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CITY of NOVI CITY COUNCIL

Agenda Item 1
March 7, 2011

SUBJECT: Approval of Resolution adopting the Americans with Disabilities Act Compliance Transition Plan for public sidewalks and pathways.

SUBMITTING DEPARTMENT: Department of Public Services, Engineering Division ^{BTC}

CITY MANAGER APPROVAL: ^{K24} 

BACKGROUND INFORMATION:

The purpose of the Americans with Disabilities Act (ADA) Compliance Transition Plan is to develop a long-term plan of action for bringing the City's public sidewalks and other related facilities into compliance with ADA requirements. It is a requirement of Title II of the ADA that local governments have such a plan. At its July 12, 2010 meeting, City Council awarded a contract to Giffels-Webster Engineers, Inc. (GWE) to create an ADA Compliance Transition Plan for the City. A draft version of the report was provided to City Council in early January.

GWE performed an extensive evaluation of the city-owned pathways and intersections to identify areas that are not in compliance with ADA that need to be addressed. The evaluation included pathways and intersections along the City's major and minor roads. Based on those observations, GWE created the attached ADA Compliance Transition Plan. The field logs in the appendices of the plan contain specific information for each intersection and pathway segment. This information will be used to help plan and prioritize future projects. Non-compliant areas may involve inadequate or excessive slope of sidewalks or sidewalk ramps, lack of or incorrectly placed detectable warning plates, vertical "barriers" of ½-inch in height or more, inadequate facilities for pedestrian crossings at intersections, as well as some other common deficiencies most communities need to address.

Although the report indicates many areas will require improvements, this is common for almost any community and can be attributed to the historically complicated implementation of ADA requirements. A comprehensive plan of this type is widely considered to be adequate protection against potential legal action as long as the plan identifies reasonable objectives toward City-wide compliance, and the City commits to continuous and demonstrable progress in accordance with the goals and objectives identified in the plan. The plan, together with funding for the implementation of the plan, demonstrates that the City is taking action toward full compliance with ADA, which will provide protection against the type of legal action that has occurred in other communities. An annual capital improvement program item has been proposed to help address this goal. The plan will be updated on a regular schedule by staff to reflect the improvements made through the Capital Improvements Program.

The attached Resolution acknowledges the importance of ADA compliance throughout the City and adopts the ADA Compliance Transition Plan as a planning tool for future compliance.

RECOMMENDED ACTION: Approval of Resolution adopting the Americans with Disabilities Act Compliance Transition Plan for public sidewalks and pathways.

	1	2	Y	N
Mayor Landry				
Mayor Pro Tem Gatt				
Council Member Fischer				
Council Member Margolis				

	1	2	Y	N
Council Member Mutch				
Council Member Staudt				
Council Member Wrobel				



CITY OF NOVI

RESOLUTION OF AUTHORIZATION AMERICANS WITH DISABILITIES ACT COMPLIANCE TRANSITION PLAN

CITY COUNCIL

Mayor

David B. Landry

Mayor Pro Tem

Bob Gatt

Terry K. Margolis

Andrew Mutch

Dave Staudt

Justin Fischer

Wayne M. Wrobel

City Manager

Clay J. Pearson

Director of Public Services/ City Engineer

Rob Hayes, P.E.

WHEREAS, the City of Novi is focused on encouraging healthy and active lifestyles through pathway and sidewalk connections; and,

WHEREAS, the City of Novi is required by Title II of the Americans with Disabilities Act (ADA) to make all programs and services accessible to persons with disabilities; and,

WHEREAS, the City of Novi is required by Title II of the ADA to review existing infrastructure and implement upgrades for compliance with the ADA; and,

WHEREAS, the resulting ADA Compliance Transition Plan provides guidance for a long-term plan of action for bringing the City's public sidewalks and other related facilities into compliance with the ADA requirements; and,

WHEREAS, the ADA Compliance Transition Plan identifies the importance of establishing an annual Capital Improvement Program with the goal of making the necessary improvements and protecting the City against potential legal action.

NOW, THEREFORE, LET IT BE RESOLVED that the Mayor and Novi City Council hereby formally acknowledge the importance of the ADA Compliance Transition Plan and hereby adopts the Americans with Disabilities Compliance Transition Plan as a tool for a long-term plan of action for bringing the City's public sidewalks and other related facilities into compliance with the ADA requirements.

CERTIFICATION

I, Maryanne Cornelius, duly appointed City Clerk of the City of Novi, do hereby certify that the foregoing is a true and complete copy of a Resolution adopted by the City Council of the City of Novi at a regular meeting held on March 7, 2011.

Department of Public Services

Field Services Complex
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Novi, Michigan 48375
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cityofnovi.org

Maryanne Cornelius
City Clerk

**City of Novi, Oakland County, Michigan
ADA Compliance Transition Plan
City-owned Pathways and Associated Facilities**

February 2011

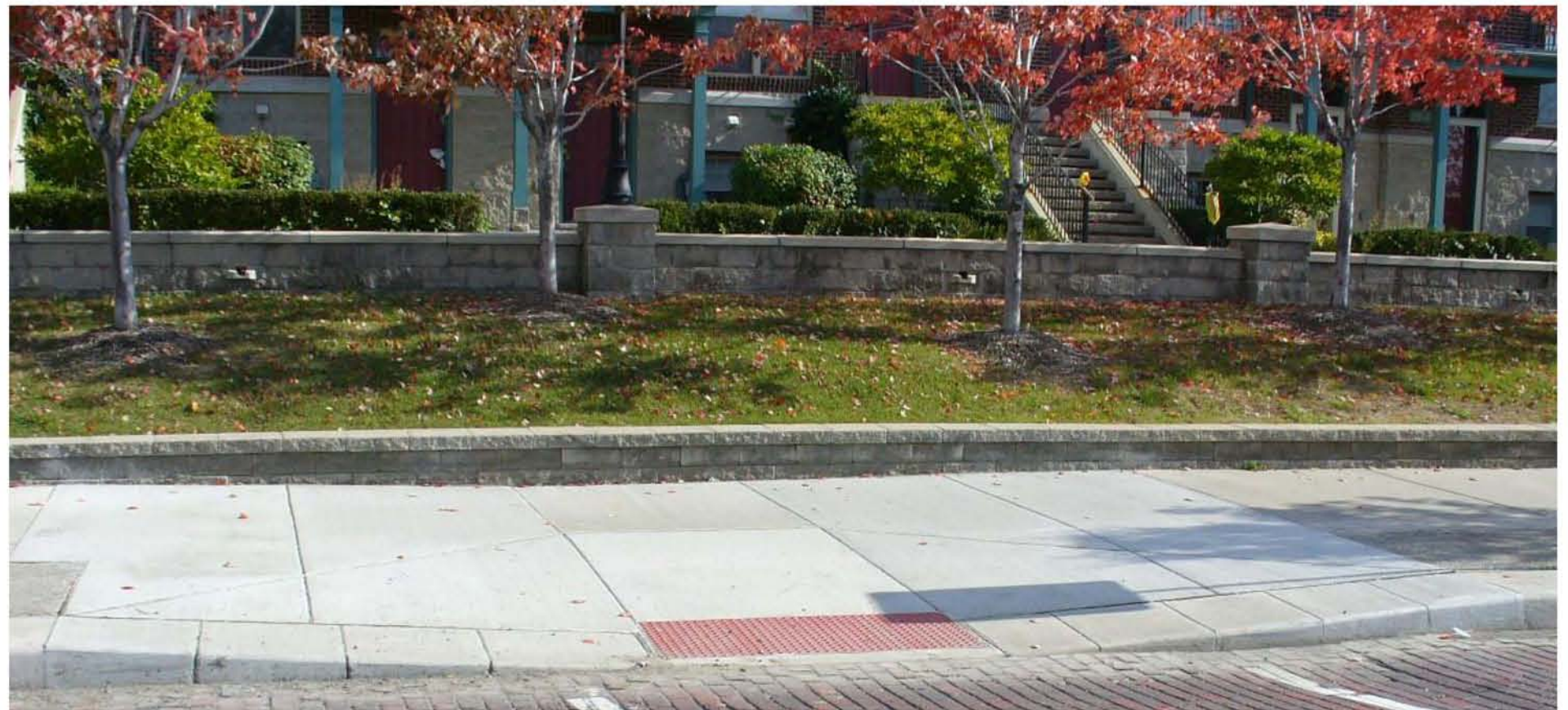


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February 2011

City of Novi, Oakland County, Michigan
ADA Transition Plan, City-owned
Pathways and Associated Facilities

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Introduction

Overview

The fundamental goal of the Americans with Disabilities Act (ADA, as amended) is to ensure access to civic life by people with disabilities. Enacted on July 26, 1990, this legislation is divided into five parts, each focusing on a different area of concern:

Title I: Employment

Title II: Public Services

Title III: Public Accommodations/Private Operated Services

Title IV: Telecommunications

Title V: Miscellaneous

Title II of the ADA requires State and local governments to make their programs and services accessible to persons with disabilities. More specifically, Title II requires the review of existing infrastructure and implementation of upgrades for compliance with the ADA.

For instance, the ADA cites curb ramps providing access to streets and sidewalks as a basic city service that must be accessible to all users. This was affirmed by the *Barden vs. City of Sacramento* case, in which the Ninth Circuit Court of Appeals ruled that maintenance of a public sidewalk system is considered a program, service, or activity covered by Title II of the Americans with Disabilities Act.

The United States Department of Justice subsequently issued 28 Code of Federal Regulations (CFR) Part 35 in 1992. This

regulation extended the prohibition of discrimination in federally assisted programs already established in Section 504 of the Rehabilitation Act of 1973 to all activities of state and local governments, regardless of funding source.

A provision of regulation 28 CFR 35 requires that all state and local governments prepare a transition plan to guide efforts to bring such facilities into compliance with the ADA. In accordance with the regulation, this plan must include:

1. Identification of Obstacles
2. Description of Methodology to Remove Obstacles
3. Preparation of a Schedule for Implementation.
4. Identification of Individual Responsible for Implementation.

This *ADA Compliance Transition Plan for City-owned Pathways and Associated Facilities* has been prepared on behalf of the City of Novi to fulfill this requirement with respect to public transportation infrastructure. For the purposes of this report, public transportation infrastructure relates solely to City-owned walkways (pathways and sidewalks) and associated facilities (curb ramps, landings etc.). It is the intent that this plan will assist the City in removing current obstacles while, at the same time, preventing new ones from being constructed.

Planning Process

In June of 2010 the City of Novi publicly solicited proposals from qualified engineering firms for the creation of such a plan. The scope of work included a full self-evaluation of existing public infrastructure as well as the preparation of the *ADA*

Compliance Transition Plan for City-owned Pathways and Associated Facilities. At the conclusion of this public proposal process, Giffels-Webster Engineers was selected for these tasks. Immediately upon kick-off, the Giffels-Webster team met with Mr. Ben Croy from the City of Novi to finalize our proposed approach.

The first phase of the project involved a “self evaluation” of existing obstacles, as required by 28 CFR 35. For the purposes of this plan a self evaluation includes field review of city-owned pathways and intersections to determine the current extent of compliance. Once identified, the corresponding scope of work required to bring these facilities into compliance can be determined.

A self evaluation may take any of several forms depending on the size of the community involved and the methodology being proposed to remove any obstacles found. For instance, a small community in California provided two staff members with Segway personal vehicles and instructed them to perform a detailed review of every sidewalk and curb ramp. Other smaller communities performed topographic surveys of curb ramps in order to check for compliance and then used this data in designing needed improvements.

These methods of self evaluation, while certainly thorough, are not always practical for larger communities such as Novi. They may also not provide an additional value equal to the significant costs expended. For instance, the topographic

survey data collected may be out of date before some curb ramps are actually modified.

Giffels-Webster and the City of Novi agreed upon another accepted form of self evaluation known as the “windshield review”. A windshield review describes the level of detailed information collected during the self evaluation. Instead of collecting topographic survey information every curb ramp and all existing pathways were visually inspected for compliance with the ADA. Data was collected on spreadsheets that were then catalogued for integration with the City’s GIS system. Please refer to the section of this report dealing with **ADA Compliance** and the field logs located in the **Appendices** for a more detailed discussion of the data collected and the detailed results and maps prepared. Base section maps provided by the City were used for this purpose.

In accordance with generally accepted best management practices for ADA compliance, experienced members of Giffels-Webster’s staff performed the self evaluation on behalf of the City of Novi. Each staff member has more than 10 years of experience in the evaluation of design of infrastructure improvements, with a particular expertise in ADA compliance.

Once the self evaluation was completed, the data was analyzed to determine the current level of compliance for each category. This allowed the City and the team to prepare cost estimates and create the implementation plan contained within this report.

Community Input

The City of Novi has worked with residents for years related to walkability and access. The *Walkable Novi Committee* is currently involved in pursuing the addition of non-motorized facilities within the City. Working with this group, the City has inventoried all such facilities within the City and has engaged in a master planning process for the expansion of these facilities through their Capital Improvement Program.

