. Side | Offset | $1^{\prime \prime}$ |  | 1 |
| Strathmore | E. 12 | Rd. 230 | Lawson Ave. | Ave. 198 | E. Side | Cross Slope | 120 | 3.1\%-5.1\% | 1 |
| Strathmore | E. 13 | Rd. 230 | Lawson Ave. | Ave. 198 | E. Side | Gap | 120 | Multiple properties | 1 |
| Strathmore | E. 15 | Ave. 198 | Guthrie Dr. | Rd. 230 | N. Side | Gap | 290 | Multiple properties | 1 |
| Strathmore | E. 16 | Ave. 198 | Orange Belt Dr. | Rd. 230 | Both sides | Driveway | 14 | 4 | 1 |
| Strathmore | E. 17 | Ave. 198 | Balfour Dr. | Guthrie Dr. | N. Side | Cross Slope | 87 | 3.6\%-7.6\% | 1 |
| Strathmore | E. 18 | Ave. 198 | Balfour Dr. | Guthrie Dr. | N. Side | Gap | 173 | Multiple properties | 1 |
| Strathmore | E. 19 | Ave. 198 | Orange Belt Dr. | Rd. 230 | Both sides | Driveway | 41 | 3 | 1 |
| Strathmore | E. 2 | Bruce Dr. | Orange Belt Dr. | Balfour Dr. | S. Side | Cross Slope | 36 | 2.8\%-3.2\% | 3 |
| Strathmore | E. 20 | Ave. 198 | Balfour Dr. | Guthrie Dr. | N. Side | Cross Slope | 27 | 3.0\%-3.5\% | 1 |
| Strathmore | E. 22 | Ave. 198 | Orange Belt Dr. | Balfour Dr. | N. Side | Cross Slope | 80 | 2.4\%-3.2\% | 1 |
| Strathmore | E. 25 | Orange Belt Dr. | Burns Dr. | Ave. 198 | Both sides | Driveway | 30 | 2 | 1 |
| Strathmore | E.26 | Orange Belt Dr. | Burns Dr. | Ave. 198 | W. Side | Cross Slope | 318 | 2.3\%-3.6\% | 2 |
| Strathmore | E. 27 | Orange Belt Dr. | Lawson Ave. | Burns Dr. | Both sides | Driveway | 60 | 2 | 2 |
| Strathmore | E. 28 | Orange Belt Dr. | Lawson Ave. | Burns Dr. | W. Side | Gap | 118 | Single Property | 2 |
| Strathmore | E. 3 | Bruce Dr. | Orange Belt Dr. | Balfour Dr. | S. Side | Gap | 20 | Alley | 3 |
| Strathmore | E. 31 | Orange Belt Dr. | Lawson Ave. | Burns Dr. | E. Side | Offset | $1 / 2^{\prime \prime}$ | 4' depressed segment | 1 |
| Strathmore | E. 32 | Orange Belt Dr. | Lawson Ave. | Burns Dr. | E. Side | Gap | 190 | Multiple properties | 1 |
| Strathmore | E. 35 | Balfour Dr. | Lawson Ave. | Burns Dr. | E. Side | Broken Sidewalk | 120 | Poor Condition | 5 |
| Strathmore | E. 36 | Balfour Dr. | Lawson Ave. | Burns Dr. | E. Side | Broken Sidewalk | 90 | Poor Condition | 5 |
| Strathmore | E. 37 | Balfour Dr. | Lawson Ave. | Burns Dr. | E. Side | Offset | 1/2" | 4 offsets | 5 |
| Strathmore | E. 38 | Balfour Dr. | Lawson Ave. | Burns Dr. | E. Side | Broken Sidewalk | 50 | Poor Condition | 5 |
| Strathmore | E. 4 | Bruce Dr. | Orange Belt Dr. | Balfour Dr. | S. Side | Broken Sidewalk | 130 | $8^{\prime}$ wide Poor Condition | 5 |
| Strathmore | E. 41 | Lawson Dr. | Orange Belt Dr. | Balfour Dr. | N. Side | Cross Slope | 124 | 3.2\%-3.7\% | 3 |
| Strathmore | E. 42 | Lawson Dr. | Orange Belt Dr. | Balfour Dr. | S. Side | Broken Sidewalk | 130 | $9^{\text {' wide Poor Condition }}$ | 3 |
| Strathmore | E. 43 | Lawson Dr. | Orange Belt Dr. | Balfour Dr. | S. Side | Gap | 160 | Multiple properties | 5 |
| Strathmore | E. 45 | Balfour Dr. | Bruce Dr. | Lawson Dr. | W. Side | Gap | 300 | Multiple properties | 5 |
| Strathmore | E. 47 | Bruce Dr. | Orange Belt Dr. | Balfour Dr. | N. Side | Cross Slope | 85 | 3.1\%-3.2\% | 5 |

## Path of Travel Inventory

| Strathmore | E. 48 | Bruce Dr. | Orange Belt Dr. | Balfour Dr. | N. Side | Gap | 133 | Multiple properties | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Strathmore | E.50 | Orange Belt Dr. | Bruce Dr. | Lawson Dr. | E. Side | Broken Sidewalk | 110 | Poor Condition | 1 |
| Strathmore | E. 51 | Orange Belt Dr. | Bruce Dr. | Lawson Dr. | E. Side | Broken Sidewalk | 26 | Poor Condition | 1 |
| Strathmore | E.52 | Orange Belt Dr. | Bruce Dr. | Lawson Dr. | E. Side | Cross Slope | 55 | 2.7\%-3.1\% | 1 |
| Strathmore | E.55 | Lawson Dr. | Guthrie Dr. | Rd. 230 | N. Side | Gap | 168 | Multiple properties | 5 |
| Strathmore | E.58 | Guthrie Dr. | Bruce Dr. | Lawson Dr. | W. Side | Broken Sidewalk | 310 | Poor Condition | 5 |
| Strathmore | E. 6 | Balfour Dr. | Ave. 196 | Bruce Dr. | W. Side | Broken Sidewalk | 255 | Poor Condition | 5 |
| Strathmore | E. 61 | Lawson Dr. | Balfour Dr. | Guthrie Dr. | N. Side | Broken Sidewalk | 290 | Poor Condition | 5 |
| Strathmore | E. 63 | Balfour Dr. | Bruce Dr. | Lawson Dr. | E. Side | Broken Sidewalk | 300 | Poor Condition | 5 |
| Strathmore | E. 64 | Lawson Dr. | Balfour Dr. | Guthrie Dr. | S. Side | Broken Sidewalk | 290 | Poor Condition | 5 |
| Strathmore | E. 65 | Guthrie Dr. | Lawson Ave. | Burns Dr. | E. Side | Offset | 1/2" | Root Damage | 5 |
| Strathmore | E.66 | Guthrie Dr. | Lawson Ave. | Burns Dr. | E. Side | Gap | 160 | Multiple properties | 5 |
| Strathmore | E. 7 | Balfour Dr. | Ave. 196 | Bruce Dr. | E. Side | End of Sidewalk |  |  | 5 |
| Strathmore | E. 9 | Bruce Dr. | Balfour Dr. | Guthrie Dr. | S. Side | Broken Sidewalk | 135 | Poor Condition | 5 |
| Strathmore | F. 2 | Ave 198 | Rd. 230 | Rd. 231 | s. Side | Gap | 150 | Multiple properties | 3 |
| Strathmore | F. 3 | Ave 198 | Rd. 230 | Rd. 231 | N. Side | Cross Slope | 95 | 3.9-4.1\% | 3 |
| Strathmore | F. 4 | Ave 198 | Rd. 230 | Rd. 231 | Both sides | Driveway | 35 | 5 | 3 |
| Strathmore | F. 5 | Ave 198 | Rd. 230 | Rd. 231 | S. Side | Gap | 132 | Multiple properties | 3 |
| Strathmore | G. 1 | Ave 194 | Wallace Rd. | Richardson Rd. | s. Side | End of Sidewalk |  |  | 3 |
| Strathmore | G. 10 | Rd. 230 | Ave. 195 | Ave. 196 | W. Side | Cross Slope | 46 | 3.1\%-3.9\% | 3 |
| Strathmore | G. 11 | Rd. 230 | Ave. 195 | Ave. 196 | W. Side | Driveway | 30 | 1 | 3 |
| Strathmore | 6.12 | Rd. 230 | Ave. 195 | Ave. 196 | W. Side | Cross Slope | 95 | 2.5\%-3.0\% | 3 |
| Strathmore | G. 15 | Frazier Hwy | Rd. 230 | Wallace Rd. | S. Side | Cross Slope | 50 | 2.4\%-3.5\% | 3 |
| Strathmore | G. 16 | Frazier Hwy | Rd. 230 | Wallace Rd. | s. Side | Gap | 150 | Multiple properties | 3 |
| Strathmore | G. 19 | Frazier Hwy | Wallace Rd. | Richardson Rd. | s. Side | Gap | 95 | Multiple properties | 3 |
| Strathmore | G. 2 | Ave 194 | Wallace Rd. | Rd. 232 | Both sides | Driveway | 32 | 2 | 3 |
| Strathmore | G. 22 | Frazier Hwy | Richardson Rd. | Rd. 231 | s. Side | Gap | 90 | Multiple properties | 3 |
| Strathmore | 6.27 | Rd. 230 | Ave. 196 | Ave. 197 | E. Side | Gap | 165 | Multiple properties | 1 |
| Strathmore | G.29 | Rd. 230 | Ave. 196 | Ave. 197 | E. Side | Offset | 1/2" |  | 1 |
| Strathmore | G. 3 | Ave 194 | Richardson Rd. | Rd. 232 | S. Side | Cross Slope | 62 | 3.0\%-3.9\% | 3 |
| Strathmore | 6.30 | Rd. 230 | Ave. 196 | Ave. 197 | E. Side | Gap | 55 | Multiple properties | 1 |
| Strathmore | 6.31 | Rd. 230 | Ave. 196 | Ave. 197 | E. Side | Gap | 95 | Multiple properties | 1 |
| Strathmore | G. 4 | Ave 194 | Wallace Rd. | Rd. 232 | Both sides | Driveway | 16 | 4 | 3 |
| Strathmore | G.5 | Ave 194 | Richardson Rd. | Rd. 232 | S. Side | Cross Slope | 60 | 3.1\%-4.2\% | 3 |
| Strathmore | G. 6 | Ave 194 | Richardson Rd. | Rd. 232 | S. Side | Cross Slope | 26 | 3.1\%-8.6\% | 3 |
| Strathmore | G. 7 | Ave 194 | Richardson Rd. | Rd. 232 | S. Side | Cross Slope | 79 | 5.2\%-7.3\% | 3 |
| Strathmore | G.8 | Ave 194 | Richardson Rd. | Rd. 232 | s. Side | End of Sidewalk |  |  | 3 |
| Strathmore | G.9 | Rd. 230 | Ave. 195 | Ave. 196 | W. Side | End of Sidewalk |  |  | 3 |
| Strathmore | H. 1 | Orange Belt Dr. | 8th Ave. | Bishop Ave. | E. Side | Gap | 92 | Multiple properties | 3 |
| Strathmore | H. 11 | Orange Belt Dr. | Ave. 196 | Bruce Dr. | Both sides | Driveway | 32 | 2 | 1 |
| Strathmore | H. 12 | Orange Belt Dr. | Ave. 196 | Bruce Dr. | W. Side | Cross Slope | 45 | 2.9\%-3.5\% | 2 |
| Strathmore | H. 13 | Orange Belt Dr. | Ave. 196 | Bruce Dr. | W. Side | Gap | 440 | Multiple properties | 2 |
| Strathmore | H. 14 | Orange Belt Dr. | Ave. 196 | Bruce Dr. | E. Side | Cross Slope | 60 | 3.2\%-4.1\% | 1 |
| Strathmore | H. 15 | Orange Belt Dr. | Ave. 196 | Bruce Dr. | E. Side | Driveway | 30 | 1 | 1 |
| Strathmore | H. 16 | Orange Belt Dr. | Ave. 196 | Bruce Dr. | E. Side | Gap | 30 | Single Property | 1 |
| Strathmore | H. 18 | Frazier Hwy | Orange Belt Dr. | Balfour Dr. | N. Side | Gap | 57 | Single Property | 3 |
| Strathmore | H. 19 | Frazier Hwy | Orange Belt Dr. | Balfour Dr. | N. Side | Cross Slope | 84 | 2.3\%-3.8\% | 3 |
| Strathmore | H. 2 | Orange Belt Dr. | 8th Ave. | Bishop Ave. | E. Side | Driveway | 27 | 3 | 2 |
| Strathmore | H. 20 | Frazier Hwy | Orange Belt Dr. | Balfour Dr. | N. Side | Sidewalk Width | 80 | Parking Lot Corsses over sidewalk | 3 |
| Strathmore | H. 22 | Balfour Rd | Ave. 196 | Bruce Dr. | W. Side | Driveway | 20 | 2 | 3 |
| Strathmore | H. 24 | Frazier Hwy | Balfour Dr. | Rd. 230 | s. Side | Cross Slope | 190 | 2.8\%-4.6\% | 3 |
| Strathmore | H. 25 | Frazier Hwy | Orange Belt Dr. | Rd, 230 | Both sides | Driveway | 20 | 3 | 3 |
| Strathmore | H. 26 | Frazier Hwy | Balfour Dr. | Rd. 230 | S. Side | Gap | 125 | Multiple properties | 3 |
| Strathmore | H. 27 | Frazier Hwy | Orange Belt Dr. | Balfour Dr. | s. Side | Cross Slope | 49 | 3.2\%-4.1\% | 3 |
| Strathmore | H. 28 | Frazier Hwy | Orange Belt Dr. | Balfour Dr. | s. Side | Offset | 1/2" |  | 3 |
| Strathmore | н. 3 | Orange Belt Dr. | 8th Ave. | Bishop Ave. | E. Side | Cross Slope | 56 | 3.1\%-3.9\% | 3 |
| Strathmore | H. 6 | Orange Belt Dr. | Bishop Ave. | Ave. 196 | E. Side | Broken Sidewalk | 235 | Poor Condition | 2 |
| Strathmore | H. 7 | Orange Belt Dr. | Bishop Ave. | Ave. 196 | E. Side | Gap | 107 | Multiple properties | 2 |
| Sultana | A. 11 | Rd 105 S. Loop | Hoppson Rd. | DEAD END | Both sides | Cross Slope | 167 | 2.7\%-4.0\% | 5 |
| Sultana | A. 13 | Rd 105 S. Loop | Hoppson Rd. | DEAD END | E. Side | Sidewalk Width | 50 | clear width of 1.2' ${ }^{\prime}$ minimum | 5 |
| Sultana | A. 17 | Rd 105 S. Loop | Hoppson Rd. | DEAD END | Both sides | Driveway | 33 | 6 | 5 |
| Sultana | A. 18 | Rd 105 S. Loop | Hoppson Rd. | DEAD END | Both sides | Driveway | 42 | 2 | 5 |
| Sultana | A. 19 | Rd 105 | Hoppson Rd. | DEAD END | E. Side | Cross Slope | 60 | 2.9\%-4.1\% | 5 |
| Sultana | A. 2 | Rd 105 | Hoppson Rd. | DEAD END | E. Side | Cross Slope | 52 | 2.9\%-3.6\% | 5 |
| Sultana | A. 20 | Rd 105 | Hoppson Rd. | DEAD END | E. Side | End of sidewalk |  |  | 5 |
| Sultana | A. 3 | Rd 105 N. Loop | Hoppson Rd. | DEAD END | Both sides | Driveway | 33 | 29 | 5 |
| Sultana | A. 4 | Rd 105 N. Loop | Hoppson Rd. | DEAD END | Both sides | Cross Slope | 144 | 2.5\%-5.3\% | 5 |
| Sultana | A. 5 | Rd 105 N. Loop | Hoppson Rd. | DEAD END | E. Side | Sidewalk Width | 45 | clear width of 1.2' minimum | 5 |
| Sultana | A. 9 | Rd 106 | Hoppson Rd. | DEAD END | E. Side | Cross Slope | 56 | 2.70\% | 5 |
| Sultana | B. 10 | E. El Monte Way | Rd. 104 | Perkins Rd. | S. Side | Broken Sidewalk | 10 | Poor Condition | 1 |
| Sultana | B. 11 | E. El Monte Way | Rd. 104 | Perkins Rd. | s. Side | End of Sidewalk |  |  | 1 |
| Sultana | B. 13 | E. El Monte Way | Sultana Rd. | Rd. 105 | N. Side | Driveway | 18 | 2 | 2 |
| Sultana | B. 15 | E. El Monte Way | Sultana Rd. | Rd. 105 | N. Side | Cross Slope | 63 | 2.4\%-2.6\% | 2 |
| Sultana | B. 4 | E. El Monte Way | Perkins Rd. | Rd. 106 | S. Side | Cross Slope | 58 | 2.5\%-2.8\% | 1 |
| Sultana | B. 8 | E. El Monte Way | Rd. 104 | Perkins Rd. | s. Side | Driveway | 21 | 1 | 1 |
| Sultana | C. 10 | E.EI Monte Way | Rd. 103 | Rd. 104 | N. Side | Cross Slope | 104 | 2.4\%-4.3\% | 3 |
| Sultana | C. 11 | E.EI Monte Way | Rd. 103 | Rd. 104 | N. Side | Driveway | 40 | 3 | 3 |
| Sultana | C. 14 | E.EIMonte Way | Rd. 103 | Rd. 104 | N. Side | Driveway | 40 | 1 | 3 |
| Sultana | C. 17 | E.EI Monte Way | Rd. 103 | Rd. 104 | N. Side | End of Sidewalk |  |  | 3 |
| Sultana | C. 19 | E.EI Monte Way | Rd. 104 | Sultanta Rd. | N. Side | Driveway | 22 | 1 | 2 |
| Sultana | c. 20 | E.EI Monte Way | Rd. 104 | Sultanta Rd. | N. Side | Cross Slope | 30 | 3.20\% | 2 |
| Sultana | c. 21 | E.EI Monte Way | Rd. 104 | Sultanta Rd. | N. Side | End of Sidewalk |  |  | 2 |
| Sultana | c. 22 | E.EI Monte Way | Rd. 104 | Sultanta Rd. | s. Side | Cross Slope | 209 | 2.1\%-2.6\% | 2 |
| Sultana | c. 5 | Rd 104 | Ave. 416 | Ave. 417 | W. Side | Cross Slope | 126 | 2.4\%-2.7\% | 3 |
| Sultana | c. 8 | Rd 104 | Ave. 416 | Ave. 417 | W. Side | Driveway | 42 | 1 | 3 |
| Sultana | c. 9 | Rd 104 | Ave. 416 | Ave. 417 | W. Side | End of Sidewalk |  |  | 3 |
| Terra Bella | A. 1 | Ave. 96 | Rd. 236 | 2nd St | N. Side | End of Sidewalk |  |  | 3 |
| Terra Bella | A. 11 | Ave. 96 | Clemens Rd. | Rd. 236 | s. Side | Driveway | 33 | 2 | 4 |
| Terra Bella | A. 2 | Ave. 96 | Rd. 236 | 2nd St | N. Side | Cross Slope | 184 | 2.4\%-3.4\% | 3 |
| Terra Bella | A. 3 | Ave. 96 | Rd. 236 | 2nd St | N. Side | Driveway | 30 | 2 | 1 |
| Terra Bella | A. 5 | Rd. 236 | Ave. 96 | Ave. 100 | E. Side | Cross Slope | 82 | 2.7\%-3.4\% | 1 |
| Terra Bella | A. 6 | Rd. 236 | Ave. 96 | Ave. 100 | E. Side | Driveway | 42 |  | 1 |
| Terra Bella | A. 7 | Rd. 236 | Ave. 96 | Ave. 100 | E. Side | Gap | 83 | Multiple properties | 1 |
| Terra Bella | A. 9 | Ave. 96 | Rd. 236 | 2nd St | N. Side | Gap | 82 | Multiple properties | 3 |
| Terra Bella | B. 1 | Terra Bella Ave. | Rd. 234 | Clemens Rd. | N. Side | End of Sidewalk |  |  | 3 |
| Terra Bella | B. 10 | Rd. 234 | Ave. 92 | Terra Bella Ave. | E. Side | Driveway | 21 | 1 | 4 |
| Terra Bella | B. 11 | Rd. 234 | Ave. 92 | Terra Bella Ave. | E. Side | End of Sidewalk |  |  | 4 |
| Terra Bella | B. 12 | Terra Bella Ave. | Rd. 234 | Clemens Rd. | S. Side | Driveway | 22 | 1 | 3 |
| Terra Bella | B. 13 | Terra Bella Ave. | Rd. 234 | Clemens Rd. | s. Side | End of Sidewalk |  |  | 3 |
| Terra Bella | B. 2 | Terra Bella Ave. | Rd. 234 | Clemens Rd. | N. Side | Driveway | 21 | 1 | 3 |
| Terra Bella | B. 4 | Terra Bella Ave. | Rd. 234 | Clemens Rd. | N. Side | Cross Slope | 120 | 2.5-3.6\% | 3 |

## Path of Travel Inventory

| Terra Bella | B. 6 | Rd. 234 | Terra Bella Ave. | Ave. 96 | E. Side | Driveway | 32 | 11 | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Terra Bella | B. 7 | Rd. 234 | Terra Bella Ave. | Ave. 96 | E. Side | Gap | 281 | Multiple properties | 5 |
| Terra Bella | B. 8 | Rd. 234 | Terra Bella Ave. | Ave. 96 | E. Side | Driveway | 21 | 4 | 5 |
| Terra Bella | c. 1 | Rd. 238 | ALLEY | Terra Bella Ave. | W. Side | Gap | 140 | Multiple properties | 5 |
| Terra Bella | C. 10 | Rd. 237 | ALLEY | Terra Bella Ave. | E. Side | Broken Sidewalk | 143 | Poor Condition | 5 |
| Terra Bella | C. 11 | Rd. 237 | ALLEY | Terra Bella Ave. | E. Side | Gap | 17 | Single Property | 5 |
| Terra Bella | c. 12 | Rd. 237 | ALLEY | Terra Bella Ave. | E. Side | Broken Sidewalk | 36 | Poor Condition | 5 |
| Terra Bella | C. 16 | Rd. 237 | Terra Bella Ave. | Champhor Ave. | E. Side | Driveway | 20 | 1 | 3 |
| Terra Bella | C. 17 | Rd. 237 | Terra Bella Ave. | Champhor Ave. | E. Side | Offset | 1/2" |  | 3 |
| Terra Bella | C. 18 | Rd. 237 | Terra Bella Ave. | Champhor Ave. | E. Side | Offset | 1/2" |  | 3 |
| Terra Bella | c. 21 | Camphor Ave. | Rd. 237 | Rd. 238 | S. Side | Offset | 1/2" | 2 offsets at $1 / 2^{\prime \prime} . \quad$ Distanced at $10^{\prime}$ | 5 |
| Terra Bella | C. 22 | Camphor Ave. | Rd. 237 | Rd. 238 | S. Side | Offset | 1/2" |  | 5 |
| Terra Bella | C. 23 | Camphor Ave. | Rd. 237 | Rd. 238 | S. Side | Cross Slope | 100 | 3.0\%-4.0\% | 5 |
| Terra Bella | C. 24 | Camphor Ave. | Rd. 237 | Rd. 238 | S. Side | Broken Sidewalk | 178 | Poor Condition | 5 |
| Terra Bella | c. 27 | Camphor Ave. | Rd. 237 | Rd. 238 | N. Side | Broken Sidewalk | 550 | Poor Condition | 5 |
| Terra Bella | c. 28 | Rd. 237 | Champhor Ave. | Ave. 96 | E. Side | Broken Sidewalk | 117 | Poor Condition | 5 |
| Terra Bella | C. 29 | Rd. 237 | Champhor Ave. | Ave. 96 | E. Side | Broken Sidewalk | 116 | Poor Condition | 5 |
| Terra Bella | c. 3 | Terra Bella Ave. | Rd. 237 | Rd. 238 | S. Side | Driveway | 16 | 1 | 3 |
| Terra Bella | C. 32 | 3rd St | Champhor Ave. | Ave. 96 | W. Side | Broken Sidewalk | 117 | Poor Condition | 5 |
| Terra Bella | c. 33 | 3rd St | Champhor Ave. | Ave. 96 | W. Side | Broken Sidewalk | 110 | Poor Condition | 5 |
| Terra Bella | C. 34 | 3rd St | Terra Bella Ave. | Champhor Ave. | W. Side | Broken Sidewalk | 112 | Poor Condition | 5 |
| Terra Bella | C.35 | 3rd St | Terra Bella Ave. | Champhor Ave. | W. Side | Driveway | 25 | 1 | 5 |
| Terra Bella | C. 36 | 3rd St | Terra Bella Ave. | Champhor Ave. | W. Side | Cross Slope | 138 | 2.4-3.8\% | 5 |
| Terra Bella | C. 38 | Terra Bella Ave. | Rd. 237 | Rd. 238 | N. Side | Cross Slope | 57 | 2.6-3.4\% | 3 |
| Terra Bella | C. 39 | Terra Bella Ave. | Rd. 237 | Rd. 238 | N. Side | Broken Sidewalk | 52 | Poor Condition | 3 |
| Terra Bella | c. 4 | Terra Bella Ave. | Rd. 237 | Rd. 238 | S. Side | Offset | 21 | 3 separate offsets on road each approx. | 3 |
| Terra Bella | C. 40 | Terra Bella Ave. | Rd. 237 | Rd. 238 | N. Side | Offset | 1/2" |  | 3 |
| Terra Bella | C. 41 | Terra Bella Ave. | Rd. 237 | Rd. 238 | N. Side | Cross Slope | 37 | 2.4-3.1\% | 3 |
| Terra Bella | C. 42 | Terra Bella Ave. | Rd. 237 | Rd. 238 | N. Side | Offset | $1^{\prime \prime}$ |  | 3 |
| Terra Bella | C. 43 | Rd. 237 | Terra Bella Ave. | Champhor Ave. | W. Side | Cross Slope | 76 | 2.4-3.8\% includes 8" vertical offset | 3 |
| Terra Bella | C. 44 | Rd. 237 | Terra Bella Ave. | Champhor Ave. | W. Side | Driveway | 19 | 2 | 3 |
| Terra Bella | C. 45 | Rd. 237 | Terra Bella Ave. | Champhor Ave. | W. Side | Broken Sidewalk | 33 | Poor Condition | 3 |
| Terra Bella | C. 46 | Rd. 237 | Terra Bella Ave. | Champhor Ave. | W. Side | Cross Slope | 46 | 2.70\% | 3 |
| Terra Bella | C. 49 | Rd. 237 | Champhor Ave. | Ave. 96 | W. Side | Broken Sidewalk | 362 | Poor Condition | 3 |
| Terra Bella | c. 5 | Terra Bella Ave. | Rd. 237 | Rd. 238 | S. Side | Cross Slope | 35 | 0.28 | 3 |
| Terra Bella | c. 6 | Terra Bella Ave. | Rd. 237 | Rd. 238 | S. Side | Broken Sidewalk | 12 | Poor Condition | 3 |
| Terra Bella | c. 7 | Terra Bella Ave. | Rd. 237 | Rd. 238 | S. Side | Broken Sidewalk | 128 | Poor Condition | 3 |
| Terra Bella | c. 8 | Terra Bella Ave. | Rd. 237 | Rd. 238 | S. Side | End of Sidewalk |  |  | 3 |
| Terra Bella | D. 1 | Rd. 237 | Pepper Ave. | Ave. 94 | E. Side | Broken Sidewalk | 304 | Poor Condition | 5 |
| Terra Bella | D. 11 | Acacia Ave. | Rd. 237 | Rd. 238 | N. Side | Broken Sidewalk | 555 | Poor Condition | 5 |
| Terra Bella | D. 13 | 2nd St | Acacia Ave. | Magnolia Ave. | E. Side | Broken Sidewalk | 304 | Poor Condition | 5 |
| Terra Bella | D. 15 | Magnolia Ave. | Rd. 237 | Rd. 238 | S. Side | Broken Sidewalk | 555 | Poor Condition | 5 |
| Terra Bella | D. 17 | Rd. 238 | Acacia Ave. | Magnolia Ave. | W. Side | Broken Sidewalk | 304 | Poor Condition | 1 |
| Terra Bella | D. 19 | Magnolia Ave. | Rd. 237 | Rd. 238 | N. Side | Broken Sidewalk | 548 | Poor Condition | 5 |
| Terra Bella | D. 21 | 2nd St | Magnolia Ave. | Terra Bella Ave. | E. Side | Broken Sidewalk | 145 | Poor Condition | 5 |
| Terra Bella | D. 23 | 2nd St | Acacia Ave. | Magnolia Ave. | W. Side | Gap | 175 | Multiple properties | 5 |
| Terra Bella | D. 24 | 2nd St | Acacia Ave. | Magnolia Ave. | W. Side | Cross Slope | 20 | 3.00\% | 5 |
| Terra Bella | D. 25 | 2nd St | Acacia Ave. | Magnolia Ave. | W. Side | Driveway | 22 | 1 | 5 |
| Terra Bella | D. 26 | 2nd St | Acacia Ave. | Magnolia Ave. | W. Side | Cross Slope | 60 | 3.00\% | 5 |
| Terra Bella | D. 29 | Rd. 237 | Pepper Ave. | Ave. 94 | W. Side | Driveway | 19 | 2 | 5 |
| Terra Bella | D. 3 | Acacia Ave. | Rd. 237 | Rd. 238 | S. Side | Broken Sidewalk | 99 | Poor Condition | 5 |
| Terra Bella | D. 30 | Rd. 237 | Pepper Ave. | Ave. 94 | W. Side | Gap | 170 | Multiple properties | 5 |
| Terra Bella | D. 31 | Rd. 238 | Magnolia Ave. | Terra Bella Ave. | W. Side | Broken Sidewalk | 143 | Poor Condition | 1 |
| Terra Bella | D. 32 | Rd. 238 | Magnolia Ave. | Terra Bella Ave. | W. Side | End of Sidewalk |  |  | 1 |
| Terra Bella | D. 4 | Acacia Ave. | Rd. 237 | Rd. 238 | S. Side | Cross Slope | 61 | 2.5-3.0\% | 5 |
| Terra Bella | D. 5 | Acacia Ave. | Rd. 237 | Rd. 238 | s. Side | Broken Sidewalk | 354 | Poor Condition | 5 |
| Terra Bella | D. 7 | Rd. 238 | Pepper Ave. | Ave. 94 | W. Side | Broken Sidewalk | 304 | Poor Condition | 1 |
| Terra Bella | E. 10 | Palm Ave. | Rd. 237 | Rd. 238 | N. Side | Gap | 77 | Single Property | 5 |
| Terra Bella | E. 13 | Palm Ave. | Rd. 237 | Rd. 238 | S. Side | Gap | 72 | Single Property | 5 |
| Terra Bella | E. 14 | Palm Ave. | Rd. 237 | Rd. 238 | S. Side | Cross Slope | 136 | 3.4-4.5\% | 5 |
| Terra Bella | E. 15 | Palm Ave. | Rd. 237 | Rd. 238 | S. Side | Gap | 79 | Single Property | 5 |
| Terra Bella | E. 16 | Palm Ave. | Rd. 237 | Rd. 238 | S. Side | Cross Slope | 34 | 3.40\% | 5 |
| Terra Bella | E. 17 | Palm Ave. | Rd. 237 | Rd. 238 | s. Side | Gap | 150 | Multiple properties | 5 |
| Terra Bella | E. 2 | Cypress Ave. | Rd. 237 | Rd. 238 | N. Side | Cross Slope | 28 | 2.3-2.9\% | 5 |
| Terra Bella | E. 20 | Olive Ave. | Rd. 237 | Rd. 238 | N. Side | Broken Sidewalk | 543 | Poor Condition | 5 |
| Terra Bella | E. 22 | 3rd St. | Olive Ave. | Pepper Ave. | W. Side | Broken Sidewalk | 300 | Poor Condition | 1 |
| Terra Bella | E. 24 | Pepper Ave. | Rd. 237 | Rd. 238 | S. Side | Broken Sidewalk | 546 | Poor Condition | 5 |
| Terra Bella | E. 26 | Pepper Ave. | Rd. 237 | Rd. 238 | N. Side | Broken Sidewalk | 546 | Poor Condition | 5 |
| Terra Bella | E. 29 | Rd. 237 | Olive Ave. | Pepper Ave. | E. Side | Broken Sidewalk | 283 | Poor Condition | 5 |
| Terra Bella | E. 3 | Cypress Ave. | Rd. 237 | Rd. 238 | Both sides | Driveway | 22 | 5 | 5 |
| Terra Bella | E. 4 | Cypress Ave. | Rd. 237 | Rd. 238 | N. Side | Cross Slope | 45 | 3.1-4.9\% | 5 |
| Terra Bella | E. 5 | Cypress Ave. | Rd. 237 | Rd. 238 | N. Side | Gap | 159 | Multiple properties | 5 |
| Terra Bella | E. 7 | Palm Ave. | Rd. 237 | Rd. 238 | N. Side | Gap | 74 | Single Property | 5 |
| Terra Bella | E. 8 | Palm Ave. | Rd. 237 | Rd. 238 | N. Side | Offset | 1/2" |  | 5 |
| Terra Bella | E. 9 | Palm Ave. | Rd. 237 | Rd. 238 | N. Side | Offset | 1/2" |  | 5 |
| Terra Bella | F. 10 | Cypress Ave | Rd. 238 | 4th St. | S. Side | Cross Slope | 80 | 2.4-3.6\% | 1 |
| Terra Bella | F. 13 | Rd 238 | Ave. 88 | Ave. 92 | E. Side | Cross Slope | 40 | 2.3-3.3\% | 1 |
| Terra Bella | F. 16 | Rd 238 | Ave. 88 | Ave. 92 | E. Side | Cross Slope | 115 | 2.4-4.4\% | 1 |
| Terra Bella | F. 19 | Rd 238 | Ave. 88 | Ave. 92 | E. Side | Cross Slope | 959 | 2.3-5.1\% | 1 |
| Terra Bella | F. 2 | Cypress Ave | Rd. 238 | 4th St. | S. Side | Cross Slope | 18 | 3.70\% | 1 |
| Terra Bella | F. 20 | Rd 238 | Ave. 88 | Ave. 92 | E. Side | Cross Slope | 32 | Exceed max cross slope | 1 |
| Terra Bella | F. 4 | Cypress Ave | Rd. 238 | 4th St. | S. Side | Cross Slope | 85 | 2.5-4.7\% | 1 |
| Terra Bella | F. 7 | Cypress Ave | Rd. 238 | 4th St. | s. Side | Cross Slope | 202 | 2.9-4.3\% | 1 |
| Terra Bella | G. 1 | Terra Bella Ave | Rd. 236 | Rd. 237 | S. Side | Cross Slope | 83 | 2.8-4.0\% | 3 |
| Terra Bella | G. 10 | Rd 236 | Magnolia Ave. | Terra Bella Ave. | E. Side | Broken Sidewalk | 100 | Poor Condition | 3 |
| Terra Bella | G. 13 | Rd 236 | Terra Bella Ave. | Ave. 96 | W. Side | Cross Slope | 279 | 4.0-11.0\% | 3 |
| Terra Bella | G. 15 | Terra Bella Ave | Rd. 236 | Rd. 237 | N. Side | Broken Sidewalk | 135 | ${ }^{17}$ ' wide Poor Condition | 2 |
| Terra Bella | G. 16 | Terra Bella Ave | Rd. 236 | Rd. 237 | N. Side | Driveway | 20 | 1 | 2 |
| Terra Bella | G. 17 | Terra Bella Ave | Rd. 236 | Rd. 237 | N. Side | Offset | 1/2" |  | 2 |
| Terra Bella | G. 18 | Terra Bella Ave | Rd. 236 | Rd. 237 | N. Side | Cross Slope | 64 | 2.4-3.7\% | 2 |
| Terra Bella | G. 19 | Terra Bella Ave | Rd. 236 | Rd. 237 | N. Side | Cross Slope | 20 | 2.80\% | 2 |
| Terra Bella | G. 2 | Terra Bella Ave | Rd. 236 | Rd. 237 | S. Side | Offset | $1^{\prime \prime}$ |  | 3 |
| Terra Bella | 6.21 | Terra Bella Ave | Rd. 236 | Rd. 237 | N. Side | Cross Slope | 50 | 2.2-4.2\% | 2 |
| Terra Bella | G. 22 | Terra Bella Ave | Rd. 236 | Rd. 237 | N. Side | Broken Sidewalk | 61 | Poor Condition | 2 |
| Terra Bella | G. 3 | Terra Bella Ave | Rd. 236 | Rd. 237 | S. Side | Cross Slope | 52 | 2.70\% | 3 |
| Terra Bella | G. 4 | Terra Bella Ave | Rd. 236 | Rd. 237 | S. Side | Offset | 1/2" | Tripping Hazard | 3 |
| Terra Bella | G. 5 | Terra Bella Ave | Rd. 236 | Rd. 237 | S. Side | Broken Sidewalk | 28 | Poor Condition | 3 |
| Terra Bella | G. 6 | Terra Bella Ave | Rd. 236 | Rd. 237 | s. Side | Broken Sidewalk | 27 | Poor Condition | 3 |
| Terra Bella | G. 8 | Rd 236 | Magnolia Ave. | Terra Bella Ave. | E. Side | Driveway | 24 | 1 | 3 |
| Terra Bella | G. 9 | Rd 236 | Magnolia Ave. | Terra Bella Ave. | E. Side | Cross Slope | 10 | 2.90\% | 3 |
| Terra Bella | H. 10 | Pepper Ave | Rd. 236 | Rd. 237 | N. Side | Gap | 80 | Multiple properties | 5 |

## Path of Travel Inventory

| Terra Bella | \|. 11 | Acacia Ave | Rd. 236 | Rd. 237 | S. Side | Cross Slope | 25 | 3.7-4.1\% | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Terra Bella | H. 12 | Acacia Ave | Rd. 236 | Rd. 237 | Both sides | Driveway | 15 | 2 | 5 |
| Terra Bella | H. 13 | Acacia Ave | Rd. 236 | Rd. 237 | S. Side | Cross Slope | 31 | 3.0-3.1\% | 5 |
| Terra Bella | H. 14 | Acacia Ave | Rd. 236 | Rd. 237 | S. Side | Gap | 53 | Single Property | 5 |
| Terra Bella | H. 15 | Acacia Ave | Rd. 236 | Rd. 237 | S. Side | Cross Slope | 30 | 3.00\% | 5 |
| Terra Bella | H. 16 | Acacia Ave | Rd. 236 | Rd. 237 | S. Side | Gap | 214 | Multiple properties | 5 |
| Terra Bella | H. 19 | Acacia Ave | Rd. 236 | Rd. 237 | Both sides | Driveway | 18 | 2 | 5 |
| Terra Bella | H. 2 | Ave 93 | Rd. 236 | Rd. 237 | N. Side | Cross Slope | 125 | 3.0-3.6\% | 3 |
| Terra Bella | H. 20 | Acacia Ave | Rd. 236 | Rd. 237 | N. Side | Gap | 92 | Single Property | 5 |
| Terra Bella | H. 21 | Acacia Ave | Rd. 236 | Rd. 237 | Both sides | Driveway | 21 | 2 | 5 |
| Terra Bella | H. 22 | Acacia Ave | Rd. 236 | Rd. 237 | N. Side | Gap | 149 | Multiple properties | 5 |
| Terra Bella | н. 23 | Acacia Ave | Rd. 236 | Rd. 237 | Both sides | Driveway | 18 | 4 | 5 |
| Terra Bella | H. 24 | Magnolia Ave | Rd. 236 | Rd. 237 | S. Side | Broken Sidewalk | 300 | Poor Condition | 5 |
| Terra Bella | H. 25 | Magnolia Ave | Rd. 236 | Rd. 237 | S. Side | Broken Sidewalk | 106 | Poor Condition | 5 |
| Terra Bella | H. 26 | Magnolia Ave | Rd. 236 | Rd. 237 | S. Side | Driveway | 52 | 1 | 3 |
| Terra Bella | H. 27 | Magnolia Ave | Rd. 236 | Rd. 237 | S. Side | Cross Slope | 110 | 2.3-3.0\% | 3 |
| Terra Bella | H. 29 | Magnolia Ave | Rd. 236 | Rd. 237 | N. Side | Gap | 200 | Multiple properties | 5 |
| Terra Bella | H. 3 | Ave 93 | Rd. 236 | Rd. 237 | N. Side | End of Sidewalk |  |  | 3 |
| Terra Bella | H. 30 | Magnolia Ave | Rd. 236 | Rd. 237 | N. Side | Broken Sidewalk | 178 | Poor Condition | 5 |
| Terra Bella | H. 31 | Magnolia Ave | Rd. 236 | Rd. 237 | Both sides | Driveway | 46 | 2 | 5 |
| Terra Bella | H. 32 | Magnolia Ave | Rd. 236 | Rd. 237 | N. Side | Broken Sidewalk | 125 | Poor Condition | 5 |
| Terra Bella | H. 33 | Rd 236 | Acacia Ave. | Magnolia Ave. | E. Side | Gap | 198 | Multiple properties | 3 |
| Terra Bella | H. 34 | Rd 236 | Acacia Ave. | Magnolia Ave. | E. Side | Driveway | 30 | 1 | 3 |
| Terra Bella | H. 35 | Rd 236 | Pepper Ave. | Acacia Ave. | E. Side | Cross Slope | 64 | 2.4-3.5\% | 3 |
| Terra Bella | H. 36 | Rd 236 | Pepper Ave. | Acacia Ave. | E. Side | Gap | 18 | Single Property | 3 |
| Terra Bella | H. 37 | Rd 236 | Pepper Ave. | Acacia Ave. | E. Side | Gap | 142 | Multiple properties | 3 |
| Terra Bella | H. 4 | Rd 236 | Ave, 93 | Pepper Ave. | E. Side | Offset | 1-1/2" |  | 3 |
| Terra Bella | H. 5 | Rd 236 | Ave, 93 | Pepper Ave. | E. Side | Gap | 170 | Multiple properties | 3 |
| Terra Bella | H. 8 | Pepper Ave | Rd. 236 | Rd. 237 | N. Side | Gap | 338 | Multiple properties | 5 |
| Terra Bella | H. 9 | Pepper Ave | Rd. 236 | Rd. 237 | Both sides | Driveway | 22 | 3 | 5 |
| Tipton | A. 2 | Lipscomb | El Syd St. | Callison Rd. | N. Side | Offset | 1/2" |  | 5 |
| Tipton | A. 3 | Lipscomb | Newman Rd. | Callison Rd. | Both sides | Driveway | 23 | 8 | 5 |
| Tipton | A. 4 | Lipscomb | Newman Rd. | Callison Rd. | N. Side | Cross slope | 225 | 2.1-4.8\% | 5 |
| Tipton | A. 6 | N Newman Rd | Lipscomb Ave. | Ave. 152 | Both sides | Driveway | 18 | 7 | 5 |
| Tipton | A. 7 | N Newman Rd | Lipscomb Ave. | Ave. 152 | E. Side | Cross Slope | 228 | 2.1-4.6\% | 5 |
| Tipton | A. 9 | Ave. 152 | Newman Rd. | Callison Rd. | S. Side | Offset | 1/2" | Tripping hazard | 5 |
| Tipton | A. 10 | Ave. 152 | Newman Rd. | Callison Rd. | S. Side | Broken sidewalk | 12 | Poor Condition | 5 |
| Tipton | A. 11 | Ave. 152 | Newman Rd. | Callison Rd. | S. Side | Cross slope | 393 | 2.3-5.8\% | 5 |
| Tipton | A. 12 | Ave. 152 | Newman Rd. | Callison Rd. | S. Side | Driveway | 15 | 7 | 5 |
| Tipton | A. 13 | Ave. 152 | Newman Rd. | Callison Rd. | S. Side | Cross slope | 30 | 3.8\%-5.5\% | 5 |
| Tipton | A. 14 | Ave. 152 | Newman Rd. | Callison Rd. | S. Side | Driveway | 20 | 1 | 5 |
| Tipton | A. 16 | N Callison Rd | Lipscomb Ave. | Ave. 152 | W. Side | Cross slope | 209 | 2.7-4.0\% | 5 |
| Tipton | A. 17 | N Callison Rd | Lipscomb Ave. | Ave. 152 | Both sides | Driveway | 18 | 5 | 5 |
| Tipton | A. 19 | Liscomb Rd | El Syd St. | Callison Rd. | S. Side | Driveway | 20 | 1 | 5 |
| Tipton | A. 22 | Liscomb Rd | Newman Rd. | El Syd St. | S. Side | Driveway | 25 | 1 | 5 |
| Tipton | A. 23 | Liscomb Rd | Newman Rd. | El Syd St. | S. Side | Cross slope | 334 | 2.5-3.2\% | 5 |
| Tipton | B. 1 | N Newman Rd | Woods Ave. | Lipscomb Ave. | E. Side | Cross slope | 184 | 2.1-3.6\% | 5 |
| Tipton | B. 2 | N Newman Rd | Woods Ave. | Lipscomb Ave. | Both sides | Driveway | 22 | 20 | 5 |
| Tipton | B. 3 | N Newman Rd | Copper Ave. | Lipscomb Ave. | E. Side | Offset | 1/2" |  | 5 |
| Tipton | B. 4 | N Newman Rd | Woods Ave. | Lipscomb Ave. | E. Side | Broken Sidewalk | 5 | Poor Condition | 5 |
| Tipton | B. 5 | N Newman Rd | Woods Ave. | Lipscomb Ave. | E. Side | Offset | $1 / 2^{\prime \prime}$ |  | 5 |
| Tipton | B. 6 | N Newman Rd | Woods Ave. | Lipscomb Ave. | W. Side | Gap | 62 | Single Property | 5 |
| Tipton | B. 7 | N Newman Rd | Woods Ave. | Lipscomb Ave. | W. Side | Cross slope | 100 | 2.2-4.8\% | 5 |
| Tipton | B. 8 | N Newman Rd | Woods Ave. | Lipscomb Ave. | W. Side | Driveway | 34 | 1 | 5 |
| Tipton | B. 9 | N Newman Rd | Woods Ave. | Lipscomb Ave. | W. Side | Gap | 55 | Single Property | 5 |
| Tipton | B. 11 | El Syd St | Copper Ave. | Lipscomb Ave. | W. Side | Cross slope | 243 | 2.5-3.6\% | 5 |
| Tipton | B. 12 | El Syd St. \& Copper Ct. | DEAD END | Lipscomb Ave. | Both sides | Driveway | 22 | 34 | 5 |
| Tipton | B. 14 | Copper Ct | DEAD END | El Syd St. | Both sides | Cross slope | 379 | 2.2-4.9\% | 5 |
| Tipton | B. 16 | El Syd St | Woods Ave. | Copper Ct. | W. Side | Cross slope | 94 | 2.6-3.3\% | 5 |
| Tipton | B. 18 | Woods Ct. | DEAD END | El Syd St. | Both sides | Cross slope | 226 | 2.3-3.4\% | 5 |
| Tipton | B. 20 | El Syd St | DEAD END | Woods Ct. | W. Side | Cross slope | 74 | 2.1-4.5\% | 5 |
| Tipton | B. 21 | El Syd St | DEAD END | Woods Ct. | S. Side | Sidewalk Width | 42 | 3.2' between N. El Syd and S. El Syd. | 5 |
| Tipton | B. 22 | El Syd St | DEAD END | Lipscomb Ave. | E. Side | Cross slope | 178 | 2.1-4.6\% | 5 |
| Tipton | B. 23 | N Callison Rd | Woods Ave. | Lipscomb Ave. | Both sides | Driveway | 22 | 18 | 5 |
| Tipton | B. 24 | N Callison Rd | Woods Ave. | Lipscomb Ave. | W. Side | Cross slope | 39 | 2.2-3.8\% | 5 |
| Tipton | B. 25 | N Callison Rd | Woods Ave. | Lipscomb Ave. | W. Side | Obstruction | 2.2 | 2 power poles | 5 |
| Tipton | B. 26 | N Callison Rd | Woods Ave. | Lipscomb Ave. | W. Side | Gap | 102 | Multiple properties | 5 |
| Tipton | B. 27 | N Callison Rd | Woods Ave. | Lipscomb Ave. | W. Side | Gap | 152 | Multiple properties | 5 |
| Tipton | B. 28 | N Callison Rd | Woods Ave. | Lipscomb Ave. | W. Side | Gap | 254 | Multiple properties | 5 |
| Tipton | B. 29 | N Callison Rd | Woods Ave. | Lipscomb Ave. | W. Side | Gap | 375 | Multiple properties | 5 |
| Tipton | C. 1 | N. Callison Rd | Klindera Ave. | Woods Ave. | W. Side | Driveway | 22 | 4 | 5 |
| Tipton | c. 2 | N. Callison Rd | Klindera Ave. | Woods Ave. | W. Side | Cross slope | 29 | 2.5-3.4\% | 5 |
| Tipton | c. 3 | N. Callison Rd | Klindera Ave. | Woods Ave. | w. Side | Obstruction | 1 | Utility pole | 5 |
| Tipton | c. 5 | Klindera Ave | El Syd St. | Callison Rd. | N. Side | Cross slope | 104 | 2.4-4.2\% | 5 |
| Tipton | c. 7 | El Syd St | Klindera Ave. | DEAD END | E. Side | Cross slope | 238 | 2.1-4.4\% | 5 |
| Tipton | c. 8 | El Syd St | Klindera Ave. | DEAD END | Both sides | Driveway | 22 | 19 | 5 |
| Tipton | c. 9 | El Syd St | Klindera Ave. | DEAD END | Both sides | Cross slope | 343 | 2.3-3.9\% | 5 |
| Tipton | c. 11 | Klindera Ave | Newman Rd. | El Syd St. | N. Side | Offset | $1 / 2^{\prime \prime}$ |  | 5 |
| Tipton | C. 13 | N Newman Rd | Klindera Ave. | Woods Ave. | E. Side | Obstruction | 2.6 | Mail box | 5 |
| Tipton | C. 14 | N Newman Rd | Klindera Ave. | Woods Ave. | E. Side | Cross slope | 50 | 3.1-3.4\% | 5 |
| Tipton | C. 15 | N. Newman Rd | Klindera Ave. | Woods Ave. | S. Side | Cross Slope | 60 | 2.1-3.3\% | 5 |
| Tipton | C. 16 | N Newman Rd | Klindera Ave. | Woods Ave. | S. Side | Gap | 135 | Multiple properties | 5 |
| Tipton | C. 18 | N Newman Rd | Klindera Ave. | Woods Ave. | Both sides | Driveway | 22 | 16 | 5 |
| Tipton | D. 2 | E. Woods Ave. | Smith Rd. | Newman Rd. | N. Side | Driveway | 17 | 5 | 3 |
| Tipton | D. 3 | E. Woods Ave. | Smith Rd. | Newman Rd. | N. Side | Broken sidewalk | 14 | Poor Condition | 3 |
| Tipton | D. 4 | E. Woods Ave. | Smith Rd. | Newman Rd. | N. Side | End of Sidewalk |  |  | 3 |
| Tipton | D. 6 | E. Woods Ave. | Smith Rd. | Newman Rd. | Both sides | Driveway | 22 | 3 | 3 |
| Tipton | D. 7 | E. Woods Ave. | Smith Rd. | Newman Rd. | S. Side | Cross slope | 25 | 3.2\%-3.6\% | 3 |
| Tipton | D. 10 | Smith Rd. | Klindera Ave. | Woods Ave. | E. Side | Cross slope | 98 | 3.0-4.6\% | 5 |
| Tipton | D. 11 | Smith Rd. | Klindera Ave. | Woods Ave. | Both sides | Driveway | 14 | 6 | 5 |
| Tipton | D. 12 | Smith Rd. | Klindera Ave. | Woods Ave. | E. Side | Gap | 75 | Multiple properties | 5 |
| Tipton | D. 13 | Smith Rd. | Klindera Ave. | Woods Ave. | E. Side | Driveway | 30 | 2 | 5 |
| Tipton | D. 14 | Smith Rd. | Klindera Ave. | Woods Ave. | E. Side | Gap | 80 | Single Property | 5 |
| Tipton | D. 16 | Kindera Ave. | Adams Ave. | Smith Rd. | S. Side | Cross slope | 48 | 2.2\%-2.8\% | 5 |
| Tipton | D. 17 | Kindera Ave. | Adams Ave. | Smith Rd. | S. Side | End of Sidewalk |  |  | 5 |
| Tipton | D. 19 | Smith Rd. | Klindera Ave. | Woods Ave. | W. Side | Cross slope | 157 | 2.2-4.6\% | 5 |
| Tipton | D. 20 | Smith Rd. | Klindera Ave. | Woods Ave. | W. Side | Gap | 55 | Single property | 5 |
| Tipton | E. 1 | Smith Rd. | Spencer Rd. | Klindera Ave. | Both sides | Driveway | 22 | 7 | 5 |
| Tipton | E. 2 | Smith Rd. | Spencer Rd. | Klindera Ave. | W. Side | Cross Slope | 51 | 2.5-2.8\% | 5 |
| Tipton | E. 3 | Smith Rd. | Spencer Rd. | Klindera Ave. | w. Side | Offset | 1/2" |  | 5 |
| Tipton | E. 5 | Spencer Rd. | Adams Rd. | Smith Rd. | N. Side | Cross Slope | 110 | 2\%-3.6\% | 3 |

## Path of Travel Inventory

| Tipton | E. 6 | Adams Rd. | Jayna Ave. | Spencer Rd. | E. Side | End of Sidewalk |  |  | 3 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Tipton | E. 7 | Adams Rd. | Jayna Ave. | Spencer Rd. | E. Side | Cross Slope | 208 | 2.3-4.4\% | 3 |
| Tipton | E. 8 | Adams Rd. | Jayna Ave. | Spencer Rd. | E. Side | Driveway | 22 | 3 | 3 |
| Tipton | E. 9 | Adams Rd. | Jayna Ave. | Spencer Rd. | E. Side | Offset | 1/2" |  | 3 |
| Tipton | E. 11 | Spencer Rd. | Adams Rd. | Smith Rd. | s. Side | Offset | 1/4" |  | 3 |
| Tipton | E. 12 | Spencer Rd. | Adams Rd. | Smith Rd. | S. Side | Offset | 1/4" |  | 3 |
| Tipton | E. 13 | Spencer Rd. | Adams Rd. | Smith Rd. | S. Side | Driveway | 20 | 1 | 3 |
| Tipton | E. 14 | Spencer Rd. | Adams Rd. | Smith Rd. | s. Side | Gap | 100 | Single property | 3 |
| Tipton | E. 16 | Smith Rd. | Jayna Ave. | Spencer Rd. | W. Side | End of Sidewalk |  |  | 3 |
| Tipton | E. 18 | Spencer Rd. | Smith Rd. | Newman Rd. | S. Side | Driveway | 23 | 1 | 1 |
| Tipton | E. 20 | Newman Rd. | Jayna Ave. | Spencer Rd. | W. Side | Driveway | 30 | 2 | 3 |
| Tipton | E. 21 | Newman Rd. | Jayna Ave. | Spencer Rd. | W. Side | End of Sidewalk |  |  | 3 |
| Tipton | F. 1 | N Evans Rd. | Lipscomb Ave. | Ave. 152 | E. Side | End of Sidewalk |  |  | 3 |
| Tipton | F. 2 | N Evans Rd. | Lipscomb Ave. | Ave. 152 | E. Side | Cross Slope | 95 | 2.3-3.1\% | 3 |
| Tipton | F. 3 | N Evans Rd. | Lipscomb Ave. | Ave. 152 | E. Side | Driveway | 30 | 1 | 3 |
| Tipton | F. 5 | Ave 152 | Evans Rd. | Smith Rd. | S. Side | Cross Slope | 186 | 2.8-3.2\% | 3 |
| Tipton | F. 6 | Ave 152 | Evans Rd. | Smith Rd. | S. Side | Offset | 1/2" |  | 3 |
| Tipton | F. 7 | Ave 152 | Evans Rd. | Smith Rd. | S. Side | Broken sidewalk | 155 | Poor Condition | 3 |
| Tipton | F. 8 | Ave 152 | Evans Rd. | Smith Rd. | S. Side | Broken Sidewalk | 80 | Poor Condition | 3 |
| Tipton | F. 9 | Ave 152 | Evans Rd. | Smith Rd. | S. Side | Gap | 242 | Single Property | 3 |
| Tipton | G. 1 | NThompson Rd. | Lipscomb Ave. | Ave. 152 | W. Side | Driveway | 30 | 1 | 3 |
| Tipton | 6.2 | NThompson Rd. | Lipscomb Ave. | Ave. 152 | W. Side | Broken Sidewalk | 80 | Poor Condition | 3 |
| Tipton | G. 3 | NThompson Rd. | Lipscomb Ave. | Ave. 152 | W. Side | Driveway | 18 | 1 | 3 |
| Tipton | H. 2 | Tipton Overpass | Burnett Rd. | Evans Rd. | N. Side | Broken Sidewalk | 480 | Asphalt Path | 3 |
| Tipton | H. 3 | Tipton Overpass | Burnett Rd. | Evans Rd. | N. Side | Offset | $9^{\text {" }}$ |  | 3 |
| Tipton | H. 4 | Tipton Overpass | Burnett Rd. | Evans Rd. | N. Side | Obstruction | 2.8 | Guardrail | 3 |
| Tipton | H. 5 | Tipton Overpass | Burnett Rd. | Evans Rd. | N. Side | Offset | $2^{\prime \prime}$ | Joint in concrete possible trip hazard | 3 |
| Tipton | H. 6 | Tipton Overpass | Burnett Rd. | Evans Rd. | N. Side | Offset | $9^{\prime \prime}$ |  | 3 |
| Tipton | H. 7 | Tipton Overpass | Burnett Rd. | Evans Rd. | N. Side | Broken Sidewalk | 290 | Asphalt Path | 3 |
| Tipton | H. 8 | Tipton Overpass | Burnett Rd. | Evans Rd. | N. Side | Obstruction | 2 | Power Pole and Stop Sign | 3 |
| Tipton | H. 10 | Burnett Rd | Spencer Rd. | Tipton Overpass | E. Side | Offset | $1^{\prime \prime}$ |  | 2 |
| Tipton | H. 12 | Tipton Overpass | Burnett Rd. | Evans Rd. | S. Side | Broken Sidewalk | 310 | Asphalt Path | 3 |
| Tipton | H. 13 | Tipton Overpass | Burnett Rd. | Evans Rd. | S. Side | Offset | ${ }^{9}$ |  | 3 |
| Tipton | H. 14 | Tipton Overpass | Burnett Rd. | Evans Rd. | S. Side | Obstruction | 2.6 | Guardrail | 3 |
| Tipton | H. 15 | Tipton Overpass | Burnett Rd. | Evans Rd. | S. Side | Cross Slope | 76 | 2.8-3.0\% | 3 |
| Tipton | H. 16 | Tipton Overpass | Burnett Rd. | Evans Rd. | S. Side | Offset | $6^{6 \prime}$ |  | 3 |
| Tipton | H. 17 | Tipton Overpass | Burnett Rd. | Evans Rd. | S. Side | Broken sidewalk | 480 | Asphalt path | 3 |
| Tipton | H. 18 | Tipton Overpass | Burnett Rd. | Evans Rd. | S. Side | Obstruction | 2.8 | Power Pole and Stop Sign | 3 |
| Tipton | 1.1 | Burnett Rd. | Jayna Ave. | Spencer Rd. | E. Side | Obstruction | 2.9 | Fire hydrant | 5 |
| Tipton | 1.2 | Burnett Rd. | Jayna Ave. | Spencer Rd. | E. Side | Cross slope | 36 | 2.50\% | 5 |
| Tipton | 1.3 | Burnett Rd. | Jayna Ave. | Spencer Rd. | E. Side | Sidewalk Width | 55 | 3.4' wide | 5 |
| Tipton | 1.4 | Burnett Rd. | Jayna Ave. | Spencer Rd. | E. Side | End of Sidewalk |  |  | 5 |
| Tipton | 1.5 | Burnett Rd. | Jayna Ave. | Spencer Rd. | E. Side | Cross slope | 35 | 2.60\% | 5 |
| Tipton | 1.6 | Burnett Rd. | Jayna Ave. | Spencer Rd. | E. Side | Driveway | 21 | 1 | 5 |
| Tipton | 1.7 | Burnett Rd. | Jayna Ave. | Spencer Rd. | E. Side | Cross slope | 23 | 2.40\% | 5 |
| Tipton | 1.8 | Burnett Rd. | Jayna Ave. | Spencer Rd. | E. Side | Driveway | 29 | 3 | 5 |
| Tipton | 1.9 | Burnett Rd. | Jayna Ave. | Spencer Rd. | E. Side | Cross slope | 38 | 4.30\% | 3 |
| Tipton | 1.10 | Burnett Rd. | Spencer Rd. | Jayna Ave. | E. Side | Cross slope | 30 | 2.90\% | 3 |
| Tipton | J. 2 | E Woods Ave. | Thompson Rd. | Evans Rd. | S. Side | Cross Slope | 145 | 2.6-4.2\% | 1 |
| Tipton | 1.3 | E Woods Ave. | Thompson Rd. | Evans Rd. | Both sides | Driveway | 33 | 2 | 1 |
| Tipton | 1.5 | N Evans Rd. | Klindera Ave. | Woods Ave. | W. Side | Cross Slope | 135 | 2.9-4.6\% | 1 |
| Tipton | J. 6 | N Evans Rd. | Klindera Ave. | Woods Ave. | W. Side | Gap | 51 | Single property | 1 |
| Tipton | 1.7 | N Evans Rd. | Klindera Ave. | Woods Ave. | Both sides | Driveway | 16 | 4 | 1 |
| Tipton | J. 8 | N Evans Rd. | Klindera Ave. | Woods Ave. | W. Side | Gap | 20 | Multiple properties | 1 |
| Tipton | J. 9 | S Evans Rd. | Tipton Overpass | Klindera Ave. | E. Side | End of Sidewalk | 100 |  | 3 |
| Tipton | J. 10 | S Evans Rd. | Tipton Overpass | Klindera Ave. | Both sides | Driveway | 32 | 3 | 3 |
| Tipton | ग. 12 | Klindera Ave. | Evans Rd. | Adams Rd. | Both sides | Driveway | 40 | 3 | 3 |
| Tipton | J. 13 | Klindera Ave. | Evans Rd. | Adams Rd. | S. Side | End of Sidewalk |  |  | 3 |
| Tipton | K. 2 | Graham Rd. | Klindera Ave. | Woods Ave. | W. Side | Driveway | 90 | 1 | 4 |
| Tipton | k. 3 | Graham Rd. | Klindera Ave. | Woods Ave. | W. Side | Driveway | 22 | 1 | 4 |
| Tipton | K. 4 | Graham Rd. | Klindera Ave. | Woods Ave. | W. Side | Offset | 1/2" |  | 4 |
| Tipton | K. 5 | Graham Rd. | Klindera Ave. | Woods Ave. | W. Side | Offset | $1^{1 \prime}$ |  | 4 |
| Tipton | K. 6 | Graham Rd. | Klindera Ave. | Woods Ave. | W. Side | Gap | 4 | Single Property | 4 |
| Tipton | K. 9 | Graham Rd. | Woods Ave. | DEAD END | W. Side | Gap | 40 | Single Property | 1 |
| Tipton | K. 11 | Graham Rd. | Woods Ave. | DEAD END | W. Side | Gap | 110 | Multiple Properties | 1 |
| Traver | A. 1 | Merritt Dr | Canal Dr. | Ave. 368 | N. Side | End of Sidewalk |  |  | 1 |
| Traver | A. 10 | Merritt Dr | Canal Dr. | Ave. 368 | N. Side | Cross Slope | 35 | 3.2\%-4.2\% | 1 |
| Traver | A. 11 | Merritt Dr | Canal Dr. | Ave. 368 | N. Side | Driveway | 19 | 3 | 1 |
| Traver | A. 12 | Merritt Dr | Canal Dr. | Ave. 368 | N. Side | End of Sidewalk |  |  | 1 |
| Traver | A. 13 | Canal Dr (E) | Merritt Dr. | Ave. 368 | E. Side | End of Sidewalk |  |  | 1 |
| Traver | A. 14 | Canal Dr (E) | Merrit Dr. | Ave. 368 | E. Side | Cross Slope | 16 | 2.40\% | 1 |
| Traver | A. 2 | Merritt Dr | Canal Dr. | Ave. 368 | N. Side | Cross Slope | 15 | 3.70\% | 5 |
| Traver | A. 3 | Merritt Dr | Canal Dr. | Ave. 368 | N. Side | Driveway | 15 | 1 | 5 |
| Traver | A. 5 | Canal Dr (E) | Merrit Dr. | DEAD END | Both sides | Cross Slope | 155 | 2.2\%-4.2\% | 5 |
| Traver | A. 6 | Canal D (E) | Merritt Dr. | DEAD END | E. Side | Driveway | 28 | 1 | 5 |
| Traver | A. 7 | Canal D (E) | Merritt Dr. | DEAD END | W. Side | Driveway | 18 |  | 5 |
| Traver | A. 8 | Canal Dr (E) | Merrit Dr. | DEAD END | W. Side | Offset | 1/2" | Utility Cover | 5 |
| Waukena | A. 2 | Harmon Rd. | Ave. 184 | Dawkins Dr. | W. Side | Cross Slope | 40 | 2.7-3.5\% | 1 |
| Waukena | A. 4 | Harmon Rd. | Ave. 184 | Dawkins Dr. | W. Side | Offset | 1/2" |  | 1 |
| Woodville | A. 3 | Oak Ave | Rd. 167 | Woodville Rd. | Both sides | Driveway | 22 | 9 | 5 |
| Woodville | A. 5 | Rd. 168 | Oak Ave. | Ave. 158 | W. Side | Cross Slope | 90 | 2.8-3.2\% | 2 |
| Woodville | A. 9 | Ave 168 | Rd. 167 | Woodville Rd. | Both sides | Driveway | 22 | 8 | 2 |
| Woodville | A. 10 | Ave 168 | Rd. 167 | Woodville Rd. | S. Side | Cross Slope | 28 | 3.30\% | 2 |
| Woodville | A. 12 | Ave 168 | Rd. 167 | Woodville Rd. | S. Side | Cross Slope | 11 | 2.70\% | 2 |
| Woodville | A. 13 | Ave 168 | Rd. 167 | Woodville Rd. | S. Side | Cross Slope | 20 | 3.90\% | 2 |
| Woodville | A. 15 | Rd 168 | Ave. 167 | Ave. 168 | W. Side | Driveway | 22 | 1 | 1 |
| Woodville | A. 16 | Rd 168 | Ave. 167 | Ave. 168 | W. Side | Driveway | 22 | 1 | 1 |
| Woodville | B. 1 | Rd 168 | Ave. 167 | Ave. 168 | W. Side | Offset | $2^{\prime \prime}$ |  | 1 |
| Woodville | B. 2 | Rd 168 | Ave. 167 | Ave. 168 | W. Side | Offset | $2^{\prime \prime}$ |  | 1 |
| Woodville | B. 3 | Rd 168 | Ave. 167 | Ave. 168 | W. Side | Gap | 78 | Single Property | 1 |
| Woodville | B. 4 | Rd 168 | Ave. 166 | Ave. 167 | W. Side | Gap | 94 | Multiple properties | 1 |
| Woodville | B. 5 | Rd 168 | Ave. 166 | Ave. 167 | W. Side | Driveway | 13 | 2 | 1 |
| Woodville | B. 6 | Rd. 168 | Ave. 166 | Ave. 167 | W. Side | Driveway | 21 | 1 | 1 |
| Woodville | B. 7 | Rd 168 | Ave. 166 | Ave. 167 | W. Side | Offset | 1/2" |  | 1 |
| Woodville | B. 8 | Rd 168 | Ave. 166 | Ave. 167 | W. Side | Offset | 1/2" |  | 1 |
| Woodville | B. 9 | Rd 168 | Ave. 166 | Ave. 167 | W. Side | Driveway | 16 | 1 | 1 |
| Woodville | B. 10 | Rd 167 | DEAD END | Ave. 167 | E. Side | End of Sidewalk |  |  | 3 |
| Woodville | B. 12 | Ave 167 | Rd. 167 | Rd. 168 | S. Side | Cross Slope | 85 | 2.4-3.1\% | 3 |
| Woodville | B. 13 | Ave 167 | Rd. 167 | Rd. 168 | S. Side | End of Sidewalk |  |  | 3 |
| Woodville | C. 1 | Rd. 168 | Ave. 160 | Ave. 166 | W. Side | Gap | 86 | Single Property | 1 |
| Woodville | c. 2 | Rd. 168 | Ave. 160 | Ave. 166 | W. Side | Driveway | 59 | 2 | 1 |

## Path of Travel Inventory

| Woodville | C. 3 | Rd. 168 | Ave. 160 | Ave. 166 | W. Side | End of Sidewalk |  |  | 1 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Woodville | D. 1 | Rd. 164 | DEAD END | Camara Ave | W. Side | Cross Slope | 107 | 3.00\% | 5 |
| Woodville | D. 3 | Camara Ave. | Rd. 164 | DEAD END | Both sides | Driveway | 22 | 20 | 5 |
| Woodville | D. 4 | Camara Ave. | Rd. 164 | DEAD END | S. Side | Cross Slope | 51 | 2.3-3.3\% | 5 |
| Woodville | D. 5 | Camara Ave. | Rd. 164 | DEAD END | S. Side | Cross Slope | 51 | 2.9-3.6\% | 5 |
| Woodville | D. 6 | Camara Ave. | Rd. 164 | DEAD END | S. Side | Cross Slope | 24 | 3.00\% | 5 |
| Woodville | D. 7 | Camara Ave. | Rd. 164 | DEAD END | N. Side | Cross Slope | 24 | 2.2-3.3\% | 5 |
| Woodville | D. 8 | Camara Ave. | Rd. 164 | DEAD END | $N$. Side | Cross Slope | 6 | 4.40\% | 5 |
| Woodville | D. 9 | Camara Ave. | Rd. 164 | DEAD END | $N$. Side | Cross Slope | 50 | 2.5-2.8\% | 5 |
| Woodville | D. 11 | Rd. 164 | Camara Ave. | Ave. 166 | W. Side | Cross Slope | 80 | 3.4-3.7\% | 5 |
| Woodville | D. 12 | Rd. 164 | Camara Ave. | Ave. 166 | W. Side | End of Sidewalk |  |  | 5 |
|  |  |  |  |  |  |  |  |  |  |

## Path of Travel Inventory

Updated: 8/26/2013

| Community | Feature ID | Street Name | From (W,S) | To (E,N) | Direction | Type | Length (it) | Comments (total) | Priority |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Alpaugh | A. 10 | Wilbur Rd. | Ave. 54 | Park Ave. | W. Side | End of Sidewalk |  |  | 1 |
| Alpaugh | A. 11 | Wilbur Rd. | Ave. 54 | Park Ave. | W. Side | Driveway | 22 | 3 | 1 |
| Alpaugh | A. 13 | Ave. 54 | Lake Rd. | Wilbur Rd. | N. Side | Cross Slope | 173 | 3.4\%-5.6\% | 1 |
| Alpaugh | A. 14 | Ave. 54 | Lake Rd. | Wilbur Rd. | N. Side | Driveway | 35 | 1 | 1 |
| Alpaugh | A. 15 | Ave. 54 | Lake Rd. | Wilbur Rd. | N. Side | Abrupt Change |  | 20\% transition Slope | 1 |
| Alpaugh | A. 16 | Ave. 54 | Lake Rd. | Wilbur Rd. | N. Side | Sidewalk Width | 100 | 3.5 ft Wide | 1 |
| Alpaugh | A. 19 | Ave. 54 | Tule Rd. | Lake Rd. | N. Side | Gap | 185 | Single Property | 1 |
| Alpaugh | A. 2 | Ave. 54 | Tule Rd. | Wilbur Rd. | S. Side | Cross Slope | 306 | 2.3\%-3.6\% | 1 |
| Alpaugh | A. 20 | Ave. 54 | Tule Rd. | Lake Rd. | N. Side | Driveway | 20 | 1 | 1 |
| Alpaugh | A. 22 | Ave. 54 | Tule Rd. | Lake Rd. | N. Side | Cross Slope | 103 | 3.0\%-4.0\% | 1 |
| Alpaugh | A. 24 | Tule Rd. | Church Ave. | Ave. 54 | E. Side | Cross Slope | 252 | 2.4\%-3.8\% | 1 |
| Alpaugh | A. 25 | Tule Rd. | Church Ave. | Ave. 54 | E. Side | Driveway | 20 | 1 | 1 |
| Alpaugh | A. 26 | Tule Rd. | Church Ave. | Ave. 54 | E. Side | End of Sidewalk |  |  | 1 |
| Alpaugh | A. 3 | Ave. 54 | Tule Rd. | Wilbur Rd. | S. Side | Driveway | 23 | 1 | 1 |
| Alpaugh | A. 4 | Ave. 54 | Tule Rd. | Wilbur Rd. | S. Side | Offset | 1/2" |  | 1 |
| Alpaugh | A. 5 | Ave. 54 | Tule Rd. | Wilbur Rd. | S. Side | Offset | 3/4" |  | 1 |
| Alpaugh | A. 7 | Wilbur Rd. | Church Ave. | Ave. 54 | W. Side | Offset | 3/4" |  | 1 |
| Alpaugh | A. 8 | Wilbur Rd. | Church Ave. | Ave. 54 | W. Side | Offset | $6^{\prime \prime}$ |  | 1 |
| Alpaugh | B. 1 | Wilbur Rd. | Boswell Ave. | Church Ave | W. Side | Offset | 1/2" | 2 | 1 |
| Alpaugh | B. 2 | Wilbur Rd. | Boswell Ave. | Church Ave | W. Side | End of Sidewalk |  |  | 1 |
| Cutler | H. 13 | Orosi Dr | 2nd Dr. | Rd. 128 | E. Side | Cross Slope | 87 | 2.2\%-4.1\% | 1 |
| Cutler | H. 15 | Orosi Dr | 2 nd Dr. | Rd. 128 | E. Side | Driveway | 40 | 1 | 1 |
| Cutler | H. 16 | Orosi Dr | 2nd Dr. | Rd. 128 | E. Side | Offset | 1/2" | (2) 4' depressed segments | 1 |
| Cutler | H. 18 | 2nd Dr | Orosi Dr. | Rd. 128 | N. Side | Cross Slope | 200 | 4.4\% - 5.1\% | 1 |
| Cutler | H. 19 | 2nd Dr | Orosi Dr. | Rd. 128 | Both Sides | Driveway | 16 | 4 | 1 |
| Cutler | L. 18 | 1st Dr | Orosi Dr. | Rd. 128 | S. Side | Driveway | 35 | 2 | 1 |
| Cutler | L. 19 | 1st Dr | Orosi Dr. | Rd. 128 | S. Side | Cross Slope | 26 | 3.60\% | 1 |
| Cutler | L. 20 | 1st Dr | Orosi Dr. | Rd. 128 | S. Side | Broken Sidewalk | 60 | Poor condition | 1 |
| Cutler | L. 21 | 1st Dr | Orosi Dr. | Rd. 128 | S. Side | Broken Sidewalk | 33 | Poor condition | 1 |
| Cutler | L. 22 | 1st Dr | Orosi Dr. | Rd. 128 | S. Side | Gap | 40 | Single Property | 1 |
| Cutler | M. 1 | School Ave | Rd. 128 | Mueller Rd. | N. Side | Driveway | 36 | 1 | 1 |
| Cutler | M. 14 | Mueller Rd | Ave. 404 | Mueller Rd. | W. Side | Cross Slope | 102 | 2.7\%-7.9\% | 1 |
| Cutler | M. 2 | School Ave | Rd. 128 | Mueller Rd. | N. Side | Driveway | 23 | 3 | 1 |
| Cutler | M. 3 | School Ave | Rd. 128 | Mueller Rd. | N. Side | Offset | 1/2" |  | 1 |
| Cutler | M. 34 | Mueller Rd | Ave. 404 | Mueller Rd. | W. Side | Gap | 150 | Multiple Properties | 1 |
| Cutler | M. 36 | School Ave | Rd. 128 | Mueller Rd. | S. Side | Gap | 70 | Single Property | 1 |
| Cutler | M. 37 | School Ave | Rd. 128 | Mueller Rd. | s. Side | Cross Slope | 239 | 2.4\%-5.1\% | 1 |
| Cutler | M. 38 | School Ave | Rd. 128 | Mueller Rd. | Both Sides | Driveway | 19 | 8 | 1 |
| Cutler | M. 39 | School Ave | Rd. 128 | Mueller Rd. | S. Side | Gap | 400 | Multiple Properties | 1 |
| Cutler | M. 4 | School Ave | Rd. 128 | Mueller Rd. | N. Side | Obstruction | 2.5 | Reduced width at driveway | 1 |
| Cutler | M. 5 | School Ave | Rd. 128 | Mueller Rd. | N. Side | Cross Slope | 73 | 3.2\%-4.1\% | 1 |
| Cutler | M. 6 | School Ave | Rd. 128 | Mueller Rd. | N. Side | Obstruction | 2.5 | 3 Reduced width at driveway | 1 |
| Ducor | A. 1 | Ave 56 | SR 65 | Braly Ave. | N. Side | Broken Sidewalk | 10 | Poor condition | 1 |
| Ducor | A. 10 | Braly Ave. | Ave. 56 | Parson Ave. | W. Side | Driveway | 23 | 1 | 1 |
| Ducor | A. 11 | Braly Ave. | Ave. 56 | Parson Ave. | W. Side | End of Sidewalk |  |  | 1 |
| Ducor | A. 2 | Ave. 56 | SR 65 | Braly Ave. | N. Side | Driveway | 45 | 2 | 1 |
| Ducor | A. 3 | Ave. 56 | SR 65 | Braly Ave. | N. Side | Broken Sidewalk | 54 | Poor condition | 1 |
| Ducor | A. 4 | Ave. 56 | SR 65 | Braly Ave. | N. Side | Offset | $1^{\prime \prime}$ |  | 1 |
| Ducor | A. 5 | Ave. 56 | SR 65 | Braly Ave. | N. Side | Cross Slope | 80 | 3.0\% - 4.5\% | 1 |
| Ducor | A. 6 | Ave. 56 | SR 65 | Braly Ave. | N. Side | Driveway | 26 | 1 | 1 |
| Ducor | A. 9 | Braly Ave. | Ave. 56 | Parson Ave. | W. Side | Cross Slope | 40 | 2.3\%-3.8\% | 1 |
| Earlimart | 1.2 | Elm St | School Ave. | Washington St. | W. Side | Cross Slope | 158 | 2.6\% - 3.5\% | 1 |
| Earlimart | 1.24 | SElm Rd | Mary Ann Ave. | Washington St. | E. Side | Gap | 190 | Single Property | 1 |
| Earlimart | 1.3 | Elm St | School Ave. | Washington St. | W. Side | Offset | 1/2" | 5 | 1 |
| Earlimart | 1.6 | Washington St | Church Rd. | Elm Rd. | S. Side | Cross Slope | 179 | 2.3\%-7.4\% | 1 |
| Earlimart | 1.7 | Washington St | Church Rd. | Elm Rd. | s. Side | Broken Sidewalk | 42 | Poor condition | 1 |
| Earlimart | 1.8 | Washington St | Church Rd. | Elm Rd. | N. Side | Driveway | 26 | 1 | 1 |
| Earlimart | 1.9 | Washington St | Church Rd. | Elm Rd. | N. Side | Cross Slope | 248 | 2.2\%-3.8\% | 1 |
| Earlimart | 0.33 | E Center Rd | State St. | Church Rd. | N. Side | Cross Slope | 75 | 3.2\%-3.6\% | 1 |
| Earlimart | 0.34 | E Center Rd | State St. | Church Rd. | N. Side | Driveway | 15 | 5 | 1 |
| Earlimart | 0.36 | E Center Rd | State St. | Church Rd. | N. Side | End of Sidewalk |  |  | 1 |
| Earlimart | 0.4 | N Church Rd | Washington Ave. | Center Rd. | W. Side | Gap | 26 | Single Property | 1 |
| Earlimart | 0.5 | N Church Rd | Washington Ave. | Center Rd. | W. Side | Broken Sidewalk | 55 | Poor Condition | 1 |
| Earlimart | 0.6 | N Church Rd | Washington Ave. | Center Rd. | W. Side | Gap | 65 | Single Property | 1 |
| Earlimart | 0.7 | $N$ Church Rd | Washington Ave. | Center Rd. | W. Side | Driveway | 26 | 1 | 1 |
| Earlimart | 0.9 | E. Washington Ave. | State St. | Church Rd. | N. Side | Driveway | 24 | 4 | 1 |
| Earlimart | P. 15 | Washington Ave | Citrus Rd. | Valente Rd. | S. Side | Broken Sidewalk | 30 | Poor Condition | 1 |
| Earlimart | P. 16 | Washington Ave | Citrus Rd. | Valente Rd. | S. Side | Driveway | 22 | 2 | 1 |
| Earlimart | P. 17 | Washington Ave | Alfalfa Rd. | Citrus Rd. | S. Side | Cross Slope | 87 | 2.5\%-3.4\% | 1 |
| Earlimart | P. 19 | Washington Ave | Alfalfa Rd. | Citrus Rd. | S. Side | Driveway | 14 | 1 | 1 |
| Earlimart | P. 21 | Washington Ave | Alfalfa Rd. | Citrus Rd. | S. Side | Driveway | 24 | 2 | 1 |
| Earlimart | P. 23 | Washington Ave | Alfalfa Rd. | Citrus Rd. | S. Side | Gap | 257 | Multiple Properties | 1 |
| Earlimart | P. 25 | Washington Ave | Alfalfa Rd. | Citrus Rd. | N. Side | Offset | 1/2" |  | 1 |
| Earlimart | P. 26 | Washington Ave | Alfalfa Rd. | Citrus Rd. | Both Sides | Driveway | 16 | 9 | 1 |
| Earlimart | P. 27 | Washington Ave | Alfalfa Rd. | Citrus Rd. | N. Side | Cross Slope | 128 | 2.4\% - $3.5 \%$ | 1 |
| Earlimart | P. 30 | Washington Ave | Alfalfa Rd. | Citrus Rd. | N. Side | Offset | 1/2" |  | 1 |
| Earlimart | P. 8 | Washington Ave | Washington Ave. | Center Ave. | W. Side | Gap | 103 | Multiple Properties | 1 |
| Earlimart | P. 9 | Washington Ave | Citrus Rd. | Valente Rd. | N. Side | Obstruction | $2^{\prime \prime}$ | Expansion Joint | 1 |
| Earlimart | Q. 1 | Washington Ave | Davis St. | Alfalfa Rd. | S. Side | Cross Slope | 30 | 2.4\%-3.2\% | 1 |
| Earlimart | Q. 10 | Washington Ave | Howard Rd. | Fruit St. | S. Side | End of Sidewalk |  |  | 1 |
| Earlimart | Q. 11 | Washington Ave | Howard Rd. | Fruit St. | N. Side | End of Sidewalk |  |  | 1 |
| Earlimart | Q. 12 | Washington Ave | Howard Rd. | Fruit St. | N. Side | Cross Slope | 430 | 2.5\%-4.0\% | 1 |
| Earlimart | Q. 13 | Washington Ave | Howard Rd. | Fruit St. | N. Side | Driveway | 32 | 4 | 1 |
| Earlimart | Q. 16 | Washington Ave | Ash St. | Davis St. | N. Side | End of Sidewalk |  |  | 1 |
| Earlimart | Q. 4 | Washington Ave | Ash St. | Davis St. | S. Side | Offset | 1/2" |  | 1 |
| Earlimart | Q. 5 | Washington Ave | Ash St. | Davis St. | S. Side | Cross Slope | 20 | 2.60\% | 1 |
| Earlimart | Q. 8 | Washington Ave | Howard Rd. | Fruit St. | S. Side | Cross Slope | 129 | 2.5\%-3.1\% | 1 |
| Earlimart | U.11 | Sutter Ave | Spring Rd. | Church Rd. | Both Sides | Driveway | 22 | 10 | 1 |
| Earlimart | U.12 | Sutter Ave | Spring Rd. | Church Rd. | N. Side | Gap | 173 | Multiple Properties | 1 |
| Earlimart | U. 19 | Church St | Center Rd. | Center Ave. | E. Side | Offset | 1/2" |  | 1 |
| Earlimart | U. 20 | State St | Center Rd. | Main Ave. | E. Side | Cross Slope | 220 | 2.7\%-4.9\% | 1 |
| Earlimart | U. 21 | State St | Center Rd. | Main Ave. | E. Side | Driveway | 24 | 4 | 1 |
| Earlimart | U. 4 | Sutter Ave | State St. | Church Rd. | S. Side | Cross Slope | 149 | 2.2\% - 4.2\% | 1 |
| Earlimart | U. 5 | Sutter Ave | State St. | Spring Rd. | S. Side | Driveway | 31 | 2 | 1 |
| Earlimart | U. 8 | Sutter Ave | State St. | Spring Rd. | N. Side | Driveway | 27 | 1 | 1 |
| Earlimart | 10.9 | Sutter Ave | State St. | Spring Rd. | N. Side | Gap | 160 | Single Property | 1 |

## Path of Travel Inventory



## Path of Travel Inventory

| Orosi | \|. 21 | Ave. 416 | Rd. 216 | Eddy Rd. | N. Side | Cross Slope | 22 | 2.6\%-3.6\% | 1 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Orosi | 1.21 | Rd. 126 | Miller Rd. | Ave. 417 | W. Side | Gap | 135 | Multiple properties | 1 |  |
| Orosi | 1.22 | Rd. 126 | Miller Rd. | Ave. 417 | W. Side | Driveway | 25 | 2 | 1 |  |
| Orosi | 1.23 | Rd. 126 | Miller Rd. | Ave. 417 | E. Side | Obstruction | 1.2 | Mailbox | 1 |  |
| Orosi | 1.24 | Rd. 126 | Miller Rd. | Ave. 417 | E. Side | End of sidewalk |  |  | 1 |  |
| Orosi | 1.25 | Rd. 126 | Ave. 417 | Walnut Ave. | W. Side | Gap | 80 | Multiple properties | 1 |  |
| Orosi | 1.26 | Rd. 126 | Ave. 417 | Walnut Ave. | W. Side | Gap | 138 | Multiple properties | 1 |  |
| Orosi | 1.15 | Rd. 126 | Walnut Ave. | Ave. 419 | W. Side | Gap | 632 | Single property | 1 |  |
| Orosi | 1.16 | Rd. 126 | Walnut Ave. | Ave. 419 | W. Side | Obstruction | 1.7 | Mailbox and power poll | 1 |  |
| Orosi | ग. 17 | Rd. 126 | Walnut Ave. | Ave. 419 | W. Side | Gap | 284 | Multiple properties | 1 |  |
| Orosi | P. 1 | David Rd. | Ella Ave. | Ave. 416 | E. Side | Driveway | 33 | 2 | 1 |  |
| Orosi | P. 5 | Ella Ave. | David Rd. | Rd. 126 | N. Side | Gap | 95 | Single property | 1 |  |
| Orosi | P. 6 | Ella Ave. | David Rd. | Rd. 126 | N. Side | Gap | 130 | Multiple properties | 1 |  |
| Orosi | Q. 11 | David Rd. | Ave. 413 | Ave. 414 | E. Side | Driveway | 24 | 2 | 1 |  |
| Orosi | Q. 12 | David Rd. | Ave. 413 | Ave. 414 | E. Side | Cross Slope | 93 | 2.3\%-5.3\% | 1 |  |
| Orosi | Q. 13 | David Rd. | Ave. 413 | Ave. 414 | E. Side | Obstruction | 1.7 | Mailbox | 1 |  |
| Orosi | R. 10 | Ave. 413 | David Rd. | Rd. 127 | S. Side | Gap | 52 | Single property | 1 |  |
| Orosi | R. 11 | Ave. 413 | David Rd. | Rd. 127 | S. Side | Obstruction | 2.5 | 3 Mailboxes | 1 |  |
| Orosi | R. 12 | Ave. 413 | David Rd. | Rd. 127 | s. Side | Driveway | 24 | 6 | 1 |  |
| Orosi | R. 13 | Ave. 413 | David Rd. | Rd. 127 | S. Side | Gap | 54 | Single property | 1 |  |
| Orosi | R. 14 | Ave. 413 | David Rd. | Rd. 127 | S. Side | Gap | 238 | Multiple properties | 1 |  |
| Orosi | R. 3 | Ave. 413 | David Rd. | Rd. 127 | N. Side | Cross Slope | 60 | 2.8\%-5.3\% | 1 |  |
| Orosi | R. 4 | Ave. 413 | David Rd. | Rd. 127 | N. Side | Broken sidewalk | 2 | Poor Condition | 1 |  |
| Orosi | R. 5 | Ave. 413 | David Rd. | Rd. 127 | N. Side | Driveway | 28 | 1 | 1 |  |
| Orosi | R. 6 | Ave. 413 | David Rd. | Rd. 127 | S. Side | End of sidewalk |  |  | 1 |  |
| Orosi | R. 7 | Ave. 413 | David Rd. | Rd. 127 | S. Side | Broken sidewalk | 4 | Poor Condition | 1 |  |
| Orosi | R. 8 | Ave. 413 | David Rd. | Rd. 127 | S. Side | Bad transition |  |  | 1 |  |
| Orosi | R. 9 | Ave. 413 | David Rd. | Rd. 127 | S. Side | Cross Slope | 178 | 2.5\%-5.7\% | 1 |  |
| Orosi | X. 10 | Rd. 127 | Ave 416 | Ave 414 | W. Side | Gap | 42 | Single property | 1 |  |
| Orosi | x.11 | Rd. 127 | Ave 416 | Ave 414 | E. Side | Offset | $2^{\prime \prime}$ |  | 1 |  |
| Orosi | X. 12 | Rd. 127 | Ave 416 | Ave 414 | E. Side | Driveway | 15 | 4 | 1 |  |
| Orosi | X.13 | Rd. 127 | Ave 416 | Ave 414 | E. Side | Cross Slope | 62 | 3.1-3.5\% | 1 |  |
| Orosi | X. 14 | Rd. 127 | Ave 416 | Ave 414 | E. Side | Gap | 37 | Single Property | 1 |  |
| Orosi | x.16 | Ella Ave. | Rd. 128 | Beinhorn Rd. | S. Side | Gap | 146 | Single Property | 1 |  |
| Orosi | X. 17 | Ella Ave. | Rd. 128 | Beinhorn Rd. | S. Side | Cross Slope | 22 | 2.4-3.6\% | 1 |  |
| Orosi | x. 2 | Rd. 127 | Ave 416 | Ave 414 | W. Side | Gap | 152 | Single property | 1 |  |
| Orosi | x. 3 | Rd. 127 | Ave 416 | Ave 414 | W. Side | Broken Sidewalk | 4 | Poor Condition | 1 |  |
| Orosi | x. 4 | Rd. 127 | Ave 416 | Ave 414 | W. Side | Driveway | 15 | 7 | 1 |  |
| Orosi | X. 43 | Rd. 127 | Ella Ave. | Ave. 414 | E. Side | Gap | 300 | Multiple properties | 1 |  |
| Orosi | X. 44 | Rd. 127 | Ella Ave. | Ave. 414 | E. Side | Driveway | 18 | 8 | 1 |  |
| Orosi | X. 45 | Rd. 127 | Ella Ave. | Ave. 414 | E. Side | Offset | $1^{1 \prime}$ |  | 1 |  |
| Orosi | X. 46 | Rd. 127 | Ella Ave. | Ave. 414 | E. Side | Cross Slope | 99 | 2.8-4.2\% | 1 |  |
| Orosi | X. 47 | Rd. 127 | Ella Ave. | Ave. 414 | E. Side | Gap | 285 | Multiple Properties | 1 |  |
| Orosi | X. 48 | Rd. 127 | Ella Ave. | Ave. 414 | E. Side | Offset | 1.5" |  | 1 |  |
| Orosi | X. 49 | Rd. 127 | Ella Ave. | Ave. 414 | E. Side | Cross Slope | 44 | 4.0-4.7\% | 1 |  |
| Orosi | x. 5 | Rd. 127 | Ave 416 | Ave 414 | W. Side | Obstruction | 3 | Ramp on Sidewalk | 1 |  |
| Orosi | x.50 | Rd. 127 | Ave. 414 | Ave. 413 | E. Side | Gap | 307 | Multiple Properties | 1 |  |
| Orosi | x. 6 | Rd. 127 | Ave 416 | Ave 414 | w. Side | Offset | $1^{\prime \prime}$ |  | 1 |  |
| Orosi | x. 7 | Rd. 127 | Ave 416 | Ave 414 | w. Side | Obstruction | 2.8 | 4 | 1 |  |
| Orosi | x. 9 | Rd. 127 | Ave 416 | Ave 414 | W. Side | Gap | 50 | Single property | 1 |  |
| Pixley | A. 16 | E. Court Ave | Walnut St. | School St. | s. Side | Broken Sidewalk | 8 | Poor Condition | 1 |  |
| Pixley | A. 17 | E. Court Ave | Walnut St. | School St. | S. Side | Offset | 1/2" |  | 1 |  |
| Pixley | A. 2 | s. School St. | Carol Ave. | Court Ave. | W. Side | Cross slope | 40 | 2.6-3.4\% | 1 |  |
| Pixley | A. 23 | 5. School St. | Court Ave. | Dead End | W. Side | End of Sidewalk |  |  | 1 |  |
| Pixley | A. 28 | E. Court Ave | Elm St. | Walnut St. | N. Side | Driveway | 17 | 1 | 1 |  |
| Pixley | A. 3 | S. School St. | Carol Ave. | Court Ave. | w. Side | Offset | 1/2" |  | 1 |  |
| Pixley | A. 4 | s. School St. | Carol Ave. | Court Ave. | W. Side | Broken Sidewalk | 8 | Poor Condition | 1 |  |
| Pixley | G. 5 | Park Dr. | Court Ave. | Howard Ave. | E. Side | Broken sidewalk | 4 | Poor Condition | 1 |  |
| Pixley | G. 6 | Park Dr. | Court Ave. | Howard Ave. | E. Side | Cross slope | 15 | 2.6-3.1\% | 1 |  |
| Pixley | G. 7 | Park Dr. | Court Ave. | Howard Ave. | E. Side | Driveway | 33 | 1 | 1 |  |
| Pixley | G. 8 | Park Dr. | Court Ave. | Howard Ave. | E. Side | Driveway | 75 | 1 | 1 |  |
| Pixley | H. 4 | Park St. | Howard Ave | Pixley Park | E. Side | Driveway | 35 | 9 | 1 |  |
| Pixley | J. 18 | Davis Ave. | Main St. | Center St. | N. Side | Offset | $1 / 2^{\prime \prime}$ | Tripping hazard | 1 |  |
| Pixley | 1.19 | Davis Ave. | Main St. | Center St. | N. Side | Gap | 46 | Single property | 1 |  |
| Pixley | 1.20 | Davis Ave. | Main St. | Center St. | N. Side | Cross slope | 46 | 4.5-7.3\% | 1 |  |
| Pixley | 1.21 | Davis Ave. | Main St. | Center St. | N. Side | Cross slope | 45 | 7.60\% | 1 |  |
| Pixley | 1.23 | Main St. | Davis Ave. | Ellsworth Ave. | E. Side | Gap | 60 | Single property | 1 |  |
| Pixley | 1.24 | Main St. | Davis Ave. | Ellsworth Ave. | E. Side | Cross slope | 227 | 6.0-7.0\% | 1 |  |
| Pixley | K. 28 | Main St. | Compton Ave. | Davis St. | E. Side | Driveway | 19 | 3 | 1 |  |
| Pixley | K.29 | Main St. | Compton Ave. | Davis st. | E. Side | Cross slope | 40 | 4.9-5.1\% | 1 |  |
| Pixley | K. 31 | Main St. | Compton Ave. | Davis St. | E. Side | Broken sidewalk | 45 | Poor Condition | 1 |  |
| Pixley | K. 32 | Main St. | Compton Ave. | Davis St. | E. Side | End of sidewalk |  | 13.0\% slope | 1 |  |
| Pixley | K. 33 | Main St. | Compton Ave. | Davis st. | E. Side | Cross slope | 35 | 4.0-6.5\% | 1 |  |
| Pixley | K. 34 | Main St. | Compton Ave. | Davis St. | E. Side | End of sidewalk | 10 |  | 1 |  |
| Pixley | K. 38 | Davis Ave. | Main St. | Center St. | S. Side | Gap | 184 | Multiple properties | 1 |  |
| Poplar | A. 14 | Ave 145 | Ave. 145 (E/W) | DEAD END | E. Side | Cross Slope | 86 | 2.4\%-2.7\% | 1 |  |
| Poplar | A. 16 | Ave 145 | Ave. 145 (E/W) | DEAD END | E. Side | Cross Slope | 86 | 2.3\%-2.8\% | 1 |  |
| Poplar | A. 3 | Ave 146 | Ave. 145 (N/S) | Walker | S. Side | Cross Slope | 85 | 2.6\%-3.4\% | 1 |  |
| Poplar | A. 4 | Ave 145 | Ave. 145 (N/S) | Walker | N. Side | Cross Slope | 385 | 2.0\%-3.6\% | 1 |  |
| Poplar | F. 1 | Rd. 192 | Ave. 146 | Ave. 147 | E. Side | End of Sidewalk |  |  | 1 |  |
| Poplar | F. 2 | Rd. 192 | Ave. 146 | Ave. 147 | E. Side | Cross Slope | 20 | 2.8\% 10' wide | 1 |  |
| Richgrove | E. 1 | Richgrove Dr. | Ave. 4 | Guerrero Ave. | E. Side | Offset | 1/4" |  | 1 |  |
| Richgrove | E. 2 | Richgrove Dr. | Ave. 4 | Guerrero Ave. | E. Side | Offset |  | Dranage Cover | 1 |  |
| Richgrove | E. 4 | Richgrove Dr. | Ave. 4 | Guerrero Ave. | E. Side | Driveway | 17 | 1 | 1 |  |
| Richgrove | E. 5 | Richgrove Dr. | Ave. 4 | Guerrero Ave. | E. Side | Driveway | 22 | 1 | 1 |  |
| Springville | A. 2 | Ward Ave | McDonald St. | HWY 190 | N. Side | Cross Slope | 20 | 2.2\%-3.0\% | 1 |  |
| Springville | A. 3 | Ward Ave | McDonald St. | HWY 190 | N. Side | Driveway | 17 | 2 | 1 |  |
| Springville | A. 4 | Ward Ave | McDonald St. | HWY 190 | N. Side | Cross Slope | 70 | 2.2\%-3.5\% | 1 |  |
| Springville | A. 5 | Ward Ave | McDonald St. | HWY 190 | N. Side | Offset | $1 / 2^{\prime \prime}$ |  | 1 |  |
| Springville | A. 6 | Ward Ave | McDonald St. | HWY 190 | N. Side | Driveway | 42 | 1 | 1 |  |
| Strathmore | C. 10 | Ave. 196 | Rd. 224 | Rd. 228 | S. Side | Gap | 630 | Multiple properties | 1 |  |
| Strathmore | C. 11 | Ave. 196 | Rd. 224 | Rd. 228 | S. Side | Gap | 330 | Multiple properties | 1 |  |
| Strathmore | C. 14 | H Ave. | 8th Ave. | Ave. 196 | W. Side | Gap | 38 | Single Property | 1 |  |
| Strathmore | C. 15 | HAve. | 8th Ave. | Ave. 196 | W. Side | Cross Slope | 237 | 3.0\%-11.1\% | 1 |  |
| Strathmore | C. 16 | H Ave. | 8th Ave. | Ave. 196 | w. Side | Gap | 323 | Single Property | 1 |  |
| Strathmore | C. 7 | Ave. 196 | Rd. 224 | Rd. 228 | N. Side | Gap | 590 | Multiple properties | 1 |  |
| Strathmore | C. 9 | Ave. 196 | Rd. 224 | Rd. 228 | N. Side | Offset | $1^{17}$ |  | 1 |  |
| Strathmore | E. 12 | Rd. 230 | Lawson Ave. | Ave. 198 | E. Side | Cross Slope | 120 | 3.1\%-5.1\% | 1 |  |
| Strathmore | E. 13 | Rd. 230 | Lawson Ave. | Ave. 198 | E. Side | Gap | 120 | Multiple properties | 1 |  |
| Strathmore | E. 15 | Ave. 198 | Guthrie Dr. | Rd. 230 | N. Side | Gap | 290 | Multiple properties | 1 |  |
| Strathmore | E. 16 | Ave. 198 | Orange Belt Dr. | Rd. 230 | Both sides | Driveway | 14 | 4 | 1 |  |

## Path of Travel Inventory

| Strathmore | E. 17 | Ave. 198 | Balfour Dr. | Guthrie Dr. | N. Side | Cross Slope | 87 | 3.6\%-7.6\% | 1 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Strathmore | E. 18 | Ave. 198 | Balfour Dr. | Guthrie Dr. | N. Side | Gap | 173 | Multiple properties | 1 |
| Strathmore | E. 19 | Ave. 198 | Orange Belt Dr. | Rd. 230 | Both sides | Driveway | 41 | 3 | 1 |
| Strathmore | E. 20 | Ave. 198 | Balfour Dr. | Guthrie Dr. | N. Side | Cross slope | 27 | 3.0\%-3.5\% | 1 |
| Strathmore | E. 22 | Ave. 198 | Orange Belt Dr. | Balfour Dr. | N. Side | Cross Slope | 80 | 2.4\%-3.2\% | 1 |
| Strathmore | E. 25 | Orange Belt Dr. | Burns Dr. | Ave. 198 | Both sides | Driveway | 30 | 2 | 1 |
| Strathmore | E. 31 | Orange Belt Dr. | Lawson Ave. | Burns Dr. | E. Side | Offset | 1/2" | $4^{\prime}$ depressed segment | 1 |
| Strathmore | E. 32 | Orange Belt Dr. | Lawson Ave. | Burns Dr. | E. Side | Gap | 190 | Multiple properties | 1 |
| Strathmore | E. 50 | Orange Belt Dr. | Bruce Dr. | Lawson Dr. | E. Side | Broken Sidewalk | 110 | Poor Condition | 1 |
| Strathmore | E. 51 | Orange Belt dr. | Bruce Dr. | Lawson Dr. | E. Side | Broken Sidewalk | 26 | Poor Condition | 1 |
| Strathmore | E. 52 | Orange Belt Dr. | Bruce Dr. | Lawson Dr. | E. Side | Cross Slope | 55 | 2.7\%-3.1\% | 1 |
| Strathmore | 6.27 | Rd. 230 | Ave. 196 | Ave. 197 | E. Side | Gap | 165 | Multiple properties | 1 |
| Strathmore | 6. 29 | Rd. 230 | Ave. 196 | Ave. 197 | E. Side | Offset | 1/2" |  | 1 |
| Strathmore | G.30 | Rd. 230 | Ave. 196 | Ave. 197 | E. Side | Gap | 55 | Multiple properties | 1 |
| Strathmore | G.31 | Rd. 230 | Ave. 196 | Ave. 197 | E. Side | Gap | 95 | Multiple properties | 1 |
| Strathmore | H. 11 | Orange Belt Dr. | Ave. 196 | Bruce Dr. | Both sides | Driveway | 32 | 2 | 1 |
| Strathmore | H. 14 | Orange Belt Dr. | Ave. 196 | Bruce Dr. | E. Side | Cross Slope | 60 | 3.2\%-4.1\% | 1 |
| Strathmore | H. 15 | Orange Belt Dr. | Ave. 196 | Bruce Dr. | E. Side | Driveway | 30 | 1 | 1 |
| Strathmore | H. 16 | Orange Belt Dr. | Ave. 196 | Bruce Dr. | E. Side | Gap | 30 | Single Property | 1 |
| Sultana | B. 10 | E. El Monte Way | Rd. 104 | Perkins Rd. | S. Side | Broken Sidewalk | 10 | Poor Condition | 1 |
| Sultana | B. 11 | E. El Monte Way | Rd. 104 | Perkins Rd. | S. Side | End of Sidewalk |  |  | 1 |
| Sultana | B. 4 | E. El Monte Way | Perkins Rd. | Rd. 106 | S. Side | Cross Slope | 58 | 2.5\%-2.8\% | 1 |
| Sultana | B. 8 | E. El Monte Way | Rd. 104 | Perkins Rd. | s. Side | Driveway | 21 | 1 | 1 |
| Terra Bella | A. 3 | Ave. 96 | Rd. 236 | 2nd St | N. Side | Driveway | 30 | 2 | 1 |
| Terra Bella | A. 5 | Rd. 236 | Ave. 96 | Ave. 100 | E. Side | Cross slope | 82 | 2.7\%-3.4\% | 1 |
| Terra Bella | A. 6 | Rd. 236 | Ave. 96 | Ave. 100 | E. Side | Driveway | 42 |  | 1 |
| Terra Bella | A. 7 | Rd. 236 | Ave. 96 | Ave. 100 | E. Side | Gap | 83 | Multiple properties | 1 |
| Terra Bella | D. 17 | Rd. 238 | Acacia Ave. | Magnolia Ave. | W. Side | Broken Sidewalk | 304 | Poor Condition | 1 |
| Terra Bella | D. 31 | Rd. 238 | Magnolia Ave. | Terra Bella Ave. | W. Side | Broken Sidewalk | 143 | Poor Condition | 1 |
| Terra Bella | D. 32 | Rd. 238 | Magnolia Ave. | Terra Bella Ave. | W. Side | End of Sidewalk |  |  | 1 |
| Terra Bella | D. 7 | Rd. 238 | Pepper Ave. | Ave. 94 | W. Side | Broken Sidewalk | 304 | Poor Condition | 1 |
| Terra Bella | E. 22 | 3rd St. | Olive Ave. | Pepper Ave. | W. Side | Broken Sidewalk | 300 | Poor Condition | 1 |
| Terra Bella | F. 10 | Cypress Ave | Rd. 238 | 4th St. | S. Side | Cross Slope | 80 | 2.4-3.3\% | 1 |
| Terra Bella | F. 13 | Rd 238 | Ave. 88 | Ave. 92 | E. Side | Cross Slope | 40 | 2.3-3.3\% | 1 |
| Terra Bella | F. 16 | Rd 238 | Ave. 88 | Ave. 92 | E. Side | Cross Slope | 115 | 2.4-4.4\% | 1 |
| Terra Bella | F. 19 | Rd 238 | Ave. 88 | Ave. 92 | E. Side | Cross Slope | 959 | 2.3-5.1\% | 1 |
| Terra Bella | F. 2 | Cypress Ave | Rd. 238 | 4th St. | S. Side | Cross Slope | 18 | 3.70\% | 1 |
| Terra Bella | F. 20 | Rd 238 | Ave. 88 | Ave. 92 | E. Side | Cross Slope | 32 | Exceed max cross slope | 1 |
| Terra Bella | F. 4 | Cypress Ave | Rd. 238 | 4th St. | S. Side | Cross Slope | 85 | 2.5-4.7\% | 1 |
| Terra Bella | F. 7 | Cypress Ave | Rd. 238 | 4th St. | S. Side | Cross slope | 202 | 2.9-4.3\% | 1 |
| Tipton | E. 18 | Spencer Rd. | Smith Rd. | Newman Rd. | S. Side | Driveway | 23 | 1 | 1 |
| Tipton | J. 2 | E Woods Ave. | Thompson Rd. | Evans Rd. | S. Side | Cross slope | 145 | 2.6-4.2\% | 1 |
| Tipton | J. 3 | E Woods Ave. | Thompson Rd. | Evans Rd. | Both sides | Driveway | 33 | 2 | 1 |
| Tipton | J. 5 | N Evans Rd. | Klindera Ave. | Woods Ave. | W. Side | Cross Slope | 135 | 2.9-4.6\% | 1 |
| Tipton | 1. 6 | N Evans Rd. | Klindera Ave. | Woods Ave. | W. Side | Gap | 51 | Single property | 1 |
| Tipton | J.7 | N Evans Rd. | Klindera Ave. | Woods Ave. | Both sides | Driveway | 16 | 4 | 1 |
| Tipton | 1.8 | N Evans Rd. | Klindera Ave. | Woods Ave. | W. Side | Gap | 20 | Multiple properties | 1 |
| Tipton | K. 9 | Graham Rd. | Woods Ave. | DEAD END | W. Side | Gap | 40 | Single Property | 1 |
| Tipton | K. 11 | Graham Rd. | Woods Ave. | DEAD END | W. Side | Gap | 110 | Multiple Properties | 1 |
| Traver | A. 1 | Merritt Dr | Canal Dr. | Ave. 368 | N. Side | End of Sidewalk |  |  | 1 |
| Traver | A. 10 | Merritt Dr | Canal Dr. | Ave. 368 | N. Side | Cross Slope | 35 | 3.2\%-4.2\% | 1 |
| Traver | A. 11 | Merritt Dr | Canal Dr. | Ave. 368 | N. Side | Driveway | 19 | 3 | 1 |
| Traver | A. 12 | Merrit Dr | Canal Dr. | Ave. 368 | N. Side | End of Sidewalk |  |  | 1 |
| Traver | A. 13 | Canal Dr (E) | Merrit Dr. | Ave. 368 | E. Side | End of Sidewalk |  |  | 1 |
| Traver | A. 14 | Canal Dr (E) | Merrit Dr. | Ave. 368 | E. Side | Cross Slope | 16 | 2.40\% | 1 |
| Waukena | A. 2 | Harmon Rd. | Ave. 184 | Dawkins Dr. | W. Side | Cross Slope | 40 | 2.7-3.5\% | 1 |
| Waukena | A. 4 | Harmon Rd. | Ave. 184 | Dawkins Dr. | W. Side | Offset | $1 / 2^{\prime \prime}$ |  | 1 |
| Woodville | A. 15 | Rd 168 | Ave. 167 | Ave. 168 | W. Side | Driveway | 22 | 1 | 1 |
| Woodville | A. 16 | Rd 168 | Ave. 167 | Ave. 168 | W. Side | Driveway | 22 | 1 | 1 |
| Woodville | B. 1 | Rd 168 | Ave. 167 | Ave. 168 | W. Side | Offset | $2^{\prime \prime}$ |  | 1 |
| Woodville | B. 2 | Rd 168 | Ave. 167 | Ave. 168 | W. Side | Offset | $2^{\prime \prime}$ |  | 1 |
| Woodville | B. 3 | Rd 168 | Ave. 167 | Ave. 168 | w. Side | Gap | 78 | Single Property | 1 |
| Woodville | B. 4 | Rd 168 | Ave. 166 | Ave. 167 | W. Side | Gap | 94 | Multiple properties | 1 |
| Woodville | B. 5 | Rd 168 | Ave. 166 | Ave. 167 | W. Side | Driveway | 13 | 2 | 1 |
| Woodville | B. 6 | Rd. 168 | Ave. 166 | Ave. 167 | W. Side | Driveway | 21 | 1 | 1 |
| Woodville | B. 7 | Rd 168 | Ave. 166 | Ave. 167 | W. Side | Offset | 1/2" |  | 1 |
| Woodville | B. 8 | Rd 168 | Ave. 166 | Ave. 167 | W. Side | Offset | 1/2" |  | 1 |
| Woodville | B. 9 | Rd 168 | Ave. 166 | Ave. 167 | W. Side | Driveway | 16 | 1 | 1 |
| Woodville | c. 1 | Rd. 168 | Ave. 160 | Ave. 166 | W. Side | Gap | 86 | Single Property | 1 |
| Woodville | c. 2 | Rd. 168 | Ave. 160 | Ave. 166 | W. Side | Driveway | 59 | 2 | 1 |
| Woodville | c. 3 | Rd. 168 | Ave. 160 | Ave. 166 | W. Side | End of Sidewalk |  |  | 1 |
| Earlimart | G. 1 | $N$ Church Dr | Sutter Ave. | Kovacevich St. | Both Sides | Driveway | 22 | 6 | 2 |
| Earlimart | G.11 | N Church Dr | Sutter Ave. | Kovacevich St. | E. Side | Cross Slope | 460 | 2.7\%-3.7\% | 2 |
| Earlimart | G. 12 | $N$ Church Dr | Sutter Ave. | Kovacevich St. | E. Side | Driveway | 26 | 1 | 2 |
| Earlimart | G. 13 | $N$ Church Dr | Sutter Ave. | Kovacevich St. | E. Side | Cross Slope | 217 | 2.4\% - $3.4 \%$ | 2 |
| Earlimart | 6.2 | N Church Dr | Sutter Ave. | Kovacevich St. | W. Side | Offset | 1/2" |  | 2 |
| Earlimart | G. 3 | $N$ Church Dr | Sutter Ave. | Kovacevich St. | W. Side | Offset | 1/2" |  | 2 |
| Earlimart | G. 4 | $N$ Church Dr | Sutter Ave. | Kovacevich St. | W. Side | Cross Slope | 34 | 2.5\% - $3.3 \%$ | 2 |
| Earlimart | G. 5 | $N$ Church Dr | Sutter Ave. | Kovacevich St. | W. Side | Obstruction | 0 | Poor concrete condition | 2 |
| Earlimart | G. 6 | N Church Dr | Sutter Ave. | Kovacevich St. | W. Side | Cross Slope | 62 | 2.2\%-3.5\% | 2 |
| Earlimart | 6.7 | N Church Dr | Sutter Ave. | Kovacevich St. | W. Side | Gap | 440 | Multiple Properties | 2 |
| Earlimart | 0.20 | Washington Ave | SR 99 | State St. | S. Side | Cross Slope | 52 | 2.3\% - $3.0 \%$ | 2 |
| Earlimart | 0.21 | Washington Ave | SR 99 | State St. | s. Side | Driveway | 26 | 2 | 2 |
| Earlimart | 0.22 | Washington Ave | SR 99 | State St. | N. Side | Offset | $2^{\prime \prime}$ |  | 2 |
| Earlimart | 0.23 | Washington Ave | SR 99 | State St. | N. Side | Broken Sidewalk | 8 | Poor Condition | 2 |
| Earlimart | 0.25 | Washington Ave | SR 99 | State St. | N. Side | Broken Sidewalk |  |  | 2 |
| Earlimart | U. 13 | Church St | Center Ave. | Sutter Ave. | E. Side | Cross Slope | 145 | 2.2\%-4.2\% | 2 |
| Earlimart | U. 15 | Church St | Center Ave. | Sutter Ave. | E. Side | Offset | 1/2" |  | 2 |
| Earlimart | U. 16 | Church St | Center Ave. | Sutter Ave. | E. Side | Driveway | 32 | 2 | 2 |
| East Porterville | D. 10 | E. Springville Ave | Doyle St. | Shelly Ln. | N. Side | End of Sidewalk |  |  | 2 |
| East Porterville | D. 12 | S. Doyle St. | Springville Ave. | Crabtree Ave. | E. Side | Cross Slope | 65 | 3.3\%-4.4\% | 2 |
| East Porterville | D. 14 | E. Springville Ave | Bennett St. | Doyle St. | N. Side | Gap | 615 | Multiple Properties | 2 |
| East Porterville | D. 15 | E. Springville Ave | Bennett St. | Doyle St. | Both Sides | Driveway | 42 | 2 | 2 |
| East Porterville | D. 16 | E. Springville Ave | Bennett St. | Doyle st. | N. Side | Cross Slope | 50 | 2.7\%-3.5\% | 2 |
| East Porterville | D. 17 | E. Springville Ave | Bennett St. | Doyle St. | N. Side | Broken Sidewalk | 80 | Poor condition | 2 |
| East Porterville | D. 18 | E. Springville Ave | Bennett St. | Doyle St. | N. Side | Cross Slope | 65 | 2.8\%-3.7\% | 2 |
| East Porterville | D. 19 | E. Springville Ave | Bennett St. | Doyle St. | Both Sides | Driveway | 22 | 4 | 2 |
| East Porterville | D. 20 | E. Springville Ave | Bennett St. | Doyle St. | N. Side | Cross Slope | 83 | 2.4\%-6.7\% | 2 |
| East Porterville | D. 5 | E. Springville Ave | Alta Vista St. | Bennett St. | N. Side | Gap | 490 | Multiple Properties | 2 |
| East Porterville | E. 10 | E. Crabtree Ave | Rocky Hill St. | Page St. | N. Side | Gap | 80 | Multiple Properties | 2 |
| East Porterville | E. 11 | E. Crabtree Ave | Rocky Hill st. | Page St. | N. Side | Driveway | 12 | 1 | 2 |

## Path of Travel Inventory

| East Porterville | E. 12 | E. Crabtree Ave | Rocky Hill St. | Page St. | N. Side | Cross Slope | 60 | 2.7\%-3.3\% | 2 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| East Porterville | E. 13 | E. Crabtree Ave | Rocky Hill st. | Page St. | Both Sides | Driveway | 16 | 7 | 2 |
| East Porterville | E. 14 | E. Crabtree Ave | Rocky Hill st. | Page St. | N. Side | Gap | 490 | Multiple Properties | 2 |
| East Porterville | E. 19 | S. Page St | Crabtree Ave. | Roby Ave. | W. Side | Gap | 200 | Multiple Properties | 2 |
| East Porterville | F. 1 | E. Roby Ave. | Hillcrest St. | w St. | S. Side | End of Sidewalk |  |  | 2 |
| East Porterville | F. 2 | E. Roby Ave. | Hillcrest St. | w St. | S. Side | Cross Slope | 30 | 3.7\%-4.3\% | 2 |
| East Porterville | F. 29 | E. Roby Ave. | w st. | Conner St. | S. Side | Cross Slope | 32 | 2.7\% - 3.3\% | 2 |
| East Porterville | F. 3 | E. Roby Ave. | Hilcrest St. | W St. | Both Sides | Driveway | 40 | 2 | 2 |
| East Porterville | F. 30 | E. Roby Ave. | w st. | Conner St. | Both Sides | Driveway | 22 | 4 | 2 |
| East Porterville | F. 31 | E. Roby Ave. | w st. | Conner St. | S. Side | Cross Slope | 34 | 2.6\% - 3.6\% | 2 |
| East Porterville | F. 32 | E. Roby Ave. | W St. | Conner St. | S. Side | Cross Slope | 70 | 2.6\% - 5.9\% | 2 |
| East Porterville | F. 33 | E. Roby Ave. | w St. | Conner St. | S. Side | Gap | 65 | Single Property | 2 |
| East Porterville | F. 4 | E. Roby Ave. | Hillcrest St. | w St. | S. Side | Cross Slope | 123 | 2.5\%-4.6\% | 2 |
| Goshen | M. 14 | Ave 308 | Rd. 70 | Commercial Rd. | N. Side | Gap | 118 | Multiple Properties | 2 |
| Goshen | M. 4 | Ave 308 | Camp Dr. | Rd. 70 | N. Side | End of Sidewalk |  |  | 2 |
| Goshen | M. 5 | Ave 308 | Camp Dr. | Rd. 70 | N. Side | Broken Sidewalk | 12 | Poor Condition | 2 |
| Goshen | M. 6 | Ave 308 | Camp Dr. | Rd. 70 | N. Side | Cross Slope | 55 | 5.0-5.5\% | 2 |
| Goshen | M. 7 | Camp Dr | Ave. 308 | Rd. 69 | E. Side | Cross Slope | 450 | 2.1-4.2\% AC Sidewalk | 2 |
| Goshen | N. 2 | Camp Dr | Rd. 69 | Ivy Rd. | E. Side | Gap | 158 | Multiple Properties | 2 |
| Goshen | N. 3 | Camp Dr | Rd. 69 | Ivy Rd. | E. Side | Gap | 45 | Single Property | 2 |
| Goshen | 0.18 | Elder Rd | Juniper St. | Rd. 68 | S. Side | Driveway | 33 | 1 | 2 |
| Goshen | 0.20 | Effie Dr | Juniper St. | Rd. 68 | W. Side | Gap | 115 | Multiple Properties | 2 |
| Goshen | R. 10 | Ave 305 | Commercial Rd. | Effie Dr. | S. Side | Obstruction | 2.5 | Telephone Pole | 2 |
| Goshen | R. 12 | Commercial Rd. | Ave. 304 | Ave. 305 | E. Side | Driveway | 41 | 1 | 2 |
| Goshen | R. 13 | Commercial Rd. | Ave. 304 | Ave. 305 | E. Side | Broken Sidewalk | 9 | Poor Condition | 2 |
| Goshen | R. 14 | Commercial Rd. | Ave. 304 | Ave. 305 | E. Side | Driveway | 30 | 2 | 2 |
| Goshen | R. 15 | Commercial Rd. | Ave. 304 | Ave. 305 | E. Side | Offset | 6 | Utility Box | 2 |
| Goshen | R. 16 | Commercial Rd. | Ave. 304 | Ave. 305 | E. Side | Broken Sidewalk | 8 | Poor Condition | 2 |
| Goshen | R. 17 | Commercial Rd. | Ave. 304 | Ave. 305 | E. Side | Gap | 43 | Single Property | 2 |
| Goshen | T2.19 | Frontage Rd | Ave. 308 | Betty Dr. | W. Side | Driveway | 40 | 2 | 2 |
| Goshen | T2.20 | Frontage Rd | Ave. 308 | Betty Dr. | W. Side | Offset | $1 / 2^{\prime \prime}$ | 3' Depressed Section | 2 |
| Goshen | T2.21 | Frontage Rd | Ave. 308 | Betty Dr. | W. Side | Driveway | 40 | 5 | 2 |
| Orosi | 6.21 | Ave. 416 | Rd. 127 | Rd. 128 | S. Side | Driveway | 20 | 2 | 2 |
| Orosi | G.22 | Ave. 416 | Rd. 127 | Rd. 128 | S. Side | Cross Slope | 273 | 2.4\%-6.3\% | 2 |
| Orosi | G.23 | Ave. 416 | Rd. 127 | Rd. 128 | S. Side | Driveway | 54 | 1 | 2 |
| Orosi | G.24 | Ave. 416 | Claude Rd. | Rd. 128 | N. Side | Cross slope | 195 | 3.0\%-6.3\% | 2 |
| Orosi | 6.25 | Ave. 416 | Claude Rd. | Rd. 128 | N. Side | Driveway | 26 | 4 | 2 |
| Orosi | 6.26 | Ave. 416 | Claude Rd. | Rd. 128 | N. Side | Broken sidewalk | 5 | Poor Condition | 2 |
| Orosi | H. 24 | Ave. 416 | Rd. 125 | Rd. 126 | N. Side | Broken sidewalk | 10 | Poor Condition | 2 |
| Orosi | H. 25 | Ave. 416 | Rd. 125 | Rd. 126 | N. Side | Cross Slope | 160 | 2.4\%-5.0\% | 2 |
| Orosi | H. 26 | Ave. 416 | Rd. 125 | Rd. 126 | N. Side | Gap | 147 | Multiple properties | 2 |
| Orosi | H. 27 | Ave. 416 | Rd. 125 | Rd. 126 | N. Side | Trans to Driveway | 2 Driveway | need transitions | 2 |
| Orosi | H. 28 | Ave. 416 | Rd. 125 | Rd. 126 | N. Side | Broken sidewalk | 34 | Poor Condition | 2 |
| Orosi | H. 5 | Ave. 416 | Rd. 125 | David Rd. | S. Side | Offset | 1.5" | Root Uplift | 2 |
| Orosi | H. 6 | Ave. 416 | Rd. 125 | David Rd. | S. Side | Cross Slope | 145 | 2.6\%-4.7\% | 2 |
| Orosi | H. 7 | Ave. 416 | Rd. 125 | David Rd. | s. Side | Offset | 3/4" |  | 2 |
| Orosi | H. 8 | Ave. 416 | Rd. 125 | David Rd. | S. Side | Trans to Driveway | 2 Driveway | need transitions | 2 |
| Orosi | N. 10 | Ave. 416 | Rd. 120 | Rd. 124 | S. Side | Driveway | 42 | - | 2 |
| Orosi | N. 11 | Ave. 416 | Rd. 120 | Rd. 124 | s. Side | Cross Slope | 50 | 2.6\%-3.0\% | 2 |
| Orosi | N. 14 | Ave. 416 | Rd. 124 | Rd. 125 | S. Side | Obstruction | 2.4 | Signa light | 2 |
| Orosi | N.15 | Ave. 416 | Rd. 124 | Rd. 125 | S. Side | Cross Slope | 100 | 2.4\%-3.7\% | 2 |
| Orosi | N. 16 | Ave. 416 | Rd. 124 | Rd. 125 | s. Side | Offset | 1/2" |  | 2 |
| Orosi | N. 17 | Ave. 416 | Rd. 124 | Rd. 125 | S. Side | Driveway | 20 | 1 | 2 |
| Orosi | N. 18 | Ave. 416 | Rd. 124 | Rd. 125 | s. Side | Offset | $1 / 2^{\prime \prime}$ |  | 2 |
| Orosi | N. 19 | Ave. 416 | Rd. 124 | Rd. 125 | N. Side | Gap | 400 | Multiple properties | 2 |
| Orosi | N. 5 | Ave. 416 | Rd. 120 | Rd. 124 | N. Side | Obstruction | 1.5 | Power pole | 2 |
| Orosi | N. 6 | Ave. 416 | Rd. 120 | Rd. 124 | N. Side | Cross Slope | 187 | 2.7\%-3.6\% | 2 |
| Orosi | N. 7 | Ave. 416 | Rd. 120 | Rd. 124 | N. Side | Driveway | 29 | 2 | 2 |
| Orosi | N. 8 | Ave. 416 | Rd. 120 | Rd. 124 | N. Side | End of sidewalk |  |  | 2 |
| Orosi | N. 9 | Ave. 416 | Rd. 120 | Rd. 124 | S. Side | End of sidewalk |  |  | 2 |
| Pixley | J.13 | Center St. | Davis Ave. | Ellsworth Ave. | E. Side | Cross slope | 102 | 3.0.-5.0\% | 2 |
| Pixley | J.14 | Center St. | Davis Ave. | Ellsworth Ave. | E. Side | End of sidewalk |  |  | 2 |
| Pixley | J.15 | Center St. | Davis Ave. | Ellsworth Ave. | E. Side | Obstruction | 2.5 | Power poll | 2 |
| Pixley | J.16 | Center St. | Davis Ave. | Ellsworth Ave. | E. Side | Offset | 1/2" | Tripping hazard | 2 |
| Pixley | K. 25 | Main St. | Bradbury Ave. | Compton Ave. | W. Side | End of sidewalk |  |  | 2 |
| Pixley | K. 26 | Main St. | Bradbury Ave. | Compton Ave. | E. Side | Broken sidewalk | 82 | Poor Condition | 2 |
| Pixley | K. 27 | Main St. | Bradbury Ave. | Compton Ave. | E. Side | Broken sidewalk | 50 | Poor Condition | 2 |
| Pixley | K. 3 | Center St. | Compton Ave. | Davis St. | W. Side | Cross slope | 73 | 2.7-3.2\% | 2 |
| Pixley | к. 30 | Main St. | Compton Ave. | Davis St. | W. Side | Cross slope | 30 | 3.2-3.8\% | 2 |
| Pixley | K. 37 | Main St. | Compton Ave. | Davis St. | W. Side | Offset | 1/2" |  | 2 |
| Pixley | K. 4 | Center St. | Compton Ave. | Davis St. | W. Side | Gap | 157 | Multiple properties | 2 |
| Poplar | F. 4 | Ave. 146 | Rd. 192 | Rd. 193 | N. Side | Cross Slope | 20 | 2.3\%-3.1\% | 2 |
| Poplar | F. 5 | Ave. 146 | Rd. 192 | Rd. 193 | N. Side | Cross Slope | 49 | 2.2\%-3.4\% | 2 |
| Strathmore | E. 26 | Orange Belt Dr. | Burns Dr. | Ave. 198 | W. Side | Cross Slope | 318 | 2.3\%-3.6\% | 2 |
| Strathmore | E. 27 | Orange Belt Dr. | Lawson Ave. | Burns Dr. | Both sides | Driveway | 60 | 2 | 2 |
| Strathmore | E. 28 | Orange Belt Dr. | Lawson Ave. | Burns Dr. | W. Side | Gap | 118 | Single Property | 2 |
| Strathmore | H. 12 | Orange Belt Dr. | Ave. 196 | Bruce Dr. | W. Side | Cross Slope | 45 | 2.9\%-3.5\% | 2 |
| Strathmore | H. 13 | Orange Belt Dr. | Ave. 196 | Bruce Dr. | W. Side | Gap | 440 | Multiple properties | 2 |
| Strathmore | н. 2 | Orange Belt Dr. | 8th Ave. | Bishop Ave. | E. Side | Driveway | 27 | 3 | 2 |
| Strathmore | H. 6 | Orange Belt Dr. | Bishop Ave. | Ave. 196 | E. Side | Broken Sidewalk | 235 | Poor Condition | 2 |
| Strathmore | H. 7 | Orange Belt Dr. | Bishop Ave. | Ave. 196 | E. Side | Gap | 107 | Multiple properties | 2 |
| Sultana | B. 13 | E. El Monte Way | Sultana Rd. | Rd. 105 | N. Side | Driveway | 18 | , | 2 |
| Sultana | B. 15 | E. El Monte Way | Sultana Rd. | Rd. 105 | N. Side | Cross Slope | 63 | 2.4\%-2.6\% | 2 |
| Sultana | C. 19 | E.EI Monte Way | Rd. 104 | Sultanta Rd. | N. Side | Driveway | 22 | 1 | 2 |
| Sultana | c. 20 | E.EI Monte Way | Rd. 104 | Sultanta Rd. | N. Side | Cross Slope | 30 | 3.20\% | 2 |
| Sultana | c. 21 | E.EI Monte Way | Rd. 104 | Sultanta Rd. | N. Side | End of Sidewalk |  |  | 2 |
| Sultana | C. 22 | E.EI Monte Way | Rd. 104 | Sultanta Rd. | S. Side | Cross Slope | 209 | 2.1\%-2.6\% | 2 |
| Terra Bella | G.15 | Terra Bella Ave | Rd. 236 | Rd. 237 | N. Side | Broken Sidewalk | 135 | $17^{\prime}$ wide Poor Condition | 2 |
| Terra Bella | 6.16 | Terra Bella Ave | Rd. 236 | Rd. 237 | N. Side | Driveway | 20 | 1 | 2 |
| Terra Bella | G.17 | Terra Bella Ave | Rd. 236 | Rd. 237 | N. Side | Offset | $1 / 2^{\prime \prime}$ |  | 2 |
| Terra Bella | G. 18 | Terra Bella Ave | Rd. 236 | Rd. 237 | N. Side | Cross Slope | 64 | 2.4-3.7\% | 2 |
| Terra Bella | 6.19 | Terra Bella Ave | Rd. 236 | Rd. 237 | N. Side | Cross Slope | 20 | 2.80\% | 2 |
| Terra Bella | G.21 | Terra Bella Ave | Rd. 236 | Rd. 237 | N. Side | Cross Slope | 50 | 2.2-4.2\% | 2 |
| Terra Bella | G.22 | Terra Bella Ave | Rd. 236 | Rd. 237 | N. Side | Broken Sidewalk | 61 | Poor Condition | 2 |
| Tipton | H. 10 | Burnett Rd | Spencer Rd. | Tipton Overpass | E. Side | Offset | $1^{1 \prime}$ |  | 2 |
| Woodville | A. 5 | Rd. 168 | Oak Ave. | Ave. 158 | W. Side | Cross Slope | 90 | 2.8-3.2\% | 2 |
| Woodville | A. 9 | Ave 168 | Rd. 167 | Woodville Rd. | Both sides | Driveway | 22 |  | 2 |
| Woodville | A. 10 | Ave 168 | Rd. 167 | Woodville Rd. | S. Side | Cross Slope | 28 | 3.30\% | 2 |
| Woodville | A. 12 | Ave 168 | Rd. 167 | Woodville Rd. | S. Side | Cross Slope | 11 | 2.70\% | 2 |
| Woodville | A. 13 | Ave 168 | Rd. 167 | Woodville Rd. | s. Side | Cross Slope | 20 | 3.90\% | 2 |
| Cutler | A. 12 | Ave. 407 | Rd. 124 | George Rd. | N. Side | Cross Slope | 481 | 2.5\%-5.0\% | 3 |

## Path of Travel Inventory

| Cutler | A. 13 | Ave. 407 | Rd. 124 | George Rd. | N. Side | Offset | 3/4" | 3' depressed section | 3 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cutler | A. 14 | Ave. 407 | Rd. 124 | George Rd. | N. Side | Gap | 320 | Multiple Properties | 3 |
| Cutler | B. 1 | Ave. 407 | George Rd. | Eddy Ave. | N. Side | Cross Slope | 80 | 4.1\%-5.5\% | 3 |
| Cutler | B. 13 | Ave. 408 | Topeka Rd. | Lee Rd. | N. Side | End of Sidewalk |  |  | 3 |
| Cutler | B. 2 | Ave. 407 | George Rd. | Eddy Ave. | N. Side | Offset | 3/4" | 5' depressed, 13 ' wide | 3 |
| Cutler | B. 3 | Ave. 407 | George Rd. | Eddy Ave. | N. Side | Gap | 125 | Single Property | 3 |
| Cutler | B. 6 | Ave. 408 | Topeka Rd. | Lee Rd. | N. Side | End of Sidewalk |  |  | 3 |
| Cutler | B. 7 | Ave. 408 | Topeka Rd. | Lee Rd. | N. Side | Driveway | 30 | 2 | 3 |
| Cutler | B. 8 | Ave. 408 | Topeka Rd. | Lee Rd. | N. Side | Offset | 3/4" |  | 3 |
| Cutler | D. 14 | Amethyst Ave. | Rd. 124 | George Rd. | S. Side | Gap | 65 | Single Property | 3 |
| Cutler | D. 15 | Amethyst Ave. | Rd. 124 | George Rd. | S. Side | Gap | 151 | Multiple Properties | 3 |
| Cutler | D. 16 | Amethyst Ave. | Rd. 124 | George Rd. | S. Side | Cross Slope | 165 | 2.4\%-3.4\% | 3 |
| Cutler | D. 17 | Amethyst Ave. | Rd. 124 | George Rd. | S. Side | Offset | 1/2" |  | 3 |
| Cutler | D. 18 | Amethyst Ave. | Rd. 124 | George Rd. | S. Side | Driveway | 30 | 1 | 3 |
| Cutler | D. 19 | Amethyst Ave. | Rd. 124 | George Rd. | S. Side | Offset | 1/2" | $15^{\prime}$ depressed segment | 3 |
| Cutler | D. 20 | Amethyst Ave. | Rd. 124 | George Rd. | S. Side | Cross Slope | 50 | 3.3\%-5.5\% | 3 |
| Cutler | D. 21 | Amethyst Ave. | Rd. 124 | George Rd. | S. Side | Cross Slope | 40 | 2.8\%-3.0\% | 3 |
| Cutler | F. 10 | Lincoln Rd. | 1st Dr. | Amethyst Ave. | E. Side | Driveway | 48 | 1 | 3 |
| Cutler | F. 11 | Lincoln Rd. | 1st Dr. | Amethyst Ave. | E. Side | Cross Slope | 75 | 3.0\%-3.8\% | 3 |
| Cutler | F. 16 | Lincoln Rd. | 1st Dr. | Amethyst Ave. | E. Side | Cross Slope | 56 | 2.5\%-3.9\% | 3 |
| Cutler | F. 7 | Lincoln Rd. | $1 \mathrm{st} \mathrm{Dr}$. | Amethyst Ave. | E. Side | Gap | 130 | Multiple Properties | 3 |
| Cutler | G.1 | George Rd. | Ave. 406 | Ave. 407 | Both Sides | Driveway | 20 | 8 | 3 |
| Cutler | G. 15 | 2nd Dr. | Eddy Ave. | Amethyst Ave. | E. Side | Gap | 145 | Multiple Properties | 3 |
| Cutler | G.16 | 2nd Dr. | Eddy Ave. | Amethyst Ave. | E. Side | Gap | 125 | Multiple Properties | 3 |
| Cutler | G.2 | George Rd. | Ave. 406 | Amethyst Ave. | W. Side | Cross Slope | 50 | 3.2\%-4.1\% | 3 |
| Cutler | G. 3 | George Rd. | Ave. 406 | Amethyst Ave. | W. Side | Offset | 1/2" |  | 3 |
| Cutler | G. 5 | Ave. 406 | Lincoln Rd. | George Rd. | Both Sides | Driveway | 21 | 9 | 3 |
| Cutler | H. 10 | Orosi Dr | 2nd Dr. | Rd. 128 | W. Side | Cross Slope | 55 | 2.3\%-4.5\% | 3 |
| Cutler | H. 11 | Orosi Dr | 2nd Dr. | Rd. 128 | W. Side | Offset | 1/2" |  | 3 |
| Cutler | H. 12 | Orosi Dr | 2nd Dr. | Rd. 128 | W. Side | Driveway | 23 | 2 | 3 |
| Cutler | H. 45 | Orosi Dr | 2nd Dr. | Rd. 128 | W. Side | Broken Sidewalk | 3 |  | 3 |
| Cutler | H. 46 | Orosi Dr | 2nd Dr. | Rd. 128 | W. Side | Gap | 21 | Alley | 3 |
| Cutler | H. 47 | Orosi Dr | 2 2nd Dr. | Rd. 128 | W. Side | Cross Slope | 95 | 3.0\%-4.9\% | 3 |
| Cutler | H. 9 | Orosi Dr | 2nd Dr. | Rd. 128 | W. Side | Sidewalk Width | 80 | 3.7' Wide | 3 |
| Cutler | 1.2 | Rd 124 | Railroad Dr. | 1st Dr. | E. Side | Cross Slope | 150 | 3.0\% - 5.6\% | 3 |
| Cutler | 1.3 | Railroad Dr | Rd. 124 | Topeka Dr. | N. Side | Cross Slope | 512 | 2.4\%-3.8\% | 3 |
| Cutler | 1.5 | Topeka Dr | Railroad Dr. | 1st Dr. | W. Side | Cross Slope | 50 | 2.4\%-3.3\% | 3 |
| Cutler | 1.8 | Topeka Dr | Railroad Dr. | 1st Dr. | W. Side | Gap | 144 | Single Property | 3 |
| Cutler | L. 2 | Orosi Dr | 1st Dr. | 2nd Dr. | E. Side | Offset | 1/4" |  | 3 |
| Cutler | L. 26 | 1st Dr | Orosi Dr. | Rd. 128 | N. Side | Cross Slope | 168 | 2.6\%-4.8\% | 3 |
| Cutler | L. 27 | 1st Dr | Orosi Dr. | Rd. 128 | N. Side | Offset | 1/2" |  | 3 |
| Cutler | L. 28 | 1st Dr | Orosi Dr. | Rd. 128 | N. Side | Driveway | 35 | 2 | 3 |
| Cutler | L. 29 | 1st Dr | Orosi Dr. | Rd. 128 | N. Side | Obstruction | 2 | Reduced width | 3 |
| Cutler | L. 3 | Orosi Dr | 1st Dr. | 2nd Dr. | E. Side | Cross Slope | 133 | 3.2\%-5.2\% | 3 |
| Cutler | L. 30 | 1st Dr | Orosi Dr. | Rd. 128 | N. Side | Driveway | 40 | 1 | 3 |
| Cutler | L. 4 | Orosi Dr | 1st Dr. | 2nd Dr. | Both Sides | Driveway | 24 | 2 | 3 |
| Cutler | L. 5 | Orosi Dr | 1st Dr. | 2nd Dr. | E. Side | Gap | 143 | Multiple Properties | 3 |
| Cutler | L. 6 | Orosi Dr | 1st Dr. | 2nd Dr. | W. Side | Gap | 77 | Single Property | 3 |
| Cutler | L. 7 | Orosi Dr | 1st Dr. | 2nd Dr. | W. Side | Cross Slope | 121 | 2.6\%-7.1\% | 3 |
| Cutler | L. 8 | Orosi Dr | $1 \mathrm{st} \mathrm{Dr}$. | 2nd Dr. | W. Side | Driveway | 30 | 2 | 3 |
| Ducor | A. 27 | Ave 56 | SR 65 | Braly Ave. | s. Side | Gap | 225 | Multiple Properties | 3 |
| Earlimart | A. 18 | Sierra Ave | Thompson Rd. | Dietz Rd. | S. Side | Cross Slope | 58 | 3.0\%-4.3\% | 3 |
| Earlimart | A. 33 | Sierra Ave | Muscat Rd. | Thompson Rd. | S. Side | Cross Slope | 660 | 2.1\%-5.3\% | 3 |
| Earlimart | E. 24 | Sierra Ave | Alila St. | Church Rd. | Both Sides | Driveway | 22 | 8 | 3 |
| Earlimart | E. 25 | Sierra Ave | Alila St. | Dove Rd. | S. Side | Cross Slope | 36 | 3.0\%-3.6\% | 3 |
| Earlimart | E. 26 | Sierra Ave | Alila St. | Dove Rd. | S. Side | Offset | 1/2" |  | 3 |
| Earlimart | E. 28 | N Church Rd | Kovacevich St. | Sierra Ave. | W. Side | Cross Slope | 87 | 2.1\%-2.8\% | 3 |
| Earlimart | E. 29 | N Church Rd | Kovacevich St. | Sierra Ave. | E. Side | Gap | 250 | Multiple Properties | 3 |
| Earlimart | E.31 | Sierra Ave | Church Rd. | Muscat Rd. | S. Side | Gap | 250 | Multiple Properties | 3 |
| Earlimart | E. 32 | Sierra Ave | Church Rd. | Muscat Rd. | s. Side | Cross Slope | 45 | 2.6\%-3.0\% | 3 |
| Earlimart | E. 5 | Sierra Ave | Alila St. | Dove Rd. | N. Side | Cross Slope | 62 | 2.0\% - 3.1\% | 3 |
| Earlimart | 1.10 | Washington St | Church Rd. | Elm Rd. | N. Side | Offset | 1/2" |  | 3 |
| Earlimart | 1.12 | Washington St | Elm Rd. | Dietz Rd. | N. Side | Gap | 225 | Multiple Properties | 3 |
| Earlimart | 1.13 | Washington St | Elm Rd. | Dietz Rd. | N. Side | Gap | 139 | Single Property | 3 |
| Earlimart | 1.15 | Washington St | Church Rd. | Dietz Rd. | Both Sides | Driveway | 22 | 16 | 3 |
| Earlimart | J. 10 | Ave. 48 | Church St. | Olive Rd. | S. Side | Cross Slope | 37 | 2.6\% - 3.0\% | 3 |
| Earlimart | 1.11 | Ave. 48 | Church 5 t. | Olive Rd. | S. Side | Driveway | 23 | 1 | 3 |
| Earlimart | ग. 13 | Ave. 48 | Church St. | Olive Rd. | S. Side | Driveway | 19 | 3 | 3 |
| Earlimart | 1.14 | Ave. 48 | Church St. | Olive Rd. | S. Side | Broken Sidewalk | 14 | Poor Condition | 3 |
| Earlimart | J.15 | Ave. 48 | Church 5 t. | Olive Rd. | S. Side | Gap | 140 | Multiple Properties | 3 |
| Earlimart | J.16 | Ave. 48 | Church St. | Olive Rd. | N. Side | Gap | 240 | Multiple Properties | 3 |
| Earlimart | J. 9 | Ave. 48 | Church St. | Olive Rd. | S. Side | Driveway | 35 | 1 | 3 |
| Earlimart | K. 10 | State St | Ave. 48 | Kern Ave. | E. Side | Gap | 15 | Single Property | 3 |
| Earlimart | K. 13 | Ave. 48 | State St. | Church St. | N. Side | Driveway | 40 | 2 | 3 |
| Earlimart | K. 14 | Ave. 48 | State St. | Church St. | N. Side | Gap | 25 | Single Property | 3 |
| Earlimart | K. 15 | Ave. 48 | State St. | Church St. | N. Side | Driveway | 30 |  | 3 |
| Earlimart | K. 16 | Ave. 48 | State St. | Church St. | N. Side | Cross Slope | 52 | 2.3\%-4.2\% | 3 |
| Earlimart | K. 21 | Church St | Ave 48 | Kern Ave. | W. Side | Cross Slope | 100 | 2.4\%-2.8\% | 3 |
| Earlimart | K. 23 | Church St | Ave 48 | Kern Ave. | E. Side | End of Sidewalk |  |  | 3 |
| Earlimart | K. 24 | Church St | Ave 48 | Kern Ave. | E. Side | Driveway | 53 | 1 | 3 |
| Earlimart | K. 25 | Church St | Ave 48 | Kern Ave. | E. Side | Gap | 80 | Single Property | 3 |
| Earlimart | K. 4 | Tulare Ave | State St. | Church St. | S. Side | Gap | 80 | Single Property | 3 |
| Earlimart | K. 8 | State St | Ave. 48 | Kern Ave. | E. Side | Cross Slope | 60 | 3.4\%-3.7\% | 3 |
| Earlimart | K. 9 | State St | Ave. 48 | Kern Ave. | Both Sides | Driveway | 32 | 4 | 3 |
| Earlimart | M. 2 | S Front St | Ave. 48 | Wilson Ave. | E. Side | Gap | 180 | Multiple Properties | 3 |
| Earlimart | M. 3 | S Front St | Ave. 48 | Wilson Ave. | E. Side | Driveway | 23 | 1 | 3 |
| Earlimart | M. 4 | S Front St | Ave. 48 | Wilson Ave. | E. Side | Cross Slope | 56 | 3.9\%-4.7\% | 3 |
| Earlimart | M. 5 | S Front St | Ave. 48 | Wilson Ave. | E. Side | Gap | 400 | Multiple Properties | 3 |
| Earlimart | N. 3 | S Front St | Clay Ave. | Washington Ave. | E. Side | Obstruction | 3 | Parking Stall | 3 |
| Earlimart | N. 4 | S Front St | Clay Ave. | Washington Ave. | E. Side | Gap | 100 | Multiple Properties | 3 |
| Earlimart | N. 5 | S Front St | Clay Ave. | Washington Ave. | E. Side | Driveway | 30 | 1 | 3 |
| Earlimart | N. 8 | S Front St | Washington Ave. | Center Ave. | E. Side | Cross Slope | 34 | 2.2\%-3.4\% | 3 |
| Earlimart | 0.10 | N Church Rd | Washington Ave. | Center Rd. | E. Side | Broken Sidewalk |  |  | 3 |
| Earlimart | 0.11 | N Church Rd | Washington Ave. | Center Rd. | E. Side | Driveway | 18 | 1 | 3 |
| Earlimart | 0.12 | N Church Rd | Washington Ave. | Center Rd. | E. Side | Offset | 1/2" |  | 3 |
| Earlimart | 0.15 | N Church Rd | Washington Ave. | Center Rd. | E. Side | Cross Slope | 55 | 3.2\%-4.0\% | 3 |
| Earlimart | 0.27 | N State St | Washington Ave. | Center Rd. | W. Side | Gap | 113 | Multiple Properties | 3 |
| Earlimart | 0.28 | N State St | Washington Ave. | Center Rd. | W. Side | Driveway | 18 | 1 | 3 |
| Earlimart | 0.29 | N State St | Washington Ave. | Center Rd. | W. Side | Gap | 38 | Single Property | 3 |
| Earlimart | 0.30 | N State St | Washington Ave. | Center Rd. | W. Side | Gap | 135 | Multiple Properties | 3 |
| Earlimart | R. 1 | Ash St | Clay Ave. | Washington Ave. | W. Side | Cross Slope | 110 | 2.2\% -3.0\%, With Broken Sections | 3 |

## Path of Travel Inventory

| Earlimart | R. 2 | Ash St | Rhoden Ct. | Washington Ave. | w. Side | Driveway | 30 | 2 | 3 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Earlimart | R. 3 | Ash St | Rhoden Ct. | Washington Ave. | W. Side | Broken Sidewalk | 85 | Poor Condition | 3 |
| Earlimart | R. 4 | Ash St | Rhoden Ct. | Washington Ave. | W. Side | Broken Sidewalk | 15 | 2 Sections | 3 |
| Earlimart | 5. 2 | Front St | Washington Ave. | Center Ave. | E. Side | Driveway | 17 | 1 | 3 |
| Earlimart | 5. 3 | Front St | Washington Ave. | Center Ave. | E. Side | Gap | 50 | Commercial Property | 3 |
| Earlimart | S. 4 | Front St | Washington Ave. | Center Ave. | E. Side | Broken Sidewalk | 150 | Asphalt laid over Sidewalk | 3 |
| Earlimart | S. 5 | Front St | Center Ave. | Sutter Ave. | E. Side | Gap | 278 | Commercial Property | 3 |
| Earlimart | 5. 6 | Front St | Center Ave. | Sutter Ave. | E. Side | Driveway | 22 | 1 | 3 |
| Earlimart | 5. 7 | Front St | Center Ave. | Sutter Ave. | E. Side | End of Sidewalk |  |  | 3 |
| Earlimart | T. 2 | Earlimart Ave | Sierra Ave. | Marin Ave. | E. Side | Cross Slope | 53 | 2.6\% - 3.1\% | 3 |
| Earlimart | T. 3 | Earlimart Ave | Sierra Ave. | Marin Ave. | Both Sides | Driveway | 30 | 4 | 3 |
| Earlimart | T. 4 | Earlimart Ave | Sierra Ave. | Marin Ave. | E. Side | Cross Slope | 15 | 2.2\%-2.6\% | 3 |
| Earlimart | U. 22 | State St | Main Ave. | Sutter Ave. | W. Side | Gap | 150 | Multiple Properties | 3 |
| Earlimart | U. 23 | State St | Main Ave. | Sutter Ave. | W. Side | Driveway | 22 | 3 | 3 |
| Earlimart | W. 1 | Front St | Kelly Ave. | Sierra Ave. | E. Side | Gap | 70 | Single Property | 3 |
| Earlimart | W. 10 | Sierra Ave | SR 99 | State St. | S. Side | End of Sidewalk |  |  | 3 |
| Earlimart | w. 10 | Sierra Ave | SR 99 | state St. | S. Side | Driveway | 33 | 1 | 3 |
| Earlimart | w. 15 | Sierra Ave | State St. | Alila St. | S. Side | Gap | 175 | Multiple Properties | 3 |
| Earlimart | W. 16 | Sierra Ave | State St. | Alila St. | s. Side | Driveway | 22 | 6 | 3 |
| Earlimart | W. 2 | Front St | Kelly Ave. | Sierra Ave. | E. Side | Driveway | 15 | 1 | 3 |
| Earlimart | w. 3 | Front St | Kelly Ave. | Sierra Ave. | E. Side | Cross Slope | 67 | 2.6\% - $3.2 \%$ | 3 |
| Earlimart | W. 4 | Front St | Kelly Ave. | Sierra Ave. | E. Side | Driveway | 24 | 1 | 3 |
| Earlimart | W. 5 | Front St | Kelly Ave. | Sierra Ave. | E. Side | Gap | 11 | Single Property | 3 |
| Earlimart | W. 6 | Front St | Kelly Ave. | Sierra Ave. | E. Side | Offset | 1/2" |  | 3 |
| Earlimart | W. 7 | Front St | Kelly Ave. | Sierra Ave. | E. Side | Driveway | 36 | 1 | 3 |
| Earlimart | W. 7 | Sierra Ave | Front St. | SR 99 | S. Side | Driveway | 36 | 2 | 3 |
| Earlimart | W. 9 | Sierra Ave | Front St. | SR 99 | S. Side | End of Sidewalk |  |  | 3 |
| East Porterville | B. 2 | S. Leggett St | Date Ave. | Success Dr. | E. Side | Cross Slope | 71 | 4.9\%-6.1\% | 3 |
| East Porterville | B. 3 | S. Leggett St | Date Ave. | Success Dr. | E. Side | Gap | 170 | Multiple Properties | 3 |
| East Porterville | c. 1 | E. Springville | w St. | Conner St. | N. Side | End of Sidewalk |  |  | 3 |
| East Porterville | C. 10 | E. Success Dr. | Conner St. | Wagner Ln. | W. Side | Gap | 367 | Multiple Properties | 3 |
| East Porterville | C. 11 | E. Success Dr. | Conner St. | Wagner Ln. | S. Side | Cross Slope | 146 | 2.9\%-3.4\% | 3 |
| East Porterville | C. 12 | E. Success Dr. | Conner St. | Wagner Ln. | S. Side | Gap | 129 | Multiple Properties | 3 |
| East Porterville | C. 13 | E. Success Dr. | Conner St. | Wagner Ln. | s. Side | Gap | 168 | Multiple Properties | 3 |
| East Porterville | C. 14 | E. Success Dr. | Conner St. | Wagner Ln. | Both Sides | Driveway | 39 | 2 | 3 |
| East Porterville | C. 15 | E. Success Dr. | Conner St. | Wagner Ln. | S. Side | Gap | 138 | Multiple Properties | 3 |
| East Porterville | C. 16 | E. Success Dr. | Conner St. | Wagner Ln. | S. Side | End of Sidewalk |  |  | 3 |
| Goshen | G. 11 | Rd. 72 | Ave. 308 | Woodbine Ave. | W. Side | Gap | 130 | Single Property | 3 |
| Goshen | H. 2 | Ave 308 | Rd. 72 | Eagle St. | N. Side | Driveway | 25 | 2 | 3 |
| Goshen | 1.16 | Rd. 72 | Woodbine Ave. | Ave. 310 | E. Side | End of Sidewalk |  |  | 3 |
| Goshen | 1.18 | Rd. 72 | Woodbine Ave. | Ave. 310 | E. Side | Driveway | 40 | 1 | 3 |
| Goshen | M. 8 | Rd 69 | Camp Dr. | Elder Ave. | E. Side | Gap | 135 | Multiple Properties | 3 |
| Goshen | N. 10 | Ivy Rd | Elder Ave. | Ave. 310 | W. Side | Driveway | 35 | 1 | 3 |
| Goshen | N. 11 | Elder Ave. | Ivy Rd. | Rd. 69 | N. Side | Driveway | 24 | 2 | 3 |
| Goshen | N. 16 | Rd. 69 | Elder Ave. | Ave. 310 | E. Side | Gap | 209 | Multiple Properties | 3 |
| Goshen | N. 17 | Rd. 69 | Camp Dr. | Ave. 310 | Both Sides | Driveway | 28 | 8 | 3 |
| Goshen | N. 8 | Ivy Rd | Elder Ave. | Ave. 310 | W. Side | Gap | 106 | Single Property | 3 |
| Goshen | 0.13 | Rd 67 | Fig Ave. | Betty Dr. | E. Side | Driveway | 55 | 1 | 3 |
| Goshen | 0.14 | Elder Rd | Rd. 67 | Juniper St. | N. Side | Driveway | 55 | 1 | 3 |
| Goshen | 0.15 | Elder Rd | Rd. 67 | Juniper St. | s. Side | Driveway | 21 | 1 | 3 |
| Goshen | 0.9 | Nutmeg Rd | Betty Dr. | DEAD END | W. Side | Driveway | 36 | 2 | 3 |
| Goshen | P. 4 | Ave 308 | Rd. 67 | Juniper St. | S. Side | End of Sidewalk |  |  | 3 |
| Goshen | P. 5 | Juniper St | Harvest Ave. | Ave. 308 | W. Side | End of Sidewalk |  |  | 3 |
| Goshen | P. 6 | Juniper St | Harvest Ave. | Ave. 308 | W. Side | Driveway | 22 | 2 | 3 |
| Goshen | T1.4 | Parson Dr. | Betty Dr. | DEAD END | E. Side | Driveway | 40 | 7 | 3 |
| Goshen | T1.5 | Parson Dr. | Betty Dr. | DEAD END | N. Side | Driveway | 40 | 1 | 3 |
| Goshen | T2.10 | Ave 308 | Rd. 64 | Frontage Rd. | N. Side | Offset | 1/2" |  | 3 |
| Goshen | T2.11 | Ave 308 | Rd. 64 | Frontage Rd. | N. Side | Driveway | 42 | 4 | 3 |
| Goshen | T2.14 | Ave 308 | Rd. 64 | Frontage Rd. | N. Side | Broken Sidewalk | 34 | Poor Condition | 3 |
| Goshen | T2.15 | Ave 308 | Rd. 64 | Frontage Rd. | N. Side | Cross Slope | 14 | 2.50\% | 3 |
| Goshen | T2.16 | Ave 308 | Rd. 64 | Frontage Rd. | N. Side | Broken Sidewalk | 14 | Poor Condition | 3 |
| Goshen | T2.17 | Ave 308 | Rd. 64 | Frontage Rd. | N. Side | Broken Sidewalk | 9 | Poor Condition | 3 |
| Goshen | T2.23 | Betty Dr. | DEAD END | SR 99 | s. Side | Broken Sidewalk | 20 | Poor Condition | 3 |
| Goshen | T2.24 | Betty Dr. | DEAD END | SR 99 | s. Side | Driveway | 45 | 3 | 3 |
| Goshen | T2.8 | Ave 308 | Rd. 64 | Frontage Rd. | N. Side | Driveway | 40 | 4 | 3 |
| Goshen | T2.9 | Ave 308 | Rd. 64 | Frontage Rd. | N. Side | Cross Slope | 66 | 2.0\% - $3.5 \%$ | 3 |
| Goshen | U. 1 | Harvest Ave | Rd. 66 | Frontage Rd. | N. Side | End of Sidewalk |  |  | 3 |
| Goshen | U. 2 | Harvest Ave | Rd. 66 | Frontage Rd. | N. Side | Driveway | 42 | 1 | 3 |
| Goshen | U. 4 | Frontage Rd | Harvest Ave. | Ave. 308 | W. Side | End of Sidewalk |  |  | 3 |
| Ivanhoe | A. 34 | Hawthorne Rd | Heather Ave. | Ave. 332 | E. Side | Gap | 150 | Multiple Properties | 3 |
| Ivanhoe | A. 35 | Hawthorne Rd | Heather Ave. | Ave. 332 | E. Side | Cross Slope | 35 | 4.60\% | 3 |
| Ivanhoe | A. 36 | Hawthorne Rd | Heather Ave. | Ave. 332 | Both Sides | Driveway | 20 | 5 | 3 |
| Ivanhoe | A. 37 | Hawthorne Rd | Heather Ave. | Ave. 332 | E. Side | Gap | 50 | Single Property | 3 |
| Ivanhoe | A. 50 | Ave 332 | Hawthorne Rd. | Rd. 161 | S. Side | Obstruction | 2.3 | Mailbox | 3 |
| Ivanhoe | A. 51 | Ave 332 | Hawthorne Rd. | Rd. 162 | S. Side | Gap | 161 | Multiple Properties | 3 |
| Ivanhoe | B. 14 | Rd 159 | Ave. 330 | Azalea Ave. | E. Side | Cross Slope | 30 | 3.5\%-3.7\% | 3 |
| Ivanhoe | B. 19 | Rd 159 | Azalea Ave. | Heather Ave. | W. Side | Gap | 112 | Multiple Properties | 3 |
| Ivanhoe | B. 20 | Rd 159 | Azalea Ave. | Heather Ave. | W. Side | Driveway | 14 | 1 | 3 |
| Ivanhoe | B. 21 | Rd 159 | Azalea Ave. | Heather Ave. | W. Side | Offset | 1/2" | 2' depressed Section, Utility box | 3 |
| Ivanhoe | B. 22 | Rd 159 | Azalea Ave. | Heather Ave. | W. Side | Broken Sidewalk | 84 | Poor Condition | 3 |
| Ivanhoe | F. 13 | Ave 328 | Manzanita Rd. | Rd. 159 | N. Side | Gap | 133 | Multiple Properties | 3 |
| Ivanhoe | F. 14 | Ave 328 | Manzanita Rd. | Rd. 160 | N. Side | Cross Slope | 72 | 12.20\% | 3 |
| Ivanhoe | F. 21 | Ave 328 | Rd. 158 | Manzanita Rd. | N. Side | Driveway | 45 | 1 | 3 |
| Ivanhoe | F. 22 | Ave 328 | Rd. 158 | Manzanita Rd. | N. Side | Gap | 105 | Single Property | 3 |
| Ivanhoe | F. 25 | Ave 328 | Rd. 158 | Manzanita Rd. | N. Side | Offset | 3" |  | 3 |
| Ivanhoe | F. 26 | Ave 328 | Rd. 158 | Manzanita Rd. | N. Side | Gap | 60 | Single Property | 3 |
| Ivanhoe | H. 19 | Depot Dr | Hawthorne Rd. | Rd. 160 | E. Side | Gap | 218 | Single Property | 3 |
| Ivanhoe | H. 20 | Depot Dr | Hawthorne Rd. | Rd. 160 | E. Side | Driveway | 28 | 1 | 3 |
| Ivanhoe | H. 21 | Depot Dr | Hawthorne Rd. | Rd. 160 | E. Side | Broken Sidewalk | 5 | Poor Condition | 3 |
| Ivanhoe | H. 22 | Depot Dr | Hawthorne Rd. | Rd. 160 | E. Side | Driveway | 36 | 1 | 3 |
| Ivanhoe | H. 38 | Rd 160 | Ave. 328 | Walter Ave. | E. Side | Driveway | 32 | 1 | 3 |
| Ivanhoe | H. 39 | Rd 160 | Ave. 329 | Walter Ave. | E. Side | Cross Slope | 40 | 3.50\% | 3 |
| Ivanhoe | H. 40 | Rd 160 | Ave. 330 | Walter Ave. | E. Side | Driveway | 30 | 1 | 3 |
| Ivanhoe | H. 41 | Rd 160 | Ave. 331 | Walter Ave. | E. Side | Cross Slope | 22 | 2.60\% | 3 |
| Ivanhoe | H. 6 | Rd 159 | Lantana Ave. | Ave. 330 | E. Side | Broken Sidewalk | 40 | Poor Condition | 3 |
| Ivanhoe | K. 11 | Rosaline Rd | Rd. 159 | Ivanhoe Dr. | N. Side | Cross Slope | 22 | 2.60\% | 3 |
| Ivanhoe | K. 13 | Rosaline Rd | Rd. 159 | Ivanhoe Dr. | s. Side | Gap | 75 | Multiple Properties | 3 |
| Ivanhoe | L. 12 | Paradise Ave | Grove St. | Rd. 158 | N. Side | Cross Slope | 119 | 2.4\%-5.6\% | 3 |
| Ivanhoe | L. 19 | Rd. 158 | Paradise Ave. | Ave. 327 | W. Side | Driveway | 29 | 2 | 3 |
| Ivanhoe | L. 20 | Rd. 158 | Paradise Ave. | Ave. 327 | W. Side | Cross Slope | 59 | 2.1\%-3.4\% | 3 |
| Ivanhoe | L. 3 | Paradise Ave | Grove St. | Rd. 158 | Both Sides | Driveway | 22 | 10 | 3 |

