

# Americans with Disabilities Act

## Town of Milton Transition Plan

### Pedestrian Facilities in the Public Right of Way



February 7, 2022

Town of Milton, Delaware  
115 Federal Street  
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(302) 684-4110  
<http://milton.delaware.gov/>

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# Americans with Disabilities Act Transition Plan

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## INTRODUCTION

The purpose of this plan is to ensure that the Town of Milton creates reasonable, accessible paths of travel in the public right of way for everyone, including those with disabilities. The Town of Milton has made important enhancements to accessibility and continues a long-term commitment to removing barriers to the Town's pedestrian facilities. This Transition Plan identifies physical barriers, prioritizes improvements that should be made throughout the Town of Milton, and it describes existing policies and programs to enhance overall pedestrian accessibility within the public right of way.

## LEGAL REQUIREMENTS

The federal legislation known as the Equal Opportunity for Individuals with Disabilities Act, better known as the American with Disabilities Act (ADA), was enacted on July 26, 1990 and provides comprehensive civil rights protections to persons with disabilities in the areas of employment, state and local government services, and access to public accommodations, transportation, and telecommunications. Title II of ADA specifically applies to "public entities" (state and local governments) and the programs, services, and activities they deliver. Title II requires public entities to take several steps designed to achieve compliance, some of which are addressed herein.

## SELF EVALUATION

With regard to existing facilities, Title II of ADA requires all public agencies to complete a self-evaluation<sup>1</sup> of its program (in this case, the public right of way) and there must be an opportunity for "interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the self-evaluation process by submitting comments."

## TRANSITION PLAN

For a public entity that employs fifty or more persons, Title II of ADA requires the development of a Transition Plan to address structural changes to facilities that will be undertaken to achieve program accessibility. A similar opportunity for interested persons to participate in the development of the Transition Plan is required. The plan shall, at a minimum, include<sup>2</sup>:

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

While the Town of Milton may not meet the threshold of fifty employees, the differences between the requirements of ADA above and below that threshold are minor in the Town's view and so a Transition

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<sup>1</sup> 28 CFR Part 35.105, [eCFR :: 28 CFR 35.105 -- Self-evaluation](#).: "A public entity shall...evaluate current services, policies, and practices, and the effects thereof, that do not or may not meet the requirements of this part and, to the extent modification of any such services, policies, and practices is required, the public entity shall proceed to make the necessary modifications."

<sup>2</sup> 28 CFR §35.150(d), [eCFR :: 28 CFR 35.150 -- Existing facilities](#).

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Plan has been developed as a smart organizing tool, to guide more systematic accessibility improvements, and as a transparent measure to demonstrate the Town's commitment to progressively remove barriers to accessibility in the public right of way. A Transition Plan provides a method for the Town to prioritize, schedule and implement ADA-required improvements to existing streets and sidewalks.

## SCOPE

This Transition Plan addresses barriers within the public right of way and within the areas of Town maintenance responsibility only. Self-evaluation of other parts of the Town's program (public buildings, parks, etc.) is beyond the scope of this public rights-of-way Transition Plan.

## MILTON SELF EVALUATION

The Town of Milton identified and assessed barriers to accessibility in the public right of way through a comprehensive asset management inventory during the summer of 2009. Two University of Delaware Civil Engineering student interns inventoried assets in the public right of way, including elements of accessibility, with technical oversight provided by the Delaware T<sup>2</sup>/LTAP Center. Conditions for 228 sidewalk to street transitions, ramps and commercial entrances were collected in 2009. For each curb ramp or blended transition,<sup>3</sup> the following information was collected:

- Curb ramp type (e.g., perpendicular, parallel, diagonal)
- Ramp width
- Ramp running slope
- Ramp cross slope
- Landing area (now called a turning space)
- Presence of detectable warning surfaces (aka, truncated domes)
- Ramp condition

At that time, curb ramps were evaluated based on the (draft) Public Right of Way Accessibility Guidelines (PROWAG),<sup>4</sup> published by the U.S Access Board.<sup>5</sup> However, since PROWAG has yet to be adopted, the Town of Milton will assess its curb ramps using DelDOT's Pedestrian Accessibility Standards.<sup>6</sup>

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<sup>3</sup> A blended transition is "a street level pedestrian connection with a sloped segment that has a running grade of 5.0% or less. Locations that could be considered a blended transition include raised pedestrian street crossings, depressed corners, or curb ramp configurations where the running slope is less than 5.0%." In many locations within the Town of Milton, the sidewalk is at or so near the grade of the intersecting street, that the running slope of the "ramp" is <5%; hence, this would technically be called a blended transition. For purposes of this Transition Plan, we will refer to all of them as curb ramps.

<sup>4</sup> First drafted in 2002; Rulemaking still pending as of this Transition Plan.

<sup>5</sup> PROWAG, <https://www.access-board.gov/prowag/preamble-prowag/>.

<sup>6</sup> Pedestrian Accessibility Standards for Facilities in the Public Right of Way, Delaware Department of Transportation, 2021, <https://deldot.gov/Publications/manuals/pedestrianAccessibility/pdfs/2021/Pedestrian-Accessibility-Standards-for-Facilities-in-the-Public-Right-of-Way-2021-Edition.pdf?cache=1642695791925>.

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Some network level findings from the 2009 inventory include:

- While 228 locations were recorded in 2009, a large number were locations where no ramp was needed at this time (e.g., no sidewalk or other pedestrian access route leads up to that leg of the intersection) and so, the revised self-evaluation on which this Transition Plan is based includes 155 locations.
- Since the 2009 self-evaluation, several new streets have been taken into the Town's maintenance inventory and will trigger a need for an updated self-evaluation.
- Missing ramps – 34 locations were noted where a ramp is required but has not been installed.
- Width – one of the 122 ramp installations was less than the 36" minimum width for the Pedestrian Access Route and another 11 installations were less than 48" wide. The remainder were at least 48" wide and 64 installations were at least 60" wide.
- Running slope - 28 of the 122 ramp installations were sloped greater than the maximum 8.33%.
- Cross slope - 44 of the 122 ramp installations had cross slopes greater than 3% and another 12 locations exceeded 2.5% (the maximum cross slope permitted is 2%).
- Landing areas (turning spaces) – Only 8 of the 122 ramp installations failed to meet the required turning space of 48"x48" turning spaces (sloped no greater than 2% in any direction) and 66 installations met the desired dimension of 60"x60".
- Detectable warning surfaces (truncated domes) - 86 of the 122 ramp installations included detectable warning surfaces, although many were not the full width of the ramp and 24" deep, as required.

These network level findings are reflected by the Excel spreadsheet and in individual maps attached to this Transition Plan.

Since the 2009 asset management inventory, improvements have been made to accessibility. As such, the 2009 self-evaluation will be updated as part of the execution of this Transition Plan.

## BARRIER REMOVAL PRIORITIES

The Town of Milton will utilize several approaches to remove barriers in the public right-of-way, including proactively identifying and eliminating the barrier, responding to public complaints, and ensuring the systematic design and construction of curb ramps using the most recent guidelines.

The Town of Milton establishes barrier removal priorities using several factors:

### Location Priority

The Town has identified its location priority as follows:

1. Intersections near government facilities (e.g., Town Hall, the Police Station, the Library)
2. Intersections serving commercial and employment centers
3. Intersections serving high tourist pedestrian activities (e.g., Wagamons Pond)
4. Intersections along known routes of disabled residents living in the community
5. Intersections serving other areas.

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## Accessibility Condition

Using the self-evaluation, the accessibility of a curb ramp<sup>7</sup> can be determined, yielding location priorities<sup>8</sup>:

1. No ramp where one is needed, particularly in higher pedestrian volume areas.
2. Existing ramp seriously deficient – e.g.:
  - a. Running slope >8.33% (1" in 12")
  - b. Cross slope >3%
  - c. Width <36"
3. Existing ramp in better than average compliance – e.g.:
  - a. Cross slope <3%
  - b. Width >36"
  - c. Lack of detectable warning surfaces
4. Existing ramp substantially compliant, but still deficient in one or more elements.

With these factors in mind, the self-evaluation was color-coded in a simple red, yellow, green scheme to identify those ramp installations (or lack thereof) in three groups that could be examined more closely to prioritize corrective work. Of the 155 locations in the self-evaluation, 77 (including 34 locations where no ramp was then installed) locations were tagged “red,” suggesting that those might be the first to be examined closer and addressed earlier in the schedule. Next, 14 locations were tagged “yellow” with the thinking that the existing ramp was not ideal, but was sufficient relevant to the red locations. The remaining 64 “green” locations should not be interpreted as necessarily ideal, but rather those locations that are least essential for immediate attention by the Town.