The *ADA Transition Plan for City-owned Pathways and Associated Facilities* will be provided to this group once the draft report is acceptable to the appropriate City Staff. The committee’s input will be sought in order to augment and finalize the proposed approach.

Hard copies of the *ADA Transition Plan for City-owned Pathways and Associated Facilities* should be made available at City Hall for review by the general public. A digital copy should be available for download from the City’s website as well.

ADA Compliance

One important way to ensure that Title II’s requirements are being met is through self-evaluation, which is required by the ADA regulations. Self-evaluation enables local governments to pinpoint the facilities, programs and services that must be modified or relocated to ensure that local governments are complying with the ADA.

Determination that a facility is accessible is based on the standards of the Americans with Disabilities Act Accessibility

Guidelines (ADAAG). While ADAAG provides standards for overall accessibility, this report is only concerned with the compliance of city-owned pathways and associated facilities.

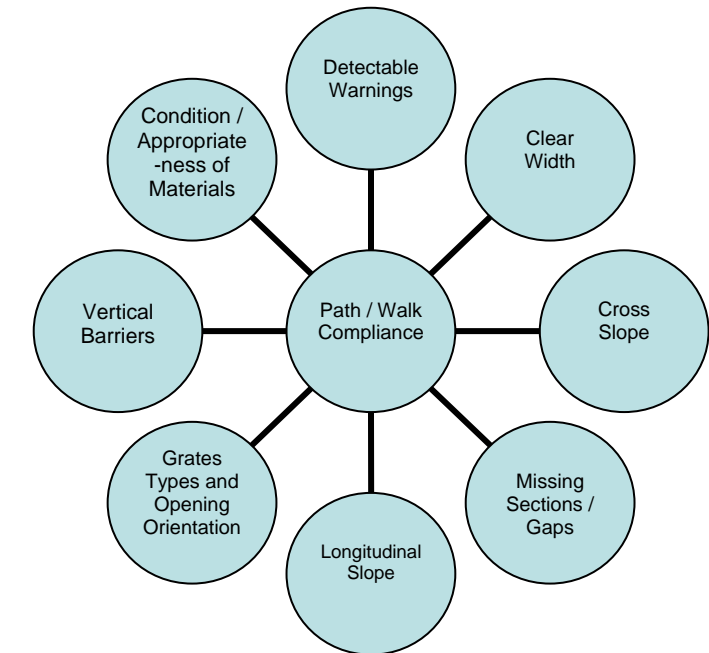


Figure 1: Pathway/Sidewalk Compliance Characteristics

In order to be compliant with the ADAAG, pathways and sidewalks must be of stable material, free of obstacles, and conform to particular size and slope requirements. The self evaluation therefore focused on these characteristics, as outlined in Figure 1 above.

The evaluation of intersections is more detailed, as numerous characteristics are reviewed. As noted in Figure 2 below, sidewalk ramps and landings must conform to geometric constraints (including size and slope), while also correctly

incorporating detectable warning measures and eliminating obstacles from the path.

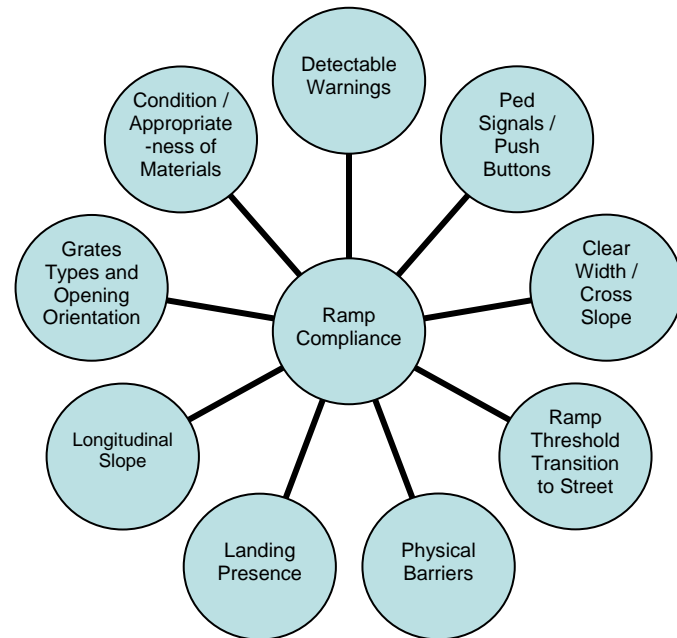


Figure 2: Curb Ramp Compliance Characteristics

Identification of Obstacles

Self Evaluation Overview

As indicated above, experienced team members performed field observations to determine the existing level of compliance within the City. Field logs were recorded for each ramp and walkway, focusing on conformance to the characteristics discussed in Table 1 and Table 2 above. Please refer to the **Appendices** to review the field logs.

As outlined by the City of Novi, evaluators focused on the following areas:

- Major Intersections: curb ramps and crosswalks were evaluated at all arterial roadway intersections.
- Minor Intersections: curb ramps and crosswalks were evaluated at all interior subdivision roadway intersections.
- Major Pathways/Sidewalks: existing pathways and sidewalks were evaluated along arterial roadways.
- Minor Pathways/Sidewalks: existing pathways and sidewalks were evaluated along interior subdivision roadways.

Evaluators stopped at each ramp and reviewed geometry, slopes, detectable warnings, obstacles, etc. in order to determine compliance. No detailed measurements were taken, as visual inspection was sufficient to determine compliance. Please refer to the **Appendices** for all field notes and more detailed information related to each facility reviewed.

Intersection Findings

To summarize, the self evaluation determined that the majority (95%) of the nearly 2,300 City-owned curb ramps at intersections are not in compliance with the ADA related to at least one of the criteria discussed above. For comparison purposes, the Michigan Department of Transportation reported in 2009 that 90% of the pedestrian crossings under their jurisdiction statewide were not in compliance.

This is not surprising or unusual in our opinion, as the ADA was enacted only 20 years ago. Furthermore, the ADAAG guidelines have been refined over that time.

More to the point, while the number of non-compliant ramps may seem high, it should be noted that we noted very few instances where a full barrier was in place. In other words, while most of the pedestrian crossings within the City of Novi are non-compliant with the ADA most of them are barrier free.

This statistic therefore does not necessarily mean that 95% of the curb ramps require complete reconstruction. Almost all non-compliance issues relate to ramps that exist but do not meet current geometric, slope or material requirements in at least one way.

The degree of noncompliance varied depending on location, however the major factors resulting in noncompliance include:

- Lack of curb ramp and landing adjacent to existing pathway or sidewalk;
- Presence of an obstacle at the transition of the ramp and roadway curb;
- Damage or deterioration of the ramp and/or landing resulting in an obstacle;
- Lack of properly installed landing with slopes not exceeding 2% in any direction;
- Lack of properly installed ramps with slopes less than 1/12;

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- Use of materials for ramp and landing construction that are susceptible to settlement, slipping, or are difficult to distinguish from detectable warning surfaces (i.e. asphalt, certain decorative pavers or stamped concrete);
- Lack of detectable warning devices (or installation of improper or significantly worn devices) at curb ramps;
- Improperly located pedestrian actuated signal buttons.

Pathway/Sidewalk Findings

On the contrary, the self evaluation determined that majority (by length) of the city-owned pathways and sidewalks are in compliance with the ADA. It should be noted that the lack of a pathway or sidewalk adjacent to a roadway does not, in itself, constitute non-compliance.

Noncompliance of pathways and sidewalks generally occur as a result of:

- Presence of an obstacle within the walkway;
- Improperly installed driveways (residential and commercial) that interrupted the walkway;
- Damage or deterioration of the walkway resulting in an obstacle;
- Cross slopes exceeding 2%.

**Implementation of Improvements
ADA Compliance Program Implementation**

The implementation of public infrastructure improvements of this magnitude and across the scale of the entire City can be difficult if not properly organized. The following outlines the

recommended methodology for preparing a detailed transition program targeting ADA compliance. Some of the recommendations made within will require changes to existing City policies while others may require changes to City ordinance.

A program of this size must utilize all available methods in order to be successfully completed. Therefore we recommend that all of the options listed below be employed in order to properly leverage the resources available to the City in this regard. Furthermore, the City should routinely update its GIS system to track these improvements and avoid erroneous planning for future projects.

1. Capital Projects

The City has already begun to incorporate ADA compliance into future capital improvement programs. We recommend that the City continue this policy and become more aggressive in doing so as budgets allow. For instance, when new sidewalks or walkways are built or altered, they should contain ADA compliant ramps wherever they intersect with streets or roads.

More specifically, capital projects that meet the definition of "alteration" should include properly constructed ramps wherever there are curbs or any other barriers to entry from a pedestrian walkway. (The resurfacing of a street should be considered an alteration for these purposes, while general

maintenance items such as the filling of potholes would not trigger the requirement.)

The City should coordinate directly with the Road Commission for Oakland County (RCOC) to ensure that all walks, ramps, landings, etc. that are installed as part of County sponsored improvements are compliant. The ADA Compliance Officer should certify that the designs and completed construction are in compliance.

2. Annual Projects

The City currently operates an Annual Pathway Gap Program in order to install new pathways and sidewalks. The City should consider including the replacement of adjacent curb ramps and landings as a part of this program. In this event, any ramps and landings that are noncompliant would be replaced while adjacent sidewalks are constructed.

We also recommend that the City initiate an Annual Pathway Replacement Program in order to repair and replace existing walks and ramps on an as-needed basis. Many other communities have programs of this nature that are funded, at least in part, by assessing the adjacent land owners for repairs.

Lastly, the City has indicated that they will dedicate funding in their yearly budget specifically for ADA compliance improvements. This money should be used to target priority areas, as outlined later in this report,

which are not anticipated to be included in other capital or annual projects.

3. Private Development

The City currently requires all private development projects that involve significant infrastructure components to install ADA compliant walks, ramps, landings, etc. as part of their site plan approvals. We recommend that this requirement continue and that additional consideration be given to also requiring the installation of pathways along parcel frontages.

This includes not only new development of open parcels, but also renovation of existing properties. In the event of a property redevelopment, the City should require the repair of any existing sidewalk that may be damaged or non-compliant with the ADA.

In addition, the City should consider the establishment of an ADA Compliance Fund, similar in concept to the City's Tree Replacement Fund. This fund would allow applicants, with the approval of the City, to eliminate the construction of improvements as outlined above in lieu of payment into the fund. The City would then use the cumulative funds to further the ADA compliance efforts outlined in this plan.

4. Public and Private Utility Work

All utility projects, whether public or private in nature, should be required to replace ramps, landings and

sidewalks in compliance with the ADAAG if their project impacts any of these facilities.

Implementation Schedule

A program of this size must be implemented over a reasonable time period. Priority must also be given to areas of high pedestrian usage or those areas with known usage by those with mobility impairments.

From most important to least important, we recommend that the priorities for determining the order in which ramps are to be fixed or installed be ranked as follows:

1. Locations near public institutions (schools, library, parks, Police Station, City Hall, etc.).
2. Locations near facilities that cater to those more likely to have mobility impairments (assisted living centers, veteran centers, hospitals, clinics, etc.).
3. The removal of barriers at locations with existing pathways and/or sidewalks where curb ramps and landings are not provided shall take priority over fixing non-compliant ramps and landings.
4. Ramp installations and reconstructions shall take priority over longitudinal sidewalk repairs.
5. Arterial streets and areas of high foot traffic, particularly if those streets service transit, shall take priority over low traffic areas.

Based on these factors, and taking into account the results of the self evaluation of existing conditions, the City of Novi will

attempt to significantly reduce compliance deficiencies within City-owned pathways and associated facilities within 5 years of the adoption of this plan. When considering all implementation methods described above, the City's goal is to reduce such non-compliance as outlined in Table 1 below.

Description of Facility	Existing 2010 Non-compliance Rate	Proposed 2015 Non-compliance Rate
Intersection Curb Ramps	95%	90%

Table 1: Five Year Implementation Goal

City Oversight of the ADA Compliance Program

Regardless of how complete a transition plan may be the overall program will fail if not actively managed and enforced. In this regard it is the responsibility of the City, at every level, to ensure that it is acting in a manner that not only fosters a commitment to ADA compliance but demands it.

Responsible Officer

As required by the ADA, the City must identify one individual or position as responsible for the ADA Compliance Program. This individual must be a champion for this cause and provided sufficient authority to ensure its implementation. It is our understanding that Ben Croy will oversee this plan as the City's designated ADA Compliance Officer.

As such, Mr. Croy's responsibilities for oversight of the program should be made know to the general public. His

City of Novi
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contact information should be posted on the City's website so residents can contact him related to ADA compliance issues that may arise in the future.

Tracking of Status

The City has committed to significantly reducing the number of non-compliance issues through the implementation of the ADA Compliance Program during the next 5 years. The ADA Compliance Program must be monitored in order to determine whether the City is successfully meeting this goal.

On a micro level, we recommend that overall progress be reviewed on an on-going basis. By fully utilizing the City's existing GIS system, the ADA Compliance Officer should monitor the status of ramp construction throughout the year.

