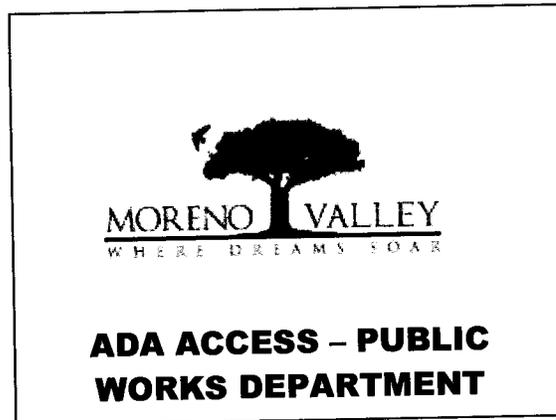




CITY OF MORENO VALLEY, CALIFORNIA

PUBLIC RIGHT OF WAY ACCESS AMERICANS WITH DISABILITIES ACT TRANSITION PLAN



**City of Moreno Valley
Public Works Department
14177 Frederick Street
Moreno Valley, CA 92552
951.413.3130**

September 14, 2010
(Revised: September 17, 2014)



This document will be made available in alternative formats upon request

Please contact:

City ADA Project Administrator

Public Works Department

951.413.3130



ACKNOWLEDGEMENTS

City of Moreno Valley City Council

Mayor: Jesse L. Molina
Council District 1: Jesse L. Molina
Council District 2: Richard A. Stewart
Council District 3: George E. Price³
Council District 4: Vacant³
Council District 5: Victoria Baca – Mayor Pro Tem
City Manager: Michelle Dawson

Public Right of Way Access ADA Advisory Committee

Committee Voting Members:

Mark Sambito, Engineering Division Manager, ADA Coordinator³
Guy Pegan, Senior Engineer P.E., ADA Project Administrator
Ahmad R. Ansari, Public Works Director/City Engineer
Prem Kumar, Deputy Public Works Director/Assistant City Engineer
Eric Lewis, Transportation Division Manager/City Traffic Engineer
Robert Lemon, Maintenance and Operations Division Manager
¹Three Members from the Public Sector Appointed by the Committee Chairperson

Legal Advisor^{1,2}:

Suzanne Bryant, City Attorney

Committee Chairperson¹:

Guy Pegan, Senior Engineer P.E.

Committee Vice Chairperson¹:

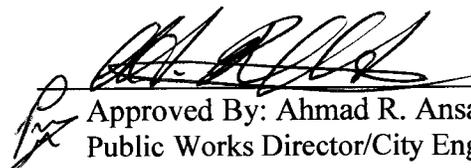
Eric Lewis, Transportation Division Manager/City Traffic Engineer

ADOPTION OF PLAN

On September 14, 2010, the City of Moreno Valley City Council passed a resolution adopting the City of Moreno Valley Public Right Of Way Access Americans with Disabilities Act (ADA) Transition Plan dated September 1, 2010.

REVISION DATES TO PLAN:

September 17, 2014


Approved By: Ahmad R. Ansari 09/22/2014
Public Works Director/City Engineer Date

1. REVISIONS MADE TO DOCUMENT: SEPTEMBER 27, 2012 UPDATE IS NOTED BY THE SUPERSCRIP "1" NEXT TO THE TEXT, I.E. TRAFFIC SIGNALS¹
2. REVISIONS MADE TO DOCUMENT: SEPTEMBER 24, 2013
3. REVISIONS MADE TO DOCUMENT: SEPTEMBER 17, 2014

RESOLUTION NO. 2010-81

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MORENO VALLEY, CALIFORNIA, ADOPTING THE CITY OF MORENO VALLEY PUBLIC RIGHT OF WAY ACCESS AMERICANS WITH DISABILITIES ACT TRANSITION PLAN

WHEREAS, Title II of the Americans with Disabilities Act ("ADA") which provides that state and local government agencies shall be prohibited from discriminating against persons with disabilities, or from excluding participation or denying benefits of programs, services or activities to persons with disabilities, was enacted by the Federal government in 1990; and

WHEREAS, The City must meet Title II and the California Building Code, Title 24, of the California Code of Regulation requirements for ADA standards; and

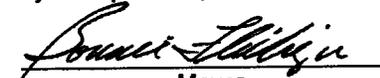
WHEREAS, the City of Moreno Valley has approved and adopted the City of Moreno Valley Transition Plan for Title II Compliance of the Americans with Disabilities Act in 1995; and

WHEREAS, it has been determined to be in the City's best interests that the Public Right of Way Access Americans with Disabilities Act Transition Plan focusing on public right of way access be formally adopted by the City Council;

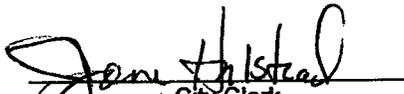
WHEREAS, the City of Moreno Valley needs to update the document every two years to maintain compliance with current ADA requirements as well as update the facilities database;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MORENO VALLEY, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS: to adopt the City of Moreno Valley Public Right of Way Access Americans with Disabilities Act Transition Plan and to authorize the City Engineer to update this document every two years.

APPROVED AND ADOPTED this 14th day of September, 2010.


Mayor

ATTEST:


City Clerk

APPROVED AS TO FORM:


City Attorney



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1. ADA Request for Accommodation and Complaint / Grievance Form

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1. ADA - Final Rules, Title II, July 26, 1991 and Applicable Amendments (incorporated by reference)

ATTACHMENTS³

- A. Database Summaries:
- B. Access Ramp Improvements by Fiscal Year (2010-2014)
- C. Tier Ramp Evaluation Data (Tiers 1-3)
- D. Intersection Map with Tier Locations

1.0 INTRODUCTION

On January 10, 1995 City Council approved and adopted Resolution 95-3 Americans with Disabilities Act (ADA) Transition Plan. The necessity of the Plan was established when the ADA became Federal law in 1990 (U.S. Dept. of Justice, Title II) which specified that a public agency may not directly or indirectly deny opportunities to or exclude persons with disabilities from programs, services, and/or activities. The 1995 ADA Transition Plan focused primarily on City programs and facilities. The City made changes to procedures and programs as well as facility modifications to be in compliance consistent with the 1995 ADA Transition Plan. The 1995 ADA Transition Plan provided cursory coverage of ADA issues within the public right-of-way which with the passage of time and legal findings needed a more focused implementation plan.

In order to meet Federal and State mandates for ADA and Title 24 (Calif. Code of Regulations) compliance within the public right-of-way, the Public Works Department is recommending the adoption of the proposed Resolution approving the Public Right of Way Access Americans with Disabilities Act (ADA) Transition Plan. This plan will be an extension of the original approved 1995 ADA Transition Plan.

The main purpose of the *Public Right of Way Access Americans with Disabilities Act (ADA) Transition Plan* is to develop policies and practices for implementing physical pedestrian improvements within the public right-of-way of the City of Moreno Valley. The goal is to optimize the pedestrian experience, to provide safe and usable pedestrian facilities for all pedestrians, and to assure compliance with all federal, state and local regulations and standards.

The ADA requires all public agencies to develop an ADA Transition Plan for the installation of curb ramps or other sloped areas at all locations where walkways cross curbs. The plan must address public right of way access compliance and requirements. The main purpose of the ADA Transition Plan is to describe the curb ramp and other pedestrian facility needs in the City and to outline the recommended procedures for implementing and scheduling remedial work to provide a complying system of curb ramps, sidewalks and pedestrian disability warning devices.

The ADA Transition Plan covers the City of Moreno Valley in its entirety. The City has a wide variety of facilities within the public right-of-way. These facilities include streets and roadway, vehicular and pedestrian bridges, vehicular and pedestrian signal systems, signage systems, on-street parking facilities, walkways, sidewalks with curb ramps at intersections and buffers, pedestrian activity areas and unimproved open spaces.

Background

The Americans with Disabilities Act (ADA), the world's first comprehensive civil rights law for people with disabilities, was enacted on July 26, 1990. The ADA is a companion civil rights legislation to the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973. The ADA prohibits discrimination on the basis of disability in employment, state and local government, public accommodations, commercial facilities, transportation, and telecommunications. It also applies to the United States Congress.



To be protected by the ADA, one must have a disability or have a relationship or association with an individual with a disability. An individual with a disability is defined by the ADA as a person who has a physical or mental impairment that substantially limits one or more major life activities, a person who has a history or record of such impairment, or a person who is perceived by others as having such impairment. The ADA does not specifically name all of the impairments that are covered.

1.1 The Americans with Disabilities Act (ADA)

The ADA is divided into five parts, covering the following areas:

Title I: Employment - Title I requires employers with 15 or more employees to provide qualified individuals with disabilities an equal opportunity to benefit from the full range of employment-related opportunities available to others. For example, it prohibits discrimination in recruitment, hiring, promotions, training, pay, social activities, and other privileges of employment. It restricts questions that can be asked about an applicant's disability before a job offer is made, and it requires that employers make reasonable accommodation to the known physical or mental limitations of otherwise qualified individuals with disabilities, unless it results in undue hardship.

Title II: State and Local Government (Public Services) - Title II covers all activities of State and local governments regardless of the government entity's size or receipt of Federal funding. Title II requires that State and local governments give people with disabilities an equal opportunity to benefit from all of their programs, services, and activities, such as public meetings, employment, recreation programs, aging, health and human services programs, libraries, museums, and special events. State and local governments are required to follow specific architectural standards in the new construction and alteration of their buildings and facilities. They also must relocate programs or otherwise provide access in inaccessible older buildings, and communicate effectively with people who have hearing, vision, or speech disabilities. Public entities are not required to take actions that would result in undue financial and administrative burdens. They are required to make reasonable modifications to policies, practices, and procedures where necessary to avoid discrimination, unless they can demonstrate that doing so would fundamentally alter the nature of the service, program, or activity being provided. **A *Transition Plan* is intended to outline the methods by which physical or structural changes will be made to effect the non-discrimination policies described in Title II. It is under this title that this Public Right of Way Access ADA Transition Plan is prepared.**

Title III: Public Accommodations - Title III requires places of public accommodation to be accessible to and usable by persons with disabilities. The term "public accommodation" as used in the definition is often misinterpreted as applying to public agencies, but the intent of the term is to refer to any privately funded and operated facility serving the public.

Title IV: Telecommunications - This Title covers regulations regarding private telephone companies and requires common carriers offering telephone services to the public, to increase the availability of interstate and intrastate telecommunications relay services to individuals with hearing and speech impairments.



Title V: Miscellaneous Provisions - This title contains several miscellaneous regulations, including construction standards and practices, provisions for attorney's fees, and technical assistance provisions.

1.2 Local Government's Responsibility Under Title II

Title II mandates that a public entity, such as the City of Moreno Valley, operate each service program or activity so that the service program or activity when, viewed in its entirety, is readily accessible to and usable by individuals with disabilities. Title II of the ADA is similar to Section 504 of the Rehabilitation Act of 1973, but differs in that Section 504 applies only to government agencies that receive federal financial assistance.

Title II dictates that a public entity must evaluate its services, programs, policies, and practices to determine whether they are in compliance with the nondiscrimination requirements of the ADA. The regulations detailing compliance requirements were issued in July 1991. A self-evaluation is required and intended to examine activities and services, to identify and correct any that are not consistent with the ADA. The entity must then proceed to make the necessary changes resulting from the self-evaluation. The ADA also requires that a transition plan be prepared, to describe any structural or physical changes required to make programs accessible.

The ADA states intent not to apply lesser standards than are required under other federal, state, or local laws; therefore, the law that requires the most accessibility has precedence. This intent has particular application with respect to the City's obligations under Section 504 or under Title 24 of the California Code of Regulations, which in some cases, exceed ADA requirements with respect to structural and physical changes.

As described in Title 28 of the Code of Federal Regulations, Section 35.150(a) (also referred to as the ADA Rules), a public entity is not necessarily required to make each of its existing facilities accessible to and usable by individuals with disabilities. Nor does it require a public entity to take any action that would threaten or destroy the historical significance of an historic property. If the public entity can demonstrate that a modification would fundamentally alter the nature of its service, program, or activity, or cause undue financial and administrative burdens, it is not required to make that particular modification.

A self-evaluation analysis for Facility Evaluation was part of the "Americans with Disabilities Act Transition Plan (ADATP) approved by the City Council on January 10, 1995. Limited funds were allocated to bring existing street crossings, curb, and ramps into ADA compliance. The above noted ADATP was general in its approach to complying with the Title II requirements within the public RIGHT-OF-WAY. This transition plan, which is considered an extension of the 1995 ADATP, deals specifically with public right-of-way access compliance and requirements.

This Transition Plan should be updated for the first three years and then every two years or on an as-needed basis to reflect barriers removed, new ADA requirements, database update of work in progress, and any other information that clarifies the City's commitment and support of Americans with disabilities.

2.0 THE CITY'S ADA TRANSITION PLAN REQUIREMENT

Where structural changes to facilities will be undertaken to achieve program accessibility, a public entity that employs 50 or more persons must develop, within six months of January 26, 1992, a transition plan setting forth the steps necessary to complete such changes. That plan is to identify physical obstacles in the public entity's facilities that limit the accessibility of its programs or activities to individuals with disabilities; describe in detail the methods that will be used to make the facilities accessible; specify the schedule for taking the steps necessary to achieve compliance; and indicate the official responsible for implementation of the plan. As noted in Section 1.2, The City's 1995 ADA Transition Plan incorporated the ADA requirement to achieve compliance.

In addition to those requirements set forth above, in the event a public entity has responsibility or authority over streets, roads, or walkways, the transition plan is to include a schedule for providing curb ramps or other sloped areas where pedestrian walks cross curbs, giving priority to walkways serving entities covered by the ADA.

The City's *Public Right of Way Access ADA Transition Plan* addresses these latter requirements for curb ramps, or other sloped areas, limited to public right-of-way within the City's control. The Plan incorporates by reference any existing or future City Curb (Access) Ramp and/or Sidewalk Database.

The ADA does not designate a specific code or standard for curb ramps to be provided or modified pursuant to Title 28, Cod of Federal Regulations, Part 35, Section 35.150 (d) (2). Title II gives government agencies a choice between the Uniform Federal Access Standards (UFAS) and the American with Disabilities Act Accessibility Guidelines (ADAAG) as a standard for renovations. For the purpose of this *Public Right of Way Access ADA Transition Plan*, each sidewalk, curb ramp/access ramp site is evaluated based on the requirements of ADAAG.

2.1 ADA Compliance Coordinators and Access Advisory Committee

The Public Works Department (PWD) would administer the City's ADA transition plan within the public pedestrian right-of-way (curb ramp, sidewalk, and other improvement programs). The City ADA Coordinator, ADA Project Administrator (ADAPA) and if applicable, the ADA Access Advisory Committee (ADAAAC) would provide oversight and guidance for City ADA compliance activities for curb, access ramp, sidewalk improvement programs and traffic disability warning devices.

The official responsible for implementation of the City's ADA Transition Plan improvements with respect to ADA access issues within the public right-of-way (include but not limited to: curbs, ramps, sidewalk and other improvement programs) is the ADA Project Administrator, located in PWD. The City Engineer shall designate the ADA Project Administrator. The current designee is:

ADA Project Administrator

Mr. Guy Pegan
Senior Engineer, P.E.



Public Works Department
14177 Frederick Street
Moreno Valley, CA 92552
951.413.3120
guy@moval.org

The regulations require state and local governments with 50 or more employees to designate an employee responsible for coordinating compliance with ADA requirements. The official responsible for citywide compliance with ADA Title II requirements is the City ADA Coordinator (ADAC). The ADA Coordinator is responsible for coordinating the efforts of the government entity to comply with Title II and investigating any complaints where the entity may have violated Title II. The City ADA Coordinator is responsible for tracking the City's *Public Right of Way Access ADA Transition Plan*. The City's City Manager designates the City ADA Coordinator. The current appointee and contact is:

City ADA Coordinator
Mr. Mark Sambito, Engineering Division Manager³
14177 Frederick Street
Moreno Valley, CA 92552
951.413.3120
marksa@moval.org

ADA Access Advisory Committee (ADAAAC)

The City of Moreno Valley may establish an ADA Access Advisory Committee ("Advisory Committee") comprised of City Administrators, other technical professionals representing various Departments and Divisions of the City of Moreno Valley, and members of the public at large to represent the interest of the disabled community (the goal is to have a minimum of three such members). The committee should include representative from the following:

- Public Works Department – Administration Division
- Public Works Department – Maintenance and Operations Division
- Public Works Department – Transportation Engineering Division
- Public Works Department – Capital Projects Division
- Public Works Department^{1,2} – Land Development Division
- Parks & Community Services Department – Division Manager¹
- City Attorney's Office – As Legal Advisor¹
- Members representing the interest of the disabled community (3 preferred¹)

The Advisory Committee members are listed in the Acknowledgement section at the beginning of this plan. The City Manager will be responsible for appointing/replacing the ADAAC Members/Departments/Divisions, when necessary. The Committee may meet periodically to discuss issues related to barrier removal and access along the City's public right-of-way. If the Advisory Committee is disbanded or becomes inactive at any time during the life of this Transition Plan, the responsibilities of the Advisory Committee under this Transition Plan, as set forth, will be assigned to its successor, if any, or to the ADA Coordinator or his/her assignee (such as the ADA Project Administrator).



3.0 PUBLIC RIGHT OF WAY ACCESS ADA TRANSITION PLAN

3.1 Introduction

The purpose of this section is to summarize pedestrian access needs in the City of Moreno Valley and to outline the recommended procedures for the prioritization, implementation and scheduling of remedial work to provide an evaluation of ADA complying curb (access) ramps and public sidewalks (only those within the City's Right-of-way and control), and may include other traffic pedestrian detectable warning devices.

The timing to process an ADA access transition plan within the public right-of-way that catalogs, prioritizes, and schedules improvements necessary to remove access barriers is an on-going process. A Geographic Information System (GIS) based inventory will help provide a detailed picture of non-compliance facilities and allows for targeted use of funds earmarked for ADA improvements as funds are available. This Public Right of Way Access ADA Transition Plan includes sidewalk access transitions and other ADA application requirements. As long as funds are limited, the focus on curb ramp construction and/or replacement, ensuring a safe transition of persons of disabilities out of the road area, is primary over other sidewalk barriers and improvements.

3.2 Inventorying Curb (Access) Ramp, Sidewalk, Traffic Signal¹ and Other Barriers

The statistics to be contained in this transition plan may be compiled from a Geographic Information System (GIS) database specially developed for the City of Moreno Valley or field investigation and included into a GIS Database. Upon completion of a citywide inventory of all locations (street corners being a priority), the City Curb Ramp, Sidewalk, Traffic Signal¹ and Barrier Database will be updated. The database will include curb ramps and sidewalk construction, traffic signal compliance¹ and barrier removal as identified by City staff. The Public Works Department (PWD) shall be responsible for overseeing the curb ramps, sidewalks, traffic signals¹ and other ADA barrier inventory collection and database updates.