## PUBLIC COMPLAINT PROCESS

The public complaint process is an integral part of the Transition Plan, since complaints or requests may drive the prioritization of improvements. To file a complaint or a request regarding accessibility of a sidewalk or curb ramp, contact the ADA Coordinator in writing and describe the issue in detail, including the location. The ADA Coordinator will route this information to the appropriate Town department for inspection and possible action. That department will then respond to the ADA Coordinator with its findings, and the ADA Coordinator will record the formal response and reply to the complainant/requestor. All complaints or requests will be kept on file and will include the response.

The Town of Milton’s Grievance Procedure for Pedestrian Facilities in the Public Right-of-Way is attached to this Transition Plan.

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<sup>7</sup> While aspects of the sidewalk and other pedestrian access routes between intersections is important as well, safety concerns dictate that curb ramp installations are the immediate priority. The Town currently identifies sidewalk maintenance issues with the adjoining property owner for remediation; in future versions of this Transition Plan, it will be appropriate to comprehensively review sidewalk conditions and schedule corrective actions beyond the Town’s current activities.

<sup>8</sup> There are other design criteria for curb ramps, such as turning spaces, but the Town views these as less critical at this time (relative to the criteria discussed here) since most ramp locations are mildly sloped. As curb ramps are reconstructed, all design elements will be considered to the maximum extent feasible.

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## NEW CONSTRUCTION & ALTERATIONS

In order to ensure the correct design of curb ramps, sidewalks, and crosswalks in new construction and alterations, the Town of Milton follows DeIDOT's design guidance.<sup>9</sup> Whenever there is an intersection improvement project or street alteration, any affected curb ramps and crosswalks will be rebuilt to these ADA design guidelines, to the maximum extent feasible.

## SCHEDULE

The Town of Milton seeks out opportunities to improve the accessibility of pedestrian facilities in the public right-of-way through these primary avenues:

- Upgrades in connection with street alterations (such as milling and paving operations)
- Upgrades not connected with other projects
- DeIDOT driven projects (e.g., streetscape or pavement rehabilitation projects)
- Capital improvement projects

The Town of Milton has established the following goals for removing barriers to accessibility in its public rights of way:

1. Upgrade curb ramps and crosswalks in connection with projects that result in alteration of the street, as defined by the DOJ/DOT Joint Technical Assistance memorandum.<sup>10</sup>
2. Independently of street alteration projects, install needed curb ramps and reconstruct existing curb ramps within a targeted budget of \$25,000 per year (subject to annual consideration of fiscal budgeting).
3. Incorporate into our priorities appropriate accessibility requests from visitors to and residents of the Town.
4. Encourage our partners (e.g., DeIDOT) to incorporate accessibility upgrades in any projects we jointly pursue.
5. Update, during calendar years 2022 and 2023, the self-evaluation to include a re-examination of those locations from 2009 and any new streets taken in since that time or locations that were overlooked at that time.

Note that these goals must be flexible, as future Town revenues will be affected by the State and regional economy and events can occur beyond the Town's control, such as storms, utility work, etc. There will be times when it is technically infeasible to provide full compliance, but these are expected to

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<sup>9</sup> Pedestrian Accessibility Standards for Facilities in the Public Right of Way, Delaware Department of Transportation, 2021.

<sup>10</sup> An alteration is a change to a facility in the public right-of-way that affects or could affect pedestrian access, circulation, or use. Alterations of streets, roads, or highways include activities such as reconstruction, rehabilitation, resurfacing, widening, and projects of similar scale and effect. Maintenance activities on streets, roads, or highways, such as filling potholes, are not alterations. (DOJ/DOT Joint Technical Assistance on the Title II of the Americans with Disabilities Act Requirements to Provide Curb Ramps when Streets, Roads, or Highways are Altered through Resurfacing, [http://www.fhwa.dot.gov/civilrights/programs/doj\\_fhwa\\_ta.cfm](http://www.fhwa.dot.gov/civilrights/programs/doj_fhwa_ta.cfm) and <http://www.ada.gov/doj-fhwa-ta-glossary.pdf>).

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be rare and in such instances, the Town will consult with experts to determine ways to achieve the highest level of accessibility practical within the physical constraints.

Additionally, given a program as broad and comprehensive as the Town's pedestrian network, the Town of Milton will follow the concept of Program Access under Title II of the ADA.<sup>11</sup> Program Access does not necessarily require a public entity to make each of its existing facilities accessible to and usable by individuals with disabilities, as long as the program as a whole is accessible. Under this concept, the Town may choose not to install a sidewalk at some locations (or to install them as a lower priority later), as long as a reasonable path of travel is available even without the sidewalk.

## RESPONSIBLE INDIVIDUAL

The official responsible for the implementation of the Town of Milton' ADA Transition Plan for the pedestrian facilities in the public right-of-way is:

Town Manager  
115 Federal Street  
Milton, DE 19930  
Phone Number: 302-684-4110  
Fax Number: 302-684-8999  
Email: [KRogers@ci.milton.de.us](mailto:KRogers@ci.milton.de.us)

## PUBLIC INPUT

The Town of Milton provided opportunities for individuals to comment on this Transition Plan, which included:

- Document copies available and notices sent to the Town Hall.
- Document made available on the Town's website, <http://milton.delaware.gov/>.
- Open house and presentation at a public meeting, scheduled for February 7, 2022.

The Town of Milton published legal notices in the Cape Gazette. The legal notices announced the availability of the Transition Plan draft at the Town Hall with easy public access. Hardcopies of the finalized plan will be available at the Town Hall and on its website. These notices also provided instructions regarding the timetable for comments and where to send them. Public comments were accepted for a period of no less than 30 days. The public comment form is included as part of this Transition Plan.

Formal adoption of the Transition Plan will take place on April 4, 2022. It will be available on the Town website and by written request to the Town Manager.

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<sup>11</sup> Title II Highlights, [https://www.ada.gov/ada\\_title\\_ii.htm](https://www.ada.gov/ada_title_ii.htm).



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## PUBLIC NOTICE

### TOWN OF MILTON, DELAWARE

The Town of Milton has drafted a Transition Plan for accessibility in the public right of way in accordance with the American with Disabilities Act (ADA). The Town invites the public to become involved in this process through written comments or attendance at Town Council meetings, held the first Monday of each month at 6:30 P.M. at the Milton Library, 121 Union Street, Milton DE, 19968. The Mayor has appointed the Town Manager as Coordinator of the Town of Milton ADA Transition Plan for pedestrian facilities in the public right-of-way. She can be reached at [KRogers@ci.milton.de.us](mailto:KRogers@ci.milton.de.us) or by filing a form to be provided at the Town Hall.

To file a complaint, request or offer suggestion regarding accessibility of a sidewalk or curb ramp, contact the ADA Coordinator, who will route this information to the appropriate Town department for inspection and possible action. The Coordinator, or designee, will respond to the complainant/requestor.

BY ORDER OF THE MAYOR AND TOWN COUNCIL  
MILTON, DELAWARE.

Dated February 18, 2022

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## AMERICAN WITH DISABILITIES ACT (ADA) POLICY STATEMENT PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT OF WAY

TOWN OF MILTON, DELAWARE  
115 Federal Street  
Milton DE, 19968

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

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

**Effective Communication:** The Town of Milton will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in the Town of Milton programs, services, and activities.

**Modifications to Policies and Procedures:** The Town of Milton will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all of its programs, services, and activities. For example, service animals accompanying individuals that require this form of assistance are welcomed in the Town of Milton offices where pets are generally prohibited.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of the Town of Milton, should contact the Town Clerk at 302-684-4110 at least 48 hours before the scheduled event.

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

Complaints that a program, service, or activity of the Town of Milton is not accessible to persons with disabilities should be directed to the Town's ADA Title II Coordinator, designated at the Town Manager, at 302-684-4110.

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

If you have any further questions or comments please contact the Town Manager, ADA Title II Coordinator, Town of Milton at 302-684-4110.

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## ADA GRIEVANCE/REQUEST FOR INFORMATION FORM

### TOWN OF MILTON, DELAWARE

If you have accessibility concerns or questions please fill out this form.

Name: \_\_\_\_\_

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

City: \_\_\_\_\_ State: \_\_\_\_\_

Zip code: \_\_\_\_\_ Date: \_\_\_\_\_

Phone: \_\_\_\_\_ Email: \_\_\_\_\_

Comments/Questions: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

Grievance? Please provide a detailed description (including date of incident, if applicable): \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please provide complete address and/or location description related to your concern:

\_\_\_\_\_  
\_\_\_\_\_

If you have any further questions or comments please contact Town Manager, ADA Title II Coordinator, Town of Milton at 302-684-4110.