## Path of Travel Inventory

| vanhoe | L. 4 | Paradise Ave | Grove St. | Rd. 158 | S. Side | Offset | 1/2" |  | 3 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Ivanhoe | L. 5 | Paradise Ave | Grove St. | Rd. 158 | S. Side | Cross Slope | 28 | 3.10\% | 3 |
| Orosi | E. 16 | Rd. 130 | Ave. 416 | Miller Ave. | W. Side | Offset | 1/4" |  | 3 |
| Orosi | E. 17 | Rd. 130 | Ave. 416 | Miller Ave. | Both Sides | Driveway | 22 | 8 | 3 |
| Orosi | E. 18 | Rd. 130 | Ave. 416 | Miller Ave. | W. Side | Cross Slope | 40 | 2.8\%-3.3\% | 3 |
| Orosi | E. 19 | Rd. 131 | Ave. 416 | Miller Ave. | W. Side | Gap | 115 | Multiple properties | 3 |
| Orosi | E. 22 | Ave. 416 | Ralph Rd. | Rd. 130 | Both Sides | Driveway | 14 | 12 | 3 |
| Orosi | E. 23 | Ave. 416 | Lincoln Rd. | Rd. 130 | N. Side | Cross Slope | 78 | 2.6-3.7\% | 3 |
| Orosi | E. 26 | Ave. 416 | Ralph Rd. | Lincoln Rd. | N. Side | Broken sidewalk | 4 | poor Condition | 3 |
| Orosi | E. 27 | Ave. 416 | Ralph Rd. | Lincoln Rd. | N. Side | Cross Slope | 105 | 3.1-3.4\% | 3 |
| Orosi | E. 30 | Ave. 416 | Lincoln Rd. | Rd. 130 | S. Side | Cross Slope | 35 | 3.1\%-3.3\% | 3 |
| Orosi | E. 31 | Ave. 416 | Lincoln Rd. | Rd. 130 | S. Side | Driveway | 27 | 1 | 3 |
| Orosi | E. 34 | Rd. 130 | Ave. 416 | Miller Ave. | E. Side | Gap | 120 | Multiple properties | 3 |
| Orosi | E. 35 | Rd. 130 | Ave. 416 | Miller Ave. | E. Side | Driveway | 26 | 2 | 3 |
| Orosi | E. 36 | Rd. 130 | Ave. 416 | Miller Ave. | E. Side | Cross Slope | 183 | 2.4-4.2\% | 3 |
| Orosi | E. 37 | Rd. 130 | Ave. 416 | Miller Ave. | E. Side | End of Sidewalk |  |  | 3 |
| Orosi | F. 10 | Miller Ave. | Rd. 128 | Ralph Rd. | N. Side | Obstruction | 2 | Power pole | 3 |
| Orosi | F. 11 | Miller Ave. | Rd. 128 | Ralph Rd. | S. Side | Cross Slope | 110 | 2.8-3.4\% | 3 |
| Orosi | F. 12 | Miller Ave. | Rd. 128 | Ralph Rd. | S. Side | Gap | 140 | Multiple properties | 3 |
| Orosi | F. 14 | Ralph Rd. | Ave. 416 | Miller Ave. | W. Side | Driveway | 54 | 1 | 3 |
| Orosi | F. 15 | Ralph Rd. | Ave. 416 | Miller Ave. | W. Side | Sidewalk Width | 36 | 3.4' sidewalk width | 3 |
| Orosi | F. 16 | Ralph Rd. | Ave. 416 | Miller Ave. | W. Side | Gap | 100 | Multiple properties | 3 |
| Orosi | F. 17 | Ralph Rd. | Ave. 416 | Miller Ave. | W. Side | Obstruction | 2.4 | Mailbox | 3 |
| Orosi | F. 19 | Ave. 416 | Rd. 128 | Ralph Rd. | N. Side | Driveway | 25 | 2 | 3 |
| Orosi | F. 2 | Ralph Rd. | Ave. 416 | Miller Ave. | Both Sides | Driveway | 16 | 5 | 3 |
| Orosi | F. 20 | Ave. 416 | Rd. 128 | Ralph Rd. | N. Side | Cross Slope | 102 | 2.4.5.5\% | 3 |
| Orosi | F. 21 | Ave. 416 | Rd. 128 | Ralph Rd. | N. Side | Driveway | 34 | 1 | 3 |
| Orosi | F. 22 | Ave. 416 | Rd. 128 | Ralph Rd. | N. Side | Broken sidewalk | 8 | Poor Condition | 3 |
| Orosi | F. 23 | Ave. 416 | Rd. 128 | Ralph Rd. | S. Side | Driveway | 22 | 1 | 3 |
| Orosi | F. 24 | Ave. 416 | Rd. 128 | Ralph Rd. | S. Side | Cross Slope | 47 | 2.6\%-3.2\% | 3 |
| Orosi | F. 3 | Ralph Rd. | Ave. 416 | Miller Ave. | E. Side | Sidewalk Width | 277 | 2.9' sidewalk width | 3 |
| Orosi | F. 4 | Ralph Rd. | Ave. 416 | Miller Ave. | E. Side | Offset | $2{ }^{\prime \prime}$ |  | 3 |
| Orosi | F. 5 | Ralph Rd. | Ave. 416 | Miller Ave. | E. Side | Cross Slope | 90 | 2.2\%-3.3\% | 3 |
| Orosi | F. 7 | Miller Ave. | Rd. 128 | Ralph Rd. | N. Side | Gap | 207 | Multiple properties | 3 |
| Orosi | F. 8 | Miller Ave. | Rd. 128 | Ralph Rd. | Both Sides | Driveway | 21 | 7 | 3 |
| Orosi | F. 9 | Miller Ave. | Rd. 128 | Ralph Rd. | N. Side | Cross Slope | 126 | 2.4\%-3.3\% | 3 |
| Orosi | 6.34 | Eddy Rd. | El Monte Way | Miller Ave. | E. Side | Driveway | 37 | 6 | 3 |
| Orosi | 6.35 | Eddy Rd. | El Monte Way | Miller Ave. | E. Side | Broken sidewalk | 7 | Poor Condition | 3 |
| Orosi | G. 6 | Miller Ave. | Eddy Rd. | Claude Rd. | N. Side | Sidewalk Width | 159 | 3.3' sidewalk width | 3 |
| Orosi | 6.7 | Miller Ave. | Eddy Rd. | Claude Rd. | N. Side | Offset | 3/4" |  | 3 |
| Orosi | G. 8 | Miller Ave. | Eddy Rd. | Claude Rd. | N. Side | Broken sidewalk | 155 | Extremely Damaged sidewalk | 3 |
| Orosi | G.9 | Miller Ave. | Eddy Rd. | Claude Rd. | N. Side | Obstruction | 1.8 | 2 Mailboxes | 3 |
| Orosi | H. 1 | Rd. 125 | Ave. 416 | Miller Ave. | W. Side | Cross Slope | 297 | 2.4\%-3.9\% | 3 |
| Orosi | H. 2 | Rd. 125 | Ave. 416 | Miller Ave. | W. Side | Trans to Driveway | 2 Driveway | need transitions | 3 |
| Orosi | н. 3 | Rd. 125 | Ave. 416 | Miller Ave. | W. Side | Driveway | 26 | 1 | 3 |
| Orosi | H. 30 | Rd. 125 | Ave. 416 | Miller Ave. | E. Side | Broken sidewalk | 45 | Poor Condition | 3 |
| Orosi | H. 31 | Rd. 125 | Ave. 416 | Miller Ave. | E. Side | Cross Slope | 30 | 2.9\%-3.1\% | 3 |
| Orosi | H. 32 | Rd. 125 | Ave. 416 | Miller Ave. | E. Side | Gap | 130 | Multiple properties | 3 |
| Orosi | H. 42 | Miller Ave. | Rd, 126 | Eddy Rd. | N. Side | Obstruction | 1.9 | Power pole | 3 |
| Orosi | H. 43 | Miller Ave. | Rd, 126 | Eddy Rd. | N. Side | Offset | 3/4" |  | 3 |
| Orosi | H. 44 | Miller Ave. | Rd, 126 | Eddy Rd. | s. Side | Broken sidewalk | 85 | Poor Condition | 3 |
| Orosi | H. 47 | Rd. 126 | Ave. 416 | Miller Ave. | W. Side | Gap | 134 | Multiple properties | 3 |
| Orosi | H. 48 | Rd. 126 | Ave. 416 | Miller Ave. | W. Side | Driveway | 28 | 1 | 3 |
| Orosi | H. 49 | Rd. 126 | Ave. 416 | Miller Ave. | W. Side | Driveway | 42 | 1 | 3 |
| Orosi | J. 11 | Ave. 419 | Van Tassel Rd. | Rd. 126 | S. Side | Offset | $1^{\prime \prime}$ |  | 3 |
| Orosi | J.12 | Ave. 419 | Van Tassel Rd. | Rd. 126 | S. Side | Cross Slope | 84 | 3.1\%-7.0\% | 3 |
| Orosi | J. 13 | Ave. 419 | Van Tassel Rd. | Rd. 126 | S. Side | Gap | 260 | Multiple properties | 3 |
| Orosi | ${ }^{1.14}$ | Ave. 419 | Van Tassel Rd. | Rd. 126 | Both Sides | Driveway | 17 | 4 | 3 |
| Orosi | M. 16 | Rd. 124 | Badger Ave. | Whittaker Ave. | W. Side | End of sidewalk |  |  | 3 |
| Orosi | M. 17 | Rd. 124 | Badger Ave. | Whittaker Ave. | E. Side | Gap | 160 | Single property | 3 |
| Orosi | M. 18 | Rd. 124 | Dennison Dr. | Badger Ave. | E. Side | Cross Slope | 90 | 3.2\%-4.0\% | 3 |
| Orosi | M. 21 | Rd. 124 | Sequia Ave. | Dennison Dr. | E. Side | Cross Slope | 315 | 2.7\%-4.4\% | 3 |
| Orosi | M. 23 | Rd. 124 | Sequia Ave. | Badger Ave. | W. Side | Cross Slope | 300 | 2.6\%-4.4\% | 3 |
| Orosi | N. 1 | Rd. 124 | Ave. 416 | Sequia Ave. | W. Side | Gap | 234 | Multiple properties | 3 |
| Orosi | N. 2 | Rd. 124 | Ave. 416 | Sequia Ave. | W. Side | Offset | 3/4" |  | 3 |
| Orosi | N. 21 | Rd. 124 | Ave. 416 | Sequia Ave. | E. Side | Gap | 327 | Multiple properties | 3 |
| Orosi | N.22 | Rd. 124 | Ave. 416 | Sequia Ave. | E. Side | Cross Slope | 90 | 3.3\%-3.9\% | 3 |
| Orosi | N. 23 | Rd. 124 | Ave. 4116 | Sequia Ave. | E. Side | Driveway | 25 | 1 | 3 |
| Orosi | N. 3 | Rd. 124 | Ave. 416 | Sequia Ave. | W. Side | Trans to Driveway | 1 Driveway | need transitions | 3 |
| Orosi | 0.54 | Rd. 124 | Ella Ave. | El Monte Way | E. Side | Gap | 140 | Single property | 3 |
| Orosi | 0.55 | Rd. 124 | Ella Ave. | El Monte Way | E. Side | Driveway | 24 |  | 3 |
| Orosi | 0.56 | Rd. 124 | Ella Ave. | El Monte Way | E. Side | Cross Slope | 20 | 2.6\%-3.3\% | 3 |
| Orosi | 0.57 | Rd. 124 | Ella Ave. | El Monte Way | W. Side | Driveway | 42 |  | 3 |
| Orosi | 0.58 | Rd. 124 | Ella Ave. | El Monte Way | W. Side | Cross Slope | 96 | 2.7\%-4.4\% | 3 |
| Orosi | 0.59 | Rd. 124 | Ella Ave. | El Monte Way | W. Side | Gap | 60 | Single property | 3 |
| Orosi | 0.60 | Rd. 124 | Ave. 415 | Ella Ave. | W. Side | Driveway | 25 |  | 3 |
| Orosi | 0.61 | Rd. 124 | Ave. 415 | Ella Ave. | W. Side | Cross Slope | 40 | 2.5\%-4.4\% | 3 |
| Orosi | 0.62 | Rd. 124 | Ave. 415 | Ella Ave. | W. Side | Driveway | 18 | 1 | 3 |
| Orosi | 0.63 | Rd. 124 | Ave. 415 | Ella Ave. | W. Side | End of sidewalk |  |  | 3 |
| Orosi | P. 17 | David Rd. | Ella Ave. | Ave. 416 | W. Side | Gap | 120 | Single property | 3 |
| Orosi | P. 18 | David Rd. | Ella Ave. | Ave. 416 | W. Side | Gap | 220 | Multiple properties | 3 |
| Orosi | P. 2 | David Rd. | Ella Ave. | Ave. 416 | E. Side | Cross Slope | 76 | 2.8\%-3.6\% | 3 |
| Orosi | P. 3 | David Rd. | Ella Ave. | Ave. 416 | E. Side | Gap | 55 | Single property | 3 |
| Orosi | s. 1 | Rd. 124 | Aceves Ave. | Ave. 413 | E. Side | Offset | ${ }^{1.5}{ }^{\text {" }}$ |  | 3 |
| Orosi | s. 10 | Rd. 124 | Edward Ave. | Aceves Ave. | E. Side | Offset | 1/2" |  | 3 |
| Orosi | s. 11 | Rd. 124 | Edward Ave. | Aceves Ave. | E. Side | Offset | $1^{\prime \prime}$ | Deoressed Segment 3 offsets | 3 |
| Orosi | s. 12 | Rd. 124 | Edward Ave. | Aceves Ave. | E. Side | Offset | 3/4" | Depressed Utility Cover | 3 |
| Orosi | s. 13 | Rd. 124 | Edward Ave. | Aceves Ave. | E. Side | Gap | 270 | Multiple properties | 3 |
| Orosi | S. 14 | Rd. 124 | Edward Ave. | Aceves Ave. | E. Side | Broken Sidewalk | 6 | Poor Condition | 3 |
| Orosi | S. 17 | Rd. 124 | Ave. 408 | Edward Ave. | E. Side | Obstruction | 2.4 | Utility Box | 3 |
| Orosi | S. 2 | Rd. 124 | Aceves Ave. | Ave. 413 | E. Side | Offset | $1^{\prime \prime}$ |  | 3 |
| Orosi | 5. 20 | Rd. 124 | Ave. 408 | Edward Ave. | E. Side | Cross Slope | 92 | 2.9\%-3.5\% | 3 |
| Orosi | s. 3 | Rd. 124 | Aceves Ave. | Ave. 413 | E. Side | End of Sidewalk |  |  | 3 |
| Orosi | 5. 7 | Rd. 124 | Edward Ave. | Aceves Ave. | E. Side | Cross Slope | 89 | 2.4\%-5.2\% | 3 |
| Orosi | 5.8 | Rd. 124 | Edward Ave. | Aceves Ave. | E. Side | Obstruction | 2.3 | Mailbox | 3 |
| Orosi | 5.9 | Rd. 124 | Edward Ave. | Aceves Ave. | Both Sides | Driveway | 19 | 12 | 3 |
| Orosi | x. 53 | Ave. 413 | Rd. 128 | Rd. 127 | N. Side | Obstruction | 200 | Sidewalk width $3^{\prime}$ | 3 |
| Orosi | x. 56 | Ave. 413 | Rd. 128 | Rd. 127 | N. Side | Driveway | 28 | 2 | 3 |
| Orosi | x. 57 | Ave. 413 | Rd. 128 | Rd. 127 | N. Side | Cross Slope | 167 | 2.8-3.5\% | 3 |
| Orosi | x. 58 | Ave. 413 | Rd. 128 | Rd. 127 | S. Side | Gap | 136 | Single property | 3 |
| Orosi | X. 59 | Ave. 413 | Rd. 128 | Rd. 127 | s. Side | Cross Slope | 20 | 5.5-6.6\% | 3 |

## Path of Travel Inventory

| Orosi | X. 60 | Ave. 413 | Rd. 128 | Rd. 127 | S. Side | Gap | 80 | Single property | 3 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Orosi | X. 61 | Ave. 413 | Rd. 128 | Rd. 127 | S. Side | Gap | 320 | Multiple Properties | 3 |
| Orosi | Y. 1 | Ella Ave. | Mueller | Rd. 128 | S. Side | Cross Slope | 30 | 2.7-3.8\% | 3 |
| Orosi | Y. 23 | Ave. 415 | Rd. 130 | Rd. 128 | S. Side | Gap | 82 | Single Property | 3 |
| Orosi | Y. 24 | Ave. 415 | Rd. 130 | Rd. 128 | S. Side | Gap | 200 | Multiple Properties | 3 |
| Orosi | Z. 14 | Ave. 413 | Rd. 130 | Rd. 128 | N. Side | Gap | 190 | Multiple properties | 3 |
| Orosi | Z.15 | Ave. 413 | Rd. 130 | Rd. 128 | N. Side | Cross Slope | 60 | 3.1-3.5\% | 3 |
| Orosi | Z.16 | Ave. 413 | Rd. 130 | Rd. 128 | N. Side | Driveway | 18 | 4 | 3 |
| Orosi | Z.17 | Ave. 413 | Rd. 130 | Rd. 128 | N. Side | Gap | 170 | Multiple Properties | 3 |
| Orosi | Z. 18 | Ave. 413 | Rd. 130 | Rd. 128 | N. Side | Cross Slope | 28 | 2.7-3.6\% | 3 |
| Orosi | Z.19 | Ave. 413 | Rd. 130 | Rd. 128 | S. Side | Driveway | 25 | 1 | 3 |
| Orosi | Z.20 | Ave. 413 | Rd. 130 | Rd. 128 | S. Side | Driveway | 20 | 1 | 3 |
| Orosi | Z.21 | Ave. 413 | Rd. 130 | Rd. 128 | S. Side | Broken sidewalk | 25 | Poor Condition | 3 |
| Orosi | Z.22 | Ave. 413 | Rd. 130 | Rd. 128 | S. Side | Cross Slope | 33 | 3.3-4.2\% | 3 |
| Orosi | Z.23 | Ave. 413 | Rd. 130 | Rd. 128 | S. Side | Driveway | 35 | 1 | 3 |
| Pixley | A. 31 | E. Court Ave | Elm St. | Walnut St. | S. Side | Driveway | 42 | 1 | 3 |
| Pixley | A. 32 | E. Court Ave | Elm St. | Walnut St. | S. Side | Cross slope | 45 | 3.0-3.5\% | 3 |
| Pixley | A. 33 | E. Court Ave | Elm St. | Walnut St. | S. Side | Gap | 152 | Multiple properties | 3 |
| Pixley | A. 34 | E. Court Ave | Elm St. | Walnut St. | S. Side | Driveway | 32 | 3 | 3 |
| Pixley | A. 49 | S. Elm St. | Ellsworth Ave. | Court Ave. | E. Side | Driveway | 32 | 2 | 3 |
| Pixley | A. 50 | S. Elm St. | Ellsworth Ave. | Court Ave. | E. Side | Gap | 230 | Multiple properties | 3 |
| Pixley | A. 51 | S. Elm St. | Ellsworth Ave. | Court Ave. | E. Side | Driveway | 15 | 3 | 3 |
| Pixley | A. 52 | s. Elm St. | Ellsworth Ave. | Court Ave. | E. Side | Obstruction | 2.5 | 4 Mailboxes | 3 |
| Pixley | A. 53 | S. Elm St. | Ellsworth Ave. | Court Ave. | E. Side | Gap | 340 | Multiple properties | 3 |
| Pixley | D. 14 | Terra Bella Ave. | Maple St. | Elm St. | S. Side | End of Sidewalk |  |  | 3 |
| Pixley | D. 15 | Terra Bella Ave. | Maple St. | Elm St. | S. Side | Driveway | 32 | 1 | 3 |
| Pixley | D. 16 | Terra Bella Ave. | Maple St. | Elm St. | S. Side | Cross slope | 80 | 2.2-4.0\% | 3 |
| Pixley | D. 18 | Elm St. | Alila Ave. | Terra Bella Ave. | W. Side | End of Sidewalk |  |  | 3 |
| Pixley | D. 20 | Elm St. | Terra Bella Ave. | Lavonia Ave. | W. Side | End of Sidewalk |  |  | 3 |
| Pixley | D. 21 | Terra Bella Ave. | Maple St. | Elm St. | N. Side | Gap | 490 | Multiple properties | 3 |
| Pixley | D. 22 | Park Dr. | Terra Bella Ave. | Joanne Ave. | E. Side | End of Sidewalk |  |  | 3 |
| Pixley | D. 23 | Park Dr. | Terra Bella Ave. | Joanne Ave. | E. Side | Cross Slope | 20 | 4.30\% | 3 |
| Pixley | D. 25 | Terra Bella Ave. | Park Dr. | Maple St. | N. Side | Driveway | 38 | 2 | 3 |
| Pixley | D. 26 | Terra Bella Ave. | Park Dr. | Maple St. | N. Side | Gap | 180 | Multiple properties | 3 |
| Pixley | E. 4 | Park St. | McCreary Ave. | Davis St. | E. Side | End of sidewalk |  |  | 3 |
| Pixley | E. 5 | Davis St. | Park Dr. | Pine St. | S. Side | Driveway | 23 | 1 | 3 |
| Pixley | F. 10 | Court Ave. | Spani Way | Maple St. | S. Side | Gap | 55 | Single property | 3 |
| Pixley | F. 11 | Court Ave. | Spani Way | Maple St. | S. Side | Driveway | 16 | 3 | 3 |
| Pixley | F. 12 | Court Ave. | Spani Way | Maple St. | S. Side | Cross slope | 50 | 3.5-3.9\% | 3 |
| Pixley | F. 13 | Court Ave. | Spani Way | Maple St. | S. Side | Cross slope | 20 | 4.40\% | 3 |
| Pixley | F. 15 | Court Ave. | Park Dr. | Pine St. | N. Side | Broken Sidewalk |  | Poor Condition | 3 |
| Pixley | F. 17 | Court Ave. | Park Dr. | Pine St. | N. Side | Broken Sidewalk | 15 | Poor Condition | 3 |
| Pixley | F. 18 | Court Ave. | Park Dr. | Pine St. | N. Side | Driveway | 33 | 3 | 3 |
| Pixley | F. 20 | Pine St. | Court Ave. | Howard Ave. | W. Side | End of Sidewalk |  |  | 3 |
| Pixley | F. 3 | Park St. | Franklin Ave. | Court Ave. | W. Side | Cross slope | 40 | 3.8-6.1\% | 3 |
| Pixley | 1.10 | Franklin Ave. | Main St. | Center St. | N. Side | Driveway | 22 | 3 | 3 |
| Pixley | 1.12 | Main St. | Franklin Ave. | Court Ave. | E. Side | Cross slope | 183 | 2.8-6.0\% | 3 |
| Pixley | 1.13 | Main St. | Franklin Ave. | Court Ave. | E. Side | Offset | $1^{\prime}$ | Tripping hazard | 3 |
| Pixley | 1.15 | Court Ave. | Main St. | Center St. | S. Side | Gap | 110 | Multiple properties | 3 |
| Pixley | 1.16 | Court Ave. | Main St. | Center St. | S. Side | Driveway | 18 | 1 | 3 |
| Pixley | 1.17 | Court Ave. | Main St. | Center St. | S. Side | Cross slope | 25 | 2.5-3.3\% | 3 |
| Pixley | 1.3 | Center St. | Franklin Ave. | Court Ave. | W. Side | Cross slope | 36 | 3.3-3.8\% | 3 |
| Pixley | 1.4 | Center St. | Franklin Ave. | Court Ave. | W. Side | Driveway | 15 | 3 | 3 |
| Pixley | 1.5 | Center St. | Franklin Ave. | Court Ave. | W. Side | Gap | 36 | Single property | 3 |
| Pixley | 1.6 | Center St. | Franklin Ave. | Court Ave. | W. Side | Gap | 150 | Multiple properties | 3 |
| Pixley | 1.8 | Franklin Ave. | Main St. | Center St. | N. Side | Gap | 125 | Multiple properties | 3 |
| Pixley | 1.9 | Franklin Ave. | Main St. | Center St. | N. Side | Cross slope | 71 | 2.8-6.0\% | 3 |
| Pixley | J. 1 | Franklin Ave. | Main St. | Center St. | S. Side | Cross slope | 65 | 4.0-7.0\% | 3 |
| Pixley | J. 10 | Ellsworth Ave. | Main St. | Center St. | S. Side | End of sidewalk | 10 | Transition too steep, Slope at 15.0\% | 3 |
| Pixley | ग. 11 | Ellsworth Ave. | Main St. | Center St. | s. Side | Offset | 3/4" |  | 3 |
| Pixley | J. 2 | Franklin Ave. | Main St. | Center St. | S. Side | Driveway | 24 | 3 | 3 |
| Pixley | 1.26 | Franklin Ave. | Main St. | Center St. | S. Side | Gap | 174 | Multiple properties | 3 |
| Pixley | J. 4 | Center St. | Ellsworth Ave. | Franklin Ave. | W. Side | Driveway | 36 | 1 | 3 |
| Pixley | ग. 6 | Ellsworth Ave. | Main St. | Center St. | N. Side | Gap | 184 | Multiple properties | 3 |
| Pixley | J. 9 | Ellsworth Ave. | Main St. | Center St. | S. Side | Gap | 130 | Multiple properties | 3 |
| Pixley | K. 10 | Compton Ave. | Main St. | Center St. | S. Side | Gap | 20 | Single property | 3 |
| Pixley | K. 11 | Compton Ave. | Main St. | Center St. | S. Side | End of Sidewalk |  | Slope of 21.3\% | 3 |
| Pixley | K. 12 | Compton Ave. | Main St. | Center St. | S. Side | Gap | 30 | Single property | 3 |
| Pixley | K. 14 | Center St. | Bradbury Ave. | Compton Ave. | W. Side | Gap | 172 | Multiple properties | 3 |
| Pixley | K.16 | Bradbury Ave. | Main St. | Center St. | N. Side | Gap | 100 | Multiple properties | 3 |
| Pixley | K. 17 | Bradbury Ave. | Main St. | Center St. | N. Side | Driveway | 17 | 3 | 3 |
| Pixley | K. 18 | Bradbury Ave. | Main St. | Center St. | N. Side | Broken sidewalk | 165 | Poor Condition | 3 |
| Pixley | K. 24 | Main St. | Allen Ave. | Bradbury Ave. | E. Side | Gap | 100 | Multiple properties | 3 |
| Pixley | K. 6 | Compton Ave. | Main St. | Center St. | N. Side | Gap | 30 | Single property | 3 |
| Pixley | K. 7 | Compton Ave. | Main St. | Center St. | N. Side | Gap | 150 | Multiple properties | 3 |
| Pixley | 0.7 | Terra Bella St. | Main St. | SR. 99 | S. Side | Offset | 3/4" | Tripping hazard | 3 |
| Pixley | 0.8 | Terra Bella St. | Main St. | SR. 99 | S. Side | Cross slope | 100 | 3.5-4.6\% | 3 |
| Pixley | 0.9 | Terra Bella St. | Main St. | SR. 99 | S. Side | Driveway | 39 | 1 | 3 |
| Poplar | A. 2 | Ave 145 | Ave. 145 (N/S) | Walker | S. Side | Cross Slope | 300 | 2.0\%-3.6\% | 3 |
| Poplar | B. 1 | Rd 190 | DEAD END | Ave. 145 | W. Side | Driveway | 30 | 1 | 3 |
| Poplar | B. 3 | Ave 145 | Walker | Rd. 190 | S. Side | Cross Slope | 172 | 2.4\%-4.2\% | 3 |
| Poplar | B. 8 | Ave 145 | Walker | Rd. 190 | N. Side | Cross Slope | 131 | 2.2\%-3.2\% | 3 |
| Poplar | G. 1 | Rd. 192 | Scranton Ave. | Ave. 144 | E. Side | Cross Slope | 40 | 2.1\%-2.9\% | 3 |
| Poplar | G.2 | Rd. 192 | Scranton Ave. | Ave. 144 | E. Side | Driveway | 49 | 1 | 3 |
| Poplar | G. 3 | Rd. 192 | Scranton Ave. | Ave. 144 | E. Side | Broken Sidewalk | 1 | Chipped out Joint | 3 |
| Poplar | G. 4 | Rd. 192 | Scranton Ave. | Ave. 144 | E. Side | Cross Slope | 56 | 0.26 | 3 |
| Poplar | G. 5 | Rd. 192 | Scranton Ave. | Ave. 144 | E. Side | Driveway | 35 | 1 | 3 |
| Poplar | G. 6 | Rd. 192 | Scranton Ave. | Ave. 144 | E. Side | Cross Slope | 20 | 0.25 | 3 |
| Poplar | 6.7 | Rd. 192 | Scranton Ave. | Ave. 144 | E. Side | Offset | 1/2" |  | 3 |
| Richgrove | B. 11 | Guerrero Ave | Richgrove Dr. | Rowland St. | S. Side | Cross Slope | 65 | 2.8\%-3.8\% | 3 |
| Richgrove | B. 12 | Guerrero Ave | Richgrove Dr. | Rowland St. | S. Side | Offset | 1/2" | Dranage Cover | 3 |
| Richgrove | B. 13 | Guerrero Ave | Richgrove Dr. | Rowland St. | S. Side | Driveway | 22 | 1 | 3 |
| Richgrove | B. 5 | Richgrove Ave | Guerrero Ave. | Ave. 8 | E. Side | Cross Slope | 549 | 3.3\%-5.2\% | 3 |
| Richgrove | B. 6 | Richgrove Ave | Guerrero Ave. | Ave. 8 | E. Side | Driveway | 30 | 1 | 3 |
| Richgrove | B. 9 | Guerrero Ave | Richgrove Dr. | Rowland St. | N. Side | Cross Slope | 320 | 2.6\%-4.5\% | 3 |
| Richgrove | C. 10 | Rd 210 | Flores Ave. | Guerrero Ave. | Both sides | Driveway | 35 | 2 | 3 |
| Richgrove | c. 12 | Guerrero Ave | Rowland St. | Rd. 210 | S. Side | Cross Slope | 396 | 2.2\%-3.4\% | 3 |
| Richgrove | C. 13 | Guerrero Ave | Rowland St. | Rd. 210 | Both sides | Driveway | 26 | 1 | 3 |
| Richgrove | C. 14 | Guerrero Ave | Rowland St. | Rd. 210 | Both sides | Driveway | 32 | 2 | 3 |
| Richgrove | c. 15 | Guerrero Ave | Rowland St. | Rd. 210 | S. Side | Cross Slope | 85 | 3.1\%-3.7\% | 3 |
| Richgrove | c. 7 | Guerrero Ave | Rowland St. | Rd. 210 | Both sides | Driveway | 22 | 14 | 3 |

## Path of Travel Inventory

| Richgrove | D. 1 | Rd 210 | Flores Ave. | Guerrero Ave. | W. Side | Cross Slope | 101 | 2.3\%-3.4\% | 3 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Richgrove | D. 2 | Rd 210 | Flores Ave. | Guerrero Ave. | W. Side | Offset | 1/2" |  | 3 |
| Richgrove | D. 23 | Rd 210 | Ave. 4 | Diaz Ave. | W. Side | Cross Slope | 49 | 2.6\%-3.7\% | 3 |
| Richgrove | D. 24 | Rd 210 | Ave. 4 | Diaz Ave. | Both sides | Driveway | 22 | 5 | 3 |
| Richgrove | F. 20 | Ave 4 | Vineyard Dr. | Rd. 210 | Both sides | Driveway | 22 | 4 | 3 |
| Richgrove | F. 21 | Ave 5 | Vineyard Dr. | Rd. 210 | Both sides | Driveway | 30 | 2 | 3 |
| Strathmore | E. 2 | Bruce Dr. | Orange Belt Dr. | Balfour Dr. | S. Side | Cross Slope | 36 | 2.8\%-3.2\% | 3 |
| Strathmore | E. 3 | Bruce Dr. | Orange Belt Dr. | Balfour Dr. | s. Side | Gap | 20 | Alley | 3 |
| Strathmore | E. 41 | Lawson Dr. | Orange Belt dr. | Balfour Dr. | N. Side | Cross Slope | 124 | 3.2\%-3.7\% | 3 |
| Strathmore | E. 42 | Lawson Dr. | Orange Belt Dr. | Balfour Dr. | S. Side | Broken Sidewalk | 130 | 9' wide Poor Condition | 3 |
| Strathmore | F. 2 | Ave 198 | Rd. 230 | Rd. 231 | S. Side | Gap | 150 | Multiple properties | 3 |
| Strathmore | F. 3 | Ave 198 | Rd. 230 | Rd. 231 | N. Side | Cross Slope | 95 | 3.9-4.1\% | 3 |
| Strathmore | F. 4 | Ave 198 | Rd. 230 | Rd. 231 | Both sides | Driveway | 35 | 5 | 3 |
| Strathmore | F. 5 | Ave 198 | Rd. 230 | Rd. 231 | S. Side | Gap | 132 | Multiple properties | 3 |
| Strathmore | G. 1 | Ave 194 | Wallace Rd. | Richardson Rd. | S. Side | End of Sidewalk |  |  | 3 |
| Strathmore | 6.10 | Rd. 230 | Ave. 195 | Ave. 196 | W. Side | Cross Slope | 46 | 3.1\%-3.9\% | 3 |
| Strathmore | G.11 | Rd. 230 | Ave. 195 | Ave. 196 | W. Side | Driveway | 30 | 1 | 3 |
| Strathmore | G. 12 | Rd. 230 | Ave. 195 | Ave. 196 | W. Side | Cross Slope | 95 | 2.5\%-3.0\% | 3 |
| Strathmore | G. 15 | Frazier Hwy | Rd. 230 | Wallace Rd. | S. Side | Cross Slope | 50 | 2.4\%-3.5\% | 3 |
| Strathmore | G. 16 | Frazier Hwy | Rd. 230 | Wallace Rd. | S. Side | Gap | 150 | Multiple properties | 3 |
| Strathmore | 6.19 | Frazier Hwy | Wallace Rd. | Richardson Rd. | S. Side | Gap | 95 | Multiple properties | 3 |
| Strathmore | G. 2 | Ave 194 | Wallace Rd. | Rd. 232 | Both sides | Driveway | 32 | 2 | 3 |
| Strathmore | G. 22 | Frazier Hwy | Richardson Rd. | Rd. 231 | S. Side | Gap | 90 | Multiple properties | 3 |
| Strathmore | G. 3 | Ave 194 | Richardson Rd. | Rd. 232 | S. Side | Cross Slope | 62 | 3.0\%-3.9\% | 3 |
| Strathmore | G. 4 | Ave 194 | Wallace Rd. | Rd. 232 | Both sides | Driveway | 16 | 4 | 3 |
| Strathmore | G. 5 | Ave 194 | Richardson Rd. | Rd. 232 | S. Side | Cross Slope | 60 | 3.1\%-4.2\% | 3 |
| Strathmore | G. 6 | Ave 194 | Richardson Rd. | Rd. 232 | S. Side | Cross Slope | 26 | 3.1\%-8.6\% | 3 |
| Strathmore | G. 7 | Ave 194 | Richardson Rd. | Rd. 232 | s. Side | Cross Slope | 79 | 5.2\%-7.3\% | 3 |
| Strathmore | G. 8 | Ave 194 | Richardson Rd. | Rd. 232 | S. Side | End of Sidewalk |  |  | 3 |
| Strathmore | 6. 9 | Rd. 230 | Ave. 195 | Ave. 196 | W. Side | End of Sidewalk |  |  | 3 |
| Strathmore | H. 1 | Orange Belt Dr. | 8th Ave. | Bishop Ave. | E. Side | Gap | 92 | Multiple properties | 3 |
| Strathmore | H. 18 | Frazier Hwy | Orange Belt Dr. | Balfour Dr. | N. Side | Gap | 57 | Single Property | 3 |
| Strathmore | H. 19 | Frazier Hwy | Orange Belt Dr. | Balfour Dr. | N. Side | Cross Slope | 84 | 2.3\%-3.8\% | 3 |
| Strathmore | H. 20 | Frazier Hwy | Orange Belt Dr. | Balfour Dr. | N. Side | Sidewalk Width | 80 | Parking Lot Corsses over sidewalk | 3 |
| Strathmore | H. 22 | Balfour Rd | Ave. 196 | Bruce Dr. | W. Side | Driveway | 20 | 2 | 3 |
| Strathmore | H. 24 | Frazier Hwy | Balfour Dr. | Rd. 230 | S. Side | Cross Slope | 190 | 2.8\%-4.6\% | 3 |
| Strathmore | H. 25 | Frazier Hwy | Orange Belt dr. | Rd, 230 | Both sides | Driveway | 20 | 3 | 3 |
| Strathmore | H. 26 | Frazier Hwy | Balfour Dr. | Rd. 230 | S. Side | Gap | 125 | Multiple properties | 3 |
| Strathmore | H. 27 | Frazier Hwy | Orange Belt Dr. | Balfour Dr. | S. Side | Cross Slope | 49 | 3.2\%-4.1\% | 3 |
| Strathmore | H. 28 | Frazier Hwy | Orange Belt Dr. | Balfour Dr. | S. Side | Offset | 1/2" |  | 3 |
| Strathmore | H. 3 | Orange Belt Dr. | 8 th Ave. | Bishop Ave. | E. Side | Cross Slope | 56 | 3.1\%-3.9\% | 3 |
| Sultana | C. 10 | E.EI Monte Way | Rd. 103 | Rd. 104 | N. Side | Cross Slope | 104 | 2.4\%-4.3\% | 3 |
| Sultana | C. 11 | E.EI Monte Way | Rd. 103 | Rd. 104 | N. Side | Driveway | 40 | 3 | 3 |
| Sultana | C. 14 | E.EI Monte Way | Rd. 103 | Rd. 104 | N. Side | Driveway | 40 | 1 | 3 |
| Sultana | c. 17 | E.El Monte Way | Rd. 103 | Rd. 104 | N. Side | End of Sidewalk |  |  | 3 |
| Sultana | C. 5 | Rd 104 | Ave. 416 | Ave. 417 | W. Side | Cross Slope | 126 | 2.4\%-2.7\% | 3 |
| Sultana | c. 8 | Rd 104 | Ave. 416 | Ave. 417 | W. Side | Driveway | 42 | 1 | 3 |
| Sultana | c. 9 | Rd 104 | Ave. 416 | Ave. 417 | W. Side | End of Sidewalk |  |  | 3 |
| Terra Bella | A. 1 | Ave. 96 | Rd. 236 | 2nd St | N. Side | End of Sidewalk |  |  | 3 |
| Terra Bella | A. 2 | Ave. 96 | Rd. 236 | 2nd St | N. Side | Cross Slope | 184 | 2.4\%-3.4\% | 3 |
| Terra Bella | A. 9 | Ave. 96 | Rd. 236 | 2nd St | N. Side | Gap | 82 | Multiple properties | 3 |
| Terra Bella | B. 1 | Terra Bella Ave. | Rd. 234 | Clemens Rd. | N. Side | End of Sidewalk |  |  | 3 |
| Terra Bella | B. 12 | Terra Bella Ave. | Rd. 234 | Clemens Rd. | S. Side | Driveway | 22 | 1 | 3 |
| Terra Bella | B. 13 | Terra Bella Ave. | Rd. 234 | Clemens Rd. | S. Side | End of Sidewalk |  |  | 3 |
| Terra Bella | B. 2 | Terra Bella Ave. | Rd. 234 | Clemens Rd. | N. Side | Driveway | 21 | 1 | 3 |
| Terra Bella | B. 4 | Terra Bella Ave. | Rd. 234 | Clemens Rd. | N. Side | Cross Slope | 120 | 2.5-3.6\% | 3 |
| Terra Bella | C. 16 | Rd. 237 | Terra Bella Ave. | Champhor Ave. | E. Side | Driveway | 20 | 1 | 3 |
| Terra Bella | C. 17 | Rd. 237 | Terra Bella Ave. | Champhor Ave. | E. Side | Offset | 1/2" |  | 3 |
| Terra Bella | C. 18 | Rd. 237 | Terra Bella Ave. | Champhor Ave. | E. Side | Offset | 1/2" |  | 3 |
| Terra Bella | c. 3 | Terra Bella Ave. | Rd. 237 | Rd. 238 | S. Side | Driveway | 16 | 1 | 3 |
| Terra Bella | C. 38 | Terra Bella Ave. | Rd. 237 | Rd. 238 | N. Side | Cross Slope | 57 | 2.6-3.4\% | 3 |
| Terra Bella | c. 39 | Terra Bella Ave. | Rd. 237 | Rd. 238 | N. Side | Broken Sidewalk | 52 | Poor Condition | 3 |
| Terra Bella | c. 4 | Terra Bella Ave. | Rd. 237 | Rd. 238 | S. Side | Offset | 21 | 3 separate offsets on road each approx. | 3 |
| Terra Bella | C. 40 | Terra Bella Ave. | Rd. 237 | Rd. 238 | N. Side | Offset | $1 / 2^{\prime \prime}$ |  | 3 |
| Terra Bella | c. 41 | Terra Bella Ave. | Rd. 237 | Rd. 238 | N. Side | Cross Slope | 37 | 2.4-3.1\% | 3 |
| Terra Bella | C. 42 | Terra Bella Ave. | Rd. 237 | Rd. 238 | N. Side | Offset | ${ }^{1 \prime}$ |  | 3 |
| Terra Bella | C. 43 | Rd. 237 | Terra Bella Ave. | Champhor Ave. | w. Side | Cross Slope | 76 | 2.4-3.8\% includes 8 " vertical offset | 3 |
| Terra Bella | c. 44 | Rd. 237 | Terra Bella Ave. | Champhor Ave. | W. Side | Driveway | 19 | 2 | 3 |
| Terra Bella | C. 45 | Rd. 237 | Terra Bella Ave. | Champhor Ave. | W. Side | Broken Sidewalk | 33 | Poor Condition | 3 |
| Terra Bella | C. 46 | Rd. 237 | Terra Bella Ave. | Champhor Ave. | W. Side | Cross Slope | 46 | 2.70\% | 3 |
| Terra Bella | c. 49 | Rd. 237 | Champhor Ave. | Ave. 96 | W. Side | Broken Sidewalk | 362 | Poor Condition | 3 |
| Terra Bella | C. 5 | Terra Bella Ave. | Rd. 237 | Rd. 238 | S. Side | Cross Slope | 35 | 0.28 | 3 |
| Terra Bella | c. 6 | Terra Bella Ave. | Rd. 237 | Rd. 238 | s. Side | Broken Sidewalk | 12 | Poor Condition | 3 |
| Terra Bella | c. 7 | Terra Bella Ave. | Rd. 237 | Rd. 238 | S. Side | Broken Sidewalk | 128 | Poor Condition | 3 |
| Terra Bella | c. 8 | Terra Bella Ave. | Rd. 237 | Rd. 238 | S. Side | End of Sidewalk |  |  | 3 |
| Terra Bella | G. 1 | Terra Bella Ave | Rd. 236 | Rd. 237 | s. Side | Cross Slope | 83 | 2.8-4.0\% | 3 |
| Terra Bella | G. 10 | Rd 236 | Magnolia Ave. | Terra Bella Ave. | E. Side | Broken Sidewalk | 100 | Poor Condition | 3 |
| Terra Bella | G.13 | Rd 236 | Terra Bella Ave. | Ave. 96 | W. Side | Cross Slope | 279 | 4.0-11.0\% | 3 |
| Terra Bella | G.2 | Terra Bella Ave | Rd. 236 | Rd. 237 | S. Side | Offset | $1^{\prime \prime}$ |  | 3 |
| Terra Bella | 6.3 | Terra Bella Ave | Rd. 236 | Rd. 237 | S. Side | Cross Slope | 52 | 2.70\% | 3 |
| Terra Bella | G. 4 | Terra Bella Ave | Rd. 236 | Rd. 237 | S. Side | Offset | 1/2" | Tripping Hazard | 3 |
| Terra Bella | 6. 5 | Terra Bella Ave | Rd. 236 | Rd. 237 | s. Side | Broken Sidewalk | 28 | Poor Condition | 3 |
| Terra Bella | G. 6 | Terra Bella Ave | Rd. 236 | Rd. 237 | S. Side | Broken Sidewalk | 27 | Poor Condition | 3 |
| Terra Bella | G. 8 | Rd 236 | Magnolia Ave. | Terra Bella Ave. | E. Side | Driveway | 24 | , | 3 |
| Terra Bella | G. 9 | Rd 236 | Magnolia Ave. | Terra Bella Ave. | E. Side | Cross Slope | 10 | 2.90\% | 3 |
| Terra Bella | H. 2 | Ave 93 | Rd. 236 | Rd. 237 | N. Side | Cross Slope | 125 | 3.0-3.6\% | 3 |
| Terra Bella | H. 26 | Magnolia Ave | Rd. 236 | Rd. 237 | S. Side | Driveway | 52 | 1 | 3 |
| Terra Bella | H. 27 | Magnolia Ave | Rd. 236 | Rd. 237 | S. Side | Cross Slope | 110 | 2.3-3.0\% | 3 |
| Terra Bella | H. 3 | Ave 93 | Rd. 236 | Rd. 237 | N. Side | End of Sidewalk |  |  | 3 |
| Terra Bella | H. 33 | Rd 236 | Acacia Ave. | Magnolia Ave. | E. Side | Gap | 198 | Multiple properties | 3 |
| Terra Bella | H. 34 | Rd 236 | Acacia Ave. | Magnolia Ave. | E. Side | Driveway | 30 | 1 | 3 |
| Terra Bella | H. 35 | Rd 236 | Pepper Ave. | Acacia Ave. | E. Side | Cross Slope | 64 | 2.4-3.5\% | 3 |
| Terra Bella | H. 36 | Rd 236 | Pepper Ave. | Acacia Ave. | E. Side | Gap | 18 | Single Property | 3 |
| Terra Bella | H. 37 | Rd 236 | Pepper Ave. | Acacia Ave. | E. Side | Gap | 142 | Multiple properties | 3 |
| Terra Bella | H. 4 | Rd 236 | Ave, 93 | Pepper Ave. | E. Side | Offset | 1-1/2" |  | 3 |
| Terra Bella | H. 5 | Rd 236 | Ave, 93 | Pepper Ave. | E. Side | Gap | 170 | Multiple properties | 3 |
| Tipton | D. 2 | E. Woods Ave. | Smith Rd. | Newman Rd. | N. Side | Driveway | 17 | 5 | 3 |
| Tipton | D. 3 | E. Woods Ave. | Smith Rd. | Newman Rd. | N. Side | Broken sidewalk | 14 | Poor Condition | 3 |
| Tipton | D. 4 | E. Woods Ave. | Smith Rd. | Newman Rd. | N. Side | End of Sidewalk |  |  | 3 |
| Tipton | D. 6 | E. Woods Ave. | Smith Rd. | Newman Rd. | Both sides | Driveway | 22 | 3 | 3 |
| Tipton | D. 7 | E. Woods Ave. | Smith Rd. | Newman Rd. | s. Side | Cross slope | 25 | 3.2\%-3.6\% | 3 |

## Path of Travel Inventory

| Tipton | E. 5 | Spencer Rd. | Adams Rd. | Smith Rd. | N. Side | Cross Slope | 110 | 2\%-3.6\% | 3 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Tipton | E. 6 | Adams Rd. | Jayna Ave. | Spencer Rd. | E. Side | End of Sidewalk |  |  | 3 |
| Tipton | E. 7 | Adams Rd. | Jayna Ave. | Spencer Rd. | E. Side | Cross Slope | 208 | 2.3-4.4\% | 3 |
| Tipton | E. 8 | Adams Rd. | Jayna Ave. | Spencer Rd. | E. Side | Driveway | 22 | 3 | 3 |
| Tipton | E. 9 | Adams Rd. | Jayna Ave. | Spencer Rd. | E. Side | Offset | 1/2" |  | 3 |
| Tipton | E. 11 | Spencer Rd. | Adams Rd. | Smith Rd. | S. Side | Offset | 1/4" |  | 3 |
| Tipton | E. 12 | Spencer Rd. | Adams Rd. | Smith Rd. | S. Side | Offset | 1/4" |  | 3 |
| Tipton | E. 13 | Spencer Rd. | Adams Rd. | Smith Rd. | S. Side | Driveway | 20 | 1 | 3 |
| Tipton | E. 14 | Spencer Rd. | Adams Rd. | Smith Rd. | S. Side | Gap | 100 | Single property | 3 |
| Tipton | E. 16 | Smith Rd. | Jayna Ave. | Spencer Rd. | W. Side | End of Sidewalk |  |  | 3 |
| Tipton | E. 20 | Newman Rd. | Jayna Ave. | Spencer Rd. | W. Side | Driveway | 30 | 2 | 3 |
| Tipton | E. 21 | Newman Rd. | Jayna Ave. | Spencer Rd. | W. Side | End of Sidewalk |  |  | 3 |
| Tipton | F. 1 | N Evans Rd. | Lipscomb Ave. | Ave. 152 | E. Side | End of Sidewalk |  |  | 3 |
| Tipton | F. 2 | N Evans Rd. | Lipscomb Ave. | Ave. 152 | E. Side | Cross Slope | 95 | 2.3-3.1\% | 3 |
| Tipton | F. 3 | N Evans Rd. | Lipscomb Ave. | Ave. 152 | E. Side | Driveway | 30 | 1 | 3 |
| Tipton | F. 5 | Ave 152 | Evans Rd. | Smith Rd. | S. Side | Cross Slope | 186 | 2.8-3.2\% | 3 |
| Tipton | F. 6 | Ave 152 | Evans Rd. | Smith Rd. | S. Side | Offset | 1/2" |  | 3 |
| Tipton | F. 7 | Ave 152 | Evans Rd. | Smith Rd. | S. Side | Broken sidewalk | 155 | Poor Condition | 3 |
| Tipton | F. 8 | Ave 152 | Evans Rd. | Smith Rd. | S. Side | Broken Sidewalk | 80 | Poor Condition | 3 |
| Tipton | F. 9 | Ave 152 | Evans Rd. | Smith Rd. | s. Side | Gap | 242 | Single Property | 3 |
| Tipton | G. 1 | N Thompson Rd. | Lipscomb Ave. | Ave. 152 | W. Side | Driveway | 30 | 1 | 3 |
| Tipton | G.2 | N Thompson Rd. | Lipscomb Ave. | Ave. 152 | W. Side | Broken Sidewalk | 80 | Poor Condition | 3 |
| Tipton | G. 3 | N Thompson Rd. | Lipscomb Ave. | Ave. 152 | W. Side | Driveway | 18 | 1 | 3 |
| Tipton | H.2 | Tipton Overpass | Burnett Rd. | Evans Rd. | N. Side | Broken Sidewalk | 480 | Asphalt Path | 3 |
| Tipton | H. 3 | Tipton Overpass | Burnett Rd. | Evans Rd. | N. Side | Offset | $9^{\prime \prime}$ |  | 3 |
| Tipton | H. 4 | Tipton Overpass | Burnett Rd. | Evans Rd. | N. Side | Obstruction | 2.8 | Guardrail | 3 |
| Tipton | H. 5 | Tipton Overpass | Burnett Rd. | Evans Rd. | N. Side | Offset | $2^{\prime \prime}$ | Joint in concrete possible trip hazard | 3 |
| Tipton | H. 6 | Tipton Overpass | Burnett Rd. | Evans Rd. | N. Side | Offset | $9^{\prime \prime}$ |  | 3 |
| Tipton | н. 7 | Tipton Overpass | Burnett Rd. | Evans Rd. | N. Side | Broken Sidewalk | 290 | Asphalt Path | 3 |
| Tipton | H. 8 | Tipton Overpass | Burnett Rd. | Evans Rd. | N. Side | Obstruction | 2 | Power Pole and Stop Sign | 3 |
| Tipton | H.12 | Tipton Overpass | Burnett Rd. | Evans Rd. | S. Side | Broken Sidewalk | 310 | Asphalt Path | 3 |
| Tipton | H. 13 | Tipton Overpass | Burnett Rd. | Evans Rd. | S. Side | Offset | $9^{\prime \prime}$ |  | 3 |
| Tipton | H. 14 | Tipton Overpass | Burnett Rd. | Evans Rd. | S. Side | Obstruction | 2.6 | Guardrail | 3 |
| Tipton | H. 15 | Tipton Overpass | Burnett Rd. | Evans Rd. | S. Side | Cross Slope | 76 | 2.8-3.0\% | 3 |
| Tipton | H. 16 | Tipton Overpass | Burnett Rd. | Evans Rd. | S. Side | Offset | $6^{\prime \prime}$ |  | 3 |
| Tipton | H.17 | Tipton Overpass | Burnett Rd. | Evans Rd. | S. Side | Broken sidewalk | 480 | Asphalt path | 3 |
| Tipton | H. 18 | Tipton Overpass | Burnett Rd. | Evans Rd. | s. Side | Obstruction | 2.8 | Power Pole and Stop Sign | 3 |
| Tipton | 1.9 | Burnett Rd. | Jayna Ave. | Spencer Rd. | E. Side | Cross slope | 38 | 4.30\% | 3 |
| Tipton | 1.10 | Burnett Rd. | Spencer Rd. | Jayna Ave. | E. Side | Cross slope | 30 | 2.90\% | 3 |
| Tipton | J. 9 | S Evans Rd. | Tipton Overpass | Klindera Ave. | E. Side | End of Sidewalk | 100 |  | 3 |
| Tipton | J. 10 | S Evans Rd. | Tipton Overpass | Klindera Ave. | Both sides | Driveway | 32 | 3 | 3 |
| Tipton | J.12 | Klindera Ave. | Evans Rd. | Adams Rd. | Both sides | Driveway | 40 | 3 | 3 |
| Tipton | J.13 | Klindera Ave. | Evans Rd. | Adams Rd. | S. Side | End of Sidewalk |  |  | 3 |
| Woodville | B. 10 | Rd 167 | DEAD END | Ave. 167 | E. Side | End of Sidewalk |  |  | 3 |
| Woodville | B. 12 | Ave 167 | Rd. 167 | Rd. 168 | S. Side | Cross Slope | 85 | 2.4-3.1\% | 3 |
| Woodville | B. 13 | Ave 167 | Rd. 167 | Rd. 168 | s. Side | End of Sidewalk |  |  | 3 |
| East Porterville | D.22 | Bennett St | Springville Ave. | Cleo Ave. | E. Side | Cross Slope | 98 | 2.3\%-3.4\% | 4 |
| East Porterville | D. 23 | Bennett St | Springville Ave. | Cleo Ave. | E. Side | Gap | 115 | Multiple Properties | 4 |
| Goshen | R. 22 | Ave 305 | Ivy Rd. | Kame Dr. | N. Side | Driveway | 20 | 3 | 4 |
| Goshen | R. 23 | Ave 305 | Ivy Rd. | Kame Dr. | N. Side | Broken Sidewalk | 5 | Poor Condition | 4 |
| Goshen | R. 24 | Ave 305 | Ivy Rd. | Kame Dr. | N. Side | Driveway | 26 | 1 | 4 |
| Goshen | R. 25 | Ave 305 | Ivy Rd. | Kame Dr. | N. Side | Driveway | 65 | 1 | 4 |
| Goshen | R. 26 | Ave 305 | Ivy Rd. | Kame Dr. | N. Side | Cross Slope | 8 | 5.10\% | 4 |
| Goshen | T2.25 | Betty Dr. | DEAD END | SR 99 | s. Side | Broken Sidewalk | 10 | Poor Condition | 4 |
| Goshen | T2.27 | Betty Dr. | DEAD END | SR 99 | E. Side | Driveway | 42 | 1 | 4 |
| Goshen | T2.30 | Betty Dr. | DEAD END | SR 99 | W. Side | Driveway | 37 | 1 | 4 |
| Goshen | T2.31 | Betty Dr. | DEAD END | SR 99 | W. Side | Driveway | 40 | 2 | 4 |
| Goshen | T2.32 | Betty Dr. | DEAD END | SR 99 | N. Side | Cross Slope | 22 | 2.3\%-3.0\% | 4 |
| Ivanhoe | H. 10 | Rd 159 | Ave. 328 | Depot Dr. | E. Side | Offset | 1.5" |  | 4 |
| Ivanhoe | H. 11 | Rd 159 | Ave. 328 | Depot Dr. | E. Side | Cross Slope | 43 | 5.1\%-5.5\% | 4 |
| Ivanhoe | H. 12 | Rd 159 | Ave. 328 | Depot Dr. | E. Side | Obstruction | 8 | Utility Box | 4 |
| Ivanhoe | H. 14 | Ave 328 | Rd. 159 | Depot Dr. | N. Side | Driveway | 36 | 2 | 4 |
| Ivanhoe | H. 15 | Ave 328 | Rd. 159 | Depot Dr. | N. Side | Cross slope | 50 | 3.2\%-3.6\% |  |
| Ivanhoe | H. 16 | Ave 328 | Rd. 159 | Depot Dr. | N. Side | Offset | 2.5 " | Crack Control joint | 4 |
| Ivanhoe | H. 17 | Ave 328 | Rd. 159 | Depot Dr. | N. Side | Gap | 165 | Single Property | 4 |
| Ivanhoe | H. 28 | Rd 159 | Ave. 328 | Depot Dr. | W. Side | Gap | 220 | Single Property | 4 |
| Ivanhoe | H. 29 | Rd 159 | Ave. 328 | Depot Dr. | W. Side | Obstruction | 2.2 | Mailbox | 4 |
| Ivanhoe | н. 30 | Rd 159 | Ave. 328 | Depot Dr. | W. Side | Driveway | 77 | 1 | 4 |
| Ivanhoe | H. 31 | Rd 159 | Ave. 328 | Depot Dr. | W. Side | Cross Slope | 21 | 2.9\%-3.8\% | 4 |
| Ivanhoe | H. 32 | Rd 159 | Ave. 328 | Depot Dr. | W. Side | Driveway | 42 | 1 | 4 |
| Ivanhoe | H. 33 | Rd 159 | Ave. 328 | Depot Dr. | W. Side | Gap | 140 | Multiple Properties | 4 |
| Ivanhoe | H. 34 | Rd 159 | Ave. 328 | Depot Dr. | W. Side | Driveway | 40 | 1 | 4 |
| Ivanhoe | H. 35 | Rd 159 | Ave. 328 | Depot Dr. | W. Side | Gap | 270 | Multiple Properties | 4 |
| Ivanhoe | H. 7 | Rd 159 | Ave. 328 | Depot Dr. | E. Side | Gap | 244 | Single Property | 4 |
| Ivanhoe | H. 8 | Rd 159 | Ave. 328 | Depot Dr. | E. Side | Driveway | 30 | 1 | 4 |
| Ivanhoe | H. 9 | Rd 159 | Ave. 328 | Depot Dr. | E. Side | Driveway | 20 | 1 | 4 |
| Pixley | 0.1 | Main St. | SR. 99 OFFRAMP | Terra Bella Ave. | Both sides | Driveway | 43 | 5 | 4 |
| Pixley | 0.2 | Main St. | SR. 99 OFFRAMP | Terra Bella Ave. | E. Side | Broken sidewalk | 22 | Poor Condition | 4 |
| Pixley | 0.3 | Main St. | SR. 99 OFFRAMP | Terra Bella Ave. | E. Side | Broken sidewalk | 5 | Poor Condition | 4 |
| Pixley | 0.4 | Main St. | SR. 99 OFFRAMP | Terra Bella Ave. | E. Side | Cross slope | 20 | 3.60\% | 4 |
| Pixley | 0.5 | Main St. | SR. 99 OFFRAMP | Terra Bella Ave. | E. Side | Gap | 50 | Single property | 4 |
| Strathmore | c. 1 | Meredith Dr. | White Ave. | Preston Ave. | E. Side | Gap | 340 | Multiple properties | 4 |
| Strathmore | c. 3 | HAve. | Ave. 196 | White Ave. | E. Side | Offset | 3/4" | 3' Depressed segment | 4 |
| Strathmore | c. 4 | H. Ave | Ave. 196 | White Ave. | E. Side | Gap | 160 | Multiple properties | 4 |
| Terra Bella | A. 11 | Ave. 96 | Clemens Rd. | Rd. 236 | S. Side | Driveway | 33 | 2 | 4 |
| Terra Bella | B. 10 | Rd. 234 | Ave. 92 | Terra Bella Ave. | E. Side | Driveway | 21 | - | 4 |
| Terra Bella | B. 11 | Rd. 234 | Ave. 92 | Terra Bella Ave. | E. Side | End of Sidewalk |  |  | 4 |
| Tipton | K.2 | Graham Rd. | Klindera Ave. | Woods Ave. | W. Side | Driveway | 90 | 1 | 4 |
| Tipton | k. 3 | Graham Rd. | Klindera Ave. | Woods Ave. | W. Side | Driveway | 22 | 1 | 4 |
| Tipton | K. 4 | Graham Rd. | Klindera Ave. | Woods Ave. | W. Side | Offset | 1/2" |  | 4 |
| Tipton | K. 5 | Graham Rd. | Klindera Ave. | Woods Ave. | W. Side | Offset | $1^{\prime \prime}$ |  | 4 |
| Tipton | K. 6 | Graham Rd. | Klindera Ave. | Woods Ave. | W. Side | Gap | 4 | Single Property | 4 |
| Cutler | A. 1 | Ave. 407 | Rd. 124 | George Rd. | S. Side | Gap | 45 | Single Property | 5 |
| Cutler | A. 11 | Rd. 124 | Ave. 407 | Ave. 408 | E. Side | Cross Slope | 105 | 3.1\%-4.6\% | 5 |
| Cutler | A. 2 | Ave. 407 | Rd. 124 | George Rd. | Both Sides | Driveway | 22 | 15 | 5 |
| Cutler | A. 3 | Ave. 407 | Rd. 124 | George Rd. | S. Side | Obstruction | 2.3 | Mailbox | 5 |
| Cutler | A. 4 | Ave. 407 | Rd. 124 | George Rd. | S. Side | Cross Slope | 210 | 2.6\%-5.3\% | 5 |
| Cutler | A. 5 | Ave. 407 | Rd. 124 | George Rd. | S. Side | Gap | 150 | Multiple Properties | 5 |
| Cutler | A. 6 | Ave. 407 | Rd. 124 | George Rd. | S. Side | Driveway | 30 | 2 | 5 |
| Cutler | A. 7 | Ave. 407 | Rd. 124 | George Rd. | S. Side | Gap | 50 | Multiple Properties | 5 |
| Cutler | A. 8 | Ave. 407 | Rd. 124 | George Rd. | s. Side | Gap | 295 | Multiple Properties | 5 |

## Path of Travel Inventory

| Cutler | D. 1 | George Rd. | Amethyst Ave. | Ave. 407 | W. Side | Gap | 275 | Multiple Properties | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cutler | D. 11 | Amethyst Ave. | Rd. 124 | George Rd. | S. Side | Gap | 280 | Multiple Properties | 5 |
| Cutler | D. 3 | Amethyst Ave. | Rd. 124 | George Rd. | N. Side | Gap | 255 | Multiple Properties | 5 |
| Cutler | D. 4 | Amethyst Ave. | Rd. 124 | George Rd. | Both Sides | Driveway | 19 | 15 | 5 |
| Cutler | D. 5 | Amethyst Ave. | Rd. 124 | George Rd. | N. Side | Cross Slope | 207 | 2.2\%-5.2\% | 5 |
| Cutler | D. 6 | Amethyst Ave. | Rd. 124 | George Rd. | N. Side | Gap | 154 | Multiple Properties | 5 |
| Cutler | D. 7 | Amethyst Ave. | Rd. 124 | George Rd. | N. Side | Obstruction | 2.5 | Telephone Pole | 5 |
| Cutler | D. 8 | Amethyst Ave. | Rd. 124 | George Rd. | N. Side | Gap | 139 | Multiple Properties | 5 |
| Cutler | E. 1 | Emerald Ave. | Rd. 127 | Rd. 128 | Both Sides | Driveway | 17 | 12 | 5 |
| Cutler | E. 12 | Ave. 406 | Eddy Ave. | Rd. 127 | S. Side | Gap | 22 | Single Property | 5 |
| Cutler | E. 13 | Ave. 406 | Eddy Ave. | Rd. 127 | S. Side | Obstruction | 1.5 | Mailbox | 5 |
| Cutler | E. 14 | Ave. 406 | Eddy Ave. | Rd. 127 | S. Side | Cross Slope | 39 | 2.8\%-3.1\% | 5 |
| Cutler | E. 15 | Ave. 406 | Eddy Ave. | Rd. 127 | S. Side | Obstruction | 2.6 | Fire Hydrant | 5 |
| Cutler | E. 18 | Eddy Ave. | Ave. 406 | Amethyst Ave. | E. Side | Gap | 95 | Multiple Properties | 5 |
| Cutler | E. 19 | Eddy Ave. | Ave. 406 | Amethyst Ave. | E. Side | Cross Slope | 150 | 3.0\%-5.2\% | 5 |
| Cutler | E. 2 | Emerald Ave. | Rd. 127 | Rd. 128 | S. Side | Cross slope | 94 | 2.4\%-3.4\% | 5 |
| Cutler | E. 20 | Eddy Ave. | Ave. 407 | Amethyst Ave. | E. Side | Offset | 1/2" |  | 5 |
| Cutler | E. 22 | Amethyst Ave. | Eddy Ave. | Rd. 127 | Both Sides | Driveway | 22 | 14 | 5 |
| Cutler | E. 23 | Amethyst Ave. | Eddy Ave. | Rd. 127 | S. Side | Cross slope | 197 | 2.7\%-7.0\% | 5 |
| Cutler | E. 24 | Amethyst Ave. | Eddy Ave. | Rd. 127 | S. Side | Obstruction | 2.5 | Mailbox | 5 |
| Cutler | E. 25 | Amethyst Ave. | Eddy Ave. | Rd. 127 | S. Side | Obstruction | 2.5 | Utility Cover | 5 |
| Cutler | E. 26 | Amethyst Ave. | Eddy Ave. | Rd. 127 | s. Side | Gap | 32 | Single Property | 5 |
| Cutler | E. 27 | Amethyst Ave. | Eddy Ave. | Rd. 127 | S. Side | Gap | 75 | Multiple Properties | 5 |
| Cutler | E. 30 | Amethyst Ave. | Eddy Ave. | Rd. 127 | N. Side | Gap | 63 | Multiple Properties | 5 |
| Cutler | E. 31 | Amethyst Ave. | Eddy Ave. | Rd. 127 | N. Side | Cross Slope | 150 | 2.3\%-6.0\% | 5 |
| Cutler | E. 32 | Amethyst Ave. | Eddy Ave. | Rd. 127 | N. Side | Gap | 36 | Single Property | 5 |
| Cutler | E. 33 | Amethyst Ave. | Eddy Ave. | Rd. 127 | N. Side | Broken Sidewalk | 10 | Poor condition | 5 |
| Cutler | E. 34 | Amethyst Ave. | Eddy Ave. | Rd. 127 | N. Side | Offset | $1 / 2^{\prime \prime}$ |  | 5 |
| Cutler | E. 37 | Eddy Ave. | Amethyst Ave. | Ave. 406 | W. Side | Gap | 140 | Multiple Properties | 5 |
| Cutler | E. 38 | Eddy Ave. | Amethyst Ave. | Ave. 406 | Both Sides | Driveway | 19 | 6 | 5 |
| Cutler | E. 39 | Eddy Ave. | Amethyst Ave. | Ave. 406 | W. Side | Obstruction | 2.1 | 3 Mailboxes | 5 |
| Cutler | E. 4 | Pearl Rd. | DEAD END | Emerald Ave. | E. Side | Gap | 40 | Single Property | 5 |
| Cutler | E. 40 | Eddy Ave. | Amethyst Ave. | Ave. 406 | W. Side | Cross Slope | 40 | 2.4\%-3.4\% | 5 |
| Cutler | E. 41 | Eddy Ave. | Amethyst Ave. | Ave. 406 | W. Side | Gap | 200 | Multiple Properties | 5 |
| Cutler | E. 42 | Eddy Ave. | Amethyst Ave. | Ave. 406 | W. Side | Obstruction | 2.4 | 2 Mailboxes | 5 |
| Cutler | E. 5 | Pearl Rd. | DEAD END | Emerald Ave. | W. Side | Gap | 45 | Single Property | 5 |
| Cutler | E. 7 | Emerald Ave. | Rd. 127 | Rd. 128 | S. Side | Gap | 90 | Multiple Properties | 5 |
| Cutler | E. 9 | Ave. 406 | Eddy Ave. | Rd. 127 | S. Side | Gap | 210 | Multipl Properties | 5 |
| Cutler | F. 17 | $1 \mathrm{st} \mathrm{Dr}$. | Rd. 124 | Lincoln Rd. | S. Side | Gap | 16 | Single Property | 5 |
| Cutler | F. 18 | 1st Dr. | Rd. 124 | Lincoln Rd. | N. Side | Obstruction | 1.8 | Mailbox | 5 |
| Cutler | F. 19 | 1st Dr. | Rd. 124 | Lincoln Rd. | Both Sides | Driveway | 19 | 3 | 5 |
| Cutler | F. 2 | Rd. 124 | 1st Dr. | Amethyst Ave. | E. Side | Gap | 210 | Multiple Properties | 5 |
| Cutler | F. 20 | 1st Dr. | Rd. 124 | Lincoln Rd. | S. Side | Cross Slope | 55 | 3.2\%-3.9\% | 5 |
| Cutler | F. 21 | 1st Dr. | Rd. 124 | Lincoln Rd. | S. Side | Gap | 200 | Multiple Properties | 5 |
| Cutler | F. 22 | 1st Dr. | Rd. 124 | Lincoln Rd. | N. Side | Gap | 140 | Multiple Properties | 5 |
| Cutler | F. 3 | Rd. 124 | 1st Dr. | Amethyst Ave. | E. Side | Cross Slope | 85 | 2.3\%-4.2\% | 5 |
| Cutler | F. 4 | Rd. 124 | $1 \mathrm{st} \mathrm{Dr}$. | Amethyst Ave. | E. Side | Obstruction | $6^{\prime \prime}$ | telephone Pole | 5 |
| Cutler | F. 5 | Rd. 124 | 1st Dr. | Amethyst Ave. | E. Side | Gap | 110 | Multiple Properties | 5 |
| Cutler | F. 6 | Lincoln Rd. | 1st Dr. | Amethyst Ave. | W. Side | Gap | 50 | Multiple Properties | 5 |
| Cutler | F. 8 | Lincoln Rd. | $1 \mathrm{tst} \mathrm{Dr}$. | Amethyst Ave. | W. Side | Cross Slope | 145 | 2.4\% - $3.9 \%$ | 5 |
| Cutler | F. 9 | Lincoln Rd. | 1st Dr. | Amethyst Ave. | Both Sides | Driveway | 18 | 8 | 5 |
| Cutler | G.10 | Ave. 406 | Lincoln Rd. | George Rd. | S. Side | Gap | 250 | Multipl Properties | 5 |
| Cutler | G. 11 | Ave. 406 | Lincoln Rd. | George Rd. | S. Side | Gap | 100 | Multiple Properties | 5 |
| Cutler | 6.12 | Ave. 406 | Lincoln Rd. | George Rd. | S. Side | Cross Slope | 40 | 3.2\%-4.4\% | 5 |
| Cutler | G. 13 | Ave. 406 | Lincoln Rd. | George Rd. | S. Side | Gap | 45 | Single Property | 5 |
| Cutler | G. 17 | George Rd. | Eddy Ave. | Amethyst Ave. | E. Side | Obstruction | 2.7 | 2 Mailboxes | 5 |
| Cutler | G. 6 | Ave. 406 | Lincoln Rd. | George Rd. | N. Side | Gap | 405 | Multiple Properties | 5 |
| Cutler | G. 7 | Ave. 406 | Lincoln Rd. | George Rd. | N. Side | Driveway | 35 | 1 | 5 |
| Cutler | G. 8 | Ave. 406 | Lincoln Rd. | George Rd. | N. Side | Broken Sidewalk | 10 | Poor condition | 5 |
| Cutler | G.9 | Ave. 406 | Lincoln Rd. | George Rd. | S. Side | Cross Slope | 34 | 2.9\%-7.3\% | 5 |
| Cutler | н. 1 | Alta Dr | Orosi Dr. | Ave. 406 | N. Side | Gap | 230 | Multiple Properties | 5 |
| Cutler | H. 2 | Alta Dr | Orosi Dr. | Ave. 406 | Both Sides | Driveway | 19 | 7 | 5 |
| Cutler | H. 20 | 2nd Dr | Orosi Dr. | Rd. 128 | S. Side | Cross Slope | 30 | 3.1\% - $4.0 \%$ | 5 |
| Cutler | H. 21 | 2nd Dr | Orosi Dr. | Rd. 128 | S. Side | Obstruction | 2.3 | Mailbox | 5 |
| Cutler | H. 22 | 2nd Dr | Orosi Dr. | Rd. 128 | S. Side | Gap | 36 | Single Property | 5 |
| Cutler | H. 25 | 2nd Dr | Santa Fe Dr. | Orosi Dr. | S. Side | Gap | 150 | Multiple Properties | 5 |
| Cutler | H. 26 | 2nd Dr | Santa Fe Dr. | Orosi Dr. | S. Side | Driveway | 19 | 14 | 5 |
| Cutler | H. 27 | 2nd Dr | Santa Fe Dr. | Orosi Dr. | Both Sides | Gap | 50 | Multiple Properties | 5 |
| Cutler | H. 28 | 2nd Dr | Santa Fe Dr. | Orosi Dr. | S. Side | Cross Slope | 40 | 2.9\%-3.2\% | 5 |
| Cutler | н. 3 | Alta Dr | Orosi Dr. | Ave. 406 | N. Side | Cross Slope | 40 | 3.2\% -3.5\% | 5 |
| Cutler | H. 31 | 2nd Dr | Santa Fe Dr. | Orosi Dr. | S. Side | Cross Slope | 80 | 2.9\%-4.3\% | 5 |
| Cutler | H. 32 | 2nd Dr | Santa Fe Dr. | Orosi Dr. | S. Side | Gap | 50 | Single Property | 5 |
| Cutler | H. 33 | 2nd Dr | Santa Fe Dr. | Orosi Dr. | S. Side | Gap | 150 | Multiple Properties | 5 |
| Cutler | H. 38 | Santa Fe Dr | 2nd Dr. | Ave. 406 | W. Side | Gap | 132 | Multiple Properties | 5 |
| Cutler | H. 39 | Santa Fe Dr | 2nd Dr. | Ave. 406 | E. Side | Driveway | 30 | 1 | 5 |
| Cutler | H. 4 | Alta Dr | Orosi Dr. | Ave. 406 | N. Side | Obstruction | 1.2 | Mailbox | 5 |
| Cutler | H. 40 | Santa Fe Dr | 2nd Dr. | Ave. 406 | E. Side | Gap | 116 | Single Property | 5 |
| Cutler | H. 41 | 2nd Dr | Santa Fe Dr. | Orosi Dr. | N. Side | Gap | 236 | Multipl Properties | 5 |
| Cutler | H. 42 | 2nd Dr | Santa Fe Dr. | Orosi Dr. | N. Side | Cross Slope | 113 | 3.2\%-4.5\% | 5 |
| Cutler | H.43 | 2nd Dr | Santa Fe Dr. | Orosi Dr. | N. Side | Broken Sidewalk | 100 | Poor condition | 5 |
| Cutler | H. 49 | Alta Dr | Orosi Dr. | Ave. 406 | S. Side | Gap | 136 | Multiple Properties | 5 |
| Cutler | H. 5 | Alta Dr | Orosi Dr. | Ave. 406 | N. Side | Offset | 1/2" |  | 5 |
| Cutler | H. 50 | Alta Dr | Orosi Dr. | Ave. 406 | S. Side | Obstruction | 2.8 | Mailbox | 5 |
| Cutler | H. 51 | Alta Dr | Orosi Dr. | Ave. 406 | S. Side | Gap | 443 | Multiple Properties | 5 |
| Cutler | н. 6 | Alta Dr | Orosi Dr. | Ave. 406 | N. Side | Obstruction | 2.5 | Mailbox | 5 |
| Cutler | H. 7 | Alta Dr | Orosi Dr. | Ave. 406 | N. Side | Gap | 115 | Multiple Properties | 5 |
| Cutler | 1.10 | 1 st Dr . | Lincoln Rd. | Topeka Dr. | S. Side | Cross Slope | 163 | 2.4\%-3.4\% | 5 |
| Cutler | 1.11 | $1 \mathrm{st} \mathrm{Dr}$. | Lincoln Rd. | Topeka Dr. | Both Sides | driveway | 19 | 8 | 5 |
| Cutler | 1.12 | 1st Dr. | Lincoln Rd. | Topeka Dr. | N. Side | Broken Sidewalk | 60 | Poor condition | 5 |
| Cutler | 1.13 | 1 1st Dr. | Lincoln Rd. | Topeka Dr. | N. Side | Broken Sidewalk | 16 | Poor condition | 5 |
| Cutler | 1.14 | $1 \mathrm{st} \mathrm{Dr}$. | Lincoln Rd. | Topeka Dr. | N. Side | Cross Slope | 115 | 2.2\%-4.4\% | 5 |
| Cutler | 1.15 | $1 \mathrm{st} \mathrm{Dr}$. | Lincoln Rd. | Topeka Dr. | N. Side | Gap | 60 | Multiple Properties | 5 |
| Cutler | ग. 1 | 1st Dr. | Topeka Rd. | Santa Fe Dr. | N. Side | Obstruction | 2.5 | Broken Sidewalk | 5 |
| Cutler | ग. 10 | Santa Fe Dr | $1 \mathrm{st} \mathrm{Dr}$. | 2nd Dr. | W. Side | Gap | 150 | Multiple Properties | 5 |
| Cutler | 1.11 | Santa Fe Dr | 1st Dr. | 2nd Dr. | E. Side | Obstruction | 2.5 | telephone Pole | 5 |
| Cutler | ग. 12 | Santa Fe Dr | $1 \mathrm{st} \mathrm{Dr}$. | 2nd Dr. | E. Side | Offset | $1 / 2^{\prime \prime}$ |  | 5 |
| Cutler | ग. 16 | Santa Fe Dr | Railroad Dr. | $1 \mathrm{st} \mathrm{Dr}$. | W. Side | Cross Slope | 133 | 3.5\%-4.4\% | 5 |
| Cutler | J. 17 | Santa Fe Dr | Railroad Dr. | 1 st Dr. | W. Side | Sidewalk Width | 3.6 | 30 | 5 |
| Cutler | ग. 18 | Santa Fe Dr | Railroad Dr. | 1 st Dr. | W. Side | Broken Sidewalk | 55 | Poor condition | 5 |
| Cutler | J. 19 | Santa Fe Dr | Railroad Dr. | 1 st Dr. | W. Side | Gap | 60 | Single Property | 5 |
| Cutler | 1.2 | 1 st Dr. | Topeka Rd. | Santa Fe Dr. | Both Sides | Driveway | 19 | 12 | 5 |

## Path of Travel Inventory

| Cutler | 1.21 | 1st Dr. | Topeka Rd. | Santa Fe Dr. | S. Side | Cross Slope | 159 | 2.4\%-4.9\% | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cutler | ${ }^{1.22}$ | 1st Dr. | Topeka Rd. | Santa Fe Dr. | S. Side | Sidewalk Width | 1.5 | 40 | 5 |
| Cutler | ${ }^{1.23}$ | 1st Dr. | Topeka Rd. | Santa Fe Dr. | s. Side | Gap | 100 | Multiple Properties | 5 |
| Cutler | J. 3 | 1st Dr. | Topeka Rd. | Santa Fe Dr. | N. Side | Cross Slope | 177 | 2.8\%-6.9\% | 5 |
| Cutler | J. 4 | 1st Dr. | Topeka Rd. | Santa Fe Dr. | N. Side | Broken Sidewalk | 5 | Poor condition | 5 |
| Cutler | 1.5 | 1st Dr. | Topeka Rd. | Santa Fe Dr. | N. Side | Offset | 1/2" |  | 5 |
| Cutler | 1.6 | 1st Dr. | Topeka Rd. | Santa Fe Dr. | N. Side | Offset | 3/4" | 35' depression 4.3\% Cross Slope | 5 |
| Cutler | 1.8 | Santa Fe Dr | 1st Dr. | 2nd Dr. | W. Side | Broken Sidewalk | 8 | Poor condition | 5 |
| Cutler | 1.9 | Santa Fe Dr | Railroad Dr. | 2nd Dr. | Both Sides | Driveway | 19 | 11 | 5 |
| Cutler | K. 1 | 1st Dr | Santa Fe Dr. | Cutler Dr. | S. Side | Gap | 40 | Single Property | 5 |
| Cutler | K. 10 | Railroad Dr | Santa Fe Dr. | Cutler Dr. | N. Side | Broken Sidewalk | 8 | Poor condition | 5 |
| Cutler | K. 11 | Railroad Dr | Santa Fe Dr. | Cutler Dr. | N. Side | Obstruction | 2.3 | Mailbox | 5 |
| Cutler | K. 12 | Railroad Dr | Santa Fe Dr. | Cutler Dr. | N. Side | Gap | 255 | Multiple Properties | 5 |
| Cutler | K. 13 | Railroad Dr | Cutler Dr. | Orosi Dr. | N. Side | End of Sidewalk |  |  | 5 |
| Cutler | K. 15 | Cutler Dr | Railroad Dr. | 1st Dr. | E. Side | Gap | 272 | Multiple Properties | 5 |
| Cutler | K. 17 | 1st Dr | Cutler Dr. | Orosi Dr. | s. Side | Gap | 110 | Multiple Properties | 5 |
| Cutler | K. 18 | 1st Dr | Cutler Dr. | Orosi Dr. | S. Side | Cross Slope | 151 | 3.5\%-4.8\% | 5 |
| Cutler | K. 19 | 1st Dr | Cutier Dr. | Orosi Dr. | S. Side | Obstruction | 2.1 | telephone Pole | 5 |
| Cutler | K. 2 | 1st Dr | Santa Fe Dr. | Cutler Dr. | S. Side | Cross Slope | 227 | 2.3\%-4.4\% | 5 |
| Cutler | K. 20 | 1st Dr | Cutler Dr. | Orosi Dr. | s. Side | Offset | 1/2" |  | 5 |
| Cutler | K. 21 | 1st Dr | Cutler Dr. | Orosi Dr. | N. Side | Cross Slope | 173 | 2.7\%-4.1\% | 5 |
| Cutler | K. 22 | 1 st Dr | Cutler Dr. | Orosi Dr. | N. Side | Gap | 53 | Single Property | 5 |
| Cutler | K. 24 | Cutler Dr | 1st Dr. | 2nd Dr. | E. Side | Gap | 167 | Multiple Properties | 5 |
| Cutler | K. 26 | Cutler Dr | 1st Dr. | 2nd Dr. | W. Side | Cross Slope | 190 | 3.0\%-7.6\% | 5 |
| Cutler | K. 27 | 1st Dr | Santa Fe Dr. | Cutler Dr. | N. Side | Cross Slope | 133 | 2.5\%-4.1\% | 5 |
| Cutler | K. 3 | 1st Dr | Santa Fe Dr. | Orosi Dr. | Both Sides | driveway | 19 | 20 | 5 |
| Cutler | K. 6 | Cutler Dr | Railroad Dr. | 2nd Dr. | S. Side | driveway | 19 | 7 | 5 |
| Cutler | K. 7 | Cutler Dr | Railroad Dr. | 1st Dr. | W. Side | Gap | 20 | Alley | 5 |
| Cutler | K. 9 | Railroad Dr | Santa Fe Dr. | Cutler Dr. | N. Side | Cross Slope | 28 | 3.3\%-3.9\% | 5 |
| Cutler | L. 11 | Orosi Dr | Railroad Dr. | 1st Dr. | W. Side | Gap | 246 | Multiple Properties | 5 |
| Cutler | L. 14 | Railroad Dr | Orosi Dr. | Rd. 128 | Both Sides | Driveway | 16 | 3 | 5 |
| Cutler | L. 16 | Railroad Dr | Orosi Dr. | Rd. 128 | N. Side | Broken Sidewalk | 50 | Uplifted segment, tree roots | 5 |
| Cutler | L.17 | Railroad Dr | Orosi Dr. | Rd. 128 | N. Side | Gap | 300 | Multiple Properties | 5 |
| Cutler | L. 24 | Orosi Dr | Railroad Dr. | $1 \mathrm{st} \mathrm{Dr}$. | E. Side | Gap | 246 | Multiple Properties | 5 |
| Cutler | L. 25 | Orosi Dr | Railroad Dr. | 1st Dr. | E. Side | Driveway | 35 | 1 | 5 |
| Cutler | M. 11 | Mueller Rd | Ave. 404 | Mueller Rd. | E. Side | Driveway | 23 | 2 | 5 |
| Cutler | M. 12 | Mueller Rd | Ave. 404 | Mueller Rd. | E. Side | Offset | 1/2" |  | 5 |
| Cutler | M. 13 | Mueller Rd | Ave. 404 | Mueller Rd. | E. Side | Gap | 255 | Multiple Properties | 5 |
| Cutler | M. 17 | Ave 404 | Rd. 128 | Mueller Rd. | Both Sides | Driveway | 19 | 14 | 5 |
| Cutler | M. 18 | Ave 404 | Rd. 128 | Mueller Rd. | N. Side | Broken Sidewalk | 33 | Poor condition | 5 |
| Cutler | M. 19 | Ave 404 | Rd. 128 | Mueller Rd. | N. Side | Broken Sidewalk | 20 | Poor condition | 5 |
| Cutler | M. 20 | Ave 404 | Rd. 128 | Mueller Rd. | N. Side | Offset | 1/2" |  | 5 |
| Cutler | M. 21 | Ave 404 | Rd. 128 | Mueller Rd. | N. Side | Broken Sidewalk | 33 | Poor condition | 5 |
| Cutler | M. 22 | Ave 404 | Rd. 128 | Mueller Rd. | N. Side | Broken Sidewalk | 32 | Poor condition | 5 |
| Cutler | M. 23 | Ave 404 | Rd. 128 | Mueller Rd. | N. Side | Broken Sidewalk | 8 | Extremely poor condition | 5 |
| Cutler | M. 24 | Ave 404 | Rd. 128 | Mueller Rd. | N. Side | Broken Sidewalk | 25 | Poor condition | 5 |
| Cutler | M. 25 | Ave 404 | Rd. 128 | Mueller Rd. | N. Side | Sidewalk Width | 3.5 | $20^{\prime}$ | 5 |
| Cutler | M. 26 | Ave 404 | Rd. 128 | Mueller Rd. | N. Side | Gap | 155 | Multiple Properties | 5 |
| Cutler | M. 27 | Ave 404 | Rd. 128 | Mueller Rd. | S. Side | Gap | 180 | Multiple Properties | 5 |
| Cutler | M. 30 | Ave 404 | Rd. 128 | Mueller Rd. | S. Side | Gap | 143 | Multiple Properties | 5 |
| Cutler | M. 31 | Ave 404 | Rd. 128 | Mueller Rd. | s. Side | Cross Slope | 40 | 2.8\%-3.1\% | 5 |
| Cutler | M. 32 | Ave 404 | Rd. 128 | Mueller Rd. | S. Side | Gap | 20 | Single Property | 5 |
| Cutler | M. 9 | Mueller Rd | Ave. 404 | Mueller Rd. | E. Side | Obstruction | 2 | telephone Pole | 5 |
| Cutler | N. 10 | Quinto Ct | Johnston Rd. | DEAD END | N. Side | Offset | $1 / 2^{\prime \prime}$ |  | 5 |
| Cutler | N. 12 | Johnston Rd | Virgil Ave. | Quinto Ct. | E. Side | Cross Slope | 180 | 3.0\%-4.9\% | 5 |
| Cutler | N. 14 | Virgil Ave | Johnston Rd. | Robert Rd. | Both Sides | Driveway | 22 | 25 | 5 |
| Cutler | N. 15 | Virgil Ave | Johnston Rd. | Robert Rd. | N. Side | Cross Slope | 105 | 2.1\%-3.7\% | 5 |
| Cutler | N. 18 | Rivera Ct | DEAD END | Robert Rd. | Both Sides | Driveway | 23 | 10 | 5 |
| Cutler | N. 19 | Rivera Ct | DEAD END | Robert Rd. | N. Side | Cross Slope | 151 | 2.3\%-3.8\% | 5 |
| Cutler | N. 2 | Merlo Ave | Johnston Rd. | Nancy Rd. | N. Side | Driveway | 23 | 3 | 5 |
| Cutler | N. 21 | Virgil Ave | Nancy Rd. | Robert Rd. | S. Side | Cross Slope | 30 | 2.4\%-3.1\% | 5 |
| Cutler | N. 23 | Nance Rd | Merlo Ave. | Virgil Ave. | E. Side | Cross Slope | 95 | 2.3\%-3.9\% | 5 |
| Cutler | N. 24 | Nance Rd | Merlo Ave. | Virgil Ave. | W. Side | Offset | $1 / 2^{\prime \prime}$ |  | 5 |
| Cutler | N. 25 | Nance Rd | Merlo Ave. | Virgil Ave. | W. Side | Driveway | 23 | 1 | 5 |
| Cutler | N. 27 | Virgil Ave | Johnston Rd. | Nancy Rd. | S. Side | Cross Slope | 20 | 2.5\%-3.6\% | 5 |
| Cutler | N. 29 | Johnston Rd | Merlo Ave. | Virgil Ave. | E. Side | Cross Slope | 140 | 2.4\%-3.7\% | 5 |
| Cutler | N. 4 | Johnston Rd | DEAD END | Merlo Ave | W. Side | End of Sidewalk |  |  | 5 |
| Cutler | N. 5 | Johnston Rd | Merlo Ave. | DEAD END | Both Sides | Driveway | 23 | 11 | 5 |
| Cutler | N. 6 | Johnston Rd | Merlo Ave. | DEAD END | W. Side | Cross Slope | 45 | 3.3\%-36.\% | 5 |
| Cutler | N. 8 | Quinto Ct | Johnston Rd. | DEAD END | N. Side | Cross Slope | 173 | 2.4\%-3.2\% | 5 |
| Cutler | N. 9 | Quinto Ct | Johnston Rd. | DEAD END | Both Sides | Driveway | 24 | 15 | 5 |
| Cutler | P. 1 | Cindy Rd | Ave. 404 | Merlo Ave | E. Side | Offset | $1 / 2^{\prime \prime}$ |  | 5 |
| Cutler | P. 11 | Kahlo Ct | Nancy Rd. | DEAD END | Both Sides | Driveway | 24 | 8 | 5 |
| Cutler | P. 12 | Kahlo Ct | Nancy Rd. | DEAD END | N. Side | Cross Slope | 118 | 2.8\%-3.7\% | 5 |
| Cutler | P. 14 | Nancy Rd | Ave. 404 | Merlo Ave | E. Side | Cross Slope | 180 | 2.7\%-3.6\% | 5 |
| Cutler | P. 17 | Antonia Ave | Nancy Rd. | DEAD END | Both Sides | Cross Slope | 170 | 3.0\%-3.9\% | 5 |
| Cutler | P. 18 | Antonia Ave | Nancy Rd. | DEAD END | Both Sides | Driveway | 22 | 10 | 5 |
| Cutler | P. 2 | Cindy Rd | Ave. 404 | Merlo Ave | E. Side | Cross Slope | 66 | 2.7\%-3.5\% | 5 |
| Cutler | P. 20 | Nancy Rd | Ave. 404 | Merlo Ave | E. Side | Cross Slope | 40 | 2.6\%-3.7\% | 5 |
| Cutler | P. 22 | Merlo Ave | Nancy Rd. | DEAD END | S. Side | Cross Slope | 165 | 2.6\%-3.6\% | 5 |
| Cutler | P. 23 | Merlo Ave | Johnston Rd. | DEAD END | Both Sides | Driveway | 22 | 14 | 5 |
| Cutler | P. 27 | Cindy Rd | Ave. 404 | Merlo Ave | W. Side | Broken Sidewalk |  | chipped out joint | 5 |
| Cutler | P. 3 | Cindy Rd | Ave. 404 | Merlo Ave | E. Side | Driveway | 10 | 1 | 5 |
| Cutler | P. 4 | Cindy Rd | Ave. 404 | Merlo Ave | Both Sides | Driveway | 22 | 16 | 5 |
| Cutler | P. 5 | Cindy Rd | Ave. 404 | Merlo Ave | E. Side | Broken Sidewalk | 16 | Poor condition | 5 |
| Cutler | P. 8 | Nancy Rd | Ave. 404 | Merlo Ave | Both Sides | Driveway | 22 | 10 | 5 |
| Cutler | P. 9 | Kahlo Ct | Nancy Rd. | DEAD END | S. Side | Cross Slope | 249 | 2.7\%-4.1\% | 5 |
| Cutler | Q. 1 | Sierra Ave | Rd. 128 | Ralph Rd. | N. Side | Driveway | 42 | 1 | 5 |
| Cutler | Q. 10 | Ralph Rd | Ave. 403 | Ave. 404 | W. Side | Gap | 110 | Multiple Properties | 5 |
| Cutler | Q. 12 | Ralph Rd | DEAD END | Sierra Ave. | W. Side | Gap | 200 | Multiple Properties | 5 |
| Cutler | Q. 13 | Ralph Rd | DEAD END | Sierra Ave. | W. Side | Obstruction | 2 | 2 | 5 |
| Cutler | Q. 14 | Ralph Rd | DEAD END | Sierra Ave. | Both Sides | Driveway | 24 | 3 | 5 |
| Cutler | Q. 2 | Sierra Ave | Rd. 128 | Ralph Rd. | N. Side | Gap | 163 | Multiple Properties | 5 |
| Cutler | Q. 3 | Sierra Ave | Rd. 128 | Ralph Rd. | N. Side | Driveway | 25 | 1 | 5 |
| Cutler | Q. 4 | Sierra Ave | Rd. 128 | Ralph Rd. | N. Side | Gap | 74 | Single Property | 5 |
| Cutler | Q. 6 | Ralph Rd | Ave. 403 | Ave. 404 | W. Side | Gap | 50 | Single Property | 5 |
| Cutler | Q. 7 | Ralph Rd | Ave. 403 | Ave. 404 | Both Sides | Driveway | 22 | 6 | 5 |
| Cutler | Q 0 | Ralph Rd | Ave. 403 | Ave. 404 | W. Side | Cross Slope | 40 | 3.10\% | 5 |
| Cutler | Q. 9 | Ralph Rd | Ave. 403 | Ave. 404 | W. Side | Broken Sidewalk | 42 | Poor condition | 5 |
| Cutler | R. 1 | Cannon Ave | Ave. 403 | Cannon Ave. | E. Side | End of Sidewalk |  |  | 5 |
| Cutler | R. 10 | Rd 130 | Sierra Ave. | Cannon Ave. | Both Sides | Driveway | 20 | 8 | 5 |

Sorted by Priority

## Path of Travel Inventory

| Cutler | R. 11 | Rd 130 | Sierra Ave. | Cannon Ave. | E. Side | Offset | 1/2" | 2 | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cutler | R. 12 | Rd 130 | Sierra Ave. | Cannon Ave. | W. Side | Gap | 276 | Multiple Properties | 5 |
| Cutler | R. 14 | Cannon Ave | Cannon Ave. | Rd. 130 | N. Side | Gap | 55 | Single Property | 5 |
| Cutler | R. 15 | Cannon Ave | Cannon Ave. | Rd. 130 | N. Side | Obstruction | 2 | 3 Mailboxes | 5 |
| Cutler | R. 16 | Cannon Ave | Cannon Ave. | Rd. 130 | N. Side | Offset | 1/2" | 2 | 5 |
| Cutler | R. 17 | Cannon Ave | Cannon Ave. | Rd. 130 | N. Side | Obstruction | 0 | Fence covering sidewalk | 5 |
| Cutler | R. 2 | Cannon Ave | Ave. 403 | Cannon Ave. | E. Side | Broken Sidewalk | 50 | Poor condition | 5 |
| Cutler | R. 3 | Cannon Ave | Ave. 403 | Cannon Ave. | E. Side | Cross Slope | 42 | 2.8\%-3.4\% | 5 |
| Cutler | R. 5 | Cannon Ave | Cannon Ave. | Rd. 130 | S. Side | Offset | 1/2" |  | 5 |
| Cutler | R. 6 | Cannon Ave | Cannon Ave. | Rd. 130 | S. Side | Cross Slope | 30 | 2.2\%-3.1\% | 5 |
| Cutler | R. 7 | Cannon Ave | Cannon Ave. | Rd. 130 | S. Side | Gap | 45 | Single Property | 5 |
| Cutler | R. 8 | Cannon Ave | Cannon Ave. | Rd. 130 | Both Sides | Driveway | 15 | 6 | 5 |
| Cutler | R. 8 | Cannon Ave | Cannon Ave. | Rd. 130 | Both Sides | Driveway | 25 | 8 | 5 |
| Cutler | R. 9 | Cannon Ave | Cannon Ave. | Rd. 130 | S. Side | Gap | 240 | Multiple Properties | 5 |
| Cutler | S. 11 | Rd 130 | Cannon Ave. | Ave. 404 | E. Side | Driveway | 10 | 1 | 5 |
| Cutler | s. 13 | Cannon Ave | Rd. 130 | Cindy Rd. | s. Side | Offset | 1/2" | $3^{\prime} \times 3^{\prime}$ asphalt patch | 5 |
| Cutler | s. 16 | Cannon Ave | Cindy Rd. | Robert Rd. | S. Side | Obstruction | 2 | 2 fire hydrants | 5 |
| Cutler | s. 17 | Cannon Ave | Cindy Rd. | Nancy Rd. | S. Side | Cross Slope | 84 | 2.3\%-3.1\% | 5 |
| Cutler | S. 2 | Cannon Ave | Rd. 130 | Robert Rd. | N. Side | Cross Slope | 30 | 2.5\%-3.0\% | 5 |
| Cutler | 5. 20 | Cannon Ave | Nancy Rd. | Robert Rd. | S. Side | Broken Sidewalk |  | chipped out joint | 5 |
| Cutler | s. 22 | Robert Rd | Cannon Ave. | Ave. 404 | E. Side | Cross Slope | 20 | 3.2\%-3.7\% | 5 |
| Cutler | S. 24 | Ave 404 | Robert Rd. | End of sidewalk | S. Side | End of Sidewalk |  |  | 5 |
| Cutler | s. 25 | Ave 404 | Nancy Rd. | End of sidewalk | N. Side | End of Sidewalk |  |  | 5 |
| Cutler | 5. 26 | Ave 404 | Nancy Rd. | Robert Rd. | N. Side | Cross Slope | 15 | 3.00\% | 5 |
| Cutler | s. 31 | Ave 404 | Mueller Rd. | Cindy Rd. | N. Side | Gap | 105 | Multiple Properties | 5 |
| Cutler | 5. 32 | Ave 404 | Mueller Rd. | Cindy Rd. | N. Side | Gap | 48 | Single Property | 5 |
| Cutler | s. 33 | Ave 404 | Mueller Rd. | Cindy Rd. | N. Side | Cross Slope | 118 | 3.0\%-4.3\% | 5 |
| Cutler | s. 34 | Ave 404 | Mueller Rd. | Cindy Rd. | N. Side | Gap | 100 | Multiple Properties | 5 |
| Cutler | S. 35 | Ave 404 | Mueller Rd. | Rd. 130 | S. Side | Gap | 48 | Single Property | 5 |
| Cutler | s. 36 | Ave 404 | Mueller Rd. | Rd. 130 | S. Side | Gap | 138 | Multiple Properties | 5 |
| Cutler | 5. 4 | Robert Rd | Cannon Ave. | Ave. 404 | W. Side | Offset | 1/2" |  | 5 |
| Cutler | 5. 5 | Cannon Ave | Cannon Ave. | Ave. 404 | Both Sides | Driveway | 24 | 5 | 5 |
| Cutler | S. 5 | Robert Rd | Cannon Ave. | Ave. 404 | Both Sides | Driveway | 24 | 13 | 5 |
| Cutler | 5. 6 | Robert Rd | Cannon Ave. | Ave. 404 | W. Side | Driveway | 10 | 1 | 5 |
| Cutler | 5. 8 | Ave 404 | Rd. 130 | Robert Rd. | S. Side | Cross Slope | 45 | 2.8\%-3.0\% | 5 |
| Cutler | 5. 9 | Ave 404 | Mueller Rd. | Robert Rd. | Both Sides | Driveway | 22 | 12 | 5 |
| Cutler | T. 1 | Rosalie Ave | Rd. 130 | Cindy Rd. | N. Side | Driveway | 25 | 2 | 5 |
| Cutler | T. 10 | Rosalie Ave | Rd. 130 | Cindy Rd. | S. Side | Driveway | 25 | 2 | 5 |
| Cutler | T. 11 | Rosalie Ave | Rd. 130 | Nancy Rd. | Both Sides | Driveway | 22 | 6 | 5 |
| Cutler | T. 12 | Rosalie Ave | Rd. 130 | Nancy Rd. | S. Side | Cross slope | 8 | 3.50\% | 5 |
| Cutler | T. 14 | Nancy Rd | Rosalie Ave. | Cannon Ave. | Both Sides | Driveway | 22 | 20 | 5 |
| Cutler | T. 15 | Nancy Rd | Rosalie Ave. | Cannon Ave. | E. Side | Offset | $1^{\prime \prime}$ | hole in sidewalk | 5 |
| Cutler | T. 16 | Nancy Rd | Rosalie Ave. | Cannon Ave. | E. Side | Offset | 3/4" |  | 5 |
| Cutler | T. 17 | Nancy Rd | Rosalie Ave. | Cannon Ave. | E. Side | Cross Slope | 24 | 2.2\%-4.8\% | 5 |
| Cutler | T. 18 | Nancy Rd | Rosalie Ave. | Cannon Ave. | W. Side | Driveway | 25 | 1 | 5 |
| Cutler | T. 19 | Nancy Rd | Rosalie Ave. | Cannon Ave. | W. Side | Offset | 1/2" |  | 5 |
| Cutler | T. 2 | Rosalie Ave | Rd. 130 | Cindy Rd. | N. Side | Cross Slope | 94 | 2.8\%-3.1\% | 5 |
| Cutler | T. 20 | Nancy Rd | Rosalie Ave. | Cannon Ave. | W. Side | Cross Slope | 52 | 2.4\%-4.3\% | 5 |
| Cutler | T. 22 | Rosalie Ave | Cindy Rd. | Nancy Rd. | N. Side | Cross Slope | 30 | 3.0\%-4.2\% | 5 |
| Cutler | T. 23 | Rosalie Ave | Cindy Rd. | Nancy Rd. | N. Side | Driveway | 24 | 1 | 5 |
| Cutler | T. 25 | Cindy Rd | Rosalie Ave. | Cannon Ave. | E. Side | Driveway | 22 | 20 | 5 |
| Cutler | T. 26 | Cindy Rd | Rosalie Ave. | Cannon Ave. | E. Side | Cross slope | 8 | 3.4\%-4.9\% | 5 |
| Cutler | T. 27 | Cindy Rd | Rosalie Ave. | Cannon Ave. | E. Side | Offset | 1/2" | 20, typ found at driveway | 5 |
| Cutler | T. 28 | Cindy Rd | Rosalie Ave. | Cannon Ave. | W. Side | Cross Slope | 165 | 2.7\%-3.7\% | 5 |
| Cutler | T. 4 | Rd 130 | Rosalie Ave. | Sierra Ave. | Both Sides | Driveway | 22 | 5 | 5 |
| Cutler | T. 5 | Rd 130 | Rosalie Ave. | Sierra Ave. | E. Side | Cross Slope | 8 | 3.80\% | 5 |
| Cutler | T. 6 | Rd 130 | Rosalie Ave. | Sierra Ave. | E. Side | Offset | 1/2" |  | 5 |
| Cutler | T. 7 | Rd 130 | Rosalie Ave. | Sierra Ave. | E. Side | Cross Slope | 30 | 3.4\%-4.4\% | 5 |
| Cutler | T. 8 | Rosalie Ave | Rd. 130 | Cindy Rd. | S. Side | End of Sidewalk |  |  | 5 |
| Cutler | T. 9 | Rosalie Ave | Rd. 130 | Cindy Rd. | S. Side | Cross Slope | 15 | 3.4\%-3.6\% | 5 |
| Cutler | U. 1 | Rosalie Ave | Nancy Rd. | Robert Rd. | N. Side | Cross Slope | 15 | 3.20\% | 5 |
| Cutler | U.11 | Dianna Rd | Rosalie Ave. | DEAD END | Both Sides | Driveway | 24 | 28 | 5 |
| Cutler | U. 12 | Dianna Rd | Rosalie Ave. | DEAD END | Both Sides | Cross Slope | 97 | 2.1\%-4.3\% | 5 |
| Cutler | U. 14 | Robert Rd | Rosalie Ave. | Sierra Ave. | E. Side | Offset | 1/2" |  | 5 |
| Cutler | U.15 | Robert Rd | Rosalie Ave. | Sierra Ave. | E. Side | Cross Slope | 34 | 2.8\%-4.2\% | 5 |
| Cutler | U. 19 | Robert Rd. | Rosalie Ave. | Cannon Ave. | Both Sides | Driveway | 22 | 21 | 5 |
| Cutler | U. 2 | Rosalie Ave | Nancy Rd. | Dianna Rd. | Both Sides | Driveway | 22 | 11 | 5 |
| Cutler | U. 3 | Rosalie Ave | Nancy Rd. | Robert Rd. | N. Side | Cross Slope | 97 | 2.4\%-4.0\% | 5 |
| Cutler | U. 5 | Robert Rd | Rosalie Ave. | Cannon Ave. | W. Side | Cross Slope | 105 | 2.4\%-4.0\% | 5 |
| Cutler | U. 6 | Robert Rd | Sierra Ave. | Cannon Ave. | E. Side | Obstruction | 2 | Fire Hydrant | 5 |
| Cutler | 0.7 | Robert Rd | Sierra Ave. | Cannon Ave. | E. Side | Cross Slope | 20 | 2.6\%-3.5\% | 5 |
| Cutler | U.9 | Sierra Ave | Robert Rd. | Dianna Rd. | N. Side | Cross Slope | 75 | 2.4\%-3.9\% | 5 |
| Ducor | A. 12 | Ave. 56 | Braly Ave. | Rd. 234 | N. Side | Broken Sidewalk | 408 | Extremely Poor condition | 5 |
| Ducor | A. 13 | Ave. 56 | Braly Ave. | Rd. 234 | Both Sides | Driveway | 16 | 4 | 5 |
| Ducor | A. 15 | Rd. 234 | Ducor Ave. | Ave. 56 | W. Side | End of Sidewalk |  |  | 5 |
| Ducor | A. 16 | Rd. 234 | Ducor Ave. | Ave. 56 | W. Side | Broken Sidewalk | 143 | Poor condition | 5 |
| Ducor | A. 18 | Ave. 56 | Braly Ave. | Rd. 234 | S. Side | Broken Sidewalk | 57 | Poor condition | 5 |
| Ducor | A. 19 | Ave. 56 | Braly Ave. | Rd. 234 | S. Side | Driveway | 18 | 1 | 5 |
| Ducor | A. 20 | Ave. 56 | Braly Ave. | Rd. 234 | S. Side | Broken Sidewalk | 50 | Poor condition | 5 |
| Ducor | A. 21 | Ave. 56 | Braly Ave. | Rd. 234 | S. Side | Broken Sidewalk | 100 | Poor condition | 5 |
| Ducor | A. 22 | Ave. 56 | Braly Ave. | Rd. 234 | S. Side | Gap | 17 | Single Property | 5 |
| Ducor | A. 23 | Ave. 56 | Braly Ave. | Rd. 234 | S. Side | Broken Sidewalk | 106 | Poor condition | 5 |
| Ducor | B. 1 | Ave. 56 | Dennis Rd. | Carlisle Rd. | S. Side | Gap | 6 | Single Property | 5 |
| Ducor | B. 10 | Dennis Rd. | Ducor Ave. | Ave. 56 | E. Side | Driveway | 27 | 2 | 5 |
| Ducor | B. 11 | Dennis Rd. | Ducor Ave. | Ave. 56 | E. Side | End of Sidewalk |  |  | 5 |
| Ducor | B. 12 | Dennis Rd. | Ducor Ave. | Ave. 56 | W. Side | Obstruction | 1 | Propane Tank | 5 |
| Ducor | B. 14 | Dennis Rd. | Ducor Ave. | Ave. 56 | W. Side | Driveway | 28 | 2 | 5 |
| Ducor | B. 16 | Ave. 56 | Rd. 234 | Dennis Rd. | S. Side | Driveway | 26 | 1 | 5 |
| Ducor | B. 17 | Ave. 56 | Rd. 234 | Dennis Rd. | S. Side | Gap | 80 | Single Property | 5 |
| Ducor | B. 18 | Ave. 56 | Rd. 234 | Dennis Rd. | S. Side | Broken Sidewalk | 255 | Poor condition | 5 |
| Ducor | B. 2 | Ave. 56 | Dennis Rd. | Carlisle Rd. | s. Side | Driveway | 16 | 1 | 5 |
| Ducor | B. 21 | Ave. 56 | Rd. 234 | Dennis Rd. | N. Side | Broken Sidewalk | 110 | Poor condition | 5 |
| Ducor | B.23 | Ave. 56 | Dennis Rd. | Carlisle Rd. | N. Side | Broken Sidewalk | 152 | Poor condition | 5 |
| Ducor | B. 24 | Dennis Rd. | Ave. 55 | Ducor Ave. | W. Side | End of Sidewalk |  |  | 5 |
| Ducor | B. 26 | Ducor Ave. | Rd. 234 | Dennis Rd. | S. Side | End of Sidewalk |  |  | 5 |
| Ducor | B. 3 | Ave. 56 | Dennis Rd. | Carisle Rd. | S. Side | Broken Sidewalk | 20 | Poor condition | 5 |
| Ducor | B. 4 | Ave. 56 | Dennis Rd. | Carlisle Rd. | S. Side | Offset | $1^{\prime \prime}$ |  | 5 |
| Ducor | B. 5 | Ave. 56 | Dennis Rd. | Carlisle Rd. | S. Side | Broken Sidewalk | 80 | Poor condition | 5 |
| Ducor | B. 6 | Ave. 56 | Dennis Rd. | Carlisle Rd. | S. Side | Offset | $2^{\prime \prime}$ |  | 5 |
| Ducor | B. 7 | Ave. 56 | Dennis Rd. | Carlisle Rd. | s. Side | Cross Slope | 80 | 3.6\% - 4.8\% | 5 |
| Ducor | B. 9 | Dennis Rd. | Ducor Ave. | Ave. 56 | E. Side | Cross Slope | 66 | 3.10\% | 5 |

## Path of Travel Inventory

| Earlimart | A. 10 | $N$ Vineyard Rd | Bent Ranch Rd. | Cardinal Ave. | Both Sides | Driveway | 22 | 6 | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Earlimart | A. 11 | $N$ Vineyard Rd | Bent Ranch Rd. | Azalea Ave. | E. Side | Offset | 2-2/2" | 4' depressed segment | 5 |
| Earlimart | A. 12 | $N$ Vineyard Rd | Bent Ranch Rd. | Azalea Ave. | E. Side | Cross Slope | 70 | 2.4\%-3.6\% | 5 |
| Earlimart | A. 14 | Azalea Ave/Thompson Rd | Vineyard Rd. | Sierra Ave. | Both Sides | Driveway | 22 | 27 | 5 |
| Earlimart | A. 15 | Azalea Ave | Vineyard Rd. | Thompson Rd. | s. Side | Cross Slope | 93 | 2.3\%-3.6\% | 5 |
| Earlimart | A. 16 | N Thompson Rd | Azalea Ave. | Sierra Ave. | E. Side | Cross Slope | 208 | 2.35-5.4\% | 5 |
| Earlimart | A. 2 | N Muscat Rd | Cardinal Ave. | Sierra Ave. | W. Side | Cross Slope | 114 | 2.4\%-3.2\% | 5 |
| Earlimart | A. 20 | N Thompson Rd | Cardinal Ave. | Sierra Ave. | W. Side | Cross Slope | 84 | 3.6\%-4.2\% | 5 |
| Earlimart | A. 23 | N Thompson Rd | Azalea Ave. | Cardinal Ave. | W. Side | Cross Slope | 185 | 3.1\%-4.1\% | 5 |
| Earlimart | A. 25 | Azalea Ave | Vineyard Rd. | Thompson Rd. | N. Side | Cross Slope | 113 | 2.2\%-3.9\% | 5 |
| Earlimart | A. 28 | Cardinal Ave | Vineyard Rd. | Thompson Rd. | S. Side | Cross Slope | 121 | 2.1\%-4.0\% | 5 |
| Earlimart | A. 29 | Cardinal Ave | Muscat Rd. | Thompson Rd. | N. Side | Cross Slope | 171 | 2.8\%-4.3\% | 5 |
| Earlimart | A. 3 | N Muscat Rd | Cardinal Ave. | Sierra Ave. | W. Side | Driveway | 20 | 1 | 5 |
| Earlimart | A. 31 | N Muscat Rd | Cardinal Ave. | Sierra Ave. | E. Side | Cross Slope | 49 | 2.8\%-3.1\% | 5 |
| Earlimart | A. 4 | E Cardinal Ave | Muscat Rd. | Vineyard Rd. | S. Side | Cross Slope | 298 | 2.8\%-5.0\% | 5 |
| Earlimart | A. 5 | E Cardinal Ave | Muscat Rd. | Thompson Rd. | Both Sides | Driveway | 22 | 24 | 5 |
| Earlimart | A. 6 | E Cardinal Ave | Muscat Rd. | Thompson Rd. | S. Side | Offset | 1/2" |  | 5 |
| Earlimart | A. 8 | $N$ Vineyard Rd | Bent Ranch Rd. | Cardinal Ave. | W. Side | Cross Slope | 221 | 2.3\%-3.3\% | 5 |
| Earlimart | B. 1 | $N$ Vineyard Rd | Bent Ranch Ave. | Bent Ranch Rd. | Both Sides | Driveway | 22 | 3 | 5 |
| Earlimart | B. 11 | E Bent Ranch Ave | Muscat Rd. | Vineyard Rd. | S. Side | Cross Slope | 85 | 2.2\%-3.1\% | 5 |
| Earlimart | B. 13 | $N$ Vineyard Rd | Sutter Ave. | Bent Ranch Ave. | W. Side | Cross Slope | 110 | 2.4\%-3.6\% | 5 |
| Earlimart | B. 14 | $N$ Vineyard Rd | Sutter Ave. | Bent Ranch Ave. | W. Side | Driveway | 22 | 2 | 5 |
| Earlimart | B. 16 | E Sutter Ave | Muscat Rd. | Vineyard Rd. | N. Side | Cross Slope | 284 | 2.5\%-3.8\% | 5 |
| Earlimart | B. 17 | E Sutter Ave | Muscat Rd. | Vineyard Rd. | Both Sides | Driveway | 22 | 8 | 5 |
| Earlimart | B. 18 | E Sutter Ave | Muscat Rd. | Primavera Ct. | s. Side | Cross Slope | 88 | 2.4\%-2.9\% | 5 |
| Earlimart | B. 2 | $N$ Vineyard Rd | Bent Ranch Ave. | Bent Ranch Rd. | W. Side | Cross Slope | 83 | 2.4\%-3.6\% | 5 |
| Earlimart | B. 21 | E Sutter Ave | Primavera Ct. | Vineyard Rd. | S. Side | Cross Slope | 187 | 2.2\%-3.8\% | 5 |
| Earlimart | B. 24 | E Sutter Ave | Vineyard Rd. | DEAD END | s. Side | Cross Slope | 377 | 2.3\%-5.1\% | 5 |
| Earlimart | B. 25 | E Sutter Ave | Vineyard Rd. | DEAD END | N. Side | Cross Slope | 162 | 2.2\%-4.0\% | 5 |
| Earlimart | B. 27 | $N$ Vineyard Rd | Sutter Ave. | Bent Ranch Ave. | E. Side | Cross Slope | 184 | 2.2\%-4.0\% | 5 |
| Earlimart | B. 29 | E. Bent Ranch | Vineyard Rd. | Thompson Rd. | s. Side | Cross Slope | 111 | 2.3\%-3.8\% | 5 |
| Earlimart | B. 30 | E. Bent Ranch | Vineyard Rd. | Thompson Rd. | Both Sides | Driveway | 22 | 10 | 5 |
| Earlimart | B. 31 | N. Thompson Rd | Bent Ranch Ave. | Bent Ranch Rd. | Both Sides | Driveway | 22 | 5 | 5 |
| Earlimart | B.32 | N. Thompson Rd | Bent Ranch Ave. | Bent Ranch Rd. | E. Side | Cross Slope | 107 | 2.5\%-4.0\% | 5 |
| Earlimart | B.33 | E. Camelia | Vineyard Rd. | Thompson Rd. | Both Sides | Driveway | 22 | 9 | 5 |
| Earlimart | B. 34 | E. Camelia | Vineyard Rd. | Thompson Rd. | N. Side | Cross Slope | 101 | 2.2\%-3.6\% | 5 |
| Earlimart | B. 36 | E. Camelia | Vineyard Rd. | Thompson Rd. | S. Side | Cross Slope | 79 | 2.4\%-3.2\% | 5 |
| Earlimart | B. 38 | N. Thompson Rd | Bent Ranch Ave. | Bent Ranch Rd. | W. Side | Cross Slope | 116 | 3.1\%-3.9\% | 5 |
| Earlimart | B. 4 | E Bent Ranch Ave | Muscat Rd. | Vineyard Rd. | N. Side | Cross Slope | 183 | 2.4\%-3.8\% | 5 |
| Earlimart | B. 40 | E. Bent Ranch | Vineyard Rd. | Thompson Rd. | N. Side | Cross Slope | 111 | 3.1\%-4.2\% | 5 |
| Earlimart | B. 42 | E. Sutter Ave | Vineyard Rd. | DEAD END | Both Sides | Driveway | 22 | 6 | 5 |
| Earlimart | B. 5 | E Bent Ranch Ave | Muscat Rd. | Vineyard Rd. | Both Sides | Driveway | 22 | 8 | 5 |
| Earlimart | B. 6 | Muscat Ave | Sutter Ave. | Bent Ranch Ave. | W. Side | Cross Slope | 75 | 2.2\%-3.6\% | 5 |
| Earlimart | B. 9 | Muscat Ave | Sutter Ave. | Bent Ranch Ave. | E. Side | Cross Slope | 85 | 3.5\%-3.8\% | 5 |
| Earlimart | C. 12 | Primavera Ct. | Parade Ave. | Sutter Ave. | Both Sides | Driveway | 22 | 12 | 5 |
| Earlimart | C. 13 | Primavera Ct. | Parade Ave. | Sutter Ave. | W. Side | Cross Slope | 115 | 2.4\%-3.9\% | 5 |
| Earlimart | C. 15 | Parade Ave. | Muscat Rd. | Primavera Ct. | N. Side | Cross Slope | 96 | 2.2\%-3.1\% | 5 |
| Earlimart | C. 18 | Muscat | Parade Ave. | DEAD END | Both Sides | Driveway | 22 | 10 | 5 |
| Earlimart | c. 2 | Parade Ave. | Muscat Rd. | Thompson Rd. | S. Side | Cross Slope | 227 | 2.4\%-3.5\% | 5 |
| Earlimart | c. 3 | Parade Ave. | Muscat Rd. | Thompson Rd. | S. Side | Driveway | 22 | 17 | 5 |
| Earlimart | c. 5 | N. Thompson | Parade Ave. | DEAD END | Both Sides | Driveway | 22 | 9 | 5 |
| Earlimart | c. 8 | N. Vineyard | Parade Ave. | Sutter Ave. | Both Sides | Driveway | 22 | 10 | 5 |
| Earlimart | c. 9 | N. Vineyard | Parade Ave. | Sutter Ave. | E. Side | Cross Slope | 189 | 2.0\%-3.1\% | 5 |
| Earlimart | D. 1 | Center ave | Church Rd. | Muscat St. | S. Side | Cross Slope | 193 | 2.1\% - 3.1\% | 5 |
| Earlimart | D. 11 | Martin Ave | Primavera Ct. | Thompson Rd. | S. Side | Cross Slope | 138 | 2.6\% - 3.4\% | 5 |
| Earlimart | D. 12 | Martin | Muscat St. | Thompson Rd. | Both Sides | Driveway | 22 | 18 | 5 |
| Earlimart | D. 13 | N Thompson Rd | Martin Ave. | Parade Ave. | Both Sides | Driveway | 22 | 3 | 5 |
| Earlimart | D. 15 | Martin Ave | Muscat St. | Thompson Rd. | Both Sides | Cross Slope | 241 | 2.1\%-3.3\% | 5 |
| Earlimart | D. 17 | Muscat | Center Ave. | Parade Ave. | E. Side | Cross Slope | 36 | 2.2\%-2.7\% | 5 |
| Earlimart | D. 18 | Muscat | Center Ave. | Parade Ave. | Both Sides | Driveway | 22 | 3 | 5 |
| Earlimart | D. 20 | Center Ave | Church Rd. | Muscat St. | N. Side | Driveway | 35 | 1 | 5 |
| Earlimart | D. 21 | Center ave | Church Rd. | Muscat St. | N. Side | Cross Slope | 38 | 2.1\%-2.8\% | 5 |
| Earlimart | D. 3 | Muscat St. | Dead End | Martin Ct. | Both Sides | Driveway | 22 | 11 | 5 |
| Earlimart | D. 4 | Muscat St. | Dead End | Martin Ct . | Both Sides | Cross Slope | 100 | 2.6\% - $3.7 \%$ | 5 |
| Earlimart | D. 6 | Martin Ct | Muscat St. | Primavera Ct. | s. Side | Cross Slope | 295 | 2.4\% -3.3\% | 5 |
| Earlimart | D. 8 | Primavera Ct | Dead End | Martin Ave. | Both Sides | Cross Slope | 205 | 2.7\%-3.2\% | 5 |
| Earlimart | D. 9 | Primavera Ct | Dead End | Martin Ave. | Both Sides | Driveway | 22 | 12 | 5 |
| Earlimart | E. 11 | Kovacevich St | Alila St. | Dove Rd. | S. Side | Cross Slope | 144 | 3.0\%-4.4\% | 5 |
| Earlimart | E. 12 | Kovacevich St | Alila St. | Dove Rd. | S. Side | Offset | $1^{\prime \prime}$ |  | 5 |
| Earlimart | E. 13 | Kovacevich St | Alila St. | Church Rd. | Both Sides | Driveway | 22 | 11 | 5 |
| Earlimart | E. 14 | Kovacevich St | Alila St. | Dove Rd. | S. Side | Cross Slope | 164 | 2.8\%-4.1\% | 5 |
| Earlimart | E. 17 | Kovacevich St | Dove Rd. | Church Rd. | S. Side | Cross Slope | 110 | 2.0\% - 3.9\% | 5 |
| Earlimart | E. 2 | Sierra Ave | Dove Rd. | Rd. 136 | N. Side | Cross Slope | 30 | 2.0\% -3.3\% | 5 |
| Earlimart | E. 20 | Kovacevich St | Alila St. | Church Rd. | N. Side | Cross Slope | 210 | 2.1\%-4.2\% | 5 |
| Earlimart | E. 22 | Alila St | Kovacevich St. | Sierra Ave. | E. Side | Cross Slope | 130 | 2.0\% - 3.4\% | 5 |
| Earlimart | E. 9 | Alila St | Kovacevich St. | Sierra Ave. | W. Side | Cross Slope | 28 | 2.2\%-3.3\% | 5 |
| Earlimart | F. 1 | E Sutter Ave | Mariposa Rd. | Muscat Rd. | N. Side | Cross Slope | 64 | 2.4\%-3.9\% | 5 |
| Earlimart | F. 10 | N La Primevera | Camelia Dr. | Azelia Ct. | E. Side | Cross Slope | 101 | 2.0\% - $4.8 \%$ | 5 |
| Earlimart | F. 11 | EAzelia Ct | Mariposa Rd. | La Primavera Ave. | Both Sides | Driveway | 22 | 15 | 5 |
| Earlimart | F. 12 | EAzelia Ct | Mariposa Rd. | La Primavera Ave. | N. Side | Cross Slope | 58 | 2.5\%-3.5\% | 5 |
| Earlimart | F. 13 | N Mariposa Rd | Sutter Ave. | Azelia Ct. | W. Side | Cross Slope | 110 | 2.2\%-3.8\% | 5 |
| Earlimart | F. 14 | N Mariposa Rd | Camelia Dr. | Azelia Ct. | W. Side | Offset | 1/2" |  | 5 |
| Earlimart | F. 16 | E Camelia Dr | Mariposa Rd. | La Primavera Ave. | N. Side | Cross Slope | 106 | 2.0\%-4.2\% | 5 |
| Earlimart | F. 19 | EAzelia Ct | Mariposa Rd. | La Primavera Ave. | S. Side | Cross Slope | 184 | 2.3\%-4.2\% | 5 |
| Earlimart | F. 2 | E Sutter Ave | Mariposa Rd. | Muscat Rd. | N. Side | Offset | $1 / 2^{\prime \prime}$ | 4 | 5 |
| Earlimart | F. 23 | E Sutter Ave | Church Rd. | Muscat Rd. | S. Side | Cross Slope | 212 | 2.2\%-3.9\% | 5 |
| Earlimart | F. 24 | E Sutter Ave | Church Rd. | Muscat Rd. | Both Sides | Driveway | 22 | 3 | 5 |
| Earlimart | F. 4 | N Mariposa Rd | Sutter Ave. | Azelia Ct. | Both Sides | Driveway | 22 | 21 | 5 |
| Earlimart | F. 5 | N Mariposa Rd | Sutter Ave. | Camelia Dr. | E. Side | Cross Slope | 92 | 2.2\% - $3.7 \%$ | 5 |
| Earlimart | F. 7 | E Camelia Dr | Mariposa Rd. | La Primavera Ave. | S. Side | Cross Slope | 135 | 2.4\%-3.5\% | 5 |
| Earlimart | F. 8 | E Camelia Dr | Mariposa Rd. | La Primavera Ave. | Both Sides | Driveway | 22 | 11 | 5 |
| Earlimart | F. 9 | N La Primevera | Camelia Dr. | Azelia Ct. | Both Sides | Driveway | 22 | 7 | 5 |
| Earlimart | H. 1 | N Dove Rd | Bent Ranch Ave. | Kovacevich St. | E. Side | Cross Slope | 209 | 2.1\%-4.1\% | 5 |
| Earlimart | H. 10 | E Kovacevich St | Spring Rd. | Alila St. | N. Side | Cross Slope | 126 | 2.6\% - 3.6\% | 5 |
| Earlimart | H. 11 | E Kovacevich St | Spring Rd. | Alila St. | Both Sides | Driveway | 22 | 7 | 5 |
| Earlimart | H. 14 | E Kovacevich St | Spring Rd. | Earlimart Ave. | S. Side | Cross Slope | 98 | 2.1\%-2.6\% | 5 |
| Earlimart | H. 16 | $N$ Spring Rd | Quail Ave. | Kovacevich St. | E. Side | Cross Slope | 94 | 2.4\%-3.3\% | 5 |
| Earlimart | H. 18 | Quail Ave | Spring Rd. | Earlimart Ave. | N. Side | Cross Slope | 109 | 2.9\%-3.8\% | 5 |
| Earlimart | H. 19 | Quail Ave | Spring Rd. | Dove Rd. | Both Sides | Driveway | 22 | 11 | 5 |
| Earlimart | H. 2 | N Dove Rd | Bent Ranch Ave. | Kovacevich St. | Both Sides | Driveway | 22 | 14 | 5 |
| Earlimart | H. 22 | Quail Ave | Earlimart Ave. | Dove Rd. | N. Side | Cross Slope | 161 | 3.1\%-6.1\% | 5 |

## Path of Travel Inventory

| Earlimart | H. 25 | Quail Ave | Earlimart Ave. | Dove Rd. | S. Side | Cross Slope | 133 | 2.3\%-3.9\% | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Earlimart | H. 28 | E Bent Ranch Ave | Spring Rd. | Dove Rd. | N. Side | Cross Slope | 36 | 2.3\%-3.8\% | 5 |
| Earlimart | H. 3 | N Dove Rd | Bent Ranch Ave. | Quail Ave. | E. Side | Broken sidewalk | 6 | Buckled Section | 5 |
| Earlimart | H. 30 | N Dove Rd | Bent Ranch Ave. | Quail Ave. | W. Side | Offset | $1 / 2^{\prime \prime}$ |  | 5 |
| Earlimart | H. 31 | N Dove Rd | Bent Ranch Ave. | Quail Ave. | W. Side | Cross Slope | 22 | 3.1\%-4.0\% | 5 |
| Earlimart | H. 32 | N Dove Rd | Quail Ave. | Kovacevich St. | W. Side | Cross Slope | 160 | 2.5\%-4.1\% | 5 |
| Earlimart | H. 33 | N Earlimart St | Quail Ave. | Kovacevich St. | W. Side | Cross Slope | 412 | 2.2\%-4.7\% | 5 |
| Earlimart | H. 34 | N Earlimart St | Quail Ave. | Kovacevich St. | W. Side | Offset | $1 / 2^{\prime \prime}$ |  | 5 |
| Earlimart | H. 35 | N Earlimart St | Quail Ave. | Kovacevich St. | Both Sides | Driveway | 22 | 12 | 5 |
| Earlimart | H. 36 | N Earlimart St | Quail Ave. | Kovacevich St. | W. Side | Offset | 1/2" |  | 5 |
| Earlimart | H. 39 | N Earlimart St | Quail Ave. | Kovacevich St. | E. Side | Cross Slope | 262 | 2.9\%-4.5\% | 5 |
| Earlimart | H. 4 | E Bent Ranch Ave | Spring Rd. | Dove Rd. | S. Side | Cross Slope | 116 | 2.2\%-3.2\% | 5 |
| Earlimart | H. 5 | E Bent Ranch Ave | Spring Rd. | Dove Rd. | Both Sides | Driveway | 22 | 15 | 5 |
| Earlimart | H. 7 | N Spring Rd | Sutter Ave. | Bent Ranch Ave. | E. Side | Cross Slope | 74 | 2.3\%-3.0\% | 5 |
| Earlimart | н. 8 | $N$ Spring Rd | Sutter Ave. | Kovacevich St. | W. Side | Cross Slope | 246 | 2.1\%-4.3\% | 5 |
| Earlimart | H. 9 | N Spring Rd | Sutter Ave. | Kovacevich St. | Both Sides | Driveway | 22 | 23 | 5 |
| Earlimart | 1.1 | Elm St | School Ave. | Kenneth Ave. | W. Side | Gap | 410 | Single Property | 5 |
| Earlimart | 1.14 | Washington St | Elm Rd. | Dietz Rd. | S. Side | Gap | 310 | Multipl Properties | 5 |
| Earlimart | 1.16 | Washington St | Elm Rd. | Dietz Rd. | S. Side | Cross Slope | 51 | 3.8\%-4.1\% | 5 |
| Earlimart | 1.17 | Washington St | Elm Rd. | Dietz Rd. | S. Side | Offset | 1/2" |  | 5 |
| Earlimart | 1.18 | Washington St | Elm Rd. | Dietz Rd. | S. Side | Obstruction | 2.8 | Mailbox | 5 |
| Earlimart | 1.19 | Washington St | Elm Rd. | Dietz Rd. | s. Side | Gap | 50 | Single Property | 5 |
| Earlimart | 1.20 | Washington St | Elm Rd. | Dietz Rd. | S. Side | Gap | 82 | Multipl Properties | 5 |
| Earlimart | 1.21 | Washington St | Elm Rd. | Dietz Rd. | s. Side | Obstruction | 2.9 | 2 Mailboxes | 5 |
| Earlimart | 1.22 | Washington St | Elm Rd. | Dietz Rd. | S. Side | Gap | 200 | Multipl Properties | 5 |
| Earlimart | 1.27 | Mary Ann Ave | Elm Rd. | Lane Ave. | N. Side | Gap | 128 | Multiple Properties | 5 |
| Earlimart | 1.28 | Mary Ann Ave | Elm Rd. | Lane Ave. | N. Side | Cross Slope | 64 | 2.8\%-6.4\% | 5 |
| Earlimart | 1.29 | Mary Ann Ave | Elm Rd. | Lane Ave. | Both Sides | Driveway | 25 | 11 | 5 |
| Earlimart | 1.30 | Mary Ann Ave | Elm Rd. | Lane Ave. | N. Side | Gap | 51 | Multipl Properties | 5 |
| Earlimart | 1.31 | Mary Ann Ave | Elm Rd. | Lane Ave. | N. Side | Cross Slope | 230 | 4.20\% | 5 |
| Earlimart | 1.32 | Mary Ann Ave | Elm Rd. | Lane Ave. | N. Side | Gap | 160 | Multiple Properties | 5 |
| Earlimart | 1.33 | Lane Ave | Kenneth Ave. | Mary Ann Ave. | E. Side | Cross Slope | 99 | 3.2\% -6.3\% | 5 |
| Earlimart | 1.34 | Kenneth Ave | Elm Rd. | Lane Ave. | S. Side | Cross Slope | 137 | 4.0\% - 6.0\% | 5 |
| Earlimart | 1.35 | Kenneth Ave | Elm Rd. | Lane Ave. | S. Side | Gap | 78 | Multiple Properties | 5 |
| Earlimart | 1.36 | Kenneth Ave | Elm Rd. | Lane Ave. | Both Sides | Driveway | 22 | 8 | 5 |
| Earlimart | 1.37 | Kenneth Ave | Elm Rd. | Lane Ave. | S. Side | Obstruction | 2.2 | Fire Hydrant | 5 |
| Earlimart | 1.38 | Kenneth Ave | Elm Rd. | Lane Ave. | S. Side | Offset | 1" |  | 5 |
| Earlimart | 1.39 | Kenneth Ave | Elm Rd. | Lane Ave. | s. Side | Gap | 60 | Single Property | 5 |
| Earlimart | 1.42 | School Ave | Elm Rd. | DEAD END | N. Side | End of Sidewalk |  |  | 5 |
| Earlimart | 1.43 | School Ave | Elm Rd. | DEAD END | N. Side | Gap | 104 | Multiple Properties | 5 |
| Earlimart | 1.44 | School Ave | Elm Rd. | DEAD END | Both Sides | Driveway | 22 | 11 | 5 |
| Earlimart | 1.45 | School Ave | Elm Rd. | DEAD END | N. Side | Offset | $1 / 2^{\prime \prime}$ |  | 5 |
| Earlimart | 1.46 | School Ave | Elm Rd. | DEAD END | N. Side | Offset | 1/2" |  | 5 |
| Earlimart | 1.47 | School Ave | Elm Rd. | DEAD END | N. Side | Cross Slope | 16 | 4.0\% - 5.5\% | 5 |
| Earlimart | 1.48 | School Ave | Elm Rd. | DEAD END | N. Side | Offset | 1/2" |  | 5 |
| Earlimart | 1.49 | School Ave | Elm Rd. | DEAD END | N. Side | Offset | $1 / 2^{\prime \prime}$ | 3 Utility Boxes | 5 |
| Earlimart | 1.50 | School Ave | Elm Rd. | DEAD END | N. Side | Gap | 130 | Multiple Properties | 5 |
| Earlimart | 1.51 | School Ave | Elm Rd. | DEAD END | N. Side | Broken Sidewalk | 45 | Poor Condition | 5 |
| Earlimart | 1.52 | School Ave | Elm Rd. | DEAD END | N. Side | Gap | 125 | Multipl Properties | 5 |
| Earlimart | 1.58 | Franklin Ave | Elm Rd. | Lane Ave. | S. Side | Gap | 240 | Multipl Properties | 5 |
| Earlimart | 1.59 | Franklin/ Lane/Cannon Ave | Elm Rd. | Lane Ave. | Both Sides | Driveway | 22 | 24 | 5 |
| Earlimart | 1.60 | Franklin Ave | Elm Rd. | Lane Ave. | S. Side | Offset | 1/2" |  | 5 |
| Earlimart | 1.61 | Franklin Ave | Elm Rd. | Lane Ave. | S. Side | Cross Slope | 162 | 2.3\%-4.4\% | 5 |
| Earlimart | 1.62 | Franklin Ave | Elm Rd. | Lane Ave. | S. Side | Driveway | 54 | 2 | 5 |
| Earlimart | 1.63 | Lane Ave | Franklin Ave. | Cannon Ave. | E. Side | Cross Slope | 96 | 2.8\% - 8.5\% | 5 |
| Earlimart | 1.64 | Lane Ave | Franklin Ave. | Cannon Ave. | E. Side | Gap | 68 | Multiple Properties | 5 |
| Earlimart | 1.65 | Lane Ave | Franklin Ave. | Cannon Ave. | E. Side | Obstruction | 2 | Fire Hydrant | 5 |
| Earlimart | 1.66 | Cannon Ave | Franklin Ave. | Cannon Ave. | E. Side | Gap | 385 | Multipl Properties | 5 |
| Earlimart | 1.67 | Cannon Ave | Elm Rd. | Lane Ave. | N. Side | Broken Sidewalk | 2 | Poor Condition | 5 |
| Earlimart | 1.68 | Cannon Ave | Elm Rd. | Lane Ave. | Both Sides | Gap | 218 | Multiple Properties | 5 |
| Earlimart | ग. 1 | Elm Rd | Ave. 48 | Tulare Ave. | W. Side | Gap | 190 | Multipl Properties | 5 |
| Earlimart | J. 2 | Elm Rd | Ave. 48 | Tulare Ave. | W. Side | Cross Slope | 90 | 2.2\% - 3.0\% | 5 |
| Earlimart | 1.3 | Elm Rd | Ave. 48 | Tulare Ave. | Both Sides | Driveway | 18 | 5 | 5 |
| Earlimart | 1.5 | Elm Rd | Ave. 48 | Tulare Ave. | w. Side | Gap | 60 | Single Property | 5 |
| Earlimart | 1.7 | Elm Rd | Ave. 48 | Tulare Ave. | W. Side | Driveway | 31 | - | 5 |
| Earlimart | J. 8 | Elm Rd | Ave. 48 | Tulare Ave. | W. Side | Gap | 60 | Single Property | 5 |
| Earlimart | K. 1 | Tulare Ave | State St. | Church St. | S. Side | Gap | 111 | Multipl Properties | 5 |
| Earlimart | K.2 | Tulare Ave | State St. | Church St. | s. Side | Offset | 1/2" |  | 5 |
| Earlimart | K. 3 | Tulare Ave | State St. | Church St. | s. Side | Driveway | 19 | 7 | 5 |
| Earlimart | L. 1 | Front St | Olympia St. | Cedar Ave. | E. Side | Gap | 158 | Single Property | 5 |
| Earlimart | L. 2 | Front St | Olympia St. | Cedar Ave. | E. Side | Driveway | 19 | 1 | 5 |
| Earlimart | L. 3 | Front St | Olympia St. | Cedar Ave. | E. Side | Cross Slope | 16 | 2.6\% + (2) 1/2" Offsets | 5 |
| Earlimart | L. 4 | Front St | Olympia St. | Cedar Ave. | E. Side | Driveway | 22 | 2 | 5 |
| Earlimart | L. 5 | Front St | Olympia St. | Cedar Ave. | E. Side | Sidewalk Width | 70 | $3^{\prime}$ Reduced Width | 5 |
| Earlimart | L. 7 | Cedar Ave | Front St. | DEAD END | S. Side | Cross Slope | 66 | 2.3\%-3.2\% | 5 |
| Earlimart | L. 8 | Cedar Ave | Front St. | DEAD END | S. Side | Driveway | 30 | 2 | 5 |
| Earlimart | L. 9 | Cedar Ave | Front St. | DEAD END | s. Side | End of Sidewalk |  |  | 5 |
| Earlimart | P. 11 | $N$ Valente Rd | 200' S. of Washington Ave. | Washington Ave. | W. Side | End of Sidewalk |  |  | 5 |
| Earlimart | P. 12 | $N$ Valente Rd | 100' S. of Washington Ave. | Washington Ave. | W. Side | Driveway | 20 | 1 | 5 |
| Earlimart | P. 13 | $N$ Valente Rd | 50' S. of Washington Ave. | Washington Ave. | W. Side | Cross Slope | 30 | 2.1\% - 3.0\% | 5 |
| Earlimart | P. 2 | $N$ Valente Rd | Washington Ave. | Center Ave. | W. Side | Driveway | 28 | 1 | 5 |
| Earlimart | P. 3 | $N$ Valente Rd | Washington Ave. | Center Ave. | W. Side | Sidewalk Width | 83 | 3' Reduced Width | 5 |
| Earlimart | P. 32 | $N$ Citrus Rd | Washington Ave. | Center Ave. | E. Side | Gap | 92 | Multiple Properties | 5 |
| Earlimart | P. 33 | $N$ Citrus Rd | Washington Ave. | Center Ave. | Both Sides | Driveway | 22 | 8 | 5 |
| Earlimart | P. 34 | N Citrus Rd | Lincoln Ave. | Center Ave. | E. Side | Cross Slope | 35 | 3.3\%-5.0\% | 5 |
| Earlimart | P. 36 | W Center Ave | Citrus Rd. | Valente Rd. | S. Side | Cross Slope | 35 | 3.8\%-4.5\% | 5 |
| Earlimart | P. 37 | W Center Ave | Citrus Rd. | Valente Rd. | S. Side | Gap | 150 | Multipl Properties | 5 |
| Earlimart | P. 39 | $N$ Citrus Rd | Lincoln Ave. | Center Ave. | W. Side | Cross Slope | 40 | 2.7\% - $4.2 \%$ | 5 |
| Earlimart | P. 4 | $N$ Valente Rd | Washington Ave. | Center Ave. | W. Side | Driveway | 20 | 1 | 5 |
| Earlimart | P. 40 | $N$ Citrus Rd | Lincoln Ave. | Center Ave. | W. Side | Gap | 144 | Multiple Properties | 5 |
| Earlimart | P. 42 | Lincoln Ave | Alfalfa Rd. | Citrus Rd. | N. Side | Gap | 167 | Multiple Properties | 5 |
| Earlimart | P. 43 | Lincoln Ave | Alfalfa Rd. | Citrus Rd. | Both Sides | Driveway | 16 | 11 | 5 |
| Earlimart | P. 44 | Lincoln Ave | Alfalfa Rd. | Citrus Rd. | N. Side | Cross Slope | 72 | 2.5\%-4.0\% | 5 |
| Earlimart | P. 45 | Lincoln Ave | Alfalfa Rd. | Citrus Rd. | N. Side | Gap | 92 | Multipl Properties | 5 |
| Earlimart | P. 65 | Lincoln Ave | Alfalfa Rd. | Citrus Rd. | N. Side | Gap | 62 | Single Property | 5 |
| Earlimart | P. 62 | Alfalfa Rd. | Washington Ave. | Lincoln Ave. | E. Side | Gap | 193 | Multiple Properties | 5 |
| Earlimart | P. 48 | Lincoln Ave | Alfalfa Rd. | Citrus Rd. | S. Side | Offset | 1/2" |  | 5 |
| Earlimart | P. 49 | Lincoln Ave | Alfalfa Rd. | Citrus Rd. | s. Side | Cross Slope | 183 | 2.5\% - 5.2\% | 5 |
| Earlimart | P. 5 | $N$ Valente Rd | Washington Ave. | Center Ave. | W. Side | Driveway | 16 | 2 | 5 |
| Earlimart | P. 50 | Lincoln Ave | Alfalfa Rd. | Citrus Rd. | S. Side | Gap | 92 | Multipl Properties | 5 |
| Earlimart | P. 53 | Lincoln Ave | Alfalfa Rd. | Citrus Rd. | s. Side | Gap | 30 | Multiple Properties | 5 |