This is particularly important for those ramps and walkways that are corrected as part of work not directly performed by the City. Any facilities that are corrected (and verified by the City) should be removed from future projects and the program reviewed for any required adjustments.

The ADA Compliance Officer should provide the City Council and City Manager with yearly updates of the number of noncompliant facilities corrected during the past year and during the program to date. Furthermore, a "percentage completion" should also be provided to help the community gauge where the City is in the process. Finally the ADA Compliance Office should provide an analysis of actual

construction costs versus budgets to assist the City in determining funding for future budget periods.

On a macro level, the *ADA Transition Plan for City-owned Pathways and Associated Facilities* should be reviewed at the end of year one to determine if adjustments are needed based on "lessons learned". The plan should then be reviewed internally every other year assess goals and to adjust the proposed approach based on funding that is available.

Changes to City Engineering Details

As ADA compliance for public transportation infrastructure has become a debated topic in the last few years, communities must be prepared with standards and details that adequately reflect the ADAAG while protecting the community from liability.

We therefore recommend that the City of Novi continue to utilize the Michigan Department of Transportation (MDOT) standard detail for curbs and ramps, R-28G. In this way the City will be using an accepted standard while allowing for updates as ADA compliance is refined in the future.

Additionally, the self evaluation highlighted significant inconsistency with regard to the treatment of commercial driveways and pedestrian crossings. In some cases the commercial driveway, regardless of size or presence of traffic controls, was treated like a subdivision street. In these cases ADA compliant curb ramps and landings would be required.

In other cases the commercial driveways were treated like residential driveways in that the sidewalk continued through

the drive. In these cases no curb ramps or landings would be needed as the walk continues uninterrupted.

We recommend that the City revise their standards and requirements for commercial driveways to clarify the intended installation methods. More specifically we recommend that all commercial driveways that are significant enough to warrant the installation of traffic controls should be constructed as roadway intersections and include all required curb ramps, landings, etc. in conformance with ADAAG. Care must further be taken to ensure that the driveway cross-slope within the proposed pedestrian route is also constructed in compliance with ADAAG.

Commercial driveways with less significant traffic volumes that do not meet the qualifications outlined above should be constructed such that the sidewalks continue uninterrupted through the driveway. In this way the City will reduce the number of ramps needed and, by extension, reduce future City maintenance expenses.

Changes to City Ordinance/Policy

As mentioned earlier in this report, consideration should be given to the establishment of an ADA Compliance Fund to ease the financial burden on the City's general fund. Once established the City could then establish new policies to generate revenue for the fund for use on future ADA compliance projects.

In speaking with staff it is our understanding that the City does not currently assess the cost of routine sidewalk repairs to the

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adjacent landowners unlike many other communities in the State. We recommend that the City consider this policy change as a way to generate additional revenue for ADA compliance. Furthermore, the City could include an additional ramp and landing surcharge, for instance, on the assessments charged to the adjacent land owners during the sidewalk repair program.

A second recommended change relates to the site plan review process. The City should consider allowing site plan review applicants to pay into the ADA Compliance Fund in lieu of installing ramps and landings at intersections where sidewalks are not present. This would be very similar to the current City policy which allows applicants to donate to the Tree Replacement Fund if required tree plantings cannot be met.

Thirdly, all City Departments that may be involved in, or directly facilitate the construction of public transportation infrastructure should be required to review their plans with the ADA Compliance Officer. Once the construction of these improvements has been completed, the City should verify compliance with the ADA and update the City's GIS system accordingly.

The City should also review policy, as appropriate, as it relates to the construction of residential subdivisions. It is standard practice to allow the installation of the final lift of asphalt to be delayed until the subdivision is substantially filled.

We noted several instances during the self evaluation where the new subdivision road (including the main entrance drive return) was left 2 inches lower than the surrounding curb ramps. This occurred because this last lift of asphalt had yet to be installed, and resulted in noncompliant crosswalks and ramps. The City should, at a minimum, require that the entire entrance drive return be paved completely within a public right-of-way in order to avoid this situation in the future.

Furthermore, we recommend that the City Attorney and the ADA Compliance Officer review the practice of roadway acceptance to ensure that the City is not accepting non-compliant infrastructure that could present additional liability. This is particularly true related to all internal sidewalks and ramps installed during the construction of subdivisions prior to the installation of the final lift of asphalt.

Lastly, it is also apparent from the self evaluation that the City of Novi has invested significantly in the installation of pedestrian actuated push buttons at signalized intersections. As referenced earlier in this report, many of these push buttons are installed in locations that do not comply with the ADAAG. Future designs must take ADAAG into account related to the placement of push buttons in proximity to a compliant landing and the orientation of the button and signage to the travelled way.

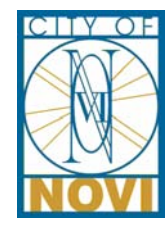
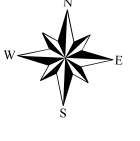
Additional care should be taken at intersections (and larger commercial driveways) that are configured as boulevards. Currently the City has not installed push buttons within the

median islands, which can leave pedestrians stranded. This is particularly true of older residents or those pushing a wheelchair or a stroller. If installed in the future, push buttons should be placed in appropriate proximity to all curb ramps.

Grievance Procedures

The City of Novi has long attempted to communicate with its residents, and has a rather sophisticated system to accomplish this goal. Public input cannot end at the adoption of the *ADA Transition Plan for City-owned Pathways and Associated Facilities* or consist solely of annual reports provided to City Council.

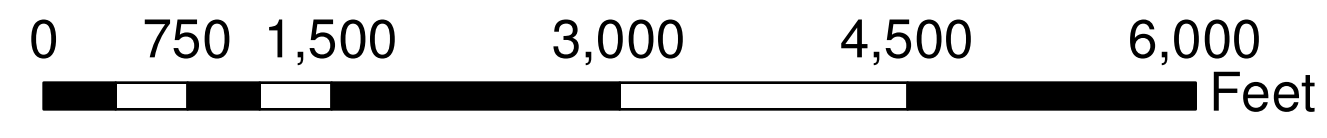
The City must prepare and commit to appropriate procedures to file and resolve grievances. A compliant form should be developed and available at City Hall in paper form and on the City's website for submittal. All complaints should be logged and tracked by City Staff to ensure resolution and a report should be provided to City Council and the City Manager on at least a yearly basis.



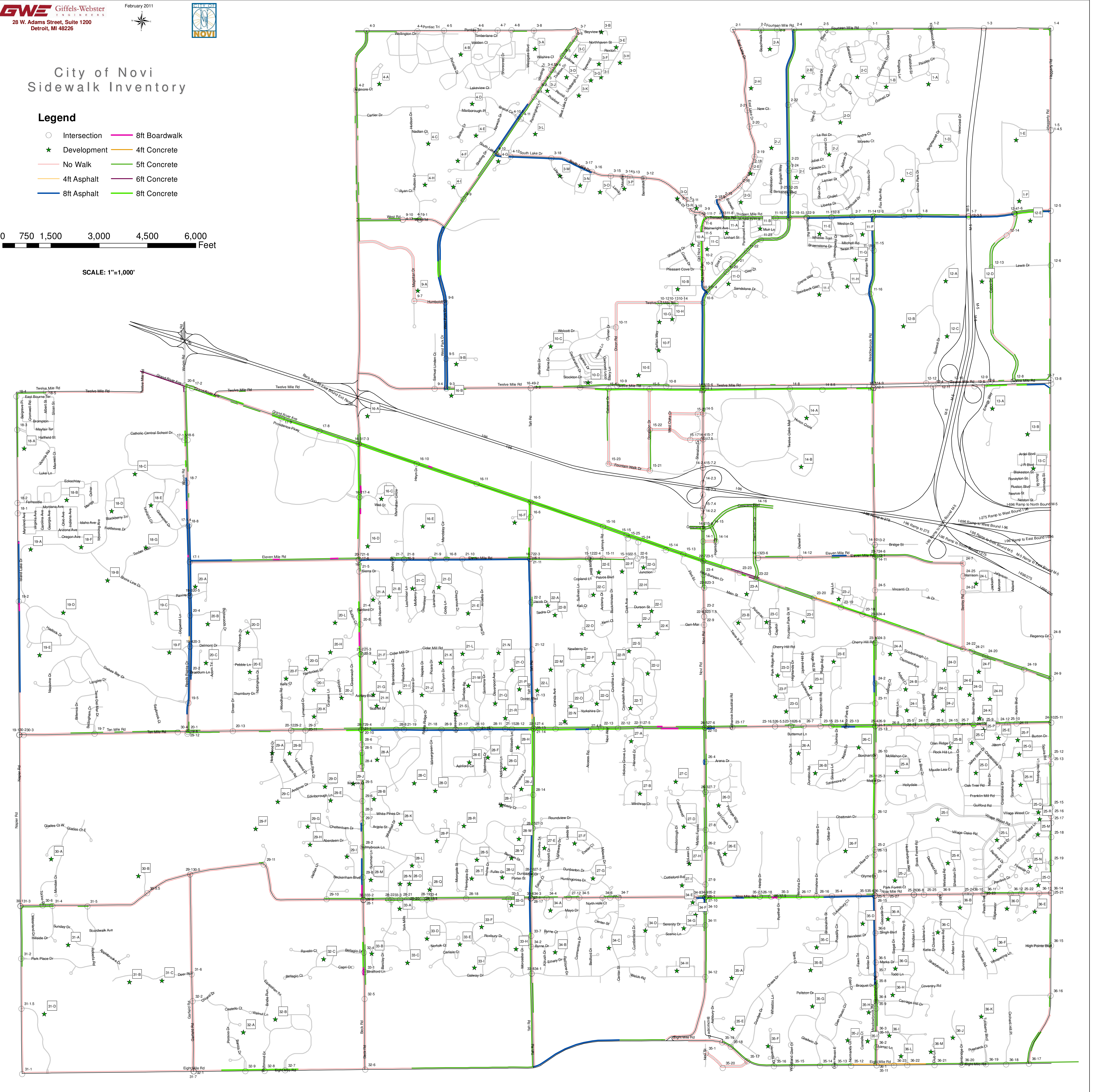
City of Novi Sidewalk Inventory

Legend

- Intersection
- ★ Development
- No Walk
- 4ft Asphalt
- 8ft Asphalt
- 8ft Boardwalk
- 4ft Concrete
- 5ft Concrete
- 6ft Concrete
- 8ft Concrete



SCALE: 1"=1,000'



GIS ID	Attributes					Deficiencies													Date	ADA Inspectors								
	Latitude	Longitude	Number of Ramps	Compliant		No Detectable Warning	Ramp Curb Height > 1/4" Vert or 1/2" Bevel	Clear Width Below 36"	Cross Slope > 2%	Landing < 5' X 5'	Deterioration of Surface, Markings or Appropriateness of Materials	Longitudinal Slope > 8.333%	Grates, Type Orientation	Obstructions - Signs, Mailboxes, Hydrants, Benches, Signal Pole, Signal Boxes, Drainage Structure, Tree Grate, Standing Water, Snow, or Ice	Ramp/Landing made of Asphalt slope >2% or 8.33%	Ramp, Landing or Curb Cracked or Settled >1/2"	Ped. Signal Present	Ped. Push Button Present			Pedestrian Signal Push Button Location Incorrect	Comments						
				Yes	No																							
1-1	42.526585	-83.458445	4		4	4	4			4		3				1										10/14/2010	STC/MWM	
1-2	42.526779	-83.451376	4		4	4	4			2	3																10/14/2010	STC/MWM
1-3	42.526934	-83.445266	1	1														1	1								10/14/2010	STC/MWM
1-4	42.527114	-83.437564	2		2	2	2					1			2			2	2		2						10/14/2010	STC/MWM
1-4.5	42.518400	-83.437200	4		4						2																10/14/2010	STC/MWM
1-5	42.518453	-83.437132	0																								10/14/2010	STC/MWM
1-6	42.511253	-83.441049	6		6	4	6				1																10/14/2010	STC/MWM
1-7	42.510875	-83.446344	1		1													1	1								10/14/2010	STC/MWM
1-8	42.510759	-83.451990	4		4	4				2	2																10/14/2010	STC/MWM
1-9	42.510723	-83.453786	4		4	4					4																10/14/2010	STC/MWM
2-1	42.526098	-83.474163	0																								10/14/2010	STC/MWM
2-2	42.526212	-83.470899	2		2	2	2				1																10/14/2010	STC/MWM
2-3	42.526261	-83.469078	2		2	2	2										2										10/14/2010	STC/MWM
2-4	42.526300	-83.467125	3	3														3	3								10/14/2010	STC/MWM
2-5	42.526412	-83.464069	4		4	4	4			2	1					2											10/14/2010	STC/MWM
2-7	42.510532	-83.459690	2		2	2	2			1	1					1											10/14/2010	STC/MWM
2-8	42.510417	-83.462090	2		2	2	2				2				2												10/14/2010	STC/MWM
2-9	42.510311	-83.464957	4		4	4	4				4					3											10/14/2010	STC/MWM
2-10	42.510258	-83.466977	3		3	3	3				3				2	1	4	4		4							10/14/2010	STC/MWM
2-11	42.510101	-83.472243	2	1	1	1					1																10/14/2010	STC/MWM
2-12	42.510073	-83.473082	2		2	2				2	2					2											10/14/2010	STC/MWM
2-13	42.510024	-83.474515	3		3	3	3				2					3											10/14/2010	STC/MWM
2-13.5	42.511400	-83.475300	2		2	2	2				2					1											10/14/2010	STC/MWM
2-14	42.509921	-83.476530	1		1	1	1				1					1											10/14/2010	STC/MWM
2-15	42.511692	-83.474742	0																								10/14/2010	STC/MWM
2-16	42.512857	-83.472753	0																								10/14/2010	STC/MWM
2-17	42.513373	-83.472200	0																								10/14/2010	STC/MWM
2-18	42.514526	-83.471462	0																								10/14/2010	STC/MWM
2-19	42.515341	-83.471199	0																								10/14/2010	STC/MWM
2-20	42.517899	-83.471891	0																								10/14/2010	STC/MWM
2-21	42.519287	-83.472207	0																								10/14/2010	STC/MWM
2-22	42.519853	-83.467522	4		4	4	4					1				1	3	3	2		2						10/14/2010	STC/MWM
2-23	42.514861	-83.467241	2		2	2	2				2					1											10/14/2010	STC/MWM
2-24	42.514264	-83.467210	2		2	2	2										1										10/14/2010	STC/MWM
2-25	42.512384	-83.467200	4		4	4	4				4					4											10/14/2010	STC/MWM
2-25.5	42.512400	-83.467000	2		2	2	2				1						2										10/14/2010	STC/MWM
3-1	42.519819	-83.496780	3		3	3					1					1	1										10/14/2010	STC/MWM
3-2	42.520423	-83.496261	2		2	2					1																10/14/2010	STC/MWM
3-3	42.521036	-83.495738	2		2	2	1			2							2										10/14/2010	STC/MWM
3-4	42.522175	-83.494733	4		4	4	4				2						1										10/14/2010	STC/MWM
3-4.5	42.522200	-83.494900	0																								10/14/2010	STC/MWM
3-5	42.523398	-83.493673	2		2	2	2																				10/14/2010	STC/MWM