PrimaryStreet	SecondaryStreet	Inspected	IntersectionType	IntersectionControl	Domes	RampWidth	RampSlope	RampCrossSlope	SidewalkWidth	ewalkRunningSldeawkCrossSlc	LandingSize	Corner	RampType	Priority
Atlantic Avenue	Spruce Street	6/16/2009	2 Way to 2 Way	2-Way Stop	N/A							NW	No Sidewalk, No Ramp	Green
Atlantic Avenue	Spruce Street	6/16/2009	2 Way to 2 Way	2-Way Stop	N/A							NE	No Sidewalk, No Ramp	Green
Atlantic Avenue	Valley Road	6/16/2009	2 Way to 2 Way	2-Way Stop	Y	48 to 60 inches	Under 8.33%	1.5% to 2.5%	48 to 60 inches	2% to 5%	1.5% to 2.5%	SE	1 Angled Ramp	Green
Atlantic Avenue	Valley Road	6/16/2009	2 Way to 2 Way	2-Way Stop	Y	48 to 60 inches	Under 8.33%	1.5% to 2.5%	48 to 60 inches	2% to 5%	1.5% to 2.5%	SW	1 Angled Ramp	Green
Atlantic St	Walnut St	7/8/2009	T-Intersection	1-Way Stop	Y	60 inches and Over	Over 8.33% (12:1)	Under 1%	48 to 60 inches	Under 2%	Over 3%	NW	1 Angled Ramp	Red
Atlantic St	Walnut St	7/8/2009	T-Intersection	1-Way Stop		60 inches and Over	Under 8.33%	Over 3%	60 inches and Over	Under 2%	Over 3%	NE	1 Ramp Squared to Street	Red
Bay Avenue	Spruce Street	6/16/2009	T-Intersection	1-Way Stop	N/A							SE	No Sidewalk, No Ramp	Green
Bay Avenue	Spruce Street	6/16/2009	T-Intersection	1-Way Stop	N/A							SW	No Sidewalk, No Ramp	Green
Broad St	Reed St	7/7/2009	T-Intersection	1-Way Stop									No Ramps	Red
Broad St	Reed St	7/7/2009	T-Intersection	1-Way Stop									No Ramps	Red
Broadkill Rd	Bennett St	7/14/2009	T-Intersection	1-Way Stop								SW	No Ramps	Red
Broadkill Rd	Bennett St	7/14/2009	T-Intersection	1-Way Stop								SE	No Sidewalk, No Ramp	Green
Broadkill Rd	Morris Ave	7/14/2009	2 Way to 2 Way	2-Way Stop	Y	60 inches and Over	Over 8.33% (12:1)	Over 3%	60 inches and Over	Under 2%	Over 3%	NE	1 Angled Ramp	Red
Broadkill Rd	Morris Ave	7/14/2009	2 Way to 2 Way	2-Way Stop								NW	No Sidewalk, No Ramp	Green
Broadkill Rd	Morris Ave	7/14/2009	2 Way to 2 Way	2-Way Stop								SE	No Sidewalk, No Ramp	Green
Broadkill Rd	Morris Ave	7/14/2009	2 Way to 2 Way	2-Way Stop								SW	No Sidewalk, No Ramp	Green
Broadkill Rd	Palmer St	7/14/2009	2 Way to 2 Way	2-Way Stop								NW	No Ramps	Red
Broadkill Rd	Palmer St	7/14/2009	2 Way to 2 Way	2-Way Stop								NE	No Ramps	Red
Broadkill Rd	Palmer St	7/14/2009	2 Way to 2 Way	2-Way Stop								SE	No Sidewalk, No Ramp	Green
Broadkill Rd	Palmer St	7/14/2009	2 Way to 2 Way	2-Way Stop								SW	No Sidewalk, No Ramp	Green
Chandler Street	Behringer Avenue	7/7/2009	T-Intersection	Other	N	48 to 60 inches	Under 5%	1.5% to 2.5%	48 to 60 inches	2% to 5%	1.5% to 2.5%	SE	1 Ramp Squared to Street	Green
Chandler Street	Behringer Avenue	7/7/2009	T-Intersection	Other								NW	No Sidewalk, No Ramp	Green
Chandler Street	Behringer Avenue	7/7/2009	T-Intersection	Other								NE	No Sidewalk, No Ramp	Green
Chandler Street	Ridge Road	7/7/2009	2 Way to 2 Way	2-Way Stop	N	48 to 60 inches	Under 5%	1.5% to 2.5%	48 to 60 inches	2% to 5%	2.5% to 3%	SE	2 Perpendicular Ramps	Green
Chandler Street	Ridge Road	7/7/2009	T-Intersection	1-Way Stop	N	48 to 60 inches	Under 5%	Over 3%	48 to 60 inches	Under 2%	Over 3%	SW	1 Ramp Squared to Street	Red
Chandler Street	Ridge Road	7/7/2009	2 Way to 2 Way	2-Way Stop	N	48 to 60 inches	Under 5%	Over 3%	48 to 60 inches	Over 5% (20:1)	Under 1%	SW	1 Ramp Squared to Street	Red
Chandler Street	Ridge Road	7/7/2009	T-Intersection	1-Way Stop	N	48 to 60 inches	Under 5%	Under 1%	48 to 60 inches	Under 2%	2.5% to 3%	NW	1 Angled Ramp	Green
Chandler Street	Valley Road	7/7/2009	2 Way to 2 Way	2-Way Stop	N	48 to 60 inches	Under 5%	2.5% to 3%	48 to 60 inches	Under 2%	Over 3%	NE	1 Ramp Squared to Street	Yellow
Chandler Street	Valley Road	7/7/2009	2 Way to 2 Way	2-Way Stop								NW	No Sidewalk, No Ramp	Green
Chestnut St	Atlantic St	7/8/2009	2 Way to 2 Way	2-Way Stop	N	60 inches and Over	Under 5%	1.5% to 2.5%	36 to 48 inches	Under 2%	Under 1%	SE	1 Angled Ramp	Green
Chestnut St	Atlantic St	7/8/2009	2 Way to 2 Way	2-Way Stop	N	36 to 48 inches	Under 8.33%	Over 3%	48 to 60 inches	2% to 5%	Under 1%	SW	1 Ramp Squared to Street	Red
Chestnut St	Atlantic St	7/8/2009	2 Way to 2 Way	2-Way Stop	Y	48 to 60 inches	Under 5%	Over 3%	60 inches and Over	Under 2%	Under 1%	NE	1 Angled Ramp	Red
Chestnut St	Atlantic St	7/8/2009	2 Way to 2 Way	2-Way Stop	Y	60 inches and Over	Under 5%	Over 3%	48 to 60 inches	Under 2%	Over 3%	NW	1 Angled Ramp	Red
Chestnut St	Church St	6/29/2009	T-Intersection	No Control	N	60 inches and Over	Under 8.33%	1.5% to 2.5%	60 inches and Over	Under 2%	1.5% to 2.5%	NW	1 Ramp Squared to Street	Green
Chestnut St	Church St	6/29/2009	T-Intersection	No Control	N	60 inches and Over	Under 8.33%	1.5% to 2.5%	60 inches and Over	Under 2%	1.5% to 2.5%	NE	1 Ramp Squared to Street	Green
Chestnut St	Coulter St	7/14/2009	2 Way to 2 Way	1-Way Stop	N	48 to 60 inches	Over 8.33% (12:1)	Over 3%	48 to 60 inches	Under 2%	1.5% to 2.5%	NW	2 Perpendicular Ramps	Red
Chestnut St	Coulter St	7/14/2009	2 Way to 2 Way	1-Way Stop	N	48 to 60 inches	Over 8.33% (12:1)	Over 3%	48 to 60 inches	Under 2%	Over 3%	SE	2 Perpendicular Ramps	Red