## Path of Travel Inventory

| Earlimart | P. 63 | Citrus Rd | Washington Ave. | Lincoln Ave. | W. Side | Gap | 193 | Multiple Properties | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Earlimart | P. 55 | Center Ave | Alfalfa Rd. | Citrus Rd. | 5. Side | Cross Slope | 166 | 2.1\% - $5.6 \%$ | 5 |
| Earlimart | P. 56 | Center Ave | Alfalfa Rd. | Citrus Rd. | Both Sides | Driveway | 22 | 9 | 5 |
| Earlimart | P. 6 | $N$ Valente Rd | Washington Ave. | Center Ave. | W. Side | Sidewalk Width | 54 | 3.5' Reduced Width | 5 |
| Earlimart | P. 64 | Center Ave | Alfalfa Rd. | Citrus Rd. | S. Side | Gap | 107 | Multiple Properties | 5 |
| Earlimart | P. 61 | Alfalfa Rd | Lincoln Ave. | Center Ave. | E. Side | Gap | 180 | Multiple Properties | 5 |
| Earlimart | P. 7 | $N$ Valente Rd | Washington Ave. | Center Ave. | W. Side | Gap | 216 | Multiple Properties | 5 |
| Earlimart | R. 10 | Rhoden Ct | DEAD END | Ash St. | 5. Side | Gap | 35 | Single Property | 5 |
| Earlimart | R. 13 | Clay Ave | DEAD END | Davis St. | Both Sides | Driveway | 20 | 15 | 5 |
| Earlimart | R. 14 | Clay Ave | DEAD END | Ash St. | N. Side | Gap | 22 | 2 Sections | 5 |
| Earlimart | R. 15 | Clay Ave | DEAD END | Ash St. | N. Side | Gap | 40 | Single Property | 5 |
| Earlimart | R. 16 | Clay Ave | DEAD END | Ash St. | N. Side | Gap | 35 | Single Property | 5 |
| Earlimart | R. 17 | Clay Ave | DEAD END | Ash St. | N. Side | Obstruction | 1.5 | Fire Hydrant | 5 |
| Earlimart | R. 18 | Clay Ave | DEAD END | Davis St. | S. Side | Cross Slope | 215 | 2.2\%-4.5\% | 5 |
| Earlimart | R. 19 | Clay Ave | DEAD END | Davis St. | s. Side | Gap | 25 | 2 Sections | 5 |
| Earlimart | R. 20 | Clay Ave | DEAD END | Davis St. | s. Side | Broken Sidewalk | 28 | Poor Condition | 5 |
| Earlimart | R. 22 | Clay Ave | DEAD END | Davis St. | S. Side | Gap | 64 | Single Property | 5 |
| Earlimart | R. 24 | Clay Ave | DEAD END | Davis St. | s. Side | Offset | 1/2" |  | 5 |
| Earlimart | R. 26 | Clay Ave | DEAD END | Davis St. | s. Side | Gap | 30 | 2 Sections | 5 |
| Earlimart | R. 27 | Davis St | Clay Ave. | Washington Ave. | E. Side | Obstruction | 2 | Light Post | 5 |
| Earlimart | R. 28 | Davis St | Clay Ave. | Washington Ave. | Both Sides | Driveway | 20 | 25 | 5 |
| Earlimart | R. 29 | Davis St | Clay Ave. | Washington Ave. | E. Side | Cross Slope | 142 | 3.3\% - 9.4\% | 5 |
| Earlimart | R. 30 | Davis St | Clay Ave. | Washington Ave. | E. Side | Gap | 85 | Multiple Properties | 5 |
| Earlimart | R. 31 | Davis St | Clay Ave. | Washington Ave. | E. Side | Gap | 49 | Single Property | 5 |
| Earlimart | R. 32 | Davis St | Clay Ave. | Washington Ave. | E. Side | Cross Slope | 80 | 4.9\%-5.4\% | 5 |
| Earlimart | R. 33 | Davis St | Clay Ave. | Washington Ave. | E. Side | Gap | 45 | Single Property | 5 |
| Earlimart | R. 34 | Davis St | Clay Ave. | Washington Ave. | W. Side | Gap | 40 | Single Property | 5 |
| Earlimart | R. 35 | Davis St | Clay Ave. | Washington Ave. | W. Side | Offset | $1^{\prime \prime}$ |  | 5 |
| Earlimart | R. 36 | Davis St | Clay Ave. | Washington Ave. | W. Side | Offset | 1/2" | Utility Box | 5 |
| Earlimart | R. 37 | Davis St | Clay Ave. | Washington Ave. | W. Side | Cross Slope | 130 | 2.1\% -3.7\% | 5 |
| Earlimart | R. 38 | Davis St | Clay Ave. | Washington Ave. | W. Side | Offset | 1/2" | Multiple Properties | 5 |
| Earlimart | R. 39 | Davis St | Clay Ave. | Washington Ave. | W. Side | Gap | 160 | Multiple Properties | 5 |
| Earlimart | R. 40 | Davis St | Clay Ave. | Washington Ave. | W. Side | Gap | 45 | Single Property | 5 |
| Earlimart | R. 42 | Clay Ave | Ash St. | Davis St. | N. Side | Gap | 114 | Single Property | 5 |
| Earlimart | R. 44 | Ash St | Clay Ave. | Washington Ave. | Both Sides | Driveway | 18 | 10 | 5 |
| Earlimart | R. 45 | Ash St | Clay Ave. | Washington Ave. | E. Side | Cross Slope | 132 | 2.4\% - $6.0 \%$ | 5 |
| Earlimart | R. 46 | Ash St | Clay Ave. | Washington Ave. | E. Side | Gap | 40 | Single Property | 5 |
| Earlimart | R. 47 | Ash St | Clay Ave. | Washington Ave. | E. Side | Gap | 8 | Single Property | 5 |
| Earlimart | R. 48 | Ash St | Clay Ave. | Washington Ave. | E. Side | Gap | 90 | Multiple Properties | 5 |
| Earlimart | R. 49 | Ash St | Clay Ave. | Washington Ave. | E. Side | Gap | 80 | Multiple Properties | 5 |
| Earlimart | R. 50 | Ash St | Clay Ave. | Washington Ave. | E. Side | Gap | 125 | Multiple Properties | 5 |
| Earlimart | R. 6 | Rhoden Ct | DEAD END | Ash St. | Both Sides | Driveway | 22 | 13 | 5 |
| Earlimart | R. 7 | Rhoden Ct | DEAD END | Ash St. | Both Sides | Cross Slope | 127 | 2.5\% - 5.1\% | 5 |
| Earlimart | R. 8 | Rhoden Ct | DEAD END | Ash St. | N. Side | Gap | 14 | Single Property | 5 |
| Earlimart | R. 9 | Rhoden Ct | DEAD END | Ash St. | s. Side | Gap | 20 | Single Property | 5 |
| Earlimart | T. 10 | Alila St | Sierra Ave. | Marin Ave. | Both Sides | Driveway | 22 | 18 | 5 |
| Earlimart | T. 11 | Alila St | Sierra Ave. | Marin Ave. | E. Side | Cross Slope | 38 | 2.4\%-2.9\% | 5 |
| Earlimart | T. 14 | Dove Rd | Sierra Ave. | Marin Ave. | Both Sides | Driveway | 22 | 18 | 5 |
| Earlimart | T. 15 | Dove Rd | Sierra Ave. | Marin Ave. | W. Side | Offset | 1/2" |  | 5 |
| Earlimart | T. 16 | Dove Rd | Sierra Ave. | Marin Ave. | W. Side | Cross Slope | 73 | 2.3\% - $2.6 \%$ | 5 |
| Earlimart | T. 17 | Dove Rd | Sierra Ave. | Marin Ave. | W. Side | Cross Slope | 57 | 2.2\%-4.2\% | 5 |
| Earlimart | T. 18 | Dove Rd | Sierra Ave. | Marin Ave. | E. Side | Cross Slope | 70 | 3.0\% -4.1\% | 5 |
| Earlimart | T. 20 | Marin Ave | Dove Rd. | Rd. 136 | s. Side | Offset | 1/2" |  | 5 |
| Earlimart | T. 21 | Marin Ave | Dove Rd. | Rd. 136 | s. Side | Offset | 1/2" |  | 5 |
| Earlimart | T. 22 | Marin Ave | Dove Rd. | Rd. 136 | s. Side | Cross Slope | 31 | 5.10\% | 5 |
| Earlimart | T. 24 | Marin Ave | Dove Rd. | Rd. 136 | s. Side | Offset | 1/2" |  | 5 |
| Earlimart | T. 25 | Rd 136 | Sierra Ave. | Marin Ave. | Both Sides | Driveway | 22 | 9 | 5 |
| Earlimart | T. 27 | Rd 136 | Marin Ave. | Andrea Ave. | E. Side | Offset | 1/2" |  | 5 |
| Earlimart | T. 28 | Rd 136 | Marin Ave. | Andrea Ave. | E. Side | Cross Slope | 178 | 2.7\%-4.1\% | 5 |
| Earlimart | T. 30 | Andrea Ave | Alila St. | Rd. 136 | Both Sides | Driveway | 22 | 8 | 5 |
| Earlimart | T. 31 | Andrea Ave | Alila St. | Rd. 136 | s. Side | Cross Slope | 27 | 2.9\%-3.1\% | 5 |
| Earlimart | T. 33 | Alila St | Marin Ave. | Andrea Ave. | E. Side | Cross Slope | 90 | 2.5\%-3.1\% | 5 |
| Earlimart | T. 35 | Marin Ave | Alila St. | Rd. 136 | N. Side | Cross Slope | 37 | 2.7\%-2.9\% | 5 |
| Earlimart | T. 36 | Marin Ave | Alila St. | Rd. 136 | Both Sides | Driveway | 22 | 8 | 5 |
| Earlimart | T. 37 | Marin Ave | Alila St. | Rd. 136 | N. Side | Offset | 1/2" |  | 5 |
| Earlimart | T. 39 | Alila St | Marin Ave. | Andrea Ave. | W. Side | Offset | $1 / 2^{\prime \prime}$ |  | 5 |
| Earlimart | T. 41 | Andrea Ave | Diane St. | Alila St. | Both Sides | Driveway | 22 | 9 | 5 |
| Earlimart | T. 42 | Andrea Ave | Diane St. | Alila St. | S. Side | Cross Slope | 186 | 2.4\%-3.4\% | 5 |
| Earlimart | T. 44 | Diane St | Marin Ave. | Andrea Ave. | E. Side | Broken Sidewalk | 15 | Poor Condition | 5 |
| Earlimart | T. 45 | Diane St | Marin Ave. | Andrea Ave. | E. Side | Cross Slope | 17 | 2.3\%-4.2\% | 5 |
| Earlimart | T. 47 | Marin Ave | Diane St. | Earlimart Ave. | N. Side | Cross Slope | 55 | 2.8\% - $3.1 \%$ | 5 |
| Earlimart | T. 49 | Marin Ave | Diane St. | Earlimart Ave. | s. Side | Offset | 1/2" |  | 5 |
| Earlimart | T. 50 | Earlimart Ave | Sierra Ave. | Marin Ave. | W. Side | Cross Slope | 135 | 2.5\%-3.0\% | 5 |
| Earlimart | T. 6 | Marin Ave | Diane St. | Alila St. | Both Sides | Driveway | 22 | 22 | 5 |
| Earlimart | T. 7 | Marin Ave | Earilmart Ave. | Alila St. | S. Side | Cross Slope | 37 | 2.9\%-3.2\% | 5 |
| Earlimart | T. 9 | Alila St | Sierra Ave. | Marin Ave. | W. Side | Cross Slope | 211 | 2.1\%-4.2\% | 5 |
| Earlimart | V. 1 | Spring Rd | Clay Ave. | Washington Ave. | E. Side | Gap | 130 | Multiple Properties | 5 |
| Earlimart | v. 10 | Clay Ave | Spring Rd. | Church St. | N. Side | Gap | 70 | Single Property | 5 |
| Earlimart | V. 18 | Clay Ave | Spring Rd. | Church St. | s. Side | Driveway | 18 | 3 | 5 |
| Earlimart | V. 19 | Clay Ave | Spring Rd. | Church St. | s. Side | Cross Slope | 103 | 2.8\%-3.9\% | 5 |
| Earlimart | V. 2 | Spring Rd | Clay Ave. | Washington Ave. | E. Side | Driveway | 14 | 4 | 5 |
| Earlimart | V. 21 | Clay Ave | State St. | Spring Rd. | s. Side | Gap | 135 | Multiple Properties | 5 |
| Earlimart | V.22 | Clay Ave | State St. | Spring Rd. | s. Side | Driveway | 18 | 2 | 5 |
| Earlimart | V.23 | Clay Ave | State St. | Spring Rd. | S. Side | Cross Slope | 30 | 2.9\%-3.9\% | 5 |
| Earlimart | V. 24 | Clay Ave | State St. | Spring Rd. | s. Side | Gap | 100 | Multiple Properties | 5 |
| Earlimart | V. 3 | Spring Rd | Clay Ave. | Washington Ave. | E. Side | Cross Slope | 29 | 3.2\%-4.8\% | 5 |
| Earlimart | V. 4 | Spring Rd | Clay Ave. | Washington Ave. | E. Side | Offset | 1/4" |  | 5 |
| Earlimart | V. 5 | Spring Rd | Clay Ave. | Washington Ave. | E. Side | Offset | 1/2" | Storm Drain | 5 |
| Earlimart | V. 7 | Clay Ave | Spring Rd. | Church St. | N. Side | Gap | 37 | Single Property | 5 |
| Earlimart | v. 8 | Clay Ave | Spring Rd. | Church St. | Both Sides | Driveway | 14 | 3 | 5 |
| Earlimart | V. 9 | Clay Ave | Spring Rd. | Church St. | N. Side | Cross Slope | 40 | 2.1\% - $3.2 \%$ | 5 |
| Earlimart | W. 12 | State St | Sutter Ave. | Sierra Ave. | W. Side | Cross Slope | 30 | 2.5\%-3.3\% | 5 |
| Earlimart | W. 13 | State St | Sutter Ave. | Sierra Ave. | W. Side | Gap | 300 | Multiple Properties | 5 |
| Earlimart | w. 14 | State St | Sutter Ave. | Sierra Ave. | W. Side | Gap | 720 | Multiple Properties | 5 |
| Earlimart | x. 11 | Rd 136 | Andrea Ave. | Bobbi Ave. | W. Side | Cross Slope | 54 | 2.1\% -3.2\% | 5 |
| Earlimart | x. 13 | Bobbi Ave | Bobbi Ave. | Rd. 136 | 5. Side | Cross Slope | 186 | 2.2\%-3.4\% | 5 |
| Earlimart | x. 4 | Bobbi Ave | Bobbi Ave. | Rd. 136 | Both Sides | Driveway | 22 | 28 | 5 |
| Earlimart | x. 5 | Bobbi Ave | Bobbi Ave. | Rd. 136 | N. Side | Cross Slope | 266 | 2.2\% -3.8\% | 5 |
| Earlimart | x. 7 | Bobbi Ave | Andrea Ave. | Bobbi Ave. | E. Side | Cross Slope | 158 | 2.7\%-3.2 | 5 |
| Earlimart | x. 9 | Andrea Ave | Bobbi Ave. | Rd. 136 | Both Sides | Driveway | 22 | 14 | 5 |
| Earlimart | Y. 1 | Bobbi Ave | Molly Rd. | Earlimart Ave. | Both Sides | Driveway | 22 | 33 | 5 |

## Path of Travel Inventory

| Earlimart | Y. 10 | Molly Rd. | Marin Ave. | Andrea Ave. | E. Side | Cross Slope | 134 | 2.6\%-3.5\% | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Earlimart | Y. 11 | Molly Rd. | Marin Ave. | Andrea Ave. | E. Side | Offset | $1 / 2^{\prime \prime}$ |  | 5 |
| Earlimart | Y. 13 | Andrea Ave | Molly Rd. | Diane St. | Both Sides | Driveway | 22 | 22 | 5 |
| Earlimart | Y. 14 | Andrea Ave | Molly Rd. | Diane St. | S. Side | Cross slope | 70 | 2.6\% -3.3\% | 5 |
| Earlimart | Y. 16 | Diane St. | Marin Ave. | Andrea Ave. | W. Side | Cross Slope | 182 | 2.4\%-2.9\% | 5 |
| Earlimart | Y. 19 | Bobbi Ave | Molly Rd. | Earlimart Ave. | S. Side | Cross Slope | 24 | 2.5\% - $2.8 \%$ | 5 |
| Earlimart | Y. 21 | Molly Rd. | Andrea Ave. | Bobbi Ave. | E. Side | Cross Slope | 207 | 2.4\% - $3.6 \%$ | 5 |
| Earlimart | Y. 23 | Andrea Ave | Molly Rd. | Diane St. | N. Side | Cross Slope | 50 | 2.4\% - 3.1\% | 5 |
| Earlimart | Y. 4 | Bobbi Ave | Molly Rd. | Earlimart Ave. | N. Side | Cross Slope | 183 | 2.4\% - $4.6 \%$ | 5 |
| Earlimart | Y. 5 | Molly Rd. | Andrea Ave. | Bobbi Ave. | W. Side | Driveway | 24 | 1 | 5 |
| Earlimart | Y. 6 | Molly Rd. | Marin Ave. | Bobbi Ave. | W. Side | Cross Slope | 152 | 2.8\%-5.1\% | 5 |
| Earlimart | Y. 7 | E. Marin Ave | Molly Rd. | Diane St. | Both Sides | Driveway | 22 | 15 | 5 |
| East Porterville | B. 5 | E. Success Dr | Leggett St. | Ruth St. | S. Side | Gap | 310 | Multiple Properties | 5 |
| East Porterville | B. 6 | E. Success Dr | Leggett St. | Ruth St. | S. Side | Driveway | 25 | 4 | 5 |
| East Porterville | B. 7 | E. Success Dr | Leggett St. | Ruth St. | S. Side | End of Sidewalk |  |  | 5 |
| East Porterville | c. 2 | S. Conner St | Springville Ave. | Success Dr. | W. Side | Driveway | 27 | 5 | 5 |
| East Porterville | c. 4 | S. Conner St | Springville Ave. | Success Dr. | W. Side | Broken Sidewalk | 2 | Poor condition | 5 |
| East Porterville | c. 5 | S. Conner St | Springville Ave. | Success Dr. | W. Side | Cross Slope | 56 | 2.4\%-3.7\% | 5 |
| East Porterville | c. 6 | s. Conner St | Springville Ave. | Success Dr. | W. Side | Gap | 50 | Single Property | 5 |
| East Porterville | c. 7 | S. Conner St | Springville Ave. | Success Dr. | W. Side | Gap | 236 | Multiple Properties | 5 |
| East Porterville | c. 8 | S. Conner St | Springville Ave. | Success Dr. | W. Side | Gap | 270 | Multiple Properties | 5 |
| East Porterville | D. 11 | S. Doyle St. | Springville Ave. | Crabtree Ave. | E. Side | End of Sidewalk |  |  | 5 |
| East Porterville | D. 13 | S. Doyle St. | Springville Ave. | Crabtree Ave. | Both Sides | Driveway | 18 | 3 | 5 |
| East Porterville | D. 2 | Bennett St | Springville Ave. | Cleo Ave. | W. Side | Obstruction | 2.3 | Power Pole | 5 |
| East Porterville | D. 3 | Bennett St | Springville Ave. | Cleo Ave. | Both Sides | Driveway | 14 | 3 | 5 |
| East Porterville | E. 1 | S. Tulsa Rd. | Crabtree Ave. | Roby Ave. | E. Side | End of Sidewalk |  |  | 5 |
| East Porterville | E. 2 | S. Tulsa Rd. | Crabtree Ave. | Roby Ave. | Both Sides | Driveway | 17 | 8 | 5 |
| East Porterville | E. 20 | S. Page St | Crabtree Ave. | Roby Ave. | W. Side | Obstruction | 2.5 | 2 Mailboxes | 5 |
| East Porterville | E. 21 | S. Page St | Crabtree Ave. | Roby Ave. | W. Side | Driveway | 12 | 1 | 5 |
| East Porterville | E. 22 | S. Page St | Crabtree Ave. | Roby Ave. | W. Side | Offset | $1 / 2^{\prime \prime}$ |  | 5 |
| East Porterville | E. 23 | S. Page St | Crabtree Ave. | Roby Ave. | W. Side | Cross Slope | 40 | 2.4\% - $3.6 \%$ | 5 |
| East Porterville | E. 24 | S. Page St | Crabtree Ave. | Roby Ave. | W. Side | Driveway | 24 | 1 | 5 |
| East Porterville | E. 25 | S. Page St | Crabtree Ave. | Roby Ave. | W. Side | Cross Slope | 25 | 2.5\%-3.0\% | 5 |
| East Porterville | E. 26 | S. Page St | Crabtree Ave. | Roby Ave. | W. Side | Driveway | 19 | 1 | 5 |
| East Porterville | E. 27 | S. Page St | Crabtree Ave. | Roby Ave. | W. Side | Cross Slope | 33 | 2.6\% -3.3\% | 5 |
| East Porterville | E. 28 | S. Page St | Crabtree Ave. | Roby Ave. | Both Sides | Driveway | 22 | 2 | 5 |
| East Porterville | E. 29 | S. Page St | Crabtree Ave. | Roby Ave. | W. Side | Gap | 751 | Multiple Properties | 5 |
| East Porterville | E. 3 | S. Tulsa Rd. | Crabtree Ave. | Roby Ave. | E. Side | Obstruction | 2.7 | 2 | 5 |
| East Porterville | E. 32 | S. Tulsa Rd. | Crabtree Ave. | Roby Ave. | W. Side | End of Sidewalk |  |  | 5 |
| East Porterville | E. 34 | E. Roby Ave | Holcomb St. | Tulsa Rd. | S. Side | Driveway | 24 | 6 | 5 |
| East Porterville | E. 35 | E. Roby Ave | Holcomb St. | Tulsa Rd. | S. Side | Gap | 25 | Single Property | 5 |
| East Porterville | E. 36 | E. Roby Ave | Holcomb St. | Tulsa Rd. | S. Side | Cross Slope | 147 | 2.8\%-4.8\% | 5 |
| East Porterville | E. 37 | E. Roby Ave | Holcomb St. | Tulsa Rd. | S. Side | Gap | 332 | Multiple Properties | 5 |
| East Porterville | E. 38 | E. Roby Ave | Holcomb St. | Tulsa Rd. | S. Side | Gap | 67 | Single Property | 5 |
| East Porterville | E. 4 | S. Tulsa Rd. | Crabtree Ave. | Roby Ave. | E. Side | Offset | 1/2" |  | 5 |
| East Porterville | E. 6 | E. Crabtree Ave | Tulsa Rd. | Rocky Hill St | N. Side | Offset | $1 / 2^{\prime \prime}$ |  | 5 |
| East Porterville | E. 7 | E. Crabtree Ave | Tulsa Rd. | Rocky Hill St | N. Side | Gap | 197 | Multiple Properties | 5 |
| East Porterville | F. 10 | S. W St. | Tyler Ave. | Roby Ave. | W. Side | Gap | 400 | Multiple Properties | 5 |
| East Porterville | F. 11 | S. W St. | Dead End | Tyler Ave. | W. Side | Obstruction | 2.5 | 2 Mailboxes | 5 |
| East Porterville | F. 12 | s. w st. | Dead End | Tyler Ave. | W. Side | Cross Slope | 20 | 2.5\%-4.1\% | 5 |
| East Porterville | F. 13 | E. Tyler Ave. | Conner St. | Holcomb St. | N. Side | End of Sidewalk |  |  | 5 |
| East Porterville | F. 14 | E. Tyler Ave. | Conner St. | Holcomb St. | Both Sides | Driveway | 17 | 4 | 5 |
| East Porterville | F. 15 | E. Tyler Ave. | Conner St. | Holcomb St. | N. Side | Cross Slope | 70 | 2.7\% -4.7\% | 5 |
| East Porterville | F. 16 | E. Tyler Ave. | Conner St. | Holcomb St. | N. Side | Offset | $1 / 2^{\prime \prime}$ |  | 5 |
| East Porterville | F. 18 | S. Conner St | Tyler Ave. | Roby Ave. | E. Side | Offset | $1 / 2^{\prime \prime}$ |  | 5 |
| East Porterville | F. 19 | S. Conner St | Tyler Ave. | Roby Ave. | E. Side | Cross Slope | 180 | 2.3\%-4.2\% | 5 |
| East Porterville | F. 20 | S. Conner St | Tyler Ave. | Roby Ave. | Both Sides | Driveway | 17 | 4 | 5 |
| East Porterville | F. 21 | S. Conner St | Tyler Ave. | Roby Ave. | E. Side | Obstruction | 2.7 | Mailbox | 5 |
| East Porterville | F. 22 | S. Conner St | Tyler Ave. | Roby Ave. | E. Side | Driveway | 20 | 1 | 5 |
| East Porterville | F. 23 | S. Conner St | Tyler Ave. | Roby Ave. | E. Side | Gap | 245 | Multiple Properties | 5 |
| East Porterville | F. 25 | S. Conner St | Tyler Ave. | Roby Ave. | W. Side | End of Sidewalk |  |  | 5 |
| East Porterville | F. 26 | s. Conner St | Tyler Ave. | Roby Ave. | W. Side | Offset | $1 / 2^{\prime \prime}$ |  | 5 |
| East Porterville | F. 27 | S. Conner St | Tyler Ave. | Roby Ave. | W. Side | Cross Slope | 80 | 2.4\% -3.4\% | 5 |
| East Porterville | F. 6 | s. W St. | Tyler Ave. | Roby Ave. | w. Side | Cross Slope | 62 | 4.2\%-5.0\% | 5 |
| East Porterville | F. 7 | S. W St. | Tyler Ave. | Roby Ave. | W. Side | Obstruction | 2.7 | Mailbox | 5 |
| East Porterville | F. 8 | s. W St. | Tyler Ave. | Roby Ave. | W. Side | Gap | 200 | Multiple Properties | 5 |
| East Porterville | F. 9 | S. W St. | Tyler Ave. | Roby Ave. | Both Sides | Driveway | 22 | 4 | 5 |
| Goshen | A. 10 | Ashworth Ave. | Cottontail St | DEAD END | N. Side | Gap | 63 | Empty Lot | 5 |
| Goshen | A. 12 | Cottontail St. | Wellman Ave. | Ashworth Ave. | E. Side | Cross Slope | 75 | 2.5-3.5\% | 5 |
| Goshen | A. 14 | Wellman Ave | Cottontail St | DEAD END | Both Sides | Driveway | 22 | 5 | 5 |
| Goshen | A. 15 | Wellman Ave | Cottontail St | DEAD END | N. Side | Gap | 62 | Empty Lot | 5 |
| Goshen | A. 19 | Cottontail St | Wellman Ave. | Ensminger Ave. | Both Sides | Driveway | 22 | 8 | 5 |
| Goshen | A. 2 | Ave 308 | Rd. 72 | Rd. 76 | S. Side | Driveway | 22 | 5 | 5 |
| Goshen | A. 22 | Cottontail St | Cottontail St | DEAD END | N. Side | Gap | 34 | Empty Lot | 5 |
| Goshen | A. 25 | Ave 308 | Rd. 72 | Rd. 76 | S. Side | Gap | 60 | Empty Lot | 5 |
| Goshen | A. 5 | Ensminger Ave | Cottontail St | DEAD END | Both Sides | Driveway | 22 | 9 | 5 |
| Goshen | A. 7 | Cottontail St | Ashworth Ave. | Ensminger Ave. | E. Side | Cross Slope | 100 | 3.40\% | 5 |
| Goshen | A. 9 | Ashworth Ave. | Cottontail St | DEAD END | Both Sides | Driveway | 22 | - | 5 |
| Goshen | B. 11 | Ave 306 | Cottontail St | DEAD END | Both Sides | Driveway | 22 | 16 | 5 |
| Goshen | B. 12 | Ave 306 | Cottontail St | DEAD END | N. Side | Gap | 73 | Empty Lot | 5 |
| Goshen | B.16 | Cottontail St | Ave. 306 | Lickey Ct. | W. Side | Cross Slope | 120 | 3.30\% | 5 |
| Goshen | B. 19 | Cottontail St | Lickey Ct. | Wellman Ave. | W. Side | Gap | 57 | Empty Lot | 5 |
| Goshen | B. 2 | Gadbury Ave | Kit Fox Ct. | Gadbury Ave. | N. Side | Driveway | 22 | 1 | 5 |
| Goshen | B. 4 | Kit Fox Ct. | DEAD END | Wellman Ave. | Both Sides | Driveway | 22 | 10 | 5 |
| Goshen | B. 5 | Kit Fox Ct. | DEAD END | Gadbury Ave. | E. Side | Gap | 57 | Empty Lot | 5 |
| Goshen | B. 6 | Kit Fox Ct. | Gadbury Ave. | Wellman Ave. | W. Side | Gap | 60 | Empty Lot | 5 |
| Goshen | B. 7 | Cottontail St | Ave. 306 | Wellman Ave. | Both Sides | Driveway | 22 | 7 | 5 |
| Goshen | B. 8 | Cottontail St | Lickey Ct. | Wellman Ave. | E. Side | Gap | 122 | Empty Lot | 5 |
| Goshen | B. 9 | Cottontail St | Ave. 306 | Lickey Ct. | E. Side | Gap | 58 | Empty Lot | 5 |
| Goshen | c. 1 | Lickey Ct. | DEAD END | Cottontail St. | S. Side | Driveway | 22 | 1 | 5 |
| Goshen | C. 12 | Rd 72 | Rd. 72 | Hawk Ct. | S. Side | Gap | 57 | Empty Lot | 5 |
| Goshen | c. 14 | Hawk Ct. | DEAD END | Ave. 306 | Both Sides | Driveway | 22 | 9 | 5 |
| Goshen | C. 15 | Hawk Ct. | DEAD END | Ave. 306 | W. Side | Gap | 64 | Empty Lot | 5 |
| Goshen | C. 18 | Coyote Ct. | DEAD END | Coyote Ct. | Both Sides | Driveway | 22 | 12 | 5 |
| Goshen | c. 2 | Lickey Ct. | DEAD END | Cottontail St. | Both Sides | Driveway | 22 | 15 | 5 |
| Goshen | c. 3 | Lickey Ct. | DEAD END | Cottontail St. | S. Side | Gap | 67 | Empty Lot | 5 |
| Goshen | C. 4 | Lickey Ct. | DEAD END | Cottontail St. | N. Side | Gap | 60 | Empty Lot | 5 |
| Goshen | C. 5 | Ave 306 | Rd. 72 | Cottontail St. | Both Sides | Driveway | 22 | 10 | 5 |
| Goshen | c. 6 | Ave 306 | Rd. 73 | Cottontail St. | N. Side | Driveway | 22 | 1 | 5 |
| Goshen | c. 7 | Ave 306 | Rd. 74 | Cottontail St. | N. Side | Gap | 50 | Empty Lot | 5 |
| Goshen | c. 8 | Ave 306 | Rd. 75 | Cottontail St. | N. Side | Gap | 127 | Empty Lot | 5 |

## Path of Travel Inventory

| Goshen | E. 2 | Ave 306 | Farr Rd. | Rd. 72 | N. Side | Driveway | 30 | 2 | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Goshen | E. 3 | Ave. 306 | Farr Rd. | Rd. 72 | N. Side | End of Sidewalk |  |  | 5 |
| Goshen | E. 4 | Camp Dr | Ave. 305 | Ave. 306 | E. Side | Cross Slope | 230 | 3-6.7\%, Asphalt Path | 5 |
| Goshen | G. 10 | Woodbine Ave | Rd. 71 | Farr Rd. | S. Side | End of Sidewalk |  |  | 5 |
| Goshen | G. 2 | Commercial Rd. | Wills Ave. | Ave. 308 | E. Side | End of Sidewalk |  |  | 5 |
| Goshen | G. 3 | Woodbine Ave | Commercial Rd. | Rd. 71 | N. Side | Gap | 85 | Single Property | 5 |
| Goshen | G. 4 | Woodbine Ave | Commercial Rd. | Rd. 72 | Both Sides | Driveway | 24 | 22 | 5 |
| Goshen | G. 7 | Commercial Rd. | Woodbine Ave. | Ave. 310 | w. Side | Gap | 450 | Multiple Properties | 5 |
| Goshen | G.8 | Commercial Rd. | Woodbine Ave. | Ave. 310 | E. Side | Gap | 140 | Multiple Properties | 5 |
| Goshen | 1.1 | Rd 71 | Woodbine Ave. | Ave. 310 | Both Sides | Driveway | 23 | 30 | 5 |
| Goshen | 1.10 | Commercial Rd. | Woodbine Ave. | Ave. 310 | Both Sides | Driveway | 20 | 30 | 5 |
| Goshen | 1.11 | Commercial Rd. | Woodbine Ave. | Ave. 310 | E. Side | Offset | 1/2" |  | 5 |
| Goshen | 1.12 | Commercial Rd. | Woodbine Ave. | Ave. 310 | W. Side | Offset | 1/2" |  | 5 |
| Goshen | 1.13 | Commercial Rd. | Woodbine Ave. | Ave. 310 | W. Side | Offset | 1/2" |  | 5 |
| Goshen | 1.14 | Commercial Rd. | Woodbine Ave. | Ave. 310 | w. Side | Offset | 1/2" |  | 5 |
| Goshen | 1.15 | Commercial Rd. | Woodbine Ave. | Ave. 310 | w. Side | Offset | $1 / 2^{\prime \prime}$ |  | 5 |
| Goshen | 1.17 | Rd. 72 | Woodbine Ave. | Ave. 310 | Both Sides | Driveway | 23 | 15 | 5 |
| Goshen | 1.2 | Rd 71 | Woodbine Ave. | Ave. 310 | W. Side | Broken Sidewalk | 10 | Poor Condition | 5 |
| Goshen | 1.23 | Farr Rd. | Woodbine Ave. | Ave. 310 | Both Sides | Driveway | 23 | 30 | 5 |
| Goshen | 1.24 | Farr Rd. | Woodbine Ave. | Ave. 310 | E. Side | Offset | 1/2" |  | 5 |
| Goshen | 1.3 | Rd 71 | Woodbine Ave. | Ave. 310 | W. Side | Offset | 1/2" |  | 5 |
| Goshen | 1.4 | Rd 71 | Woodbine Ave. | Ave. 310 | W. Side | Broken Sidewalk | 18 | Poor Condition | 5 |
| Goshen | 1.5 | Rd 71 | Woodbine Ave. | Ave. 310 | W. Side | Offset | 1/2" |  | 5 |
| Goshen | L. 1 | Camp Dr | Ave. 306 | Rd. 70 | E. Side | Cross Slope | 527 | 1\%-4.2\%, Asphalt Path | 5 |
| Goshen | L. 2 | Camp Dr | Rd. 70 | Wills Ave. | E. Side | Cross Slope | 425 | 1\%-4.5\%, Asphalt Path | 5 |
| Goshen | M. 10 | Rd. 70 | Ave. 308 | Ave. 310 | W. Side | Gap | 126 | Multiple Properties | 5 |
| Goshen | M. 11 | Rd. 70 | Ave. 308 | Ave. 310 | E. Side | Cross Slope | 149 | 2.0-4.0\% | 5 |
| Goshen | M. 12 | Rd. 70 | Ave. 308 | Ave. 310 | E. Side | Gap | 45 | Single Property | 5 |
| Goshen | M. 13 | Rd. 70 | Ave. 308 | Ave. 310 | W. Side | Broken Sidewalk | 18 | Poor Condition | 5 |
| Goshen | M. 15 | RD. 70 | Ave. 308 | Ave. 310 | E. Side | Gap | 65 | Single Property | 5 |
| Goshen | M. 9 | Rd. 70 | Ave. 308 | Ave. 310 | E. Side | Gap | 50 | Single Property | 5 |
| Goshen | N. 21 | Robinson Rd | DEAD END | Ave. 310 | E. Side | Gap | 215 | Multiple Properties | 5 |
| Goshen | N. 22 | Robinson Rd | DEAD END | Ave. 310 | W. Side | Gap | 150 | Multiple Properties | 5 |
| Goshen | N. 23 | Robinson Rd | DEAD END | Ave. 310 | Both Sides | Driveway | 23 | 18 | 5 |
| Goshen | N. 24 | Robinson Rd | DEAD END | Ave. 310 | s. Side | Gap | 260 | Multiple Properties | 5 |
| Goshen | N. 25 | Ave 310 | Robinson Rd. | Rd. 70 | s. Side | Gap | 240 | Multiple Properties | 5 |
| Goshen | N. 28 | Rd. 70 | Ave. 308 | Ave. 310 | W. Side | Gap | 72 | Single Property | 5 |
| Goshen | N. 29 | Rd. 70 | Ave. 308 | Ave. 310 | E. Side | Offset | 1/2" |  | 5 |
| Goshen | N. 30 | Rd. 70 | Ave. 308 | Ave. 310 | E. Side | Offset | 1/2" | 12' Depressed Section | 5 |
| Goshen | N. 31 | Rd. 70 | Ave. 308 | Ave. 310 | E. Side | Broken Sidewalk | 9 | Poor Condition | 5 |
| Goshen | N. 32 | Rd. 70 | Ave. 308 | Ave. 310 | E. Side | Cross Slope | 65 | 2.0\% - 4.0\% | 5 |
| Goshen | N. 33 | Rd. 70 | Ave. 308 | Ave. 310 | W. Side | Gap | 18 | Single Property | 5 |
| Goshen | N. 34 | Rd. 70 | Ave. 308 | Ave. 310 | E. Side | Broken Sidewalk | 45 | Poor Condition | 5 |
| Goshen | N. 35 | Rd. 70 | Ave. 308 | Ave. 310 | W. Side | Offset | 1/2" |  | 5 |
| Goshen | N. 36 | Rd. 70 | Ave. 308 | Ave. 310 | E. Side | Offset | 1/2" |  | 5 |
| Goshen | N. 37 | Rd. 70 | Ave. 308 | Ave. 310 | E. Side | Broken Sidewalk | 69 | Poor Condition | 5 |
| Goshen | N. 38 | Rd. 70 | Ave. 308 | Ave. 310 | W. Side | Broken Sidewalk | 45 | Poor Condition | 5 |
| Goshen | N. 39 | Rd. 70 | Ave. 308 | Ave. 310 | W. Side | Offset | 1/2" |  | 5 |
| Goshen | P. 10 | Rd 68 | Harvest Ave. | Ave. 308 | w. Side | End of Sidewalk |  |  | 5 |
| Goshen | R. 2 | Effie Dr | Ave. 305 | Ave. 306 | w. Side | Driveway | 20 | 2 | 5 |
| Goshen | R. 3 | Effie Dr | Ave. 305 | Ave. 306 | w. Side | End of sidewalk |  |  | 5 |
| Goshen | T1.1 | Parson Dr. | Betty Dr. | DEAD END | w. Side | Driveway | 36 | 7 | 5 |
| Goshen | T1.2 | Parson Dr. | Betty Dr. | DEAD END | w. Side | Broken Sidewalk | 5 | Poor Condition | 5 |
| Goshen | T1.3 | Parson Dr. | Betty Dr. | DEAD END | W. Side | Cross Slope | 35 | 3.50\% | 5 |
| Ivanhoe | A. 1 | Heather Ave | Rd. 160 | Rd. 161 | S. Side | End of Sidewalk |  |  | 5 |
| Ivanhoe | A. 2 | Heather Ave | Rd. 160 | Rd. 161 | s. Side | Driveway | 22 | 15 | 5 |
| Ivanhoe | A. 24 | Buckeye Rd | Heather Ave. | Ave. 332 | E. Side | Cross Slope | 122 | 2.6\%-3.1\% | 5 |
| Ivanhoe | A. 25 | Buckeye Rd | Heather Ave. | Ave. 332 | Both Sides | Driveway | 15 | 4 | 5 |
| Ivanhoe | A. 28 | Buckeye Rd | Heather Ave. | Ave. 332 | E. Side | Gap | 110 | Multiple Properties | 5 |
| Ivanhoe | A. 29 | Buckeye Rd | Heather Ave. | Ave. 332 | W. Side | Obstruction | 2.5 | Mailbox | 5 |
| Ivanhoe | A. 3 | Heather Ave | Rd. 160 | Rd. 161 | Both Sides | Cross Slope | 34 | 3.00\% | 5 |
| Ivanhoe | A. 30 | Buckeye Rd | Heather Ave. | Ave. 332 | W. Side | End of Sidewalk |  |  | 5 |
| Ivanhoe | A. 31 | Buckeye Rd | Heather Ave. | Ave. 332 | Both Sides | Driveway | 15 | 2 | 5 |
| Ivanhoe | B. 2 | Manzanita Rd | Ave. 330 | Azalea Ave. | Both Sides | Driveway | 22 | 4 | 5 |
| Ivanhoe | B. 24 | Heather Ave | Manzanita Rd. | Rd. 159 | S. Side | Offset | 1/2'" |  | 5 |
| Ivanhoe | B. 25 | Heather Ave | Manzanita Rd. | Rd. 159 | S. Side | Gap | 66 | Single Property | 5 |
| Ivanhoe | B. 26 | Heather Ave | Manzanita Rd. | Rd. 159 | S. Side | Cross Slope | 34 | 2.4\%-3.0\% | 5 |
| Ivanhoe | B. 27 | Heather Ave | Manzanita Rd. | Rd. 159 | s. Side | Gap | 73 | Single Property | 5 |
| Ivanhoe | B. 28 | Hawthorne Rd | Azalea Ave. | Heather Ave. | E. Side | Gap | 40 | Single Property | 5 |
| Ivanhoe | B. 29 | Hawthorne Rd | Azalea Ave. | Heather Ave. | E. Side | Cross Slope | 50 | 2.5\%-4.0\% | 5 |
| Ivanhoe | B. 3 | Manzanita Rd | Ave. 330 | Azalea Ave. | E. Side | Gap | 100 | Multipl Properties | 5 |
| Ivanhoe | B. 31 | Hawthorne Rd | Azalea Ave. | Heather Ave. | E. Side | Offset | $1{ }^{10}$ | Utility Box | 5 |
| Ivanhoe | B.32 | Hawthorne Rd | Azalea Ave. | Heather Ave. | E. Side | Gap | 115 | Single Property | 5 |
| Ivanhoe | B. 5 | Manzanita Rd | Ave. 330 | Azalea Ave. | E. Side | Obstruction | 2.5 | 2 Mailboxes | 5 |
| Ivanhoe | B. 6 | Manzanita Rd | Ave. 330 | Azalea Ave. | E. Side | Offset | 1/2" | Utility Box | 5 |
| Ivanhoe | B. 8 | Manzanita Rd | Ave. 330 | Azalea Ave. | E. Side | Gap | 40 | Single Property | 5 |
| Vanhoe | C. 10 | Bly Ave | Waverly Ct. | Scott Rd. | N. Side | Cross Slope | 122 | 2.5\%-4.8\% | 5 |
| Ivanhoe | c. 12 | Waverly Ct | DEAD END | Bly Ave. | Both Sides | Cross Slope | 294 | 2.9\%-4.5\% | 5 |
| Ivanhoe | C. 13 | Bly Ave | Waverly Ct. | Scott Rd. | S. Side | Cross Slope | 190 | 3.80\% | 5 |
| Ivanhoe | C. 14 | Bly Ave | Rd. 160 | Waverly Ct. | N. Side | Cross slope | 136 | 2.9\%-4.1\% | 5 |
| Ivanhoe | C. 15 | Bly Ave | Rd. 160 | Waverly Ct. | S. Side | Cross Slope | 185 | 3.0-4.0\% | 5 |
| Ivanhoe | C. 16 | Rd 160 | Ave. 330 | Bly Ave. | E. Side | Cross Slope | 176 | 2.1\%-3.1\% | 5 |
| Ivanhoe | c. 17 | Rd 160 | Ave. 330 | Bly Ave. | E. Side | End of Sidewalk |  | No transition with no further access | 5 |
| Ivanhoe | c. 2 | WHOLE MAP | Rd. 160 | Scott Rd. | Both Sides | Driveway | 22 | 50 | 5 |
| Ivanhoe | C. 20 | Rd 160 | Bly Ave. | Freedom Ave. | E. Side | Cross Slope | 140 | 3.40\% | 5 |
| Ivanhoe | c. 23 | Freedom Ave | Rd. 161 | Scott Rd. | s. Side | Cross Slope | 152 | 2.4\%-3.3\% | 5 |
| Ivanhoe | C. 24 | Freedom Ave | Rd. 160 | Scott Rd. | N. Side | Cross Slope | 293 | 2.4\%-3.8\% | 5 |
| Ivanhoe | C. 4 | Scott Rd | Bly Ave. | Freedom Ave. | W. Side | Cross Slope | 197 | 2.2\%-4.0\% | 5 |
| Ivanhoe | c. 5 | Scott Rd | Bly Ave. | Freedom Ave. | E. Side | Cross Slope | 347 | 2.0\%-3.5\% | 5 |
| Ivanhoe | c. 6 | Scott Rd | DEAD END | Bly Ave. | Both Sides | Cross Slope | 383 | 2.5\%-3.9\% | 5 |
| Ivanhoe | c. 7 | Scott Rd and Waverly Ct | DEAD END | Bly Ave. | Both Sides | Driveway | 33 | 4 | 5 |
| Ivanhoe | D. 1 | Azalea Ave | Rd. 158 | Manzanita Rd. | S. Side | Gap | 155 | Single Property | 5 |
| Ivanhoe | D. 2 | Azalea Ave | Rd. 158 | Manzanita Rd. | S. Side | Obstruction | 2.5 | Mailbox | 5 |
| Ivanhoe | D. 4 | Rd 158 | Depot Dr. | Azalea Ave. | E. Side | End of Sidewalk |  |  | 5 |
| Ivanhoe | D. 5 | Rd 158 | Depot Dr. | Azalea Ave. | E. Side | Driveway | 15 | 1 | 5 |
| Ivanhoe | D. 6 | Azalea Ave | Rd. 158 | Manzanita Rd. | S. Side | Driveway | 15 | 2 | 5 |
| Ivanhoe | E. 11 | Scott Ln | Walter Ave. | DEAD END | Both Sides | Cross Slope | 108 | 2.4\%-2.8\% | 5 |
| Ivanhoe | E. 14 | Walter Ave | Rd. 160 | Scott Ln. | N. Side | Cross Slope | 62 | 2.3\%-4.5\% | 5 |
| Ivanhoe | E. 18 | Rd 160 | Walter Ave. | Latana Ave | E. Side | Cross Slope | 126 | 2.3\%-3.4\% | 5 |
| Ivanhoe | E. 19 | Rd 160 | Walter Ave. | Latana Ave | E. Side | End of Sidewalk |  |  | 5 |
| Ivanhoe | E. 2 | Walter Ave | Rd. 160 | Waverly Ct. | s. Side | Cross Slope | 180 | 2.5\%-3.5\% | 5 |

## Path of Travel Inventory

| Ivanhoe | E. 20 | Walter Ave | Rd. 160 | Scott Ln. | Both Sides | Driveway | 22 | 12 | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Ivanhoe | E. 21 | Scott Ln | Walter Ave. | DEAD END | Both Sides | Driveway | 22 | 3 | 5 |
| Ivanhoe | E. 4 | Waverley Ave | DEAD END | Walter Ave. | Both Sides | Cross Slope | 228 | 2.1\%-4.0\% | 5 |
| Ivanhoe | E. 5 | Waverley Ave | DEAD END | Walter Ave. | Both Sides | Driveway | 22 | 11 | 5 |
| Ivanhoe | F. 17 | Manzanita Rd. | Ave. 328 | Fuchsia Ave. | W. Side | Cross Slope | 35 | 3.50\% | 5 |
| Ivanhoe | F. 18 | Manzanita Rd. | Ave. 328 | Fuchsia Ave. | W. Side | Driveway | 22 | 3 | 5 |
| Ivanhoe | F. 19 | Manzanita Rd. | Ave. 328 | Fuchsia Ave. | W. Side | Gap | 29 | Single Property | 5 |
| Ivanhoe | F. 2 | Ave 328 | Rd. 157 | Rd. 158 | S. Side | Gap | 40 | Single Property | 5 |
| Ivanhoe | F. 3 | Ave 328 | Rd. 157 | Rd. 158 | Both Sides | Driveway | 16 | 7 | 5 |
| Ivanhoe | F. 4 | Ave 328 | Rd. 157 | Rd. 158 | S. Side | Gap | 5 | Single Property | 5 |
| Ivanhoe | F. 5 | Ave 328 | Rd. 157 | Rd. 158 | S. Side | Cross Slope | 43 | 2.5\%-5.0\% | 5 |
| Ivanhoe | F. 6 | Ave 328 | Rd. 157 | Rd. 158 | S. Side | Gap | 40 | Single Property | 5 |
| Ivanhoe | F. 7 | Ave 328 | Rd. 157 | Rd. 158 | S. Side | Gap | 10 | Single Property | 5 |
| Ivanhoe | F. 8 | Ave 328 | Rd. 157 | Rd. 158 | S. Side | Gap | 60 | Single Property | 5 |
| Ivanhoe | 1.1 | Rosalina Ave | Rd. 157 | Rd. 158 | N. Side | Gap | 60 | Single Property | 5 |
| Ivanhoe | 1.10 | Rosalina Ave | Rd. 157 | Rd. 158 | N. Side | Gap | 48 | Single Property | 5 |
| Ivanhoe | 1.11 | Rosalina Ave | Rd. 157 | Rd. 158 | N. Side | Gap | 20 | Single Property | 5 |
| Ivanhoe | 1.13 | Rd 158 | Rosaline Ave. | Ave. 328 | W. Side | Gap | 140 | Multiple Properties | 5 |
| Ivanhoe | 1.15 | Ave. 327 | Rd. 157 | Rd. 158 | S. Side | Driveway | 31 | 1 | 5 |
| Ivanhoe | 1.16 | Ave. 327 | Rd. 157 | Rd. 158 | S. Side | Offset | 1/2" |  | 5 |
| Ivanhoe | 1.19 | Rd 158 | Rosaline Ave. | Ave. 328 | W. Side | Driveway | 18 | 3 | 5 |
| Ivanhoe | 1.2 | Rosalina Ave | Rd. 157 | Rd. 158 | Both Sides | Driveway | 16 | 9 | 5 |
| Ivanhoe | 1.3 | Rosalina Ave | Rd. 157 | Rd. 158 | N. Side | Cross Slope | 42 | 3.00\% | 5 |
| Ivanhoe | 1.4 | Rosalina Ave | Rd. 157 | Rd. 158 | N. Side | Obstruction | 2.5 | Mailbox | 5 |
| Ivanhoe | 1.5 | Rosalina Ave | Rd. 157 | Rd. 158 | N. Side | Gap | 40 | Single Property | 5 |
| Ivanhoe | 1.6 | Rosalina Ave | Rd. 157 | Rd. 158 | N. Side | Gap | 50 | Single Property | 5 |
| Ivanhoe | 1.7 | Rosalina Ave | Rd. 157 | Rd. 158 | N. Side | Obstruction | 2 | Mailbox | 5 |
| Ivanhoe | 1.8 | Rosalina Ave | Rd. 157 | Rd. 158 | N. Side | Obstruction | 2 | Mailbox | 5 |
| Ivanhoe | 1.9 | Rosalina Ave | Rd. 157 | Rd. 158 | N. Side | Gap | 31 | Single Property | 5 |
| Ivanhoe | J.12 | Ave 327 | Rd. 158 | Carmaline Rd. | Both Sides | Driveway | 21 | 6 | 5 |
| Ivanhoe | J. 13 | Ave 327 | Rd. 158 | Carmaline Rd. | S. Side | Cross slope | 67 | 2.4-3.5\% | 5 |
| Ivanhoe | ${ }^{\text {J. }} 14$ | Ave 327 | Rd. 158 | Carmaline Rd. | s. Side | Cross Slope | 30 | 2.40\% | 5 |
| Ivanhoe | 1.2 | Rosaline Ave | Rd. 158 | Rd. 159 | S. Side | Gap | 52 | Single Property | 5 |
| Ivanhoe | J. 3 | Rosaline Ave | Rd. 158 | Rd. 159 | S. Side | Cross Slope | 28 | 2.8-3.5\% | 5 |
| Ivanhoe | J. 4 | Rosaline Ave | Rd. 158 | Rd. 159 | S. Side | Gap | 276 | Multiple Properties | 5 |
| Ivanhoe | 1.5 | Rosaline Ave | Rd. 158 | Rd. 159 | s. Side | Cross Slope | 70 | 2.5-4.0\% | 5 |
| Ivanhoe | 1.7 | Rd 159 | Ave. 327 | Rosaline Rd. | W. Side | Cross Slope | 64 | 2.4-3.8\% | 5 |
| Ivanhoe | 1.8 | Rd 159 | Ave. 327 | Rosaline Rd. | W. Side | Gap | 45 | Single Property | 5 |
| Ivanhoe | J. 9 | Rd 159 | Ave. 327 | Rosaline Rd. | W. Side | Gap | 47 | Single Property | 5 |
| Ivanhoe | K. 10 | Rosaline Rd | Rd. 159 | Ivanhoe Dr. | N. Side | Broken Sidewalk | 23 | Poor Condition | 5 |
| Ivanhoe | K. 14 | Rosaline Rd | Rd. 159 | Ivanhoe Dr. | S. Side | Driveway | 40 | 1 | 5 |
| Ivanhoe | K.15 | Rosaline Rd | Rd. 159 | Ivanhoe Dr. | S. Side | Gap | 123 | Multiple Properties | 5 |
| Ivanhoe | K. 16 | Rosaline Rd | Rd. 159 | Ivanhoe Dr. | s. Side | Cross Slope | 32 | 2.6\%-3.5\% | 5 |
| Ivanhoe | K. 18 | Rd. 159 | Ave. 327 | Rosaline Rd. | E. Side | Gap | 158 | Multiple Properties | 5 |
| Ivanhoe | K. 2 | Rosaline Rd | Rd. 159 | Ivanhoe Dr. | N. Side | Gap | 30 | Single Property | 5 |
| Ivanhoe | K. 20 | Ave 327 | Carmiline Rd. | Ivanhoe Dr. | S. Side | Cross Slope | 353 | 2.6\%-3.6\% | 5 |
| Ivanhoe | K. 21 | Ave 327 | Carmiline Rd. | Ivanhoe Dr. | Both Sides | Driveway | 22 | 7 | 5 |
| Ivanhoe | K. 3 | Rd 159 | Rosaline Ave. | Ave. 328 | E. Side | Gap | 52 | Single Property | 5 |
| Ivanhoe | K. 4 | Rd 159 | Rosaline Ave. | Ave. 328 | E. Side | Offset | 1/2" |  | 5 |
| Ivanhoe | k. 5 | Rd 159 | Rosaline Ave. | Ave. 328 | E. Side | Cross Slope | 75 | Multiple Properties | 5 |
| Ivanhoe | K. 6 | Rd 159 | Rosaline Ave. | Ave. 328 | E. Side | Gap | 42 | Single Property | 5 |
| Ivanhoe | K. 8 | Rosaline Rd | Rd. 159 | Ivanhoe Dr. | N. Side | Offset | $2^{\prime \prime}$ |  | 5 |
| Ivanhoe | K. 9 | Rosaline Rd | Rd. 159 | Ivanhoe Dr. | N. Side | Offset | 1/2" |  | 5 |
| Ivanhoe | L. 1 | Grove St | Paradise Ave. | Ave. 327 | Both Sides | Driveway | 22 | 17 | 5 |
| Ivanhoe | L. 10 | Grove St | Paradise Ave. | Ave. 327 | E. Side | Cross Slope | 27 | 3.50\% | 5 |
| Ivanhoe | L. 15 | Rd. 158 | Paradise Ave. | Giotta Ave. | E. Side | Cross Slope | 205 | 3.0\%-5.5\% | 5 |
| Ivanhoe | L. 18 | Rd. 158 | Giotta Ave. | Ave. 327 | E. Side | Cross Slope | 36 | 2.1\%-2.9\% | 5 |
| Ivanhoe | L. 2 | Grove St | Paradise Ave. | Ave. 327 | W. Side | Cross Slope | 22 | 3.50\% | 5 |
| Ivanhoe | L. 9 | Grove St | Paradise Ave. | Ave. 327 | E. Side | Cross Slope | 47 | 2.1\%-2.8\% | 5 |
| Ivanhoe | M. 1 | Paradise Ave | Rd. 158 | Eileen Rd. | Both Sides | Driveway | 22 | 27 | 5 |
| Ivanhoe | M. 10 | Giotta Ave | Rd. 158 | Eileen Rd. | S. Side | Cross Slope | 259 | 2.6\%-4.1\% | 5 |
| Ivanhoe | M. 11 | Giotta Ave | Rd. 158 | Eileen Rd. | N. Side | Cross Slope | 217 | 2.2\%-2.8\% | 5 |
| Ivanhoe | M. 13 | Carmaline Rd | Giotta Ave. | Ave. 327 | Both Sides | Cross Slope | 67 | 2.4\%-4.1\% | 5 |
| Ivanhoe | M. 15 | Giotta Ave | Carmiline Rd. | Eileen Rd. | N. Side | Cross Slope | 104 | 2.5\%-4.0\% | 5 |
| Ivanhoe | M. 2 | Paradise Ave | Rd. 158 | Eileen Rd. | N. Side | Cross Slope | 584 | 2.2\%-5.5\% | 5 |
| \|vanhoe | M. 3 | Paradise Ave | Rd. 158 | Eileen Rd. | N. Side | Offset | 2-1/2" |  | 5 |
| Ivanhoe | M. 4 | Paradise Ave | Rd. 158 | Eileen Rd. | S. Side | Cross Slope | 502 | 2.8\%-4.8\% | 5 |
| Ivanhoe | M. 5 | Eileen Rd | Paradise Ave. | Giotta Ave. | E. Side | Cross Slope | 184 | 3.4\%-4.6\% | 5 |
| Ivanhoe | M. 7 | Eileen Rd | Paradise Ave. | Giotta Ave. | Both Sides | Driveway | 22 | 5 | 5 |
| Ivanhoe | M. 9 | Giotta Ave | Rd. 158 | Eileen Rd. | Both Sides | Driveway | 22 | 27 | 5 |
| Ivanhoe | N. 3 | Rd 158/Aspen | Rd. 158 | Manzanita Rd. | N. Side | Obstruction | 2.7 | Stop Sign | 5 |
| Ivanhoe | N. 4 | Rd 158 | Aspen Rd. | Paradise Ave. | E. Side | Driveway | 14 | 3 | 5 |
| Ivanhoe | N. 5 | Rd 158 | Aspen Rd. | Paradise Ave. | E. Side | Cross Slope | 245 | 2.6\%-4.5\% | 5 |
| Ivanhoe | N. 6 | Rd 158 | Aspen Rd. | Paradise Ave. | E. Side | Driveway | 23 | 1 | 5 |
| Lemon Cove | A. 1 | Pogue Ave | Rd. 244 | Sierra Dr. | S. Side | Gap | 93 | Multiple Properties | 5 |
| Lemon Cove | A. 2 | Pogue Ave | Rd. 244 | Sierra Dr. | S. Side | Gap | 18 | Single Property | 5 |
| Lemon Cove | A. 3 | Pogue Ave | Rd. 244 | Sierra Dr. | S. Side | Cross Slope | 28 | 3.0\%-3.8\% | 5 |
| Lemon Cove | A. 4 | Pogue Ave | Rd. 244 | Sierra Dr. | N. Side | Broken Sidewalk | 165 | Poor Condition | 5 |
| Lemon Cove | A. 5 | Douglas Ave | Rd. 244 | Sierra Dr. | s. Side | Cross Slope | 75 | 2.3\%-3.3\% | 5 |
| Lemon Cove | A. 6 | Douglas Ave | Rd. 244 | Sierra Dr. | S. Side | Driveway | 23 | , | 5 |
| Lemon Cove | A. 7 | Douglas Ave | Rd. 244 | Sierra Dr. | s. Side | End of Sidewalk |  |  | 5 |
| Lindsay | A. 11 | Foothill Ave. | Sierra View St. | Hickory St. | Both Sides | Driveway | 24 | 5 | 5 |
| Lindsay | A. 12 | Foothill Ave. | Sierra View St. | Hickory St. | W. Side | Cross Slope | 156 | 2.4\%-4.3\% | 5 |
| Lindsay | A. 2 | Sierra View St. | Laurel Ave. | Page Ave. | S. Side | Gap | 130 | Multiple properties | 5 |
| Lindsay | A. 5 | Page Ave. | Sierra View St. | DEAD END | E. Side | Cross Slope | 88 | 2.1\%-3.8\% | 5 |
| Lindsay | A. 6 | Page Ave. | Sierra View St. | DEAD END | E. Side | Obstruction | 2.5 | 2 Mailboxes | 5 |
| Lindsay | A. 7 | Page Ave. | Sierra View St. | DEAD END | Both Sides | Driveway | 22 | 3 | 5 |
| Lindsay | A. 8 | Sierra View St. | Page Ave. | Rd. 224 | N. Side | Cross Slope | 38 | 2.6\% - 4.5\% | 5 |
| Lindsay | A. 9 | Sierra View St. | Page Ave. | Rd. 224 | N. Side | Driveway | 20 | 1 | 5 |
| London | A. 1 | Ave 380 | DEAD END | Rd. 58 | S. Side | Driveway | 16 | 2 | 5 |
| London | A. 10 | Ave. 379 | RD. 57 | Rd. 58 | N. Side | End of Sidewalk |  |  | 5 |
| London | A. 2 | Ave 380 | DEAD END | Rd. 58 | S. Side | Cross Slope | 79 | 3.0\%-5.2\% | 5 |
| London | A. 3 | Rd. 58 | Ave. 378 | Ave. 380 | W. Side | Cross Slope | 789 | 2.4\%-4.8\% | 5 |
| London | A. 6 | Rd. 58 | Ave. 378 | Ave. 380 | W. Side | Driveway | 28 |  | 5 |
| London | A. 7 | Rd. 58 | Ave. 378 | Ave. 380 | W. Side | Obstruction | 2 | Post | 5 |
| London | A. 9 | Ave. 378 | RD. 57 | Rd. 58 | N. Side | Cross Slope | 93 | 2.9\%-3.7\% | 5 |
| Matheny | A. 1 | Canal St. | Beacon Ave. | Wade Ave. | E. Side | Gap | 210 | Multiple properties | 5 |
| Matheny | A. 3 | Canal St. | Beacon Ave. | Wade Ave. | E. Side | Offset | 1/2" |  | 5 |
| Matheny | A. 4 | Canal St. | Beacon Ave. | Wade Ave. | E. Side | Driveway | 21 | 2 | 5 |
| Matheny | A. 5 | Canal St. | Beacon Ave. | Wade Ave. | E. Side | Obstruction | 1 | Mailbox | 5 |
| Matheny | A. 7 | E. Wade Ave | Canal St. | Casa St. | s. Side | Cross Slope | 56 | 3.2\%-3.5\% | 5 |

## Path of Travel Inventory

| Nanceville | A. 1 | W. Thurman Ave. | Sycamore St. | Westwood St. | N. Side | Cross Slope | 48 | 2.1\%-3.4\% | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Nanceville | A. 10 | Birch St | Thurman Rd. | Harrison Ave. | Both Sides | Driveway | 26 | 6 | 5 |
| Nanceville | A. 11 | Birch St | Thurman Rd. | Harrison Ave. | W. Side | Cross Slope | 136 | 2.4\%-3.8\% | 5 |
| Nanceville | A. 14 | Birch St | Thurman Rd. | Harrison Ave. | E. Side | Cross Slope | 204 | 2.4\%-3.8\% | 5 |
| Nanceville | A. 16 | W. Harrison Ave. | Birch St. | Sycamore St. | s. Side | Cross Slope | 205 | 2.4\%-4.6\% | 5 |
| Nanceville | A. 17 | W. Harrison Ave. | Birch St. | Sycamore St. | S. Side | Obstruction | 2.8 | 3 Mailboxs | 5 |
| Nanceville | A. 18 | W. Harrison Ave. | Birch St. | Sycamore St. | S. Side | Broken Sidewalk | 8 | Poor Condition | 5 |
| Nanceville | A. 19 | W. Harrison Ave. | Birch St. | Sycamore St. | s. Side | Offset | $1 / 2^{\prime \prime}$ |  | 5 |
| Nanceville | A. 2 | Sycamore St. | Thurman Rd. | Harrison Ave. | Both Sides | Driveway | 24 | 26 | 5 |
| Nanceville | A. 21 | Sycamore St. | Thurman Rd. | Harrison Ave. | W. Side | Offset | $1 / 2^{\prime \prime}$ |  | 5 |
| Nanceville | A. 23 | W. Thurman Ave. | Birch St. | Sycamore St. | N. Side | Broken Sidewalk | 3 | Poor Condition | 5 |
| Nanceville | A. 24 | W. Thurman Ave. | Birch St. | Sycamore St. | N. Side | Cross Slope | 97 | 2.6\%-4.0\% | 5 |
| Nanceville | A. 25 | W. Thurman Ave. | Birch St. | Sycamore St. | N. Side | Obstruction | 2.3 | Mailbox | 5 |
| Nanceville | A. 26 | W. Thurman Ave. | Birch St. | Sycamore St. | N. Side | Offset | 1/2" | $10^{\prime}$ ' depressed segment | 5 |
| Nanceville | A. 28 | W. Thurman Ave. | Birch St. | Sycamore St. | S. Side | Cross Slope | 140 | 2.6\%-3.8\% | 5 |
| Nanceville | A. 31 | Rd. 223 | Putnam Rd. | Thurman Ave. | W. Side | Driveway | 22 | 1 | 5 |
| Nanceville | A. 32 | W. Thurman Ave. | Birch St. | Sycamore St. | S. Side | Broken Sidewalk | 14 | Root Damage | 5 |
| Nanceville | A. 33 | W. Thurman Ave. | Rd. 223 | Westwood St. | S. Side | Cross Slope | 137 | 2.1\%-3.6\% | 5 |
| Nanceville | A. 34 | W. Thurman Ave | Rd. 223 | Westwood St. | S. Side | Offset | 3/4" | 2.5' depressed section | 5 |
| Nanceville | A. 35 | W. Thurman Ave. | Rd. 223 | Westwood St. | S. Side | Obstruction | 2.3 | Mailbox | 5 |
| Nanceville | A. 4 | Sycamore St. | Thurman Rd. | Harrison Ave. | E. Side | Cross Slope | 50 | 2.2\%-3.4\% | 5 |
| Nanceville | A. 5 | W. Harrison Ave. | Birch St. | Sycamore St. | Both Sides | Driveway | 24 | 16 | 5 |
| Nanceville | A. 6 | W. Harrison Ave. | Birch St. | Sycamore St. | N. Side | Cross slope | 226 | 2.4\%-3.9\% | 5 |
| Nanceville | A. 7 | W. Harrison Ave. | Birch St. | Sycamore St. | N. Side | Obstruction | 2.8 | Mailbox | 5 |
| Nanceville | A. 8 | W. Harrison Ave. | Birch St. | Sycamore St. | N. Side | Obstruction | 2.6 | 2 Mailboxes | 5 |
| Nanceville | A. 9 | Birch St | Thurman Rd. | Harrison Ave. | W. Side | Obstruction | 2.6 | 2 Mailboxes | 5 |
| Nanceville | B. 1 | Rd. 222 | Ave. 154 | Thurman Ave. | E. Side | End of Sidewalk |  |  | 5 |
| Nanceville | B. 10 | Redwood St. | Ave. 152 | Thurman Ave. | E. Side | Cross Slope | 55 | 2.3\%-3.1\% | 5 |
| Orosi | B. 12 | Tactacan Ave. | DEAD END | Rd. 130 | N. Side | Offset | $1 / 2^{\prime \prime}$ |  | 5 |
| Orosi | B. 13 | Tactacan Ave. | DEAD END | Rd. 130 | Both Sides | Driveway | 32 | 24 | 5 |
| Orosi | B. 14 | Tactacan Ave. | DEAD END | Rd. 130 | N. Side | Offset | $1 / 2^{\prime \prime}$ |  | 5 |
| Orosi | B. 15 | Tactacan Ave. | DEAD END | Rd. 130 | N. Side | Obstruction | 2 | Vegitation Overgrowth | 5 |
| Orosi | B. 16 | Tactacan Ave. | DEAD END | Rd. 130 | N. Side | Offset | $1 / 2^{\prime \prime}$ | Utility Cover | 5 |
| Orosi | B. 17 | Tactacan Ave. | DEAD END | Rd. 130 | N. Side | Offset | $1 / 2^{\prime \prime}$ |  | 5 |
| Orosi | B. 18 | Tactacan Ave. | DEAD END | Rd. 130 | S. Side | Cross Slope | 25 | 2.1\%-3.2\% | 5 |
| Orosi | B. 19 | Tactacan Ave. | DEAD END | Rd. 130 | S. Side | Offset | $1 / 2^{\prime \prime}$ |  | 5 |
| Orosi | B. 21 | Rd. 130 | Clyde Ave. | Tactacan Ave. | W. Side | Offset | 3/4" |  | 5 |
| Orosi | B. 22 | Rd. 130 | Clyde Ave. | Tactacan Ave. | W. Side | Cross Slope | 20 | 3.0\%-3.6\% | 5 |
| Orosi | B. 23 | Rd. 130 | Clyde Ave. | Tactacan Ave. | W. Side | Offset | $1 / 2^{\text {" }}$ |  | 5 |
| Orosi | B. 25 | Clyde Ave. | Rd. 128 | Rd. 130 | N. Side | Offset | $1^{\prime \prime}$ |  | 5 |
| Orosi | B. 26 | Clyde Ave. | Rd. 128 | Rd. 130 | N. Side | Offset | 3/4" |  | 5 |
| Orosi | B. 27 | Clyde Ave. | Rd. 128 | Rd. 130 | N. Side | Cross Slope | 719 | 2.4\%-4.5\% | 5 |
| Orosi | B. 28 | Clyde Ave. | Rd. 128 | Rd. 130 | N. Side | Broken Sidewalk | 4 | Poor condition | 5 |
| Orosi | B. 29 | Clyde Ave. | Rd. 128 | Rd. 130 | N. Side | Obstruction | 2.3 | Vegitation Overgrowth | 5 |
| Orosi | B. 30 | Clyde Ave. | Rd. 128 | Rd. 130 | N. Side | Obstruction | 2.4 | Mailbox | 5 |
| Orosi | B. 31 | Clyde Ave. | Rd. 128 | Rd. 130 | S. Side | Gap | 270 | Multiple properties | 5 |
| Orosi | B. 32 | Clyde Ave. | Rd. 128 | Rd. 130 | S. Side | Offset | 1/2" |  | 5 |
| Orosi | B. 33 | Clyde Ave. | Rd. 128 | Rd. 130 | s. Side | Cross Slope | 337 | 2.8\%-3.1\% | 5 |
| Orosi | B. 34 | Clyde Ave. | Rd. 128 | Rd. 130 | S. Side | Offset | 1/4" |  | 5 |
| Orosi | B. 35 | Clyde Ave. | Rd. 128 | Rd. 130 | S. Side | Offset | $1 / 2^{\prime \prime}$ |  | 5 |
| Orosi | D. 1 | Rd. 130 | Ave. 417 | Walnut Ave. | W. Side | Gap | 115 | Multiple properties | 5 |
| Orosi | D. 10 | Ave. 417 | DEAD END | Rd. 130 | S. Side | Cross Slope | 145 | 2.6\%-4.2\% | 5 |
| Orosi | D. 11 | Ave. 417 | DEAD END | Rd. 130 | S. Side | Offset | $1^{\prime \prime}$ |  | 5 |
| Orosi | D. 12 | Ave. 417 | DEAD END | Rd. 130 | S. Side | Offset | $1 / 2^{\prime \prime}$ |  | 5 |
| Orosi | D. 13 | Ave. 417 | DEAD END | Rd. 130 | S. Side | Gap | 75 | Single property | 5 |
| Orosi | D. 15 | Rd. 130 | Miller Rd. | Ave. 417 | W. Side | Gap | 125 | Multiple properties | 5 |
| Orosi | D. 16 | Rd. 130 | Miller Rd. | Ave. 417 | W. Side | Offset | $1^{\prime \prime}$ | Crack Control joint | 5 |
| Orosi | D. 17 | Rd. 130 | Miller Rd. | Ave. 417 | W. Side | Cross Slope | 90 | 2.8\%-3.5\% | 5 |
| Orosi | D. 2 | Rd. 130 | Ave. 417 | Walnut Ave. | W. Side | Offset | $2^{\prime \prime}$ | Construction Joint | 5 |
| Orosi | D. 3 | Rd. 130 | Ave. 417 | Walnut Ave. | W. Side | Driveway | 22 | 1 | 5 |
| Orosi | D. 5 | Ave. 417 | DEAD END | Rd. 130 | N. Side | Obstruction | 1.6'-2.5' | 6 | 5 |
| Orosi | D. 6 | Ave. 417 | DEAD END | Rd. 130 | Both Sides | Driveway | 22 | 20 | 5 |
| Orosi | D. 7 | Ave. 417 | DEAD END | Rd. 130 | N. Side | Cross slope | 126 | 3.0\%-4.7\% | 5 |
| Orosi | D. 8 | Ave. 417 | DEAD END | Rd. 130 | N. Side | Offset | 1/4" |  | 5 |
| Orosi | D. 9 | Ave. 417 | DEAD END | Rd. 130 | s. Side | Offset | $1 / 2^{\prime \prime}$ |  | 5 |
| Orosi | E. 10 | Miller Rd. | Vista Ct. | Pacifica Ct. | S. Side | Cross Slope | 60 | 3.6\%-5.5\% | 5 |
| Orosi | E. 12 | Pacifica Ct. | DEAD END | Miller Ave. | Both Sides | Driveway | 22 | 5 | 5 |
| Orosi | E. 13 | Pacifica Ct. | DEAD END | Miller Ave. | E. Side | Offset | 1/2" |  | 5 |
| Orosi | E. 2 | Miller Rd. | Ralph Rd. | Rd. 130 | N. Side | Cross Slope | 280 | 2.6-3.9\% | 5 |
| Orosi | E. 3 | Miller Rd. | Ralph Rd. | Rd. 130 | Both Sides | Driveway | 22 | 19 | 5 |
| Orosi | E. 4 | Miller Rd. | Ralph Rd. | Vista Ct. | s. Side | Cross Slope | 40 | 3.2\%-4.1\% | 5 |
| Orosi | E. 6 | Vista Ct. | DEAD END | Miller Ave. | W. Side | Cross Slope | 120 | 2.4-3.5\% | 5 |
| Orosi | E. 7 | Vista Ct. | DEAD END | Miller Ave. | Both Sides | Driveway | 22 | 5 | 5 |
| Orosi | E. 9 | Miller Rd. | Vista Ct. | Pacifica Ct. | S. Side | Offset | $1 / 2^{\prime \prime}$ |  | 5 |
| Orosi | G. 10 | Miller Ave. | Eddy Rd. | Claude Rd. | Both Sides | Driveway | 19 | 5 | 5 |
| Orosi | G. 11 | Miller Ave. | Eddy Rd. | Claude Rd. | N. Side | Obstruction | 2.4'-1.5' | 2 Mailboxes | 5 |
| Orosi | G. 13 | Eddy Rd. | El Monte Way | Miller Ave. | W. Side | Cross Slope | 100 | 3.1\%-4.5\% | 5 |
| Orosi | G.14 | Eddy Rd. | El Monte Way | Miller Ave. | W. Side | Driveway | 16 | 4 | 5 |
| Orosi | G. 15 | Eddy Rd. | El Monte Way | Miller Ave. | W. Side | Broken sidewalk | 54 | Poor Condition | 5 |
| Orosi | 6.2 | Claude Rd. | Miller Rd. | Ave. 417 | E. Side | Gap | 180 | Multiple properties | 5 |
| Orosi | G.3 | Claude Rd. | Miller Rd. | Ave. 417 | E. Side | Gap | 90 | Multiple properties | 5 |
| Orosi | 6.37 | Miller Ave. | Eddy Rd. | Claude Rd. | s. Side | Broken sidewalk | 56 | Poor Condition | 5 |
| Orosi | 6.38 | Miller Ave. | Eddy Rd. | Claude Rd. | S. Side | Gap | 40 | Single property | 5 |
| Orosi | 6.39 | Miller Ave. | Eddy Rd. | Claude Rd. | S. Side | Gap | 55 | Single property | 5 |
| Orosi | 6.42 | Miller Ave. | Claude Rd. | Rd. 128 | S. Side | Gap | 70 | Multiple properties | 5 |
| Orosi | 6. 43 | Miller Ave. | Claude Rd. | Rd. 128 | S. Side | Cross Slope | 120 | 2.4\%-5.4\% | 5 |
| Orosi | G. 44 | Miller Ave. | Claude Rd. | Rd. 128 | Both Sides | Driveway | 19 | 6 | 5 |
| Orosi | 6. 45 | Miller Ave. | Claude Rd. | Rd. 128 | S. Side | Obstruction | 1.8 | Power pole | 5 |
| Orosi | G.46 | Miller Ave. | Claude Rd. | Rd. 128 | N. Side | Gap | 70 | Multiple properties | 5 |
| Orosi | 6.47 | Miller Ave. | Claude Rd. | Rd. 128 | N. Side | Offset | $1{ }^{1 \prime}$ | Depressed Segment 2 offsets | 5 |
| Orosi | 6.48 | Miller Ave. | Claude Rd. | Rd. 128 | N. Side | Gap | 143 | Multiple properties | 5 |
| Orosi | 6. 49 | Claude Rd. | El Monte Way | Miller Ave. | W. Side | Gap | 242 | Multiple properties | 5 |
| Orosi | H. 35 | Miller Ave. | Rd. 125 | Rd. 126 | N. Side | Gap | 34 | Single property | 5 |
| Orosi | H. 36 | Miller Ave. | Rd. 125 | Rd. 126 | Both Sides | Driveway | 22 | 4 | 5 |
| Orosi | H. 39 | Miller Ave. | Rd. 125 | Rd. 126 | N. Side | Gap | 130 | Multiple properties | 5 |
| Orosi | 1.10 | Rd. 125 | Buena Vista Ave. | Walnut Ave. | W. Side | Cross Slope | 180 | 2.6\%-4.8\% | 5 |
| Orosi | 1.14 | Ave. 417 | Rd. 125 | Rd. 126 | N. Side | Gap | 350 | Multiple properties | 5 |
| Orosi | 1.15 | Ave. 417 | Rd. 125 | Rd. 126 | N. Side | Cross Slope | 132 | 2.7\%-5.4\% | 5 |
| Orosi | 1.16 | Ave. 417 | Rd. 125 | Rd. 126 | N. Side | Driveway | 16 | 3 | 5 |
| Orosi | 1.17 | Ave. 417 | Rd. 125 | Rd. 126 | N. Side | Obstruction | 2.7 | Mailbox | 5 |
| Orosi | 1.18 | Ave. 417 | Rd. 125 | Rd. 126 | N. Side | Gap | 50 | Single property | 5 |

## Path of Travel Inventory

| Orosi | 1.2 | Walnut Ave. | Rd. 125 | Rd. 126 | N. Side | Gap | 234 | Multiple properties | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Orosi | 1.29 | Walnut Ave. | Rd. 125 | Rd. 126 | S. Side | Gap | 94 | Multiple properties | 5 |
| Orosi | 1.3 | Walnut Ave. | Rd. 125 | Rd. 126 | N. Side | Cross Slope | 68 | 4.3\%-5.4\% | 5 |
| Orosi | 1.30 | Walnut Ave. | Rd. 125 | Rd. 126 | S. Side | Cross Slope | 86 | 2.6\%-5.1\% | 5 |
| Orosi | 1.31 | Walnut Ave. | Rd. 125 | Rd. 126 | S. Side | Obstruction | 2.6 | 2 Mailboxes | 5 |
| Orosi | 1.32 | Walnut Ave. | Rd. 125 | Rd. 126 | S. Side | Gap | 37 | Single property | 5 |
| Orosi | 1.34 | Rd. 125 | Ave. 417 | Walnut Ave. | E. Side | Cross Slope | 129 | 3.0\%-6.4\% | 5 |
| Orosi | 1.35 | Rd. 125 | Ave. 417 | Walnut Ave. | E. Side | Driveway | 12 | 3 | 5 |
| Orosi | 1.36 | Rd. 125 | Ave. 417 | Walnut Ave. | E. Side | Gap | 70 | Single property | 5 |
| Orosi | 1.4 | Walnut Ave. | Rd. 125 | Rd. 126 | N. Side | Obstruction | 2.1 | 3 Mailboxes | 5 |
| Orosi | 1.5 | Walnut Ave. | Rd. 125 | Rd. 126 | Both Sides | Driveway | 19 | 16 | 5 |
| Orosi | 1.6 | Walnut Ave. | Rd. 125 | Rd. 126 | N. Side | Gap | 40 | Single property | 5 |
| Orosi | 1.7 | Walnut Ave. | Rd. 125 | Rd. 126 | N. Side | Gap | 200 | Multiple properties | 5 |
| Orosi | 1.9 | Rd. 125 | Buena Vista Ave. | Walnut Ave. | Both Sides | Driveway | 19 | 16 | 5 |
| Orosi | J. 1 | Whitaker Ave. | Rd. 125 | Van Tassel Rd. | Both Sides | Driveway | 22 | 5 | 5 |
| Orosi | ${ }^{\text {J. }} 18$ | Rd. 125 | Walnut Ave. | Whittaker Ave. | E. Side | Gap | 15 | Single property | 5 |
| Orosi | J. 19 | Rd. 125 | Walnut Ave. | Whittaker Ave. | E. Side | Gap | 38 | Single property | 5 |
| Orosi | J. 2 | Whittaker Ave. | Rd. 125 | Van Tassel Rd. | N. Side | Offset | $1 / 2^{\prime \prime}$ |  | 5 |
| Orosi | ${ }^{\text {J. } 21}$ | Van Tessel Rd. | Whittaker Ave. | Barton Ave. | E. Side | Cross Slope | 18 | 3.1\%-3.5\% | 5 |
| Orosi | ${ }^{1.22}$ | Van Tessel Rd. | Barton Ave. | Ave. 419 | E. Side | Offset | 3/4" | Tripping hazard | 5 |
| Orosi | 1.23 | Van Tessel Rd. | Barton Ave. | Ave. 419 | E. Side | Cross Slope | 30 | 3.4\%-4.2\% | 5 |
| Orosi | ${ }^{1} 25$ | Rd. 125 | Walnut Ave. | Whittaker Ave. | W. Side | Cross Slope | 53 | 2.6\%-3.4\% | 5 |
| Orosi | ${ }^{\text {J. } 26}$ | Rd. 125 | Walnut Ave. | Whittaker Ave. | W. Side | Driveway | 18 | 3 | 5 |
| Orosi | 1. 4 | Van Tessel Rd. | Whittaker Ave. | Barton Ave. | W. Side | Cross Slope | 87 | 2.8\%-4.2\% | 5 |
| Orosi | 1.7 | Van Tessel Rd. | Whittaker Ave. | Ave. 419 | Both Sides | Driveway | 22 | 9 | 5 |
| Orosi | J. 8 | Van Tessel Rd. | Barton Ave. | Ave. 419 | W. Side | Cross Slope | 122 | 2.5\%-3.2\% | 5 |
| Orosi | K. 1 | Whittaker Ave. | Rd. 124 | Rd. 125 | S. Side | Cross Slope | 36 | 3.0\%-3.3\% | 5 |
| Orosi | K. 10 | Barton Ave. | Rd. 124 | Van Tassel Rd. | N. Side | Cross Slope | 45 | 2.9\%-3.5\% | 5 |
| Orosi | K. 11 | Barton Ave. | Rd. 124 | Van Tassel Rd. | N. Side | Offset | $1 / 2^{\prime \prime}$ |  | 5 |
| Orosi | K. 13 | Rd. 124 | Barton Ave. | Ave. 419 | E. Side | Cross Slope | 73 | 2.3\%-4.1\% | 5 |
| Orosi | K. 15 | Ave. 419 | Rd. 124 | Van Tassel Rd. | Both Sides | Driveway | 22 | 18 | 5 |
| Orosi | K. 16 | Ave. 419 | Rd. 124 | Van Tassel Rd. | S. Side | Driveway | 11 | 1 | 5 |
| Orosi | K. 17 | Ave. 419 | Rd. 124 | Van Tassel Rd. | S. Side | Cross Slope | 10 | 5.2\%-8.2\% | 5 |
| Orosi | K. 2 | Whittaker Ave. | Rd. 124 | Rd. 125 | Both Sides | Driveway | 22 | 14 | 5 |
| Orosi | K. 5 | Rd. 124 | Whittaker Ave. | Barton Ave. | E. Side | Cross Slope | 142 | 3.5\%-4.2\% | 5 |
| Orosi | K. 7 | Barton Ave. | Rd. 124 | Van Tassel Rd. | Both Sides | Driveway | 20 | 26 | 5 |
| Orosi | k. 8 | Barton Ave. | Rd. 124 | Van Tassel Rd. | S. Side | Offset | 1/2" | Tripping hazard | 5 |
| Orosi | K. 9 | Barton Ave. | Rd. 124 | Van Tassel Rd. | S. Side | Cross Slope | 56 | 2.8\%-3.8\% | 5 |
| Orosi | L. 1 | Buenna Vista Ave. | Colony St. | Rd. 125 | Both Sides | Driveway | 22 | 6 | 5 |
| Orosi | L. 11 | Buenna Vista Ave. | Stewart St. | Rd. 125 | N. Side | Cross Slope | 175 | 3.0\%-4.3\% | 5 |
| Orosi | L. 13 | Buenna Vista Ave. | Colony St. | Stewart St. | N. Side | Cross Slope | 175 | 3.0\%-3.6\% | 5 |
| Orosi | L. 15 | Colony St. | Buena Vista Ave. | Dennison Dr. | E. Side | Cross Slope | 221 | 2.7\%-3.9\% | 5 |
| Orosi | L. 17 | Dennison Dr. | Colony St. | Stewart St. | S. Side | Cross Slope | 176 | 2.6\%-4.8\% | 5 |
| Orosi | L. 19 | Stewart St. | Buena Vista Ave. | Dennison Dr. | W. Side | Cross Slope | 241 | 2.4\%-3.7\% | 5 |
| Orosi | L. 2 | Buenna Vista Ave. | Colony St. | Rd. 125 | S. Side | Cross Slope | 190 | 2.9\%-4.4\% | 5 |
| Orosi | L. 3 | Colony St. | Buena Vista Ave. | Dennison Dr. | Both Sides | Driveway | 22 | 16 | 5 |
| Orosi | L. 4 | Colony St. | Buena Vista Ave. | Dennison Dr. | W. Side | Cross Slope | 192 | 2.8\%-4.0\% | 5 |
| Orosi | L. 6 | Dennison Dr. | Rd. 124 | Colony St. | s. Side | Cross Slope | 80 | 2.9\%-4.2\% | 5 |
| Orosi | L. 7 | Dennison Dr. | Rd. 124 | Stewart St. | Both Sides | Driveway | 22 | 6 | 5 |
| Orosi | L. 8 | Stewart St. | Buena Vista Ave. | Dennison Dr. | Both Sides | Driveway | 22 | 14 | 5 |
| Orosi | L. 9 | Stewart St. | Buena Vista Ave. | Dennison Dr. | E. Side | Cross Slope | 75 | 2.5\%-3.7\% | 5 |
| Orosi | M. 11 | Badger Ave. | Wilsonia Ave. | Rd. 124 | S. Side | Offset | 3/4" |  | 5 |
| Orosi | M. 12 | Badger Ave. | Wilsonia Ave. | Rd. 124 | S. Side | Cross Slope | 120 | 2.7\%-5.3\% | 5 |
| Orosi | M. 13 | Badger Ave. | Wilsonia Ave. | Rd. 124 | Both Sides | Driveway | 22 | 16 | 5 |
| Orosi | M. 2 | Wilsonia Ave. | Sequia Ave. | Twin Peaks Ave. | E. Side | Cross Slope | 62 | 2.4\%-4.3\% | 5 |
| Orosi | M. 24 | Sequoia Ave. | Wilsonia Ave. | Rd. 124 | N. Side | Cross Slope | 58 | 3.2\%-6.5\% | 5 |
| Orosi | M. 25 | Sequoia Ave. | Wilsonia Ave. | Rd. 124 | Both Sides | Driveway | 22 | 8 | 5 |
| Orosi | M. 27 | Granite Ct. | DEAD END | Sequia Ave. | Both Sides | Driveway | 22 | 8 | 5 |
| Orosi | M. 28 | Granite Ct. | DEAD END | Sequia Ave. | W. Side | Cross Slope | 42 | 3.2\%-4.2\% | 5 |
| Orosi | M. 29 | Granite Ct. | DEAD END | Sequia Ave. | E. Side | Gap | 210 | Multiple properties | 5 |
| Orosi | M. 3 | Wilsonia Ave. | Sequia Ave. | Twin Peaks Ave. | Both Sides | Driveway | 24 | 10 | 5 |
| Orosi | M. 32 | Paradise Ct. | DEAD END | Sequia Ave. | Both Sides | Driveway | 22 | 8 | 5 |
| Orosi | M. 33 | Paradise Ct. | DEAD END | Sequia Ave. | E. Side | Gap | 210 | Multiple properties | 5 |
| Orosi | M. 35 | Sequoia Ave. | Paradise Ct. | Rd. 124 | S. Side | Gap | 86 | Single property | 5 |
| Orosi | M. 5 | Twin Peaks Ave. | Wilsonia Ave. | DEAD END | S. Side | Gap | 430 | Multiple properties | 5 |
| Orosi | M. 6 | Twin Peaks Ave. | Wilsonia Ave. | DEAD END | Both Sides | Driveway | 22 | 9 | 5 |
| Orosi | M. 7 | Twin Peaks Ave. | Wilsonia Ave. | DEAD END | N. Side | Cross Slope | 93 | 2.8\%-3.7\% | 5 |
| Orosi | M. 9 | Wilsonia Ave. | Twin Peaks Ave. | Badger Ave. | E. Side | Cross Slope | 175 | 2.8\%-3.7\% | 5 |
| Orosi | 0.10 | Elrod Rd. | Ave. 415 | Ella Ave. | W. Side | Gap | 130 | Multiple properties | 5 |
| Orosi | 0.11 | Elrod Rd. | Ave. 415 | Ella Ave. | W. Side | Cross Slope | 90 | 2.4\%-4.0\% | 5 |
| Orosi | 0.13 | Ave. 415 | Rd. 124 | Elrod Rd. | N. Side | Cross Slope | 203 | 2.6\%-5.5\% | 5 |
| Orosi | 0.14 | Ave. 415 | Rd. 124 | Elrod Rd. | Both Sides | Driveway | 22 | 20 | 5 |
| Orosi | 0.15 | Ave. 415 | Rd. 124 | Elrod Rd. | Both Sides | Obstruction | $2^{\prime}$ | 8 Mailboxes | 5 |
| Orosi | 0.16 | Ave. 415 | Rd. 124 | Elrod Rd. | N. Side | Offset | $1^{1 \prime}$ |  | 5 |
| Orosi | 0.17 | Ave. 415 | Rd. 124 | Elrod Rd. | N. Side | Gap | 34 | Single property | 5 |
| Orosi | 0.18 | Ave. 415 | Rd. 124 | Elrod Rd. | N. Side | Offset | 1/2" |  | 5 |
| Orosi | 0.19 | Ave. 415 | Rd. 124 | Elrod Rd. | N. Side | Gap | 30 | Single property | 5 |
| Orosi | 0.2 | Ella Ave. | Rd. 124 | Elrod Rd. | S. Side | Cross Slope | 174 | 2.8\%-5.8\% | 5 |
| Orosi | 0.22 | Ave. 415 | Rd. 124 | Elrod Rd. | S. Side | Gap | 40 | Single property | 5 |
| Orosi | 0.23 | Ave. 415 | Rd. 124 | Elrod Rd. | s. Side | Broken sidewalk | 4 | Poor Condition | 5 |
| Orosi | 0.24 | Ave. 415 | Rd. 124 | Elrod Rd. | S. Side | Obstruction | $2^{\prime}$ | 4 Mailboxes | 5 |
| Orosi | 0.25 | Ave. 415 | Rd. 124 | Elrod Rd. | S. Side | Gap | 38 | Single property | 5 |
| Orosi | 0.27 | Elrod Rd. | Risley Ave. | Ave 415 | W. Side | Cross Slope | 3.5 | 5.00\% | 5 |
| Orosi | 0.28 | Elrod Rd. | Risley Ave. | Ave 415 | W. Side | Obstruction | 2.2 | Fire hydrant | 5 |
| Orosi | 0.3 | Ella Ave. | Rd. 124 | Elrod Rd. | Both Sides | Driveway | 22 | 21 | 5 |
| Orosi | 0.30 | Risley Ave. | Rd. 124 | Elrod Rd. | Both Sides | Driveway | 22 | 20 | 5 |
| Orosi | 0.31 | Risley Ave. | Rd. 124 | Elrod Rd. | N. Side | Obstruction | ${ }^{1.2}{ }^{12}-2.2^{\prime}$ | 4 Mailboxes | 5 |
| Orosi | 0.32 | Risley Ave. | Rd. 124 | Elrod Rd. | N. Side | Offset | $1 / 2^{\prime \prime}$ |  | 5 |
| Orosi | 0.33 | Risley Ave. | Rd. 124 | Elrod Rd. | N. Side | Cross Slope | 75 | 2.5\%-3.6\% | 5 |
| Orosi | 0.34 | Risley Ave. | Rd. 124 | Elrod Rd. | N. Side | Gap | 100 | Multiple properties | 5 |
| Orosi | 0.35 | Risley Ave. | Rd. 124 | Elrod Rd. | N. Side | Gap | 50 | Single property | 5 |
| Orosi | 0.38 | Risley Ave. | Rd. 124 | Elrod Rd. | S. Side | Gap | 35 | Single property | 5 |
| Orosi | 0.39 | Risley Ave. | Rd. 124 | Elrod Rd. | S. Side | Cross Slope | 111 | 2.6\%-5.0\% | 5 |
| Orosi | 0.4 | Ella Ave. | Rd. 124 | Elrod Rd. | S. Side | Obstruction | 2.2 | 4 Mailboxes | 5 |
| Orosi | 0.40 | Risley Ave. | Rd. 124 | Elrod Rd. | s. Side | Obstruction | 2 | 6 Mailboxes | 5 |
| Orosi | 0.41 | Risley Ave. | Rd. 124 | Elrod Rd. | S. Side | Obstruction | 1.6 | Fire hydrant | 5 |
| Orosi | 0.42 | Risley Ave. | Rd. 124 | Elrod Rd. | s. Side | Obstruction | 2.5 | Overgrown Vegitation | 5 |
| Orosi | 0.43 | Elrod Rd. | Risley Ave. | Ella Ave. | E. Side | Obstruction | 2 | 5 Mailboxes | 5 |
| Orosi | 0.44 | Elrod Rd. | Ave. 415 | Ella Ave. | E. Side | Gap | 65 | Multiple properties | 5 |
| Orosi | 0.45 | Elrod Rd. | Ave. 415 | Ella Ave. | E. Side | Cross Slope | 70 | 3.8\%-6.6\% | 5 |
| Orosi | 0.46 | Elrod Rd. | Ave. 415 | Ella Ave. | E. Side | Gap | 54 | Single property | 5 |

## Path of Travel Inventory

| Orosi | 0.47 | Elrod Rd. | Rd. 124 | Elirod Rd. | N. Side | Gap | 124 | Multiple properties | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Orosi | 0.48 | Ella Ave. | Rd. 124 | Elrod Rd. | N. Side | Obstruction | 2 | 4 Mailboxes | 5 |
| Orosi | 0.49 | Ella Ave. | Rd. 124 | Elrod Rd. | N. Side | Broken sidewalk | 30 | Poor Condition | 5 |
| Orosi | 0.5 | Ella Ave. | Rd. 124 | Elrod Rd. | S. Side | Gap | 157 | Multiple properties | 5 |
| Orosi | 0.50 | Ella Ave. | Rd. 124 | Elrod Rd. | N. Side | Gap | 30 | Single property | 5 |
| Orosi | 0.51 | Ella Ave. | Rd. 124 | Elrod Rd. | N. Side | Offset | 1/2" |  | 5 |
| Orosi | 0.52 | Ella Ave. | Rd. 124 | Elrod Rd. | N. Side | Gap | 120 | Multiple properties | 5 |
| Orosi | 0.6 | Ella Ave. | Rd. 124 | Elrod Rd. | S. Side | Driveway | 14 |  | 5 |
| Orosi | 0.64 | Elrod Rd. | Risley Ave. | Ella Ave. | Both Sides | Driveway | 22 | 11 | 5 |
| Orosi | 0.7 | Ella Ave. | Rd. 124 | Elrod Rd. | S. Side | Offset | 1/2" |  | 5 |
| Orosi | 0.8 | Ella Ave. | Rd. 124 | Elrod Rd. | S. Side | Gap | 40 | Single property | 5 |
| Orosi | P. 10 | David Rd. | Ave. 414 | Ella Ave. | E. Side | Cross Slope | 238 | 3.0\%-4.5\% | 5 |
| Orosi | P. 11 | David Rd. | Ave. 414 | Ella Ave. | E. Side | Offset | 1/2" |  | 5 |
| Orosi | P. 12 | David Rd. | Ave. 414 | Ella Ave. | E. Side | Broken Sidewalk | 8 | Poor Condition | 5 |
| Orosi | P. 13 | David Rd. | Ave. 414 | Ella Ave. | E. Side | Offset | 1/2" |  | 5 |
| Orosi | P. 14 | David Rd. | Ave. 414 | Ella Ave. | E. Side | Offset | 1/4" |  | 5 |
| Orosi | P. 15 | David Rd. | Ave. 414 | Ella Ave. | E. Side | Broken Sidewalk | 2 | Poor Condition | 5 |
| Orosi | P. 19 | David Rd. | Ave. 414 | Ella Ave. | W. Side | Cross Slope | 353 | 2.4\%-4.9\% | 5 |
| Orosi | P. 20 | David Rd. | Ave. 414 | Ella Ave. | W. Side | Offset | $1^{\prime \prime}$ |  | 5 |
| Orosi | P. 21 | David Rd. | Ave. 414 | Ella Ave. | W. Side | Broken Sidewalk | 8 | Poor Condition | 5 |
| Orosi | P. 22 | David Rd. | Ave. 414 | Ella Ave. | W. Side | Gap | 40 | Single property | 5 |
| Orosi | P. 23 | David Rd. | Ave. 414 | Ella Ave. | W. Side | Gap | 98 | Multiple properties | 5 |
| Orosi | P. 7 | David Rd. | Ave. 414 | Ella Ave. | E. Side | Gap | 33 | Single property | 5 |
| Orosi | P. 8 | David Rd. | Ave. 414 | Ella Ave. | E. Side | Obstruction | 1.5 | Mailbox | 5 |
| Orosi | P. 9 | David Rd. | Ave. 414 | Ella Ave. | E. Side | Broken Sidewalk | 16 | Poor Condition | 5 |
| Orosi | Q. 16 | David Rd. | Ave. 413 | Luxor Ave. | W. Side | Cross Slope | 17 | 3.0\%-4.2\% | 5 |
| Orosi | Q. 17 | David Rd. | Ave. 413 | Luxor Ave. | W. Side | Obstruction | 2.1 | Mailbox | 5 |
| Orosi | Q. 18 | David Rd. | Ave. 413 | Luxor Ave. | W. Side | Gap | 123 | Multiple properties | 5 |
| Orosi | Q. 2 | Ave. 414 | Rd. 124 | David Rd. | N. Side | Gap | 70 | Single property | 5 |
| Orosi | Q. 20 | Luxor Ave. | Rd. 124 | David Rd. | S. Side | Gap | 124 | Multiple properties | 5 |
| Orosi | Q. 21 | Luxor Ave. | Rd. 124 | David Rd. | S. Side | Obstruction | 1.9 | 5 Mailboxes | 5 |
| Orosi | Q. 22 | Luxor Ave. | Rd. 124 | David Rd. | S. Side | Cross Slope | 43 | 3.6\%-3.9\% | 5 |
| Orosi | Q. 23 | Luxor Ave. | Rd. 124 | David Rd. | s. Side | Gap | 53 | Single property | 5 |
| Orosi | Q. 24 | Luxor Ave. | Rd. 124 | David Rd. | S. Side | Gap | 50 | Single property | 5 |
| Orosi | Q 2.25 | Luxor Ave. | Rd. 124 | David Rd. | S. Side | Offset | $1^{\prime \prime}$ |  | 5 |
| Orosi | Q. 26 | Luxor Ave. | Rd. 124 | David Rd. | S. Side | Gap | 45 | Single property | 5 |
| Orosi | Q. 27 | Luxor Ave. | Rd. 124 | David Rd. | S. Side | Broken Sidewalk | 36 | Poor Condition | 5 |
| Orosi | Q. 28 | Luxor Ave. | Rd. 124 | David Rd. | S. Side | Broken Sidewalk | 142 | Poor Condition | 5 |
| Orosi | Q. 29 | Luxor Ave. | Rd. 124 | David Rd. | S. Side | Gap | 95 | Multiple properties | 5 |
| Orosi | Q. 3 | Ave. 414 | Rd. 124 | David Rd. | Both Sides | Driveway | 22 | 12 | 5 |
| Orosi | Q. 33 | David Rd. | Luxor Ave. | Ave. 414 | W. Side | Cross Slope | 225 | 2.6\%-6.2\% | 5 |
| Orosi | Q. 34 | David Rd. | Luxor Ave. | Ave. 414 | W. Side | Obstruction | 1.5 | Mailbox | 5 |
| Orosi | Q. 35 | Luxor Ave. | Rd. 124 | David Rd. | Both Sides | Driveway | 22 | 13 | 5 |
| Orosi | Q. 4 | Ave. 414 | Rd. 124 | David Rd. | N. Side | Cross Slope | 50 | 2.5\%-4.1\% | 5 |
| Orosi | Q. 5 | Ave. 414 | Rd. 124 | David Rd. | N. Side | Broken Sidewalk | 2 | Poor Condition | 5 |
| Orosi | Q. 6 | Ave. 414 | Rd. 124 | David Rd. | N. Side | Gap | 158 | Multiple properties | 5 |
| Orosi | 5. 22 | Rd. 124 | Ash Ave. | Aceves Ave. | W. Side | Broken Sidewalk | 8 | Poor Condition | 5 |
| Orosi | 5. 23 | Rd. 124 | Ash Ave. | Aceves Ave. | W. Side | Broken Sidewalk | 12 | Poor Condition | 5 |
| Orosi | 5. 24 | Rd. 124 | Ash Ave. | Aceves Ave. | W. Side | Broken Sidewalk | 4 | Poor Condition | 5 |
| Orosi | 5. 25 | Rd. 124 | Ash Ave. | Aceves Ave. | W. Side | Offset | 1/2" |  | 5 |
| Orosi | 5. 28 | Rd. 124 | Aceves Ave. | Ave. 413 | W. Side | Driveway | 38 | 1 | 5 |
| Orosi | 5. 29 | Rd. 124 | Aceves Ave. | Ave. 413 | W. Side | Offset | 1.5" |  | 5 |
| Orosi | s. 30 | Rd. 124 | Aceves Ave. | Ave. 413 | W. Side | End of Sidewalk |  |  | 5 |
| Orosi | T. 1 | Rd. 120 | Ave. 408 | Aceves Ave. | E. Side | End of sidewalk |  |  | 5 |
| Orosi | T. 10 | Wilma Rd. | Ash Ave. | Albert Ave. | W. Side | Cross Slope | 180 | 2.8\%-4.5\% | 5 |
| Orosi | T. 12 | Albert Ave. | Richau St. | Wilma Rd. | S. Side | Cross Slope | 80 | 2.8\%-3.2\% | 5 |
| Orosi | T. 13 | Albert Ave. | Richau St. | Wilma Rd. | Both Sides | Driveway | 22 | 22 | 5 |
| Orosi | T. 14 | Albert Ave. | Richau St. | Wilma Rd. | S. Side | Cross Slope | 35 | 2.9\%-3.6\% | 5 |
| Orosi | T. 18 | Wilma Rd. | Albert Ave. | Aceves Ave. | W. Side | Cross Slope | 20 | 2.6\%-4.1\% | 5 |
| Orosi | T. 20 | Aceves Ave. | Richau St. | Wilma Rd. | Both Sides | Driveway | 22 | 22 | 5 |
| Orosi | T. 21 | Aceves Ave. | Richau St. | Wilma Rd. | S. Side | Cross Slope | 30 | 3.2\%-3.5\% | 5 |
| Orosi | T. 4 | Richau St. | Ash Ave. | Aceves Ave. | Both Sides | Driveway | 22 | 5 | 5 |
| Orosi | T. 5 | Richau St. | Richau St. | Wilma Rd. | W. Side | End of sidewalk |  |  | 5 |
| Orosi | T. 7 | Ash Ave. | Richau St. | Wilma Rd. | N. Side | Cross Slope | 30 | 3.3\%-3.5\% | 5 |
| Orosi | T. 8 | Ash Ave. | Richau St. | Wilma Rd. | Both Sides | Driveway | 22 | 10 | 5 |
| Orosi | U. 10 | Olympic St. | Ash Ave. | Albert Ave. | W. Side | Cross Slope | 35 | 2.6\%-3.9\% | 5 |
| Orosi | U.11 | Olympic st. | Ash Ave. | Albert Ave. | W. Side | Driveway | 30 | 1 | 5 |
| Orosi | U.12 | Olympic St. | Ash Ave. | Albert Ave. | W. Side | Cross Slope | 40 | 2.8\%-3.2\% | 5 |
| Orosi | U.14 | Ash Ave. | Wilma Rd. | Olympic St. | N. Side | Cross Slope | 92 | 2.8\%-3.7\% | 5 |
| Orosi | U.15 | Ash Ave. | Wilma Rd. | Olympic St. | Both Sides | Driveway | 22 | 8 | 5 |
| Orosi | U.18 | Albert Ave. | Wilma Rd. | Olympic St. | s. Side | Cross Slope | 30 | 4.1\%-4.3\% | 5 |
| Orosi | U. 19 | Albert Ave. | Wilma Rd. | Olympic St. | Both Sides | Driveway | 22 | 22 | 5 |
| Orosi | U. 2 | Aceves Ave. | Wilma Rd. | Olympic St. | N. Side | Cross Slope | 50 | 2.6\%-3.4\% | 5 |
| Orosi | U. 20 | Albert Ave. | Wilma Rd. | Olympic St. | N. Side | Cross Slope | 30 | 2.4\%-3.4\% | 5 |
| Orosi | U. 3 | Aceves Ave. | Wilma Rd. | Olympic St. | Both Sides | Driveway | 22 | 22 | 5 |
| Orosi | 0.7 | Olympic St. | Albert Ave. | Aceves Ave. | N. Side | Cross Slope | 40 | 2.4\%-4.0\% | 5 |
| Orosi | v. 30 | Albert Ave. | Olympic St. | Birch Rd. | N. Side | Cross Slope | 22 | 2.4\%-3.4\% | 5 |
| Orosi | V. 10 | Birch Rd. | Ash Ave. | Albert Ave. | E. Side | Cross Slope | 22 | 2.4\%-3.5\% | 5 |
| Orosi | V. 11 | Birch Rd. | Ash Ave. | Albert Ave. | E. Side | Broken Sidewalk | 2 | Poor Condition | 5 |
| Orosi | V. 14 | Ash Ave. | Olympic St. | Birch Rd. | N. Side | Offset | $1^{\prime \prime}$ |  | 5 |
| Orosi | V. 15 | Ash Ave. | Olympic St. | Birch Rd. | Both Sides | Driveway | 22 | 9 | 5 |
| Orosi | v.16 | Ash Ave. | Olympic St. | Birch Rd. | N. Side | Cross Slope | 25 | 2.4\%-3.4\% | 5 |
| Orosi | V. 18 | Olympic St. | Ash Ave. | Albert Ave. | E. Side | Offset | 1/2" |  | 5 |
| Orosi | V. 19 | Olympic St. | Ash Ave. | Albert Ave. | E. Side | Cross Slope | 78 | 2.8\%-3.2\% | 5 |
| Orosi | V. 2 | Aceves Ave. | Olympic St. | Birch Rd. | N. Side | Cross Slope | 71 | 2.4\%-4.6\% | 5 |
| Orosi | V. 21 | Albert Ave. | Olympic St. | Birch Rd. | Both Sides | Driveway | 22 | 24 | 5 |
| Orosi | V.22 | Albert Ave. | Olympic St. | Birch Rd. | S. Side | Offset | 1/2" |  | 5 |
| Orosi | V. 24 | Birch Rd. | Ash Ave. | Albert Ave. | W. Side | Cross Slope | 85 | 2.8\%-4.5\% | 5 |
| Orosi | V. 26 | Albert Ave. | Olympic St. | Birch Rd. | N. Side | Cross Slope | 192 | 2.7\%-5.0\% | 5 |
| Orosi | V.27 | Albert Ave. | Olympic St. | Birch Rd. | N. Side | Offset | 3/4" |  | 5 |
| Orosi | V. 28 | Albert Ave. | Olympic St. | Birch Rd. | N. Side | Broken Sidewalk | 4 | Poor Condition | 5 |
| Orosi | v. 3 | Aceves Ave. | Olympic St. | Birch Rd. | Both Sides | Driveway | 22 | 26 | 5 |
| Orosi | v. 32 | Olympic St. | Albert Ave. | Aceves Ave. | E. Side | Cross Slope | 35 | 2.6\%-3.2\% | 5 |
| Orosi | v. 34 | Aceves Ave. | Olympic St. | Birch Rd. | S. Side | Cross Slope | 78 | 2.5\%-5.3\% | 5 |
| Orosi | v. 35 | Aceves Ave. | Olympic St. | Birch Rd. | S. Side | Offset | 1/2" | Tripping hazard | 5 |
| Orosi | v. 36 | Aceves Ave. | Olympic St. | Birch Rd. | S. Side | Cross Slope | 32 | 2.7\%-4.9\% | 5 |
| Orosi | V. 38 | Birch Rd. | Albert Ave. | Aceves Ave. | W. Side | Cross Slope | 88 | 2.6\%-4.0\% | 5 |
| Orosi | V. 4 | Aceves Ave. | Olympic St. | Birch Rd. | N. Side | Broken Sidewalk | 8 | Poor Condition | 5 |
| Orosi | V. 5 | Aceves Ave. | Birch Rd. | Rd. 124 | N. Side | Broken Sidewalk | 2 | Poor Condition | 5 |
| Orosi | V. 6 | Aceves Ave. | Birch Rd. | Rd. 124 | S. Side | Broken Sidewalk | 10 | Poor Condition | 5 |
| Orosi | v. 7 | Aceves Ave. | Birch Rd. | Rd. 124 | s. Side | Cross Slope | 40 | 2.5\%-3.6\% | 5 |

## Path of Travel Inventory

| Orosi | V. 9 | Birch Rd. | Ash Ave. | Aceves Ave. | E. Side | Driveway | 22 | 7 | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Orosi | w. 1 | Aceves Ave. | Rd. 124 | Frances Dr. | N. Side | Cross Slope | 26 | 2.8\%-3.2\% | 5 |
| Orosi | w. 10 | Albert Ave. | Frances Dr. | David Rd. | Both Sides | Driveway | 19 | 15 | 5 |
| Orosi | w. 13 | Albert Ave. | Rancho Ct. | Central Dr. | S. Side | Gap | 162 | Multiple properties | 5 |
| Orosi | W. 16 | Albert Ave. | Frances Rd. | Rancho Ct . | S. Side |  | 105 | Single property | 5 |
| Orosi | W. 18 | Frances Rd. | Edward Ave. | Albert Ave. | E. Side | Obstruction | 2.4 | 4 Mailboxes | 5 |
| Orosi | W. 19 | Frances Rd. | Edward Ave. | Albert Ave. | E. Side | Gap | 90 | Single property | 5 |
| Orosi | W. 2 | Aceves Ave. | Rd. 124 | David Rd. | Both Sides | Driveway | 19 | 28 | 5 |
| Orosi | w. 20 | Frances Rd. | Edward Ave. | Aceves Ave. | E. Side | Driveway | 19 | 14 | 5 |
| Orosi | w. 21 | Frances Rd. | Edward Ave. | Albert Ave. | E. Side | Cross Slope | 35 | 5.6\%-6.1\% | 5 |
| Orosi | w. 22 | Frances Rd. | Edward Ave. | Albert Ave. | E. Side | Gap | 106 | Multiple properties | 5 |
| Orosi | w. 25 | Frances Rd. | Edward Ave. | Albert Ave. | W. Side | Gap | 202 | Multiple Properties | 5 |
| Orosi | w. 26 | Frances Rd. | Edward Ave. | Aceves Ave. | W. Side | Broken Sidewalk | 4 | Poor Condition | 5 |
| Orosi | w. 27 | Frances Rd. | Edward Ave. | Aceves Ave. | W. Side | Obstruction | 2.5 | 6 Mailboxes | 5 |
| Orosi | W. 28 | Frances Rd. | Edward Ave. | Aceves Ave. | W. Side | Offset | $1^{\prime \prime}$ | Drain pipe | 5 |
| Orosi | W. 29 | Frances Rd. | Albert Ave. | Aceves Ave. | W. Side | Broken Sidewalk | 4 | Poor Condition | 5 |
| Orosi | w. 3 | Aceves Ave. | Rd. 124 | David Rd. | N. Side | Obstruction | 2.5 | 8 Mailboxes | 5 |
| Orosi | W. 31 | Aceves Ave. | Rd. 124 | Frances Dr. | S. Side | Offset | 1/4" |  | 5 |
| Orosi | w. 33 | Aceves Ave. | Frances Dr. | David Rd. | S. Side | Obstruction | 2.8 | 6 Mailboxes | 5 |
| Orosi | W. 34 | Aceves Ave. | Frances Dr. | David Rd. | S. Side | Offset | $1^{1 \prime}$ | 3 offsets | 5 |
| Orosi | W. 36 | Aceves Ave. | Frances Dr. | David Rd. | S. Side | Offset | $1 / 2^{\prime \prime}$ | 2 offsets | 5 |
| Orosi | W. 38 | David Rd. | Albert Ave. | Aceves Ave. | W. Side | Gap | 82 | Single property | 5 |
| Orosi | W. 4 | Aceves Ave. | Rd. 124 | Frances Dr. | N. Side | Broken Sidewalk | 8 | Poor Condition | 5 |
| Orosi | W. 41 | Albert Ave. | Frances Dr. | David Rd. | N. Side | Obstruction | 2.6 | 7 Mailboxes | 5 |
| Orosi | W. 42 | Albert Ave. | Central Dr. | David Rd. | N. Side | Gap | 245 | Multiple properties | 5 |
| Orosi | W. 47 | Frances Rd. | Albert Ave. | Aceves Ave. | E. Side | Cross Slope | 30 | 2.5\%-5.1\% | 5 |
| Orosi | W. 48 | Central Dr. | Ash Ave. | Albert Ave. | E. Side | Offset | $1^{17}$ |  | 5 |
| Orosi | W. 49 | Central Dr. | Ash Ave. | Albert Ave. | E. Side | Cross Slope | 35 | 2.7\%-3.6\% | 5 |
| Orosi | W. 5 | Aceves Ave. | Rd. 124 | David Rd. | N. Side | Broken Sidewalk | 4 | Poor Condition | 5 |
| Orosi | W. 50 | Central Dr. | Ash Ave. | Albert Ave. | Both Sides | Driveway | 19 | 4 | 5 |
| Orosi | w. 51 | Ash Ave. | Rancho Ct. | David Rd. | Both Sides | Driveway | 23 | 20 | 5 |
| Orosi | w. 52 | David Rd. | DEAD END | Ash Ave. | Both Sides | Driveway | 23 | 10 | 5 |
| Orosi | W. 53 | Edward Ave. | Rd. 124 | Edward Ave. | S. Side | Gap | 65 | Single property | 5 |
| Orosi | W. 54 | Edward Ave. | Rd. 124 | Edward Ave. | Both Sides | Driveway | 19 | 20 | 5 |
| Orosi | W. 55 | Edward Ave. | Rd. 124 | Edward Ave. | S. Side | Cross Slope | 40 | 2.8\%-3.1\% | 5 |
| Orosi | w. 56 | Edward Ave. | Rd. 124 | Edward Ave. | N. Side | Cross Slope | 58 | 2.5\%-3.5\% | 5 |
| Orosi | W. 57 | Ash Ave. | Rancho Ct. | David Rd. | S. Side | Broken Sidewalk | 2 | Poor Condition | 5 |
| Orosi | W. 58 | Rancho Ct. | Ash Ave. | Albert Ave. | W. Side | Gap | 34 | Single property | 5 |
| Orosi | W. 59 | Rancho Ct. | Ash Ave. | Albert Ave. | E. Side | Offset | 1.5" | Construction joint | 5 |
| Orosi | W. 6 | David Rd. | Albert Ave. | Aceves Ave. | E. Side | Offset | $1{ }^{\prime \prime}$ | Utility Box | 5 |
| Orosi | W. 61 | Central Dr. | Ash Ave. | Albert Ave. | W. Side | Gap | 34 | Single property | 5 |
| Orosi | W. 62 | Rancho Ct. | Ash Ave. | Albert Ave. | Both Sides | Driveway | 19 | 8 | 5 |
| Orosi | W. 7 | David Rd. | Albert Ave. | Aceves Ave. | Both Sides | Driveway | 19 | 3 | 5 |
| Orosi | W. 8 | David Rd. | Albert Ave. | Aceves Ave. | E. Side | Obstruction | 2.4 | 4 Mailboxes | 5 |
| Orosi | W. 9 | Albert Ave. | Central Dr. | David Rd. | S. Side | Broken Sidewalk | 4 | Poor Condition | 5 |
| Orosi | X. 19 | Beinhorn Rd. | Ella Ave. | Ave. 414 | E. Side | Cross Slope | 285 | 2.5-5.4\% | 5 |
| Orosi | x. 20 | Beinhorn Rd. | Ella Ave. | Ave. 414 | E. Side | Gap | 52 | Single property | 5 |
| Orosi | x. 21 | Beinhorn Rd. | Ella Ave. | Ave. 414 | E. Side | Driveway | 18 | 19 | 5 |
| Orosi | X. 22 | Beinhorn Rd. | Ella Ave. | Ave. 414 | E. Side | Gap | 4 | Single property | 5 |
| Orosi | X. 23 | Beinhorn Rd. | Ella Ave. | Ave. 414 | E. Side | Broken Sidewalk | 4 | Extremely Poor Condition | 5 |
| Orosi | x. 24 | Beinhorn Rd. | Ella Ave. | Ave. 414 | E. Side | Offset | 1.5" |  | 5 |
| Orosi | X. 25 | Beinhorn Rd. | Ella Ave. | Ave. 414 | E. Side | Gap | 207 | Multiple Properties | 5 |
| Orosi | X. 27 | Beinhorn Rd. | Ella Ave. | Ave. 414 | E. Side | Offset | $1 / 2^{\prime \prime}$ |  | 5 |
| Orosi | x. 29 | Beinhorn Rd. | Ella Ave. | Ave. 414 | E. Side | Obstruction | 2.8 | 2 | 5 |
| Orosi | X. 30 | Beinhorn Rd. | Ella Ave. | Ave. 414 | W. Side | Offset | 1/4" |  | 5 |
| Orosi | x. 31 | Beinhorn Rd. | Ave. 414 | Cul de Sac | W. Side | Cross Slope | 40 | 2.5-3.3\% | 5 |
| Orosi | x. 33 | Ave. 414 | Rd. 127 | Beinhorn Rd. | S. Side | Offset | $1 / 2^{\prime \prime}$ |  | 5 |
| Orosi | x. 34 | Ave. 414 | Rd. 127 | Beinhorn Rd. | S. Side | Gap | 140 | Single property | 5 |
| Orosi | x. 36 | Ave. 414 | Rd. 127 | Beinhorn Rd. | N. Side | Driveway | 28 | 3 | 5 |
| Orosi | x. 38 | Beinhorn Rd. | Ella Ave. | Ave. 414 | W. Side | Obstruction | 2.5 | Power Pole | 5 |
| Orosi | x. 39 | Beinhorn Rd. | Ella Ave. | Ave. 414 | W. Side | Cross Slope | 192 | 2.5-4.4\% | 5 |
| Orosi | X. 40 | Beinhorn Rd. | Ella Ave. | Ave. 414 | W. Side | Gap | 72 | Single property | 5 |
| Orosi | x. 41 | Beinhorn Rd. | Ella Ave. | Ave. 414 | W. Side | Gap | 234 | Multiple properties | 5 |
| Orosi | Y. 10 | Risley Ave. | Rd. 130 | Rd. 128 | N. Side | Obstruction | 2.6 | 4 | 5 |
| Orosi | Y. 11 | Risley Ave. | Rd. 130 | Rd. 128 | N. Side | Gap | 34 | Single Property | 5 |
| Orosi | Y. 12 | Risley Ave. | Rd. 130 | Rd. 128 | N. Side | Broken Sidewalk | 57 | Poor Condition | 5 |
| Orosi | Y. 13 | Risley Ave. | Rd. 130 | Rd. 128 | N. Side | Gap | 160 | Multiple Properties | 5 |
| Orosi | Y. 14 | Risley Ave. | Rd. 130 | Rd. 128 | N. Side | Obstruction | 55 | Sidewalk Width 3.6' | 5 |
| Orosi | Y. 15 | Risley Ave. | Rd. 130 | Rd. 128 | N. Side | Gap | 140 | Multiple Properties | 5 |
| Orosi | Y. 17 | Ave. 415 | Rd. 130 | Rd. 128 | S. Side | Gap | 113 | Single Property | 5 |
| Orosi | Y. 18 | Ave. 415 | Rd. 130 | Rd. 128 | s. Side | Obstruction | 2.3 | Mailbox | 5 |
| Orosi | Y. 19 | Ave. 415 | Rd. 130 | Rd. 128 | S. Side | Driveway | 22 | 4 | 5 |
| Orosi | Y. 2 | Ella Ave. | Mueller | Rd. 128 | s. Side | Gap | 250 | Multiple Properties | 5 |
| Orosi | Y. 20 | Ave. 415 | Rd. 130 | Rd. 128 | S. Side | Cross Slope | 41 | 3.1-3.5\% | 5 |
| Orosi | Y. 21 | Ave. 415 | Rd. 130 | Rd. 128 | S. Side | Gap | 70 | Single Property | 5 |
| Orosi | Y. 22 | Ave. 415 | Rd. 130 | Rd. 128 | S. Side | Broken Sidewalk | 2 | Poor Condition | 5 |
| Orosi | Y. 3 | Ella Ave. | Mueller | Rd. 128 | Both Sides | Driveway | 22 | 4 | 5 |
| Orosi | Y. 4 | Ella Ave. | Mueller | Rd. 128 | S. Side | Obstruction | 2.6 | Power Pole | 5 |
| Orosi | Y. 5 | Ella Ave. | Mueller | Rd. 128 | S. Side | Gap | 4 | Single property | 5 |
| Orosi | Y. 6 | Ella Ave. | Mueller | Rd. 128 | s. Side | Gap | 300 | Multiple Properties | 5 |
| Orosi | Y. 8 | Risley Ave. | Rd. 130 | Rd. 128 | N. Side | Gap | 200 | Multiple Properties | 5 |
| Orosi | Y. 9 | Risley Ave. | Rd. 130 | Rd. 128 | Both Sides | Driveway | 22 | 7 | 5 |
| Orosi | Z. 1 | Ave. 414 | Rd. 130 | Rd. 128 | N. Side | Driveway | 25 | 4 | 5 |
| Orosi | Z. 10 | Rd. 130 | Ave. 414 | Ave. 412 | W. Side | Driveway | 18 | 9 | 5 |
| Orosi | z. 11 | Rd. 130 | Ave. 414 | Ave. 412 | W. Side | Obstruction | 2.5 | 2 Mailboxes | 5 |
| Orosi | Z. 12 | Rd. 130 | Ave. 414 | Ave. 412 | W. Side | Offset | $1^{\prime \prime}$ |  | 5 |
| Orosi | Z. 13 | Rd. 130 | Ave. 414 | Ave. 412 | W. Side | End of sidewalk | - |  | 5 |
| Orosi | Z. 2 | Ave. 414 | Rd. 130 | Rd. 128 | N. Side | Cross Slope | 100 | 2.4-5.3\% | 5 |
| Orosi | Z. 3 | Ave. 414 | Rd. 130 | Rd. 128 | N. Side | End of sidewalk |  |  | 5 |
| Orosi | Z. 4 | Ave. 414 | Rd. 130 | Rd. 128 | S. Side | End of sidewalk | - |  | 5 |
| Orosi | z. 5 | Ave. 414 | Rd. 130 | Rd. 128 | s. Side | Cross Slope | 285 | 2.2-4.2\% | 5 |
| Orosi | Z. 6 | Ave. 414 | Rd. 130 | Rd. 128 | W. Side | Driveway | 18 | 6 | 5 |
| Orosi | z. 8 | Rd. 130 | Ave. 414 | Ave. 412 | W. Side | Cross Slope | 168 | 2.8-4.5\% | 5 |
| Orosi | z. 9 | Rd. 130 | Ave. 414 | Ave. 412 | W. Side | Gap | 130 | Single Property | 5 |
| Paterson Tract | A. 1 | Manota Ct. | Ave. 320 | Dead End | E. Side | Driveway | 23 | 1 | 5 |
| Paterson Tract | A. 10 | Ave 320 | Elbow Ct. | Rd. 124 | N. Side | Cross Slope | 214 | 2.6\%-3.5\% | 5 |
| Paterson Tract | A. 16 | Ave 320 | Rd. 124 | Sierra View Rd. | S. Side | Cross Slope | 141 | 3.0\%-3.6\% | 5 |
| Paterson Tract | A. 17 | Ave 320 | Rd. 124 | Sierra View Rd. | Both sides | Driveway | 22 | 9 | 5 |
| Paterson Tract | A. 18 | Ave 320 | Rd. 124 | Sierra View Rd. | S. Side | Obstruction | 2.2 | 2 Mailboxes | 5 |
| Paterson Tract | A. 19 | Ave 320 | Rd. 124 | Sierra View Rd. | Both sides | Driveway | 26 |  | 5 |
| Paterson Tract | A. 2 | Manota Ct. | Ave. 320 | Dead End | E. Side | Cross Slope | 34 | 3.30\% | 5 |

## Path of Travel Inventory

| Paterson Tract | A. 20 | Ave 320 | Rd. 124 | Sierra View Rd. | s. Side | Offset | 1.5" |  | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Paterson Tract | A. 21 | Ave 320 | Rd. 124 | Sierra View Rd. | s. Side | Obstruction | 2.5 | Mailbox | 5 |
| Paterson Tract | A. 22 | Ave 320 | Rd. 124 | Sierra View Rd. | S. Side | Driveway | 16 | 2 | 5 |
| Paterson Tract | A. 24 | Sierra View Rd. | Marlin Ave. | Ave. 320 | W. Side | Gap | 525 | Multiple properties | 5 |
| Paterson Tract | A. 26 | Marlin Ave. | Rd. 124 | Sierra View Rd. | N. Side | Gap | 681 | Multiple properties | 5 |
| Paterson Tract | A. 27 | Marlin Ave. | Rd. 124 | Sierra View Rd. | N. Side | Obstruction | 2.2 | Mailbox | 5 |
| Paterson Tract | A. 28 | Marlin Ave. | Rd. 124 | Sierra View Rd. | Both sides | Driveway | 22 | 6 | 5 |
| Paterson Tract | A. 29 | Marlin Ave. | Rd. 124 | Sierra View Rd. | Both sides | Driveway | 34 | 10 | 5 |
| Paterson Tract | A. 30 | Marlin Ave. | Rd. 124 | Sierra View Rd. | N. Side | Cross Slope | 228 | 2.4\%-7.0\% | 5 |
| Paterson Tract | A. 31 | Marlin Ave. | Rd. 124 | Sierra View Rd. | N. Side | Offset | $2^{\prime \prime}$ |  | 5 |
| Paterson Tract | A. 32 | Marlin Ave. | Rd. 124 | Sierra View Rd. | N. Side | Gap | 290 | Multiple properties | 5 |
| Paterson Tract | A. 33 | Marlin Ave. | Rd. 124 | Sierra View Rd. | N. Side | Gap | 91 | Single Property | 5 |
| Paterson Tract | A. 34 | Marlin Ave. | Rd. 124 | Sierra View Rd. | S. Side | Cross Slope | 372 | 3.0\%-9.3\% | 5 |
| Paterson Tract | A. 35 | Marlin Ave. | Rd. 124 | Sierra View Rd. | S. Side | Driveway | 40 | 1 | 5 |
| Paterson Tract | A. 36 | Marlin Ave. | Rd. 124 | Sierra View Rd. | s. Side | Gap | 145 | Single Property | 5 |
| Paterson Tract | A. 37 | Marlin Ave. | Rd. 124 | Sierra View Rd. | S. Side | Obstruction | 2.2 | Mailbox | 5 |
| Paterson Tract | A. 38 | Marlin Ave. | Rd. 124 | Sierra View Rd. | S. Side | Obstruction | 2 | Mailbox | 5 |
| Paterson Tract | A. 39 | Marlin Ave. | Rd. 124 | Sierra View Rd. | S. Side | Driveway | 36 | 2 | 5 |
| Paterson Tract | A. 5 | Ave 320 | Manota Ct. | Elbow Ct. | N. Side | Cross slope | 184 | 2.2\%-3.5\% | 5 |
| Paterson Tract | A. 6 | Ave 320 | Manota Ct. | Elbow Ct. | N. Side | Driveway | 22 | 2 | 5 |
| Paterson Tract | A. 7 | Ave 320 | Manota Ct. | Elbow Ct. | N. Side | Cross Slope | 30 | 3.80\% | 5 |
| Pixley | A. 10 | E. Carol Ave. | Walnut St. | School st. | N. Side | Cross slope | 36 | 2.3.-4.4\% | 5 |
| Pixley | A. 11 | E. Carol Ave. | Walnut St. | School St. | N. Side | Broken Sidewalk | 8 | Poor Condition | 5 |
| Pixley | A. 13 | Walnut St. | Carol Ave. | Court Ave. | E. Side | Offset | 1/4" |  | 5 |
| Pixley | A. 14 | Walnut St. | Carol Ave. | Court Ave. | E. Side | Cross slope | 65 | 2.8-3.2\% | 5 |
| Pixley | A. 36 | Walnut St. | Carol Ave. | Court Ave. | W. Side | Cross slope | 100 | 2.9-3.5\% | 5 |
| Pixley | A. 37 | Walnut St. | Carol Ave. | Court Ave. | W. Side | Obstruction | 0 | $73^{\prime}$ of overgrown vegitation | 5 |
| Pixley | A. 38 | Walnut St. | Carol Ave. | Court Ave. | W. Side | Gap | 5 | 5' gap in sidewalk | 5 |
| Pixley | A. 39 | Walnut St. | Carol Ave. | Court Ave. | W. Side | Offset | 1/2" |  | 5 |
| Pixley | A. 41 | E. Carol Ave. | Walnut St. | School St. | S. Side | Cross slope | 92 | 2.2-4.1\% | 5 |
| Pixley | A. 42 | E. Carol Ave. | Walnut St. | School St. | S. Side | Offset | 1/4" |  | 5 |
| Pixley | A. 43 | E. Carol Ave. | Walnut St. | School st. | S. Side | Broken Sidewalk | 8 | Poor Condition | 5 |
| Pixley | A. 44 | E. Carol Ave. | Walnut St. | School St. | S. Side | Broken Sidewalk | 8 | Poor Condition | 5 |
| Pixley | A. 45 | E. Carol Ave. | Walnut St. | School St. | S. Side | Broken Sidewalk | 8 | Poor Condition | 5 |
| Pixley | A. 46 | E. Carol Ave. | Walnut St. | School St. | S. Side | Cross Slope | 26 | 3.2-3.5\% | 5 |
| Pixley | A. 47 | E. Carol Ave. | Walnut St. | School St. | S. Side | Broken Sidewalk | 20 | Poor Condition | 5 |
| Pixley | A. 6 | E. Carol Ave. | Walnut St. | School St. | N. Side | Cross slope | 75 | 3.0-4.5\% | 5 |
| Pixley | A. 7 | E. Carol Ave. | Walnut St. | School St. | N. Side | Offset | 1/2" |  | 5 |
| Pixley | A. 8 | E. Carol Ave. | Walnut St. | School St. | N. Side | Offset | 3/4" |  | 5 |
| Pixley | A. 9 | E. Carol Ave. | Walnut St. | School St. | N. Side | Offset | $1 / 2^{\prime \prime}$ |  | 5 |
| Pixley | B. 1 | S Walnut St. | Sarah Ave. | Carol Ave. | E. Side | Broken Sidewalk | 8 | Poor Condition | 5 |
| Pixley | B. 13 | Holste Ave. | Walnut St. | School St. | S. Side | Obstruction | 2.3 | Mail box | 5 |
| Pixley | B. 14 | Holste Ave. | Walnut St. | School St. | Both sides | Driveway | 22 | 7 | 5 |
| Pixley | B. 15 | Holste Ave. | Walnut St. | School St. | S. Side | Gap | 44 | Single property | 5 |
| Pixley | B. 16 | Holste Ave. | Walnut St. | School St. | s. Side | Cross Slope | 58 | 2.95.5\% | 5 |
| Pixley | B. 17 | Holste Ave. | Walnut St. | School St. | S. Side | Gap | 190 | Multiple properties | 5 |
| Pixley | B. 19 | Walnut St. | Dianna Ave. | Holste Ave. | E. Side | Gap | 133 | Multiple properties | 5 |
| Pixley | B. 2 | S Walnut St. | Sarah Ave. | Carol Ave. | E. Side | Gap | 130 | Multiple properties | 5 |
| Pixley | B. 21 | Dianna Ave. | Walnut St. | School St. | N. Side | Cross Slope | 28 | 3.0-4.0\% | 5 |
| Pixley | B. 22 | Dianna Ave. | Walnut St. | school St. | Both sides | Driveway | 22 | 14 | 5 |
| Pixley | B. 23 | Dianna Ave. | Walnut St. | School St. | N. Side | Cross Slope | 30 | 2.9-3.4\% | 5 |
| Pixley | B. 25 | School St. | Dianna Ave. | Holste Ave. | W. Side | Gap | 78 | Multiple properties | 5 |
| Pixley | B. 26 | School St. | Dianna Ave. | Holste Ave. | W. Side | Cross Slope | 84 | 2.3-4.4\% | 5 |
| Pixley | B. 4 | Sarah Ave. | Walnut St. | School St. | N. Side | Gap | 105 | Multiple properties | 5 |
| Pixley | B. 5 | Sarah Ave. | Walnut St. | School St. | Both sides | Driveway | 22 | 8 | 5 |
| Pixley | B. 6 | Sarah Ave. | Walnut St. | School St. | N. Side | Cross Slope | 40 | 3.2-5.6\% | 5 |
| Pixley | B. 7 | Sarah Ave. | Walnut St. | School St. | N. Side | Gap | 260 | Multiple properties | 5 |
| Pixley | B. 9 | School St. | Sarah Ave. | Carol Ave. | W. Side | Gap | 118 | Multiple properties | 5 |
| Pixley | c. 1 | Walnut St. | Carla Ave. | Dianna Ave. | E. Side | Offset | 1/4" |  | 5 |
| Pixley | C. 11 | Carla Ave. | Walnut St. | School St. | S. Side | Offset | 1/2" |  | 5 |
| Pixley | C. 12 | Carla Ave. | Walnut St. | School St. | S. Side | Offset | 1/4" |  | 5 |
| Pixley | c. 13 | Carla Ave. | Walnut St. | School St. | s. Side | Cross slope | 68 | 3.3-4.6\% | 5 |
| Pixley | C. 15 | Walnut St. | Joanne Ave. | Carla Ave. | E. Side | Cross slope | 107 | 3.1-6.7\% | 5 |
| Pixley | C. 16 | Walnut St. | Joanne Ave. | Carla Ave. | E. Side | Gap | 95 | Multiple properties | 5 |
| Pixley | C. 18 | Joanne Ave. | Walnut St. | School St. | N. Side | Cross slope | 40 | 3.0-3.5\% | 5 |
| Pixley | C. 19 | Joanne Ave. | Walnut St. | School St. | N. Side | Offset | $2^{\prime \prime}$ |  | 5 |
| Pixley | c. 2 | Walnut St. | Carla Ave. | Dianna Ave. | E. Side | Offset | 1/2" |  | 5 |
| Pixley | c. 20 | Joanne Ave. | Walnut St. | School St. | N. Side | Offset | 1/2" |  | 5 |
| Pixley | C. 21 | Joanne Ave. | Walnut St. | School St. | N. Side | Cross slope | 47 | 3.20\% | 5 |
| Pixley | c. 22 | Joanne Ave. | Walnut St. | School St. | N. Side | Offset | $1.5{ }^{\text {" }}$ |  | 5 |
| Pixley | c. 23 | Joanne Ave. | Walnut St. | School St. | N. Side | Obstruction | 2.3 | Mail box | 5 |
| Pixley | C. 25 | Joanne Ave. | Joanne Ave. | Carla Ave. | W. Side | Obstruction | 2 | Sidewalk Width 2' | 5 |
| Pixley | c. 27 | Joanne Ave. | Walnut St. | School St. | S. Side | Broken Sidewalk | 19 | Poor Condition | 5 |
| Pixley | c. 28 | Joanne Ave. | Walnut St. | School St. | s. Side | Cross slope | 105 | 2.2-6.8\% | 5 |
| Pixley | c. 29 | Joanne Ave. | Walnut St. | School st. | S. Side | Cross slope | 53 | 3.20\% | 5 |
| Pixley | c. 3 | Walnut St. | Carla Ave. | Dianna Ave. | E. Side | Cross slope | 118 | 2.8-4.3\% | 5 |
| Pixley | c. 4 | Walnut St. | Carla Ave. | Dianna Ave. | E. Side | Offset | 1/2" |  | 5 |
| Pixley | c. 6 | Carla Ave | Walnut St. | School St. | Both sides | Driveway | 22 | 18 | 5 |
| Pixley | c. 8 | School St. | Carla Ave. | Dianna Ave. | W. Side | Cross slope | 250 | 2.4-3.7\% | 5 |
| Pixley | c. 9 | School St. | Carla Ave. | Dianna Ave. | W. Side | Offset | 1/2" |  | 5 |
| Pixley | D. 10 | Maple St. | Terra Bella Ave. | Lavonia Ave. | E. Side | Driveway | 30 | 1 | 5 |
| Pixley | D. 11 | Maple St. | Terra Bella Ave. | Lavonia Ave. | E. Side | Gap | 129 | Multiple properties | 5 |
| Pixley | D. 3 | Maple St. | Lavonia Ave. | Joanne Ave. | E. Side | Gap | 125 | Multiple properties | 5 |
| Pixley | D. 4 | ELavonia Ave | Maple St. | Elm St. | Both sides | Driveway | 22 | 21 | 5 |
| Pixley | D. 5 | ELavonia Ave | Maple St. | Elm St. | N. Side | Cross slope | 65 | 2.9-3.3\% | 5 |
| Pixley | D. 7 | Elm St. | Lavonia Ave. | Joanne Ave. | W. Side | Cross slope | 45 | 2.5-3.3\% | 5 |
| Pixley | D. 9 | Maple St. | Terra Bella Ave. | Lavonia Ave. | E. Side | Cross slope | 40 | 2.4-3.4\% | 5 |
| Pixley | E. 10 | Pine St. | McCreary Ave. | Davis St. | E. Side | Offset | 1/4" |  | 5 |
| Pixley | E. 14 | McCreary Ave. | Pine St. | Maple St. | N. Side | Cross slope | 82 | 3.0-4.0\% | 5 |
| Pixley | E. 15 | McCreary Ave. | Pine St. | Maple St. | Both sides | Driveway | 22 | 14 | 5 |
| Pixley | E. 16 | McCreary Ave. | Pine St. | Maple St. | N. Side | Cross slope | 40 | 2.7-3.4\% | 5 |
| Pixley | E. 17 | McCreary Ave. | Pine St. | Maple St. | N. Side | Cross slope | 40 | 2.9-9.1\% | 5 |
| Pixley | E. 18 | McCreary Ave. | Pine St. | Maple St. | N. Side | Cross slope | 107 | 3.0-4.0\% | 5 |
| Pixley | E. 21 | McCreary Ave. | Pine St. | Maple St. | S. Side | Cross slope | 110 | 2.6-4.4\% | 5 |
| Pixley | E. 22 | McCreary Ave. | Pine St. | Maple St. | S. Side | Offset | 1/2" |  | 5 |
| Pixley | E. 23 | McCreary Ave. | Pine St. | Maple St. | S. Side | Offset | 1/4" |  | 5 |
| Pixley | E. 24 | S Park St. | Joanne Ave. | McCreary Ave. | E. Side | Driveway | 20 |  | 5 |
| Pixley | E. 25 | S Park St. | Joanne Ave. | McCreary Ave. | E. Side | Cross slope | 57 | 2.7-3.9\% | 5 |
| Pixley | E. 27 | Joanne Ave. | Park Dr. | Maple St. | N. Side | Cross slope | 60 | 3.2-3.3\% | 5 |
| Pixley | E. 28 | Joanne Ave. | Park Dr. | Maple St. | N. Side | Gap | 75 | Multiple properties | 5 |
| Pixley | E. 29 | Joanne Ave. | Park Dr. | Maple St. | N. Side | Driveway | 22 | 4 | 5 |

## Path of Travel Inventory

| Pixley | E. 30 | Joanne Ave. | Park Dr. | Maple St. | N. Side | Gap | 80 | Multiple properties | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Pixley | E. 31 | Joanne Ave. | Park Dr. | Maple St. | N. Side | Broken sidewalk | 4 | Poor Condition | 5 |
| Pixley | E. 32 | Joanne Ave. | Park Dr. | Maple St. | N. Side | Gap | 130 | Multiple properties | 5 |
| Pixley | E. 34 | Maple St. | Joanne Ave. | McCreary Ave. | W. Side | Gap | 155 | Multiple properties | 5 |
| Pixley | E. 35 | Maple St. | Joanne Ave. | McCreary Ave. | W. Side | Driveway | 45 | 1 | 5 |
| Pixley | E. 36 | Maple St. | Joanne Ave. | McCreary Ave. | W. Side | Cross slope | 30 | 3.1-3.5\% | 5 |
| Pixley | E. 37 | Maple St. | Joanne Ave. | McCreary Ave. | E. Side | Gap | 56 | Single Property | 5 |
| Pixley | E. 38 | Maple St. | Joanne Ave. | McCreary Ave. | E. Side | Driveway | 22 | 3 | 5 |
| Pixley | E. 39 | Maple St. | Joanne Ave. | McCreary Ave. | E. Side | Gap | 35 | Single property | 5 |
| Pixley | E. 41 | Joanne Ave. | Maple St. | Elm St. | Both sides | Driveway | 22 | 19 | 5 |
| Pixley | E. 44 | Elm St. | Joanne Ave. | McCreary Ave. | W. Side | End of sidewalk |  |  | 5 |
| Pixley | E. 46 | Maple St. | McCreary Ave. | Davis St. | E. Side | Cross slope | 20 | 3.10\% | 5 |
| Pixley | E. 47 | Maple St. | McCreary Ave. | Davis St. | E. Side | Driveway | 16 | 4 | 5 |
| Pixley | E. 48 | Maple St. | McCreary Ave. | Davis St. | W. Side | Cross slope | 140 | 2.7-4.1\% | 5 |
| Pixley | E. 49 | Maple St. | McCreary Ave. | Davis St. | W. Side | Gap | 130 | Multiple properties | 5 |
| Pixley | E. 50 | Maple St. | McCreary Ave. | Davis st. | E. Side | Gap | 50 | Single property | 5 |
| Pixley | E. 53 | Davis St. | Pine St. | Maple St. | S. Side | Driveway | 44 | 1 | 5 |
| Pixley | E. 8 | Pine St. | McCreary Ave. | Davis St. | E. Side | Cross slope | 149 | 2.3-4.2\% | 5 |
| Pixley | E. 9 | Pine St. | McCreary Ave. | Davis St. | E. Side | Driveway | 32 | 1 | 5 |
| Pixley | F. 4 | Ellsworth Ave. | Park Dr. | Pine St. | N. Side | End of sidewalk |  |  | 5 |
| Pixley | F. 6 | Pine St. | Ellsworth Ave. | Franklin Ave. | W. Side | Driveway | 22 | 1 | 5 |
| Pixley | F. 7 | Pine St. | Ellsworth Ave. | Franklin Ave. | W. Side | End of sidewalk |  |  | 5 |
| Pixley | G. 1 | Howard Ave. | Park Dr. | Pine St. | S. Side | End of Sidewalk |  |  | 5 |
| Pixley | G.2 | Howard Ave. | Park Dr. | Pine St. | S. Side | Cross slope | 10 | 3.0-4.0\% | 5 |
| Pixley | G. 3 | Howard Ave. | Park Dr. | Pine St. | S. Side | Driveway | 35 | 3 | 5 |
| Pixley | L. 1 | Market St. | Terra Bella Ave. | Bradbury Ave. | W. Side | End of sidewalk |  |  | 5 |
| Pixley | L. 2 | Market St. | Terra Bella Ave. | Bradbury Ave. | W. Side | Driveway | 24 | 7 | 5 |
| Pixley | L. 3 | Market St. | Terra Bella Ave. | Bradbury Ave. | W. Side | Cross slope | 95 | 2.5-3.1\% | 5 |
| Pixley | L. 4 | Market St. | Terra Bella Ave. | Bradbury Ave. | W. Side | Gap | 36 | Single Property | 5 |
| Pixley | L. 6 | Terra Bella Ave. | Ash St. | Market St. | N. Side | End of sidewalk |  |  | 5 |
| Pixley | M. 1 | Bradbury Ave. | Cedar St. | Ash St. | N. Side | Gap | 87 | Multiple properties | 5 |
| Pixley | M. 11 | Bradbury Ave. | Cedar St. | Ash St. | S. Side | Gap | 50 | Single property | 5 |
| Pixley | M. 2 | Bradbury Ave. | Cedar St. | Ash St. | N. Side | Gap | 252 | Multiple properties | 5 |
| Pixley | M. 3 | Bradbury Ave. | Cedar St. | Ash St. | Both sides | Driveway | 24 | 12 | 5 |
| Pixley | M. 4 | Bradbury Ave. | Cedar St. | Ash St. | N. Side | Cross slope | 174 | 2.3-4.5\% | 5 |
| Pixley | M. 5 | Bradbury Ave. | Cedar st. | Ash St. | N. Side | Gap | 158 | Multiple properties | 5 |
| Pixley | M. 6 | Bradbury Ave. | Cedar St. | Ash St. | S. Side | End of sidewalk |  |  | 5 |
| Pixley | M. 7 | Bradbury Ave. | Cedar St. | Ash St. | s. Side | Cross slope | 40 | 3.2-3.4\% | 5 |
| Pixley | M. 8 | Bradbury Ave. | Cedar St. | Ash St. | N. Side | Gap | 100 | Single Property | 5 |
| Pixley | N. 11 | Compton Ave. | Airport St. | Cedar St. | S. Side | Cross slope | 205 | 3.0-4.9\% | 5 |
| Pixley | N. 12 | Compton Ave. | Airport St. | Cedar St. | S. Side | End of sidewalk |  |  | 5 |
| Pixley | N. 2 | Cedar St. | Terra Bella Ave. | Bradbury Ave. | W. Side | Driveway | 25 | 6 | 5 |
| Pixley | N. 3 | Cedar St. | Terra Bella Ave. | Bradbury Ave. | W. Side | End of sidewalk |  |  | 5 |
| Pixley | N. 4 | Bradbury Ave. | Airport St. | Cedar St. | S. Side | Offset | 1/2" | Utility Cover | 5 |
| Pixley | N. 5 | Bradbury Ave. | Airport St. | Cedar St. | s. Side | End of sidewalk |  |  | 5 |
| Pixley | N. 6 | Bradbury Ave. | Airport St. | Cedar St. | N. Side | Cross slope | 131 | 3.1-4.1\% | 5 |
| Pixley | N. 8 | Airport St. | Bradbury Ave. | Compton Ave. | E. Side | Cross slope | 239 | 2.3-4.1\% | 5 |
| Pixley | N. 9 | Airport St. | Bradbury Ave. | Compton Ave. | E. Side | Driveway | 20 | 5 | 5 |
| Poplar | C. 1 | Rd. 190 | Ave. 145 | Ave. 146 | Both sides | Driveway | 22 | 12 | 5 |
| Poplar | c. 2 | Rd. 190 | Ave. 145 | Ave. 146 | W. Side | Cross Slope | 111 | 2.8\%-3.3\% | 5 |
| Poplar | c. 3 | Rd. 190 | Ave. 145 | Ave. 146 | W. Side | Driveway | 33 | 1 | 5 |
| Poplar | c. 4 | Walker St. | Ave. 145 | Ave. 146 | Both sides | Driveway | 22 | 27 | 5 |
| Poplar | c. 5 | Walker St. | Ave. 145 | Ave. 146 | E. Side | Cross Slope | 143 | 2.5\%-4.0\% | 5 |
| Poplar | c. 6 | Walker St. | Ave. 145 | Ave. 146 | E. Side | Cross Slope | 155 | 2.3\%-3.2\% | 5 |
| Poplar | c. 7 | Walker St. | Ave. 145 | Ave. 146 | W. Side | Cross Slope | 173 | 2.6\%-5.8\% | 5 |
| Poplar | c. 8 | Walker St. | Ave. 145 | Ave. 146 | W. Side | Cross Slope | 65 | 2.8\%-3.5\% | 5 |
| Poplar | D. 1 | Rd. 190 | Ave. 146 | Ave. 147 | W. Side | Cross Slope | 95 | 2.6\%-3.9\% | 5 |
| Poplar | D. 2 | Rd. 190 | Ave. 146 | Ave. 147 | Both sides | Driveway | 22 | 10 | 5 |
| Poplar | D. 3 | Walker St. | Ave. 146 | Ave. 147 | Both sides | Driveway | 22 | 20 | 5 |
| Poplar | D. 4 | Walker St. | Ave. 146 | Ave. 147 | E. Side | Cross Slope | 166 | 2.3\%-3.8\% | 5 |
| Poplar | D. 5 | Walker St. | Ave. 146 | Ave. 147 | W. Side | Cross Slope | 176 | 2.7\%-4.2\% | 5 |
| Poplar | E. 1 | Rd 190 | Tule Ave. | Ave. 148 | W. Side | End of sidewalk |  |  | 5 |
| Poplar | E. 10 | Ave 147 | DEAD END | Walker | N. Side | Cross Slope | 35 | 2.0\%-3.2\% | 5 |
| Poplar | E. 11 | Ave 147 | DEAD END | Walker | S. Side | Cross Slope | 56 | 3.0\%-3.6\% | 5 |
| Poplar | E. 15 | Walker | Ave. 147 | Tule Ave. | E. Side | Cross Slope | 142 | 2.4\%-3.9\% | 5 |
| Poplar | E. 16 | Walker | Ave. 147 | Tule Ave. | E. Side | Driveway | 32 | 1 | 5 |
| Poplar | E. 18 | Tule Ave | Walker | Rd. 190 | S. Side | Cross Slope | 100 | 2.6\%-3.4\% | 5 |
| Poplar | E. 20 | Rd 190 | Ave. 147 | Tule Ave. | Both sides | Driveway | 22 | 10 | 5 |
| Poplar | E. 21 | Rd 190 | Ave. 147 | Tule Ave. | W. Side | Cross Slope | 94 | 2.6\%-4.1\% | 5 |
| Poplar | E. 23 | Ave 147 | Walker | Rd. 190 | N. Side | Cross Slope | 52 | 2.8\%-3.4\% | 5 |
| Poplar | E. 24 | Ave 147 | Walker | Rd. 190 | s. Side | Cross Slope | 145 | 2.7\%-5.5\% | 5 |
| Poplar | E. 3 | Tule Ave | DEAD END | Rd. 190 | N. Side | Cross Slope | 128 | 2.2\%-3.6\% | 5 |
| Poplar | E. 4 | Tule Ave | DEAD END | Rd. 190 | Both sides | Driveway | 21 | 7 | 5 |
| Poplar | E. 5 | Tule Ave | DEAD END | Walker | S. Side | Cross Slope | 26 | 2.2\%-3.6\% | 5 |
| Poplar | E. 7 | Walker | Ave. 147 | Tule Ave. | W. Side | Cross Slope | 133 | 2.2\%-6.0\% | 5 |
| Poplar | E. 8 | Walker | Ave. 147 | Tule Ave. | Both sides | Driveway | 22 | 19 | 5 |
| Richgrove | A. 10 | Hernandez Ave | Rowland St. | Rd. 210 | N. Side | Cross Slope | 132 | 2.1\%-4.2\% | 5 |
| Richgrove | A. 12 | Rowland St | Hernandez Ave. | Ave. 8 | E. Side | Cross Slope | 208 | 3.0\%-3.7\% | 5 |
| Richgrove | A. 13 | Rowland St | Hernandez Ave. | Ave. 8 | Both sides | Driveway | 22 | 7 | 5 |
| Richgrove | A. 16 | Rowland St | Hernandez Ave. | Ave. 8 | Both sides | Driveway | 22 | 9 | 5 |
| Richgrove | A. 18 | Hernandez Ave | Rowland St. | Rd. 210 | S. Side | Cross Slope | 53 | 2.5\%-3.7\% | 5 |
| Richgrove | A. 19 | Hernandez Ave | Rowland St. | Rd. 210 | S. Side | Offset | 1/4" |  | 5 |
| Richgrove | A. 2 | Rd 210 | Robles Ct . | Ave. 8 | W. Side | Cross Slope | 252 | 3.0\%-3.4\% | 5 |
| Richgrove | A. 20 | Hernandez Ave | Rowland St. | Rd. 210 | S. Side | Cross Slope | 164 | 2.7\%-3.3\% | 5 |
| Richgrove | A.22 | Ave 8 | Rowland St. | Rd. 210 | S. Side | Cross Slope | 148 | 2.6\%-3.2\% | 5 |
| Richgrove | A. 23 | Ave 8 | Rowland St. | Rd. 210 | Both sides | Driveway | 22 |  | 5 |
| Richgrove | A. 24 | Hernandez Ave | Rowland St. | Rd. 210 | Both sides | Driveway | 22 | 13 | 5 |
| Richgrove | A. 4 | Robles Ct | DEAD END | Rd. 210 | Both sides | Cross Slope | 125 | 2.8\%-4.9\% | 5 |
| Richgrove | A. 5 | Robles Ct | DEAD END | Rd. 210 | Both sides | Driveway | 22 | 13 | 5 |
| Richgrove | A. 7 | Rd 210 | Hernandez Ave. | Roblez Ct. | W. Side | Cross Slope | 230 | 2.3\%-3.8\% | 5 |
| Richgrove | A. 9 | Hernandez Ave | Rowland St. | Rd. 210 | Both sides | Driveway | 22 | 18 | 5 |
| Richgrove | B. 1 | Ave 8 | Richgrove Dr. | Rowland St. | S. Side | Cross Slope | 33 | 3.7\%-4.2\% | 5 |
| Richgrove | B. 2 | Ave 8 | Richgrove Dr. | Rowland St. | S. Side | Driveway | 30 | 1 | 5 |
| Richgrove | B. 3 | Ave 8 | Richgrove Dr. | Rowland St. | S. Side | Cross Slope | 250 | 2.4\%-3.3\% | 5 |
| Richgrove | C. 1 | Rowland St | Guerrero Ave. | Hernandez Ave. | Both sides | Driveway | 22 | 5 | 5 |
| Richgrove | c. 2 | Rowland St | Guerrero Ave. | Hernandez Ave. | E. Side | Offset | $1 / 2^{\prime \prime}$ |  | 5 |
| Richgrove | c. 3 | Rowland St | Guerrero Ave. | Hernandez Ave. | E. Side | Cross Slope | 105 | 2.2\%-7.2\% | 5 |
| Richgrove | c. 4 | Rowland St | Guerrero Ave. | Hernandez Ave. | E. Side | Offset | $1 / 2^{\prime \prime}$ |  | 5 |
| Richgrove | c. 6 | Guerrero Ave | Rowland St. | Rd. 210 | N. Side | Cross Slope | 99 | 2.1\%-3.3\% | 5 |
| Richgrove | C. 9 | Guerrero Ave | Hernandez Ave. | Guerrero Ave. | W. Side | Cross Slope | 45 | 2.2\%-3.2\% | 5 |
| Richgrove | D. 10 | Espinoza Ave | DEAD END | Rd. 120 | N. Side | Cross Slope | 34 | 2.6\%-2.6\% | 5 |