Until such time as the City's database for curb ramps, sidewalks, traffic signals¹ and other barrier inventories are completed and a priority list has been established, City inspectors are available to inspect sidewalks to determine if repairs are necessary, either upon request by a property owner or any concerned citizen. Sidewalk deficiencies determined to meet ADAAG requirements for repair will be included in the Sidewalk Database, with a higher priority for repair as funds become available. Persons with disabilities may also contact the City's Public Works Department specifically the ADAPA, with any questions, to schedule an access inspection, or file a ADA Request for Accommodation and Complaint/Grievance Form (Exhibit #1)¹. The City is creating inventory databases for the conditions of sidewalks, access ramps, and other pathways to comply with ADA issue². These databases are living documents and are updated on an on-going process and will be used to meet ADA requirements².

As a database is completed, it will be available for public inspection at the office of the Public Works Department, three (3) business day advance notice is requested. A summary of each tier's annual update is in the attached Attachments. Please contact the ADAPA for the latest updated database and any information concerning the database or ADA and

documents².

3.3 Curb Ramp, Sidewalk, Traffic Signal¹ and Other ADA Standards

Curb ramps shall be installed at all locations, including mid-block crosswalks, where they are missing and necessary for access to sidewalks. Although the ADA does not specifically mandate replacement of all existing curb ramps that may not reflect new construction standards (as described in Federal Register, Volume 56, No. 144, ADA Rules and Regulations, Section 35.150), non-conforming curb ramps will be replaced under this plan as will deficient sidewalk areas and the addition of traffic signal compliant equipment¹. A high priority is to reconstruct curb ramps and sidewalks at locations where existing ramps and sidewalks have a condition that may impede a path of travel to a City program or activity. Some examples include vertical displacement of the curb ramp, broken or cracked concrete, deteriorated conditions, steep slopes, narrow widths, high gutter lips, and offset locations.

City curb ramp, sidewalk standards and traffic signal equipment¹ shall meet or exceed current federal, state and local accessibility regulations and standards. The ADA Project Administrator is responsible to ensure City standards for curb ramp, sidewalk and traffic signal¹ construction and reconstruction are updated. Copies of the City's standard curb ramp, sidewalk and traffic signal equipment¹ details are available from the ADAPA.

The Public Works Department has updated the City's "Standard Plans" to meet current ADA requirements which includes sidewalks, ramps, and driveways for residential, commercial, and industrial access and Caltrans Standard Plans for traffic signal equipment¹. The City also incorporates the latest ADA requirements into its design plans and specifications to meet State and Federal mandates.

3.4 Priorities for Construction and Replacement

The City's is endeavoring to ensure equal access to the public right-of-way (sidewalks, curb ramps, pedestrian paths of travel, etc.) for pedestrians with disabilities by identifying all areas of potential deficiency and by making necessary structural improvements. The assignment of priorities for curb ramp, sidewalk and other construction and reconstruction is intended to guide the selection of locations, to incorporate federal guidance, and to address specific concerns of the local disability community.

The priorities for curb ramp and sidewalk construction and replacement are grouped into three phases. The first phase, initially highest priority includes the requests by qualified persons with disabilities, until the annual priority list is completed and approved. The second priority phase, evaluates the specific curb ramp and sidewalk with respect to its physical location within the city and to predominating adjacent land uses. The third phase which is the lowest priority, evaluates the curb ramp and sidewalk with respect to its physical attributes. Replacement of curb ramps has priority over the replacement of sidewalk. A table has been created for the public's convenience summarizing the priorities of each phase. See sample table 4 (and the attached databases).

3.4.1 Phase I, (Highest Priority): Requests from Qualified Persons with Disabilities

The City recognizes that it will take some time to complete the inventory and subsequent improvement as reference in the *Public Right of Way Access ADA Transition Plan*.



Therefore, the City will evaluate requests from qualified persons with disabilities and proceed with the necessary improvements to ensure access for people with disabilities living and working in Moreno Valley during the lengthy transition period and the establishment of a database. Generally, requests come from residents with disabilities who wish to get to and from their home or work place for transportation, school, medical facilities or other areas to accommodate their activities. The priority for this phase will include new infill curb ramps and sidewalks as well as replacement of existing non-compliant curb ramps and sidewalks, applying Location Priorities, Tier 1 – Tier 5 and the Point System for final priority refinement.

Upon completion of the curb ramps and sidewalk database and priority list in Phase II, the City will continue its policy of reviewing curb ramps and sidewalks upon request by qualified individuals with disabilities at locations not otherwise scheduled and budgeted for improvement. These requests will be considered for the highest priority with curb ramps having a higher priority over sidewalks and other disabilities warning devices. The request forms are provided in Attachment 1, ADA Request for Accommodation and Complaint/Grievance¹.

3.4.2 Phase II, Curb Ramp and Sidewalk Replacements and Access Connector

This phase includes reviewing the City Wide Database and setting priorities for new construction and replacement construction based upon the physical condition of existing curb ramps and sidewalks, by applying Location Priorities, Tier 1 – Tier 5 and for final refinement the Point System priority.

3.4.3 Phase III, Infill by Location Priorities

The City will establish list location (land use) priorities for new curb ramp and sidewalk infill activities where nothing (ramps and sidewalk) exist based upon U.S. Department of Justice ADA Title II Regulations, the City of Moreno Valley General Plan, and best practices of other jurisdictions applying Location Priorities, Tier 1 – Tier 5 and for final refinement the Point System priority.

3.4.4 City Wide Access Priority Refinement System

By Location Priorities

Tier 1: Within the right-of-way of Transit streets and centers *

- A. Regional transit streets;
- B. Transit centers;
- C. Local Bus Routes and Bus Stops

Tier 2: Within the right-of-way of Public facilities (with 50 foot buffer unless otherwise noted)

- A. City buildings (city offices, museums, libraries, senior centers, recreation centers, fire stations, etc.);
- B. State and county buildings, including county medical centers;
- C. Schools (community colleges; high school, junior high and elementary school programs with magnet programs for children with disabilities; and all other public



- schools);
- D. Large public housing (OHA) sites and critical homeless services;
- E. City parks and open space;
- F. Other public facilities (reserved).

Tier 3: Within the public right-of-way adjacent to Privately-owned public accommodations** (50 foot buffer)

- A. Commercial zoning areas and medical centers — (with an emphasis on doctor, medical and health offices; service sites of disability organizations; and major employment sites);
- B. Special zoning areas limited to medical centers not listed above; transit oriented development; and housing and business mix;
- C. Medium to high density housing and high rise apartments;
- D. Other public accommodations (reserved).

Tier 4: Within the right-of-way of Locations that do not fall into any of the above groups but are within 50 feet of a sidewalk route.

Tier 5: Within the right-of-way of Locations that do not fall into any of the above groups and are greater than 50 feet from a sidewalk route. These locations are neither counted as “possible locations” nor scheduled for improvement.

* *Land Use and Transportation Element of the Moreno Valley General Plan*

** *Zoning designations are per the City of Moreno Valley General Plan and Zoning Map*

By Point System Priorities:

Check as many boxes that apply and then total, for an overall score.

- 25 -Safety: Where existing curb ramps and sidewalks within the public R.O.W. have a condition that may involve an unsafe path of travel or condition of use. Examples are excessive vertical displacement of the curb ramp, severely broken, deteriorated or cracked concrete /asphalt surface.
- 20 -Use: Where disability/pedestrians would benefit from new or reconstructed curb ramp and/or sidewalk installation providing a greater access for public use accommodations (public buildings, school, parks, etc.) where there exist continues (typically a user is present hourly throughout an 8 hour period any given day) daily disability/pedestrian traffic.
- 15 - Missing Link, Extension Connectivity: A curb ramp or sidewalk will be constructed/reconstructed between connecting segments of two existing sidewalks and/or curb ramps within an existing path of travel (that may involve raised utility conflicts, physical barriers or other obstacles in the path of travel).
- 15 - Accessibility Enhancement of Existing ROW Facilities: To the maximum extent practicable, an existing curb ramp or sidewalk will be reconstructed when it does not meet current federal or state standards: narrow widths, gutter lips, offset locations, etc.



- 10 – Vehicle Volumes/Speed Factors: Where existing non-compliant or future ramps and sidewalks are adjacent to high vehicle volumes (above 50% of the street's ADT volume) or high speeds (45 MPH and above).
- 10 – Disability/Pedestrian Peak Volume: Locations where it has been determined by the Traffic Division or observation that there is a high disability/pedestrian volume (more than 20 individuals) for a relatively short time period (one hour or less during the weekday or weekend).
- 5 –Transportation Alternative: When a curb return has an existing ramp and conditions allow for the construction of an additional ramp along the same curb return, to provide a more direct access to a crosswalk. Provided that traffic controls allow for the additional path of travel.

3.5 Annual Schedule for Curb Ramp, Sidewalk, Traffic Signal upgrades¹ and Other ADA Access Facilities Construction and Reconstruction

The City of Moreno Valley has committed itself to the following schedule and methods for the annual construction or reconstruction:

- A. The City of Moreno Valley will construct or reconstruct, as many curb ramps, sidewalks, traffic signal upgrades¹ and other warning devices as funding allows as part of the City's annual (ADA) budget for The FUND until the City is ADA compliant.

Curb ramps, sidewalks, traffic signal upgrades¹ and other ADA access facilities will be installed at locations requested by persons with disabilities as funds are available.

Curb ramp upgrade will be installed at locations where adjacent streets will be overlaid, if not in compliance with the ADA standards at those locations.

Curb ramps, sidewalks, traffic signals¹ and other ADA access facilities will be installed or reconstructed as required under other City street improvement projects.

Curb ramps, sidewalks, traffic signal upgrades¹ and other ADA access facilities located adjacent to City facilities will be constructed or reconstructed as part of projects to improve these facilities, where applicable.

Curb ramps, sidewalks, traffic signal upgrades¹ and other ADA access facilities will be installed on an infill basis as funding allows. To the extent practicable, the City will follow the priorities set forth above when installing curb ramps and sidewalks.

- B. Additionally, the City anticipates an increase in new curb ramps and sidewalks each year because of constructed or reconstructed in the public right-of-way by others:

Curb ramps, sidewalks, traffic signals¹ and other ADA access facilities will be constructed or reconstructed as a condition of private development (Subdivision Map Act

exactions).

Utility companies are required to install new or upgrade curb ramps, sidewalk and other ADA access facilities at applicable locations where they excavate.

The State of California has installed curb ramps and other ADA access facilities along the portions of state highways that have been repaved. More curb ramps and other ADA access facilities may be installed along state highways in the City in conjunction with future improvement of these facilities.

The City has completed Tier 1 Tier 2 and Tier 3 of the self-evaluation plans for curb access ramps. Tier 4 and 5 reviews are anticipated to be completed by the end of 2017. The latest field data and summary sheets are included for general information as to The City's progress in completing the PROWAADATP. For more up to date information contact the City's ADA Administrator².

3.6 Selection and Prioritization of Barrier Removal Projects

The ADA Project Administrator, and if applicable the ADA Access Advisory Committee shall make recommendations regarding barrier removal projects to be prioritized and funded from the *Annual ADA Compliance Curb Ramp Upgrades (The Fund)*. The City Council has established this funding program as part of the Capital Improvement Program Budget. The recommendations of the Advisory Committee or the ADA Project Administrator shall be submitted to the City Engineer for review and approval. The City Engineer shall have final authority over the approval and authorization of project expenditures; however the City Engineer will not unreasonably disregard the recommendations of the ADA Coordinator, ADA Project Administrator, or the ADA Access Advisory Committee.

3.6.1 Addressing Barriers

The Fund may be used for the following projects: (1) Installing Compliant Curb Ramps, including Traffic Signal¹ Detectable Warning devices (at intersections where there are no curb ramps or where existing curb ramps do not meet current access standards); (2) Removing abrupt changes of level, whether caused by tree roots or any other deterioration or displacement of the surface of the path of travel within the City's rights-of-way; (3) Providing accessible crosswalks (by providing appropriate contrasting striping, providing accessible pedestrian crossing controls, and removing any abrupt changes in level affecting the path of travel across the street; crosswalk access does not require any effort to remove slopes or cross slopes consistent with the slope of the street for vehicle traffic and/or drainage); (4) Removing obstacles in the rights-of-way that narrow the pedestrian pathway to less than 36 inches; (5) Removing or providing Detectable Warnings for overhanging obstacles below 80 inches above the rights-of-way that are not detectable to a blind pedestrian using a cane; and (6) Removing excessive cross slopes perpendicular to the primary direction of travel along the pedestrian rights of way, where identified by ADAAG standards and ADA requirements.

3.6.2 General Prioritization Standards

The following general principles shall be used to prioritize projects to be funded through The Fund. Requests for installation of a Compliant Curb Ramp (highest priority) or removal of a specific sidewalk barrier or barriers should have the next highest priority (see Section 3.4.1). After addressing these requests, priority will be given to rights-of-way serving as note in Sections 3.4.2, and 3.4.3, which identify areas along important transportation corridors adjacent to or in the vicinity of State and local government offices and facilities; places of public accommodation such as commercial and business zones; facilities containing employers; and other areas such as residential neighborhoods and undeveloped regions of the City. In all planned projects, consideration will also be given to the severity of existing barriers and overall efficiency of project work. Special consideration may be given to the removal of barriers in lower priority categories before removing barriers in higher priority categories if such prioritization may be more effective or efficient use of resources.

3.6.3 Annual Selection Process

Every year, the ADAPA, and if applicable, the ADAAAC, will select and prioritize a list of barrier removal projects no later than 120 calendar days after the beginning of the new fiscal year. This list will be provided to the City Engineer, who will approve a final list no later than 180 calendar days after the beginning of the new fiscal year. The list of barrier removal projects approved by the City Engineer will be included in the City's Annual Budget Report. The list of barrier removal projects may be revised by the City Engineer, in consultation with the ADAPA, during the course of the fiscal year.

3.6.4 Limitations on Barrier Removal

Under no circumstances will the City be obligated to remove any barrier if removal of such barrier would create an undue burden or a fundamental alteration, or if removal of such barrier would be technically infeasible or structurally impracticable. To the extent that the City determines that it would be an undue burden or fundamental alteration to remove a particular barrier, or that removal of a particular barrier would be technically infeasible or structurally impracticable, it must include such a determination in its regular reports as set forth in this document. In situations where it is technically infeasible or structurally impractical, the City will make every effort to provide modifications that would improve the existing conditions to facilitate access. For example, if a curb ramp is required along a curb adjacent sidewalk street, whereby the existing street grade is approximately 8%, installing a 8.33% curb ramp would be impractical. In such a case, the City would still install a curb ramp relative to the street grade plane using the minimum required 12-inch run for every 1-inch rise depending on the curb height obstacle. In such situations, installing a 10-foot ramp may also be considered to more than meet the minimum 1:12 slope requirement. There may also be special circumstances where 10% - 12.5% sloped ramps may be more favorable than no ramps due to the obstacle that may make the situation completely infeasible or impracticable to meet ADA requirements [28 C.F.R. Part 36 Appendix A, §4.1.6(3)(a)(i) and (ii)]. The documentation of this modification will be included as part of the project files as well as noted in this Transition Plan database. Further, under no circumstances will the City be obligated to initiate eminent domain proceedings against a property owner in order to address any barrier.

3.6.5 Barriers under Control of Third-Party Entities

Certain barriers in the public right-of-way involve elements under the control of entities other than the City of Moreno Valley. The City has no obligation to remove such barriers unilaterally. The City may, but has no obligation to, seek funding or participation in barrier removal work from such third-party entities, which may include transit agencies, local utilities, or other entities that maintain equipment in the public rights-of-way. Any contribution of money for barrier removal work by third-party entities or any work done by such third-party entities to remove barriers will be in addition to the work done based on the other obligations set forth in this Transition Plan. Money from The Fund may be appropriated to supplement work performed under this section at the discretion of the City Engineer.

3.7 Funding

3.7.1 ADA Compliance Curb Ramp Upgrade Fund (The Fund)

The City has dedicated annually a minimum of \$200,000 of its Measure "A" or Gas Tax funds, for a budget used exclusively to install compliant curb ramps, remove barriers in the pedestrian rights of way (including sidewalks, etc.), and administrated cost. This fund will be known as the "The Fund." Projects using the money from this fund will be selected by the City's ADAAC, ADAPA or appointed staff with reference to the general guidelines set forth in this Transition Plan and with approval of the City Engineer. A City-wide database (see Section 3.2) will be used to construct tables (see Table 1-3) to track locations, cost, and overall Transition Plan performance for the annual report. Upon joint determination by the ADAAC, ADAPA, appointed staff and the City Engineer that all necessary ADA compliant access ramps have been installed and barriers have been removed at all required locations; the funding under this paragraph shall no longer be required.

3.7.2 Leveraging Additional Funding Sources and City Programs

As part of the preparation of the Annual Capital Improvement Plan Budget, the City's ADA Project Administrator will annually assess how to best leverage additional City funds, if any, and/or additional City Programs, if any, that can be used to install Compliant Access Ramps or remove barriers along the City's public right-of-way or enhanced detectable warning devices.

3.7.3 Additional Funding

If any new, permanent, transportation funding source for street maintenance is created during the life of this Transition Plan (through a ballot measure or otherwise), some portion of this additional revenue source may be dedicated to The Fund. ADA barrier removal work done in conjunction with street overlays and reconstruction, using dedicated funding, and work affecting barriers under the control of third party entities may occur from time to time through separate funding sources.

3.7.4 Annual Exhaustion of the ADA Fund

The City contemplates that the amount of the **The Fund** will be allowed to accrue until a minimum of \$100,000 is available for expenditure on a project at one time in order to maximize the amount of work that can be accomplished. Any funds not used in any given fiscal year(s) will be carried over into the succeeding year(s). Any expenditure(s) that exceed



the amount of money in the Fund in a given fiscal year(s) will be credited in the succeeding fiscal year(s). In the event that the City allocates funds in excess of the annual obligation to the Advisory Committee Fund in any given year, such excess funds will be credited toward its future obligations in each succeeding fiscal year. If the Transition Plan is terminated early based on a petition by the City that it has otherwise met its financial obligations, this annual minimum allocation requirement shall also cease.

3.8 ADA Request for Accommodation

The City will provide opportunities for interested persons, including individuals with disabilities or organizations representing individuals with disabilities to participate in the development of the Public Right of Way Access ADA Transition Plan by submitting comments and making specific recommendations.

The City will maintain on file a list of persons consulted with respect to the Plan, the surveys, and a description of modifications made, for a minimum period of 3 years beyond the formal adoption of this document.