GIS ID	Attributes					Deficiencies													Comments	Date	ADA Inspectors						
	Latitude	Longitude	Number of Ramps	Compliant		No Detectable Warning	Ramp Curb Height > 1/4" Vert or 1/2" Bevel	Clear Width Below 36"	Cross Slope > 2%	Landing < 5' X 5'	Deterioration of Surface, Markings or Appropriateness of Materials	Longitudinal Slope > 8.333%	Grates, Type Orientation	Obstructions - Signs, Mailboxes, Hydrants, Benches, Signal Pole, Signal Boxes, Drainage Structure, Tree Grate, Standing Water, Snow, or Ice	Ramp/Landing made of Asphalt slope >2% or 8.33%	Ramp, Landing or Curb Cracked or Settled >1/2"	Ped. Signal Present	Ped. Push Button Present				Pedestrian Signal Push Button Location Incorrect					
				Yes	No																						
3-6	42.524901	-83.492350	2		2	2	2								1								10/14/2010	STC/MWM			
3-7	42.525529	-83.491998	0																					10/14/2010	STC/MWM		
3-8	42.525471	-83.497057	0																					10/14/2010	STC/MWM		
3-9	42.510361	-83.477026	2		2	2				2					2									10/14/2010	STC/MWM		
3-10	42.510546	-83.478177	2		2	2				2					2									10/14/2010	STC/MWM		
3-11	42.511053	-83.478538	2		2	2				2					2									10/14/2010	STC/MWM		
3-11.5	42.511200	-83.478600	2		2	2	1			2					2									10/14/2010	STC/MWM	x walk present	
3-12	42.513204	-83.483860	0																					10/14/2010	STC/MWM		
3-13	42.513263	-83.485453	0																					10/14/2010	STC/MWM		
3-14	42.513291	-83.486281	0																					10/14/2010	STC/MWM		
3-15	42.513313	-83.487643	0																					10/14/2010	STC/MWM		
3-16	42.513593	-83.489832	1		1	1	1			1					1									10/14/2010	STC/MWM		
3-17	42.513917	-83.490916	2		2	2	2			2					2									10/14/2010	STC/MWM		
3-18	42.514667	-83.494559	2		2	2	2			2					2									10/14/2010	STC/MWM		
4-1	42.509053	-83.509445	3		3	3	3			3	1													10/14/2010	STC/MWM	Concrete ped crossing cracked > 1/2", Ramps leads to no ramp cross intersection, curb drop present	
4-2	42.519891	-83.517284	2		2	2	2			1														10/14/2010	STC/MWM		
4-3	42.524975	-83.516295	4		4		4			2									4	4			2		10/14/2010	STC/MWM	
4-4	42.525088	-83.510450	0																						10/14/2010	STC/MWM	
4-5	42.525205	-83.507398	0																						10/14/2010	STC/MWM	
4-6	42.525313	-83.503758	0																						10/14/2010	STC/MWM	
4-7	42.525389	-83.501221	0																						10/14/2010	STC/MWM	
4-8	42.525434	-83.499603	1		1	1	1	1						1											10/14/2010	STC/MWM	Ramp leads to median with no ramps or walk
4-9	42.510900	-83.504512	2		2	2	2			1				1											10/14/2010	STC/MWM	Ped Crossing has no top course of asphalt lips >1/2"
4-10	42.514878	-83.501005	10		10	10	10		4	6				3	6			8	8			4			10/14/2010	STC/MWM	2 Ped crossings > 2% side slope, Manhole in front of ramp, 2 "M" opening curbs in front of ramps > 1/2"
4-10.5	42.518100	-83.498600	4		4	4	4			4					4										10/14/2010	STC/MWM	
4-11	42.517900	-83.498200	4		4	4	4			2						2									10/14/2010	STC/MWM	
4-12	42.514682	-83.499247	2		2	2	2			2					2										10/14/2010	STC/MWM	1 Manhole in Ramp
4-13	42.508982	-83.511410	0																						10/14/2010	STC/MWM	Walk ends prior to RXR
9-1	42.509048	-83.509472	4		4	2	4			4					1			4	4			3			10/14/2010	STC/MWM	2 Detectable Warning does not extend entire openings, cross walk present
9-2	42.495013	-83.496052	0																						10/14/2010	STC/MWM	
9-3	42.494722	-83.505718	8		8	8	8		2	8					2			8	8			8			10/14/2010	STC/MWM	Ped crossings > 2% side slope
9-4	42.494676	-83.507090	0																						10/14/2010	STC/MWM	
9-5	42.497267	-83.505890	2		2	2	2			2					2										10/14/2010	STC/MWM	
9-6	42.502065	-83.506185	2		2	2	2			2					2										10/14/2010	STC/MWM	
9-7	42.502102	-83.509776	0																						10/14/2010	STC/MWM	
9-10	42.508982	-83.511410	0																						10/14/2010	STC/MWM	
10-1	42.509921	-83.476530	1		1	1	1								1										10/14/2010	STC/MWM	
10-2	42.506404	-83.476769	2		2	2	2			1					1										10/14/2010	STC/MWM	1 Manhole in ramp
10-3	42.505705	-83.476718	2		2	2	2		2	1					1										10/14/2010	STC/MWM	Ped crossings > 2% side slope
10-5	42.503709	-83.476090	4		4	4	4		1	3					1			4	4			4			10/14/2010	STC/MWM	
10-6	42.502762	-83.476514	2		2	2	2			2					2										10/14/2010	STC/MWM	Ped crossing in poor shape cracks > 1/2"
10-7	42.495615	-83.476244	3		3	3	3			1								3	3			2			10/14/2010	STC/MWM	

GIS ID	Attributes					Deficiencies														Comments	Date	ADA Inspectors	
	Latitude	Longitude	Number of Ramps	Compliant		No Detectable Warning	Ramp Curb Height > 1/4" Vert or 1/2" Bevel	Clear Width Below 36"	Cross Slope > 2%	Landing < 5' X 5'	Deterioration of Surface, Markings or Appropriateness of Materials	Longitudinal Slope > 8.333%	Grates, Type Orientation	Obstructions - Signs, Mailboxes, Hydrants, Benches, Signal Pole, Signal Boxes, Drainage Structure, Tree Grate, Standing Water, Snow, or Ice	Ramp/Landing made of Asphalt slope >2% or 8.33%	Ramp, Landing or Curb Cracked or Settled >1/2"	Ped. Signal Present	Ped. Push Button Present	Pedestrian Signal Push Button Location Incorrect				
				Yes	No																		
10-8	42.495552	-83.480483	4		4	4	4	4	4					1		1				Ped crossings > 2% side slope	10/14/2010	STC/MWM	
10-9	42.495448	-83.486153	2		2		2		2					1							Ped crossings > 2% side slope	10/14/2010	STC/MWM
10-10	42.495207	-83.490371	4		4	4	4		2												4 noncompliant detectable warnings	10/14/2010	STC/MWM
10-11	42.500434	-83.486490	0																			10/14/2010	STC/MWM
10-12	42.502600	-83.481542	2	2																		10/14/2010	STC/MWM
10-13	42.502622	-83.480388	2		2	2	2		2					2							4 noncompliant detectable warnings, no top course of asphalt lip > 1/2"	10/14/2010	STC/MWM
10-14	42.502633	-83.479707	4		4	4	4		4					2							4 noncompliant detectable warnings, no top course of asphalt lip > 1/2"	10/14/2010	STC/MWM
11-1	42.495615	-83.476244	3		3	3	3		3		2						3	3		3		10/14/2010	STC/MWM
11-4	42.503709	-83.476090	4		4	4	4		1	4	4						4	4		4		10/14/2010	STC/MWM
11-5	42.508257	-83.476893	0																			10/14/2010	STC/MWM
11-6	42.509097	-83.476902	0																			10/14/2010	STC/MWM
11-7	42.509921	-83.476530	0																			10/14/2010	STC/MWM
11-8	42.510024	-83.474515	1		1	1	1														Cross walk present	10/14/2010	STC/MWM
11-9	42.510123	-83.471410	2		2	2	2		1	1	1			1							Ped Crossing Asphalt raised > 1/2"	10/14/2010	STC/MWM
11-10	42.510203	-83.468532	2		2	2	2		2	1	1				1						2 Ped Crossing Asphalt raised > 1/2"	10/14/2010	STC/MWM
11-11	42.510258	-83.466977	3		3	3	3		2	1	1					4	4		4			10/14/2010	STC/MWM
11-12	42.510311	-83.464945	1		1	1	1		1					1							Ramp leads to no ramp on the other side of intersection	10/14/2010	STC/MWM
11-13	42.510417	-83.462090	2		2	2	2		2					2								10/14/2010	STC/MWM
11-14	42.510614	-83.457278	1	1												1	1					10/14/2010	STC/MWM
11-15	42.507900	-83.457300	2		2	2	2		3					1	3						Manhole in Ramp	10/14/2010	STC/MWM
11-15.5	42.507700	-83.457100	2		2	2	2		2					1	2						Manhole in Landing, X-walk Present, Ped X0ing Sign Present	10/14/2010	STC/MWM
11-16	42.503973	-83.457318	2		2	2	1		2					2	2						Manhole in Ramp, Ped crossing > 2% side slope, misaligned ramps conflict with median	10/14/2010	STC/MWM
11-17	42.496279	-83.456610	1		1	1	1		1					1		3	3		3		Push Button leads to no ramp or crossing	10/14/2010	STC/MWM
11-20	42.505468	-83.473974	2		2	2					2				1							10/14/2010	STC/MWM
11-21	42.506025	-83.473297	2		2	1			1						1							10/14/2010	STC/MWM
11-22	42.507305	-83.471723	2		2	2	2		2					1							Ped crossing > 2% side slope	10/14/2010	STC/MWM
11-23	42.508280	-83.470160	4		4	4	4		4	4	2				1							10/14/2010	STC/MWM
12-1	42.496279	-83.456610	1		1	1	1	1	1	1						3	3		3		2 Push Buttons Lead to no ramps	10/14/2010	STC/MWM
12-3	42.510614	-83.457278	3		2	1		1								3	3		3			10/14/2010	STC/MWM
12-3.5	42.510871	-83.446312	5	5												4	5				Push Button Timing-no impact on signal	10/14/2010	STC/MWM
12-4	42.511232	-83.441058	5	3	2						1			1							Manhole in Landing	10/14/2010	STC/MWM
12-5	42.511571	-83.436889	1		1	1	1		1		1			1		2	2		2		1 Push Buttons Lead to no ramp	10/14/2010	STC/MWM
12-6	42.506916	-83.436674	2		2	2	2		2		1			1	1						Median Conflicts with Ped Crossing	10/14/2010	STC/MWM
12-7	42.497147	-83.436238	0													2	2		2		2 Push Buttons Lead to no ramps, ramps and walks exist on Farmington Hills Side	10/14/2010	STC/MWM
12-8	42.496964	-83.440542	2		2	2	2		2							2					2 ramps lead to no ramps or walk, 1 walk terminates prior to intersection	10/14/2010	STC/MWM
12-9	42.496840	-83.443199	0																			10/14/2010	STC/MWM
12-10	42.496627	-83.447722	0																			10/14/2010	STC/MWM
12-11	42.496599	-83.449161	0																			10/14/2010	STC/MWM
12-12	42.496535	-83.450579	0																			10/14/2010	STC/MWM
12-13	42.506591	-83.443496	2		2	2	2		2	2	2										2 blended transitions, no ramp across intersection	10/14/2010	STC/MWM
12-14	42.509341	-83.441858	2		2	2	2		2	2	2										2 ramps and landings only, no adjacent walks	10/14/2010	STC/MWM
13-1	42.481653	-83.455779	2	2																		10/20/2010	STC/MWM