## Path of Travel Inventory

| Richgrove | D. 12 | Espinoza Ave | DEAD END | Rd. 120 | S. Side | Cross Slope | 16 | 0.28 | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Richgrove | D. 13 | Espinoza Ave | DEAD END | Rd. 120 | S. Side | Offset | 1/2" |  | 5 |
| Richgrove | D. 15 | Rd 210 | Diaz Ave. | Espanoza Ave. | W. Side | Cross Slope | 20 | 0.33 | 5 |
| Richgrove | D. 17 | Diaz Ave | DEAD END | Rd. 120 | Both sides | Driveway | 22 | 11 | 5 |
| Richgrove | D. 18 | Diaz Ave | DEAD END | Rd. 120 | N. Side | Cross Slope | 106 | 3.6\%-4.5\% | 5 |
| Richgrove | D. 19 | Diaz Ave | DEAD END | Rd. 120 | S. Side | Cross Slope | 63 | 2.4\%-3.3\% | 5 |
| Richgrove | D. 4 | Flores Ave | DEAD END | Rd. 120 | Both sides | Driveway | 22 | 13 | 5 |
| Richgrove | D. 5 | Flores Ave | DEAD END | Rd. 120 | S. Side | Cross Slope | 31 | 2.5\%-3.8\% | 5 |
| Richgrove | D. 9 | Espinoza Ave | DEAD END | Rd. 120 | Both sides | Driveway | 22 | 12 | 5 |
| Richgrove | F. 5 | Rd 210 | Dooley Dr. | Francis Dr. | W. Side | Gap | 340 | Multiple properties | 5 |
| Strathmore | B. 10 | Ward Ave. | Ave. 198 | Harper Ave. | E. Side | Cross Slope | 85 | 2.3\%-4.7\% | 5 |
| Strathmore | B. 12 | Ave. 198 | Ward Ave. | Meredith Dr. | N. Side | Gap | 182 | Multiple properties | 5 |
| Strathmore | B. 13 | Ave. 198 | Ward Ave. | Meredith Dr. | Both sides | Driveway | 22 | 10 | 5 |
| Strathmore | B. 14 | Ave. 198 | Ward Ave. | Meredith Dr. | N. Side | Cross Slope | 200 | 2.6\%-8.2\% | 5 |
| Strathmore | B. 16 | Meredith Dr. | Preston Ave. | Ave. 198 | E. Side | Broken Sidewalk | 215 | Poor Condition | 5 |
| Strathmore | B. 17 | Meredith Dr. | Preston Ave. | Ave. 198 | E. Side | Broken Sidewalk | 230 | Poor Condition | 5 |
| Strathmore | B. 2 | Meredith Dr. | Ave. 198 | Harper Ave. | W. Side | Cross Slope | 62 | 2.7\%-3.3\% | 5 |
| Strathmore | B. 4 | Harper Ave. | Ward Ave. | Meredith Dr. | S. Side | Gap | 295 | Multiple properties | 5 |
| Strathmore | B. 5 | Harper Ave. | Ward Ave. | Meredith Dr. | S. Side | Cross Slope | 80 | 2.7\%-4.0\% | 5 |
| Strathmore | B. 6 | Harper Ave. | Ward Ave. | Meredith Dr. | Both sides | Driveway | 22 | 6 | 5 |
| Strathmore | B. 7 | Harper Ave. | Ward Ave. | Meredith Dr. | s. Side | Gap | 185 | Multiple properties | 5 |
| Strathmore | B. 8 | Harper Ave. | Ward Ave. | Meredith Dr. | s. Side | Gap | 127 | Multiple properties | 5 |
| Strathmore | E. 35 | Balfour Dr. | Lawson Ave. | Burns Dr. | E. Side | Broken Sidewalk | 120 | Poor Condition | 5 |
| Strathmore | E. 36 | Balfour Dr. | Lawson Ave. | Burns Dr. | E. Side | Broken Sidewalk | 90 | Poor Condition | 5 |
| Strathmore | E. 37 | Balfour Dr. | Lawson Ave. | Burns Dr. | E. Side | Offset | $1 / 2^{\prime \prime}$ | 4 offsets | 5 |
| Strathmore | E. 38 | Balfour Dr. | Lawson Ave. | Burns Dr. | E. Side | Broken Sidewalk | 50 | Poor Condition | 5 |
| Strathmore | E. 4 | Bruce Dr. | Orange Belt Dr. | Balfour Dr. | s. Side | Broken Sidewalk | 130 | $8^{\prime}$ wide Poor Condition | 5 |
| Strathmore | E. 43 | Lawson Dr. | Orange Belt Dr. | Balfour Dr. | s. Side | Gap | 160 | Multiple properties | 5 |
| Strathmore | E. 45 | Balfour Dr. | Bruce Dr. | Lawson Dr. | W. Side | Gap | 300 | Multiple properties | 5 |
| Strathmore | E.47 | Bruce Dr. | Orange Belt Dr. | Balfour Dr. | N. Side | Cross Slope | 85 | 3.1\%-3.2\% | 5 |
| Strathmore | E. 48 | Bruce Dr. | Orange Belt Dr. | Balfour Dr. | N. Side | Gap | 133 | Multiple properties | 5 |
| Strathmore | E.55 | Lawson Dr. | Guthrie Dr. | Rd. 230 | N. Side | Gap | 168 | Multiple properties | 5 |
| Strathmore | E.58 | Guthrie Dr. | Bruce Dr. | Lawson Dr. | W. Side | Broken Sidewalk | 310 | Poor Condition | 5 |
| Strathmore | E. 6 | Balfour Dr. | Ave. 196 | Bruce Dr. | W. Side | Broken Sidewalk | 255 | Poor Condition | 5 |
| Strathmore | E. 61 | Lawson Dr. | Balfour Dr. | Guthrie Dr. | N. Side | Broken Sidewalk | 290 | Poor Condition | 5 |
| Strathmore | E. 63 | Balfour Dr. | Bruce Dr. | Lawson Dr. | E. Side | Broken Sidewalk | 300 | Poor Condition | 5 |
| Strathmore | E. 64 | Lawson Dr. | Balfour Dr. | Guthrie Dr. | s. Side | Broken Sidewalk | 290 | Poor Condition | 5 |
| Strathmore | E. 65 | Guthrie Dr. | Lawson Ave. | Burns Dr. | E. Side | Offset | $1 / 2^{\prime \prime}$ | Root Damage | 5 |
| Strathmore | E. 66 | Guthrie Dr. | Lawson Ave. | Burns Dr. | E. Side | Gap | 160 | Multiple properties | 5 |
| Strathmore | E. 7 | Balfour Dr. | Ave. 196 | Bruce Dr. | E. Side | End of Sidewalk |  |  | 5 |
| Strathmore | E. 9 | Bruce Dr. | Balfour Dr. | Guthrie Dr. | S. Side | Broken Sidewalk | 135 | Poor Condition | 5 |
| Sultana | A. 11 | Rd 105 S. Loop | Hoppson Rd. | DEAD END | Both sides | Cross Slope | 167 | 2.7\%-4.0\% | 5 |
| Sultana | A. 13 | Rd 105 S. Loop | Hoppson Rd. | DEAD END | E. Side | Sidewalk Width | 50 | clear width of 1.2' minimum | 5 |
| Sultana | A. 17 | Rd 105 S. Loop | Hoppson Rd. | DEAD END | Both sides | Driveway | 33 | 6 | 5 |
| Sultana | A. 18 | Rd 105 S . Loop | Hoppson Rd. | DEAD END | Both sides | Driveway | 42 | 2 | 5 |
| Sultana | A. 19 | Rd 105 | Hoppson Rd. | DEAD END | E. Side | Cross Slope | 60 | 2.9\%-4.1\% | 5 |
| Sultana | A. 2 | Rd 105 | Hoppson Rd. | DEAD END | E. Side | Cross Slope | 52 | 2.9\%-3.6\% | 5 |
| Sultana | A. 20 | Rd 105 | Hoppson Rd. | DEAD END | E. Side | End of sidewalk |  |  | 5 |
| Sultana | A. 3 | Rd 105 N. Loop | Hoppson Rd. | DEAD END | Both sides | Driveway | 33 | 29 | 5 |
| Sultana | A. 4 | Rd 105 N. Loop | Hoppson Rd. | DEAD END | Both sides | Cross Slope | 144 | 2.5\%-5.3\% | 5 |
| Sultana | A. 5 | Rd 105 N. Loop | Hoppson Rd. | DEAD END | E. Side | Sidewalk Width | 45 | clear width of 1.2' minimum | 5 |
| Sultana | A. 9 | Rd 106 | Hoppson Rd. | DEAD END | E. Side | Cross Slope | 56 | 2.70\% | 5 |
| Terra Bella | B. 6 | Rd. 234 | Terra Bella Ave. | Ave. 96 | E. Side | Driveway | 32 | 11 | 5 |
| Terra Bella | B. 7 | Rd. 234 | Terra Bella Ave. | Ave. 96 | E. Side | Gap | 281 | Multiple properties | 5 |
| Terra Bella | B. 8 | Rd. 234 | Terra Bella Ave. | Ave. 96 | E. Side | Driveway | 21 | 4 | 5 |
| Terra Bella | C. 1 | Rd. 238 | ALLEY | Terra Bella Ave. | W. Side | Gap | 140 | Multiple properties | 5 |
| Terra Bella | C. 10 | Rd. 237 | Alley | Terra Bella Ave. | E. Side | Broken Sidewalk | 143 | Poor Condition | 5 |
| Terra Bella | C. 11 | Rd. 237 | ALLEY | Terra Bella Ave. | E. Side | Gap | 17 | Single Property | 5 |
| Terra Bella | C. 12 | Rd. 237 | ALLEY | Terra Bella Ave. | E. Side | Broken Sidewalk | 36 | Poor Condition | 5 |
| Terra Bella | C. 21 | Camphor Ave. | Rd. 237 | Rd. 238 | s. Side | Offset | 1/2" | 2 offsets at $1 / 2^{\prime \prime} . \quad$ Distanced at $10^{\prime}$ | 5 |
| Terra Bella | c. 22 | Camphor Ave. | Rd. 237 | Rd. 238 | s. Side | Offset | 1/2" |  | 5 |
| Terra Bella | c. 23 | Camphor Ave. | Rd. 237 | Rd. 238 | s. Side | Cross Slope | 100 | 3.0\%-4.0\% | 5 |
| Terra Bella | C. 24 | Camphor Ave. | Rd. 237 | Rd. 238 | s. Side | Broken Sidewalk | 178 | Poor Condition | 5 |
| Terra Bella | c. 27 | Camphor Ave. | Rd. 237 | Rd. 238 | N. Side | Broken Sidewalk | 550 | Poor Condition | 5 |
| Terra Bella | C. 28 | Rd. 237 | Champhor Ave. | Ave. 96 | E. Side | Broken Sidewalk | 117 | Poor Condition | 5 |
| Terra Bella | C. 29 | Rd. 237 | Champhor Ave. | Ave. 96 | E. Side | Broken Sidewalk | 116 | Poor Condition | 5 |
| Terra Bella | c. 32 | 3rd St | Champhor Ave. | Ave. 96 | W. Side | Broken Sidewalk | 117 | Poor Condition | 5 |
| Terra Bella | c. 33 | 3rd St | Champhor Ave. | Ave. 96 | W. Side | Broken Sidewalk | 110 | Poor Condition | 5 |
| Terra Bella | C. 34 | 3rd St | Terra Bella Ave. | Champhor Ave. | W. Side | Broken Sidewalk | 112 | Poor Condition | 5 |
| Terra Bella | c. 35 | 3rd St | Terra Bella Ave. | Champhor Ave. | W. Side | Driveway | 25 | 1 | 5 |
| Terra Bella | C. 36 | 3rd St | Terra Bella Ave. | Champhor Ave. | W. Side | Cross Slope | 138 | 2.4-3.8\% | 5 |
| Terra Bella | D. 1 | Rd. 237 | Pepper Ave. | Ave. 94 | E. Side | Broken Sidewalk | 304 | Poor Condition | 5 |
| Terra Bella | D. 11 | Acacia Ave. | Rd. 237 | Rd. 238 | N. Side | Broken Sidewalk | 555 | Poor Condition | 5 |
| Terra Bella | D. 13 | 2nd St | Acacia Ave. | Magnolia Ave. | E. Side | Broken Sidewalk | 304 | Poor Condition | 5 |
| Terra Bella | D. 15 | Magnolia Ave. | Rd. 237 | Rd. 238 | S. Side | Broken Sidewalk | 555 | Poor Condition | 5 |
| Terra Bella | D. 19 | Magnolia Ave. | Rd. 237 | Rd. 238 | N. Side | Broken Sidewalk | 548 | Poor Condition | 5 |
| Terra Bella | D. 21 | 2nd St | Magnolia Ave. | Terra Bella Ave. | E. Side | Broken Sidewalk | 145 | Poor Condition | 5 |
| Terra Bella | D. 23 | 2nd St | Acacia Ave. | Magnolia Ave. | W. Side | Gap | 175 | Multiple properties | 5 |
| Terra Bella | D. 24 | 2nd St | Acacia Ave. | Magnolia Ave. | W. Side | Cross Slope | 20 | 3.00\% | 5 |
| Terra Bella | D. 25 | 2nd St | Acacia Ave. | Magnolia Ave. | W. Side | Driveway | 22 | 1 | 5 |
| Terra Bella | D. 26 | 2nd St | Acacia Ave. | Magnolia Ave. | W. Side | Cross Slope | 60 | 3.00\% | 5 |
| Terra Bella | D. 29 | Rd. 237 | Pepper Ave. | Ave. 94 | W. Side | Driveway | 19 | 2 | 5 |
| Terra Bella | D. 3 | Acacia Ave. | Rd. 237 | Rd. 238 | s. Side | Broken Sidewalk | 99 | Poor Condition | 5 |
| Terra Bella | D. 30 | Rd. 237 | Pepper Ave. | Ave. 94 | W. Side | Gap | 170 | Multiple properties | 5 |
| Terra Bella | D. 4 | Acacia Ave. | Rd. 237 | Rd. 238 | s. Side | Cross Slope | 61 | 2.5-3.0\% | 5 |
| Terra Bella | D. 5 | Acacia Ave. | Rd. 237 | Rd. 238 | s. Side | Broken Sidewalk | 354 | Poor Condition | 5 |
| Terra Bella | E. 10 | Palm Ave. | Rd. 237 | Rd. 238 | N. Side | Gap | 77 | Single Property | 5 |
| Terra Bella | E. 13 | Palm Ave. | Rd. 237 | Rd. 238 | S. Side | Gap | 72 | Single Property | 5 |
| Terra Bella | E. 14 | Palm Ave. | Rd. 237 | Rd. 238 | s. Side | Cross Slope | 136 | 3.4-4.5\% | 5 |
| Terra Bella | E. 15 | Palm Ave. | Rd. 237 | Rd. 238 | s. Side | Gap | 79 | Single Property | 5 |
| Terra Bella | E. 16 | Palm Ave. | Rd. 237 | Rd. 238 | s. Side | Cross Slope | 34 | 3.40\% | 5 |
| Terra Bella | E.17 | Palm Ave. | Rd. 237 | Rd. 238 | s. Side | Gap | 150 | Multiple properties | 5 |
| Terra Bella | E. 2 | Cypress Ave. | Rd. 237 | Rd. 238 | N. Side | Cross Slope | 28 | 2.3-2.9\% | 5 |
| Terra Bella | E. 20 | Olive Ave. | Rd. 237 | Rd. 238 | N. Side | Broken Sidewalk | 543 | Poor Condition | 5 |
| Terra Bella | E. 24 | Pepper Ave. | Rd. 237 | Rd. 238 | S. Side | Broken Sidewalk | 546 | Poor Condition | 5 |
| Terra Bella | E.26 | Pepper Ave. | Rd. 237 | Rd. 238 | N. Side | Broken Sidewalk | 546 | Poor Condition | 5 |
| Terra Bella | E. 29 | Rd. 237 | Olive Ave. | Pepper Ave. | E. Side | Broken Sidewalk | 283 | Poor Condition | 5 |
| Terra Bella | E. 3 | Cypress Ave. | Rd. 237 | Rd. 238 | Both sides | Driveway | 22 | 5 | 5 |
| Terra Bella | E. 4 | Cypress Ave. | Rd. 237 | Rd. 238 | N. Side | Cross Slope | 45 | 3.1-4.9\% | 5 |
| Terra Bella | E. 5 | Cypress Ave. | Rd. 237 | Rd. 238 | N. Side | Gap | 159 | Multiple properties | 5 |
| Terra Bella | E. 7 | Palm Ave. | Rd. 237 | Rd. 238 | N. Side | Gap | 74 | Single Property | 5 |

## Path of Travel Inventory

| Terra Bella | E. 8 | Palm Ave. | Rd. 237 | Rd. 238 | N. Side | Offset | 1/2" |  | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Terra Bella | E. 9 | Palm Ave. | Rd. 237 | Rd. 238 | N. Side | Offset | 1/2" |  | 5 |
| Terra Bella | H. 10 | Pepper Ave | Rd. 236 | Rd. 237 | N. Side | Gap | 80 | Multiple properties | 5 |
| Terra Bella | H. 11 | Acacia Ave | Rd. 236 | Rd. 237 | S. Side | Cross Slope | 25 | 3.7-4.1\% | 5 |
| Terra Bella | H. 12 | Acacia Ave | Rd. 236 | Rd. 237 | Both sides | Driveway | 15 | 2 | 5 |
| Terra Bella | H. 13 | Acacia Ave | Rd. 236 | Rd. 237 | S. Side | Cross Slope | 31 | 3.0-3.1\% | 5 |
| Terra Bella | H. 14 | Acacia Ave | Rd. 236 | Rd. 237 | S. Side | Gap | 53 | Single Property | 5 |
| Terra Bella | H. 15 | Acacia Ave | Rd. 236 | Rd. 237 | S. Side | Cross Slope | 30 | 3.00\% | 5 |
| Terra Bella | H. 16 | Acacia Ave | Rd. 236 | Rd. 237 | S. Side | Gap | 214 | Multiple properties | 5 |
| Terra Bella | H. 19 | Acacia Ave | Rd. 236 | Rd. 237 | Both sides | Driveway | 18 | 2 | 5 |
| Terra Bella | H. 20 | Acacia Ave | Rd. 236 | Rd. 237 | N. Side | Gap | 92 | Single Property | 5 |
| Terra Bella | H. 21 | Acacia Ave | Rd. 236 | Rd. 237 | Both sides | Driveway | 21 | 2 | 5 |
| Terra Bella | H. 22 | Acacia Ave | Rd. 236 | Rd. 237 | N. Side | Gap | 149 | Multiple properties | 5 |
| Terra Bella | H. 23 | Acacia Ave | Rd. 236 | Rd. 237 | Both sides | Driveway | 18 | 4 | 5 |
| Terra Bella | H. 24 | Magnolia Ave | Rd. 236 | Rd. 237 | S. Side | Broken Sidewalk | 300 | Poor Condition | 5 |
| Terra Bella | H. 25 | Magnolia Ave | Rd. 236 | Rd. 237 | S. Side | Broken Sidewalk | 106 | Poor Condition | 5 |
| Terra Bella | H. 29 | Magnolia Ave | Rd. 236 | Rd. 237 | N. Side | Gap | 200 | Multiple properties | 5 |
| Terra Bella | H. 30 | Magnolia Ave | Rd. 236 | Rd. 237 | N. Side | Broken Sidewalk | 178 | Poor Condition | 5 |
| Terra Bella | H. 31 | Magnolia Ave | Rd. 236 | Rd. 237 | Both sides | Driveway | 46 | 2 | 5 |
| Terra Bella | H. 32 | Magnolia Ave | Rd. 236 | Rd. 237 | N. Side | Broken Sidewalk | 125 | Poor Condition | 5 |
| Terra Bella | H. 8 | Pepper Ave | Rd. 236 | Rd. 237 | N. Side | Gap | 338 | Multiple properties | 5 |
| Terra Bella | H. 9 | Pepper Ave | Rd. 236 | Rd. 237 | Both sides | Driveway | 22 | 3 | 5 |
| Tipton | A. 2 | Lipscomb | El Syd St. | Callison Rd. | N. Side | Offset | 1/2" |  | 5 |
| Tipton | A. 3 | Lipscomb | Newman Rd. | Callison Rd. | Both sides | Driveway | 23 | 8 | 5 |
| Tipton | A. 4 | Lipscomb | Newman Rd. | Callison Rd. | N. Side | Cross slope | 225 | 2.1-4.8\% | 5 |
| Tipton | A. 6 | N Newman Rd | Lipscomb Ave. | Ave. 152 | Both sides | Driveway | 18 | 7 | 5 |
| Tipton | A. 7 | N Newman Rd | Lipscomb Ave. | Ave. 152 | E. Side | Cross Slope | 228 | 2.1-4.6\% | 5 |
| Tipton | A. 9 | Ave. 152 | Newman Rd. | Callison Rd. | S. Side | Offset | $1 / 2^{\prime \prime}$ | Tripping hazard | 5 |
| Tipton | A. 10 | Ave. 152 | Newman Rd. | Callison Rd. | S. Side | Broken sidewalk | 12 | Poor Condition | 5 |
| Tipton | A. 11 | Ave. 152 | Newman Rd. | Callison Rd. | S. Side | Cross slope | 393 | 2.3-5.8\% | 5 |
| Tipton | A. 12 | Ave. 152 | Newman Rd. | Callison Rd. | S. Side | Driveway | 15 | 7 | 5 |
| Tipton | A. 13 | Ave. 152 | Newman Rd. | Callison Rd. | S. Side | Cross slope | 30 | 3.8\%-5.5\% | 5 |
| Tipton | A. 14 | Ave. 152 | Newman Rd. | Callison Rd. | S. Side | Driveway | 20 | 1 | 5 |
| Tipton | A. 16 | N Callison Rd | Lipscomb Ave. | Ave. 152 | W. Side | Cross slope | 209 | 2.7-4.0\% | 5 |
| Tipton | A. 17 | N Callison Rd | Lipscomb Ave. | Ave. 152 | Both sides | Driveway | 18 | 5 | 5 |
| Tipton | A. 19 | Liscomb Rd | El Syd St. | Callison Rd. | S. Side | Driveway | 20 | 1 | 5 |
| Tipton | A. 22 | Liscomb Rd | Newman Rd. | El Syd St. | S. Side | Driveway | 25 | 1 | 5 |
| Tipton | A. 23 | Liscomb Rd | Newman Rd. | El Syd St. | S. Side | Cross slope | 334 | 2.5-3.2\% | 5 |
| Tipton | B. 1 | N Newman Rd | Woods Ave. | Lipscomb Ave. | E. Side | Cross slope | 184 | 2.1-3.6\% | 5 |
| Tipton | B. 2 | N Newman Rd | Woods Ave. | Lipscomb Ave. | Both sides | Driveway | 22 | 20 | 5 |
| Tipton | B. 3 | N Newman Rd | Copper Ave. | Lipscomb Ave. | E. Side | Offset | $1 / 2^{\prime \prime}$ |  | 5 |
| Tipton | B. 4 | N Newman Rd | Woods Ave. | Lipscomb Ave. | E. Side | Broken Sidewalk | 5 | Poor Condition | 5 |
| Tipton | B. 5 | N Newman Rd | Woods Ave. | Lipscomb Ave. | E. Side | Offset | $1 / 2^{\prime \prime}$ |  | 5 |
| Tipton | B. 6 | N Newman Rd | Woods Ave. | Lipscomb Ave. | W. Side | Gap | 62 | Single Property | 5 |
| Tipton | B. 7 | N Newman Rd | Woods Ave. | Lipscomb Ave. | W. Side | Cross slope | 100 | 2.2-4.8\% | 5 |
| Tipton | B. 8 | N Newman Rd | Woods Ave. | Lipscomb Ave. | W. Side | Driveway | 34 | 1 | 5 |
| Tipton | B. 9 | N Newman Rd | Woods Ave. | Lipscomb Ave. | W. Side | Gap | 55 | Single Property | 5 |
| Tipton | B. 11 | El Syd St | Copper Ave. | Lipscomb Ave. | W. Side | Cross slope | 243 | 2.5-3.6\% | 5 |
| Tipton | B. 12 | El Syd St. \& Copper Ct. | DEAD END | Lipscomb Ave. | Both sides | Driveway | 22 | 34 | 5 |
| Tipton | B. 14 | Copper Ct | DEAD END | EI Syd St. | Both sides | Cross slope | 379 | 2.2-4.9\% | 5 |
| Tipton | B. 16 | El Syd St | Woods Ave. | Copper Ct. | W. Side | Cross slope | 94 | 2.6-3.3\% | 5 |
| Tipton | B. 18 | Woods Ct. | DEAD END | El Syd St. | Both sides | Cross slope | 226 | 2.3-3.4\% | 5 |
| Tipton | B. 20 | El Syd St | DEAD END | Woods Ct. | W. Side | Cross slope | 74 | 2.1-4.5\% | 5 |
| Tipton | B. 21 | El Syd St | DEAD END | Woods Ct. | S. Side | Sidewalk Width | 42 | 3.2' between N. EI Syd and S. EI Syd. | 5 |
| Tipton | B. 22 | El Syd St | DEAD END | Lipscomb Ave. | E. Side | Cross slope | 178 | 2.1-4.6\% | 5 |
| Tipton | B.23 | N Callison Rd | Woods Ave. | Lipscomb Ave. | Both sides | Driveway | 22 | 18 | 5 |
| Tipton | B. 24 | N Callison Rd | Woods Ave. | Lipscomb Ave. | W. Side | Cross slope | 39 | 2.2-3.8\% | 5 |
| Tipton | B. 25 | N Callison Rd | Woods Ave. | Lipscomb Ave. | W. Side | Obstruction | 2.2 | 2 power poles | 5 |
| Tipton | B. 26 | N Callison Rd | Woods Ave. | Lipscomb Ave. | W. Side | Gap | 102 | Multiple properties | 5 |
| Tipton | B. 27 | N Callison Rd | Woods Ave. | Lipscomb Ave. | W. Side | Gap | 152 | Multiple properties | 5 |
| Tipton | B. 28 | N Callison Rd | Woods Ave. | Lipscomb Ave. | W. Side | Gap | 254 | Multiple properties | 5 |
| Tipton | B. 29 | N Callison Rd | Woods Ave. | Lipscomb Ave. | W. Side | Gap | 375 | Multiple properties | 5 |
| Tipton | c. 1 | N. Callison Rd | Klindera Ave. | Woods Ave. | W. Side | Driveway | 22 | 4 | 5 |
| Tipton | c. 2 | N. Callison Rd | Klindera Ave. | Woods Ave. | W. Side | Cross slope | 29 | 2.5-3.4\% | 5 |
| Tipton | c. 3 | N. Callison Rd | Klindera Ave. | Woods Ave. | W. Side | Obstruction | 1 | Utility pole | 5 |
| Tipton | c. 5 | Klindera Ave | El Syd St. | Callison Rd. | N. Side | Cross slope | 104 | 2.4-4.2\% | 5 |
| Tipton | c. 7 | El Syd St | Klindera Ave. | DEAD END | E. Side | Cross slope | 238 | 2.1-4.4\% | 5 |
| Tipton | c. 8 | El Syd St | Klindera Ave. | DEAD END | Both sides | Driveway | 22 | 19 | 5 |
| Tipton | c. 9 | El Syd St | Klindera Ave. | DEAD END | Both sides | Cross slope | 343 | 2.3-3.9\% | 5 |
| Tipton | C. 11 | Klindera Ave | Newman Rd. | El Syd St. | N. Side | Offset | $1 / 2^{\prime \prime}$ |  | 5 |
| Tipton | C. 13 | N Newman Rd | Klindera Ave. | Woods Ave. | E. Side | Obstruction | 2.6 | Mail box | 5 |
| Tipton | C. 14 | N Newman Rd | Klindera Ave. | Woods Ave. | E. Side | Cross slope | 50 | 3.1-3.4\% | 5 |
| Tipton | C. 15 | N. Newman Rd | Klindera Ave. | Woods Ave. | S. Side | Cross Slope | 60 | 2.1-3.3\% | 5 |
| Tipton | c. 16 | N Newman Rd | Klindera Ave. | Woods Ave. | s. Side | Gap | 135 | Multiple properties | 5 |
| Tipton | C. 18 | N Newman Rd | Klindera Ave. | Woods Ave. | Both sides | Driveway | 22 | 16 | 5 |
| Tipton | D. 10 | Smith Rd. | Klindera Ave. | Woods Ave. | E. Side | Cross slope | 98 | 3.0-4.6\% | 5 |
| Tipton | D. 11 | Smith Rd. | Klindera Ave. | Woods Ave. | Both sides | Driveway | 14 | 6 | 5 |
| Tipton | D. 12 | Smith Rd. | Klindera Ave. | Woods Ave. | E. Side | Gap | 75 | Multiple properties | 5 |
| Tipton | D. 13 | Smith Rd. | Klindera Ave. | Woods Ave. | E. Side | Driveway | 30 | 2 | 5 |
| Tipton | D. 14 | Smith Rd. | Klindera Ave. | Woods Ave. | E. Side | Gap | 80 | Single Property | 5 |
| Tipton | D. 16 | Kindera Ave. | Adams Ave. | Smith Rd. | S. Side | Cross slope | 48 | 2.2\%-2.8\% | 5 |
| Tipton | D. 17 | Kindera Ave. | Adams Ave. | Smith Rd. | S. Side | End of Sidewalk |  |  | 5 |
| Tipton | D. 19 | Smith Rd. | Klindera Ave. | Woods Ave. | W. Side | Cross slope | 157 | 2.2-4.6\% | 5 |
| Tipton | D. 20 | Smith Rd. | Klindera Ave. | Woods Ave. | W. Side | Gap | 55 | Single property | 5 |
| Tipton | E. 1 | Smith Rd. | Spencer Rd. | Klindera Ave. | Both sides | Driveway | 22 | 7 | 5 |
| Tipton | E. 2 | Smith Rd. | Spencer Rd. | Klindera Ave. | W. Side | Cross Slope | 51 | 2.5-2.8\% | 5 |
| Tipton | E. 3 | Smith Rd. | Spencer Rd. | Klindera Ave. | W. Side | Offset | $1 / 2^{\prime \prime}$ |  | 5 |
| Tipton | 1.1 | Burnett Rd. | Jayna Ave. | Spencer Rd. | E. Side | Obstruction | 2.9 | Fire hydrant | 5 |
| Tipton | 1.2 | Burnett Rd. | Jayna Ave. | Spencer Rd. | E. Side | Cross slope | 36 | 2.50\% | 5 |
| Tipton | 1.3 | Burnett Rd. | Jayna Ave. | Spencer Rd. | E. Side | Sidewalk Width | 55 | 3.4' wide | 5 |
| Tipton | 1.4 | Burnett Rd. | Jayna Ave. | Spencer Rd. | E. Side | End of Sidewalk |  |  | 5 |
| Tipton | 1.5 | Burnett Rd. | Jayna Ave. | Spencer Rd. | E. Side | Cross slope | 35 | 2.60\% | 5 |
| Tipton | 1.6 | Burnett Rd. | Jayna Ave. | Spencer Rd. | E. Side | Driveway | 21 | 1 | 5 |
| Tipton | 1.7 | Burnett Rd. | Jayna Ave. | Spencer Rd. | E. Side | Cross slope | 23 | 2.40\% | 5 |
| Tipton | 1.8 | Burnett Rd. | Jayna Ave. | Spencer Rd. | E. Side | Driveway | 29 | 3 | 5 |
| Traver | A. 2 | Merrit Dr | Canal Dr. | Ave. 368 | N. Side | Cross Slope | 15 | 3.70\% | 5 |
| Traver | A. 3 | Merritt Dr | Canal Dr. | Ave. 368 | N. Side | Driveway | 15 | , | 5 |
| Traver | A. 5 | Canal Dr (E) | Merritt Dr. | DEAD END | Both sides | Cross Slope | 155 | 2.2\%-4.2\% | 5 |
| Traver | A. 6 | Canal Dr (E) | Merrit Dr. | DEAD END | E. Side | Driveway | 28 | 1 | 5 |
| Traver | A. 7 | Canal Dr (E) | Merritt Dr. | DEAD END | W. Side | Driveway | 18 | 2 | 5 |
| Traver | A. 8 | Canal Dr (E) | Merritt Dr. | DEAD END | W. Side | Offset | $1 / 2^{\prime \prime}$ | Utility Cover | 5 |

## Path of Travel Inventory

| Woodville | A. 3 | Oak Ave | Rd. 167 | Woodville Rd. | Both sides | Driveway | 22 | 9 | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Woodville | D. 1 | Rd. 164 | DEAD END | Camara Ave | W. Side | Cross Slope | 107 | 3.00\% | 5 |
| Woodville | D. 3 | Camara Ave. | Rd. 164 | DEAD END | Both sides | Driveway | 22 | 20 | 5 |
| Woodville | D. 4 | Camara Ave. | Rd. 164 | DEAD END | S. Side | Cross Slope | 51 | 2.3-3.3\% | 5 |
| Woodville | D. 5 | Camara Ave. | Rd. 164 | DEAD END | S. Side | Cross Slope | 51 | 2.9-3.6\% | 5 |
| Woodville | D. 6 | Camara Ave. | Rd. 164 | DEAD END | S. Side | Cross Slope | 24 | 3.00\% | 5 |
| Woodville | D. 7 | Camara Ave. | Rd. 164 | DEAD END | N. Side | Cross Slope | 24 | 2.2-3.3\% | 5 |
| Woodville | D. 8 | Camara Ave. | Rd. 164 | DEAD END | N. Side | Cross Slope | 6 | 4.40\% | 5 |
| Woodville | D. 9 | Camara Ave. | Rd. 164 | DEAD END | N. Side | Cross Slope | 50 | 2.5-2.8\% | 5 |
| Woodville | D. 11 | Rd. 164 | Camara Ave. | Ave. 166 | W. Side | Cross Slope | 80 | 3.4-3.7\% | 5 |
| Woodville | D. 12 | Rd. 164 | Camara Ave. | Ave. 166 | W. Side | End of Sidewalk |  |  | 5 |
|  |  |  |  |  |  |  |  |  |  |

## Appendix E

 Bus Stop Inventory/Survey
## Bus Stop Survey

A field survey was conducted to determine bus stop accessibility and current conditions. Following the ADA guidelines it was determined that bus stop sites must contain the following minimum criteria.

- A firm, stable surface
- A minimum clear length of 96 inches, measured from the curb of vehicle roadway edge and a minimum clear width of 60 inches
- A maximum slope of $1: 5$ (2\%) in any direction, and
- Connection to streets, sidewalks, or pedestrian paths by an accessible route

The bus stop inventory form identifies each TCAT (Tulare County Area Transit) bus stop maintained by the County. Each bust stop is identified based on its community, street location and approximate direction. The inventory form gives a description of the current condition at each location and states if the bus stop is within compliance of ADA standards.

## Bus Stop Example



Above is an example of a typical non-compliant bus stop in residential area. This bus stop is non-compliant because it lacks a firm/slip resistant surface and is not adjoining the accessible path of travel.

## Bus Stop Inventory

8/15/2013

| Community | Street | Direction | Side | Surface | Access Pad | ADA Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Orosi | Ave. 416 | W. of Rd 124, <br> E. of Rd. 120 | N. Side of road | Concrete | 4' sidewalk | NO |
| Orosi | Ave. 416 | W. of Rd 124, <br> E. of Rd. 120 | S. Side of road | Concrete | 4' sidewalk | NO |
| Orosi | Ave. 416 | S/W of David Rd/ Ave. 416 | S. Side of road | Concrete | 4.5' sidewalk | NO |
| Orosi | Ave. 416 | W. of Rd. 125, <br> E. of David Rd. | N. Side of road | Concrete | 5.5' sidewalk | NO |
| Orosi | Ave. 416 | W. of Eddy Ave., <br> E. of Rd. 126 | S. Side of road | Concrete | $\begin{gathered} 8.3 \text { ' wide } \\ \text { pad } \end{gathered}$ | NO |
| Orosi | Ave. 416 | W. of Eddy Ave., <br> E. of Rd. 126 | N. Side of road | Concrete | 4.5' sidewalk | NO |
| Orosi | Ave. 416 | W. of Claud Ave., E. of Eddy Ave. | S. Side of road | Concrete | 4.5' sidewalk | NO |
| Orosi | Ave. 416 | W. of Route 63, E. of Claude Ave. | N. Side of road | Concrete | 7' wide pad | NO |
| Orosi | Ave. 416 | W. of Lone Rd. | N. Side of road | Dirt/Asphalt |  | NO |
| Orosi | Route 63 | N. of Ave. 413, <br> S. of Dawson Ave. | W. side of road | Concrete | $\begin{aligned} & 7.7 \text { ' wide } \\ & \text { pad } \end{aligned}$ | NO |
| Orosi | Route 63 | N. of Ave. 413, <br> S. of Dawson Ave. | E. Side of road | Concrete | $\begin{aligned} & \text { 7.5' wide } \\ & \text { pad } \end{aligned}$ | NO |
| Orosi | Route 63 | N. of Albert Ave., S. of Ira Ave. | W. side of road | Concrete | 7' wide pad | NO |
| Orosi | Route 63 | N. of Albert Ave., S. of Ira Ave. | E. Side of road | Concrete | $\begin{gathered} 7.7 \text { ' wide } \\ \text { pad } \end{gathered}$ | NO |
| Orosi | Route 63 | N/E of Route 63/ Ave. 408 | E. Side of road | Concrete | 8' wide pad | NO |
| Orosi | Route 63 | S/W of Route 63/ Ave. 408 | W. side of road | Concrete | 7' wide pad | NO |
| Orosi | Route 63 | N/W of Route 63/ School Ave | W. Side of road | Concrete | 4' sidewalk | NO |
| Orosi | Route 63 | N/E of Route 63/ School Ave | E. Side of road | Concrete | 4' sidewalk | NO |
| Sultana | Ave. 416 | W. of Rd. 106, <br> E. of Perkins Ave. | S. Side of road | Concrete | 8' sidewalk | YES |
| Sultana | Ave. 416 | W. of Rd. 105, <br> E. of Sultana Rd. | N. Side of road | Concrete | 7' sidewalk | NO |
| Sultana | Ave. 416 | W. of Rd. 105, <br> E. of Sultana Rd. | S. Side of road | Concrete | 8' sidewalk | NO |
| Sultana | Ave. 416 | W. of Sultant Rd., E. of Rd. 104 | N. Side of road | Concrete | 14' sidewalk | NO |

Bus Stop Inventory

| Community | Street | Direction | Side | Surface | Access Pad | ADA Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Yettem | Ave. 384 | W. of Rd. 144, E. of Rd. 140 | N. Side of road | Dirt/Asphalt |  | NO |
| Seville | Rd. 156 | S/E of Rd. 156/ Ave. 384 | E. Side of road | Dirt |  | NO |
| Ivanhoe | Rd. 159 | N. of Latana Ave. <br> S. of Ave. 330 | W. side of road | Concrete | 12' sidewalk | YES |
| Ivanhoe | Ave. 332 | W. of Hawthorne Ave. E. of Rd. 159 | N. Side of road | Concrete | 4' sidewalk | NO |
| Ivanhoe | Rd. 160 | N. of Ave. 327, <br> S. of Rosaline Ave | W. side of road | Asphalt | Store Front | NO |
| Patterson | Rd. 124 | N. of Ave. 326, <br> S. of Ave. 328 | E. Side of road | Dirt |  | NO |
| Patterson | Rd. 124 | N. of Ave. 324, <br> S. of Ave. 326 | W. side of road | Dirt |  | NO |
| Visalia | Rd. 112 | N. of Ave. 360, <br> S. of Ave. 368 | E. Side of road | Dirt |  | NO |
| Visalia | Ave. 368 | Juvenile Hall | Parking lot | Concrete | 5.5' sidewalk | NO |
| Visalia | Rd. 112 | Correctional Facility | Parking lot | Concrete | 4' sidewalk | NO |
| Deft Colony | Rd. 57 | N. of Ave. 397, <br> S. of Lawrence Ave. | E. Side of road | Dirt |  | NO |
| London | Ave. 378 | W. of Kate Ave., E. of Clay Ave. | N. Side of road | Asphalt | Store Front | NO |
| London | Kate Ave. | N/W of Kate Ave/ Denver Ave. | W. side of road | Gravel/4' sidewalk |  | NO |
| London | Rd. 57 | N. of Ave. 377, <br> S. of Ave. 378 | W. side of road | Dirt |  | NO |
| Traver | Merrit Dr. | E. of Zant Dr., W. of Church Dr. | N. Side of road | Asphalt (uneven) | Store Front | NO |
| Matheny | Addie Ave. | S/W of Addie Ave./ Casa St. | S. Side of road | Dirt |  | NO |
| Matheny | Addie Ave. | N. side of Addie Ave/ Casa Dr. | N. Side of road | Dirt |  | NO |
| Matheny | Addie Ave. | N/E of Addie Ave./ Canal St. | N. Side of road | Dirt |  | NO |
| Matheny | Addie Ave. | S/W of Addie Ave./ Canal St. | S. Side of road | Dirt |  | NO |
| Matheny | Pratt St. | N. of Addie Ave., <br> S. of Beacon Ave. | E. Side of road | Concrete | 7.7' wide pad | NO |
| Matheny | Pratt St. | N/E of Pratt St./Wade | E. side of road | Dirt |  | NO |
| Matheny | Pratt St. | N/W of Pratt St./Wade | W. side of road | Dirt |  | NO |

Bus Stop Inventory

| Community | Street | Direction | Side | Surface | Access Pad | ADA Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Tipton | Burnette | S/E of Burnette/ Tipton Overpass | E. Side of road | Concrete | 10' | NO |
| Tipton | Tipton Overpass | E. of Burnette Rd., W. of Evans Rd. | S. Side of road | Asphalt | 5' | NO |
| Tipton | Spencer Rd. | E. of Evans Rd., W. of Adams Rd. | S. Side of road | Concrete | $7.5^{\prime} \times 12^{\prime}$ | NO |
| Tipton | Spencer Rd. | E. of Smith Rd., W. of Newman | S. Side of road | Concrete | 4' Sidewalk | NO |
| Pixley | Davis St. | E. of Main St., W. of Center St. | S. Side of road | Concrete | 9' Sidewalk | NO |
| Pixley | Davis St. | E. of Main St., W. of Center St. | N. Side of road | Asphalt |  | NO |
| Pixley | Main St. | E. of Bradbury Ave., W. of Compton Ave. | E. Side of road | Broken Concrete | 11' | NO |
| Pixley | Main St. | E. of Bradbury Ave., W. of Compton Ave. | W. side of road | Concrete | 4.5' sidewalk | NO |
| Teviston | Bishop Dr. | S/W of Ave. 80/ Bishop Dr. | W. side of road | Dirt |  | NO |
| Teviston | Bishop Dr. | S/W of Ave. 76/ Bishop Dr. | W. side of road | Dirt |  | NO |
| Teviston | Rd. 130 | N/E of Ave. 76/ <br> Rd. 130 | E. Side of road | Concrete | 4' x 2' | NO |
| Teviston | Rd. 130 | N/E of Ave. 80/ <br> Rd. 130 | E. Side of road | Concrete | 4' $\times 2$ ' | NO |
| Earlimart | Church Rd. | S/E of Church Rd./ Sutter Ave. | E. Side of road | Concrete | $\begin{gathered} 4.5^{\prime} \\ \text { Sidewalk } \end{gathered}$ | NO |
| Earlimart | Washington Ave. | E. of SR 99/ State St. | N. Side of road | Concrete | $\begin{gathered} 5.9^{\prime} \\ \text { Sidewalk } \end{gathered}$ | NO |
| Richgrove | Dooley Dr. | E. of Richgrove Dr., W. of Wheatland Dr. | S. Side of road | Concrete | 6.5 ' | NO |
| TerraBella | Ave. 92 | $\begin{aligned} & \text { S/E of Ave.92/ } \\ & \text { Rd. } 236 \\ & \hline \end{aligned}$ | S. Side of road | Asphalt |  | NO |
| TerraBella | Ave. 92 | E. of 3rd St., W. of 4th St | S. Side of road | Concrete | $4.5^{\prime}$ Sidewalk | NO |
| TerraBella | Ave. 95 | E. of Ave. 236, W. of Ave. 237 | N. Side of road | Concrete | 7.5' $\times$ 5.5' | NO |
| Springville | SR 190 | Sequia Dawn Appts. | W. side of road | Concrete | $\begin{array}{\|c} \hline 7 \text { ' W/ } 11.1 \% \\ \text { Slope } \end{array}$ | NO |
| Poplar | Rd. 192 | N/E of Ave. 146/ <br> Rd. 192 | E. Side of road | Concrete |  | YES |
| Poplar | Rd. 192 | S. of Ave. 151, <br> N. of Ave. 150 | W. side of road | Asphalt |  | NO |
| Woodville | Rd. 192 | Woodville Labor Camps | S. Side of road | Grass | No | NO |

## Bus Stop Inventory

| Community | Street | Direction | Side | Surface | Access Pad | ADA Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Woodville | Ave. 168 | N/W of Rd. 168/ Ave. 168 | N. Side of road | Concrete | 8' | YES |
| Plainview | Rd. 196 | S/E of Rd 196/ Ave. $195$ | E. Side of road | Concrete | 7.5' | NO |
| Plainview | Rd. 196 | S/W of Rd 196/ Ave. 195 | W. side of road | Dirt |  | NO |
| Plainview | Rd. 196 | S/E of Rd 196/ Ave. $196$ | E. Side of road | Asphalt |  | NO |
| Plainview | Rd. 196 | S/W of Rd 196/ <br> Ave. 196 | E. Side of road | Dirt |  | NO |
| Plainview | Ave. 196 | S/E of Ave. 196/ Rd. 216 | S. Side of road | Dirt |  | NO |
| Plainview | Ave. 196 | N/E of Ave. 196/ Rd. 216 | N. Side of road | Concrete | 5' Sidewalk | NO |
| Strathmore |  | N/E of Ave. 198/ Orange Belt Dr. | E. Side of road | Concrete | 8.0' | YES |
| Strathmore | Orange Belt Dr. | N/W of Orange Belt Dr./ Lawson Dr. | W. side of road | Concrete | 4.5' $\times 9.2^{\prime}$ | NO |
| Strathmore | Orange Belt Dr. | S/E of Ave. 196/ Orange Belt Dr. | E. Side of road | Concrete | $4.5^{\prime}$ <br> Sidewalk | NO |
| Strathmore | Orange Belt Dr. | N/W of Orange Belt Dr./ Lawson Dr. | E. Side of road | Concrete | 4.6' <br> Sidewalk | NO |
| Lemon Cove | SR. 198 | S/W of SR. 189/ Douglas Dr. | W. side of road | Concrete | 8' sidewalk | NO |
| Three Rivers | SR. 198 | Front of Village Market | W. side of road | Dirt/ Asphalt | 6' dirt path, AC sholder | NO |
| Three Rivers | SR. 198 | Front of Memorial Building | E. Side of road | Asphalt | 10' shelter, parking lot | NO |


| Total Bus Stops | 79 |
| :---: | :---: |
| ADA Compliant Bus Stops | 5 |

## Appendix F

Field Survey

## Table of Contents

Surveyed Communities ..... 1
Field Survey Forms ..... 3
Field Survey Examples ..... 5
Field Survey Maps/Data: ..... 14
Field Survey Overview Maps: ..... 15

## Surveyed Communities

The following list of communities describes each unincorporated community surveyed as part of the ADA Transition plan for the pedestrian right of way. A brief description of the location of each community will also be provided.

Allensworth: Located West of SR. 43 and North of Ave. 39
Alpaugh: Located at Rd. 38 and Ave. 54
Cutler: Located on SR. 63, South of Ave. 408
Ducor: Located East of SR. 65 and Ave. 56
Earlimart: Located on SR. 99 and Ave. 52
East Porterville: Located North of SR. 190 and Rd. 265
Goshen: Located on SR. 99 and Rd. 68
Ivanhoe: Located at Rd. 160 and Ave. 328
Lemon Cove: Located on SR. 198 and Ave. 328
Lindsay: Small segment located at N/E of city limit, Rd. 224 and Sierra View St.

London: Located at Rd. 58 and Ave. 378
Matheny: Located South of Tulare, at Rd. 96 and Addie Ave.
Nanceville: Located on the West side of Porterville, North of Ave. 152 and Rd. 223

Orosi: Located at Rd. 128 and Ave. 416
Patterson Tract: Just North of Visalia, Located on SR. 63 and Ave. 320
Pixley: Located on SR. 99, North of Terra Bella Ave
Poplar-Cotton Center: Located North of SR. 190 and Rd. 192
Richgrove: Located at Richgrove Dr. and Ave. 8
Seville: Located at Rd. 156 and Ave. 384
Springville: Located on SR. 190, East of Rd. 320

Strathmore: Located at Orange Belt Dr. and Ave. 196
Sultana: Located at Rd. 104 and Ave. 416
Terra Bella: Located at Rd. 236 and Ave. 95
Tipton: Located on SR. 99, South of Ave. 152
Traver: Located East of SR. 99 at Rd. 40
Waukena: Located at Rd. 28 and Ave. 192
Woodville: Located at Rd. 168 and Ave. 168

## Field Survey Forms

The following forms provide the ADA standards that were identified in the communities with existing sidewalk. These forms identify the architectural barriers and non-compliant features, based on the accessibility requirements along the public right of way.

|  | 2010 CBC | 2010 ADA |
| :---: | :---: | :---: |
| CURB RAMPS |  |  |
| References: Refer to referenced CBC and ADA sections and figures. Modify I Compliant | 1127B.5, Figures 11B19A thru 11B22 | $\begin{gathered} 406.2 \\ \text { thru } \\ 406.7 \end{gathered}$ |
| Curb Ramp Type: <br> Flared Sides / Dip Down \& Up (select) | 1127B.5, \#2 CBC governs | 405.5 |
| Curb Ramp Width and Length: (48" min. width, 6' max. length) $\qquad$ Measured Ramp Width $\times$ Length | 1127B.5, \#2 <br> CBC governs | 405.5 |
| Ramp Slope 8.33\% (1:12) Maximum. $\qquad$ Measured Slope | 1127B.5, \#3 | $\begin{aligned} & 405.2, \\ & 406.1 \end{aligned}$ |
| Slope of Flared Sides $10 \%(1: 10)$ Maximum. Measured Slope | 1127B.5, \#3 | 406.3 |
| $\begin{array}{l}\text { Slope of Street/Gutter Adjacent to Ramp 5\% (1:20) Maximum. } \\ \text { Measured Slope }\end{array}$ | 1127B.5, \#3 | 406.2 |
| Transition at Gutter/Paving: Transition to be flush and free of abrupt change in elevation. | 1127B.5, \#3 | 406.2 |
| Upper Landing/Walkway: Upper landing to be level, 2\% maximum slope; depth of 48 " by width ramp by (depth in line with direction of ramp. depth may be less than 48 " if the flared sides don't exceed $8.33 \%$ slope). | $\begin{aligned} & \text { 1127B.5, \#4 } \\ & \text { Most } \\ & \text { Restrictive } \end{aligned}$ | 406.4 |
| Surface Finish: Surface finish of ramp and flared sides shall be of a contrasting finish (not necessarily color) from that of the adjacent sidewalk. Surface of ramp shall be slip resistant. | $\begin{gathered} \text { 11275.5, \#5, } \\ 1133 B .7 .1 \end{gathered}$ | ---- |
| Grooved Border: Grooved border provided at the upper level surface of the sidewalk along the top and each side of the ramp; 12" wide border of $1 / 4$ " wide by $1 / 4$ " deep grooves spaced $3 / 4$ " on center. | 1127B.5, Item <br> 6 , figures 11B19A \& B, 11B20D | ---- |
| Detectable Warning Surface: Warning surface for the full width and depth of the ramp, excluding flared sides. Warning surface shall be visually contrasting with adjoining surfaces (light on dark, dark on light), color shall be integral with the warning surface. Required where curb ramp adjoins a vehicular way. | $\begin{gathered} \text { 1127B. } 5 \\ \text { Item } 7 \\ \text { CBC governs } \end{gathered}$ | ---- |
| Curb ramps shall be located so they will not be obstructed by parked vehicles. | $\begin{gathered} \text { 1127B. } 5 \\ \text { Item } 8 \end{gathered}$ | 406.5 |
| Lower landing to be 48" minimum in the direction of travel; where crosswalk lines are provided, landing shall occur within the crosswalk | $\begin{gathered} \text { 1127B. } 5 \\ \text { Item } 9 \end{gathered}$ | $\begin{aligned} & \text { 406.5, } \\ & 406.6 \end{aligned}$ |


|  | 2010 CBC | $\begin{aligned} & 2010 \\ & \text { ADA } \end{aligned}$ |
| :---: | :---: | :---: |
| Accessible Exterior Path Of Travel |  |  |
| Access provided to all entrances and exterior ground floor exits, normal paths of travel. Access provided within the site boundary from public transportation stops, accessible parking spaces, passenger loading zones, public streets/sidewalks, and between buildings on the same site. | 1127B. 1 | ---- |
| Path of travel includes: Curb Ramps/Pedestrian Ramps/Stairways (indicate all that apply) | 1127B. 1 | ---- |
| Signage: Directional signage provided where the accessible route diverges from the regular circulation path. <br> Applies/No divergent routes (select) | 1127B. 3 | ---- |
| Stable / Firm / Slip resistant surface. Concrete/Asphalt/Other (select) | 1124B. 1 | 302 |
| Abrupt changes in level: 1/4" maximum vertical offset; offsets greater than 1/4" shall be beveled with a slope of 2 horizontal to 1 vertical and shall not exceed $1 / 2^{\prime \prime}$ total offset. For non-compliant conditions, indicate actual offset(s), location(s) and dimension(s) (Describe) | $\begin{aligned} & \text { 1124B.2, } \\ & \text { 1133B.7.1 } \end{aligned}$ | $\begin{gathered} 403.4 \\ 303 \end{gathered}$ |
| Cross slope: 2\% maximum (1:50) measured maximum slope | $\begin{gathered} \hline \text { 1124B.2, } \\ \text { 1133B.7.1 } \end{gathered}$ | 403.3 |
| Inclined slope: 5\% (1:20) maximum in the direction of travel. $\qquad$ measured maximum slope <br> (location) | 1133B.7.3 | 403.3 |
| Clear width: 48" minimum for sidewalks. measured minimum width | 1133B.7.1 | 403.5.1 |
| Clear width obstructions: Clear width shall not be less than 36 ". Indicate location and clear width at obstructions: $\qquad$ measured clear width at obstruction; | $\begin{gathered} \text { 1133B.7.1 } \\ \text { CBC } \\ \text { governs } \end{gathered}$ | 403.5.1 |
| (Description / Location) |  |  |
| Wheelchair passing space: 60" x 60" passing space along the path of travel located at intervals not exceeding 200'. | 1133B.7.1 | 403.5.3 |
| Parked vehicle overhang (if any) shall not reduce the clear width to less than minimum. | 1129B. 3 | 502.7 |
| Hazard, guide curb at drop offs: Drop offs greater than 4" high (except adjacent to a roadway) require a 6 " high curb (height above walking surface) or a guardrail with a low guide rail centered $3^{\prime \prime} \pm 1$ " above the walking surface. <br> Curb/guardrail (select) | 1133B.8.1 | ---- |
| Hazard, protruding objects from walls: 4" maximum projection from walls or posts from 27 " to 80 " above the walking surface. | $\begin{gathered} \text { 1133B.8.2, } \\ \text { 1133B.8.6, } \\ \text { Fig. 11B- } \\ 7 A \\ \hline \end{gathered}$ | 307 |
| Hazard, protruding objects, post mounted: 12" maximum project from post from 27" to 80 above the walking surface. | $\begin{gathered} \text { 1133B.8.6, } \\ \text { Fig. 11B- } \\ \text { 7B } \\ \hline \end{gathered}$ | 307 |
| Hazard vertical clearance: 80" vertical clearance provided above the walking surface along the accessible path of travel; guardrails or other protection provided for where vertical clearance is less than 80" | $\begin{aligned} & \text { 1133B.8.2, } \\ & \text { 1133B.8.6 } \end{aligned}$ | 307.4 |
| Hazard, detectable warning surface provided at hazardous locations where the pedestrian path intersects a vehicular way and is not separated by a curb; detectable warning surface to be full width of the pedestrian way by 36 " in the direction of travel. | 1133B.8.5 | ---- |
| Grates and openings: Openings shall not allow a sphere more than 1/2" to pass | 1124B.4, | 302.3 |

## Field Survey Examples

The following images will illustrate typical non-compliant features that were encountered during the field survey. These features include a broken sidewalk, offset, obstruction, gap, ramps, driveway, and cross slope.


Broken sidewalk segment causing tripping hazard along path of travel

Field Survey Examples


Vertical offset greater than $1 / 4$ " causing tripping hazard along path of travel

## Field Survey Examples



Mailbox obstructs the path of travel; 36 inch minimum clear width required

Field Survey Examples


Gap creating a non-continuous path of travel

## Field Survey Examples



Non-Compliant Fared Sides Curb Ramp

| Non-Compliant Curb Ramp | 2010 CBC | 2010 ADA |
| :---: | :---: | :---: |
| CURB RAMPS |  |  |
| Curb Ramp Type: Flared Sides |  |  |
| Curb Ramp Width and Length: (48" min. width, 6' max. length) 48" W x 50" D Measured Ramp Width x Length | 1127B.5, \#2 CBC governs | 405.5 |
| Ramp Slope 8.33\% (1:12) Maximum. 11.0\% Measured Slope | 1127B.5, \#2 <br> CBC governs | 405.5 |
| Slope of Flared Sides 10\% (1:10) Maximum. <br> Not Measured due to Ramp Exceeding maximum allowable | 1127B.5, \#3 | $\begin{gathered} 405.2 \\ 406.1 \end{gathered}$ |
| Slope of Street/Gutter Adjacent to Ramp 5\% (1:20) Maximum. Not Measured due to Ramp Exceeding maximum allowable | 1127B.5, \#3 | 406.3 |
| Transition at Gutter/Paving: Transition to be flush and free of abrupt change in elevation. Existing Condition is offset $1 / 2^{\prime \prime}+1-$ | 1127B.5, \#3 | 406.2 |
| Upper Landing/Walkway: Upper landing to be level, $2 \%$ maximum slope; depth of 48 " by width ramp by (depth in line with direction of ramp. depth may be less than 48 " if the flared sides don't exceed $8.33 \%$ slope). No Upper Landing Provided | 1127B.5, \#3 | 406.2 |

Above is a portion of the field survey review form which illustrates why this ramp is non-compliant

Field Survey Examples


Non- compliant built up A/C ramp no truncated domes or grooved border

Field Survey Examples


Non-Compliant Dip Down Ramp with no truncated domes

## Field Survey Examples



Driveway along path of travel with cross slope exceeding 2\%

Field Survey Examples


Non- Compliant sidewalk with Cross Slopes exceeding 2\%

## Field Survey Maps/ Data:

The collected data was organized into two groups separating the curb ramps and sidewalk features into separate list. The features found within the path of travel within this survey are non-complaint and currently do not meet the ADA standards. The documented curbs ramps include compliant and noncompliant features.

Following the ADA standards, each non-complaint feature is indicated with a letter, number, and a location within the map. In some cases you may find a number more than once, this is to show the location of the same type of feature located along the path of travel.


## Field Survey Overview Maps:

Below is an example of an overview map which is included in the field survey to help illustrate the locations upon which there is existing side walk. Roads outside the limits of the map were not surveyed due to the fact that these areas do not contain or have less than $50 \%$ sidewalk along the public right of way.


## Allensworth

## Overview Map

Note: No Pedestrian Right of Way Features are present outside of the following maps.


# Allensworth Map A 



|  |  |
| :---: | :---: |
|  |  |


| Last Updated: | $07 / 17 / 2013$ |
| :--- | :---: |
| Community: | Allensworth |
| Map: | A |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A.1 | Young Rd. | S. of Ave. 36 <br> W. Side of Road | School Zone | None |  | No ramp/Transition for <br> crosswalk |
| A.2 | Young Rd. | S. of Ave. 36 <br> E. Side of Road | School Zone | None |  | No ramp/transition for <br> crosswalk |
| A.3 | Young Rd. | S. of Ave. 36 <br> W. Side of Road | School Zone | None |  | No ramp for transition from <br> sidewalk to Young Rd. |

## Alpaugh

## Overview Map



## Alpaugh Map A



| Last Updated: | $07 / 25 / 2013$ |
| :--- | :---: |
| Community: | Alpaugh |
| Map: | A |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A. 2 | Ave 54 | E. of Tule Rd. W. of Wilbur Rd S. side of road | School Zone | Cross Slope | 306' total | 2.3-3.6\% |
| A. 3 | Ave 54 | E. of Tule Rd. W. of Wilbur Rd S. side of road | School Zone | Driveway | $23^{\prime}$ | Driveway exceeds max cross slope |
| A. 4 | Ave 54 | E. of Tule Rd. W. of Wilbur Rd <br> S. side of road | School Zone | Offset | 1/2" | Trip Hazard |
| A. 5 | Ave 54 | E. of Tule Rd. W. of Wilbur Rd S. side of road | School Zone | Offset | 3/4" | Trip Hazard |
| A. 7 | Wilbur Rd | S. of Ave 54 N. of Church Ave W. side of road | School Zone | Offset | 3/4" | Trip Hazard |
| A. 8 | Wilbur Rd | S. of Ave 54 N. of Church Ave W. side of road | School Zone | Offset | $6{ }^{\prime \prime}$ | Uplift on sidewalk |
| A. 10 | Wilbur Rd | N. of Ave 54 W. side of road | School Zone | End of Sidewalk |  | No Transtion with no further access |
| A. 11 | Wilbur Rd | N. of Ave 54 $W$. side of road | School Zone | Driveway | 3 at 22' | Driveway exceeds max cross slope |
| A. 13 | Ave 54 | E. of Lake Rd. W. of Wilbur Rd. N . side of road | School Zone | Cross Slope | 173' total | 3.4-5.6\% |
| A. 14 | Ave 54 | E. of Lake Rd. W. of Wilbur Rd. N. side of road | School Zone | Driveway | 35' | Driveway exceeds max cross slope |
| A. 15 | Ave 54 | E. of Lake Rd. W. of Wilbur Rd. N. side of road | School Zone | Sidewalk transition |  | Sidewalk transitions to a lower level, transition slope over 20\% |
| A. 16 | Ave 54 | E. of Lake Rd. W. of Wilbur Rd. N. side of road | School Zone | Sidewalk | 100' | Sidewalk has width of 3.5' |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A. 19 | Ave 54 | W. of Lake Rd. <br> E. of Tule Rd <br> N . side of road | School Zone | Gap | $185{ }^{\prime}$ | Gap in sidewalk from intersection, to 185 ' W . connecting to current sidewalk |
| A. 20 | Ave 54 | W. of Lake Rd. <br> E. of Tule Rd <br> $N$. side of road | School Zone | Driveway | $20^{\prime}$ | Driveway exceeds max cross slope |
| A. 22 | Ave 54 | W. of Lake Rd. <br> E. of Tule Rd <br> $N$. side of road | School Zone | Cross Slope | 103' | 3.0-4.0\% |
| A. 24 | Tule Rd | N. of Ave 54 <br> E. side of road | School Zone | Cross Slope | 252' total | 2.4-3.8\% |
| A. 25 | Tule Rd | N. of Ave 54 <br> E. side of road | School Zone | Driveway | $20^{\prime}$ | Driveway exceeds max cross slope |
| A. 26 | Tule Rd | N. of Ave 54 <br> E. side of road | School Zone | End of Sidewalk |  | No Transition with no further access |


| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A. 1 | Tule Rd/ Ave 54 | S/E | School Zone | None |  | No Curb Ramp |
| A. 6 | Wilbur Rd/ <br> Ave 54 | S/W | School Zone | None |  | No Curb Ramp |
| A. 9 | Wilbur Rd/ Church Ave | W. Side of Road | School Zone | None |  | Needs ramp for current cross walk |
| A. 12 | Wilbur Rd/ Ave 54 | N/W | School Zone | Flare Sides | 19' | Ramp Slope: 12.8\% Landing: None Truncated Domes:None Transition: NA |
| A. 17 | Lake Rd/ Ave 54 | N/E | School Zone | None |  | No Curb Ramp |
| A. 18 | Lake Rd/ Ave 55 | N/W | School Zone | None |  | No Curb Ramp |
| A. 21 | Ave 54 | W. of Tule Rd $N$. Side of Road | School Zone | A/C Ramp |  | A/C Ramp built for library No Truncated Domes |
| A. 23 | Tule Rd/ Ave 54 | N/E | School Zone | Flare Sides | $33^{\prime}$ | Ramp Slope: 15\% Landing: None Truncated Domes:None Transition: NA |

## Alpaugh Map B




| Last Updated: | $08 / 22 / 2013$ |
| :--- | :---: |
| Community: | Alpaugh |
| Map: | B |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| B.1 | Wilbur Rd | S. of Church Ave <br> N. of Boswell Ave <br> W. side of street | School Zone | Offset | $1 / 2^{\prime \prime}$ | 2 Trip Hazards along the <br> path of travel |
| B.2 | Wilbur Rd | S. of Church Ave <br> N. of Boswell Ave <br> W. side of street | School Zone | End of <br> Sidewalk |  | End of access with no <br> transition |

## Cutler

## Overview Map



## Cutler Map A



| Last Updated: | $07 / 30 / 2013$ |
| :--- | :---: |
| Community: | Cutler |
| Map: | A |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A. 1 | Ave 407 | E. of George Rd <br> W. of Rd 124 <br> S. side of road | Residential | Gap | $45^{\prime}$ | Single property, access George Rd |
| A. 2 | Ave 407 | E. of George Rd <br> W. of Rd 124 <br> both sides of road | Residential | Driveways | 15 at $22^{\prime}$ | Driveways exceed max cross slope |
| A. 3 | Ave 407 | E. of George Rd W. of Rd 124 S. side of road | Residential | Obstruction | 2.3 ' | Mailbox |
| A. 4 | Ave 407 | E. of George Rd <br> W. of Rd 124 <br> S. side of road | Residential | Cross slope | 210 | 2.6-5.3\% |
| A. 5 | Ave 407 | E. of George Rd <br> W. of Rd 124 <br> S. side of road | Residential | Gap | 150' | Multiple Properties |
| A. 6 | Ave 407 | E. of George Rd <br> W. of Rd 124 <br> S. side of road | Residential | Driveways | 2 at 30' | Driveways exceed max cross slope |
| A. 7 | Ave 407 | E. of George Rd <br> W. of Rd 124 <br> S. side of road | Residential | Gap | 50' | multiple properties, includes 2 possible obstructions limiting clear width to $2^{\prime}$ telephone pole |
| A. 8 | Ave 407 | E. of George Rd <br> W. of Rd 124 <br> S. side of road | Residential | Gap | 295' | Multiple properties, access <br> Rd 124 |
| A. 11 | Rd 124 | N. of Ave 407 <br> S. of Ave 408 <br> E. side of road | Residential | Cross slope | 105' | 3.1-4.6\% |
| A. 12 | Ave 407 | E. of George Rd W. of Rd 124 $N$. side of road | Residential | Cross slope | 481' total | 2.5-5.0\% |
| A. 13 | Ave 407 | E. of George Rd <br> W. of Rd 124 <br> $N$. side of road | Residential | Offset | $3 '$ | Depressed sidewalk section, 3/4" offsets, Trip Hazard |
| A. 14 | Ave 407 | E. of George Rd W. of Rd 124 $N$. side of road | Residential | Gap | 320 | Multiple Properties |


| Curb Ramps: |
| :--- |
| Feature No. Location Direction Type of Area Type Length Comment <br> A.9 Rd $124 /$      <br> Ave 407       |
| A.10 |

## Cutler Map B

Avenue 408

| Community: | Cutler |
| :--- | :---: |
| Map: | B |

Path of Travel:

| Path of Travel: | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Feature No. | Ave 407 | E. of George Rd <br> W. of Eddy Ave <br> N. side of road | Residential | Cross Slope | 80' | 4.1\%-5.5\% |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| B. 4 | Ave 407/ Eddy Ave | N/W | Residential | None |  | No Curb Ramp |
| B. 5 | George Rd/ <br> Ave 407 | S/W | Residential | None |  | No Curb Ramp |
| B. 9 | Ave 408/ <br> Via De Guadalupe Entrance | $N$. Side of Road | Commercial / Residential | None |  | Crosswalk is offset of the Curb Ramp |
| B. 10 | Ave 408/ <br> Via De Guadalupe Entrance | S. Side of Road | Commercial / Residential | None |  | Crosswalk has curb on street with no transition |
| B. 11 | Ave 408/ <br> Via De Guadalupe Entrance | N/E | Commercial / Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 9.5\% Landing: None None |
| B. 12 | Ave 408/ Via De Guadalupe Entrance | N/W | Commercial / Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 10.2\% Landing: None None |

## Cutler Map D



Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| D. 1 | George Rd | N. of Amethyst Ave <br> S. of Ave 407 <br> W. side of road | Residential | Gap | 275 | Multiple properties, access from Ave 407 to Amethyst Ave |
| D. 3 | Amethyst Ave | E. of Rd 124 W. of George Rd N. side of road | Residential | Gap | 255' total | Multiple properties, multiple gaps: 100', 105', $50^{\prime}$ |
| D. 4 | Amethyst Ave | E. of Rd 124 W. of George Rd N . side of road | Residential | Driveway | 15 at 19' | Driveways exceed max cross slope |
| D. 5 | Amethyst Ave | E. of Rd 124 W. of George Rd N. side of road | Residential | Cross Slope | 207' Total | 2.2-5.2\% |
| D. 6 | Amethyst Ave | E. of Rd 124 W. of George Rd N. side of road | Residential | Gap | 154' total | Gap @ 100' and 54' |
| D. 7 | Amethyst Ave | E. of Rd 124 W. of George Rd N. side of road | Residential | Obstruction | $\begin{aligned} & 2.5^{\prime} \text { clear } \\ & \text { width } \end{aligned}$ | Telephone Pole |
| D. 8 | Amethyst Ave | E. of Rd 124 W. of George Rd N . side of road | Residential | Gap | 139' total | Multiple properties, multiple gaps: $85^{\prime}, 54^{\prime}$ |
| D. 11 | Amethyst Ave | E. of Rd 124 W. of Lincoln Rd S. side of road | Residential | Gap | 280' | Multiple properties, access from Rd 124 to Lincoln Rd |
| D. 14 | Amethyst Ave | W. of George Rd <br> E. of Lincoln Rd <br> S. side of road | Commercial / Residential | Gap | 65' | Single Property |
| D. 15 | Amethyst Ave | W. of George Rd <br> E. of Lincoln Rd <br> S. side of road | Commercial / Residential | Gap | 151' total | Multiple properties, multiple gaps: $86{ }^{\prime}, 65^{\prime}$ |
| D. 16 | Amethyst Ave | W. of George Rd <br> E. of Lincoln Rd <br> S. side of road | Residential | Cross Slope | 165' total | 2.4-3.4\% |
| D. 17 | Amethyst Ave | W. of George Rd E. of Lincoln Rd S. side of road | Residential | Offset | 1/2" | Tripping Hazard |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| D. 18 | Amethyst Ave | W. of George Rd <br> E. of Lincoln Rd <br> S. side of road | Residential | Driveway | 30' | Driveways exceed max cross slope |
| D. 19 | Amethyst Ave | W. of George Rd <br> E. of Lincoln Rd <br> S. side of road | Residential | Offset | 1/2" | Depressed sidewalk section,15' long, 1/2" offsets, Trip Hazard |
| D. 20 | Amethyst Ave | W. of George Rd <br> E. of Lincoln Rd <br> S. side of road | Residential | Cross Slope | 50' | 3.3-3.5\% |
| D. 21 | Amethyst Ave | W. of George Rd <br> E. of Lincoln Rd <br> S. side of road | Residential | Cross Slope | 40' | 2.8-3.0\% |

## Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| D. 2 | George Rd/ Amethyst Ave | N/W | Residential | None | 40' | No Curb Ramp |
| D. 9 | Rd 124/ <br> Amethyst Ave | N/E | Residential | None | $38^{\prime}$ | No Curb Ramp |
| D. 10 | Rd 124/ <br> Amethyst Ave | S/E | Residential | None | 38' | No Curb Ramp |
| D. 12 | Lincoln Rd/ Amethyst Ave | S/W | Commercial / Residential | None | 38' | No Curb Ramp |
| D. 13 | Lincoln Rd/ Amethyst Ave | S/E | Commercial / | None | 38' | No Curb Ramp |
| D. 22 | George Rd/ Amethyst Ave | S/W | Residential | Flared Sides | $32^{\prime}$ | Ramp Slope: 10.5\% <br> Landing: None <br> Truncated Domes: None |

## Cutler

 Map E

| Last Updated: | $07 / 30 / 2013$ |
| :--- | :---: |
| Community: | Cutler |
| Map: | E |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| E. 1 | Emerald Ave | E. of Pearl Rd W. of Rd 128 $S$. side of road | Residential | Driveways | 12 at 17' | Driveways exceed max cross slope |
| E. 2 | Emerald Ave | E. of Pearl Rd W. of Rd 128 <br> S. side of road | Residential | Cross slope | 94' total | 2.4-3.4\% |
| E. 4 | Pearl Rd | S. of Emerald Ave <br> E. side of road | Residential | Gap | $40^{\prime}$ | Single Property |
| E. 5 | Pearl Rd | S. of Emerald Ave W. side of road | Residential | Gap | $45^{\prime}$ | Single Property |
| E. 7 | Emerald Ave | E. of Rd 127 <br> W. of Pearl Rd <br> S. side of road | Residential | Gap | $90^{\prime}$ | Multiple Properties |
| E. 9 | Rd 127 and Ave 406 | S. of Emerald Ave <br> E. of Alta Dr <br> E/S side of road | Residential | Gap | 210 | Multiple Properties, access from Emerald Ave to Alta Dr |
| E. 12 | Ave 406 | E. of Eddy Ave W. of Alta Dr S. side of road | Residential | Gap | 22' | Single Property |
| E. 13 | Ave 406 | E. of Eddy Ave W. of Alta Dr S. side of road | Residential | Obstruction | 1.51 | Mailbox |
| E. 14 | Ave 406 | E. of Eddy Ave W. of Alta Dr S. side of road | Residential | Cross slope | 39' | 2.8\%-3.1\% |
| E. 15 | Ave 406 | E. of Eddy Ave W. of Alta Dr <br> S. side of road | Residential | Obstruction | 2.6 ' | Fire Hydrant |
| E. 18 | Eddy Ave | N. of Ave 406 <br> S. of Amethyst Ave E. side or road | Residential | Gap | 95' | Multiple Properties |
| E. 19 | Eddy Ave | N. of Ave 406 <br> S. of Amethyst Ave <br> E. side or road | Residential | Cross slope | 150' total | 3.0-5.2\% |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| E. 20 | Eddy Ave | N. of Ave 406 <br> S. of Amethyst Ave <br> E. side or road | Residential | Offset | 1/2" | Tripping Hazard |
| E. 22 | Amethyst Ave | E. of Eddy Ave W. of Rd 127 both sides of road | Residential | Driveways | 14 at 22' | Driveways exceed max cross slope |
| E. 23 | Amethyst Ave | E. of Eddy Ave W. of Rd 127 <br> S. side of road | Residential | Cross slope | 197' total | 2.7-7.0\% |
| E. 24 | Amethyst Ave | E. of Eddy Ave W. of Rd 127 $S$. side of road | Residential | Obstruction | 2.5' clear width | Mailbox |
| E. 25 | Amethyst Ave | E. of Eddy Ave W. of Rd 127 S. side of road | Residential | Obstruction | $\begin{aligned} & \text { 2.5' clear } \\ & \text { width } \end{aligned}$ | Utility cover not set flush, tripping hazard |
| E. 26 | Amethyst Ave | E. of Eddy Ave W. of Rd 127 <br> S. side of road | Residential | Gap | $32^{\prime}$ | Single Property |
| E. 27 | Amethyst Ave | E. of Eddy Ave W. of Rd 127 <br> S. side of road | Residential | Gap | $75^{\prime}$ | Multiple Properties |
| E. 30 | Amethyst Ave | E. of Eddy Ave W. of Rd 127 <br> $N$. side of road | Residential | Gap | $63^{\prime}$ | Multiple Properties |
| E. 31 | Amethyst Ave | E. of Eddy Ave W. of Rd 127 $N$. side of road | Residential | Cross slope | 150' total | 2.3-6.0\% |
| E. 32 | Amethyst Ave | E. of Eddy Ave W. of Rd 127 <br> $N$. side of road | Residential | Gap | 361 | Single Property |
| E. 33 | Amethyst Ave | E. of Eddy Ave W. of Rd 127 $N$. side of road | Residential | Broken Sidewalk | 10' | Poor Condition, Trip Hazard, $4.5 \%$ cross slope |
| E. 34 | Amethyst Ave | E. of Eddy Ave W. of Rd 127 N . side of road | Residential | Offset | 1/2" | Tripping Hazard |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| E. 37 | Eddy Ave | N. of Amethyst Ave <br> S. of Ave 407 <br> W. side of road | Residential | Gap | $140 '$ | Multiple Properties |
| E. 38 | Eddy Ave | N. of Amethyst Ave <br> S. of Ave 407 <br> W. side of road | Residential | Driveways | 6 at 19' | Driveways exceed max cross slope |
| E. 39 | Eddy Ave | N. of Amethyst Ave <br> S. of Ave 407 <br> W. side of road | Residential | Obstruction | $\begin{gathered} 2.7^{\prime}, 2.4^{\prime}, \\ 2.1^{\prime} \\ \text { clear width } \end{gathered}$ | Mailboxes |
| E. 40 | Eddy Ave | N. of Amethyst Ave <br> S. of Ave 407 <br> W. side of road | Residential | Cross slope | 40' | 2.4-3.4\% |
| E. 41 | Eddy Ave | N. of Amethyst Ave <br> S. of Ave 407 <br> W. side of road | Residential | Gap | 200' | Multiple Properties |
| E. 42 | Eddy Ave | N. of Amethyst Ave <br> S. of Ave 407 <br> W. side of road | Residential | Obstruction | $2 \text { at } 2.4^{\prime}$ clear width | Mailboxes |
| E. 43 | Ave. 406 | E. of Eddy Ave. W. of Rd. 127 <br> N . and S . side of road | Residential | Driveways | 8 at 22' | Driveways exceed max cross slope |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| E. 3 | Pearl Rd/Emerald Ave | S/E | Residential | Flared Sides | $32^{\prime}$ | Ramp Slope: 11.6\% Landing: None |
| E. 6 | Pearl Rd/ Emerald Ave | S/W | Residential | Flared Sides | $32^{\prime}$ | Ramp Slope: 11.6\% Landing: None |
| E. 8 | Rd 127/Emerald Ave | S/E | Residential | None |  | No Curb Ramp |
| E. 10 | Alta Dr/Ave 406 | S/E | Residential | None |  | No Curb Ramp |
| E. 11 | Alta Dr/Ave 406 | S/W | Residential | None |  | No Curb Ramp |
| E. 16 | Eddy Ave/Ave 406 | S/E | Residential | Flared Sides | $32^{\prime}$ | Ramp Slope: 10.5\% Landing: None |
| E. 17 | Eddy Ave/Ave 406 | N/E | Residential | None |  | No Curb Ramp |
| E. 21 | Eddy Ave/Amethyst Ave | S/E | Residential | Flared Sides | $32^{\prime}$ | Ramp Slope: 11.8\% Landing: None |
| E. 28 | Rd 127/Amethyst Ave | S/W | Residential | None |  | No Curb Ramp |
| E. 29 | Rd 127/Amethyst Ave | N/W | Residential | None |  | No Curb Ramp |
| E. 35 | Eddy Ave/Amethyst Ave | N/E | Residential | None |  | No Curb Ramp |
| E. 36 | Eddy Ave/Ave 407 | S/w | Residential | None |  | No Curb Ramp |

## Cutler

 Map F$A_{N}$


| Last Updated: | $07 / 30 / 2013$ |
| :--- | :---: |
| Community: | Cutler |
| Map: | F |

## Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| F. 2 | Rd 124 | N. of 1st Dr <br> S. of Amethyst Ave <br> E. side of road | Residential | Gap | 210 | Multiple properties, access to 1st Dr |
| F. 3 | Rd 124 | N. of 1st Dr <br> S. of Amethyst Ave <br> E. side of road | Residential | Cross Slope | 85' Total | 2.3-4.2\% |
| F. 4 | Rd 124 | N. of 1st Dr <br> S. of Amethyst Ave <br> $E$. side of road | Residential | Obstruction | 0.51 | Telephone Pole and Mail Box |
| F. 5 | Rd 124 | N. of 1st Dr <br> S. of Amethyst Ave <br> E. side of road | Residential | Gap | 110 | Multiple properties, access to Amethyst Ave |
| F. 6 | Lincoln Rd | N. of 1st Dr <br> S. of Amethyst Ave W. side of road | Residential | Gap | $50^{\prime}$ | Multiple properties, access to Amethyst Ave |
| F. 7 | Lincoln Rd | N. of 1st Dr <br> S. of Amethyst Ave <br> E. side of road | Commercial / <br> Residential | Gap | $130 '$ | Multiple properties, access to Amethyst Ave |
| F. 8 | Lincoln Rd | N. of 1st Dr <br> S. of Amethyst Ave W. side of road | Residential | Cross Slope | 145' total | 2.4\%-3.9\% |
| F. 9 | Lincoln Rd | N. of 1st Dr S. of Amethyst Ave both sides of road | Commercial / Residential | Driveway | 8 at 18' | Driveways exceed max cross slope |
| F. 10 | Lincoln Rd | N. of 1st Dr <br> S. of Amethyst Ave <br> E. side of road | Commercial / Residential | Driveway | 48' | Driveways exceed max cross slope |
| F. 11 | Lincoln Rd | N. of 1st Dr <br> S. of Amethyst Ave <br> E. side of road | Commercial / Residential | Cross Slope | 75' | 3.0-3.8\% |
| F. 16 | Lincoln Rd | N. of 1st Dr <br> S. of Amethyst Ave <br> E. side of road | Commercial / <br> Residential | Cross Slope | 56' total | 2.5-3.9\% |
| F. 17 | 1st Dr | E. of Rd 124 <br> W. of Lincoln Dr <br> S. side of road | Residential | Gap | $16^{\prime}$ | Single Property |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| F. 18 | 1st Dr | E. of Rd 124 W. of Lincoln Dr N. side of road | Residential | Obstruction | $\begin{aligned} & 1.8 \text { ' clear } \\ & \text { width } \end{aligned}$ | Mailbox |
| F. 19 | 1st Dr | E. of Rd 124 W. of Lincoln Dr both sides of road | Residential | Driveway | 3 at 19' | Driveways exceed max cross slope |
| F. 20 | 1st Dr | E. of Rd 124 <br> W. of Lincoln Dr <br> S. side of road | Residential | Cross Slope | $55^{\prime}$ | 3.2-3.9\% |
| F. 21 | 1st Dr | E. of Rd 124 <br> W. of Lincoln Dr <br> S. side of road | Residential | Gap | 200' | Multiple properties, access to Rd 124 |
| F. 22 | 1st Dr | E. of Rd 124 <br> W. of Lincoln Dr <br> N. side of road | Residential | Gap | $140 '$ | Multiple properties, access to Rd 125 |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| F. 1 | $\begin{gathered} \text { Rd 124/ } \\ \text { 1st Dr } \end{gathered}$ | N/E | Residential | None |  | No Curb Ramp |
| F. 12 | Lincoln Rd/ Ave 406 | N/E | Commercial / | None |  | No Curb Ramp |
| F. 13 | Lincoln Rd/ Ave 406 | S/E | Commercial / Residential | None |  | No Curb Ramp |
| F. 14 | $\begin{aligned} & \text { Lincoln Rd/ } \\ & \text { 1st Dr } \end{aligned}$ | N/W | Commercial / Residential | None |  | No Curb Ramp |
| F. 15 | $\begin{aligned} & \text { Lincoln Rd/ } \\ & \text { 1st Dr } \end{aligned}$ | N/E | Commercial / Residential | None |  | No Curb Ramp |

## Cutler Map G



Last Updated:

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| G. 1 | George Rd | N. of Ave. 406 <br> S. of Ave 407 both sides of road | Residential | Driveway | 8 at 20' | Driveways exceed max cross slope |
| G. 2 | George Rd | N. of Ave 406 <br> S. of Ave 407 <br> W. side of road | Residential | Cross Slope | 50' | 3.2-4.1\% |
| G. 3 | George Rd | N. of Ave 406 <br> S. of Ave 407 <br> W. side of road | Residential | Offset | 1/2" | Tripping Hazard, due to broken concrete |
| G. 5 | Ave 406 | E. of Lincoln Rd W. of George Rd both sides of road | Residential | Driveway | $\begin{aligned} & 1 \text { at } 13^{\prime} \\ & 8 \text { at } 21^{\prime} \end{aligned}$ | Driveways exceed max cross slope |
| G. 6 | Ave 406 | E. of Lincoln Rd W. of George Rd N. side of road | Residential | Gap | 405' | Multiple properties, access to George Rd |
| G. 7 | Ave 406 | E. of Lincoln Rd W. of George Rd N. side of road | Residential | Driveway | $35 '$ | Driveways exceed max cross slope |
| G. 8 | Ave 406 | E. of Lincoln Rd W. of George Rd N. side of road | Residential | Broken Sidewalk | 10' | Poor Condition |
| G. 9 | Ave 406 | E. of Lincoln Rd W. of George Rd S. side of road | Residential | Cross Slope | $34 '$ | 2.9-7.3\% |
| G. 10 | Ave 406 | E. of Lincoln Rd W. of George Rd S. side of road | Residential | Gap | 2501 | Multiple Properties |
| G. 11 | Ave 406 | E. of Lincoln Rd W. of George Rd S. side of road | Residential | Gap | 100' | Multiple Properties |
| G. 12 | Ave 406 | E. of Lincoln Rd W. of George Rd S. side of road | Residential | Cross Slope | $40^{\prime}$ | 3.2-4.4\% |
| G. 13 | Ave 406 | E. of Lincoln Rd W. of George Rd S. side of road | Residential | Gap | $45^{\prime}$ | Single Property |

Path of Travel:
Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| G.15 | 2nd Dr | N. of Eddy Ave <br> S. of Ave 406 <br> E. side of road | Residential | Gap | $145^{\prime}$ | Multiple Properties |
| G.16 | 2nd Dr | N. of Eddy Ave <br> S. of Ave 406 <br> E. side of road | Residential | Gap | 125' total | 2 gaps along the path of <br> travel with lengths of $75^{\prime}$ <br> and 50 ' |
| G.17 | George Ave | S. of Ave 407 <br> N. of Ave 406 <br> E. side of road | Residential | Obstruction | 2 at $2.77^{\prime}$ |  |

## Curb Ramps:

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| G.4 | George Rd/Ave 406 | N/W | Residential | None | $18^{\prime}$ | No Curb Ramp |
| G.14 | George Rd/Ave 406 | S/W | Residential | None | 18 ( | No Curb Ramp |
|  |  |  |  |  |  |  |

## Cutler

## Map H



| Last Updated: | $07 / 30 / 2013$ |
| :--- | :---: |
| Community: | Cutler |
| Map: | H |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| H. 1 | Alta Dr | S. of Ave 406 <br> N. of Orosi Dr <br> N . side of road | Residential | Gap | $230{ }^{\prime}$ | Multiple Properties, access to Ave 406 |
| H. 2 | Alta Dr | S. of Ave 406 <br> N. of Orosi Dr both sides of road | Residential | Driveway | 7 at 19' | Driveways exceed max cross slope |
| H. 3 | Alta Dr | S. of Ave 406 <br> N. of Orosi Dr <br> $N$. side of road | Residential | Cross slope | 40' | 3.2-3.5\% |
| H. 4 | Alta Dr | S. of Ave 406 <br> N. of Orosi Dr <br> N . side of road | Residential | Obstruction | $\begin{aligned} & \text { 1.2' clear } \\ & \text { width } \end{aligned}$ | Mailbox |
| H. 5 | Alta Dr | S. of Ave 406 <br> N. of Orosi Dr <br> N . side of road | Residential | Offset | 1/2" | Tripping hazard |
| H. 6 | Alta Dr | S. of Ave 406 <br> N. of Orosi Dr <br> N . side of road | Residential | Obstruction | $\begin{aligned} & \text { 2.5' clear } \\ & \text { width } \end{aligned}$ | Mailbox |
| H. 7 | Alta Dr | S. of Ave 406 <br> N. of Orosi Dr <br> N . side of road | Residential | Gap | 115' | Multiple Properties |
| H. 9 | Orosi Dr | N. of Alta Dr <br> S. of Rd 128 <br> W. side or road | Residential | Obstruction | 80' | 3.7 ' wide sidewalk |
| H. 10 | Orosi Dr | N. of Alta Dr <br> S. of Rd 128 <br> W. side or road | Residential | Cross slope | 55' total | 2.3-4.5\% |
| H. 11 | Orosi Dr | N. of Alta Dr <br> S. of Rd 128 <br> W. side or road | Residential | Offset | 1/2" | Tripping Hazard |
| H. 12 | Orosi Dr | N. of Alta Dr <br> S. of Rd 128 <br> W. side or road | Residential | Driveway | 2 at $23{ }^{\prime}$ | Driveways exceed max cross slope |
| H. 13 | Orosi Dr | N. of 2nd <br> S. of Rd 128 <br> W. side or road | Commercial / Residential | Cross slope | 87' total | 2.2-4.1\% |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| H. 15 | Orosi Dr | N. of 2nd <br> S. of Rd 128 <br> W. side or road | Commercial / Residential | Driveway | $40^{\prime}$ | Driveways exceed max cross slope |
| H. 16 | Orosi Dr | N. of 2nd <br> S. of Rd 128 <br> W . side or road | Commercial / Residential | Offset | $4^{\prime}$ at 1/2" | 2 Depressed segment of concrete, Trip Hazard |
| H. 18 | 2nd Dr | E. of Orosi Dr W. of Rd 128 N . side of road | Commercial / <br> Residential | Cross slope | 200' | 4.4-5.1\% |
| H. 19 | 2nd Dr | E. of Orosi Dr W. of Rd 128 <br> N . side of road | Residential | Driveway | 4 at 16' | Driveways exceed max cross slope |
| H. 20 | 2nd Dr | E. of Orosi Dr W. of Rd 128 S. side of road | Residential | Cross slope | $30^{\prime}$ | 3.1-4.0\% |
| H. 21 | 2nd Dr | E. of Orosi Dr W. of Rd 128 <br> S. side of road | Residential | Obstruction | 2.3' clear width | Mailbox |
| H. 22 | 2nd Dr | E. of Orosi Dr W. of Rd 128 S. side of road | Residential | Gap | $36{ }^{\prime}$ | Single property, access to Orosi Dr |
| H. 25 | 2nd Dr | E. of Cutler Dr W. of Orosi Dr $S$. side of road | Residential | Gap | $150 '$ | Multiple properties, access to Orosi Dr |
| H. 26 | 2nd Dr | E. of Santa Fe Dr W. of Orosi Dr both sides of road | Residential | Driveway | 14 at 19' | Driveways exceed max cross slope |
| H. 27 | 2nd Dr | E. of Cutler Dr W. of Orosi Dr <br> S. side of road | Residential | Gap | 50' | Multiple Properties |
| H. 28 | 2nd Dr | E. of Cutler Dr W. of Orosi Dr <br> S. side of road | Residential | Cross slope | 40' | 2.9-3.2\% |
| H. 31 | 2nd Dr | W. of Cutler Dr E. of Santa Fe Dr S. side of road | Residential | Cross slope | 80' total | 2.9-4.3\% |
| H. 32 | 2nd Dr | W. of Cutler Dr E. of Santa Fe Dr S. side of road | Residential | Gap | 50' | Single Property |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| H. 33 | 2nd Dr | W. of Cutler Dr E. of Santa Fe Dr S. side of road | Residential | Gap | 150' | Multiple Properties |
| H. 38 | Eddy Ave. | N. of $2 n d$ Dr <br> S. of Ave 406 <br> W. side of road | Residential | Gap | 132' | Multiple Properties, access to 2 nd Dr |
| H. 39 | Eddy Ave. | N. of $2 n d \mathrm{Dr}$ <br> S. of Ave 406 <br> E. side of road | Residential | Driveway | 30 | Driveways exceed max cross slope |
| H. 40 | Eddy Ave. | N. of 2nd Dr <br> S. of Ave 406 <br> E. side of road | Residential | Gap | 116' | Single Property, access to 2nd Dr |
| H. 41 | 2nd Dr | W. of Orosi Dr E. of Santa Fe Dr N. side of road | Residential | Gap | 236 | Multiple Properties |
| H. 42 | 2nd Dr | W. of Orosi Dr E. of Santa Fe Dr $N$. side of road | Residential | Cross slope | 113' total | 3.2-4.5\% |
| H. 43 | 2nd Dr | W. of Orosi Dr E. of Santa Fe Dr $N$. side of road | Residential | Broken Sidewalk/ Gap | 100 | Poor condition, 3.3\% cross slope, no transition from compliant sidewalk to this 100 ' segment |
| H. 45 | Orosi Dr | N. of 2 ns Dr S. of Alta Dr E. side or road | Residential | Broken Sidewalk/ Gap | 2.51 | Tripping Hazard |
| H. 46 | Orosi Dr | N. of 2ns Dr <br> S. of Alta Dr <br> E. side or road | Residential | Gap | $21^{\prime}$ | Gap in sidewalk over alley access |
| H. 47 | Orosi Dr | N. of $2 n s$ Dr <br> S. of Alta Dr <br> E. side or road | Residential | Cross slope | $95 '$ | 3.0-4.9\% |
| H. 49 | Alta Dr | S. of Ave 406 <br> N. of Orosi Dr <br> S. side of road | Residential | Gap | 136 | Multiple Properties |
| H. 50 | Alta Dr | S. of Ave 406 <br> N. of Orosi Dr <br> S. side of road | Residential | Obstruction | 2.8' clear width | Mailbox |
| H. 51 | Alta Dr | S. of Ave 406 <br> N. of Orosi Dr <br> S. side of road | Residential | Gap | 443' | Multiple Properties, access to Ave 406 |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| H. 8 | Orosi Dr/ Alta Dr | N/W | Residential | Dip Down and Up | 18' | Ramp Slope: 7.1\% <br> Flares: N/A <br> Landing: 2.6\% <br> Truncated Domes: No <br> Transition: 1.0\% <br> Lip on AC/ Concrete: No <br> Grooved Border: Yes |
| H. 14 | Orosi Dr/ Alta Dr | E | Commercial / Residential | Dip Down and Up | 18' | Ramp Slope: 8.3/8.8\% Flares: N/A <br> Landing: 3.3\% <br> Truncated Domes: No Transition: 8.0\% Lip on AC/ Concrete: No Grooved Border: Yes |
| H. 17 | Orosi Dr/ 2nd Dr | N/E | Commercial / <br> Residential | None |  | No Curb Ramp |
| H. 23 | Orosi Dr/ 2nd Dr | S/E | Residential | None |  | No Curb Ramp |
| H. 24 | Orosi Dr/ 2nd Dr | S/W | Residential | None |  | No Curb Ramp |
| H. 29 | Cutler Dr/ 2nd Dr | S/E | Residential | None |  | No Curb Ramp |
| H. 30 | Cutler Dr/ 2nd Dr | S/W | Residential | None |  | No Curb Ramp |
| H. 34 | Santa Fe Dr/ 2nd Dr | S/E | Residential | None |  | No Curb Ramp |
| H. 35 | Santa Fe Dr/ 2nd Dr | S/W | Residential | None |  | No Curb Ramp |
| H. 36 | Santa Fe Dr/ 2nd Dr | N/W | Residential | None |  | No Curb Ramp |
| H. 37 | Santa Fe Dr/ 2nd Dr | N/E | Residential | None |  | No Curb Ramp |
| H. 44 | Orosi Dr/ 2nd Dr | N/W | Residential | None |  | No Curb Ramp |
| H. 48 | Orosi Dr/ Alta Dr | S/W | Residential | Dip Down and Up | 18' | Ramp Slope: 6.8/7.2\% <br> Flares: N/A <br> Landing: 4.3\% <br> Truncated Domes: No Transition: 4.7\% Lip on AC/ Concrete: No Grooved Border: Yes |

## Cutler

 Map I

| Last Updated: | $07 / 25 / 2013$ |
| :--- | :---: |
| Community: | Cutler |
| Map: | 1 |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1.2 | Rd 124 | S. of 1st Dr N. of Railroad Dr E. side of road | Residential | Cross Slope | $150 '$ | 3.0-5.6\% |
| 1.3 | Railroad Dr | E. of Rd 124 <br> W. of Topeka Dr <br> N . side of road | Residential | Cross Slope | $512 '$ | 2.4-3.8\% |
| 1.5 | Topeka Dr | N. of Railroad Dr <br> S. of 1st Dr <br> $W$. side of road | Residential | Cross Slope | $50^{\prime}$ | 2.4-3.3\% |
| 1.8 | Topeka Dr | N. of Railroad Dr <br> S. of 1st Dr <br> W. side of road | Residential | Gap | 144 | Single Property, to 1st Dr |
| 1.10 | 1st Dr | E. of Lincoln Rd <br> W. of Topeka Dr <br> S. side of road | Residential | Cross Slope | 163' total | 2.4-3.4\% |
| 1.11 | 1st Dr | E. of Lincoln Rd W. of Topeka Dr both sides of road | Residential | Driveways | 8 at 19' | Driveways exceed max cross slope |
| 1.12 | 1st Dr | E. of Lincoln Rd W. of Topeka Dr N. side of road | Residential | Broken Sidewalk | $60^{\prime}$ | Poor Condition, Tripping Hazard, 2.7\%-4.6\% cross slope |
| 1.13 | 1st Dr | E. of Lincoln Rd W. of Topeka Dr N. side of road | Residential | Broken Sidewalk | $16^{\prime}$ | Poor Condition, Tripping Hazard, 4.2\% cross slope |
| 1.14 | 1st Dr | E. of Lincoln Rd W. of Topeka Dr $N$. side of road | Residential | Cross Slope | 115' Total | 2 sections of concrete with cross slopes of 2.2-4.4\% |
| 1.15 | 1st Dr | E. of Lincoln Rd W. of Topeka Dr $N$. side of road | Residential | Gap | 60' | Multiple Properties |


| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1.1 | Alley S. of 1st Dr | E. side of road S. of 1st Dr | Residential | None |  | No Curb Ramp |
| 1.4 | Topeka Dr/ Railroad Dr | N/W | Residential | None | $24^{\prime}$ | No Curb Ramp |
| 1.6 | Alley between Railroad Dr and 1st Dr | S. approach to alley W. side of road | Residential | None | 8' | No Curb Ramp |
| 1.7 | Alley between Railroad Dr and 1st Dr | N. approach to alley W. side of road | Residential | None | 8' | No Curb Ramp |
| 1.9 | Topeka Dr/ 1st Dr | S/W | Residential | None | $32^{\prime}$ | No Curb Ramp |

## Cutler

 Map J

Last Updated: 07/25/2013

| Community: | Cutler |
| :--- | :---: |
| Map: | $\downarrow$ |

## Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| J. 1 | 1st Dr | E. of Topeka Dr W. of Santa Fe Dr N . side of road | Residential | Obstruction | 2.5' clear width | Broken segment of concrete reducing clear width to $2.5^{\prime}$, Tripping Hazard |
| J. 2 | 1st Dr | E. of Topeka Dr W. of Santa Fe Dr both sides of road | Residential | Driveway | 12 at 19' | Driveways exceed max cross slope |
| J. 3 | 1st Dr | E. of Topeka Dr W. of Santa Fe Dr $N$. side of road | Residential | Cross Slope | 177' total | 2.8-6.9\% |
| J. 4 | 1st Dr | E. of Topeka Dr W. of Santa Fe Dr $N$. side of road | Residential | Offset | 1/2" | Depressed sidewalk segment, causing $1 / 2^{\prime \prime}$ offset, cross slopes reach 3.9\% |
| J. 5 | 1st Dr | E. of Topeka Dr W. of Santa Fe Dr N. side of road | Residential | Offset | 1/2" | Tripping Hazard, Connection to Driveway |
| J. 6 | 1st Dr | E. of Topeka Dr W. of Santa Fe Dr $N$. side of road | Residential | Offset | 2 at 3/4" | Depressed sidewalk segment, causing 2 3/4" offsets, $\quad 35$ ' of $4.3 \%$ 5.6\% cross slope |
| J. 8 | Santa Fe Dr | N. of 1st Dr <br> S. of 2nd Dr W. side of road | Residential | Broken Sidewalk | 8' | Poor Condition, Tripping Hazard |
| J. 9 | Santa Fe Dr | N. of Railroad Dr S. of 2nd Dr both sides of road | Residential | Driveway | 11 at 19' | Driveways exceed max cross slope |
| J. 10 | Santa Fe Dr | N. of 1st Dr <br> S. of $2 n d \mathrm{Dr}$ <br> W. side of road | Residential | Gap | $150 '$ | Multiple Properties, access to 2nd Dr |
| J. 11 | Santa Fe Dr | N. of 1st Dr <br> S. of 2nd Dr <br> E. side of road | Residential | Obstruction | $\begin{aligned} & \text { 2.5' clear } \\ & \text { width } \end{aligned}$ | Pole |
| J. 12 | Santa Fe Dr | N. of 1st Dr <br> S. of 2nd Dr <br> E. side of road | Residential | Offset | 1/2" | Tripping Hazard |
| J. 16 | Santa Fe Dr | S. of 1st Dr N. of Railroad Dr W. side of road | Residential | Cross Slope | 113' total | 2 sections with cross slopes of 3.5-4.4\% |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| J. 17 | Santa Fe Dr | S. of 1st Dr N. of Railroad Dr W. side of road | Residential | Obstruction | 30' of $3.6^{\prime}$ clear width | 30' of 3.6' sidewalk, 3.7\% cross slope |
| J. 18 | Santa Fe Dr | S. of 1st Dr N. of Railroad Dr W. side of road | Residential | Broken Sidewalk | $55^{\prime}$ | Broken segment of concrete, rough/rocky surface finish, Tripping Hazard |
| J. 19 | Santa Fe Dr | S. of 1st Dr N. of Railroad Dr W. side of road | Residential | Gap | 60' | Single Property, access to Railroad Dr |
| J. 21 | 1st Dr | E. of Topeka Dr W. of Santa Fe Dr S. side of road | Residential | Cross Slope | 159' total | 2.4-4.9\% |
| J. 22 | 1st Dr | E. of Topeka Dr W. of Santa Fe Dr S. side of road | Residential | Obstruction | 40' of 1.5' | Overgrown Vegetation, reducing clear width to $1.5^{\prime}$ |
| J. 23 | 1st Dr | E. of Topeka Dr W. of Santa Fe Dr S. side of road | Residential | Gap | 100 | Multiple Properties, access to Topeka Dr |


| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| J. 7 | Santa Fe Dr/ 1st Dr | N/W | Residential | Flared Sides | $33 '$ | Ramp Slope: 15.8\% Landing: None |
| J. 13 | Santa Fe Dr/ 1st Dr | N/E | Residential | None |  | No Curb Ramp |
| J. 14 | Santa Fe Dr/ 1st Dr | S/E | Residential | None |  | No Curb Ramp |
| J. 15 | Santa Fe Dr/ 1st Dr | S/W | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 11.5\% <br> Landing: None |
| J. 20 | Santa Fe Dr/ Railroad Dr | N/W | Residential | None |  | No Curb Ramp |

## Cutler Map K



Last Updated:

| Community: | Cutler |
| :--- | :---: |
| Map: | $K$ |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| K. 1 | 1st Dr |  E. of Santa Fe <br> Dr <br> Wr of Cutler <br> Dr <br> Side of road <br>   | Residential | Gap | 40' | Single Property, access to Santa Fe Dr |
| K. 2 | 1st Dr | E. of Santa Fe Dr W. of Cutler Dr S. side of road | Residential | Cross Slope | 227' Total | 2.3-4.4\% |
| K. 3 | 1st Dr | E. of Santa Fe Dr W. of Orosi Dr both sides of road | Residential | Driveways | 20 at 19' | Driveways exceed max cross slope |
| K. 6 | Cutler Dr | N. of Railroad Dr S. of $2 n d$ Dr both sides of road | Residential | Driveways | 7 at 19' | Driveways exceed max cross slope |
| K. 7 | Cutler Dr | N. of Railroad Dr <br> S. of 1st Dr <br> W. side of road | Residential | Gap | $20^{\prime}$ | Alley access |
| K. 9 | Railroad Dr | E. of Santa Fe Dr W. of Cutler Dr N. side of road | Residential | Cross Slope | $28^{\prime}$ | 3.3-3.9\% |
| K. 10 | Railroad Dr | E. of Santa Fe Dr W. of Cutler Dr N. side of road | Residential | Broken Sidewalk | 8' | Poor Condition, Tripping Hazard |
| K. 11 | Railroad Dr | E. of Santa Fe Dr W. of Cutler Dr N . side of road | Residential | Obstruction | 2.3' clear width | Mailbox |
| K. 12 | Railroad Dr | E. of Santa Fe Dr W. of Cutler Dr N . side of road | Residential | Gap | 255' | Multiple Properties, access to Santa Fe Dr |
| K. 15 | Cutler Dr | N. of Railroad Dr S. of 1st Dr <br> E. side of road | Residential | Gap | 272' | Multiple Properties, access to 1st Dr |
| K. 17 | 1st Dr | E. of Cutler Dr W. of Orosi Dr S. side of road | Residential | Gap | 110 | Multiple Properties |
| K. 18 | 1st Dr | E. of Cutler Dr W. of Orosi Dr S. side of road | Residential | Cross Slope | 151' | 3.5-4.8\% |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| K. 19 | 1st Dr | E. of Cutler Dr W. of Orosi Dr S. side of road | Residential | Obstruction | 2.1' clear width | Telephone pole/ Poor concrete patch |
| K. 20 | 1st Dr | E. of Cutler Dr W. of Orosi Dr S. side of road | Residential | Offset | 1/2" | Tripping Hazard |
| K. 21 | 1st Dr | E. of Cutler Dr W. of Orosi Dr N . side of road | Residential | Cross Slope | 173' Total | 2.7-4.1\% |
| K. 22 | 1st Dr | E. of Cutler Dr W. of Orosi Dr N . side of road | Residential | Gap | $53^{\prime}$ | Single Property |
| K. 24 | Cutler Dr | N. of 1st Dr <br> S. of 2nd Dr <br> E. side of road | Residential | Gap | 167 ' | Multiple Properties |
| K. 25 | Cutler Dr | N. of 1st Dr <br> S. of $2 n d \mathrm{Dr}$ W. side of road | Residential | Cross Slope | 190' Total | 3.0-7.6\% |
| K. 27 | 1st Dr | E. of Santa Fe Dr W. of Cutler Dr N. side of road | Residential | Cross Slope | 133' Total | 2.5-4.1\% |

## Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| K. 5 | Cutler Dr/1st Dr | s/w | Residential | Flared Sides | $26^{\prime}$ | Ramp Slope: 13.0\% Landing: None |
| K. 8 | Cutler Dr/Railroad Dr | N/W | Residential | Flared Sides | $30^{\prime}$ | Ramp Slope: 12.7\% Landing: None |
| K. 14 | Cutler Dr/Railroad Dr | N/E | Residential | Flared Sides | $30^{\prime}$ | Ramp Slope: 12.7\% Landing: None |
| K. 16 | Cutler Dr/1st Dr | S/E | Residential | None |  | No Curb Ramp |
| K. 22 | Cutler Dr/1st Dr | N/E | Residential | None |  | No Curb Ramp |
| K. 26 | Cutler Dr/1st Dr | N/W | Residential | None |  | No Curb Ramp |

## Cutler

Map L
A


| Last Updated: | $07 / 29 / 2013$ |
| :--- | :---: |
| Community: | Cutler |
| Map: | L |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| L. 2 | Orosi Dr | N. of 1st Dr <br> S. of $2 n d \mathrm{Dr}$ <br> E. side of road | Residential | Offset | 1/4" | Tripping Hazard |
| L. 3 | Orosi Dr | N. of 1st Dr <br> S. of $2 n d \mathrm{Dr}$ <br> E. side of road | Residential | Cross Slope | 133' | 3.2\%-5.2\% |
| L. 4 | Orosi Dr | N. of 1st Dr <br> S. of 2 nd Dr <br> E. side of road | Residential | Driveway | 2 at 24 | Driveways exceed max cross slope |
| L. 5 | Orosi Dr | N. of 1st Dr <br> S. of 2 nd Dr <br> E. side of road | Residential | Gap | 143' | Multiple properties, access to 2nd Dr |
| L. 6 | Orosi Dr | N. of 1st Dr <br> S. of 2 nd Dr <br> W. side of road | Residential | Gap | 77' | Single property, access to 2nd Dr |
| L. 7 | Orosi Dr | N. of 1st Dr <br> S. of 2 nd Dr <br> W. side of road | Residential | Cross Slope | 121' total | 2.6-7.1\% |
| L. 8 | Orosi Dr | N. of 1st Dr <br> S. of 2 nd Dr W. side of road | Residential | Driveway | 2 at 30 | Driveways exceed max cross slope |
| L. 11 | Orosi Dr | N. of Railroad Dr <br> S. of 1st Dr <br> W. side of road | Residential | Gap | 246 | Multiple properties |
| L. 14 | Railroad Dr | E. of Orosi Dr <br> W. of Rd 128 both sides of road | Commercial / Residential | Driveway | 3 at 16' | Driveways exceed max cross slope |
| L. 16 | Railroad Dr | E. of Orosi Dr W. of Rd 128 N . side of road | Commercial / Residential | Broken Sidewalk | 50' | Extremely damaged concrete, 1" offset, due to tree roots, tripping hazard |
| L. 17 | Railroad Dr | E. of Orosi Dr W. of Rd 128 N . side of road | Commercial / Residential | Gap | 300 | Multiple properties, access to Rd 128 |
| L. 18 | 1st Dr | E. of Orosi Dr W. of Rd 128 <br> S. side of road | Commercial / Residential | Driveway | 2 at $35 '$ | Driveways exceed max cross slope |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| L.19 | 1st Dr | E. of Orosi Dr <br> W. of Rd 128 <br> S. side of road | Commercial/ <br> Residential | Cross Slope | $26^{\prime}$ | 3.6\% |


| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| L. 1 | Orosi Dr/ 1st Dr | N/E | Commercial | Flared Sides | $32^{\prime}$ | Ramp Slope: 12.3\% Landing: None |
| L. 10 | Orosi Dr/ 1st Dr | N/W | Commercial | Flared Sides | 32' | Ramp Slope: 11.6\% Landing: None |
| L. 11 | Orosi Dr/ 1st Dr | S/W | Commercial | None |  | No Curb Ramp |
| L. 13 | Orosi Dr/ Railroad Dr | N/W | Residential | None |  | No Curb Ramp |
| L. 14 | Orosi Dr/ <br> Railroad Dr | N/E | Residential | None |  | No Curb Ramp |
| L. 24 | Orosi Dr/ 1st Dr | S/E | Commercial | None |  | No Curb Ramp |

## Cutler <br> Map M



| Last Updated: | $07 / 29 / 2013$ |
| :--- | :---: |
| Community: | Cutler |
| Map: | M |

## Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M. 1 | School Ave | E. of Rd 128 W. of Mueller Rd N . side of road | School | Driveway | $36{ }^{\prime}$ | Driveways exceed max cross slope |
| M. 2 | School Ave | E. of Rd 128 W. of Mueller Rd N. side of road | School | Driveway | 3 at $23{ }^{\prime}$ | Driveways exceed max cross slope |
| M. 3 | School Ave | E. of Rd 128 W. of Mueller Rd N. side of road | School | Offset | 1/2" | Tripping Hazard |
| M. 4 | School Ave | E. of Rd 128 W. of Mueller Rd N. side of road | School | Obstruction | 2.51 | No Transition to compliant upper landing |
| M. 5 | School Ave | E. of Rd 128 W. of Muller Rd N. side of road | School | Cross Slope | 73' | 3.2-4.1\% |
| M. 6 | School Ave | E. of Rd 128 W. of Mueller Rd N . side of road | School | Driveway (obstruction) |  | 3 Transition to upper landing have 2.5' clear width |
| M. 9 | Mueller Rd | S. of Mueller Rd <br> N. of Ave 404 <br> E. side of road | Residential | Obstruction | 2.0' clear width | Telephone Pole |
| M. 11 | Mueller Rd | S. of Mueller Rd <br> N. of Ave 404 <br> E. side of road | Residential | Driveway | 2 at $23{ }^{\prime}$ | Driveways exceed max cross slope |
| M. 12 | Mueller Rd | S. of Mueller Rd <br> N. of Ave 404 <br> E. side of road | Residential | Offset | 1/2" | Tripping hazard, caused by crack in concrete |
| M. 13 | Mueller Rd | S. of Mueller Rd <br> N. of Ave 404 <br> E. side of road | Residential | Gap | 255' | Multiple Properties, access to Ave 404 |
| M. 14 | Mueller Rd | S. of Mueller Rd N. of Ave 404 W. side of road | Residential | Cross Slope | 102' total | 2.7-7.9\% |
| M. 17 | Ave 404 | E. of Rd 128 W. of Mueller Rd both sides of road | Residential | Driveway | 14 at 19' | Driveways exceed max cross slope |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M. 18 | Ave 404 | E. of Rd 128 W. of Mueller Rd N . side of road | Residential | Broken Sidewalk | 33' | Tripping Hazard, 2.9\% cross slope |
| M. 19 | Ave 404 | E. of Rd 128 W. of Mueller Rd N . side of road | Residential | Broken Sidewalk | $20^{\prime}$ | Poor Condition, Tripping Hazard |
| M. 20 | Ave 404 | E. of Rd 128 W. of Mueller Rd $N$. side of road | Residential | Offset | 1/2" | Tripping Hazard |
| M. 21 | Ave 404 | E. of Rd 128 <br> W. of Mueller Rd <br> N. side of road | Residential | Broken Sidewalk | $33 '$ | Poor Condition, Tripping Hazard, 3.9\% cross slope |
| M. 22 | Ave 404 | E. of Rd 128 <br> W. of Mueller Rd <br> $N$. side of road | Residential | Broken Sidewalk | 32' | Poor Condition, Tripping Hazard, includes 1/2" offsets |
| M. 23 | Ave 404 | E. of Rd 128 W. of Mueller Rd N. side of road | Residential | Broken Sidewalk | 8' | Extremely poor condition sidewalk, 1' uplift due to tree roots |
| M. 24 | Ave 404 | E. of Rd 128 <br> W. of Mueller Rd <br> N . side of road | Residential | Broken Sidewalk | $25^{\prime}$ | Poor Condition, Tripping Hazard |
| M. 25 | Ave 404 | E. of Rd 128 W. of Mueller Rd N. side of road | Residential | Obstruction | $20^{\prime}$ of $3.5^{\prime}$ clear width | 20' of 3.5 ' clear width, minimum of 4' required |
| M. 26 | Ave 404 | E. of Rd 128 W. of Mueller Rd N . side of road | Residential | Gap | 155' | Multiple Properties, access to Rd 128 |
| M. 27 | Ave 404 | E. of Rd 128 <br> W. of Ralph Rd <br> S. side of road | Residential | Gap | 180' | Multiple Properties, access to Ralph Rd |
| M. 30 | Ave 404 | E. of Ralph Rd W. of Mueller Rd S. side of road | Residential | Gap | $143 '$ | Multiple Properties, access to Ralph Rd |
| M. 31 | Ave 404 | E. of Ralph Rd W. of Mueller Rd S. side of road | Residential | Cross Slope | 40' | 2.8-3.1\% |
| M. 32 | Ave 404 | E. of Ralph Rd W. of Mueller Rd S. side of road | Residential | Gap | 20' | Single Property, access to cross walk |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M. 34 | Mueller Rd | S. of Mueller Rd N. of Ave 404 W. side of road | Residential | Gap | $150 '$ | Multiple Properties, access to School Ave |
| M. 36 | School Ave | E. of Rd 128 W. of Mueller Rd S. side of road | Residential | Gap | $70^{\prime}$ | Single Property, access to Mueller Rd |
| M. 37 | School Ave | E. of Rd 128 W. of Mueller Rd S. side of road | Residential | Cross Slope | 239' total | 2.4-5.1\% |
| M. 38 | School Ave | E. of Rd 128 W. of Mueller Rd S. side of road | Residential | Driveway | 8 at 19' | Driveways exceed max cross slope |
| M. 39 | School Ave | E. of Rd 128 <br> W. of Mueller Rd <br> S. side of road | Residential | Gap | 400 | Multiple Properties, access to Rd 128 |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M.7 | Mueller Rd/ <br> School Ave | N/W | Residential | None |  | No Curb Ramp |
| M.8 | Mueller Rd/ <br> Mueller Rd | S/E | Residential | None |  | No Curb Ramp |

Cutler
Map N


| Last Updated: | $07 / 29 / 2013$ |
| :--- | :---: |
| Community: | Cutler |
| Map: | N |

## Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| N. 2 | Merlo Ave | E. of Johnston Rd W. of Cindy Rd <br> $N$. Side of Road | Residential | Driveway | 3 at 23' | Driveways exceed max cross slope |
| N. 4 | Johnston Rd | S. of Merlo Ave W. Side of Road | Residential | End of Sidewalk |  | No transition with No further access |
| N. 5 | Johnston Rd | N. of Merlo Ave <br> S. of Dead End Both Sides of Road | Residential | Driveway | 11 at 23' | Driveways exceed max cross slope |
| N. 6 | Johnston Rd | N. of Merlo Ave <br> S. of Dead End Both Sides of Road | Residential | Cross Slope | $45^{\prime}$ | 3.3-3.6\% |
| N. 8 | Quinto Ct | E. of Johnston Rd Both Sides of Road | Residential | Cross Slope | 173' total | 2.4-3.2\% |
| N. 9 | Quinto Ct | E. of Johnston Rd Both Sides of Road | Residential | Driveway | 15 at 24 | Driveways exceed max cross slope |
| N. 10 | Quinto Ct | E. of Johnston Rd <br> N. Side of Road | Residential | Offset | 1/2" | Tripping Hazard |
| N. 12 | Johnston Rd | S. of Quinto Ct <br> N. of Virgil Ave <br> E. Side of Road | Residential | Cross Slope | 180' | 3.0-4.9\% |
| N. 14 | Virgil Ave | E. of Johnston Rd W. of Robert Rd Both Sides of Road | Residential | Driveway | 25 at $22^{\prime}$ | Driveways exceed max cross slope |
| N. 15 | Virgil Ave | E. of Johnston Rd W. of Robert Rd N. Side of Road | Residential | Cross Slope | 105' total | 2.1-3.7\% |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| N. 18 | Rivera Ct | E. of Robert Rd Both Sides of Road | Residential | Driveway | 10 at 23' | Driveways exceed max cross slope |
| N. 19 | Rivera Ct | E. of Robert Rd Both Sides of Road | Residential | Cross Slope | 151' total | 2.3-3.8\% |
| N. 21 | Virgil Ave | E. of Nancy Rd W. of Robert Rd S. Side of Road | Residential | Cross Slope | $30^{\prime}$ | 2.4\%-3.1\% |
| N. 23 | Nance Rd | N. of Merlo Ave <br> S. of Virgil Ave <br> E. Side of Road | Residential | Cross Slope | 95' total | 2.3-3.9\% |
| N. 24 | Nance Rd | N. of Merlo Ave <br> S. of Virgil Ave <br> E. Side of Road | Residential | Offset | 1/2" | Tripping Hazard |
| N. 25 | Nance Rd | N. of Merlo Ave <br> S. of Virgil Ave <br> W. Side of Road | Residential | Driveway | $23 '$ | Driveways exceed max cross slope |
| N. 27 | Virgil Ave | E. of Johnston Rd W. of Nancy Rd S. Side of Road | Residential | Cross Slope | 20' | 3.6-2.5\% |
| N. 29 | J ohnston Rd | N. of Merlo Ave <br> S. of Virgil Ave <br> E. Side of Road | Residential | Cross Slope | 140' total | 2.4-3.7\% |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| N. 1 | Johnston Rd/ Merlo Ave | N/E | Residential | Flared Sides | $32^{\prime}$ | Ramp Slope: 9.0\% <br> Landing: None <br> Truncated Domes: None |
| N. 3 | Johnston Rd/ Merlo Ave | S/E | Residential | Flared Sides | $32^{\prime}$ | Ramp Slope: 10.8\% <br> Landing: None <br> Truncated Domes: None |
| N. 7 | Johnston Rd/ Quinto Ct | N/E | Residential | Flared Sides | $32^{\prime}$ | Ramp Slope: 9.2\% <br> Landing: None <br> Truncated Domes: None |
| N. 11 | Johnston Rd/ Quinto Ct | S/E | Residential | Flared Sides | $32^{\prime}$ | Ramp Slope: 7.7\% <br> Flares: 5.1/7.3\% <br> Landing: None <br> Truncated Domes: No Transition: 4.2\% Lip on AC/ Concrete: Yes Grooved Border: Yes |
| N. 13 | Johnston Rd/ Virgil Ave | N/E | Residential | Flared Sides | 32' | Ramp Slope: 7.5\% <br> Flares: 6.2/7.2\% <br> Landing: None <br> Truncated Domes: None Transition: 5.2\% Lip on AC/ Concrete: Yes Grooved Border: Yes |
| N. 16 | Robert Rd/ <br> Virgil Ave | N/W | Residential | Flared Sides | $32^{\prime}$ | Ramp Slope: 10.5\% <br> Landing: None <br> Truncated Domes: None |
| N. 17 | Robert Rd/ <br> Rivera Ct | S/W | Residential | Flared Sides | $32^{\prime}$ | Ramp Slope: 10.2\% <br> Landing: None <br> Truncated Domes: None |
| N. 20 | Robert Rd/ <br> Rivera Ct | N/W | Residential | Flared Sides | 32' | Ramp Slope: 9.5\% <br> Landing: None <br> Truncated Domes: None |
| N. 22 | Nancy Rd/ Virgil Ave | S/E | Residential | Flared Sides | $32^{\prime}$ | Ramp Slope: 11.6\% <br> Landing: None <br> Truncated Domes: None |
| N. 26 | Nancy Rd/ Virgil Ave | S/W | Residential | Flared Sides | 32' | Ramp Slope: 7.6\% <br> Flares: 9.3/4.2\% <br> Landing: None <br> Truncated Domes: None Transition: 8.3\% Lip on AC/ Concrete: Yes Grooved Border: Yes |
| N. 28 | Johnston Rd/ Virgil Ave | S/E | Residential | Flared Sides | 32' | Ramp Slope: 8.2\% <br> Flares: 6.8/7.1\% <br> Landing: None <br> Truncated Domes: None Transition: 5.2\% Lip on AC/ Concrete: Yes Grooved Border: Yes |

Cutler Map P


Last Updated: 07/29/2013
Community: Cutler
Map: P

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| P. 1 | Cindy Rd | N. of Ave 404 <br> S. of Merlo Ave <br> E. Side of Road | Residential | Offset | 1/2" | Tripping Hazard |
| P. 2 | Cindy Rd | N. of Ave 404 <br> S. of Merlo Ave <br> E. Side of Road | Residential | Cross Slope | 66' total | 2.7-3.5\% |
| P. 3 | Cindy Rd | N. of Ave 404 <br> S. of Merlo Ave <br> E. Side of Road | Residential | Driveway | $10^{\prime}$ | Driveways exceed max cross slope |
| P. 4 | Cindy Rd | N. of Ave 404 <br> S. of Merlo Ave Both Sides of Road | Residential | Driveway | 16 at 22' | Driveways exceed max cross slope |
| P. 5 | Cindy Rd | N. of Ave 404 <br> S. of Merlo Ave <br> E. Side of Road | Residential | Broken Sidewalk | $16^{\prime}$ | Poor Condition, Uplifted slab, tripping hazard |
| P. 8 | Nancy Rd | N. of Ave 404 <br> S. of Merlo Ave <br> Both Sides of Road | Residential | Driveway | 10 at $22^{\prime}$ | Driveways exceed max cross slope |
| P. 9 | Kahlo Ct | E. of Nancy Rd Both Sides of Road | Residential | Cross Slope | 249 'total | 2.7-4.1\% |
| P. 11 | Kahlo Ct | E. of Nancy Rd Both Sides of Road | Residential | Driveway | 8 at $24^{\prime}$ | Driveways exceed max cross slope |
| P. 12 | Kahlo Ct | E. of Nancy Rd Both Sides of Road | Residential | Cross Slope | 118' total | 2.8-3.7\% |
| P. 14 | Nancy Rd | N. of Kahlo Ct S. of Antonia Ave E. Side of Road | Residential | Cross Slope | 180' | 2.7\%-3.6\% |
| P. 17 | Antonia Ave | E. of Nancy Rd Both Sides of Road | Residential | Cross Slope | 170' total | 2 sections with cross slopes of 3.0-3.9\% |
| P. 18 | Antonia Ave | E. of Nancy Rd Both Sides of Road | Residential | Driveway | 10 at $22^{\prime}$ | Driveways exceed max cross slope |

## Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| P.20 | Nancy Rd | N. of Antonia Ave <br> S. of Merlo Ave <br> E. Side of Road | Residential | Cross Slope | 40 ' | $2.6 \%-3.7 \%$ |
| P.22 | Merlo Ave | E. of Nancy Rd <br> Both Sides of Road | Residential | Cross Slope | $165^{\prime}$ total | $2.6-3.6 \%$ |
| P.23 | Merlo Ave | E. of Nancy Rd <br> Both Sides of Road | Residential | Driveway | 14 at 22' | Driveways exceed max <br> cross slope |
| P.27 | Cindy Rd | N. of Ave 404 <br> S. of Merlo Ave <br> W. Side of Road | Residential | Broken <br> Sidewalk |  | Chipped out control joint, <br> tripping hazard |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| P. 6 | Cindy Rd/ Merlo Ave | S/E | Residential | Flared Sides | 32' | Ramp Slope: 8.2\% <br> Flares: 6.2/9.7\% <br> Landing: None <br> Truncated Domes: None <br> Transition: 4.1\% <br> Lip on AC/ Concrete: No |
| P. 7 | Nancy Rd/ Merlo Ave | S/W | Residential | Flared Sides | 32' | Ramp Slope: 9.3\% <br> Landing: None <br> Truncated Domes: None |
| P. 10 | Nancy Rd/ Kahlo Ct | S/E | Residential | Flared Sides | 32' | Ramp Slope: 10.5\% <br> Landing: None <br> Truncated Domes: None |
| P. 13 | Nancy Rd/ Kahlo Ct | N/E | Residential | Flared Sides | $32^{\prime}$ | Ramp Slope: 12.0\% <br> Landing: None <br> Truncated Domes: None |
| P. 16 | Nancy Rd/ Antonia Ave | S/E | Residential | Flared Sides | 32' | Ramp Slope: 10.0\% <br> Landing: None <br> Truncated Domes: None |
| P. 19 | Nancy Rd/ Antonia Ave | N/E | Residential | Flared Sides | 32' | Ramp Slope: 11.8\% <br> Landing: None <br> Truncated Domes: None |
| P. 21 | Nancy Rd/ Merlo Ave | S/E | Residential | Flared Sides | 32' | Ramp Slope: 10.6\% <br> Landing: None <br> Truncated Domes: None |
| P. 24 | Nancy Rd/ Merlo Ave | N/E | Residential | Flared Sides | 32' | Ramp Slope: 13.0\% <br> Landing: None <br> Truncated Domes: None |
| P. 25 | Nancy Rd/ Merlo Ave | N/W | Residential | Flared Sides | 32' | Ramp Slope: 9.7\% <br> Landing: None <br> Truncated Domes: None |
| P. 26 | Cindy Rd/ Merlo Ave | S/W | Residential | Flared Sides | 32' | Ramp Slope: 9.8\% <br> Landing: None <br> Truncated Domes: None |

## Cutler

Map Q


Last Updated:

## Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Q. 1 | Sierra Ave | E. of Rd 128 W. of Ralph Rd N . side of road | Commercial/ Residential | Driveway | 42' | Driveways exceed max cross slope |
| Q. 2 | Sierra Ave | E. of Rd 128 W. of Ralph Rd N . side of road | Commercial/ Residential | Gap | 163' | Multiple Properties |
| Q. 3 | Sierra Ave | E. of Rd 128 W. of Ralph Rd N . side of road | Commercial/ Residential | Driveway | $25^{\prime}$ | Driveways exceed max cross slope |
| Q. 4 | Sierra Ave | E. of Rd 128 <br> W. of Ralph Rd <br> N . side of road | Commercial/ Residential | Gap | 74 | Single Properties, access to Ralph Rd |
| Q. 6 | Ralph Rd | N. of Sierra Ave <br> S. of Ave 404 <br> W. side of road | Residential | Gap | $50^{\prime}$ | Single Property |
| Q. 7 | Ralph Rd | N. of Sierra Ave <br> S. of Ave 404 <br> W. side of road | Residential | Driveway | 6 at $22^{\prime}$ | Driveways exceed max cross slope |
| Q. 8 | Ralph Rd | N. of Sierra Ave <br> S. of Ave 404 <br> W. side of road | Residential | Cross Slope | $40^{\prime}$ | 3.1\% |
| Q. 9 | Ralph Rd | N. of Sierra Ave <br> S. of Ave 404 <br> W. side of road | Residential | Broken Sidewalk | $42^{\prime}$ | Extremely Poor Condition |
| Q. 10 | Ralph Rd | N. of Sierra Ave <br> S. of Ave 404 <br> W. side of road | Residential | Gap | 110' | Multiple Properties |
| Q. 12 | Ralph Rd | S. of Sierra Ave W. side of road | Residential | Gap | 2001 | Multiple Properties, access to Sierra Ave |
| Q. 13 | Ralph Rd | S. of Sierra Ave W. side of road | Residential | Obstruction | $\begin{aligned} & 1 \text { at } 2.0^{\prime} \\ & 1 \text { at } 2.5^{\prime} \end{aligned}$ | Mailboxes |
| Q. 14 | Ralph Rd | S. of Sierra Ave W. side of road | Residential | Driveway | 3 at 24' | Driveways exceed max cross slope |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Q.5 | Ralph Rd/ <br> Sierra Ave | N/W | Commercial/ <br> Residential | None |  | No Curb Ramp |
| Q.11 | Ralph Rd/ <br> Sierra Ave | S/W | Commercial/ <br> Residential | None |  | No Curb Ramp |

## Cutler Map R




| Last Updated: | $07 / 29 / 2013$ |
| :--- | :---: |
| Community: | Cutler |
| Map: | R |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| R. 1 | Cannon Ave | N. of Ave 403 W. side of road | Residential | End of Sidewalk |  | No transition with No further access |
| R. 2 | Cannon Ave | N. of Ave 403 <br> W. side of road | Residential | Broken Sidewalk | $50^{\prime}$ | Poor Condition, multiple crack throughout slab, tripping hazard |
| R. 3 | Cannon Ave | N. of Ave 403 W. side of road | Residential | Cross Slope | 42' | 2.8\%-3.4\% |
| R. 5 | Cannon Ave | E. of Cannon Ave W. of Rd 130 <br> $S$. side of road | Residential | Offset | 1/2" | Tripping Hazard |
| R. 6 | Cannon Ave | E. of Cannon Ave W. of Rd 130 S. side of road | Residential | Cross Slope | $30^{\prime}$ | 2.2\%-3.1\% |
| R. 7 | Cannon Ave | E. of Cannon Ave <br> W. of Rd 130 <br> $S$. side of road | Residential | Gap | 45' | Single Property |
| R. 8 | Cannon Ave | E. of Cannon Ave <br> W. of Rd 130 both sides of road | Residential | Driveways | $\begin{aligned} & 8 \text { at } 25^{\prime} \\ & 6 \text { at } 15^{\prime} \end{aligned}$ | Driveways exceed max cross slope |
| R. 9 | Cannon Ave | E. of Cannon Ave <br> W. of Rd 130 <br> $S$. side of road | Residential | Gap | 240 | Multiple Properties |
| R. 10 | Rd 130 | N. of Sierra Ave S. of Cannon Ave both sides of road | Residential | Driveways | 8 at $20^{\prime}$ | Driveways exceed max cross slope |
| R. 11 | Rd 130 | N. of Sierra Ave <br> S. of Cannon Ave <br> E. side of road | Residential | Offset | 2 at 1/2" | Tripping Hazard |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| R. 12 | Rd 130 | N. of Sierra Ave S. of Cannon Ave W. side of road | Residential | Gap | 276 | Multiple Properties, access to Sierra Ave |
| R. 14 | Cannon Ave | E. of Cannon Ave W. of Rd 130 N. side of road | Residential | Gap | $55^{\prime}$ | Single Property |
| R. 15 | Cannon Ave | E. of Cannon Ave W. of Rd 130 <br> $N$. side of road | Residential | Obstruction | 1 at $2.0^{\prime}$ 1 at $2.4^{\prime}$ 1 at 2.8' | Mailboxes |
| R. 16 | Cannon Ave | E. of Cannon Ave W. of Rd 130 $N$. side of road | Residential | Offset | 2 at 1/2" | 30' of Depressed slap, causing 2 offsets, $2.5 \%$ $5.0 \%$ cross slope |
| R. 17 | Cannon Ave | E. of Cannon Ave W. of Rd 130 N. side of road | Residential | Obstruction | $0 '$ | Fence built over sidewalk, no further access |

## Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| R. 4 | Cannon Ave/ Cannon Ave | S/E | Residential | None |  | No Curb Ramp |
| R. 13 | Rd 130/ <br> Sierra Ave | N/W | Residential | None |  | No Curb Ramp |
| R. 18 | Rd 130/ Cannon Ave | S/W | Residential | None |  | No Curb Ramp |
| R. 19 | Rd 130/ Cannon Ave | N/W | Residential | None |  | No Curb Ramp |

## Cutler Map S



## Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| S. 2 | Cannon Ave | E. of Rd 130 W. of Robert Rd N. side of road | Residential | Cross Slope | $30^{\prime}$ | 2.5\%-3.0\% |
| S. 4 | Robert Rd | N. of Cannon Ave <br> S. of Ave 404 <br> W. side of road | Residential | Offset | 1/2" | Tripping Hazard |
| S. 5 | Cannon Ave | E. of Rd 130 W. of Robert Rd both sides of road | Residential | Driveways | 18 at 24 | Driveways exceed max cross slope |
| S. 6 | Robert Rd | N. of Cannon Ave <br> S. of Ave 404 <br> W. side of road | Residential | Driveways | 10' | Driveways exceed max cross slope |
| S. 8 | Ave 404 | E. of Rd 130 <br> W. of Robert Rd <br> S. side of road | Residential | Cross Slope | 45' total | 2.8-3.0\% |
| S. 9 | Ave 404 | E. of Rd 130 W. of Robert Rd both sides of road | Residential | Driveways | 12 at $22^{\prime}$ | Driveways exceed max cross slope |
| S. 11 | Rd 130 | N. of Cannon Ave S. of Ave 404 E. side of road | Residential | Driveways | $10^{\prime}$ | Driveways exceed max cross slope |
| S. 13 | Cannon Ave | E. of Rd 130 <br> W. of Cindy Rd <br> S. side of road | Residential | Offset | 1/2' | Tripping Hazard, due to 3'x3' asphalt patch used on sidewalk |
| S. 16 | Cannon Ave | W. of Nancy Rd <br> E. of Cindy Rd <br> S. side of road | Residential | Obstruction | 2.01 | Fire Hydrant |
| S. 17 | Cannon Ave | W. of Nancy Rd <br> E. of Cindy Rd <br> S. side of road | Residential | Cross Slope | 84' | 2.3\%-3.1\% |
| S. 20 | Cannon Ave | E. of Nancy Rd <br> W. of Robert Rd <br> S. side of road | Residential | Broken Sidewalk |  | Tripping hazard |
| S. 22 | Robert Rd | N. of Cannon Ave <br> S. of Ave 404 <br> E. side of road | Residential | Cross Slope | $20^{\prime}$ | 3.2\%-3.7\% |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| S.24 | Ave 404 | E. of Robert Rd <br> S. side of road | Residential | End of <br> Sidewalk | No transition with No further <br> access |  |
| S.25 | Ave 404 | E. of Robert Rd <br> N. side of road | Residential | End of <br> Sidewalk |  | No transition with No further <br> access |
| S.26 | Ave 404 | E. of Nancy Rd <br> W. of Robert Rd <br> N. side of road | Residential | Cross Slope | 15' |  |
| S.31 | Ave 404 | E. of Mueller Rd <br> W. of Cindy Rd <br> N. side of road | Residential | Gap | $105^{\prime}$ | Multiple Properties |

## Curb Ramps:

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :--- |
| S.1 | Rd $130 /$ <br> Cannon Ave | N/E | Residential | Flared Sides | 33' | Ramp Slope: $10.0 \%$ <br> Landing: None <br> Truncated Domes: None |
| S.3 | Robert Rd/ <br> Cannon Ave | N/W | Residential | Flared Sides | 33' | Ramp Slope: $12.5 \%$ <br> Landing: None <br> Truncated Domes: None |
| S.7 | Robert Rd/ <br> Ave 404 | S/W | Residential | Flared Sides | 33' | Ramp Slope: 9.0\% <br> Landing: None <br> Truncated Domes: None |

Curb Ramps:

\begin{tabular}{|c|c|c|c|c|c|c|}
\hline Feature No. \& Location \& Direction \& Type of Area \& Type \& Length \& Comment \\
\hline S. 10 \& \begin{tabular}{l}
Rd 130/ \\
Ave 404
\end{tabular} \& S/E \& Residential \& None \& \& No Curb Ramp \\
\hline S. 12 \& Rd 130/ Cannon Ave \& S/E \& Residential \& Flared Sides \& 33' \& \begin{tabular}{l}
Ramp Slope: 10.5\% \\
Landing: None \\
Truncated Domes: None
\end{tabular} \\
\hline S. 14 \& Cindy Rd/ Cannon Ave \& S/W \& Residential \& Flared Sides \& \(33^{\prime}\) \& \begin{tabular}{l}
Ramp Slope: 15.6\% \\
Landing: None \\
Truncated Domes: None
\end{tabular} \\
\hline S. 15 \& Cindy Rd/ Cannon Ave \& S/E \& Residential \& Flared Sides \& \(33^{\prime}\) \& \begin{tabular}{l}
Ramp SIope: 12.8\% \\
Landing: None \\
Truncated Domes: None
\end{tabular} \\
\hline S. 18 \& Nancy Rd/ Cannon Ave \& S/W \& Residential \& Flared Sides \& \(33^{\prime}\) \& \begin{tabular}{l}
Ramp Slope: 14.0\% \\
Landing: None \\
Truncated Domes: None
\end{tabular} \\
\hline S. 19 \& Nancy Rd/ Cannon Ave \& S/E \& Residential \& Flared Sides \& \(33^{\prime}\) \& \begin{tabular}{l}
Ramp Slope: 10.8\% \\
Landing: None \\
Truncated Domes: None
\end{tabular} \\
\hline S. 21

5.23 \& \begin{tabular}{l}
Robert Rd/ Cannon Ave <br>
Robert Rd/ <br>
Ave 404

 \& 

S/W <br>
S/E

 \& 

Residential <br>
Residential

 \& 

Flared Sides <br>
Flared Sides
\end{tabular} \& 33

$33^{\prime}$ \& | Ramp Slope: 10.2\% |
| :--- |
| Landing: None |
| Truncated Domes: None |
| Ramp Slope: 10.5\% |
| Landing: None |
| Truncated Domes: None | <br>


\hline S. 27 \& | Nancy Rd/ |
| :--- |
| Ave 404 | \& N/E \& Residential \& Flared Sides \& 33' \& | Ramp Slope: 9.4\% |
| :--- |
| Landing: None |
| Truncated Domes: None | <br>


\hline S. 28 \& | Nancy Rd/ |
| :--- |
| Ave 404 | \& N/W \& Residential \& Flared Sides \& 33' \& | Ramp Slope: 9.6\% |
| :--- |
| Landing: None |
| Truncated Domes: None | <br>


\hline S. 29 \& | Cindy Rd/ |
| :--- |
| Ave 404 | \& N/E \& Residential \& Flared Sides \& 33' \& | Ramp Slope: 8.8\% |
| :--- |
| Landing: None |
| Truncated Domes: None | <br>


\hline S. 30 \& | Cindy Rd/ |
| :--- |
| Ave 404 | \& N/E \& Residential \& Flared Sides \& 33' \& | Ramp Slope: 8.7\% |
| :--- |
| Landing: None |
| Truncated Domes: None | <br>


\hline S. 37 \& | Rd 130/ |
| :--- |
| Ave 404 | \& S/W \& Residential \& None \& \& No Curb Ramp <br>

\hline
\end{tabular}

Cutler Map T
$\lambda_{N}$


| Last Updated: | $07 / 30 / 2013$ |
| :--- | :---: |
| Community: | Cutler |
| Map: | T |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| T. 1 | Rosalie Ave | E. of Rd 130 <br> W. of Cindy Rd <br> N . side of road | Residential | Driveway | 2 at $25^{\prime}$ | Driveways exceed max cross slope |
| T. 2 | Rosalie Ave | E. of Rd 130 W. of Cindy Rd N . side of road | Residential | Cross Slope | 94' total | 2.8-3.1\% |
| T. 4 | Rd 130 | N. of Rosaline Ave <br> S. of Sierra Ave <br> E. side of road | Residential | Driveway | 5 at 22' | Driveways exceed max cross slope |
| T. 5 | Rd 130 | N. of Rosaline Ave <br> S. of Sierra Ave <br> E. side of road | Residential | Cross Slope | 8' | 3.8\% |
| T. 6 | Rd 130 | N. of Rosaline Ave <br> S. of Sierra Ave <br> E. side of road | Residential | Offset | 1/2" | Tripping Hazard |
| T. 7 | Rd 130 | N. of Rosaline Ave <br> S. of Sierra Ave <br> E. side of road | Residential | Cross Slope | $30^{\prime}$ | 3.4\%-4.4\% |
| T. 8 | Rosalie Ave | E. of Rd 130 <br> W. of Cindy Rd <br> S. side of road | Residential | End of Sidewalk |  | No transition with No further access |
| T. 9 | Rosalie Ave | E. of Rd 130 W. of Cindy Rd S. side of road | Residential | Cross Slope | $15^{\prime}$ | 3.4\%-3.6\% |
| T. 10 | Rosalie Ave | E. of Rd 130 <br> W. of Cindy Rd <br> S. side of road | Residential | Driveway | 2 at 25' | Driveways exceed max cross slope |
| T. 11 | Rosalie Ave | E. of Rd 130 <br> W. of Nancy Rd <br> S. side of road | Residential | Driveway | 6 at 22' | Driveways exceed max cross slope |
| T. 12 | Rosalie Ave | E. of Cindy Rd <br> W. of Nancy Rd <br> S. side of road | Residential | Cross Slope | 8' | 3.5\% |
| T. 14 | Nancy Rd | N. of Rosaline Ave S. of Cannon Ave both sides of road | Residential | Driveway | 20 at 22' | Driveways exceed max cross slope |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| T. 15 | Nancy Rd | N. of Rosaline Ave <br> S. of Cannon Ave E. side of road | Residential | Offset | $1{ }^{\prime \prime}$ | Hole in Sidewalk, Tripping Hazard |
| T. 16 | Nancy Rd | N. of Rosaline Ave <br> S. of Cannon Ave E. side of road | Residential | Offset | 3/4" | Tripping Hazard |
| T. 17 | Nancy Rd | N. of Rosaline Ave <br> S. of Cannon Ave E. side of road | Residential | Cross Slope | $24^{\prime}$ | 2.2\%-4.8\% |
| T. 18 | Nancy Rd | N. of Rosaline Ave <br> S. of Cannon Ave W. side of road | Residential | Driveway | $25^{\prime}$ | Driveways exceed max cross slope |
| T. 19 | Nancy Rd | N. of Rosaline Ave <br> S. of Cannon Ave W. side of road | Residential | Offset | 1/2" | 2 Tripping Hazards found along the path of travel |
| T. 20 | Nancy Rd | N. of Rosaline Ave <br> S. of Cannon Ave $W$. side of road | Residential | Cross Slope | 52' total | 2.4-4.3\% |
| T. 22 | Rosalie Ave | E. of Cindy Rd W. of Nancy Rd N. side of road | Residential | Cross Slope | 30' | 3.0\%-4.2\% |
| T. 23 | Rosalie Ave | E. of Cindy Rd W. of Nancy Rd N . side of road | Residential | Driveway | $24^{\prime}$ | Driveways exceed max cross slope |
| T. 25 | Cindy Rd | N. of Rosaline Ave S. of Cannon Ave both sides of road | Residential | Driveway | 20 at 22' | Driveways exceed max cross slope |
| T. 26 | Cindy Rd | N. of Rosaline Ave <br> S. of Cannon Ave <br> E. side of road | Residential | Cross Slope | 8' | 3.9\%-3.4\% |
| T. 27 | Cindy Rd | N. of Rosaline Ave <br> S. of Cannon Ave <br> E. side of road | Residential | Offset | 20 at 1/2" | Multiple offsets within segment of sidewalk, Typically found where sidewalk connects to driveway |
| T. 28 | Cindy Rd | N. of Rosaline Ave <br> S. of Cannon Ave W. side of road | Residential | Cross Slope | 165' total | 2.7-3.7\% |


| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| T. 3 | Rd 130/ <br> Rosaline Ave | N/E | Residential | Flared Sides | 24 | Ramp Slope: 7.9\% <br> Flares: 8.4/6.5\% <br> Landing: None <br> Truncated Domes: None Transition: 5.0\% Lip on AC/ Concrete: No Grooved Border: Yes |
| T. 13 | Nancy Rd/ Rosaline Ave | N/E | Residential | Flared Sides | 24 | Ramp Slope: 9.4\% <br> Landing: None <br> Truncated Domes: None |
| T. 21 | Nancy Rd/ Rosaline Ave | N/W | Residential | Flared Sides | $24^{\prime}$ | Ramp Slope: 8.8\% <br> Landing: None <br> Truncated Domes: None |
| T. 24 | Cindy Rd/ Rosaline Ave | N/E | Residential | Flared Sides | $24^{\prime}$ | Ramp Slope: 9.1\% <br> Landing: None <br> Truncated Domes: None |
| T. 29 | Cindy Rd/ Rosaline Ave | N/W | Residential | Flared Sides | $24^{\prime}$ | Ramp Slope: 10.6\% <br> Landing: None <br> Truncated Domes: None |

Cutler Map U


| Last Updated: | $07 / 29 / 2013$ |
| :--- | :---: |
| Community: | Cutler |
| Map: | U |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| U. 1 | Rosalie Ave | E. of Nancy Rd W. of Robert Rd $N$. side of road | Residential | Cross Slope | 15' | 3.2\% |
| U. 2 | Rosalie Ave | E. of Nancy Rd W. of Dianna Rd both sides of road | Residential | Driveway | 15 at 22' | Driveways exceed max cross slope |
| U. 3 | Rosalie Ave | E. of Nancy Rd W. of Robert Rd $N$. side of road | Residential | Cross Slope | 97' total | 2.4-4.3\% |
| U. 5 | Robert Rd | N. of Rosalie Ave <br> S. of Cannon Ave W. side of road | Residential | Cross Slope | 105' total | 2.4-4.0\% |
| U. 6 | Robert Rd | N. of Sierra Ave <br> S. of Cannon Ave E. side of road | Residential | Obstruction | 2.0' clear width | Fire Hydrant |
| U. 7 | Robert Rd | N. of Sierra Ave S. of Cannon Ave E. side of road | Residential | Cross Slope | $20^{\prime}$ | 2.6\%-3.5\% |
| U. 9 | Sierra Ave | E. of Robert Rd W. of Dianna Rd N. side of road | Residential | Cross Slope | $75^{\prime}$ | 2.4\%-3.9\% |
| U. 11 | Dianna Rd | N. of Rosalie Ave <br> S. of DEAD END both sides of road | Residential | Driveway | 28 at 24 | Driveways exceed max cross slope |
| U. 12 | Dianna Rd | N. of Rosalie Ave <br> S. of DEAD END both sides of road | Residential | Cross Slope | 97' total | 2.1-4.3\% |
| U. 14 | Robert Rd | N. of Rosalie Rd <br> S. of Sierra Ave <br> E. side of road | Residential | Offset | 1/2" | Tripping Hazard |
| U. 15 | Robert Rd | N. of Rosalie Rd <br> S. of Sierra Ave <br> E. side of road | Residential | Cross Slope | $34^{\prime}$ | 2.8\%-4.2\% |


| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| U. 4 | Robert Rd/ Rosalie Ave | N/W | Residential | Flared Sides | $24^{\prime}$ | Ramp Slope: 9.5\% <br> Landing: None <br> Truncated Domes: None |
| U. 8 | Robert Rd/ <br> Sierra Ave | N/E | Residential | Flared Sides | $24^{\prime}$ | Ramp Slope: 9.3\% <br> Landing: None <br> Truncated Domes: None |
| U. 10 | Robert Rd/ <br> Sierra Ave | N/W | Residential | Flared Sides | $24^{\prime}$ | Ramp Slope: 9.5\% <br> Landing: None <br> Truncated Domes: None |
| U. 13 | Robert Rd/ Rosalie Ave | N/E | Residential | Flared Sides | $24^{\prime}$ | Ramp Slope: 9.5\% <br> Landing: None <br> Truncated Domes: None |
| U. 16 | Robert Rd/ Sierra Ave | S/E | Residential | Flared Sides | 24 | Ramp Slope: 12.0\% <br> Landing: None <br> Truncated Domes: None |
| U. 17 | Robert Rd/ <br> Sierra Ave | S/W | Residential | Flared Sides | $24^{\prime}$ | Ramp Slope: 10.4\% <br> Landing: None <br> Truncated Domes: None |
| U. 18 | Dianna Rd/ Rosalie Ave | N/W | Residential | Flared Sides | $24^{\prime}$ | Ramp Slope: 12.2\% <br> Landing: None <br> Truncated Domes: None |

## Ducor

## Overview Map



## Ducor Map A



## Last Updated:

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A. 1 | Ave 56 | West of Braly Ave <br> $N$. Side of Road | Commercial | Broken Sidewalk | 10' | Poor condition, Uneven surface creating trip hazard |
| A. 2 | Ave. 56 | West of Braly Ave <br> $N$. Side of Road | Commercial | Driveway | 2 at 45' | Landings on Driveways have cross slopes between 3.6-4.5\% |
| A. 3 | Ave. 56 | West of Braly Ave <br> $N$. Side of Road | Commercial | Broken Sidewalk | $54 '$ | Poor condition, needs replacing. Cross slope at 2.5\% |
| A. 4 | Ave. 56 | West of Braly Ave <br> $N$. Side of Road | Commercial | Offset | $1{ }^{\prime \prime}$ | Tripping Hazard |
| A. 5 | Ave. 56 | West of Braly Ave <br> $N$. Side of Road | Commercial | Cross Slope | 80' | 3.0-4.5\% |
| A. 6 | Ave. 56 | West of Braly Ave <br> $N$. Side of Road | Commercial | Driveway | $26^{\prime}$ | No transition to landing, cross slope at 2.1\% |
| A. 9 | Braly Ave. | N. of Ave 56 <br> S. of Parsoms Ave W. Side of Road | Residential | Cross Slope | 40' | 2.3-2.8\% |
| A. 10 | Braly Ave. | N. of Ave 56 S. of Parsoms Ave W. Side of Road | Residential | Driveway | $23^{\prime}$ | $0.5 \%$ landing with no transition |
| A. 11 | Braly Ave. | N. of Ave 56 S. of Parsoms Ave W. Side of Road | Residential | End of Sidewalk | - | No transition with no further access |
| A. 12 | Ave. 56 | E. of Braly Ave. W. of Rd 234 $N$. Side of Road | Residential | Broken Sidewalk | 408' | Excessive damage to sidewalk creating trip hazards |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A.13 | Ave. 56 | C. of Braly Ave. <br> W. of Rd 234 <br> N. Side of Road | Residential | Driveway | 4 at 16' | Exceeds max cross slope |


| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A. 8 | Ave. 56/Braly Ave. | N/W | Commercial | Flared sides | $33^{\prime}$ | Ramp Slope: 11.3\% Landing: None Truncated Domes:None |
| A. 14 | Ave. 56/ Rd. 234 | N/w | Residential | None | $33^{\prime}$ | No Curb Ramp |
| A. 17 | Ave. 56/ Rd. 234 | s/w | Residential | None | $33^{\prime}$ | No Curb Ramp |
| A. 24 | Ave. 56 / Braly Ave. | S/E | Residential | None | $33^{\prime}$ | No Curb Ramp |
| A. 25 | Ave. 56/Braly Ave. | N/E | Commercial | None |  | No Curb Ramp |
| A. 26 | Ave. 56/Braly Ave. | S/W | Commercial | None |  | No Curb Ramp |

## Ducor Map B



Last Updated: 07/29/2013
Community: Ducor
Map: B

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| B. 1 | Ave.56/ Carlisle Rd. | S/W | Residential | Gap | $6{ }^{\prime}$ | Needs transition from sidewalk to Asphalt |
| B. 2 | Ave. 56 | W. of Carlisle Rd. <br> S. Side of Rd. | Residential | Driveway | 16 ' | Cross slope landing at 2.4\% |
| B. 3 | Ave. 56 | W. of Carlisle Rd. <br> S. Side of Rd. | Residential | Broken Sidewalk | $20^{\prime}$ | Vertical offset: 1/2" <br> Cross Slope: 3.7\% |
| B. 4 | Ave. 56 | W. of Carlisle Rd. <br> S. Side of Rd. | Residential | Broken Sidewalk | $1{ }^{\prime \prime}$ | Tripping Hazard |
| B. 5 | Ave. 56 | W. of Carlisle Rd. <br> S. Side of Rd. | Residential | Broken Sidewalk | $80^{\prime}$ | Poor Condition, Tripping Hazard |
| B. 6 | Ave. 56 | W. of Carlisle Rd. <br> S. Side of Rd. | Residential | Offset | $2 "$ | Tripping Hazard |
| B. 7 | Ave. 56 | W. of Carlisle Rd. <br> S. Side of Rd. | Residential | Cross Slope | $80^{\prime}$ | 3.6\%-4.8\% |
| B. 9 | Dennis Rd. | S. of Ave 56 E. Side of Rd. | Residential | Cross Slope | 66' | Cross Slope of 3.1\% |
| B. 10 | Dennis Rd. | S. of Ave 56 E. Side of Rd. | Residential | Driveway | $\begin{aligned} & 1 \text { at } 27 \\ & 1 \text { at } 20^{\prime} \end{aligned}$ | Cross slope landing at 4.3\% |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| B. 11 | Dennis Rd. | S. of Ave 56 <br> E. Side of Rd. | Residential | End of Sidewalk | - | No transition with no further access |
| B. 12 | Dennis Rd. | S. of Ave 56 W. Side of Rd. | Residential | Obstruction/ End of Sidewalk | $1^{\prime}$ | Propane Tank |
| B. 14 | Dennis Rd. | S. of Ave 56 W. Side of Rd. | Residential | Driveway | 2 at 28 | Non Compliant slope of $14.2 \%$ to driveway |
| B. 16 | Ave. 56 | W. of Dennis Rd. S. Side of Rd. | Residential | Driveway/ Offset | $26^{\prime}$ | Offset of 1 " with driveway exceed max cross slope |
| B. 17 | Ave. 56 | W. of Dennis Rd. S. Side of Rd. | Residential | Gap | 80' | Single Property |
| B. 18 | Ave. 56 | W. of Dennis Rd. S. Side of Rd. | Residential | Broken Sidewalk | 255' | Poor Condition, Tripping Hazard |
| B. 21 | Ave. 56 | W. of Dennis Rd. $N$. Side of Rd. | Residential | Broken Sidewalk | 110' | Poor Condition |
| B. 23 | Ave. 56 | E. of Dennis Rd <br> $N$. Side of Rd. | Residential | Broken Sidewalk | 152' | Poor Condition/ $15{ }^{\text {' }}$ Sidewalk Width |
| B. 24 | Dennis Rd. | S. of Ducor Ave. W. Side of Rd. | Residential | End of Sidewalk | - | No transition with no further access |
| B. 26 | Ducor Ave. | W. Of Dennis Rd. S. Side of Rd. | Residential | End of Sidewalk |  | Non Compliant Transition with a slope of $10.5 \%$ |

## Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| B. 8 | Ave. 56/ Dennis Rd. | S/E | Residential | Flared Sides | $33 '$ | Ramp Slope: 7.0\% <br> Flares: 18\% <br> Landing: 5\% <br> Truncated Domes: No Transition: 5.0\% Lip on AC/ Concrete: Yes Grooved Border: No |
| B. 15 | Ave. 56/ Dennis Rd. | S/W | Residential | Flared Sides | $34^{\prime}$ | Ramp Slope: 10.0\% <br> Landing: None <br> Truncated Domes:None |
| B. 19 | Ave. 56/ Rd. 234 | S/E | Residential | None | 33' | No curb ramp |
| B. 20 | Ave. 56/ Rd. 234 | N/E | Residential | None | $33^{\prime}$ | No curb ramp |
| B. 22 | Ave.56/ Dennis Rd | N/E | Residential | None | $33^{\prime}$ | No curb ramp |
| B. 25 | Ducor Ave./ Dennis Rd. | S/W | Residential | None | 28' | No curb ramp |

## Earlimart

## Overview Map



## Earlimart

 Map A

Last Updated: 07/30/2013
Community: Earlimart
Map: A

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A. 2 | N Muscat Rd | S. of Sierra Ave N. of Cardinal Ave W. side of road | Residential | Cross Slopes | 114' | 2.4\%-3.2\% |
| A. 3 | N Muscat Rd | S. of Sierra Ave N. of Cardinal Ave W. side of road | Residential | Driveway | $20^{\prime}$ | Driveways exceed max cross slope |
| A. 4 | E Cardinal Ave | E. of N Muscat Rd W. of N Vineyard Rd S. side of road | Residential | Cross Slopes | 298' | 2.8\%-5.0\% |
| A. 5 | E Cardinal Ave | E. of N Muscat Rd W. of $N$ Vineyard Rd $N$. and S. side of road | Residential | Driveway | 24 at 22' | Driveways exceed max cross slope |
| A. 6 | E Cardinal Ave | E. of $N$ Muscat Rd W. of $N$ Vineyard Rd S. side of road | Residential | Offset | 1/2" | Tripping hazard |
| A. 8 | N Vineyard Rd | S. of Cardinal Ave N. of E Camelia Ave W. side of road | Residential | Cross Slopes | 221' | 2.3\%-3.3\% |
| A. 10 | N Vineyard Rd | S. of Cardinal Ave N. of E Camelia Ave W. side of road | Residential | Driveway | 6 at 22' | Driveways exceed max cross slope |
| A. 11 | N Vineyard Rd | S. of Cardinal Ave <br> N. of E Camelia Ave E. side of road | Residential | Offset | $4 '$ | 2 1/2" vertival offsets located 4' apart |
| A. 12 | N Vineyard Rd | S. of Cardinal Ave <br> N. of E Camelia Ave E. side of road | Residential | Cross Slopes | 70' | 2.4\%-3.6\% |
| A. 14 | Azalea Ave and Thompson Rd | E. of N Vineyard Rd W. of Thompson Rd both sides of road | Residential | Driveway | 27 at 22' | Driveways exceed max cross slope |
| A. 15 | Azalea Ave | E. of N Vineyard Rd W. of Thompson Rd S. side of road | Residential | Cross Slopes | $93 '$ | 2.3\%-3.6\% |
| A. 16 | N Thompson Rd | N. of Azelea Ave <br> S. of Sierra Ave <br> E. side of road | Residential | Cross Slopes | 208' | 2.3\%-5.4\% |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A. 18 | Sierra Ave | E. of Thompson Rd | Residential | Cross Slopes | 58' | 3.0\%-4.3\% |
| A. 20 | N Thompson Rd | N. of Cardinal Ave S. of Sierra Ave W. side of road | Residential | Cross Slopes | 84' | 3.6\%-4.2\% |
| A. 23 | N Thompson Rd | S. of Cardinal Ave N. of Azalea Ave W. side of road | Residential | Cross Slopes | $185{ }^{\prime}$ | 3.1\%-4.1\% |
| A. 25 | Azalea Ave | E. of N Vineyard Rd W. of Thompson Rd N . side of road | Residential | Cross Slopes | 113' total | 2.2-3.9\% |
| A. 28 | Cardinal Ave | E. of N Vineyard Rd W. of Thompson Rd S. side of road | Residential | Cross Slopes | 121' | 2.1\%-4.0\% |
| A. 29 | Cardinal Ave | E. of Muscat Rd W. of Thompson Rd N. side of road | Residential | Cross Slopes | 171' total | 2.8-4.3\% |
| A. 31 | N Muscat Rd | S. of Sierra Ave N. of Cardinal Ave W. side of road | Residential | Cross Slopes | 49' | 2.8\%-3.1\% |
| A. 33 | Sierra Ave | E. of Muscat Rd W. of Thompson Rd S. side of road | Residential | Cross Slopes | 660' | 2.1\%-5.3\% |

## Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A. 1 | N Muscat Rd/ Sierra Ave | S/W | Residential | Flare Sides | $33^{\prime}$ | Ramp Slope: 9.0\% <br> Landing: None <br> Truncated Domes: None |
| A. 7 | N Vineyard Rd/ <br> E Cardinal Ave | S/w | Residential | Flare Sides | $33^{\prime}$ | Ramp Slope: 8.1\% <br> Flares: 6.2/11.2\% <br> Landing: None <br> Truncated Domes: No Transition: 5.0\% <br> Lip on AC/ Concrete: Yes Grooved Border: Yes |
| A. 9 | N Vineyard Rd/ E Camelia Ave | N/E | Residential | Flare Sides | $23 '$ | Ramp Slope: 7.8\% <br> Flares: 8.5/5.8\% <br> Landing: None <br> Truncated Domes: None Transition: 4.2\% Lip on AC/ Concrete: No Grooved Border: Yes |
| A. 13 | N Vineyard Rd/ Azalea Ave | S/E | Residential | Flare Sides | 33' | Ramp Slope: 7.1\% <br> Flares: 8.1/6.4\% <br> Landing: None <br> Truncated Domes: None Transition: 1.2\% <br> Lip on AC/ Concrete: No Grooved Border: Yes |
| A. 17 | Thompson Rd/ Sierra Ave | S/E | Residential | Flare Sides | 32' | Ramp Slope: 7.6\% <br> Flares: 6.9/7.0\% <br> Landing: None <br> Truncated Domes: None Transition: 5.0\% Lip on AC/ Concrete: No Grooved Border: Yes |
| A. 19 | Thompson Rd/ Sierra Ave | S/W | Residential | Flare Sides | $33 '$ | Ramp Slope: 8.2\% <br> Flares: 8.0/9.3\% <br> Landing: None <br> Truncated Domes: None Transition: 3.2\% <br> Lip on AC/ Concrete: No <br> Grooved Border: Yes |
| A. 21 | Thompson Rd/ Cardinal Ave | N/W | Residential | Flare Sides | $33^{\prime}$ | Ramp Slope: 9.4\% <br> Landing: None <br> Truncated Domes: None |
| A. 22 | Thompson Rd/ Cardinal Ave | s/w | Residential | Flare Sides | $33^{\prime}$ | Ramp Slope: 7.2\% Flares: 7.1/10.0\% Landing: None Truncated Domes: No Transition: 5.0\% Lip on AC/ Concrete: Yes Grooved Border: Yes |
| A. 24 | Thompson Rd/ Azalea Ave | N/W | Residential | Flare Sides | 33' | Ramp Slope: 9.7\% Landing: None Truncated Domes: None |
| A. 26 | N Vineyard Rd/ Azalea Ave | N/E | Residential | Flare Sides | 33' | Ramp Slope: 9.4\% Landing: None Truncated Domes: None |
| A. 27 | N Vineyard Rd/ <br> E Cardinal Ave | S/E | Residential | Flare Sides | 33' | Ramp Slope: 9.0\% Landing: None Truncated Domes: None |
| A. 30 | N Muscat Rd/ E Cardinal Ave | N/E | Residential | Flare Sides | 33' | Ramp Slope: 8.5\% Landing: None Truncated Domes: None |
| A. 32 | N Muscat Rd/ Sierra Ave | S/E | Residential | Flare Sides | 33' | Ramp Slope: 9.9\% Landing: None Truncated Domes: None |