Chestnut St	Coulter St	7/14/2009	2 Way to 2 Way	1-Way Stop	N	36 to 48 inches	Under 8.33%	1.5% to 2.5%	60 inches and Over	Under 2%	2.5% to 3%	SW	1 Ramp Squared to Street	Yellow
Chestnut St	Coulter St	7/14/2009	2 Way to 2 Way	1-Way Stop	N	60 inches and Over	Under 5%	Over 3%	60 inches and Over	Under 2%	Under 1%	NE	1 Ramp Squared to Street	Red
Chestnut St	Hazzard Ln	6/29/2009	T-Intersection	1-Way Stop	N	36 to 48 inches	Over 8.33% (12:1)	Over 3%	60 inches and Over	Under 2%	2.5% to 3%	NW	1 Ramp Squared to Street	Red
Chestnut St	Hazzard Ln	6/29/2009	T-Intersection	1-Way Stop	N	36 to 48 inches	Under 8.33%	Over 3%	60 inches and Over	2% to 5%	2.5% to 3%	NE	1 Ramp Squared to Street	Red
Chestnut St	Manship	6/29/2009	T-Intersection	1-Way Stop	N	60 inches and Over	Over 8.33% (12:1)	1.5% to 2.5%	60 inches and Over	Under 2%	Under 1%	NW	1 Ramp Squared to Street	Red
Chestnut St	Manship	6/29/2009	T-Intersection	1-Way Stop	N	60 inches and Over	Under 5%	2.5% to 3%	60 inches and Over	Under 2%	Over 3%	NE	1 Ramp Squared to Street	Yellow
Chestnut St	Mill St	7/14/2009	2 Way to 2 Way	2-Way Stop	N	Under 36 inches	Over 8.33% (12:1)	Over 3%	48 to 60 inches	Under 2%	1.5% to 2.5%	SW	1 Ramp Squared to Street	Red
Chestnut St	Mill St	7/14/2009	2 Way to 2 Way	2-Way Stop	N	48 to 60 inches	Over 8.33% (12:1)	Under 1%	48 to 60 inches	2% to 5%	Over 3%	NE	1 Angled Ramp	Red
Chestnut St	Mill St	7/14/2009	2 Way to 2 Way	2-Way Stop	N	60 inches and Over	Over 8.33% (12:1)	Over 3%	60 inches and Over	Under 2%	Over 3%	NW	1 Angled Ramp	Red
Chestnut St	Mill St	7/14/2009	2 Way to 2 Way	2-Way Stop	N	60 inches and Over	Under 5%	Over 3%	60 inches and Over	Over 5% (20:1)	Under 1%	SE	1 Angled Ramp	Red
Chestnut St	New St	6/29/2009	T-Intersection	1-Way Stop	N	60 inches and Over	Under 8.33%	1% to 1.5%	60 inches and Over	Under 2%	1% to 1.5%	NW	1 Ramp Squared to Street	Green
Chestnut St	New St	6/29/2009	T-Intersection	1-Way Stop	N	60 inches and Over	Under 8.33%	1% to 1.5%	60 inches and Over	Under 2%	1% to 1.5%	NE	1 Ramp Squared to Street	Green
Chestnut St	Parker St	7/8/2009	T-Intersection	No Control	N	48 to 60 inches	Over 8.33% (12:1)	Over 3%	48 to 60 inches	Under 2%	2.5% to 3%	NE	1 Ramp Squared to Street	Red
Chestnut St	Parker St	7/8/2009	T-Intersection	No Control	N	36 to 48 inches	Under 8.33%	Over 3%	60 inches and Over	Under 2%	2.5% to 3%	SE	1 Ramp Squared to Street	Red
Chestnut St	Poplar St	6/29/2009	T-Intersection	No Control	N	48 to 60 inches	Under 8.33%	2.5% to 3%	48 to 60 inches	2% to 5%	Over 3%	NW	1 Ramp Squared to Street	Yellow
Chestnut St	Poplar St	6/29/2009	T-Intersection	No Control	N	60 inches and Over	Over 8.33% (12:1)	Over 3%	60 inches and Over	Under 2%	Under 1%	NE	1 Ramp Squared to Street	Red
Chestnut St	Prettyman St	7/8/2009	T-Intersection	1-Way Stop	N	36 to 48 inches	Over 8.33% (12:1)	Over 3%	60 inches and Over	Under 2%	1.5% to 2.5%	NW	1 Angled Ramp	Red
Chestnut St	Prettyman St	7/8/2009	T-Intersection	1-Way Stop	N	48 to 60 inches	Over 8.33% (12:1)	Over 3%	60 inches and Over	Under 2%	2.5% to 3%	SW	1 Angled Ramp	Red
Chestnut St	Sand St	6/29/2009	T-Intersection	1-Way Stop	N	48 to 60 inches	Under 8.33%	2.5% to 3%	48 to 60 inches	2% to 5%	1.5% to 2.5%	SW	1 Ramp Squared to Street	Yellow
Chestnut St	Sand St	6/29/2009	T-Intersection	1-Way Stop	N	48 to 60 inches	Over 8.33% (12:1)	Over 3%	48 to 60 inches	2% to 5%	1.5% to 2.5%	NW	1 Ramp Squared to Street	Red
Chestnut St	Strawberry Alley	7/14/2009	T-Intersection	1-Way Stop								SW	No Ramps	Red
Chestnut St	Strawberry Alley	7/14/2009	T-Intersection	1-Way Stop								SE	No Ramps	Red
Coulter St	B St	7/14/2009	T-Intersection	No Control								SW	No Ramps	Red
Coulter St	B St	7/14/2009	T-Intersection	No Control								SE	No Ramps	Red
Federal St	Church St	6/29/2009	T-Intersection	1-Way Stop	Y	60 inches and Over	Under 8.33%	Over 3%	60 inches and Over	Under 2%	1.5% to 2.5%	NE	1 Ramp Squared to Street	Red
Federal St	Church St	6/29/2009	T-Intersection	1-Way Stop	Y	60 inches and Over	Under 8.33%	1.5% to 2.5%	60 inches and Over	Under 2%	1% to 1.5%	SE	1 Ramp Squared to Street	Green
Federal St	Coulter St	7/14/2009	T-Intersection	1-Way Stop	Y	48 to 60 inches	Under 5%	2.5% to 3%	48 to 60 inches	Under 2%	1.5% to 2.5%	SW	1 Ramp Squared to Street	Yellow
Federal St	Coulter St	7/14/2009	T-Intersection	1-Way Stop	Y	60 inches and Over	Under 5%	Over 3%	60 inches and Over	Under 2%	2.5% to 3%	SE	1 Ramp Squared to Street	Red
Federal St	Hazzard Ln	6/29/2009	2 Way to 2 Way	2-Way Stop	Y	48 to 60 inches	Under 8.33%	1% to 1.5%	48 to 60 inches	Under 2%	1.5% to 2.5%	NE	1 Ramp Squared to Street	Green
Federal St	Hazzard Ln	6/29/2009	2 Way to 2 Way	2-Way Stop	Y	60 inches and Over	Over 8.33% (12:1)	1.5% to 2.5%	60 inches and Over	Under 2%	Under 1%	NW	1 Ramp Squared to Street	Red
Federal St	Hazzard Ln	6/29/2009	2 Way to 2 Way	2-Way Stop	Y	60 inches and Over	Under 8.33%	2.5% to 3%	60 inches and Over	Under 2%	Over 3%	SW	1 Ramp Squared to Street	Yellow