The City has listed the accommodation procedures below, providing for prompt and equitable resolution of complaints alleging any action that would be prohibited by Title II. The City's public right-of-way ADA Access Transition Plan, ADA Request for Accommodation form is contained in Exhibit 1.

Complaints of alleged noncompliance and grievances concerning ADA access in the public right-of-way access ramps and sidewalks should be directed to the ADA Coordinator.

Accommodation Response: In responding to request(s) for structural improvement brought through the ADA Accommodation process, the ADA Coordinator and ADA Project Administrator are limited to the funds in The Fund. In the event that these allocated funds are insufficient or already spent, subsequent improvements will be prioritized and scheduled in subsequent fiscal years.

3.8.1 Community Outreach Program

The ADA Coordinator or other appointed City staff may develop and oversee the City's Community Outreach Program. The Community Outreach Program is designed to seek input from the public regarding the City's ongoing barrier removal efforts, depending on the community's response to the City's commitment of ongoing construction projects involving ADA upgrades. As part of its Community Outreach Program, the ADA Coordinator could hold annual community meetings for the first two years of the Compliance Period to discuss the City's Transition Plan and to help further identify new and existing physical barriers to access along the City's pedestrian rights of way. After the first two years of the Public Right of Way Access ADA Transition Plan, the ADA Coordinator (or designee) may hold additional community meetings at its discretion, but it is preferred that community meetings be held at least once every five years.



3.8.2 Public Participation

City of Moreno Valley residents will be able to take advantage of the following outreach efforts:

- **Outreach to Persons with Visual Impairments:** The ADA Transition Plan can be made available to persons who are visually impaired via large print text document and Braille master copy. Persons with visual impairments who have access to software that converts text to audio will be provided the document via e-mail, computer disk or CDs. The California Access News has a free telephone reader service for individuals who are blind or with visual impairments that includes information on the ADA Transition Plan.
- **Consumer Survey:** A study team may develop and distributed a pedestrian and disabled access consumer survey to identify hotspot locations or physical barriers to walking.
- **Press Releases:** A study team may create and distributed press releases to cover the following topics: project kick-off, consumer surveys, transportation fairs and updates to the ADA Transition Plan.
- **Web Site:** A City of Moreno Valley web site has been created to disseminate information about the City's ADA activities, ADA links and updates to the Transition Plan.
- **Public Workshop:** The ADA Coordinator can hold a public community outreach workshop on barrier removal efforts. The City's residents will be able to submit formal comments about this effort, either in written form or at a public workshop.

3.9 ADA Accommodation

The City has listed the accommodation procedures (within public right-of-way) below, providing for prompt and equitable resolution of complaints alleging any action that would be prohibited by Title II. The City's ADA Accommodation and Complaint/Grievance Form with related procedures and information are contained in Exhibit 1, and the City's ADA web page.

The accommodation request should be made and include the name, address and telephone number of the individual requesting the accommodation (see Exhibit 1 for ADA Accommodation and Complaint/Grievance Form). The request should contain the location of the program, service, activity, or facility where the accommodation is required and a description of why the accommodation is needed.

Complete the form and submit it to:

ADA Coordinator
Mr. Mark Sambito³
City of Moreno Valley
14177 Frederick Street
Moreno Valley, CA 92552-0805
951.413.3120 (phone)
951.413.3158 (fax)

Within thirty (30) calendar days of the written request, the ADA Coordinator or the ADA Project Administrator will respond to the individual filing the complaint. If the response does



not satisfactorily resolve the issue, the individual making the request may file a formal grievance with the City Manager's office. All requests for accommodation received by the ADA Coordinator or ADA Project Administrator will be kept by the City of Moreno Valley for at least three (3) years.

3.9.1 Filing an ADA Complaint/Grievance

This procedure is established to meet the requirements of the Americans with Disabilities Act (ADA). It may be used by those who wish to file a request for barrier removal or a complaint alleging discrimination on the basis of the disability as it relates to facilities or lack thereof within the public right-of-way in the City of Moreno Valley.

Step 1 – The Written Complaint/Grievance: The complaint should be in writing and contain information about the alleged barrier or discrimination such as name, address and phone number of the complainant and location, date and description of the problem (ADA Accommodation and Complaint/Grievance Form see Attachment 1 for filing)¹. Alternative means of filing complaints will be made available for persons with disabilities upon request. Contact the ADA Coordinator to request this information in an alternate format or the "Request for Accommodation and Complaint/Grievance" form. The form should be submitted by the petitioner as soon as possible, but no later than ninety (90) calendar days after the alleged violation (or discovery thereof) to:

ADA Coordinator
Mr. Mark Sambito³
City of Moreno Valley
14177 Frederick Street
Moreno Valley, CA 92552-0805
951.413.3120 (phone)
951.413.3158 (fax)

Step 2 – Meeting with the ADA Coordinator: Within thirty (30) calendar days of the written complaint, the ADA Coordinator will contact the complainant to discuss the complaint and possible resolutions.

Within thirty (30) calendar days after the meeting, the ADA Coordinator or the ADA Project Administrator will respond in writing or in a format accessible to the complainant. The response will explain the position of the City of Moreno Valley and offer options for resolution of the complaint.

Step 3 – Appeal to the City Manager: If the response by the ADA Coordinator or the ADA Project Administrator does not satisfactorily resolve the issue, the complainant may appeal the decision, within fifteen (15) calendar days after receipt of the response, to the City Manager or an appointed representative.

Within fifteen (15) calendar days after receipt of the appeal, the City Manager, or an appointed representative, will meet the complainant to discuss the complaint and possible resolutions. Within fifteen (15) calendar days after the meeting, the City Manager, or an appointed representative, will respond in writing or in a format accessible to the complainant

of final resolutions to the complaint.

All written request received by the ADA Coordinator or the ADA Project Administrator, appeals to the City Manager, and responses from the ADA Project Administrator and the City Manager, will be kept by the City of Moreno Valley for at least three (3) years.

3.9.2 Funding Allocations for Barriers Removals Addressed in Accommodation and Complaint/Grievance Filings

In responding to request(s) for structural improvement brought through the ADA Accommodation and Complaint/Grievance process, the ADA Coordinator and the ADA Project Administrator are limited to the funds in The Fund budget. In the event that these allocated funds are insufficient or already spent, subsequent improvements will be prioritized and scheduled in subsequent fiscal years, or the City Maintenance and Operations Division may do interim correction until such time as funding is available.

3.10 Monitoring and Tracking

The ADA Coordinator or the ADA Project Administrator should:

- Coordinate inspection of curbs, access ramps, sidewalks and traffic signals¹ installation to ensure that they are constructed or reconstructed properly and within acceptable tolerances; and
- Ensure that all curbs, access ramps, sidewalks and traffic signals¹ installed by the City or by others (under permit) are logged in the City's database; and
- In conjunction with the ADA Coordinator's or the ADA Project Administrator's annual activities report for the ADA Access Advisory Committee and/or the City Manager, supplying information on the various activities to comply with the *Public Right of Way Access ADA Transition Plan*. Annual Budget reports concerning ADA expenditures, for a minimum period of 3 years beyond the formal adoption of this document, shall be published on the City's website within 120 days of the new fiscal year and made available upon request.

Annual Report

At the conclusion of each fiscal year until the end of the Compliance Period, the City's ADA Coordinator may provide a report ("Annual Report") to the City Council describing the actual work done to implement this Transition Plan during the previous twelve months and a prospective plan of projects the City plans on undertaking to improve access to pedestrian rights-of-way in the upcoming year. The Annual Report, for a minimum period of 3 years beyond the formal adoption of this document, will be completed within one hundred and twenty (120) days from the end of the fiscal year and will include:

- A summary or listing of all written complaints or requests for removal of particular barriers received since the prior report, including information specifying whether the City has taken action to remove the barrier.
- Summaries of work done to ensure access and/or remove access barriers in conjunction with asphalt overlay projects, projects completed with other available funds and projects completed with The Fund.
- A list of all barriers, if any, for which the City asserts that it has a Statutory Defense excusing installation of a compliant curb ramp, sidewalks or removal of an access



barrier. If the City asserts that it has a Statutory Defense that limits its ability to remove a barrier or to install a curb ramp, or sidewalks that meets all current standards, the City will include in the report a written statement by the City Engineer (or his or her designee) providing the reasons for reaching that conclusion. To the extent that the City claims that installation of a fully compliant curb ramp, sidewalks, traffic signal¹ or removal of an existing barrier would be an Undue Burden, the written statement will include his or her consideration of all resources available from The Fund and any other source of funding set forth in this Agreement as available for the removal of access barriers.

- Information regarding the removal of barriers along the public right-of-way from the City Engineer.
- Information describing efforts made by the City or Advisory Committee to leverage additional programs or funding sources to install compliant curbs, access ramps, sidewalks or remove access barriers in the public right-of-ways.
- Information regarding efforts at Community Outreach, and any action being taken as a result of such community outreach.

4.0 THE CITY'S OTHER TRANSITION PLAN

This transition plan relates solely to Curb (Access) Ramps, Sidewalks, and other pedestrian access ways within the Public Right Of Way. (ADA Rules, Title 28 CFR, Section 35.150 (d) (2).)

4.1 Buildings and Facilities Transition Plan

The City has already completed an "Americans with Disabilities Act of 1990 Transition Plan for Title II Compliance" program for equal access to public programs, services, and facilities which include existing building facilities and new building construction. The Transition Plan was approved by City Council on January 10, 1995. For more detail information on this Transition Plan, contact the Building Official at the City's Building and Safety Division. The Transition Plan was prepared and implemented in accordance with the ADA Title II requirements. (ADA Rules, Title 28 CFR, Section 35.150 (d) (3)).

In 2002, the United States Court of Appeals for the Ninth Circuit, whose jurisdiction includes California, held for the first time that sidewalks constitute a service, program, or activity of a city and sidewalks are therefore subject to the ADA Title II program accessibility regulations. *Barden v. Sacramento*, 292 F.3d 1073 (9th Cir.2002). Before this ruling it was unclear if local government transition plans should address barrier removal from sidewalks, other than missing or unsafe curb ramps. This Right of Way Access ADA Transition Plan is an extension of the above mentioned Plan to address any deficiencies within the City's adopted 1995 ADA Transition Plan dealing specifically within the Public right-of-way.

5.0 DEFINITIONS

As used in this Transition Plan (Plan), the following terms shall have the meaning ascribed to them in this Section, which are consistent with the provisions of existing federal and state law, including the regulations promulgated there under. Except to the extent expressly stated to the contrary, any term not expressly defined in this Section or elsewhere in this Transition Plan that has an expressly defined meaning in either the ADA or the regulations promulgated there under ("Regulations") shall have the meaning ascribed to it by the ADA or the Regulations, in that order of preference. All other terms shall be interpreted according to their plain and ordinary meaning.

ADA/ADAAG: "ADA" means and refers to the Americans with Disabilities Act as contained at 42 U.S.C. § 12101 et seq. "ADAAG" means and refers to the Americans with Disabilities Act Access Guidelines, codified at Appendix A to 28 Code of Federal Regulations part 36 and at Appendix A to 49 Code of Federal Regulations part 37. "ADAAG Standards" means and refers to physical conditions that meet the new construction and/or alterations standards set forth in ADAAG.

Annual Report: "Annual Report" means, a report of the previous fiscal year activities and accomplishments (within 90 days) after the new fiscal year. The report should include such information as to the completion of access ramps, sidewalk, other barrier replacements or upgrades to meet the ADA requirement; accomplishment of the previous year and other information as to the long term progress of the ADA program.

Access Ramp: "Access Ramp" is used interchangeably with "curb cut or curb ramp."

Barriers: "Barriers" means and refers to curbs, access ramps and sidewalks that do not meet the ADAAG standard requirements for ADA accessibility or as noted herein.

Compliance Period: "Compliance Period" means and refers to the period of time for which this Transition Plan will be in effect. The Transition Plan shall become effective upon Final Approval, and remain in effect for up to 30 years. The City may dissolve the Transition Plan at any time upon a showing that it provides access to Pedestrian Rights of Way or upon a showing that it has met or exceeded the monetary obligations specified in this Transition Plan. Alternatively, the Transition Plan will remain in effect until it dissolves automatically 30 years after Final Approval.

Compliant Curb Ramp: "Compliant Curb Ramp" means and refers to a curb ramp that is constructed to comply with state and/or federal law (whichever provides the higher access standard) in place at the present (today's) standards. In the case of a location where it is Structurally Impracticable or Technically Infeasible to build a fully compliant curb ramp, or where construction of a fully compliant curb ramp would constitute a Fundamental Alteration

of a service, program, or activity of the City of Moreno Valley or an Undue Burden on the City of Moreno Valley, a curb ramp that complies with access standards, or was constructed to the standards existing at the time of construction, or to the maximum extent feasible, will constitute a Compliant Curb Ramp as long as the requirements set forth in this Transition Plan for justifying the reasons for the City to avoid full compliance are met.

Curb Ramp: “Curb Ramp” is used interchangeably with “curb cut or access ramp.”

Detectable Warnings: “Detectable Warnings” means and refers to truncated domes which provide a tactile surface at the transition between the curb and the street, assisting pedestrians with Vision Disabilities in determining when they enter the street.

Final Approval: “Final Approval” means and refers to the date when the City Council approves the “Public Right of Way Access Americans with Disabilities Act (ADA) Transition Plan” for the City of Moreno Valley.

Fundamental Alteration: “Fundamental Alteration” means and refers to an action that, if taken by the City of Moreno Valley, would result in a fundamental alteration in the nature of the service, program or activity of Pedestrian Rights of Way in the City of Moreno Valley. If the City claims that any action otherwise required by this Transition Plan would constitute a Fundamental Alteration, the City shall have to demonstrate that such alteration would result, and the decision that an action would constitute a Fundamental Alteration, after considering all funds available for such work, and must be accompanied by a written statement of the reasons for reaching that conclusion.

Mobility Disability: “Mobility Disability” means and refers, with respect to an individual, to any physical or mental impairment or condition that substantially limits an individual’s ability to move his or her body or a portion of his or her body and includes, but is not limited to, orthopedic and neuromotor disabilities and any other impairment or condition that limits an individual’s ability to walk, maneuver around objects, ascend or descend steps or slopes, and operate controls. An individual with a Mobility Disability may use a wheelchair or motorized scooter for mobility, or may be Semi-Ambulatory.

Pedestrian Rights of Way: “Pedestrian Rights of Way” means and refers to all sidewalks and access paths over which the City of Moreno Valley has responsibility or authority, as well as all curb ramps and crosswalks serving such sidewalks and any other pathways used by pedestrians along public rights of way.

Statutory Defenses: “Statutory Defenses” means and refers to the City’s right to assert under this Transition Plan that removal of any barrier or installation of a Compliant Curb Ramp is not required because such barrier removal or curb ramp installation would be Technically Infeasible, or Structurally Impracticable, or that it would constitute an Undue Burden or Fundamental Alteration.

Structurally Impracticable: “Structurally Impracticable” means and refers to circumstances in which the unique characteristics of terrain prevent the incorporation of accessibility features. If it is structurally impracticable to provide full access at any location along



pedestrian rights of way, the City shall comply with access requirements to the extent that it is not structurally impracticable to do so. (See ADAAG § 4.1.1(5) (a)).

Technically Infeasible: “Technically Infeasible” means, with respect to an alteration of a facility or Public right-of-way, that it has little likelihood of being accomplished because existing physical or site constraints or a lack of public right-of-way prohibit modification or addition of elements, spaces, or features which are in full and strict compliance with the minimum requirements for new construction and which are necessary to provide accessibility (See ADAAG § 4.1.6(1) (j)).

Third-Party Entity: “Third-Party Entity” means an entity other than the City of Moreno Valley that controls certain barriers or elements of barriers in a Pedestrian Rights of Way. Transit agencies and local utilities are examples of Third Party Entities.

Title 24: “Title 24” means and refers to the regulations set forth at Title 24 of the California Code of Regulations.

Transit: Bus Routes.

Transit Centers: Bus stop locations.

Undue Burden: “Undue Burden” means and refers to an action that, if taken by the City of Moreno Valley, would result in an undue financial and administrative burden. In order to demonstrate that removal of a barrier would constitute an Undue Burden, after considering all resources available from the ADA Access Fund, and any other source of funding identified in this Agreement available for removal of sidewalk barriers, and must be accompanied by a written statement of the reasons for reaching that conclusion. In preparing such a statement, it may consider the usability of the existing facilities.

6.0 ABBREVIATIONS

ADA:	Americans with Disabilities Act
ADAC	ADA Coordinator
ADAPA:	ADA Project Administrator
ADAAG:	ADA Accessibility Guidelines
ADAAAC:	ADA Access Advisory Committee
ADAAAB:	ADA Accessibility Appeals Board
UFAS:	Uniform Federal Access Standards



Sample: Cost Estimate Tables

Three tables will be created upon completion of the self-evaluation process²: one for curb ramp, one for sidewalks and other for ADA facilities.

TABLE 1
Curb Ramp Program Status Totals³

<u>Priority</u>	<u>Survey Date</u>	<u>Intersection</u>	<u>Score</u>	<u>Total Cost Estimate</u>	<u>Comments</u>
No.		Corner (NW/SW)	0-100 or A-F		New Construction (No Ramp) / Reconstruction (Non-compliant)
TOTALS					

TABLE 2
Sidewalks Program Status Totals³

<u>Priority</u>	<u>Survey Date</u>	<u>Location (Street Name)</u>	<u>Score</u>	<u>Total Cost Estimate</u>	<u>Comments</u>
No.		Side of Street (N/S/E/W)	0-100 or A-F		New Construction (No Sidewalks)
					Reconstruction (Non-compliant)
TOTALS					



TABLE 3
Other ADA Facilities Program Status Totals³

<u>Priority</u>	<u>Survey Date</u>	<u>Location (Street Name)</u>	<u>Score</u>	<u>Total Cost Estimate</u>	<u>Comments</u>
No.		(Intersection)			New Construction
					Reconstruction (Non-compliant)
TOTALS					

Other ADA devices/facilities within the public right-of-way to be tracked would be:

- Pedestrian push button relocation
- Install raised dome pads for the blind
- Bus stop pad not ADA compliant
- Additional audible devices for the blind
- Additional visual devices for the seeing impaired
- Crosswalk markings/realignment/legends



Sample: Summaries from the City (Access Ramp) Database

TABLE 4
Phase II (Access Ramp) Status by Land Use Area

Land Use Area	Total Locations ¹	No ³ or Non-Compliant ⁴ Ramp
Tier 1: Transit Facilities	XXX	XXX
Tier 2: Public Facilities	XXX	XXX
Tier3: Public Accommodations	XXX	XXX
Tier4/5: Other	XXX	XXX
TOTALS	XXXX	XXXX

Notes:

1. Number of Possible Locations by Land Use (Tiers 1-4)
2. Number of ADA Compliant Ramp Locations (Curb Ramps to be Retained by the City) by Land Use (Tier 1-4)
3. Number of No Curb Ramp Locations (Where New Curb Ramps Will be Constructed) by Land Use (Tiers 1-4)
4. Number of Non-Compliant Ramp Locations (Where Existing Curb Ramps Will be Replaced) by Land Use (Tiers 1-4)

For the above table the same type of statistical summaries can be created for sidewalk, barriers, and other ADA requirements/devices from the City's databases.