## Earlimart

## Map B



Last Updated: 07/30/2013
Community: Map:

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| B. 1 | N Vineyard Rd | S. of Camelia Ave N. of Bent Ranch W. side of road | Residential | Driveway | 3 at 22' | Driveways exceed max cross slope |
| B. 2 | N Vineyard Rd | S. of Camelia Ave N. of Bent Ranch W. side of road | Residential | Cross Slopes | 83' | 2.4-3.6\% |
| B. 4 | E Bent Ranch Ave | E. of Muscat Ave W. of Vineyard R N. side of road | Residential | Cross Slopes | 183' | 2.3-3.8\% |
| B. 5 | E Bent Ranch Ave | E. of Muscat Ave W. of Vineyard Rd $N$. side of road | Residential | Driveway | 8 at $22{ }^{\prime}$ | Driveways exceed max cross slope |
| B. 6 | Muscat Ave | N. of E Sutter Ave S. of E Bent Ranch Ave W. side of road | Residential | Cross Slopes | 75' | 2.2-3.6\% |
| B. 9 | Muscat Ave | N. of E Sutter Ave S. of E Bent Ranch Ave E. side of road | Residential | Cross Slopes | 85' | 3.5-3.8\% |
| B. 11 | E Bent Ranch Ave | E. of Muscat Ave <br> W. of Vineyard Rd <br> S. side of road | Residential | Cross Slopes | 85' total | 2.2-3.1\% |
| B. 13 | N Vineyard Rd | N. of Sutter Ave <br> S. of Bent Ranch Ave <br> W. side of road | Residential | Cross Slopes | 110' | 2.4-3.6\% |
| B. 14 | N Vineyard Rd | N. of Sutter Ave <br> S. of Bent Ranch Ave W. side of road | Residential | Driveway | 2 at $22{ }^{\prime}$ | Driveways exceed max cross slope |
| B. 16 | E Sutter Ave | W. of Vineyard Rd <br> E. of Muscat Ave <br> $N$. side of road | Residential | Cross Slopes | 284' | 2.5-3.8\% |
| B. 17 | E Sutter Ave | W. of Vineyard Rd <br> E. of Muscat Ave <br> N. and S. side of road | Residential | Driveway | 8 at $22{ }^{\prime}$ | Driveways exceed max cross slope |
| B. 18 | E Sutter Ave | W. of Primavera Ct <br> E. of Muscat Ave <br> S. side of road | Residential | Cross Slopes | 88' | 2.4-2.9\% |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| B. 21 | E Sutter Ave | E. of Primavera Ct W. of Vineyard Ave S. side of road | Residential | Cross Slopes | 187 | 2.2-3.8\% |
| B. 24 | E Sutter Ave | E. of Vineyard Rd <br> S. side of road | Residential | Cross Slopes | 377 | 2.3-5.1\% |
| B. 25 | E Sutter Ave | E. of Vineyard Rd N. Side of Road | Residential | Cross Slopes | 162' | 2.2-4.0\% |
| B. 27 | N Vineyard Rd | Between E Sutter and E Bent Ranch Ave E. Side of Road | Residential | Cross Slopes | 184 | 2.2-4.0\% |
| B. 29 | E. Bent Ranch | Between N. Vineyard and N. Thompson Rd S. Side of Road | Residential | Cross Slopes | 111' | 2.3-3.8\% |
| B. 30 | E. Bent Ranch | Between N. Vineyard and N. Thompson Rd Both Sides of Road | Residential | Driveway | 10 at $22^{\prime}$ | Driveways exceed max cross slope |
| B. 31 | N. Thompson Rd | Between E. Camelia and E. Bent Ranch Both Sides of Road | Residential | Driveways | 5 at 22' | Driveways exceed max cross slope |
| B. 32 | N. Thompson Rd | Between E. Camelia and E . Bent Ranch E. Side of Road | Residential | Cross Slopes | 107' | 2.5-4.0\% |
| B. 33 | E. Camelia | Between N. Vineyard and N . Thompson Rd Both Sides of Road | Residential | Driveways | 9 at 22' | Driveways exceed max cross slope |
| B. 34 | E. Camelia | Between N. Vineyard and N . Thompson Rd $N$. Side of Road | Residential | Cross Slopes | 101' | 2.2-3.6\% |
| B. 36 | E. Camelia | Between N. Vineyard and N. Thompson Rd S. Side of Road | Residential | Cross Slopes | 79 | 2.4-3.2\% |
| B. 38 | N. Thompson Rd | Between E. Camelia and E Bent Ranch W. Side of Road | Residential | Cross Slopes | 116' | 3.1-3.9\% |

Path of Travel:
Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| B.40 | E. Bent Ranch | Between N. Thompson <br> and N. Vineyard <br> N. side of Road | Residential | Cross Slopes | $111^{\prime}$ |  |
| B.42 | E. Sutter Ave | E. of Vineyard Rd <br> N. side of road | Residential | Driveway | 6 at 22' | Driveways exceed max <br> cross slope |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| B. 3 | N Vineyard Rd/ E Bent Ranch Ave | N/W | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 9.8\% <br> Landing: None <br> Truncated Domes: None |
| B. 7 | Muscat Ave/ E Sutter Ave | N/W | Residential | Flared Sides | $37^{\prime}$ | Ramp Slope: 9.6\% <br> Landing: None <br> Truncated Domes: None |
| B. 8 | Muscat Ave/ E Sutter Ave | N/E | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 7.0\% <br> Flares: 6.9/8.2\% <br> Landing: None <br> Truncated Domes: None Transition: 2.0\% Lip on AC/ Concrete: Yes Grooved Border: Yes |
| B. 10 | Muscat Ave/ E Bent Ranch Ave | S/E | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 8.5\% <br> Landing: None <br> Truncated Domes: None |
| B. 12 | N Vineyard Rd/ E Bent Ranch Ave | S/W | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 9.3\% <br> Landing: None <br> Truncated Domes:None |
| B. 15 | N Vineyard Rd/ E Sutter Ave | N/W | Residential | Flared Sides | $33 '$ | Ramp Slope: 7.8\% <br> Flares: 6.7/8.2\% <br> Landing: None <br> Truncated Domes: None Transition: 2.0\% <br> Lip on AC/ Concrete: No Grooved Border: Yes |
| B. 19 | Primavera Ct/ E Sutter Ave | S/W | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 8.0\% <br> Flares: 3.3/8.5\% <br> Landing: None <br> Truncated Domes: No <br> Transition: 5.6\% <br> Lip on AC/ Concrete: Yes <br> Grooved Border: Yes |
| B. 20 | Primavera Ct/ <br> E Sutter Ave | S/E | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 9.7\% <br> Landing: None <br> Truncated Domes: None |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| B. 22 | N Vineyard Rd/ E Sutter Ave | S/W | Residential | Flared Sides | $33 '$ | Ramp Slope: 7.8\% <br> Flares: 5.2/9.3\% <br> Landing: None <br> Truncated Domes: None Transition: 6.0\% Lip on AC/ Concrete: No Grooved Border: Yes |
| B. 23 | N Vineyard Rd/ E Sutter Ave | S/E | Residential | Flared Sides | $33 '$ | Ramp Slope: 8.1\% <br> Flares: 9.5/7.1\% <br> Landing: None <br> Truncated Domes: None Transition: 4.9\% <br> Lip on AC/ Concrete: Yes Grooved Border: Yes |
| B. 26 | N Vineyard Rd/ E Sutter Ave | N/E | Residential | Flared Sides | $33 '$ | Ramp Slope: 8.2\% <br> Flares: 7.6/6.8\% <br> Landing: None <br> Truncated Domes: None Transition: 2.0\% Lip on AC/ Concrete: Yes Grooved Border: Yes |
| B. 28 | N. Vineyard Rd/ <br> E. Bent Ranch Ave | S/E | Residential | Flared Sides | $33 '$ | Ramp Slope: 9.1\% <br> Landing: None <br> Truncated Domes: None |
| B. 35 | N. Vineyard Rd/ <br> E. Camelia | S/E | Residential | Flared Sides | $28^{\prime}$ | Ramp Slope: 7.5\% <br> Flares: 6.4/8.4\% <br> Landing: None <br> Truncated Domes: None Transition: 3.2\% <br> Lip on AC/ Concrete: Yes Grooved Border: Yes |
| B. 37 | N. Thompson Rd/ E. Camelia | S/W | Residential | Flared Sides | 28' | Ramp Slope: 9.0\% Landing: None Truncated Domes: None |
| B. 39 | N. Thompson Rd/ <br> E. Bent Ranch Ave | N/W | Residential | Flared Sides | 28' | Ramp Slope: 9.6\% <br> Landing: None <br> Truncated Domes: None |
| B. 41 | N. Vineyard/ <br> E. Bent Ranch | N/E | Residential | Flared Sides | 28' | Ramp Slope: 8.7\% <br> Landing: None <br> Truncated Domes: None |

Earlimart
Map C


| Last Updated: | $07 / 30 / 2013$ |
| :--- | :---: |
| Community: | Earlimart |
| Map: | C |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| C. 2 | Parade Ave. | E. of Muscat <br> W. of N Thompson <br> S. Side of Road | Residential | Cross Slopes | 277' | 2.4\%-3.5\% |
| C. 3 | Parade Ave. | E. of Muscat W. of N Thompson S. Side of Road | Residential | Driveways | 17 at 22' | Driveways exceed max cross slope |
| C. 5 | N. Thompson | N. of Parade Ave Both sides of road | Residential | Driveways | 9 at $22^{\prime}$ | Driveways exceed max cross slope |
| C. 8 | N. Vineyard | S. of Sutter <br> N. of Parade Both sides of road | Residential | Driveways | 10 at $22^{\prime}$ | Driveways exceed max cross slope |
| C. 9 | N. Vineyard | S. of Sutter <br> N. of Parade <br> E. side of road | Residential | Cross Slopes | $189 '$ | 2.0\%-3.1\% |
| C. 12 | Primavera Ct. | S. of Sutter <br> N. of Parade <br> Both sides of road | Residential | Driveways | 12 at $22^{\prime}$ | Driveways exceed max cross slope |
| C. 13 | Primavera Ct. | N. of Parade <br> S. of Sutter <br> W. side of road | Residential | Cross Slopes | 115' | 2.4\%-3.9\% |
| C. 15 | Parade Ave. | W. of Primavera <br> E. of Muscat <br> N. side of Road | Residential | Cross Slopes | $96^{\prime}$ | 2.2\%-3.1\% |
| C. 18 | Muscat | N. of Parade Both sides of road | Residential | Driveways | 10 at $22^{\prime}$ | Driveways exceed max cross slope |


| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| C. 1 | N. Muscat Rd/ Parade Ave | S/E | Residential | Flare Sides | 30' | Ramp Slope: 8.2\% <br> Flares: 8.6/7.8\% <br> Landing: None <br> Truncated Domes: None |
| C. 4 | N. Thompson/ Parade Ave | S/W | Residential | Flare Sides | 31 | Ramp Slope: 8.9\% <br> Landing: None <br> Truncated Domes: None |
| C. 6 | N. Thompson/ Parade Ave | N/W | Residential | Flare Sides | 32' | Ramp Slope: 8.1\% <br> Flares: 6.7/8.4\% <br> Landing: None <br> Truncated Domes: None Transition: 1.4\% Lip on AC/ Concrete: Yes Grooved Border: Yes |
| C. 7 | N. Vineyard/ Parade Ave | N/E | Residential | Flare Sides | 33' | Ramp Slope: 6.9\% <br> Flares: 7.1/5.1\% <br> Landing: None <br> Truncated Domes: None Transition: 2.2\% Lip on AC/ Concrete: Yes Grooved Border: Yes |
| C. 10 | N. Vineyard/ Parade Ave | N/W | Residential | Flare Sides | $33^{\prime}$ | Ramp Slope: 9.6\% <br> Landing: None <br> Truncated Domes: None |
| C. 11 | Primavera Ct/ Parade Ave | N/E | Residential | Flare Sides | $30^{\prime}$ | Ramp Slope: 7.0\% <br> Flares: 7.6/6.4 <br> Landing: None <br> Truncated Domes: None Transition: 1.6\% Lip on AC/ Concrete: Yes Grooved Border: Yes |
| C. 14 | Primavera Ct/ Parade Ave | N/W | Residential | Flare Sides | 31' | Ramp Slope: 9.1\% <br> Landing: None <br> Truncated Domes: None |
| C. 16 | Muscat/ Parade Ave | N/E | Residential | Flare Sides | 31' | Ramp Slope: 8.6\% Landing: None Truncated Domes: None |

## Earlimart Map D



| Last Updated: | $07 / 30 / 2013$ |
| :--- | :---: |
| Community: | Earlimart |
| Map: | D |

Path of Travel:

| Fath Of Travel: | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| D.1 | Center ave | E. of Church <br> S. Side of Road | Residential | Cross Slopes | 193' | 2.1\%-3.1\% |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| D.18 | Muscat | N. of Martin <br> Both Sides of Road | Residential | Driveways | 3 at 22' | Driveways exceed max <br> cross slope |
| D.20 | Center Ave | W. of Muscat <br> N. Side of Road | Residential | Driveways | $35^{\prime}$ | Driveways exceed max <br> cross slope |
| D.21 | Center ave | W. of Muscat <br> N. Side of Road | Residential | Cross Slopes | $38^{\prime}$ | $2.1-2.8 \%$ |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| D. 2 | Muscat/ Center | S/W | Residential | Flare Sides | 23' | Ramp Slope: 8.6\% Landing: None Truncated Domes: None |
| D. 5 | Muscat/ Martin | S/E | Residential | Flare Sides | $35^{\prime}$ | Ramp Slope: 5.6\% <br> Flares: 4.1/5.9\% <br> Landing: None <br> Truncated Domes: None Transition: 2.0\% <br> Lip on AC/ Concrete: No Grooved Border: Yes |
| D. 7 | Primavera/ Martin | S/W | Residential | Flare Sides | $33^{\prime}$ | Ramp Slope: 7.3\% <br> Flares: 7.7/6.4\% <br> Landing: None <br> Truncated Domes: None Transition: 4.5\% <br> Lip on AC/ Concrete: No <br> Grooved Border: Yes |
| D. 10 | Primavera/ Martin | S/E | Residential | Flare Sides | $33^{\prime}$ | Ramp Slope: 8.3\% <br> Flares: 7.9/7.1\% <br> Landing: None <br> Truncated Domes: None Transition: 1.8\% Lip on AC/ Concrete: No Grooved Border: Yes |
| D. 14 | N. Thompson Rd/ Martin | N/W | Residential | Flare Sides | $33^{\prime}$ | Ramp Slope: 8.3\% <br> Flares: 7.0/9.8\% <br> Landing: None <br> Truncated Domes: None Transition: 6.0\% <br> Lip on AC/ Concrete: Yes Grooved Border: Yes |
| D. 16 | Muscat/ Martin | N/W | Residential | Flare Sides | $24^{\prime}$ | Ramp Slope: 9.0\% <br> Landing: None <br> Truncated Domes: None |
| D. 19 | Muscat/ Center | N/W | Residential | Flare Sides | $39^{\prime}$ | Ramp Slope: 10.6\% <br> Landing: None <br> Truncated Domes: None |

## Earlimart

 Map E

| Last Updated: | $07 / 30 / 2013$ |
| :--- | :---: |
| Community: | Earlimart |
| Map: | E |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| E. 2 | Sierra Ave | W. of Church Rd <br> E. of Dove Rd <br> N . side of road | Residential | Cross Slope | $30^{\prime}$ | 2.0\%-3.3\% |
| E. 5 | Sierra Ave | W. of Dove Rd <br> E. of Alila St <br> $N$. side of road | Residential | Cross Slope | 62' total | 2.0\%-3.1\% |
| E. 9 | Alila St | S. of Sierra Ave N. of Kovacevich St W. side of road | Residential | Cross Slope | $28^{\prime}$ | 2.2\%-3.3\% |
| E. 11 | Kovacevich St | E. of Alila St <br> W. of Dove Rd <br> S. side of road | Residential | Cross Slope | 144 | 4.4\%-3.0\% |
| E. 12 | Kovacevich St | E. of Alila St W. of Dove Rd S. side of road | Residential | Offset | $1{ }^{\prime \prime}$ | Tripping Hazard |
| E. 13 | Kovacevich St | E. of Alila St <br> W. of Church Rd Both sides of road | Residential | Driveway | 11 at $22^{\prime}$ | Driveways exceed max cross slope |
| E. 14 | Kovacevich St | E. of Alila St <br> W. of Dove Rd <br> S. side of road | Residential | Cross Slope | 164' | 2.8\%-4.1\% |
| E. 17 | Kovacevich St | W. of Church Rd <br> E. of Dove Rd <br> S. side of road | Residential | Cross Slope | 110 | 2.0\%-3.9\% |
| E. 20 | Kovacevich St | W. of Church Rd <br> E. of Alila St <br> S. side of road | Residential | Cross Slope | 210 | 2.1\%-4.2\% |
| E. 22 | Alila St | S. of Sierra Ave N. of Kovacevich St E. side of road | Residential | Cross Slope | 1301 | 2.0\%-3.4\% |
| E. 24 | Sierra Ave | E. of Alila St W. of Church Rd S. side of road | Residential | Driveway | 8 at $22^{\prime}$ | Driveways exceed max cross slope |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| E. 25 | Sierra Ave | E. of Alila St W. of Church Rd S. side of road | Residential | Cross Slope | 36' | 3.0\%-3.6\% |
| E. 26 | Sierra Ave | E. of Alila St W. of Church Rd S. side of road | Residential | Offset | 1/2" | Tripping Hazard |
| E. 28 | N Church Rd | S. of Sierra Ave <br> N. of Kovacevich St W. side of road | Residential | Cross Slope | 87' | 2.1-2.8\% |
| E. 29 | N Church Rd | S. of Sierra Ave N. of Kovacevich St E. side of road | Residential | Gap | 250' | Gap over multiple properties |
| E. 31 | Sierra Ave | E. of Church Rd W. of Muscat Rd S. side of road | Residential | Gap | 250' | Gap over multiple properties |
| E. 32 | Sierra Ave | E. of Church Rd <br> W. of Muscat Rd <br> S. side of road | Residential | Cross Slope | 45' | 2.6-3.0\% |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :--- |
| E.1 | N Church Rd/ <br> Sierra Ave | N/W | Residential | Flared Sides | 33' | Ramp Slope: $11.3 \%$ <br> Landing: None <br> Truncated Domes: None |
| E.3 | Dove Rd/ <br> Sierra Ave | N/E | Residential | Flared Sides | 34' | Ramp Slope: $11.0 \%$ <br> Landing: None <br> Truncated Domes: None |
| E.4 | Dove Rd/ <br> Sierra Ave | N/W | Residential | Flared Sides | 33' | 3amp Slope: $8.8 \%$ <br> Landing: None <br> Truncated Domes: None |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| E. 6 | Alila St/ Sierra Ave | N/E | Residential | Flared Sides | $33 '$ | Ramp Slope: 8.7\% <br> Landing: None <br> Truncated Domes: None |
| E. 7 | Alila St/ <br> Sierra Ave | N/W | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 9.4\% <br> Landing: None <br> Truncated Domes: None |
| E. 8 | Alila St/ Sierra Ave | S/W | Residential | Flared Sides | 38' | Ramp Slope: 16.3\% <br> Landing: None <br> Truncated Domes: None |
| E. 10 | Alila St/ Kovacevich St | N/E | Residential | Flared Sides | 31 | Ramp Slope: 14.6\% <br> Landing: None <br> Truncated Domes: None |
| E. 15 | N Dove Rd/ Kovacevich St | S/W | Residential | Flared Sides | 33' | Ramp Slope: 16.7\% <br> Landing: None <br> Truncated Domes: None |
| E. 16 | N Dove Rd/ Kovacevich St | S/E | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 11.8\% <br> Landing: None <br> Truncated Domes: None |
| E. 18 | N Church Rd/ Kovacevich St | S/W | Residential | Flared Sides | $31^{\prime}$ | Ramp Slope: 15.1\% <br> Landing: None <br> Truncated Domes: None |
| E. 19 | N Church Rd/ Kovacevich St | N/W | Residential | Flared Sides | $32^{\prime}$ | Ramp Slope: 15.3\% <br> Landing: None <br> Truncated Domes: None |
| E. 21 | Alila St/ Kovacevich St | N/E | Residential | Flared Sides | 34' | Ramp Slope: 13.6\% <br> Landing: None <br> Truncated Domes: None |
| E. 23 | Alila St/ <br> Sierra Ave | S/E | Residential | Flared Sides | $30^{\prime}$ | Ramp Slope: 14.3\% <br> Landing: None <br> Truncated Domes: None |
| E. 27 | N Church Rd/ Sierra Ave | S/W | Residential | Flared Sides | 32' | Ramp Slope: 14.5\% <br> Landing: None <br> Truncated Domes: None |
| E. 30 | N Church Rd/ Sierra Ave | S/E | Residential | None |  | No Curb Ramp |

Earlimart
Map F
$\mathrm{N}_{\mathrm{N}}$


Last Updated: 07/15/2013
Community: Earlimart
Map: F

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| F. 1 | E Sutter Ave | W. of Muscat <br> E. of Mariposa <br> N . side of road | Residential | Cross Slope | 64' | 2.4\%-3.9\% |
| F. 2 | E Sutter Ave | W. of Muscat <br> E. of Mariposa <br> N. side of road | Residential | Offset | 18' | 4 vertical offsets at $1 / 2^{\prime \prime}$ each, includes utility box |
| F. 4 | N Mariposa Rd | S. of Azelia Ct N. of Sutter Ave Both sides of road | Residential | Driveway | 21 at 22' | Driveways exceed max cross slope |
| F. 5 | N Mariposa Rd | S. of Camelia Dr N. of Sutter Ave W. side of road | Residential | Cross Slopes | 92' | 2 sections with cross slopes of $2.2 \%-3.7 \%$ |
| F. 7 | E Camelia Dr | E. of Mariposa Rd W. of La Primevera S. side of road | Residential | Cross Slopes | 135' total | 2.4\%-3.5\% |
| F. 8 | E Camelia Dr | E. of Mariposa Rd W. of La Primevera Both sides of road | Residential | Driveway | 11 at $22^{\prime}$ | Driveways exceed max cross slope |
| F. 9 | N La Primevera | S. of Camelia Dr N. of Camelia Dr Both sides of road | Residential | Driveway | 7 at 22' | Driveways exceed max cross slope |
| F. 10 | N La Primevera | S. of Camelia Dr N. of Camelia Dr W. side of road | Residential | Cross Slopes | 101' total | 2.0\%-4.8\% |
| F. 11 | E Azelia Ct | E. of Mariposa Rd W. of La Primevera Both sides of road | Residential | Driveway | 15 at $22^{\prime}$ | Driveways exceed max cross slope |
| F. 12 | E Azelia Ct | E. of Mariposa Rd W. of La Primevera N . side of road | Residential | Cross Slopes | 58' total | 2.5\%-3.5\% |
| F. 13 | N Mariposa Rd | S. of Azelia Ct <br> N. of Sutter Ave <br> E. side of road | Residential | Cross Slopes | 110' total | 2.2\%-3.8\% |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| F. 14 | N Mariposa Rd | S. of Azelia Ct <br> N. of Sutter Ave <br> E. side of road | Residential | Offset |  | 1/2" vertical offset, trip hazard |
| F. 16 | E Camelia Dr | E. of Mariposa Rd W. of La Primevera N . side of road | Residential | Cross Slopes | 106' | 2.0\%-4.2\% |
| F. 19 | E Azelia Ct | E. of Mariposa Rd W. of La Primevera S. side of road | Residential | Cross Slopes | 184' | 2.3\%-4.2\% |
| F. 23 | E Sutter Ave | E. of Church Rd W. of Muscat <br> S. side of road | Residential | Cross Slopes | 212' | 2 sections with cross slopes of 2.2\%-3.9\% |
| F. 24 | E Sutter Ave | E. of Church Rd W. of Muscat S. side of road | Residential | Driveway | 3 at 22' | Driveways exceed max cross slope |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| F. 3 | Mariposa Rd/ Sutter Ave | N/E | Residential | Flared Sides | $33 '$ | Ramp Slope: 9.6\% <br> Landing: None <br> Truncated Domes: None |
| F. 6 | Mariposa Rd/ Camelia Dr | S/E | Residential | Flared Sides | 32' | Ramp Slope: 7.2\% <br> Flares: 7.9/6.4\% <br> Landing: None <br> Truncated Domes: None Transition: 2.9\% <br> Lip on AC/ Concrete: No Grooved Border: Yes |
| F. 15 | Mariposa Rd/ Camelia Dr | N/E | Residential | Flared Sides | 30' | Ramp Slope: 8.5\% <br> Landing: None <br> Truncated Domes: None |
| F. 17 | N La Primevera/ E Camelia Dr | N/W | Residential | Flared Sides | 32' | Ramp Slope: 9.9\% <br> Landing: None <br> Truncated Domes: None |
| F. 18 | N La Primevera/ Azelia Ct | S/W | Residential | Flared Sides | 31' | Ramp Slope: 7.7\% <br> Flares: 9.7/6.4\% <br> Landing: None <br> Truncated Domes: None Transition: 9.0\% <br> Lip on AC/ Concrete: Yes <br> Grooved Border: Yes |
| F. 20 | N Mariposa Rd/ E Azelia Ct | S/E | Residential | Flared Sides | $30^{\prime}$ | Ramp Slope: 7.4\% <br> Flares: 7.6/7.6\% <br> Landing: None <br> Truncated Domes: None Transition: 7.1\% <br> Lip on AC/ Concrete: Yes <br> Grooved Border: Yes |
| F. 22 | Mariposa Rd/ Sutter Ave | N/W | Residential | Flared Sides | 31' | Ramp Slope: 8.8\% <br> Landing: None <br> Truncated Domes: None |

Earlimart Map G


Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| G. 1 | N Church Dr | S. of Kovachevich St N. of Sutter Ave W. side of road | Residential | Driveway | 6 at $22^{\prime}$ | Driveways exceed max cross slope |
| G. 2 | N Church Dr | S. of Kovachevich St N. of Sutter Ave W. side of road | Residential | Offset | 1/2" | Trip hazard |
| G. 3 | N Church Dr | S. of Kovachevich St N. of Sutter Ave W. side of road | Residential | Offset | 1/2" | Trip hazard |
| G. 4 | N Church Dr | S. of Kovachevich St N. of Sutter Ave W. side of road | Residential | Cross Slope | 34 | 2.5\%-3.3\% |
| G. 5 | N Church Dr | S. of Kovachevich St N. of Sutter Ave W. side of road | Residential | Sidewalk |  | Uneven sidewalk, trip hazard |
| G. 6 | N Church Dr | S. of Kovachevich St N. of Sutter Ave W. side of road | Residential | Cross Slope | 62' | 2.2\%-3.5\% |
| G. 7 | N Church Dr | S. of Kovachevich St N. of Sutter Ave W. side of road | Residential | Gap | 440' | Multiple properties |
| G. 11 | N Church Dr | S. of Kovachevich St N. of Sutter Ave E. side of road | Residential | Cross Slope | 460' | 2.7\%-3.7\% |
| G. 12 | N Church Dr | S. of Kovachevich St <br> N. of Sutter Ave <br> E. side of road | Residential | Driveway | $26^{\prime}$ | Driveway exceeds max cross slope |
| G. 13 | N Church Dr | S. of Kovachevich St N. of Sutter Ave E. side of road | Residential | Cross Slope | 217 | 2.4\%-3.4\% |


| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| G. 8 | N. Church Rd/ E Sutter Ave | N/W | Residential | None |  | No Curb Ramp |
| G. 9 | N. Church Rd/ E Sutter Ave | S/E | Residential | Flare Sides | $33^{\prime}$ | Ramp Slope: 8.7\% <br> Landing: None <br> Truncated Domes: None |
| G. 10 | N. Church Rd/ E Sutter Ave | N/E | Residential | Flare Sides | $33^{\prime}$ | Ramp Slope: 7.3\% <br> Flares: 7.6/8.6\% <br> Landing: None <br> Truncated Domes: None Transition: 7.8\% Lip on AC/ Concrete: Yes Grooved Border: Yes |
| G. 14 | N. Church Rd/ E Sutter Ave | S/W | Residential | None |  | No Curb Ramp |

## Earlimart Map H



| Last Updated: | $07 / 15 / 2013$ |
| :--- | :---: |
| Community: | Earlimart |
| Map: | H |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| H. 1 | N Dove Rd | S. of Kovacevich St N. of E Bent Ranch Ave $E$. side of road | Residential | Cross Slopes | 208' | 2.1\%-4.1\% |
| H. 2 | N Dove Rd | S. of Kovacevich St <br> N. of E Bent Ranch Ave both sides of road | Residential | Driveway | 14 at $22{ }^{\prime}$ | Driveways exceed max cross slope |
| H. 3 | N Dove Rd | S. of Kovacevich St N. of E Bent Ranch Ave E. side of road | Residential | Broken sidewalk | $6{ }^{\prime}$ | 6' of buckled segment of sidewalk, cross slopes of 2.9\% |
| H. 4 | E Bent Ranch Ave | E. of Spring Rd W. of Dove Rd S. side of road | Residential | Cross Slopes | 116' total | 2.2-3.2\% |
| H. 5 | E Bent Ranch Ave | E. of Spring Rd W. of Dove Rd Both sides of road | Residential | Driveway | 15 at 22' | Driveways exceed max cross slope |
| H. 7 | N Spring Rd | S. of Bent Ranch Ave <br> N. of Sutter Ave <br> E. side of road | Residential | Cross Slope | 74 | 2.3\%-3.0\% |
| H. 8 | N Spring Rd | S. of Kovacevich St <br> N. of Sutter Ave <br> E. side of road | Residential | Cross Slopes | 246' total | 2.1\%-4.3\% |
| H. 9 | N Spring Rd | S. of Kovacevich St <br> N. of Sutter Ave Both sides of road | Residential | Driveway | 23 at $22^{\prime}$ | Driveways exceed max cross slope |
| H. 10 | E Kovacevich St | W. of Alila St <br> E. of Spring Rd <br> $N$. side of road | Residential | Cross Slopes | 126' total | 2.6-3.6\% |
| H. 11 | E Kovacevich St | W. of Alila St E. of Spring Rd Both sides of road | Residential | Driveway | 7 at 22' | Driveways exceed max cross slope |
| H. 14 | E Kovacevich St | W. of Alila St <br> E. of Earlimart Ave <br> S. side of road | Residential | Cross Slope | 98' | 2.1\%-2.6\% |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| H. 16 | N Spring Rd | S. of Kovacevich St <br> N. of Quail Ave <br> E. side of road | Residential | Cross Slope | $94{ }^{\prime}$ | 2.4\%-3.3\% |
| H. 18 | Quail Ave | E. of Spring Rd W. of Earlimart Ave N . side of road | Residential | Cross Slope | 109' | 2.9\%-3.8\% |
| H. 19 | Quail Ave | E. of Spring Rd W. of Earlimart Ave both sides of road | Residential | Driveway | 11 at $22^{\prime}$ | Driveways exceed max cross slope |
| H. 22 | Quail Ave | W. of Dove Rd <br> E. of Earlimart Ave <br> $N$. side of road | Residential | Cross Slope | 161' | 3.1\%-6.1\% |
| H. 25 | Quail Ave | W. of Dove Rd E. of Spring Rd N. side of road | Residential | Cross Slope | 133' total | 2.3\%-3.9\% |
| H. 28 | E Bent Ranch Ave | E. of Spring Rd W. of Dove Rd $N$. side of road | Residential | Cross Slope | 36' total | 2.3\%-3.8\% |
| H. 30 | N Dove Rd | N of Bent Ranch Ave <br> S. of Quail Ave <br> W. side of road | Residential | Offset | 1/2" | Tripping hazard |
| H. 31 | N Dove Rd | N of Bent Ranch Ave <br> S. of Quail Ave <br> W. side of road | Residential | Cross Slope | 22' | 3.1\%-4.0\% |
| H. 32 | N Dove Rd | S. of Kovacevich St N. of Quail Ave W. side of road | Residential | Cross Slopes | 160' total | 2.5\%-4.1\% |
| H. 33 | N Earlimart St | S. of Kovacevich St N. of Quail Ave W. side of road | Residential | Cross Slope | 412' total | 2.2\%-4.7\% |
| H. 34 | N Earlimart St | S. of Kovacevich St N. of Quail Ave W. side of road | Residential | Offset | 1/2" | Tripping hazard |
| H. 35 | N Earlimart St | S. of Kovacevich St <br> N. of Quail Ave both sides of road | Residential | Driveway | 12 at $22^{\prime}$ | Driveways exceed max cross slope |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| H.36 | N Earlimart St | S. of Kovacevich St <br> N. of Quail Ave <br> W. side of road | Residential | Offset | $1 / 2^{\prime \prime}$ | Tripping hazard |
| H.39 | N Earlimart St | S. of Kovacevich St <br> N. of Quail Ave <br> E. side of road | Residential | Cross Slope | $262^{\prime}$ | $2.9 \%-4.5 \%$ |

## Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| H. 6 | Spring Rd/ Bent Ranch Ave | S/E | Residential | Flare Sides | $28^{\prime}$ | Ramp Slope: 10.8\% <br> Landing: None <br> Truncated Domes: None |
| H. 12 | Earlimart Ave/ Kovacevich St | S/E | Residential | Flare Sides | 38' | Ramp Slope: 16.9\% <br> Landing: None <br> Truncated Domes: None |
| H. 13 | Earlimart Ave/ Kovacevich St | S/W | Residential | Flare Sides | $30^{\prime}$ | Ramp Slope: 10.8\% <br> Landing: None <br> Truncated Domes: None |
| H. 15 | Spring Rd/ Kovacevich St | S/E | Residential | Flare Sides | $33^{\prime}$ | Ramp Slope: 13.8\% <br> Landing: None <br> Truncated Domes: None |
| H. 17 | Spring Rd/ Quail Ave | N/E | Residential | Flare Sides | $33 '$ | Ramp Slope: 8.1\% <br> Flares: 15.1/12.6\% <br> Landing: None <br> Truncated Domes: None <br> Transition: 5\% <br> Lip on AC/ Concrete: Yes <br> Grooved Border: No |
| H. 20 | Earlimart Ave/ Quail Ave | N/W | Residential | Flare Sides | $27^{\prime}$ | Ramp Slope: 13.8\% <br> Landing: None <br> Truncated Domes: None |
| H. 21 | Earlimart Ave/ Quail Ave | N/E | Residential | Flare Sides | 28' | Ramp Slope: 12.4\% <br> Landing: None <br> Truncated Domes: None |


| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| H. 23 | Dove Rd/ Quail Ave | N/W | Residential | Flare Sides | $33 '$ | Ramp Slope: 13.8\% <br> Landing: None <br> Truncated Domes: None |
| H. 24 | Dove Rd/ Quail Ave | S/W | Residential | Flare Sides | $33 '$ | Ramp Slope: 14.1\% <br> Landing: None <br> Truncated Domes: None |
| H. 26 | Spring Rd/ Quail Ave | S/E | Residential | Flare Sides | 28' | Ramp Slope: 10.4\% <br> Landing: None <br> Truncated Domes: None |
| H. 27 | Spring Rd/ Bent Ranch Ave | S/E | Residential | Flare Sides | $28^{\prime}$ | Ramp Slope: 12.0\% <br> Landing: None <br> Truncated Domes: None |
| H. 29 | Dove Rd/ Bent Ranch Ave | N/W | Residential | None |  | No Curb Ramp |
| H. 37 | N. Earlimart Ave | S. of Kovacevich St N. of Quail Ave W. side of road | Residential | Flare Sides | 22' | Ramp Slope: 16.1\% <br> Landing: None <br> Truncated Domes: None |
| H. 38 | N. Earlimart Ave | S. of Kovacevich St N. of Quail Ave E. side of road | Residential | Flare Sides | $33^{\prime}$ | Ramp Slope: 18.5\% <br> Landing: None <br> Truncated Domes: None |

## Earlimart

## Map I



| Last Updated: | $07 / 15 / 2013$ |
| :--- | :---: |
| Community: | Earlimart |
| Map: | 1 |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1.1 | Elm St | N. of School Ave S. of Washington St W. side of road | School | Gap in sidewalk | 410' | Gap in sidewalk, single property, School Zone |
| 1.2 | Elm St | N. of School Ave S. of Washington St W. side of road | School | Cross Slope | 158' total | 2.6\%-3.5\% |
| 1.3 | Elm St | N. of School Ave S. of Washington St W. side of road | School | Offset | 5 at 1/2" | Tripping Hazard |
| 1.6 | Washington St | W. of Elm Rd <br> E. of Church St <br> S. side of road | School | Cross Slope | 179' total | 2.3-7.4\% |
| 1.7 | Washington St | W. of Elm Rd <br> E. of Church St <br> S. side of road | School | Broken Sidewalk | $42^{\prime}$ | Broken/Uneven Sidewalk, Tripping Hazard |
| 1.8 | Washington St | W. of Elm Rd E. of Church St $N$. side of road | School | Driveway | $26^{\prime}$ | Driveway exceeds max cross slope |
| 1.9 | Washington St | W. of Elm Rd <br> E. of Church St <br> N. side of road | School | Cross Slope | $248{ }^{\prime}$ | 2.2\%-3.8\% |
| 1.10 | Washington St | W. of Elm Rd <br> E. of Church St <br> N . side of road | School | Offset | 1/2" | Tripping Hazard |
| 1.12 | Washington St | E. of Elm Rd $N$. side of road | School | Gap in sidewalk | 225 | Gap in sidewalk, multiple properties, School Zone |
| 1.13 | Washington St | E. of Elm Rd <br> N . side of road | School | Gap in sidewalk | 139' total | Multiple gaps, single property, 1 at 49' <br> 1 a t22' <br> 2 at $34^{\prime}$ |
| 1.14 | Washington St | E. of Elm Rd S. side of road | School | Gap in sidewalk | 310 | Gap in sidewalk, multiple properties |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1.15 | Washington St | E. of Elm Rd <br> S. side of road | School | Driveway | 16 at $22^{\prime}$ | Driveway exceeds max cross slope |
| 1.16 | Washington St | E. of Elm Rd <br> S. side of road | School | Cross Slope | 51' total | 3.8-4.1\% |
| 1.17 | Washington St | E. of Elm Rd S. side of road | School | Offset | 1/2" | Tripping Hazard |
| 1.18 | Washington St | E. of Elm Rd <br> S. side of road | School | Obstruction | 2.8' clear width | Mailbox restricting clear width |
| 1.19 | Washington St | E. of Elm Rd <br> S. side of road | School | Gap in sidewalk | 50' total | Gap in Sidewalk, single <br> property <br> 1 at $34{ }^{\prime}$ <br> 1 at $16^{\prime}$ |
| 1.20 | Washington St | E. of Elm Rd <br> S. side of road | School | Gap in sidewalk | 82' total | Gap in Sidewalk, multiple <br> properties <br> 2 at 33' <br> 1 at 16' |
| 1.21 | Washington St | E. of Elm Rd <br> S. side of road | School | Obstruction | 2.9'-1.9' | 2 similar obstructions, caused by mailboxes |
| 1.22 | Washington St | E. of Elm Rd <br> S. side of road | School | Gap in sidewalk | 200' | Gap in sidewalk, multiple properties, Gap includes driveway and mailbox obstruction |
| 1.24 | S Elm Rd | S. of Washington St <br> N. of Mary Ann Ave <br> E. side of road | School | Gap in sidewalk | 190' | Gap in sidewalk, single property, School Zone |
| 1.27 | Mary Ann Ave | E. of Elm Rd W. of Lane Ave N. side of road | School | Gap in sidewalk | $128{ }^{\prime}$ | Gap in sidewalk, multiple properties, residential area |
| 1.28 | Mary Ann Ave | E. of Elm Rd W. of Lane Ave N. side of road | School | Cross Slope | 64' total | 2.8-6.4\% |
| 1.29 | Mary Ann Ave | E. of Elm Rd W. of Lane Ave N. side of road | School | Driveway | 11 at 25' | Driveway exceeds max cross slope |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1.30 | Mary Ann Ave | E. of Elm Rd W. of Lane Ave N. side of road | School | Gap in sidewalk | 51' total | Gap in sidewalk, multiple properties, residential area |
| 1.31 | Mary Ann Ave | E. of Elm Rd W. of Lane Ave N . side of road | School | Cross Slope | 230 | 4.20\% |
| 1.32 | Mary Ann Ave | E. of Elm Rd W. of Lane Ave N . side of road | School | Gap in sidewalk | $160 '$ | Gap in sidewalk, multiple properties, residential area, includes segment of extremely damaged sidewalk |
| 1.33 | Lane Ave | N. of Kenneth Ave <br> S. of Mary Ann Ave E. side of road | School | Cross Slope | 99' total | 3.2\%-6.3\% |
| 1.34 | Kenneth Ave | E. of Elm Rd W. of Lane Ave S. side of road | School | Cross Slope | 137' | 4.0\%-6.0\% |
| 1.35 | Kenneth Ave | E. of Elm Rd <br> W. of Lane Ave <br> S. side of road | School | Gap in sidewalk | 78' total | Gap in Sidewalk, Multiple properties, residential area 1 at $10^{\prime} \quad 1$ at 60' 1 at $8^{\prime}$ |
| 1.36 | Kenneth Ave | E. of Elm Rd W. of Lane Ave <br> S. side of road | School | Driveway | 8 at 22' | Driveway exceeds max cross slope |
| 1.37 | Kenneth Ave | E. of Elm Rd W. of Lane Ave S. side of road | School | Obstruction | 2.21 | Fire Hydrant |
| 1.38 | Kenneth Ave | E. of Elm Rd W. of Lane Ave S. side of road | School | Offset | $1{ }^{\prime \prime}$ | 3 offsets at 1" each, tripping hazard |
| 1.40 | Elm St | N. of Kenneth Ave <br> S. of Mary Ann Ave E. side of road | School | Gap in sidewalk | 88' | Gap in Sidewalk, Single property, residential area |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1.41 | Elm St | N. of Kenneth Ave <br> S. of Mary Ann Ave E. side of road | School | Obstruction | $\begin{aligned} & 1 \text { at } 2.5^{\prime} \\ & 1 \text { at } 2^{\prime} \end{aligned}$ | Power Pole Obstructing clear width |
| 1.42 | School Ave | E. of Lane Ave <br> N. side of road | School | End of Sidewalk |  | End of Sidewalk, No transition, No further access |
| 1.43 | School Ave | E. of Lane Ave <br> $N$. side of road | School | Gap in sidewalk | 104' | Gap in Sidewalk, Multiple properties, residential area |
| 1.44 | School Ave | W. of Lane Ave <br> E. of Elm St <br> $N$. side of road | School | Driveway | 11 at 22' | Driveway exceeds max cross slope |
| 1.45 | School Ave | E. of Lane Ave <br> $N$. side of road | School | Offset | 1/2" | Tripping Hazard |
| 1.46 | School Ave | E. of Lane Ave <br> N. side of road | School | Offset |  | Abrupt transition, tripping hazard |
| 1.47 | School Ave | W. of Lane Ave <br> E, of Elm St <br> $N$. side of road | School | Cross Slope | 16 ' | 4.0\%-5.5\% |
| 1.48 | School Ave | W. of Lane Ave <br> E, of Elm St <br> $N$. side of road | School | Offset | 1/2" | Tripping Hazard |
| 1.49 | School Ave | W. of Lane Ave <br> E, of Elm St <br> $N$. side of road | School | Offset | > 1/2" | 3 offsets caused by utility boxes installed too high, tripping hazard |
| 1.50 | School Ave | W. of Lane Ave <br> E, of Elm St <br> $N$. side of road | School | Gap in sidewalk | 1301 | Gap in Sidewalk, Multiple properties, residential area |
| 1.51 | School Ave | W. of Lane Ave <br> E, of Elm St <br> $N$. side of road | School | Broken Sidewalk | 45' total | Broken/Uneven Sidewalk, Tripping Hazard |
| 1.52 | School Ave | W. of Lane Ave <br> E, of Elm St <br> $N$. side of road | School | Gap in sidewalk | $125 '$ | Gap in Sidewalk, Multiple properties, residential area |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1.58 | Franklin Ave | E. of Elm Rd W. of Lane Ave S. side of road | School | Gap in sidewalk | 240 | Gap in Sidewalk, Multiple properties, residential area |
| 1.59 | Franklin Ave, Lane Ave,Cannon Ave | On outside loop | School | Driveway | 24 at $22^{\prime}$ | Driveway exceeds max cross slope |
| 1.60 | Franklin Ave | E. of Elm Rd W. of Lane Ave S. side of road | School | Offset | 1/2" | Utility Box, Tripping Hazard |
| 1.61 | Franklin Ave | E. of Elm Rd W. of Lane Ave S. side of road | School | Cross Slope | 162' total | 2.3-4.4\% |
| 1.62 | Franklin Ave | E. of Elm Rd W. of Lane Ave S. side of road | School | Driveway | 54 | 2 consecutive driveways, exceed max cross slope, Broken causing trip hazard |
| 1.63 | Lane Ave | N. of Franklin Ave <br> S. of Cannon Ave <br> E. side of road | School | Cross Slope | 96 total | 2.8-8.5\% |
| 1.64 | Lane Ave | N. of Franklin Ave <br> S. of Cannon Ave <br> E. side of road | School | Gap in sidewalk | $68^{\prime}$ | Gap in Sidewalk, Multiple properties, residential area |
| 1.65 | Lane Ave | N. of Franklin Ave <br> S. of Cannon Ave <br> E. side of road | School | Obstruction | 2' clear width | Fire Hydrant |
| 1.66 | Cannon Ave | E. of Elm Rd W. of Lane Ave N. side of road | School | Gap in sidewalk | $385{ }^{\prime}$ | Gap in Sidewalk, Multiple properties, residential area |
| 1.67 | Cannon Ave | E. of Elm Rd W. of Lane Ave N. side of road | School | Broken Sidewalk | $2^{\prime}$ | Broken/Uneven Sidewalk, Tripping Hazard |
| 1.68 | Cannon Ave | E. of Elm Rd W. of Lane Ave N. side of road | School | Gap in sidewalk | $218{ }^{\prime}$ | Gap in Sidewalk, Multiple properties, residential area |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1.4 | Elm Rd | N. of School Ave <br> S. of Washington Ave W. side of road | School | None |  | No Curb Ramp, No Transition to Cross Walk |
| 1.5 | Elm Rd/ Washington St | S/W | School | None |  | No Curb Ramp |
| 1.11 | Washington St | N. of Elm Rd $N$. side of road | School | None |  | No Curb Ramp, No Transition to Cross Walk |
| 1.23 | Elm Rd/ Washington St | S/E | School | None |  | No Curb Ramp |
| 1.25 | Elm Rd/ Mary Ann Ave | N/E | School | None |  | No Curb Ramp |
| 1.26 | Elm Rd/ Mary Ann Ave | S/E | School | None |  | No Curb Ramp |
| 1.39 | Elm Rd/ Kenneth Ave | S/E | School | None |  | No Curb Ramp |
| 1.40 | Elm Rd/ Kenneth Ave | N/E | School | None |  | No Curb Ramp |
| 1.53 | Elm Rd/ School Ave | N/E | School | None |  | No Curb Ramp |
| 1.54 | Elm Rd/ School Ave | N/W | School | None |  | No Curb Ramp |
| 1.55 | Elm Rd/ School Ave | s/w | School | None |  | No Curb Ramp |
| 1.56 | Elm Rd/ School Ave | S/E | School | None |  | No Curb Ramp |
| 1.57 | Elm Rd/ Franklin Ave | S/E | School | None |  | No Curb Ramp |

## Earlimart

## Map J



Last Updated: 07/15/2013

## Community: Earlimart <br> Map: J

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| J. 1 | Elm Rd | S. of Tulare Ave N. of Armstrong Ave W. side or road | Residential | Gap | 190' | 190' gap in sidewalk over multiple properties |
| J. 2 | Elm Rd | S. of Tulare Ave N. of Armstrong Ave W. side or road | Residential | Cross Slope | 90' total | 2.2-3.0\% |
| J. 3 | Elm Rd | S. of Tulare Ave N. of Armstrong Ave W. side or road | Residential | Driveways | 5 at 18' | Driveways exceed max cross slope |
| J. 5 | Elm Rd | S. of Tulare Ave N. of Armstrong Ave W. side or road | Residential | Gap | 60' | 60' gap in sidewalk |
| J. 7 | Elm Rd | S. of Tulare Ave N. of Armstrong Ave W. side or road | Residential | Driveways | 31' | Driveways exceed max cross slope |
| J. 8 | Elm Rd | S. of Tulare Ave N. of Armstrong Ave W. side or road | Residential | Gap | $60^{\prime}$ | 60' gap in sidewalk |
| J. 9 | Ave 48 | E. of Church St W. of Olive Rd S. side of road | Residential | Driveways | 35' | Driveways exceed max cross slope |
| J. 10 | Ave 48 | E. of Church St W. of Olive Rd <br> S. side of road | Residential | Cross Slope | 37' total | 2.6-3.0\% |
| J. 11 | Ave 48 | E. of Church St W. of Olive Rd <br> S. side of road | Residential | Driveways | $23^{\prime}$ | Driveways exceed max cross slope |
| J. 13 | Ave 48 | E. of Church St W. of Olive Rd <br> S. side of road | Residential | Driveways | 3 at 19' | Driveways exceed max cross slope |
| J. 14 | Ave 48 | E. of Church St W. of Olive Rd <br> S. side of road | Residential | Broken Sidewalk | $14{ }^{\prime}$ | Sidewalk in poor condition |
| J. 15 | Ave 48 | E. of Church St W. of Olive Rd <br> S. side of road | Residential | Gap | 140' | 140' gap in sidewalk |
| J. 16 | Ave 48 | E. of Church St W. of Olive Rd N . side of road | Residential | Gap | 240 | 240' gap in sidewalk |

Earlimart Map K


Last Updated: 07/15/2013

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| K. 1 | E Tulare Ave | E. of State St W. of Church St S. side of road | Residential | Gap | 111' | Gap in sidewalk, 111' East from intersection |
| K. 2 | E Tulare Ave | E. of State St W. of Church St S. side of road | Residential | Offset | 1/2" | 1/2"+ vertical offset in sidewalk, trip hazard |
| K. 3 | E Tulare Ave | E. of State St W. of Church St S. side of road | Residential | Driveway | 7 at 19' | Driveways exceed max cross slope |
| K. 4 | E Tulare Ave | E. of State St W. of Church St S. side of road | Residential | Gap | 80' | 80' gap in sidewalk |
| K. 8 | S State St | S. of Kern Ave <br> N. of Ave 48 <br> $W$. side of road | Commercial | Cross Slope | 60' | 3.4\%-3.7\% |
| K. 9 | S State St | S. of Kern Ave <br> N. of Ave 48 <br> $W$. side of road | Commercial | Driveway | $\begin{aligned} & 2 \text { at } 22^{\prime} \\ & 2 \text { at } 42^{\prime} \end{aligned}$ | Driveways exceed max cross slope |
| K. 10 | S State St | S. of Kern Ave <br> N. of Ave 48 <br> W. side of road | Commercial | Gap | 15' | 15' gap in sidewalk |
| K. 13 | Ave 48 | E. of State St W. of Church St N. side of road | Commercial | Driveway | 2 at 40' | Driveways exceed max cross slope |
| K. 14 | Ave 48 | E. of State St W. of Church St N. side of road | Commercial | Gap | 25' | 25' gap in sidewalk |
| K. 15 | Ave 48 | E. of State St <br> W. of Church St <br> N. side of road | Commercial | Driveway | $\begin{aligned} & 1 \text { at } 25^{\prime} \\ & 1 \text { at } 35^{\prime} \end{aligned}$ | Driveways exceed max cross slope |
| K. 16 | Ave 48 | E. of State St <br> W. of Church St <br> $N$. side of road | Commercial | Cross Slope | $52^{\prime}$ | 2.3\%-4.2\% |
| K. 21 | S Church St | S. of Kern Ave <br> N. of Ave 48 <br> $W$. side of road | Commercial | Cross Slope | 100 | 2.8\%-2.4\% |

Path of Travel:
Path Of Travel:

| Keature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| K.23 | S Church St | S. of Kern Ave <br> N. of Ave 48 <br> E. side of road | Commercial | End of <br> Sidewalk | No transition with no further <br> access |  |
| K.24 | S Church St | S. of Kern Ave <br> N. of Ave 48 <br> E. side of road | Commercial | Driveway | 53' | Driveways exceed max <br> cross slope |
| K. 25 | S Church St | S. of Kern Ave <br> N. of Ave 48 <br> E. side of road | Commercial | Gap | $80^{\prime \prime}$ | 80 gap in sidewalk |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| K.5 | S Church St/ <br> E Tulare Ave | S/W | Residential | None | 32' | No curb ramp |
| K.6 | S State St/ <br> E Kern Ave | N/E |  | Commercial | None | 32' |

Earlimart
Map L
A


| Last Updated: | $07 / 15 / 2013$ |
| :--- | :---: |
| Community: | Earlimart |
| Map: | L |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| L. 1 | S Front St | N. of Olympia St S. of Cedar Ave W. side of road | Residential | Gap | $158{ }^{\prime}$ | ${ }^{158}$ ' gap in sidewalk just North of Olumpia St, Includes no curb ramp at intersection |
| L. 2 | S Front St | N. of Olympia St <br> S. of Cedar Ave <br> W. side of road | Residential | Driveway | $19^{\prime}$ | Driveway exceeds max cross slope |
| L. 3 | S Front St | N. of Olympia St <br> S. of Cedar Ave <br> W. side of road | Residential | Cross Slope/ Offset | $16^{\prime}$ | 16 ' of $2.6 \%$ cross slope, includes 2 vertical offsets of 1/2" |
| L. 4 | S Front St | N. of Olympia St <br> S. of Cedar Ave <br> W. side of road | Residential | Driveway | 2 at 22' | Driveway exceeds max cross slope |
| L. 5 | S Front St | N. of Olympia St S. of Cedar Ave W. side of road | Residential | Sidewalk | $70^{\prime}$ | 70' of $3^{\prime}$ wide sidewalk |
| L. 7 | Cedar Ave | E. of Front St <br> S. side of road | Residential | Cross Slope | $66^{\prime}$ | 2.3\%-3.2\% |
| L. 8 | Cedar Ave | E. of Front St <br> S. side of road | Residential | Driveway | 2 at 30' | Driveway exceeds max cross slope |
| L. 9 | Cedar Ave | E. of Front St <br> S. side of road | Residential | End of Sidewalk |  | No transition with no further access |

## Curb Ramps:

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| L. 6 | S Front St/ Cedar Ave | S/E |  |  |  |  |

Earlimart Map M


| Last Updated: | $07 / 24 / 2013$ |
| :--- | :---: |
| Community: | Earlimart |
| Map: | M |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M. 2 | S Front St | N. of Armstrong Ave S. of Wilson Ave W. side of road | Commercial | Gap in sidewalk | 180' | Gap In sidewalk over multiple properties |
| M. 3 | S Front St | N. of Armstrong Ave S. of Wilson Ave W. side of road | Commercial | Driveway | $23 '$ | Driveway exceeds max cross slope |
| M. 4 | S Front St | N. of Armstrong Ave S. of Wilson Ave W. side of road | Commercial | Cross Slope | $56^{\prime}$ | 3.9\%-4.7\% |
| M. 5 | S Front St | N. of Armstrong Ave S. of Wilson Ave W. side of road | Commercial | Gap in sidewalk | 400 | Gap in sidewalk over multiple properties |

## Curb Ramps:

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M.1 | S Front St/ Armstrong <br> Ave | N/E | Commercial | None |  |  |
| No curb ramp |  |  |  |  |  |  |

Earlimart Map N


| Last Updated: | $07 / 15 / 2013$ |
| :--- | :---: |
| Community: | Earlimart |
| Map: | N |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| N. 3 | S Front St | N. of Clay Ave <br> S. of Washington Ave W. side of road | Commercial/ Residential | Obstruction |  | Parking stall located in the path of travel, reslulting in a clear width of less than $3^{\prime}$ when occupied |
| N. 4 | S Front St | N. of Clay Ave <br> S. of Washington Ave <br> W. side of road | Commercial/ Residential | Gap | 100 | Multiple Properties |
| N. 5 | S Front St | N. of Clay Ave <br> S. of Washington Ave W. side of road | Commercial/ Residential | Driveway | $30^{\prime}$ | Driveway exceeds max cross slope, walk around provided, but broken and uneven, creating trip hazard |
| N. 8 | S Front St | N. of Washington Ave W. side of road | Commercial/ Residential | Cross Slope | $34^{\prime}$ | 2.2\%-3.4\% |

## Curb Ramps:

| Curb Ramps: |
| :--- |
| Feature No. Location Direction Type of Area Type Length Comment <br> N.1 S Front St/ Franklin <br> Ave S/E Commercial/ <br> Residential None  No Curb Ramp <br> N.2 S Front St/ Clay Ave      |
| N. 6 |

## Earlimart

## Map O



| Last Updated: | $07 / 15 / 2013$ |
| :--- | :---: |
| Community: | Earlimart |
| Map: | O |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0.4 | N Church Rd | S. of Center Rd W. side of road | School | Gap | $26^{\prime}$ | 26' Gap in Sidewalk, single property |
| 0.5 | N Church Rd | S. of Center Rd <br> N. of Washington Ave <br> W. side of road | School | Broken Sidewalk | $55^{\prime}$ | Damaged/Uneven Sidewalk, trip hazard |
| 0.6 | N Church Rd | S. of Center Rd <br> N. of Washington Ave W. side of road | School | Gap | 65' | 65' Gap in Sidewalk |
| 0.7 | N Church Rd | S. of Center Rd <br> N. of Washington Ave W. side of road | School | Driveway | $26^{\prime}$ | Driveway exceeds max cross slope, Vertical offset at N . end of driveway |
| 0.9 | E. Washington Ave. | E. of State St W. of Church Rd N. side of road | School | Driveway/ Landing | 18' of $2.9^{9}$ 24 ' of $3^{\prime}$ $22^{\prime}$ of $3^{\prime}$ $26^{\prime}$ of 3 | Minimum landing width of 4 ' required |
| 0.10 | N Church Rd | S. of Center Rd <br> N. of Washington Ave <br> E. side of road | School | Broken Sidewalk |  | Chipped out section of concrete at joint, trip hazard |
| 0.11 | N Church Rd | S. of Center Rd <br> N. of Washington Ave <br> E. side of road | School | Driveway | 18' | Driveway exceeds max cross slope |
| 0.12 | N Church Rd | S. of Center Rd N. of Washington Ave E. side of road | School | Offset |  | $1 / 2^{\prime \prime}$ vertical offset in sidewalk, trip hazard |
| 0.15 | N Church Rd | S. of Center Rd N. of Washington Ave E. side of road | School | Cross Slope | 55' | 3.2\%-4.0\% |
| 0.20 | Washington Ave | W. of State St E. of Hwy 99 S. side of road | School | Cross Slope | 52' | 2.3\%-3.0\% |
| 0.21 | Washington Ave | W. of State St <br> E. of Hwy 99 <br> S. side of road | School | Driveway | 2 at 26 | Driveways exceed max cross slope |
| 0.22 | Washington Ave | W. of State St <br> E. of Hwy 99 <br> N. side of road | School | Offset | $2 "$ | Tripping Hazard |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| O.23 | Washington Ave | W. of State St <br> E. of Hwy 99 <br> N. side of road | School | Broken <br> Sidewalk | 8' | Poor Condition |


| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0.1 | N State St/ Washington Ave | N/E | School | Flare Sides | $33 '$ | Ramp Slope: 7.2\% <br> Flares: 7.2/6.9\% <br> Landing: 2.4\% <br> Truncated Domes: Yes Transition: 21.5\% Lip on AC/ Concrete: None Grooved Border: Yes |
| 0.2 | $\underset{\text { Rd }}{\text { N State }}$ | S/E | School | Flare Sides | $33 '$ | Ramp Slope: 6.5\% <br> Flares: 7.0/6.8\% <br> Landing: 2.5\% <br> Truncated Domes: Yes Transition: 5.0\% <br> Lip on AC/ Concrete: Yes Grooved Border: Yes |
| 0.3 | E Center Rd | S. Side of road | School | Ramp |  | Transition from end of sidewalk to shoulder, 8.9\% ramp slope |
| 0.4 | N Church Rd/ E Center Rd | S/W | School | None |  | No Curb Ramp |
| 0.8 | N Church Rd/ Washington Ave | N/W | School | Flare Sides | $33 '$ | Ramp SIope: 7.6\% <br> Flares: 7.7/6.8\% <br> Landing: 2.4\% <br> Truncated Domes: Yes Transition: 8.3\% Lip on AC/ Concrete: Yes Grooved Border: Yes |
| 0.13 | Church Rd/ Washington Apt | E. side of road N. approach | School | Flare Sides | 32' | Ramp Slope: 9.9\% <br> Landing: None <br> Truncated Domes: None |
| 0.14 | Church Rd/ Washington Apt | E. side of road <br> S. approach | School | Flare Sides | $32^{\prime}$ | Ramp Slope: $10.1 \%$ <br> Landing: None <br> Truncated Domes: None |
| 0.16 | N Church Rd/ Washington Ave | N/E | School | Flare Sides | $33^{\prime}$ | Ramp Slope: $10.1 \%$ <br> Landing: None <br> Truncated Domes: None |
| 0.17 | N Church Rd/ Washington Ave | S/E | School | None |  | No Curb Ramp |
| 0.18 | N State St/ Washington Ave | S/E | School | None |  | No Curb Ramp |


| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0.19 | N State St/ Washington Ave | S/W | School | Flare Sides | $32^{\prime}$ | Ramp Slope: 10.1\% <br> Landing: None <br> Truncated Domes: None |
| 0.24 | Washington Ave | W. of State St <br> E. of Hwy 99 <br> N . side of road | School | Dip Down | $6{ }^{\prime}$ | Ramp Slope: 11.2\% <br> Landing: None <br> Truncated Domes: None |
| 0.26 | N State St/ Washington Ave | N/W | School | Flare Sides | $32^{\prime}$ | Ramp Slope: 8.7\% <br> Landing: None <br> Truncated Domes: None |
| 0.31 | N State St/ E Center Rd | S/W | School | None |  | No Curb Ramp |
| 0.32 | N State St/ E Center Rd | N/E | School | Flare Sides | 32' | Ramp Slope: 6.0\% <br> Flares: 8.6/8.3\% <br> Landing: 1.9\% <br> Truncated Domes: None Transition: 7.0\% Lip on AC/ Concrete: No Grooved Border: Yes |

Earlimart
Map P


| Last Updated: | $08 / 14 / 2013$ |
| :--- | :---: |
| Community: | Earlimart |
| Map: | P |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| P. 2 | N Valente Rd | S. of Center Ave <br> N. of Washington Ave W. side of road | Residential | Driveway | 28' | Driveway exceeds max cross slope |
| P. 3 | N Valente Rd | S. of Center Ave <br> N. of Washington Ave <br> W. side of road | Residential | Obstruction | 83' | 83' of Sidewalk width of $3^{\prime}$ from edge of fence to curb |
| P. 4 | N Valente Rd | S. of Center Ave <br> N. of Washington Ave W. side of road | Residential | Driveway | $20^{\prime}$ | Driveway exceeds max cross slope |
| P. 5 | N Valente Rd | S. of Center Ave <br> N. of Washington Ave $W$. side of road | Residential | Driveway | 2 at 16' | Driveway exceeds max cross slope, includes 8' gap between them |
| P. 6 | N Valente Rd | S. of Center Ave <br> N. of Washington Ave W. side of road | Residential | Cross Slope | 54 | 54' of 2.1\%-5.0\% cross slope, 3.5 ' sidewalk width, includes 10' driveway |
| P. 7 | N Valente Rd | S. of Center Ave <br> N. of Washington Ave W. side of road | Residential | Gap | 216 | 216' gap in sidewalk, includes a 16 ' driveway |
| P. 8 | Washington Ave | W. of Valente Rd <br> $N$. side of road | Residential | Gap | $103 '$ | 103' Gap in sidewalk, just West of Valente Rd |
| P. 9 | Washington Ave | W. of Valente Rd <br> E. of Citrus Rd <br> N. side of road | Residential | Obstruction |  | 2" wide expantion joint, trip hazard |
| P. 11 | N Valente Rd | S. of Washington Ave W. side of road | Residential | End of Sidewalk |  | No Transition with no further access |
| P. 12 | N Valente Rd | S. of Washington Ave W. side of road | Residential | Driveway | $20^{\prime}$ | Driveway Exceeds max cross slope, Wrap around provided, but has 3.6\% cross slope |
| P. 13 | N Valente Rd | S. of Washington Ave W. side of road | Residential | Cross Slope | 30' | 2.1-3.0\% |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| P. 15 | Washington Ave | W. of Valente Rd <br> E. of Alfalfa Rd <br> S. side of road | Residential | Broken Sidewalk | $30^{\prime}$ | $30^{\prime}$ of broken/cracked concrete, trip hazard |
| P. 16 | Washington Ave | W. of Valente Rd <br> E. of Alfalfa Rd <br> S. side of road | Residential | Driveway | $\begin{aligned} & 1 \text { at } 22^{\prime} \\ & 1 \text { at } 17^{\prime} \end{aligned}$ | Driveway exceeds max cross slope |
| P. 17 | Washington Ave | W. of Valente Rd <br> E. of Alfalfa Rd <br> S. side of road | Residential | Cross Slope | 87' total | 2.5-3.4\% |
| P. 19 | Washington Ave | W. of Valente Rd <br> E. of Alfalfa Rd <br> S. side of road | Residential | Driveway | $14 '$ | Driveway exceeds max cross slope |
| P. 21 | Washington Ave | W. of Valente Rd <br> E. of Alfalfa Rd <br> S. side of road | Residential | Driveway | 2 at 24 | Driveway exceeds max cross slope |
| P. 23 | Washington Ave | W. of Valente Rd <br> E. of Alfalfa Rd <br> S. side of road | Residential | Gap | 257' | 257' gap in sidewalk, multiple properties |
| P. 25 | Washington Ave | W. of Citrus Rd <br> E. of Alfalfa Rd <br> N. side of road | Residential | Offset |  | $1 / 2^{\prime \prime}$ vertical offset, trip hazard |
| P. 26 | Washington Ave | W. of Citrus Rd E. of Alfalfa Rd N. side of road | Residential | Driveway | 9 at 16' | Driveway exceeds max cross slope |
| P. 27 | Washington Ave | W. of Citrus Rd E. of Alfalfa Rd $N$. side of road | Residential | Cross Slope | 128' total | 2.4-3.5\% |
| P. 30 | Washington Ave | W. of Citrus Rd E. of Alfalfa Rd N. side of road | Residential | Offset |  | 1/2" vertical offset, trip hazard |
| P. 32 | N Citrus Rd | S. of Center Ave <br> N. of Washington Ave <br> E. side of road | Residential | Gap | $92^{\prime}$ | 92' gap in sidewalk, multiple properties |
| P. 33 | N Citrus Rd | S. of Center Ave <br> N. of Washington Ave <br> E. side of road | Residential | Driveway | $\begin{aligned} & 7 \text { at } 17^{\prime} \\ & 1 \text { at } 22^{\prime} \end{aligned}$ | Driveway exceeds max cross slope |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| P. 34 | N Citrus Rd | S. of Center Ave <br> N. of Washington Ave <br> E. side of road | Residential | Cross Slope | 35' | 3.3\%-5.0\% |
| P. 36 | W Center Ave | E. of Citrus Rd W. of Valente Rd S. side of Rd. | Residential | Cross Slope | $35^{\prime}$ | 3.8\%-4.5\% |
| P. 37 | W Center Ave | E. of Citrus Rd W. of Valente Rd S. side of Rd. | Residential | Gap | 150 | $150^{\prime}$ gap in sidewalk, multiple properties |
| P. 39 | N Citrus Rd | S. of Center Ave N. of Lincoln Ave W. side of Rd | Residential | Cross Slope | 40' | 2.7\%-4.2\% |
| P. 40 | N Citrus Rd | S. of Center Ave N. of Lincoln Ave W. side of Rd | Residential | Gap | 144' | 144' gap in sidewalk, multiple properties |
| P. 42 | Lincoln Ave | W. of Citrus Rd E. of Alfalfa Rd N. side of road | Residential | Gap | 167 ' | 167' gap in sidewalk, multiple properties |
| P. 43 | Lincoln Ave | W. of Citrus Rd <br> E. of Alfalfa Rd <br> N. side of road | Residential | Driveway | 11 at 16' | Driveway exceeds max cross slope |
| P. 44 | Lincoln Ave | W. of Citrus Rd E. of Alfalfa Rd N. side of road | Residential | Cross Slope | 72' | 2.5\%-4.0\% |
| P. 45 | Lincoln Ave | W. of Citrus Rd E. of Alfalfa Rd N. side of road | Residential | Gap | $92^{\prime}$ | 92' gap in sidewalk, multiple properties |
| P. 48 | Lincoln Ave | W. of Citrus Rd <br> E. of Alfalfa Rd <br> S. side of road | Residential | Offset | 1/2" | Tripping Hazard |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| P.49 | Lincoln Ave | Cof Citrus Rd <br> E. of Alfalfa Rd <br> S. side of road | Residential | Cross Slope | 183' total | 2.5-5.2\% |

Curb Ramps:

| Feature No. | Location |  | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| P. 1 | Valente Rd/ Ave | Center | S/E | Residential | None |  | No Curb Ramp |
| P. 8 | Valente Rd/ Washington Ave |  | N/W | Residential | None |  | No Curb Ramp |
| P. 10 | Citrus Rd/ Washington Ave |  | N/E | Residential | Flared sides | $33^{\prime}$ | Ramp Slope: 8.6\% <br> Landing: None <br> Truncated Domes: None |
| P. 14 | Valente Rd/ Washington Ave |  | S/W | Residential | Flared sides | $26^{\prime}$ | Ramp Slope: 9.2\% <br> Landing: None <br> Truncated Domes: None |
| P. 24 | Alfalfa Rd/ Washington Ave |  | N/E | Residential | Flared sides | $33^{\prime}$ | Ramp Slope: $12.7 \%$ <br> Landing: None <br> Truncated Domes: None |
| P. 31 | Citrus Rd/ Washington Ave |  | N/W | Residential | Flared sides | $28^{\prime}$ | Ramp Slope: 13.5\% <br> Landing: None <br> Truncated Domes: None |
| P. 35 | Citrus Rd/ Ave | Center | S/E | Residential | None |  | No Curb Ramp |
| P. 38 | Citrus Rd/ Ave | Center | S/W | Residential | None |  | No Curb Ramp |
| P. 41 | Citrus Rd/ Ave | Lincoln | N/W | Residential | None |  | No Curb Ramp |
| P. 46 | Alfalfa Rd/ Ave | Lincoln | N/E | Residential | None |  | No Curb Ramp |
| P. 47 | Alfalfa Rd/ Ave | Lincoln | S/E | Residential | None |  | No Curb Ramp |
| P. 54 | Citrus Rd/ Ave | Lincoln | S/W | Residential | None |  | No Curb Ramp |
| P. 60 | Alfalfa Rd/ Ave | Center | S/E | Residential | None |  | No Curb Ramp |

## Earlimart

## Map Q



| Last Updated: | $07 / 16 / 2013$ |
| :--- | :---: |
| Community: | Earlimart |
| Map: | Q |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Q. 1 | Washington Ave | E. of Davis St <br> S. side of road | Residential | Cross slope | 30' | 2.4\%-3.2\% |
| Q. 4 | Washington Ave | E. of Ash St W. of Davis St S. side of road | Residential | Offset | 1/2" | Tripping Hazard |
| Q. 5 | Washington Ave | E. of Ash St W. of Davis St S. side of road | Residential | Cross slope | $20^{\prime}$ | 2.60\% |
| Q. 8 | Washington Ave | W. of Ash St <br> S. side of road | Residential | Cross slope | 129' total | 2.5-3.1\% |
| Q. 10 | Washington Ave | W. of Ash St <br> S. side of road | Residential | End of Sidewalk |  | No transition with no further access |
| Q. 11 | Washington Ave | W. of Fruit <br> N. side of road | Residential | End of Sidewalk |  | No transition with no further access |
| Q. 12 | Washington Ave | W. of Fruit N . side of road | Residential | Cross slope | 430' total | 2.5-4.0\% |
| Q. 13 | Washington Ave | E. of Fruit W. of Alfalfa Rd N . side of road | Residential | Driveway | 4 at $32^{\prime}$ | Driveways exceed max cross slope |
| Q. 16 | Washington Ave | E. of Fruit W. of Alfalfa Rd $N$. side of road | Residential | End of Sidewalk |  | No transition with no further access |


| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Q. 2 | Davis St/ Washington Ave | S/E | Residential | Flare Sides | 32' | Ramp Slope: 13.3\% <br> Landing: None <br> Truncated Domes: None |
| Q. 3 | Davis St/ <br> Washington Ave | S/W | Residential | Flare Sides | $32^{\prime}$ | Ramp Slope: 13.5\% <br> Landing: None <br> Truncated Domes: None |
| Q. 6 | Ash St/ <br> Washington Ave | S/E | Residential | Flare Sides | $32^{\prime}$ | Ramp Slope: 14.1\% <br> Landing: None <br> Truncated Domes: None |
| Q. 7 | Ash St/ <br> Washington Ave | S/W | Residential | Flare Sides | $32^{\prime}$ | Ramp Slope: 10.6\% <br> Landing: None <br> Truncated Domes: None |
| Q. 9 | Washington Ave | W. of Ash St <br> S. side of road | Residential | None |  | No Transition to Cross Walk |
| Q. 15 | Washington Ave | W. of Fruit <br> N . side of road | Residential | None |  | No Transition to Cross Walk |

## Earlimart

 Map R

Last Updated: 07/16/2013
Community: Earlimart

Map:
R

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| R. 1 | Ash St | S. of Washington Ave N. of Clay Ave W. side of road | Residential | Cross Slope | 110 ' total | $30^{\prime}$ of $2.6 \%$ (Broken Concrete) <br> 80' of $2.2 \%-3.0 \%$ |
| R. 2 | Ash St | S. of Washington Ave N. of Rhoden Ct W. side of road | Residential | Driveway | 2 at 30' | Driveways exceed max cross slope |
| R. 3 | Ash St | S. of Washington Ave N . of Rhoden Ct W. side of road | Residential | Broken Sidewalk | 85' | Uneven Surface, Tripping Hazard |
| R. 4 | Ash St | S. of Washington Ave N. of Rhoden Ct W. side of road | Residential | Broken Sidewalk | 2 at 15' | Uneven Surface, Tripping Hazard |
| R. 6 | Rhoden Ct | W. of Ash St <br> Both sides of road | Residential | Driveway | 13 at 22' | Driveways exceed max cross slope |
| R. 7 | Rhoden Ct | W. of Ash St <br> Both sides of road | Residential | Cross Slope | 127' total | 4 sections with cross slopes of 2.5-5.1\% |
| R. 8 | Rhoden Ct | W. of Ash St <br> $N$. side of road | Residential | Gap | $14{ }^{\prime}$ | Gap over single property, residential area |
| R. 9 | Rhoden Ct | W. of Ash St <br> $S$. side of road | Residential | Gap | $20^{\prime}$ | Gap over single property, residential area |
| R. 10 | Rhoden Ct | W. of Ash St <br> $S$. side of road | Residential | Gap | $35^{\prime}$ | Gap over single property, residential area |
| R. 13 | Clay Ave | E. of DEAD END W. of Davis St Both sides of road | Residential | Driveway | 15 at $20^{\prime}$ | Driveways exceed max cross slope |
| R. 14 | Clay Ave | E. of DEAD END <br> W. of Ash St <br> $N$. sides of road | Residential | Gap | $\begin{aligned} & 1 \text { at } 10^{\prime} \\ & 1 \text { at } 28^{\prime} \end{aligned}$ | Gap over single property, residential area, broken into segments because of driveway |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| R. 15 | Clay Ave | E. of DEAD END <br> W. of Ash St <br> $N$. sides of road | Residential | Gap | 40' | Gap over single property, residential area |
| R. 16 | Clay Ave | E. of DEAD END W. of Ash St $N$. sides of road | Residential | Gap | $35^{\prime}$ | Gap over single property, residential area |
| R. 17 | Clay Ave | E. of Ash St located at DEAD END | Residential | Obstruction | 1.5' clear width | Fire Hydrant |
| R. 18 | Clay Ave | E. of DEAD END W. of Davis St S. sides of road | Residential | Cross Slope | 215' total | 2.2-4.5\% |
| R. 19 | Clay Ave | E. of DEAD END W. of Davis St <br> S. sides of road | Residential | Gap | $\begin{aligned} & 1 \text { at } 25^{\prime} \\ & 1 \text { at } 28^{\prime} \end{aligned}$ | Gap over single property, residential area, broken into segments because of driveway |
| R. 20 | Clay Ave | E. of DEAD END W. of Davis St <br> S. sides of road | Residential | Broken Sidewalk | 28' | Uneven Surface, Tripping Hazard |
| R. 22 | Clay Ave | E. of DEAD END <br> W. of Davis St <br> S. sides of road | Residential | Gap | 64' | Gap over single property, residential area, Gap due to unoccupied lot, includes 1 light post and 1 utility box in pathway |
| R. 24 | Clay Ave | E. of DEAD END W. of Davis St S. sides of road | Residential | Offset | 1/2" | Tripping Hazard |
| R. 26 | Clay Ave | E. of DEAD END <br> W. of Davis St <br> S. sides of road | Residential | Gap | $\begin{aligned} & 1 \text { at } 40^{\prime} \\ & 1 \text { at } 20^{\prime} \end{aligned}$ | Gap over single property, residential area, broken into segments because of driveway |
| R. 27 | Davis St | N. of Clay Ave S. of Washington Ave E. side of road | Residential | Obstruction | 2.0' clear width | Light post |
| R. 28 | Davis St | N. of Clay Ave <br> S. of Washington Ave Both sides of road | Residential | Driveway | 25 at 20' | Driveways exceed max cross slope |
| R. 29 | Davis St | N. of Clay Ave <br> S. of Washington Ave <br> E. side of road | Residential | Cross Slope | 142' total | 2.2-9.4\% |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| R. 30 | Davis St | N. of Clay Ave <br> S. of Washington Ave <br> E. side of road | Residential | Gap | $\begin{gathered} 1 \text { at } 80^{\prime} \\ 1 \text { at } 5^{\prime} \end{gathered}$ | Gap over multiple properties, residential area, broken into segments because of driveway |
| R. 31 | Davis St | N. of Clay Ave <br> S. of Washington Ave <br> E. side of road | Residential | Gap | $\begin{gathered} 1 \text { at } 40^{\prime} \\ 1 \text { at } 9^{\prime} \end{gathered}$ | Gap over single property, residential area, broken into segments because of driveway |
| R. 32 | Davis St | N. of Clay Ave <br> S. of Washington Ave <br> E. side of road | Residential | Cross Slope | $80^{\prime}$ | 80' of 5.4\%-4.9\% (includes vertical offset at utility box, tripping hazard) |
| R. 33 | Davis St | N. of Clay Ave <br> S. of Washington Ave <br> E. side of road | Residential | Gap | 45' | Gap over single property, residential area |
| R. 34 | Davis St | N. of Clay Ave <br> S. of Washington Ave W. side of road | Residential | Gap | $40^{\prime}$ | Gap over single property, residential area |
| R. 35 | Davis St | N. of Clay Ave <br> S. of Washington Ave W. side of road | Residential | Offset | $1{ }^{\prime \prime}$ | Tripping Hazard |
| R. 36 | Davis St | N. of Clay Ave <br> S. of Washington Ave $W$. side of road | Residential | Offset | 1/2" | Utility Box, causing tripping Hazard |
| R. 37 | Davis St | N. of Clay Ave <br> S. of Washington Ave W. side of road | Residential | Cross Slope | 130' total | 2.1-3.7\% |
| R. 38 | Davis St | N. of Clay Ave <br> S. of Washington Ave W. side of road | Residential | Offset | 2 at 1/2" | 2 Tripping Hazards, one caused by utility box |
| R. 39 | Davis St | N. of Clay Ave <br> S. of Washington Ave $W$. side of road | Residential | Gap | 160' | Gap over multiple properties, residential area, includes 2 Driveways each at 22' |
| R. 40 | Davis St | N. of Clay Ave <br> S. of Washington Ave $W$. side of road | Residential | Gap | 45' | Gap over single property, residential area |
| R. 42 | Clay Ave | E. of Ash St <br> W. of Ash St <br> $N$. side of road | Residential | Gap | 114' | Gap over single property, residential area |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| R. 44 | Ash St | S. of Washington Ave <br> N. of Clay Ave <br> E. side of road | Residential | Driveway | 10 at 18' | Driveways exceed max cross slope |
| R. 45 | Ash St | S. of Washington Ave <br> N. of Clay Ave <br> E. side of road | Residential | Cross Slope | 132' total | 2 sections with cross slopes of 2.4-6.0\% |
| R. 46 | Ash St | S. of Washington Ave <br> N. of Clay Ave <br> E. side of road | Residential | Gap | $40^{\prime}$ | Gap over single property, residential area |
| R. 47 | Ash St | S. of Washington Ave <br> N. of Clay Ave <br> E. side of road | Residential | Gap | 8' | Gap over single property, residential area |
| R. 48 | Ash St | S. of Washington Ave <br> N. of Clay Ave <br> E. side of road | Residential | Gap | $90^{\prime}$ | Gap over multiple properties, residential area |
| R. 49 | Ash St | S. of Washington Ave <br> N. of Clay Ave <br> E. side of road | Residential | Gap | 80' | Gap over multiple properties, residential area |
| R. 50 | Ash St | S. of Washington Ave <br> N. of Clay Ave <br> E. side of road | Residential | Gap | $125{ }^{\prime}$ | Gap over multiple properties, residential area |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| R. 5 | Ash St/ Rhoden Ct | N/W | Residential | Flare Sides | $32^{\prime}$ | Ramp Slope: 5.4\% <br> Flares: 5.5/5.4\% <br> Landing: None <br> Truncated Domes: None Transition: 5.1\% <br> Lip on AC/ Concrete: Yes Grooved Border: Yes |
| R. 11 | Ash St/ Rhoden Ct | S/W | Residential | Flare Sides | $33 '$ | Ramp SIope: 4.8\% <br> Flares: 6.2/3.0\% <br> Landing: None <br> Truncated Domes: None Transition: 4.5\% <br> Lip on AC/ Concrete: Yes Grooved Border: Yes |
| R. 12 | Ash St/ Clay Ave | N/W | Residential | Flare Sides | 32' | Ramp Slope: 8.0\% <br> Flares: 9.3/7.6\% <br> Landing: None <br> Truncated Domes: None Transition: 5.6\% Lip on AC/ Concrete: Yes Grooved Border: Yes |
| R. 41 | Davis St/ <br> Clay Ave | N/W | Residential | None | $36{ }^{\prime}$ | No Curb Ramp |
| R. 43 | Ash St/ Clay Ave | N/E | Residential | Flare Sides | 32' | Ramp Slope: 8.4\% <br> Landing: None <br> Truncated Domes: None |

Earlimart Map S


| Last Updated: | 07/16/2013 |
| :--- | :---: |
| Community: | Earlimart |
| Map: | S |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| S. 2 | Front St | N. of Washington Ave S. of Center Ave W. side of road | Commercial | Driveway | 17' | Driveway exceeds max cross slope |
| S. 3 | Front St | N. of Washington Ave S. of Center Ave W. side of road | Commercial | Gap | $50^{\prime}$ | Gap in sidewalk, Comercial area |
| S. 4 | Front St | N. of Washington Ave S. of Center Ave W. side of road | Commercial | Uneven Pathway | $150 '$ | Uneven Asphalt path, trip hazard |
| S. 5 | Front St | N. of Center Ave <br> S. of Sutter Ave <br> W. side of road | Commercial | Gap | $278{ }^{\prime}$ | Gap in sidewalk, Comercial area |
| S. 6 | Front St | N. of Center Ave <br> S. of Sutter Ave <br> W. side of road | Commercial | Driveway | 22' | Driveway exceeds max cross slope, wrap around only provides 3.4' of clear width |
| S. 7 | Front St | N. of Center Ave <br> S. of Sutter Ave W. side of road | Commercial | End of Sidewalk |  | No Transition with no further access |

## Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| S.1 | Front St/ <br> Washington Ave | N/E | Commercial | None |  | No Curb Ramp |
| S.4 | Front St/ <br> Center Ave | S/E | Commercial | None |  | No Curb Ramp |
| S.5 | N/E | Commercial | None |  | No Curb Ramp |  |

## Earlimart

Map T


| Last Updated: | $07 / 16 / 2013$ |
| :--- | :---: |
| Community: | Earlimart |
| Map: | T |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| T. 2 | Earlimart Ave | N. of Sierra Ave <br> S. of Marin Ave <br> E. side of road | Residential | Cross Slope | $53^{\prime}$ | 2.6\%-3.1\% |
| T. 3 | Earlimart Ave | N. of Sierra Ave S. of Marin Ave E. side of road | Residential | Driveway | 4 at 30' | Driveways exceed max cross slope |
| T. 4 | Earlimart Ave | N. of Sierra Ave <br> S. of Marin Ave <br> E. side of road | Residential | Cross Slope | 15' | 2.2\%-2.6\% |
| T. 6 | Marin Ave | E. of Diane St <br> W. of Rd 136 <br> Both sides of road | Residential | Driveway | 22 at $22^{\prime}$ | Driveways exceed max cross slope |
| T. 7 | Marin Ave | E. of Earlimart Ave W. of Alila S. side of road | Residential | Cross Slope | 37' | 3.2\%-2.9\% |
| T. 9 | Alila St | N. of Sierra Ave S. of Marin Ave W. side of road | Residential | Cross Slope | 211' total | 2.1-4.2\% |
| T. 10 | Alila St | N. of Sierra Ave <br> S. of Marin Ave both sides of road | Residential | Driveway | 18 at $22^{\prime}$ | Driveways exceed max cross slope |
| T. 11 | Alila St | N. of Sierra Ave <br> S. of Marin Ave <br> E. side of road | Residential | Cross Slope | 38' | 2.4\%-2.9\% |
| T. 14 | Dove Rd | N. of Sierra Ave <br> S. of Marin Ave W. side of road | Residential | Driveway | 18 at 22' | Driveways exceed max cross slope |
| T. 15 | Dove Rd | N. of Sierra Ave S. of Marin Ave W. side of road | Residential | Offset | 1/2" | Tripping Hazard |
| T. 16 | Dove Rd | N. of Sierra Ave <br> S. of Marin Ave <br> W. side of road | Residential | Cross Slope | 73' | 2.3\%-2.6\% |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| T. 17 | Dove Rd | N. of Sierra Ave S. of Marin Ave W. side of road | Residential | Cross Slope | 57' total | 2.2-4.2\% |
| T. 18 | Dove Rd | N. of Sierra Ave <br> S. of Marin Ave <br> E. side of road | Residential | Cross Slope | 70' | 3.0\%-4.1\% |
| T. 20 | Marin Ave | E. of Dove Rd W. of Church Rd S. side of road | Residential | Offset | 1/2" | Tripping Hazard |
| T. 21 | Marin Ave | E. of Dove Rd <br> W. of Church Rd <br> S. side of road | Residential | Offset | 1/2" | Tripping Hazard |
| T. 22 | Marin Ave | E. of Dove Rd <br> W. of Church Rd <br> S. side of road | Residential | Cross Slope | $31^{\prime}$ | 5.10\% |
| T. 24 | Marin Ave | E. of Dove Rd W. of Church Rd S. side of road | Residential | Offset | 1/2" | Tripping Hazard |
| T. 25 | Rd 136 | N. of Sierra Ave <br> S. of Marin Ave both sides of road | Residential | Driveway | 9 at $22^{\prime}$ | Driveways exceed max cross slope |
| T. 27 | Rd 136 | N. of Marin Ave S. of Andrea Ave W. side of road | Residential | Offset | 1/2" | Tripping Hazard |
| T. 28 | Rd 136 | N. of Marin Ave S. of Andrea Ave W. side of road | Residential | Cross Slope | 178' | 2.7\%-4.1\% |
| T. 30 | Andrea Ave | E. of Alila St W. of Church Rd S. side of road | Residential | Driveway | 8 at $22^{\prime}$ | Driveways exceed max cross slope |
| T. 31 | Andrea Ave | E. of Alila St W. of Church Rd S. side of road | Residential | Cross Slope | $27^{\prime}$ | 3.1\%-2.9\% |
| T. 33 | Alila St | N. of Marin Ave S. of Andrea Ave E. side of road | Residential | Cross Slope | $90^{\prime}$ | 2.5\%-3.1\% |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| T. 35 | Marin Ave | E. of Alila St W. of Church Rd N . side of road | Residential | Cross Slope | 37 | 2.7\%-2.9\% |
| T. 36 | Marin Ave | E. of Alila St W. of Church Rd $N$. side of road | Residential | Driveway | 8 at 22' | Driveways exceed max cross slope |
| T. 37 | Marin Ave | E. of Alila St W. of Church Rd N. side of road | Residential | Offset | 1/2" | Tripping Hazard |
| T. 39 | Alila St | N. of Marin Ave S. of Andrea Ave $W$. side of road | Residential | Offset | 1/2" | Tripping Hazard |
| T. 41 | Andrea Ave | W. of Alila St <br> E. of Diane St <br> S. side of road | Residential | Driveway | 9 at 22' | Driveways exceed max cross slope |
| T. 42 | Andrea Ave | W. of Alila St <br> E. of Diane St <br> S. side of road | Residential | Cross Slope | 186' total | 2.4-3.4\% |
| T. 44 | Diane St | N. of Marin Ave <br> S. of Andrea Ave <br> E. side of road | Residential | Broken Sidewalk | $15 '$ | Broken/Uneven Sidewalk, Tripping Hazard |
| T. 45 | Diane St | N. of Marin Ave S. of Andrea Ave $E$. side of road | Residential | Cross Slope | $17^{\prime}$ | 2.3\%-4.2\% |
| T. 47 | Marin Ave | E. of Diane St <br> W. of Earlimart Ave <br> S. side of road | Residential | Cross Slope | $55^{\prime}$ | 2.8\%-3.1\% |
| T. 49 | Marin Ave | E. of Diane St <br> W. of Earlimart Ave <br> S. side of road | Residential | Offset | 1/2" | Tripping Hazard |
| T. 50 | Earlimart Ave | N. of Sierra Ave <br> S. of Marin Ave W. side of road | Residential | Cross Slope | 135' | 135' of 3.0\%-2.5\% End of Sidewalk, No Transition |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| T. 1 | Earlimart Ave/ Sierra Ave | N/E | Residential | Flare Sides | 32' | Ramp Slope: 8.4\% <br> Landing: None <br> Truncated Domes: None |
| T. 5 | Earlimart Ave/ Marin Ave | S/E | Residential | Flare Sides | $28^{\prime}$ | Ramp Slope: 10.2\% <br> Landing: None <br> Truncated Domes: None |
| T. 8 | Alila St/ <br> Marin Ave | S/W | Residential | Flare Sides | 28' | Ramp Slope: 10.7\% <br> Landing: None <br> Truncated Domes: None |
| T. 12 | Alila St/ <br> Marin Ave | S/E | Residential | Flare Sides | 28' | Ramp Slope: 10.2\% <br> Landing: None <br> Truncated Domes: None |
| T. 13 | Dove Rd/ Marin Ave | S/W | Residential | Flare Sides | 28' | Ramp Slope: 8.7\% <br> Landing: None <br> Truncated Domes: None |
| T. 19 | Dove Rd/ Marin Ave | S/E | Residential | Flare Sides | $28^{\prime}$ | Ramp Slope: 10.8\% <br> Landing: None <br> Truncated Domes: None |
| T. 23 | Church Rd/ Marin Ave | S/W | Residential | Flare Sides | 28' | Ramp Slope: 12.6\% <br> Landing: None <br> Truncated Domes: None |
| T. 26 | Church Rd/ Marin Ave | N/W | Residential | Flare Sides | 28' | Ramp Slope: 10.4\% <br> Landing: None <br> Truncated Domes: None |
| T. 29 | Rd 136/ Andrea Ave | S/W | Residential | Flare Sides | $33 '$ | Ramp Slope: 7.8\% <br> Flares: 12.6/13.0\% <br> Landing: None <br> Truncated Domes: None Transition: 5.6\% Lip on AC/ Concrete: No Grooved Border: Yes |
| T. 32 | Alila St/ Andrea Ave | S/E | Residential | Flare Sides | $31^{\prime}$ | Ramp Slope: 8.4\% <br> Flares: 7.6/9.3\% <br> Landing: None <br> Truncated Domes: None Transition: 5.0\% Lip on AC/ Concrete: No Grooved Border: Yes |
| T. 34 | Alila St/ Marin Ave | N/E | Residential | Flare Sides | $31^{\prime}$ | Ramp Slope: 7.4\% <br> Flares: 7.6/8.2\% <br> Landing: None <br> Truncated Domes: None Transition: 5.0\% Lip on AC/ Concrete: Yes Grooved Border: Yes |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| T. 38 | Alila St/ Marin Ave | N/W | Residential | Flare Sides | $33^{\prime}$ | Ramp Slope: 8.5\% <br> Landing: None <br> Truncated Domes: None |
| T. 40 | Alila St/ Andrea Ave | N/W | Residential | Flare Sides | $33^{\prime}$ | Ramp Slope: 7.9\% <br> Flares: 7.6/9.2\% <br> Landing: None <br> Truncated Domes: None <br> Transition: 1.0\% <br> Lip on AC/ Concrete: No <br> Grooved Border: Yes |
| T. 43 | Diane St/ <br> Andrea Ave | S/E | Residential | Flare Sides | $33^{\prime}$ | Ramp Slope: 7.1\% <br> Flares: 12.1/8.2\% <br> Landing: None <br> Truncated Domes: None <br> Transition: 5.6\% <br> Lip on AC/ Concrete: Yes <br> Grooved Border: Yes |
| T. 46 | Diane St/ <br> Marin Ave | N/E | Residential | Flare Sides | $33 '$ | Ramp Slope: 6.4\% <br> Flares: 7.8/7.3\% <br> Landing: None <br> Truncated Domes: None <br> Transition: 1.3\% <br> Lip on AC/ Concrete: No Grooved Border: Yes |
| T. 48 | Earlimart Ave/ Marin Ave | S/W | Residential | Flare Sides | $33^{\prime}$ | Ramp Slope: 12.1\% <br> Landing: None <br> Truncated Domes: None |

## Earlimart

## Map U



| Last Updated: | $07 / 16 / 2013$ |
| :--- | :---: |
| Community: | Earlimart |
| Map: | U |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| U. 4 | Sutter Ave | E. of State St W. of Church Rd S. side of road | School | Cross Slope | 149' total | 2.2-4.2\% |
| U. 5 | Sutter Ave | E. of State St <br> W. of Church Rd <br> S. side of road | School | Driveway | 2 at 31' | Driveways exceed max cross slope |
| U. 8 | Sutter Ave | E. of State St W. of Spring Rd N. side of road | School | Driveway | 27 ' | Driveways exceed max cross slope |
| U. 9 | Sutter Ave | E. of State St W. of Spring Rd $N$. side of road | School | Gap | $160 '$ | Gap over single property, comercial area |
| U. 11 | Sutter Ave | E. of State St W. of Church Rd N. side of road | School | Driveway | 10 at $22^{\prime}$ | Driveways exceed max cross slope |
| U. 12 | Sutter Ave | E. of State St W. of Church Rd $N$. side of road | School | Gap | 173' | Gap over multiple properties, residentual area |
| U. 13 | Church St | S. of Sutter Ave <br> N. of Martin Ave <br> E. side of road | School | Cross Slope |  | 2.2-4.2\% |
| U. 14 | Church St | S. of Sutter Ave <br> N. of Martin Ave <br> E. side of road | School | Bus Stop |  | No Wheelchair Area Provided |
| U. 15 | Church St | S. of Sutter Ave <br> N. of Martin Ave <br> E. side of road | School | Offset | 1/2" | Tripping Hazard |
| U. 16 | Church St | S. of Sutter Ave <br> N. of Martin Ave <br> E. side of road | School | Driveway | 2 at $32{ }^{\prime}$ | Driveways exceed max cross slope |
| U. 19 | Church St | N. of Center Rd <br> S. of Martin Ave <br> E. side of road | School | Offset | 1/2" | Tripping Hazard |
| U. 20 | State St | N. of Center Rd <br> S. of Main Ave <br> E. side of road | School | Cross Slope | 220' total | 2 sections with cross slopes of 2.7-4.9\% |

Path of Travel:
Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| U.21 | State St | N. of Center Rd <br> S. of Main Ave <br> E. side of road | School | Driveway | 3 at 24' | Driveways exceed max <br> cross slope |
| U.22 | State St | S. of Sutter Ave <br> N. of Main Ave <br> W. side of road | School | Gap | $150^{\prime}$ | Gap over multiple <br> properties, resedentual area |
| U.23 | State St | S. of Sutter Ave <br> N. of Main Ave <br> W. side of road | School | Driveway | 2 at 22' | Driveways exceed max <br> cross slope |


| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| U. 1 | State St/ Sutter Ave | S/W | School | None | $30^{\prime}$ | No Curb Ramp |
| U. 2 | State St/ Sutter Ave | S/E | School | Flare Sides | 30' | Ramp SIope: 7.9\% <br> Flares: 10.0/6.0\% <br> Landing: None <br> Truncated Domes: None Transition: 6.0\% Lip on AC/ Concrete: Yes Grooved Border: Yes |
| U. 3 | State St/ <br> Sutter Ave | N/E | School | None | $30^{\prime}$ | No Curb Ramp |
| U. 6 | E Sutter Ave | E. of State St W. of Church Rd S. side of road | School | None |  | No Transition to Cross Walk |
| U. 7 | Spring Rd/ Sutter Ave | N/W | School | Flare Sides | $30^{\prime}$ | Ramp Slope: 9.1\% <br> Landing: Yes <br> Truncated Domes: yes |
| U. 10 | Spring Rd/ Sutter Ave | N/E | School | Flare Sides | $34 '$ | Ramp Slope: 10.5\% <br> Landing: None <br> Truncated Domes: None |
| U. 17 | Church Rd/ Center Ave | N/E | School | Flare Sides | $32^{\prime}$ | Ramp Slope: 7.4\% <br> Flares: 7.4/7.4\% <br> Landing: None <br> Truncated Domes: None Transition: 1.4\% <br> Lip on AC/ Concrete: No Grooved Border: Yes |
| U. 18 | Church Rd/ Center Ave | S/E | School | Flare Sides | 32' | Ramp Slope: 9.0\% <br> Landing: None <br> Truncated Domes: None |

Earlimart
Map V


## Last Updated: 07/16/2013 Community: Map: <br> Earlimart <br> V

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| V. 1 | Spring Rd | N. of Clay Ave <br> S. of Washington Ave W. side of road | Residential | Gap | 1301 | Gap in sidewalk over multiple properties, resedentual area |
| V. 2 | Spring Rd | N. of Clay Ave S. of Washington Ave W. side of road | Residential | Driveway | $\begin{aligned} & 1 \text { at } 26^{\prime} \\ & 3 \text { at } 14 \end{aligned}$ | Driveway Exceeds max cross slope |
| V. 3 | Spring Rd | N. of Clay Ave <br> S. of Washington Ave W. side of road | Residential | Cross Slope | $29^{\prime}$ | 3.2\%-4.8\% |
| V. 4 | Spring Rd | N. of Clay Ave S. of Washington Ave W. side of road | Residential | Offset | 1/4" | Tripping Hazard |
| V. 5 | Spring Rd | N. of Clay Ave S. of Washington Ave W. side of road | Residential | Offset | 1/2" | Storm Drain, Tripping Hazard |
| V. 7 | Clay Ave | E. of Spring Rd W. of Church St N. side of road | Residential | Gap | 37 | Gap in sidewalk over single property, resedentual area |
| V. 8 | Clay Ave | E. of Spring Rd <br> W. of Church St <br> N. side of road | Residential | Driveway | 3 at 14' | Driveway Exceeds max cross slope |
| V. 9 | Clay Ave | E. of Spring Rd W. of Church St N . side of road | Residential | Cross Slope | 40' | 2.1\%-3.2\% |
| V. 10 | Clay Ave | E. of Spring Rd W. of Church St N. side of road | Residential | Gap | 70' | Gap in sidewalk over single property, resedentual area |
| V. 11 | Church St | S. of Washington Ave <br> N. of Clay Ave <br> E. side of road | Residential | Offset | $1{ }^{\prime \prime}$ | Tripping Hazard |
| V. 12 | Church St | S. of Washington Ave <br> N. of Clay Ave <br> E. side of road | Residential | Cross Slope | $60^{\prime}$ | 60' of 2.2\%-3.1\% Includes multiple $1 / 2^{\prime \prime}$ offsets within segment |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| V. 14 | Church St | S. of Clay Ave <br> E. side of road | Residential | Cross Slope | 170 | 2.7\%-4.1\% |
| V. 15 | Church St | S. of Clay Ave <br> E. side of road | Residential | Offset | $\begin{gathered} 1 \text { at } 1^{\prime \prime} \\ 1 \text { at } 1 / 2^{\prime \prime} \end{gathered}$ | Tripping Hazard |
| V. 16 | Church St | S. of Clay Ave <br> E. side of road | Residential | End of Sidewalk |  | No Transition with no further access |
| V. 18 | Clay Ave | E. of Spring Rd W. of Church St S. side of road | Residential | Driveway | 3 at 18' | Driveway Exceeds max cross slope |
| V. 19 | Clay Ave | E. of Spring Rd W. of Church St <br> S. side of road | Residential | Cross Slope | 103' | 2.8\%-3.9\% |
| V. 21 | Clay Ave | E. of State St W. of Spring Rd S. side of road | Residential | Gap | $135{ }^{\prime}$ | Gap in sidewalk over multiple properties, resedentual area |
| V. 22 | Clay Ave | E. of State St W. of Spring Rd <br> S. side of road | Residential | Driveway | 2 at 18' | Driveway Exceeds max cross slope |
| V. 23 | Clay Ave | E. of State St W. of Spring Rd S. side of road | Residential | Cross Slope | $30^{\prime}$ | 2.9\%-3.9\% |
| V. 24 | Clay Ave | E. of State St <br> W. of Spring Rd <br> S. side of road | Residential | Gap | $100{ }^{\prime}$ | Gap in sidewalk over multiple properties, resedentual area |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| V. 6 | Spring Rd/ Clay Ave | N/E | No Curb Ramp | None |  | No Curb Ramp |
| V. 10 | Church St/ Clay Ave | N/W | No Curb Ramp | None |  | No Curb Ramp |
| V. 13 | Church St/ Clay Ave | N/E | No Curb Ramp | None |  | No Curb Ramp |
| V. 17 | Church St/ Clay Ave | S/W | No Curb Ramp | None |  | No Curb Ramp, currently has 2" vertical offset where connectiong to sidewalk |
| V. 20 | Spring Rd/ Clay Ave | S/E | No Curb Ramp | None |  | No Curb Ramp |
| V. 21 | Spring Rd/ Clay Ave | S/W | No Curb Ramp | None |  | No Curb Ramp |
| V. 25 | State Rd/ <br> Clay Ave | S/E | No Curb Ramp | None |  | No Curb Ramp |
| V. 26 | State Rd/ <br> Clay Ave | S/W | No Curb Ramp | None |  | No Curb Ramp |
| V. 27 | State Rd/ Clay Ave | N/W | No Curb Ramp | None |  | No Curb Ramp |

## Earlimart Map W



Last Updated: 07/16/2013
Community: Earlimart
Map: W

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| W. 1 | Front St | S. of Sierra Ave <br> E. side of road | Residential | Gap | 70' | Gap in sidewalk over single property, comercial area |
| W. 2 | Front St | S. of Sierra Ave <br> E. side of road | Residential | Driveway | 15' | Driveway exceeds max cross slope |
| W. 3 | Front St | S. of Sierra Ave <br> E. side of road | Residential | Cross slope | 67' | 2.6\%-3.2\% |
| W. 4 | Front St | S. of Sierra Ave <br> E. side of road | Residential | Driveway | $24^{\prime}$ | Driveway exceeds max cross slope |
| W. 5 | Front St | S. of Sierra Ave <br> $E$. side of road | Residential | Gap | 11' | Gap in sidewalk over single property, comercial area |
| W. 6 | Front St | S. of Sierra Ave <br> E. side of road | Residential | Offset | 1/2" | Tripping Hazard |
| W. 7 | Front St | S. of Sierra Ave <br> E. side of road | Residential | Driveway | 36' | Driveway exceeds max cross slope |
| W. 7 | Sierra Ave | E. of Front St W. of Hwy 99 S. side of road | Residential | Driveway | 3 at 36' | Driveway exceeds max cross slope |
| W. 9 | Sierra Ave | E. of Front St W. of Hwy 99 <br> S. side of road | Residential | End of Sidewalk |  | No transition with no further access |
| W. 10 | Sierra Ave | W. of State St <br> E. of Hwy 99 <br> S. side of road | Residential | End of Sidewalk |  | No transition with no further access |
| W. 10 | Sierra Ave | W. of State St <br> E. of Hwy 99 <br> S. side of road | Residential | Driveway | $33^{\prime}$ | Driveway exceeds max cross slope |

Path of Travel:

| Path Of Travel: |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| W.12 | State St | S. of Sierra Ave <br> W. side of road | Residential | Cross slope | 30' | $2.5 \%-3.3 \%$ |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| W.8 | Front St/ <br> Sierra Ave | S/E | Residential | Flare Sides | 24' | Ramp Slope: 9.2\% <br> Landing: None <br> Truncated Domes: None |
| W.11 | State St/ <br> Sierra Ave | S/W | Residential | None | 33' | No Curb Ramp |
| W.15 | State St/ <br> Sierra Ave | S/E | Residential | None |  | No Curb Ramp |

## Earlimart

 Map X

| Last Updated: | $08 / 14 / 2013$ |
| :--- | :---: |
| Community: | Earlimart |
| Map: | X |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| X. 4 | Bobbi Ave | E. of Bobbi Ave W. of Rd 136 both sides of road | Residential | Driveway | 28 at 22' | Driveways exceed max cross slope |
| X. 5 | Bobbi Ave | E. of Bobbi Ave W. of Rd 136 N . side of road | Residential | Cross Slope | 266' total | 2.2-3.8\% |
| X. 7 | Bobbi Ave | S. of Bobbi Ave N. of Andrea Ave E. side of road | Residential | Cross Slope | 158' total | 2.7-3.2\% |
| X. 9 | Andrea Ave | E. of Bobbi Ave W. of Rd 136 N . side of road | Residential | Driveway | 14 at 22' | Driveways exceed max cross slope |
| X. 11 | Rd 136 | N. of Andrea Ave <br> S. of Bobbi Ave | Residential | Cross Slope | 54 | 2.1\%-3.2\% |
| X. 13 | Bobbi Ave | E. of Bobbi Ave W. of Rd 136 <br> S. side of road | Residential | Cross Slope | 186' total | 2.2-3.4\% |

## Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| X. 3 | Rd 136/ <br> Bobbi Ave | N/E | Residential | Flare Sides | $32^{\prime}$ | Ramp Slope: 8.9\% <br> Landing: None <br> Truncated Domes: None |
| X. 6 | Bobbi Ave/ Bobbi Ave | S/E | Residential | Flare Sides | $33 '$ | Ramp Slope: 9.6\% <br> Landing: None <br> Truncated Domes: None |
| X. 8 | Bobbi Ave/ Andrea Ave | N/E | Residential | Flare Sides | $33^{\prime}$ | Ramp Slope: 6.4\% <br> Flares: 5.4/5.7\% <br> Landing: None <br> Truncated Domes: None <br> Transition: 0.2\% <br> Lip on AC/ Concrete: No <br> Grooved Border: Yes |
| X. 10 | Rd 136/ Andrea Ave | N/W | Residential | Flare Sides | 331 | Ramp Slope: 8.3\% <br> Flares: 8.6/5.4\% <br> Landing: None <br> Truncated Domes: None <br> Transition: 5.0\% <br> Lip on AC/ Concrete: Yes <br> Grooved Border: Yes |
| X. 12 | Rd 136/ Bobbi Ave | S/E | Residential | Flare Sides | $33^{\prime}$ | Ramp Slope: 7.8\% <br> Flares: 7.3/9.1\% <br> Landing: None <br> Truncated Domes: None <br> Transition: 7.8\% <br> Lip on AC/ Concrete: Yes Grooved Border: Yes |

Earlimart Map Y


| Last Updated: | $07 / 16 / 2013$ |
| :--- | :---: |
| Community: | Earlimart |
| Map: | Y |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Y. 1 | Bobbi Ave | E. of Molly Rd W. of Earlimart Ave Both sides of road | Residential | Driveway | 33 at 22' | Exceed max cross slope |
| Y. 4 | Bobbi Ave | E. of Molly Rd W. of Earlimart Ave <br> N. sides of road | Residential | Cross Slope | 183' Total | 2.4-4.6\% |
| Y. 5 | Molly Rd. | S. of Bobbi Ave. W. Side of Road | Residential | Driveway | $24^{\prime}$ | Exceed max cross slope |
| Y. 6 | Molly Rd . | S. of Bobbi Ave. N. of Marin Ave W. Side of Road | Residential | Cross Slope | 152' Total | 2.8-5.1\% |
| Y. 7 | E. Marin Ave | E. of Molly Rd W. of Diane St Both sides of road | Residential | Driveway | 15 at 22' | Exceed max cross slope |
| Y. 10 | Molly Rd. | N. of Marin Ave <br> E. Side of Road | Residential | Cross Slope | 134 | 2.6-3.5\% |
| Y. 11 | Molly Rd. | N. of Marin Ave <br> E. Side of Road | Residential | Offset | 1/2" | Tripping Hazard |
| Y. 13 | Andrea Ave | E. of Molly Rd. W. Diane St. Both sides of road | Residential | Driveway | 22 at 22' | Exceed max cross slope |
| Y. 14 | Andrea Ave | E. of Molly Rd. W. Diane St. <br> S. sides of road | Residential | Cross Slope | $70^{\prime}$ | 2.6-3.3\% |
| Y. 16 | Diane St. | S. of Andrea Ave. N. of Marin Ave W. side of road | Residential | Cross Slope | 182' | 2.4-2.9\% |
| Y. 19 | Bobbi Ave | W. of Earlimart <br> S. side of road | Residential | Cross Slope | $24^{\prime}$ | 2.5-2.8\% |

## Path of Travel:

| Fath of Travel: | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Y.21 | Molly Rd. | S. of Bobbi <br> N. of Andrea <br> E. side of road | Residential | Cross Slope | 207 ' | $2.4-3.6 \%$ |
| Y.23 | Andrea Ave | E. of Molly Rd. <br> W. of Diane St. <br> N. side of road | Residential | Cross Slope | 50 ' | $2.4-3.1 \%$ |

## Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Y. 2 | Diane St/Bobbi Ave | N/E | Residential | Flare Sides | 32' | Ramp Slope: 6.3\% <br> Flares: 6.2/5.3\% <br> Landing: None <br> Truncated Domes: None <br> Transition: 3.3\% <br> Lip on AC/ Concrete: No <br> Grooved Border: Yes |
| Y. 3 | Diane St/Bobbi Ave | N/W | Residential | Flare Sides | $32^{\prime}$ | Ramp Slope: 5.8\% <br> Flares: 5.6/6.3\% <br> Landing: None <br> Truncated Domes: None <br> Transition: 4.0\% <br> Lip on AC/ Concrete: Yes <br> Grooved Border: Yes |
| Y. 8 | Diane St/E. Marin Ave | N/W | Residential | Flare Sides | $32^{\prime}$ | Ramp Slope: 7.3\% <br> Flares: 6.6/6.4\% <br> Landing: None <br> Truncated Domes: None <br> Transition: 1.2\% <br> Lip on AC/ Concrete: Yes <br> Grooved Border: Yes |
| Y. 9 | Molly Rd./Marin Ave | N/E | Residential | Flare Sides | $32^{\prime}$ | Ramp Slope: 7.6\% <br> Flares: 6.8/8.2\% <br> Landing: None <br> Truncated Domes: None <br> Transition: 5.2\% <br> Lip on AC/ Concrete: Yes <br> Grooved Border: Yes |
| Y. 12 | Molly Rd./Andrea Ave | S/E | Residential | Flare Sides | 42' | Ramp Slope: 8.1\% <br> Flares: 9.4/9.9\% <br> Landing: None <br> Truncated Domes: None <br> Transition: 7.5\% <br> Lip on AC/ Concrete: Yes <br> Grooved Border: Yes |
| Y. 15 | Diane St./Andrea Ave | S/W | Residential | Flare Sides | $32^{\prime}$ | Ramp SIope: 6.8\% <br> Flares: 7.8/8.2\% <br> Landing: None <br> Truncated Domes: None <br> Transition: 10.2\% <br> Lip on AC/ Concrete: Yes <br> Grooved Border: Yes |
| Y. 17 | Earlimart Ave/ Andrea Ave | N/W | Residential | Flare Sides | 32' | Ramp SIope: 8.3\% <br> Flares: 7.9/8.5\% <br> Landing: None <br> Truncated Domes: None <br> Transition: 0.2\% <br> Lip on AC/ Concrete: Yes <br> Grooved Border: Yes |
| Y. 18 | Earlimart Ave/ Bobbi Ave | S/W | Residential | Flare Sides | 32' | Ramp SIope: 7.6\% <br> Flares: 9.8/8.6\% <br> Landing: None <br> Truncated Domes: None <br> Transition: 2.6\% <br> Lip on AC/ Concrete: Yes <br> Grooved Border: Yes |
| Y. 20 | Molly Rd./Bobbi Ave | S/E | Residential | Flare Sides | 371 | Ramp SIope: 7.5\% <br> Flares: 6.0/9.5\% <br> Landing: None <br> Truncated Domes: None <br> Transition: 9.3\% <br> Lip on AC/ Concrete: No <br> Grooved Border: Yes |
| Y. 22 | Molly Rd./Andrea Ave | S/E | Residential | Flare Sides | $25^{\prime}$ | Ramp SIope: 7.9\% <br> Flares: 7.7/6.5\% <br> Landing: None <br> Truncated Domes: None <br> Transition: 8.5\% <br> Lip on AC/ Concrete: No <br> Grooved Border: Yes |

## East Porterville

## Overview Map



## East Porterville Map B



Last Updated: 07/29/2013

| Community: | East Porterville |
| :--- | :---: |
| Map: | B |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| B. 2 | S. Leggett St | N. of E. Date Ave <br> S. of E. Success Dr <br> E. Side of Road | Commercial | Cross Slope | 71 | 4.9-6.1\% |
| B. 3 | S. Leggett St | N. of E. Date Ave S. of E. Success Dr E. Side of Road | Commercial | Gap | 170 | Gap over multiple properties |
| B. 5 | E. Success Dr | E. of S. Leggett St <br> S. Side of Road | Commercial | Gap | 310 | Gap over multiple properties |
| B. 6 | E. Success Dr | E. of S. Leggett St <br> S. Side of Road | Commercial | Driveway | 4 at 25 | Exceed max cross slope |
| B. 7 | E. Success Dr | E. of S. Leggett St S. Side of Road | Commercial | End of Sidewalk |  | No transition with no further access |

## Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| B.1 | S. Leggett St/ <br> E. Date Ave | N/E | Commercial | Flared Sides | 33' | Ramp Slope: $13.8 \%$ <br> Landing: None <br> Truncated Domes: None |
| B.4 | S. Leggett St/ <br> E. Success Dr. | S/E | Commercial | None |  | No Curb Ramp |
| B.8 | S/E | Suth St/ <br> E. Date Ave | School Zone | None |  | No Curb Ramp |

## East Porterville

## Map C



| Last Updated: | $07 / 29 / 2013$ |
| :--- | :---: |
| Community: | East Porterville |
| Map: | C |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| C. 1 | E. Springville | E. of S. Conner St <br> N. Side of Road | Residential | End of Sidewalk |  | No transition with no further access |
| C. 2 | Conner St. | N. of Springville Ave S. of Success Ave W. Side of Road | Residential | Driveways | 5 at $27{ }^{\prime}$ | Exceed max cross slope |
| C. 4 | S. Conner St | N. of Springville Ave S. of Success Ave W. Side of Road | Residential | Broken Sidewalk | $2^{\prime}$ | Concrete is broken at Conner |
| C. 5 | S. Conner St | N. of Springville Ave S. of Success Ave W. Side of Road | Residential | Cross Slope | 56 | 2.4-3.7\% |
| C. 6 | S. Conner St | N. of Springville Ave S. of Success Ave W. Side of Road | Residential | Gap | $50^{\prime}$ | Gap over single property |
| C. 7 | S. Conner St | N. of Springville Ave S. of Success Ave W. Side of Road | Residential | Gap | 236 | Gap over multiple properties |
| C. 8 | S. Conner St | N. of Springville Ave S. of Success Ave W. Side of Road | Residential | Gap | 270 | Gap over multiple properties |
| C. 10 | E. Success Dr. | E. of S. Conner St W. of Wagner Ln S. Side of Road | Residential | Gap | 367 ' | Gap over multiple properties |
| C. 11 | E. Success Dr. | E. of S. Conner St W. of Wagner Ln S. Side of Road | Residential | Cross Slope | 146' Total | 2.9-3.4\% |
| C. 12 | E. Success Dr. | E. of S. Conner St W. of Wagner Ln S. Side of Road | Residential | Gap | 129 | Gap over multiple properties |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| C. 13 | E. Success Dr. | E. of S. Conner St W. of Wagner Ln S. Side of Road | Residential | Gap | $168{ }^{\prime}$ | Gap over multiple properties |
| C. 14 | E. Success Dr. | E. of S. Conner St W. of Wagner Ln S. Side of Road | Residential | Driveways | 2 at 39' | Exceed max cross slope |
| C. 15 | E. Success Dr. | E. of S. Conner St W. of Wagner Ln S. Side of Road | Residential | Gap | $138{ }^{\prime}$ | Gap over multiple properties |
| C. 16 | E. Success Dr. | E. of S. Conner St W. of Wagner Ln S. Side of Road | Residential | End of Sidewalk |  | No transition with no further access |

## Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| C.3 | S. Conner St/ <br> E. Springville Ave | N/W | Residential | None |  |  |
| C.9 | S. Conner St/ <br> E. Success Dr | S/W |  |  |  |  |

## East Porterville Map D



| Last Updated: | $07 / 29 / 2013$ |
| :--- | :---: |
| Community: | East Porterville |
| Map: | D |

Path of Travel:

| Path Of Travel: |
| :--- |
| Feature No. Location Direction Type of Area Feature Length Comment <br> D.2 Bennett St S. of Cleo Ave <br> S. of Springville <br> W. Side of Road Commercial/ <br> Residential Obstruction 2.3' Power Pole |
| D.3 |
| D.5 |
| Bennett St |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| D. 17 | E. Springville Ave | E. of Bennett St W. of Doyle St <br> $N$. Side of Road | Residential/ Commercial | Broken Sidewalk | 80' | Concrete/Asphalt in poor condition includes offset |
| D. 18 | E. Springville Ave | E. of Bennett St W. of Doyle St $N$. Side of Road | Residential/ Commercial | Cross Slope | 65' | 2.8-3.7\% |
| D. 19 | E. Springville Ave | E. of Bennett St W. of Doyle St <br> $N$. Side of Road | Residential/ Commercial | Driveway | 4 at $22^{\prime}$ | Exceed max cross slope |
| D. 20 | E. Springville Ave | E. of Bennett St W. of Doyle St <br> $N$. Side of Road | Residential/ Commercial | Cross Slope | 83' Total | 2.4-6.7\% |
| D. 22 | Bennett St | N. of Springville Ave E. Side of Road | Residential/ Commercial | Cross Slope | 98' Total | 2.3-3.4\% |
| D. 23 | Bennett St | N. of Springville Ave <br> E. Side of Road | Residential/ Commercial | Gap | 115' | Gap over multiple properties |


| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| D. 1 | Bennett St/ <br> E. Cleo Ave | S/W | Residential | None |  | No Curb Ramp |
| D. 4 | Bennett St/ <br> E. Springville Ave | N/W | Residential/ Commercial | Flared Sides | $17^{\prime}$ | Ramp SIope: 8.3\% <br> Flares: 7.5/11.8\% <br> Landing: None <br> Truncated Domes: No <br> Transition: 15.0\% <br> Lip on AC/ Concrete: Yes Grooved Border: Yes/NC |
| D. 6 | Alta Vista St/ <br> E. Springville Ave | S/E | Residential/ Commercial | None |  | No Curb Ramp |
| D. 7 | S. Doyle St/ <br> E. Springville Ave | N/E | Residential | Flared Sides | $17^{\prime}$ | Ramp Slope: 10.85\% <br> Landing: None <br> Truncated Domes: None |
| D. 8 | S. Doyle St/ <br> E. Springville Ave | N/W | Residential | None |  | No Curb Ramp |
| D. 9 | S. Doyle St/ <br> E. Springville Ave | S/E | Residential | None |  | No Curb Ramp |
| D. 21 | Bennett St/ <br> E. Springville Ave | S/E | Commercial | Flared Sides | 17' | Ramp Slope: 10.4\% <br> Landing: 2.3\% <br> Truncated Domes: None |
| D. 24 | Bennett St/ <br> E. Cleo Ave | S/E | Residential | None |  | No Curb Ramp |

## East Porterville Map E



| Last Updated: | $07 / 29 / 2013$ |
| :--- | :---: |
| Community: | East Porterville |
| Map: | E |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| E. 1 | S. Tulsa Rd. | N. of Crabtree <br> E. Side of Road | Residential | End of Sidewalk |  | No transition with no further access |
| E. 2 | S. Tulsa Rd. | N. of Crabtree <br> E. Side of Road | Residential | Driveways | 8 at 17' | Exceed max cross slope |
| E. 3 | S. Tulsa Rd. | N. of Crabtree <br> E. Side of Road | Residential | Obstruction | $\begin{aligned} & 1 \text { at } 2.7^{\prime} \\ & 1 \text { at } 2.8 \end{aligned}$ | Mailbox |
| E. 4 | S. Tulsa Rd. | N. of Crabtree <br> E. Side of Road | Residential | Offset | 1/2" | Tripping Hazard |
| E. 6 | E. Crabtree Ave | E. of Tulsa Rd <br> W. of S. Rocky Hill St <br> $N$. Side of Road | Residential | Offset | 1/2" | Tripping Hazard |
| E. 7 | E. Crabtree Ave | E. of Tulsa Rd <br> W. of S. Rocky Hill St <br> $N$. Side of Road | Residential | Gap | 197' | Gap over multiple properties |
| E. 10 | E. Crabtree Ave | E. of Rocky Hill W. of Page St $N$. Side of Road | Residential | Gap | 80' | Gap over multiple properties |
| E. 11 | E. Crabtree Ave | E. of Rocky Hill W. of Page St N. Side of Road | Residential | Driveways | 22' | Exceed max cross slope |
| E. 12 | E. Crabtree Ave | E. of Rocky Hill W. of Page St N. Side of Road | Residential | Cross Slope | 60' | 2.7-3.3\% |
| E. 13 | E. Crabtree Ave | E. of Rocky Hill W. of Page St $N$. Side of Road | Residential | Driveways | 7 at 16' | Exceed max cross slope |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| E. 14 | E. Crabtree Ave | E. of Rocky Hill W. of Page St $N$. Side of Road | Residential | Gap | 490' | Gap over multiple properties |
| E. 19 | S. Page St | N. of Crabtree Ave <br> S. of Roby Ave <br> W. Side of Road | Residential | Gap | 200' | Gap over multiple properties |
| E. 20 | S. Page St | N. of Crabtree Ave <br> S. of Roby Ave <br> W. Side of Road | Residential | Obstruction | 2 at 2.5 | Mailbox |
| E. 21 | S. Page St | N. of Crabtree Ave <br> S. of Roby Ave <br> W. Side of Road | Residential | Driveways | 12' | Exceed max cross slope |
| E. 22 | S. Page St | N. of Crabtree Ave <br> S. of Roby Ave <br> W. Side of Road | Residential | Offset | 1/2" | Tripping Hazard |
| E. 23 | S. Page St | N. of Crabtree Ave <br> S. of Roby Ave <br> W. Side of Road | Residential | Cross Slope | 40' | 2.4-3.6\% |
| E. 24 | S. Page St | N. of Crabtree Ave <br> S. of Roby Ave <br> W. Side of Road | Residential | Driveways | $24^{\prime}$ | Exceed max cross slope |
| E. 25 | S. Page St | N. of Crabtree Ave S. of Roby Ave W. Side of Road | Residential | Cross Slope | 25' | 2.5-3.0\% |
| E. 26 | S. Page St | N. of Crabtree Ave S. of Roby Ave W. Side of Road | Residential | Driveways | 19' | Exceed max cross slope |
| E. 27 | S. Page St | N. of Crabtree Ave <br> S. of Roby Ave <br> W. Side of Road | Residential | Cross Slope | $33^{\prime}$ | 2.6-3.3\% |
| E. 28 | S. Page St | N. of Crabtree Ave <br> S. of Roby Ave <br> W. Side of Road | Residential | Driveways | 2 at 22' | Exceed max cross slope |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| E. 29 | S. Page St | N. of Crabtree Ave S. of Roby Ave W. Side of Road | Residential | Gap | 751' | Gap over multiple properties |
| E. 32 | S. Tulsa Rd. | S. of Roby Ave W. Side of Road | Residential | End of Sidewalk |  | No transition with no further access |
| E. 34 | E. Roby Ave | W. of Tulsa Rd E. of Holcomb St. S. Side of Road | Residential | Driveways | 6 at $24 \cdot$ | Exceed max cross slope |
| E. 35 | E. Roby Ave | W. of Tulsa Rd E. of Holcomb St. S. Side of Road | Residential | Gap | $25^{\prime}$ | Gap over single property |
| E. 36 | E. Roby Ave | W. of Tulsa Rd E. of Holcomb St. S. Side of Road | Residential | Cross Slope | 147' Total | 2.8-4.8\% |
| E. 37 | E. Roby Ave | W. of Tulsa Rd E. of Holcomb St S. Side of Road | Residential | Gap | $332{ }^{\prime}$ | Gap over multiple properties |
| E. 38 | E. Roby Ave | W. of Tulsa Rd E. of Holcomb St. <br> S. Side of Road | Residential | Gap | 67' | Gap over single property |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| E. 5 | S. Tulsa Rd/ E. Crabtree Ave | N/W | Residential | Flared Sides | 32' | Ramp Slope: 11.5\% <br> Landing: None <br> Truncated Domes: None |
| E. 8 | S. Rocky Hill St./ <br> E. Crabtree Ave. | N/W | Residential | None |  | No Curb Ramp |
| E. 9 | S. Rocky Hill St./ <br> E. Crabtree Ave. | N/E | Residential | None |  | No Curb Ramp |
| E. 15 | S. Page St/ <br> E. Crabtree Ave | N/W | Residential | None |  | No Curb Ramp |
| E. 16 | S. Page St/ <br> E. Crabtree Ave | S/W | Residential | Flared Sides | $32^{\prime}$ | Ramp Slope: 11.4\% <br> Landing: None <br> Truncated Domes: None |
| E. 17 | S. Page St/ <br> E. Crabtree Ave | S/E | Residential | None |  | No Curb Ramp |
| E. 18 | S. Page St/ <br> E. Crabtree Ave | N/E | Residential | None |  | No Curb Ramp |
| E. 30 | S. Page St/ <br> E. Roby Ave | S/E | Residential | None |  | No Curb Ramp |
| E. 31 | S. Rocky Hill St/ <br> E. Roby Ave | S/E | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 11.4\% <br> Landing: None <br> Truncated Domes: None |
| E. 33 | S. Tulsa Rd/ <br> E. Roby Ave | S/E | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 11.5\% <br> Landing: None <br> Truncated Domes: None |
| E. 39 | S. Holcomb St/ E. Roby Ave | S/W | Residential | None |  | No Curb Ramp |

## East Porterville <br> Map F



| Last Updated: | $07 / 29 / 2013$ |
| :--- | :---: |
| Community: | East Porterville |
| Map: | F |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| F. 1 | E. Roby Ave. | W. of W St S. Side of Road | Residential | End of Sidewalk |  | No transition with no further access |
| F. 2 | E. Roby Ave. | W. of W St <br> S. Side of Road | Residential | Cross Slope | 30' | 3.7-4.3\% |
| F. 3 | E. Roby Ave. | W. of W St S. Side of Road | Residential | Driveways | 2 at 40' | Exceed max cross slope |
| F. 4 | E. Roby Ave. | W. of W St S. Side of Road | Residential | Cross Slope | 123' | 2.5-4.6\% |
| F. 6 | S. W St. | S. of Roby Ave <br> E. Side of Road | Residential | Cross Slope | 62' Total | 4.2-5.0\% |
| F. 7 | S. w St. | S. of Roby Ave <br> E. Side of Road | Residential | Obstruction | 2.71 | Mailbox |
| F. 8 | S. W St. | S. of Roby Ave <br> E. Side of Road | Residential | Gap | 200' | Gap over multiple properties |
| F. 9 | S. W St. | S. of Roby Ave <br> E. Side of Road | Residential | Driveways | 4 at $22{ }^{\prime}$ | Exceed max cross slope |
| F. 10 | S. W St. | S. of Roby Ave <br> E. Side of Road | Residential | Gap | 400 | Gap over multiple properties |
| F. 11 | S. W St. | S. of Roby Ave <br> E. Side of Road | Residential | Obstruction | 2 at $2.5{ }^{\prime}$ | Mailbox |
| F. 12 | S. W St. | S. of Roby Ave <br> E. Side of Road | Residential | Cross Slope | $20^{\prime}$ | 2.5-4.1\% |
| F. 13 | E. Tyler Ave. | E. of Conner St. <br> $N$. Side of Road | Residential | End of Sidewalk |  | No transition with no further access |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| F. 14 | E. Tyler Ave. | E. of Conner St. <br> N. Side of Road | Residential | Driveways | $\begin{aligned} & 1 \text { at } 12^{\prime} \\ & 2 \text { at } 17^{\prime} \\ & 1 \text { at } 22^{\prime} \end{aligned}$ | Exceed max cross slope |
| F. 15 | E. Tyler Ave. | E. of Conner St. <br> N. Side of Road | Residential | Cross Slope | 70' | 2.7-4.7\% |
| F. 16 | E. Tyler Ave. | E. of Conner St. <br> N. Side of Road | Residential | Offset | 1/2" | Tripping Hazard |
| F. 18 | S. Conner St | N. of Tyler Ave <br> S. of Roby Ave <br> E. Side of Road | Residential | Offset | 1/2" | Tripping Hazard |
| F. 19 | S. Conner St | N. of Tyler Ave <br> S. of Roby Ave <br> E. Side of Road | Residential | Cross Slope | 180' Total | 2.3-4.2\% |
| F. 20 | S. Conner St | N. of Tyler Ave <br> S. of Roby Ave <br> E. Side of Road | Residential | Driveways | 4 at $17{ }^{\prime}$ | Exceed max cross slope |
| F. 21 | S. Conner St | N. of Tyler Ave <br> S. of Roby Ave <br> E. Side of Road | Residential | Obstruction | 2.71 | Mailbox |
| F. 22 | S. Conner St | N. of Tyler Ave <br> S. of Roby Ave <br> E. Side of Road | Residential | Driveways | $20^{\prime}$ | Exceed max cross slope |
| F. 23 | S. Conner St | N. of Tyler Ave <br> S. of Roby Ave <br> E. Side of Road | Residential | Gap | 245 | Gap over multiple properties |
| F. 25 | S. Conner St | N. of Tyler Ave <br> S. of Roby Ave <br> W. Side of Road | Residential | End of Sidewalk |  | No transition with no further access |
| F. 26 | S. Conner St | N. of Tyler Ave <br> S. of Roby Ave <br> W. Side of Road | Residential | Offset | 1/2" | Tripping Hazard |
| F. 27 | S. Conner St | N. of Tyler Ave <br> S. of Roby Ave <br> W. Side of Road | Residential | Cross Slope | 80' | 2.4-3.4\% |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| F. 29 | E. Roby Ave. | E. of W St <br> W. of Conner St. <br> S. Side of Road | Residential | Cross Slope | 32' | 2.7-3.3\% |
| F. 30 | E. Roby Ave. | E. of W St <br> W. of Conner St. <br> S. Side of Road | Residential | Driveways | $\begin{aligned} & 3 \text { at } 22^{\prime} \\ & 1 \text { at } 17^{\prime} \end{aligned}$ | Exceed max cross slope |
| F. 31 | E. Roby Ave. | E. of W St <br> W. of Conner St. <br> S. Side of Road | Residential | Cross Slope | $34 '$ | 2.6-3.6\% |
| F. 32 | E. Roby Ave. | E. of W St <br> W. of Conner St. <br> S. Side of Road | Residential | Cross Slope | 70' | 2.6-5.9\% |
| F. 33 | E. Roby Ave. | E. of W St <br> W. of Conner St. <br> S. Side of Road | Residential | Gap | 65' | Gap over single property |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| F. 5 | S. W St/ E. Roby Ave | S/w | Residential | None |  | No Curb Ramp |
| F. 17 | S. Conner St/ <br> E. Tyler Ave | N/E | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 9.8\% <br> Landing: None <br> Truncated Domes: None |
| F. 24 | S. Conner St/ <br> E. Roby Ave | S/E | Residential | None |  | No Curb Ramp |
| F. 28 | S. Conner St/ <br> E. Roby Ave | S/W | Residential | Flared Sides | 32' | Ramp Slope: 7.7\% <br> Flares: 7.9/9.2\% <br> Landing: None <br> Truncated Domes: No Transition: 9.4\% <br> Lip on AC/ Concrete: Yes Grooved Border: Yes |
| F. 34 | S. W St/ E. Roby Ave | S/E | Residential | None |  | No Curb Ramp |

## East Porterville Map G



154
E Roby Ave

| Last Updated: | $07 / 29 / 2013$ |
| :--- | :---: |
| Community: | East Porterville |
| Map: | $G$ |

## Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| G. 2 | E. Orange Ave | E. of Maurer St <br> S. Side of Road | School Zone | Broken Sidewalk | $6{ }^{\prime}$ | Concrete in poor condition |
| G. 3 | E. Orange Ave | E. of Maurer St <br> S. Side of Road | School Zone | Obstruction | $2.5{ }^{\prime}$ | Pole |
| G. 4 | E. Orange Ave | E. of Maurer St <br> S. Side of Road | School Zone | Driveways | 20' | Exceed max cross slope |
| G. 7 | E. Orange Ave | E. of Maurer St <br> N. Side of Road | School Zone | Gap | $20^{\prime}$ | Gap over single property |
| G. 8 | E. Orange Ave | E. of Maurer St <br> N. Side of Road | School Zone | Driveways | $\begin{gathered} 38^{\prime} \\ 20^{\prime} \\ 2 \text { at } 17^{\prime} \end{gathered}$ | Exceed max cross slope |
| G. 9 | E. Orange Ave | E. of Maurer St <br> N. Side of Road | School Zone | Cross Slope | 97' Total | 3.0-4.3\% |
| G. 10 | E. Orange Ave | E. of Maurer St <br> N. Side of Road | School Zone | End of Sidewalk |  | No transition with no further access |

## Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| G.1 | E. Orange Ave | E. of Maurer St <br> S. Side of Road | School Zone | Ramp |  |  |
| G.5 | E. Orange Ave. | E. of Maurer St <br> S. Side of Road | School Zone | None |  | No Ramp for crosswalk |
| G.6 | E. Orange Ave. | E. of Maurer St <br> N. Side of Road | School Zone | None |  | No Ramp for crosswalk |

## Goshen

## Overview Map



## Goshen

## Map A



| Avenue 308 | 2 | Avenue $308 \frac{7354}{24}$ | Avenue 308 |
| :---: | :---: | :---: | :---: | Avenue $308 \quad$ Avenue 308

Eagle St.


| Last Updated: | $08 / 05 / 2013$ |
| :--- | :---: |
| Community: | Goshen |
| Map: | A |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A. 2 | Ave 308 | E. and W. of Eagle St. <br> S. side of road | Residential | Driveway | 5 at $22^{\prime}$ | Driveways exceed max cross slope |
| A. 5 | Ensminger Ave | E. Cottontail St. <br> W. of Dead End <br> Both Sides of Road | Residential | Driveway | 9 at $22^{\prime}$ | Driveways exceed max cross slope |
| A. 7 | Cottontail St | S. of Ensminger <br> N. of Ashworth <br> E. Side of Road | Residential | Sidewalk | 100' | 3.4\% |
| A. 9 | Ashworth Ave. | W. and E. of Cottontail Both Sides of Road | Residential | Driveway | 9 at $22^{\prime}$ | Driveways exceed max cross slope |
| A. 10 | Ashworth Ave. | E. of Cottontail St. <br> $N$. Side of Road | Residential | Gap | $63^{\prime}$ | Empty Lot |
| A. 12 | Cottontail St. | S. of Ashworth N. of Wellman Ave E. Side of Road | Residential | Cross Slope | 75' | 2.5-3.5\% |
| A. 14 | Wellman Ave | E. of Cottontail St. $N$. and S. Side of Road | Residential | Driveway | 5 at $22^{\prime}$ | Driveways exceed max cross slope |
| A. 15 | Wellman Ave | E. of Cottontail St. <br> $N$. Side of Road | Residential | Gap | 62' | Empty Lot |
| A. 19 | Cottontail St | N. of Wellman Ave <br> S. of Ensminger Ave <br> W. Side of Road | Residential | Driveway | 8 at $22{ }^{\prime}$ | Driveways exceed max cross slope |
| A. 22 | Cottontail St | N. of Ashworth Ave <br> S. of Ensminger Ave <br> $N$. Side of Road | Residential | Gap | 34' | Empty Lot |
| A. 25 | Ave 308 | W. of Eagle St. <br> S. Side of Road | Residential | Gap | 60' | Empty Lot |

## Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A. 3 | Ave 308/ Eagle Ave. | S/E | Residential | Flared Sides | 19' | Ramp Slope: 10.4\% Landing: None Truncated Domes: None |
| A. 4 | Eagle Ave./ Ensminger | N/E | Residential | Flared Sides | 19' | Ramp Slope: 10.3\% <br> Landing: None <br> Truncated Domes: None |
| A. 6 | Ensminger/Cottontail ST | S/E | Residential | Flared Sides | 19' | Ramp Slope: 7.7\% <br> Flares: 8.4/5.0\% <br> Landing: None <br> Truncated Domes: None Transition: 8.5\% Lip on AC/ Concrete: yes Grooved Border: Yes |
| A. 8 | Cottontail/Ashworth | N/E | Residential | Flared Sides | 19' | Ramp Slope: 8.7\% <br> Landing: None <br> Truncated Domes: None |
| A. 11 | Cottontail/Ashworth | S/E | Residential | Flared Sides | 19' | Ramp Slope: 7.2\% <br> Flares: 5.0/7.3\% <br> Landing: None <br> Truncated Domes: None Transition: 8.5\% Lip on AC/ Concrete: yes Grooved Border: Yes |
| A. 13 | Cottontai/ Wellman | N/E | Residential | Flared Sides | 19' | Ramp Slope: 9.5\% <br> Landing: None <br> Truncated Domes: None |
| A. 16 | Wellman/Kit Fox | S/E | Residential | Flared Sides | 19' | Ramp Slope: 8.9\% <br> Landing: None <br> Truncated Domes: None |
| A. 17 | Wellman/Kit Fox | S/W | Residential | Flared Sides | 19' | Ramp Slope: 8.3\% <br> Flares: 4.7/4.1\% <br> Landing: None <br> Truncated Domes: None Transition: 8.9\% Lip on AC/ Concrete: yes Grooved Border: Yes |
| A. 18 | Cottontai/Wellman | S/E | Residential | Flared Sides | 19' | Ramp Slope: 9.7\% <br> Landing: None <br> Truncated Domes: None |
| A. 20 | Cottontail/Ashworth | S/W | Residential | Flared Sides | 19' | Ramp Slope: 10.0\% Landing: None Truncated Domes: None |
| A. 21 | Cottontail/Ashworth | N/W | Residential | Flared Sides | 19' | Ramp Slope: 10.1\% <br> Landing: None <br> Truncated Domes: None |
| A. 23 | Eagle Ave./ Ensminger | N/W | Residential | Flared Sides | 19' | Ramp Slope: 8.1\% <br> Flares: 9.3/6.1\% <br> Landing: None <br> Truncated Domes: None Transition: 8.0\% Lip on AC/ Concrete: No Grooved Border: Yes |
| A. 24 | Ave 308/ Eagle Ave. | S/W | Residential | Flared Sides | 19' | Ramp Slope: 9.1\% <br> Landing: None <br> Truncated Domes: None |

## Goshen Map B




10KOO

| Last Updated: | $08 / 05 / 2013$ |
| :--- | :---: |
| Community: | Goshen |
| Map: | B |

## Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| B. 2 | Gadbury Ave | E. of Kit Fox Ct <br> N. Side of Road | Residential | Driveway | 1 at $22^{\prime}$ | Driveways exceed max cross slope |
| B. 4 | Kit Fox Ct. | S. of Wellman Ave Both Sides of Road | Residential | Driveway | 10 at $22^{\prime}$ | Driveways exceed max cross slope |
| B. 5 | Kit Fox Ct. | S. of Gadbury Ave | Residential | Gap | $57^{\prime}$ | Empty Lot |
| B. 6 | Kit Fox Ct. | S. of Wellman Ave <br> N. of Gadbury Ave <br> W. Side of Road | Residential | Gap | 60' | Empty Lot |
| B. 7 | Cottontail St | N. of Ave 306 S. of Wellman Ave Both Sides of Road | Residential | Driveway | 7 at $22^{\prime}$ | Driveways exceed max cross slope |
| B. 8 | Cottontail St | N. of Lickey Ct S. of Wellman Ave E. Side of Road | Residential | Gap | 122' | Empty Lot |
| B. 9 | Cottontail St | N. of Ave 306 <br> S. of Lickey Ct <br> E. Side of Road | Residential | Gap | 58' | Empty Lot |
| B. 11 | Ave 306 | E. of Cottontail St. Both Sides of Road | Residential | Driveway | 16 at 22' | Driveways exceed max cross slope |
| B. 12 | Ave 306 | E. of Cottontail St. W. of Dead End <br> N. Side of Road | Residential | Gap | 73' | Empty Lot |

## Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| B.16 | Cottontail St | N of Ave 306 <br> S of Lickey Ct <br> W. Side of Road | Residential | Sidewalk | $120^{\prime}$ | $3.30 \%$ |
| B.19 | Cottontail St | N. of Ave 306 <br> S. Wellman Ave <br> W. Side of Road | Residential | Gap in <br> sidewalk | $57{ }^{\text {5 }}$ |  |

## Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| B. 1 | Kit Fox Ct./Gadbury | N/E | Residential | Flared Sides | 19' | Ramp Slope: 8.0\% <br> Flares: 10/4.4\% <br> Landing: None <br> Truncated Domes: None Transition: 7.7\% Lip on AC/ Concrete: No Grooved Border: Yes |
| B. 3 | Kit Fox Ct./Gadbury | S/E | Residential | Flared Sides | 19' | Ramp Slope: 8.7\% <br> Landing: None <br> Truncated Domes: None |
| B. 10 | Cottontail/ Ave 306 | N/E | Residential | Flared Sides | 19' | Ramp Slope: 11.1\% Landing: None <br> Truncated Domes: None |
| B. 13 | Ave 306/ <br> W. of Dead End | N/W | Residential | Flared Sides | 19' | Ramp Slope: 8.2\% <br> Flares: 7.7/4.5\% <br> Landing: None <br> Truncated Domes: None Transition: 7.2\% Lip on AC/ Concrete: yes Grooved Border: Yes |
| B. 15 | Cottontail/ Ave 306 | N/W | Residential | Flared Sides | 19' | Ramp Slope: $10.3 \%$ <br> Landing: None <br> Truncated Domes: None |
| B. 17 | Cottontail/ Lickey | S/W | Residential | Flared Sides | 19' | Ramp Slope: 8.7\% <br> Landing: None <br> Truncated Domes: None |
| B. 18 | Cottontail/ Lickey | N/W | Residential | Flared Sides | $19^{\prime}$ | Ramp Slope: 7.3\% <br> Flares: 7.7/4.5\% <br> Landing: None <br> Truncated Domes: None Transition: 7.8\% <br> Lip on AC/ Concrete: yes Grooved Border: Yes |

## Goshen Map C



| Last Updated: | $08 / 05 / 2013$ |
| :--- | :---: |
| Community: | Goshen |
| Map: | C |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| C. 1 | Lickey Ct. | W. of Cottontail St. <br> S. Side of Road | Residential | Driveway | 1 at $22^{\prime}$ | Driveways exceed max cross slope. Has landing but slope is 3.7\% |
| C. 2 | Lickey Ct. | W. of Cottontail St. <br> Both Sides of Road | Residential | Driveway | 15 at $22^{\prime}$ | Driveways exceed max cross slope |
| C. 3 | Lickey Ct. | W. of Cottontail St. <br> S. Side of Road | Residential | Gap | 67 ' | Empty Lot |
| C. 4 | Lickey Ct. | W. of Cottontail St. <br> $N$. Side of Road | Residential | Gap | $60^{\prime}$ | Empty Lot |
| C. 5 | Ave 306 | E. of Rd. 72 <br> W. of Cottontail St. <br> Both Sides of Road | Residential | Driveway | 10 at $22^{\prime}$ | Driveways exceed max cross slope |
| C. 6 | Ave 306 | E. of Coyote Ct W. of Cottontail St. <br> $N$. Side of Road | Residential | Driveway | 1 at $22^{\prime}$ | Driveways exceed max cross slope |
| C. 7 | Ave 306 | E. of Hawk Ct W. of Coyote Ct. $N$. Side of Road | Residential | Gap | $50^{\prime}$ | Empty Lot |
| C. 8 | Ave 306 | E. of Rd 72 <br> N. Side of Road | Residential | Gap | 127 | Empty Lot |
| C. 12 | Rd 72 | E. of Rd 72 <br> W. of Hawk Ct <br> S. Side of Road | Residential | Gap | $57^{\prime}$ | Empty Lot |
| C. 14 | Hawk Ct. | S. of Ave 306 Both Sides of Road | Residential | Driveway | 9 at $22^{\prime}$ | Driveways exceed max cross slope |

Path of Travel:
Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| C.15 | Hawk Ct. | S. of Ave 306 <br> W. Side of Road | Residential | Gap | 64 ' | Empty Lot |
| C.18 | Coyote Ct. | S. of Ave 306 <br> Both Sides of road | Residential | Driveway | 12 at 22' | Driveways exceed max <br> cross slope |

## Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| C. 9 | Rd. 72/ Ave 306 | N/E | Residential | Flared Sides | $19^{\prime}$ | Ramp Slope: 9.2\% <br> Landing: None <br> Truncated Domes: None |
| C. 10 | Rd. 72/ Ave 306 | S/E | Residential | Flared Sides | 19' | Ramp Slope: 8.6\% <br> Landing: None <br> Truncated Domes: None |
| C. 13 | Hawk Ct./ Ave 306 | S/W | Residential | Flared Sides | 19' | Ramp Slope: 10.0\% <br> Landing: None <br> Truncated Domes: None |
| C. 16 | Hawk Ct./ Ave 306 | S/E | Residential | Flared Sides | 19' | Ramp Slope: 10.2\% <br> Landing: None <br> Truncated Domes: None |
| C. 17 | Coyote Ct./ Ave 306 | S/W | Residential | Flared Sides | 19' | Ramp Slope: 10.2\% <br> Landing: None <br> Truncated Domes: None |
| C. 19 | Coyote Ct./ Ave 306 | S/E | Residential | Flared Sides | 19' | Ramp Slope: 11.0\% <br> Landing: None <br> Truncated Domes: None |

## Goshen

## Map E



| Last Updated: | $08 / 05 / 2013$ |
| :--- | :---: |
| Community: | Goshen |
| Map: | E |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| E.2 | Ave 306 | E. of Farr Rd. <br> W. of Rd. 72 <br> N. Side of Road | Residential | Driveway | 1 at 31' <br> 1 at 20' | Driveways exceed max <br> cross slope |
| E.3 | Ave. 306 | E. of Farr Rd. <br> W. of Rd. 72 <br> N. Side of Road | Residential | End of <br> Sidewalk |  | No transition with no further <br> access |
| E.4 | Camp Dr | N. of Ave 305 <br> S. of Ave 306 | Residential | Cross Slope | $230^{\prime}$ | Asphalt Path of 3-6.7\% |

## Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| E.1 | Farr Rd./ Ave 306 | N/E | Residential | Flared Sides | 19' | Ramp Slope: $11.9 \%$ <br> Landing: None <br> Truncated Domes: None |
| E.7 | Camp Dr./ Ave 306 | S/E | Residential | Dip Down | 19' | Ramp Slope: 7.3\% <br> Flares: None <br> Landing: 2\% <br> Truncated Domes: Yes <br> Transition: $8.6 \%$ <br> Lip on AC/ Concrete: no |
| Grooved Border: Yes |  |  |  |  |  |  |

## Goshen Map G



| Last Updated: | $08 / 05 / 2013$ |
| :--- | :---: |
| Community: | Goshen |
| Map: | G |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| G. 2 | Commercial Rd. | S of Ave 308 <br> E. side of road | Residential | End of Sidewalk |  | No transition with no further access |
| G. 3 | Woodbine Ave | E. of Commercial Rd. N. side of road | Residential | Gap | 85' | Continue sidewalk to Commercial Rd |
| G. 4 | Woodbine Ave | E. of Commercial Rd. <br> W. of Rd. 72 <br> Both sides of Road | Residential | Driveway | 22 at 24 | Driveways exceed max cross slope |
| G. 7 | Commercial Rd. | N. of Woodbine Ave W. Side of Road | Residential | Gap | 450 | Continue sidewalk to Ave 308 |
| G. 8 | Commercial Rd. | N. of Woodbine Ave E. Side of Road | Residential | Gap | 140 | Continue sidewalk to Woodbine Ave |
| G. 10 | Woodbine Ave | E. of Rd 71 W. of Farr Rd S. Side of Road | Residential | End of Sidewalk |  | No transition with no further access |
| G. 11 | Rd. 72 | S. of Woodbine Ave W. Side of Road | Residential | Gap | $130 '$ | Single Property, Access to Ave 308 |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| G. 1 | Commercial Rd./ <br> Ave 308 | S/E | Residential | None | $33^{\prime}$ | No curb ramp |
| G. 5 | Rd. 71/ Woodbine Ave | N/W | Residential | Flared | $33^{\prime}$ | Ramp Slope:11.4\% <br> Landing: None <br> Truncated Domes: None |
| G. 9 | Rd. 71/ Woodbine Ave | N/E | Residential | Flared | $33^{\prime}$ | Ramp Slope: 9.1\% <br> Landing: None <br> Truncated Domes:None |
| G. 12 | Rd. 72/ Woodbine Ave | S/W | Residential | Flared | $33^{\prime}$ | Ramp Slope: 9.7\% <br> Landing: None <br> Truncated Domes: None |
| G. 13 | Rd. 72/ Woodbine Ave | N/W | Residential | Flared | $33 '$ | Ramp Slope: 10.6\% Landing: None Truncated Domes: None |
| G. 14 | Farr Rd./ Woodbine Ave | N/E | Residential | Flared | 33' | Ramp Slope: 9.8\% <br> Landing: None <br> Truncated Domes: None |
| G. 15 | Farr Rd./ Woodbine Ave | N/W | Residential | Flared | $33^{\prime}$ | Ramp Slope: 9.4\% <br> Landing: None <br> Truncated Domes:None |
| G. 16 | Comercial Rd/ <br> Ave 308 | N/E | Residential | None | $33^{\prime}$ | No curb ramp |
| G. 17 | Rd. 72/ Ave 308 | N/W | Residential | None | $33 '$ | No curb ramp |

## Goshen Map H



$$
1
$$

$$
N
$$

Woodbine Ave


| Last Updated: | 08/05/2013 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Community: | Goshen |  |  |  |  |  |
| Map: | H |  |  |  |  |  |
| Path of Travel: |  |  |  |  |  |  |
| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| H. 2 | Ave 308 | E. of Rd. 72 <br> W. of Eagle <br> $N$. Side of Road | Residential | Driveway | 2 at $25^{\prime}$ | Driveways exceed max cross slope |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |
| H.1 | Rd 72/Ave 308 | N/E | Residential | None |  | No Curb Ramp |

## Goshen Map I




| Last Updated: | $08 / 05 / 2013$ |
| :--- | :---: |
| Community: | Goshen |
| Map: | 1 |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1.1 | Rd 71 | S. of Ave 310 <br> N. of Woodbine Ave Both sides of Road | Residential | Driveway | 30 at 23' | Driveways exceed max cross slope |
| 1.2 | Rd 71 | S. of Ave 310 <br> N. of Woodbine Ave <br> W. Side of Road | Residential | Broken Sidewalk | 10' | Chipped out Concrete, uneven surface, 10 linear feet of sidewalk |
| 1.3 | Rd 71 | S. of Ave 310 <br> N. of Woodbine Ave <br> W. Side of Road | Residential | Offset | 1/2" | Tripping Hazard |
| 1.4 | Rd 71 | S. of Ave 310 <br> N. of Woodbine Ave W. Side of Road | Residential | Broken Sidewalk | 18' | Chipped out Concrete, uneven surface, 18 linear feet of sidewalk |
| 1.5 | Rd 71 | S. of Ave 310 <br> N. of Woodbine Ave <br> W. Side of Road | Residential | Offset | 1/2" | Tripping Hazard |
| 1.10 | Commercial Rd. | S. of Ave 310 <br> N. of Woodbine Ave Both sides of Road | Residential | Driveway | 30 at 20 | Driveways exceed max cross slope |
| 1.11 | Commercial Rd. | S. of Ave 310 <br> N. of Woodbine Ave <br> E. Side of Road | Residential | Offset | 1/2" | Tripping Hazard |
| 1.12 | Commercial Rd. | S. of Ave 310 <br> N. of Woodbine Ave <br> W. Side of Road | Residential | Offset | 1/2" | Tripping Hazard |
| 1.13 | Commercial Rd. | S. of Ave 310 <br> N. of Woodbine Ave <br> W. Side of Road | Residential | Offset | 1/2" | Tripping Hazard |
| 1.14 | Commercial Rd. | S. of Ave 310 <br> N. of Woodbine Ave <br> W. Side of Road | Residential | Offset | 1/2" | Tripping Hazard |
| 1.15 | Commercial Rd. | S. of Ave 310 <br> N. of Woodbine Ave <br> W. Side of Road | Residential | Offset | 1/2" | Tripping Hazard |
| 1.16 | Rd. 72 | N. of Woodbine Ave <br> S. of Ave 310 <br> E. Side of Road | Residential | End of Sidewalk |  | No transition with no further access |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1.17 | Rd. 72 | N. of Woodbine Ave <br> S. of Ave 310 <br> Both Sides of Road | Residential | Driveway | 15 at 23' | Driveways exceed max <br> cross slope |
| 1.18 | Rd. 72 | N. of Woodbine Ave <br> S. of Ave 310 <br> E. Side of Road | Residential | Driveway | 1 at 40' | Driveways exceed max <br> cross slope. Apartment <br> complex entrance |
| 1.23 | Farr Rd. | N. of Woodbine Ave <br> S. of Ave 310 <br> Both Sides of Road | Residential | Driveway | 30 at 23' | Driveways exceed max <br> cross slope |
| 1.24 | Farr Rd. | N. of Woodbine Ave <br> S. of Ave 310 <br> E. Sides of Road | Residential | Offset | $1 / 2^{\prime \prime}$ | Tripping Hazard |

## Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1.6 | Rd. 71/Ave 310 | S/E | Residential | Flare | $33^{\prime}$ | Ramp Slope: 9.8\% <br> Landing: None <br> Truncated Domes: None |
| 1.7 | Rd. 71/Ave 310 | S/W | Residential | Flare | $33 '$ | Ramp Slope: 9.0\% <br> Landing: None <br> Truncated Domes: None |
| 1.8 | Commercial Rd./ Ave 310 | S/E | Residential | Flare | $33 '$ | Ramp Slope: 12.2\% <br> Landing: None <br> Truncated Domes: None |
| 1.9 | Commercial Rd./ <br> Ave 310 | S/W | Residential | Flare | $33^{\prime}$ | Ramp Slope: 11.5\% <br> Landing: None <br> Truncated Domes: None |
| 1.19 | Rd. 72/ <br> Ave 310 | S/E | Residential | Flare | $33 '$ | Ramp Slope: 11.4\% Landing: None Truncated Domes: None |
| 1.20 | Rd. 72/Ave 310 | S/W | Residential | Flare | $33 '$ | Ramp Slope: 10.3\% <br> Landing: None <br> Truncated Domes: None |
| 1.21 | Farr Rd/Ave 310 | S/E | Residential | Flare | $33^{\prime}$ | Ramp Slope: 9.5\% <br> Landing: None <br> Truncated Domes: None |
| 1.22 | Farr Rd/Ave 310 | S/W | Residential | Flare | $33^{\prime}$ | Ramp Slope: 9.4\% <br> Landing: None <br> Truncated Domes: None |

## Goshen

 Map J

| Last Updated: | $08 / 05 / 2013$ |
| :--- | :---: |
| Community: | Goshen |
| Map: | J |

## Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| J. 1 | Rd. 72/ Ave 310 | S/E | Residential | Dip Down |  | Ramp Slope: 5.4/6.6\% <br> Flares: N/A <br> Landing: 2\% <br> Truncated Domes:yes Transition: 5.9\% Lip on AC/ Concrete: no Grooved Border: Yes |
| J. 3 | Rd.72/ Ave. 310 | N/E | Residential | Flare | $33^{\prime}$ | Ramp Slope: 6.6\% <br> Flares: 5.6/6.6\% <br> Landing: 2\% <br> Truncated Domes:yes Transition: 4.2\% Lip on AC/ Concrete: no Grooved Border: Yes |

## Goshen Map K



Elm Ave
$\begin{array}{lll}3 & 4 & 5\end{array}$

Eagle St
Wolfe St

| Last Updated: | $08 / 05 / 2013$ |
| :--- | :---: |
| Community: | Goshen |
| Map: | K |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| K. 1 | N Eagle St./ Ave. 310 | N/W | Residential | Flare Sides | $33 '$ | Ramp Slope: 6.5\% <br> Flares: 6.8/4.2\% <br> Landing: 2\% <br> Truncated Domes:yes <br> Transition: 4.3\% <br> Lip on AC/ Concrete: no <br> Grooved Border: Yes |
| K. 2 | N Eagle St./ Ave. 310 | N/E | Residential | Flare Sides | $33 '$ | Ramp Slope: 6.6\% <br> Flares: 4.4/6.8\% <br> Landing: 2\% <br> Truncated Domes:yes Transition: 3.5\% Lip on AC/ Concrete: no Grooved Border: Yes |
| K. 3 | N. Eagle St/ Elm Ave. | S/W | Residential | Flare Sides | $33^{\prime}$ | Ramp Slope: 6.6\% <br> Flares: 6.8/6.5\% <br> Landing: 0.8\% <br> Truncated Domes:yes <br> Transition: 4.2\% <br> Lip on AC/ Concrete: yes <br> Grooved Border: Yes |
| K. 4 | N. Eagle St/ Elm Ave. | S/E | Residential | Flare Sides | $33 '$ | Ramp Slope: 6.2\% <br> Flares: 5.5/6.0\% <br> Landing: 0.7\% <br> Truncated Domes:yes <br> Transition: 4.1\% <br> Lip on AC/ Concrete: no <br> Grooved Border: Yes |
| K. 5 | Wolfe St./Elm Ave. | S/W | Residential | Flare Sides | $33^{\prime}$ | Ramp Slope: 4.7\% <br> Flares: 3.2/6.1\% <br> Landing: 1.3\% <br> Truncated Domes:yes Transition: 4.2\% Lip on AC/ Concrete: no Grooved Border: Yes |
| k. 6 | Wolfe St./Ave 310 | N/W | Residential | Flare Sides | $33^{\prime}$ | Ramp Slope: 5.3\% <br> Flares: 6.4/3.7\% <br> Landing: 0.7\% <br> Truncated Domes:yes <br> Transition: 3.5\% <br> Lip on AC/ Concrete: no <br> Grooved Border: Yes |
| K. 7 | Wolfe St./Ave 310 | N/E | Residential | Flare Sides | $33^{\prime}$ | Ramp SIope: 5.8\% <br> Flares: 6.0/6.3\% <br> Landing: 0.3\% <br> Truncated Domes:yes Transition: 3.5\% Lip on AC/ Concrete: no Grooved Border: Yes |

## Goshen

Map L


| Last Updated: | $08 / 05 / 2013$ |
| :--- | :---: |
| Community: | Goshen |
| Map: | L |

Path of Travel:
Path Of Travel:

| Leature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| L.1 | Camp Dr | N of Ave 306 <br> Sof Rd 70 <br> W. Side of Road | Residential | AC sidewalk | $527^{\prime}$ | Cross slope varies from $1 \%$ <br> to $4 \%$ |
| L.2 | Camp Dr | N of Rd 70 <br> Sof Wills Ave <br> W. Side of Road | Residential | AC sidewalk | 425 ' | Cross slope varies from $1 \%$ <br> to $4 \%$ |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :--- |
| L.3 | Camp Dr/ Wills Ave | N/E | Residential | Dip Down | Ramp Slope: $5.2 / 5.9 \%$ <br> Flares: N/A <br> Landing: $2 \%$ |  |
| Truncat Domes:yes |  |  |  |  |  |  |
| Transition: N/A |  |  |  |  |  |  |

## Goshen Map M



Last Updated: 08/05/2013

## Community:

 GoshenMap:
Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M.4 | Ave 308 | E. of Robinson Rd <br> W. of Rd 70 <br> N. Side of Road | Residential | End of <br> Sidewalk |  | No transition with no further <br> access |
| M.5 | Ave 308 | Ave 308 | R. of Robinson Rd <br> W. of Rd 70 <br> N. Side of Road | Residential | Broken <br> Sidewalk | 12' |


| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M. 1 | Robinson Rd/ Camp Dr | N/E | Residential | Dip Down | $33^{\prime}$ | Ramp Slope: 3.9/5.4\% <br> Flares: N/A <br> Landing: 2\% <br> Truncated Domes:yes <br> Transition: 5.4\% <br> Lip on AC/ Concrete: no <br> Grooved Border: Yes |
| M. 2 | Camp Dr/ Ave 308 | S/E | Residential | Flare Sides | $33^{\prime}$ | Ramp Slope: 6.1/6.9\% <br> Flares: N/A <br> Landing: 2\% <br> Truncated Domes:yes Transition: 8.9\% Lip on AC/ Concrete: no Grooved Border: Yes |
| M. 3 | Rd 70/ Ave 308 | N/W | Residential | None | $19 '$ | No Curb Ramp |
| M. 16 | Rd. 70/Ave 308 | N/E | Residential | None | $48^{\prime}$ | No Curb Ramp |

## Goshen Map N



Last Updated: 08/05/2013
Community: Goshen
Map:
N

## Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| N. 2 | Camp Dr | S. of Elder Ave <br> N. of Rd 69 <br> E. Side of Road | Commercial | Gap | $158{ }^{\prime}$ | Continue sidewalk from 30908 to A.C. path |
| N. 3 | Camp Dr | S. of Elder Ave <br> E. Side of Road | Commercial/Resid ential | Gap | 45' | Continue sidewalk from 30914 to intersection of Camp and Elder, No Curb ramp at intersection |
| N. 8 | Ivy Rd | N. of Elder Ave <br> S. of Ave 310 <br> W. Side of Road | Residential | Gap | 106' | Continue sidewalk over single property |
| N. 10 | Ivy Rd | N. of Elder Ave <br> S. of Ave 310 <br> W. Side of Road | Residential | Driveway | 35' | Driveways exceed max cross slope |
| N. 11 | Elder Rd/Rd 69 | E. of Ivy Rd S. of Ave 310 N . Side of Road | Residential | Driveway | 2 at 24 | Driveways exceed max cross slope |
| N. 16 | Rd. 69 | S. of Ave 310 <br> E. side of road | Residential | Gap | 209' | Continue sidewalk over multiple properties |
| N. 17 | Rd. 69 | S. of Ave 310 <br> N. of Ave 308 <br> E. Side of Road | Residential | Driveway | 8 at $28^{\prime}$ | Driveways exceed max cross slope |
| N. 21 | Robinson Rd | S. of Ave 310 <br> E. side of road | Residential | Gap | 215 | Continue sidewalk over multiple properties |
| N. 22 | Robinson Rd | S. of Ave 310 <br> W. side of road | Residential | Gap | $150 '$ | Continue sidewalk over multiple properties |
| N. 23 | Robinson Rd | S. of Ave 310 Both sides of Road | Residential | Driveway | 18 at 23' | Driveways exceed max cross slope |
| N. 24 | Robinson Rd | S. of Ave 310 At Dead End | Residential | Gap | 260' | Continue sidewalk around dead end |
| N. 25 | Ave 310 | E. of Robinson Rd W. of Rd. 70 S. Side of Road | Residential | Gap | 240' | Continue sidewalk from curb ramp on Robinson Rd to Rd. 70 |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| N. 28 | Rd. 70 | S. of Ave 310 <br> W. side of road | Residential | Gap | 72' | Continue sidewalk over single property |
| N. 29 | Rd. 70 | S. of Ave 310 <br> E. side of road | Residential | Offset | 1/2" | Tripping Hazard |
| N. 30 | Rd. 70 | S. of Ave 310 <br> E. side of road | Residential | Offset | 1/2" | Tripping Hazard |
| N. 31 | Rd. 70 | S. of Ave 310 <br> E. side of road | Residential | Broken Sidewalk | $9{ }^{\prime}$ | Chipped out Concrete, uneven surface, 9 linear feet of sidewalk |
| N. 32 | Rd. 70 | S. of Ave 310 <br> E. side of road | Residential | Cross Slope | 65' | Cross slope varies from 2.0 4.0\%, Chipped out Concrete, uneven surface |
| N. 33 | Rd. 70 | S. of Ave 310 <br> W. side of road | Residential | Gap | 18' | Gap in sidewalk. Continue over single property |
| N. 34 | Rd. 70 | S. of Ave 310 <br> E. side of road | Residential | Broken Sidewalk | $45 '$ | Chipped out Concrete, uneven surface, 45 linear feet of sidewalk |
| N. 35 | Rd. 70 | S. of Ave 310 <br> W. side of road | Residential | Offset | 1/2" | Tripping Hazard |
| N. 36 | Rd. 70 | S. of Ave 310 <br> E. side of road | Residential | Offset | 1/2" | Tripping Hazard |
| N. 37 | Rd. 70 | S. of Ave 310 <br> E. side of road | Residential | Broken Sidewalk | $69^{\prime}$ | Chipped out Concrete, uneven surface, 69 linear feet of sidewalk |
| N. 38 | Rd. 70 | S. of Ave 310 <br> W. side of road | Residential | Broken Sidewalk | $45^{\prime}$ | Chipped out Concrete, uneven surface, 45 linear feet of sidewalk |
| N. 39 | Rd. 70 | S. of Ave 310 <br> W. side of road | Residential | Offset | 1/2" | Tripping Hazard |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| N. 1 | Camp Dr/ Rd. 69 | N/E | Residential | Dip Down | 12 | Ramp Slope: 6.5\% <br> Flares: N/A <br> Landing: 2\% <br> Truncated Domes: yes <br> Transition: 14.8\% <br> Lip on AC/ Concrete: Yes <br> Grooved Border: Yes |
| N. 4 | Ivy Rd./Elder Ave | N/E | Residential | Flare Sides | 50 | Ramp Slope: 14.3\% <br> Landing: None <br> Truncated Domes: None |
| N. 5 | Ivy Rd./Ave 310 | N. | Residential | Dip Down | 18 | Ramp Slope: 7.8/6.3\% <br> Flares: N/A <br> Landing: 0.8\% <br> Truncated Domes: yes Transition: 6.4\% <br> Lip on AC/ Concrete: No Grooved Border: Yes |
| N. 6 | Ivy Rd./Ave 310 | N/E | Residential | Dip Down | 18 | Ramp Slope: 5.2/5.6\% <br> Flares: N/A <br> Landing: 2\% <br> Truncated Domes: yes <br> Transition: 3.7\% <br> Lip on AC/ Concrete: No <br> Grooved Border: Yes |
| N. 7 | Ivy Rd./Ave 310 | N/W | Residential | Dip Down | 18 | Ramp Slope: 5.9/6.9\% <br> Flares: N/A <br> Landing: 2\% <br> Truncated Domes: yes <br> Transition: 5.8\% <br> Lip on AC/ Concrete: No <br> Grooved Border: Yes |
| N. 9 | Camp Dr/Elder Ave | N/E | Residential | None | 48 | No Curb Ramp |
| N. 12 | Rd 69/Elder Ave | N/W | Residential | None | 33 | No Curb Ramp |
| N. 13 | Rd 69/Ave 310 | S/W | Residential | Dip Down | 18 | Ramp Slope: 6.6/6.0\% <br> Flares: N/A <br> Landing: 2\% <br> Truncated Domes: Yes <br> Transition: 2.2\% <br> Lip on AC/ Concrete: No <br> Grooved Border: Yes |
| N. 14 | Rd 69/Ave 310 | S/E | Residential | Dip Down | 18 | Ramp Slope: 5.7/6.3\% <br> Flares: N/A <br> Landing: 2\% <br> Truncated Domes: Yes <br> Transition: 3.1\% <br> Lip on AC/ Concrete: No <br> Grooved Border: Yes |
| N. 15 | Rd 69/Ave 310 | N. | Residential | Dip Down | 18 | Ramp Slope: 7.4/6.2\% <br> Flares: N/A <br> Landing: 2\% <br> Truncated Domes: Yes Transition: 8.1\% <br> Lip on AC/ Concrete: No <br> Grooved Border: Yes |
| N. 18 | Ave 310/Robinson Rd | N/W | Residential | Dip Down | 18 | Ramp Slope: 6.7/7.3\% <br> Flares: N/A <br> Landing: 2\% <br> Truncated Domes: yes <br> Transition: 5.2\% <br> Lip on AC/ Concrete: No <br> Grooved Border: Yes |
| N. 19 | Ave 310/Robinson Rd | S/W | Residential | Dip Down | 18 | Ramp Slope: 6.8/6.9\% <br> Flares: N/A <br> Landing: 2\% <br> Truncated Domes: Yes <br> Transition: 7.3\% <br> Lip on AC/ Concrete: No <br> Grooved Border: Yes |



## Goshen

## Map O



| Last Updated: | $08 / 05 / 2013$ |
| :--- | :---: |
| Community: | Goshen |
| Map: | 0 |

## Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0.9 | Nutmeg Rd | N. of Betty Dr W. Side of Road | Residential | Driveway | 2 at 36 | Driveways exceed max cross slope |
| 0.13 | Rd 67 | S/E of Elder Ave Buzz's Entrance | Commercial | Driveway | 55' | 9.7\% Transition to driveway on N . side of drive approach, |
| 0.14 | Elder Rd | Buzz's Entrance | Commercial | Driveway | 55' | Needs transition to walk behind path on E . side of drive approach only, cross slope is compliant |
| 0.15 | Elder Rd | W. of Juniper St. <br> S. Side of Road | Residential | Driveway | $21^{\prime}$ | Chipped out Concrete, uneven surface |
| 0.18 | Elder Rd | E. of Juniper St <br> S. Side of Road | Residential | Driveway | $33 '$ | Chipped out Concrete, uneven surface |
| 0.20 | Effie Dr | S. of Elder Dr W. Side of Road | Residential | Gap | 115' | Continue sidewalk to bus stop located S. of the intersection |
| 0.21 | Rd. 67 | N. of Ave 308 <br> S. of Betty Dr <br> W. Side of Road | Residential | Gap | 408'+70' | Continue sidewalk over multiple properties, 1 business parking lot included |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0.1 | Rd. 67/Betty Dr. | S/W | Residential | Flare Sides | 17' | Ramp Slope: 4.1\% <br> Flares: 3.6/5.9\% <br> Landing: 2\% <br> Truncated Domes: yes Transition: 4.0\% Lip on AC/ Concrete: No Grooved Border: Yes |
| 0.2 | Rd. 67/Betty Dr. | N/W | Residential | Flare Sides | 17' | Ramp Slope: 6.9\% <br> Flares: 9.1/7.8\% <br> Landing: 2\% <br> Truncated Domes: Yes Transition: 3.0\% Lip on AC/ Concrete: No Grooved Border: Yes |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0.3 | Rd. 67/Effie Dr. | S/W | Residential | Flare Sides | $17^{\prime}$ | Ramp Slope: 7.4\% <br> Flares: 11.7/8.4\% <br> Landing: 2\% <br> Truncated Domes: Yes Transition: 4.9\% Lip on AC/ Concrete: No Grooved Border: Yes |
| 0.4 | Rd. 67/Effie Dr. | S/E | Residential | Flare Sides | 17' | Ramp Slope: 6.9\% <br> Flares: 7.1/10.2\% <br> Landing: 2\% <br> Truncated Domes: Yes Transition: 2.3\% <br> Lip on AC/ Concrete: No Grooved Border: Yes |
| 0.5 | Rd. 67/Betty Dr. | N/E | Residential | Flare Sides | $17^{\prime}$ | Ramp Slope: 6.7\% <br> Flares: 10.9/5.0\% <br> Landing: 2\% <br> Truncated Domes: Yes Transition: 4.5\% Lip on AC/ Concrete: No Grooved Border: Yes |
| 0.6 | Rd. 67/Betty Dr. | S/E | Residential | Flare Sides | $17^{\prime}$ | Ramp Slope: 7.1\% <br> Flares: 12.9/6.5\% <br> Landing: 2\% <br> Truncated Domes: Yes Transition: 3.2\% Lip on AC/ Concrete: No Grooved Border: Yes |
| 0.7 | Nutmeg Rd/Betty Dr | N/E | Residential | Flare Sides | $17^{\prime}$ | Ramp Slope: 7.9\% <br> Flares: 9.6/8.1\% <br> Landing: 2\% <br> Truncated Domes: Yes Transition: 3.2\% Lip on AC/ Concrete: No Grooved Border: Yes |
| 0.8 | Nutmeg Rd/Betty Dr | N/W | Residential | None | $21^{\prime}$ | No Curb Ramp |
| 0.10 | SR. 99 N. bound off ramp/ Betty Dr | S/E | Residential | Dip Down | 12' | Ramp Slope: 7.3\% <br> Flares: N/A <br> Landing: 2\% <br> Truncated Domes: No Transition: 3.0\% Lip on AC/ Concrete: Yes Grooved Border: Yes |
| 0.11 | SR. 99 N. bound off ramp/ Betty Dr | S/W | Residential | Flare Sides | 15' | Ramp Slope: 11.0\% <br> Landing: 2\% <br> Truncated Domes: None |
| 0.16 | J uniper St/Elder Dr | S/W | Residential | Flare Sides | $17^{\prime}$ | Ramp Slope: 9.4\% <br> Landing: None <br> Truncated Domes: None |
| 0.17 | Juniper St/Elder Dr | S/E | Residential | Flare Sides | 17' | Ramp Slope: 4.7\% <br> Landing: None <br> Truncated Domes: None |
| 0.19 | Effie Dr/Elder Dr | S/W | Residential | Flare Sides | $17^{\prime}$ | Ramp Slope: 7.4\% <br> Landing: None <br> Truncated Domes: None |

## Goshen

Map P


| Last Updated: | $08 / 05 / 2013$ |
| :--- | :---: |
| Community: | Goshen |
| Map: | P |

## Path of Travel:

$\left.\begin{array}{|c|c|c|c|c|c|c|}\hline \text { Feature No. } & \text { Location } & \text { Direction } & \text { Type of Area } & \text { Feature } & \text { Length } & \text { Comment } \\ \hline \text { P.4 } & \text { Ave 308 } & \begin{array}{c}\text { W. of Juniper St. } \\ \text { S. Side of Road }\end{array} & \text { Residential } & \begin{array}{c}\text { End of } \\ \text { Sidewalk }\end{array} & & \text { No transition with no further } \\ \text { access }\end{array}\right\}$

## Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| P. 1 | Juniper St/ Ave 308 | N/W | Residential | None | $33^{\prime}$ | No Curb Ramp |
| P. 3 | Juniper St/ Ave 308 | S/W | Residential | None | 33' | No Curb Ramp |
| P. 7 | Rd 68/ Harvest Ave | N/W | Residential | Flared Sides | $24^{\prime}$ | Ramp Slope: 9.5\% <br> Landing: None <br> Truncated Domes: None |
| P. 8 | Rd 68/ Alley | S/W | Residential | Flared Sides | $24^{\prime}$ | Ramp Slope: 10.2\% <br> Landing: None <br> Truncated Domes: None |
| P. 9 | Rd 68/ Alley | N/W | Residential | Flared Sides | $24^{\prime}$ | Ramp Slope: 9.8\% <br> Landing: None <br> Truncated Domes: None |
| P. 14 | Dollarhide Rd/ <br> Ave 308 | S/E | Residential | Flared Sides | $34^{\prime}$ | Ramp Slope: 7.5\% <br> Flares: 9.5/10.4\% <br> Landing: 2\% <br> Truncated Domes: Yes Transition: 1\% <br> Lip on AC/ Concrete: No Grooved Border: Yes |
| P. 15 | Dollarhide Rd/ <br> Ave 308 | S/W | Residential | Flared Sides | $34^{\prime}$ | Ramp Slope: 7.7\% <br> Flares: 9.5/9.0\% <br> Landing: 2\% <br> Truncated Domes: Yes Transition: 1\% <br> Lip on AC/ Concrete: No Grooved Border: Yes |
| P. 16 | Dollarhide Rd/ Ave 308 | N/W | Residential | Flared Sides | $34^{\prime}$ | Ramp Slope: 7.7\% <br> Flares: 9.1/9.3\% <br> Landing: 2\% <br> Truncated Domes: Yes Transition: 1\% <br> Lip on AC/ Concrete: No Grooved Border: Yes |
| P. 17 | Dollarhide Rd/ <br> Ave 308 | N/E | Residential | Flared Sides | $34^{\prime}$ | Ramp Slope: 9.2\% <br> Flares: 10.0/10.0\% <br> Landing: 2\% <br> Truncated Domes: Yes Transition: 1\% <br> Lip on AC/ Concrete: No Grooved Border: Yes |
| P. 18 | Rd 67/ Ave 308 | N/W | Residential | None |  | No Curb Ramp |

## Goshen Map R



| Last Updated: | $08 / 05 / 2013$ |
| :--- | :---: |
| Community: | Goshen |
| Map: | R |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| R. 2 | Effie Dr | S. of Ave 306 <br> N. of Ave 305 <br> W. Side of Road | Residential | Driveway | 2 at $20^{\prime}$ | Driveways exceed max cross slope |
| R. 3 | Effie Dr | S. of Ave 306 <br> N. of Ave 305 <br> W. Side of Road | Residential | End of sidewalk |  | No transition with no further access |
| R. 4 | Ave 305 | Front of 6901 <br> E. of Kame Dr. <br> S. Side of Road | Residential | End of Sidewalk |  | No transition with no further access |
| R. 5 | Ave 305 | W. of Robinson Rd <br> E. of Commercial Rd <br> S. Side of Road | Residential | Driveway | 4 at $32{ }^{\prime}$ | Driveways exceed max cross slope |
| R. 6 | Ave 305 | W. of 6901 <br> S. Side of Road | Residential | Gap | $7^{\prime}$ | Continue sidewalk over single properties |
| R. 7 | Ave 305 | W. of Kame Dr <br> S. Side of Road | Residential | Cross Slope | 38' | 2.0-4.0\% |
| R. 8 | Ave 305 | W. of Kame Dr. <br> E. of Ivy Rd <br> S. Side of Road | Residential | Gap | $7{ }^{\prime}$ | Continue sidewalk over single properties |
| R. 9 | Ave 305 | W. of Kame Dr. <br> E. of Commercial Rd. <br> S. Side of Road | Residential | Driveway | 3 at 21' | Driveways exceed max cross slope |
| R. 10 | Ave 305 | W. of Ivy Rd <br> S. Side of Road | Residential | Obstruction | 2.51 | Telephone pole |
| R. 11 | Commercial Rd. | Corner of Commercial Rd. and Ave 305 | Residential | Broken Sidewalk | $27^{\prime}$ | Poor Condition |
| R. 12 | Commercial Rd. | S. of Ave 305 <br> E. Side of Road | Residential | Driveway | 41' | Driveways exceed max cross slope |
| R. 13 | Commercial Rd. | S. of Ave 305 <br> E. Side of Road | Residential | Broken Concrete | $9 '$ | Chipped out Concrete, uneven surface. Can be fixed with feature R. 14. |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| R. 14 | Commercial Rd. | S. of Ave 305 <br> N. of Ave 304 <br> E. Side of Road | Residential | Driveway | 2 at 30' | Driveways exceed max cross slope |
| R. 15 | Commercial Rd. | S. of Ave 305 <br> N. of Ave 304 <br> E. Side of Road | Residential | Offset | $6{ }^{\prime}$ | Utility Box |
| R. 16 | Commercial Rd. | N. of Ave 304 <br> E. Side of Road | Residential | Broken Concrete | 8' | Uneven concrete creating depression and trip hazard |
| R. 17 | Commercial Rd. | N. of Ave 304 <br> E. Side of Road | Residential | Gap | $43 '$ | End of access, sidewalk can be continued to AC path |
| R. 22 | Ave 305 | E. of Ivy Rd W. of Kame Dr N. Side of Road | Residential | Driveway | 3 at 20' | Driveways exceed max cross slope |
| R. 23 | Ave 305 | E. of Ivy Rd W. of Kame Dr N. Side of Road | Residential | Broken Concrete | 5' | Offset at transition |
| R. 24 | Ave 305 | E. of Ivy Rd W. of Kame Dr N. Side of Road | Residential | Driveway | $26^{\prime}$ | Driveways exceed max cross slope |
| R. 25 | Ave 305 | E. of Ivy Rd W. of Kame Dr N. Side of Road | Residential | Driveway | 65' | Driveways exceed max cross slope |
| R. 26 | Ave 305 | E. of Ivy Rd W. of Kame Dr $N$. Side of Road | Residential | Cross Slope | 8' | Broken sidewalk, with cross slope of $5.1 \%$, offset at transition |

## Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| R. 1 | Effie Dr/ Ave 306 | S/W | Residential | Flare Sides | $33 '$ | Ramp Slope: 9.8\% <br> Landing: None <br> Truncated Domes: None |
| R. 11 | Commercial Dr/ <br> Ave 305 | S/E | Residential | Flare Sides | $33^{\prime}$ | No Curb Ramp |
| R. 21 | Ivy Rd/ Ave 305 | N/E | Residential | Flare Sides | $33^{\prime}$ | Ramp Slope: 12.2\% <br> Landing: None <br> Truncated Domes: None |
| R. 27 | Kame Dr/ Ave 305 | N/W | Residential | Flare Sides | 33' | Ramp Slope: 13.9\% <br> Landing: None <br> Truncated Domes: None |

## Goshen Map S



| Last Updated: | $08 / 05 / 2013$ |
| :--- | :---: |
| Community: | Goshen |
| Map: | S |

Curb Ramps:

| Curb Ramps: |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Feature No. Location Direction Type of Area Type Length <br> S.2 Ave 304 N/E Residential Flare Sides 32'Ramp Slope: $11.0 \%$ <br> Landing: None <br> Truncated Domes:None |  |  |  |  |  |  |
| S.1 | Ave 304 | N/W | Residential | Flare Sides | 32' | Ramp Slope: 9.9\% <br> Landing: None <br> Truncated Domes:None |

## Goshen Map T1



| Last Updated: | $08 / 05 / 2013$ |
| :--- | :---: |
| Community: | Goshen |
| Map: | T1 |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| T1.1 | Parson Dr. | N. of Betty Dr. W. Side of Road | Commercial | Driveway | 7 at 40' | Driveways exceed max cross slope |
| T1.2 | Parson Dr. | N. of Betty Dr. W. Side of Road | Commercial | Broken Sidewalk | $5 '$ | Sidewalk is uneven and broken |
| T1.3 | Parson Dr. | N. of Betty Dr. W. Side of Road | Commercial | Cross Slope | 35' | 3.5\% |
| T1.4 | Parson Dr. | N. of Betty Dr. E. Side of Road | Commercial | Driveway | 7 at 40' | Driveways exceed max cross slope |
| T1.5 | Parson Dr. | Entrance to RV Park N. of Betty Dr. | Commercial | Driveway | 40' | Driveways exceed max cross slope |

## Goshen

## Map T2



| Last Updated: | $08 / 05 / 2013$ |
| :--- | :---: |
| Community: | Goshen |
| Map: | T2 |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| T2.3 | Ave 308 | Front of Goshen Elementary School S. Side of Road | School | Driveway | $20^{\prime}$ | Driveways exceed max cross slope |
| T2.4 | Ave 308 | Front of Goshen Elementary School S. Side of Road | School | Sidewalk | 15' | 2.1\%-4.0\% |
| T2.5 | Ave 308 | Front of Goshen Elementary School <br> S. Side of Road | School | Driveway | 25' | Driveways exceed max cross slope |
| T2.6 | Ave 308 | E of Rd 64 W of Parson Dr S. Side of Road | School | End of Sidewalk |  | No transition |
| T2.8 | Ave 308 | W of Parson Dr E of Frontage Rd $N$. Side of Road | School | Driveways | 4 at 40' | Driveways exceed max cross slope of $2 \%$ |
| T2.9 | Ave 308 | E of Rd 64 W of Parson Dr $N$. Side of Road | School | Cross Slope | $66^{\prime}$ | 2.0\%-3.3\% |
| T2.10 | Ave 308 | W of Parson Dr E of Frontage Rd $N$. Side of Road | School | Offset | 1/2" | Tripping Hazard |
| T2.11 | Ave 308 | W of Parson Dr E of Frontage Rd $N$. Side of Road | School | Driveway | 4 at 42' | Driveways exceed max cross slope of $2 \%$ |
| T2.14 | Ave 308 | W of Parson Dr E of Frontage Rd $N$. Side of Road | School | Broken Concrete | $34 '$ | Broken concrete uneven surface |
| T2.15 | Ave 308 | W of Parson Dr E of Frontage Rd $N$. Side of Road | School | Cross Slope | $14{ }^{\prime}$ | Cross slope exceeds 2\% |
| T2.16 | Ave 308 | W of Parson Dr <br> E of Frontage Rd <br> $N$. Side of Road | School | Broken Concrete | $14{ }^{\prime}$ | 2.50\% |
| T2.17 | Ave 308 | W of Parson Dr E of Frontage Rd $N$. Side of Road | School | Broken Concrete | $9 '$ | Poor Condition |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| T2.19 | Frontage Rd | N of Ave 308 Front of 6544 W. Side of Road | Commercial | Driveway | 2 at 40' | Driveways exceed max cross slope of $2 \%$ |
| T2.20 | Frontage Rd | N of Ave 308 <br> Front of 6544 <br> W. Side of Road | Commercial | offset | 1/2" | depressed segment |
| T2.21 | Frontage Rd | N of Ave 308 Front of 3082 W. Side of Road | Commercial | Driveway | 5 at 40' | Driveways exceed max cross slope of $2 \%$ |
| T2.23 | Betty Dr. | W of Frontage Rd S. Side of Road | Commercial | Broken Concrete | $20^{\prime}$ | Cross slope exceeds 2\%, uneven broken concrete |
| T2.24 | Betty Dr. | W of Frontage Rd <br> S. Side of Road | Commercial | Driveway | 3 at 45' | Driveways exceed max cross slope of $2 \%$ |
| T2.25 | Betty Dr. | W of Frontage Rd <br> S. Side of Road | Commercial | Broken Concrete | 10' | Cross slope exceeds 2\%, uneven broken concrete |
| T2.27 | Betty Dr. | S of Betty Dr <br> E. Side of Road | Commercial | Driveway | $42^{\prime}$ | Driveways exceed max cross slope of 2\% |
| T2.30 | Betty Dr. | S of Betty Dr W. Side of Road | Commercial | Driveway | 371 | Driveways exceed max cross slope of $2 \%$ |
| T2.31 | Betty Dr. | W. of Elder Ave <br> $N$. Side of Road | Commercial | Driveway | $\begin{aligned} & 40^{\prime} \\ & 42^{\prime} \end{aligned}$ | Driveways exceed max cross slope of 2\% |
| T2.32 | Betty Dr. | W. of Elder Ave <br> N. Side of Road | Commercial | Cross Slope | 22' | 2.3-3.0\% |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| T2.1 | Ave 308/ Frontage | S/W | School | None |  | Needs dip down ramp for transition from crosswalk to sidewalk in front of school |
| T2.2 | Ave 308/ Goshen Elementary School | S side | School | Dip Down | $18^{\prime}$ | Ramp Slope: 9.0\% Landing: $2 \%$ <br> Truncated Domes:None <br> Transition: NA |
| T2.13 | Ave 308 | E. of Frontage Rd. <br> $N$. Side of Road | School | None |  | Crosswalk ends at curb with no ramp |
| T2.18 | Ave 308/ Frontage Rd | N/W | School | Flare Sides | $23 '$ | Ramp Slope: 12\% <br> Landing: None <br> Truncated Domes:None |
| T2.22 | Elder Ave/ Frontage Rd | S/W | Commercial | Flare Sides | $25^{\prime}$ | Ramp Slope: 9.9\% <br> Landing: None <br> Truncated Domes:None |
| T2.26 | Elder Ave/ Betty Dr | S/E | Commercial | Flare Sides | $24^{\prime}$ | Ramp Slope: 8.8\% <br> Landing: None <br> Truncated Domes:None |
| T2.33 | Elder Ave/ Betty Dr | N/W | Commercial | Flare Sides | $35^{\prime}$ | Ramp Slope: 12.2\% Landing: None Truncated Domes:None |
| T2.34 | Elder Ave/ Betty Dr | N/E | Commercial | Flare Sides | 23' | Ramp Slope: 10.8\% Landing: None Truncated Domes:None |
| T2.3 | Elder Ave/ Frontage Rd | S/E | Commercial | Flare Sides | 18' | Ramp Slope: 11.4\% <br> Landing: None <br> Truncated Domes:None |
| T2.35 | Elder Ave/ SB SR 99 | S/W | Commercial | Flare Sides | $15^{\prime}$ | Ramp Slope: 12.0\% Landing: None Truncated Domes:None |
| T2.36 | Elder Ave/ SB SR 99 | S/E | Commercial | Flare Sides | 18' | Ramp Slope: 11.4\% Landing: None Truncated Domes:None |

## Goshen Map U



| Last Updated: | $08 / 05 / 2013$ |
| :--- | :---: |
| Community: | Goshen |
| Map: | U |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| U.1 | Harvest Ave | W of Rd 66 <br> N. Side of Road | Commercial | End of <br> Sidewalk | No Transition with no <br> further access |  |
| U.2 | Harvest Ave | W of Frontage Rd. <br> E. of Rd. 66 <br> N. Side of Road | Commercial | Driveway | 3 at 42' | Needs transition from <br> sidewalk to sidewalk behind <br> driveway |
| U.4 | Frontage Rd | N. of Harvest <br> Front of Harley <br> Davidson Store | Commercial | End of <br> Sidewalk |  | No Transition with no <br> further access |

## Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| U. 3 | Frontage Rd/ Harvest | N/W | Commercial | Replace | 33' | Ramp Slope: 7.9\% <br> Flares: 6.3/8.3\% <br> Landing: None <br> Truncated Domes: No Transition: 6.6\% Lip on AC/ Concrete: Yes Grooved Border: Yes |

## Goshen Map Y



Robinson Rd
Robinson Rd


| Last Updated: | $08 / 05 / 2013$ |
| :--- | :---: |
| Community: | Goshen |
| Map: | Y |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Condition | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Y. 1 | Robinson Rd/ Betty Dr. | S/W | Residential | Flare Sides | 17' | Ramp Slope: 6.9\% <br> Flares: 7.8/11.2\% <br> Landing: 2\% <br> Truncated Domes: Yes Transition: 5.1\% Lip on AC/ Concrete: Yes Grooved Border: Yes |
| Y. 2 | Robinson Rd/ Betty Dr. | S/E | Residential | Flare Sides | 17' | Ramp Slope: 6.8\% <br> Flares: 8.0/9.5\% <br> Landing: 1.5\% <br> Truncated Domes: Yes Transition: 2.3\% Lip on AC/ Concrete: No Grooved Border: Yes |
| Y. 3 | Robinson Rd/ Betty Dr. | N/E | Residential | Flare Sides | 17' | Ramp Slope: 7.7\% <br> Flares: 10.5/10.9\% <br> Landing: 2\% <br> Truncated Domes: Yes Transition: 5.7\% <br> Lip on AC/ Concrete: Yes Grooved Border: Yes |
| Y. 4 | Robinson Rd/ Betty Dr. | N/W | Residential | Flare Sides | 17' | Ramp Slope: 7.6\% <br> Flares: 8.6/9.8\% <br> Landing: 0.5\% <br> Truncated Domes: Yes Transition: 2.2\% Lip on AC/ Concrete: No Grooved Border: Yes |

## Goshen Map Z




| Last Updated: | $08 / 05 / 2013$ |
| :--- | :---: |
| Community: | Goshen |
| Map: | Z |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Z. 2 | Rd. $72 . /$ Betty Dr | S/E | Residential | Flare Sides | 33 | Ramp Slope: 4.6\% <br> Flares: 4.6/5.1\% <br> Landing: 2\% <br> Truncated Domes: Yes Transition: 4.7\% Lip on AC/ Concrete: Yes Grooved Border: Yes |
| Z. 3 | Rd. 72/ <br> 3180 Enterance | N/E | Residential | Dip Down | 12 | Ramp Slope: 3.8\% <br> Flares: N/A <br> Landing: 2\% <br> Truncated Domes: Yes Transition: 1\% Lip on AC/ Concrete: No Grooved Border: Yes |
| Z. 4 | Rd. 72/ <br> 3180 Enterance | S/E | Residential | Dip Down | 12 | Ramp Slope: 3.7\% <br> Flares: N/A <br> Landing: 2\% <br> Truncated Domes: Yes Transition: 1\% Lip on AC/ Concrete: No Grooved Border: Yes |
| Z. 5 | Rd. 72/ <br> 3180 Enterance | N/E | Residential | Flare Sides | 33 | Ramp Slope: 7.1\% <br> Flares: 4.7/5.1\% <br> Landing: 2\% <br> Truncated Domes: Yes Transition: .4\% Lip on AC/ Concrete: No Grooved Border: Yes |
| Z. 6 | Rd. 72/ <br> 3180 Enterance | S/E | Residential | Flare Sides | 15 | Ramp SIope: 6.8\% <br> Flares: 6.5/5.1\% <br> Landing: 2\% <br> Truncated Domes: Yes <br> Transition: 1\% <br> Lip on AC/ Concrete: No <br> Grooved Border: Yes |

## Ivanhoe (North) <br> Overview Map



Note: No Pedestrian Right of Way Features are present outside of the following maps.


## Ivanhoe (South) Overview Map

Note: No Pedestrian Right of Way Features are present outside of the following maps.


## Ivanhoe

Map A


| Last Updated: | $07 / 31 / 2013$ |
| :--- | :---: |
| Community: | Ivanhoe |
| Map: | A |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A. 1 | Heather Ave | N/E corner of Rd 161 and Heather Ave | Residential | End of Sidewalk |  | End of access, Dead ends at orchard |
| A. 2 | Heather Ave | E. of Rd 160 W. of Rd 161 | Residential | Driveway | 15 at $22^{\prime}$ | Driveways exceed max cross slope |
| A. 3 | Heather Ave | E. of Rd 160 <br> W. of Rd 161 <br> S. side of road | Residential | Cross Slope | $34^{\prime}$ | 3.0\% |
| A. 6 | Rd 160 | N. of Heather Ave <br> S. of Ave 332 <br> E. side of road | Residential | Driveway | 6 at 15' | Driveways exceed max cross slope |
| A. 7 | Rd 160 | N. of Heather Ave. <br> S. of Ave. 332 <br> E. side of road | Residential | Obstruction | 2.21 | Mailbox |
| A. 8 | Rd 160 | N. of Heather Ave, <br> S. of Ave 332 <br> E. side of road | Residential | Gap | 84' | Gap in sidewalk over multiple properties |
| A. 9 | Rd 160 | N. of Heather Ave, <br> S. of Ave 332 <br> E. side of road | Residential | Cross Slope | 153' | 2.5-4.1\% |
| A. 11 | Rd 160 | N. of Heather Ave, <br> S. of Ave 332 <br> E. side of road | Residential | Broken Sidewalk | $3 '$ | (Poor condition) Tripping hazard |
| A. 13 | Rd 160 | N. of Heather Ave, <br> S. of Ave 332 <br> E. side of road | Residential | Obstruction | 2.51 | Mailbox |
| A. 18 | Ave 332 | E. of Rd 160 W. of Buckeye Rd | Residential | Driveway | $\begin{aligned} & 24^{\prime} \\ & 20^{\prime} \\ & 16^{\prime} \end{aligned}$ | Driveways exceed max cross slope |
| A. 23 | Ave 332 | E. of Rd 161 <br> $N$. side of road | Residential | Driveway | 12' | W. transition has cross slope exceeding max |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A.24 | Buckeye Rd | S. of Ave 332 <br> N. of Heather Ave <br> E. side of road | Residential | Cross Slope | 122' | 2.6\%-3.1\% |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A. 42 | Rd 160 | N. of Heather Ave, <br> S. of Ave 332 <br> W. side of road | Residential | Cross Slope | $45^{\prime}$ | 2.5-4.0\% |
| A. 43 | Rd 160 | N. of Heather Ave, <br> S. of Ave 332 <br> W. side of road | Residential | Obstruction | 2.61 | Mailbox |
| A. 44 | Rd 160 | N. of Heather Ave, <br> S. of Ave 332 <br> W. side of road | Residential | Driveway | $\begin{gathered} 16^{\prime} \\ 2 \text { at } 23^{\prime} \\ 20^{\prime} \end{gathered}$ | Driveways exceed max cross slope |
| A. 48 | Rd 160 | N. of Heather Ave, <br> S. of Ave 332 <br> W. side of road | Residential | Gap | $35^{\prime}$ | Gap in sidewalk over single property |
| A. 49 | Ave 332 | E. of Hawthorne Rd. <br> W. of Rd 160 <br> $S$. side of road | Residential | Gap | $15 '$ | Gap in sidewalk over single property, includes obstructions bringing the clear width down to 2.3' |
| A. 50 | Ave 332 | E. of Hawthorne Rd. <br> W. of Rd 160 <br> S. side of road | Residential | Obstruction | 2.3 ' | Mailbox |
| A. 51 | Ave 332 | W. of Alley E. of Hawthorne Rd S. side of road | Residential | Gap | $161{ }^{\prime}$ | Gap in sidewalk over multiple properties, needs transition at corner |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A. 4 | Rd 160./ Heather Ave | S/E | Residential | Flared Sides | $20^{\prime}$ | Ramp Slope: 7.3\% <br> Flares: 9.5/5.2\% <br> Landing: None <br> Truncated Domes: No Transition: 5.7\% Lip on AC/ Concrete: Yes Grooved Border: Yes |
| A. 5 | Rd 160./ Heather Ave | N/E | Residential | Flared Sides | $20^{\prime}$ | Ramp Slope: 7.2\% <br> Flares: 16.5\% <br> Landing: None <br> Truncated Domes: No <br> Transition: 5.0\% <br> Lip on AC/ Concrete: Yes <br> Grooved Border: Yes |
| A. 14 | Rd 160/ <br> Ave 332 | S/E | Residential | Flared Sides | $17^{\prime}$ | Ramp Slope: 11.9\% <br> Landing: None <br> Truncated Domes: None |
| A. 15 | Rd 160/ <br> Ave 332 | N/E <br> S. crossing | Residential | Flared Sides | $32^{\prime}$ | Ramp Slope: 5.3\% <br> Flares: 8.2/9.1\% <br> Landing: 2.0\% <br> Truncated Domes: Yes <br> Transition: 2.9\% <br> Lip on AC/ Concrete: No <br> Grooved Border: Yes |


| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A. 16 | Rd 160/ <br> Ave 332 | N/E <br> E. crossing | Residential | Flared Sides | $32^{\prime}$ | Ramp Slope: 7.2\% <br> Flares: 9.8/8.9\% <br> Landing: 2.0\% <br> Truncated Domes: Yes Transition: 1.8\% <br> Lip on AC/ Concrete: No Grooved Border: Yes |
| A. 19 | Buckeye Rd/ <br> Ave 332 | S/W | Residential | Dip Down | $32^{\prime}$ | Ramp Slope: 7.3/7.5\% <br> Flares: N/A <br> Landing: 2.0\% <br> Truncated Domes: Yes Transition: 3.0\% <br> Lip on AC/ Concrete: No Grooved Border: Yes |
| A. 20 | Buckeye Rd/ Ave 332 | $\begin{gathered} \text { S/E } \\ \text { W. crossing } \end{gathered}$ | Residential | Flared Sides | $32^{\prime}$ | Ramp Slope: 7.3\% <br> Flares: 6.6/10.0\% <br> Landing: 3.5\% <br> Truncated Domes: Yes Transition: 3.9\% Lip on AC/ Concrete: No Grooved Border: Yes |
| A. 21 | Buckeye Rd/ <br> Ave 332 | S/E <br> N. crossing | Residential | Flared Sides | 32' | Ramp Slope: 6.3\% <br> Flares: 11.8/6.6\% <br> Landing: 2.5\% <br> Truncated Domes: Yes Transition: 6.7\% <br> Lip on AC/ Concrete: Yes Grooved Border: Yes |
| A. 22 | Ave 332 | Just E. of Buckeye Rd. N. side of road | Residential | Flared Sides | $32^{\prime}$ | Ramp Slope: 3.2\% <br> Flares: 6.5/7.3\% <br> Landing: 2.0\% <br> Truncated Domes: Yes Transition: 1.3\% Lip on AC/ Concrete: No Grooved Border: Yes |
| A. 32 | Buckeye Rd/ Heather Ave | N/W | Residential | None | $25^{\prime}$ | No curb ramp |
| A. 33 | Buckeye Rd/ Heather Ave | N/E | Residential | None | $25^{\prime}$ | No curb ramp |
| A. 38 | Hawthorne Rd/ Heather Ave | N/E | Residential | Flared Sides | $50^{\prime}$ | 2 non compliant ramps, each located about 20' from intersection |
| A. 41 | Rd 160/ <br> Heather Ave | N/W | Residential | Flared Sides | $30^{\prime}$ | Ramp Slope: 11.8\% <br> Landing: None <br> Truncated Domes: None |
| A. 46 | Rd 160/ Ave 332 | S/W | Residential | Flared Sides | $25^{\prime}$ | Ramp Slope: 20.5\% <br> Landing: None <br> Truncated Domes: None |
| A. 47 | Rd 160/ <br> Ave 332 | N/W | Residential | None |  | No curb ramp |

## Ivanhoe Map B



Last Updated 07/31/2013
Community: Ivanhoe
Map: B

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| B. 2 | Manzanita Rd | S. of Azalea Ave <br> N. of Ave 330 <br> E. side of road | Residential | Driveway | $\begin{aligned} & 26^{\prime} \\ & 29^{\prime} \\ & 11^{\prime} \\ & 21^{\prime} \end{aligned}$ | Driveways exceed max cross slope |
| B. 3 | Manzanita Rd | N. of Ave. 330 <br> S. of Azalea Ave. East side of road | Residential | Gap | 100' | Multiple properties |
| B. 5 | Manzanita Rd | N. of Ave. 330 S. of Azalea Ave. East side of road | Residential | Obstruction | $\begin{aligned} & 2.5^{\prime} \\ & 2.8^{\prime} \end{aligned}$ | Mailbox |
| B. 6 | Manzanita Rd | N. of Ave. 330 <br> S. of Azalea Ave. East side of road | Residential | Offset | 1/2" | 2 Utility box installed lower than sidewalk, creating a trip hazzard along the trave path |
| B. 8 | Manzanita Rd | N. of Ave. 330 S. of Azalea Ave. East side of road | Residential | Gap | $40^{\prime}$ | Gap in sidewalk over single property |
| B. 14 | Rd 159 | N. of Ave. 330 S. of Azalea Ave. East side of road | Commercial | Driveway | $30^{\prime}$ | Walk behind approach has cross slope of $3.5 \%-3.7 \%$ |
| B. 19 | Rd 159 | N. of Azalea Ave <br> S. of Heather Ave W. side of road | Commercial | Gap | 112' | Gap in sidewalk over multiple properties |
| B. 20 | Rd 159 | N. of Azalea Ave <br> S. of Heather Ave W. side of road | Commercial | Driveway | 14' | Driveways exceed max cross slope |
| B. 21 | Rd 159 | N. of Azalea Ave S. of Heather Ave W. side of road | Commercial | Offset | 12' | Utility box installed lower than sidewalk, creating a trip hazzard |
| B. 22 | Rd 159 | N. of Azalea Ave S. of Heather Ave W. side of road | Commercial | Broken Sidewalk | 84' | (Poor condition) Trip hazard |
| B. 24 | Heather Ave | E. of Manzanita Rd W. of Rd 159 S. side of road | Residential | Offset | 15' | Tripping hazard |
| B. 25 | Heather Ave | E. of Manzanita Rd W. of Rd 159 S. side of road | Residential | Gap | $66^{\prime}$ | Single property |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| B. 26 | Heather Ave | E. of Manzanita Rd <br> W. of Rd 159 <br> S. side of road | Residential | Cross Slope | 34' | 2.4\%-3.0\% |
| B. 27 | Heather Ave | E. of Manzanita Rd W. of Rd 159 <br> S. side of road | Residential | Gap | 73' | Gap in sidewalk over single property, needs transition at corner |
| B. 28 | Hawthorne Rd | N. of Azalea Ave <br> S. of Heather Ave <br> E. side of road | Residential | Gap | 40' | Gap in sidewalk over single property, needs transition at corner |
| B. 29 | Hawthorne Rd | N. of Azalea Ave S. of Heather Ave E. side of road | Residential | Cross Slope | $50^{\prime}$ | 2.5\%-4.0\% |
| B. 31 | Hawthorne Rd | N. of Azalea Ave <br> S. of Heather Ave <br> E. side of road | Residential | Offset | $1{ }^{\prime \prime}$ | Utility box installed in sidewalk, creating $1^{\prime \prime}$ openings in pathway parallel to path of travel |
| B. 32 | Hawthorne Rd | N. of Azalea Ave S. of Heather Ave E. side of road | Residential | Gap | 115' | Gap in sidewalk over single property |
| B. 34 | Heather Ave | E. of Hawthorne Ave <br> W. of Rd. 160 <br> S. side of road | Residential | Obstruction | 2.51 | Post along Pedestrian ROW |
| B. 35 | Heather Ave | E. of Hawthorne Ave <br> W. of Rd. 160 <br> S. side of road | Residential | Gap | $33^{\prime}$ | Gap in sidewalk over single property |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| B. 1 | Manzanita Rd/ Azalea Ave | S/E | Residential | Flared Sides | $13 '$ | Ramp Slope: 8.8\% <br> Landing: None <br> Truncated Domes: None |
| B. 9 | Manzanita Rd/ Ave 330 | N/E | Residential | None |  | No Curb Ramp |
| B. 10 | Rd 159/ <br> Ave 330 | N/W | Commercial | Dip Down | $20^{\prime}$ | Ramp Slope: 11.0\% <br> Landing: 3.5' <br> Truncated Domes: Yes |
| B. 11 | Rd 159/ Ave 330 | S/W | Commercial | Dip Down | $20^{\prime}$ | Ramp Slope: 11.3\% <br> Landing: 3.6' <br> Truncated Domes: Yes |
| B. 12 | Rd 159/ Ave 330 | S/E | Commercial | Dip Down | $20^{\prime}$ | Ramp Slope: 11.2\% <br> Landing: ${ }^{\text {3. }}{ }^{\prime}$ <br> Truncated Domes: Yes |
| B. 13 | Rd 159/ Ave 330 | N/E | Commercial | Dip Down | $20^{\prime}$ | Ramp Slope: 11.0\% <br> Landing: ${ }^{\text {3.6' }}$ <br> Truncated Domes: Yes |
| B. 15 | Rd 159/ <br> Azalea Ave | S/E | Commercial | Flared Sides | $24^{\prime}$ | Ramp Slope: 8.7\% <br> Landing: 2.0\% <br> Truncated Domes: Yes |
| B. 16 | Rd 159/ <br> Azalea Ave | N/E | Commercial | None |  | No Curb Ramp |
| B. 17 | Rd 159/ Azalea Ave | N/W | Commercial | None |  | No Curb Ramp |
| B. 18 | Rd 159/ Azalea Ave | s/w | Commercial | Dip Down | $24^{\prime}$ | Ramp Slope: 8.1/7.4\% <br> Flares: N/A <br> Landing: 1.8\% <br> Truncated Domes: Yes Transition: 3.5\% Lip on AC/ Concrete: Yes Grooved Border: Yes |
| B. 23 | Rd 159/ Heather Ave | S/W | Residential | None |  | No Curb Ramp |
| B. 28 | Hawthorne Ave/ Azalea Ave | N/E | Residential | None |  | No Curb Ramp |
| B. 33 | Hawthorne Ave/ Heather Ave | S/E | Residential | None |  | No Curb Ramp |

## Ivanhoe Map C



Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| C. 2 | Freedom Ave/ Scott Rd./ Bly Ave/ Wavely Ct. | See map | Residential | Driveway | 50 at $22^{\prime}$ | Driveways exceed max cross slope |
| C. 4 | Scott Rd | S. of Freedom Ave N. of Bly Ave W. side of road | Residential | Cross Slope | 1971 | 2.2\%-4.0\% |
| C. 5 | Scott Rd | S. of Freedom Ave N. of Bly Ave E. side of road | Residential | Cross Slope | 3471 | 2.0\%-3.5\% |
| C. 6 | Scott Rd | S. of Bly Ave Both sides of road | Residential | Cross Slope | 383' | Sections around cul de sec with cross slopes of 2.5\%-3.9\% |
| C. 7 | Scott Rd and Waverly Ct | S. of Bly Ave End of road | Residential | Driveway | 4 at $33{ }^{\prime}$ | Driveways exceed max cross slope |
| C. 10 | Bly Ave | W. of Scott Rd E. of Waverly Ct $N$. side of road | Residential | Cross Slope | 122' | 2.5\%-4.8\% |
| C. 12 | Waverly Ct | S. of Bly Ave End of road Both sides of road | Residential | Cross Slope | 294' | Sections around cul de sac with cross slopes of 2.9\%-4.5\% |
| C. 13 | Bly Ave | W. of Scott Rd E. of Waverly Ct S. side of road | Residential | Cross Slope | 190' | 3.80\% |
| C. 14 | Bly Ave | E. of Rd 160 W. of Waverly Ct N. side of road | Residential | Cross Slope | 136' | 2.9\%-4.1\% |
| C. 15 | Bly Ave | E. of Rd 160 W. of Waverly Ct S. side of road | Residential | Cross Slope | 185' | 3.0-4.0\% |
| C. 16 | Rd 160 | S. of Bly Ave <br> N. of Ave 330 <br> E. side of road | Residential | Cross Slope | 176' total | 2.1\%-3.1\% |
| C. 17 | Rd 160 | S. of Bly Ave <br> N. of Ave 330 <br> E. side of road | Residential | End of Sidewalk |  | No transition with no further access |

Path of Travel:
Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| C. 20 | Rd 160 | N. of Bly Ave <br> S. of Freedom Ave <br> E. side of road | Residential | Cross Slope | $140^{\prime}$ | $3.40 \%$ |
| C. 23 | Freedom Ave | E. of Rd 160 <br> W. of Scott Rd <br> S. side of road | Residential | Cross Slope | $152^{\prime}$ | $2.4 \%-3.3 \%$ |
| C. 24 | Freedom Ave | E. of Rd 160 <br> W. of Scott Rd <br> N. side of road | Residential | Cross Slope | $293^{\prime}$ | $2.4 \%-3.8 \%$ |

## Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| C. 1 | Rd 160/ Freedom Ave | N/E | Residential | Flared Sides | $34^{\prime}$ | Ramp Slope: 6.8\% <br> Landing: None <br> Truncated Domes: None |
| C. 3 | Scott Rd/ Freedom Ave | S/W | Residential | Flared Sides | $34^{\prime}$ | Ramp Slope: 8.6\% <br> Landing: None <br> Truncated Domes: None |
| C. 8 | Scott Rd/ Bly Ave | S/W | Residential | Flared Sides | $34^{\prime}$ | Ramp Slope: 8.1\% <br> Flares: 7.1/8.2\% <br> Landing: None <br> Truncated Domes: None <br> Transition: 1.6\% <br> Lip on AC/ Concrete: Yes Grooved Border: Yes |
| C. 9 | Scott Rd/ Bly Ave | N/W | Residential | Flared Sides | $34^{\prime}$ | Ramp Slope: 10.6\% <br> Landing: None <br> Truncated Domes: None |
| C. 11 | Waverly Ct/ Bly Ave | S/E | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 8.6\% <br> Landing: None <br> Truncated Domes: None |
| C. 21 | Waverly Ct/ Bly Ave | N/W | Residential | Flared Sides | $33 '$ | Ramp Slope: 7.2\% <br> Landing: None <br> Truncated Domes: None |
| C. 18 | Rd 160/ <br> Bly Ave | S/E | Residential | Flared Sides | $32^{\prime}$ | Ramp Slope: 10.1\% <br> Landing: None <br> Truncated Domes: None |
| C. 19 | Rd 160/ <br> Bly Ave | N/E | Residential | Flared Sides | 32' | Ramp Slope: 10.1\% <br> Landing: None <br> Truncated Domes: None |
| C. 38 | Rd 160/ Freedom Ave | S/E | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 7.6\% <br> Flares: 7.7/10.1\% <br> Landing: None <br> Truncated Domes: None <br> Transition: 4.8\% <br> Lip on AC/ Concrete: Yes Grooved Border: Yes |

## Ivanhoe Map D




[^0]15800

| Last Updated: | $07 / 31 / 2013$ |
| :--- | :---: |
| Community: | Ivanhoe |
| Map: | D |

## Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| D. 1 | Azalea Ave | E. of Rd 158 <br> W. of Manzanita Rd <br> S. side of road | Residential | Gap | 155' | Gap in sidewalk over single property |
| D. 2 | Azalea Ave | E. of Rd 158 <br> W. of Manzanita Rd <br> S. side of road | Residential | Obstruction | 2.51 | Mailbox |
| D. 4 | Rd 158 | S. of Azalea Ave <br> N. of Ave 330 <br> E. side of road | Residential | End of Sidewalk |  | No transition with no further access |
| D. 5 | Rd 158 | S. of Azalea Ave <br> N. of Ave 330 <br> E. side of road | Residential | Driveway | $15^{\prime}$ | Driveways exceed max cross slope |
| D. 6 | Azalea Ave | E. of Rd 158 <br> W. of Manzanita Rd <br> S. side of road | Residential | Driveway | 2 at 15' | Driveways exceed max cross slope |

## Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| D.3 |  |  |  |  |  |  |
| Rd 158/ Azalea Rd | S/E | Residential | Flared Sides | 33' | Ramp Slope: $12.0 \%$ <br> Landing: None <br> Truncated Domes: None |  |

## Ivanhoe Map E

| Last Updated: | $07 / 31 / 2013$ |
| :--- | :---: |
| Community: | Ivanhoe |
| Map: | E |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| E. 2 | Walter Ave | E. of Rd 160 W. of Waverly Ct S. side of road | Residential | Cross Slope | 180' | 2.5-3.5\% |
| E. 4 | Waverley Ave | S. of Walter Ave <br> N. of Dead end | Residential | Cross Slope | 2281 | 2.1\%-4.0\% |
| E. 5 | Waverley Ave | S. of Walter Ave <br> N. of Dead end | Residential | Driveway | 11 at 22' | Driveways exceed max cross slope |
| E. 11 | Scott Ln | N. of Walter Ave <br> S. of Dead end | Residential | Cross Slope | 108' | Path along cul de sac with cross slopes of $2.4 \%-2.8 \%$ |
| E. 14 | Walter Ave | E. of Rd 160 W. of Scott Ln $N$. side of road | Residential | Cross Slope | 62' total | 2.3\%-4.5\% |
| E. 18 | Rd 160 | N. of Walter Ave <br> S. Ave 330 <br> E. side of road | Residential | Cross Slope | 126' | 2.3\%-3.4\% |
| E. 19 | Rd 160 | N. of Walter Ave <br> S. Ave 330 <br> E. side of road | Residential | End of Sidewalk |  | No transition with no further access |
| E. 20 | Walter Ave | E. of Rd 160 W. of Scott Ln | Residential | Driveway | 12 at $22^{\prime}$ | Driveways exceed max cross slope |
| E. 21 | Scott Ln | N. of Walter Ave <br> S. of Dead end | Residential | Driveway | 3 at 22' | Driveways exceed max cross slope |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| E. 1 | Rd $160 /$ Walter Ave | S/E | Residential | Flared Sides | 25' | Ramp Slope: 8.6\% <br> Landing: None <br> Truncated Domes: None |
| E. 3 | Waverley Ave/ Walter Ave | s/w | Residential | Flared Sides | $25 '$ | Ramp Slope: 10.9\% <br> Landing: None <br> Truncated Domes: None |
| E. 10 | Waverley Ave/ Walter Ave | S/E | Residential | Flared Sides | 25' | Ramp Slope: 8.9\% <br> Landing: None <br> Truncated Domes: None |
| E. 17 | Rd 160/ <br> Walter Ave | N/E | Residential | Flared Sides | 24' | Ramp Slope: 11.0\% <br> Landing: None <br> Truncated Domes: None |

## Ivanhoe

 Map F

| Last Updated: | $07 / 31 / 2013$ |
| :--- | :---: |
| Community: | Ivanhoe |
| Map: | F |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| F. 2 | Ave 328 | E. of Rd 157 <br> W. of road 158 <br> S. side of road | Residential | Gap | 40' | Gap in sidewalk over single property, includes power pole which will limit clear width |
| F. 3 | Ave 328 | E. of Rd 157 <br> W. of road 158 <br> S. side of road | Residential | Driveway | 7 at 16' | Driveways exceed max cross slope |
| F. 4 | Ave 328 | E. of Rd 157 <br> W. of road 158 <br> S. side of road | Residential | Gap | $5 '$ | Gap in sidewalk over single property, includes power pole and mailbox which restrict clear width to 2.3' |
| F. 5 | Ave 328 | E. of Rd 157 <br> W. of road 158 <br> S. side of road | Residential | Cross Slope | $43^{\prime}$ | 2.5\%-5.0\% |
| F. 6 | Ave 328 | E. of Rd 157 <br> W. of road 158 <br> S. side of road | Residential | Gap | 40' | Gap in sidewalk over single property |
| F. 7 | Ave 328 | E. of Rd 157 <br> W. of road 158 <br> S. side of road | Residential | Gap | 10' | Gap in sidewalk over single property, includes mailboxes which restrict clear width to 2.2' and 2.8' |
| F. 8 | Ave 328 | E. of Rd 157 <br> W. of road 158 <br> S. side of road | Residential | Gap | 60' | Gap in sidewalk over single property |
| F. 13 | Ave 328 | W. of Rd 159 <br> E. of Manzanita Rd <br> N. side of Road | Residential | Gap | 133' | Gap in sidewalk over multiple properties |
| F. 14 | Ave 328 | W. of Rd 159 <br> E. of Manzanita Rd <br> $N$. side of Road | Residential | Cross Slope | 72' | 12.2\% |
| F. 17 | Manzanita Rd. | S. of Fuchsia Ave N. of Ave 328 $W$. side of road | Residential | Cross Slope | 35' | 3.5\% |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| F. 18 | Manzanita Rd. | S. of Fuchsia Ave <br> N. of Ave 328 <br> W. side of road | Residential | Driveway | $\begin{aligned} & 2 \text { at } 21^{\prime} \\ & 1 \text { at } 22^{\prime} \end{aligned}$ | Driveways exceed max cross slope |
| F. 19 | Manzanita Rd. | S. of Fuchsia Ave <br> N. of Ave 328 <br> W. side of road | Residential | Gap | 29' | Gap in sidewalk over single property, includes obstruction that will limit the clear width |
| F. 21 | Ave 328 | E. of Rd 158 <br> W. of Manzanita Rd <br> $N$. side of Road | Residential | Driveway | $45^{\prime}$ | Driveways exceed max cross slope |
| F. 22 | Ave 328 | E. of Rd 158 <br> W. of Manzanita Rd <br> $N$. side of Road | Residential | Gap | $105{ }^{\prime}$ | Gap in sidewalk over single property (15830) includes mailbox which will limit the clear width |
| F. 25 | Ave 328 | E. of Rd 158 <br> W. of Manzanita Rd <br> $N$. side of Road | Residential | Offset | $3{ }^{\prime \prime}$ | Tripping Hazard |
| F. 26 | Ave 328 | E. of Rd 158 <br> W. of Manzanita Rd <br> $N$. side of Road | Residential | Gap | 60' | Gap in sidewalk over single property, needs transition at intersection |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| F.1 | Rd 157/ Ave 328 | S/E | Residential | None |  | No Curb Ramp |

## Ivanhoe Map H



| Last Updated: | $07 / 31 / 2013$ |
| :--- | :---: |
| Community: | Ivanhoe |
| Map: | H |

## Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| H. 2 | Rd 159 | N. of Lantana Ave <br> E. side of road | Residential | Driveway | $\begin{aligned} & 1 \text { at } 15^{\prime} \\ & 1 \text { at } 32^{\prime} \end{aligned}$ | Wrap around driveways exceed max cross slope, 32 ' driveway (32986) |
| H. 3 | Rd 159 | N. of Lantana Ave W. side of road | Residential | Bus Stop |  | Compliant |
| H. 6 | Rd 159 | N. of Depot Dr S. of Lantana Ave E. side of road | Residential | Broken Sidewalk | 40' | Broken/ Uneven pavement surface, needs transition to AC |
| H. 7 | Rd 159 | S. of Depot Dr <br> N. of Ave 328 <br> E. side of road | Residential | Gap | 244' | Gap from Depot Dr to citrus factory located to the south, crosses the railroad tracks |
| H. 8 | Rd 159 | S. of Depot Dr <br> N. of Ave 328 <br> E. side of road | Residential | Driveway | 30' | Driveway exceeds max cross slope |
| H. 9 | Rd 159 | S. of Depot Dr <br> N. of Ave 328 <br> E. side of road | Residential | Driveway | 20' | Driveway exceeds max cross slope |
| H. 10 | Rd 159 | S. of Depot Dr <br> N. of Ave 328 <br> E. side of road | Residential | Offset | 1.5 " | Tripping Hazard |
| H. 11 | Rd 159 | S. of Depot Dr <br> N. of Ave 328 <br> E. side of road | Residential | Cross Slope | 43' | 5.1-5.5\% |
| H. 12 | Rd 159 | S. of Depot Dr <br> N. of Ave 328 <br> E. side of road | Residential | Obstruction | 8' | Utility cover reducing clear width of sidewalk to 2.1', also causes lip, trip hazard |
| H. 14 | Ave 328 | E. of Rd 159 <br> W. of Rd 160 <br> N . side of road | Residential | Driveway | 2 at 36' | Driveways exceeds max cross slope |
| H. 15 | Ave 328 | E. of Rd 159 W. of Rd 160 N . side of road | Residential | Cross Slope | $50^{\prime}$ | 3.2\%-3.6\% |
| H. 16 | Ave 328 | E. of Rd 159 <br> W. of Rd 160 <br> N . side of road | Residential | Offset | 2.5 " | $2.5^{\prime \prime}$ crack control joint, $0.5^{\prime \prime}$ deep, trip hazard |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| H. 17 | Ave 328 | E. of Rd 159 <br> W. of Rd 160 <br> $N$. side of road | Residential | Gap | 165' | Gap in sidewalk over single property, crosses railroad tracks, needs curb ramp at intersection |
| H. 19 | Depot Dr | N. of Ave 328 <br> S. of Hawthorne Rd E. side of road | Residential | Gap | 218' | Single property |
| H. 20 | Depot Dr | N. of Ave 328 <br> S. of Hawthorne Rd <br> E. side of road | Residential | Driveway | $28^{\prime}$ | Driveway exceeds max cross slope |
| H. 21 | Depot Dr | N. of Ave 328 <br> S. of Hawthorne Rd <br> E. side of road | Residential | Broken Sidewalk | 5' | Uneven Pavment |
| H. 22 | Depot Dr | N. of Ave 328 <br> S. of Hawthorne Rd <br> E. side of road | Residential | Driveway | $36 '$ | Driveway exceeds max cross slope |
| H. 23 | Depot Dr | N. of Ave 328 <br> S. of Hawthorne Rd <br> E. side of road | Residential | Cross Slope | $42^{\prime}$ | 3\%-4.5\% |
| H. 24 | Hawthorne Rd | N. of Depot Dr <br> E. Side of Road | Residential | Driveway | $23^{\prime}$ | Driveway exceeds max cross slope |
| H. 25 | Hawthorne Rd | N. of Depot Dr <br> E. Side of Road | Residential | Cross Slope | 15' | 2.0\%-3.0\% |
| H. 26 | Hawthorne Rd | N. of Depot Dr <br> E. Side of Road | Residential | Driveway | $18^{\prime}$ | Driveway exceeds max cross slope ending with no transition off sidewalk |
| H. 28 | Rd 159 | S. of Depot Dr. W. Side of Road | Residential | Gap | 220' | Gap in sidewalk over single property, crosses railroad tracks |
| H. 29 | Rd 159 | S. of Depot Dr. <br> W. Side of Road | Residential | Obstruction | 2.21 | Mailbox |
| H. 30 | Rd 159 | S. of Depot Dr. <br> N. of Ave 328 <br> W. Side of Road | Residential | Driveway | 77' | Driveway exceeds max cross slope |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| H. 31 | Rd 159 | S. of Depot Dr. <br> W. Side of Road | Residential | Cross Slope | 21' | 2.9\%-3.8\% |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| H. 1 | Rd 159/ Lantana Ave | N/E | Residential | Dip Down | 22' | Ramp Slope: 8.5/7.9\% <br> Flares: N/A <br> Landing: None <br> Truncated Domes: Yes Transition: 5.2\% Lip on AC/ Concrete: No Grooved Border: Yes |
| H. 4 | Rd 159/ Depot Dr | N/W | Residential | Dip Down | 21 ' | Ramp Slope: 8.7\% <br> Landing: None <br> Truncated Domes: None |
| H. 5 | Rd 159/ <br> Lantana Ave | S/E | Residential | None |  | No Curb Ramp |
| H. 13 | Rd 159/ <br> Ave 328 | N/E | Residential | Flared Sides | 32' | Ramp Slope: 9.4\% <br> Landing: None <br> Truncated Domes: None |
| H. 18 | Rd 160/ Depot Dr | N/W | Residential | None |  | No Curb Ramp |
| H. 27 | Rd 159/ Depot Dr | S/W | Residential | None |  | No Curb Ramp |
| H. 36 | Rd 159/ Ave 328 | N/W | Residential | None |  | No Curb Ramp |
| H. 37 | Rd $160 /$ <br> Ave 328 | N/E | Residential | Flared Sides | 32' | Ramp Slope: 7.7\% <br> Flares: 8.8/9.8\% <br> Landing: 2.0\% <br> Truncated Domes: Yes Transition: 5.8\% Lip on AC/ Concrete: No Grooved Border: Yes |

## Ivanhoe Map I



| Last Updated: | $07 / 31 / 2013$ |
| :--- | :---: |
| Community: | Ivanhoe |
| Map: | I |

## Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1.1 | Rosalina Ave | E. of Rd 157 W. of Rd. 158 $N$. Side of Road | Residential | Gap | 60' | Over one property |
| 1.2 | Rosalina Ave | E. of Rd 157 W. of Rd. 158 $N$. Side of Road | Residential | Driveways | 9 at 16' | Driveways exceed max cross slopes |
| 1.3 | Rosalina Ave | E. of Rd 157 W. of Rd. 158 N. Side of Road | Residential | Cross Slope | 42' | Cross Slope of 3\% |
| 1.4 | Rosalina Ave | E. of Rd 157 W. of Rd. 158 $N$. Side of Road | Residential | Obstruction | 2.51 | Path of travel decreased |
| 1.5 | Rosalina Ave | E. of Rd 157 W. of Rd. 158 $N$. Side of Road | Residential | Gap | 40' | Gap in Sidewalk over one property |
| 1.6 | Rosalina Ave | E. of Rd 157 W. of Rd. 158 $N$. Side of Road | Residential | Gap | $50^{\prime}$ | Gap in sidewalk over multiple properties. Includes 16 ' of $8 \%$ cross slope |
| 1.7 | Rosalina Ave | E. of Rd 157 W. of Rd. 158 N. Side of Road | Residential | Obstruction | 2' | Path of travel decreased |
| 1.8 | Rosalina Ave | E. of Rd 157 W. of Rd. 158 $N$. Side of Road | Residential | Obstruction | $2^{\prime}$ | Path of travel decreased |
| 1.9 | Rosalina Ave | E. of Rd 157 W. of Rd. 158 $N$. Side of Road | Residential | Gap | 31' | Gap over single property |
| 1.10 | Rosalina Ave | E. of Rd 157 W. of Rd. 158 $N$. Side of Road | Residential | Gap | 48' | Gap over single property |
| 1.11 | Rosalina Ave | E. of Rd 157 W. of Rd. 158 $N$. Side of Road | Residential | Gap | 20' | Gap over single property |
| 1.13 | Rd 158 | N. of Rosaline Rd. <br> S. of Ave. 328 <br> W. Side of Road | Residential | Gap | 140' | Gap in sidewalk over multiple properties. |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1.15 | Ave 327 | E. of Rd 157 <br> W. of Rd. 158 <br> N. Side of Road | Residential | Driveway | $31^{\prime}$ | Exceeds max cross slope |
| 1.16 | Ave 327 | E. of Rd 157 <br> W. of Rd. 158 <br> N. Side of Road | Residential | Offset | $1 / 2^{\prime \prime}$ | Tripping Hazard |
| 1.19 | Rd 158 | N. of Rosaline Rd. <br> W. Side of Road | Residential | Driveways | 2 at $18^{\prime}$ <br> 1 at $16^{\prime}$ | Exceeds max cross slope |

## Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :--- |
| I.12 | Rosalina Rd/ <br> Rd 158 | N/W |  |  |  |  |

## Ivanhoe

## Map J



Last Updated:
07/31/2013
Community: Ivanhoe
Map: ,

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| J. 2 | Rosaline Ave | E. of Rd 158 S. Side of Road | Residential | Gap | 52' | Gap over one property |
| J. 3 | Rosaline Ave | E. of Rd 158 <br> S. Side of Road | Residential | Cross Slope | 28' | 2.8-3.5\% |
| J. 4 | Rosaline Ave | E. of Rd 158 W. of Rd 159 S. Side of Road | Residential | Gap | 276 | Gap over multiple properties |
| J. 5 | Rosaline Ave | E. of Rd 158 W. of Rd 159 S. Side of Road | Residential | Cross Slope | 70' | 2.5-4.0\% |
| J. 7 | Rd 159 | S. of Rosaline Rd N. of Rd 159 W. Side of Road | Residential | Cross Slope | $64^{\prime}$ | 2.4-3.8\% |
| J. 8 | Rd 159 | S. of Rosaline Rd N. of Rd 159 <br> W. Side of Road | Residential | Gap | 45' | Gap includes alley |
| J. 9 | Rd 159 | S. of Rosaline Rd N. of Rd 159 <br> W. Side of Road | Residential | Gap | 47' | Gap over single property |
| J. 12 | Ave 327 | W. of Carmaline <br> S. Side of Road | Residential | Driveways | 6 at $21{ }^{\prime}$ | Driveway exceed max cross slope |
| J. 13 | Ave 327 | W. of Carmaline <br> S. Side of Road | Residential | Cross Slope | 67' | 2.4-3.5\% |
| J. 14 | Ave 327 | E of Rd 158 <br> S. Side of Road | Residential | Cross Slope | 30' | 2.40\% |

## Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| J. 1 | Rosaline/ Rd 158 | S/E | Residential | None |  | No Existing Curb Ramp |
| J. 6 | Rosaline/ Rd 159 | S/w | Residential | None |  | No Existing Curb Ramp |
| J. 10 | R159/ Ave327 | N/W | Residential | None | $34^{\prime}$ | No Existing Curb Ramp |
| J. 11 | Carmaline/ Ave 327 | S/W | Replace | Flared Sides | $34^{\prime}$ | Ramp Slope: 8.5\% <br> Landing: None <br> Truncated Domes: None |
| J. 15 | Rd 158/ Ave 327 | S/E | Replace | Flared Sides | $36{ }^{\prime}$ | Ramp Slope: 9.4\% <br> Landing: None <br> Truncated Domes: None |

## Ivanhoe Map K



Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| K. 2 | Rosaline Rd | E. of Rd 159 <br> N. Side of Road | Residential | Gap | $30^{\prime}$ | Gap over one property |
| K. 3 | Rd 159 | N. of Rosaline Rd. <br> S. of Ave 328 <br> E. Side of Road | Residential | Gap | 52' | Gap over one property |
| K. 4 | Rd 159 | N. of Rosaline Rd. <br> S. of Ave 328 <br> E. Side of Road | Residential | Offset | 1/2" | Tripping Hazard |
| K. 5 | Rd 159 | N. of Rosaline Rd. <br> S. of Ave 328 <br> E. Side of Road | Residential | Cross Slope | 75' | 4.0-5.0\% |
| K. 6 | Rd 159 | N. of Rosaline Rd. <br> S. of Ave 328 <br> E. Side of Road | Residential | Gap | 42' | Gap over one property |
| K. 8 | Rosaline Rd | E. of Rd 159 W. of Ivanhoe Dr. N. Side of Road | Residential | Offset | $2{ }^{\prime \prime}$ | Potential trip hazard |
| K. 9 | Rosaline Rd | E. of Rd 159 W. of Ivanhoe Dr. N. Side of Road | Residential | 50 | 1/2" | Tripping Hazard |
| K. 10 | Rosaline Rd | E. of Rd 159 W. of Ivanhoe Dr. N. Side of Road | Residential | Broken Sidewalk | 23' | Poor condition |
| K. 11 | Rosaline Rd | E. of Rd 159 W. of Ivanhoe Dr. N. Side of Road | Residential | Cross Slope | 22' | 2.60\% |
| K. 13 | Rosaline Rd | E. of Rd 159 W. of Ivanhoe Dr. S. Side of Road | Residential | Gap | 75' | Gap over multiple properties |
| K. 14 | Rosaline Rd | E. of Rd 159 W. of Ivanhoe Dr. S. Side of Road | Residential | Driveway | 40' | Driveway exceeds max cross slope |
| K. 15 | Rosaline Rd | E. of Rd 159 W. of Ivanhoe Dr. S. Side of Road | Residential | Gap | 123' | Multiple properties |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| K. 16 | Rosaline Rd | E. of Rd 159 W. of Ivanhoe Dr. S. Side of Road | Residential | Cross Slope | 32' | 2.6\%-3.5\% |
| K. 18 | Rd. 159 | S. of Rosaline Rd. <br> E. Side of Road | Residential | Gap | $158{ }^{\prime}$ | Gap over multiple properties will need transition |
| K. 21 | Ave 327 | W. of Rd 159 <br> E. of Carmaline <br> S. Side of Road | Residential | Driveway | $\begin{aligned} & 6 \text { at } 22^{\prime} \\ & 1 \text { at } 32^{\prime} \end{aligned}$ | Driveway exceeds max cross slope |
| K. 20 | Ave 327 | E. of Carmaline W. of Rd. 160 S. Side of Road | Residential | Cross Slope | $353 '$ | 2.6\%-3.6\% |

## Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| K. 1 | Rd 159/ Rosaline | N/E | Residential | None |  | No Curb Ramp |
| K. 7 | Rd 159/ <br> Ave 328 | S/E | Commercial | None |  | No Curb Ramp |
| K. 17 | Rd 159/ Rosaline | S/E | Residential | None |  | No Curb Ramp |
| K. 19 | Carmaline/ Ave 327 | S/E | Residential | Flared Sides | $35^{\prime}$ | Ramp Slope: 11.5\% <br> Landing: None <br> Truncated Domes: None |

## Ivanhoe

Map L


Last Updated:
07/31/2013
Community: Ivanhoe
Map: L

## Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| L.1 | Grove St | N. of Paradise Ave. <br> S. of Ave 327 <br> Both Sides of Road | Residential | Driveway | 17 at 22' | Driveway exceeds max <br> cross slope |
| L.2 | Grove St | N. of Paradise Ave. <br> S. of Ave 327 <br> W. Side of Road | Residential | Cross Slope | 22' |  |
| L.3 | Paradise Ave | E. of Grove St <br> W. of Rd. 158 <br> S. Side of Road | Residential | Driveway | 10 at 22' | Driveway exceeds max |
| Cross slope |  |  |  |  |  |  |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| L.19 | Rd. 158 | N. of Paradise Ave <br> S. of Ave 327 <br> W. Side of Road | Residential | Driveway | 2 at 29' | Driveway exceeds max <br> cross slope |
| L.20 | Rd. 158 | N. of Paradise Ave <br> S. of Ave 327 <br> W. Side of Road | Residential | Cross Slope | 59' | $2.1-3.4 \%$ |

## Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| L. 6 | Rd 158/ <br> Paradise Ave | S/W | Residential | Flared Sides | 32' | Ramp Slope: 8.2\% <br> Flares: 12.0/16.2\% <br> Landing: None <br> Truncated Domes: No Transition: 5.8\% Lip on AC/ Concrete: Yes Grooved Border: Yes |
| L. 7 | Rd 158/ <br> Paradise Ave | S/E | Residential | Flared Sides | 32' | Ramp Slope: 14.2\% <br> Landing: None <br> Truncated Domes: None |
| L. 11 | Grove St./ Paradise Ave | N/E | Residential | Flared Sides | 30' | Ramp Slope: 9.6\% <br> Landing: None <br> Truncated Domes: None |
| L. 13 | Rd 158/ Paradise Ave | N/W | Residential | Flared Sides | 32' | Ramp Slope: 10.2\% <br> Landing: None <br> Truncated Domes: None |
| L. 14 | Rd 158/ <br> Paradise Ave | N/E | Residential | Flared Sides | 32' | Ramp Slope: 15.0\% <br> Landing: None <br> Truncated Domes: None |
| L. 16 | Rd 158/ Giotta | S/E | Residential | Flared Sides | 32' | Ramp Slope: 12.7\% <br> Landing: None Truncated Domes: None |
| L. 17 | Rd 158/ Giotta | N/E | Residential | Flared Sides | 32' | Ramp Slope: 10.2\% <br> Landing: None <br> Truncated Domes: None |

## Ivanhoe Map M



Last Updated:
07/31/2013
Community: Ivanhoe
Map: M

## Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M. 1 | Paradise Ave | E. of Rd. 158 W. of Eileen Rd. S. Side of Road | Residential | Driveway | 27 at 22' | All Driveways exceeds max cross slope |
| M. 2 | Paradise Ave | E. of Rd 158 W. of Eileen Rd. $N$. Side of Road | Residential | Cross Slope | 584' | 2.2-5.5\% |
| M. 3 | Paradise Ave | E. of Rd 158 W. of Eileen Rd. S. Side of Road | Residential | Offset | $21 / 2 "$ | Tripping Hazard |
| M. 4 | Paradise Ave | E. of Rd 158 W. of Eileen Rd. S. Side of Road | Residential | Cross Slope | 502' | 2.8-4.8\% |
| M. 5 | Eileen Rd | N. of Paradise Ave. S. of Giotta Ave. East side of road | Residential | Cross Slope | 184 | 3.4-4.6\% |
| M. 7 | Eileen Rd | N. of Paradise Ave. <br> S. of Giotta Ave. East side of road | Residential | Driveway | 5 at $22^{\prime}$ | All Driveways exceeds max cross slope |
| M. 9 | Giotta Ave | E. of Rd. 158 W. of Eileen Rd. $N$. Side of Road | Residential | Driveway | 27 at 22' | All Driveways exceeds max cross slope |
| M. 10 | Giotta Ave | E. of Rd. 158 <br> W. of Eileen Rd. <br> S. Side of Road | Residential | Cross Slope | 259 | 2.6-4.1\% |
| M. 11 | Giotta Ave | E. of Rd 158 W. of Carmaline $N$. Side of Road | Residential | Cross Slope | 217 | 2.2-2.8\% |
| M. 13 | Carmaline Rd | N. of Giotta Ave, <br> S. of Ave. 327 <br> Both Sides of Road | Residential | Cross Slope | 67' | 2 sections with cross slopes of 2.4-4.1\% |
| M. 15 | Giotta Ave | E. of Carmaline W. of Eileen N. Side of Road | Residential | Cross Slope | 104' | 2.5-4.0\% |

## Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :--- |
| M.6 | Eileen Rd/ Paradise <br> Ave | N/W | Residential | Flared Sides | 34' | Ramp Slope: $10.8 \%$ <br> Landing: None <br> Truncated Domes: None |
| M.8 | Eileen Rd/ <br> Giotta Ave | S/W | Residential | Flared Sides | 32' | Ramp Slope: $12.1 \%$ <br> Landing: None <br> Truncated Domes: None |
| M.12 | Carmaline Rd/ <br> Giotta Ave | N/W | Residential | Flared Sides | $32^{\prime}$ | Ramp Slope: 9.7\% <br> Landing: None <br> Truncated Domes: None |
| M.14 | Carmaline Rd/ <br> Giotta Ave | N/E | Residential | Flared Sides | 32' | Ramp Slope: 10.4\% <br> Landing: None <br> Truncated Domes: None |

## Ivanhoe Map N


$\frac{\text { B }}{\text { B }}$
Paradise Ave
Paradi


4

Aspen Ave
Aspen Ave
py equezuew


Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| N. 3 | Rd 158/Aspen | N/E | Residential | Obstruction | $2.7{ }^{\prime}$ | Stop Sign |
| N. 4 | Rd 158 | N. of Aspen <br> S. of Paradise Ave <br> E. Side of Road | Residential | Driveway | 3 at 14' | Driveway exceeds max cross slope |
| N. 5 | Rd 158 | N. of Aspen <br> S. of Paradise Ave <br> E. Side of Road | Residential | Cross Slope | 245' | 2.6-4.5\% |
| N. 6 | Rd 158 | N. of Aspen <br> S. of Paradise Ave <br> E. Side of Road | Residential | Driveway | 23' | Driveway exceeds max cross slope |

## Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| N.1 | Manzanita/ <br> Aspen | N/W | Residential | None |  | No Curb Ramp |
| N.2 | Rd 158/ <br> Aspen | N/E | Residential | None |  | No Curb Ramp |

## Lemon Cove

Overview Map


## Lemon Cove Map A



| Last Updated: | $08 / 06 / 2013$ |
| :--- | :---: |
| Community: | Lemon Cove |
| Map: | A |

## Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A. 1 | Pogue Ave | E. of Rd 244 W. of Sierra Dr S. side of street | Residential | Gap | $93 '$ | Gap in sidewalk to Rd 244 |
| A. 2 | Pogue Ave | E. of Rd 244 W. of Sierra Dr S. side of street | Residential | Gap | 18' | Gap in sidewalk 18', over alley drive approach |
| A. 3 | Pogue Ave | E. of Rd 244 <br> W. of Sierra Dr <br> S. side of street | Residential | Cross Slope | 28' | 3.0\%-3.8\% |
| A. 4 | Pogue Ave | E. of Rd 244 W. of Sierra Dr $N$. side of street | Residential | Broken Sidewalk | $165{ }^{\prime}$ | Poor condition |
| A. 5 | Douglas Ave | E. of Rd 244 W. of Sierra Dr S. side of street | Residential | Cross Slope | 75' | 2.3\%-4.1\% |
| A. 6 | Douglas Ave | E. of Rd 244 W. of Sierra Dr S. side of street | Residential | Driveway | 23' | Driveway exceeds max cross slope |
| A. 7 | Douglas Ave | E. of Rd 244 <br> W. of Sierra Dr <br> S. side of street | Residential | End of Sidewalk |  | No Transition with no further access |

## Lemon Cove <br> Map B




| Last Updated: | $07 / 11 / 2013$ |
| :--- | :---: |
| Community: | Lemon Cove |
| Map: | B |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| B. 1 | Ave 324 | E. of Goodale Ln W. of Rd 240 N . side of road | Residential | Driveway | $31 '$ | Driveway exceeds max cross slope, W. side of driveway is end of sidewalk with no transition to sholder |
| B. 2 | Ave 324 | E. of Goodale Ln <br> W. of Rd 240 <br> $N$. side of road | Residential | Driveway | $36{ }^{\prime}$ | Driveway exceeds max cross slope |
| B. 3 | Ave 324 | E. of Goodale Ln W. of Rd 240 $N$. side of road | Residential | Cross Slope | 100' | 2.4\%-3.6\% |
| B. 4 | Ave 324 | E. of Goodale Ln W. of Rd 240 $N$. side of road | Residential | Driveway | 38' | Driveway exceeds max cross slope |
| B. 5 | Ave 324 | E. of Goodale Ln W. of Rd 240 $N$. side of road | Residential | Cross Slope | 48' | 2.2\%-3.4\% |
| B. 7 | Ave 324 | E. of Goodale Ln W. of Rd 240 N . side of road | Residential | Driveway | 15' | Driveway exceeds max cross slope |
| B. 8 | Ave 324 | E. of Goodale Ln W. of Rd 240 $N$. side of road | Residential | Cross Slope | 56 | 5.00\% |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| B.6 | Ave 324 | E. of Goodale Ln <br> W. of Rd 240 <br> N. side of road | Residential | None |  |  |
| B.9 | Ave 324 | E. of Goodale Ln <br> W. of Rd 240 <br> N. side of road | Residential | None |  | No transition to cross walk |
|  |  |  | No transition to cross walk |  |  |  |

## Lindsay

## Overview Map



## Lindsay Map A



Last Updated: 08/05/2013
Community:
Map:
Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A. 2 | Sierra View St. | E. of Laurel Ave. W. of Sierra View St. S. Side of Road | Residential | Gap | 130' | Multiple property |
| A. 5 | Page Ave. | N. of Sierra View St. <br> S. of Hickory St. <br> E. Side of Road | Residential | Cross slope | 88' | 2.1-3.8\% |
| A. 6 | Page Ave. | N. of Sierra View St. <br> S. of Hickory St. <br> E. Side of Road | Residential | Obstruction | 2 at $2.5{ }^{\prime}$ | Mail boxes |
| A. 7 | Page Ave. | N. of Sierra View St. <br> S. of Hickory St. <br> E. Side of Road | Residential | Driveway | 3 at $22^{\prime}$ | Driveways exceed max cross slope |
| A. 8 | Sierra View St. | E. of Page Ave. W. of Foothill Ave. N. Side of Road | Residential | Cross slope | 38' | 2.6-4.5\% |
| A. 9 | Sierra View St. | E. of Page Ave. W. of Foothill Ave. N. Side of Road | Residential | Driveway | $20^{\prime}$ | Driveways exceed max cross slope |
| A. 11 | Foothill Ave. | N. of Sierra View St. <br> S. of Hickory St. <br> W. Side of Road | Residential | Driveway | 5 at 24' | Driveways exceed max cross slope |
| A. 12 | Foothill Ave. | N. of Sierra View St. <br> S. of Hickory St. <br> W. Side of Road | Residential | Cross slope | 156' | 2.4-4.3\% |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A.1 | Sierra View St./ <br> Laurel Ave. | S/E | Residential | Flared sides | $26^{\prime}$ | Ramp Slope: $13.5 \%$ <br> Landing: None <br> Truncated Domes: No |
| A.3 | Sierra View St./ <br> Page Ave. | S/W | Residential | None | 30' | No curb ramp |

## London

Overview Map


## London

 Map A

| Last Updated: | $08 / 05 / 2013$ |
| :--- | :---: |
| Community: | London |
| Map: | A |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A. 1 | Ave 380 | W of Rd 58 | Residential | Driveway | 2at 16ft | Driveway exceeds max cross slope |
| A. 2 | Ave 380 | West of Rd 58 | Residential | Cross Slopes | $79^{\prime}$ | 3.0\%-5.2\% |
| A. 3 | Rd. 58 | N. of Ave 378 <br> S. of Ave 380 <br> W. Side of Road | Residential | Cross Slopes | 789' Total | 2.4\%-4.8\% |
| A. 6 | Rd. 58 | N. of Ave 378 <br> S. of Ave 380 <br> W. Side of Road | Residential | Driveway | 8 at 28ft | Driveway exceeds max cross slope |
| A. 7 | Rd. 58 | N. of Ave 378 <br> S. of Ave 380 <br> W. Side of Road | Residential | Obstruction | $2^{\prime}$ | Stop Sign Post |
| A. 9 | Ave. 378 | W. of Rd 58 <br> E. of Clay Rd. <br> N. Side of Road | Residential | Cross Slopes | $93^{\prime}$ | 2.9\%-3.7\% |
| A. 10 | Ave. 379 | W. of Rd 58 <br> E. of Clay Rd. | Residential | End of Sidewalk |  | No transition with no further access |

## Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A.4 | Ave 380 and Road 58 | S/W | Residential | None | $25^{\prime}$ | No Curb Ramp |
| A.8 | Rd 58 and Ave. 378 | N/W | Residential | None | $47^{\prime}$ | No Curb Ramp |

## Matheny

## Overview Map



Note: No Pedestrian Right of Way Features are present outside of the following maps.


## Matheny Map A


Last Updated: 08/05/2013

## Community: <br> Matheny

Map:
A
Path of Travel

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A. 1 | Canal St. | N. of E. Beacon Ave S. of E. Wade Ave E. Side of Road | Residential | Gap | 210 | Multiple properties |
| A. 3 | Canal St. | N. of E. Beacon Ave S. of E. Wade Ave E. Side of Road | Residential | Offset | 1/2" | Tripping Hazard |
| A. 4 | Canal St. | N. of E. Beacon Ave S. of E. Wade Ave E. Side of Road | Residential | Driveways | 2 at 21 | Driveway Exceeds Max Cross Slope |
| A. 5 | Canal St. | N. of E. Beacon Ave S. of E. Wade Ave E. Side of Road | Residential | Obstruction | $1 '$ | Mailbox along path of travel |
| A. 7 | E. Wade Ave | E. of Canal St. <br> S. Side of Road | Residential | Cross Slope | $56^{\prime}$ | 3.2-3.5\% |

Curb Ramps

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A. 2 | Canal St/E. Beacon Ave | N/E | Residential | None |  | No Curb Ramp |
| A. 6 | Canal St/E. Wade Ave. | S/E | Residential | None |  | No Curb Ramp |

## Nanceville

## Overview Map



## Nanceville

 Map A

Last Updated: 07/09/2013
Community:
Map:

> West Porterville/Nanceville

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A. 1 | W. Thurman Ave. | W. of Westwood <br> E. of Sycamore <br> $N$. Side of Road | Residential | Cross Slope | 48' Total | 2.1\%-3.4\% |
| A. 2 | W. Thurman Ave. | E. of Rd 222 W. of N. Westwood | Residential | Driveways | 26 at 24 | Exceed max cross slopes |
| A. 4 | Sycamore St. | N. of Thurman Ave. S. of Harrison Rd. W. Side of Road | Residential | Cross Slope | 50' | 2.2\%-3.4\% |
| A. 5 | W. Harrison Ave. | W. of Sycamore E. of Birch St. | Residential | Driveway | 16 at 24 | Driveways exceed max cross slope |
| A. 6 | W. Harrison Ave. | W. of Sycamore N. Side of Road | Residential | Cross Slopes | 226' Total | 2.4\%-3.9\% |
| A. 7 | W. Harrison Ave. | W. of Sycamore <br> E. of Birch St <br> $N$. Side of Road | Residential | Obstruction | $2.8{ }^{\prime}$ | Mailbox along path of travel |
| A. 8 | W. Harrison Ave. | W. of Sycamore <br> E. of Birch St <br> $N$. Side of Road | Residential | Obstruction | 2.61 | 2 mailboxes |
| A. 9 | Birch St | S. of Harrison Ave. W. Side of Road | Residential | Obstruction | 2.61 | 2 mailbox along path of travel |
| A. 10 | Birch St | S. of Harrison Ave. | Residential | Driveways | 6 at 26' | Driveways exceed max cross slope |
| A. 11 | Birch St | S. of Harrison Ave. W. Side of Road | Residential | Cross Slopes | 136' | 2.4\%-3.8\% |
| A. 14 | Birch St | S. of Harrison Ave. <br> E. Side of Road | Residential | Cross Slopes | 204 | 2.4\%-3.8\% |
| A. 17 | W. Harrison Ave. | E. of Birch St. | Residential | Obstruction | 2.8' | 3 mail box along path of travel |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A.16 | W. Harrison Ave. | E. of Birch St | Residential | Cross Slopes | 205' Total | 2.4\%-4.6\% |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A.31 | Rd. 223 | S. of W. Thurman <br> W. Side of Road | Residential | Driveway | $22^{\prime}$ | Driveways exceed max <br> cross slope |
| A.33 | W. Thurman Ave. | ( <br> E. of Rd 223 <br> S. Side of Road | Residential | Cross Slope | $137^{\prime}$ | $2.1 \%-3.6 \%$ |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A. 3 | W. Thurman/ Sycamore | N/E | Residential | Flare Sides |  | Ramp Slope: 9.4\% <br> Landing: None <br> Truncated Domes:None |
| A. 12 | W. Thurman/ Birch St | N/W | Residential | Flare Sides |  | Ramp Slope: 10.2\% <br> Landing: None <br> Truncated Domes:None |
| A. 13 | W. Thurman/ Birch St | N/E | Residential | Flare Sides |  | Ramp Slope: 9.7\% <br> Landing: None <br> Truncated Domes:None |
| A. 15 | W. Harrison/ Birch St | S/E | Residential | Flare Sides |  | Ramp Slope: 10.5\% <br> Landing: None <br> Truncated Domes:None |
| A. 20 | W. Harrison/ Sycamore St | S/W | Residential | Flare Sides |  | Ramp Slope: 9.5\% <br> Landing: None <br> Truncated Domes:None |
| A. 22 | W. Thurman/ Sycamore St | N/W | Residential | Flare Sides |  | Ramp Slope: 9.2\% <br> Landing: None <br> Truncated Domes:None |
| A. 27 | W. Thurman Ave./ Birch St. | S/W | Residential | None |  | No Ramp |
| A. 30 | W. Thurman/ <br> N. Dogwood St | S/W | Residential | Flare Sides |  | Ramp Slope: 11.8\% <br> Landing: None <br> Truncated Domes:None |
| A. 32 | W. Thurman/ <br> N. Dogwood St | S/E | Residential | Flare Sides |  | Ramp Slope: 10.6\% <br> Landing: None <br> Truncated Domes:None |

## Nanceville <br> Map B



Last Updated: 07/09/2013
Community: West Porterville/Nanceville
Map:
Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| B. 1 | Rd. 222 | S. of Thurman <br> E. Side of Road | Residential | End of Sidewalk |  | No transition with no further access |
| B. 2 | Rd. 222 | S. of Thurman <br> E. Side of Road | Residential | Offset/Cross Slope | $15^{\prime}$ | Tripping Hazard/ Cross Slope of 2.9-3.1\% |
| B. 5 | W. Thurman Ave. | W. of Rd. 222 | School | Cross Slope | $137{ }^{\prime}$ | 2.3-3.6\% |
| B. 8 | Redwood St. | S. of W. Thurman E. Side of Road | School | Cross Slopes | 445' Total | 2.1\% - 4.6\% |
| B. 10 | Redwood St. | S. of W. Thurman <br> E. Side of Road | School | Cross Slope | $55^{\prime}$ | 2.3-3.1\% |
| B. 11 | Redwood St. | N. of Ave 152 <br> E. Side of Road | School | Driveway | $36^{\prime}$ | Driveway exceeds max cross slope. |
| B. 12 | Redwood St. | N. of Ave 152 <br> E. Side of Road | School | Cross Slope | $390{ }^{\prime}$ | 2.6-3.4\% |

## Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| B. 3 | W. Thurman/ Rd. 222 | S/E | School | Flare Sides | $33^{\prime}$ | Ramp Slope: 10.2\% <br> Landing: None <br> Truncated Domes:None |
| B. 4 | W. Thurman/ Rd. 222 | S/W | School | Flare Sides | $33^{\prime}$ | Ramp Slope: 9.3\% <br> Landing: None <br> Truncated Domes:None |
| B. 6 | W. Thurman Ave | E. of Redwood St. W. of Rd 222 | School | Flare Sides |  | Ramp Slope: 7.5\% <br> Flares: 12.0/11.1\% <br> Landing: 0.7\% <br> Truncated Domes: No <br> Transition: 0.2\% <br> Lip on AC/ Concrete: No Grooved Border: Yes |
| B. 7 | W. Thurman/ Redwood St. | S/E | School | Flare Sides |  | Ramp Slope: 8.9\% <br> Landing: None <br> Truncated Domes:None |
| B. 9 | Redwood St. | S. of Thurman Ave. N. of Ave 152 | School | Flare Sides |  | Ramp Slope: 2.3\% <br> Flares: N/A <br> Landing: 0.7\% <br> Truncated Domes: Yes Transition: 0.2\% Lip on AC/ Concrete: Yes Grooved Border: Yes |
| B. 13 | Ave. 152/ <br> Redwood St. | N/E | School | Flare Sides |  | Ramp Slope: 7.7\% Flares: 11.0/13.4\% Landing: 2.4\% Truncated Domes: Yes Transition: 6.1\% Lip on AC/ Concrete: Yes Grooved Border: Yes |

## Orosi (North)

## Overview Map



Note: SR 63 is not part of Tulare County right of way and was not surveyed.
Note: No Pedestrian Right of Way Features are present outside of the following maps.


## Orosi (South)

## Overview Map



## Orosi

## Map A



Tactacan Av


| Last Updated: | $08 / 05 / 2013$ |
| :--- | :---: |
| Community: | Orosi |
| Map: | A |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A. 1 | Ave. 419 | E. of Rd. 126 <br> W. of Rd. 128 <br> S. side of road | School Zone | Driveway | $13 '$ | Driveway exceeds max cross slope |
| A. 2 | Ave. 419 | E. of Rd. 126 <br> W. of Rd. 128 <br> S. side of road | School Zone | Cross slope | $52^{\prime}$ | 2.9\%-3.2\% |
| A. 6 | Rd. 126 | N. of Ave. 419 <br> S. of Ave. 422 <br> E. side of road | School Zone | Cross slope | 1018' | 2.1\%-3.5\% |
| A. 7 | Rd. 126 | N. of Ave. 419 <br> S. of Ave. 422 <br> E. side of road | School Zone | Driveway | $20^{\prime}$ | Driveway exceeds max cross slope |
| A. 8 | Rd. 126 | N. of Ave. 419 <br> S. of Ave. 422 <br> E. side of road | School Zone | Driveway | 2 at 38 | Driveway exceeds max cross slope |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A. 3 | Ave. 419/ <br> Rd. 126 | S/E | School Zone | Dip Down | 32' | Ramp Slope: 6.4\%/8.1\% <br> Flares: N/A <br> Landing: 1.2\% <br> Truncated Domes: Yes Transition: 5.4\% <br> Lip on AC/ Concrete: No Grooved Border: Yes |
| A. 4 | Ave. 419/ <br> Rd. 126 | S/W | School Zone |  |  | No curb ramp |
| A. 5 | Ave. 419/ <br> Rd. 126 | N/E | School Zone | Dip Down | $32^{\prime}$ | Ramp Slope: 9.0\%/ 8.3\% Flares: N/A <br> Landing: 2.5\% <br> Truncated Domes: Yes Transition: 6.2\% <br> Lip on AC/ Concrete: No Grooved Border: Yes |
| A. 9 | Ave. 422/ Rd. 126 | S/E | School Zone | Flared Sides | 32' | Ramp Slope: $10.8 \%$ <br> Landing: 2\% with 2" gap between <br> Truncated Domes: Yes |

## Orosi

## Map B



| Last Updated: | $08 / 05 / 2013$ |
| :--- | :---: |
| Community: | Orosi |

## Map:

 B
## Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| B. 1 | Ave. 419 | E. of Rd. 128 W. of Ralph Rd. S. side of road | Residential | Driveway | 2 at 20' | Driveway exceeds max cross slope |
| B. 2 | Ave. 419 | E. of Rd. 128 W. of Ralph Rd. S. side of road | Residential | Driveway | 39' | Driveway exceeds max cross slope |
| B. 3 | Ave. 419 | E. of Rd. 128 W. of Ralph Rd. S. side of road | Residential | Cross slope | 60' | 2.8-3.5\% |
| B. 4 | Ave. 419 | E. of Rd. 128 W. of Ralph Rd. S. side of road | Residential | Driveway | 23' | Driveway exceeds max cross slope |
| B. 7 | Ave. 419 | E. of Ralph Rd. W. of Rd. 130 S. side of road | School Zone | Offset | 1/2" | Tripping Hazard |
| B. 8 | Ave. 419 | E. of Ralph Rd. <br> W. of Rd. 130 <br> S. side of road | School Zone | Cross slope | 40' | 2.5-3.0\% |
| B. 12 | Tactacan Ave. | W. of Rd. 130 <br> $N$. side of road | Residential | Offset | 1/2" | Tripping Hazard |
| B. 13 | Tactacan Ave. | W. of Rd. 130 Both Sides of Road | Residential | Driveway | 24 at 32' | Driveway exceeds max cross slope |
| B. 14 | Tactacan Ave. | W. of Rd. 130 <br> N . side of road | Residential | Offset | 1/2" | Tripping Hazard |
| B. 15 | Tactacan Ave. | W. of Rd. 130 N . side of road | Residential | Obstruction | $2 '$ | Vegetation overgrown on sidewalk |
| B. 16 | Tactacan Ave. | W. of Rd. 130 N . side of road | Residential | Offset | 1/2" | Damaged Utility Lid/ Tripping Hazard |
| B. 17 | Tactacan Ave. | W. of Rd. 130 End of cul-de-sac | Residential | Offset | 1/2" | Slab uplift. Tripping Hazard |

## Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| B. 18 | Tactacan Ave. | W. of Rd. 130 <br> S. side of road | Residential | Cross Slope | 25' | 2.1-3.2\% |
| B. 19 | Tactacan Ave. | W. of Rd. 130 <br> S. side of road | Residential | Offset | 1/2" | Old mail box hole. Tripping Hazard |
| B. 21 | Rd. 130 | N. of Clyde Ave. <br> S. of Tactacan Ave. W. side of road | Residential | Offset | 3/4" | Slab uplift. <br> Tripping Hazard |
| B. 22 | Rd. 130 | N. of Clyde Ave. S. of Tactacan Ave. W. side of road | Residential | Cross Slope | 20' | 3.0-3.6\% |
| B. 23 | Rd. 130 | N. of Clyde Ave. S. of Tactacan Ave. W. side of road | Residential | Offset | 1/2" | Tripping Hazard |
| B. 25 | Clyde Ave. | E. of Rd. 128 <br> W. of Rd. 130 <br> N . side of road | Residential | Offset | $1{ }^{\prime \prime}$ | Before driveway. Tripping Hazard |
| B. 26 | Clyde Ave. | E. of Rd. 128 W. of Rd. 130 N . side of road | Residential | Offset | 3/4" | Tripping Hazard |
| B. 27 | Clyde Ave. | E. of Rd. 128 W. of Rd. 130 N . side of road | Residential | Cross Slope | 719' | 2.4-4.5\% |
| B. 28 | Clyde Ave. | E. of Rd. 128 <br> W. of Rd. 130 <br> N . side of road | Residential | Broken Sidewalk | 4' | (Poor condition) Trip Hazard |
| B. 29 | Clyde Ave. | E. of Rd. 128 <br> W. of Rd. 130 <br> N . side of road | Residential | Obstruction | $2.3{ }^{\prime}$ | Over grown vegetation approx. 60' long |
| B. 30 | Clyde Ave. | E. of Rd. 128 <br> W. of Rd. 130 <br> N. side of road | Residential | Obstruction | 2.41 | Mailbox |
| B. 31 | Clyde Ave. | E. of Rd. 128 <br> W. of Rd. 130 <br> S. side of road | Residential | Gap | 270 | Multiple properties |

## Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| B. 32 | Clyde Ave. | E. of Rd. 128 W. of Rd. 130 S. side of road | Residential | Offset | 1/2" | Tripping Hazard |
| B. 33 | Clyde Ave. | E. of Rd. 128 <br> W. of Rd. 130 <br> S. side of road | Residential | Cross Slope | 3371 | 2.8-3.1\% |
| B. 34 | Clyde Ave. | E. of Rd. 128 <br> W. of Rd. 130 <br> S. side of road | Residential | Offset | 1/4" | Tripping Hazard |
| B. 35 | Clyde Ave. | E. of Rd. 128 <br> W. of Rd. 130 <br> S. side of road | Residential | Offset | 1/2" | Tripping Hazard |
| B. 37 | Rd. 130 | N. of Ave. 419 S. of Clyde Ave. W. side of road | Residential | Cross Slope | 47' | 2.8\%-3.5\% |
| B. 38 | Rd. 130 | N. of Ave. 419 <br> S. of Clyde Ave <br> W. side of road | Residential | Gap | 100' | Multiple properties |
| B. 39 | Ave. 419 | E. of Ralph Rd. <br> W. of Rd. 130 <br> N. side of road | School Zone | Gap | 75' | Single property connected to cross walk with no curb ramp |
| B. 40 | Ave. 419 | E. of Ralph Rd. <br> W. of Rd. 130 <br> N. side of road | School Zone | Driveway | 12 at $22^{\prime}$ | Driveway exceeds max cross slope |
| B. 41 | Ave. 419 | E. of Ralph Rd. <br> W. of Rd. 130 <br> $N$. side of road | School Zone | Cross Slope | 106' | 2.9-4.0\% |
| B. 42 | Ave. 419 | E. of Ralph Rd. <br> W. of Rd. 130 <br> N. side of road | School Zone | Offset | 1/4" | Tripping Hazard |
| B. 43 | Ave. 419 | E. of Ralph Rd. W. of Rd. 130 N . side of road | School Zone | Offset | $2{ }^{\prime \prime}$ | Tripping Hazard <br> In front of 12930 Ave. 419 |
| B. 44 | Ave. 419 | E. of Ralph Rd. W. of Rd. 130 $N$. side of road | School Zone | Gap | 340 | Multiple properties, in front of school |

## Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| B. 5 | Ave. 419/ <br> Ralph Rd. | S/W | School Zone | Flared Sides | $32^{\prime}$ | Ramp Slope: 9.2\% <br> Landing: None <br> Truncated Domes: No |
| B. 6 | Ave. 419/ <br> Ralph Rd. | S/E | School Zone | None |  | No Curb Ramp |
| B. 9 | $\begin{gathered} \text { Ave. 419/ } \\ \text { Rd. } 130 \end{gathered}$ | S/W | Residential | Flared Sides | $32^{\prime}$ | Ramp Slope: 8.2\% <br> Flares: $11.2 \% / 8.2 \%$ <br> Landing: 2.5\% <br> Truncated Domes: No <br> Transition: 9.2\% <br> Lip on AC/ Concrete: Yes <br> Grooved Border: Yes |
| B. 10 | Ave. 419/ <br> Rd. 130 | N/W | Residential | None |  | No curb ramp for cross walk |
| B. 11 | Rd. 130/ Tactacan Ave. | N/W | Residential | Flared Sides | 32' | Ramp Slope: 11.5\% <br> Landing: None <br> Truncated Domes: No |
| B. 20 | Rd. 130/ <br> Tactacan Ave. | S/W | Residential | Flared Sides | 32' | Ramp Slope: 14.3\% <br> Landing: None <br> Truncated Domes: No |
| B. 24 | Rd. 130/ Clyde Ave. | N/W | Residential | None |  | No curb ramp |
| B. 36 | Rd. 130/ Clyde Ave. | S/W | Residential | None |  | No curb ramp |

## Orosi

## Map C



| Last Updated: | $08 / 05 / 2013$ |
| :--- | :---: |
| Community: | Orosi |
| Map: | C |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| C. 1 | Rd. 130 | N. of Walnut Ave. <br> S. of Ave. 419 <br> W. side of road | Residential | Cross slope | 75' | 2.6-3.3\% |
| C. 2 | Rd. 130 | N. of Walnut Ave. <br> S. of Ave. 419 <br> W. side of road | Residential | Broken sidewalk | 8' | (Poor condition) Trip hazard |
| C. 3 | Rd. 130 | N. of Walnut Ave. <br> S. of Ave. 419 <br> W. side of road | Residential | Broken sidewalk | $2^{\prime}$ | (Poor condition) Trip hazard |
| C. 4 | Rd. 130 | N. of Walnut Ave. <br> S. of Ave. 419 <br> W. side of road | Residential | Cross slope | 220 | 2.6-3.3\% |
| C. 5 | Rd. 130 | N. of Walnut Ave. <br> S. of Ave. 419 <br> W. side of road | Residential | Driveway | 2 at 19' | Driveways exceed max cross slope |
| C. 6 | Rd. 130 | N. of Walnut Ave. S. of Ave. 419 W. side of road | Residential | Gap | 100' | Single property |
| C. 7 | Rd. 130 | N. of Walnut Ave. <br> S. of Ave. 419 <br> W. side of road | Residential | Cross slope |  | 3.2-4.4\% |
| C. 8 | Rd. 130 | N. of Walnut Ave. <br> S. of Ave. 419 <br> W. side of road | Residential | Gap | 110 | Single property |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| C.9 | Walnut Ave./ <br> Rd. 130 | N/W | Residential | None |  | No curb ramp |
| C. 10 | Walnut Ave./ <br> Rd. 130 | S/W | Residential | None |  | No curb ramp |

## Orosi

## Map D



Last Updated:

## Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| D.1 | Rd. 130 | G. of Ave. 417 <br> S. of Walnut Ave. <br> W. side of road | Residential | Gap | 115' | Multiple properties |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| D. 11 | Ave. 417 | W. of Rd. 130 <br> $S$. side of road | Residential | Offset | $1{ }^{\prime \prime}$ | Sunk in utility box Trip hazard |
| D. 12 | Ave. 417 | W. of Rd. 130 <br> $S$. side of road | Residential | Offset | 1/2" | Tripping hazard |
| D. 13 | Ave. 417 | W. of Rd. 130 <br> S. side of road | Residential | Gap | 75' | Single property |
| D. 15 | Rd. 130 | N. of Miller Rd. <br> S. of Ave. 417 <br> W. side of road | Residential | Gap | 125' | Multiple properties |
| D. 16 | Rd. 130 | N. of Miller Rd. S. of Ave. 417 W. side of road | Residential | Offset | $1{ }^{\prime \prime}$ | 1" crack in sidewalk <br> Trip hazard |
| D. 17 | Rd. 130 | N. of Miller Rd. <br> S. of Ave. 417 <br> W. side of road | Residential | Cross slope | 90' | 2.8\%-3.5\% |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| D.4 | Ave. $417 /$ <br> Rd. 130 | N/W |  |  |  |  |

## Orosi

## Map E



Last Updated:

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| E. 2 | Miller Rd. | E. of Pacifica Ct. <br> W. of Rd. 130 <br> $N$. side of road | Residential | Cross slope | 280' | 2.6-3.9\% |
| E. 3 | Miller Rd. | E. of Pacifica Ct. <br> W. of Rd. 130 <br> Both Sides of Road | Residential | Driveways | 19 at 22' | Driveways exceed max cross slope |
| E. 4 | Miller Rd. | E. of Pacifica Ct. <br> W. of Rd. 130 <br> S. side of road | Residential | Cross slope | 40' | 3.2\%-4.1\% |
| E. 6 | Vista Ct. | S. of Miller Rd. $W$. side of road | Residential | Cross slope | 120 | 2.4-3.5\% |
| E. 7 | Vista Ct. | S. of Miller Rd. Both Sides of Road | Residential | Driveways | 5 at 22' | Driveways exceed max cross slope |
| E. 9 | Miller Rd. | E. of Vista Ct. W. of Pacifica Ct. S. side of road | Residential | Offset | 1/2" | Tripping hazard |
| E. 10 | Miller Rd. | E. of Vista Ct. W. of Pacifica Ct. S. side of road | Residential | Cross slope | 60' | 3.6\%-5.5\% |
| E. 12 | Pacifica Ct. | S. of Miller Rd. Both Sides of Road | Residential | Driveways | 5 at 22' | Driveways exceed max cross slope |
| E. 13 | Pacifica Ct. | S. of Miller Rd. <br> E. side of road | Residential | Offset | 1/2" | Tripping hazard |
| E. 16 | Rd. 130 | N. of Ave. 419 <br> S. of Miller Rd. <br> W. side of road | Residential | Offset | 1/4" | Tripping hazard |
| E. 17 | Rd. 130 | N. of Ave. 419 <br> S. of Miller Rd. Both Sides of Road | Residential | Driveways | 8 at 22' | Driveways exceed max cross slope |
| E. 18 | Rd. 130 | N. of Ave. 419 <br> S. of Miller Rd. <br> W. side of road | Residential | Cross slope | 40' | 2.8\%-3.3\% |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| E. 19 | Rd. 131 | N. of Ave. 419 S. of Miller Rd. W. side of road | Residential | Gap | 115' | Multiple properties up to Ave. 416 |
| E. 22 | Ave. 416 | E. of Ralph Rd. <br> W. of Rd. 130 <br> Both Sides of Road | Residential | Driveways | 12 at 14' | Driveways exceed max cross slope |
| E. 23 | Ave. 416 | E. of Lincoln Rd W. of Rd. 130 N . side of road | Residential | Cross slope | 78' | 2.6-3.7\% |
| E. 26 | Ave. 416 | E. of Ralph Rd. W. of Lincoln Rd. $N$. side of road | Residential | Broken sidewalk | $4^{\prime}$ | (Poor condition) <br> Tripping hazard |
| E. 27 | Ave. 416 | E. of Ralph Rd. W. of Lincoln Rd. N . side of road | Residential | Cross Slope | 105' | 3.1-3.4\% |
| E. 30 | Ave. 416 | E. of Lincoln Rd. W. of Rd. 130 S.side of road | Residential | Cross slope | $35^{\prime}$ | 3.1\%-3.3\% |
| E. 31 | Ave. 416 | E. of Lincoln Rd. <br> W. of Rd. 130 <br> S. side of road | Residential | Driveway | $27^{\prime}$ | Driveways exceed max cross slope |
| E. 34 | Rd. 130 | N. of Ave. 416 <br> S. of Miller Rd. <br> E. side of road | Residential | Gap | 120' | Multiple properties up to Ave. 416 |
| E. 35 | Rd. 130 | N. of Ave. 416 <br> S. of Miller Rd. <br> E. side of road | Residential | Driveway | 2 at $26{ }^{\prime}$ | Driveways exceed max cross slope |
| E. 36 | Rd. 130 | N. of Ave. 416 <br> S. of Miller Rd. <br> E. side of road | Residential | Cross slope | 183' | 2.4-4.2\% |
| E. 37 | Rd. 130 | N. of Ave. 416 <br> S. of Miller Rd. <br> E. side of road | Residential | End of Sidewalk | N/A | No Transition with no further access |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| E. 1 | Rd. 130/ Miller Rd. | N/W | Residential | Flared Sides | 32' | Ramp Slope: 9.1\% <br> Landing: None <br> Truncated Domes: No |
| E. 5 | Miller Rd./ Vista Ct. | S/W | Residential | Flared Sides | $32^{\prime}$ | Ramp Slope: 7.1\% <br> Flares: 6.7\%/8.4\% <br> Landing: None <br> Truncated Domes: No <br> Transition: 6.3\% <br> Lip on AC/ Concrete: Yes <br> Grooved Border: Yes |
| E. 8 | Miller Rd./ Vista Ct. | S/E | Residential | Flared Sides | 32' | Ramp Slope: 6.5\% <br> Flares: 7.8\%/7.1\% <br> Landing: None <br> Truncated Domes: No <br> Transition: 7.7\% <br> Lip on AC/ Concrete: Yes <br> Grooved Border: Yes |
| E. 11 | Miller Rd./ Pacifica Ct. | S/W | Residential | Flared Sides | $32^{\prime}$ | Ramp Slope: 8.5\% Landing: None Truncated Domes: No |
| E. 14 | Miller Rd./ <br> Pacifica Ct. | S/E | Residential | Flared Sides | $32^{\prime}$ | Ramp Slope: 8.6\% <br> Landing: None <br> Truncated Domes: No |
| E. 15 | Miller Rd./ <br> Rd. 130 | S/W | Residential | Flared Sides | 32' | Ramp Slope: 8.3\% <br> Landing: None <br> Truncated Domes: No |
| E. 20 | Rd. 130/ <br> Ave. 416 | N/W | Residential | None |  | No curb ramp |
| E. 21 | Ave. 416/ <br> Rd. 130 | N/S | Residential | None |  | No ramps on either side of cross walk on Ave. 416 |
| E. 24 | Ave. 416/ Lincoln Rd. | N/E | Residential | None |  | No curb ramp |
| E. 25 | Ave. 416/ Lincoln Rd. | N/W | Residential | None |  | No curb ramp |
| E. 28 | Ave. 416/ <br> Ralph Rd. | S/W | Residential | None |  | No curb ramp |
| E. 29 | Ave. 416/ Ralph Rd. | S/E | Residential | None |  | No curb ramp |
| E. 32 | Ave. 416/ <br> Rd. 130 | S/W | Residential | None |  | No curb ramp |
| E. 33 | Ave. 416/ <br> Rd. 130 | N/E | Residential | None |  | No curb ramp |

## Orosi

## Map F



Last Updated:

## Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| F. 2 | Ralph Rd. | N. of Ave. 416 <br> S. of Miller Ave. Both Sides of Raod | Commercial | Driveway | 5 at 16' | Driveway exceeds max cross slope |
| F. 3 | Ralph Rd. | N. of Ave. 416 <br> S. of Miller Ave. <br> E. side of road | Commercial | Sidewalk | 227 | Sidewalk reduced width to $2.9^{\prime}$ for $227^{\prime}$ |
| F. 4 | Ralph Rd. | N. of Ave. 416 <br> S. of Miller Ave. <br> E. side of road | Commercial | Offset | 2" | Tripping hazard |
| F. 5 | Ralph Rd. | N. of Ave. 416 S. of Miller Ave. E. side of road | Commercial | Cross slope | $90^{\prime}$ | 2.2\%-3.3\% |
| F. 7 | Miller Ave. | E. of Hwy. 63 W. of Ralph Rd $N$. side of road | Residential | Gap | 207' | Multiple properties |
| F. 8 | Miller Ave. | E. of Hwy. 63 W. of Ralph Rd. Both Sides of Road | Residential | Driveway | 7 at 21' | Driveway exceeds max cross slope |
| F. 9 | Miller Ave. | E. of Hwy. 63 W. of Ralph Rd N . side of road | Residential | Cross slope | 126 | 2.4\%-3.3\% |
| F. 10 | Miller Ave. | E. of Hwy. 63 W. of Ralph Rd $N$. side of road | Residential | Obstruction | $2 '$ | Power pole |
| F. 11 | Miller Ave. | E. of Hwy. 63 W. of Ralph Rd. S. side of road | Residential | Cross slope | 110 | 2.8-3.4\% |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| F.12 | Miller Ave. | C. of Hwy 63 <br> W. of Ralph Rd. <br> S. side of road | Residential | Gap | 140' | Multiple properties |

## Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| F.1 | Ave. 416/ <br> Ralph Rd. | N/E | Residential | None |  | No curb ramp |
| F.6 | Miller Rd./ <br> Ralph Rd. | S/E | Residential | Flared Sides | 33' | Ramp Slope: 8.6\% <br> Landing: None <br> Truncated Domes: No |
| F.13 | Miller Rd./ <br> Ralph Rd. | S/W | Residential | None |  | No curb ramp |

## Orosi

## Map G



Last Updated: 08/05/2013
Community: Orosi
Map: G

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| G. 2 | Claude Rd. | N. of Miller Ave. <br> S. of Ave 417 <br> E. side of road | Residential | Gap | 180' | Multiple properties up to Miller Ave. |
| G. 3 | Claude Rd. | N. of Miller Ave. <br> S. of Ave 417 <br> E. side of road | Residential | Gap | $90^{\prime}$ | Multiple properties up to Ave. 417 |
| G. 6 | Miller Ave. | E. of Eddy Rd. W. of Claude Rd. $N$. side of road | Residential | Obstruction | $3.3{ }^{\prime}$ | Sidewalk width reduced to 3.3 for a length of 159' |
| G. 7 | Miller Ave. | E. of Eddy Rd. W. of Claude Rd. N . side of road | Residential | Offset | 3/4" | Tripping hazard |
| G. 8 | Miller Ave. | E. of Eddy Rd. W. of Claude Rd. $N$. side of road | Residential | Broken sidewalk | 155' | Extremely damaged sidewalk with heavy trip hazards |
| G. 9 | Miller Ave. | E. of Eddy Rd. W. of Claude Rd. $N$. side of road | Residential | Obstruction | 2 at 1.8' | 2 mail boxes with $1.8^{\prime}$ clearance |
| G. 10 | Miller Ave. | E. of Eddy Rd. W. of Claude Rd. N . side of road | Residential | Driveway | 5 at 19' | Driveway exceeds max cross slope |
| G. 11 | Miller Ave. | E. of Eddy Rd. W. of Claude Rd. N. side of road | Residential | Obstruction | $\begin{aligned} & 1 \text { at } 2.4^{\prime} \\ & 1 \text { at } 1.5^{\prime} \end{aligned}$ | Mail box obstructions along roadway |
| G. 13 | Eddy Rd. | N. of Ave. 416 S. of Miller Ave. W. side of road | Residential | Cross slope | 100 | 3.1-4.5\% |
| G. 14 | Eddy Rd. | N. of Ave. 416 S. of Miller Ave. Both Sides of Road | Commercial | Driveway | 4 at 15' | Driveway exceeds max cross slope |
| G. 15 | Eddy Rd. | N. of Ave. 416 S. of Miller Ave. W. side of road | Commercial | Broken sidewalk | $54 '$ | (Poor condition) Trip hazard |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| G. 17 | Ave. 416 | E. of Eddy Rd. W. of Claude Rd. S. side of road | Commercial | Cross slope | $90^{\prime}$ | 3.2-4.1\% |
| G. 18 | Ave. 416 | E. of Eddy Rd. W. of Claude Rd. S. side of road | Commercial | Driveway | 2 at 16' | Driveway exceeds max cross slope |
| G. 21 | Ave. 416 | E. of Eddy Rd. W. of Claude Rd. S. side of road | Commercial | Driveway | 2 at $20{ }^{\prime}$ | Driveway exceeds max cross slope |
| G. 22 | Ave. 416 | E. of Claude Rd. W. of Rd. 128 S. side of the road | Commercial | Cross slope | 273 | 2.4-6.3\% |
| G. 23 | Ave. 416 | E. of Claude Rd. W. of Rd. 128 S. side of the road | Commercial | Driveway | $54^{\prime}$ | Driveway exceeds max cross slope |
| G. 24 | Ave. 416 | E. of Claude Rd. W. of Rd. 128 N . side of the road | Commercial | Cross slope | 195' | 3.0-6.3\% |
| G. 25 | Ave. 416 | E. of Claude Rd. W. of Rd. 128 $N$. side of the road | Commercial | Driveway | 4 at $26{ }^{\prime}$ | Driveway exceeds max cross slope |
| G. 26 | Ave. 416 | E. of Claude Rd. <br> W. of Rd. 128 <br> N . side of the road | Commercial | Broken sidewalk | 5' | (Poor condition) Trip hazard |
| G. 29 | Ave. 416 | E. of Eddy Rd. W. of Claude Rd. $N$. side of road | Commercial | Cross slope | 155' | 2.4-4.7\% |
| G. 30 | Ave. 416 | E. of Eddy Rd. W. of Claude Rd. $N$. side of road | Commercial | Driveway | 3 at 26' | Driveway exceeds max cross slope |
| G. 31 | Ave. 416 | E. of Eddy Rd. W. of Claude Rd. $N$. side of road | Commercial | Obstruction | 2.21 | Mail box obstruction along roadway |
| G. 32 | Ave. 416 | E. of Eddy Rd. W. of Claude Rd. N . side of road | Commercial | Broken sidewalk | 4' | (Poor condition) Trip hazard |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| G. 34 | Eddy Rd. | N. of Ave. 416 <br> S. of Miller Ave. <br> E. side of road | Commercial | Driveway | 6 at 37 | Driveway exceeds max cross slope |
| G. 35 | Eddy Rd. | N. of Ave. 416 S. of Miller Ave. E. side of road | Commercial | Broken sidewalk | $7{ }^{\prime}$ | (Poor condition) Trip hazard |
| G. 37 | Miller Ave. | E. of Eddy Rd. W. of Claude Rd. S. side of road | Residential | Broken sidewalk | 56 | (Poor condition) Trip hazard |
| G. 38 | Miller Ave. | E. of Eddy Rd. W. of Claude Rd. S. side of road | Residential | Gap | 40' | Single property |
| G. 39 | Miller Ave. | E. of Eddy Rd. W. of Claude Rd. S. side of road | Residential | Gap | $55^{\prime}$ | Single property |
| G. 42 | Miller Ave. | E. of Claude Rd. <br> W. of Rd. 128 <br> S. side of road | Residential | Gap | 70' | Multiple properties |
| G. 43 | Miller Ave. | E. of Claude Rd. W. of Rd. 128 <br> S. side of road | Residential | Cross slope | 120 | 2.4-5.4\% |
| G. 44 | Miller Ave. | E. of Claude Rd. <br> W. of Rd. 128 Both Sides of Road | Residential | Driveway | 6 at 19' | Driveway exceeds max cross slope |
| G. 45 | Miller Ave. | E. of Claude Rd. W. of Rd. 128 S. side of road | Residential | Obstruction | 1.8' | Power pole and mail box |
| G. 46 | Miller Ave. | E. of Claude Rd. W. of Rd. 128 N . side of road | Residential | Gap | 70' | Multiple properties |
| G. 47 | Miller Ave. | E. of Claude Rd. W. of Rd. 128 N . side of road | Residential | Offset | 2 at 1" | (Poor condition) Trip hazard |
| G. 48 | Miller Ave. | E. of Claude Rd. W. of Rd. 128 N . side of road | Residential | Gap | $143 '$ | Multiple properties up to Claude Rd. |
| G. 49 | Claude Rd. | N. of Ave. 416 <br> S. of Miller Ave. <br> W. side of road | Residential | Gap | 242' | Multiple properties |

## Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| G.1 | Miller Ave./ <br> Claude Rd. | N/E | Residential | None |  |  |
| G.4 | S |  |  |  | No curb ramp |  |

## Orosi

## Map H



| Last Updated: | $08 / 06 / 2013$ |
| :--- | :---: |
| Community: | Orosi |
| Map: | H |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| H. 1 | Rd. 125 | N. of Ave. 416 S. of Miller Ave. West side of road | Residential | Cross Slope | 2971 | 2.4-3.9\% |
| H. 2 | Rd. 125 | N. of Ave. 416 S. of Miller Ave. West side of road | Residential | Driveway | N/A | 2 driveways with landings but no transitions from sidewalk |
| H. 3 | Rd. 125 | N. of Ave. 416 <br> S. of Miller Ave. <br> West side of road | Residential | Driveway | $26^{\prime}$ | Driveway exceeds max cross slope |
| H. 5 | Ave. 416 | E. of Rd. 125 <br> W. of Rd. 126 <br> South side of the road | Commercial | Offset | 1.5 " | Trip hazard due to tree root uplift |
| H. 6 | Ave. 416 | E. of Rd. 125 <br> W. of Rd. 126 <br> South side of the road | Commercial | Cross Slope | 145 | 2.6-4.7\% |
| H. 7 | Ave. 416 | E. of Rd. 125 <br> W. of Rd. 126 <br> South side of the road | Commercial | Offset | 3/4" | Tripping hazard |
| H. 8 | Ave. 416 | E. of Rd. 125 <br> W. of Rd. 126 <br> South side of the road | Commercial | Driveway | N/A | 2 driveways with landings but no transitions from sidewalk |
| H. 11 | Ave. 416 | E. of Rd. 125 <br> W. of Rd. 126 <br> South side of the road | Commercial | Offset | 1/2" | Tripping hazard |
| H. 12 | Ave. 416 | E. of Rd. 125 <br> W. of Rd. 126 <br> South side of the road | Commercial | Driveway | 3 at 28' | Driveway exceeds max cross slope |
| H. 13 | Ave. 416 | E. of Rd. 125 <br> W. of Rd. 126 <br> South side of the road | Commercial | Obstruction | 1.9 ' | Light pole |
| H. 14 | Ave. 416 | E. of Rd. 125 <br> W. of Rd. 126 <br> South side of the road | Commercial | Broken sidewalk | $4 '$ | (Extremely poor) <br> Tripping hazard |
| H. 15 | Ave. 416 | E. of Rd. 126 W. of Eddy Rd. South side of road | Commercial | Gap | $45^{\prime}$ | Single property |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| H. 16 | Ave. 416 | E. of Rd. 126 W. of Eddy Rd. South side of road | Commercial | Cross Slope | 42' | 2.3-10.6\% |
| H. 19 | Ave. 416 | E. of Rd. 126 W. of Eddy Rd. North side of road | Commercial | Driveway | 5 at 18' | Driveway exceeds max cross slope |
| H. 20 | Ave. 416 | E. of Rd. 126 W. of Eddy Rd. North side of road | Commercial | Obstruction | $1.7{ }^{\prime}$ | Power pole |
| H. 21 | Ave. 416 | E. of Rd. 126 W. of Eddy Rd. North side of road | Commercial | Cross Slope | 22' | 2.6\%-3.6\% |
| H. 24 | Ave. 416 | E. of Rd. 125 <br> W. of Rd. 126 <br> North side of the road | Commercial | Broken sidewalk | 10' | (Poor condition) <br> Tripping hazard |
| H. 25 | Ave. 416 | E. of Rd. 125 <br> W. of Rd. 126 <br> North side of the road | Commercial | Cross Slope | 160 | 2.4-5.0\% |
| H. 26 | Ave. 416 | E. of Rd. 125 <br> W. of Rd. 126 <br> North side of the road | Commercial | Gap | $147{ }^{\prime}$ | Multiple properties |
| H. 27 | Ave. 416 | E. of Rd. 125 <br> W. of Rd. 126 <br> North side of the road | Commercial | Driveway | N/A | Driveway with landings but no transition from sidewalk |
| H. 28 | Ave. 416 | E. of Rd. 125 <br> W. of Rd. 126 <br> North side of the road | Commercial | Broken sidewalk | $34 '$ | (Poor condition) Tripping hazard |
| H. 30 | Rd. 125 | N. of Ave. 416 <br> S. of Miller Ave. East side of road | Commercial | Broken sidewalk | $45^{\prime}$ | (Poor condition) Tripping hazard |
| H. 31 | Rd. 125 | N. of Ave. 416 S. of Miller Ave. East side of road | Commercial | Cross Slope | 30' | 30' of 2.9\%-3.1\% |
| H. 32 | Rd. 125 | N. of Ave. 416 S. of Miller Ave. East side of road | Commercial | Gap | 130' | Multiple properties |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| H. 35 | Miller Ave. | E. of Rd. 125 W. of Rd. 126 $N$. Side of Road | Residential | Gap | 34' | Single property |
| H. 36 | Miller Ave. | E. of Rd. 125 <br> W. of Rd. 126 Both Sides of Road | Residential | Driveway | 4 at $22{ }^{\prime}$ | Driveway exceeds max cross slope |
| H. 39 | Miller Ave. | E. of Rd. 125 W. of Rd. 126 $N$. Side of Road | Residential | Gap | 130' | Multiple properties |
| H. 42 | Miller Ave. | E. of Rd. 126 W. of Eddy Rd. N. side of road | Residential | Obstruction | 1.91 | Power pole |
| H. 43 | Miller Ave. | E. of Rd. 126 <br> W. of Eddy Rd. <br> N. side of road | Residential | Offset | 3/4" | Tripping hazard |
| H. 44 | Miller Ave. | E. of Rd. 126 <br> W. of Eddy Rd. <br> S. side of road | Residential | Broken sidewalk | 85' | (Poor condition) <br> Tripping hazard |
| H. 47 | Rd. 126 | N. of Ave. 416 <br> S. of Miller Ave. W. side of road | Residential | Gap | 134' | Multiple properties |
| H. 48 | Rd. 126 | N. of Ave. 416 <br> S. of Miller Ave. <br> W. side of road | Residential | Driveway | 28' | Driveway exceeds max cross slope |
| H. 49 | Rd. 126 | N. of Ave. 416 <br> S. of Miller Ave. <br> W. side of road | Residential | Driveway | 42' | Driveway exceeds max cross slope |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| H. 4 | Ave. 416/ <br> Rd. 125 | N/W | Commericial | Dip Down | 32' | Ramp Slope: 5.0\%/6.9\% <br> Landing: 1.7\% <br> Truncated Domes: No <br> Transition: 5.3\% <br> Lip on AC/ Concrete: Yes <br> Grooved Border: Yes |
| H. 9 | Ave. 416/ <br> David Rd. | S/W | Commericial | Dip Down | 32' | Ramp Slope: 9.5\%/2.8\% <br> Landing: 3.2\% <br> Truncated Domes: No Transition: 4.6\% <br> Lip on AC/ Concrete: No Grooved Border: Yes |
| H. 10 | Ave. 416/ David Rd. | S/E | Commericial | Dip Down | $32^{\prime}$ | Ramp Slope: $2.2 \% / 10.2 \%$ <br> Landing: 1.6\% <br> Truncated Domes: No <br> Transition: 7.5\% <br> Lip on AC/ Concrete: No <br> Grooved Border: Yes |

## Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| H. 17 | $\begin{aligned} & \text { Ave. } 416 / \\ & \text { Rd. } 126 \end{aligned}$ | S | Commericial | None |  | No ramp at cross walk across Ave. 416 near Library |
| H. 18 | Ave. 416/ <br> Rd. 127 | N | Commericial | None |  | No ramp at cross walk across Ave. 416 near Library |
| H. 22 | Ave. 416/ <br> Rd. 126 | N/E | Commericial | Flared Sides | 30' | Ramp Slope: 7.6\% <br> Flares: 8.2\%/9.6\% <br> Landing: None <br> Truncated Domes: No Transition: 6.9\% Lip on AC/ Concrete: Yes Grooved Border: Yes |
| H. 23 | $\begin{gathered} \text { Ave. } 416 / \\ \text { Rd. } 126 \end{gathered}$ | N/W | Commericial | Flared Sides | 30' | Ramp Slope: 9.3\% <br> Landing: 2.5\% <br> Truncated Domes: No |
| H. 29 | Ave. 416/ <br> Rd. 125 | N/E | Commericial | None |  | No curb ramp |
| H. 33 | Miller Ave./ <br> Rd. 125 | S/E | Residential | None |  | No curb ramps at either end of intersection |
| H. 34 | Miller Ave./ Rd. 125 | N/E | Residential | None |  | No curb ramps at either end of intersection |
| H. 37 | Cul de Sac/ Miller Ave | N/W | Residential | None |  | No Curb Ramp |
| H. 38 | Cul de Sac/ Miller Ave | N/E | Residential | None |  | No Curb Ramp |
| H. 40 | Miller Ave./ <br> Rd. 126 | N/W | Residential | None |  | No curb ramps at either end of cross walk intersection |
| H. 41 | Miller Ave./ <br> Rd. 126 | N/E | Residential | None |  | No curb ramps at either end of cross walk intersection |
| H. 45 | Miller Ave./ <br> Rd. 126 | S/E | Residential | None |  | No curb ramps at either end of cross walk intersection |
| H. 46 | Miller Ave./ Rd. 126 | S/W | Residential | None |  | No curb ramps at either end of cross walk intersection |

## Orosi

## Map I



Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1.2 | Walnut Ave. | E. of Rd. 125 <br> W. of Rd. 126 <br> N. Side of Road | Residential | Gap | 234 ' | Multiple properties |
| 1.3 | Walnut Ave. | E. of Rd. 125 <br> W. of Rd. 126 <br> N. Side of Road | Residential | Cross Slope | 68' | 4.3-5.4\% |
| 1.4 | Walnut Ave. | E. of Rd. 125 <br> W. of Rd. 126 <br> $N$. Side of Road | Residential | Obstruction | 3 at 2.1' | 3 mail boxes |
| 1.5 | Walnut Ave. | E. of Rd. 125 <br> W. of Rd. 126 <br> $N$. Side of Road | Residential | Driveway | 16 at 19' | Driveway exceeds max cross slope |
| 1.6 | Walnut Ave. | E. of Rd. 125 <br> W. of Rd. 126 <br> $N$. Side of Road | Residential | Gap | 40' | Single property |
| 1.7 | Walnut Ave. | E. of Rd. 125 <br> W. of Rd. 126 <br> $N$. Side of Road | Residential | Gap | 200' | Multiple properties up to Rd. 125 |
| 1.9 | Rd. 125 | N. of Ave. 417 <br> S. of Walnut Ave. | Residential | Driveway | 16 at 19' | Driveway exceeds max cross slope |
| 1.10 | Rd. 125 | N. of Ave. 417 S. of Walnut Ave. W. Side of Road | Residential | Cross Slope | 180' | 2.6-4.8\% |
| 1.14 | Ave. 417 | E. of Rd. 125 W. of Rd. 126 $N$. Side of Road | Residential | Gap | $350 '$ | Multiple properties |
| 1.15 | Ave. 417 | E. of Rd. 125 W. of Rd. 126 N. Side of Road | Residential | Cross Slope | 132' | 2.7-5.4\% |
| 1.16 | Ave. 417 | E. of Rd. 125 <br> W. of Rd. 126 <br> N . Side of Road | Residential | Driveway | 3 at 16' | Driveway exceeds max cross slope |
| 1.17 | Ave. 417 | E. of Rd. 125 <br> W. of Rd. 126 <br> $N$. Side of Road | Residential | Obstruction | $2.7{ }^{\prime}$ | Mail box |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1.18 | Ave. 417 | E. of Rd. 125 <br> W. of Rd. 126 <br> $N$. Side of Road | Residential | Gap | 50' | Single property |
| 1.21 | Rd. 126 | N. of Ave. 416 <br> S. of Ave. 417 <br> W. Side of Road | Residential | Gap | 135' | Multiple properties |
| 1.22 | Rd. 126 | N. of Ave. 416 <br> S. of Ave. 417 <br> W. Side of Road | Residential | Driveway | 2 at 25' | Driveway exceeds max cross slope |
| 1.23 | Rd. 126 | N. of Ave. 416 <br> S. of Ave. 417 <br> E. Side of Road | Residential | Obstruction | $1.2{ }^{\prime}$ | Mail box |
| 1.24 | Rd. 126 | N. of Ave. 416 <br> S. of Ave. 417 <br> E. Side of Road | Residential | End of sidewalk | - | No transition with no further access |
| 1. 25 | Rd. 126 | N. of Ave. 417 S. of Walnut Ave. W. Side of Road | Residential | Gap | 80' | Multiple properties |
| 1.26 | Rd. 126 | N. of Ave. 417 S. of Walnut Ave. W. Side of Road | Residential | Gap | 138' | Multiple properties |
| 1.29 | Walnut Ave. | E. of Rd. 125 <br> W. of Rd. 126 <br> S. Side of Road | Residential | Gap | $94{ }^{\prime}$ | Multiple properties |
| 1.30 | Walnut Ave. | E. of Rd. 125 <br> W. of Rd. 126 <br> S. Side of Road | Residential | Cross Slope | 86' | 2.6-5.1\% |
| 1.31 | Walnut Ave. | E. of Rd. 125 <br> W. of Rd. 126 South side of road | Residential | Obstruction | 2 at $2.6{ }^{\prime}$ | 2 mail boxes |
| 1.32 | Walnut Ave. | E. of Rd. 125 <br> W. of Rd. 126 <br> S. Side of Road | Residential | Gap | 37' | Single property |
| 1.34 | Rd. 125 | N. of Ave. 417 <br> S. of Walnut Ave. <br> E. Side of Road | Residential | Cross Slope | 129 ' | 3.0-6.4\% |
| 1.35 | Rd. 125 | N. of Ave. 417 S. of Walnut Ave. E. Side of Road | Residential | Driveway | 3 at 12' | Driveway exceeds max cross slope |
| 1.36 | Rd. 125 | N. of Ave. 417 <br> S. of Walnut Ave. <br> E. Side of Road | Residential | Gap | $70^{\prime}$ | Single property |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| I.1 | Walnut Ave./ <br> Rd. 126 | N/W | Residential | None |  | No curb ramp |

## Orosi

Map J



| Last Updated: | $08 / 06 / 2013$ |
| :--- | :---: |
| Community: | Orosi |
| Map: | $\rfloor$ |

## Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| J. 1 | Whittaker Ave. | E. of Rd. 125 <br> W. of Van Tessel Rd. Both Sides of Road | Residential | Driveway | 5 at $22{ }^{\prime}$ | Driveway exceeds max cross slope |
| J. 2 | Whittaker Ave. | E. of Rd. 125 <br> W. of Van Tessel Rd. <br> $N$. Side of Road | Residential | Offset | 1/2" | Tripping hazard |
| J. 4 | Van Tessel Rd. | N. of Whittaker Ave. S. of Barton Ave. W. Side of Road | Residential | Cross slope | 87' | 2.8-4.2\% |
| J. 7 | Van Tessel Rd. | N. of Whittaker Ave. <br> S. of Ave. 419 <br> Both Sides of Road | Residential | Driveway | 9 at $22^{\prime}$ | Driveway exceeds max cross slope |
| J. 8 | Van Tessel Rd. | N. of Barton Ave. <br> S. of Ave. 419 <br> W. Side of Road | Residential | Cross slope | 122' | 2.5-3.2\% |
| J. 11 | Ave. 419 | E. of Van Tessel Rd. <br> W. of Rd. 126 <br> S. Side of Road | Residential | Offset | $1{ }^{\prime \prime}$ | Tripping hazard |
| J. 12 | Ave. 419 | E. of Van Tessel Rd. <br> W. of Rd. 126 <br> S. Side of Road | Residential | Cross slope | 84' | 3.1-7.0\% |
| J. 13 | Ave. 419 | E. of Van Tessel Rd. <br> W. of Rd. 126 <br> S. Side of Road | Residential | Gap | 260' | Multiple properties |
| J. 14 | Ave. 419 | E. of Van Tessel Rd. <br> W. of Rd. 126 <br> Both Sides of Road | Residential | Driveway | 4 at 17' | Driveway exceeds max cross slope |
| J. 15 | Rd. 126 | N. of Walnut Ave. <br> S. of Ave. 419 <br> W. Side of Road | School Zone | Gap | 362' | Single property. In front of a school |
| J. 16 | Rd. 126 | N. of Walnut Ave. <br> S. of Ave. 419 <br> W. Side of Road | School Zone | Obstruction | $\begin{aligned} & 1 \text { at } 1.7^{\prime} \\ & 1 \text { at } 1.9^{\prime} \end{aligned}$ | Mail box and power poll |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| J. 17 | Rd. 126 | N. of Walnut Ave. <br> S. of Ave. 419 <br> W. Side of Road | School Zone | Gap | 284' | Multiple properties |
| J. 18 | Rd. 125 | N. of Walnut Ave. S. of Whittaker Ave. E. Side of Road | Residential | Gap | 15' | Single property |
| J. 19 | Rd. 125 | N. of Walnut Ave. S. of Whittaker Ave. E. Side of Road | Residential | Gap | $38^{\prime}$ | Single property |
| J. 21 | Van Tessel Rd. | N. of Whittaker Ave./ <br> S. of Barton Ave. East side of the road | Residential | Cross slope | 18' | 3.1-3.5\% |
| J. 22 | Van Tessel Rd. | N. of Barton Ave. <br> S. of Ave. 419 <br> E. Side of Road | Residential | Offset | 3/4" | Tripping hazard |
| J. 23 | Van Tessel Rd. | N. of Barton Ave. <br> S. of Ave. 419 <br> E. Side of Road | Residential | Cross slope | $30^{\prime}$ | 3.4-4.2\% |
| J. 25 | Rd. 125 | N. of Walnut Ave. S. of Whittaker Ave. W. Side of Road | Residential | Cross slope | $53^{\prime}$ | 2.6-3.4\% |
| J. 26 | Rd. 125 | N. of Walnut Ave. S. of Whittaker Ave. W. Side of Road | Residential | Driveway | 3 at 18' | Driveway exceeds max cross slope |


| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| J. 3 | Van Tassel Rd./ Whittaker Ave. | N/W | Residential | Flared Sides | 30' | Ramp Slope: 7.4\% <br> Flares: 7.7\%/7.1\% <br> Landing: None <br> Truncated Domes: No Transition: 6.9\% <br> Lip on AC/ Concrete: No Grooved Border: Yes |
| J. 5 | Van Tassel Rd./ Barton Ave. | S/W | Residential | Flared Sides | $30^{\prime}$ | Ramp Slope: 9.8\% Landing: None Truncated Domes: No |
| J. 6 | Van Tassel Rd./ Barton Ave. | N/W | Residential | Flared Sides | $30^{\prime}$ | Ramp Slope: 9.7\% <br> Landing: None <br> Truncated Domes: No |
| J. 10 | Van Tassel Rd./ Ave. 419 | S/W | Residential | Flared Sides | $30^{\prime}$ | Ramp SIope: 7.8\% <br> Flares: 8.4\%/6.5\% <br> Landing: None <br> Truncated Domes: No <br> Transition: 5.8\% <br> Lip on AC/ Concrete: No <br> Grooved Border: Yes |
| J. 20 | Whittaker Ave./ <br> Rd. 125 | S/E | Residential | Flared Sides | 30' | Ramp Slope: 8.2\% <br> Flares: 8.2\%/10.0\% <br> Landing: None <br> Truncated Domes: No Transition: 2.9\% Lip on AC/ Concrete: No Grooved Border: Yes |
| J. 24 | Whittaker Ave./ <br> Rd. 125 | S/W | Residential | Flared Sides | 30' | Ramp Slope: 7.2\% <br> Flares: 9\%/6.4\% <br> Landing: None <br> Truncated Domes: No Transition: 2.4\% Lip on AC/ Concrete: No Grooved Border: Yes |

## Orosi

## Map K




| Last Updated: | $08 / 06 / 2013$ |
| :--- | :---: |
| Community: | Orosi |
| Map: | K |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| K. 1 | Whittaker Ave. | E. of Rd. 124 <br> W. of Van Tassel Rd. <br> S. Side of Road | Residential | Cross slope | $36{ }^{\prime}$ | 3.0-3.3\% |
| K. 2 | Whittaker Ave. | E. of Rd. 124 <br> W. of Van Tassel Rd. <br> Both Sides of Road | Residential | Driveway | 14 at $22^{\prime}$ | Driveway exceeds max cross slope |
| K. 5 | Rd. 124 | N. of Whittaker Ave. S. of Barton Ave. E. Side of Road | Residential | Cross slope | 142' | 3.5-4.2\% |
| K. 7 | Barton Ave. | E. of Rd. 124 <br> W. of Van Tassel Rd. <br> Both Sides of Road | Residential | Driveway | 26 at 20' | Driveway exceeds max cross slope |
| K. 8 | Barton Ave. | E. of Rd. 124 <br> W. of Van Tassel Rd. <br> S. Side of Road | Residential | Offset | 1/2" | Tripping hazard |
| K. 9 | Barton Ave. | E. of Rd. 124 <br> W. of Van Tassel Rd. <br> S. Side of Road | Residential | Cross slope | $56^{\prime}$ | 2.8-3.8\% |
| K. 10 | Barton Ave. | E. of Rd. 124 <br> W. of Van Tassel Rd. <br> $N$. Side of Road | Residential | Cross slope | $45^{\prime}$ | 2.9-3.5\% |
| K. 11 | Barton Ave. | E. of Rd. 124 <br> W. of Van Tassel Rd. <br> $N$. Side of Road | Residential | Offset | 1/2" | Tripping hazard |
| K. 13 | Rd. 124 | N. of Barton Ave. <br> S. of Ave. 419 <br> E. Side of Road | Residential | Cross slope | 73' | 2.3-4.1\% |
| K. 15 | Ave. 419 | E. of Rd. 124 <br> W. of Van Tassel Rd. <br> Both Sides of Road | Residential | Driveway | 18 at 22' | Driveway exceeds max cross slope |
| K. 16 | Ave. 419 | E. of Rd. 124 <br> W. of Van Tassel Rd. <br> S. Side of Road | Residential | Driveway | $11^{\prime}$ | Driveway exceeds max cross slope |
| K. 17 | Ave. 419 | E. of Rd. 124 <br> W. of Van Tassel Rd. <br> S. Side of Road | Residential | Cross slope | 10' | 5.2-8.2\% |


| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| K. 3 | Rd. 124/ <br> Whittaker Ave. | S/E | Residential | Flared sides | $36^{\prime}$ | Ramp Slope: 8.7\% <br> Landing: None <br> Truncated Domes: No |
| K. 4 | Rd. 124/ <br> Whittaker Ave. | N/E | Residential | Flared sides | $36{ }^{\prime}$ | Ramp Slope: 9.5\% <br> Landing: None <br> Truncated Domes: No |
| K. 6 | Rd. $124 . /$ <br> Barton Ave. | S/E | Residential | Flared sides | $30^{\prime}$ | Ramp Slope: 8.2\% <br> Flares: 5.2\%/8.7\% <br> Landing: None <br> Truncated Domes: No <br> Transition: 8.1\% <br> Lip on AC/ Concrete: Yes <br> Grooved Border: Yes |
| K. 13 | Rd. $124 . /$ <br> Barton Ave. | N/E | Residential | Flared sides | $30^{\prime}$ | Ramp Slope: 16.2\% <br> Landing: None <br> Truncated Domes: No |
| K. 15 | Rd. 124/ Ave. 419 | S/E | Residential | Flared sides | 30' | Ramp Slope: 9.1\% <br> Landing: None <br> Truncated Domes: No |

## Orosi

## Map L



| Last Updated: | $08 / 06 / 2013$ |
| :--- | :---: |
| Community: | Orosi |
| Map: | L |

## Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| L. 1 | Buenna Vista Ave. | E. of Colony St. <br> W. of Rd. 125 <br> Both Sides of Road | Residential | Driveway | 6 at 22 | Driveway exceeds max cross slope |
| L. 2 | Buenna Vista Ave. | E. of Colony St. <br> W. of Rd. 125 <br> S. Side of Road | Residential | Cross slope | 190' | 2.9-4.4\% |
| L. 3 | Colony St. | N. of Buenna Vista Ave. <br> S. of Dennison Dr. Both Sides of Road | Residential | Driveway | 16 at $22^{\prime}$ | Driveway exceeds max cross slope |
| L. 4 | Colony St. | N. of Buenna Vista Ave. <br> S. of Dennison Dr. Both Sides of Road | Residential | Cross slope | 192' | 2.8-4.0\% |
| L. 6 | Dennison Dr. | E. of Rd. 124 W. of Colony St. S. Side of Road | Residential | Cross slope | 80' | 2.9-4.2\% |
| L. 7 | Dennison Dr. | E. of Rd. 124 W. of Stewart St. Both Sides of Road | Residential | Driveway | 6 at $22^{\prime}$ | Driveway exceeds max cross slope |
| L. 8 | Stewart St. | N. of Buenna Vista Ave. <br> S. of Dennison Dr. Both Sides of Road | Residential | Driveway | 14 at $22^{\prime}$ | Driveway exceeds max cross slope |
| L. 9 | Stewart St. | N. of Buenna Vista Ave. <br> S. of Dennison Dr. <br> E. Side of Road | Residential | Cross slope | $75^{\prime}$ | 2.5-3.7\% |
| L. 11 | Buenna Vista Ave. | E. of Stewart St. <br> W. of Rd. 125 <br> $N$. Side of Road | Residential | Cross slope | 175' | 3.0-4.3\% |
| L. 13 | Buenna Vista Ave. | E. of Colony St. W. of Stewart St. <br> N. Side of Road | Residential | Cross slope | $175{ }^{\prime}$ | 3.0-3.6\% |
| L. 15 | Colony St. | N. of Buenna Vista <br> S. of Dennison Dr. <br> E. Side of Road | Residential | Cross slope | 221' | 2.7-3.9\% |
| L. 17 | Dennison Dr. | E. of Colony St. W. of Stewart St. S. Side of Road | Residential | Cross slope | 176' | 2.6-4.8\% |
| L. 19 | Stewart St. | N. of Buenna Vista S. of Dennison Dr. W. Side of Road | Residential | Cross slope | 241' | 2.4-3.7\% |


| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| L. 5 | Dennison Dr. Colony St. | S/W | Residential | Flared sides | 32' | Ramp Slope: 11.2\% <br> Landing: None <br> Truncated Domes: No |
| L. 10 | Buenna Vista Ave./ Stewart St. | N/E | Residential | Flared sides | $30^{\prime}$ | Ramp Slope: 10.1\% <br> Landing: None <br> Truncated Domes: No |
| L. 12 | Buenna Vista Ave./ Stewart St. | N/W | Residential | Flared sides | $30^{\prime}$ | Ramp Slope: 9.3\% Landing: None Truncated Domes: No |
| L. 14 | Buenna Vista Ave./ Colony St. | N/E | Residential | Flared sides | 30' | Ramp Slope: 9.7\% <br> Landing: None <br> Truncated Domes: No |
| L. 16 | Dennison Dr. Colony St. | S/E | Residential | Flared sides | $30^{\prime}$ | Ramp Slope: 10.9\% Landing: None Truncated Domes: No |
| L. 18 | Dennison Dr. <br> Stewart St. | S/W | Residential | Flared sides | $30^{\prime}$ | Ramp Slope: 11.1\% Landing: None Truncated Domes: No |