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				Yes	No																					
13-2	42.482635	-83.455884	0																					10/20/2010	STC/MWM	
13-3	42.495987	-83.456605	0																						10/14/2010	STC/MWM
13-4	42.496277	-83.449755	0																						10/14/2010	STC/MWM
13-5	42.496400	-83.444987	0																						10/14/2010	STC/MWM
13-6	42.496526	-83.443851	1		1		1																		10/14/2010	STC/MWM
13-8	42.496852	-83.436195	0															2	2		2				10/14/2010	STC/MWM
14-1	42.482445	-83.475646	2		2		2		2	1		2													10/20/2010	STC/MWM
14-2	42.483532	-83.475705	2		2	2	2		1	2								4	4		4				10/20/2010	STC/MWM
14-2.2	42.484624	-83.475733	0																						10/20/2010	STC/MWM
14-2.3	42.487405	-83.475871	0																						10/20/2010	STC/MWM
14-2.4	42.488714	-83.475926	0																						10/20/2010	STC/MWM
14-4	42.491125	-83.476025	0															4	4		4				10/20/2010	STC/MWM
14-5	42.493340	-83.476123	1		1	1	1											8	8		8				10/20/2010	STC/MWM
14-6	42.495370	-83.476238	3		3	3	3			2				1				3	3		3				10/14/2010	STC/MWM
14-8	42.495690	-83.466241	4		4	4	4			1				1				2	2		1				10/14/2010	STC/MWM
14-8.5	42.495700	-83.462500	4		4	4	4			2				1				2	2		2				10/14/2010	STC/MWM
14-9	42.495983	-83.456623	1		1		1							1				3	3		3				10/14/2010	STC/MWM
14-10	42.482642	-83.455889	1		1	1	1			1						1									10/20/2010	STC/MWM
14-11	42.481653	-83.455779	2		2	1	2											2	2		2				10/20/2010	STC/MWM
14-12	42.481330	-83.464454	0																						10/20/2010	STC/MWM
14-13	42.481188	-83.469260	4		4	4	4			2															10/20/2010	STC/MWM
14-14	42.482479	-83.474167	2		2		2		2	2															10/20/2010	STC/MWM
14-15	42.483543	-83.475669	7		7	7	7			3		2													10/20/2010	STC/MWM
14-16	42.485599	-83.469826	7		7	7	7			4															10/20/2010	STC/MWM
15-1	42.480464	-83.495484	0																						10/14/2010	STC/MWM
15-3	42.495013	-83.496052	0																						10/14/2010	STC/MWM
15-4	42.495162	-83.487085	2		2	2	2			1			1		1			2	2		2				10/14/2010	STC/MWM
15-5	42.495270	-83.482383	2		2	2	2			1								2	2		2				10/14/2010	STC/MWM
15-6	42.495370	-83.476238	3		3	3	3			1								3	3		3				10/14/2010	STC/MWM
15-7	42.491125	-83.476025	0																						10/14/2010	STC/MWM
15-7.2	42.488714	-83.475926	0																						10/14/2010	STC/MWM
15-7.3	42.486431	-83.475836	0																						10/14/2010	STC/MWM
15-7.4	42.485236	-83.475767	0																						10/14/2010	STC/MWM
15-8	42.483532	-83.475705	4		4	4	4			4								4	4		4				10/14/2010	STC/MWM
15-9	42.480817	-83.483136																							10/14/2010	STC/MWM
15-10	42.480727	-83.484413	1		1																				10/14/2010	STC/MWM
15-11	42.480714	-83.487113	0																						10/14/2010	STC/MWM
15-12	42.480672	-83.488826	0																						10/14/2010	STC/MWM
15-13	42.481318	-83.477868	2		2		2			1		1													10/14/2010	STC/MWM
15-14	42.481600	-83.479900	2		2	2	2			1				1											10/14/2010	STC/MWM
15-15	42.482789	-83.484477	2		2	2	1			2		2													10/14/2010	STC/MWM
15-16	42.483425	-83.487208	2		2	2	2			2				1											10/14/2010	STC/MWM

Attributes					Deficiencies												Comments	Date	ADA Inspectors						
GIS ID	Latitude	Longitude	Number of Ramps	Compliant		No Detectable Warning	Ramp Curb Height > 1/4" Vert or 1/2" Bevel	Clear Width Below 36"	Cross Slope > 2%	Landing < 5' X 5'	Deterioration of Surface, Markings or Appropriateness of Materials	Longitudinal Slope > 8.333%	Grates, Type Orientation	Obstructions - Signs, Mailboxes, Hydrants, Benches, Signal Pole, Signal Boxes, Drainage Structure, Tree Grate, Standing Water, Snow, or Ice	Ramp/Landing made of Asphalt slope >2% or 8.33%	Ramp, Landing or Curb Cracked or Settled >1/2"				Ped. Signal Present	Ped. Push Button Present	Pedestrian Signal Push Button Location Incorrect			
				Yes	No																				
15-17	42.491062	-83.477497	0																				10/14/2010	STC/MWM	
15-17.5	42.490900	-83.476600	0																					10/14/2010	STC/MWM
15-20	42.493278	-83.476739	0																					10/14/2010	STC/MWM
15-21	42.488337	-83.482061	1		1	1	1			1						1						Ramps leads to no ramp across intersection		10/14/2010	STC/MWM
15-22	42.491792	-83.482197	4	1	3		3							2								Manhole in landing, M-opening curb in front of ramp		10/14/2010	STC/MWM
15-23	42.488770	-83.486812	0																					10/14/2010	STC/MWM
15-24	42.482200	-83.483100	2		2	2			1	1				1								CATCH BASIN IN LANDING		10/14/2010	STC/MWM
15-25	42.482500	-83.484300	1		1	1	1			1				1								PED X-ING > 2%, NO RAMP ON OTHER SIDE ON INTERSECTION		10/14/2010	STC/MWM
16-1	42.479932	-83.515157	2		2		2			2				1			X	2		2		MANHOLE IN RAMP		10/6/2010	STC/MWM
16-2	42.485230	-83.515313	6		6	4	6			1	2			1		2	X	2		2		MANHOLE IN RAMP		10/6/2010	STC/MWM
16-3	42.489780	-83.515598	2		2	2	2		2	2							X	4		4		2 DETECTABLE WARNINGS STAMPED IN CONCRETE, SHOULD HAVE 4 RAMPS, CROSSWALKS PRESENT		10/6/2010	STC/MWM
16-4	42.495013	-83.496052	0																					10/26/2010	STC/MWM
16-5	42.485284	-83.495649	6		6	6	6		1	6		2		3			8	8		8		Electrical Manhole raised > 1/2" in ramp, Manhole in ramp, Ped x-ing > 2%, 2 additional ramps needed		10/20/2010	STC/MWM
16-6	42.484023	-83.495586	2		2	2	2			2		2		1		1						Asphalt raised in ped x-ing > 1/2"		10/20/2010	STC/MWM
16-7	42.480464	-83.495484	2		2		2																	10/6/2010	STC/MWM
16-8	42.480225	-83.505092	4		4	4	4			4		2												10/6/2010	STC/MWM
16-9	42.480079	-83.509936	4		4	4	4			2														10/6/2010	STC/MWM
16-10	42.488245	-83.508875	2		2	2	2		2					1								Ped x-ing > 2%		10/20/2010	STC/MWM
16-11	42.486700	-83.501900	2		2	2	2			2		2		1								STAMPED DETECTABLE WARNING, MH IN LANDING, 2 RAMPS LEAD TO NO RAMP ACROSS INTERSECTION		10/20/2010	STC/MWM
17-1	42.479234	-83.534597	1		1	1	1			1	1			1								1 RAMP ON OTHER SIDE ON INTERSECTION MISSING, X-WALK TO NO RAMP ACROSS INTERSECTION		10/6/2010	STC/MWM
17-1.4	42.482400	-83.534800	1		1	1	1			1	1	1												10/6/2010	STC/MWM
17-1.5	42.489600	-83.535300	2		2	2	2		2	1	2			1			X	1		1		RAMP MISSING FROM ADJACENT CROSS WALK, WITH PUSH BUTTON, 1 PED CROSSING INTERSECTION ROUTE > 2% SIDE		10/6/2010	STC/MWM
17-2	42.494037	-83.534988	2		2	2	2			1		1					X	4		3		1 DETECTABLE WARNINGS STAMPED IN CONCRETE, 2 PUSH BUTTONS SEND PEDS TO NO RAMPS		10/6/2010	STC/MWM
17-3	42.489780	-83.515598	3		3	2	3			2		2					X	4		4		2 DETECTABLE WARNINGS STAMPED IN CONCRETE		10/6/2010	STC/MWM
17-4	42.485230	-83.515313	6		6		6			2							X	2						10/6/2010	STC/MWM
17-6	42.479932	-83.515157	2		2		2			1		1					X	X		2				10/6/2010	STC/MWM
17-8	42.490769	-83.520196	7		7	7	7		2	2		1		4			X	4		4		1 PED CROSSING INTERSECTION ROUTE > 2% SIDE SLOPE, 3 MANHOLES IN RAMPS		10/6/2010	STC/MWM
17-9	42.491731	-83.524577	2		2	2	2			2		1										2 DETECTABLE WARNINGS STAMPED IN CONCRETE		10/6/2010	STC/MWM
18-1	42.482877	-83.554586	0																					10/6/2010	STC/MWM
18-2	42.483753	-83.554643	0																					10/6/2010	STC/MWM
18-3	42.489986	-83.554963	4		4	4	4		4	4				1								1 PED CROSSING INTERSECTION ROUTE > 2% SIDE SLOPE, 2 DETECTABLE WARNINGS STAMPED IN CONCRETE		10/6/2010	STC/MWM
18-4	42.492832	-83.555181	2		2																			10/6/2010	STC/MWM
18-5	42.493286	-83.551790	1		1																	1 NO RAMP ON OTHER SIDE OF INTERSECTION, 1 CURB DROP PRESENT.		10/6/2010	STC/MWM
18-6	42.489600	-83.535700	5		5	5	3			4				2			X	1		1		1 MANHOLE IN RAMP, 1 ASPHALT IN FRONT OF RAMPS RAISED >1/2"		10/6/2010	STC/MWM
18-7	42.485957	-83.535227	4		4	4	4			4	2	1		2										10/6/2010	STC/MWM
18-8	42.482281	-83.534881	6		6	6	6		1	4	4	4										1 NO RAMP ON THERE SIDE OF INTERSECTION		10/6/2010	STC/MWM
19-1	42.464015	-83.553493	0																			1 NO RAMP ON OTHER SIDE OF INTERSECTION		10/6/2010	STC/MWM
19-2	42.475381	-83.554111	2		2	2	2			2	2			1	2	1								10/6/2010	STC/MWM
19-3	42.476380	-83.534448	2		2	2	2			2	2											1 CURB OPENING 16' WIDE		10/6/2010	STC/MWM
19-4	42.472030	-83.534208	2		2	2	2			2	2			2	2	2								10/6/2010	STC/MWM
19-5	42.467225	-83.534173	4		4	2	4			3		2												10/6/2010	STC/MWM
19-6	42.464746	-83.534137			2		2		2							1	X	2		1		ASPHALT IN FRONT OF RAMP RAISED >1/2"		10/6/2010	STC/MWM