TABLE 5
Sample: Field Inventory by Location (Access Ramps) with Cost Report Table

Priority	Tier	Location		Average Score	Correction	Correction Date	Estimated Cost
		Intersection Location Name	Land Use	Average of all ramps	Recommended Correction	Completed or anticipated date	Approximate cost per location

*** The above sample tables may be modified to suit particular applications.**

City of City of Moreno Valley
ADA Request for Accommodation and Complaint/Grievance Form



PUBLIC WORKS DEPARTMENT

WITHIN THE PUBLIC RIGHT OF WAY

AMERICANS WITH DISABILITIES ACT (ADA) AND TITLE 24 DISABILITY ACCESS
STANDARDS ACCOMMODATION AND COMPLAINT/GRIEVANCE FORM

This FORM is for deficiencies within the Public Right-of-Way. For all other ADA/Title 24 related issues please see the COMMUNITY DEVELOPMENT, Building & Safety Division Form.

Check One: Accommodation (Initial Request) Complaint/Grievance (Follow-up Request)

Person Responsible for Request _____

Contact Person for Requesting Party _____

Street Address & Apt. No.: _____

City: _____ State: _____ Zip: _____

Phone: (_____) _____

E-mail: _____
Circle preferred Method of Contact (US Mail, telephone, e-mail, other)

Please do not contact me personally (see contact-person information above).

Please specify any location(s) related to the request:

Please provide a complete description of the specific request:

Please attach additional pages, photographs, sketches or other information as necessary.

Signature: _____ Date: _____

Name: _____

RETURN THIS FORM TO:
City of Moreno Valley
Risk Management: ADA Coordinator
14177 Frederick Street
P.O. Box 88005
Moreno Valley, CA 92552-0805

Upon request, reasonable accommodation will be provided to assist in completing this form or copies of the form will be provided in alternative formats.

Contact the ADA Coordinator at the address listed below or via telephone (951) 413-3020.

Rev. 09.16.2014

14177 Frederick Street, P.O. Box 88005, Moreno Valley, California 92552-0805

ATTACHMENT A

Database Summaries of the City's self-evaluation reviews, within the public Right of Way, for deficiencies of access ramps, sidewalk, traffic equipment and other pathways, and progress by Fiscal Year activities that require construction/reconstruction to become ADA compliant.

Database Summaries³:

Tier1

Total Intersection Locations Reviewed: 202
Total Intersection Corners/Ramps: 633
Total Approximate Construction Correction Cost: \$3,947,250

Tier2

Total Intersection Locations Reviewed: 623
Total Intersection Corners/Ramps: 1467
Total Approximate Construction Correction Cost: \$8,609,250

Tier3

Total Intersection Locations Reviewed: 287
Total Intersection Corners/Ramps: 737
Total Approximate Construction Correction Cost: \$4,358,000

Construction Activities FY 10-11

- 41 intersections upgraded to current ADA standards
- 92 ramps reconstructed/constructed
- Approximately 108,000 square feet of in-fill sidewalk has been constructed
- Total Approximate Construction Cost: \$265,100

Construction Activities FY 11-12

- 41 intersections upgraded to current ADA standards
- 122 ramps reconstructed/constructed
- Approximately 110,513 square feet of in-fill sidewalk has been constructed
- Total Approximate Construction Cost: \$389,800

Construction Activities FY 12-13

- 28 intersections upgraded to current ADA standards
- 67 ramps reconstructed/constructed
- Approximately 112,000 square feet of in-fill sidewalk has been constructed
- Total Approximate Construction Cost: \$207,100

Construction Activities FY 13-14

- 28 intersections upgraded to current ADA standards
- 57 ramps reconstructed/constructed
- Approximately 97,300 square feet of in-fill sidewalk has been constructed
- Total Approximate Construction Cost: \$314,800

ATTACHMENT B

Access Ramp Improvements by Fiscal Year (2010-2014)

ACCESS RAMP IMPROVEMENTS FOR FISCAL YEAR 2010-2011

Location of Intersection	# of Intersection Corners	Tier Priority	Approx Correction Cost	Description of Work Done
Ardos St/ Fir Ave	2	Tier 3	\$4,800	Re-construct access ramps
Bion Dr/ Cottonwood Ave	2	Tier 1	\$8,800	Re-construct access ramps and minor sidewalk
Boeing St/ Vought St	3	Tier 4-5	\$10,800	New access ramps and adjacent sidewalk
Carnation Ln/ Hemlock Ave	2	Tier 4-5	\$8,800	Re-construct access ramps and minor sidewalk
Davis St/ Ironwood Ave	4	Tier 1	\$9,600	New access ramps
Davis St/ Manzanita Ave	2	Tier 4-5	\$4,800	Re-construct access ramps
Duckbill Rd/ Manzanita Ave	2	Tier 4-5	\$4,800	Re-construct access ramps
Elsworth St/ Cactus Ave (SE)	1	Tier 3	\$4,400	New access ramps
Foreman Ave/ Fir Ave (south)	2	Tier 2	\$4,800	Re-construct access ramps
Harclare Dr/ Ironwood Ave	2	Tier 1	\$4,800	Re-construct access ramps
Indian St/ Alessandro Blvd	1	Tier 1	\$4,400	Re-construct access ramps
Indian St/ Dorner Dr	2	Tier 2	\$8,800	Re-construct access ramps and minor sidewalk
Kitching St/ Dorner Dr	2	Tier 1	\$4,600	Two new access ramps and two re-construct
Kitching St/ Alessandro Blvd (south)	2	Tier 1	\$8,000	Re-construct access ramps
Kitching St/ Brodiaea Ave (east)	3	Tier 2	\$8,000	Re-construct access ramps
Kitching St/ Cactus Ave (north)	2	Tier 3	\$3,600	Re-construct access ramps
Kitching St/ Dracaea Ave	4	Tier 2	\$9,600	Re-construct access ramps
Kitching St/ Eucalyptus Ave	4	Tier 1	\$9,600	Re-construct access ramps and minor sidewalk
Kitching St/ Fir Ave (SW)	1	Tier 1	\$2,400	Re-construct access ramps
Kitching St/ Jonestown Dr (east)	2	Tier 2	\$6,000	Re-construct access ramps
Kitching St/ Santa Barbara St (west)	2	Tier 4-5	\$4,400	Re-construct access ramps
Kitching St/ Windjammer Dr (east)	2	Tier 2	\$6,000	Re-construct access ramps
Lasselle St/ Fir Ave	2	Tier 2	\$9,600	Re-construct access ramps
Laury Ln/ Fir Ave	4	Tier 3	\$4,800	Re-construct access ramps
Leahy Dr/ Hemlock Ave	2	Tier 1	\$14,500	Re-construct access ramps and minor sidewalk
McDonald St/ Vought St	4	Tier 4-5	\$7,200	New access ramps and adjacent sidewalk
Morrison St/ Dracaea Ave	2	Tier 2	\$5,300	Re-construct access ramps and minor sidewalk
Ninebark St/ Fir Ave	1	Tier 2	\$9,600	Re-construct access ramps
Oliver St/ Iris Ave (NW)	4	Tier 3	\$9,600	Re-construct access ramps
Orchid Ln/ Hemlock Ave	1	Tier 1	\$4,400	New access ramps and minor sidewalk
Ramsdell Dr/ Dorner Dr	1	Tier 1	\$4,400	Re-construct access ramps
Rio Grande Dr/ Delphinium Ave (north)	2	Tier 4-5	\$8,800	Re-construct access ramps
Rio Hondo Dr/ Cactus Ave	2	Tier 4-5	\$8,800	Re-construct access ramps and minor sidewalk
San Fernando St/ Kalmia St	2	Tier 4-5	\$4,400	Re-construct access ramps
San Fernando St/ Madonna Ct	2	Tier 4-5	\$4,400	Re-construct access ramps
San Fernando St/ Moreno Vista St	4	Tier 4-5	\$8,800	Re-construct access ramps
Shiray Ranch Rd/ Fir Ave (south)	2	Tier 1	\$4,800	Re-construct access ramps
Tamara Dr/ Fir Ave (SW)	2	Tier 2	\$2,400	Re-construct access ramps
Valley View HS entrance/ Dracaea Ave (north)	1	Tier 4-5	\$10,700	Re-construct access ramps and minor sidewalk
Velvetleaf St/ Fir Ave	2	Tier 3	\$4,800	Re-construct access ramps
Venetian Dr/ Quebrada Ct	2	Tier 4-5	\$4,400	Re-construct access ramps
Willow Tree Ave/ Fir Ave (north)	2	Tier 3	\$4,800	Re-construct access ramps
Total Intersections	Total Corners		Approx Total Cost	
41	92		\$265,100	

ACCESS RAMP IMPROVEMENTS FOR FISCAL YEAR 2011-2012

Location of Intersection	# of Intersection Corners	Tier Priority	Approx Correction Cost	Description of Work Done
Athens Drive/ Ironwood Ave	4	Tier 2	\$16,500.00	Re-construct access ramps
Back Wy/ Sunnymead Blvd	3	Tier 1	\$10,800	New access ramps and adjacent sidewalk
Barclay Dr/ Ironwood Ave	4	Tier 4-5	\$16,500.00	Re-construct access ramps
Day St/ Alessandro Blvd (north)	2	Tier 1	\$13,500.00	Re-construct access ramps
Day St/ Bay Ave	4	Tier 3	\$18,200.00	Re-construct access ramps
Day St/ Cottonwood Ave (south)	2	Tier 3	\$13,500.00	Re-construct access ramps
Day St/ Ironwood Ave	4	Tier 1	\$16,500.00	Re-construct access ramps
Day St/ Sherman Ave (east)	2	Tier 3	\$13,500.00	Re-construct access ramps
Elseworth St/ Adrienne Ave	2	Tier 2	\$3,800	Re-construct access ramps
Frederick St/ Sunnymead Blvd	2	Tier 1	\$7,200	New access ramps and adjacent sidewalk
Graham St/ Sunnymead Blvd	4	Tier 1	\$21,600	New access ramps and adjacent sidewalk, two at each corner
Heacock St/ Ironwood Ave	3	Tier 1	\$19,500	Re-construct two and build a new one
Heacock St/ Sunnymead Blvd	4	Tier 1	\$14,400	New access ramps and adjacent sidewalk
Holiday Inn/ Sunnymead Blvd	2	Tier 4-5	\$7,200	New access ramps and adjacent sidewalk
Indian St/ Sunnymead Blvd	4	Tier 1	\$14,400	New access ramps and adjacent sidewalk
Kiowa Dr/ Dracaea Ave	2	Tier 3	\$3,800	Re-construct access ramps
Kiowa Dr/ Kiowa Ct	2	Tier 4-5	\$3,800	Re-construct access ramps
Lakota Dr/ Pahute Dr	2	Tier 4-5	\$3,800	Re-construct access ramps
Lasselle St/ Margaret Ave	4	Tier 1	\$13,000	Re-construct all 4 access ramps
Lorraine Terrace/ Sunnymead Blvd	2	Tier 2	\$7,200	New access ramps and adjacent sidewalk
Moreno Valley Plaza/ Sunnymead Blvd	4	Tier 1	\$14,400	New access ramps and adjacent sidewalk
Old Country Rd/ Sunnymead Ranch Pky	4	Tier 2	\$9,500	Re-construct access ramps, two at one corner
Old Country Rd/ Willow Run Rd	3	Tier 2	\$5,700	Re-construct two, add one access ramps
Olive Wood Plaza Dr/ Sunnymead Blvd	2	Tier 1	\$7,200	New access ramps and adjacent sidewalk
Pan Am Blvd/ Adrienne Ave	2	Tier 2	\$3,800	Re-construct access ramps
Pan Am Blvd/ Aqueduct Wy	4	Tier 2	\$7,600	Re-construct access ramps
Pan Am Blvd/ Bay Ave	4	Tier 2	\$7,600	Re-construct access ramps
Pan Am Blvd/ Baywood Dr	4	Tier 4-5	\$7,600	Re-construct access ramps
Pan Am Blvd/ Cottonwood Ave	4	Tier 2	\$7,600	Re-construct access ramps
Pan Am Blvd/ Dracaea Ave (north)	4	Tier 2	\$7,600	Re-construct access ramps
Pan Am Blvd/ Eucalyptus Ave (south)	2	Tier 3	\$3,800	Re-construct access ramps
Pan Am Blvd/ Lakota Dr	4	Tier 4-5	\$7,600	Re-construct access ramps
Pan Am Blvd/ Pahute Dr	4	Tier 4-5	\$7,600	Re-construct access ramps
Perris Bl/ Sunnymead Blvd	2	Tier 1	\$7,200	New access ramps and adjacent sidewalk
Searson Dr/ Cottonwood Ave	2	Tier 3	\$3,800	Re-construct access ramps
Searson Dr/ Mantee Pl	2	Tier 2	\$3,800	Re-construct access ramps
Searson Dr/ Ormista Dr	2	Tier 2	\$3,800	Re-construct access ramps
Searson Dr/ Qualton Ct	2	Tier 2	\$3,800	Re-construct access ramps
Searson Dr/ Vallento Wy	2	Tier 4-5	\$3,800	Re-construct access ramps
SR-60 E/B On-Ramp/ Sunnymead Blvd	3	Tier 1	\$10,800	New access ramps and adjacent sidewalk
Village Rd (South)/ Sunnymead Ranch Pky	4	Tier 1	\$16,500.00	Re-construct access ramps
Total Intersections	Total Corners		Approx Total Cost	
41	122		\$389,800	

ACCESS RAMP IMPROVEMENTS FOR FISCAL YEAR 2012-2013

Location of Intersection	# of Intersection Corners	Tier Priority	Approx Correction Cost	Description of Work Done
Alessandro Plaza/ Alessandro Blvd (north)	3	Tier 1	\$6,700	Re-construct access ramps and minor sidewalk
Bencliff Ave/ Dracaea Ave	4	Tier 4-5	\$9,400	New access ramps
Birchwood Dr/ Dracaea Ave (south)	4	Tier 4-5	\$9,400	New access ramps
Elseworth St/ GoldenCrest Dr	3	Tier 1	\$6,700	Re-construct access ramps and minor sidewalk
Graham St/ Cottonwood Ave	4	Tier 1	\$15,600	Re-construct access ramps and minor sidewalk
Hillrose Ln/ Iris Ave	2	Tier 3	\$6,400	Re-construct access ramps
Hubbard St/ Ironwood Ave (north)	2	Tier 1	\$8,200	Re-construct access ramps
Indian St/ Alessandro Blvd	1	Tier 1	\$2,400	Re-construct access ramps
Indian St/ Ironwood Ave	2	Tier 3	\$8,200	Re-construct access ramps
Joann St/ Cottonwood Ave (north)	2	Tier 1	\$4,500	Re-construct access ramps and minor sidewalk
Kilgore St/ Ironwood Ave (north)	2	Tier 3	\$8,200	Re-construct access ramps
La Brisis Way/ John F. Kennedy Dr	3	Tier 2	\$15,200	New access ramp and minor sidewalk
Lasselle St/ Iris Ave (east)	2	Tier 1	\$8,000	Re-construct access ramps and minor sidewalk
Marigold Ln/ Ironwood Ave (south)	2	Tier 3	\$8,200	Re-construct access ramps
McDonalds (east)/ Alessandro Blvd	2	Tier 4-5	\$4,800	Re-construct access ramps
McDonalds (west)/ Alessandro Blvd	2	Tier 4-5	\$4,800	Re-construct access ramps
Moreno Beach Dr/ Eucalyptus Ave (east)	4	Tier 2	\$8,000	Re-construct access ramp
Nason St/ Cactus Ave (west)	2	Tier 2	\$6,400	One new access ramp and one re-construct
Nason St/ Delphinium Ave	2	Tier 3	\$6,400	New access ramps
Nason St/ Iris Ave	2	Tier 3	\$6,400	New access ramps
Perris Blvd/ Dracaea Ave (NE)	1	Tier 1	\$2,300	Re-construct access ramps
Perris Blvd/ Elder Ave	1	Tier 2	\$3,000	Re-construct access ramps and minor sidewalk
Perris Blvd/ Hemlock Ave	4	Tier 1	\$11,100	Re-construct access ramps and minor sidewalk
Perris Blvd/ Ironwood Ave (NW)	2	Tier 3	\$8,200	New access ramp and minor sidewalk
Perris Blvd/ SR-6- Westbound on-ramp	1	Tier 4-5	\$3,000	Re-construct access ramps and minor sidewalk
Tacoma St/ Dracaea Ave	4	Tier 4-5	\$9,400	New access ramps
Via Del Lago/ Iris Ave (south)	2	Tier 1	\$8,000	Re-construct access ramps
Zantar Ln/ Ironwood Ave (north)	2	Tier 3	\$8,200	Re-construct access ramps
Total Intersections	Total Corners		Approx Total Cost	
28	67		\$207,100	