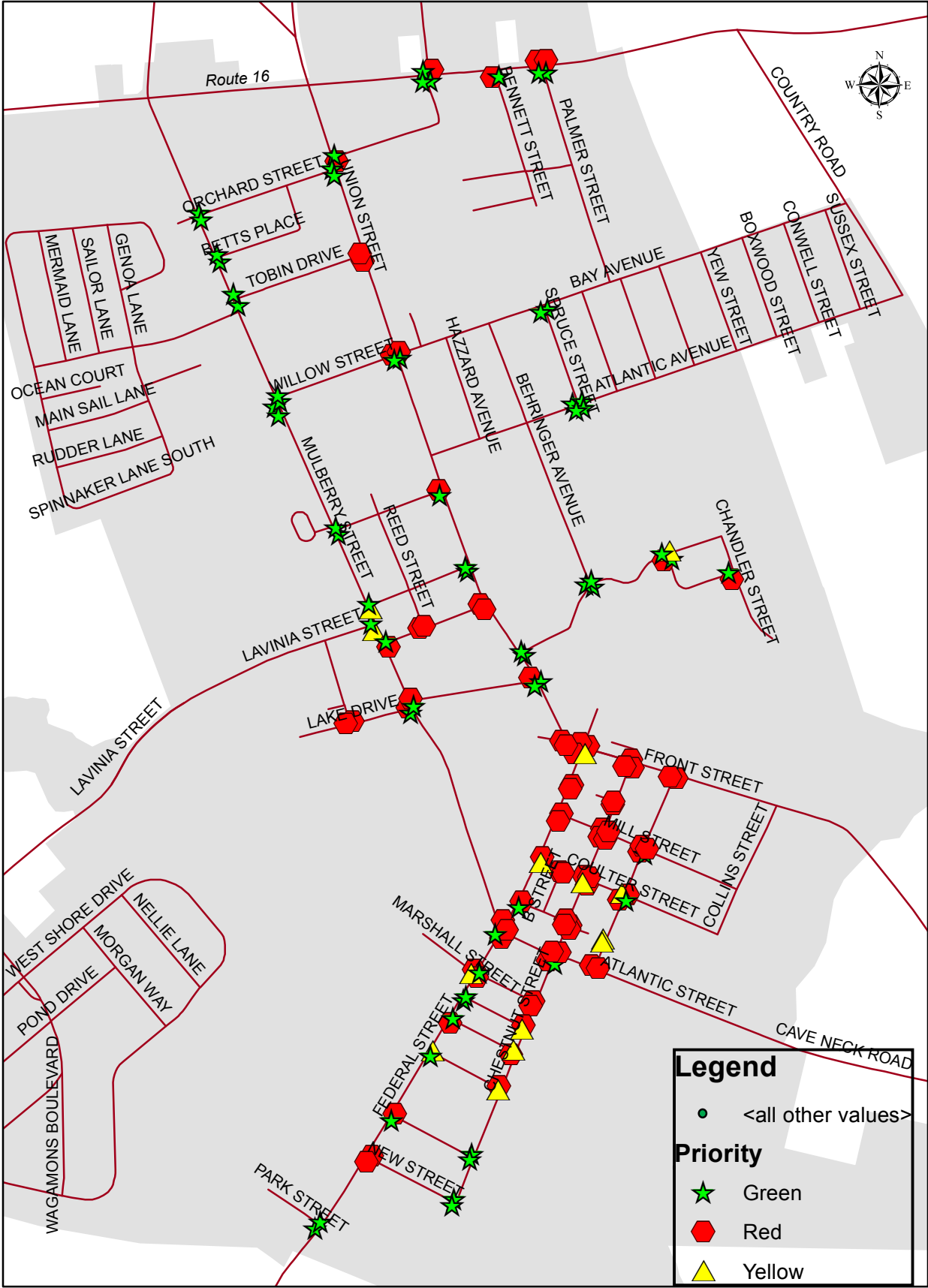
Federal St	Hazzard Ln	6/29/2009	2 Way to 2 Way	2-Way Stop	Y	60 inches and Over	Over 8.33% (12:1)	Under 1%	60 inches and Over	Under 2%	1.5% to 2.5%	60 inches and Over	SE	1 Ramp Squared to Street	Red
Federal St	Manship	6/29/2009	T-Intersection	1-Way Stop	Y	60 inches and Over	Under 5%	Under 1%	60 inches and Over	Under 2%	Under 1%	60 inches and Over	SE	1 Ramp Squared to Street	Green
Federal St	Manship	6/29/2009	T-Intersection	1-Way Stop	Y	60 inches and Over	Under 8.33%	Under 1%	60 inches and Over	Under 2%	Under 1%	60 inches and Over	NE	1 Ramp Squared to Street	Green
Federal St	Mill St	7/14/2009	T-Intersection	No Control	Y	60 inches and Over	Under 5%	Over 3%	60 inches and Over	Over 5% (20:1)	Over 3%	60 inches and Over	SE	1 Ramp Squared to Street	Red
Federal St	Mill St	7/14/2009	T-Intersection	No Control	Y	60 inches and Over	Over 8.33% (12:1)	Under 1%	48 to 60 inches	2% to 5%	1.5% to 2.5%	60 inches and Over	SW	1 Ramp Squared to Street	Red
Federal St	Mulberry St	7/14/2009	2 Way to 2 Way	2-Way Stop	Y	48 to 60 inches	Under 8.33%	1.5% to 2.5%	60 inches and Over	Under 2%	2.5% to 3%	48 to 60 inches	SW	1 Angled Ramp	Green
Federal St	Mulberry St	7/14/2009	2 Way to 2 Way	2-Way Stop	Y	60 inches and Over	Over 8.33% (12:1)	Over 3%	60 inches and Over	Under 2%	2.5% to 3%	60 inches and Over	NW	2 Perpendicular Ramps	Red
Federal St	Mulberry St	7/14/2009	2 Way to 2 Way	2-Way Stop	Y	60 inches and Over	Under 8.33%	Over 3%	60 inches and Over	Under 2%	1% to 1.5%	60 inches and Over	SE	1 Angled Ramp	Red
Federal St	Mulberry St	7/14/2009	2 Way to 2 Way	2-Way Stop	Y	60 inches and Over	Under 8.33%	Over 3%	60 inches and Over	Under 2%	1.5% to 2.5%	60 inches and Over	NE	1 Angled Ramp	Red
Federal St	New St	6/29/2009	T-Intersection	1-Way Stop									NE	No Ramps	Red
Federal St	New St	6/29/2009	T-Intersection	1-Way Stop									SE	No Ramps	Red
Federal St	Park St	6/29/2009	T-Intersection	1-Way Stop	Y	60 inches and Over	Under 5%	Under 1%	60 inches and Over	Under 2%	1% to 1.5%	60 inches and Over	SW	1 Ramp Squared to Street	Green
Federal St	Park St	6/29/2009	T-Intersection	1-Way Stop	Y	60 inches and Over	Under 8.33%	Under 1%	60 inches and Over	Under 2%	2.5% to 3%	60 inches and Over	NW	1 Angled Ramp	Green
Federal St	Poplar St	6/29/2009	T-Intersection	1-Way Stop	Y	48 to 60 inches	Under 8.33%	Over 3%	60 inches and Over	Under 2%	2.5% to 3%	48 to 60 inches	SE	1 Angled Ramp	Red
Federal St	Poplar St	6/29/2009	T-Intersection	1-Way Stop	Y	60 inches and Over	Under 5%	Under 1%	60 inches and Over	Under 2%	1.5% to 2.5%	60 inches and Over	NE	1 Ramp Squared to Street	Green
Federal St	Prettyman St	7/14/2009	T-Intersection	No Control	Y	60 inches and Over	Under 5%	Over 3%	60 inches and Over	Under 2%	1.5% to 2.5%	60 inches and Over	SE	1 Ramp Squared to Street	Red
Federal St	Prettyman St	7/14/2009	T-Intersection	No Control	Y	60 inches and Over	Under 8.33%	Under 1%	60 inches and Over	Under 2%	Under 1%	60 inches and Over	SW	1 Ramp Squared to Street	Green
Federal St	Sand St	6/29/2009	T-Intersection	1-Way Stop	Y	36 to 48 inches	Under 8.33%	1.5% to 2.5%	36 to 48 inches	Under 2%	1% to 1.5%	36 to 48 inches	SE	1 Ramp Squared to Street	Green
Federal St	Sand St	6/29/2009	T-Intersection	1-Way Stop	Y	48 to 60 inches	Under 5%	Over 3%	48 to 60 inches	Under 2%	Under 1%	48 to 60 inches	NE	1 Ramp Squared to Street	Yellow
Federal St	Strawberry Alley	7/14/2009	T-Intersection	No Control									SE	No Ramps	Red
Federal St	Strawberry Alley	7/14/2009	T-Intersection	No Control									SW	No Ramps	Red
Front St	Chestnut St	7/14/2009	T-Intersection	2-Way Stop	N								NW	No Ramps	Red
Front St	Chestnut St	7/14/2009	T-Intersection	2-Way Stop	Y								SE	No Ramps	Red
Front St	Chestnut St	7/14/2009	T-Intersection	2-Way Stop	Y	48 to 60 inches	Over 8.33% (12:1)	Over 3%	60 inches and Over	2% to 5%	Over 3%	60 inches and Over	SW	1 Angled Ramp	Red
Front St	Walnut St	7/8/2009	T-Intersection	1-Way Stop	Y	36 to 48 inches	Under 5%	Over 3%	36 to 48 inches	Under 2%	Over 3%	36 to 48 inches	SE	1 Ramp Squared to Street	Red
Front St	Walnut St	7/8/2009	T-Intersection	1-Way Stop	Y	36 to 48 inches	Over 8.33% (12:1)	Under 1%	36 to 48 inches	2% to 5%	Over 3%	36 to 48 inches	SW	1 Angled Ramp	Red
Lake Dr	Carey St	7/2/2009	T-Intersection	1-Way Stop									NE	No Ramps	Red
Lake Dr	Carey St	7/2/2009	T-Intersection	1-Way Stop									NW	No Ramps	Red
Mulberry St	Betts St	7/8/2009	T-Intersection	1-Way Stop	Y	48 to 60 inches	Under 8.33%	Under 1%	48 to 60 inches	Under 2%	1% to 1.5%	48 to 60 inches	NE	1 Ramp Squared to Street	Green
Mulberry St	Betts St	7/8/2009	T-Intersection	1-Way Stop	Y	60 inches and Over	Under 8.33%	1% to 1.5%	60 inches and Over	Under 2%	Under 1%	60 inches and Over	SE	1 Ramp Squared to Street	Green
Mulberry St	Clifton St	7/8/2009	T-Intersection	1-Way Stop	Y	60 inches and Over	Under 8.33%	1% to 1.5%	60 inches and Over	Under 2%	Over 3%	60 inches and Over	SE	1 Ramp Squared to Street	Green
Mulberry St	Clifton St	7/8/2009	T-Intersection	1-Way Stop	Y	60 inches and Over	Under 8.33%	1.5% to 2.5%	60 inches and Over	Under 2%	1.5% to 2.5%	60 inches and Over	NE	1 Ramp Squared to Street	Green
Mulberry St	Lake Dr	7/2/2009	T-Intersection	1-Way Stop	Y	48 to 60 inches	Over 8.33% (12:1)	Under 1%	60 inches and Over	2% to 5%	2.5% to 3%	48 to 60 inches	NW	1 Angled Ramp	Red
Mulberry St	Lake Dr	7/2/2009	T-Intersection	1-Way Stop	Y	60 inches and Over	Under 8.33%	1.5% to 2.5%	60 inches and Over	Under 2%	Over 3%	60 inches and Over	SW	1 Ramp Squared to Street	Green
Mulberry St	Lavinia St	7/2/2009	T-Intersection	1-Way Stop	Y	48 to 60 inches	Under 8.33%	1.5% to 2.5%	48 to 60 inches	Under 2%	1.5% to 2.5%	48 to 60 inches	NW	1 Ramp Squared to Street	Green