## Orosi

## Map M



Whittaker Ave


| Last Updated: | $08 / 06 / 2013$ |
| :--- | :---: |
| Community: | Orosi |
| Map: | M |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M.2 | Wilsonia Ave. | Cof <br> N. of Twin Peaks Ave. <br> E. Side of Road | Residential | Cross slope | 62' | 2.4-4.3\% |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M. 18 | Rd. 124 | N. of Dennison Dr. S. of Whittaker Ave. E. Side of Road | Residential | Cross slope | $90^{\prime}$ | 3.2-4.0\% |
| M. 21 | Rd. 124 | N. of Sequoia Ave. <br> S. of Whittaker Ave. <br> E. Side of Road | Residential | Cross slope | $315 '$ | 2.7-4.4\% |
| M. 23 | Rd. 124 | N. of Sequoia Ave. S. of Badger Ave. W. Side of Road | Residential | Cross slope | 300 | 2.6-4.4\% |
| M. 24 | Sequoia Ave. | E. of Wilsonia Ave. <br> W. of Rd. 124 <br> N . side of road | Residential | Cross slope | $58^{\prime}$ | 3.2-6.5\% |
| M. 25 | Sequoia Ave. | E. of Wilsonia Ave. <br> W. of Rd. 124 <br> Both Sides of Road | Residential | Driveway | 8 at $22^{\prime}$ | Driveways exceeds max cross slope |
| M. 27 | Granite Ct. | S. of Sequoia Ave. Both Sides of Road | Residential | Driveway | 8 at $22^{\prime}$ | Driveways exceeds max cross slope |
| M. 28 | Granite Ct. | S. of Sequoia Ave. W. Side of Road | Residential | Cross slope | 42' | 3.2-4.2\% |
| M. 29 | Granite Ct. | S. of Sequoia Ave. <br> E. Side of Road | Residential | Gap | 210 | Multiple properties |
| M. 32 | Paradise Ct. | S. of Sequoia Ave. Both Sides of Road | Residential | Driveway | 8 at $22^{\prime}$ | Driveways exceeds max cross slope |
| M. 33 | Paradise Ct. | S. of Sequoia Ave. <br> E. Side of Road | Residential | Gap | 210 | Multiple properties |
| M. 35 | Sequoia Ave. | E. of Paradise Ct. <br> W. of Rd. 124 <br> S. Side of Road | Residential | Gap | 86' | Single property |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M. 1 | Wilsonia Ave./ Sequoia Ave. | N/E | Residential | Flared Sides | $30^{\prime}$ | Ramp Slope: 12.2\% Landing: None Truncated Domes: No |
| M. 4 | Wilsonia Ave./ Twin Peaks Ave. | S/E | Residential | Flared Sides | 30' | Ramp Slope: 8.2\% <br> Flares: 7\%/8\% <br> Landing: None <br> Truncated Domes: No Transition: 2.2\% Lip on AC/ Concrete: Yes Grooved Border: Yes |
| M. 8 | Wilsonia Ave./ Twin Peaks Ave. | N/E | Residential | Flared Sides | 30' | Ramp Slope: 8.7\% <br> Landing: None <br> Truncated Domes: No |
| M. 10 | Wilsonia Ave./ Badger Ave. | S/E | Residential | Flared Sides | $30^{\prime}$ | Ramp Slope: 12.3\% <br> Landing: None <br> Truncated Domes: No |
| M. 14 | Rd. 124/ Badger Ave. | S/W | Residential | Flared Sides | 30' | Ramp Slope: 10.2\% Landing: None Truncated Domes: No |
| M. 15 | Rd. 124/ Badger Ave. | N/W | Residential | Flared Sides | $30^{\prime}$ | Ramp Slope: 12.1\% <br> Landing: None <br> Truncated Domes: No |
| M. 19 | Rd. 124/ Dennison Ave. | N/E | Residential | Flared Sides | 30' | Ramp Slope: 7.2\% <br> Flares: 6.3\%/8.9\% <br> Landing: None <br> Truncated Domes: No <br> Transition: 1.7\% <br> Lip on AC/ Concrete: Yes <br> Grooved Border: Yes |
| M. 20 | Rd. 124/ Dennison Ave. | S/E | Residential | Flared Sides | 30' | Ramp Slope: 9.3\% <br> Landing: None <br> Truncated Domes: No |
| M. 22 | Rd. 124/ <br> Sequoia Ave. | N/W | Residential | Flared Sides | $30^{\prime}$ | Ramp Slope: 9.1\% <br> Landing: None <br> Truncated Domes: No |
| M. 26 | Granite Ct./ <br> Sequoia Ave. | S/W | Residential | Flared Sides | $30^{\prime}$ | Ramp Slope: 9.8\% <br> Landing: None <br> Truncated Domes: No |
| M. 30 | Granite Ct./ Sequoia Ave. | S/E | Residential | None |  | No curb ramp |
| M. 31 | Paradise Ct./ <br> Sequoia Ave. | S/W | Residential | Flared Sides | 30' | Ramp Slope: 9.0\% <br> Landing: None <br> Truncated Domes: No |
| M. 34 | Paradise Ct./ <br> Sequoia Ave. | S/E | Residential | None |  | No curb ramp |

## Orosi

## Map N

${ }_{N}^{A}$


Last Updated: 08/06/2013

| Community: | Orosi |
| :--- | :---: |
| Map: | N |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| N. 1 | Rd. 124 | N. of Ave. 416 S. of Sequoia Ave. W. Side of Road | Residential | Gap | 234' | Multiple properties |
| N. 2 | Rd. 124 | N. of Ave. 416 S. of Sequoia Ave. W. Side of Road | Residential | Offset | 3/4" | Tripping hazard |
| N. 3 | Rd. 124 | N. of Ave. 416 S. of Sequoia Ave. W. Side of Road | Residential | Driveway | - | No transition to upper landing on driveway |
| N. 5 | Ave. 416 | W. of Rd. 124 <br> E. of Rd. 123 <br> N. Side of Road | Commercial | Obstruction | 1.51 | Power pole |
| N. 6 | Ave. 416 | W. of Rd. 124 <br> E. of Rd. 123 <br> $N$. Side of Road | Commercial | Cross slope | 187' | 2.7-3.6\% |
| N. 7 | Ave. 416 | W. of Rd. 124 <br> E. of Rd. 123 <br> N. Side of Road | Commercial | Driveway | 2 at 29 ' | Driveway exceeds max cross slope |
| N. 8 | Ave. 416 | W. of Rd. 124 <br> E. of Rd. 123 <br> $N$. Side of Road | Commercial | End of sidewalk | - | No transition with no further access |
| N. 9 | Ave. 416 | W. of Rd. 124 <br> E. of Rd. 123 <br> S. Side of Road | Commercial | End of sidewalk | - | No transition with no further access |
| N. 10 | Ave. 416 | W. of Rd. 124 <br> E. of Rd. 123 <br> S. Side of Road | Commercial | Driveway | 2 at 42' | Driveway exceeds max cross slope |
| N. 11 | Ave. 416 | E. of Rd. 123 <br> W. Of Rd. 124 <br> S. Side of Road | Commercial | Cross slope | $50^{\prime}$ | 2.6-3.0\% |
| N. 14 | Ave. 416 | E. of Rd. 124 <br> W. of Rd. 125 <br> S. Side of Road | Commercial | Obstruction | $2.4{ }^{\prime}$ | Signal light |
| N. 15 | Ave. 416 | E. of Rd. 124 <br> W. of Rd. 125 <br> S. Side of Road | Commercial | Cross slope | 100' | 2.4-3.7\% |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| N. 16 | Ave. 416 | E. of Rd. 124 W. of Rd. 125 S. Side of Road | Commercial | Offset | 1/2" | Tripping hazard |
| N. 17 | Ave. 416 | E. of Rd. 124 <br> W. of Rd. 125 <br> S. Side of Road | Commercial | Driveway | $20^{\prime}$ | Driveway exceeds max cross slope |
| N. 18 | Ave. 416 | E. of Rd. 124 W. of Rd. 125 S. Side of Road | Commercial | Offset | 1/2" | Tripping hazard |
| N. 19 | Ave. 416 | E. of Rd. 124 <br> W. of Rd. 125 <br> $N$. Side of Road | Commercial | Gap | 400' | Multiple properties |
| N. 21 | Rd. 124 | N. of Ave. 416 <br> S. of Sequoia Ave. <br> E. Side of Road | Commercial | Gap | 327 | Multiple properties |
| N. 22 | Rd. 124 | N. of Ave. 416 S. of Sequoia Ave. E. Side of Road | Commercial | Cross slope | $90^{\prime}$ | 3.3-3.9\% |
| N. 23 | Rd. 124 | N. of Ave. 416 <br> S. of Sequoia Ave. <br> E. Side of Road | Commercial | Driveway | 25' | Driveway exceeds max cross slope |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| N. 4 | Rd. 124/ Ave. 416 | N/W | Commercial | Flared sides | $32^{\prime}$ | Ramp Slope: 12.5\% Landing: None Truncated Domes: No |
| N. 12 | Rd. 124/ <br> Ave. 416 | S/W | Commercial | Flared sides | $32^{\prime}$ | Ramp Slope: 8.2\% <br> Flares: 7.7\%/10.3\% <br> Landing: None <br> Truncated Domes: No Transition: 8.1\% Lip on AC/ Concrete: No Grooved Border: Yes |
| N. 13 | Rd. 124/ Ave. 416 | S/E | Commercial | Flared sides | $32^{\prime}$ | Ramp Slope: 15.1\% <br> Landing: None <br> Truncated Domes: No |
| N. 20 | Rd. 124/ <br> Ave. 416 | N/E | Commercial | Flared sides | 32' | Ramp Slope: 9.6\% <br> Landing: None <br> Truncated Domes: No |

## Orosi

## Map O



Last Updated: 08/06/2013

| Community: | Orosi |
| :--- | :---: |
| Map: | 0 |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0.2 | Ella Ave. | E. of Rd. 124 W. of Elrod Rd. S. Side of Road | Residential | Cross slope | 174' | 2.8-5.8\% |
| 0.3 | Ella Ave. | E. of Rd. 124 W. of Elrod Rd. S. Side of Road | Residential | Driveway | 21 at 22' | Driveways exceed max cross slope |
| 0.4 | Ella Ave. | E. of Rd. 124 <br> W. of Elrod Rd. <br> S. Side of Road | Residential | Obstruction | 4 at 2.2' | Mail boxes |
| 0.5 | Ella Ave. | E. of Rd. 124 W. of Elrod Rd. S. Side of Road | Residential | Gap | 157' | Multiple properties |
| 0.6 | Ella Ave. | E. of Rd. 124 W. of Elrod Rd. S. Side of Road | Residential | Driveway | $14{ }^{\prime}$ | Driveways exceed max cross slope |
| 0.7 | Ella Ave. | E. of Rd. 124 W. of Elrod Rd. S. Side of Road | Residential | Offset | 1/2" | Tripping hazard |
| 0.8 | Ella Ave. | E. of Rd. 124 W. of Elrod Rd. S. Side of Road | Residential | Gap | 40' | Single property |
| 0.10 | Elrod Rd. | N. of Ave. 415 S. of Ella Ave. W. Side of Road | Residential | Gap | 1301 | Multiple properties |
| 0.11 | Elrod Rd. | N. of Ave. 415 S. of Ella Ave. W. Side of Road | Residential | Cross slope | 90' | 2.4-4.0\% |
| 0.13 | Ave. 415 | E. of Rd. 124 W. of Elrod Rd. S. Side of Road | Residential | Cross slope | 203' | 2.6-5.5\% |
| 0.14 | Ave. 415 | E. of Rd. 124 <br> W. of Elrod Rd. Both Sides of Road | Residential | Driveway | 20 at $22^{\prime}$ | Driveways exceed max cross slope |
| 0.15 | Ave. 415 | E. of Rd. 124 <br> W. of Elrod Rd. <br> $N$. Side of Road | Residential | Obstruction | 8 at 2' | Mail boxes |
| 0.16 | Ave. 415 | E. of Rd. 124 W. of Elrod Rd. $N$. Side of Road | Residential | Offset | $1{ }^{\prime \prime}$ | Tripping hazard |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0.17 | Ave. 415 | E. of Rd. 124 W. of Elrod Rd. $N$. Side of Road | Residential | Gap | $34^{\prime}$ | Single property |
| 0.18 | Ave. 415 | E. of Rd. 124 <br> W. of Elrod Rd. <br> $N$. Side of Road | Residential | Offset | 1/2" | Tripping hazard |
| 0.19 | Ave. 415 | E. of Rd. 124 W. of Elrod Rd. $N$. Side of Road | Residential | Gap | $30^{\prime}$ | Single property |
| 0.22 | Ave. 415 | E. of Rd. 124 W. of Elrod Rd. S. Side of Road | Residential | Gap | 40' | Single property |
| 0.23 | Ave. 415 | E. of Rd. 124 W. of Elrod Rd. S. Side of Road | Residential | Broken sidewalk | $4 '$ | (Poor condition) Tripping hazard |
| 0.24 | Ave. 415 | E. of Rd. 124 <br> W. of Elrod Rd. <br> S. Side of Road | Residential | Obstruction | 4 at 2' | Mail boxes |
| 0.25 | Ave. 415 | E. of Rd. 124 <br> W. of Elrod Rd. <br> S. Side of Road | Residential | Gap | 38' | Single property |
| 0.27 | Elrod Rd. | N. of Risley Ave. <br> S. of Ave. 415 <br> W. Side of Road | Residential | Cross slope | 3.51 | 5.00\% |
| 0.28 | Elrod Rd. | N. of Risley Ave. <br> S. of Ave. 415 <br> W. Side of Road | Residential | Obstruction | 2.21 | Fire hydrant |
| 0.30 | Risley Ave. | E. of Rd. 124 W. of Elrod Rd. N. Side of Road | Residential | Driveway | 20 at 22' | Driveways exceed max cross slope |
| 0.31 | Risley Ave. | E. of Rd. 124 W. of Elrod Rd. N. Side of Road | Residential | Obstruction | 4 at 1.2'-2.2' | Mail boxes |
| 0.32 | Risley Ave. | E. of Rd. 124 W. of Elrod Rd. N. Side of Road | Residential | Offset | 1/2" | Multiple trip hazards |
| 0.33 | Risley Ave. | E. of Rd. 124 W. of Elrod Rd. N. Side of Road | Residential | Cross slope | 75' | 2.5-3.6\% |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0.34 | Risley Ave. | E. of Rd. 124 <br> W. of Elrod Rd. <br> $N$. Side of Road | Residential | Gap | 100' | Multiple properties |
| 0.35 | Risley Ave. | E. of Rd. 124 <br> W. of Elrod Rd. <br> $N$. Side of Road | Residential | Gap | $50^{\prime}$ | Single property |
| 0.38 | Risley Ave. | E. of Rd. 124 W. of Elrod Rd. S. Side of Road | Residential | Gap | $35^{\prime}$ | Single property |
| 0.39 | Risley Ave. | E. of Rd. 124 W. of Elrod Rd. S. Side of Road | Residential | Cross slope | 111' | 2.6-5.0\% |
| 0.40 | Risley Ave. | E. of Rd. 124 W. of Elrod Rd. S. Side of Road | Residential | Obstruction | 6 at 2' | Mail boxes |
| 0.41 | Risley Ave. | E. of Rd. 124 <br> W. of Elrod Rd. <br> S. Side of Road | Residential | Obstruction | $1.6{ }^{\prime}$ | Fire hydrant |
| 0.42 | Risley Ave. | E. of Rd. 124 <br> W. of Elrod Rd. <br> S. Side of Road | Residential | Obstruction | 2.51 | Overgrown shrubs |
| 0.43 | Elrod Rd. | N. of Risley Ave. <br> S. of Ave. 415 <br> E. Side of Road | Residential | Obstruction | 5 at 2' | Mail boxes |
| 0.44 | Elrod Rd. | N. of Risley Ave. <br> S. of Ave. 415 <br> E. Side of Road | Residential | Gap | $65^{\prime}$ | Multiple properties |
| 0.45 | Elrod Rd. | N. of Ave. 415 <br> S. of Ella Ave. <br> E. Side of Road | Residential | Cross slope | $70^{\prime}$ | 3.8-6.6\% |
| 0.46 | Elrod Rd. | N. of Ave. 415 <br> S. of Ella Ave. <br> E. Side of Road | Residential | Gap | $54^{\prime}$ | Single property |
| 0.47 | Elrod Rd. | N. of Ave. 415 <br> S. of Ella Ave. <br> E. Side of Road | Residential | Gap | $124 '$ | Multiple properties |
| 0.48 | Ella Ave. | E. of Rd. 124 W. of Elrod Rd. $N$. Side of Road | Residential | Obstruction | 4 at 2' | Mail boxes |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| O.49 | Ella Ave. | E. of Rd. 124 <br> W. of Elrod Rd. <br> N. Side of Road | Residential | Broken <br> sidewalk | 30' | (Poor condition) <br> Tripping hazard |
| 0.50 | Ella Ave. | E. of Rd. 124 <br> W. of Elrod Rd. <br> N. Side of Road | Residential | Gap | 30' | Single property |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0.1 | Rd. 124/ Ella Ave. | S/E | Residential | None |  | No curb ramp |
| 0.9 | Elrod Rd./ Ella Ave. | S/W | Residential | None |  | No curb ramp |
| 0.12 | Elrod Rd./ <br> Ave. 415 | N/W | Residential | Flared sides | $30^{\prime}$ | Ramp Slope: 9.4\% <br> Landing: None <br> Truncated Domes: No |
| 0.20 | Rd. 124/ Ave. 415 | N/E | Residential | None |  | No curb ramp |
| 0.21 | Rd. 124/ <br> Ave. 415 | S/E | Residential | None |  | No curb ramp |
| 0.26 | Elrod Rd./ <br> Ave. 415 | S/W | Residential | Flared sides | 30' | Ramp Slope: 6.9\% <br> Flares: 7.3\%/7.9\% <br> Landing: None <br> Truncated Domes: No <br> Transition: 2\% <br> Lip on AC/ Concrete: No <br> Grooved Border: Yes |
| 0.29 | Elrod Rd./ <br> Risley Ave. | N/W | Residential | None |  | No curb ramp |
| 0.36 | Rd. 124/ Risley Ave. | N/E | Residential | None |  | No curb ramp |
| 0.37 | Rd. 124/ Risley Ave. | S/E | Residential | None |  | No curb ramp |
| 0.53 | Rd. 124/ Ella Ave. | N/E | Residential | None |  | No curb ramp |

## Orosi

## Map P



Last Updated: 08/06/2013
Community
Map:
Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| P. 1 | David Rd. | N. of Ella Ave. <br> S. of Ave. 416 <br> E. Side of Road | Residential | Driveway | 2 at 33' | Driveway exceeds max Cross Slope |
| P. 2 | David Rd. | N. of Ella Ave. <br> S. of Ave. 416 <br> E. Side of Road | Residential | Cross Slope | 76 | 2.8-3.6\% |
| P. 3 | David Rd. | N. of Ella Ave. <br> S. of Ave. 416 <br> E. Side of Road | Residential | Gap | 55' | Single property |
| P. 5 | Ella Ave. | E. of David Rd. W. of Rd. 126 $N$. Side of Road | Residential | Gap | $95^{\prime}$ | Single property |
| P. 6 | Ella Ave. | E. of David Rd. W. of Rd. 126 N. Side of Road | Residential | Gap | $130 '$ | Multiple properties |
| P. 7 | David Rd. | N. of Ave. 414 <br> S. of Ella Ave. <br> E. Side of Road | Residential | Gap | 33' | Single property |
| P. 8 | David Rd. | N. of Ave. 414 <br> S. of Ella Ave. <br> E. Side of Road | Residential | Obstruction | 1.51 | Mail box |
| P. 9 | David Rd. | N. of Ave. 414 <br> S. of Ella Ave. <br> E. Side of Road | Residential | Broken Sidewalk | $16^{\prime}$ | (Poor condition) <br> Tripping hazard |
| P. 10 | David Rd. | N. of Ave. 414 <br> S. of Ella Ave. <br> E. Side of Road | Residential | Cross Slope | 238' | 3-4.5\% |
| P. 11 | David Rd. | N. of Ave. 414 <br> S. of Ella Ave. <br> E. Side of Road | Residential | Offset | 1/2" | Triping hazard |
| P. 12 | David Rd. | N. of Ave. 414 <br> S. of Ella Ave. <br> E. Side of Road | Residential | Broken Sidewalk | 8' | (Poor condition) <br> Tripping hazard |
| P. 13 | David Rd. | N. of Ave. 414 <br> S. of Ella Ave. <br> E. Side of Road | Residential | Broken Sidewalk | 1/2" | Triping hazard |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| P. 14 | David Rd. | N. of Ave. 414 <br> S. of Ella Ave. <br> E. Side of Road | Residential | Offset | 1/4" | Triping hazard |
| P. 15 | David Rd. | N. of Ave. 414 <br> S. of Ella Ave. <br> E. Side of Road | Residential | Broken Sidewalk | $2 '$ | (Poor condition) Tripping hazard |
| P. 17 | David Rd. | N. of Ella Ave. <br> S. of Ave. 416 <br> W. Side of Road | Residential | Gap | 120 | Single property |
| P. 18 | David Rd. | N. of Ella Ave. <br> S. of Ave. 416 <br> W. Side of Road | Residential | Gap | 220 | Multiple properties |
| P. 19 | David Rd. | N. of Ave. 414 <br> S. of Ella Ave. <br> W. Side of Road | Residential | Cross Slope | $353 '$ | 2.4-4.9\% |
| P. 20 | David Rd. | N. of Ave. 414 <br> S. of Ella Ave. <br> W. Side of Road | Residential | Offset | $1{ }^{\prime \prime}$ | Triping hazard |
| P. 21 | David Rd. | N. of Ave. 414 <br> S. of Ella Ave. <br> W. Side of Road | Residential | Broken Sidewalk | 8' | (Poor condition) Tripping hazard |
| P. 22 | David Rd. | N. of Ave. 414 <br> S. of Ella Ave. <br> W. Side of Road | Residential | Gap | $40^{\prime}$ | Single property |
| P. 23 | David Rd. | N. of Ave. 414 <br> S. of Ella Ave. <br> W. Side of Road | Residential | Gap | 98' | Multiple properties |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| P.4 | David Rd./ <br> Ella Ave. | N/E | Residential | N/A | $32^{\prime}$ | No curb ramp |

## Orosi

## Map Q



Last Updated: 08/06/2013
Community
Map:

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Q. 2 | Ave. 414 | E. of Rd. 124 <br> W. of David Rd. <br> N. Side of Road | Residential | Gap | $70^{\prime}$ | Single property |
| Q. 3 | Ave. 414 | E. of Rd. 124 <br> W. of David Rd. Both Sides of Road | Residential | Driveways | 13 at 22' | Driveways exceed max Cross Slope |
| Q. 4 | Ave. 414 | E. of Rd. 124 W. of David Rd. $N$. Side of Road | Residential | Cross Slope | $50^{\prime}$ | 2.5-4.1\% |
| Q. 5 | Ave. 414 | E. of Rd. 124 <br> W. of David Rd. <br> $N$. Side of Road | Residential | Broken Sidewalk | $2^{\prime}$ | (Poor condition) Tripping hazard |
| Q. 6 | Ave. 414 | E. of Rd. 124 W. of David Rd. $N$. Side of Road | Residential | Gap | $158{ }^{\prime}$ | Multiple properties |
| Q. 11 | David Rd. | N. of Ave. 413 <br> S. of Luxor Ave. <br> E. Side of Road | Residential | Driveways | 2 at 24 | Driveways exceed max Cross Slope |
| Q. 12 | David Rd. | N. of Ave. 413 <br> S. of Luxor Ave. <br> E. Side of Road | Residential | Cross Slope | 93' | 2.3-5.3\% |
| Q. 13 | David Rd. | N. of Ave. 413 <br> S. of Luxor Ave. <br> E. Side of Road | Residential | Obstruction | 1.71 | Mail box |
| Q. 16 | David Rd. | N. of Ave. 413 <br> S. of Luxor Ave. <br> W. Side of Road | Residential | Cross Slope | 17' | 3.0-4.2\% |
| Q. 17 | David Rd. | N. of Ave. 413 <br> S. of Luxor Ave. <br> W. Side of Road | Residential | Obstruction | 2,1' | Mail box |
| Q. 18 | David Rd. | N. of Ave. 413 <br> S. of Luxor Ave. <br> W. Side of Road | Residential | Gap | $123 '$ | Multiple properties |
| Q. 20 | Luxor Ave. | E. of Rd. 124 W. of David Rd. S. Side of Road | Residential | Gap | 124 | Multiple properties |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Q. 21 | Luxor Ave. | E. of Rd. 124 W. of David Rd. S. Side of Road | Residential | Obstruction | $\begin{gathered} 5 \text { at } 1.9^{\prime}- \\ 2.4^{\prime} \end{gathered}$ | Mail box |
| Q. 22 | Luxor Ave. | E. of Rd. 124 W. of David Rd. S. Side of Road | Residential | Cross Slope | $43^{\prime}$ | 3.6-3.9\% |
| Q. 23 | Luxor Ave. | E. of Rd. 124 W. of David Rd. S. Side of Road | Residential | Gap | 53' | Single property |
| Q. 24 | Luxor Ave. | E. of Rd. 124 W. of David Rd. S. Side of Road | Residential | Gap | $50^{\prime}$ | Single property |
| Q. 25 | Luxor Ave. | E. of Rd. 124 W. of David Rd. S. Side of Road | Residential | Offset | $1{ }^{\prime \prime}$ | Tripping Hazard |
| Q. 26 | Luxor Ave. | E. of Rd. 124 <br> W. of David Rd. <br> S. Side of Road | Residential | Gap | 45' | Single property |
| Q. 27 | Luxor Ave. | E. of Rd. 124 <br> W. of David Rd. <br> S. Side of Road | Residential | Broken Sidewalk | 36 | (Poor condition) <br> Tripping hazard |
| Q. 28 | Luxor Ave. | E. of Rd. 124 <br> W. of David Rd. <br> S. Side of Road | Residential | Broken Sidewalk | 142' | (Poor condition) <br> Tripping hazard |
| Q. 29 | Luxor Ave. | E. of Rd. 124 W. of David Rd. S. Side of Road | Residential | Gap | $95^{\prime}$ | Multiple properties |
| Q. 33 | David Rd. | N. of Luxor Ave. <br> S. of Ave. 414 <br> W. Side of Road | Residential | Cross Slope | 225 | 2.6-6.2\% |
| Q. 34 | David Rd. | N. of Luxor Ave. <br> S. of Ave. 414 <br> W. Side of Road | Residential | Obstruction | 1.51 |  |
| Q. 35 | Luxor Ave. | E. of Rd. 124 <br> W. of Davis Rd. Both Sides of Road | Residential | Driveways | 13 at 22' | Driveways exceed max Cross Slope |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Q.1 | Rd. 124/ <br> Ave. 414 | N/E | Residential | None |  | No curb ramp |

## Orosi

## Map R




Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| R. 3 | Ave. 413 | E. of David Rd. W. of Rd. 127 <br> $N$. Side of Road | Residential | Cross slope | 60' | 2.8-5.3\% |
| R. 4 | Ave. 413 | E. of David Rd. W. of Rd. 127 $N$. Side of Road | Residential | Broken sidewalk | $2 '$ | (Poor quality) <br> Tripping hazard |
| R. 5 | Ave. 413 | E. of David Rd. W. of Rd. 127 $N$. Side of Road | Residential | Driveway | $28^{\prime}$ | Driveways exceed max cross slope |
| R. 6 | Ave. 413 | E. of David Rd. W. of Rd. 127 S. Side of Road | Residential | End of sidewalk | N/A | No transition with no further access |
| R. 7 | Ave. 413 | E. of David Rd. W. of Rd. 127 S. Side of Road | Residential | Broken sidewalk | $4^{\prime}$ | (Poor quality) <br> Tripping hazard |
| R. 8 | Ave. 413 | E. of David Rd. W. of Rd. 127 <br> S. Side of Road | Residential | Bad transition | N/A | Bad transition to landing on driveway |
| R. 9 | Ave. 413 | E. of David Rd. W. of Rd. 127 <br> S. Side of Road | Residential | Cross slope | 178' | 2.5-5.7\% |
| R. 10 | Ave. 413 | E. of David Rd. W. of Rd. 127 <br> S. Side of Road | Residential | Gap | 52' | Over canal |
| R. 11 | Ave. 413 | E. of David Rd. W. of Rd. 127 <br> S. Side of Road | Residential | Obstruction | 3 at 2.5' | Mail boxes |
| R. 12 | Ave. 413 | E. of David Rd. W. of Rd. 127 <br> S. Side of Road | Residential | Driveway | 6 at 24' | Driveways exceed max cross slope |
| R. 13 | Ave. 413 | E. of David Rd. W. of Rd. 127 <br> S. Side of Road | Residential | Gap | $54 '$ | Single property |
| R. 14 | Ave. 413 | E. of David Rd. W. of Rd. 127 S. Side of Road | Residential | Gap | $238{ }^{\prime}$ | Multiple properties |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :--- |
| R.1 | Rd. $127 /$ |  |  |  |  |  |
| Ave. 413 |  |  |  |  |  |  |

R.2

## Orosi

## Map S



Last Updated: 08/06/2013
Community: Orosi
Map:
S

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| S. 1 | Rd. 124 | N. of Aceves Ave. <br> S. of Ave. 413 <br> E. Side of Road | Commercial | Offset | 1.5" | Tripping hazard |
| S. 2 | Rd. 124 | N. of Aceves Ave. <br> S. of Ave. 413 <br> E. Side of Road | Commercial | Offset | $1{ }^{\prime \prime}$ | Tripping hazard |
| S. 3 | Rd. 124 | N. of Aceves Ave. <br> S. of Ave. 413 <br> E. Side of Road | Commercial | End of Sidewalk | - | Bad transition to upper landing of driveway |
| S. 7 | Rd. 124 | N. of Edward Ave. <br> S. of Aceves Ave. <br> E. Side of Road | Residential | Cross slope | 89' | 2.4-5.2\% |
| S. 8 | Rd. 124 | N. of Edward Ave. <br> S. of Aceves Ave. <br> E. Side of Road | Residential | Obstruction | 2.31 | Mail box |
| S. 9 | Rd. 124 | N. of Edward Ave. <br> S. of Aceves Ave. <br> E. Side of Road | Residential | Driveway | 12 at 19' | Driveways exceed max cross slope |
| S. 10 | Rd. 124 | N. of Edward Ave. <br> S. of Aceves Ave. <br> E. Side of Road | Residential | Offset | 1/2" | Tripping hazard |
| S. 11 | Rd. 124 | N. of Edward Ave. <br> S. of Aceves Ave. <br> E. Side of Road | Residential | Offset | 3 at 1" | Tripping hazard |
| S. 12 | Rd. 124 | N. of Edward Ave. <br> S. of Aceves Ave. <br> E. Side of Road | Residential | Offset | 3/4" | Tripping hazard Depresed sewer box |
| S. 13 | Rd. 124 | N. of Edward Ave. <br> S. of Aceves Ave. <br> E. Side of Road | Residential | Gap | 270 | Multiple properties |
| S. 14 | Rd. 124 | N. of Edward Ave. <br> S. of Aceves Ave. <br> E. Side of Road | Residential | Broken Sidewalk | $6{ }^{\prime}$ | (Poor condition) Tripping hazard |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| S.17 | Rd. 124 | N. of Sandreek Apt. <br> S. of Edward Ave. <br> E. Side of Road | Residential | Obstruction | 2.4' | Sewer box |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| S. 5 | Rd. 124/ Aceves Ave. | N/E | Residential | Flared sides | $33 '$ | Dual Curb Ramps <br> Ramp Slope: 11.6\%,12.9\% <br> Landing: None <br> Truncated Domes: No |
| S. 6 | Rd. 124/ Aceves Ave. | S/E | Residential | Flared sides | $33^{\prime}$ | Dual Curb Ramps <br> Ramp Slope: 14.7\%,12.7\% Landing: None Truncated Domes: No |
| S. 15 | Rd. 124/ Edward Ave. | N/E | Residential | Flared sides | $30^{\prime}$ | Ramp Slope: 11.2\% <br> Landing: None <br> Truncated Domes: No |
| S. 16 | Rd. 124/ <br> Edward Ave. | S/E | Residential | Flared sides | 30' | Ramp Slope: 11.0\% Landing: None Truncated Domes: No |
| S. 18 | Rd. 124/ <br> Sand Creek Apt. | N/E | Residential | Flared sides | $32^{\prime}$ | Ramp Slope: 6.3\% <br> Flares: 9.2\%/10\% <br> Landing: 1.9\% <br> Truncated Domes: Yes <br> Transition: 0\% <br> Lip on AC/ Concrete: Yes Grooved Border: Yes |
| S. 19 | Rd. 124/ <br> Sand Creek Apt. | S/E | Residential | Flared sides | $32^{\prime}$ | Ramp Slope: 9.2\% <br> Landing: 1.2\% <br> Truncated Domes: Yes |
| S. 21 | Rd. 124/ Ash Ave. | N/W | Residential | Flared sides | 32' | Ramp Slope: 8.1\% <br> Flares: 5.9\%/7.8\% <br> Landing: None <br> Truncated Domes: Yes Transition: 7.5\% Lip on AC/ Concrete: Yes Grooved Border: Yes |
| S. 26 | Rd. 124/ Aceves Ave. | S/W | Residential | Flared sides | $32^{\prime}$ | Ramp Slope: 12.1\% <br> Landing: None <br> Truncated Domes: No |
| S. 27 | Rd. 124/ Aceves Ave. | N/W | Residential | Flared sides | 32' | Ramp Slope: 10.9\% <br> Landing: None <br> Truncated Domes: No |

## Orosi

## Map T



Last Updated: 08/06/2013
Community: Orosi
Map:
T

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| T. 1 | Rd. 120 | N. of Ash Ave. S. of Aceves Ave. E. Side of Road | Commercial | End of sidewalk | - | No transition with no further access |
| T. 4 | Richau St. | N. of Ash Ave. S. of Aceves Ave. Both Sides of Road | Residential | Driveways | 5 at 22' | Driveways exceed max cross slope |
| T. 5 | Richau St. | N. of Ash Ave. S. of Aceves Ave. E. Side of Road | Residential | End of sidewalk | - | No transition with no further access |
| T. 7 | Ash Ave. | E. of Richau St. W. of Wilma Rd. N . side of road | Residential | Cross slope | $30^{\prime}$ | 3.3-3.5\% |
| T. 8 | Ash Ave. | E. of Richau St. <br> W. of Wilma Rd. Both Sides of Road | Residential | Driveways | 10 at 22' | Driveways exceed max cross slope |
| T. 10 | Wilma Rd. | N. of Ash Ave. S. of Albert Ave. W. Side of Road | Residential | Cross slope | 180' | 2.8-4.5\% |
| T. 12 | Albert Ave. | E. of Richau St. W. of Wilma Rd. S. Side of Road | Residential | Cross slope | 80' | 2.8-3.2\% |
| T. 13 | Albert Ave. | E. of Richau St. <br> W. of Wilma Rd. Both Sides of Road | Residential | Driveways | 22 at 22' | Driveways exceed max cross slope |
| T. 14 | Albert Ave. | E. of Richau St. W. of Wilma Rd. S. Side of Road | Residential | Cross slope | 35' | 2.9-3.6\% |
| T. 18 | Wilma Rd. | N. of Albert Ave. S. of Aceves Ave. W. Side of Road | Residential | Cross slope | 20' | 2.6-4.1\% |
| T. 20 | Aceves Ave. | E. of Richau St. W. of Wilma Rd. Both Sides of Road | Residential | Driveways | 22 at 22' | Driveways exceed max cross slope |
| T. 21 | Aceves Ave. | E. of Richau St. W. of Wilma Rd. S. Side of Road | Residential | Cross slope | $30^{\prime}$ | 3.2-3.5\% |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| T. 2 | Aceves Ave./ Rd. 120 | S/E | Residential | Flared sides | 30' | Ramp Slope: 8.7\% Landing: None Truncated Domes: No |
| T. 3 | Aceves Ave./ Richau St. | S/W | Residential | Flared sides | $30^{\prime}$ | Ramp Slope: 8.0\% <br> Flares: 8.3\%/5.6\% <br> Landing: None <br> Truncated Domes: No Transition: 7.5\% Lip on AC/ Concrete: Yes Grooved Border: Yes |
| T. 6 | Ash Ave./ <br> Richau St. | N/E | Residential | Flared sides | $30^{\prime}$ | Ramp Slope: 8.5\% Landing: None Truncated Domes: No |
| T. 9 | Ash Ave./ Wilma Rd. | N/W | Residential | Flared sides | $30^{\prime}$ | Ramp Slope: 8.1\% <br> Flares: $6.4 \% / 10.4 \%$ <br> Landing: None <br> Truncated Domes: No Transition: 7.8\% <br> Lip on AC/ Concrete: Yes <br> Grooved Border: Yes |
| T. 11 | Wilma Rd./ Albert Ave. | S/W | Residential | Flared sides | $30^{\prime}$ | Ramp Slope: 7.9\% <br> Flares: 8.3\%/5.6\% <br> Landing: None <br> Truncated Domes: No Transition: 6.8\% Lip on AC/ Concrete: Yes Grooved Border: Yes |
| T. 15 | Richau St./ <br> Albert Ave. | S/E | Residential | Flared sides | $32^{\prime}$ | Ramp Slope: 8.5\% <br> Landing: None <br> Truncated Domes: No |
| T. 16 | Richau St./ <br> Albert Ave. | N/E | Residential | Flared sides | $32^{\prime}$ | Ramp Slope: 8.7\% <br> Landing: None <br> Truncated Domes: No |
| T. 17 | Wilma Rd./ <br> Albert Ave. | N/W | Residential | Flared sides | $32^{\prime}$ | Ramp Slope: 9.7\% <br> Landing: None Truncated Domes: No |
| T. 19 | Wilma Rd./ Aceves Ave. | S/W | Residential | Flared sides | $30^{\prime}$ | Ramp Slope: 7.6\% <br> Flares: 7.8\%/7.9\% <br> Landing: None <br> Truncated Domes: No Transition: 7.6\% Lip on AC/ Concrete: Yes Grooved Border: Yes |
| T. 22 | Richau St./ <br> Aceves Ave. | S/E | Residential | Flared sides | $30^{\prime}$ | Ramp Slope: 7.4\% <br> Flares: 5.6\%/8.6\% <br> Landing: None <br> Truncated Domes: No Transition: 5.8\% <br> Lip on AC/ Concrete: Yes <br> Grooved Border: Yes |
| T. 23 | Rd. 120/ <br> Aceves Ave. | N/E | Residential | Flared sides | $30^{\prime}$ | Ramp Slope: 7.7\% <br> Flares: 8.8\%/7.7\% <br> Landing: None <br> Truncated Domes: No <br> Transition: 5.4\% <br> Lip on AC/ Concrete: Yes <br> Grooved Border: Yes |
| T. 24 | Wilma Rd./ Aceves Ave. | N/W | Residential | Flared sides | $30^{\prime}$ | Ramp Slope: 8.5\% <br> Landing: None <br> Truncated Domes: No |

## Orosi

## Map U



## Community:

Map: Orosi

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| U. 2 | Aceves Ave. | E. of Wilma Rd. W. of Aceves Ave. <br> N. Side of Road | Residential | Cross Slope | $50^{\prime}$ | 2.6-3.4\% |
| U. 3 | Aceves Ave. | E. of Wilma Rd. W. of Aceves Ave. <br> N. Side of Road | Residential | Driveway | 22 at 22' | Driveways exceed max Cross Slope |
| U. 7 | Olympic St. | N. of Albert Ave. S. of Aceves Ave. W. Side of Road | Residential | Cross Slope | 40' | 2.4-4.0\% |
| U. 10 | Olympic St. | N. of Ash Ave. <br> S. of Albert Ave. <br> W. Side of Road | Residential | Cross Slope | $35 '$ | 2.6-3.9\% |
| U. 11 | Olympic St. | N. of Ash Ave. <br> S. of Albert Ave. <br> W. Side of Road | Residential | Driveway | $30^{\prime}$ | Driveways exceed max Cross Slope |
| U. 12 | Olympic St. | N. of Ash Ave. <br> S. of Albert Ave. W. Side of Road | Residential | Cross Slope | 40' | 2.8-3.2\% |
| U. 14 | Ash Ave. | E. of Wilma Rd. W. of Aceves Ave. <br> N. Side of Road | Residential | Cross Slope | $92^{\prime}$ | 2.8-3.7\% |
| U. 15 | Ash Ave. | E. of Wilma Rd. W. of Aceves Ave. <br> N. Side of Road | Residential | Driveway | 8 at 22' | Driveways exceed max Cross Slope |
| U. 18 | Albert Ave. | E. of Wilma Rd. W. of Aceves Ave. South side of road | Residential | Cross Slope | $30^{\prime}$ | 4.1-4.3\% |
| U. 19 | Albert Ave. | E. of Wilma Rd. W. of Aceves Ave. Both Sides of Road | Residential | Driveway | 22 at 22' | Driveways exceed max Cross Slope |
| U. 20 | Albert Ave. | E. of Wilma Rd. W. of Aceves Ave. <br> N. Side of Road | Residential | Cross Slope | $30^{\prime}$ | 2.4-3.4\% |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| U. 1 | Aceves Ave./ Wilma Rd. | N/E | Residential | Flared sides | 32' | Ramp Slope: 8.0\% <br> Flares: 8.3\%/8.1\% <br> Landing: None <br> Truncated Domes: No Transition: 1.7\% Lip on AC/ Concrete: No Grooved Border: Yes |
| U. 5 | Aceves Ave./ Olympic St. | N/W | Residential | Flared sides | 32' | Ramp Slope: 8.0\% <br> Flares: 6.9\%/7.5\% <br> Landing: None <br> Truncated Domes: No Transition: 1.7\% Lip on AC/ Concrete: No Grooved Border: Yes |
| U. 6 | Aceves Ave./ Olympic St. | S/W | Residential | Flared sides | $32^{\prime}$ | Ramp Slope: 8.6\% <br> Landing: None <br> Truncated Domes: No |
| U. 8 | Olympic St./ Albert Ave. | N/W | Residential | Flared sides | $32^{\prime}$ | Ramp Slope: 6.4\% <br> Flares: 7.1\%/7.6\% <br> Landing: None <br> Truncated Domes: No <br> Transition: 2.2\% <br> Lip on AC/ Concrete: No <br> Grooved Border: Yes |
| U. 9 | Olympic St./ <br> Albert Ave. | S/W | Residential | Flared sides | $30^{\prime}$ | Ramp Slope: 7.9\% Flares: 7.3\%/7.6\% Landing: None Truncated Domes: No Transition: 1.6\% Lip on AC/ Concrete: No Grooved Border: Yes |
| U. 13 | Olympic St./ Ash Ave. | N/W | Residential | Flared sides | $30^{\prime}$ | Ramp Slope: 10.2\% <br> Landing: None <br> Truncated Domes: No |
| U. 16 | Wilma Rd./ Ash Ave. | N/E | Residential | Flared sides | $30^{\prime}$ | Ramp SIope: 7.2\% <br> Flares: 8.4\%/5.2\% <br> Landing: None <br> Truncated Domes: No Transition: 7.9\% Lip on AC/ Concrete: Yes Grooved Border: Yes |
| U. 17 | Wilma Rd./ <br> Albert Ave. | S/E | Residential | Flared sides | $30^{\prime}$ | Ramp Slope: 8.8\% <br> Flares: N/A <br> Landing: None <br> Truncated Domes: No Lip on AC/ Concrete: No Grooved Border: Yes |
| U. 21 | Wilma Rd./ <br> Albert Ave. | N/E | Residential | Flared sides | $30^{\prime}$ | Ramp Slope: 7.3\% <br> Flares: 5.1\%/7.7\% <br> Landing: None <br> Truncated Domes: No <br> Transition: 4.5\% <br> Lip on AC/ Concrete: Yes <br> Grooved Border: Yes |
| U. 22 | Wilma Rd./ Aceves Ave. | S/E | Residential | Flared sides | $30^{\prime}$ | Ramp Slope: 5.4\% <br> Flares: 6.5\%/4.3\% <br> Landing: None <br> Truncated Domes: No Transition: 3.5\% <br> Lip on AC/ Concrete: No Grooved Border: Yes |

## Orosi

## Map V




Last Updated: 08/06/2013

## Community:

Map:
Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| V. 2 | Aceves Ave. | E. of Olympic St. W. of Birch Rd. N. Side of Road | Residential | Cross Slope | 71' | 2.4-4.6\% |
| V. 3 | Aceves Ave. | E. of Olympic St. W. of Birch Rd. Both Sides of Road | Residential | Driveway | 26 at 22' | Driveways exceed max Cross Slope |
| V. 4 | Aceves Ave. | E. of Olympic St. W. of Birch Rd. $N$. Side of Road | Residential | Broken Sidewalk | 8' | (Poor quality) <br> Tripping hazard |
| V. 5 | Aceves Ave. | E. of Birch Rd. W. of Rd. 124 $N$. Side of Road | Residential | Broken Sidewalk | $2 '$ | (Poor quality) Tripping hazard |
| V. 6 | Aceves Ave. | E. of Birch Rd. W. of Rd. 124 S. Side of Road | Residential | Broken Sidewalk | 10' | (Poor quality) <br> Tripping hazard |
| V. 7 | Aceves Ave. | E. of Birch Rd. W. of Rd. 124 S. Side of Road | Residential | Cross Slope | 40' | 2.5-3.6\% |
| V. 9 | Birch Rd. | N. of Ash Ave. <br> S. of Aceves Ave. <br> E. Side of Road | Residential | Driveway | 7 at 22' | Driveways exceed max Cross Slope |
| V. 10 | Birch Rd. | N. of Ash Ave. <br> S. of Albert Ave. <br> E. Side of Road | Residential | Cross Slope | 22' | 2.4-3.5\% |
| V. 11 | Birch Rd. | N. of Ash Ave. <br> S. of Albert Ave. <br> E. Side of Road | Residential | Broken Sidewalk | $2 '$ | (Poor quality) <br> Tripping hazard |
| V. 14 | Ash Ave. | E. of Olympic St. W. of Birch Rd. <br> $N$. Side of Road | Residential | Offset | $1{ }^{\prime \prime}$ | Tripping hazard |
| V. 15 | Ash Ave. | E. of Olympic St. W. of Birch Rd. $N$. Side of Road | Residential | Driveway | 9 at 22' | Driveways exceed max Cross Slope |
| V. 16 | Ash Ave. | E. of Olympic St. W. of Birch Rd. <br> N. Side of Road | Residential | Cross Slope | $25^{\prime}$ | 24-3.4\% |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| V. 18 | Olympic St. | N. of Ash Ave. S. of Albert Ave. E. Side of Road | Residential | Offset | 1/2" | Tripping hazard |
| V. 19 | Olympic St. | N. of Ash Ave. <br> S. of Albert Ave. <br> E. Side of Road | Residential | Cross Slope | 78' | 2.8-3.2\% |
| V. 21 | Albert Ave. | E. of Olympic St. W. of Birch Rd. North and S. Side of Road | Residential | Driveway | 24 at 22' | Driveways exceed max Cross Slope |
| V. 22 | Albert Ave. | E. of Olympic St. W. of Birch Rd. <br> S. Side of Road | Residential | Offset | 1/2" | Tripping hazard |
| V. 24 | Birch Rd. | N. of Ash Ave. <br> S. of Albert Ave. <br> W. Side of Road | Residential | Cross Slope | 85' | 2.8-4.5\% |
| V. 26 | Albert Ave. | E. of Olympic St. <br> W. of Birch Rd. <br> S. Side of Road | Residential | Cross Slope | 192' | 2.7-5.0\% |
| V. 27 | Albert Ave. | E. of Olympic St. W. of Birch Rd. <br> S. Side of Road | Residential | Offset | 3/4" | Tripping hazard |
| V. 28 | Albert Ave. | E. of Olympic St. W. of Birch Rd. <br> S. Side of Road | Residential | Broken Sidewalk | $4 '$ | (Poor quality) <br> Tripping hazard |
| V. 30 | Albert Ave. | E. of Olympic St. W. of Birch Rd. <br> S. Side of Road | Residential | Cross Slope | 22' | 2.4-3.4\% |
| V. 32 | Olympic St. | N. of Albert Ave. <br> S. of Aceves Ave. <br> E. Side of Road | Residential | Cross Slope | 35' | 2.6-3.2\% |
| V. 34 | Aceves Ave. | E. of Olympic St. W. of Birch Rd. S. Side of Road | Residential | Cross Slope | 78' | 2.5-5.3\% |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| V. 35 | Aceves Ave. | E. of Olympic St. W. of Birch Rd. S. Side of Road | Residential | Offset | 1/2" | Tripping hazard |
| V. 36 | Aceves Ave. | E. of Olympic St. W. of Birch Rd. S. Side of Road | Residential | Cross Slope | 32' | 2.7-4.9\% |
| V. 38 | Birch Rd. | N. of Albert Ave. S. of Aceves Ave. W. Side of Road | Residential | Cross Slope | 88' | 2.6-4.0\% |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| V. 1 | Aceves Ave./ Olympic St. | N/E | Residential | Flared sides | 30' | Ramp Slope: 8.3\% Flares: 6.7\%/8.4\% Landing: None Truncated Domes: No Transition: 1.7\% Lip on AC/ Concrete: No Grooved Border: Yes |
| V. 8 | Aceves Ave./ Birch Rd. | S/E | Residential | Flared sides | 30' | Ramp Slope: 10.6\% <br> Landing: None <br> Truncated Domes: No |
| V. 12 | Birch Rd./ Ash Ave. | N/E | Residential | Flared sides | $30^{\prime}$ | Ramp Slope: 10.1\% Landing: None Truncated Domes: No |
| V. 13 | Birch Rd./ Ash Ave. | N/W | Residential | Flared sides | $30^{\prime}$ | Ramp Slope: 9.0\% Landing: None Truncated Domes: No |
| V. 17 | Olympic St./ Ash Ave. | N/E | Residential | Flared sides | $30^{\prime}$ | Ramp Slope: 10.0\% <br> Landing: None <br> Truncated Domes: No |
| V. 20 | Olympic St./ Albert Ave. | S/E | Residential | Flared sides | $30^{\prime}$ | Ramp Slope: 6.7\% <br> Flares: 8.0\%/5.5\%\% <br> Landing: None <br> Truncated Domes: No <br> Transition: 1.9\% <br> Lip on AC/ Concrete: No <br> Grooved Border: Yes |
| V. 23 | Birch Rd./ <br> Albert Ave. | S/W | Residential | Flared sides | $30^{\prime}$ | Ramp Slope: 12.5\% Landing: None Truncated Domes: No |
| V. 25 | Birch Rd./ <br> Albert Ave. | N/W | Residential | Flared sides | $30^{\prime}$ | Ramp Slope: 11.6\% <br> Landing: None <br> Truncated Domes: No |


| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| V. 31 | Olympic St./ Albert Ave. | N/E | Residential | Flared sides | 30' | Ramp Slope: 8.3\% <br> Flares: 9.2\%/7.2\% <br> Landing: None <br> Truncated Domes: No <br> Transition: 2.6\% <br> Lip on AC/ Concrete: No <br> Grooved Border: Yes |
| V. 33 | Olympic St./ Aceves Ave. | S/E | Residential | Flared sides | $30^{\prime}$ | Ramp SIope: 7.4\% <br> Flares: 7.7\%/5.9\% <br> Landing: None <br> Truncated Domes: No Transition: 1.5\% <br> Lip on AC/ Concrete: No Grooved Border: Yes |
| V. 37 | Birch Rd./ Aceves Ave. | S/W | Residential | Flared sides | $30^{\prime}$ | Ramp Slope: 12.9\% Landing: None Truncated Domes: No |

## Orosi

Map W


Last Updated: 08/07/2013
Community: Orosi
Map:

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| W. 1 | Aceves Ave. | E. of Rd. 124 W. of Frances Dr. N. Side of Road | Residential | Cross Slope | $26^{\prime}$ | 2.8-3.2\% |
| W. 2 | Aceves Ave. | E. of Rd. 124 W. of Frances Dr. <br> $N$. Side of Road | Residential | Driveways | 28 at 19' | Driveways exceed max Cross Slope |
| W. 3 | Aceves Ave. | E. of Rd. 124 W. of Frances Dr. <br> $N$. Side of Road | Residential | Obstruction | 8 at $2.5{ }^{\prime}$ | Mail boxes |
| W. 4 | Aceves Ave. | E. of Rd. 124 W. of Frances Dr. $N$. Side of Road | Residential | Broken Sidewalk | 8' | (Poor quality) Tripping hazard |
| W. 5 | Aceves Ave. | E. of Rd. 124 W. of Frances Dr. N. Side of Road | Residential | Broken Sidewalk | $4 '$ | (Extremely poor) Tripping hazard |
| W. 6 | David Rd. | N. of Albert Ave. <br> S. of Aceves Ave. <br> E. Side of Road | Residential | Offset | $1{ }^{\prime \prime}$ | Sunken utility box Tripping hazard |
| W. 7 | David Rd. | N. of Albert Ave. S. of Aceves Ave. E. Side of Road | Residential | Driveways | 3 at 19' | Driveways exceed max Cross Slope |
| W. 8 | David Rd. | N. of Albert Ave. <br> S. of Aceves Ave. <br> E. Side of Road | Residential | Obstruction | 4 at 2.4' | Mail boxes |
| W. 9 | Albert Ave. | E. of Central Dr. W. of David Rd. <br> S. Side of Road | Residential | Broken Sidewalk | $4 '$ | (Poor quality) <br> Tripping hazard |
| W. 10 | Albert Ave. | E. of Frances Dr. W. of David Rd. Both Sides of Road | Residential | Driveways | 15 at 19' | Driveways exceed max Cross Slope |
| W. 13 | Albert Ave. | E. of Frances Dr. W. of David Rd. <br> S. Side of Road | Residential | Gap | 162' | Multiple properties |
| W. 18 | Frances Rd. | N. of Edward Ave. <br> S. of Albert Ave. <br> E. Side of Road | Residential | Obstruction | 4 at 2.4' | Mail boxes |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| W. 19 | Frances Rd. | N. of Edward Ave. <br> S. of Albert Ave. <br> E. Side of Road | Residential | Gap | $90^{\prime}$ | Single property |
| W. 20 | Frances Rd. | N. of Edward Ave. <br> S. of Albert Ave. <br> E. Side of Road | Residential | Driveways | 14 at 19' | Driveways exceed max Cross Slope |
| W. 21 | Frances Rd. | N. of Edward Ave. <br> S. of Albert Ave. <br> E. Side of Road | Residential | Cross Slope | 35' | 5.6-6.1\% |
| W. 22 | Frances Rd. | N. of Edward Ave. <br> S. of Albert Ave. <br> E. Side of Road | Residential | Gap | 106' | Multiple properties |
| W. 26 | Frances Rd. | N. of Edward Ave. S. of Albert Ave. W. Side of Road | Residential | Broken Sidewalk | $4 '$ | (Poor quality) <br> Tripping hazard |
| W. 27 | Frances Rd. | N. of Edward Ave. <br> S. of Albert Ave. <br> W. Side of Road | Residential | Obstruction | 6 at 2.5' | Mail boxes |
| W. 28 | Frances Rd. | N. of Edward Ave. S. of Albert Ave. W. Side of Road | Residential | Offset | $1{ }^{\prime \prime}$ | Drain pipe Trip hazard |
| W. 29 | Frances Rd. | N. of Edward Ave. S. of Albert Ave. W. Side of Road | Residential | Broken Sidewalk | $4 '$ | (Poor quality) <br> Tripping hazard |
| W. 31 | Aceves Ave. | E. of Rd. 124 <br> W. of Frances Dr. <br> S. Side of Road | Residential | Offset | 1/4" | Tripping hazard |
| W. 33 | Aceves Ave. | E. of Frances Rd. W. of David Dr. S. Side of Road | Residential | Obstruction | 6 at 2.8' | Mail boxes |
| W. 34 | Aceves Ave. | E. of Frances Rd. W. of David Dr. <br> S. Side of Road | Residential | Offset | 3 at 1" | Multiple offsets Tripping hazards |
| W. 38 | David Rd. | N. of Albert Ave. S. of Aceves Ave. W. Side of Road | Residential | Gap | 82' | Single property |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| W. 41 | Albert Ave. | E. of Frances Rd. W. of David Dr. N. Side of Road | Residential | Obstruction | 7 at 2.6' | Mail boxes |
| W. 42 | Albert Ave. | E. of Frances Rd. W. of David Dr. N. Side of Road | Residential | Gap | 245 | Multiple gaps in multiple properties along Albert Ave. |
| W. 47 | Frances Rd. | N. of Albert Ave. S. of Aceves Ave. <br> E. Side of Road | Residential | Cross Slope | $30^{\prime}$ | 2.5-5.1\% |
| W. 48 | Central Dr. | N. of Ash Ave. <br> S. of Albert Ave. <br> E. Side of Road | Residential | Offset | $1{ }^{\prime \prime}$ | Tripping hazard |
| W. 49 | Central Dr. | N. of Ash Ave. <br> S. of Albert Ave. <br> E. Side of Road | Residential | Cross Slope | 35' | 2.7-3.6\% |
| W. 50 | Central Dr. | N. of Ash Ave. <br> S. of Albert Ave. <br> E. Side of Road | Residential | Driveways | 4 at 19' | Driveways exceed max Cross Slope |
| W. 51 | Ash Ave. | E. of Rancho Ct. W. of David Rd. Both Sides of Road | Residential | Driveways | 20 at 23' | Driveways exceed max Cross Slope |
| W. 52 | David Rd. | N. of Edward Ave. S. of Ash Ave. Both Sides of Road | Residential | Driveways | 10 at 23' | Driveways exceed max Cross Slope |
| W. 53 | Edward Ave. | E. of Rd. 124 <br> W. of David Rd. <br> S. Side of Road | Residential | Gap | $65^{\prime}$ | Single property |
| W. 54 | Edward Ave. | E. of Rd. 124 <br> W. of David Rd. Both Sides of Road | Residential | Driveways | 20 at 19' | Driveways exceed max Cross Slope |
| W. 55 | Edward Ave. | E. of Rd. 124 <br> W. of David Rd. <br> S. Side of Road | Residential | Cross Slope | $40^{\prime}$ | 2.8-3.1\% |
| W. 56 | Edward Ave. | E. of Rd. 124 W. of David Rd. $N$. Side of Road | Residential | Cross Slope | $58^{\prime}$ | 2.5-3.5\% |

Path of Travel:

| Path of Travel: |
| :--- |
| Feature No. Location Direction Type of Area Feature Length Comment <br> W.57 Ash Ave. E. of Rancho Ct. <br> W. of David Rd. <br> S. Side of Road Residential Broken <br> Sidewalk $2^{\prime}$ (Poor quality) <br> Tripping hazard <br> W.58 Rancho Ct. N. of Ash Ave. <br> S. of Albert Ave. <br> W. Side of Road Residential Gap 34' Single property |
| W.59 |
| Rancho Ct. |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| W. 11 | Albert Ave./ Central Dr. | S/E | Residential | None |  | No Curb Ramp |
| W. 12 | Albert Ave./ Central Dr. | S/W | Residential | None |  | No Curb Ramp |
| W. 14 | Rancho Ct/ <br> Albert Ave | S/E | Residential | None |  | No Curb Ramp |
| W. 15 | Rancho Ct/ <br> Albert Ave | sw | Residential | None |  | No Curb Ramp |
| W. 17 | Albert Ave./ <br> Frances Rd. | S/E | Residential | Flared sides | $40^{\prime}$ | Ramp Slope: 12.4\% <br> Landing: None <br> Truncated Domes: No |
| W. 23 | Frances Rd./ Edward Ave | N/E | Residential | None |  | No Curb Ramp |
| W. 24 | Frances Rd./ <br> Edward Ave | N/W | Residential | None |  | No Curb Ramp |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| W. 30 | Aceves Ave./ Frances Rd. | S/W | Residential | Flared sides | $48^{\prime}$ | Dual Ramps <br> Ramp Slope: 13.2/17.9\% Landing: None Truncated Domes: No |
| W. 32 | Aceves Ave./ Frances Rd. | S/E | Residential | Flared sides | $48^{\prime}$ | Dual Ramps <br> Ramp Slope: 10.9/13.6\% Landing: None <br> Truncated Domes: No |
| W. 37 | Aceves Ave./ David Dr. | S/W | Residential | Flared sides | $48^{\prime}$ | Dual Ramps <br> Ramp Slope:10.9/11.5\% <br> Landing: None <br> Truncated Domes: No |
| W. 39 | David Rd./ <br> Albert Ave | N/W | Residential | None |  | No Curb Ramp |
| W. 46 | Frances Rd./ Albert Ave | N/E | Residential | None |  | No Curb Ramp |
| W. 60 | Rancho Ct/ Ash Ave | N/E | Residential | Flared sides | $33^{\prime}$ | Ramp Slope: 5.7\% Flares: $6.1 / 9.8 \%$ <br> Truncated Domes: Yes Transition: 5.0\% Lip on AC/ Concrete: No |
| W. 63 | Central Dr/ Ash Ave | N/W | Residential | Flared sides | $33^{\prime}$ | Ramp Slope: 6.2\% Flares: $6.21 / 9 \%$ <br> Truncated Domes: Yes Transition: 4.9\% Lip on AC/ Concrete: Yes |
| W. 64 | Central Dr/ Ash Ave | N/E | Residential | Flared sides | $33^{\prime}$ | Ramp Slope: 8.3\% <br> Flares: 6.7\%/8.4\% <br> Landing: None <br> Truncated Domes: No <br> Transition: 1.7\% <br> Lip on AC/ Concrete: No |
| W. 65 | David Rd/ Ash Ave | S/W | Residential | Flared sides | $33^{\prime}$ | Ramp Slope: 5.4\% <br> Flares: 6.3/9.4\% <br> Landing: 0.3\% <br> Truncated Domes: Yes <br> Transition: 5.8\% <br> Lip on AC/ Concrete: Yes |
| W. 66 | David Rd/ Edward Ave | N/W | Residential | Flared sides | $33^{\prime}$ | Ramp Slope: 6.6\% Flares: $7.2 / 9.7 \%$ <br> Truncated Domes: Yes Transition: 7.3\% Lip on AC/ Concrete: No |
| W. 67 | David Rd/ Edward Ave | S/w | Residential | Flared sides | $33^{\prime}$ | Ramp Slope: 5.2\% Flares: $8.6 / 6.7 \%$ Landing: 0.4\% <br> Truncated Domes: Yes Transition: 7.6\% Lip on AC/ Concrete: No |

## Orosi

## Map X




| Last Updated: | $08 / 07 / 2013$ |
| :--- | :---: |
| Community: | Orosi |
| Map: | X |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| X. 2 | Rd. 127 | N. of Ave. 414 <br> S. of Ave. 416 <br> W. Side of Road | School Zone | Gap | 152' | Single property along school |
| X. 3 | Rd. 127 | N. of Ave. 414 <br> S. of Ave. 416 <br> W. Side of Road | School Zone | Broken Sidewalk | $4{ }^{\prime}$ | (Poor condition) Trip hazard |
| X. 4 | Rd. 127 | N. of Ave. 414 <br> S. of Ave. 416 <br> W. Side of Road | School Zone | Driveway | 7 at 15' | Driveway exceeds max Cross Slope |
| X. 5 | Rd. 127 | N. of Ave. 414 <br> S. of Ave. 416 <br> W. Side of Road | School Zone | Obstruction | $3 '$ | Ramp on Sidewalk creates a change in cross slope |
| X. 6 | Rd. 127 | N. of Ave. 414 <br> S. of Ave. 416 <br> W. Side of Road | School Zone | Offset | $1{ }^{\prime \prime}$ | Water drain Trip hazard |
| X. 7 | Rd. 127 | N. of Ave. 414 <br> S. of Ave. 416 <br> W. Side of Road | School Zone | Obstruction | 4 at $2.8{ }^{\prime}$ | Power poles |
| X. 9 | Rd. 127 | N. of Ave. 414 <br> S. of Ave. 416 <br> W. Side of Road | School Zone | Gap | $50^{\prime}$ | Single property along school |
| X. 10 | Rd. 127 | N. of Ave. 414 <br> S. of Ave. 416 <br> W. Side of Road | School Zone | Gap | 42' | Single property along school up to Ave. 416 |
| X. 11 | Rd. 127 | N. of Ave. 414 <br> S. of Ave. 416 <br> E. Side of Road | School Zone | Offset | $2 "$ | Uplifted slab Trip hazard |
| X. 12 | Rd. 127 | N. of Ave. 414 <br> S. of Ave. 416 <br> E. Side of Road | School Zone | Driveway | 4 at 15' | Driveway exceeds max Cross Slope |
| X. 13 | Rd. 127 | N. of Ave. 414 <br> S. of Ave. 416 <br> E. Side of Road | School Zone | Cross Slope | 62' | 3.1-3.5\% |
| X. 14 | Rd. 127 | N. of Ave. 414 <br> S. of Ave. 416 <br> E. Side of Road | School Zone | Gap | 37 | Single property to corner |
| X. 16 | Ella Ave. | E. of Beinhorn Rd. <br> W. of Rd. 128 <br> S. Side of Road | Residential | Gap | 146 ' | Single property |


| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| X. 17 | Ella Ave. | E. of Beinhorn Rd. <br> W. of Rd. 128 <br> S. Side of Road | Residential | Cross Slope | 22' | 2.4-3.6\% |
| X. 19 | Beinhorn Rd. | N. of Ave. 414 <br> S. of Ella Ave. <br> E. Side of Road | Residential | Cross Slope | 285' | 2.5-5.4\% |
| X. 20 | Beinhorn Rd. | N. of Ave. 414 <br> S. of Ella Ave. <br> E. Side of Road | Residential | Gap | 52' | Single property |
| X. 21 | Beinhorn Rd. | N. of Ave. 414 <br> S. of Ella Ave. <br> E. Side of Road | Residential | Driveway | 19 at 18 | Driveway exceeds max Cross Slope |
| X. 22 | Beinhorn Rd. | N. of Ave. 414 <br> S. of Ella Ave. <br> E. Side of Road | Residential | Gap | $4^{\prime}$ | Single property |
| X. 23 | Beinhorn Rd. | N. of Ave. 414 <br> S. of Ella Ave. <br> E. Side of Road | Residential | Broken Sidewalk | 4' | (Extremely poor) Trip hazard |
| X. 24 | Beinhorn Rd. | N. of Ave. 414 <br> S. of Ella Ave. <br> E. Side of Road | Residential | Offset | 1.5" | Tripping hazard |
| X. 25 | Beinhorn Rd. | N. of Ave. 414 <br> S. of Ella Ave. <br> E. Side of Road | Residential | Gap | $207{ }^{\prime}$ | Multiple properties |
| X. 27 | Beinhorn Rd. | N. of Ave. 414 <br> S. of Ella Ave. <br> E. Side of Road | Residential | Offset | 1/2" | Tripping hazard |
| X. 29 | Beinhorn Rd. | N. of Ave. 414 <br> S. of Ella Ave. <br> E. Side of Road | Residential | Obstruction | 2 at $2.8{ }^{\prime}$ | Mail boxes |
| x. 30 | Beinhorn Rd. | N. of Ave. 414 <br> S. of Ella Ave. <br> W. Side of Road | Residential | Offset | 1/4" | Tripping hazard |
| x. 31 | Beinhorn Rd. | S. of Ave. 414 <br> W. Side of Road | Residential | Cross Slope | 40' | 2.5-3.3\% |


| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| x. 33 | Ave. 414 | E. of Beinhorn Rd. <br> W. of Rd. 127 <br> S. Side of Road | Residential | Offset | 1/2" | Tripping hazard |
| X. 34 | Ave. 414 | E. of Beinhorn Rd. <br> W. of Rd. 127 <br> S. Side of Road | Residential | Gap | $140 '$ | Single property |
| X. 36 | Ave. 414 | E. of Beinhorn Rd. <br> W. of Rd. 127 <br> N. side of road | Residential | Driveway | 3 at $28^{\prime}$ | Driveway exceeds max Cross Slope |
| x. 38 | Beinhorn Rd. | N. of Ave. 414 <br> S. of Ella Ave. <br> W. Side of Road | Residential | Obstruction | 2.5 ' | Power pole |
| X. 39 | Beinhorn Rd. | N. of Ave. 414 <br> S. of Ella Ave. <br> W. Side of Road | Residential | Cross Slope | 192' | 2.5-4.4\% |
| X. 40 | Beinhorn Rd. | N. of Ave. 414 <br> S. of Ella Ave. <br> W. Side of Road | Residential | Gap | 72' | Single property |
| X. 41 | Beinhorn Rd. | N. of Ave. 414 <br> S. of Ella Ave. <br> W. Side of Road | Residential | Gap | 2341 | Multiple properties |
| X. 43 | Rd. 127 | N. of Ave. 414 <br> S. of Ella Ave. <br> E. Side of Road | School Zone | Gap | $300 '$ | Multiple properties |
| X. 44 | Rd. 127 | N. of Ave. 414 <br> S. of Ella Ave. <br> E. Side of Road | School Zone | Driveway | 8 at 18' | Driveway exceeds max Cross Slope |
| X. 45 | Rd. 127 | N. of Ave. 414 <br> S. of Ella Ave. <br> E. Side of Road | School Zone | Offset | $1{ }^{1}$ | Tripping hazard |
| X. 46 | Rd. 127 | N. of Ave. 414 <br> S. of Ella Ave. <br> E. Side of Road | School Zone | Cross Slope | 99' | 2.8-4.2\% |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| X. 47 | Rd. 127 | N. of Ave. 414 <br> S. of Ella Ave. <br> E. Side of Road | School Zone | Gap | 285' | Multiple properties |
| X. 48 | Rd. 127 | N. of Ave. 414 <br> S. of Ella Ave. <br> E. Side of Road | School Zone | Offset | 1.5" | Tripping hazard |
| X. 49 | Rd. 127 | N. of Ave. 414 <br> S. of Ella Ave. <br> E. Side of Road | School Zone | Cross Slope | 44' | 4.0-4.7\% |
| X. 50 | Rd. 127 | N. of Ave. 413 <br> S. of Ave. 414 <br> E. Side of Road | School Zone | Gap | 3071 | Multiple properties |
| X. 53 | Ave. 413 | E. of Rd. 127 <br> W. of Rd. 128 <br> North side of road | Residential | Obstruction | $200 '$ | Sidewalk at 3' width |
| X. 56 | Ave. 413 | E. of Rd. 127 <br> W. of Rd. 128 <br> N. side of road | Residential | Driveway | 2 at $28{ }^{\prime}$ | Driveway exceeds max Cross Slope |
| X. 57 | Ave. 413 | E. of Rd. 127 <br> W. of Rd. 128 <br> N . side of road | Residential | Cross Slope | $167{ }^{\prime}$ | 2.8-3.5\% |
| X. 58 | Ave. 413 | E. of Rd. 127 <br> W. of Rd. 128 <br> S. Side of Road | Residential | Gap | 136' | Multiple properties |
| X. 59 | Ave. 413 | E. of Rd. 127 <br> W. of Rd. 128 <br> S. Side of Road | Residential | Cross Slope | 20' | 5.5-6.6\% |
| X. 60 | Ave. 413 | E. of Rd. 127 <br> W. of Rd. 128 <br> S. Side of Road | Residential | Gap | 80' | Single property |
| X. 61 | Ave. 413 | E. of Rd. 127 <br> W. of Rd. 128 <br> S. Side of Road | Residential | Gap | $320 '$ | Multiple properties |

## Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| X. 8 | Rd. 127/ <br> Ella Ave. | S/W | School Zone | None |  | No Curb Ramp |
| X. 15 | Rd. 127/ <br> Ella Ave. | N/E | School Zone | None |  | No Curb Ramp |
| X. 18 | Beinhorn Rd./ Ella Ave. | S/E | Residential | Flared sides | $32^{\prime}$ | Ramp Slope: 12.6\% <br> Landing: None <br> Truncated Domes: No |
| X. 26 | Beinhorn Rd./ <br> Ave. 414 | N/E | Residential | Flared sides | $32^{\prime}$ | Ramp Slope: 6.7\% <br> Landing: None <br> Truncated Domes: No |
| X. 28 | Beinhorn Rd./ <br> Ave. 414 | S/E | Residential | Flared sides | $32^{\prime}$ | Ramp Slope: 13.2\% <br> Landing: None <br> Truncated Domes: No |
| X. 32 | Beinhorn Rd./ <br> Ave. 414 | S/W | Residential | Flared sides | 32' | Ramp Slope: 11.5\% <br> Landing: None <br> Truncated Domes: No |
| X. 35 | Rd 127/ Ave 414 | N/E | Residential | None |  | No Curb Ramp |
| X. 36 | Beinhorn Rd./ <br> Ave. 414 | N/W | Residential | None |  | No Curb Ramp |
| X. 42 | Beinhorn Rd./ Ella Ave | S/W | Residential | None |  | No Curb Ramp |
| X. 49 | Rd. 127/ <br> Ave. 414 | S/E | Residential | None |  | No Curb Ramp |
| X. 51 | Rd. 127/ <br> Sequoia View Apt. | N/E | School Zone | Flared sides | $30^{\prime}$ | Ramp Slope: 8.5\% <br> Flares: 7.7\%/8.9\% <br> Landing: None <br> Truncated Domes: No <br> Transition: 0\% <br> Lip on AC/ Concrete: No <br> Grooved Border: Yes |
| X. 52 | Rd. 127/ <br> Sequoia View Apt. | S/E | School Zone | Flared sides | $30^{\prime}$ | Ramp Slope: 7.1\% <br> Flares: 8.2\%/4.3\% <br> Landing: None <br> Truncated Domes: No <br> Transition: 2.4\% \% <br> Lip on AC/ Concrete: Yes Grooved Border: Yes |
| X. 54 | Ave. 413/ <br> Sequoia View Apt. | N/W | Residential | Flared sides | $30^{\prime}$ | Ramp Slope: 11.5\% <br> Landing: None Truncated Domes: No |
| X. 55 | Ave. 413/ <br> Sequoia View Apt. | N/E | Residential | Flared sides | $30^{\prime}$ | Ramp Slope: 10.0\% <br> Landing: None <br> Truncated Domes: No |

## Orosi

## Map Y



Last Updated: 08/07/2013
Community:
Map:

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Y. 1 | Ella Ave. | E. of Rd. 128 W. of Mueller Rd. S. Side of Road | Residential | Cross slope | $30^{\prime}$ | 2.7-3.8\% |
| Y. 2 | Ella Ave. | E. of Rd. 128 W. of Mueller Rd. <br> S. Side of Road | Residential | Gap | $250 '$ | Multiple properties |
| Y. 3 | Ella Ave. | E. of Rd. 128 W. of Mueller Rd. Both Sides of Road | Residential | Driveway | 4 at $22^{\prime}$ | Driveways exceed max cross slope |
| Y. 4 | Ella Ave. | E. of Rd. 128 W. of Mueller Rd. S. Side of Road | Residential | Obstruction | 2.6 ' | Power pole |
| Y. 5 | Ella Ave. | E. of Rd. 128 W. of Mueller Rd. S. Side of Road | Residential | Gap | 4' | Single property |
| Y. 6 | Ella Ave. | E. of Rd. 128 W. of Mueller Rd. S. Side of Road | Residential | Gap | 3001 | Multiple properties |
| Y. 8 | Risley Ave. | E. of Rd. 128 <br> W. of Rd. 130 <br> $N$. Side of Road | Residential | Gap | 200' | Multiple properties |
| Y. 9 | Risley Ave. | E. of Rd. 128 <br> W. of Rd. 130 <br> Both Sides of Road | Residential | Driveway | 7 at $22^{\prime}$ | Driveways exceed max cross slope |
| Y. 10 | Risley Ave. | E. of Rd. 128 <br> W. of Rd. 130 <br> $N$. Side of Road | Residential | Obstruction | 4 at 2.6 | Mail boxes |
| Y. 11 | Risley Ave. | E. of Rd. 128 <br> W. of Rd. 130 <br> $N$. Side of Road | Residential | Gap | 34' | Single property |
| Y. 12 | Risley Ave. | E. of Rd. 128 W. of Rd. 130 $N$. Side of Road | Residential | Broken Sidewalk | $57 '$ | (Poor condition) Trip hazard |
| Y. 13 | Risley Ave. | E. of Rd. 128 W. of Rd. 130 N. Side of Road | Residential | Gap | $160 '$ | Multiple properties |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Y.14 | Risley Ave. | E. of Rd. 128 <br> W. of R. 130 <br> N. Side of Road | Residential | Obstruction | 3.6' | Sidewalk width at only 3.6' <br> for a length of 55' |
| Y.15 | Risley Ave. | E. of Rd. 128 <br> W. of Rd. 130 <br> N. Side of Road | Residential | Gap | 140' | Multiple properties |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Y. 7 | Mueller Rd./ Ella Ave. | S/W | Residential | None |  | No curb ramp |
| Y. 16 | Risley Ave./ <br> Ave. 415 | S/W | Residential | None |  | No curb ramp |

## Orosi

## Map Z



Last Updated: 08/07/2013

## Community:

Map:

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Z. 1 | Ave. 414 | E. of Rd. 128 W. of Rd. 130 $N$. Side of Road | Residential | Driveway | $\begin{aligned} & 2 \text { at } 33^{\prime} \\ & 2 \text { at } 20^{\prime} \end{aligned}$ | Driveways exceed max cross slope |
| Z. 2 | Ave. 414 | E. of Rd. 128 <br> W. of Rd. 130 <br> $N$. Side of Road | Residential | Cross slope | 100' | 2.4-5.3\% |
| Z. 3 | Ave. 414 | E. of Rd. 128 W. of Rd. 130 N. Side of Road | Residential | End of sidewalk | - | No transition with no further access |
| Z. 4 | Ave. 414 | E. of Rd. 128 W. of Rd. 130 S. Side of Road | Residential | End of sidewalk | - | No transition with no further access |
| Z. 5 | Ave. 414 | E. of Rd. 128 W. of Rd. 130 S. Side of Road | Residential | Cross slope | 285' | 2.2-4.2\% |
| Z. 6 | Ave. 414 | E. of Rd. 128 W. of Rd. 130 S. Side of Road | Residential | Driveway | 6 at 18' | Driveways exceed max cross slope |
| Z.8 | Rd. 130 | N. of Ave. 412 <br> S. of Ave. 414 <br> W. Side of Road | Residential | Cross slope | $168{ }^{\prime}$ | 2.8-4.5\% |
| Z. 9 | Rd. 130 | N. of Ave. 412 <br> S. of Ave. 414 <br> W. Side of Road | Residential | Gap | 130' | Single property |
| Z.10 | Rd. 130 | N. of Ave. 412 <br> S. of Ave. 414 <br> W. Side of Road | Residential | Driveway | 9 at 18' | Driveways exceed max cross slope |
| Z. 11 | Rd. 130 | N. of Ave. 412 <br> S. of Ave. 414 <br> W. Side of Road | Residential | Obstruction | 2 at 2.5' | Mail boxes |
| Z. 12 | Rd. 130 | N. of Ave. 412 <br> S. of Ave. 414 <br> W. Side of Road | Residential | Offset | $1{ }^{\prime \prime}$ | Sunken drain Tripping hazard |
| Z. 13 | Rd. 130 | N. of Ave. 412 <br> S. of Ave. 414 <br> W. Side of Road | Residential | End of sidewalk | - | No transition with no further access |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Z. 14 | Ave. 413 | E. of Rd. 128 W. of Rd. 130 $N$. Side of Road | Residential | Gap | 190' | Multiple properties |
| Z. 15 | Ave. 413 | $\begin{aligned} & \text { E. of Rd. } 128 \\ & \text { W. of Rd. } 130 \\ & \text { N. Side of Road } \end{aligned}$ | Residential | Cross slope | 60' | 3.1-3.5\% |
| Z.16 | Ave. 413 | $\begin{aligned} & \text { E. of Rd. } 128 \\ & \text { W. of Rd. } 130 \\ & \text { N. Side of Road } \end{aligned}$ | Residential | Driveway | 4 at 18' | Driveways exceed max cross slope |
| Z. 17 | Ave. 413 | E. of Rd. 128 <br> W. of Rd. 130 <br> $N$. Side of Road | Residential | Gap | 170' | Multiple properties |
| Z. 18 | Ave. 413 | E. of Rd. 128 <br> W. of Rd. 130 <br> N. Side of Road | Residential | Cross slope | 28' | 2.7-3.6\% |
| Z. 19 | Ave. 413 | E. of Rd. 128 <br> W. of Rd. 130 <br> S. Side of Road | Residential | Driveway | $25^{\prime}$ | Driveways exceed max cross slope |
| Z. 20 | Ave. 413 | E. of Rd. 128 <br> W. of Rd. 130 <br> S. Side of Road | Residential | Driveway | 20' | Driveways exceed max cross slope |
| Z. 21 | Ave. 413 | E. of Rd. 128 W. of Rd. 130 S. Side of Road | Residential | Broken sidewalk | $25^{\prime}$ | (Poor condition) <br> Tripping hazard |
| Z. 22 | Ave. 413 | E. of Rd. 128 W. of Rd. 130 S. Side of Road | Residential | Cross slope | 33' | 3.3-4.2\% |
| Z. 23 | Ave. 413 | E. of Rd. 128 <br> W. of Rd. 130 <br> S. Side of Road | Residential | Driveway | 35' | Driveways exceed max cross slope |

Curb Ramps:
Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Z.7 | Ave. $414 /$ <br> Rd. 130 | S/W | Residential | Flared sides | 33' | Ramp Slope: $9.5 \%$ <br> Landing: None <br> Truncated Domes: No |

## Patterson Tract <br> Overview Map



## Patterson Tract Map A



Last Updated: 07/17/2013
Community: Patterson Tract
Map: A

## Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A. 1 | Manota Ct. | N. Ave 320 <br> E. Side of Road | Residential | Driveway | $23 '$ | Driveways exceed max cross slope, no transition beyond sidewalk |
| A. 2 | Manota Ct. | N. Ave 320 E. side of road | Residential | Cross Slope | $34^{\prime}$ | 3.30\% |
| A. 5 | Ave 320 | E. of Manota Dr. W. of Elbow Ct. <br> $N$. Side of Road | Residential | Cross Slope | 184' | 2.2\%-3.5\% |
| A. 6 | Ave 320 | E. of Manota Dr. W. of Elbow Ct. N. Side of Road | Residential | Driveway | 2 at $22^{\prime}$ | Driveways exceed max cross slope, no proper transition to landing |
| A. 7 | Ave 320 | E. of Manota Dr. <br> W. of Elbow Ct. <br> N. Side of Road | Residential | Cross Slope | $30^{\prime}$ | 2.80\% |
| A. 10 | Ave 320 | E. of Elbow Ct. W. of Rd. 124 <br> N. Side of Road | Residential | Cross Slope | 214' | 3.5\%-2.6\% |
| A. 16 | Ave 320 | East of Rd. 124 <br> S. Side of Road | Residential | Cross Slope | 141' total | 3.0\%-3.6\% |
| A. 17 | Ave 320 | East of Rd. 124 <br> Both Sides of Road | Residential | Driveway | 9 at 22' | Driveways exceed max cross slope. |
| A. 18 | Ave 320 | E. of Rd. 124 <br> S. Side of Road | Residential | Obstruction | 2 at 2.2 | Clear width of sidewalk reduced to $2.2^{\prime}$ due to mailboxes |
| A. 19 | Ave 320 | E. of Rd. 124 <br> Both Sides of Road | Residential | Driveway | 6 at 26' | Driveways exceed max cross slope. |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A. 20 | Ave 320 | East of Rd. 124 <br> W. of Sierra View Blvd. <br> N . side of road | Residential | Offset | 1.5" | 1.5" Vertical offset |
| A. 21 | Ave 320 | East of Rd. 124 <br> W. of Sierra View Blvd. <br> N . side of road | Residential | Obstruction | 2.51 | mailbox |
| A. 22 | Ave 320 | East of Rd. 124 <br> W. of Sierra View Blvd. <br> $N$. side of road | Residential | Driveway | 2 at 16' | Driveways exceed max cross slope. |
| A. 24 | Sierra View Rd. | S. of Ave 320 <br> N. of Marlin <br> W. Side of Road | Residential | Gap in Sidewalk | $525{ }^{\prime}$ | Gap in sidewalk over multiple property to end of street |
| A. 26 | Marlin Ave. | E. of Rd 124 W of Sierra Vista N . side of road | Residential | Gap in Sidewalk | $680{ }^{\prime}$ | Gap in sidewalk over multiple property to end of street |
| A. 27 | Marlin Ave | E. of Rd 124 W. of Sierra Vista $N$. Side of Road | Residential | Obstruction |  | Clear width of sidewalk reduced to $2.2^{\prime}$ due to mailbox |
| A. 28 | Marlin Ave. | E. of Rd 124 W. of Sierra Vista Both Sides of Road | Residential | Driveway | 6 at $22{ }^{\prime}$ | Driveways exceed max cross slope. |
| A. 29 | Marlin Ave. | E. of Rd 124 W. of Sierra Vista Both Sides of Road | Residential | Driveway | 10 at 34 | Driveways exceed max cross slope. |
| A. 30 | Marlin Ave. | E. of Rd 124 W. of Sierra Vista $N$. Side of Road | Residential | Cross Slope | 228' total | 2.4\% - 7.0\% |
| A. 31 | Marlin Ave. | E. of Rd 124 W. of Sierra Vista $N$. Side of Road | Residential | Offset | $2{ }^{\prime \prime}$ | Tripping hazard |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A. 32 | Marlin Ave | E. of Rd 124 W of Sierra Vista $N$. Side of Road | Residential | Gap in Sidewalk | 290' | Gap in sidewalk over multiple properties |
| A. 33 | Marlin Ave | E. of Rd 124 W of Sierra Vista $N$. Side of Road | Residential | Gap in Sidewalk | 91' | Gap in sidewalk over one property to end of street |
| A. 34 | Marlin Ave. | E. of Rd 124 W. of Sierra Vista S. Side of Road | Residential | Cross Slope | 372' total | 3.0\% -9.3\% |
| A. 35 | Marlin Ave | E. of Rd 124 W of Sierra Vista S. Side of Road | Residential | Driveway | $40^{\prime}$ | Driveways exceed max cross slope. |
| A. 36 | Marlin Ave | E. of Rd 124 W of Sierra Vista S. Side of Road | Residential | Gap in Sidewalk | $145{ }^{\prime}$ | Gap in sidewalk over one property |
| A. 37 | Marlin Ave | E. of Rd 124 W. of Sierra Vista S. Side of Road | Residential | Obstruction | 2.21 | Mailbox |
| A. 38 | Marlin Ave | E. of Rd 124 W. of Sierra Vista S. Side of Road | Residential | Obstruction | $2 '$ | Mailbox |
| A. 39 | Marlin Ave | E. of Rd 124 W of Sierra Vista S. Side of Road | Residential | Driveway | 2 at 36 | Driveways exceed max cross slope. |


| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A. 3 | Ave 320/Manota Dr. | N/E | Residential | Flare Sides | 18' | Ramp Slope: 9.3\% <br> Landing: None <br> Truncated Domes: None |
| A. 4 | Ave 320/Manota Dr. | N/W | Residential | Flare Sides | 18' | Ramp Slope: 9.6\% <br> Landing: None <br> Truncated Domes: None |
| A. 8 | Ave 320/Elbow Ct. | N/W | Residential | Flare Sides | 32' | Ramp Slope: 9.6\% <br> Landing: None <br> Truncated Domes: None |
| A. 9 | Ave 320/Elbow Ct. | N/E | Residential | Flare Sides | 32' | Ramp Slope: 8.3\% <br> Flares: 8.1/5.6\% <br> Landing: None <br> Truncated Domes: None Transition: 7.6\% Lip on AC/ Concrete: No Grooved Border: Yes |
| A. 23 | Ave 320/ Sierra View Rd. | S/W | Residential | Flare Sides | $32^{\prime}$ | Ramp Slope: 7.0\% <br> Flares: 8.5/5.5\% <br> Landing: None <br> Truncated Domes: None Transition: 9.1\% Lip on AC/ Concrete: Yes Grooved Border: Yes |
| A. 50 | Sierra View Rd/ Marlin Ave | N/W | Residential | None |  | No Curb Ramp |

## Pixley

## Overview Map



## Pixley

## Map A




| Last Updated: | $08 / 08 / 2013$ |
| :--- | :---: |
| Community: | Pixley |
| Map: | A |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A. 2 | S. School St. | N. of Carol Ave. S. of E Court Ave W. Side of Road | School Zone | Cross slope | $40^{\prime}$ | 2.6-3.4\% |
| A. 3 | S. School St. | N. of Carol Ave. S. of E Court Ave W. Side of Road | School Zone | Offset | 1/2" | Tripping hazard |
| A. 4 | S. School St. | N. of Carol Ave. S. of E Court Ave W. Side of Road | School Zone | Broken Sidewalk | 8' | (Poor condoition) Tripping hazard |
| A. 6 | E. Carol Ave. | E. of Walnut St. W. of School St. N. Side of Road | School Zone | Cross slope | $75^{\prime}$ | 3.0-4.5\% |
| A. 7 | E. Carol Ave. | E. of Walnut St. W. of School St. $N$. Side of Road | School Zone | Offset | 1/2" | Tripping hazard |
| A. 8 | E. Carol Ave. | E. of Walnut St. W. of School St. $N$. Side of Road | School Zone | Offset | 3/4" | Tripping hazard |
| A. 9 | E. Carol Ave. | E. of Walnut St. W. of School St. <br> $N$. Side of Road | School Zone | Offset | 1/2" | Tripping hazard |
| A. 10 | E. Carol Ave. | E. of Walnut St. W. of School St. $N$. Side of Road | School Zone | Cross slope | 36' | 2.3-4.4\% |
| A. 11 | E. Carol Ave. | E. of Walnut St. W. of School St. $N$. Side of Road | School Zone | Broken Sidewalk | 8' | (Poor condoition) Tripping hazard |
| A. 13 | Walnut St. | N. of E Carol Ave <br> S. of Court Ave. <br> E. Side of Road | School Zone | Offset | 1/4" | Tripping hazard |
| A. 14 | Walnut St. | N. of E Carol Ave <br> S. of Court Ave. <br> E. Side of Road | School Zone | Cross slope | 65' | 2.8-3.2\% |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A. 16 | E. Court Ave | E. of Walnut St. <br> W. of School St. <br> S. Side of Road | School Zone | Broken Sidewalk | 8' | (Poor condoition) Tripping hazard |
| A. 17 | E. Court Ave | E. of Walnut St. W. of School St. <br> S. Side of Road | Residential | Offset | 1/2" | Tripping hazard |
| A. 23 | S. School St. | N. of Court Ave. W. Side of Road | Residential | End of Sidewalk | - | No transition with no further access |
| A. 28 | E. Court Ave | E. of Elm St. W. of Walnut St. $N$. Side of Road | Residential | Driveway | 17' | Driveway exceeds max cross slope |
| A. 31 | E. Court Ave | E. of Elm St. W. of Walnut St. S. Side of Road | Residential | Driveway | $\begin{aligned} & 1 \text { at } 42^{\prime} \\ & 1 \text { at } 15^{\prime} \end{aligned}$ | Driveway exceeds max cross slope |
| A. 32 | E. Court Ave | E. of Elm St. W. of Walnut St. S. Side of Road | Residential | Cross slope | $45^{\prime}$ | 3.0-3.5\% |
| A. 33 | E. Court Ave | E. of Elm St. W. of Walnut St. S. Side of Road | Residential | Gap | 152' | Multiple properties |
| A. 34 | E. Court Ave | E. of Elm St. W. of Walnut St. S. Side of Road | Residential | Driveway | 3 at 32' | Driveway exceeds max cross slope |
| A. 36 | Walnut St. | N. of Carol Ave. S. of E Court Ave. W. Side of Road | Residential | Cross slope | 100' | 2.9-3.5\% |
| A. 37 | Walnut St. | N. of Carol Ave. S. of E Court Ave. W. Side of Road | Residential | Obstruction | 73' | Overgrown vegetation |
| A. 38 | Walnut St. | N. of Carol Ave. S. of E Court Ave. W. Side of Road | Residential | Gap | 5' | $5^{5}$ gap in sidewalk |
| A. 39 | Walnut St. | N. of Carol Ave. S. of E Court Ave. W. Side of Road | Residential | Offset | 1/2" | Tripping hazard |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A. 41 | E. Carol Ave. | E. of Walnut St. W. of School St. S. Side of Road | Residential | Cross slope | 92' | 2.2-4.1\% |
| A. 42 | E. Carol Ave. | E. of Walnut St. W. of School St. S. Side of Road | Residential | Offset | 1/4" | Tripping hazard |
| A. 43 | E. Carol Ave. | E. of Walnut St. W. of School St. S. Side of Road | Residential | Broken Sidewalk | 8' | (Poor condoition) Tripping hazard |
| A. 44 | E. Carol Ave. | E. of Walnut St. W. of School St. S. Side of Road | Residential | Broken Sidewalk | 8' | (Poor condoition) <br> Tripping hazard |
| A. 45 | E. Carol Ave. | E. of Walnut St. <br> W. of School St. <br> S. Side of Road | Residential | Broken Sidewalk | 8' | (Poor condoition) Tripping hazard |
| A. 46 | E. Carol Ave. | E. of Walnut St. W. of School St. S. Side of Road | Residential | Sidewalk | $26^{\prime}$ | 3.2-3.5\% |
| A. 47 | E. Carol Ave. | E. of Walnut St. W. of School St. <br> S. Side of Road | Residential | Broken Sidewalk | $20^{\prime}$ | (Poor condoition) Tripping hazard |
| A. 49 | S. Elm St. | N. of Carol Ave. S. of E Court Ave E. Side of Road | Residential | Driveway | 2 at $32^{\prime}$ | Driveway exceeds max cross slope |
| A. 50 | S. Elm St. | N. of Carol Ave. S. of E Court Ave E. Side of Road | Residential | Gap | 2301 | Multiple properties |
| A. 51 | S. Elm St. | N. of Carol Ave. <br> S. of E Court Ave E. Side of Road | Residential | Driveway | 3 at 15' | Driveway exceeds max cross slope |
| A. 52 | S. Elm St. | N. of Carol Ave. <br> S. of E Court Ave <br> E. Side of Road | Residential | Sidewalk | 2.51 | 4 Mailboxes |
| A. 53 | S. Elm St. | N. of Carol Ave. S. of E Court Ave E. Side of Road | Residential | Gap | $340 '$ | Multiple properties up to Elsworth Ave. |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A. 1 | E. Court Ave./ School St. | S/W | School Zone | None |  | No Curb Ramp |
| A. 5 | School St./ <br> E. Carol Ave | N/W | School Zone | None |  | No Curb Ramp |
| A. 12 | E. Carol Ave./ Walnut St. | N/E | Residential | None |  | No Curb Ramp |
| A. 15 | Walnut St./ <br> E. Court Ave. | S/E | Residential | None |  | No Curb Ramp |
| A. 18 | E. Court Ave./ School St. | N/W | Residential | Flared Sides | $32^{\prime}$ | Ramp Slope: 6.2\% <br> Flares: 5.0/7.7\% <br> Landing: 1.7\% <br> Truncated Domes: Yes Transition: 6.6\% Lip on AC/ Concrete: No Grooved Border: Yes |
| A. 19 | School St./ <br> Jr High Entrance | S/W | Residential | Flared Sides | $32^{\prime}$ | Ramp Slope: 7.0\% <br> Flares: 9.7/5.6\% <br> Landing: 2.7\% <br> Truncated Domes: Yes Transition: 2.3\% <br> Lip on AC/ Concrete: No Grooved Border: Yes |
| A. 20 | School St./ Jr High Entrance | N/W | Residential | Flared Sides | $32^{\prime}$ | Ramp SIope: 7.2\% <br> Flares: 7.7/9.1\% <br> Landing: 1.0\% <br> Truncated Domes: Yes Transition: 1.5\% Lip on AC/ Concrete: No Grooved Border: Yes |
| A. 21 | School St./ <br> Jr High Entrance | S/W | Residential | Flared Sides | 32' | Ramp Slope: 7.9\% <br> Flares: 8.9/8.6\% <br> Landing: 2.0\% <br> Truncated Domes: Yes Transition: 1.6\% Lip on AC/ Concrete: No Grooved Border: Yes |
| A. 22 | School St./ Jr High Entrance | N/W | Residential | Flared Sides | $32^{\prime}$ | Ramp SIope: 8.2\% <br> Flares: 8.1/8.7\% <br> Landing: 2.6\% <br> Truncated Domes: Yes Transition: 2.4\% <br> Lip on AC/ Concrete: No Grooved Border: Yes |
| A. 24 | E. Court Ave./ School St. | N/E | Residential | None |  | No curb ramp to cross walk by elementary school |
| A. 25 | E. Court Ave. <br> E. School Entrance | N/E | School Zone | Dip Down | 12' | Ramp Slope: 8.1\% <br> Flares: N/A <br> Landing: 1.0\% <br> Truncated Domes: Yes Transition: 1.6\% Lip on AC/ Concrete: No Grooved Border: Yes |


| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A. 26 | E. Court Ave. <br> E. School Entrance | N/W | School Zone | Dip Down | $12^{\prime}$ | Ramp Slope: 6.3\% <br> Flares: N/A <br> Landing: 1.3\% <br> Truncated Domes: Yes Transition: 0.7\% <br> Lip on AC/ Concrete: No <br> Grooved Border: Yes |
| A. 54 | E. Court Ave. W. School Entrance | N/E | School Zone | Dip Down | 12' | Ramp Slope: 5.2\% <br> Flares: N/A <br> Landing: 2.0\% <br> Truncated Domes: Yes Transition: 1.4\% Lip on AC/ Concrete: No Grooved Border: Yes |
| A. 55 | E. Court Ave. W. School Entrance | N/W | School Zone | Dip Down | $12^{\prime}$ | Ramp Slope: 4.6\% Flares: N/A <br> Landing: 1.8\% <br> Truncated Domes: Yes Transition: 2.1\% Lip on AC/ Concrete: No Grooved Border: Yes |
| A. 27 | E Court Ave. | North side | School Zone | None |  | No curb ramp to cross walk by middle school |
| A. 29 | E Court Ave./ <br> N. Elm St. | N/E | Residential | None | 32' | No Curb Ramp |
| A. 30 | E Court Ave./ <br> N. Elm St. | S/E | Residential | Flared Sides | $32^{\prime}$ | Ramp Slope: 10.3\% <br> Landing: None <br> Truncated Domes: No |
| A. 35 | E Court Ave./ Walnut St. | S/W | Residential | Flared Sides | $32^{\prime}$ | Ramp Slope: 11.8\% <br> Landing: None <br> Truncated Domes: No |
| A. 40 | Carol Ave./ Walnut St. | S/E | Residential | None | $40^{\prime}$ | No Curb Ramp |
| A. 48 | Carol Ave./ School St. | S/W | Residential | None | 42' | No Curb Ramp |

Pixley Map B


| Last Updated: | $08 / 08 / 2013$ |
| :--- | :---: |
| Community: | Pixley |
| Map: | B |

## Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| B. 1 | S Walnut St. | N. of Sarah Ave. <br> S. of Carol Ave <br> E. Side of Road | Residential | Broken Sidewalk | 8' | (Poor condition) <br> Tripping hazard |
| B. 2 | S Walnut St. | N. of Sarah Ave. <br> S. of Carol Ave <br> E. Side of Road | Residential | Gap | $130 '$ | Multiple properties up to Sarah Ave. |
| B. 4 | Sarah Ave. | E. of Walnut St. W. of School St. <br> $N$. Side of Road | Residential | Gap | 105' | Multiple properties |
| B. 5 | Sarah Ave. | E. of Walnut St. W. of School St. <br> $N$. Side of Road | Residential | Driveway | 8 at $22^{\prime}$ | Driveways exceeds max Cross Slope |
| B. 6 | Sarah Ave. | E. of Walnut St. W. of School St. <br> $N$. Side of Road | Residential | Cross Slope | $40^{\prime}$ | 3.2-5.6\% |
| B. 7 | Sarah Ave. | E. of Walnut St. W. of School St. <br> N. Side of Road | Residential | Gap | 260' | Multiple properties |
| B. 9 | School St. | N. of Sarah Ave. <br> S. of Carol Ave <br> W. Side of Road | Residential | Gap | 118' | Multiple properties |
| B. 13 | Holste Ave. | E. of Walnut St. W. of School St. <br> S. Side of Road | Residential | Obstruction | 2.31 | Mail box |
| B. 14 | Holste Ave. | E. of Walnut St. <br> W. of School St. <br> S. Side of Road | Residential | Driveway | 7 at 22' | Driveways exceeds max Cross Slope |
| B. 15 | Holste Ave. | E. of Walnut St. W. of School St. <br> S. Side of Road | Residential | Gap | 44' | Single property |
| B. 16 | Holste Ave. | E. of Walnut St. <br> W. of School St. <br> S. Side of Road | Residential | Cross Slope | $58^{\prime}$ | 2.9-5.5\% |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| B. 17 | Holste Ave. | E. of Walnut St. W. of School St. <br> S. Side of Road | Residential | Gap | 190' | Multiple properties |
| B. 19 | Walnut St. | N. of Dianna Ave. <br> S. of Holste Ave <br> E. Side of Road | Residential | Gap | 113' | Multiple properties |
| B. 21 | Dianna Ave. | E. of Walnut St. W. of School St. <br> S. Side of Road | Residential | Cross Slope | $28^{\prime}$ | 3.0-4.0\% |
| B. 22 | Dianna Ave. | E. of Walnut St. W. of School St. <br> S. Side of Road | Residential | Driveway | 14 at $22^{\prime}$ | Driveways exceeds max Cross Slope |
| B. 23 | Dianna Ave. | E. of Walnut St. W. of School St. <br> S. Side of Road | Residential | Cross Slope | $30^{\prime}$ | 2.9-3.4\% |
| B. 25 | School St. | N. of Dianna Ave <br> S. of Holste Ave. <br> $N$. Side of Road | Residential | Gap | 78' | Multiple properties |
| B. 26 | School St. | N. of Dianna Ave <br> S. of Holste Ave. <br> N. Side of Road | Residential | Cross Slope | 84' | 2.3-4.4\% |


| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| B. 3 | Walnut St./ <br> Sarah Ave. | N/E | Residential |  | $33^{\prime}$ | No curb ramp |
| B. 8 | School St./ <br> Sarah Ave. | N/W | Residential |  | $33^{\prime}$ | No curb ramp |
| B. 10 | School St./ <br> Sarah Ave. | S/W | Residential |  | $33^{\prime}$ | No curb ramp |
| B. 11 | School St./ <br> Holste Ave. | N/W | Residential |  | $33^{\prime}$ | No curb ramp |
| B. 12 | School St./ <br> Holste Ave. | S/W | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 13.5\% Landing: None Truncated Domes: No |
| B. 18 | Walnut St./ <br> Holste Ave. | S/E | Residential |  | 33' | No curb ramp |
| B. 20 | Walnut St./ <br> Dianna Ave. | N/E | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 10.4\% <br> Landing: None <br> Truncated Domes: No |
| B. 24 | School St./ <br> Dianna Ave. | N/W | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 10.8\% <br> Landing: None <br> Truncated Domes: No |
| B. 27 | School St./ Dianna Ave | s/w | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 11.0\% <br> Landing: None <br> Truncated Domes: No |
| B. 28 | Walnut St./ <br> Dianna Ave. | S/E | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 9.9\% <br> Landing: None <br> Truncated Domes: No |

Pixley Map C


## Community:

 PixleyMap: C

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| C. 1 | Walnut St. | N. of Carla Ave. <br> S. of Dianna Ave <br> E. Side of Road | Residential | Offset | 1/4" | Tripping hazard |
| C. 2 | Walnut St. | N. of Carla Ave. <br> S. of Dianna Ave <br> E. Side of Road | Residential | Offset | 1/2" | Tripping hazard |
| C. 3 | Walnut St. | N. of Carla Ave. <br> S. of Dianna Ave <br> E. Side of Road | Residential | Cross slope | 118' | 2.8-4.3\% |
| C. 4 | Walnut St. | N. of Carla Ave. <br> S. of Dianna Ave <br> E. Side of Road | Residential | Offset | 1/2" | Tripping hazard |
| C. 6 | Carla Ave | E. of Walnut St W. of School St | Residential | Driveway | 18 at 22' | Driveway exceeds max cross slope |
| C. 8 | School St. | N. of Carla Ave S. of Dianna Ave. W. Side of Road | Residential | Cross slope | 250 | 2.4-3.7\% |
| C. 9 | School St. | N. of Carla Ave S. of Dianna Ave. W. Side of Road | Residential | Offset | 1/2" | Tripping hazard |
| C. 11 | Carla Ave. | W. of School St. <br> E. of Walnut St. <br> S. Side of Road | Residential | Offset | 1/2" | Tripping hazard |
| C. 12 | Carla Ave. | W. of School St. <br> E. of Walnut St. <br> S. Side of Road | Residential | Offset | 1/4" | Tripping hazard |
| C. 13 | Carla Ave. | W. of School St. <br> E. of Walnut St. <br> S. Side of Road | Residential | Cross slope | 68' | 3.3-4.6\% |
| C. 15 | Walnut St. | N. of Joanne Ave. <br> S. of Carla Ave <br> E. Side of Road | Residential | Cross slope | 107' | 3.1-6.7\% |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| C. 16 | Walnut St. | N. of Joanne Ave. <br> S. of Carla Ave <br> E. Side of Road | Residential | Gap | 95' | Multiple properties |
| C. 18 | J oanne Ave. | E. of Walnut St <br> W. of School St. <br> N. Side of Road | Residential | Cross slope | 40' | 3.0-3.5\% |
| C. 19 | J oanne Ave. | E. of Walnut St <br> W. of School St. <br> N. Side of Road | Residential | Offset | $2{ }^{\prime \prime}$ | Tripping hazard |
| C. 20 | Joanne Ave. | E. of Walnut St <br> W. of School St. <br> N. Side of Road | Residential | Offset | 1/2" | Tripping hazard |
| C. 21 | J oanne Ave. | E. of Walnut St <br> W. of School St. <br> N. Side of Road | Residential | Cross slope | 47' | 3.2\% |
| C. 22 | J oanne Ave. | E. of Walnut St <br> W. of School St. <br> N. Side of Road | Residential | Offset | 1.5 " | Tripping hazard |
| C. 23 | Joanne Ave. | E. of Walnut St <br> W. of School St. <br> $N$. Side of Road | Residential | Obstruction | 2.31 | Mail box |
| C. 25 | Joanne Ave. | N. of Joanne Ave. S. of Carla Ave. W. Side of Road | Residential | Obstruction | 2.01 | sidewalk width of 2.0' |
| C. 27 | Joanne Ave. | E. of Walnut St. <br> W. of School St. <br> S. Side of Road | Residential | Broken Sidewalk | 19' | (Poor condition) <br> Tripping hazard |
| C. 28 | J oanne Ave. | E. of Walnut St. <br> W. of School St. <br> S. Side of Road | Residential | Cross slope | 105' | 2.2-6.8\% |
| C. 29 | J oanne Ave. | E. of Walnut St. W. of School St. <br> S. Side of Road | Residential | Cross slope | 53' | 3.2\% |

## Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| C. 5 | Walnut St./ <br> Carla Ave. | N/E | Residential | Flared Sides | $33 '$ | Ramp Slope: 9.6\% <br> Landing: None <br> Truncated Domes: No |
| C. 7 | School St./ Carla Ave. | N/W | Residential | Flared Sides | $33 '$ | Ramp Slope: 12.6\% <br> Landing: None <br> Truncated Domes: No |
| C. 10 | School St./ Carla Ave. | S/W | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 11.3\% <br> Landing: None <br> Truncated Domes: No |
| C. 14 | Walnut St./ <br> Carla Ave. | S/E | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 9.7\% Landing: None Truncated Domes: No |
| C. 17 | Walnut St./ Joanne Ave. | N/E | Residential |  | 37' | No curb ramp |
| C. 24 | School St./ Joanne Ave. | N/W | Residential |  | $40^{\prime}$ | No curb ramp |
| C. 26 | School St./ Joanne Ave. | S/W | Residential |  | 40' | No curb ramp |
| C. 30 | Walnut St./ J oanne Ave. | S/E | Residential |  | 40' | No curb ramp |

## Pixley

 Map D

| Last Updated: | $08 / 12 / 2013$ |
| :--- | :---: |
| Community: | Pixley |

## Community: Pixley <br> Map: D

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| D. 3 | Maple St. | N. of Terra Bella Ave. <br> S. of Joanne Ave <br> E. Side of Road | Residential | Gap | 125' | Multiple properties |
| D. 4 | E Lavonia Ave | E. of Maple St. W. of Elm St. Both Sides of Road | Residential | Driveway | 21 at $22^{\prime}$ | Driveway exceeds max cross slope |
| D. 5 | E Lavonia Ave | E. of Maple St. W. of Elm St. <br> $N$. side of road | Residential | Cross slope | $65^{\prime}$ | 2.9-3.6\% |
| D. 7 | Elm St. | N. of Lavonia Ave. S. of Joanne Ave. W. Side of Road | Residential | Cross slope | 45' | 2.5-3.3\% |
| D. 9 | Maple St. | N. of Terra Bella Ave. S. of Lavonia Ave. E. Side of Road | Residential | Cross slope | $40^{\prime}$ | 2.4-3.4\% |
| D. 10 | Maple St. | N. of Terra Bella Ave. <br> S. of Lavonia Ave. <br> E. Side of Road | Residential | Driveway | $30^{\prime}$ | Driveway exceeds max cross slope |
| D. 11 | Maple St. | N. of Terra Bella Ave. <br> S. of Lavonia Ave. <br> E. Side of Road | Residential | Gap | 129 | Multiple properties to Terra Bella Ave. |
| D. 14 | Terra Bella Ave. | E. of Maple St. W. of Elm St. <br> S. Side of Road | Residential | End of Sidewalk | - | No transition with no further access |
| D. 15 | Terra Bella Ave. | E. of Maple St. W. of Elm St. S. Side of Road | Residential | Driveway | 32' | Driveway exceeds max cross slope |
| D. 16 | Terra Bella Ave. | E. of Maple St. W. of Elm St. S. Side of Road | Residential | Cross slope | 80' | 2.2-4.0\% |
| D. 18 | Elm St. | S. of Terra Bella W. Side of Road | Residential | End of Sidewalk | - | No transition with no further access |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| D. 20 | Elm St. | N. of Terra Bella S. of Lavonia Ave. W. Side of Road | Residential | End of Sidewalk | - | No transition with no further access |
| D. 21 | Terra Bella Ave. | E. of Maple St. W. of Elm St. <br> N. Side of Road | Residential | Gap | 490' | Gap in sidewalk of 490' to Maple St. |
| D. 22 | Park Dr. | N. of Terra Bella <br> S. of Joanne Ave. <br> E. Side of Road | Residential | End of Sidewalk | - | End of pavement with no transition to roadway |
| D. 23 | Park Dr. | N. of Terra Bella <br> S. of Joanne Ave. <br> E. Side of Road | Residential | Cross Slope | $20^{\prime}$ | 4.30\% |
| D. 25 | Terra Bella Ave. | E. of Park Dr. <br> W. of Maple St. <br> N. Side of Road | Residential | Driveway | 2 at $38{ }^{\prime}$ | Exceeds max cross slope without providing upper landing |
| D. 26 | Terra Bella Ave. | E. of Park Dr. <br> W. of Maple St. <br> N. Side of Road | Residential | Gap | 180' | Gap in sidewalk of $180^{\prime}$ to Maple St. |

## Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| D. 1 | Maple St./ Lavonia Ave. | S/E | Residential | Flared Sides | $32^{\prime}$ | Ramp Slope: 11.6\% Landing: None Truncated Domes: No |
| D. 2 | Maple St./ Lavonia Ave. | N/E | Residential | Flared Sides | 32' | Ramp Slope: 9.5\% <br> Landing: None <br> Truncated Domes: No |
| D. 6 | Elm St./ Lavonia Ave. | N/W | Residential | Flared Sides | 32' | Ramp Slope: $10.8 \%$ Landing: None Truncated Domes: No |
| D. 8 | Elm St./ Lavonia Ave. | S/W | Residential | Flared Sides | 32' | Ramp Slope: 14.5\% <br> Landing: None <br> Truncated Domes: No |
| D. 12 | Maple St./ <br> Terra Bella Ave. | N/E | Residential |  | $38^{\prime}$ | No Curb Ramp |
| D. 13 | Maple St./ <br> Terra Bella Ave. | N/W | Residential |  | $38^{\prime}$ | No Curb Ramp |
| D. 17 | Elm St./ <br> Terra Bella Ave. | S/W | Residential | Flared Sides | $36 '$ | Ramp Slope: 6.5\% <br> Flares: 5.9/5.6\% <br> Landing: 2.7\% <br> Truncated Domes: Yes <br> Transition: 3.7\% <br> Lip on AC/ Concrete: No <br> Grooved Border: Yes |
| D. 19 | Elm St./ <br> Terra Bella Ave. | N/W | Residential | Flared Sides | 33' | Ramp Slope: 10.7\% <br> Landing: None <br> Truncated Domes: No |
| D. 24 | Park St./ Terra Bella Ave. | N/E | Residential | Flared Sides | 21' | Ramp Slope: 13.5\% <br> Landing: None <br> Truncated Domes: No |

## Pixley

## Map E



| Last Updated: | $08 / 12 / 2013$ |
| :--- | :---: |
| Community: | Pixley |
| Map: | $E$ |


| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| E. 4 | Park St. | N. of McCreary <br> S. of Davis St. <br> E. Side of Road | Commercial | End of sidewalk | - | No transition with no further access |
| E. 5 | Davis St. | E. of Park Dr. W. of Pine St. <br> S. Side of Road | Commercial | Driveway | $23 '$ | Driveway exceeds max cross slope |
| E. 8 | Pine St. | N. of McCreary Ave. <br> S. of Davis St. <br> E. Side of Road | Commercial | Cross slope | 149 ' | 2.3-4.2\% |
| E. 9 | Pine St. | N. of McCreary Ave. <br> S. of Davis St. <br> E. Side of Road | Commercial | Driveway | 32' | Driveway exceeds max cross slope |
| E. 10 | Pine St. | N. of McCreary Ave. <br> S. of Davis St. <br> E. Side of Road | Commercial | Offset | 1/4" | Tripping hazard |
| E. 14 | McCreary Ave. | E. of Pine St. <br> W. of Maple St. <br> N. Side of Road | Residential | Cross slope | 82' | 3.0-4.0\% |
| E. 15 | McCreary Ave. | E. of Pine St W. of Maple St. Both Sides of Road | Residential | Driveway | 14 at $22^{\prime}$ | Driveway exceeds max cross slope |
| E. 16 | McCreary Ave. | E. of Pine St. W. of Maple St. $N$. Side of Road | Residential | Cross slope | 40' | 2.7-3.4\% |
| E. 17 | McCreary Ave. | E. of Pine St. W. of Maple St. $N$. Side of Road | Residential | Cross slope | 40' | 2.9-4.1\% |
| E. 18 | McCreary Ave. | E. of Pine St. W. of Maple St. $N$. Side of Road | Residential | Cross slope | 107' | 3.0-4.0\% |
| E. 21 | McCreary Ave. | E. of Pine St. W. of Maple St. S. Side of Road | Residential | Cross slope | 110 | 2.6-4.4\% |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| E. 22 | McCreary Ave. | E. of Pine St. <br> W. of Maple St. <br> S. Side of Road | Residential | Offset | 1/2" | Tripping hazard |
| E. 23 | McCreary Ave. | E. of Pine St. W. of Maple St. S. Side of Road | Residential | Offset | 1/4" | Tripping hazard |
| E. 24 | S Park St. | N. of Joanne Ave. <br> S. of McCreary Ave. <br> E. Side of Road | Commercial | Driveway | $\begin{aligned} & 1 \text { at } 15^{\prime} \\ & 1 \text { at } 25^{\prime} \end{aligned}$ | Driveway exceeds max cross slope |
| E. 25 | S Park St. | N. of Joanne Ave. <br> S. of McCreary Ave. <br> E. Side of Road | Commercial | Cross slope | $57 '$ | 2.7-3.9\% |
| E. 27 | Joanne Ave. | E. of Park St. W. of Maple St. North side of road | Residential | Cross slope | 60' | 3.2-3.8\% |
| E. 28 | Joanne Ave. | E. of Park St. W. of Maple St. North side of road | Residential | Gap | 75' | Multiple properties |
| E. 29 | Joanne Ave. | E. of Park St. W. of Maple St. North side of road | Residential | Driveway | 4 at $22^{\prime}$ | Driveway exceeds max cross slope |
| E. 30 | Joanne Ave. | E. of Park St. W. of Maple St. North side of road | Residential | Gap | $80^{\prime}$ | Multiple properties |
| E. 31 | Joanne Ave. | E. of Park St. <br> W. of Maple St. <br> $N$. Side of Road | Residential | Broken sidewalk | $4 '$ | (Poor condition) Trip hazard |
| E. 32 | Joanne Ave. | E. of Park St. W. of Maple St. $N$. Side of Road | Residential | Gap | 130' | Multiple properties |
| E. 34 | Maple St. | N. of Joanne Ave. S. of McCreary Ave. W. Side of Road | Residential | Gap | $155 '$ | Multiple properties |
| E. 35 | Maple St. | N. of Joanne Ave. S. of McCreary Ave. W. Side of Road | Residential | Driveway | $45^{\prime}$ | Driveway exceeds max cross slope |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| E. 36 | Maple St. | N. of Joanne Ave. <br> S. of McCreary Ave. W. Side of Road | Residential | Cross slope | $30^{\prime}$ | 3.1-3.5\% |
| E. 37 | Maple St. | N. of Joanne Ave. <br> S. of McCreary Ave <br> E. Side of Road | Residential | Gap | 65' | Single property up to McCreary Ave. |
| E. 38 | Maple St. | N. of Joanne Ave. S. of McCreary Ave E. Side of Road | Residential | Driveway | 3 at 22' | Driveway exceeds max cross slope |
| E. 39 | Maple St. | N. of Joanne Ave. S. of McCreary Ave E. Side of Road | Residential | Gap | 35' | Single property |
| E. 41 | Joanne Ave. | E. of Maple St. W. of Elm St. Both Sides of Road | Residential | Driveway | 19 at $22^{\prime}$ | Driveway exceeds max cross slope |
| E. 44 | Elm St. | N. of Joanne Ave. <br> S. of McCreary Ave. <br> E. Side of Road | Residential | End of sidewalk | - | No transition with no further access |
| E. 46 | Maple St. | N. of McCreary <br> S. of Davis St. <br> E. Side of Road | Residential | Cross slope | $20^{\prime}$ | 3.10\% |
| E. 47 | Maple St. | N. of McCreary <br> S. of Davis St. <br> E. Side of Road | Residential | Driveway | 4 at 16' | Driveway exceeds max cross slope |
| E. 48 | Maple St. | N. of McCreary S. of Davis St. <br> W. Side of Road | Residential | Cross slope | 140 | 2.7-4.1\% |
| E. 49 | Maple St. | N. of McCreary <br> S. of Davis St. <br> W. Side of Road | Residential | Gap | $130 '$ | Multiple properties |
| E. 50 | Maple St. | N. of McCreary <br> S. of Davis St. <br> E. Side of Road | Residential | Gap | $50^{\prime}$ | Single property |
| E. 53 | Davis St. | E. of Pine St. W. of Maple St. S. Side of Road | Residential | Driveway | 44' | Driveway exceeds max cross slope |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| E. 1 | Park Dr./ Davis St. | N/W | Commercial |  | 36' | No curb ramp |
| E. 2 | Park Dr./ Davis St. | S/W | Commercial |  | 36' | No curb ramp |
| E. 3 | Park Dr./ Davis St. | S/E | Commercial | Flared Sides | 32' | Ramp Slope: 13.6\% Landing: None Truncated Domes: No |
| E. 6 | Pine St./ <br> Davis St. | S/W | Commercial | Flared Sides | 36 | Ramp Slope: 13.9\% <br> Landing: None <br> Truncated Domes: No |
| E. 7 | Pine St./ Davis St. | S/E | Commercial |  | 36 | No curb ramp |
| E. 11 | Pine St./ <br> McCreary Ave. | N/E | Residential | Flared Sides | $32^{\prime}$ | Ramp Slope: 10.5\% Landing: None Truncated Domes: No |
| E. 12 | Park Dr./ <br> McCreary Ave. | N/E | Residential |  | 60' | No curb ramp |
| E. 13 | Park Dr./ McCreary Ave. | S/E | Residential |  | $32^{\prime}$ | No curb ramp |
| E. 19 | Maple St./ McCreary Ave. | N/W | Residential |  | 50' | No curb ramp |
| E. 20 | Maple St./ McCreary Ave. | S/W | Residential |  | $50^{\prime}$ | No curb ramp |
| E. 26 | Park St./ Joanne Ave. | N/E | Residential | Flared Sides | $32^{\prime}$ | Ramp Slope: 8.9\% Landing: None Truncated Domes: No |
| E. 33 | Maple St./ Joanne Ave. | N/W | Residential |  | 32' | No curb ramp |


| Curb Ramps: |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| E. 40 | Maple St./ Joanne Ave. | N/E | Residential | Flared Sides | 32' | Ramp Slope: 12.7\% Landing: None Truncated Domes: No |
| E. 42 | Elm St./ Joanne Ave. | N/W | Residential | Flared Sides | 32' | Ramp Slope: 10.4\% <br> Landing: None <br> Truncated Domes: No |
| E. 43 | Elm St./ Joanne Ave. | S/W | Residential | Flared Sides | 32' | Ramp Slope: 12.3\% Landing: None Truncated Domes: No |
| E. 45 | Maple St./ Joanne Ave. | S/E | Residential | Flared Sides | 32' | Ramp Slope: 10.7\% <br> Landing: None <br> Truncated Domes: No |
| E. 51 | Maple St./ Davis St. | S/E | Residential |  | $32^{\prime}$ | No curb ramp |
| E. 52 | Maple St./ <br> Davis St. | S/W | Residential |  | 32' | No curb ramp |

Pixley
Map F


| Last Updated: | $08 / 12 / 2013$ |
| :--- | :---: |
| Community: | Pixley |
| Map: | F |

## Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| F. 3 | Park St. | N. of Franklin Ave. <br> S. of Court Ave <br> E. Side of Road | Commercial | Cross slope | $40^{\prime}$ | 3.8-6.1\% |
| F. 4 | Ellsworth Ave. | E. of Park St. W. of Pine St. $N$. Side of Road | Commercial | End of sidewalk | - | No transition with no further access |
| F. 6 | Pine St. | N. of Ellsworth S. of Franklin Ave. W. Side of Road | Commercial | Driveway | 22' | Driveway exceeds max cross slope |
| F. 7 | Pine St. | N. of Ellsworth S. of Franklin Ave. W. Side of Road | Commercial | End of sidewalk | - | No transition with no further access |
| F. 10 | Court Ave. | E. of Spani Way W. of Maple St. <br> S. Side of Road | Residential | Gap | $55^{\prime}$ | Single property |
| F. 11 | Court Ave. | E. of Spani Way W. of Maple St. <br> S. Side of Road | Residential | Driveway | 3 at 16' | Driveway exceeds max cross slope |
| F. 12 | Court Ave. | E. of Spani Way W. of Maple St. <br> S. Side of Road | Residential | Cross slope | 50' | 3.5-3.9\% |
| F. 13 | Court Ave. | E. of Spani Way W. of Maple St. <br> S. Side of Road | Residential | Cross slope | 20' | 4.40\% |
| F. 15 | Court Ave. | E. of Park Dr. W. of Pine St. $N$. Side of Road | Commercial | Broken Sidewalk | 8' | (Poor condition) Trip hazard |
| F. 17 | Court Ave. | E. of Park Dr. W. of Pine St. N. Side of Road | Commercial | Broken Sidewalk | 15' | (Extremely poor) <br> Trip hazard |
| F. 18 | Court Ave. | E. of Park Dr. W. of Pine St. $N$. Side of Road | Commercial | Driveway | 3 at 33' | Driveway exceeds max cross slope |
| F. 20 | Pine St. | N. of Court Ave. <br> W. Side of Road | Commercial | End of Sidewalk | - | No transition with no further access |

Curb Ramp

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| F. 1 | Park Dr./ Court Ave. | S/W | Commercial | Dip down | $32^{\prime}$ | Ramp Slope: 7.4\% <br> Landing: 1.2\% <br> Truncated Domes: Yes |
| F. 2 | Park Dr./ Court Ave. | S/E | Commercial | N/A | $32^{\prime}$ | No curb ramp for x -walk |
| F. 5 | Pine St./ Ellsworth Ave. | N/W | Residential | N/A | 32' | No curb ramp |
| F. 8 | Maple St./ Court Ave. | S/E | Residential | N/A | 32' | No curb ramp |
| F. 9 | Maple St./ Court Ave. | S/W | Residential | N/A | 32' | No curb ramp |
| F. 14 | Spani Way/ Court Ave. | S/E | Residential | Flared Sides | 32' | Ramp Slope: 17.0\% Landing: None Truncated Domes: No |
| F. 16 | Court Ave./ Park Dr. | N/E | Commercial | N/A | 32' | No curb ramp |
| F. 19 | Court Ave./ Pine Dr. | N/W | Commercial | Flared Sides | 32' | Ramp Slope: 10.2\% Landing: None Truncated Domes: No |

## Pixley

 Map G

| Last Updated: | $08 / 12 / 2013$ |
| :--- | :---: |
| Community: | Pixley |
| Map: | G |

## Path of Travel:

$\left.\begin{array}{|c|c|c|c|c|c|c|}\hline \text { Feature No. } & \text { Location } & \text { Direction } & \text { Type of Area } & \text { Feature } & \text { Length } & \text { Comment } \\ \hline \text { G.1 } & \text { Howard Ave. } & \begin{array}{c}\text { E. of Park Dr. } \\ \text { W. of Pine St. } \\ \text { S. Side of Road }\end{array} & \text { Commercial } & \begin{array}{c}\text { End of } \\ \text { Sidewalk }\end{array} & & \text { ( No transition with no further } \\ \text { access }\end{array}\right]$

## Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :--- |
| G.4 | Howard Ave./ |  |  |  | $\begin{array}{l}\text { Ramp Slope: } 7.4 \% \\ \text { Flares: } 5.5 \% / 8.4 \%\end{array}$ |  |
| Landing: No |  |  |  |  |  |  |
| Truncated Domes: No |  |  |  |  |  |  |\(\left.] \begin{array}{l}Transition: 4.0\% <br>

Lip on AC/ Concrete: Yes <br>
Grooved Border: Yes\end{array}\right]\)

Pixley Map H


| Last Updated: | $08 / 12 / 2013$ |
| :--- | :---: |
| Community: | Pixley |
| Map: | H |

## Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| H.4 | Park St. | N. of Howard Ave. <br> E. Side of Road | Commercial | Driveway | 9 at 35' | Driveway exceeds max <br> cross slope |

## Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| H. 1 | Park St./ <br> Park entrance | N/E | Commercial | Dip | 4' | Ramp Slope: 7.6\% Landing: None Truncated Domes: Yes, but does not cover full width |
| H. 2 | Park St./ Park Village Appts. | N/E | Commercial | Dip | 4' | Ramp Slope: 10.9\% Landing: None Truncated Domes: Yes, but does not cover full width |
| H. 3 | Park St./ <br> Park Village Appts. | S/E | Commercial | Dip | 4' | Ramp Slope: 17.0\% Landing: None Truncated Domes: Yes but does not cover full width |

Pixley
Map I


| Last Updated: | $08 / 12 / 2013$ |
| :--- | :---: |
| Community: | Pixley |
| Map: | 1 |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1.3 | Center St. | N. of Franklin Ave. <br> S. of Court Ave. <br> W. Side of Road | Residential | Cross slope | $36{ }^{\prime}$ | 3.3-3.8\% |
| 1.4 | Center St. | N. of Franklin Ave. <br> S. of Court Ave. <br> W. Side of Road | Residential | Driveway | 3 at 15' | Driveway exceeds max cross slope |
| 1.5 | Center St. | N. of Franklin Ave. <br> S. of Court Ave. <br> W. Side of Road | Residential | Gap | $36{ }^{\prime}$ | Single property |
| 1.6 | Center St. | N. of Franklin Ave. <br> S. of Court Ave. <br> W. Side of Road | Residential | Gap | $150 '$ | Multiple properties |
| 1.8 | Franklin Ave. | N. of Franklin Ave. <br> S. of Court Ave. <br> W. Side of Road | Residential | Gap | 125' | Multiple properties |
| 1.9 | Franklin Ave. | E. of Main St. <br> W. of Center St. <br> N. Side of Road | School Zone | Cross slope | 71 | 2.8-6.0\% |
| 1.10 | Franklin Ave. | E. of Main St. W. of Center St. $N$. Side of Road | School Zone | Driveway | 3 at $22^{\prime}$ | Driveway exceeds max cross slope |
| 1.12 | Main St. | N. of Franklin Ave. <br> S. of Court Ave. <br> E. Side of Road | School Zone | Cross slope | 183' | 2.8-6.0\% |
| 1.13 | Main St. | N. of Franklin Ave. <br> S. of Court Ave. <br> E. Side of Road | School Zone | Offset | $1{ }^{\prime}$ | Tripping hazard |
| 1.15 | Court Ave. | W. of Center St. <br> E. of Main St. <br> S. Side of Road | School Zone | Gap | 110' | Multiple properties |
| 1.16 | Court Ave. | W. of Center St. <br> E. of Main St. <br> S. Side of Road | Residential | Driveway | 18' | Driveway exceeds max cross slope |
| 1.17 | Court Ave. | W. of Center St. <br> E. of Main St. <br> S. Side of Road | Residential | Cross slope | $25^{\prime}$ | 2.5-3.3\% |


| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1.1 | Court Ave./ Center St. | S/E | Residential | Dip Down | $32^{\prime}$ | Ramp Slope: 6.7\% <br> Flares: N/A <br> Landing: 1.4\% <br> Truncated Domes: Yes Transition: 0\% Lip on AC/ Concrete: No Grooved Border: Yes |
| 1.2 | Court Ave./ Center St. | S/W | Residential |  | $32^{\prime}$ | No curb ramp for cross walk |
| 1.7 | Franklin Ave./ Center St. | N/W | Residential |  | $21^{\prime}$ | No curb ramp |
| 1.11 | Main St./ Franklin Ave. | N/E | School Zone | Flared Sides | $32^{\prime}$ | Ramp Slope: 10.7\% <br> Landing: None <br> Truncated Domes: No |
| 1.14 | Court Ave./ Main St. | S/E | Commercial |  | 21' | No curb ramp |

## Pixley

Map J


| Last Updated: | $08 / 12 / 2013$ |
| :--- | :---: |
| Community: | Pixley |
| Map: | J |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| J. 1 | Franklin Ave. | E. of Main St. W. of Center St. S. Side of Road | Commercial | Cross slope | 65' | 4.0-7.0\% |
| J. 2 | Franklin Ave. | E. of Main St. <br> W. of Center St. <br> S. Side of Road | Commercial | Driveway | 3 at $24{ }^{\prime}$ | Driveway exceeds max cross slope |
| J. 4 | Center St. | N. of Ellsworth S. of Franklin Ave. W. Side of Road | Commercial | Driveway | 361 | Driveway exceeds max cross slope |
| J. 6 | Ellsworth Ave. | E. of Main St. W. of Center St. <br> N. Side of Road | Commercial | Gap | 184 | Multiple properties |
| J. 9 | Ellsworth Ave. | E. of Main St. W. of Center St. <br> S. Side of Road | Commercial | Gap | 130 | Multiple properties |
| J. 10 | Ellsworth Ave. | E. of Main St. <br> W. of Center St. <br> S. Side of Road | Commercial | Bad Transition | 10' | Transition too steep from path. Slope at $15.0 \%$ |
| J. 11 | Ellsworth Ave. | E. of Main St. W. of Center St. S. Side of Road | Commercial | Offset | 3/4" | Tripping hazard |
| J. 13 | Center St. | N. of Davis St. <br> S. of Ellsworth Ave. <br> W. Side of Road | Commercial | Cross slope | 102' | 3.0-5.0\% |
| J. 14 | Center St. | N. of Davis St. S. of Ellsworth Ave. W. Side of Road | Commercial | End of sidewalk | - | No transition with no further access |
| J. 15 | Center St. | N. of Davis St. S. of Ellsworth Ave. W. Side of Road | Commercial | Obstruction | 2.51 | Power poll |
| J. 16 | Center St. | N. of Davis St. <br> S. of Ellsworth Ave. W. Side of Road | Commercial | Offset | 1/2" | Tripping hazard |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| J. 18 | Davis Ave. | E. of Main St. <br> W. of Center St. <br> N. Side of Road | Commercial | Offset | 1/2" | Tripping hazard |
| J. 19 | Davis Ave. | E. of Main St. W. of Center St. <br> N. Side of Road | Commercial | Gap | $46^{\prime}$ | Single property |
| J. 20 | Davis Ave. | E. of Main St. W. of Center St. N. Side of Road | Commercial | Cross slope | $46^{\prime}$ | 4.5-7.3\% |
| J. 21 | Davis Ave. | E. of Main St. <br> W. of Center St. <br> N. Side of Road | Commercial | Cross slope | $45^{\prime}$ | 7.60\% |
| J. 23 | Main St. | N. of Davis St. <br> S. of Ellsworth Ave. <br> E. Side of Road | Commercial | Gap | $60^{\prime}$ | Single property |
| J. 24 | Main St. | N. of Davis St. <br> S. of Ellsworth Ave. <br> E. Side of Road | Commercial | Cross slope | 227 | 6.0-7.0\% |
| J. 26 | Franklin Ave. | E. of Main St. W. of Center St. <br> S. Side of Road | Commercial | Gap | $174{ }^{\prime}$ | Multiple properties |

## Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| J. 3 | Franklin Ave./ Center St. | S/W | Commercial |  | 361 | No curb ramp |
| J. 5 | Ellsworth Ave./ Center St. | N/W | Commercial |  | $16^{\prime}$ | No curb ramp |
| J. 7 | Main St./ Ellsworth Ave. | N/E | Commercial |  | $24^{\prime}$ | No curb ramp |
| J. 8 | Main St./ <br> Ellsworth Ave. | S/E | Commercial |  | $24^{\prime}$ | No curb ramp |
| J. 12 | Center St./ Ellsworth Ave. | S/W | Commercial |  | $16^{\prime}$ | No curb ramp |
| J. 17 | Center St./ <br> Davis Ave. | N/W | Commercial |  | 16 ' | No curb ramp |
| J. 22 | Main St./ Davis Ave. | N/E | Commercial |  | $24^{\prime}$ | No curb ramp |
| J. 25 | Main St./ <br> Franklin Ave. | S/E | Commercial |  | 36 | No curb ramp |

## Pixley

## Map K



| Last Updated: | $08 / 12 / 2013$ |
| :--- | :---: |
| Community: | Pixley |
| Map: | K |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| K. 3 | Center St. | N. of Compton Ave. <br> S. of Davis Ave. <br> W. Side of Road | Commercial | Cross slope | 73' | 2.7-3.2\% |
| K. 4 | Center St. | N. of Compton Ave. <br> S. of Davis Ave. <br> W. Side of Road | Commercial | Gap | $157{ }^{\prime}$ | Multiple properties |
| K. 6 | Compton Ave. | E. of Main St. <br> W. of Center St. <br> $N$. Side of Road | Commercial | Gap | $30^{\prime}$ | Single property |
| K. 7 | Compton Ave. | E. of Main St. W. of Center St. <br> $N$. Side of Road | Commercial | Gap | 150' | Multiple properties |
| K. 10 | Compton Ave. | E. of Main St. <br> W. of Center St. <br> S. Side of Road | Commercial | Gap | $20^{\prime}$ | Single property |
| K. 11 | Compton Ave. | E. of Main St. <br> W. of Center St. <br> S. Side of Road | Commercial | End of Sidewalk | - | Ramp transition to upper sidewalk is at a slope of $21.3 \%$. |
| K. 12 | Compton Ave. | E. of Main St. <br> W. of Center St. <br> S. Side of Road | Commercial | Gap | $30^{\prime}$ | Single property |
| K. 14 | Center St. | N. of Bradbury Ave. <br> S. of Compton Ave. <br> W. Side of Road | Commercial | Gap | 172' | Multiple properties |
| K. 16 | Bradbury Ave. | E. of Main St. <br> W. of Center St. <br> N. Side of Road | Commercial | Gap | 100' | Multiple properties |
| K. 17 | Bradbury Ave. | E. of Main St. W. of Center St. <br> $N$. Side of Road | Commercial | Drivway | 3 at 17' | Driveways exceed max cross slope |
| K. 18 | Bradbury Ave. | E. of Main St. <br> W. of Center St. <br> $N$. Side of Road | Commercial | Broken sidewalk | $165{ }^{\prime}$ | (Extremely poor) With broken segments, offsets, and gaps. |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| K. 24 | Main St. | N. of Pollan Ave. <br> S. of Terra Bella Ave. <br> E. Side of Road | Commercial | Gap | 100' | Multiple properties |
| K. 25 | Main St. | N. of Bradbury Ave. <br> S. of Compton Ave. <br> W. Side of Road | Commercial | End of sidewalk | - | No transition with no further access |
| K. 26 | Main St. | N. of Bradbury Ave. <br> S. of Compton Ave. <br> E. Side of Road | Commercial | Broken sidewalk | 82' | (Poor condition) Tripping hazard |
| K. 27 | Main St. | N. of Bradbury Ave. <br> S. of Compton Ave. <br> E. Side of Road | Commercial | Broken sidewalk | $50^{\prime}$ | (Poor condition) <br> Tripping hazard |
| K. 28 | Main St. | N. of Compton Ave. <br> S. of Davis Ave. <br> Both Sides of Road | Commercial | Drivway | 3 at 19' | Driveways exceed max cross slope |
| K. 29 | Main St. | N. of Compton Ave. <br> S. of Davis Ave. <br> E. Side of Road | Commercial | Cross slope | 40' | 4.9-5.1\% |
| K. 30 | Main St. | N. of Compton Ave. S. of Davis Ave. W. Side of Road | Commercial | Cross slope | $30^{\prime}$ | 3.2-3.8\% |
| K. 31 | Main St. | N. of Compton Ave. <br> S. of Davis Ave. <br> E. Side of Road | Commercial | Broken sidewalk | $45^{\prime}$ | (Poor condition) Tripping hazard |
| K. 32 | Main St. | N. of Compton Ave. <br> S. of Davis Ave. <br> E. Side of Road | Commercial | $\begin{gathered} \text { Bad } \\ \text { transition } \end{gathered}$ | - | $13 \%$ transition from alley to sidewalk |
| K. 33 | Main St. | N. of Compton Ave. <br> S. of Davis Ave. <br> E. Side of Road | Commercial | Cross slope | 35' | 4.0-6.5\% |
| K. 34 | Main St. | N. of Compton Ave. <br> S. of Davis Ave. <br> E. Side of Road | Commercial | Bad transition | 10' | Steep transition which exceeds the $8.33 \%$ slope limit |
| K. 37 | Main St. | N. of Compton Ave. S. of Davis Ave. W. Side of Road | Commercial | Offset | 1/2" | Tripping hazard |
| K. 38 | Davis Ave. | E. of Main St. <br> W. of Center St. <br> S. Side of Road | Commercial | Gap | 184' | Multiple properties |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| K. 2 | Davis Ave./ Center St. | S/W | Commercial | Flared sides | $23^{\prime}$ | Ramp Slope: 9.1\% <br> Landing: None <br> Truncated Domes: No |
| K. 5 | Center St./ Compton Ave. | N/W | Commercial |  | $15 '$ | No curb ramp |
| K. 8 | Main St./ Compton Ave. | N/E | Commercial |  | $15^{\prime}$ | No curb ramp |
| K. 9 | Main St./ Compton Ave. | S/E | Commercial |  | 15' | No curb ramp |
| K. 13 | Center St./ Compton Ave. | S/W | Commercial |  | $15 '$ | No curb ramp |
| K. 15 | Center St./ Bradbury Ave. | N/W | Commercial |  | $19^{\prime}$ | No curb ramp |
| K. 19 | Main St./ Bradbury Ave. | N/E | Commercial |  | $15^{\prime}$ | No curb ramp |
| K. 20 | Center St./ Terra Bella Ave. | N/E | Commercial | Dip Down | $30^{\prime}$ | Ramp Slope: 8.0\% <br> Landing: $1.2 \%$ <br> Truncated Domes: Yes |
| K. 21 | Center St./ Terra Bella Ave. | N/W | Commercial |  | $30^{\prime}$ | No curb ramp |
| K. 22 | Main St./ Polan Ave. | S/E | Commercial |  | $15^{\prime}$ | No curb ramp |
| K. 23 | Main St./ Polan Ave. | N/E | Commercial |  | 15' | No curb ramp |
| K. 35 | Main St./ <br> Davis Ave. | S/E | Commercial |  | $19^{\prime}$ | No curb ramp |
| K. 36 | Main St./ Davis Ave. | S/W | Commercial | Flared sides | $35^{\prime}$ | Ramp Slope: 9.1\% Landing: None Truncated Domes: No |

## Pixley

Map L


| Last Updated: | $08 / 12 / 2013$ |
| :--- | :---: |
| Community: | Pixley |
| Map: | L |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| L. 1 | Market St. | N. of Terra Bella S. of Bradbury Ave. W. Side of Road | Commercial | End of sidewalk | - | No transition with no further access |
| L. 2 | Market St. | N. of Terra Bella S. of Bradbury Ave. W. Side of Road | Commercial | Driveway | 7 at 24 | Driveway exceeds max cross slope |
| L. 3 | Market St. | N. of Terra Bella S. of Bradbury Ave. W. Side of Road | Commercial | Cross slope | $95^{\prime}$ | 2.5-3.1\% |
| L. 4 | Market St. | N. of Terra Bella S. of Bradbury Ave. W. Side of Road | Commercial | Gap | $36{ }^{\prime}$ | Single property up to Terra Bella St. |
| L. 6 | Terra Bella Ave. | E. of Ash St. W. of Market St. $N$. Side of Road | Commercial | End of sidewalk | - | No transition with no further access |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| L.5 | Market St./ <br> Terra Bella Ave. | N/W | Commercial |  |  |  |

## Pixley

## Map M




Bradbury Ave
$\stackrel{\text { O } 952}{\text { S Cedar St }}$

| Last Updated: | $08 / 12 / 2013$ |
| :--- | :---: |
| Community: | Pixley |
| Map: | M |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M. 1 | Bradbury Ave. | E. of Cedar St. W. of Ash St. $N$. Side of Road | Residential | Gap | 87' | Multiple properties |
| M. 2 | Bradbury Ave. | E. of Cedar St. W. of Ash St $N$. Side of Road | Residential | Gap | 252' | Multiple properties |
| M. 3 | Bradbury Ave. | E. of Cedar St. <br> W. of Ash St <br> Both Sides of Road | Residential | Driveway | 12 at 24 | Driveways exceeds max cross slope |
| M. 4 | Bradbury Ave. | E. of Cedar St. W. of Ash St. $N$. Side of Road | Residential | Cross slope | 174 | 2.3-4.5\% |
| M. 5 | Bradbury Ave. | E. of Cedar St. W. of Ash St. $N$. Side of Road | Residential | Gap | $158{ }^{\prime}$ | Multiple properties |
| M. 6 | Bradbury Ave. | E. of Cedar St. W. of Ash St. S. Side of Road | Residential | End of sidewalk | - | No transition with no further access |
| M. 7 | Bradbury Ave. | E. of Cedar St. W. of Ash St. S. Side of Road | Residential | Cross slope | 40' | 3.2-3.4\% |
| M. 8 | Bradbury Ave. | E. of Cedar St. W. of Ash St. $N$. Side of Road | Residential | Gap | 100' | Single property up to Cedar St. |
| M. 11 | Bradbury Ave. | E. of Cedar St. <br> W. of Ash St. <br> S. Side of Road | Residential | Gap | $50^{\prime}$ | Single property |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M.9 | Bradbury Ave./ <br> Cedar St. | N/E | Replace | None |  | No curb ramp |
| M. 10 | Bradbury Ave./ <br> Cedar St. | S/E | Replace | None |  | No curb ramp |
| M. 12 | Compton Ave./ <br> Ash St. | S/E | Replace | None |  | No curb ramp |

Pixley Map N


Last Updated: 08/12/2013

| Community: | Pixley |
| :--- | :---: |
| Map: | N |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| N.2 | Cedar St. | N. of Terra Bella St. <br> S. of Bradbury Ave. <br> W. Side of Road | Residential | Driveway | 6 at 25' | Driveways exceed max <br> cross slope |
| N.3 | Cedar St. | N. of Terra Bella St. <br> S. of Bradbury Ave. <br> W. Side of Road | Residential | End of <br> sidewalk |  | - |

## Curb Ramps:

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| N.1 | Bradbury Ave./ <br> Cedar St. | S/W | Residential | None |  | No curb ramp |
| N.7 | Bradbury Ave./ <br> Airport St. | N/E | Residential | Flared sides | 24' | Ramp Slope: $16.2 \%$ <br> Landing: None <br> Truncated Domes: No |
| N.10 | Airport St./ <br> Compton Ave. | S/E | Residential | Flared sides | 24' | Ramp Slope: $18.3 \%$ <br> Landing: None <br> Truncated Domes: No |

## Pixley Map O



| Last Updated: | $08 / 12 / 2013$ |
| :--- | :---: |
| Community: | Pixley |
| Map: | 0 |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0.1 | Main St. | N. of Hwy 99 <br> S. of Terra Bella St. <br> E. Side of Road | Commercial | Driveway | 5 at 43' | Driveways exceed max cross slope |
| 0.2 | Main St. | N. of Hwy 99 <br> S. of Terra Bella St. <br> E. Side of Road | Commercial | Broken sidewalk | 22' | (Poor condition) <br> Tripping hazard |
| 0.3 | Main St. | N. of Hwy 99 <br> S. of Terra Bella St. <br> E. Side of Road | Commercial | Broken sidewalk | 5' | (Poor condition) Tripping hazard |
| 0.4 | Main St. | N. of Hwy 99 <br> S. of Terra Bella St. <br> E. Side of Road | Commercial | Cross slope | 20' | 3.60\% |
| 0.5 | Main St. | N. of Hwy 99 <br> S. of Terra Bella St. <br> E. Side of Road | Commercial | Gap | $50^{\prime}$ | Single property |
| 0.7 | Terra Bella St. | E. of Elm St. W. of Walnut St. S. Side of Road | Commercial | Offset | 3/4" | Tripping hazard |
| 0.8 | Terra Bella St. | E. of Elm St. W. of Walnut St. S. Side of Road | Commercial | Cross slope | 100' | 3.5-4.6\% |
| 0.9 | Terra Bella St. | E. of Elm St. W. of Walnut St. <br> S. Side of Road | Commercial | Driveway | $39^{\prime}$ | Driveways exceed max cross slope |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0.6 | $\left\lvert\, \begin{gathered} \text { Main St./ } \\ \text { Bella St. } \end{gathered}\right.$ | S/E | Commercial | Flared sides | $36^{\prime}$ | Ramp Slope: 14.1\% <br> Landing: None <br> Truncated Domes: No |
| 0.10 | Main St./ Terra Bella St. | S/W | Commercial | None |  | No curb ramp |

## Poplar

## Overview Map



## Poplar Map A




Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A. 2 | Ave 145 | W. of Walker <br> E. of Ave 145 <br> S. side of street | School | Cross Slope | 3001 | 2.0\%-3.6\% |
| A. 3 | Ave 146 | W. of Walker <br> E. of Ave 145 <br> S. side of street | School | Cross Slope | 85' | 2.6\%-3.4\% |
| A. 4 | Ave 145 | W. of Walker $N$. side of street | School | Cross Slope | 385' total | 2.2-3.6\% |
| A. 14 | Ave 145 | N. of Ave 145 <br> E. side of street | School | Cross Slope | 86' total | 2.4-2.7\% |
| A. 16 | Ave 145 | N. of Ave 145 <br> E. side of street | School | Cross Slope | 86' | 2.3-2.8\% |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A. 5 | Ave 145 | N. side of street in front of school parking lot See map | School | Flared Sides | 27' | Ramp Slope: 7.2\% <br> Flares: 13.0/8.1\% <br> Landing: 2.0\% <br> Truncated Domes: Yes Transition: 5.0\% Lip on AC/ Concrete: No Grooved Border: Yes |
| A. 6 | Ave 145 | N. side of street in front of school parking lot See map | School | Flared Sides | 27' | Ramp Slope: 10.2\% <br> Landing: 2.0\% <br> Truncated Domes: Yes |
| A. 9 | Ave 145 | N. side of street in front of school parking lot See map | School | Flared Sides | 27' | Ramp Slope: 7.3\% <br> Flares: 11.1/7.4\% <br> Landing: 2.0\% <br> Truncated Domes: Yes Transition: 3.7\% <br> Lip on AC/ Concrete: Yes Grooved Border: Yes |
| A. 10 | Ave 145 | N. side of street in front of school parking lot See map | School | Flared Sides | $27^{\prime}$ | Ramp Slope: 8.6\% <br> Landing: 2.0\% <br> Truncated Domes: Yes |
| A. 11 | Ave 145/ <br> Ave 145 | N/E | School | Flared Sides | $27^{\prime}$ | Ramp Slope: 6.2\% <br> Flares: 7.9/9.9\% <br> Landing: 2.0\% <br> Truncated Domes: Yes Transition: 4.0\% Lip on AC/ Concrete: No Grooved Border: Yes |
| A. 12 | Ave 145 | E. side of street in front of school parking lot See map | School | Flared Sides | 32' | Ramp Slope: 11.2\% <br> Landing: 2.0\% <br> Truncated Domes: Yes |
| A. 13 | Ave 145 | E. side of street in front of school parking lot See map | School | Flared Sides | 32' | Ramp Slope: 9.4\% <br> Landing: 2.0\% <br> Truncated Domes: Yes |
| A. 15 | Ave 145 | E. side of street in front of school parking lot See map | School | Flared Sides | 32' | Ramp Slope: 7.6\% <br> Flares: 11.1/13.1\% <br> Landing: 2.0\% <br> Truncated Domes: Yes Transition: 1.4\% Lip on AC/ Concrete: Yes Grooved Border: Yes |
| A. 17 | Ave 145 | E. side of street in front of school parking lot See map | School | Flared Sides | $27^{\prime}$ | Ramp Slope: 8.3\% <br> Flares: 15.5/9.7\% <br> Landing: 2.0\% <br> Truncated Domes: Yes Transition: 1.2\% Lip on AC/ Concrete: No Grooved Border: Yes |
| A. 19 | Ave 145 | E. side of street in front of school parking lot See map | School | Flared Sides | 36' | Ramp Slope: 9.9\% <br> Landing: 2.0\% <br> Truncated Domes: Yes |

## Poplar Map B



Ave 145


8
3 Ave 145


Walker

| Last Updated: | $07 / 17 / 2013$ |
| :--- | :---: |
| Community: | Poplar |
| Map: | B |

## Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| B. 1 | Rd 190 | S. of Ave 145 <br> W. side of road | Residential | Driveway | 30' | Driveway exceeds max cross slope |
| B. 3 | Ave 145 | E. of Walker <br> W. of Rd 190 <br> $S$. side of road | Residential | Cross Slope | 172' | 2.4\%-4.2\% |
| B. 8 | Ave 145 | E of Walker <br> W of Rd 190 <br> N side of Rd | Residential | Cross Slope | 131' | 2.2\%-3.2\% |

Curb Ramps:

| Feature No. | Location |  | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| B. 2 | Rd 190/ <br> Ave 145 |  | S/W | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 11.8\% <br> Landing: None <br> Truncated Domes: None |
| B. 4 | Walker/ Ave 145 |  | S/E | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 9.0\% <br> Landing: None <br> Truncated Domes: None |
| B. 5 | Walker/ Ave 145 |  | S/W | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 8.5\% <br> Landing: None <br> Truncated Domes: None |
| B. 6 | Walker/ Ave 145 |  | N/W | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 10.0\% <br> Landing: None <br> Truncated Domes: None |
| B. 7 | Walker/ <br> Ave 145 |  | N/E | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 9.9\% <br> Landing: None <br> Truncated Domes: None |
| B. 9 | Rd 190/ | Ave 145 | N/W | Residential | Flared Sides | $33 '$ | Ramp Slope: 10.1\% <br> Landing: None <br> Truncated Domes: None |

## Poplar Map C



| Last Updated: | $07 / 17 / 2013$ |
| :--- | :---: |
| Community: | Poplar |

Community: Poplar
Map:
Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| C. 1 | Rd. 190 | S. of Ave 146 <br> N. of Ave 145 Both sides of road | Residential | Driveway | 12 at $22^{\prime}$ | Driveways exceed max cross slope |
| C. 2 | Rd. 190 | S. of Ave 146 <br> N. of Ave 145 <br> W. side of road | Residential | Cross Slope | 111' total | 2.8-3.3\% |
| C. 3 | Rd. 190 | S. of Ave 146 <br> N. of Ave 145 <br> W. side of road | Residential | Driveway | $33^{\prime}$ | Driveways exceed max cross slope |
| C. 4 | Walker St. | S. of Ave 146 <br> N. of Ave 145 Both sides of road | Residential | Driveway | 27 at 22' | Driveways exceed max cross slope |
| C. 5 | Walker St. | S. of Ave 146 <br> N. of Ave 145 <br> E. side of road | Residential | Cross Slope | 143' total | 2.5-3.5\% |
| C. 6 | Walker St. | S. of Ave 146 <br> N. of Ave 145 <br> E. side of road | Residential | Cross Slope | 155' total | 2.3-3.2\% |
| C. 7 | Walker St. | S. of Ave 146 <br> N. of Ave 145 <br> W. side of road | Residential | Cross Slope | 173' total | 2.6-5.8\% |
| C. 8 | Walker St. | S. of Ave 146 <br> N. of Ave 145 <br> W. side of road | Residential | Cross Slope | 65' total | 2.8-3.5\% |

## Poplar Map D



| Last Updated: | $07 / 17 / 2013$ |
| :--- | :---: |
| Community: | Poplar |
| Map: | D |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| D. 1 | Rd. 190 | S. of Ave. 147 <br> N. of Ave 146 <br> W. side of road | Residential | Cross Slope | 95' total | 2.6-3.9\% |
| D. 2 | Rd. 190 | S. of Ave. 147 <br> N. of Ave 146 <br> Both sides of road | Residential | Driveway | 10 at 22' | Exceeds max cross slope with no landing provided |
| D. 3 | Walker St. | S. of Ave. 147 <br> N. of Ave 146 <br> Both sides of road | Residential | Driveway | 20 at $22^{\prime}$ | Exceeds max cross slope with no landing provided |
| D. 4 | Walker St. | S. of Ave. 147 <br> N. of Ave 146 <br> E. side of road | Residential | Cross Slope | 166' total | 2.3-3.8\% |
| D. 5 | Walker St. | S. of Ave. 147 <br> N. of Ave 146 <br> W. side of road | Residential | Cross Slope | 176' total | 2.7-4.2\% |