ACCESS RAMP IMPROVEMENTS FOR FISCAL YEAR 2013-2014

Location of Intersection	# of Intersection Corners	Tier Priority	Approx Correction Cost	Description of Work Done
Center Plaza/ Centerpointe Ave	4	Tier 1	\$16,800	Re-construct Access ramp.
Chagall Ct/ Alessandro Blvd	2	Tier 1	\$20,400	Re-construct Access ramp.
Dilbeck Dr/ Cottonwood Ave	2	Tier 1	\$10,800	Re-construct Access ramp.
Ely Dr/ John F. Kennedy Dr	2	Tier 1	\$26,000	Re-construct Access ramp.
Indian St/ Manzanita Ave	2	Tier 1	\$5,400	Re-construct Access ramp.
Moreno Beach Dr/EB on-ramp	2	Tier 4-5	\$11,200	New access ramps.
Moreno Beach Dr/Eucalyptus Ave	3	Tier 2	\$16,800	New access ramps; revise one; new sidewalk.
Nason St / SR-60 EB on-Ramp	2	Tier 3	\$12,400	New access ramps.
Nason St / Target	2	Tier 4-5	\$12,400	New access ramps.
Nason St/ Fir Ave (north)	2	Tier 3	\$12,400	New access ramps; revise one; new sidewalk.
Nason St/ SR-60 EB off-ramp	2	Tier 3	\$12,400	Re-construct Access ramp.
Nason St/ SR-60 WB on/off-ramp	2	Tier 3	\$12,400	New access ramps; revise one; new sidewalk.
Patricia St/ Fay Ave	2	Tier 4-5	\$11,000	Re-construct Access ramp.
Patricia St/ Filaree Ave	4	Tier 4-5	\$16,500	Re-construct Access ramp.
Patricia St/ Gentian Ave	4	Tier 4-5	\$18,200	Re-construct Access ramp.
Patricia St/ Juanita Ave	2	Tier 4-5	\$12,400	Re-construct Access ramp.
Patricia ST/ Margaret Ave	2	Tier 4-5	\$11,400	Re-construct Access ramp.
Perris Blvd/Delphinium Ave	1	Tier 1	\$2,700	New access ramp and partial cross gutter.
Perris Blvd/Gentian Ave	1	Tier 1	\$4,200	New type II access ramp.
Perris Blvd/Globe View Rd	1	Tier 4-5	\$2,700	New access ramp
Perris Blvd/Krameria Ave	1	Tier 1	\$2,700	New access ramp
Perris Blvd/Nandina Ave	2	Tier 1	\$8,700	One ramp is new and one ramp is re-construct.
Perris Blvd/Northern Dancer Dr	1	Tier 1	\$4,200	Re-construct Access ramp.
Perris Blvd/Rivard Rd	2	Tier 4-5	\$8,700	One ramp is new and one ramp is re-construct.
Perris Blvd/Ross Distribution	1	Tier 4-5	\$4,200	Re-construct Access ramp.
Perris Blvd/San Michelle Rd	2	Tier 1	\$8,700	New access ramps and new sidewalk.
Perris Blvd/Santiago Dr	2	Tier 1	\$8,700	New access ramps; new sidewalk.
Ramsdell Dr/ Alessandro Blvd	2	Tier 1	\$20,400	Re-construct Access ramp.
Total Intersections	Total Corners		Approx Total Cost	
28	57		\$314,800	

ATTACHMENT C

Tier Ramp Evaluation Data (Tiers 1-3)

Tier 1 Ramp Evaluation Data

Priority	Tier 1 Intersection Location	Survey Date	Score: NEC	Score: SEC	Score: SWC	Score: NWC	Score: Average	Approx Correction Cost (\$)*
1	Cottonwood @ Jo Ann	01/20/2011	49			49	49.0	\$17,000
2	Lasselle FS College Dr. (Moreno Valley College)	01/20/2011	67	81		86	49.7	\$21,500
3	Cottonwood @ Dilbeck	12/08/2010	52			52	52.0	\$17,000
4	Cottonwood @ Bion	12/08/2010		52	52		52.0	\$17,000
5	Goldcrest @ Elsworth	01/25/2011	81	75	44	39	59.8	\$30,000
6	Centerpoint @ Center Plaza	02/22/2011	59	66	64	62	62.8	\$34,000
7	JFK @ Ely	01/04/2011	62	66			64.0	\$17,000
8	Cottonwood @ Graham	12/08/2010	63	64	68	63	64.5	\$34,000
9	Hemlock @ Leahy	01/27/2011	45	86	85	45	65.3	\$30,000
10	Nason FS Brodiaea	01/20/2011			81	50	65.5	\$15,000
11	Perris @ Hemlock	01/27/2011	67	68	73	54	65.5	\$25,500
12	Alessandro @ Alessandro Plaza	02/17/2011	69		69	62	66.7	\$32,000
13	Heacock @ Dracaea	02/01/2011	75	64	63	65	66.8	\$15,000
14	Alessandro @ Chara	02/17/2011	76			59	67.5	\$30,000
15	Alessandro @ Nason	12/02/2010	77	58	64	74	68.3	\$28,000
16	Heacock @ Bay	02/01/2011	71	75	57	70	68.3	\$21,500
17	Perris @ Gentian	02/03/2011	70	77		59	68.7	\$28,000
18	Krameria @ Perris	12/16/2010	83	78	42	73	69.0	\$32,000
19	Perris @ Cactus	02/10/2011	65	76	67	69	69.3	\$15,000
20	Alessandro @ Ramsdell	12/01/2010	67			72	69.5	\$24,250
21	Alessandro @ Old 215	11/18/2010	68	91	83	37	69.8	\$15,000
22	Alessandro @ Chagall	11/18/2010	69			73	71.0	\$13,000
23	Cottonwood FS Running Deer	12/08/2010	72			70	71.0	\$30,000
24	Heacock FS Fir	02/01/2011	69	69	73	75	71.5	\$13,000
25	Pigeon Pass FS Chambray	01/25/2011			71	73	72.0	\$30,000
26	Cottonwood FS Heacock	12/08/2010	62	85	65	76	72.0	\$28,000
27	Hemlock FS Indian	01/27/2011	73	69	72	74	72.0	\$28,000
28	Eucalyptus FS Memorial Way	01/06/2011	73	73	74	68	72.0	\$13,000
29	Cottonwood FS Rundell	12/08/2010	71			74	72.5	\$28,000
30	Fir FS Kitching	02/23/2011	88	81	41	80	72.5	\$28,000
31	Cottonwood FS Indian	12/08/2010	76	69	75	72	73.0	\$30,000
32	Cactus FS Graham	02/24/2011	86	69	55	84	73.5	\$26,000
33	Frederick FS Eucalyptus	01/06/2011	72	75	72	75	73.5	\$30,000
34	Perris FS Santiago	02/03/2011	77	83	67	67	73.5	\$28,000
35	Iris FS Kitching	01/19/2011	81	78	75	60	73.5	\$26,000
36	Ironwood FS Graham	01/11/2011	76	73	75	71	73.8	\$30,000
37	Iris FS Perris	01/19/2011	68	85	69	74	74.0	\$26,000
38	Manzanita NS Heacock	02/24/2011	70	80	72	74	74.0	\$30,000
39	Perris FS Nandina	02/03/2011	76	84	67	69	74.0	\$13,000
40	Alessandro FS Via Vargas	12/01/2010	70			79	74.5	\$28,000
41	Perris FS Delphinium	02/03/2011	69	80	78	71	74.5	\$26,000
42	Perris FS Cottonwood	02/10/2011	72	75	75	77	74.8	\$26,000
43	Heacock FS Eucalyptus	02/01/2011	70	74	73	83	75.0	\$13,000
44	Alessandro NS Country Squire (26871 Alessandro)	02/17/2011		75	75		75.0	\$28,000
45	Cottonwood NS Frederick	01/20/2011	77	74	84	66	75.3	\$13,000
46	JFK FS Paige	01/04/2011		73	78		75.5	\$26,000
47	Perris FS Brodiaea	02/10/2011	72	78	76	77	75.8	\$26,000
48	Perris FS Fir	02/15/2011	77	74	77	75	75.8	\$26,000
49	Fir/Shiray Ranch	02/23/2011	79	80	73	71	75.8	\$26,000
50	Perris FS Sunnymead	02/15/2011	70	72	78	84	76.0	\$26,000
51	Eucalyptus FS Day	02/22/2011	73	81	76	74	76.0	\$26,000
52	JFK FS Perris	01/04/2011	76	82	78	70	76.5	\$26,000
53	Hemlock FS Heacock	01/27/2011	81	75	73	78	76.8	\$28,000
54	JFK NS Pepper	01/04/2011	68	80	82	78	77.0	\$26,000
55	Krameria FS Saddlebrook (Seattle Slew)	12/16/2010	75	86	71	77	77.3	\$26,000
56	Krameria FS Lasselle	12/16/2010	72	80	83	74	77.3	\$26,000
57	Alessandro FS Perris	12/01/2010	71	87	79	72	77.3	\$30,000
58	Perris FS San Michelle	02/03/2011	87	86	68	68	77.3	\$26,000
59	Perris FS Dracaea	02/10/2011	73	72	78	87	77.5	\$28,000
60	Perris FS Eucalyptus	02/15/2011	83	72	68	87	77.5	\$13,000
61	Ironwood NS Harclare	01/13/2011		77	78		77.5	\$22,250
62	Nason NS Cottonwood	01/20/2011	74	77	69	91	77.8	\$26,000
63	Heritage FS Towngate	02/22/2011	73	80	77	81	77.8	\$26,000
64	Lasselle FS Casa Encantador	01/20/2011	76	79	78	78	77.8	\$26,000
65	Eucalyptus FS Lasselle	02/17/2011	79	71	80	82	78.0	\$13,000
66	Pigeon Pass FS Sonnet	01/25/2011	75	81			78.0	\$13,000
67	Cottonwood FS Rockcrest	12/08/2010		80	77		78.5	\$13,000

*Construction only - Does not include soft cost (design, admin, etc.)

Tier 1 Ramp Evaluation Data

Priority	Tier 1 Intersection Location	Survey Date	Score: NEC	Score: SEC	Score: SWC	Score: NWC	Score: Average	Approx Correction Cost (\$)*
68	Day FS Campus Parkway	01/06/2011	80	77			78.5	\$26,000
69	Pigeon Pass NS Ironwood	01/25/2011	78	79	78	80	78.8	\$13,000
70	Iris Opp Wedow	01/19/2011	77			81	79.0	\$13,000
71	Gentian FS Casa Grande	02/15/2011	82			76	79.0	\$21,500
72	Manzanita FS Indian	02/24/2011	68	85	84		79.0	\$26,000
73	Perris FS Filaree	02/03/2011	84	83	75	76	79.5	\$13,000
74	Moreno Beach FS Championship	12/02/2010	77	82			79.5	\$13,000
75	Iris FS Bluechip	01/19/2011	80			80	80.0	\$13,000
76	Lasselle FS Arroyo Park	12/15/2010		77	83		80.0	\$26,000
77	Eucalyptus FS Kitching	02/01/2011	77	75	80	89	80.3	\$19,500
78	Iris FS Indian	01/20/2011	84	74		83	80.3	\$19,500
79	Frederick FS Towngate	01/06/2011		78	84	79	80.3	\$26,000
80	Cottonwood FS Moreno Way	01/20/2011	80	79	83	80	80.5	\$13,000
81	JFK FS Heacock	01/04/2011	81	80			80.5	\$26,000
82	Alessandro FS Day	02/17/2011	87	78	71	87	80.8	\$26,000
83	Ironwood FS Bayless	01/11/2011	77	84	83	79	80.8	\$26,000
84	Alessandro FS Graham	11/18/2010	86	79	80	78	80.8	\$26,000
85	Old Lake FS Sunnymead Ranch	01/25/2011	82	85	79	77	80.8	\$26,000
86	Moreno Beach FS Via Del Lago	12/07/2010	83	77	77	87	81.0	\$26,000
87	Alessandro FS Elsworth	11/04/2010	83	77	86	78	81.0	\$26,000
88	Iris FS Oliver (Opp. Kaiser Hospital)	12/07/2010	89	89	92	54	81.0	\$13,000
89	Ironwood FS Kristen	01/11/2011		80	82		81.0	\$13,000
90	Krameria NS Camino Juanito	12/16/2010	81	81	79	84	81.3	\$26,000
91	Perris FS Bay	02/10/2011	78	82	83	82	81.3	\$26,000
92	Iris at Kaiser Hospital	12/07/2010	82			81	81.5	\$13,000
93	Alessandro FS Heacock	12/01/2010	85	88	78	75	81.5	\$26,000
94	Cottonwood FS Dunhill	12/08/2010		79	84		81.5	\$13,000
95	Iris FS Rancho Del Lago	01/19/2011		79	84		81.5	\$13,000
96	Perris FS Slate Creek	02/03/2011	82	81			81.5	\$13,000
97	Ironwood FS Heacock	01/11/2011	82		83	80	81.7	\$19,500
98	Hemlock FS 24318 I-Hop Driveway (Davis)	01/27/2011	84		82	79	81.7	\$19,500
99	Heritage FS Town Circle	02/22/2011		80	82	84	82.0	\$19,500
100	Alessandro FS Frederick	10/21/2010	88	80	77	83	82.0	\$26,000
101	Kitching FS Ivory	01/04/2011	81	83	82	82	82.0	\$26,000
102	Kitching FS Campanilla	01/04/2011	85	79			82.0	\$13,000
103	Pigeon Pass FS Old Lake	01/25/2011	77	80	86	86	82.3	\$26,000
104	Indian FS Jonna	10/14/2010			83	82	82.5	\$13,000
105	Alessandro NS Courage	11/18/2010	84			81	82.5	\$13,000
106	Eucalyptus NS Ninebark	02/17/2011	84	82	81	83	82.5	\$26,000
107	24490 Sunnymead FS Indian	02/22/2011	85	73	91	81	82.5	\$20,250
108	Pigeon Pass FS Western Ridge	01/25/2011	81	79		88	82.7	\$19,500
109	Iris FS Los Cabos	01/19/2011	86		82	80	82.7	\$19,500
110	Alessandro FS Flaming Arrow	02/17/2011	82	87	73	89	82.8	\$26,000
111	Lasselle FS Via De Anza/Rancho Verde	12/15/2010	80	86	82	83	82.8	\$26,000
112	Lasselle Opp. Margaret	09/16/2010			83	83	83.0	\$13,000
113	Krameria FS Windbreak	12/16/2010	85			81	83.0	\$13,000
114	Ironwood FS Davis	01/13/2011	89			77	83.0	\$13,000
115	Ironwood FS Weller	01/13/2011	89	76	82	85	83.0	\$26,000
116	Sunnymead Ranch /Village (West)	02/24/2011	84	79	84	85	83.0	\$26,000
117	Hemlock NS Lamos	01/27/2011		85	81		83.0	\$13,000
118	Ironwood FS Gary Ct.	01/11/2011		84	82		83.0	\$13,000
119	Lasselle FS Cremello	12/15/2010	80	86			83.0	\$13,000
120	Lasselle NS Cahuilla	12/15/2010	85	81			83.0	\$13,000
121	Iris FS Patata/La Fortuna	01/19/2011	82	85	86	80	83.3	\$26,000
122	Pigeon Pass FS Cougar Canyon	01/25/2011	83	82		85	83.3	\$19,500
123	Goldencrest FS Veterans	01/25/2011			84	83	83.5	\$13,000
124	Gentian NS Hugo	02/15/2011	85			82	83.5	\$13,000
125	Cottonwood FS Festival	12/08/2010	86			81	83.5	\$13,000
126	Towngate FS Southgate	02/24/2011	90	74	79	91	83.5	\$14,500
127	JFK FS Rio Grande	01/04/2011	85	78	88	83	83.5	\$26,000
128	Lasselle FS Rojo Tierra	12/15/2010	90	88	78	78	83.5	\$26,000
129	Day FS Canyon Springs Parkway	01/06/2011	83	84			83.5	\$13,000
130	Pigeon Pass FS Sea Brook	01/25/2011	83	84			83.5	\$13,000
131	Lasselle FS Via Xavier	12/15/2010	87	87	77	84	83.8	\$26,000
132	Sunnymead Ranch/Covey NS Perris	02/15/2011	85	86	80	84	83.8	\$26,000
133	Perris FS Atwood	02/10/2011	83	83	86	83	83.8	\$26,000
134	Eucalyptus FS Morrison	01/13/2011	85	82	84	85	84.0	\$26,000
135	Frederick FS Dracaea	01/06/2011	80	88	83	85	84.0	\$26,000

*Construction only - Does not include soft cost (design, admin, etc.)

Tier 1 Ramp Evaluation Data

Priority	Tier 1 Intersection Location	Survey Date	Score: NEC	Score: SEC	Score: SWC	Score: NWC	Score: Average	Approx Correction Cost (\$)*
136	231631 Sunnymead Blvd. NS Moval Plaza	12/09/2010	83	83	86	85	84.3	\$26,000
137	JFK FS Thyme	01/04/2011	84	81	87	85	84.3	\$26,000
138	Perris FS Northern Dancer	02/03/2011	81	88	84	84	84.3	\$26,000
139	Nason FS Dracaea	01/20/2011	87		88	80	84.5	\$26,000
140	Gentian FS Fronterra	02/15/2011		82	87		84.5	\$13,000
141	Ironwood Opp. Webb	02/15/2011		86	83		84.5	\$13,000
142	Iris FS Grande Vista	12/07/2010		87	85	82	84.7	\$19,500
143	Box Springs Rd NS Clark	01/11/2011	85			85	85.0	\$13,000
144	Gentian FS La Cresta	02/15/2011		84	86		85.0	\$13,000
145	Lasselle FS Galt Way	02/15/2011	86	84			85.0	\$13,000
146	Lasselle FS Kentucky Derby	12/15/2010	87	83			85.0	\$13,000
147	Ironwood NS Tabor	01/13/2011	84			87	85.5	\$13,000
148	Krameria FS Calle Aurora	12/16/2010	87			84	85.5	\$13,000
149	Lasselle FS Avenida De Plata	12/15/2010			87	84	85.5	\$13,000
150	Centerpoint at 12625 Burlington Coat Factory	02/22/2011	86	84	86	86	85.5	\$26,000
151	Krameria FS Kitching	12/16/2010	85	85	86	86	85.5	\$26,000
152	Indian FS Delphinium	10/07/2010	93	88	77	84	85.5	\$20,250
153	Eucalyptus FS Nason	01/13/2011	88	86	86	82	85.5	\$26,000
154	Box Springs OPP Pine Cone Lane	01/06/2011	85			87	86.0	\$13,000
155	Indian FS JFK	10/14/2010	87	86	86	85	86.0	\$26,000
156	Box Springs FS Douglasias	01/11/2011	83	88	89	84	86.0	\$26,000
157	Day FS Gateway Dr.	01/06/2011	87	85			86.0	\$13,000
158	Gentian FS Lasselle	09/30/2010	82	90	83	90	86.3	\$14,500
159	Moreno Beach FS Cactus	12/02/2010	79	88	90	88	86.3	\$20,250
160	Iris FS Lasselle	09/30/2010	86	86	86	87	86.3	\$26,000
161	Alessandro FS Kitching/ Library	12/01/2010	85	91	85	84	86.3	\$20,250
162	Alessandro NS Lasselle	12/01/2010	84	86	93	82	86.3	\$20,250
163	Hemlock/Marigold	01/27/2011	86			87	86.5	\$13,000
164	Cactus FS Lasselle	01/20/2011	85	83	89	89	86.5	\$26,000
165	Eucalyptus FS Arbor Park Ln.	01/06/2011	89	88	84	85	86.5	\$26,000
166	Lasselle FS Camino Quintana	12/15/2010		86	87		86.5	\$13,000
167	Eucalyptus FS Fir	01/13/2011	86	88	87	86	86.8	\$26,000
168	Perris NS Manzanita	02/15/2011	85	89	87	86	86.8	\$26,000
169	Iris FS Coachlight/ Avenida De Circo	12/07/2010	88	88	90	81	86.8	\$20,250
170	Perris FS Myers	02/10/2011			83	91	87.0	\$7,250
171	Krameria FS Emma	12/16/2010	85			89	87.0	\$13,000
172	23346 Sunnymead FS Graham	12/09/2010	88	84	85	91	87.0	\$20,250
173	Alessandro FS Indian	12/01/2010	84	87	94	83	87.0	\$20,250
174	Krameria FS Vista Conejo	12/16/2010		87	87		87.0	\$13,000
175	24320 Sunnymead FS Back Way	12/09/2010	88		88	86	87.3	\$19,500
176	23160 Sunnymead NS Frederick	12/09/2010	86	87	89		87.3	\$19,500
177	Indian/St.James	10/14/2010			89	87	88.0	\$13,000
178	Lasselle FS Avenida Classica	12/15/2010			90	86	88.0	\$7,250
179	Heacock FS Sunnymead	12/09/2010	88	85	91	89	88.3	\$20,250
180	Moreno Beach FS JFK	12/02/2010	90	85	89	89	88.3	\$20,250
181	Box Springs OPP Morton	01/11/2011	88	89			88.5	\$13,000
182	24801 Sunnymead Blvd. (SR-60 EB Off-Ramp-Perris)	02/24/2011	92		87	87	88.7	\$13,750
183	Indian FS Cactus	10/07/2010	87	90	87	91	88.8	\$14,500
184	Auto Mall/Trail Ridge	02/15/2011			89	89	89.0	\$13,000
185	Ironwood FS Dream	01/11/2011	90			88	89.0	\$7,250
186	Iris NS Peninsula	01/19/2011		89	89		89.0	\$13,000
187	Ironwood FS Buckthorn	01/11/2011		88	90		89.0	\$7,250
188	Frederick FS Bay	01/06/2011	87	89	89	93	89.5	\$20,250
189	Ironwood Opp. Chesapeake	01/11/2011	88	91	89	91	89.8	\$14,500
190	Box Springs Rd FS Day	02/24/2011	95	95	75	95	90.0	\$6,500
191	Lasselle NS Calle Aqua Opp. Moreno Valley College	12/15/2010			90	90	90.0	\$1,500
192	Lasselle FS Morrison	12/02/2010	95	85	89	93	90.5	\$14,500
193	Iris FS Hammet Ct.	01/20/2011		90	91		90.5	\$1,500
194	Ironwood at Swegles	01/11/2011		95	86		90.5	\$7,250
195	Lasselle FS Delphinium	01/20/2011			91	91	91.0	\$1,500
196	23316 Sunnymead NS Graham Dsct Tr	12/09/2010	92			90	91.0	\$1,500
197	Fir @ Super Target Entrance	01/11/2011	90		93	91	91.3	\$1,500
198	Alessandro FS Chervil Ct.	12/02/2010	90			93	91.5	\$1,500
199	JFK FS Lasselle	09/16/2010	92	94	95	95	94.0	\$0
200	Indian FS Brodiaea	10/14/2010	93	96	95	92	94.0	\$1,500
201	Ironwood FS Hubbard	01/13/2011	95			95	95.0	\$0
202	Sunnymead Ranch NS Village (East)	02/24/2014	95	95	95	95	95.0	\$0
Total Intersection Locations:		Total Corners:		Total Approximate Construction Cost:				
202		633		\$3,947,250				