GIS ID	Attributes					Deficiencies													Comments	Date	ADA Inspectors		
	Latitude	Longitude	Number of Ramps	Compliant		No Detectable Warning	Ramp Curb Height > 1/4" Vert or 1/2" Bevel	Clear Width Below 36"	Cross Slope > 2%	Landing < 5' X 5'	Deterioration of Surface, Markings or Appropriateness of Materials	Longitudinal Slope > 8.333%	Grates, Type Orientation	Obstructions - Signs, Mailboxes, Hydrants, Benches, Signal Pole, Signal Boxes, Drainage Structure, Tree Grate, Standing Water, Snow, or Ice	Ramp/Landing made of Asphalt slope >2% or 8.33%	Ramp, Landing or Curb Cracked or Settled >1/2"	Ped. Signal Present	Ped. Push Button Present				Pedestrian Signal Push Button Location Incorrect	
				Yes	No																		
19-7	42.464333	-83.544878	4		4	4	4		4		4									1 RAMP NOT ALIGNED WITH CURB DROP	10/6/2010	STC/MWM	
20-1	42.464746	-83.534137	2	1	1												X	2	1		10/6/2010	STC/MWM	
20-2	42.469766	-83.534125	2		2	2	2		2	2	1		1	2	1						10/6/2010	STC/MWM	
20-3	42.472030	-83.534208	2		2	2	2		2	2	1		1	2						PED CROSSING ASPHALT SETTLED > 1/2"	10/6/2010	STC/MWM	
20-4	42.474678	-83.534347	2		2	2	2		2	2			2	2	1						10/6/2010	STC/MWM	
20-5	42.476380	-83.534448	2		2	2	2		2	2				2							10/6/2010	STC/MWM	
20-6	42.494239	-83.535846	1		1	1	1		1	1	1			1							10/6/2010	STC/MWM	
20-7	42.479932	-83.515157	0														X	2	2		2 CURB DROPS NO RAMPS, 2 PUSH BUTTONS IN GREEN BELT	10/6/2010	STC/MWM
20-8	42.474400	-83.514717	4		4	4	4		4		4		4							PED CROSSING >2% SIDE SLOPE	10/6/2010	STC/MWM	
20-9	42.471869	-83.514550	4		4	3	3		2	1					1					1 DETECTABLE WARNING DOES NOT EXTEND ACROSS ENTIRE CURB DROP	10/6/2010	STC/MWM	
20-10	42.465441	-83.514183	2	2													X	2			10/6/2010	STC/MWM	
20-11	42.465227	-83.520616	4		4	4	4		2				1		1						10/6/2010	STC/MWM	
20-12	42.465185	-83.522272	2		2	2			1	1			2		1					1 LANDING NOT PRESENT TREE WHERE LANDING IS TO BE	10/6/2010	STC/MWM	
20-13	42.464958	-83.528984	0																		10/6/2010	STC/MWM	
21-1	42.465441	-83.514183	2		2		2										X	2	1		10/6/2010	STC/MWM	
21-2	42.471864	-83.514561	3		3	3	3		2	1			1							NO RAMP AT OTHER END OF INTERSECTION, BRICK PAVERS AT LANDING IN MEDIAN	10/6/2010	STC/MWM	
21-3	42.471869	-83.514550	4		4	4	4				2		1		1					1 NO WALK PAST LANDING,	10/6/2010	STC/MWM	
21-4	42.475588	-83.514815	0																		10/6/2010	STC/MWM	
21-5	42.478913	-83.515050	1		1	1														1 DETECTABLE WARNINGS STAMPED IN CONCRETE, NO RAMP OR WALK AT OTHER END OF INTERSECTION	10/6/2010	STC/MWM	
21-6	42.479932	-83.515157	2		2	2	2			1	2				1	X	2	2		2 DETECTABLE WARNINGS STAMPED IN CONCRETE	10/6/2010	STC/MWM	
21-7	42.480057	-83.511238	2		2	2	1		2	2	2			1	1						10/6/2010	STC/MWM	
21-8	42.480079	-83.509936	4		4	4	4		4	2	3		1	2						PED CROSSING CRACKED AND SETTLED > 1/2"	10/6/2010	STC/MWM	
21-9	42.480172	-83.506856	2		2	2	2		2	2	1		1	2						1 MANHOLE IN RAMP	10/6/2010	STC/MWM	
21-10	42.480276	-83.503255	2		2	2	2	2	2	2	2									PED CROSSING > 2% SIDE SLOPE	10/6/2010	STC/MWM	
21-11	42.480464	-83.495484	2		2	1	2		1	1				1							10/6/2010	STC/MWM	
21-12	42.472758	-83.494895	2		2	2	2		2	2	1			2							10/6/2010	STC/MWM	
21-13	42.468453	-83.494606	4		4		4		1	1				1							10/6/2010	STC/MWM	
21-14	42.466015	-83.494428	2		2	2	2			2					2	X	2	1			10/6/2010	STC/MWM	
21-15	42.465931	-83.497644	4		4	4	4		2	1	2				1						10/6/2010	STC/MWM	
21-16	42.465839	-83.500778	4		4	4	4		2	4					4						10/6/2010	STC/MWM	
21-17	42.465756	-83.503370	2		2	2			1	2					2						10/6/2010	STC/MWM	
21-18	42.465668	-83.506892	2		2	1	2	1	2	1	2		1		1					MEDIAN EXTEND THROUGH PED CROSSING	10/6/2010	STC/MWM	
21-19	42.465599	-83.509298	4		4	4	4		4	1	4				1						10/6/2010	STC/MWM	
22-1	42.466015	-83.494428	2		2	2	2			2					2	X	2				10/6/2010	STC/MWM	
22-2	42.476770	-83.495203	2		2	2	2			1					1						10/6/2010	STC/MWM	
22-3	42.480464	-83.495484	1		1		1		1												10/6/2010	STC/MWM	
22-4	42.480681	-83.488520	4		4	4	4				4										10/28/2010	STC/MWM	
22-5	42.480727	-83.484413	2		2		1	2					2							2 PED X-ING GUTTER SLOPE > 5%, 1 RAMP LEADS TO NO RAMP ACROSS INTERSECTION	10/28/2010	STC/MWM	
22-6	42.480817	-83.483136	1		1	1	1		1											NO RAMP ON OTHER SIDE OF INTERSECTION	10/28/2010	STC/MWM	
22-7	42.480787	-83.475553	3		3		3	1	3		1		3			4	4	2		STAMPED DETECTABLE WARNING, ELECTRICAL BOX IN LANDING	10/28/2010	STC/MWM	
22-8	42.478505	-83.475348	2		2	2	2	2	2						2	4	4	4		2 BUTTONS LEAD TO NO RAMPS	10/28/2010	STC/MWM	
22-8.5	42.476044	-83.475247	0																		10/28/2010	STC/MWM	

Attributes						Deficiencies																	
GIS ID	Latitude	Longitude	Number of Ramps	Compliant		No Detectable Warning	Ramp Curb Height > 1/4" Vert or 1/2" Bevel	Clear Width Below 36"	Cross Slope > 2%	Landing < 5' X 5'	Deterioration of Surface, Markings or Appropriateness of Materials	Longitudinal Slope > 8.333%	Grates, Type Orientation	Obstructions - Signs, Mailboxes, Hydrants, Benches, Signal Pole, Signal Boxes, Drainage Structure, Tree Grate, Standing Water, Snow, or Ice	Ramp/Landing made of Asphalt slope > 2% or 8.33%	Ramp, Landing or Curb Cracked or Settled > 1/2"	Ped. Signal Present	Ped. Push Button Present	Pedestrian Signal Push Button Location Incorrect	Comments	Date	ADA Inspectors	
				Yes	No																		
22-9	42.475337	-83.475220	0																		10/28/2010	STC/MWM	
22-10	42.466580	-83.474725	2		2	2	1						2				2	2			STAMPED DETECTABLE WARNING, 2 MANHOLES IN LANDINGS	10/28/2010	STC/MWM
22-11	42.466388	-83.482162	4		4	4	4			2					1		2	2	2		PUSH BUTTON LEADS TO NO RAMP, X-WALK PRESENT	10/28/2010	STC/MWM
22-12	42.466311	-83.484710	2		2	2	2			1			1								PED XING ASPHALT > 1/2"	10/28/2010	STC/MWM
22-13	42.466247	-83.486668	2		2	2	2		1				2								PED X-ING > 2%, ASPHALT DETERIORATED	10/28/2010	STC/MWM
22-14	42.466071	-83.491890	2	2																		10/28/2010	STC/MWM
23-1	42.466580	-83.474725	2		2	2	2				1						2	2			STAMPED DETECTABLE WARNING	10/28/2010	STC/MWM
23-1.5	42.476044	-83.475247	0																			10/28/2010	STC/MWM
23-2	42.476577	-83.475257	0																			10/28/2010	STC/MWM
23-3	42.478505	-83.475348	2		2	2	2								1		4	4	4		2 RAMP AND LANDINGS MADE OF BRICK PAVERS, 2 PUSH BUTTONS LEAD TO NO RAMPS	10/28/2010	STC/MWM
23-4	42.479610	-83.475482	2		2	2	2														STAMPED DETECTABLE WARNING	10/28/2010	STC/MWM
23-5	42.480787	-83.475553	2		2	2	2		2	2		2					4	4	4		2 PUSH BUTTONS LEAD TO NO RAMPS	10/28/2010	STC/MWM
23-6	42.481188	-83.469260																				10/28/2010	STC/MWM
23-7	42.481653	-83.455779	2	2													2	2				10/28/2010	STC/MWM
23-9	42.476316	-83.455574	1		1				1	1		1			1		4	4	4		DETECTABLE WARNING NOT WIDE ENOUGH, NO RAMP OR WALK ON OTHER SIDE OF STREET	10/28/2010	STC/MWM
23-10	42.474298	-83.455453	4		4		4			2		2					4	2	2			10/28/2010	STC/MWM
23-11	42.469142	-83.455236	4		4	4	4			2		1										10/28/2010	STC/MWM
23-12	42.467201	-83.455150	2		2	1	2			2							2	2	2			10/28/2010	STC/MWM
23-13	42.467129	-83.458461	4		4	4	4			4		4		1		2					PED XING ASPHALT SETTLED > 1/2"	10/28/2010	STC/MWM
23-14	42.467086	-83.460197	6		6	6	6			6		6									2 RAMPS HAVE NO RAMPS ON OTHER SIDE OF INTERSECTION	10/28/2010	STC/MWM
23-15	42.467051	-83.461432	4	2	2		2			2			1								1 MANHOLE IN LANDING	10/28/2010	STC/MWM
23-16	42.466955	-83.464840	2		2	2	2		2	2		2				2						10/28/2010	STC/MWM
23-16.5	42.466887	-83.466661	0																			10/28/2010	STC/MWM
23-17	42.466700	-83.471568	2		2	2	2			1			2								STAMPED DETECTABLE WARNING, PED XING ASPHALT > 1/2"	10/28/2010	STC/MWM
23-18	42.476689	-83.457024	4		4		4		2	2			5								4 DETECTABLE WARNING NOT WIDE ENOUGH, PED XING NO TOP COAT > 1/2", PED XING X-SLOPE > 2%	10/28/2010	STC/MWM
23-19	42.477239	-83.459534	4		4	1	4			4		2									3 DETECTABLE WARNING NOT WIDE ENOUGH	10/28/2010	STC/MWM
23-20	42.477953	-83.462708	0																			10/28/2010	STC/MWM
23-22	42.479427	-83.469401	5		5	5	5		2	5		2	3				8	8	8		2 BRICK PAVER RAMPS	10/28/2010	STC/MWM
23-23	42.479873	-83.471321	0																			10/28/2010	STC/MWM
23-24	48.480361	-83.473520	2	1	1		1															10/28/2010	STC/MWM
24-1	42.467201	-83.455150	2		2	2	2		2	2							2	2	2		NO FLARES, NO ADJACENT WALKS, REMOVE AND REPLACE WHOLE CORNER	10/28/2010	STC/MWM
24-2	42.470845	-83.455296	4		4	4	4			3		1			1							10/28/2010	STC/MWM
24-3	42.474298	-83.455453	4		4		4		2	1					1		4	2			PED XING X-SLOPE > 2%	10/28/2010	STC/MWM
24-4	42.476316	-83.455574	2		2	2	1			2		2					4	4	4		DETECTABLE WARNING STAMPED, 1 RAMP LEADS TO NO RAMP	10/28/2010	STC/MWM
24-5	42.478776	-83.455672	0																			10/28/2010	STC/MWM
24-6	42.481653	-83.455779	2		2				1								2	2	1			10/28/2010	STC/MWM
24-7	42.481299	-83.445670	0																			10/28/2010	STC/MWM
24-8	42.475286	-83.435304	0																			10/28/2010	STC/MWM
24-9	42.471750	-83.435100	4		4	4	4		1	4		2		2		4	4	4	4		2 MANHOLES IN RAMP AND LANDING	10/28/2010	STC/MWM
24-10	42.467991	-83.434917	2		2		2										2	2				10/28/2010	STC/MWM
24-11	42.467809	-83.438900	2		2	2	2									2						10/28/2010	STC/MWM
24-12	42.467713	-83.441126	4		4	4	4			4		4			1							10/28/2010	STC/MWM