## Poplar <br> Map E



| Last Updated: | $07 / 17 / 2013$ |
| :--- | :---: |
| Community: | Poplar |
| Map: | E |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| E. 1 | Rd 190 | S. of Ave 148 N. of Tule Ave W. side of road | Residential | End of sidewalk |  | No transition with no further access |
| E. 3 | Tule Ave | E. of DEAD END W. of Rd 190 N . side of road | Residential | Cross Slope | 128' total | 2.2-3.6\% |
| E. 4 | Tule Ave | E. of DEAD END W. of Rd 190 Both sides of road | Residential | Driveway | 7 at $21{ }^{\prime}$ | Driveways exceed max cross slope |
| E. 5 | Tule Ave | E. of DEAD END W. of Walker S. side of road | Residential | Cross Slope | 36 | 2.2-3.6\% |
| E. 7 | Walker | S. of Tule Ave <br> N. of Ave 147 <br> W. side of road | Residential | Cross Slope | 133' total | 2.2-6.0\% |
| E. 8 | Walker | S. of Tule Ave <br> N. of Ave 147 <br> Both sides of road | Residential | Driveway | 19 at 22' | Driveways exceed max cross slope |
| E. 10 | Ave 147 | E. of DEAD END W. of Walker $N$. side of road | Residential | Cross Slope | 35' | 2.1-3.2\% |
| E. 11 | Ave 147 | E. of DEAD END W. of Walker S. side of road | Residential | Cross Slope | $56^{\prime}$ | 3.0-3.6\% |
| E. 15 | Walker | S. of Tule Ave <br> N. of Ave 147 <br> E. side of road | Residential | Cross Slope | 142' total | 2.4-3.9\% |
| E. 16 | Walker | S. of Tule Ave <br> N. of Ave 147 <br> E. side of road | Residential | Driveway | $32^{\prime}$ | Driveways exceed max cross slope |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| E. 18 | Tule Ave | E. of Walker W. of Rd 190 S. side of road | Residential | Cross Slope | 100' total | 2.6-3.4\% |
| E. 20 | Rd 190 | S. of Tule Ave <br> N. of Ave 147 <br> W. side of road | Residential | Driveway | 10 at $22^{\prime}$ | Driveways exceed max cross slope |
| E. 21 | Rd 190 | S. of Tule Ave <br> N. of Ave 147 <br> W. side of road | Residential | Cross Slope | 94' total | 2.6-4.0\% |
| E. 23 | Ave 147 | E. of Walker W. of Rd 190 N . side of road | Residential | Cross Slope | 52' total | 2.8-3.4\% |
| E. 24 | Ave 147 | E. of Walker W. of Rd 190 S. side of road | Residential | Cross Slope | $145{ }^{\prime}$ | 2.7-5.5\% |

Curb Ramps:

| Feature No. | Location | Direction | Type of area | Length | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| E. 2 | Rd 190/ <br> Tule Rd | N/W | Residential | Flared Sides | $33 '$ | Ramp Slope: 10.9\% <br> Landing: None <br> Truncated Domes: None |
| E. 6 | Walker/ Tule Rd | S/W | Residential | Flared Sides | $33 '$ | Ramp Slope: 10.0\% <br> Landing: None <br> Truncated Domes: None |
| E. 9 | Walker/ <br> Ave 147 | N/W | Residential | Flared Sides | $33 '$ | Ramp Slope: 9.0\% <br> Landing: None <br> Truncated Domes: None |
| E. 12 | Walker/ <br> Ave 147 | S/W | Residential | Flared Sides | $33 '$ | Ramp Slope: 10.5\% <br> Landing: None <br> Truncated Domes: None |
| E. 13 | Walker/ <br> Ave 147 | S/E | Residential | Flared Sides | $33 '$ | Ramp Slope: 10.1\% <br> Landing: None <br> Truncated Domes: None |
| E. 14 | Walker/ <br> Ave 147 | N/E | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 9.9\% <br> Landing: None <br> Truncated Domes: None |


| Feature No. | Location | Direction | Type of area | Length | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| E. 17 | Walker/ Tule Rd | S/E | Residential | Flared Sides | $33 '$ | Ramp Slope: 10.1\% <br> Landing: None <br> Truncated Domes: None |
| E. 19 | Rd 190/ <br> Tule Rd | s/w | Residential | Flared Sides | 33' | Ramp Slope: 10.5\% <br> Landing: None <br> Truncated Domes: None |
| E. 22 | Rd 190/ <br> Ave 147 | N/W | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 9.5\% <br> Landing: None <br> Truncated Domes: None |
| E. 25 | Rd 190/ <br> Ave 147 | S/W | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 10.5\% <br> Landing: None <br> Truncated Domes: None |

## Poplar <br> Map F



| Last Updated: | $07 / 17 / 2013$ |
| :--- | :---: |
| Community: | Poplar |
| Map: | F |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| F. 1 | Rd. 192 | N of Ave. 146 <br> S. of Ave 147 <br> E. Side of Road | Residential | End of Sidewalk |  | No Transition with no further access |
| F. 2 | Rd. 192 | N of Ave. 146 <br> E. Side of Road | Residential | Cross Slope | $20^{\prime}$ | $2.8 \%$ slope on a 10 ' wide sidewalk |
| F. 4 | Ave. 146 | E. of Rd. 192 W. of Tobias Rd N. Side of Road | Residential | Cross Slope | $20^{\prime}$ | 2.3-3.1\% |
| F. 5 | Ave. 146 | E. of Tobias Rd. <br> $N$. Side of Road | Residential | Cross Slope | 49' | 2.2-3.4\% |

## Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :--- |
| F.3 |  |  |  |  | Ramp Slope: 6.8\% <br> Flares: 8.8/7.9\% |  |
| Landing: $1.9 \%$ |  |  |  |  |  |  |

## Poplar Map G




| Last Updated: | $07 / 17 / 2013$ |
| :--- | :---: |
| Community: | Poplar |
| Map: | G |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| G. 1 | Rd. 192 | S. of Poplar Ave. W. Side of Road | Residential | Cross Slope | $40^{\prime}$ | 2.1-2.9\% |
| G. 2 | Rd. 192 | S. of Poplar Ave. W. Side of Road | Residential | Driveway | 49' | Exceeds max cross slope |
| G. 3 | Rd. 192 | S. of Poplar Ave W. Side of Road | Residential | Broken Sidewalk | $1^{\prime}$ | Poor condition |
| G. 4 | Rd. 192 | S. of Poplar Ave. <br> W. Side of Road | Residential | Cross Slope | 56 | 2.60\% |
| G. 5 | Rd. 192 | S. of Poplar Ave. W. Side of Road | Residential | Driveway | 35' | Exceeds max cross slope |
| G. 6 | Rd. 192 | S. of Poplar Ave W. Side of Road | Residential | Cross Slope | $20^{\prime}$ | 2.50\% |
| G. 7 | Rd. 192 | S. of Poplar Ave. <br> W. Side of Road | Residential | Offset | 1/2" | Tripping Hazard |

## Richgrove

## Overview Map



## Richgrove Map A



| Last Updated: | $07 / 17 / 2013$ |
| :--- | :---: |
| Community: | Richgrove |
| Map: | A |

## Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A. 2 | Rd 210 | S. of Ave 8 $N$. of Robles Ct. W. side of road | Residential | Cross Slope | 252' | 3.0\%-3.4\% |
| A. 4 | Robles Ct | Both sides of road | Residential | Cross Slope | 125' total | 2.3-4.9\% |
| A. 5 | Robles Ct | Both sides of road | Residential | Driveway | 13 at 22' | Driveways exceed max cross slope |
| A. 7 | Rd 210 | S. of Ave 8 <br> N. of Robles Ct. W. side of road | Residential | Cross Slope | 2301 | 2.3\%-3.8\% |
| A. 9 | Hernandez Ave | W. of Rd 210 <br> E. of Rowland <br> N. side of road | Residential | Driveway | 18 at $22^{\prime}$ | Driveways exceed max cross slope |
| A. 10 | Hernandez Ave | W. of Rd 210 <br> E. of Rowland <br> $N$. side of road | Residential | Cross Slope | 132' total | 2.2-4.2\% |
| A. 12 | Rowland St | N. of Hernandez Ave <br> S. of Ave 8 <br> E. side of road | Residential | Cross Slope | 208' total | 3.0-3.8\% |
| A. 13 | Rowland St | N. of Hernandez Ave S. of Ave 8 E. side of road | Residential | Driveway | 7 at 22' | Driveways exceed max cross slope |
| A. 16 | Rowland St | N. of Hernandez Ave S. of Ave 8 $W$. side of road | Residential | Driveway | 9 at $22^{\prime}$ | Driveways exceed max cross slope |
| A. 18 | Hernandez Ave | W. of Rd 210 <br> E. of Rowland <br> S. side of road | Residential | Cross Slope | 53' total | 2.5-3.7\% |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A. 19 | Hernandez Ave | W. of Rd 210 <br> E. of Rowland <br> S. side of road | Residential | Offset | 1/4" | Tripping Hazard |
| A. 20 | Hernandez Ave | W. of Rd 210 <br> E. of Rowland <br> S. side of road | Residential | Cross Slope | 164' total | 2.7-3.3\% |
| A. 22 | Ave 8 | W. of Rd 210 <br> E. of Rowland <br> S. side of road | Residential | Cross Slope | 148' total | 2.6-3.2\% |
| A. 23 | Ave 8 | W. of Rd 210 <br> E. of Rowland <br> S. side of road | Residential | Driveway | 6 at 22' | Driveways exceed max cross slope |
| A. 24 | Hernandez Ave | W. of Rd 210 <br> E. of Rowland <br> S. side of road | Residential | Driveway | 13 at 22' | Driveways exceed max cross slope |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A. 1 | Rd 210/Ave 8 | S/W | Residential | Flared Sides | 33' | Ramp Slope: 8.1\% <br> Flares: 9.4/6.6\% <br> Landing: None <br> Truncated Domes: No Transition: 5.5\% Lip on AC/ Concrete: Yes Grooved Border: Yes |
| A. 3 | Rd 210/Robles Ct | N/W | Residential | Flared Sides | 33' | Ramp Slope: 8.9\% <br> Landing: None <br> Truncated Domes: None |
| A. 6 | Rd 210/Robles Ct | S/W | Residential | Flared Sides | $33 '$ | Ramp Slope: 10.9\% <br> Landing: None <br> Truncated Domes: None |
| A. 8 | Rd 210/ <br> Hernandez Ave | N/W | Residential | Flared Sides | $33 '$ | Ramp Slope: 8.6\% <br> Landing: None <br> Truncated Domes: None |
| A. 11 | Rowland St/ Hernandez Ave | N/E | Residential | Flared Sides | $33 '$ | Ramp Slope: 9.7\% <br> Landing: None <br> Truncated Domes: None |
| A. 14 | Rowland St/Ave 8 | S/E | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 8.9\% <br> Landing: None <br> Truncated Domes: None |
| A. 15 | Rowland St/Ave 8 | S/W | Residential | Flared Sides | $33 '$ | Ramp Slope: 10.3\% <br> Landing: None <br> Truncated Domes: None |
| A. 17 | Rowland St/ Hernandez Ave | S/E | Residential | Flared Sides | 33' | Ramp Slope: 8.1\% <br> Flares: 9.2/5.8\% <br> Landing: None <br> Truncated Domes: No <br> Transition: 3.6\% <br> Lip on AC/ Concrete: Yes <br> Grooved Border: Yes |
| A. 21 | Rd 210/ <br> Hernandez Ave | S/W | Residential | Flared Sides | $33 '$ | Ramp Slope: 9.1\% <br> Landing: None <br> Truncated Domes: None |

## Richgrove Map B



| Community: | Richgrove |
| :--- | :---: |
| Map: | B |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| B. 1 | Ave 8 | W. of Rowland St <br> E. of Richgrove Dr $S$. side of road | Residential | Cross Slope | 33' | 3.7-4.2\% |
| B. 2 | Ave 8 | W. of Rowland St <br> E. of Richgrove Dr $S$. side of road | Residential | Driveway | 30' | Driveways exceed max cross slope |
| B. 3 | Ave 8 | W. of Rowland St <br> E. of Richgrove Dr S. side of road | Residential | Cross Slope | 250' | 2.4-3.3\% |
| B. 5 | Richgrove Ave | S. of Ave 8 <br> N. of Guerrero Ave <br> E. side of road | Residential | Cross Slope | 549' total | 3.3-5.2\% |
| B. 6 | Richgrove Ave | S. of Ave 8 <br> N. of Guerrero Ave <br> E. side of road | Residential | Driveway | 30' | Wrap around segment has cross slope of $3.9 \%$ |
| B. 9 | Guerrero Ave | W. of Rowland St <br> E. of Richgrove Dr <br> $N$. side of road | Residential | Cross Slope | 3201 | 2.6-4.5\% |
| B. 11 | Guerrero Ave | W. of Rowland St <br> E. of Richgrove Dr <br> S. side of road | Residential | Cross Slope | 65' | 2.8-3.8\% |
| B. 12 | Guerrero Ave | W. of Rowland St <br> E. of Richgrove Dr $S$. side of road | Residential | Offset |  | Drainage cover, causing uneven/unstable surface |
| B. 13 | Guerrero Ave | W. of Rowland St <br> E. of Richgrove Dr $S$. side of road | Residential | Driveway | 22' | Driveways exceed max cross slope |

## Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :--- |
| B.4 | Richgrove Dr/ <br> Ave 8 | S/E | Replace | Flared Sides | 33' | Ramp Slope: $10.3 \%$ <br> Landing: None <br> Truncated Domes: None |
| B.8 | Richgrove Dr/ <br> Guerrero Ave | N/E | Replace | Flared Sides | 33' | Ramp Slope: 9.9\% <br> Landing: None <br> Truncated Domes: None |
| B.10 | Guerrero Ave./ <br> Rowland St | N/W | Replace | Flared Sides | 33' | Ramp Slope: $10.2 \%$ <br> Landing: None <br> Truncated Domes: None |
| B.14 | Richgrove Dr/ <br> Guerrero Ave | S/E | Replace | Flared Sides | 33' | Ramp Slope: 9.6\% |
| Landing: None |  |  |  |  |  |  |
| Truncated Domes: None |  |  |  |  |  |  |

## Richgrove Map C



| Last Updated: | $07 / 17 / 2013$ |
| :--- | :---: |
| Community: | Richgrove |
| Map: | C |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| C. 1 | Rowland St | N. of Guerrero Ave <br> S. of Hernandez Ave W. side of road | Residential | Driveway | 5 at $22^{\prime}$ | Driveways exceed max cross slope |
| C. 2 | Rowland St | N. of Guerrero Ave <br> S. of Hernandez Ave <br> E. side of road | Residential | Offset | 1/2" | Tripping Hazard |
| C. 3 | Rowland St | N. of Guerrero Ave <br> S. of Hernandez Ave <br> E. side of road | Residential | Cross Slope | $105{ }^{\prime}$ | 2.2-7.2\% |
| C. 4 | Rowland St | N. of Guerrero Ave <br> S. of Hernandez Ave <br> $E$. side of road | Residential | Offset | 1/2" | Tripping Hazard |
| C. 6 | Guerrero Ave | E. of Rowland St <br> W. of Rd 210 <br> N . side of road | Residential | Cross Slope | 99' total | 2.2-3.3\% |
| C. 7 | Guerrero Ave | E. of Rowland St W. of Rd 210 N. side of road | Residential | Driveway | 14 at $22^{\prime}$ | Driveways exceed max cross slope |
| C. 9 | Rd 210 | N. of Gurrero Ave <br> S. of Hernandez Ave W. side of road | Residential | Cross Slope | 45' | 2.2-3.2\% |
| C. 10 | Rd 210 | S. of Gurrero Ave W. side of road Appt enterance | Residential | Driveway | 2 at $35^{\prime}$ | Landing above driveway has cross slope of $1.4 \%$, no transition from sidewalk to wrap around |
| C. 12 | Guerrero Ave | E. of Rowland St <br> W. of Rd 210 <br> S. side of road | Residential | Cross Slope | 396 | 2.2-3.4\% |
| C. 13 | Guerrero Ave | E. of Rowland St <br> W. of Rd 210 <br> S. side of road | Residential | Driveway | $26^{\prime}$ | Driveways exceed max cross slope |

## Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| C.14 | Guerrero Ave | E. of Rowland St <br> W. of Rd 210 <br> S. side of road | Residential | Driveway | 2 at 32' | Driveways exceed max <br> cross slope |
| C.15 | Guerrero Ave | E. of Rowland St <br> W. of Rd 210 <br> S. side of road | Residential | Cross Slope | $85^{\prime}$ | $3.1-3.7 \%$ |

## Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| C. 5 | Rowland St/ Guerrero Ave | N/E | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 10.8\% <br> Landing: None <br> Truncated Domes: None |
| C. 8 | Rd 210/ Guerrero Ave | N/W | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 9.6\% <br> Landing: None <br> Truncated Domes: None |
| C. 11 | Rd 210/ Guerrero Ave | S/W | Residential | Flared Sides | 33' | Ramp Slope: 10.3\% <br> Landing: None <br> Truncated Domes: None |

# Richgrove Map D 



$$
\underbrace{5 \longrightarrow}_{5}
$$



| Last Updated: | $07 / 17 / 2013$ |
| :--- | :---: |
| Community: | Richgrove |
| Map: | D |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| D. 1 | Rd 210 | S. of Appt D.W. <br> N. of Flores Ave <br> W. side of road | Residential | Cross Slope | 101' | 2.3-4.4\% |
| D. 2 | Rd 210 | S. of Appt D.W. N. of Flores Ave W. side of road | Residential | Offset | 1/2" | Tripping Hazard |
| D. 4 | Flores Ave | W. of Rd 210 both sides of road | Residential | Driveway | 13 at 22' | Driveways exceed max cross slope |
| D. 5 | Flores Ave | W. of Rd 210 <br> S. side of road | Residential | Cross Slope | 31' total | 2.5-3.8\% |
| D. 9 | Espinoza Ave | W. of Rd 210 Both sides of road | Residential | Driveway | 12 at $22^{\prime}$ | Driveways exceed max cross slope |
| D. 10 | Espinoza Ave | W. of Rd 210 <br> N . side of road | Residential | Cross Slope | 34 | 2.5-2.6\% |
| D. 12 | Espinoza Ave | W. of Rd 210 <br> S. side of road | Residential | Cross Slope | $16^{\prime}$ | 2.80\% |
| D. 13 | Espinoza Ave | W. of Rd 210 <br> S. side of road | Residential | Offset | 1/2" | Tripping Hazard |
| D. 15 | Rd 210 | S. of Espinoza Ave N. of Diaz Ave W. side of road | Residential | Cross Slope | 20' | 3.30\% |
| D. 17 | Diaz Ave | W. of Rd 210 both sides of road | Residential | Driveway | 11 at 22' | Driveways exceed max cross slope |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| D. 18 | Diaz Ave | W. of Rd 210 <br> $N$. side of road | Residential | Cross Slope | 106 | 3.6-4.5\% |
| D. 19 | Diaz Ave | W. of Rd 210 <br> S. side of road | Residential | Cross Slope | 63' total | 2.4-4.4\% |
| D. 23 | Rd 210 | N. of Ave 4 S. of Diaz Ave W. side of road | Residential | Cross Slope | 49' total | 2.6-3.7\% |
| D. 24 | Rd 211 | N. of Ave 4 S. of Diaz Ave W. side of road | Residential | Driveway | 5 at $22^{\prime}$ | Driveways exceed max cross slope |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| D. 3 | Rd 210/ <br> Flores Ave | N/W | Residential | Flared Sides | 33' | Ramp Slope: 13.2\% <br> Landing: None <br> Truncated Domes: None |
| D. 7 | Rd 210/ <br> Flores Ave | S/W | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 12.7\% <br> Landing: None <br> Truncated Domes: None |
| D. 8 | Rd 210/ Espinoza Ave | N/W | Residential | Flared Sides | 33' | Ramp Slope: 11.0\% Landing: None Truncated Domes: None |
| D. 14 | Rd $210 /$ Espinoza Ave | S/W | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 12.0\% Landing: None Truncated Domes: None |
| D. 16 | Rd 210/ Diaz Ave | N/W | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 12.0\% <br> Landing: None <br> Truncated Domes: None |
| D. 22 | Rd 210/ Diaz Ave | S/W | Residential | Flared Sides | 33' | Ramp Slope: $14.4 \%$ <br> Landing: None <br> Truncated Domes: None |

## Richgrove <br> Map E



| Last Updated: | $07 / 17 / 2013$ |
| :--- | :---: |
| Community: | Richgrove |
| Map: | E |

Path of Travel:

| Path Of Travel: |
| :--- |
| Feature No. Location Direction Type of Area Feature Length Comment <br> E.1 Richgrove Dr. S. of Guerrero Ave <br> N. of Ave 4 <br> E. side of road School Zone Offset $1 / 4^{\prime \prime}$ Tripping Hazard |
| E.2 |
| E.4 |

## Richgrove <br> Map F



Last Updated: 07/17/2013
Community: Richarove
Map: F

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| F.5 | Rd 210 | N. of Dooley Dr <br> S. of Francis Dr <br> W. side of road | Residential | Gap | $340^{\prime}$ | Gap in sidewalk, sidewalk <br> on ether side is 6' wide |
| F.20 | Ave 4 | E. of Vineyard Dr <br> W. of Rd 210 <br> N. side of road | Residential | Driveway | 4 at 22' | Driveways exceed max <br> cross slope |
| F.21 | Ave 5 | E. of Vineyard Dr <br> W. of Rd 210 <br> N. side of road | Residential | Driveway | 1 at $18^{\prime}$ <br> 1 at $32^{\prime}$ | Driveways exceed max <br> cross slope |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| F. 1 | Rd 210/ Ave 4 | N/W | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 12.2\% <br> Landing: None <br> Truncated Domes: None |
| F. 2 | Rd 210/ Ave 4 | S/W | Residential | Flared Sides | $33 '$ | Ramp Slope: 8.1\% <br> Flares: 8.4/7.7\% <br> Landing: 1.8\% <br> Truncated Domes: Yes <br> Transition: 8.6\% <br> Lip on AC/ Concrete: No <br> Grooved Border: Yes |
| F. 3 | Rd 210/ <br> Francis Dr | N/W | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 7.8\% <br> Flares: 9.8/8.8\% <br> Landing: 2.0\% <br> Truncated Domes: Yes <br> Transition: 7.5\% <br> Lip on AC/ Concrete: No <br> Grooved Border: Yes |
| F. 4 | Rd 210/ <br> Francis Dr | S/W | Residential | Dip Down | $33 '$ | Ramp Slope: 6.7/9.1\% <br> Flares: N/A <br> Landing: 2.2\% <br> Truncated Domes: No <br> Transition: 6.1\% <br> Lip on AC/ Concrete: No <br> Grooved Border: Yes |
| F. 6 | Rd 210/ Dooley Dr | N/W | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 8.7\% <br> Landing: 2.2\% <br> Truncated Domes: Yes |
| F. 7 | Vineyard Dr/ Dooley Dr | N/E | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 6.5\% <br> Flares: 8.1/8.3\% <br> Landing: 2.0\% <br> Truncated Domes: Yes Transition: 6.8\% <br> Lip on AC/ Concrete: No <br> Grooved Border: Yes |
| F. 8 | Vineyard Dr/ Dooley Dr | S/E | Residential | Flared Sides | $33^{\prime}$ | Ramp SIope: 8.0\% <br> Flares: 11.3/8.6\% <br> Landing: 1.4\% <br> Truncated Domes: Yes <br> Transition: 4.9\% <br> Lip on AC/ Concrete: No <br> Grooved Border: Yes |
| F. 9 | Vineyard Dr/ Dooley Dr | S/W | Residential | Flared Sides | $33^{\prime}$ |  |
| F. 10 | Vineyard Dr/ Dooley Dr | N/W | Residential | Flared Sides | $33^{\prime}$ | Rampsㅇope: $7 . \mathbf{7}^{7 \%}$ <br> filktes: 79.74/ $9.53 \%$ <br> Latating: 200\% <br> TruHEGZted DOMESS: Yes Traksition: $8.40 \%$ <br> Lipon AG/Contrete: No Grobved Border: Yes |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| F. 11 | Vineyard Dr/ Ensign Dr | S/W | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 5.0\% <br> Flares: 7.2/7.4\% <br> Landing: 1.4\% <br> Truncated Domes: Yes <br> Transition: 7.2\% <br> Lip on AC/ Concrete: No <br> Grooved Border: Yes |
| F. 12 | Vineyard Dr/ Ensign Dr | N/W | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 6.1\% <br> Flares: 8.1/9.6\% <br> Landing: 2.0\% <br> Truncated Domes: Yes <br> Transition: 7.4\% <br> Lip on AC/ Concrete: No <br> Grooved Border: Yes |
| F. 13 | Vineyard Dr/ Francis Dr | N/E | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 7.7\% <br> Flares: 9.5/6.3\% <br> Landing: 2.0\% <br> Truncated Domes: Yes Transition: 7.4\% <br> Lip on AC/ Concrete: No Grooved Border: Yes |
| F. 14 | Vineyard Dr/ Francis Dr | S/E | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 7.8\% <br> Flares: 6.0/7.3\% <br> Landing: 2.0\% <br> Truncated Domes: Yes Transition: 9.0\% Lip on AC/ Concrete: No Grooved Border: Yes |
| F. 15 | Vineyard Dr/ Francis Dr | S/W | Residential | Flared Sides | $33 '$ | Ramp Slope: 4.4\% <br> Flares: 4.2/7.0\% <br> Landing: 2.0\% <br> Truncated Domes: Yes Transition: 7.7\% <br> Lip on AC/ Concrete: No Grooved Border: Yes |
| F. 16 | Vineyard Dr/ Francis Dr | N/W | Residential | Dip Down | $33^{\prime}$ | Ramp Slope: 7.4/4.8\% Flares: N/A Landing: 2.0\% Truncated Domes: Yes Transition: 7.5\% Lip on AC/ Concrete: No Grooved Border: Yes |
| F. 17 | Vineyard Dr/ Ave 4 | S/E | Residential | Flared Sides | $33 '$ | Ramp Slope: 9.1\% <br> Landing: 2.2\% <br> Truncated Domes: Yes |
| F. 18 | Vineyard Dr/ Ave 4 | S/W | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 9.0\% <br> Landing: 2.0\% <br> Truncated Domes: Yes |
| F. 19 | Vineyard Dr/ Ave 4 | N/W | Residential | None |  | No Curb Ramp at Cross Walk |

## Richgrove <br> Map G



| Last Updated: | $07 / 17 / 2013$ |
| :--- | :---: |
| Community: | Richgrove |
| Map: | G |

## Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| G. 1 | Righgrove Dr/ Ave 4 | N/E | School Zone | Flared Sides | 33' | Ramp Slope: 8.1\% <br> Flares: 8.7/10.7\% <br> Landing: 1.3\% <br> Truncated Domes: Yes <br> Transition: 4.9\% <br> Lip on AC/ Concrete: No <br> Grooved Border: Yes |
| G. 2 | Righgrove Dr/ Ave 4 | S/E | School Zone | Flared Sides | $33^{\prime}$ | Ramp Slope: 7.6\% <br> Flares: 10.6/10.4\% <br> Landing: 2.0\% <br> Truncated Domes: Yes Transition: 5.9\% Lip on AC/ Concrete: No Grooved Border: Yes |
| G. 3 | Wheatland Dr/ Grove Dr | N/E | School Zone | Dip Down | 16' | Ramp Slope: 6.5/5.5\% <br> Flares: N/A <br> Landing: 2.0\% <br> Truncated Domes: Yes Transition: 7.4\% Lip on AC/ Concrete: Yes Grooved Border: Yes |
| G. 4 | Wheatland Dr/ Grove Dr | S/E | School Zone | Dip Down | 16' | Ramp Slope: 7.0/3.9\% <br> Flares: N/A <br> Landing: 2.6\% <br> Truncated Domes: Yes Transition: 6.8\% Lip on AC/ Concrete: No Grooved Border: Yes |
| G. 5 | Wheatland Dr/ Grove Dr | S/W | School Zone | Dip Down | 16 ' | Ramp Slope: 6.7/5.5\% <br> Flares: N/A <br> Landing: 1.6\% <br> Truncated Domes: Yes Transition: 7.4\% Lip on AC/ Concrete: Yes Grooved Border: Yes |
| G. 6 | Richgrove Dr/ Francis Dr | N/E | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 6.6\% <br> Flares: 10.2/8.0\% <br> Landing: 1.7\% <br> Truncated Domes: Yes Transition: 7.5\% Lip on AC/ Concrete: No Grooved Border: Yes |
| G. 7 | Richgrove Dr/ Francis Dr | S/E | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 7.3\% <br> Flares: 10.2/8.1\% <br> Landing: 1.5\% <br> Truncated Domes: Yes Transition: 8.5\% Lip on AC/ Concrete: No Grooved Border: Yes |
| G. 8 | Francis Dr | E. of Richgrove Dr Access to church | Residential | Flared Sides | $16^{\prime}$ | Ramp Slope: 6.1\% <br> Flares: 9.3/10.5\% <br> Landing: 1.8\% <br> Truncated Domes: Yes Transition: 7.3\% Lip on AC/ Concrete: Yes Grooved Border: Yes |
| G. 9 | Wheatland Dr/ Francis Dr | N/W | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 7.9\% <br> Flares: 10.0/10.7\% <br> Landing: 1.4\% <br> Truncated Domes: Yes <br> Transition: 7.7\% <br> Lip on AC/ Concrete: No <br> Grooved Border: Yes |
| G. 10 | Wheatland Dr/ Francis Dr | N/E | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 8.3\% <br> Flares: 10.0/10.7\% <br> Landing: 1.9\% <br> Truncated Domes: Yes Transition: 6.2\% <br> Lip on AC/ Concrete: No Grooved Border: Yes |


| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| G. 11 | Wheatland Dr/ Francis Dr | S/W | Residential | Flared Sides | 33' | Ramp Slope: 7.7\% <br> Flares: 12.3/9.4\% <br> Landing: 2.0\% <br> Truncated Domes: Yes Transition: $0.3 \%$ <br> Lip on AC/ Concrete: No Grooved Border: Yes |
| G. 12 | Wheatland Dr/ Francis Dr | S/E | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 7.7\% <br> Flares: 10.4/10.1\% <br> Landing: 2.0\% <br> Truncated Domes: Yes Transition: 6.7\% Lip on AC/ Concrete: No Grooved Border: Yes |
| G. 13 | Richgrove Dr/ Ensign Dr | N/E | Residential | Flared Sides | 33' | Ramp Slope: 8.0\% <br> Flares: 8.8/10.4\% <br> Landing: 2.0\% <br> Truncated Domes: Yes Transition: 7.2\% <br> Lip on AC/ Concrete: No Grooved Border: Yes |
| G. 14 | Richgrove Dr/ Ensign Dr | S/E | Residential | Flared Sides | 33' | Ramp Slope: 8.0\% <br> Flares: 11.0/9.8\% <br> Landing: 1.3\% <br> Truncated Domes: Yes <br> Transition: 7.9\% <br> Lip on AC/ Concrete: No <br> Grooved Border: Yes |
| G. 15 | Wheatland Dr/ Ensign Dr | N/W | Residential | Flared Sides | $33 '$ | Ramp Slope: 8.0\% <br> Flares: 10.0/9.0\% <br> Landing: 1.1\% <br> Truncated Domes: Yes <br> Transition: 5.2\% <br> Lip on AC/ Concrete: No <br> Grooved Border: Yes |
| G. 16 | Wheatland Dr/ Ensign Dr | N/E | Residential | Flared Sides | 33' | Ramp Slope: 8.0\% <br> Flares: 10.5/9.5\% <br> Landing: 1.9\% <br> Truncated Domes: Yes <br> Transition: 6.2\% <br> Lip on AC/ Concrete: No <br> Grooved Border: Yes |
| G. 17 | Wheatland Dr/ Ensign Dr | S/W | Residential | Flared Sides | 33' | Ramp Slope: 7.7\% <br> Flares: 10.0/9.7\% <br> Landing: 1.7\% <br> Truncated Domes: Yes <br> Transition: 0.3\% <br> Lip on AC/ Concrete: No <br> Grooved Border: Yes |
| G. 18 | Wheatland Dr/ Ensign Dr | S/E | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 7.5\% <br> Flares: 9.6/11.0\% <br> Landing: 1.4\% <br> Truncated Domes: Yes <br> Transition: 0.4\% <br> Lip on AC/ Concrete: No <br> Grooved Border: Yes |
| G. 19 | Richgrove Dr/ Dooley Dr | N/E | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 4.4\% <br> Flares: 8.9/5.3\% <br> Landing: 2.0\% <br> Truncated Domes: Yes Transition: 8.3\% <br> Lip on AC/ Concrete: No Grooved Border: Yes |
| G. 20 | Richgrove Dr/ Dooley Dr | S/E | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 8.1\% <br> Flares: 12.9/8.3\% <br> Landing: 1.4\% <br> Truncated Domes: Yes Transition: 8.4\% Lip on AC/ Concrete: No Grooved Border: Yes |


| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| G. 21 | Wheatland Dr/ Dooley Dr | N/W | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 8.0\% <br> Flares: 10.8/7.9\% <br> Landing: 2.0\% <br> Truncated Domes: Yes Transition: 7.2\% <br> Lip on AC/ Concrete: No Grooved Border: Yes |
| G. 22 | Wheatland Dr/ Dooley Dr | N/E | Residential | Flared Sides | 33' | Ramp Slope: 7.8\% <br> Flares: 11.2/9.3\% <br> Landing: 1.9\% <br> Truncated Domes: Yes Transition: 6.4\% <br> Lip on AC/ Concrete: No Grooved Border: Yes |
| G. 23 | Wheatland Dr/ Dooley Dr | S/E | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 7.8\% <br> Flares: 11.3/9.7\% <br> Landing: 1.7\% <br> Truncated Domes: Yes Transition: 0.8\% <br> Lip on AC/ Concrete: No Grooved Border: Yes |
| G. 24 | Wheatland Dr/ Dooley Dr | S/W | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 8.8\% <br> Flares: 8.9/8.4\% <br> Landing: 1.8\% <br> Truncated Domes: Yes Transition: 0.5\% Lip on AC/ Concrete: No Grooved Border: Yes |

## Richgrove Map H



| Last Updated: | $07 / 18 / 2013$ |
| :--- | :---: |
| Community: | Richgrove |
| Map: | H |

## Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| H. 1 | Richgrove Dr/ Chaney Dr | N/E | Residential | Flared Sides | 33' | Ramp Slope: 7.1\% <br> Flares: 9.6/11.2\% <br> Landing: 1.4\% <br> Truncated Domes: Yes Transition: 9.9\% Lip on AC/ Concrete: No Grooved Border: Yes |
| H. 2 | Richgrove Dr/ Chaney Dr | S/E | Residential | Flared Sides | 33' | Ramp Slope: 8.3\% <br> Flares: 9.7/10.3\% <br> Landing: 2.1\% <br> Truncated Domes: Yes <br> Transition: 7.0\% <br> Lip on AC/ Concrete: No <br> Grooved Border: Yes |
| H. 3 | Wheatland Dr/ Chaney Dr | N/W | Residential | Flared Sides | 33' | Ramp Slope: 8.1\% <br> Flares: 12.1/8.3\% <br> Landing: 1.6\% <br> Truncated Domes: Yes <br> Transition: 1.2\% <br> Lip on AC/ Concrete: No <br> Grooved Border: Yes |
| H. 4 | Wheatland Dr/ Chaney Dr | N/E | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 6.9\% <br> Flares: 9.9/9.2\% <br> Landing: 1.8\% <br> Truncated Domes: Yes <br> Transition: 3.5\% <br> Lip on AC/ Concrete: No <br> Grooved Border: Yes |
| H. 5 | Wheatland Dr/ Chaney Dr | S/W | Residential | Flared Sides | 33' | Ramp Slope: 7.0\% <br> Flares: 10.0/9.1\% <br> Landing: 2.1\% <br> Truncated Domes: Yes <br> Transition: 1.7\% <br> Lip on AC/ Concrete: No <br> Grooved Border: Yes |
| H. 6 | Wheatland Dr/ Chaney Dr | S/E | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 8.4\% <br> Flares: 9.4/10.0\% <br> Landing: 1.8\% <br> Truncated Domes: Yes <br> Transition: 2.8\% <br> Lip on AC/ Concrete: No <br> Grooved Border: Yes |
| H. 7 | Vineyard Dr/ Chaney Dr | N/W | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 7.9\% <br> Flares: 11.8/10.1\% <br> Landing: 2.1\% <br> Truncated Domes: Yes Transition: 6.6\% Lip on AC/ Concrete: No Grooved Border: Yes |
| H. 8 | Vineyard Dr/ Chaney Dr | S/W | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 5.8\% <br> Flares: 5.9/7.7\% <br> Landing: 2.0\% <br> Truncated Domes: Yes Transition: 7.4\% Lip on AC/ Concrete: No Grooved Border: Yes |
| H. 9 | Richgrove Dr/ Bibee Dr | N/E | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 9.4\% <br> Flares: 7.8/4.7\% <br> Landing: 1.3\% <br> Truncated Domes: Yes Transition: 8.3\% Lip on AC/ Concrete: No Grooved Border: Yes |
| H. 10 | Richgrove Dr/ Bibee Dr | S/E | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 8.1\% <br> Flares: 13.4/8.1\% <br> Landing: 1.9\% <br> Truncated Domes: Yes Transition: 7.3\% Lip on AC/ Concrete: No Grooved Border: Yes |


| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| H. 11 | Wheatland Dr/ Bibee Dr | N/W | Residential | Flared Sides | $33 '$ | Ramp Slope: 8.5\% <br> Flares: 11.4/9.4\% <br> Landing: 1.7\% <br> Truncated Domes: Yes Transition: 7.6\% Lip on AC/ Concrete: No Grooved Border: Yes |
| H. 12 | Wheatland Dr/ Bibee Dr | N/E | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 6.8\% <br> Flares: 8.6/8.2\% <br> Landing: 1.6\% <br> Truncated Domes: Yes Transition: 9.1\% Lip on AC/ Concrete: No Grooved Border: Yes |
| H. 13 | Wheatland Dr/ Bibee Dr | S/W | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 7.5\% <br> Flares: 9.2/8.2\% <br> Landing: 1.4\% <br> Truncated Domes: Yes <br> Transition: 0.9\% <br> Lip on AC/ Concrete: No <br> Grooved Border: Yes |
| H. 14 | Wheatland Dr/ Bibee Dr | S/E | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 8.2\% <br> Flares: 11.8/8.8\% <br> Landing: 0.9\% <br> Truncated Domes: Yes Transition: 0.6\% Lip on AC/ Concrete: No Grooved Border: Yes |
| H. 15 | Vineyard Dr/ Bibee Dr | N/W | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 8.1\% <br> Flares: 10.9/8.1\% <br> Landing: 1.6\% <br> Truncated Domes: Yes Transition: 4.8\% Lip on AC/ Concrete: No Grooved Border: Yes |
| H. 16 | Vineyard Dr/ Bibee Dr | S/W | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 6.6\% <br> Flares: 8.1/6.2\% <br> Landing: 1.4\% <br> Truncated Domes: Yes Transition: 7.6\% Lip on AC/ Concrete: No Grooved Border: Yes |
| H. 17 | Richgrove Dr/ Ames Dr | N/E | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 7.6\% <br> Flares: 12.1/8.1\% <br> Landing: 3.4\% <br> Truncated Domes: Yes Transition: 6.0\% Lip on AC/ Concrete: No Grooved Border: Yes |
| H. 18 | Wheatland Dr/ Ames Dr | N/W | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 9.0\% <br> Flares: 10.0/10.8\% <br> Landing: 1.5\% <br> Truncated Domes: Yes Transition: 2.5\% Lip on AC/ Concrete: No Grooved Border: Yes |
| H. 19 | Wheatland Dr/ Ames Dr | N/E | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 7.7\% <br> Flares: 10.8/9.6\% <br> Landing: 1.5\% <br> Truncated Domes: Yes Transition: 2.5\% Lip on AC/ Concrete: No Grooved Border: Yes |
| H. 20 | Vineyard Dr/ Ames Dr | N/W | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 8.1\% <br> Flares: 11.3/10.9\% <br> Landing: 1.9\% <br> Truncated Dmes: Yes <br> Transition: 0.4\% <br> Lip on AC/ Concrete: No <br> Grooved Border: Yes |

## Seville

## Overview Map



## Seville Map A



| Last Updated: Community: Map: | $07 / 17 / 2013$ <br> Seville <br> A |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Curb Ramps: |  |  |  |  |  |  |
| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| A. 1 | Rd 156 | S. of Ave 384 <br> N. of Ave 383 W. side of road front of school | School Zone | Flared Sides | 12' | Ramp Slope: 7.5\% <br> Flares: 24.0/19.0\% <br> Landing: None <br> Truncated Domes: No Transition: 2.0\% Lip on AC/ Concrete: No Grooved Border: No |

## Springville

## Overview Map



## Springville Map A



| Last Updated: | 07/09/2013 |
| :--- | :---: |
| Community: | Springville |
| Map: | A |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A. 2 | Ward Ave | E. of Mcdonald St <br> W. of Highway 190 <br> $E$. Side of Rd. | School Zone | Cross Slope | $20^{\prime}$ | 2.2-3.0\% |
| A. 3 | Ward Ave | E. of Mcdonald St <br> W. of Highway 190 <br> E . Side of Rd. | School Zone | Driveway | 2 at 17 | Driveways exceed max cross slope |
| A. 4 | Ward Ave | E. of Mcdonald St <br> W. of Highway 190 $E$. Side of Rd. | School Zone | Cross Slope | 70' | 2.2-3.5\% |
| A. 5 | Ward Ave | Between Mcdonald and Highway 190 E. Side of Rd. | School Zone | Offset | 1/2" | Tripping Hazard |
| A. 6 | Ward Ave | Between Mcdonald and <br> Highway 190 <br> E. Side of Rd. | School Zone | Driveway | $42^{\prime}$ | Driveways exceed max cross slope |

## Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A.1 | McDonald St/ <br> Ward Ave | N/E | School Zone | Flared Side | 29' | Ramp Slope: $10.5 \%$ <br> Landing: None <br> Truncated Domes: None |

## Strathmore <br> Overview Map



Note: Some roads found within the Map limits did not have existing sidewalk. Note: No Pedestrian Right of Way Features are present outside of the following maps.


## Strathmore Map B



| Last Updated: | $07 / 22 / 2013$ |
| :--- | :---: |
| Community: | Strathmore |
| Map: | B |

Map: Strathmore

## Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| B. 2 | Meredith Dr. | N. of Ave 198 <br> S. of Harper <br> W. Side of Road | Residential | Cross Slope | $62^{\prime}$ | 2.7-3.3\% |
| B. 4 | Harper Ave. | W. of Meredith Dr. <br> E. of Ward Ave. <br> S. Side of Road | Residential | Gap | 295' | Gap over mutliple properties |
| B. 5 | Harper Ave. | W. of Meredith Dr. <br> E. of Ward Ave. <br> S. Side of Road | Residential | Cross Slope | 80' Total | 2.7-4.0\% |
| B. 6 | Harper Ave. | W. of Meredith Dr. <br> E. of Ward Ave. <br> S. Side of Road | Residential | Driveways | 6 at $22{ }^{\prime}$ | Exceed max cross slope |
| B. 7 | Harper Ave. | W. of Meredith Dr. <br> E. of Ward Ave. <br> S. Side of Road | Residential | Gap | 185' | Gap over mutliple properties |
| B. 8 | Harper Ave. | W. of Meredith Dr. <br> E. of Ward Ave. <br> S. Side of Road | Residential | Gap | 127 | Gap over mutliple properties |
| B. 10 | Ward Ave. | S. of Harper Ave. <br> N. of Ave. 198 <br> E. Side of Road | Residential | Cross Slope | 85' Total | 2.3-4.7\% |
| B. 12 | Ave. 198 | E. of Ward Ave. W. of Meredith Dr. N. Side of Road | Residential | Gap | 182' | Gap over mutliple properties |
| B. 13 | Ave. 198 | E. of Ward Ave. W. of Meredith Dr. $N$. Side of Road | Residential | Driveways | 10 at 22' | Exceed max cross slope |
| B. 14 | Ave. 198 | E. of Ward Ave. W. of Meredith Dr. $N$. Side of Road | Residential | Cross Slope | 200' Total | 2.6-6.2\% |
| B. 16 | Meredith Dr. | S. of Ave 198 <br> N. of Preston Ave. <br> E. Side of Road | Residential | Broken Sidewalk | 215' | Poor Condition |
| B. 17 | Meredith Dr. | S. of Ave 198 N. of Preston Ave. E. Side of Road | Residential | Broken Sidewalk | 2301 | Poor Condition |

## Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| B. 1 | Meredith Dr./ <br> Ave 198 | N/W | Residential | Flared Sides | $38^{\prime}$ | Ramp Slope: 13.4\% <br> Landing: None <br> Truncated Domes: None |
| B. 3 | Meredith Dr./ Harper Ave | S/W | Residential | Flared Sides | $24^{\prime}$ | Ramp Slope: 11.4\% <br> Landing: None <br> Truncated Domes: None |
| B. 9 | Ward Ave/ Harper Ave | S/E | Residential | Flared Sides | $24^{\prime}$ | Ramp Slope: 10.7\% <br> Landing: None <br> Truncated Domes: None |
| B. 11 | Ward Ave/ Ave 198 | N/E | Residential | Flared Sides | $24^{\prime}$ | Ramp Slope: 11.4\% <br> Landing: None <br> Truncated Domes: None |

## Strathmore Map C



## Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| C. 1 | Meredith Dr. | S. of Preston Ave. N. of White Ave. E. Side of Road | Residential | Gap | $340{ }^{\prime}$ | Gap over multiple properties |
| C. 3 | H Ave. | N. of Ave. 196 <br> S. of White Ave <br> E. Side of Road | Residential | Offset | 3/4" | Tripping Hazard caused by a 3' slab settlement |
| C. 4 | H. Ave | N. of Ave. 196 <br> E. Side of Road | Residential | Gap | $160{ }^{\prime}$ | Gap over multiple properties |
| C. 7 | Ave. 196 | W. of Rd 228 $N$. Side of Road | School Zone | Gap | 590' | Gap over multiple properties to cross walk |
| C. 9 | Ave. 196 | W. of Rd 228 <br> $N$. Side of Road | School Zone | Offset | $1{ }^{\prime \prime}$ | Uplift in sidewalk |
| C. 10 | Ave. 196 | W. of Rd 228 <br> S. Side of Road | School Zone | Gap | $630{ }^{\prime}$ | Gap over multiple properties |
| C. 11 | Ave. 196 | W. of Rd 228 S. Side of Road | School Zone | Gap | $330{ }^{\prime}$ | Gap over multiple properties |
| C. 14 | H Ave. | S. of Ave 196 W. Side of Road | School Zone | Gap | 38' | Gap over single property |
| C. 15 | H Ave. | S. of Ave 196 <br> W. Side of Road | School Zone | Cross Slope | 2371 | 3.0-11.0\% |
| C. 16 | H Ave. | S. of Ave 196 <br> W. Side of Road | School Zone | Gap | $323 '$ | Gap over single property |


| Curb Ramp: |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| C.5 | Ave. 196/H.Ave | N/E | School Zone | None |  | No Curb Ramp |

## Strathmore Map E



| Last Updated: | $07 / 22 / 2013$ |
| :--- | :---: |
| Community: | Strathmore |
| Map: | E |

## Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| E.2 | Bruce Dr. | E. Orange Belt Dr <br> S. Side of Road | Residential | Cross Slope | 36' | 2.8-3.2\% |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| E. 19 | Ave. 198 | W. of Guthrie Dr. <br> E. of Orane Belt Dr. N. Side of Road | School Zone | Driveways | 3 at 41' | Exceed max cross slope |
| E. 20 | Ave. 198 | W. of Guthrie Dr. <br> E. of Balfour Dr. <br> N. Side of Road | School Zone | Cross Slope | 27' | 3.0-3.5\% |
| E. 22 | Ave. 198 | W. of Balfour Dr. <br> E. of Orane Belt Dr. <br> $N$. Side of Road | School Zone | Cross Slope | 80' | 2.4-3.2\% |
| E. 25 | Orange Belt Dr. | S. of Ave 198 <br> W. Side of Road | School Zone | Driveways | 2 at 30' | Exceed max cross slope |
| E. 26 | Orange Belt Dr. | S. of Ave 198 <br> W. Side of Road | Commercial | Cross Slope | 318' Total | 2.3-3.6\% |
| E. 27 | Orange Belt Dr. | S. of Ave 198 W. Side of Road | Commercial | Driveways | $\begin{aligned} & 1 \text { at } 73^{\prime} \\ & 1 \text { at } 45^{\prime} \end{aligned}$ | Exceed max cross slope |
| E. 28 | Orange Belt Dr. | S. of Ave 198 W. Side of Road | Commercial | Gap | 118' | Gap over single property to bus stop |
| E. 31 | Orange Belt Dr. | S. of Ave 198 <br> E. Side of Road | Commercial | Offset | 1/2" | Settled section of 4' causes a tripping hazard |
| E. 32 | Orange Belt Dr. | S. of Ave 198 <br> E. Side of Road | Commercial | Gap | 190' | Gap over multiple properties |
| E. 35 | Balfour Dr. | S. of Burns Dr. <br> N. of Lawson Dr. <br> E. Side of Road | Residential | Broken Sidewalk | 12' | Concrete in poor condition |
| E. 36 | Balfour Dr. | S. of Burns Dr. <br> N. of Lawson Dr. <br> E. Side of Road | Residential | Broken Sidewalk | $90^{\prime}$ | Concrete in poor condition |
| E. 37 | Balfour Dr. | S. of Burns Dr. <br> N. of Lawson Dr. <br> E. Side of Road | Residential | Offset | 4-1/2" | Tripping Hazard |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| E.38 | Balfour Dr. | D. <br> S. of Burns Dr. <br> N. of Lawson Dr. <br> E. Side of Road | Residential | Broken <br> Sidewalk | $50^{\prime}$ | Concrete in extremly poor <br> condition |
| E.41 | Lawson Dr. | W. of Balfour Dr. <br> E. of Orane Belt Dr. <br> N. Side of Road | Commercial | Cross Slope | $124^{\prime}$ | 3.2-3.7\% |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| E.61 | Lawson Dr. | W. of Guthrie Dr. <br> E. of Balfour Dr. <br> N. Side of Road | Residential | Broken <br> Sidewalk | $290^{\prime}$ | Concrete in poor condition |
| E.63 | Balfour Dr. | S. of Lawson Dr. <br> N. of Bruce Dr. <br> E. Side of Road | Residential | Broken <br> Sidewalk | $300^{\prime}$ | Concrete in poor condition |
| E.64 | Lawson Dr. | W. of Guthrie Dr. <br> E. of Balfour Dr. <br> S. Side of Road | Residential | Broken <br> Sidewalk | $290^{\prime}$ | Concrete in poor condition |
| E.65 | Guthrie Dr. | N. Lawson Dr. <br> S. of Burns Dr. <br> E. Side of Road | Residential | Offset | $1 / 2^{\prime \prime}$ | Root Damage causing a <br> tripping hazard |
| E.66 | Guthrie Dr. | N. Lawson Dr. <br> S. of Burns Dr. <br> E. Side of Road | Residential | Gap | $160^{\prime}$ | Gap over multiple <br> properties |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| E.1 | Orange Belt Dr/ <br> Bruce Dr. | S/E | Commercial | None |  | No Curb Ramp |
| E.5 | Balfour Dr./ <br> Bruce Dr. | S/W | Residential | None |  | No Curb Ramp |
| E.8 | Balfour Dr./ <br> Bruce Dr. | S/E | Residential | None |  | No Curb Ramp |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| E. 14 | Rd. 230/ <br> Ave 198 | S/E | School Zone | None |  | No Curb Ramp with crosswalk |
| E. 21 | Ave 198 | W. of Balfour Dr. <br> E. of Orange Belt Dr. | School Zone | None |  | No Curb Ramp with crosswalk |
| E. 23 | Orange Belt Dr/ Ave. 198 | N/E | School Zone | Flared Sides | 28' | Ramp Slope: 11.1\% <br> Landing: None <br> Truncated Domes: None |
| E. 24 | Orange Belt Dr/ Ave. 198 | S/E | School Zone | None |  | No Curb Ramp |
| E. 30 | Orange Belt Dr/ Bruce Dr | N/E | School Zone | None |  | No Curb Ramp |
| E. 33 | Orange Belt Dr/ Burns Dr | S/E | Commercial | None |  | No Curb Ramp |
| E. 34 | Balfour Dr./ Burns Dr. | S/E | Residential | None |  | No Curb Ramp |
| E. 39 | Balfour Dr./ <br> Lawson Dr. | N/E | Residential | None |  | No Curb Ramp |
| E. 40 | Balfour Dr./ <br> Lawson Dr. | N/W | Residential | None |  | No Curb Ramp |
| E. 44 | Balfour Dr./ Lawson Dr. | S/W | Residential | None |  | No Curb Ramp |
| E. 46 | Balfour Dr./ Bruce Dr. | N/W | Residential | None |  | No Curb Ramp |
| E. 49 | Orange Belt Dr./ Bruce Dr. | N/E | Commercial | None |  | No Curb Ramp |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| E. 53 | Orange Belt Dr./ Lawson Dr. | S/E | Commercial | Flared Sides | $24^{\prime}$ | Ramp Slope: 5.4\% <br> Flares: 17.2/17.2\% <br> Landing: None <br> Truncated Domes: No <br> Transition: 5.8\% <br> Lip on AC/ Concrete: No <br> Grooved Border: No |
| E. 54 | Guthrie Dr./ Lawson Dr. | N/E | Residential | None |  | No Curb Ramp |
| E. 56 | Rd. 230/ Lawson Dr. | N/W | Residential | None |  | No Curb Ramp |
| E. 57 | Guthrie Dr./ Lawson Dr. | S/w | Residential | None |  | No Curb Ramp |
| E. 59 | Guthrie Dr./ Bruce Dr. | N/W | Residential | None |  | No Curb Ramp |
| E. 60 | Guthrie Dr./ Lawson Dr. | N/W | Residential | None |  | No Curb Ramp |
| E. 62 | Balfour Dr./ <br> Lawson Dr. | S/E | Residential | None |  | No Curb Ramp |
| E. 67 | Guthrie Dr./ Burns Dr. | S/E | Residential | None |  | No Curb Ramp |
| E. 68 | Rd. $230 /$ <br> Ave 198 | N/W | School Zone | None |  | No Curb Ramp with crosswalk |
| E. 69 | Rd. 230/ <br> Ave 198 | N/E | School Zone | None |  | No Curb Ramp with crosswalk |

## Strathmore Map F




| Last Updated: | $07 / 22 / 2013$ |
| :--- | :---: |
| Community: | Strathmore |
| Map: | F |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| F. 2 | Ave 198 | W, of Rd 231 <br> E. of Rd 230 <br> S. Side of Road | School Zone | Gap | $150 '$ | Gap over multiple properties |
| F. 3 | Ave 198 | W, of Rd 231 <br> E. of Rd 230 <br> $N$. Side of Road | School Zone | Cross Slope | $95 '$ | 3.9-4.1\% |
| F. 4 | Ave 198 | $\begin{aligned} & \text { W, of Rd } 231 \\ & \text { E. of Rd } 230 \\ & \text { S. Side of Road } \end{aligned}$ | School Zone | Driveways | $\begin{aligned} & 3 \text { at } 35^{\prime} \\ & 2 \text { at } 16 \end{aligned}$ | Exceed max cross slope |
| F. 5 | Ave 198 | W, of Rd 231 <br> E. of Rd 230 <br> S. Side of Road | School Zone | Gap | 132' | Gap over multiple properties |

Curb Ramps:
Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| F.1 |  |  |  |  |  |  |
| Rd 231/Ave198 | S/W | School Zone | None |  | No Ramp for crosswalk |  |
| F.6 | Rd 231/Ave198 | N/W | School Zone | None |  | No Ramp for crosswalk |

## Strathmore Map G



| Last Updated: | $07 / 22 / 2013$ |
| :--- | :---: |
| Community: | Strathmore |
| Map: | $G$ |

## Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| G. 1 | Ave 194 | E. of Wallace Rd. W. of Rd 232 S. Side of Road | Commercial | End of Sidewalk |  | No Transition with no further access |
| G. 2 | Ave 194 | E. of Wallace Rd. <br> W. of Rd 232 <br> S. Side of Road | Commercial | Driveways | 2 at 32' | Exceed max cross slope |
| G. 3 | Ave 194 | E. of Wallace Rd. <br> W. of Rd 232 <br> S. Side of Road | Commercial | Cross Slope | 62' | 3.0-3.9\% |
| G. 4 | Ave 194 | E. of Wallace Rd. <br> W. of Rd 232 <br> S. Side of Road | Residential | Driveways | 4 at 16' | Exceed max cross slope |
| G. 5 | Ave 194 | E. of Wallace Rd. W. of Rd 232 <br> S. Side of Road | Residential | Cross Slope | 60' | 3.1-4.2\% includes a 1/2" offset along the path of travel |
| G. 6 | Ave 194 | E. of Wallace Rd. <br> W. of Rd 232 <br> S. Side of Road | Residential | Cross Slope | $26^{\prime}$ | 3.1-8.6\% includes a 3/4" offset along the path of travel |
| G. 7 | Ave 194 | E. of Wallace Rd. W. of Rd 232 S. Side of Road | Residential | Cross Slope | 79' | 5.2-7.3\% |
| G. 8 | Ave 194 | E. of Wallace Rd. <br> W. of Rd 232 <br> S. Side of Road | Residential | End of Sidewalk |  | No Transition with no further access |
| G. 9 | Rd. 230 | N. of Bishop <br> S. of Frazier W. Side of Road | Commercial | End of Sidewalk |  | No Transition with no further access |
| G. 10 | Rd. 230 | N. of Bishop <br> S. of Frazier <br> W. Side of Road | Commercial | Cross Slope | $46^{\prime}$ | 3.1-3.9\% includes broken section of concrete |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| G. 11 | Rd. 230 | N. of Bishop <br> S. of Frazier <br> W. Side of Road | Commercial | Driveways | 30' | Exceed max cross slope |
| G. 12 | Rd. 230 | N. of Bishop <br> S. of Frazier <br> W. Side of Road | Commercial | Cross Slope | $95^{\prime}$ | 2.5-3.0\% |
| G. 15 | Frazier Hwy | E. of Rd 230 W. of Wallace Rd S. Side of Road | Commercial | Cross Slope | $50^{\prime}$ | 2.4-3.5\% |
| G. 16 | Frazier Hwy | E. of Rd 230 <br> W. of Wallace Rd <br> S. Side of Road | Commercial | Gap | $150 '$ | Gap over multiple properties |
| G. 19 | Frazier Hwy | E. of Wallace Rd. W. of Richardson <br> S. Side of Road | Commercial | Gap | 95' | Gap over multiple properties |
| G. 22 | Frazier Hwy | E. of Richardson <br> W. of Rd 231 <br> S. Side of Road | Commercial | Gap | $90^{\prime}$ | Gap over multiple properties |
| G. 27 | Rd. 230 | N. of Frazier <br> S. of Ave 197 <br> E. Side of Road | Residential | Gap | $165{ }^{\prime}$ | Gap over multiple properties |
| G. 29 | Rd. 230 | N. of Frazier <br> S. of Ave 197 <br> E. Side of Road | Residential | Offset | 1/2" | Tripping Hazard |
| G. 30 | Rd. 230 | N. of Frazier <br> S. of Ave 197 <br> E. Side of Road | Residential | Gap | 55' | Gap over multiple properties |
| G. 31 | Rd. 230 | N. of Frazier <br> S. of Ave 197 <br> E. Side of Road | Residential | Gap | $95^{\prime}$ | Gap over multiple properties |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| G. 13 | Rd. 230/ Frazier | S/W | Commercial | Flared Sides |  | Ramp Slope: 11.9\% <br> Landing: None <br> Truncated Domes: None |
| G. 14 | Rd. 230/ Frazier | S/E | Commercial | Flared Sides |  | Ramp Slope: 11.7\% <br> Landing: None <br> Truncated Domes: None |
| G. 17 | Wallace Rd/ Frazieer | S/W | Commercial | None |  | No Curb Ramp |
| G. 18 | Wallace Rd/ Frazieer | S/E | Commercial | None |  | No Curb Ramp |
| G. 20 | Richardsons Rd Frazieer | S/W | Commercial | None |  | No Curb Ramp |
| G. 21 | Richardsons Rd/ Frazieer | S/E | Commercial | Flared Sides |  | Ramp Slope: 7.3\% <br> Landing: None <br> Truncated Domes: None |
| G. 23 | Rd 231/ Frazier | s/w | Commercial | None |  | No Curb Ramp |
| G. 24 | Rd 231/ Frazier | S/E | Commercial | None |  | No Curb Ramp |
| G. 25 | Rd.230/Frazier | N/E | Commercial | None |  | No Curb Ramp |
| G. 26 | Rd.230/ Frazier | N/W | Commercial | None |  | No Curb Ramp |
| G. 28 | Rd. 230 | N. of Frazier | Commercial | None |  | No Curb Ramp |

## Strathmore Map H



| Last Updated: | $07 / 22 / 2013$ |
| :--- | :---: |
| Community: | Strathmore |
| Map: | H |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| H. 1 | Orange Belt Dr. | S. of Bishop <br> E. Side of Road | Commercial | Gap | $92^{\prime}$ | Gap over multiple properties |
| H. 2 | Orange Belt Dr. | S. of Bishop E. Side of Road | Commercial | Driveways | 3 at 27' | Exceed max cross slope |
| H. 3 | Orange Belt Dr. | S. of Bishop <br> E. Side of Road | Commercial | Cross Slope | 56' | 3.1-3.9\% |
| H. 6 | Orange Belt Dr. | S. of Frazier Hwy N. of Bishop E. Side of Road | Commercial | Broken Sidewalk | 235' | Concrete in poor condition |
| H. 7 | Orange Belt Dr. | S. of Frazier Hwy N. of Bishop E. Side of Road | Commercial | Gap | 107' | Gap over multiple properties |
| H. 11 | Orange Belt Dr. | N. of Frazier W. Side of Road | Commercial | Driveways | 2 at $32^{\prime}$ | Exceed max cross slope |
| H. 12 | Orange Belt Dr. | N. of Frazier W. Side of Road | Commercial | Cross Slope | 45' Total | 2.9-3.5\% |
| H. 13 | Orange Belt Dr. | N. of Frazier W. Side of Road | Commercial | Gap | 440' | Gap over multiple properties |
| H. 14 | Orange Belt Dr. | N. of Frazier <br> E. Side of Road | Commercial | Cross Slope | $60^{\prime}$ | 3.2-4.1\% |
| H. 15 | Orange Belt Dr. | N. of Frazier E. Side of Road | Commercial | Driveways | $30^{\prime}$ | Exceed max cross slope |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| H. 16 | Orange Belt Dr. | N. of Frazier <br> E. Side of Road | Commercial | Gap | $30^{\prime}$ | Gap over single property |
| H. 18 | Frazier Hwy | E. of Orange Belt Dr. W. of Balfour N. Side of Road | Commercial | Gap | 57 | Gap over single property |
| H. 19 | Frazier Hwy | E. of Orange Belt Dr. W. of Balfour $N$. Side of Road | Commercial | Cross Slope | 84' | 3.2-6.8\% with a 26 ' gap |
| H. 20 | Frazier Hwy | E. of Orange Belt Dr. W. of Balfour N. Side of Road | Commercial | Obstruction | $70^{\prime}$ | Sidewalk is obstructed by parked cars |
| H. 22 | Balfour Rd | N. of Frazier W. Side of Road | Commercial | Driveways | 2 at $20^{\prime}$ | Exceed max cross slope |
| H. 24 | Frazier Hwy | W. of Rd. 230 <br> E. of Orange Belt Dr. <br> S. Side of Road | Commercial | Cross Slope | 190' Total | 2.9-4.6\% |
| H. 25 | Frazier Hwy | W. of Rd. 230 <br> E. of Orange Belt Dr. <br> S. Side of Road | Commercial | Driveways | 3 at $20{ }^{\prime}$ | Exceed max cross slope |
| H. 26 | Frazier Hwy | W. of Rd. 230 <br> E. of Orange Belt Dr. <br> S. Side of Road | Commercial | Gap | 125' | Gap over multiple properties |
| H. 27 | Frazier Hwy | W. of Rd. 230 <br> E. of Orange Belt Dr. <br> S. Side of Road | Commercial | Cross Slope | 49' | 3.2-4.1\% |
| H. 28 | Frazier Hwy | W. of Rd. 230 <br> E. of Orange Belt Dr. <br> S. Side of Road | Commercial | Offset | 1/2" | Tripping Hazard |

## Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| H. 4 | Orange Belt Dr./ Bishop Ave | S/E | Commercial | None |  | No Curb Ramp |
| H. 5 | Orange Belt Dr./ Bishop Ave | N/E | Commercial | None |  | No Curb Ramp |
| H. 8 | Orange Belt Dr./ Frazier Hwy | S/E | Commercial | None |  | No Curb Ramp |
| H. 9 | Orange Belt Dr./ Frazier Hwy | S/W | Commercial | None |  | No Curb Ramp |
| H. 10 | Orange Belt Dr./ Frazier Hwy | N/W | Commercial | Flared Sides | 36 | Ramp Slope: 5.2\% <br> Flares: 16.6/10.2\% <br> Landing: 5.3\% <br> Truncated Domes: No <br> Transition: 11.6\% <br> Lip on AC/ Concrete: Yes Grooved Border: Yes |
| H. 17 | Orange Belt Dr./ Frazier Hwy | N/E | Commercial | None |  | No Curb Ramp |
| H. 21 | Balfour Dr./ <br> Frazier Hwy | N/W | Commercial | None |  | No Curb Ramp |
| H. 23 | Balfour Dr./ <br> Frazier Hwy | N/E | Commercial | None |  | No Curb Ramp |

## Sultana

## Overview Map



## Sultana Map A



| Last Updated: | $07 / 16 / 2013$ |
| :--- | :---: |
| Community: | Sultana |
| Map: | A |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A. 2 | North End of Rd 105 | E. Side of road | Residential | Cross Slope | 52' | 2.9\%-3.6\% |
| A. 3 | Rd 105 | Entire neighborhood | Residential | Driveway | 29 at 33' | Driveway exceeds max cross slope, some up to 20\% |
| A. 4 | Rd 105 | (N. Loop) See map | Residential | Cross Slope | 141' total | 2.5-5.3\% |
| A. 5 | Rd 105 | (N. Loop) See map | Residential | Sidewalk | $45^{\prime}$ | Sidewalk reduced to clear width of $1.2^{\prime}$ minimum |
| A. 9 | Rd 106 | E. Side of road between loops See map | Residential | Cross Slope | 56' | 2.70\% |
| A. 11 | Rd 105 | (S. Loop) See map | Residential | Cross Slope | 167' total | 2.5-4.0\% |
| A. 13 | Rd 105 | (S. Loop) See map | Residential | Sidewalk | $50^{\prime}$ | Sidewalk reduced to clear width of $1.2^{\prime}$ minimum |
| A. 19 | Rd 105 | See map | Residential | Cross Slope | $60^{\prime}$ | 2.9-4.1\% |
| A. 20 | Rd 105 | See map | Residential | End of Side Walk |  | No transition with no further access |
| A. 17 | Rd 105 | See map | Residential | Driveway | 6 at $33^{\prime}$ | Driveway exceeds max cross slope |
| A. 18 | Rd 105 | (S. Loop) See map | Residential | Driveway | 2 at 42' | Driveway exceeds max cross slope |

## Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A. 1 | Rd 105 (See map) (N. Loop) | N/E | Replace | Flare Sides | 33' | Ramp Slope: 8.8\% <br> Landing: None <br> Truncated Domes: None |
| A. 6 | Rd 105 <br> (See map) <br> (N. Loop) | S/E | Replace | Flare Sides | $33 '$ | Ramp Slope: 10.3\% <br> Landing: None <br> Truncated Domes: None |
| A. 7 | Rd 105 <br> (See map) <br> (N. Loop) | N/E | Replace | Flare Sides | 36 | Ramp Slope: 9.7\% <br> Landing: None <br> Truncated Domes: None |
| A. 8 | Rd 105 <br> (See map) <br> (N. Loop) | S/E | Replace | Flare Sides | 32' | Ramp Slope: 9.1\% <br> Landing: None <br> Truncated Domes: None |
| A. 10 | Rd 105 (See map) (S. Loop) | N/E | Replace | Flare Sides | $33 '$ | Ramp Slope: 8.5\% <br> Landing: None <br> Truncated Domes: None |
| A. 14 | Rd 105 (See map) (S. Loop) | S/E | Replace | Flare Sides | $33^{\prime}$ | Ramp Slope: 9.1\% <br> Landing: None <br> Truncated Domes: None |
| A. 15 | Rd 105 <br> (See map) <br> (S. Loop) | N/E | Replace | Flare Sides | $30^{\prime}$ | Ramp Slope: 9.3\% <br> Landing: None <br> Truncated Domes: None |
| A. 16 | Rd 105 <br> (See map) <br> (S. Loop) | S/E | Replace | Flare Sides | $33^{\prime}$ | Ramp Slope: 9.6\% <br> Landing: None <br> Truncated Domes: None |

## Sultana Map B



| Last Updated: | $07 / 17 / 2013$ |
| :--- | :---: |
| Community: | Sultana |
| Map: | B |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| B. 4 | E. El Monte Way | E. of Sultana Rd W. of Rd 106 S. side of road | School | Cross Slope | 58' total | 2.5-2.8\% @ 6.5' Wide |
| B. 8 | E. El Monte Way | E. of Sultana Rd W. of Perkins Rd S. side of road | School | Driveway | 21' | Driveway exceeds max cross slope |
| B. 10 | E. El Monte Way | E. of Sultana Rd W. of Perkins Rd S. side of road | School | Broken Sidewalk | 10' | Poor condition layered with AC |
| B. 11 | E. El Monte Way | E. of Sultana Rd W. of Perkins Rd S. side of road | School | End of Sidewalk |  | 6.5' wide sidewalk Poor transition to asphalt path |
| B. 13 | E. El Monte Way | E. of Sultana Rd W. of Rd 105 $N$. side of road | Commercial | Driveway | $\begin{aligned} & 1 \text { at } 18^{\prime} \\ & 1 \text { at } 15^{\prime} \end{aligned}$ | Driveway exceeds max cross slope |
| B. 15 | E. El Monte Way | E. of Sultana Rd W. of Rd 105 $N$. side of road | Commercial | Sidewalk | 63' total | 2.4-2.6\% @ 6' Wide |


| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| B. 1 | Rd 106/ <br> E. El Monte Way | S/E | School | Flare Sides | 22' | Ramp Slope: 9.3\% <br> Landing: None <br> Truncated Domes: None |
| B. 2 | Rd 106/ <br> E. El Monte Way | S/W | School | Dip Down | 20' | Ramp Slope: 7.5\% <br> Flares: N/A <br> Landing: 2\% <br> Truncated Domes: Yes Transition: 2.3\% Lip on AC/ Concrete: Yes Grooved Border: Yes |
| B. 6 | Perkins Rd/ <br> E. El Monte Way | S/E | School | Dip Down | 20' | Ramp SIope: 7.3\% <br> Flares: N/A <br> Landing: 2\% <br> Truncated Domes: Yes Transition: 5.0\% Lip on AC/ Concrete: No Grooved Border: Yes |
| B. 7 | Perkins Rd/ <br> E. El Monte Way | S/W | School | Dip Down | 20' | Ramp Slope: 6.8\% <br> Flares: N/A <br> Landing: 2\% <br> Truncated Domes: Yes Transition: 2.0\% <br> Lip on AC/ Concrete: No Grooved Border: Yes |
| B. 9 | E. El Monte Way/ Across Rd 105 | S/W | Commercial | Dip Down | 20' | Ramp Slope: 7.2/7.4\% <br> Flares: N/A <br> Landing: 2.2\% <br> Truncated Domes: Yes Transition: 2.0\% Lip on AC/ Concrete: No Grooved Border: Yes |
| B. 12 | Sultana Ave/ <br> E. El Monte Way | N/E | Commercial | Dip Down | 20' | Ramp Slope: 8.6\% <br> Landing: None <br> Truncated Domes: None |
| B. 17 | Rd 105/ <br> E. El Monte Way | N/W | Commercial | Dip Down | $20^{\prime}$ | Ramp Slope: 7.8\% <br> Flares: N/A <br> Landing: None <br> Truncated Domes: None Transition: 5.0\% <br> Lip on AC/ Concrete: No Grooved Border: Yes |

## Sultana Map C



| Last Updated: | $07 / 17 / 2013$ |
| :--- | :---: |
| Community: | Sultana |
| Map: | C |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| C. 5 | Rd 104 | N. of E.EI Monte Way W. side of road | Commercial | Cross Slope | 126' total | 2.4-2.9\% |
| C. 8 | Rd 104 | N. of E.EI Monte Way W. side of road | Commercial | Driveway | 42' | Asphalt Cross slope 6.7\% |
| C. 9 | Rd 104 | N. of E.El Monte Way W. side of road | Commercial | End of Sidewalk |  | No transition with no further access |
| C. 10 | E.EI Monte Way | W. of Rd 104 <br> E. of Rd 103 <br> $N$. side of road | Commercial | Cross Slope | 104' total | 2.4-4.2\% |
| C. 11 | E.EI Monte Way | W. of Rd 104 <br> E. of Rd 103 <br> $N$. side of road | Commercial | Driveway | $\begin{aligned} & 1 \text { at } 38^{\prime} \\ & 2 \text { at } 42^{\prime} \end{aligned}$ | Driveway exceeds max cross slope |
| C. 14 | E.EI Monte Way | W. of Rd 104 <br> E. of Rd 103 <br> $N$. side of road | Commercial | Driveway | 40' | Driveway exceeds max cross slope, $0.5 \%$ cross slope on upper walkway, need to add transitions |
| C. 17 | E.EI Monte Way | W. of Rd 104 <br> E. of Rd 103 <br> $N$. side of road | Commercial | End of Sidewalk |  | No transition with no further access |
| C. 19 | E.EI Monte Way | E. of Rd 104 <br> $N$. side of road | Commercial | Driveway | 22' | Driveway exceeds max cross slope |
| C. 20 | E.EI Monte Way | E. of Rd 104 <br> $N$. side of road | Commercial | Cross Slope | 30' | 3.2\% @ 15' wide |
| C. 21 | E.EI Monte Way | E. of Rd 104 <br> $N$. side of road | Commercial | End of Sidewalk |  | No transition with no further access |
| C. 22 | E.EI Monte Way | E. of Rd 104 <br> S. side of road | Commercial | Sidewalk | 209' | Uneven Asphalt path, 2.6\%$1.9 \%$ cross slope, included 2 driveways at 42' each |


| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| C. 1 | Rd 104/ E.EI Monte Way | S/E | Commercial | None |  | No Curb Ramp |
| C. 2 | Rd 104/ <br> E.EI Monte Way | s/w | Commercial | None |  | No Curb Ramp |
| C. 3 | Rd 104/ E.El Monte Way | N/W <br> S. crossing | Commercial | Flared Sides | $16 '$ | Ramp Slope: 9.9\% <br> Landing: 2.3\% <br> Truncated Domes: None |
| C. 4 | Rd 104/ E.El Monte Way | N/W <br> E. crossing | Commercial | Flared Sides | 18' | Ramp Slope: 8.8\% <br> Landing: 3.2\% <br> Truncated Domes: None |
| C. 18 | Rd 104/ <br> E.EI Monte Way | N/E | Commercial | None |  | No Curb Ramp |

## Terra Bella

## Overview Map



Note: No Pedestrian Right of Way Features are present outside of the following maps.


## Terra Bella

 Map A

| Last Updated: | $07 / 23 / 2013$ |
| :--- | :---: |
| Community: | Terra Bella |
| Map: | A |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A. 1 | Ave 96 | W. of Rd. 237 <br> $N$. Side of Road | Commercial | End of Sidewalk | - | No transition with no further access |
| A. 2 | Ave 96 | W. of Rd. 237 <br> $N$. Side of Road | Commercial | Cross Slope | 184' Total | 2.4\%-3.4\% |
| A. 3 | Ave 96 | E. of Rd. 236 <br> $N$. Side of Road | Commercial | Driveway | 2 at 30 | Exceeds max cross slope |
| A. 5 | Rd. 236 | N. of Ave 96 <br> E. Side of Road | Commercial | Cross Slope | 82' | 2.7\%-3.4\% |
| A. 6 | Rd. 236 | N. of Ave 96 <br> E. Side of Road | Commercial | Driveway | 42' | Exceeds max cross slope |
| A. 7 | Rd. 236 | N. of Ave 96 <br> E. Side of Road | Commercial | Gap | 83' | Gap over multiple properties |
| A. 9 | Ave 96 | E. of Rd. 236 <br> $N$. Side of Road | Commercial | Gap | 82' | Gap over multiple properties |
| A. 11 | Ave 96 | E. of Clemens Rd. <br> S. Side of Road | Commercial | Driveway | 3 at $22^{\prime}$ | Exceed max cross slope |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A.4 | Rd. 236 at Post Office | S/E | Commercial | Flared Sides | 33' | Ramp Slope: $11.8 \%$ <br> Landing N None <br> Truncated Domes: None |
| A.8 | Rd.236/Ave. 96 | N/E | Commercial | None |  | No Curb Ramp |
| A.10 | Clemens Rd./ Ave 96 | S/E | Commercial | Flared Sides | 13' | Ramp Slope: $10.2 \%$ <br> Landing: None. <br> Truncated Domes: None |

## Terra Bella Map B



| Last Updated: | $07 / 23 / 2013$ |
| :--- | :--- |
| Community: | Terra Bella |

Map: B

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| B. 1 | Terra Bella Ave. | E. of Rd 234 <br> N. Side of Road | Commercial | End of Sidewalk | - | No transition with no further access |
| B. 2 | Terra Bella Ave. | E. of Rd 234 <br> N. Side of Road | Commercial | Driveway | $\begin{aligned} & 1 \text { at } 21^{\prime} \\ & 1 \text { at } 31^{\prime} \end{aligned}$ | Exceeds max slope with no landing provided |
| B. 4 | Terra Bella Ave. | E. of Rd 234 <br> N. Side of Road | Commercial | Cross Slope | 120' | 2.5-3.6\% |
| B. 6 | Rd. 234 | S. of Ave 96 <br> N. of Terra Bella Ave. <br> E. Side of Road | Residential | Driveway | 11 at 32 | Exceeds max slope with no landing provided |
| B. 7 | Rd. 234 | S. of Ave 96 <br> N. of Terra Bella Ave. <br> E. Side of Road | Residential | Gap | 281' | Gap over multiple properties |
| B. 8 | Rd. 234 | S. of Ave 96 <br> N. of Terra Bella Ave. <br> W. Side of Road | Residential | Driveway | 4 at 21' | Exceeds max slope with no landing provided |
| B. 10 | Rd. 234 | S. of Terra Bella Ave E. Side of Road | Residential | Driveway | 2 at 21' | Exceeds max slope with no landing provided |
| B. 11 | Rd. 234 | S. of Terra Bella Ave E. Side of Road | Residential | End of Sidewalk | - | No transition with no further access |
| B. 12 | Terra Bella Ave. | E. of Rd 234 <br> S. Side of Road | Residential | Driveway | 22' | Exceeds max slope with no landing provided |
| B. 13 | Terra Bella Ave. | E. of Rd 234 <br> S. Side of Road | Residential | End of Sidewalk | - | No transition with no further access |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| B.5 | Terra Bella Ave./ <br> Rd. 234 | $\mathrm{N} / \mathrm{E}$ | Commercial | None |  | No Curb Ramp |
| B.9 | Terra Bella Ave./ <br> Rd. 234 | S/E | Commercial | Flared Sides | 30' | Ramp Slope: 9.7\% <br> Landing: None <br> Truncated Domes: None |

## Terra Bella Map C



| Last Updated: | $07 / 23 / 2013$ |
| :--- | :---: |
| Community: | Terra Bella |
| Map: | C |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| C. 1 | Rd. 238 | S. of Terra Bella Ave <br> N. of Alley W. Side of Road | Residential | Gap | 140' | Multiple Properties |
| C. 3 | Terra Bella Ave. | W. of Rd. 238 <br> E. of 2 nd St <br> S. Side of Road | Residential | Driveway | $16^{\prime}$ | Exceeds max cross slope with no landing provided |
| C. 4 | Terra Bella Ave. | W. of Rd. 238 <br> E. of $2 n d$ St <br> S. Side of Road | Residential | Offset | 21' | 3 separate offsets on road each approx. $1 / 2^{\prime \prime}$ high within 21 ' |
| C. 5 | Terra Bella Ave. | W. of Rd. 238 <br> E. of $2 n d$ St <br> S. Side of Road | Residential | Cross Slope | 35' | 35 ' at $2.8 \%$ cross slope |
| C. 6 | Terra Bella Ave. | W. of Rd. 238 <br> E. of 2 nd St <br> S. Side of Road | Residential | Broken Sidewalk | $12^{\prime}$ | Broken concrete, plus 8' of $3 \%$ cross slope |
| C. 7 | Terra Bella Ave. | W. of Rd. 238 <br> E. of $2 n d$ St <br> $S$. Side of Road | Residential | Broken Sidewalk | $128{ }^{\prime}$ | Broken concrete 128' which is ' wide |
| C. 8 | Terra Bella Ave. | W. of Rd. 238 <br> E. of 2 nd St <br> S. Side of Road | Residential | End of Sidewalk | - | Poor transition to asphalt pavement |
| C. 10 | Rd. 237 | S. of Terra Bella Ave <br> N. of Alley <br> E. Side of Road | Residential | Broken Sidewalk | $143 '$ | Broken concrete for 143' with no transition at alley |
| C. 11 | Rd. 237 | S. of Terra Bella Ave <br> N. of Alley <br> E. Side of Road | Residential | Gap | $17^{\prime}$ | Alley |
| C. 12 | Rd. 237 | S. of Terra Bella Ave <br> N. of Alley <br> E. Side of Road | Residential | Broken Sidewalk | 36 ' | Broken sidewalk with cross slope of $3 \%$ |
| C. 16 | Rd 237 | N. of Terra Bella Ave <br> S. of Camphor Ave. <br> E. Side of Road | Residential | Driveway | $\begin{aligned} & 1 \text { at } 20^{\prime} \\ & 1 \text { at } 23^{\prime} \end{aligned}$ | Exceeds max cross slope with no landing provided |
| C. 17 | Rd 237 | N. of Terra Bella Ave <br> S. of Camphor Ave. <br> E. Side of Road | Residential | Offset | 1/2" | Tripping Hazard |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| C. 18 | Rd 237 | N. of Terra Bella Ave <br> S. of Camphor Ave. <br> E. Side of Road | Residential | Offset | 1/2" | Tripping Hazard |
| C. 21 | Camphor Ave. | E. of Rd 237 <br> W. of Rd 238 <br> S. Side of Road | Residential | Offset | - | 2 offsets at 1/2". Distanced at $10^{\prime}$ |
| C. 22 | Camphor Ave. | E. of Rd 237 <br> W. of Rd 238 <br> S. Side of Road | Residential | Offset | 1/2" | Tripping Hazard |
| C. 23 | Camphor Ave. | E. of Rd 237 <br> W. of Rd 238 <br> S. Side of Road | Residential | Cross Slope | 100 | Cross slope at $3 \%-4 \%$ 4 vertical offsets at $1 / 2^{\prime \prime}$ 1 vertical offset at $\mathbf{2 "}^{\prime \prime}$ |
| C. 24 | Camphor Ave. | E. of Rd 237 <br> W. of Rd 238 <br> S. Side of Road | Residential | Broken Sidewalk | $178{ }^{\prime}$ | Concrete in poor condition with multiple offsets |
| C. 27 | Camphor Ave. | E. of Rd 237 W. of Rd 238 $N$. Side of Road | Residential | Broken Sidewalk | 550 | Concrete in poor condition with multiple offsets |
| C. 28 | Rd 237 | N. of Camphor Ave. <br> S. of Ave 96 <br> E. Side of Road | Residential | Broken Sidewalk | 117 | Concrete in poor condition with multiple offsets |
| C. 29 | Rd 237 | N. of Camphor Ave. <br> S. of Ave 96 <br> E. Side of Road | Residential | Broken Sidewalk | 116 | Concrete in poor condition with multiple offsets |
| C. 32 | 3rd St | S. of Ave 96 N. of Camphor Ave W. Side of Road | Residential | Broken Sidewalk | 117' | Concrete in poor condition with multiple offsets |
| C. 33 | 4th St/Rd 238 | S. of Ave 96 N. of Camphor Ave W. Side of Road | Residential | Broken Sidewalk | 110' | Concrete in poor condition with multiple offsets |
| C. 34 | 4th St/Rd 238 | S. of Camphor Ave N. of Terra Bella Ave W. Side of Road | Residential | Broken Sidewalk | 112' | Concrete in poor condition with multiple offsets |
| C. 35 | 4th St/Rd 238 | S. of Camphor Ave N. of Terra Bella Ave W. Side of Road | Residential | Driveway | $25^{\prime}$ | Exceeds max cross slope with no landing provided |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| C. 36 | 4th St/Rd 238 | S. of Camphor Ave <br> N. of Terra Bella Ave <br> W. Side of Road | Residential | Cross Slope | $138{ }^{\prime}$ | 2.4-3.8\% |
| C. 38 | Terra Bella Ave. | W. of Rd. 238 <br> E. of 2 nd St <br> $N$. Side of Road | Residential | Cross Slope | 57' | 2.6-3.4\% |
| C. 39 | Terra Bella Ave. | W. of Rd. 238 <br> E. of 2 nd St <br> $N$. Side of Road | Residential | Broken Sidewalk | 52' | Concrete in poor condition with multiple offsets |
| C. 40 | Terra Bella Ave. | W. of Rd. 238 <br> E. of 2 nd St <br> $N$. Side of Road | Residential | Offset | 1/2" | Tripping Hazard |
| C. 41 | Terra Bella Ave. | W. of Rd. 238 <br> E. of $2 n d$ St <br> $N$. Side of Road | Residential | Cross Slope | 37 | 2.4-3.1\% |
| C. 42 | Terra Bella Ave. | W. of Rd. 238 <br> E. of 2nd St <br> $N$. Side of Road | Residential | Offset | $1{ }^{\prime \prime}$ | Tripping Hazard |
| C. 43 | Rd 237 | N. of Terra Bella Ave <br> S. of Camphor Ave. W. Side of Road | Residential | Cross Slope | 76 | 2.4-3.8\% includes 8" vertical offset |
| C. 44 | Rd 237 | N. of Terra Bella Ave <br> S. of Camphor Ave. <br> W. Side of Road | Residential | Driveway | 2 at 19' | Exceeds max cross slope with no landing provided |
| C. 45 | Rd 237 | N. of Terra Bella Ave S. of Camphor Ave. W. Side of Road | Residential | Broken Sidewalk | $33^{\prime}$ | Concrete in poor condition with Gap |
| C. 46 | Rd 237 | N. of Terra Bella Ave S. of Camphor Ave. W. Side of Road | Residential | Cross Slope | 46' | 2.70\% |
| C. 49 | Rd 237 | N. of Camphor Ave. <br> S. of Ave 96 <br> W. Side of Road | Residential | Broken Sidewalk | $362 '$ | Concrete in poor condition with multiple offsets |


| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| C. 2 | Ave 95/ <br> Rd. 238 | S/E | Residential | None | $22^{\prime}$ | No Curb Ramp |
| C. 9 | Ave 95/ <br> Rd. 237 | S/E | Residential | None | $22^{\prime}$ | No Curb Ramp |
| C. 13 | Ave 95/ <br> Rd. 237 | S/W | Residential | None | $34^{\prime}$ | No Curb Ramp |
| C. 14 | Ave 95/ <br> Rd. 237 | N/W | Residential | Flared Sides | $19^{\prime}$ | Ramp Slope: 6.3\% <br> Flares: 18.6\% <br> Landing: None <br> Truncated Domes: No <br> Transition: 5.0\% <br> Lip on AC/ Concrete: Yes <br> Grooved Border: No |
| C. 15 | Ave 95/ <br> Rd. 237 | N/E | Residential | Flared Sides | $17^{\prime}$ | Ramp Slope: 11.4\% Landing: None Truncated Domes: None |
| C. 19 | Camphor Ave. and Rd. 237 | S/E | Residential | Flared Sides | $32^{\prime}$ | Ramp Slope: 10.9\% <br> Landing: None <br> Truncated Domes: None |
| C. 20 | Camphor Ave. and Rd. 237 | N/E | Residential | None | $32^{\prime}$ | No curb ramp |
| C. 25 | Rd 238/ Camphor Ave | S/W | Residential | None |  | No Curb Ramp |
| C. 26 | Rd 238/ Camphor Ave | N/W | Residential | None |  | No Curb Ramp |
| C. 30 | Rd 237/Ave 96 | S/E | Residential | None |  | No Curb Ramp |


| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| C. 31 | Ave 238/ Ave 96 | s/w | Residential | None |  | No Curb Ramp |
| C. 37 | Rd 238/ <br> Terra Bella Ave | N/W | Residential | Flared Sides | 30' | Ramp Slope: 12.9\% <br> Landing: None <br> Truncated Domes: None |
| C. 47 | Rd 237/ Camphor Ave | s/w | Residential | None |  | No Curb Ramp |
| C. 48 | Rd 237/ Camphor Ave | N/w | Residential | None |  | No Curb Ramp |
| C. 50 | Rd 237/ Ave 96 | S/W | Residential | Flared Sides | $16^{\prime}$ | Ramp Slope: 15.6\% <br> Landing: None <br> Truncated Domes: None |

## Terra Bella Map D



| Last Updated: | $07 / 23 / 2013$ |
| :--- | :---: |
| Community: | Terra Bella |
| Map: | D |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| D. 1 | Rd 237 | S. of Acacia Ave N. of Pepper Ave. E. Side of Road | Residential | Broken Sidewalk | 304' | Concrete in poor condition |
| D. 3 | Acacia Ave | E. of Rd 237 W. of 3rd St. <br> S. Side of Road | Residential | Broken Sidewalk | $99^{\prime}$ | Concrete in poor condition |
| D. 4 | Acacia Ave | E. of Rd 237 <br> W. of 3rd St. <br> S. Side of Road | Residential | Cross Slope | 61' | 2.5-3.0\% |
| D. 5 | Acacia Ave | E. of Rd 237 W. of 3rd St. S. Side of Road | Residential | Broken Sidewalk | $354 '$ | Concrete in poor condition |
| D. 7 | Rd 238 | S. of Acacia Ave N. of Pepper Ave. W. Side of Road | School Zone | Broken Sidewalk | 304' | Concrete in poor condition |
| D. 11 | Acacia Ave | E. of Rd 237 W. of 3rd St. $N$. Side of Road | Residential | Broken Sidewalk | $555 '$ | Concrete in poor condition |
| D. 13 | 2nd St | S. of Magnolia Ave. N. of Acacia Ave. W. Side of Road | Residential | Broken Sidewalk | 304 | Concrete in poor condition |
| D. 15 | Magnolia Ave | E. of 2nd St. <br> W. of Rd 238 <br> S. Side of Road | Residential | Broken Sidewalk | 555 | Concrete in poor condition |
| D. 17 | Rd 238 | S. of Magnolia Ave. N. of Acacia Ave. W. Side of Road | School Zone | Broken Sidewalk | 304 | Concrete in poor condition |
| D. 19 | Magnolia Ave | E. of 2nd St. W. of Rd 238 $N$. Side of Road | Residential | Broken Sidewalk | $548{ }^{\prime}$ | Concrete in poor condition |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| D. 21 | 2nd St | S. of the Alley N. of Magnolia Ave. <br> E. Side of Road | Residential | Broken Sidewalk | 145' | Sidewalk is broken and in poor condition |
| D. 23 | 2nd St | S. of Magnolia Ave. N. of Acacia Ave. W. Side of Road | Residential | Gap | 175' | Gap over multiple properties |
| D. 24 | 2nd St | S. of Magnolia Ave. N. of Acacia Ave. W. Side of Road | Residential | Cross Slope | $20^{\prime}$ | 3.0\% |
| D. 25 | 2nd St | S. of Magnolia Ave. N. of Acacia Ave. W. Side of Road | Residential | Driveway | 22' | Exceed max cross slope |
| D. 26 | 2nd St | S. of Magnolia Ave. N. of Acacia Ave. W. Side of Road | Residential | Cross Slope | 60' | 3.0\% |
| D. 29 | Rd 237 | S. of Acacia Ave N. of Pepper Ave. W. Side of Road | Residential | Driveway | $\begin{aligned} & 1 \text { at } 20^{\prime} \\ & 1 \text { at } 15^{\prime} \end{aligned}$ | Exceed max cross slope |
| D. 30 | Rd 237 | S. of Acacia Ave N. of Pepper Ave. W. Side of Road | Residential | Gap | 170' | Gap over multiple properties |
| D. 31 | Rd 238 | S. of the Alley N. of Magnolia Ave. W. Side of Road | School Zone | Broken Sidewalk | $143 '$ | Concrete in poor condition includes cross slope of 3.44.0\% |
| D. 32 | Rd 238 | S. of the Alley W. Side of Road | School Zone | End of Sidewalk |  | No Transition |


| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| D. 2 | 2nd St/ Acacia | S/E | Residential | None |  | No Curb Ramp |
| D. 6 | 3rd St/Ave 94 | s/w | School Zone | None |  | No Curb Ramp |
| D. 8 | Rd 238 | N. of Pepper <br> E. Side of Road | School Zone | Dip Down |  | Ramp Slope: 11.5\% <br> Landing: 4.0\% <br> Truncated Domes: Yes |
| D. 9 | Rd 238 | N. of Pepper E. Side of Road | School Zone | Transition |  | Ramp Slope: 9.5\% <br> Landing: Good <br> Truncated Domes: None |
| D. 10 | 3rd St/Ave 94 | N/W | School Zone | None |  | No Curb Ramp |
| D. 12 | 2nd St/ Acacia | N/E | Residential | None |  | No Curb Ramp |
| D. 14 | 2nd St/ Magnolia Ave | S/E | Residential | None |  | No Curb Ramp |
| D. 16 | Rd 238/ Magnolia Ave | s/w | School Zone | None |  | No Curb Ramp |
| D. 18 | Rd 238/ Magnolia Ave | N/W | School Zone | None |  | No Curb Ramp |
| D. 20 | 2nd St/ Magnolia Ave | N/E | Residential | None |  | No Curb Ramp |


| Curb Ramps: |
| :--- |
| Feature No. Location Direction Type of Area Type Length Comment <br> D.22 2nd St/ Magnolia Ave S/W Residential None  No Curb Ramp <br> D.27 2nd St/ Acacia N/W Residential Flared Sides 34' Ramp Slope: $10.0 \%$ <br> Landing: None <br> Truncated Domes: None <br> D.28 2nd St/ Acacia S/W Residential Flared Sides 34' 3amp Slope: $10.1 \%$ <br> Randing: None <br> Truncated Domes: None       |

## Terra Bella

Map E


| Last Updated: | $07 / 23 / 2013$ |
| :--- | :---: |
| Community: | Terra Bella |
| Map: | E |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| E. 2 | Cypress Ave | E. of 2nd St W. of Rd 238 $N$. Side of Road | Residential | Cross Slope | 28' | 2.3-2.9\% |
| E. 3 | Cypress Ave | E. of 2nd St <br> W. of Rd 238 <br> $N$. Side of Road | Residential | Driveways | 5 at $22^{\prime}$ | Exceed max cross slope |
| E. 4 | Cypress Ave | E. of 2nd St <br> W. of Rd 238 <br> $N$. Side of Road | Residential | Cross Slope | $45^{\prime}$ | 3.1-4.9\% |
| E. 5 | Cypress Ave | E. of 2nd St <br> W. of Rd 238 <br> $N$. Side of Road | Residential | Gap | 159 | Gap over multiple properties |
| E. 7 | Palm Ave | E. of 2nd St <br> W. of Rd 238 <br> $N$. Side of Road | Residential | Gap | 74' | Gap over multiple properties |
| E. 8 | Palm Ave | E. of 2nd St W. of Rd 238 $N$. Side of Road | Residential | Offset | 1/2" | Tripping Hazard |
| E. 9 | Palm Ave | E. of $2 n d$ St <br> W. of Rd 238 <br> $N$. Side of Road | Residential | Offset | 1/2" | Tripping Hazard |
| E. 10 | Palm Ave | E. of 2nd St W. of Rd 238 $N$. Side of Road | Residential | Gap | 77' | Gap over one property |
| E. 13 | Palm Ave | E. of 2nd St <br> W. of Rd 238 S. Side of Road | Residential | Gap | 72' | Gap over one property |
| E. 14 | Palm Ave | E. of 2nd St W. of Rd 238 S. Side of Road | Residential | Cross Slope | 136 | 3.4-4.5\% |
| E. 15 | Palm Ave | E. of 2nd St <br> W. of Rd 238 <br> S. Side of Road | Residential | Gap | 79' | Gap over one property |
| E. 16 | Palm Ave | E. of 2nd St <br> W. of Rd 238 <br> S. Side of Road | Residential | Cross Slope | $34 '$ | 3.40\% |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| E. 17 | Palm Ave | E. of 2nd St W. of Rd 238 S. Side of Road | Residential | Gap | $150 '$ | Gap over multiple properties |
| E. 20 | Olive Ave | E. of 2nd St W. of Rd 238 $N$. Side of Road | Residential | Broken Sidewalk | $543 '$ | Concrete in poor condition |
| E. 22 | 3rd St | N. of Ave 93 S. of Pepper Ave W. Side of Road | Residential | Broken Sidewalk | 300 | Concrete in poor condition |
| E. 24 | Pepper Ave | E. of 2nd St <br> W. of Rd 238 <br> S. Side of Road | Residential | Broken Sidewalk | 546 | Concrete in poor condition |
| E. 26 | Pepper Ave | E. of 2nd St <br> W. of Rd 238 <br> $N$. Side of Road | Residential | Broken Sidewalk | 546' | Concrete in poor condition |
| E. 29 | Rd 237 | N. of Ave 93 <br> S. of Pepper Ave <br> E. Side of Road | Residential | Broken Sidewalk | 283' | Concrete in poor condition |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| E.1 | Rd 237/ Ave 92 | N/E | Residential | None |  | No Curb Ramp |
| E.6 | Rd 238/ Palm Ave | N/W |  |  |  | Residential |
| E.11 |  | None |  | No Curb Ramp with tree in |  |  |
| the corner |  |  |  |  |  |  |


| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| E. 21 | Rd 238/ Olive Ave | N/W | Residential | None |  | No Curb Ramp |
| E. 23 | 3rd St/ Pepper Ave | s/w | Residential | None |  | No Curb Ramp |
| E. 25 | 3rd St/ Pepper Ave | N/W | Residential | None |  | No Curb Ramp |
| E. 27 | Rd 237/ Pepper Ave. | S/E | Residential | None |  | No Curb Ramp |
| E. 28 | Rd 237/ Pepper Ave. | N/E | Residential | None |  | No Curb Ramp |
| E. 30 | Rd 238/ Ave 92 | N/W | School Zone | None |  | No Curb Ramp for crosswalk |
| E. 31 | Rd 238/ Ave 92 | N/E | School Zone | None |  | No Curb Ramp for crosswalk |

## Terra Bella

## Map F



| Last Updated: | $07 / 23 / 2013$ |
| :--- | :--- |
| Community: | Terra Bella |

Map:

## Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| F. 2 | Ave 92 | W. of Rd 239 <br> E. of Rd 238 <br> S. Side of Road | School Zone | Cross Slope | 18' | 3.70\% |
| F. 4 | Ave 92 | W. of Rd 239 <br> E. of Rd 238 <br> S. Side of Road | . | Cross Slope | 85' | 2.5-4.7\% |
| F. 7 | Ave 92 | W. of Rd 239 <br> E. of Rd 238 <br> S. Side of Road | School Zone | Cross Slope | 202' | 2.9-4.3\% |
| F. 10 | Ave 92 | W. of Rd 239 <br> E. of Rd 238 <br> S. Side of Road | School Zone | Cross Slope | 80' | 2.4-3.6\% |
| F. 13 | Rd 238 | S. of Ave 92. <br> E. Side of Road | School Zone | Cross Slope | $40^{\prime}$ | 2.3-3.6\% |
| F. 16 | Rd 238 | S. of Ave 92. <br> E. Side of Road | School Zone | Cross Slope | $115 '$ | 2.4-4.4\% |
| F. 19 | Rd 238 | S. of Ave 92. <br> E. Side of Road | School Zone | Cross Slope | 959 | 2.3-5.1\% |
| F. 20 | Rd 238 | S. of Ave 92. <br> E. Side of Road | School Zone | Driveway/En d of Sidewalk | $32^{\prime}$ | Exceed max cross slope and no transition |

## Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| F. 1 | Ave 92 | Between <br> Rd. 238 and Rd 239 <br> S. Side of Road | School Zone | Flared Sides | 19' | Ramp Slope: 9.2\% <br> Landing: None <br> Truncated Domes: None |
| F. 3 | Ave 92 | Between <br> Rd. 238 and Rd 239 <br> S. Side of Road | School Zone | Flared Sides | $14^{\prime}$ | Ramp Slope: 10.2\% <br> Landing: None <br> Truncated Domes: None |
| F. 5 | Ave 92 | Between <br> Rd. 238 and Rd 239 <br> S. Side of Road | School Zone | Flared Sides |  | Ramp Slope: 10.0\% <br> Landing: None <br> Truncated Domes: None |
| F. 6 | Ave 92 | Between <br> Rd. 238 and Rd 239 <br> S. Side of Road | School Zone | Flared Sides | $14^{\prime}$ | Ramp Slope: 9.8\% <br> Landing: None <br> Truncated Domes: None |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| F. 8 | Ave 92 | Between <br> Rd. 238 and Rd 239 <br> S. Side of Road | School Zone | Flared Sides | $14 '$ | Ramp Slope: 9.5\% <br> Landing: None <br> Truncated Domes: None |
| F. 9 | Ave 92 | Between <br> Rd. 238 and Rd 239 <br> S. Side of Road | School Zone | Flared Sides | $16^{\prime}$ | Ramp Slope: 11\% <br> Landing: None <br> Truncated Domes: None |
| F. 11 | Rd 238/ Ave 92 | S/E | School Zone | Flared Sides | $33 '$ | Ramp Slope: 13.3\% <br> Landing: None <br> Truncated Domes: None |
| F. 12 | Rd 238/ Ave 92 | S/w | School Zone | None |  | No Curb Ramp |
| F. 14 | Rd 238 | S. of Cypress <br> E. Side of Road | School Zone | Flared Sides | $14^{\prime}$ | Ramp Slope: 10.8\% <br> Landing: None <br> Truncated Domes: None |
| F. 15 | Rd 238 | S. of Cypress <br> E. Side of Road | School Zone | Flared Sides | $13 '$ | Ramp Slope: 11.0\% <br> Landing: None <br> Truncated Domes: None |
| F. 17 | Rd 238 | S. of Cypress <br> E. Side of Road | School Zone | Flared Sides | 18' | Ramp Slope: 11.0\% <br> Landing: None <br> Truncated Domes: None |
| F. 18 | Rd 238 | S. of Cypress <br> E. Side of Road | School Zone | Flared Sides | $16^{\prime}$ | Ramp Slope: 9.3\% <br> Landing: None <br> Truncated Domes: None |

## Terra Bella Map G



| Last Updated: | $07 / 23 / 2013$ |
| :--- | :---: |
| Community: | Terra Bella |
| Map: | G |

## Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| G. 1 | Terra Bella Ave | E. of Rd 236 W. of Rd 237 S. Side of Road | Commercial | Cross Slope | 83' | 2.8-4.0\% |
| G. 2 | Terra Bella Ave | E. of Rd 236 W. of Rd 237 S. Side of Road | Commercial | Offset | $1{ }^{\prime \prime}$ | Tripping Hazard |
| G. 3 | Terra Bella Ave | E. of Rd 236 W. of Rd 237 S. Side of Road | Commercial | Cross Slope | 52' | 2.70\% |
| G. 4 | Terra Bella Ave | E. of Rd 236 W. of Rd 237 S. Side of Road | Commercial | Offset | 1/2" | Tripping Hazard |
| G. 5 | Terra Bella Ave | E. of Rd 236 <br> W. of Rd 237 <br> S. Side of Road | Commercial | Broken Sidewalk | $28^{\prime}$ | Concrete in poor condition |
| G. 6 | Terra Bella Ave | E. of Rd 236 W. of Rd 237 S. Side of Road | Commercial | Broken Sidewalk | 27 ' | Concrete in poor condition |
| G. 8 | Rd 236 | S. of Ave 95 <br> N. of Magnolia Ave <br> E. Side of Road | Commercial | Driveways | $\begin{aligned} & 1 \text { at } 24^{\prime} \\ & 1 \text { at } 43^{\prime} \\ & 1 \text { at } 42^{\prime} \end{aligned}$ | Exceed max cross slope |
| G. 9 | Rd 236 | S. of Ave 95 <br> N. of Magnolia Ave <br> E. Side of Road | Commercial | Cross Slope | 10' | 2.90\% |
| G. 10 | Rd 236 | S. of Ave 95 <br> N. of Magnolia Ave <br> E. Side of Road | Commercial | Broken Sidewalk | 100' | Concrete in poor condition with multiple offsets |
| G. 13 | Rd 236 | N. Ave 95 <br> E. Side of Road | Commercial | Cross Slope | 279 | 4.0-11.0\% includes broken sections and vertical offsets |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| G. 15 | Terra Bella Ave | E. of Rd 236 <br> W. of Rd 237 <br> $N$. Side of Road | Commercial | Broken Sidewalk | 135' | Concrete in poor condition Has width of $17^{\prime}$ |
| G. 16 | Terra Bella Ave | E. of Rd 236 W. of Rd 237 $N$. Side of Road | Commercial | Driveways | $20^{\prime}$ | Exceed max cross slope |
| G. 17 | Terra Bella Ave | E. of Rd 236 <br> W. of Rd 237 <br> $N$. Side of Road | Commercial | Offset | 1/2" | Tripping Hazard |
| G. 18 | Terra Bella Ave | E. of Rd 236 <br> W. of Rd 237 <br> $N$. Side of Road | Commercial | Cross Slope | $64 '$ | 2.4-3.7\% |
| G. 19 | Terra Bella Ave | E. of Rd 236 <br> W. of Rd 237 <br> $N$. Side of Road | Commercial | Cross Slope | $20^{\prime}$ | 2.80\% |
| G. 21 | Terra Bella Ave | E. of Rd 236 W. of Rd 237 $N$. Side of Road | Commercial | Cross Slope | $50^{\prime}$ | 2.2-4.2\% |
| G. 22 | Terra Bella Ave | $\begin{gathered} \text { E. of Rd } 236 \\ \text { W. of Rd } 237 \\ \text { N. Side of Road } \end{gathered}$ | Commercial | Broken Sidewalk | $61^{\prime}$ | Concrete in poor condition |

## Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| G. 7 | Rd 236/ Ave 95 | S/E | Commercial | Flared Sides | $30^{\prime}$ | Ramp Slope: 8.3\% <br> Flares: 13.9\% <br> Landing: None <br> Truncated Domes: No <br> Transition: 5.0\% <br> Lip on AC/ Concrete: Yes <br> Grooved Border: No |
| G. 11 | Rd 236/ Magnolia Ave | N/E | Commercial | Flared Sides | $30^{\prime}$ | Ramp Slope: 6.4\% <br> Landing: None <br> Truncated Domes: None |
| G. 12 | Rd 236/ Ave 95 | N/E | Commercial | Flared Sides | $30^{\prime}$ | Ramp Slope: 15.8\% <br> Landing: None <br> Truncated Domes: None |
| G. 14 | Rd 236/ Camphor Ave | S/E | Commercial | None |  | No Curb Ramp |

## Terra Bella Map H




| Last Updated: | $07 / 23 / 2013$ |
| :--- | :---: |
| Community: | Terra Bella |
| Map: | H |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| H. 2 | Ave 93 | E. of Rd 236 N. Side of Road | Residential | Cross Slope | 125' | 3.0-3.6\% |
| H. 3 | Ave 93 | E. of Rd 236 <br> N. Side of Road | Residential | End of Sidewalk |  | No transition with no further access |
| H. 4 | Rd 236 | N. of Ave 93 <br> E. Side of Road | Residential | Offset | $11 / 2^{\prime \prime}$ | Tripping Hazard |
| H. 5 | Rd 236 | N. of Ave 93 <br> E. Side of Road | Residential | Gap | 170 | Gap over multiple properties |
| H. 8 | Pepper Ave | E. of Rd 236 W. of Rd 237 $N$. Side of Road | Residential | Gap | $338{ }^{\prime}$ | Gap over multiple properties |
| H. 9 | Pepper Ave | E. of Rd 236 W. of Rd 237 $N$. Side of Road | Residential | Driveways | 3 at 22' | Exceed max cross slope |
| H. 10 | Pepper Ave | E. of Rd 236 W. of Rd 237 $N$. Side of Road | Residential | Gap | 80' | Gap over multiple properties |
| H. 11 | Acacia Ave | E. of Rd 236 W. of Rd 237 S. Side of Road | Residential | Cross Slope | $25^{\prime}$ | 3.7-4.1\% |
| H. 12 | Acacia Ave | E. of Rd 236 W. of Rd 237 S. Side of Road | Residential | Driveways | 2 at 15' | Exceed max cross slope |
| H. 13 | Acacia Ave | E. of Rd 236 <br> W. of Rd 237 <br> S. Side of Road | Residential | Cross Slope | $31{ }^{\prime}$ | 3.0-3.1\% |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| H. 14 | Acacia Ave | E. of Rd 236 <br> W. of Rd 237 <br> S. Side of Road | Residential | Gap | $53^{\prime}$ | Gap over single property |
| H. 15 | Acacia Ave | E. of Rd 236 W. of Rd 237 S. Side of Road | Residential | Cross Slope | $30^{\prime}$ | 3.0\% |
| H. 16 | Acacia Ave | E. of Rd 236 W. of Rd 237 S. Side of Road | Residential | Gap | 214' | Gap over multiple properties |
| H. 19 | Acacia Ave | E. of Rd 236 <br> W. of Rd 237 <br> $N$. Side of Road | Residential | Driveways | 2 at 18' | Exceed max cross slope |
| H. 20 | Acacia Ave | E. of Rd 236 W. of Rd 237 $N$. Side of Road | Residential | Gap | $92^{\prime}$ | Gap over single property |
| H. 21 | Acacia Ave | E. of Rd 236 <br> W. of Rd 237 <br> $N$. Side of Road | Residential | Driveways | 2 at 21 | Exceed max cross slope |
| H. 22 | Acacia Ave | E. of Rd 236 <br> W. of Rd 237 <br> $N$. Side of Road | Residential | Gap | 149' | Gap over multiple properties |
| H. 23 | Acacia Ave | E. of Rd 236 <br> W. of Rd 237 <br> $N$. Side of Road | Residential | Driveways | 4 at 18' | Exceed max cross slope |
| H. 24 | Magnolia Ave | E. of Rd 236 <br> W. of Rd 237 <br> S. Side of Road | Residential | Broken Sidewalk | 300 | Concrete in poor condition |
| H. 25 | Magnolia Ave | E. of Rd 236 <br> W. of Rd 237 <br> S. Side of Road | Residential | Broken Sidewalk | 106 | Concrete in poor condition |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| H. 26 | Magnolia Ave | E. of Rd 236 W. of Rd 237 S. Side of Road | Residential | Driveways | 52' | Exceed max cross slope |
| H. 27 | Magnolia Ave | E. of Rd 236 W. of Rd 237 S. Side of Road | Residential | Cross Slope | 110 | 2.3-3.0\% |
| H. 29 | Magnolia Ave | E. of Rd 236 W. of Rd 237 $N$. Side of Road | Residential | Gap | 200' | Gap over multiple properties |
| H. 30 | Magnolia Ave | E. of Rd 236 W. of Rd 237 $N$. Side of Road | Residential | Broken Sidewalk | $178{ }^{\prime}$ | Concrete in poor condition |
| H. 31 | Magnolia Ave | E. of Rd 236 W. of Rd 237 $N$. Side of Road | Residential | Driveways | 2 at 46' | Exceed max cross slope |
| H. 32 | Magnolia Ave | E. of Rd 236 <br> W. of Rd 237 <br> N. Side of Road | Residential | Broken Sidewalk | 125' | Concrete in poor condition |
| H. 33 | Rd 236 | S. of Magnolia <br> N. of Acacia <br> E. Side of Road | Residential | Gap | 198' | Gap over multiple properties |
| H. 34 | Rd 236 | S. of Magnolia N. of Acacia <br> E. Side of Road | Residential | Driveways | $30^{\prime}$ | Exceed max cross slope |
| H. 35 | Rd 236 | S. of Acacia Ave <br> N. of Pepper Ave <br> E. Side of Road | Residential | Cross Slope | 64' | 2.4-3.5\% |
| H. 36 | Rd 236 | S. of Acacia Ave <br> N. of Pepper Ave <br> E. Side of Road | Residential | Gap | 18' | Gap over single property |
| H. 37 | Rd 236 | S. of Acacia Ave <br> N. of Pepper Ave <br> E. Side of Road | Residential | Gap | 142' | Gap over multiple properties |


| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| H. 1 | Rd 236/Ave 93 | N/E | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 13\% <br> Landing: None <br> Truncated Domes: None |
| H. 6 | Rd 236/ Pepper Ave | S/E | Residential | None |  | No Curb Ramp |
| H. 7 | Rd 236/ Pepper Ave | N/E | Residential | None |  | No Curb Ramp |
| H. 17 | Rd 236/ Acacia | S/E | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 14.1\% <br> Landing: None <br> Truncated Domes: None |
| H. 18 | Rd 236/ Acacia | N/E | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 8.7\% <br> Landing: None <br> Truncated Domes: None |
| H. 28 | Rd 236/ Magnolia | S/E | Residential | None |  | No Curb Ramp |

## Tipton

## Overview Map



## Tipton Map A



| Last Updated: | $08 / 12 / 2013$ |
| :--- | :---: |
| Community: | Tipton |
| Map: | A |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A. 2 | Lipscomb | E. of El Syd St. W. of N Callison Rd N . side of street | Residential | Offset | 1/2" | Tripping hazard |
| A. 3 | Lipscomb | E. of El Syd St. W. of N Callison Rd N. side of street | Residential | Driveway | 8 at 231 | Driveway exceeds max cross slope |
| A. 4 | Lipscomb | W. of N Callison Rd E. of N Newman Rd N. Side of Road | Residential | Cross slope | $335{ }^{\prime}$ | 2.1-4.8\% |
| A. 6 | N Newman Rd | N. of Lipscomb <br> S. of Ave 152 <br> E. side of Road | Residential | Driveway | 7 at 18' | Driveway exceeds max cross slope |
| A. 7 | N Newman Rd | N. of Lipscomb <br> S. Ave 152 <br> E. side of Road | Residential | Cross Slope | 228' total | 2.1-4.6\% |
| A. 9 | Ave. 152 | E. of Newman Rd. W. of Callison Rd. S. side of Road | Residential | Offset | 1/2" | Tripping hazard |
| A. 10 | Ave. 152 | E. of Newman Rd. W. of N Callison Rd <br> S. side of Road | Residential | Broken sidewalk | $12^{\prime}$ | (Poor condition) Trip hazard |
| A. 11 | Ave. 152 | E. of Newman Rd. W. of N Callison Rd S. side of Road | Residential | Cross slope | 3931 | 2.3-5.8\% |
| A. 12 | Ave. 152 | E. of Newman Rd. W. of N Callison Rd S. side of Road | Residential | Driveway | 7 at 15' | Driveway exceeds max cross slope |
| A. 13 | Ave. 152 | E. of Newman Rd. W. of N Callison Rd <br> S. side of Road | Residential | Cross slope/ Offset | $30^{\prime}$ | Cross Slope of 3.8\%-5.5\%, 2 vertical offsets, creating trip hazard |
| A. 14 | Ave. 152 | Between Callison Rd-Newman Rd South Side of Road | Residential | Driveway | $20^{\prime}$ | Driveway exceeds max cross slope |
| A. 16 | N Callison Rd | N. of Lipscomb <br> S. of Ave 152 <br> W. side of Road | Residential | Cross slope | 209' total | 2.7-4.0\% |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A. 17 | N Callison Rd | N. of Lipscomb <br> S. of Ave 152 <br> W. side of Road | Residential | Driveway | 5 at 18' | Driveway exceeds max cross slope |
| A. 19 | Liscomb Rd | W. of N Callison Rd <br> E. of El Syd Rd <br> S. side of road | Residential | Driveway | $20^{\prime}$ | Driveway exceeds max cross slope |
| A. 22 | Liscomb Rd | E. of N Newman Rd W. of El Syd Rd S. side of road | Residential | Driveway | $\begin{aligned} & 1 \text { at } 25^{\prime} \\ & 1 \text { at } 18^{\prime} \end{aligned}$ | Driveway exceeds max cross slope |
| A. 23 | Liscomb Rd | E. of N Newman Rd <br> W. of El Syd Rd <br> S. side of road | Residential | Cross slope | 334 | 2.5-3.2\% |

## Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A. 1 | N. Callison Rd/ Liscomb Ave | N/W | Residential | Flared Sides | 31 | Ramp Slope: 10.0\% <br> Landing: None <br> Truncated Domes: None |
| A. 5 | N. Newman Rd/ Liscomb Ave | N/E | Residential | Flared Sides | 32' | Ramp Slope: 9.2\% <br> Landing: None <br> Truncated Domes: None |
| A. 8 | N. Newman Rd/ Ave 152 | S/E | Residential | Flared Sides | $23 '$ | Ramp Slope: 11.3\% <br> Landing: None <br> Truncated Domes: None |
| A. 15 | N Callison Rd/ Ave 152 | s/w | Residential | Flared Sides | 29' | Ramp Slope: 9.4\% <br> Landing: None <br> Truncated Domes: None |
| A. 18 | N. Callison Rd/ Liscomb Ave | S/W | Residential | Flared Sides | $26^{\prime}$ | Ramp Slope: 10.5\% <br> Landing: None <br> Truncated Domes: None |
| A. 20 | El Syd St/ Liscomb Ave | S/E | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 9.0\% <br> Landing: None <br> Truncated Domes: None |
| A. 21 | El Syd St/ Liscomb Ave | S/W | Residential | Flared Sides | $33^{\prime}$ | Ramp Slope: 9.3\% <br> Landing: None <br> Truncated Domes: None |
| A. 24 | N Newman Rd/ Liscomb Ave | S/E | Residential | Flared Sides | $26^{\prime}$ | Ramp Slope: 12.0\% <br> Landing: None <br> Truncated Domes: None |

## Tipton Map B



Last Updated:
08/12/2013

## Community:

Map:

## Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| B.1 | N Newman Rd | S. of Lipscomp Ave <br> N. of Woods Ave <br> E. side of Road | Residential | Cross slope | 184' | 2.1-3.6\% |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| B. 12 | El Syd St. Copper Ct. | S. of Lipscomb Ave Both sides of road Includes side sty. | Residential | Driveway | 34 at 22' | Driveways exceed max cross slope |
| B. 14 | Copper Ct | W. of El Syd St Both sides of road | Residential | Cross slope | 379 | 2.2-4.9\% |
| B. 16 | El Syd St | N. of E Woods Ct <br> S. of Copper Ct <br> W. side of road | Residential | Cross slope | 94' | 2.6-3.3\% |
| B. 18 | Woods Ct | W. of El Syd St Both sides of road | Residential | Cross slope | 266' | 2.3-3.4\% |
| B. 20 | El Syd St | S. of E Woods Ct Both side of road | Residential | Cross slope | 74 | 2.1-4.5\% |
| B. 21 | El Syd St | S. of E Woods Ct | Residential | Obstruction | $\begin{aligned} & 42^{\prime} \text { at } 3.2^{\prime} \\ & \text { wide } \end{aligned}$ | Path connecting between N . El Syd and S. El Syd. $3.2^{\prime}$ wide path |
| B. 22 | El Syd St | S. of Lipscomb Ave <br> E. side of road | Residential | Cross slope | 178' Total | 2.1-4.6\% |
| B. 23 | N Callison Rd | S. of Lipscomb Ave N. of Woods Ave W. side of road | Residential | Driveway | 18 at 22' | Driveways exceed max cross slope |
| B. 24 | N Callison Rd | S. of Lipscomb Ave N. of Woods Ave W. side of road | Residential | Cross slope | 39' total | 2.2-3.8\% |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| B. 25 | N Callison Rd | S. of Lipscomb Ave <br> N. of Woods Ave <br> W. side of road | Residential | Obstruction | 2 at 2.2' | Power poles |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| B. 10 | N Newman/ <br> Copper Ave | S/W | Residential | None | 33' | No Curb Ramp |

## Tipton Map C



Last Updated:

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| C. 1 | N. Callison Rd | N. of Klindera <br> S. of E Woods <br> W. side of road | Residential | Driveway | 4 at $22^{\prime}$ | Driveways exceed max cross slope |
| C. 2 | N. Callison Rd | N. of Klindera <br> S. of E Woods <br> W. side of road | Residential | Cross slope | 29' total | 2.5-3.4\% |
| C. 3 | N. Callison Rd | N. of Klindera <br> S. of E Woods <br> W. side of road | Residential | Obstruction | $1 '$ | Utility pole |
| C. 5 | Klindera Ave | W. of Callison Rd E. of El Syd St N. side of road | Residential | Cross slope | 104' | 2.4-4.2\% |
| C. 7 | El Syd St | N. of Klindera <br> E. side of road | Residential | Cross slope | 238' total | 2.1-4.4\% |
| C. 8 | El Syd St | N. of Klindera Both sides of road | Residential | Driveway | 19 at 22' | Driveways exceed max cross slope |
| C. 9 | El Syd St | N. of Klindera W. side of road | Residential | Cross slope | 343' Total | 2.3-3.9\% |
| C. 11 | Klindera Ave | E. of Newman Rd W. of El Syd St N. side of road | Residential | Sidewalk Offset | 1/2" | Tripping hazard |
| C. 13 | N Newman Rd | N. of Klindera Ave <br> S. of E Woods Ave W. side of road | Residential | Sidewalk Obstruction | 2.6 | Mail box |
| C. 14 | N Newman Rd | N. of Klindera Ave <br> S. of E Woods Ave <br> E. Side of Road | Residential | Cross slope | 50' Total | 3.1-3.4\% |
| C. 15 | N. Newman Rd | N. Klindera Ave S. of E. Woods Ave W. Side of Road | Residential | Cross Slope | 60' Total | 2.1-3.3\% |
| C. 16 | N Newman Rd | N. of Klindera Ave <br> S. of E Woods Ave W. side of road | Residential | Gap | 135' | Gap in sidewalk over multiple properties |
| C. 18 | N Newman Rd | N. of Klindera Ave S. of E Woods Ave Both side of road | Residential | Driveway | 16 at 22' | Driveways exceed max cross slope |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| C. 4 | N Callison Rd/ Klindera Ave | N/W | Residential | Flared sides | 29' | Ramp Slope: 10.2\% <br> Landing: None <br> Truncated Domes: None |
| C. 6 | El Syd St/ Klindera Ave | N/E | Residential | Flared sides | 15' | Ramp Slope: 9.0\% <br> Landing: None <br> Truncated Domes: None |
| C. 10 | El Syd St/ Klindera Ave | N/W | Residential | Flared sides | 16' | Ramp Slope: 7.8\% <br> Flares: 8.4/5.7\% <br> Landing: None <br> Truncated Domes: No Transition: 7.1\% Lip on AC/ Concrete: Yes Grooved Border: Yes |
| C. 12 | Newman Rd/ Klindera Ave | N/E | Residential | Flared sides | 32' | Ramp Slope: 13.7\% <br> Landing: None <br> Truncated Domes: None |
| C. 17 | Newman Rd/ Klindera Ave | N/W | Residential | None | 32' | No Curb Ramp |

## Tipton Map D



| Last Updated: | 07/24/2013 |
| :--- | :---: |
| Community: | Tipton |


| Community: | Tipton |
| :--- | :---: |
| Map: | D |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| D. 2 | E. Woods Ave. | E. of Smith Rd. W. of Newman Rd. <br> $N$. Side of Road | School Zone | Driveway | 5 at 17' | Exceeds max cross slope with no upper landing provided |
| D. 3 | E. Woods Ave. | E. of Smith Rd. W. of Newman Rd. <br> $N$. Side of Road | School Zone | Broken sidewalk | $14^{\prime}$ | (Poor Condition)Trip hazard |
| D. 4 | E. Woods Ave. | E. of Smith Rd. W. of Newman Rd. <br> $N$. Side of Road | School Zone | End of Sidewalk | - | No transition with no further access |
| D. 6 | E. Woods Ave. | E. of Smith Rd. W. of Newman Rd. S. Side of Road | School Zone | Driveway | 3 at 22 | Driveway Exceeds Max Cross Slope |
| D. 7 | E. Woods Ave. | E. of Smith Rd. W. of Newman Rd. <br> S. Side of Road | School Zone | Cross slope | $25^{\prime}$ | 3.2\%-3.6\% |
| D. 10 | Smith Rd. | N. of Klindera Ave. <br> S. of Woods Ave. <br> E. Side of Road | Residential | Cross slope | $98^{\prime}$ | 3.0-4.6\% |
| D. 11 | Smith Rd. | N. of Klindera Ave. <br> S. of Woods Ave. <br> E. Side of Road | Residential | Driveway | 6 at 14' | Driveway Exceeds Max Cross Slope |
| D. 12 | Smith Rd. | N. of Klindera Ave. <br> S. of Woods Ave. <br> E. Side of Road | Residential | Gap | 75' | Multiple properties |
| D. 13 | Smith Rd. | N. of Klindera Ave. S. of Woods Ave. E. Side of Road | Residential | Driveway | 2 at 30' | Driveway Exceeds Max Cross Slope |
| D. 14 | Smith Rd. | N. of Klindera Ave. <br> S. of Woods Ave. <br> E. Side of Road | Residential | Gap | 80' | Gap over single property |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| D. 16 | Kindera Ave. | E. of Adams Rd. W. of Smith Rd. <br> S. Side of Road | Residential | Cross slope | 48' | 2.2\%-2.8\% |
| D. 17 | Kindera Ave. | E. of Adams Rd. W. of Smith Rd. <br> S. Side of Road | Residential | End of Sidewalk | - | No transition with no further access |
| D. 19 | Smith Rd. | N. of Kindera Ave. S. of Woods Ave. W. Side of Road | Residential | Cross slope | 157' | 2.2-4.6\% |
| D. 20 | Smith Rd. | N. of Kindera Ave. S. of Woods Ave. W. Side of Road | Residential | Gap | 55' | Single property |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| D. 1 | Newman Rd/ Woods Ave. | N/W | School Zone | Flared Sides | 32' | Ramp Slope: 14.2\% <br> Landing: None <br> Truncated Domes: None |
| D. 5 | Newman Rd/ Woods Ave. | S/W | School Zone | Flared Sides | $33 '$ | Ramp Slope: 9.8\% <br> Landing: None <br> Truncated Domes: None |
| D. 9 | Smith Rd./ Woods Ave. | S/E | School Zone | Flared Sides | 33' | Ramp Slope: 15.0\% <br> Landing: None <br> Truncated Domes: None |
| D. 15 | Kindera Ave/ Smith Rd. | S/W | Residential | Flared Sides | 33' | Ramp Slope: 9.4\% <br> Landing: None <br> Truncated Domes: None |
| D. 18 | Kindera Ave/ Smith Rd. | N/W | Residential | None |  | No curb ramp |
| D. 21 | Woods Ave./ Smith Rd. | S/W | School Zone | Flared Sides | $33^{\prime}$ | Ramp Slope: $12.4 \%$ <br> Landing: None <br> Truncated Domes: None |

## Tipton Map E



| Last Updated: | $07 / 24 / 2013$ |
| :--- | :---: |
| Community: | Tipton |
| Map: | E |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| E. 1 | Smith Rd. | N. of Spencer Rd. S. of Kindera Ave. East side of road | Residential | Driveway | 7 at 22' | Driveway Exceeds Max Cross Slope |
| E. 2 | Smith Rd. | N. of Spencer Rd. S. of Kindera Ave. East side of road | Residential | Cross Slope | 51' Total | 2.5-2.8\% |
| E. 3 | Smith Rd. | N. of Spencer Rd. S. of Kindera Ave. East side of road | Residential | Offset | 1/2" | Tripping Hazard |
| E. 5 | Spencer Rd. | E. of Adams Rd. W. of Smith Rd. North side of road | Residential | Cross Slope | 110' | 2\%-3.6\% |
| E. 6 | Adams Rd. | N. of Lerda Ave. S. of Jayna Ave. East side of road | Residential | End of Sidewalk | - | No transition with no further access |
| E. 7 | Adams Rd. | N. of Lerda Ave. <br> S. of Jayna Ave. East side of road | Residential | Cross Slope | 208' Total | 2.3-4.4\% |
| E. 8 | Adams Rd. | N. of Jayna Ave. S. of Spencer Rd. East side of road | Residential | Driveway | 3 at 22' | Driveway Exceeds Max Cross Slope |
| E. 9 | Adams Rd. | N. of Jayna Ave. S. of Spencer Rd. East side of road | Residential | Offset | 1/2" | Tripping Hazard |
| E. 11 | Spencer Rd. | E. of Adams Rd. W. of Smith Rd. South side of road | Residential | Offset | 1/4" | Tripping Hazard |
| E. 12 | Spencer Rd. | E. of Adams Rd. W. of Smith Rd. South side of road | Residential | Offset | 1/4" | Tripping Hazard |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| E. 13 | Spencer Rd. | E. of Adams Rd. W. of Smith Rd. South side of road | Residential | Driveway | $20^{\prime}$ | Driveway Exceeds Max Cross Slope |
| E. 14 | Spencer Rd. | E. of Adams Rd. W. of Smith Rd. South side of road | Residential | Gap |  | Single property |
| E. 16 | Smith Rd. | N. of Jayna Ave. S. of Spencer Rd. East side of road | Residential | End of Sidewalk | - | No transition with no further access |
| E. 18 | Spencer Rd. | E. of Smith Rd. W. of Newman Rd. South side of road | Residential | Driveway | $23 '$ | Driveway Exceeds Max Cross Slope |
| E. 20 | Newman Rd. | N. of Jayna Ave. S. of Spencer Rd. West side of road | Residential | Driveway | 2 at 30 | Driveway Exceeds Max Cross Slope |
| E. 21 | Newman Rd. | N. of Jayna Ave. S. of Spencer Rd. West side of road | Residential | End of Sidewalk | - | No transition with no further access |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| E. 4 | Spencer Rd./ Smith Rd. | N/E | Residential | Flared Sides | 31' | Ramp Slope: 8.2\% <br> Flares: 6.9/5.0\% <br> Landing: None <br> Truncated Domes: No Transition: 5.0\% Lip on AC/ Concrete: Yes Grooved Border: Yes |
| E. 10 | Spencer Rd./ Adams Rd. | S/E | Residential | None |  | No Curb Ramp |
| E. 15 | Spencer Rd./ Smith Rd. | S/W | Residential | None |  | No Curb Ramp |
| E. 17 | Spencer Rd./ Smith Rd | S/E | Residential | None |  | No Curb Ramp |
| E. 19 | Spencer Rd./ Newman Rd | S/W | Residential | Flared Sides | 18' | Ramp Slope: 9.9\% <br> Landing: None <br> Truncated Domes: None |



## Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| F. 1 | N Evans Rd. | N. of Lipscomb Ave. <br> S. of Ave 152. <br> E. Side of Road | School Zone | End of Sidewalk | - | No transition with no further access |
| F. 2 | N Evans Rd. | N. of Lipscomb Ave. <br> S. of Ave 152. <br> E. Side of Road | School Zone | Cross Slope | 95' | 2.3-3.1\% |
| F. 3 | N Evans Rd. | N. of Lipscomb Ave. <br> S. of Ave 152. <br> E. Side of Road | School Zone | Driveway | 30' | Landing is at $1.6 \%$, but still needs transition from sidewalk to landing |
| F. 5 | Ave 152 | E. of N Evans Rd. W. of Smith Rd. S. Side of Road | School Zone | Cross Slope | 186 | 2.8-3.2\% |
| F. 6 | Ave 152 | E. of $N$ Evans Rd. W. of Smith Rd. <br> S. Side of Road | School Zone | Offset | 1/2" | Tripping Hazard |
| F. 7 | Ave 152 | E. of $N$ Evans Rd. W. of Smith Rd. <br> S. Side of Road | School Zone | Broken sidewalk | 155' | (Poor condition) Trip hazard |
| F. 8 | Ave 152 | E. of N Evans Rd. W. of Smith Rd. S. Side of Road | School Zone | Broken Sidewalk | 80' | (Poor condition) Trip hazard |
| F. 9 | Ave 152 | E. of N Evans Rd. W. of Smith Rd. <br> S. Side of Road | School Zone | Gap | 242' | Single property in route to school area |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| F. 4 | Ave 152/ <br> N Evans Rd. | S/E | School Zone | Flared Sides | 39' | Ramp Slope: 6.8\% <br> Flares: 8.0/5.5\% <br> Landing: None <br> Truncated Domes: No <br> Transition: 5.0\% <br> Lip on AC/ Concrete: Yes <br> Grooved Border: Yes |

## Tipton Map G



| Last Updated: | $07 / 24 / 2013$ |
| :--- | :---: |
| Community: | Tipton |
| Map: | G |

Path of Travel:

| Path of Travel: |
| :--- |
| Feature No. Location Direction Type of Area Feature Length Comment <br> G.1 N Thompson Rd. N. of Lipscomb Ave. <br> S. of Ave 152 <br> W. Side of Road Commercial Driveway $30^{\prime}$ Landing at $1.6 \%$ but no <br> transition from pathway <br> G.2 N Thompson Rd. N. of Lipscomb Ave. <br> S. of Ave 152 <br> W. Side of Road Commercial Broken <br> Sidewalk $80^{\prime}$ (Poor condition) Trip Hazard |
| G.3 |

## Tipton Map H



| Last Updated: | $07 / 24 / 2013$ |
| :--- | :---: |
| Community: | Tipton |
| Map: | H |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| H. 2 | Tipton Overpass | W. of S. Evans Rd. <br> E. of Burnett Rd <br> $N$. Side of Road | Residential | Broken Sidewalk | 480' | Asphalt in poor condition with cross slope of 4.58.2\% |
| H. 3 | Tipton Overpass | W. of S. Evans Rd. <br> E. of Burnett Rd <br> N. Side of Road | Residential | Offset | $9{ }^{\prime \prime}$ | Needs transition/ tripping hazard |
| H. 4 | Tipton Overpass | W. of S. Evans Rd. <br> E. of Burnett Rd <br> $N$. Side of Road | Residential | Obstruction | 2.81 | Guardrail |
| H. 5 | Tipton Overpass | W. of S. Evans Rd. <br> E. of Burnett Rd <br> N. Side of Road | Residential | Gap | $2{ }^{\prime \prime}$ | Joint in concrete possible trip hazard |
| H. 6 | Tipton Overpass | W. of S. Evans Rd. <br> E. of Burnett Rd <br> N. Side of Road | Commercial | Offset | $9{ }^{\prime \prime}$ | Needs transition/ tripping hazard |
| H. 7 | Tipton Overpass | W. of S. Evans Rd. <br> E. of Burnett Rd <br> N. Side of Road | Commercial | Broken Sidewalk | 290' | Asphalt in poor condition with cross slope of 4.09.0\% |
| H. 8 | Tipton Overpass | W. of S. Evans Rd. <br> E. of Burnett Rd <br> N. Side of Road | Commercial | Obstruction | $2 '$ | Power Pole and Stop Sign |
| H. 10 | Tipton Overpass | W. of S. Evans Rd. <br> E. of Burnett Rd <br> S. Side of Road | Commercial | Offset | $1{ }^{\prime \prime}$ | Tripping Hazard |
| H. 12 | Tipton Overpass | W. of S. Evans Rd. <br> E. of Burnett Rd <br> S. Side of Road | Commercial | Broken Sidewalk | 310 | Asphalt in poor condition with cross slope of 4.07.6\% |
| H. 13 | Tipton Overpass | W. of S. Evans Rd. <br> E. of Burnett Rd <br> S. Side of Road | Commercial | Offset | $9{ }^{\prime \prime}$ | Needs transition/ tripping hazard |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| H. 14 | Tipton Overpass | W. of S. Evans Rd. <br> E. of Burnett Rd <br> S. Side of Road | Commercial | Obstruction | 2.61 | Guardrail |
| H. 15 | Tipton Overpass | W. of S. Evans Rd. E. of Burnett Rd S. Side of Road | Residential | Cross Slope | 76' Total | 2.8-3.0\% |
| H. 16 | Tipton Overpass | W. of S. Evans Rd. <br> E. of Burnett Rd <br> S. Side of Road | Residential | Offset | $6{ }^{\prime \prime}$ | Needs transition/ tripping hazard |
| H. 17 | Tipton Overpass | W. of S. Evans Rd. <br> E. of Burnett Rd <br> S. Side of Road | Residential | Cross Slope/Broken AC | 480' | Asphalt in poor condition with cross slope of 4.08.0\% |
| H. 18 | Tipton Overpass | W. of S. Evans Rd. <br> E. of Burnett Rd <br> S. Side of Road | Residential | Obstruction | 2.81 | Power Pole and Stop Sign |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| H. 1 | S. Evans Rd/ Tipton Overpass | N/W | Residential | None |  | No Curb Ramp |
| H. 9 | Burnett Rd/ Tipton Overpass | N/E | Commercial | None |  | No Curb Ramp |
| H. 11 | Burnett Rd/ Tipton Overpass | S/E | Commercial | None |  | No Curb Ramp |
| H. 19 | S. Evans Rd/ Tipton Overpass | S/W | Residential | None |  | No Curb Ramp |

## Tipton Map I



| Last Updated: | $07 / 24 / 2013$ |
| :--- | :---: |
| Community: | Tipton |
| Map: | 1 |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1.1 | Burnett Rd. | N. of Jayna Ave. S. of Spencer Ave East side of road | Commercial | Obstruction | 2.91 | Fire hydrant |
| 1.2 | Burnett Rd. | N. of Jayna Ave. S. of Spencer Ave East side of road | Commercial | Cross slope | 36' | 2.5\% |
| 1.3 | Burnett Rd. | N. of Jayna Ave. <br> S. of Spencer Ave East side of road | Commercial | Obstruction | 55' | Sidewalk only at 3.4' wide |
| 1.4 | Burnett Rd. | N. of Jayna Ave. S. of Spencer Ave East side of road | Commercial | End of Sidewalk | - | No transition with no further access |
| 1.5 | Burnett Rd. | N. of Jayna Ave. S. of Spencer Ave East side of road | Commercial | Cross slope | 35' | 2.6\% |
| 1.6 | Burnett Rd. | N. of Jayna Ave. S. of Spencer Ave East side of road | Commercial | Driveway | 21' | Driveway exceeds max cross slope |
| 1.7 | Burnett Rd. | N. of Jayna Ave. S. of Spencer Ave East side of road | Commercial | Cross slope | $23^{\prime}$ | 2.4\% |
| 1.8 | Burnett Rd. | N. of Jayna Ave. S. of Spencer Ave East side of road | Commercial | Driveway | 3 at 29' | Driveway exceeds max cross slope |
| 1.9 | Burnett Rd. | N. of Spencer Ave <br> S. of Tipton Overpass <br> E. Side of Road | Commercial | Cross slope | 38' | $38^{\prime}$ at 4.3\%. <br> 9 ' wide sidewalk path |
| 1.10 | Burnett Rd. | N. of Spencer Ave S. of Tipton Overpass E. Side of Road | Commercial | Cross slope | 30' | 2.9\% |

## Tipton

 Map J

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| J. 2 | E Woods Ave. | E. of Thompson W. of Evans Rd. S. Side of Road | Residential | Cross Slope | 145' Total | 2.6-4.2\% |
| J. 3 | E Woods Ave. | E. of Thompson W. of Evans Rd. <br> S. Side of Road | Residential | Driveway | 2 at $33^{\prime}$ | Driveway exceeds max cross slope |
| J. 5 | N Evans Rd. | N. of Klindera Ave. <br> S. of Woods Ave. <br> W. Side of Road | Residential | Cross Slope | 135' Total | 2.9-4.6\% |
| J. 6 | N Evans Rd. | N. of Klindera Ave. S. of Woods Ave. W. Side of Road | Residential | Gap | $51 '$ | Single property |
| J. 7 | N Evans Rd. | N. of Klindera Ave. S. of Woods Ave. W. Side of Road | Residential | Driveway | 4 at 16' | Driveway exceeds max cross slope |
| J. 8 | N Evans Rd. | N. of Klindera Ave. S. of Woods Ave. W. Side of Road | Commercial | Gap | 100' | Multiple properties |
| J. 9 | S Evans Rd. | N. of Spencer Rd. <br> S. of Klindera Ave. <br> E. Side of Road | Residential | End of Sidewalk | - | End of pavement with no transition |
| J. 10 | S Evans Rd. | N. of Spencer Rd. <br> S. of Klindera Ave. <br> E. Side of Road | Residential | Driveway | 1 at $40^{\prime}$ 1 at $30^{\prime}$ 1 at $26^{\prime}$ | Exceeds max cross slope with no landing |
| J. 12 | Klindera Ave. | E. of Evans Rd. W. of Adams Rd. S. Side of Road | Residential | Driveway | $\begin{aligned} & 1 \text { at } 72^{\prime} \\ & 2 \text { at } 30^{\prime} \end{aligned}$ | Exceeds max cross slope with no landing |
| J. 13 | Klindera Ave. | E. of Evans Rd. W. of Adams Rd. S. Side of Road | Residential | End of Sidewalk | - | No transition with no further access |


| Curb Ramps: |
| :--- |
| Feature No. Location Direction Type of Area Type Length Comment <br> J.1 N. Thompson Rd/ <br> E. Woods Ave S/E Commercial None  No curb ramp <br> J.4 E. Woods Ave/ <br> N. Evans Rd S/W Commercial Flared Sides 34' Ramp Slope: $15.8 \%$ <br> Landing: None <br> Truncated Domes: None <br> J.11 Klindera Ave./ <br> S. Evans rd. S/E Commercial None  No curb ramp |

## Tipton Map K



| Last Updated: | $08 / 19 / 2013$ |
| :--- | :---: |
| Community: | Tipton |
| Map: | K |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| K. 2 | N. Graham Rd | N. of Klindera <br> S. of Wood <br> W. Side of Road | Commercial | Driveway | $90^{\prime}$ | Driveway exceeds max cross slope |
| K. 3 | N. Graham Rd | N. of Klindera <br> S. of Wood <br> W. Side of Road | Commercial | Driveway | 22' | Uneven surface |
| K. 4 | N. Graham Rd | N. of Klindera <br> S. of Wood <br> W. Side of Road | Commercial | Offset | 1/2" | Tripping Hazard |
| K. 5 | N. Graham Rd | N. of Klindera <br> S. of Wood <br> W. Side of Road | Commercial | Offset | $1{ }^{\prime \prime}$ | Tripping Hazard Sidewalk is 8 ' wide |
| K. 6 | N. Graham Rd | N. of Klindera <br> S. of Wood <br> W. Side of Road | Commercial | Gap | $4{ }^{\prime}$ | Single Property |
| K. 9 | N. Graham Rd | N. of Wood W. Side of Road | Commercial | Gap | $40^{\prime}$ | Single Property |
| K. 11 | N. Graham Rd | N. of Wood W. Side of Road | Commercial | Gap | 110' | Multiple Properties |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| K. 1 | Klindera/ Graham | N/W | Commercial | None |  | No Curb Ramp |
| K. 7 | Wood/ Graham | s/w | Commercial | None |  | No Curb Ramp |
| K. 8 | Wood/ Graham | N/W | Commercial | None |  | No Curb Ramp |
| K. 10 | Graham | N. of Wood W. Side of Road | Commercial | Ramp |  | 3 Ramps at slopes of $13 \%$, 10.1\%,11.9\% |

## Traver

## Overview Map



## Traver Map A



| Last Updated: | $07 / 16 / 2013$ |
| :--- | :---: |
| Community: | Traver |
| Map: | A |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A. 1 | Merritt Dr | E. of Canal Dr.(E) <br> N. side of road | School | End of Sidewalk |  | No transition with no further access |
| A. 2 | Merritt Dr | E. of Canal Dr.(E) <br> N . side of road | School | Cross Slope | 15' | 2.70\% |
| A. 3 | Merritt Dr | E. of Canal Dr.(E) <br> N. side of road | School | Driveway | $15 '$ | Driveways exceed max cross slope |
| A. 5 | Canal Dr (E) | N. of Merritt Dr both sides of road | School | Cross Slope | 155' total | 2.2\%-4.2\% |
| A. 6 | Canal Dr (E) | N. of Merritt Dr <br> E. side of road | School | Driveway | 1 at $28{ }^{\prime}$ | Driveways exceed max cross slope |
| A. 7 | Canal $\operatorname{Dr}(\mathrm{E})$ | N. of Merritt Dr W. side of road | School | Driveway | 2 at 18' | Driveways exceed max cross slope |
| A. 8 | Canal Dr (E) | N. of Merritt Dr W. side of road | School | Offset | 1/2" | Utility box is broken making uneven path of travel, creating a trip hazard |
| A. 10 | Merritt Dr | E. of Canal Dr. (W) W. of Canal $\operatorname{Dr}(E)$ N. side of road | School | Sidewalk | 35' total | 3.2-4.2\% |
| A. 11 | Merritt Dr | E. of Canal Dr. (W) W. of Canal $\operatorname{Dr}(E)$ N . side of road | School | Driveway | $\begin{aligned} & 19^{\prime}(2.4 \%) \\ & 18^{\prime}(2.9 \%) \\ & 18^{\prime}(2.8 \%) \end{aligned}$ | Driveways exceed max cross slope |
| A. 12 | Merritt Dr | E. of Canal Dr. (W) W. of Canal $\operatorname{Dr}(\mathrm{E})$ N. side of road | School | End of Sidewalk |  | No transition with no further access |

## Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A. 13 | Canal Dr (E) | N. of Jacobs Rd <br> S. of Ave 368 <br> E. side of road | School | End of Sidewalk |  | No transition with no further access |
| A. 14 | Canal Dr (E) | N. of Jacobs Rd <br> S. of Ave 368 <br> E. side of road | School | Cross Slope | $16^{\prime}$ | 2.40\% |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A. 4 | Canal $\operatorname{Dr}(\mathrm{E}) /$ <br> Merritt Dr | N/E | School | None |  | No Curb Ramp |
| A. 9 | Canal $\operatorname{Dr}(\mathrm{E}) /$ Merritt Dr | N/W | School | None |  | No Curb Ramp |
| A. 15 | Canal Dr (E) <br> Front of school | E. side of road | School | Dip Down | $16^{\prime}$ | Ramp Slope: 6.2/6.5\% <br> Flares: N/A <br> Landing: 1.1\% <br> Truncated Domes: Yes Transition: 5.8\% Lip on AC/ Concrete: Yes Grooved Border: Yes |
| A. 16 | Canal Dr (E) Front of school | E. side of road | School | Dip Down | $16^{\prime}$ | Ramp Slope: 7.7/6.2\% <br> Flares: N/A <br> Landing: $0.2 \%$ <br> Truncated Domes: Yes <br> Transition: 0\% <br> Lip on AC/ Concrete: Yes <br> Grooved Border: Yes |
| A. 17 | Canal Dr (E) Front of school | E. side of road | School | Dip Down | $6^{\prime}$ | Ramp Slope: 6.6\% <br> Flares: N/A <br> Landing: 2.0\% <br> Truncated Domes: Yes Transition: 0\% <br> Lip on AC/ Concrete: No <br> Grooved Border: Yes |

## Waukena

## Overview Map



## Waukena Map A



| Last Updated: | $07 / 16 / 2013$ |
| :--- | :---: |
| Community: | Waukena |
| Map: | A |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comments |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A.2 | Harmon Rd. | S. of Dawkins Dr. <br> W. Side of Road | School | Cross Slope | $40^{\prime}$ |  |
| A.4 | Harmon Rd. | S. of Dawkins Dr. <br> W. Side of Road | School | Offset | $1 / 2$ " | Tripping Hazard |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comments |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A. 1 | Harmon Rd. | S. Dawkins Dr. <br> W. Side of Road | School | Ramp |  | Ramp Slope: 1.2\% <br> Flares: N/A <br> Landing: 2\% <br> Truncated Domes: No <br> Transition: N/A <br> Lip on AC/ Concrete: Yes <br> Grooved Border: No |
| A. 3 | Harmon Rd. | S. Dawkins Dr. <br> W. Side of Road | School | None |  | No Ramp for existing cross walk |

## Woodville

## Overview Map



Note: No Pedestrian Right of Way
Features are present outside of the following maps.


## Woodville Map A



| Last Updated: | $07 / 10 / 2013$ |
| :--- | :---: |
| Community: | Woodville |
| Map: | A |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A. 3 | Oak Ave | E of Rd 167 W of Rd 168 <br> $N$. Side of Road | Residential | Driveway | 9 @ 22' | Exceed max cross slope |
| A. 5 | Rd. 168 | N of Oak Ave S of Ave 168 W. Side of Road | Residential | Cross Slope | $90^{\prime}$ | 2.8-3.2\% |
| A. 9 | Ave 168 | E of Rd 167 W of Rd 168 S. Side of Road | Residential | Driveway | 8 @ 22' | Exceed max cross slope |
| A. 10 | Ave 168 | E of Rd 167 <br> W of Rd 168 <br> S. Side of Road | Residential | Cross Slope | 28' | 3.3\% |
| A. 11 | Ave 168 | E of Rd 167 <br> W of Rd 168 <br> S. Side of Road | Residential | Bus Stop |  | Bus stop pad needs transition |
| A. 12 | Ave 168 | E of Rd 167 W of Rd 168 S. Side of Road | Residential | Cross Slope | 11' | 2.70\% |
| A. 13 | Ave 168 | E of Rd 167 <br> W of Rd 168 <br> S. Side of Road | Residential | Cross Slope | 20' | 3.90\% |
| A. 15 | Rd 168 | S of Oak Ave N of Ave 167 W. Side of Road | Residential | Driveway | 22' | Sidewalk with 6.8\% Cross Slope in back of driveway |
| A. 16 | Rd 168 | S of Oak Ave N of Ave 167 W. Side of Road | Residential | Driveway | $22^{\prime}$ | 4" Curb, No access |


| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A. 1 | Rd. 167 / Ave 168 | S/E | Residential | Flare Sides | $39^{\prime}$ | Ramp Slope: 13.3\% <br> Landing: None <br> Truncated Domes:None |
| A. 2 | Rd. 167 / Oak Ave | S/E | Residential | Flare Sides | $39^{\prime}$ | Ramp Slope: 11.5\% <br> Landing: None <br> Truncated Domes:None |
| A. 4 | Oak Ave / Rd. 168 | N/W | Residential | Flare Sides | 35' | Ramp Slope: 12.8\% Landing: None Truncated Domes:None |
| A. 6 | Rd. 168 / Ave 168 | S/W | Residential | Flare Sides | $31^{\prime}$ | Ramp Slope: 14.4\% <br> Landing: None <br> Truncated Domes:None |
| A. 7 | Rd. 168 / Ave 168 | S/E | Residential | None | $31^{\prime}$ | No Curb Ramp |
| A. 8 | Rd 168 / Ave 168 | N/W | Residential | None | $31^{\prime}$ | No Ramp, Bus stop W of corner |
| A. 14 | Oak Ave / Rd. 168 | S/w | Residential | None |  | No Curb Ramp |

## Woodville Map B



| Last Updated: | $08 / 13 / 2013$ |
| :--- | :---: |
| Community: | Woodville |
| Map: | B |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| B. 1 | Rd 168 | S of Oak Ave N of Ave 167 W. Side of Road | Residential | Offset | $2{ }^{\prime \prime}$ | Gap/Tripping Hazard |
| B. 2 | Rd 168 | S of Oak Ave N of Ave 167 <br> W. Side of Road | Residential | Offset | $2 "$ | Gap/ Tripping Hazard |
| B. 3 | Rd 168 | S of Oak Ave <br> N of Ave 167 <br> W. Side of Road | Residential | Gap | 78' | Extend Sidewalk 78' to intersection. Curb Ramp will be needed |
| B. 4 | Rd 168 | S of Oak Ave N of Ave 167 W. Side of Road | Residential | Gap | $94^{\prime}$ | Extend Sidewalk 94' to intersection. Curb Ramp will be needed |
| B. 5 | Rd 168 | S. of Ave. 167 N. of Ave 166 W. Side of Road | School | Driveway | 2 at 13' | Driveway exceeds max cross slope |
| B. 6 | Rd. 168 | S. of Ave. 167 <br> N. of Ave 166 <br> W. Side of Road | School | Driveway | $21^{\prime}$ | Driveway exceeds max cross slope |
| B. 7 | Rd 168 | S. of Ave. 167 <br> N. of Ave 166 <br> W. Side of Road | School | Offset | 1/2" | Tripping Hazard |
| B. 8 | Rd 168 | S. of Ave. 167 <br> N.of Ave 166 <br> W. Side of Road | School | Offset | 1/2" | Tripping Hazard |
| B. 9 | Rd 168 | S. of Ave. 167 <br> N. of Ave 166 <br> W. Side of Road | School | Driveway | $16^{\prime}$ | Driveway exceeds max cross slope |
| B. 10 | Rd 167 | S. of Ave. 167 <br> E. Side of Road | Residential | End of Sidewalk |  | No transition with no further access |

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| B.12 | Ave 167 | W. of Rd 168 <br> E. of Rd 167 <br> S. Side of Road | Residential | Cross Slope | 85' |  |
| B.13 | Ave 167 | W. of Rd 168 <br> E. of Rd 167 <br> S. Side of Road | Residential | End of <br> Sidewalk |  | No Transition with no <br> further access |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type |  | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| B.11 |  |  |  |  |  |  |
| Ave 167/ Rd 167 | S/E | Comercial | No Ramp |  | No Ramp |  |
| B.14 |  |  |  |  |  |  |
| Ave 167/ Rd 168 | N/W | Comercial | No Ramp |  | No Ramp |  |
| B.15 |  |  |  |  |  |  |

## Woodville Map C



| Last Updated: | $07 / 10 / 2013$ |
| :--- | :---: |
| Community: | Woodville |
| Map: | C |

## Map:

Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| C.1 | Rd. 168 | S. of Ave 166 <br> W. Side of Road | School | Gap/ <br> Driveway | 86' | Gap over single property <br> with driveway exceeding <br> max cross slope |
| C.2 | Rd. 168 | S. of Ave 166 <br> W. Side of Road | School | Driveway | 2 at 59' | Driveway exceeds max <br> cross slope |
| C.3 | Rd. 168 | S. of Ave 166 <br> W. Side of Road | School | End of <br> Sidewalk |  | No Transition with no <br> further access |

## Woodville Map D

N


Last Updated: 07/10/2013
Community: Woodville
Map:
Path of Travel:

| Feature No. | Location | Direction | Type of Area | Feature | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| D. 1 | Rd. 164 | S. of Camara Ave. <br> E. Side of Road | Residential | Cross Slope | $10{ }^{1}$ | 3.00\% |
| D. 3 | Camara Ave. | E. of Rd. 164 <br> S. Side of Road | Residential | Driveways | 20 at $22^{\prime}$ | Driveways exceed max cross slope |
| D. 4 | Camara Ave. | E. of Rd. 164 <br> S. Side of Road | Residential | Cross Slope | $51^{\prime}$ | 2.3-3.3\% |
| D. 5 | Camara Ave. | E. of Rd. 164 <br> S. Side of Road | Residential | Cross Slope | $51^{\prime}$ | 2.9-3.6\% |
| D. 6 | Camara Ave. | E. of Rd. 164 <br> S. Side of Road | Residential | Cross Slope | $24^{\prime}$ | 3.00\% |
| D. 7 | Camara Ave. | W. of Rd. 164 <br> $N$. Side of Road | Residential | Cross Slope | $24^{\prime}$ | 2.2-3.3\% |
| D. 8 | Camara Ave. | E. of Rd. 164 <br> $N$. Side of Road | Residential | Cross Slope | $6^{1}$ | 4.40\% |
| D. 9 | Camara Ave. | E. of Rd. 164 <br> $N$. Side of Road | Residential | Cross Slope | 50' | 2.5-2.8\% |
| D. 11 | Rd. 164 | N. of Camara Ave <br> E. Side of Road | Residential | Cross Slope | 80' | 3.4-3.7\% |
| D. 12 | Rd. 164 | N. of Camara Ave. <br> E. Side of Road | Residential | End of Sidewalk |  | No transition with no further access |

Curb Ramps:

| Feature No. | Location | Direction | Type of Area | Type | Length | Comment |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| D.2 | Rd. 164/Camara Ave. | S/E |  |  |  | Ramp Slope: 9.7\% <br> Landing: None |
| Residential | Flare Sides | 33' |  |  |  |  |
| Truncated Domes:None |  |  |  |  |  |  |


[^0]:    Rd 158