Mulberry St	Lavinia St	7/2/2009	T-Intersection	1-Way Stop	Y	48 to 60 inches	Under 5%	2.5% to 3%	60 inches and Over	2% to 5%	1% to 1.5%	60 inches and Over	SW	1 Angled Ramp	Yellow
Mulberry St	Magnolia St	7/8/2009	T-Intersection	1-Way Stop	Y	48 to 60 inches	Over 8.33% (12:1)	1.5% to 2.5%	48 to 60 inches	2% to 5%	1.5% to 2.5%	48 to 60 inches	NE	1 Ramp Squared to Street	Red
Mulberry St	Magnolia St	7/8/2009	T-Intersection	1-Way Stop	Y	48 to 60 inches	Under 5%	1% to 1.5%	48 to 60 inches	2% to 5%	Under 1%	60 inches and Over	SE	1 Ramp Squared to Street	Green
Mulberry St	Mainsail Dr	7/2/2009	T-Intersection	1-Way Stop	Y	60 inches and Over	Under 5%	1% to 1.5%	60 inches and Over	Under 2%	1% to 1.5%	60 inches and Over	NW	1 Ramp Squared to Street	Green
Mulberry St	Mainsail Dr	7/2/2009	T-Intersection	1-Way Stop	Y	60 inches and Over	Under 5%	1.5% to 2.5%	60 inches and Over	Under 2%	1% to 1.5%	60 inches and Over	SW	1 Ramp Squared to Street	Green
Mulberry St	Orchard St	7/8/2009	T-Intersection	1-Way Stop	Y	48 to 60 inches	Under 5%	Under 1%	60 inches and Over	Under 2%	Under 1%	60 inches and Over	NE	1 Ramp Squared to Street	Green
Mulberry St	Orchard St	7/8/2009	T-Intersection	1-Way Stop	Y	48 to 60 inches	Under 8.33%	Under 1%	60 inches and Over	Under 2%	Under 1%	60 inches and Over	SE	1 Ramp Squared to Street	Green
Mulberry St	Tobin Dr	7/8/2009	T-Intersection	1-Way Stop	Y	48 to 60 inches	Under 8.33%	1% to 1.5%	48 to 60 inches	Under 2%	1.5% to 2.5%	48 to 60 inches	SE	1 Ramp Squared to Street	Green
Mulberry St	Tobin Dr	7/8/2009	T-Intersection	1-Way Stop	Y	48 to 60 inches	Under 8.33%	1.5% to 2.5%	48 to 60 inches	Under 2%	1.5% to 2.5%	48 to 60 inches	NE	1 Ramp Squared to Street	Green
Mulberry St	Willow St	7/8/2009	T-Intersection	1-Way Stop	Y	48 to 60 inches	Under 5%	1% to 1.5%	60 inches and Over	2% to 5%	1.5% to 2.5%	60 inches and Over	SE	1 Ramp Squared to Street	Green
Mulberry St	Willow St	7/8/2009	T-Intersection	1-Way Stop	Y	60 inches and Over	Under 8.33%	Under 1%	60 inches and Over	Under 2%	1% to 1.5%	No Landing	NE	1 Ramp Squared to Street	Green
Mulberry Street	Broad Street	7/7/2009	T-Intersection	1-Way Stop	Y	60 inches and Over	Under 5%	1.5% to 2.5%	48 to 60 inches	2% to 5%	1.5% to 2.5%	36 to 48 inches	NE	1 Angled Ramp	Green
Mulberry Street	Broad Street	7/7/2009	T-Intersection	1-Way Stop	Y	60 inches and Over	Over 8.33% (12:1)	1.5% to 2.5%	60 inches and Over	Under 2%	1.5% to 2.5%	Under 36 inches	SE	1 Angled Ramp	Red
Mulberry Street	Tilney Street	7/7/2009	T-Intersection	No Control	Y	48 to 60 inches	Under 8.33%	2.5% to 3%	48 to 60 inches	2% to 5%	1% to 1.5%	48 to 60 inches	SE	1 Ramp Squared to Street	Yellow
Mulberry Street	Tilney Street	7/7/2009	T-Intersection	No Control	Y	48 to 60 inches	Under 8.33%	Under 1%	48 to 60 inches	Under 2%	1.5% to 2.5%	48 to 60 inches	NE	1 Ramp Squared to Street	Green
Union / Front	Federal St	7/14/2009	2 Way to 2 Way	2-Way Stop	N	48 to 60 inches	Over 8.33% (12:1)	Under 1%	60 inches and Over	Under 2%	1% to 1.5%	60 inches and Over	NE	1 Ramp Squared to Street	Red
Union / Front	Federal St	7/14/2009	2 Way to 2 Way	2-Way Stop	Y	48 to 60 inches	Over 8.33% (12:1)	2.5% to 3%	48 to 60 inches	2% to 5%	2.5% to 3%	48 to 60 inches	NW	1 Angled Ramp	Red
Union / Front	Federal St	7/14/2009	2 Way to 2 Way	2-Way Stop	Y	60 inches and Over	Under 5%	2.5% to 3%	60 inches and Over	2% to 5%	Under 1%	60 inches and Over	SE	1 Angled Ramp	Yellow
Union St	Clifton St	7/8/2009	T-Intersection	1-Way Stop	Y	60 inches and Over	Under 8.33%	Over 3%	48 to 60 inches	2% to 5%	1.5% to 2.5%	60 inches and Over	SW	1 Angled Ramp	Red
Union St	Clifton St	7/8/2009	T-Intersection	1-Way Stop	Y	60 inches and Over	Over 8.33% (12:1)	Over 3%	60 inches and Over	Under 2%	1.5% to 2.5%	60 inches and Over	NW	1 Ramp Squared to Street	Red
Union St	Front St Ext	7/14/2009	T-Intersection	No Control									NW	No Ramps	Red
Union St	Front St Ext	7/14/2009	T-Intersection	No Control									SW	No Ramps	Red
Union St	Magnolia St	7/8/2009	T-Intersection	1-Way Stop	N	60 inches and Over	Under 8.33%	1.5% to 2.5%	60 inches and Over	Under 2%	Over 3%	48 to 60 inches	SE Midb	1 Angled Ramp	Green
Union St	Magnolia St	7/8/2009	T-Intersection	1-Way Stop	N								NW	No Ramps	Red
Union St	Magnolia St	7/8/2009	T-Intersection	1-Way Stop	Y	60 inches and Over	Under 8.33%	Under 1%	60 inches and Over	2% to 5%	Under 1%	48 to 60 inches	SW	1 Angled Ramp	Green
Union St	Morris Ave	7/14/2009	T-Intersection	1-Way Stop	Y	60 inches and Over	Under 5%	1.5% to 2.5%	60 inches and Over	Under 2%	1% to 1.5%	60 inches and Over	NE	1 Ramp Squared to Street	Green
Union St	Morris Ave	7/14/2009	T-Intersection	1-Way Stop	Y	60 inches and Over	Under 8.33%	Over 3%	60 inches and Over	Under 2%	2.5% to 3%	60 inches and Over	SE	1 Ramp Squared to Street	Red
Union St	Orchard St	7/8/2009	T-Intersection	No Control	Y	48 to 60 inches	Under 5%	1.5% to 2.5%	48 to 60 inches	Under 2%	1.5% to 2.5%	48 to 60 inches	NW	1 Ramp Squared to Street	Green
Union St	Orchard St	7/8/2009	T-Intersection	No Control	Y	60 inches and Over	Under 8.33%	1.5% to 2.5%	48 to 60 inches	Under 2%	1% to 1.5%	48 to 60 inches	SW	1 Ramp Squared to Street	Green
Union St	Tobin Dr	7/8/2009	T-Intersection	1-Way Stop	Y	60 inches and Over	Under 5%	Over 3%	60 inches and Over	Under 2%	1.5% to 2.5%	60 inches and Over	SW	1 Ramp Squared to Street	Red
Union St	Tobin Dr	7/8/2009	T-Intersection	1-Way Stop	Y	60 inches and Over	Under 8.33%	Over 3%	60 inches and Over	Under 2%	1.5% to 2.5%	60 inches and Over	NW	1 Ramp Squared to Street	Red
Union St	Willow St	7/8/2009	2 Way to 2 Way	2-Way Stop	Y	48 to 60 inches	Under 8.33%	1% to 1.5%	48 to 60 inches	Under 2%	1% to 1.5%	48 to 60 inches	SW	1 Ramp Squared to Street	Green
Union St	Willow St	7/8/2009	2 Way to 2 Way	2-Way Stop	Y	48 to 60 inches	Under 5%	Over 3%	48 to 60 inches	Under 2%	Over 3%	48 to 60 inches	NW	1 Angled Ramp	Red