*Construction only - Does not include soft cost (design, admin, etc.)

Tier 2 Ramp Evaluation Data

Priority	Tier 2 Intersection Location	Survey Date	Score: NEC	Score: SEC	Score: SWC	Score: NWC	Score: Average	Approx Correction Cost (\$)*
1	Leahy/Singer	04/19/2011			49	49	49.00	\$17,000
2	CHAMPLAIN/IRONWOOD	08/29/2012		26	73		49.50	\$15,000
3	Cougar Canyon/Lone Star	06/02/2011		50	50		50.00	\$17,000
4	Lone Star/Saddle Ridge	06/02/2011	50			50	50.00	\$17,000
5	Kitching St/Hemlock Ave	09/06/2012			34	78	56.00	\$15,000
6	IRONWOOD/LASSELLE	08/29/2012	40	78	74	40	58.00	\$30,000
7	Fir/Tamara	03/30/2011		40	77		58.50	\$15,000
8	JFK/Blueberry	04/28/2011	62			67	64.50	\$17,000
9	Moreno/Ramona	05/31/2012	65	65			65.00	\$17,000
10	Moreno/Lukewood	05/31/2012	65	65			65.00	\$17,000
11	Cottonwood/Kitching	05/21/2013	70	66	65	62	65.75	\$32,000
12	Frederick/Cactus	03/22/2011	86		47	66	66.33	\$23,500
13	Lasselle/Ute	05/26/2011	71	62			66.50	\$15,000
14	Eucalyptus/Edgemont	03/08/2012		68	66		67.00	\$17,000
15	Eucalyptus/Kochi	04/03/2012		68	68		68.00	\$17,000
16	Cottonwood/Pan Am	03/22/2011	65	73	74	61	68.25	\$30,000
17	HIGH NOON/BRODIAEA	11/29/2012	66			71	68.50	\$15,000
18	Athens/Springcrest	03/14/2012	45		79	82	68.66	\$21,500
19	Perris/Elder	04/19/2011	73	77	65	60	68.75	\$30,000
20	Morton/Woodsworth	03/20/2012	63	75			69.00	\$15,000
21	SUNBIRD/EUCALYPTUS	08/09/2012		68	71		69.50	\$15,000
22	Kitching/Bay	05/14/2013	66	72	71	69	69.50	\$30,000
23	Wordsworth/Boccaccio	03/20/2012	81	83		45	69.66	\$21,500
24	Honey Hollow/Woodlander	04/02/2012	86	80	44		70.00	\$21,500
25	Batton/Elmendorf	04/19/2011			68	73	70.50	\$15,000
26	Moreno Beach/Eucalyptus	05/26/2011	70	68	78	66	70.50	\$30,000
27	Cottonwood/Beaver Run	05/17/2011	71			70	70.50	\$13,000
28	Cottonwood/Cheshire	05/17/2011	67			74	70.50	\$15,000
29	Bay/Fairfield	05/10/2012		69	72		70.50	\$15,000
30	Eucalyptus/Carnaby	03/08/2012	90	45		77	70.66	\$15,750
31	Elsworth/Dracaea	03/13/2012	66	45	83	89	70.75	\$30,000
32	Delphinium/Wilma Sue	02/29/2012	77			65	71.00	\$15,000
33	Bay/Pecan	05/16/2012	71			71	71.00	\$13,000
34	Deerpark/Dracaea	07/17/2012		70	72		71.00	\$13,000
35	HEACOCK/FAWN	07/24/2012	72	70	69	73	71.00	\$28,000
36	Indian/Vandenberg	04/28/2011	74	69			71.50	\$15,000
37	Indian/Beal	04/28/2011	71	73			72.00	\$13,000
38	Running Deer/Running Horse	05/18/2011	73	71			72.00	\$13,000
39	Cactus/Rio Hondo	06/02/2011		69	75		72.00	\$15,000
40	Morrison/Rockport	06/07/2011			72		72.00	\$13,000
41	Delphinium/Carla Jean	03/08/2012	75			69	72.00	\$15,000
42	Davis/Moonraker	05/17/2012	64	80			72.00	\$15,000
43	Running Deer/Suncrest	05/18/2011	71	75	72	71	72.25	\$26,000
44	Moreno/Bay	05/16/2012	71	70	73	75	72.25	\$26,000
45	Indian/Filaree	04/28/2011	73	73	70	74	72.50	\$26,000
46	Running Deer/Deer Park	05/18/2011	73	72			72.50	\$13,000
47	Indian/Dilbeck	07/12/2012			72	73	72.50	\$13,000
48	Delphinium/Bluebriar	05/08/2013		75	70		72.50	\$13,000
49	Eucalyptus/Whitehall	03/13/2012	71	70	76	74	72.75	\$26,000
50	Tuscola St/Ironwood Ave	09/06/2012	69	73	72	77	72.75	\$28,000
51	Heacock/Postal	06/02/2011	68	78			73.00	\$15,000
52	Indian/Lioslios Way	06/28/2011			71	75	73.00	\$13,000
53	Hidden Springs/Mesa Springs	04/09/2012	75	71			73.00	\$13,000
54	Bay/Ramsdell	05/10/2012	74	72			73.00	\$13,000
55	DAVIS/SANDY GLADE	05/31/2012	76		69	74	73.00	\$12,500
56	EVERGREEN/DELPHINIUM	01/08/2013		90	56		73.00	\$9,250
57	Elsworth/Business Center (N)	03/15/2011	88	39	82	84	73.25	\$28,000

*Construction only - Does not include soft cost (design, admin, etc.)

Tier 2 Ramp Evaluation Data

Priority	Tier 2 Intersection Location	Survey Date	Score: NEC	Score: SEC	Score: SWC	Score: NWC	Score: Average	Approx Correction Cost (\$)*
58	Wintergreen/Delphinium	05/08/2013	82	68	70		73.33	\$21,500
59	Dracaea/Oak Dell	03/15/2011	75	73	71	75	73.50	\$26,000
60	Suncrest/Reindeer	05/26/2011	72			75	73.50	\$13,000
61	Bay/Dahl	05/10/2012	76			71	73.50	\$13,000
62	RUNNING DEER/ELYCE	07/24/2012	76	71			73.50	\$13,000
63	Kitching/Atwood	05/23/2013	74	73			73.50	\$13,000
64	Alessandro/Grant	03/30/2011	85	86	88	36	73.75	\$28,000
65	Delphinium/Claudine	03/01/2012	73			75	74.00	\$13,000
66	Dilbeck/Weill	07/12/2012	74	74			74.00	\$13,000
67	SLAWSON/SPRUCEWOOD	08/28/2012			73	75	74.00	\$13,000
68	SHEILA/FAY	05/01/2013	74	74			74.00	\$13,000
69	JFK/Wintergreen	05/05/2011	64	79	81	73	74.25	\$28,000
70	Indian/Katrina	04/28/2011			74	75	74.50	\$13,000
71	Wintergreen/Morning Glory	05/05/2011	73	74	76	75	74.50	\$26,000
72	Morrison/Dracaea	06/07/2011	88	69	68	73	74.50	\$30,000
73	Delphinium/Perham	02/29/2012	76	73	76	73	74.50	\$26,000
74	Ironwood/Barclay	03/21/2012	71	79	77	71	74.50	\$26,000
75	Davis/Vera	05/31/2012	73	76			74.50	\$13,000
76	Dilbeck/Marilyn	07/12/2012	74	75			74.50	\$13,000
77	Delphinium/Cloverfield	03/08/2012	80	70	75		75.00	\$21,500
78	Bay/Moreno	05/16/2012	76			74	75.00	\$13,000
79	Tuscola St/Palm Meadows Ct	09/06/2012	79	84		62	75.00	\$21,500
80	SHEILA/YOLONDA	05/01/2013	75	75			75.00	\$13,000
81	OLIVER/JOHN F KENNEDY	12/11/2012	80	82		64	75.30	\$21,500
82	Eucalyptus/Sunnymeadows	04/03/2012	76	77		73	75.33	\$19,500
83	Morrison/Petaluma	06/07/2011		82	70	74	75.33	\$19,500
84	Dracaea/Adeline	03/15/2011	73	76	78	75	75.50	\$26,000
85	RUNNING DEER/HUTTON	07/24/2012	77	74			75.50	\$13,000
86	KITCHING/CAMINO MARILENA	03/26/2013	81	70			75.50	\$13,000
87	Wintergreen/Ferndell	05/09/2013	76	78	75	74	75.50	\$26,000
88	Eucalyptus/Tierra Canyon	04/10/2012		76	76		76.00	\$13,000
89	Wordsworth/Tennyson	03/20/2012	76	76			76.00	\$13,000
90	ALONA/EUCALYPTUS	08/02/2012	76			76	76.00	\$13,000
91	ADELINE/EUCALYPTUS	09/12/2012	73	79	77	75	76.00	\$26,000
92	Windjammer/Brodiaea	05/09/2013	78	74	76	0	76.00	\$19,500
93	VALLEY SPRINGS/EUCALYPTUS	08/02/2012	77	77	77	74	76.25	\$26,000
94	Kitching St/Ironwood Ave	09/06/2012	84	81	85	55	76.25	\$28,000
95	RUNNING DEER/EUCALYPTUS	07/24/2012		69	73	87	76.33	\$21,500
96	Frederick/Resource Way	03/22/2011			73	80	76.50	\$13,000
97	Nagai/Ziteo	03/20/2012			71	82	76.50	\$13,000
98	Frederick/Calle San Juan De Los Lagos	03/22/2011		78	74	79	77.00	\$19,500
99	Heacock/Cactus	02/29/2012	77	79	72	80	77.00	\$26,000
100	Delphinium/Joshua Tree	02/29/2012	79			75	77.00	\$13,000
101	Elsworth/Westlake	03/13/2012	78	76			77.00	\$13,000
102	Honey Hollow/Elfin	04/02/2012			75	79	77.00	\$13,000
103	RUNNING DEER/WOLCOTT	08/02/2012	78	76			77.00	\$13,000
104	Hyacinth Ln / Sunnymead Ranch Pkwy	07/11/2012	76	77	76	80	77.25	\$26,000
105	Dracaea/Alexis	03/15/2011	78			77	77.50	\$13,000
106	Elsworth/Adrienne	03/15/2011	75	80			77.50	\$13,000
107	Indian/Elmendorf	04/28/2011	84	71			77.50	\$13,000
108	Wildwood/Sheryl	06/28/2011	82			73	77.50	\$13,000
109	Nagai/Sweeny	03/20/2012			78	77	77.50	\$13,000
110	Eucalyptus/School Crosswalk	03/13/2012	75	80			77.50	\$13,000
111	FOXDALE/GORHAM	08/02/2012	80			75	77.50	\$13,000
112	JAVIER/SLAWSON	08/29/2012			78	77	77.50	\$13,000
113	CAMINO FLORES/GENTIAN	01/10/2013			78	77	77.50	\$13,000
114	THYME PL/JOHN F KENNEDY DR	05/02/2013	79	77	75	79	77.50	\$26,000

*Construction only - Does not include soft cost (design, admin, etc.)

Tier 2 Ramp Evaluation Data

Priority	Tier 2 Intersection Location	Survey Date	Score: NEC	Score: SEC	Score: SWC	Score: NWC	Score: Average	Approx Correction Cost (\$)*
115	ANCLADERO/BUENA FORTUNA	04/10/2013	75			80	77.50	\$13,000
116	Bay/Sunbright	05/17/2011	76			80	78.00	\$13,000
117	Constantine/Spring Crest	03/14/2012	80			76	78.00	\$13,000
118	Moreno/Branch	05/16/2012	79	77			78.00	\$13,000
119	Tuscola St/Palmwood Dr	09/06/2012	79	77			78.00	\$13,000
120	WILLOUGHBY/BRODIAEA	11/29/2012	76			80	78.00	\$13,000
121	Swan/Bobolink	03/28/2012	76	81	80	76	78.25	\$26,000
122	Adrienne/Pan Am	03/22/2011	79			78	78.50	\$13,000
123	Kitching/Black Walnut	03/30/2011	82	75			78.50	\$13,000
124	Reindeer/Antler	05/10/2011			78	79	78.50	\$13,000
125	Cottonwood/Sunflower	02/23/2012	80			77	78.50	\$13,000
126	Delphinium/Spinnaker	02/29/2012		80	77		78.50	\$13,000
127	Country Crest/Cross Creek	04/04/2012	80			77	78.50	\$13,000
128	Belacanto/Moralia	04/09/2012	80	80	74	80	78.50	\$26,000
129	Deerpark/Deerfern	07/17/2012	79	78			78.50	\$13,000
130	Cottonwood/Gold	05/21/2013	78			79	78.50	\$13,000
131	Stockbrook/Buckland	05/15/2013			79	78	78.50	\$13,000
132	Cottonwood/Vought	03/10/2011		81	77		79.00	\$13,000
133	Foreman/Judith Pl.	04/12/2011	75	83			79.00	\$13,000
134	Pepper/Sun Valley	05/05/2011		79	79		79.00	\$13,000
135	Eucalyptus/Auto Mall	06/07/2011	83	70	78	85	79.00	\$26,000
136	Indian/Wildwood	06/28/2011			78	80	79.00	\$13,000
137	Pattilynn/Challis	03/20/2012	78	80			79.00	\$13,000
138	Valley Springs/Valley Ranch	04/10/2012	78	80			79.00	\$13,000
139	Swan/Honeyhollow	03/28/2012	79	81	80	76	79.00	\$26,000
140	Davis/Gregory	05/17/2012			77	81	79.00	\$13,000
141	Cottonwood/Nagai	03/22/2012		81	77		79.00	\$13,000
142	Running Horse/Fawn	07/17/2012	78	80			79.00	\$13,000
143	FOXDALE/MYSTIC	08/02/2012	81	77			79.00	\$13,000
144	RUNNING DEER/CUSHENBURY	08/02/2012	79	79			79.00	\$13,000
145	Persimmon/Bay	10/18/2012	78			80	79.00	\$13,000
146	LEGENDARY/JOHN F KENNEDY	12/12/2012	75	82	80		79.00	\$19,500
147	LASSELLE ST	05/02/2013			77	81	79.00	\$13,000
148	Sweetfern/Dracaea	05/22/2013	78			80	79.00	\$13,000
149	Stockbrook/Cottonwood	05/15/2013		79	79		79.00	\$13,000
150	Rio Bravo/Brodiaea	05/09/2013		83	84	70	79.00	\$19,500
151	Hemlock/Lorez Dr	04/19/2011	88	71	73	85	79.25	\$26,000
152	Indian/Saint Thomas	06/28/2011			82	77	79.50	\$13,000
153	Wordsworth/Dickenson	03/21/2012	80	79			79.50	\$13,000
154	Country Crest/Belcanto	04/04/2012		81	78		79.50	\$13,000
155	Moreno/Basswood	05/16/2012	77	82			79.50	\$13,000
156	Perris/Gloria	10/18/2012	74	85			79.50	\$13,000
157	WOODPARK/BRODIAEA	11/27/2012	80	83	85	70	79.50	\$26,000
158	PLAZA SONADA/LOS CABOS	04/23/2013		86	81	72	79.66	\$19,500
159	Old Country/Sunnymead Ranch	07/11/2012	68	89	90	72	79.75	\$26,000
160	Batton/Vandenberg	04/19/2011			80	80	80.00	\$13,000
161	Lasselle/Dracaea	06/02/2011	72	85	85	78	80.00	\$26,000
162	Unity Ct/Hamby Ct	02/29/2012			79	82	80.00	\$13,000
163	Adeline/Lena	04/10/2012	80	80			80.00	\$13,000
164	Adeline/Denver	04/10/2012	82	78			80.00	\$13,000
165	Meadbury/Dew Drop	04/03/2012	80	80			80.00	\$13,000
166	Honey Hollow/Breezy	04/02/2012			79	81	80.00	\$13,000
167	Swan/Warbler	04/02/2012		73	87		80.00	\$13,000
168	Gregory/Kasaba	05/17/2012	85			75	80.00	\$13,000
169	GOLDFINCH/EUCALYPTUS	08/02/2012		82	78		80.00	\$13,000
170	FOXDALE/ALONA	08/02/2012	79	81			80.00	\$13,000
171	CHAMPIONSHIP/JOHN F KENNEDY	12/19/2012	78	82	81	79	80.00	\$26,000