GIS ID	Attributes					Deficiencies													Comments	Date	ADA Inspectors		
	Latitude	Longitude	Number of Ramps	Compliant		No Detectable Warning	Ramp Curb Height > 1/4" Vert or 1/2" Bevel	Clear Width Below 36"	Cross Slope > 2%	Landing < 5' X 5'	Deterioration of Surface, Markings or Appropriateness of Materials	Longitudinal Slope > 8.333%	Grates, Type Orientation	Obstructions - Signs, Mailboxes, Hydrants, Benches, Signal Pole, Signal Boxes, Drainage Structure, Tree Grate, Standing Water, Snow, or Ice	Ramp/Landing made of Asphalt slope >2% or 8.33%	Ramp, Landing or Curb Cracked or Settled >1/2"	Ped. Signal Present	Ped. Push Button Present				Pedestrian Signal Push Button Location Incorrect	
				Yes	No																		
24-13	42.467584	-83.443837	4		4	4	4			1				1		1				1 MANHOLE IN RAMP	10/28/2010	STC/MWM	
24-14	42.467513	-83.445590	2		2	2	2			2				1							PONDING	10/28/2010	STC/MWM
24-15	42.467459	-83.447064	2		2	2	2		1					1							1 RAMP MIS ALIGNED, PED XING > 2%	10/28/2010	STC/MWM
24-16	42.467403	-83.449121	4		4	4	4			2						3						10/28/2010	STC/MWM
24-17	42.467361	-83.450520	2		2	2										1						10/28/2010	STC/MWM
24-18	42.467322	-83.451848	2	2																		10/28/2010	STC/MWM
24-19	42.472447	-83.438221		1		1	1		1	1				1							NO RAMP ON OTHER SIDE OF INTERSECTION, CURB DROP PRESENT, PED XING > 2%	10/28/2010	STC/MWM
24-20	42.473471	-83.442761	2		2	2	1			2				1		1					MANHOLE IN LANDING	10/28/2010	STC/MWM
24-21	42.473800	-83.444254	1		1	1	1									1					NO RAMP OR WALK ON OTHER SIDE OF INTERSECTION	10/28/2010	STC/MWM
24-22	42.474038	-83.445321	0																			10/28/2010	STC/MWM
24-23	47.474444	-83.447130	2	1	1		1		1					1							PED XING X-SLOPE > 2%	10/28/2010	STC/MWM
24-24	42.478845	-83.445545	0																			10/28/2010	STC/MWM
24-25	42.480224	-83.445610	0																			10/28/2010	STC/MWM
25-1	42.452765	-83.454562	0																			10/28/2010	STC/MWM
25-2	42.456698	-83.454738	0																			10/28/2010	STC/MWM
25-3	42.462514	-83.454972	0																			10/28/2010	STC/MWM
25-4	42.467201	-83.455150	2		2	2	2			2							2	2		2		10/28/2010	STC/MWM
25-5	42.467322	-83.451848	0																			10/28/2010	STC/MWM
25-6	42.467426	-83.448458	0																			10/28/2010	STC/MWM
25-7	42.467513	-83.445590	0																			10/28/2010	STC/MWM
25-8	42.467584	-83.443837	4		4	4	4			4							4	2		2		10/28/2010	STC/MWM
25-9	42.467633	-83.442732	0																			10/28/2010	STC/MWM
25-10	42.467760	-83.439942	4	4																		10/28/2010	STC/MWM
25-11	42.467991	-83.434917	2	2													2	2				10/28/2010	STC/MWM
25-12	42.465092	-83.434789	4	1	3	2						3				2						10/28/2010	STC/MWM
25-13	42.464478	-83.434783	2	1	1					1												10/28/2010	STC/MWM
25-15	42.460785	-83.434596	4		4	4	4			4						1						10/28/2010	STC/MWM
25-16	42.460033	-83.434562	2		2	2	2					1									PED XING MEDIAN BARRIER	10/28/2010	STC/MWM
25-17	42.459451	-83.434529	4	4																	PED SIGNAL UNDER CONSTRUCTION	10/28/2010	STC/MWM
25-18	42.458237	-83.434476	4		4	4				2						4					DETERIORATION OF PED XING	10/28/2010	STC/MWM
25-19	42.456043	-83.434388	4		4	4	1							3							3 ASPHALT PED XING RAISED > 1/2"	10/28/2010	STC/MWM
25-21	42.453499	-83.434259	0																			10/28/2010	STC/MWM
25-22	42.453334	-83.437722	2	2																		10/28/2010	STC/MWM
25-23	42.453206	-83.442067	0																			10/28/2010	STC/MWM
25-24	42.453136	-83.444172	0																			10/28/2010	STC/MWM
25-25	42.452973	-83.448898	0																			10/28/2010	STC/MWM
25-26	42.452937	-83.450049	0																			10/28/2010	STC/MWM
25-27	42.452820	-83.453185	0																			10/28/2010	STC/MWM
26-1	42.452158	-83.474035	2		2		2										2	2				10/28/2010	STC/MWM
26-2	42.456356	-83.474206	4		4	4						2										10/28/2010	STC/MWM
26-3	42.461113	-83.474420	4		4	4			4												1 ASPHALT PED XING RAISED > 1/2"	10/28/2010	STC/MWM
26-4	42.463684	-83.474536	10		10	10	10			5				3	1	6	6		2		1 STAMPED DETECTABLE WARNING	10/28/2010	STC/MWM

GIS ID	Attributes					Deficiencies													Comments	Date	ADA Inspectors		
	Latitude	Longitude	Number of Ramps	Compliant		No Detectable Warning	Ramp Curb Height > 1/4" Vert or 1/2" Bevel	Clear Width Below 36"	Cross Slope > 2%	Landing < 5' X 5'	Deterioration of Surface, Markings or Appropriateness of Materials	Longitudinal Slope > 8.333%	Grates, Type Orientation	Obstructions - Signs, Mailboxes, Hydrants, Benches, Signal Pole, Signal Boxes, Drainage Structure, Tree Grate, Standing Water, Snow, or Ice	Ramp/Landing made of Asphalt slope >2% or 8.33%	Ramp, Landing or Curb Cracked or Settled >1/2"	Ped. Signal Present	Ped. Push Button Present				Pedestrian Signal Push Button Location Incorrect	
				Yes	No																		
26-5	42.466580	-83.474725	2		2	2	2							1		1	2	2		1 STAMPED DETECTABLE WARNING, MANHOLE IN LANDING	10/28/2010	STC/MWM	
26-5.5	42.466887	-83.466661	0																			10/28/2010	STC/MWM
26-6	42.466955	-83.464840	1		1	1	1			1						1					NO RAMP ON OTHER SIDE OF INTERSECTION	10/28/2010	STC/MWM
26-7	42.467007	-83.463379	1		1	1															ASPHALT RAISED PED XING > 1/2", NO RAMP ON OTHER SIDE OF INTERSECTION	10/28/2010	STC/MWM
26-8	42.467098	-83.453539	2	1	1																	10/28/2010	STC/MWM
26-9	42.467201	-83.455150	2		2	1	2		1	2			1				2	2	2		DETECTABLE WARNING NOT WIDE ENOUGH, ELECTRICAL MANHOLE IN RAMP WARPING GRADE	10/28/2010	STC/MWM
26-10	42.464624	-83.455048	2	2																		10/28/2010	STC/MWM
26-11	42.462514	-83.454972	2		2	2	2			2												10/28/2010	STC/MWM
26-12	42.459481	-83.454859	2		2	2															STAMPED DETECTABLE WARNING, NO CURB ADJACENT TO WALK-FLUSH WITH ROAD WITHOUT DETECTABLE WARNING	10/28/2010	STC/MWM
26-13	42.456209	-83.454732	2	2																		10/28/2010	STC/MWM
26-14	42.454426	-83.454641	2	2																	ASPHALT PED XING DETERIORATED	10/28/2010	STC/MWM
26-15	42.452765	-83.454562	1		1		1														SIGNAL WITH NOT PED SIGNALS PRESENT	10/28/2010	STC/MWM
26-16	42.452545	-83.461233	0																			10/28/2010	STC/MWM
26-17	42.452468	-83.463281	1		1	1	1														STAMPED DETECTABLE WARNING, NO RAMP ACROSS INTERSECTION	10/28/2010	STC/MWM
26-17.5	42.452370	-83.466468	0																			10/28/2010	STC/MWM
26-18	42.452335	-83.467758	1		1	1	1			1											STAMPED DETECTABLE WARNING, NO RAMP ACROSS INTERSECTION	10/28/2010	STC/MWM
27-1	42.451559	-83.494092	1		1					1	2	1				2						10/6/2010	STC/MWM
27-2	42.453629	-83.494108	6		6	6	6		4	2		3		1							1 PED CROSSING INTERSECTION ROUTE > 2% SIDE SLOPE, 2 RAMPS LEADING TO NO RAMPS ACROSS INTERSECTION	10/6/2010	STC/MWM
27-3	42.457539	-83.494140	4		4	4	4			4	4					2						10/6/2010	STC/MWM
27-4	42.466015	-83.494428	2		2	2	2				1		1			1	X	2	1		1 MANHOLE IN LANDING	10/6/2010	STC/MWM
27-4.5	42.466000	-83.488100	4	2	2		2						1		1	X	2					10/28/2010	STC/MWM
27-5	42.466388	-83.482162	4		4	4	4			2		2				2	2	2		2	PUSH BUTTON PRESENT BUT NO RAMP, X-WALK PRESENT	10/28/2010	STC/MWM
27-6	42.466580	-83.474725	2		2	2	2				1	1			1	2	2				STAMPED DETECTABLE WARNING	10/28/2010	STC/MWM
27-7	42.461113	-83.474420	4		4	4	4			4		2		1							MANHOLE IN RAMP	10/28/2010	STC/MWM
27-8	42.457885	-83.474259	4		4		4			3		2										10/28/2010	STC/MWM
27-9	42.453229	-83.474074	0																			10/28/2010	STC/MWM
27-10	42.452158	-83.474035	2		2												2	2				10/28/2010	STC/MWM
27-11	42.451852	-83.484979	4	1	3		3			1		1									1 RAMP AND LANDING WITH NO ADJACENT WALK	10/28/2010	STC/MWM
27-12	42.451705	-83.489732	4	2	2		1					1										10/28/2010	STC/MWM
28-1	42.450963	-83.513317	2		2	2	2				2					2	X	2	1			10/6/2010	STC/MWM
28-2	42.455437	-83.513597	4	4																		10/6/2010	STC/MWM
28-3	42.458228	-83.513753	2		2	2	2			1	1	1				1						10/6/2010	STC/MWM
28-4	42.462342	-83.513990	2		2	2	2			2	1	2				1						10/6/2010	STC/MWM
28-5	42.463487	-83.514051	2		2	2	2			1	2	1				1						10/6/2010	STC/MWM
28-6	42.464166	-83.514079	2		2	2	2															10/6/2010	STC/MWM
28-7	42.465441	-83.514183	2		2					2							X	2	2			10/6/2010	STC/MWM
28-8	42.465570	-83.510172	4		4	4	4			4	4	2		4	4	4						10/6/2010	STC/MWM
28-9	42.465714	-83.504976	4		4	4	4			2	4			1	2						2 RAMP AND LANDING MATERIAL PAVERS, PED CROSSING INTERSECTION ROUTE > 2% SIDE SLOPE	10/6/2010	STC/MWM
28-10	42.465817	-83.501482	4		4		4															10/6/2010	STC/MWM
28-11	42.465887	-83.499390	4		4	4	4				2					2						10/6/2010	STC/MWM
28-12	42.465952	-83.496885	4	2	2		2				1					1						10/6/2010	STC/MWM
28-13	42.466015	-83.494428	2		2	2	2		1	2	1					1	1	2	2			10/6/2010	STC/MWM