Union St	Willow St	7/8/2009	2 Way to 2 Way	2-Way Stop	Y	60 inches and Over	Under 5%	1% to 1.5%	60 inches and Over	Under 2%	1% to 1.5%	60 inches and Over	SE	1 Ramp Squared to Street	Green
Union St	Willow St	7/8/2009	2 Way to 2 Way	2-Way Stop	Y	48 to 60 inches	Under 8.33%	Over 3%	60 inches and Over	2% to 5%	Over 3%	60 inches and Over	NE	1 Angled Ramp	Red
Union Street	Broad Street	7/7/2009	T-Intersection	No Control	Y	48 to 60 inches	Under 8.33%	Over 3%	60 inches and Over	2% to 5%	Over 3%	48 to 60 inches	SW	1 Ramp Squared to Street	Red
Union Street	Broad Street	7/7/2009	T-Intersection	No Control	Y	60 inches and Over	Over 8.33% (12:1)	Over 3%	60 inches and Over	2% to 5%	1% to 1.5%	60 inches and Over	NW	1 Ramp Squared to Street	Red
Union Street	Chandler Street	7/7/2009	T-Intersection	1-Way Stop	Y	60 inches and Over	Under 5%	1.5% to 2.5%	60 inches and Over	Under 2%	1.5% to 2.5%	60 inches and Over	SE	1 Ramp Squared to Street	Green
Union Street	Chandler Street	7/7/2009	T-Intersection	1-Way Stop	Y	60 inches and Over	Under 8.33%	1.5% to 2.5%	60 inches and Over	Under 2%	1.5% to 2.5%	60 inches and Over	NE	1 Ramp Squared to Street	Green
Union Street	Tilney Street	7/7/2009	T-Intersection	1-Way Stop	Y	60 inches and Over	Under 5%	1.5% to 2.5%	60 inches and Over	2% to 5%	1.5% to 2.5%	60 inches and Over	SW	1 Ramp Squared to Street	Green
Union Street	Tilney Street	7/7/2009	T-Intersection	1-Way Stop	Y	60 inches and Over	Under 8.33%	Under 1%	60 inches and Over	2% to 5%	1.5% to 2.5%	60 inches and Over	NW	1 Ramp Squared to Street	Green
Walnut St	Coulter St	7/8/2009	2 Way to 2 Way	2-Way Stop	Y	60 inches and Over	Under 5%	1% to 1.5%	60 inches and Over	2% to 5%	Under 1%	60 inches and Over	SE	1 Ramp Squared to Street	Green
Walnut St	Coulter St	7/8/2009	2 Way to 2 Way	2-Way Stop	Y	60 inches and Over	Over 8.33% (12:1)	1.5% to 2.5%	60 inches and Over	2% to 5%	Under 1%	60 inches and Over	SW	1 Ramp Squared to Street	Red
Walnut St	Coulter St	7/8/2009	2 Way to 2 Way	2-Way Stop	Y	60 inches and Over	Under 8.33%	2.5% to 3%	60 inches and Over	Under 2%	1.5% to 2.5%	60 inches and Over	NW	1 Ramp Squared to Street	Yellow
Walnut St	Coulter St	7/8/2009	2 Way to 2 Way	2-Way Stop	Y	60 inches and Over	Under 5%	Over 3%	60 inches and Over	Under 2%	Over 3%	60 inches and Over	NE	1 Ramp Squared to Street	Red
Walnut St	Mill St	7/8/2009	2 Way to 2 Way	2-Way Stop	Y	48 to 60 inches	Under 5%	1% to 1.5%	48 to 60 inches	2% to 5%	1.5% to 2.5%	48 to 60 inches	SE	2 Perpendicular Ramps	Green
Walnut St	Mill St	7/8/2009	2 Way to 2 Way	2-Way Stop	Y	48 to 60 inches	Under 8.33%	Over 3%	48 to 60 inches	Under 2%	1% to 1.5%	48 to 60 inches	SW	2 Perpendicular Ramps	Red
Walnut St	Mill St	7/8/2009	2 Way to 2 Way	2-Way Stop	Y	60 inches and Over	Under 8.33%	Over 3%	60 inches and Over	2% to 5%	2.5% to 3%	48 to 60 inches	NW	1 Angled Ramp	Red
Walnut St	Mill St	7/8/2009	2 Way to 2 Way	2-Way Stop									NE	No Ramps	Red
Walnut St	Parker St	7/8/2009	T-Intersection	1-Way Stop	Y	36 to 48 inches	Under 5%	1.5% to 2.5%	48 to 60 inches	Under 2%	Under 1%	48 to 60 inches	NW	1 Ramp Squared to Street	Yellow
Walnut St	Parker St	7/8/2009	T-Intersection	1-Way Stop	Y	36 to 48 inches	Under 5%	2.5% to 3%	48 to 60 inches	2% to 5%	2.5% to 3%	48 to 60 inches	SW	1 Ramp Squared to Street	Yellow