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Tier 2 Ramp Evaluation Data

Priority	Tier 2 Intersection Location	Survey Date	Score: NEC	Score: SEC	Score: SWC	Score: NWC	Score: Average	Approx Correction Cost (\$)*
172	CARMEL VERDE/CASTAS	04/30/2013	81	79			80.00	\$13,000
173	VISTA CONEJO/ZORRA	04/10/2013	80	80			80.00	\$13,000
174	Starview/New Garden	03/16/2013			79	81	80.00	\$13,000
175	Ely/Greco	05/08/2013		80	80		80.00	\$13,000
176	Raenette/Dracaea	05/22/2013	80	80	82	79	80.25	\$26,000
177	Bay/Plato	03/10/2011	78			83	80.50	\$13,000
178	Shiray Ranch/Branding Iron	04/12/2011	81	80			80.50	\$13,000
179	Graham/New England Dr	05/26/2011	81	80			80.50	\$13,000
180	Adeline/Melinda	04/10/2012	78	83			80.50	\$13,000
181	Hyacinth Ln/Peppermill Dr	07/11/2012		81	80		80.50	\$13,000
182	Indian/Oneida	07/12/2012			79	82	80.50	\$13,000
183	ALONA/LATEEN	08/02/2012	80			81	80.50	\$13,000
184	WOLCOTT/CUSHENBURY	08/02/2012		80	81		80.50	\$13,000
185	SLAWSON/LAURIE	08/28/2012	83	78			80.50	\$13,000
186	Silver/Cottonwood	05/16/2013	83			78	80.50	\$13,000
187	KITCHING/PLUMERIA	03/27/2013			81	80	80.50	\$13,000
188	Sweetfern/Atwood	05/28/2013			82	79	80.50	\$13,000
189	Stockbrook/Loren	05/15/2013			80	81	80.50	\$13,000
190	Brodiaea/Redwing	05/09/2013		80	81		80.50	\$13,000
191	GRAHAM/EUCALYPTUS	08/09/2012	80	82	81	80	80.75	\$26,000
192	Mendoza/Tarara (West)	04/12/2011	80	82			81.00	\$13,000
193	Portofino/Mendoza	04/12/2011			81	81	81.00	\$13,000
194	Sunnymead Ranch/Peppergrass Way	04/12/2011	86			76	81.00	\$13,000
195	Fitz/Sheryl	06/28/2011		80	82		81.00	\$13,000
196	Delphinium/Briana	02/29/2012		78	84		81.00	\$13,000
197	Yee/Chiante	03/20/2012	81			81	81.00	\$13,000
198	Aqueduct/Baywood	03/14/2012		81	81		81.00	\$13,000
199	Morton/Pala Foxia	03/21/2012	80	82			81.00	\$13,000
200	Naples/Athens	03/14/2012		80	82		81.00	\$13,000
201	Honeyhollow/Woodpecker	03/28/2012			80	82	81.00	\$13,000
202	Hidden Springs/Country Crest	04/04/2012	82		80	81	81.00	\$19,500
203	Sandy Glade/Green Glen	05/17/2012	81			81	81.00	\$13,000
204	Helmsdale/Dracaea	07/17/2012		82	80		81.00	\$13,000
205	CHERI/CAROLINA	05/02/2013	81	81			81.00	\$13,000
206	LOS ESTADOS/CASA ENCANTADOR	04/30/2013	80			82	81.00	\$13,000
207	GRANADA/CARMEL VERDE	04/23/2013			82	80	81.00	\$13,000
208	GRANADA/LOS CABOS	04/23/2013	80			82	81.00	\$13,000
209	CAMINO JUANITO/CAMINO CASTILLO	03/20/2013	81			81	81.00	\$13,000
210	VIA ALEGRIA/SIERRA BRAVO	03/20/2013			81	81	81.00	\$13,000
211	SAINT CROIX/CARMAN	04/17/2013	81	79	83	81	81.00	\$26,000
212	STARVIEW/RED MAPLE	04/11/2013	81	81			81.00	\$13,000
213	HOLLYHOCK/PLUMERIA	03/27/2013	83			79	81.00	\$13,000
214	MAILE/PLUMERIA	03/27/2013	81			81	81.00	\$13,000
215	Sweetfern/Fernbush	05/28/2013	82	80			81.00	\$13,000
216	Carolina/Margaret	05/07/2013	81			81	81.00	\$13,000
217	Fir/Foreman	03/30/2011	84	82	81	78	81.25	\$26,000
218	Bay/Rockcrest	05/17/2011	84	82	80	79	81.25	\$26,000
219	Cactus/Chantry	06/07/2011	82	83	80	80	81.25	\$26,000
220	Wordsworth/Lands End	03/21/2012	80	81	81	83	81.25	\$26,000
221	Kitching St/Sand Creek Tr	09/06/2012	83	84	79	79	81.25	\$26,000
222	CAMINO JUANITO/SIERRA LEONE	03/20/2013	80	79	81	85	81.25	\$26,000
223	SAINT CROIX/FIJI	04/17/2013	81	80	82	82	81.25	\$26,000
224	Hidden Springs/	04/04/2012		86	82	76	81.33	\$19,500
225	SLAWSON/SHALU	08/28/2012		79	85	80	81.33	\$19,500
226	Dracaea/Kochi	03/15/2011	84			79	81.50	\$13,000
227	Shiray Ranch/Maynard	04/12/2011	80	83			81.50	\$13,000
228	Bay/Sunray	05/17/2011	82			81	81.50	\$13,000

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Tier 2 Ramp Evaluation Data

Priority	Tier 2 Intersection Location	Survey Date	Score: NEC	Score: SEC	Score: SWC	Score: NWC	Score: Average	Approx Correction Cost (\$)*
229	Heacock/Webster	06/02/2011	82	81			81.50	\$13,000
230	Mohican/Oshua	06/02/2011	80	83			81.50	\$13,000
231	Joshua Tree/Love	03/08/2012			81	82	81.50	\$13,000
232	Heacock/Delphinium	02/29/2012	80	83			81.50	\$13,000
233	Kochi/Bagatelle	04/03/2012			81	82	81.50	\$13,000
234	Valley Ranch/Glenmere	04/10/2012	80			83	81.50	\$13,000
235	Spring Crest/Day	03/14/2012		83	80		81.50	\$13,000
236	Barclay/Naples	03/21/2012			83	80	81.50	\$13,000
237	Honeyhollow/Harland	04/02/2012		82		81	81.50	\$13,000
238	Tierra De Oro/Dahl	05/10/2012			84	79	81.50	\$13,000
239	Bay/Vellanto	05/10/2012	80			83	81.50	\$13,000
240	Bay/Searson	05/16/2012	81			82	81.50	\$13,000
241	Moreno/Bayleaf	05/16/2012	83	80			81.50	\$13,000
242	Alyssum/Sunnymead Ranch	06/14/2012	80			83	81.50	\$13,000
243	Sagecrest Dr/Peppermill Dr	07/11/2012	81			82	81.50	\$13,000
244	HAREWOOD/FAWN	07/24/2012	77	84	84	81	81.50	\$26,000
245	VIA PAMPLONA/SIRRA CA DIZ	03/26/2013			81	82	81.50	\$13,000
246	WESTERLY/SADDLEBROOK	04/16/2013	82			81	81.50	\$13,000
247	Silver/Dracea	05/23/2013		80	83		81.50	\$13,000
248	Coriander/Thyme	05/07/2013		82	81		81.50	\$13,000
249	Zahana/Margaret	05/08/2013	81			82	81.50	\$13,000
250	Indian/Santiago	06/28/2011	76	83	86		81.67	\$19,500
251	Dracaea/Pan Am	03/15/2011	83	81	82	82	82.00	\$26,000
252	Elsworth/Business Center (S)	03/15/2011			79	85	82.00	\$13,000
253	Wedow/Cobra	03/30/2011	82			82	82.00	\$13,000
254	Filaree/Gabriel	04/19/2011	83	81			82.00	\$13,000
255	JFK/Elm Ct	04/28/2011		82	82		82.00	\$13,000
256	Hollyhock/Lurin	06/14/2011		81	83		82.00	\$13,000
257	Wildwood/Jalanie	06/28/2011	82			82	82.00	\$13,000
258	Delphinium/Unity	02/29/2012	85			79	82.00	\$13,000
259	Mesa/Tierra Canyon	04/10/2012			85	79	82.00	\$13,000
260	Meadbury/Brookhaven	04/03/2012	82			82	82.00	\$13,000
261	Barclay/Climbing Rose	03/21/2012	81	83			82.00	\$13,000
262	Swan/Kiwi	03/28/2012	84			80	82.00	\$13,000
263	Honeyhollow/Toucan	04/02/2012	79	85			82.00	\$13,000
264	Sandy Glade/Sagewood	05/31/2012	82			82	82.00	\$13,000
265	Moonraker/Seaport	05/17/2012	83			81	82.00	\$13,000
266	ALONA/GORHAM	08/02/2012			83	81	82.00	\$13,000
267	SLAWSON/IRONWOOD	08/28/2012	83	79		84	82.00	\$19,500
268	CHMPLAIN/BALTIMORE	08/29/2012			80	84	82.00	\$13,000
269	EAGLEHEAD MOUNTAIN/JOHN F KENNEDY	12/20/2012	84			80	82.00	\$13,000
270	LEGENDARY/VIA SONATA	01/03/2013	82			82	82.00	\$13,000
271	GRANADA/FORTUNA DEL SUR	04/30/2013			82	82	82.00	\$13,000
272	GRANADA/HORADO	04/30/2013	81	83			82.00	\$13,000
273	VIA ALEGRIA/SIERRA BELLO	03/21/2013			82	82	82.00	\$13,000
274	SADDLEBROOK/HEATHER GLEN	04/10/2013	82			82	82.00	\$13,000
275	VIA LUNADO	03/26/2013	83			81	82.00	\$13,000
276	Terry/Dracaea	05/23/2013	81			83	82.00	\$13,000
277	Jacquetta/Margaret	05/08/2013	82			82	82.00	\$13,000
278	La Brisis/Casa Loma	05/08/2013			84	80	82.00	\$13,000
279	La Brisis/Vanessa	05/08/2013			82	82	82.00	\$13,000
280	Santiago/Patricia	03/30/2011	85	79	83	82	82.25	\$26,000
281	Alessandro/Veterans Way	03/22/2011	78	86	83		82.33	\$19,500
282	Krameria/Quarterhorse	05/05/2011	84	82		81	82.33	\$19,500
283	Bay/Pan Am	03/10/2011	86	79	81	84	82.50	\$26,000
284	Elsworth/Sherman	03/15/2011			79	86	82.50	\$13,000
285	Santiago/Cobra	03/30/2011		80	85		82.50	\$13,000

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Tier 2 Ramp Evaluation Data

Priority	Tier 2 Intersection Location	Survey Date	Score: NEC	Score: SEC	Score: SWC	Score: NWC	Score: Average	Approx Correction Cost (\$)*
286	Santiago/Ninya	03/30/2011		81	84		82.50	\$13,000
287	Shiray Ranch/Marsel Ranch	04/12/2011	82	83			82.50	\$13,000
288	Tarara/Airosa	04/12/2011	82			83	82.50	\$13,000
289	Village/Portofino	04/12/2011	83	82			82.50	\$13,000
290	Gabriel/Tyann	05/05/2011	82	83			82.50	\$13,000
291	Eucalyptus/Motor Way	05/26/2011		85	80		82.50	\$13,000
292	Iris/Turnberry	05/10/2011		83	82		82.50	\$13,000
293	Cactus/Redwing	06/02/2011	84			81	82.50	\$13,000
294	Kitching/Lupine	06/14/2011			85	80	82.50	\$13,000
295	Fitz/Lipari	06/28/2011	84			81	82.50	\$13,000
296	Lipari/Lioslios Way	06/28/2011	83	82			82.50	\$13,000
297	Pattilyn/Rolanda	03/20/2012	79	86			82.50	\$13,000
298	Swan/Parakeet	03/28/2012	84			81	82.50	\$13,000
299	Graham/Shady Glen	04/02/2012			83	82	82.50	\$13,000
300	Swan/Hummingbird	03/28/2012		83	82		82.50	\$13,000
301	Moonraker/Spyglass	05/17/2012	83			82	82.50	\$13,000
302	Barley/Sly Fox	06/14/2012	83	82			82.50	\$13,000
303	Old Country/Duck Bill	05/31/2012		82	83		82.50	\$13,000
304	CROSSMONT/GORHAM	08/02/2012	80			85	82.50	\$13,000
305	SLAWSON/JASON	08/28/2012				83	82.50	\$13,000
306	CHAMPLAIN/PIZZARO	08/29/2012			85	80	82.50	\$13,000
307	SAN JACINTO/JOHN F KENNEDY	12/19/2012	82			83	82.50	\$13,000
308	PLAZA SONADA/PACATO	04/23/2013	82			83	82.50	\$13,000
309	PACATO/PADRE	04/24/2013		83	82		82.50	\$13,000
310	VIA PAMPLONA/CAMINO BELLAGO	03/21/2013	80	84	83	83	82.50	\$26,000
311	Cottonwood/Crape Myrtle	05/16/2013	88	77	75	90	82.50	\$26,000
312	Cottonwood/Baneberry	05/21/2013		82	83		82.50	\$13,000
313	Redwing/Woodlark	05/09/2013			83	82	82.50	\$13,000
314	Rembrandt/El Greco	05/08/2013	84			81	82.50	\$13,000
315	Dressin/Briana	05/09/2013			81	84	82.50	\$13,000
316	Krameria/Cahuilla	05/05/2011		89	85	74	82.67	\$19,500
317	Cactus/Sylvester	06/07/2011	83	83	83	82	82.75	\$26,000
318	Swan/Pigeon Pass	03/28/2012	74	80	88	89	82.75	\$26,000
319	La Brisis/El Greco	05/08/2013	84	84	80	83	82.75	\$26,000
320	Frederick/Brodiaea	03/22/2011	83	83			83.00	\$13,000
321	Veterans Way/Newhope	03/15/2011			78	88	83.00	\$13,000
322	Shiray Ranch/Bridle Trail	04/12/2011	83			83	83.00	\$13,000
323	Village/Milkweed	04/12/2011			84	82	83.00	\$13,000
324	Indian/Fay	04/28/2011	80	86			83.00	\$13,000
325	Paige/Gabriel	04/28/2011	80	86			83.00	\$13,000
326	Cheshire/Amberley	05/18/2011		81	85		83.00	\$13,000
327	Nason/Cactus	05/26/2011	80	86	79	87	83.00	\$26,000
328	Ute/Mohican	05/26/2011			80	86	83.00	\$13,000
329	Dracaea/Burney Pass	06/07/2011		81	85		83.00	\$13,000
330	Unity Ct/Cagny Ct	02/29/2012			84	82	83.00	\$13,000
331	Wintergreen/Bamboo	03/08/2012	87	79			83.00	\$13,000
332	Pattilyn/Chiante	03/20/2012	83	83			83.00	\$13,000
333	Morton/Wordsworth	03/21/2012	82	84			83.00	\$13,000
334	Golden Eye/Canvasback	03/21/2012	86			80	83.00	\$13,000
335	Lyrebird/Rhea	04/02/2012	83			83	83.00	\$13,000
336	Hidden Springs/Sycamore Canyon	04/04/2012	82	84			83.00	\$13,000
337	Millsap/Calada	05/10/2012		85	81		83.00	\$13,000
338	Fairfield/Millsap	05/10/2012	82			84	83.00	\$13,000
339	Alyssum/Rim View	06/14/2012		83	83		83.00	\$13,000
340	Willow Run/Tea Bark	06/14/2012		82	84		83.00	\$13,000
341	Hyacinth Ln / Meadow Grass Wy	07/11/2012	81	85			83.00	\$13,000
342	Cavendish/Radwell	07/17/2012			82	84	83.00	\$13,000