GIS ID	Attributes					Deficiencies														Date	ADA Inspectors									
	Latitude	Longitude	Number of Ramps	Compliant		No Detectable Warning	Ramp Curb Height > 1/4" Vert or 1/2" Bevel	Clear Width Below 36"	Cross Slope > 2%	Landing < 5' X 5'	Deterioration of Surface, Markings or Appropriateness of Materials	Longitudinal Slope > 8.333%	Grates, Type Orientation	Obstructions - Signs, Mailboxes, Hydrants, Benches, Signal Pole, Signal Boxes, Drainage Structure, Tree Grate, Standing Water, Snow, or Ice	Ramp/Landing made of Asphalt slope >2% or 8.33%	Ramp, Landing or Curb Cracked or Settled >1/2"	Ped. Signal Present	Ped. Push Button Present	Pedestrian Signal Push Button Location Incorrect			Comments								
				Yes	No																									
28-14	42.460386	-83.494215	4		4	4				2	1	2				1											10/6/2010	STC/MWM		
28-15	42.457539	-83.494140	4		4	4				4	3	2				3												PED CROSSING INTERSECTION ROUTE CRACKS > 1/2"	10/6/2010	STC/MWM
28-16	42.453629	-83.494108	4		4	4				4	4	2				4												10/6/2010	STC/MWM	
28-17	42.451559	-83.494092	2		2					1	1					2												10/6/2010	STC/MWM	
28-18	42.451356	-83.501515	4			4		4				1					1											10/6/2010	STC/MWM	
28-19	42.451229	-83.505475	2		2	2				2	2	2	2				1											10/6/2010	STC/MWM	
28-19.5	42.451182	-83.506540	1		1	1																						PED CROSSING SIGN AT CROSSWALK	10/6/2010	STC/MWM
28-20	42.451121	-83.508295	2		2	2						1					1											10/6/2010	STC/MWM	
28-21	42.451099	-83.509101	2		2	2					1																	10/6/2010	STC/MWM	
28-22	42.451060	-83.510449	4		4	4					2	1	2				1											10/6/2010	STC/MWM	
29-1	42.452629	-83.533330	0																									10/6/2010	STC/MWM	
29-2	42.465185	-83.522272	0																									10/6/2010	STC/MWM	
29-3	42.465227	-83.520616	0																									10/6/2010	STC/MWM	
29-4	42.465441	-83.514183	2		2						2								X	2					2			10/6/2010	STC/MWM	
29-5	42.460582	-83.513885	0																									10/6/2010	STC/MWM	
29-6	42.459367	-83.513817	0																									10/6/2010	STC/MWM	
29-7	42.457515	-83.513711	4		4	4				3	4	4				1	4											PED CROSSING INTERSECTION ROUTE > 2% SIDE SLOPE	10/6/2010	STC/MWM
29-8	42.452878	-83.513444	4		4	4					4	4	1			2												4 RAMP AND LANDING MATERIAL ASPHALT	10/6/2010	STC/MWM
29-9	42.450963	-83.513317	2		2	2						1						X	2						1			10/6/2010	STC/MWM	
29-10	42.450908	-83.517555	2		2	2					2					2												2 ASPHALT HIGHER THAN CONCRETE CURB APPROACH > 1/2"	10/6/2010	STC/MWM
29-11	42.453685	-83.524904	1		1	1					1																	NO RAMP OR WALK ON OTHER SIDE OF INTERSECTION	10/6/2010	STC/MWM
29-12	42.464600	-83.534200	2		2	2												X	2						1			10/6/2010	STC/MWM	
30-1	42.449460	-83.552723	0																									10/6/2010	STC/MWM	
30-2	42.464019	-83.553530	0																									10/6/2010	STC/MWM	
30-3	42.464017	-83.553015	0																									10/6/2010	STC/MWM	
30-4	42.464706	-83.535313	2		2	2										1		X	2						2			2 ASPHALT HIGHER THAN CONCRETE CURB APPROACH > 1/2", NO WALKS PAST LANDING	10/6/2010	STC/MWM
30-5	42.452623	-83.533338	0																									10/6/2010	STC/MWM	
30-5.5	42.450900	-83.538200	1		1						1																	NO RAMP OR WALK ON OTHER SIDE OF INTERSECTION	10/6/2010	STC/MWM
30-6	42.449558	-83.550169	2																									UNDER CONSTRUCTION	10/6/2010	STC/MWM
31-1	42.435137	-83.551879	0																									9/30/2010	STC/MWM	
31-1.5	42.440700	-83.552200	1		1	1					1	1					1											9/30/2010	STC/MWM	
31-2	42.444953	-83.552423	4		4	4				1	1																	9/30/2010	STC/MWM	
31-3	42.449443	-83.552709	0																									ADJACENT WALK PRESENT NOT CONNECTED TO STREET, 2 CURB DROPS PRESENT	9/30/2010	STC/MWM
31-4	42.449543	-83.549054	2		2	2				1	1																	9/30/2010	STC/MWM	
31-5	42.449611	-83.545018	2		2	2				2	2																	9/30/2010	STC/MWM	
31-6	42.444123	-83.532757	0																									9/30/2010	STC/MWM	
31-7	42.435855	-83.532177	0																									9/30/2010	STC/MWM	
32-1	42.435855	-83.532134	0																									9/30/2010	STC/MWM	
32-2	42.441834	-83.532570	0																									9/30/2010	STC/MWM	
32-3	42.450936	-83.513305	0																									9/30/2010	STC/MWM	
32-4	42.446468	-83.513041	4		4	4					1	1					1											9/30/2010	STC/MWM	
32-5	42.442525	-83.512785	0																									9/30/2010	STC/MWM	

GIS ID	Attributes					Deficiencies													Comments	Date	ADA Inspectors					
	Latitude	Longitude	Number of Ramps	Compliant		No Detectable Warning	Ramp Curb Height > 1/4" Vert or 1/2" Bevel	Clear Width Below 36"	Cross Slope > 2%	Landing < 5' X 5'	Deterioration of Surface, Markings or Appropriateness of Materials	Longitudinal Slope > 8.333%	Grates, Type Orientation	Obstructions - Signs, Mailboxes, Hydrants, Benches, Signal Pole, Signal Boxes, Drainage Structure, Tree Grate, Standing Water, Snow, or Ice	Ramp/Landing made of Asphalt slope >2% or 8.33%	Ramp, Landing or Curb Cracked or Settled >1/2"	Ped. Signal Present	Ped. Push Button Present				Pedestrian Signal Push Button Location Incorrect				
				Yes	No																					
32-6	42.436498	-83.512452	0																						9/30/2010	STC/MWM
32-7	42.436213	-83.521658	4		4	4	2			2	4	2													9/30/2010	STC/MWM
32-8	42.436105	-83.524007	4		4	4	2			2															9/30/2010	STC/MWM
32-9	42.436031	-83.526227	4		4	4	2			4															9/30/2010	STC/MWM
33-1	42.444795	-83.512897	4		4		3			3		1													9/30/2010	STC/MWM
33-2	42.450936	-83.513305	0																						9/30/2010	STC/MWM
33-3	42-451040	-83.510097	4		4	4	4			3	2			1	1										9/30/2010	STC/MWM
33-4	42.451181	-83.506004	4		4		3			4															9/30/2010	STC/MWM
33-4.5	42.451200	-83.505800	1		1	1	1		1	1	1				1	X									9/30/2010	STC/MWM
33-5	42.451488	-83.496619	2		2	2	2			2															9/30/2010	STC/MWM
33-6	42.451559	-83.494043	2		2		2		2																9/30/2010	STC/MWM
33-7	42.448354	-83.493905	4		4				2	4		1													9/30/2010	STC/MWM
33-8	42.445151	-83.493707	2		2		2																		9/30/2010	STC/MWM
34-1	42.445151	-83.493707	0																						9/30/2010	STC/MWM
34-2	42.447434	-83.493851	0																						9/30/2010	STC/MWM
34-3	42.451559	-83.494043	0																						9/30/2010	STC/MWM
34-4	42.451623	-83.492278	0																						9/30/2010	STC/MWM
34-5	42.451747	-83.488516	0																						9/30/2010	STC/MWM
34-6	42.451829	-83.485838	0																						9/30/2010	STC/MWM
34-7	42.451890	-83.484028	0																						9/30/2010	STC/MWM
34-8	42.452122	-83.475091	2		2		2			1															9/30/2010	STC/MWM
34-9	42.452150	-83.474020	2		2											X	X								9/30/2010	STC/MWM
34-10	42.450930	-83.473977	2		2	2	2			2		1													9/30/2010	STC/MWM
34-11	42.449742	-83.473930	4		4		4																		9/30/2010	STC/MWM
34-12	42.445358	-83.473753	0																						9/30/2010	STC/MWM
35-1	42.438872	-83.473383	0																						9/30/2010	STC/MWM
35-2	42.452150	-83.474020	2		2		2							1		X	X								9/30/2010	STC/MWM
35-2.5	42.452335	-83.467758	2		2					2				2											10/29/2010	STC/MWM
35-3	42.452394	-83.465608	2		2	2	2		1	2															9/30/2010	STC/MWM
35-4	42.452604	-83.459480	4		4	4	4			4															9/30/2010	STC/MWM
35-5	42.452713	-83.456415	2		2	2	2			2	2		2												9/30/2010	STC/MWM
35-6	42.452771	-83.454563	1		1		1	1			1														9/30/2010	STC/MWM
35-7	42.446036	-83.454123	4		4					4															9/30/2010	STC/MWM
35-8	42.445086	-83.454070	2		1	1				1															9/30/2010	STC/MWM
35-9	42.443135	-83.453968	2		2																				9/30/2010	STC/MWM
35-10	42.440828	-83.453845	2		2	2	2			1				2											9/30/2010	STC/MWM
35-11	42.438299	-83.453713	2		1	1	1					1													9/30/2010	STC/MWM
35-12	42.438196	-83.456639	2		2									2	2										9/30/2010	STC/MWM
35-13	42.438149	-83.458534	2		2	2	2																		9/30/2010	STC/MWM
35-14	42.438102	-83.460214	4		4	4	4			1				3	3	X									9/30/2010	STC/MWM
35-15	42.438016	-83.463414	2		2	2	2			2		1		2											9/30/2010	STC/MWM
35-16	42.437952	-83.465501	4		4	4	4			4		1													9/30/2010	STC/MWM

GIS ID	Number of Ramps	Compliant	NonCompliant	No Detectable Warning	Ramp Curb Height > 1/4" Vert or 1/2" Bevel	Clear Width Below 36"	Cross Slope > 2%	Landing < 5' X 5'	Deterioration of Surface, Markings or Appropriateness of Materials	Longitudinal Slope > 8.333%	Grates, Type Orientation	Obstructions - Signs, Mailboxes, Hydrants, Benches, Signal Pole, Signal Boxes, Drainage Structure	Ramp/Landing made of Asphalt slope	Walk Cracked or Settled >1/2"	Ped. Signal Present	Ped. Push Button Present	Pedestrian Signal Push Button Location Incorrect	Comments	Date	ADA Inspectors
1-A	14		14	14	14	0	0	14		14										
1-B	16		16	16	4	0	0	0		4								4 - mountable curb/ 5 - cases of walk cross-slope over 2%/ 2 CB in front of ramp		
1-C	11		11	11	11	0	11	11										Gated community		
1-D	18		18	18	18	0	0	18										No wearing course		
1-E	0		0	0	0	0	0	0												
1-F	4		4	0	2	0	2	2										Improper detectable warning width		
2-A	0		0	0	0	0	0	0												
2-B	0		0	0	0	0	0	0												
2-C	0		0	0	0	0	0	0												
2-D	0		0	0	0	0	0	0												
2-E	0		0	0	0	0	0	0												
2-F	0		0	0	0	0	0	0												
2-G	0		0	0	0	0	0	0												
2-H	10		10	10	10	0	10	10		10										
2-I	0		0	0	0	0	0	0												
2-J	0		0	0	0	0	0	0												
2-K	0		0	0	0	0	0	0												
3-A	10		10	10	10	0	10	10										10 - Barrier curb/ Private		
3-B	0		0	0	0	0	0	0												
3-C	14		14	14	14	0	14	14												
3-D	9		9	9	9	0	9	9												
3-E	0		0	0	0	0	0	0												
3-F	0		0	0	0	0	0	0												
3-G	0		0	0	0	0	0	0												
3-H	0		0	0	0	0	0	0												
3-I	0		0	0	0	0	0	0												
3-J	0		0	0	0	0	0	0												
3-K	0		0	0	0	0	0	0												
3-L	3		3	3	3	0	3	3												
3-M	4		4	2	4	0	4	4												
3-N	0		0	0	0	0	0	0												
3-O	0		0	0	0	0	0	0												
3-P	0		0	0	0	0	0	0												
3-Q	0		0	0	0	0	0	0												
3-R	0		0	0	0	0	0	0												
4-A	13		13	13	13	0	13	13										Apartments		
4-B	0		0	0	0	0	0	0												
4-C	0		0	0	0	0	0	0												
4-D	13		13	11	13	0	13	13												
4-E	12		12	12	12	0	12	12												
4-F	3		3	3	3	0	3	3												
4-G	0		0	0	0	0	0	0												
4-H	0		0	0	0	0	0	0												
4-I	0		0	0	0	0	0	0										4 - drives with > 2% / No wearing course		

GIS ID	Number of Ramps	Compliant	NonCompliant	No Detectable Warning	Ramp Curb Height > 1/4" Vert or 1/2" Bevel	Clear Width Below 36"	Cross Slope > 2%	Landing < 5' X 5'	Deterioration of Surface, Markings or Appropriateness of Materials	Longitudinal Slope > 8.333%	Grates, Type Orientation	Obstructions - Signs, Mailboxes, Hydrants, Benches, Signal Pole, Signal Boxes, Drainage Structure.	Ramp/Landing made of Asphalt slope	Walk Cracked or Settled >1/2"	Ped. Signal Present	Ped. Push Button Present	Pedestrian Signal Push Button Location Incorrect	Comments	Date	ADA Inspectors
36-B	2		2	2	2	0	2	2												
36-C	4		4	4	4	0	4	4												
36-D	0		0	0	0	0	0	0												
36-E	0		0	0	0	0	0	0												
36-F	0		0	0	0	0	0	0												
36-G	0		0	0	0	0	0	0												
36-H	0		0	0	0	0	0	0												
36-I	0		0	0	0	0	0	0												
36-J	0		0	0	0	0	0	0												
36-K	4		0	0	0	0	0	0										Gated Community		
36-L	0		0	0	0	0	0	0												
36-M	0		0	0	0	0	0	0												
Totals	1378	14	1360	1328	1346	0	1267	1337	0	300	0	0	0	6	0	0	0			
Percentages		1%	99%	96%	98%	0%	92%	97%	0%	22%	0%	0%	0%	0%	0%	0%	0%			