Red	77
Yellow	14
Green	64
	155

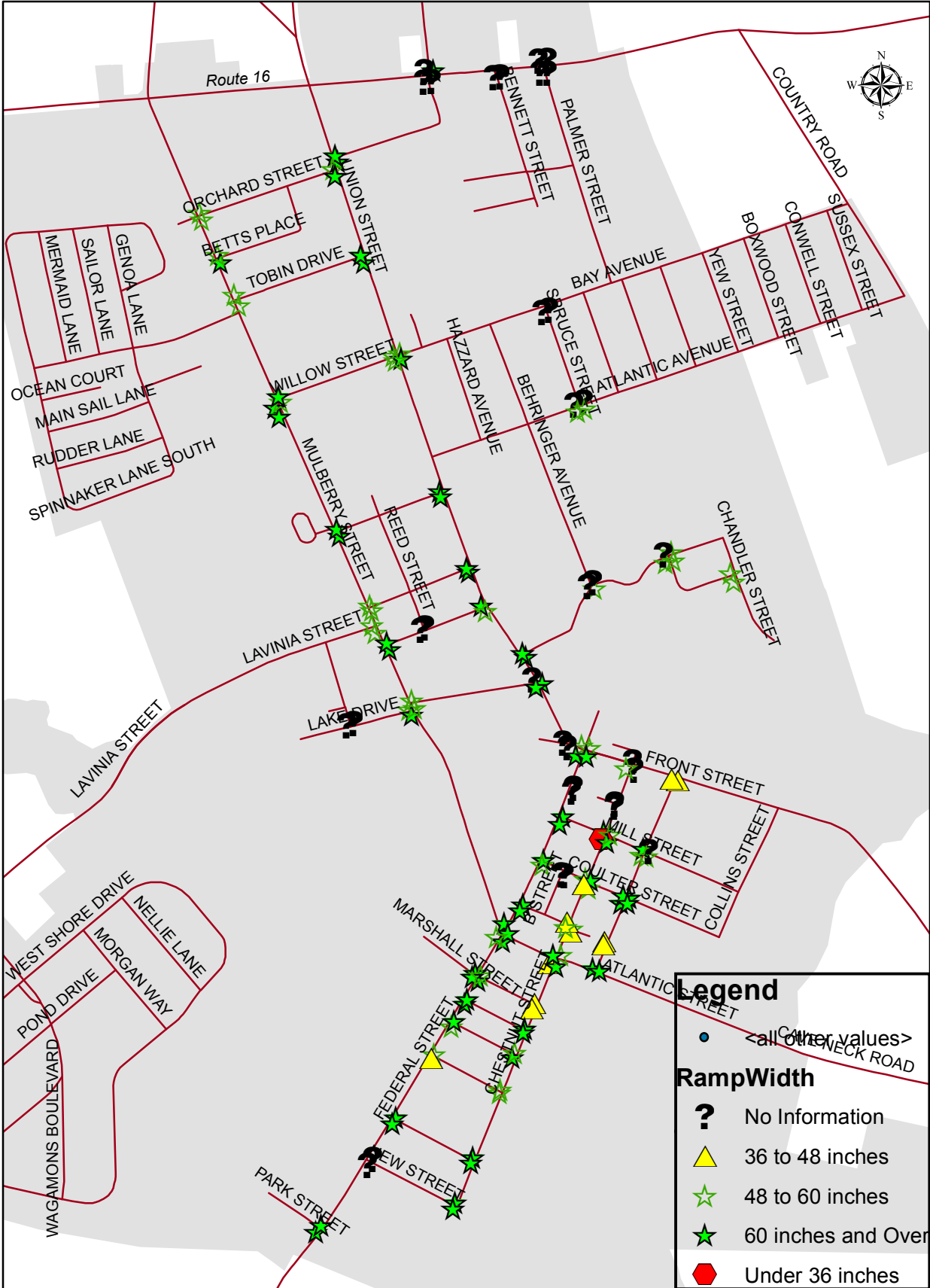
# Milton Curb Ramp Inventory 2009

## Overall Priorities



# Milton Curb Ramp Inventory 2009

## Ramp Width

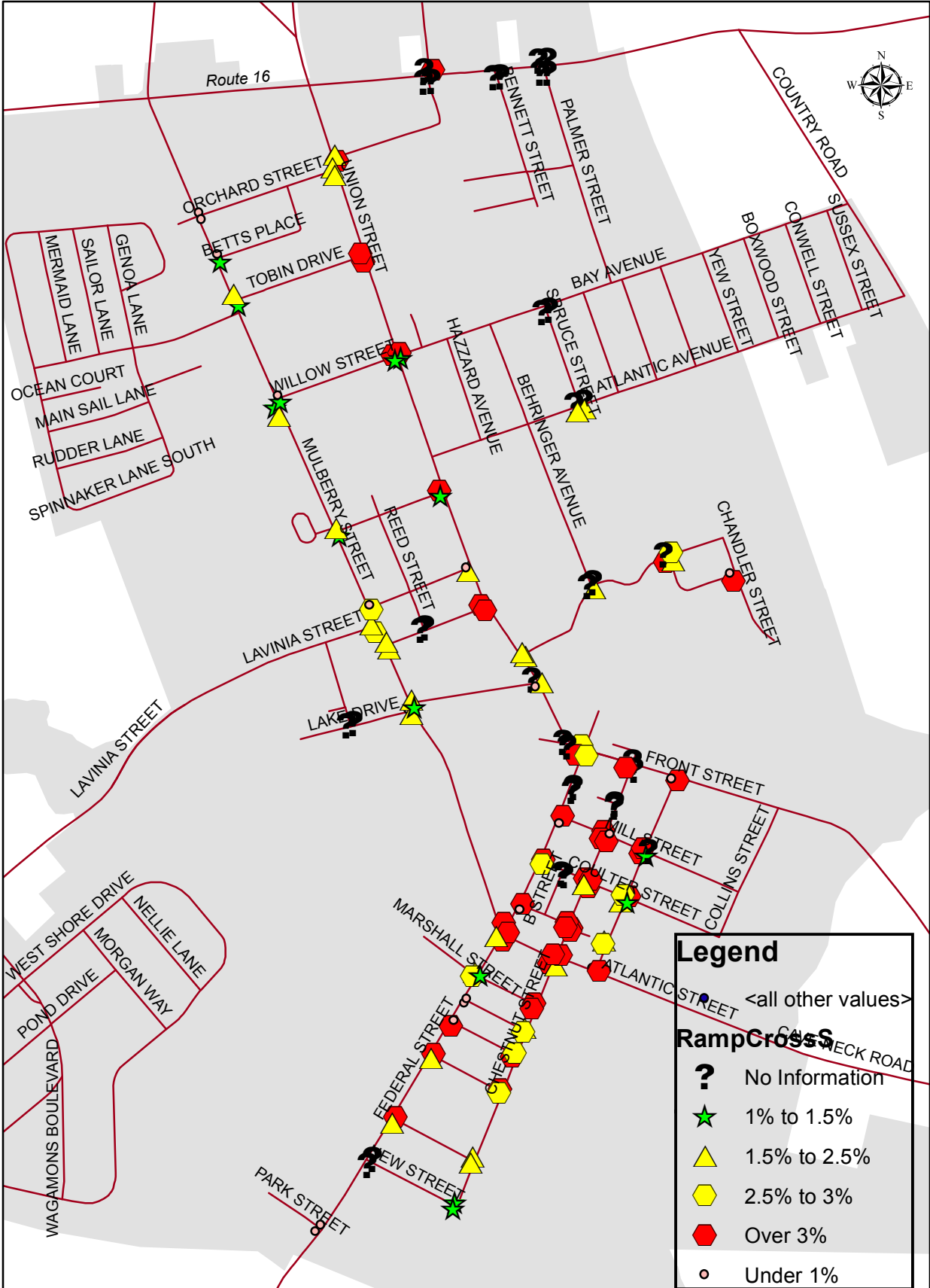






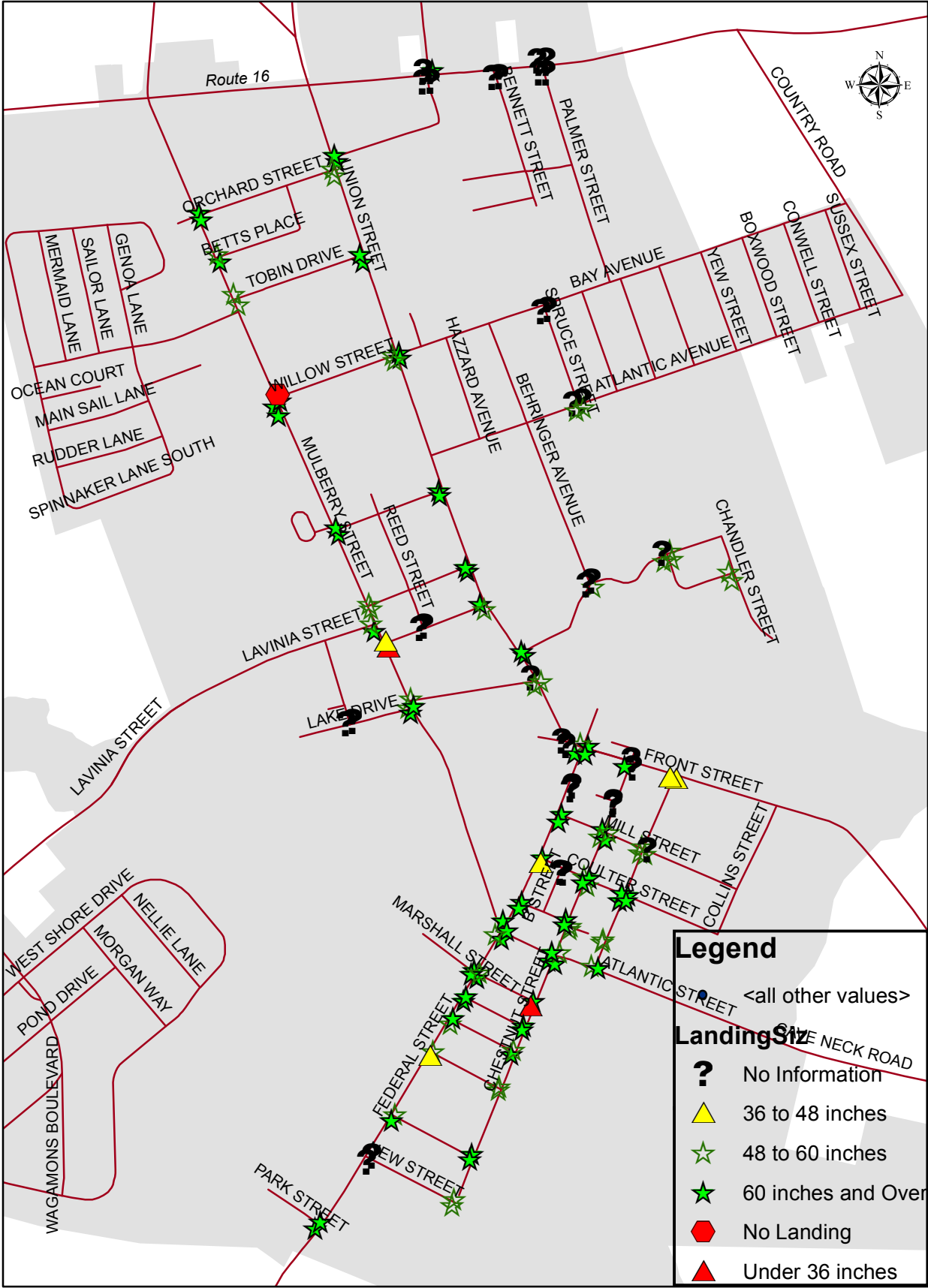
# Milton Curb Ramp Inventory 2009

## Cross Slope



# Milton Curb Ramp Inventory 2009

## Turning Space



# Milton Curb Ramp Inventory 2009

## Detectable Warning Surfaces