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Tier 2 Ramp Evaluation Data

Priority	Tier 2 Intersection Location	Survey Date	Score: NEC	Score: SEC	Score: SWC	Score: NWC	Score: Average	Approx Correction Cost (\$)*
343	Kayal Ave/Shalu Ave	10/06/2012	82			84	83.00	\$13,000
344	Tuscola St/ Palm Shadows Dr	09/06/2012	81	85			83.00	\$13,000
345	Napa Valley/Petaluma	09/11/2012	83	83			83.00	\$13,000
346	CABALLO/GENTIAN	01/09/2013	83			83	83.00	\$13,000
347	LA FORTUNA/LORENA	04/23/2013	83	83			83.00	\$13,000
348	RANCHO DEL LAGO/LA SALINA	04/17/2013	82	84			83.00	\$13,000
349	VIA ALEGRIA/SIERRA CALMO	03/21/2013			82	84	83.00	\$13,000
350	Ninebark/Cottonwood	05/22/2013	80	82	85	85	83.00	\$26,000
351	Stockbrook/Bay	05/15/2013	82			84	83.00	\$13,000
352	Flamingo/Brodiaea	05/09/2013	82			84	83.00	\$13,000
353	Houston/Brodiaea	05/09/2013		83	83		83.00	\$13,000
354	Sandcastle/Windjammer	05/09/2013	82			84	83.00	\$13,000
355	Indian/Glencrest	03/08/2012	81	87	79	86	83.25	\$26,000
356	WESTERLY/RED MAPLE	04/10/2013	87	81	81	84	83.25	\$26,000
357	Filaree/Batton	04/19/2011			85	82	83.50	\$13,000
358	Wildwood/June	06/28/2011	85			82	83.50	\$13,000
359	Janet Kay/Perham	03/01/2012	83	84			83.50	\$13,000
360	Perham/Bluegrass	03/01/2012	85	82			83.50	\$13,000
361	Morton/Penunuri	03/20/2012	88	79			83.50	\$13,000
362	Tennyson/Chaucer	03/20/2012	83			84	83.50	\$13,000
363	Moralia/	04/02/2012		83	84		83.50	\$13,000
364	Dracaea/Moreno	05/31/2012		84	83		83.50	\$13,000
365	Davis/Badger Springs	05/31/2012			84	83	83.50	\$13,000
366	Sly Fox/Old Country	06/14/2012			83	84	83.50	\$13,000
367	Tea Bark/Brown Dove	06/14/2012	85	82			83.50	\$13,000
368	Tea Bark/Quail Nest	06/14/2012	82	85			83.50	\$13,000
369	Watercress Ct/Peppermill Dr	07/11/2012	83			84	83.50	\$13,000
370	Rock Rose/Wildflower Dr	07/11/2012		83	84		83.50	\$13,000
371	Luton/Aylesbury	07/17/2012	84			83	83.50	\$13,000
372	Oneida/Sykes	07/12/2012			84	83	83.50	\$13,000
373	Tuscola St/Stuyvesant St	09/06/2012	86	83	81	84	83.50	\$26,000
374	Cognac Ln/Lemans Dr	09/11/2012	86			81	83.50	\$13,000
375	CHAMPIONSHIP/FOREST OAKD	01/02/2013	85	81	82	86	83.50	\$26,000
376	Casa Encantador/Alosta	02/07/2013		83	84		83.50	\$13,000
377	Campus Point/Cottonwood	02/26/2013	81			86	83.50	\$13,000
378	ORO GLEN/PACATO	04/24/2013		84	83		83.50	\$13,000
379	KITCHING/PACATO	04/30/2013	84	83			83.50	\$13,000
380	Spinnaker/Dressin	05/14/2013	84	83			83.50	\$13,000
381	Morrison/Cottonwood	06/14/2011	85	88	81	81	83.75	\$26,000
382	Westlake/Balboa	03/13/2012	83	84	84	84	83.75	\$26,000
383	Shiray Ranch/Leann Ct	04/12/2011	85	83			84.00	\$13,000
384	Old Lake/Via Montego	04/12/2011			85	83	84.00	\$13,000
385	Bay/Schayleen	05/17/2011	86			82	84.00	\$13,000
386	Calle Aurora/Via Kanela	06/14/2011			82	86	84.00	\$13,000
387	Saddlebrook/Omaha	06/14/2011			83	85	84.00	\$13,000
388	Saint Croix/Saint Thomas	06/28/2011		83	85		84.00	\$13,000
389	Joshua Tree/Jimson	03/08/2012			85	83	84.00	\$13,000
390	Silvertree/Cloverfield	03/08/2012			86	82	84.00	\$13,000
391	Eucalyptus/Lancaster	03/08/2012		77	91		84.00	\$13,000
392	Lena/Alexis	04/10/2012		83	85		84.00	\$13,000
393	Morton/Lord Murphy	03/20/2012	85	83			84.00	\$13,000
394	Dickinson/Shakespeare	03/21/2012	83			85	84.00	\$13,000
395	Graham/Havenwood	04/02/2012	83	85			84.00	\$13,000
396	Mesa Springs/Ivy Spring	04/09/2012	84			84	84.00	\$13,000
397	Holbeck/Fawn	07/17/2012	84			84	84.00	\$13,000
398	GOLDFINCH/LARKHAVEN	08/09/2012	84	84			84.00	\$13,000
399	CHAMPLAIN/SERRA	08/29/2012	84	84			84.00	\$13,000

*Construction only - Does not include soft cost (design, admin, etc.)

Tier 2 Ramp Evaluation Data

Priority	Tier 2 Intersection Location	Survey Date	Score: NEC	Score: SEC	Score: SWC	Score: NWC	Score: Average	Approx Correction Cost (\$)*
400	Tuscola St/Vespucci Ave	09/06/2012	83	85			84.00	\$13,000
401	Napa Valley/Bodegan	10/11/2012	82	86			84.00	\$13,000
402	LA ROSA/CASA ENCANTADOR	04/30/2013	85			83	84.00	\$13,000
403	Bay/Chagall	03/10/2011		85	84		84.50	\$13,000
404	Flaming Arrow/Silver Arrow	03/30/2011			86	83	84.50	\$13,000
405	Wedow/Nan	03/30/2011	85			84	84.50	\$13,000
406	Perris/Abbey Lane	04/28/2011	84	85			84.50	\$13,000
407	Blueberry/Cliffrose	04/28/2011	86	83			84.50	\$13,000
408	Wintergreen/Goldston	05/05/2011	83	86			84.50	\$13,000
409	Kennebec/Kismet	03/01/2012	83	86			84.50	\$13,000
410	Kismet/Briana	03/01/2012			84	85	84.50	\$13,000
411	Dunhill/Nagai	03/20/2012			83	86	84.50	\$13,000
412	Pala Foxia/Betula	03/21/2012		84	85		84.50	\$13,000
413	Belcanto/Miracanto	04/04/2012		85	84		84.50	\$13,000
414	Sandy Glade/Bluewood	05/17/2012	84			85	84.50	\$13,000
415	Heacock/Myers	07/11/2012	84	85			84.50	\$13,000
416	Helmsdale/Radwell	07/17/2012	84	85			84.50	\$13,000
417	Helmsdale/Fawn	07/17/2012	85			84	84.50	\$13,000
418	CHAMPLAIN/CARTIER	08/29/2012			84	85	84.50	\$13,000
419	Lasselle/Banta	09/11/2012	83	86			84.50	\$13,000
420	Athletics/Cottonwood	02/27/2013	85			84	84.50	\$13,000
421	VIA LUNADO/VIA PAMPLONA	03/21/2013			84	85	84.50	\$13,000
422	Rembrandt/Renoir	05/08/2013	86	83			84.50	\$13,000
423	Rockcrest/Betts	05/18/2011			84	86	85.00	\$13,000
424	Calle Aurora/Calle Agua	06/14/2011		86	84		85.00	\$13,000
425	Camino Juanito/Buena Fortuna	06/14/2011		85	85		85.00	\$13,000
426	Cottonwood/Quincy	06/07/2011		80	90		85.00	\$7,250
427	Nagai/Bay	03/20/2012	83			87	85.00	\$13,000
428	Dunhill/Sweeny	03/20/2012	85			85	85.00	\$13,000
429	Westlake/Palisade	03/13/2012	85			85	85.00	\$13,000
430	Constantine/Naples	03/14/2012	84	86			85.00	\$13,000
431	Warbler/Rhea	04/02/2012	86			84	85.00	\$13,000
432	Bay/Pheasant Knoll	05/10/2012		85	85		85.00	\$13,000
433	Liberty/Atwood	07/12/2012	86			84	85.00	\$13,000
434	Tioga Pass/Petaluma	09/11/2012	84			86	85.00	\$13,000
435	Persimmon/Basswood	10/18/2012			84	86	85.00	\$13,000
436	CALLE CAMELA/CAMINO FLORES	01/10/2013	85			85	85.00	\$13,000
437	BELLO/GENTIAN	01/09/2013	84			86	85.00	\$13,000
438	FAIR MEADOW/JOHN F KENNEDY	12/12/2012	84			86	85.00	\$13,000
439	Alosta/Balancin	02/07/2013	86	84			85.00	\$13,000
440	LATARIS/LUPINE	03/27/2013	85			85	85.00	\$13,000
441	Elsworth/Bay	03/15/2011	85	85	82	89	85.25	\$26,000
442	SLAWSON/ASPENWOOD	08/28/2012	84	84	88	85	85.25	\$26,000
443	Paige/Nicole Ct	04/28/2011	86	85			85.50	\$13,000
444	Chantry/Whitewood	06/02/2011	86			85	85.50	\$13,000
445	Calle Agua/Via Kannela	06/14/2011	85			86	85.50	\$13,000
446	Hollyhock/Lupine	06/14/2011	87	84			85.50	\$13,000
447	Iris/Emma	06/28/2011		86	85		85.50	\$13,000
448	Alexis/La Mesa	04/10/2012	85	86			85.50	\$13,000
449	Pala Foxia/Baptisia	03/21/2012		87	84		85.50	\$13,000
450	Helmdale/Aylesbury	07/17/2012			86	85	85.50	\$13,000
451	HAREWOOD/ROTHBURY	07/24/2012	85	86			85.50	\$13,000
452	Tuscola St/ Ornate Dr	09/06/2012	86	85			85.50	\$13,000
453	MORGAN/JOHN F KENNEDY	12/11/2012	88			83	85.50	\$13,000
454	FORTUNA/RANCHITA	04/18/2013			85	86	85.50	\$13,000
455	LA FORTUNA/TONADILLA	04/23/2013	85	86			85.50	\$13,000
456	RANCHO DEL LAGO/ALPARAS	04/17/2013			84	87	85.50	\$13,000

*Construction only - Does not include soft cost (design, admin, etc.)

Tier 2 Ramp Evaluation Data

Priority	Tier 2 Intersection Location	Survey Date	Score: NEC	Score: SEC	Score: SWC	Score: NWC	Score: Average	Approx Correction Cost (\$)*
457	LA FORTUNA/RANCHO DEL LAGO	04/17/2013	85	86			85.50	\$13,000
458	Eucalyptus/Elsworth	03/08/2012		86	89	82	85.66	\$19,500
459	BRASA/GENTIAN	01/09/2013	82	87	87	87	85.75	\$26,000
460	Bay/Kristina	03/10/2011	86	84	87	87	86.00	\$26,000
461	Santiago/Nan	03/30/2011		87	85		86.00	\$13,000
462	Rockcrest/Nanwood	05/18/2011			87	85	86.00	\$13,000
463	Nason/Hospital Driveway	05/26/2011			87	85	86.00	\$13,000
464	New England Dr/Bellcrest Ct	05/26/2011	86			86	86.00	\$13,000
465	Dracaea/Mohican	06/02/2011	85			87	86.00	\$13,000
466	westlake/Malibu	03/13/2012	87			85	86.00	\$13,000
467	Pala Foxia/Martynia	03/21/2012		85	87		86.00	\$13,000
468	Golden Eye/Pintail	03/21/2012	87			85	86.00	\$13,000
469	Graham/Woodlander	04/02/2012		90	82		86.00	\$13,000
470	Hyacinth/Candle Bush	06/14/2012	86	86			86.00	\$13,000
471	BARBAZON/IFIR	09/11/2012	88	82	83	91	86.00	\$26,000
472	Cheyenne/Azalea	09/11/2012	86			86	86.00	\$13,000
473	LA FORTUNA/HONDO BARRANCA	04/18/2013			85	87	86.00	\$13,000
474	Ironwood/Athens	03/14/2012	90	82	84	89	86.25	\$26,000
475	Bay/Indian	05/16/2012	86	84	88	87	86.25	\$26,000
476	Indian/Dracaea	07/12/2012	87	85	87	86	86.25	\$26,000
477	Summerwinds/Eucalyptus	03/13/2013	87	84	87	87	86.25	\$26,000
478	Bay/Courage	03/10/2011		84	89		86.50	\$13,000
479	Bay/Rena	03/10/2011	88			85	86.50	\$13,000
480	Krameria/Spirit	05/05/2011	85	88			86.50	\$13,000
481	Dracaea/Napa Valley	06/07/2011	88			85	86.50	\$13,000
482	Elsworth/Larch	03/13/2012			87	86	86.50	\$13,000
483	Day/Monico	03/20/2012	87	86			86.50	\$13,000
484	Cognac Ln/Fir Ave	09/11/2012		88	85		86.50	\$13,000
485	Golden Lantern/Eucalyptus	09/11/2012	89			84	86.50	\$13,000
486	Gaye St/Carolyn	10/18/2012			86	87	86.50	\$13,000
487	EAGLE/CHAPIONSHIP	12/20/2012			87	86	86.50	\$13,000
488	Lurin/Via Pamplona	06/14/2011			86	88	87.00	\$13,000
489	Indian/Atwood	07/12/2012	87	88	86	87	87.00	\$26,000
490	SLAWSON/OAK	08/29/2012	88	86			87.00	\$13,000
491	CALLE CASTANO/CAMINO FLORES	01/10/2013	88			86	87.00	\$13,000
492	VIA ENTRADA/JOHN F KENNEDY	12/12/2012		91	83		87.00	\$7,250
493	Aguila/Casa Encantador	02/07/2013	88			86	87.00	\$13,000
494	Letterman/Campus Point	02/26/2013	86	88			87.00	\$13,000
495	Nason/Bloomfield	03/06/2013	87	87			87.00	\$13,000
496	Calle Agua/Via Ultimo	05/10/2011	90	82	87	90	87.25	\$14,500
497	Unity/Cactus	02/29/2012	81	92	87	89	87.25	\$20,250
498	PERRIS/RED MAPLE	04/11/2013	90	86	85	88	87.25	\$20,250
499	Lasselle/Bay	05/15/2013	92	79	90	88	87.25	\$14,500
500	Cactus/Hospital Driveway	05/26/2011	85			90	87.50	\$7,250
501	Sunnymead/Lorraine Terrace	06/02/2011	90			85	87.50	\$7,250
502	Cottonwood/Pattilynn	03/20/2012		87	88		87.50	\$13,000
503	GAYE/ALESSANDRO	10/18/2012	91			84	87.50	\$7,250
504	Athletics/Commons	02/12/2013		86	89		87.50	\$13,000
505	Creekside/Bloomfield	03/06/2013			87	88	87.50	\$13,000
506	PELICAN/IRIS	04/23/2013		89	86		87.50	\$13,000
507	PACATO/PALO CEDRO	04/24/2013	88			87	87.50	\$13,000
508	SAINT CROIX/IRIS	04/16/2013	88			87	87.50	\$13,000
509	OLIVER/DELPHINIUM	12/05/2012	85	89	87	90	87.75	\$20,250
510	Adrienne/Boeing	03/22/2011	90			86	88.00	\$7,250
511	Graham/Bay	06/02/2011	86	88	90	88	88.00	\$20,250
512	Dracaea/Snowbell	03/13/2012		87	89		88.00	\$13,000
513	Heacock/Atwood	07/12/2012	89	87			88.00	\$13,000

*Construction only - Does not include soft cost (design, admin, etc.)

Tier 2 Ramp Evaluation Data

Priority	Tier 2 Intersection Location	Survey Date	Score: NEC	Score: SEC	Score: SWC	Score: NWC	Score: Average	Approx Correction Cost (\$)*
514	Lasselle St/Ninebark St	09/11/2012	88	88			88.00	\$13,000
515	Mascot/Honors	09/11/2012	87			89	88.00	\$13,000
516	LA PALMA/RANCHO BAJA	01/08/2013	86	90			88.00	\$7,250
517	ROCKWOOD/MILESTONE	12/04/2012	90			86	88.00	\$7,250
518	WILLOWGROVE/ROCKWOOD	12/05/2012		89	87		88.00	\$13,000
519	Summerwinds/Waterford	03/13/2013	88			88	88.00	\$13,000
520	Jade/Cottonwood	02/19/2013		89	87		88.00	\$13,000
521	EDGEWATER/IRIS	04/23/2013		87	89		88.00	\$13,000
522	CAMINO DEL REY/CORTE SAN LEANDRO	03/20/2013			88	88	88.00	\$13,000
523	Courage/Adrienne	03/10/2011	91	88	85	89	88.25	\$20,250
524	Adrienne/McDonnel	03/22/2011	89			88	88.50	\$13,000
525	Tuscola St/Shalu Ave	09/06/2012		82	95		88.50	\$7,250
526	SEVILLA/JOHN F KENNEDY	12/20/2012		90	87		88.50	\$7,250
527	LEGENDARY/AUTUMN	01/08/2013			87	90	88.50	\$7,250
528	LA PALMA/VIA DE LA REAL	01/03/2013		88	89		88.50	\$13,000
529	MILESTONE/ROSEMONT	12/04/2012	88	89			88.50	\$13,000
530	Mill Creek/Dracaea	03/05/2013	89			88	88.50	\$13,000
531	CALLE DE AMIGO/CAMINO QUINTANA	03/19/2013	89	88			88.50	\$13,000
532	Kitching/Brodiaea	05/09/2013	90	87			88.50	\$7,250
533	Bay/Boeing	03/10/2011	86	91	93	86	89.00	\$14,500
534	Arbor Park/Redwood Lane	04/19/2011	90	88			89.00	\$7,250
535	Quarterhorse/Clydesdale	05/10/2011	90	87	91	88	89.00	\$14,500
536	Oliver/Arla Ct	05/10/2011			87	91	89.00	\$7,250
537	Turnberry/Arla Ct	05/10/2011	90	87	88	91	89.00	\$14,500
538	Fir Ave/Atherton Dr	09/11/2012	90			88	89.00	\$7,250
539	LA PALMA/DE LA VEGA	01/08/2013	89	89			89.00	\$13,000
540	LEGENDARY/VIA DE LA REAL	01/03/2013	90	88			89.00	\$7,250
541	Jade/Quartz	02/19/2013	90			88	89.00	\$7,250
542	CAMINO SAN SIMEON/CALLE DE AMIGOS	03/19/2013	90			88	89.00	\$7,250
543	LASSELLE/CAMINO DEL REY	03/20/2013			90	88	89.00	\$7,250
544	Spirit/Clydesdale	05/10/2011	89	88	86	94	89.25	\$20,250
545	Bay/McDonnel	03/10/2011	83	93	92	90	89.50	\$8,750
546	Calle San Juan De Los Lagos/Corporate St	03/22/2011		89	90		89.50	\$7,250
547	Courage/Allies	03/10/2011	89	90			89.50	\$7,250
548	Arbor Park/Silverbell	04/19/2011			89	90	89.50	\$7,250
549	Arborpark/Hawthorn	03/14/2012	92	87			89.50	\$7,250
550	Dracaea/Peashrub	03/13/2012		90	89		89.50	\$7,250
551	Tennyson/Tyler	03/20/2012	89			90	89.50	\$7,250
552	Mead/Myers	07/11/2012	90			89	89.50	\$7,250
553	Cheyenne/Azalea	09/11/2012		90	89		89.50	\$7,250
554	Varsity/Campus Point	09/11/2012	89			90	89.50	\$7,250
555	Stadium/Campus Point	09/11/2012	90			89	89.50	\$7,250
556	AROBLES/GENTIAN	01/09/2013		89	90		89.50	\$7,250
557	LEGENDARY/JEFFREY	01/08/2013			89	90	89.50	\$7,250
558	ADOBE/VIA DE LA REAL	01/03/2013		88	91		89.50	\$7,250
559	NEWBURGH/ROCKWOOD	12/05/2012	88			91	89.50	\$7,250
560	Stadium/Commons	02/27/2013	90	91	90	87	89.50	\$8,750
561	Century/Lurin	06/14/2011	88	92	89	90	89.75	\$14,500
562	CAMINO SAN SIMEON/VIA DE ANZA	03/19/2013	90	90			90.00	\$1,500
563	Calle San Juan De Los Lagos/Veterans Way	03/15/2011	89	91			90.00	\$7,250
564	Dracaea/Arbor Park (N)	04/19/2011	87	93			90.00	\$7,250
565	Arbor Park/Sweetgum	04/19/2011			90	90	90.00	\$1,500
566	Krameria/Gelding Way	05/05/2011	91	89			90.00	\$7,250
567	Shadow Mountain/Lawless	04/09/2012		92	88		90.00	\$7,250
568	Fir Ave/Twinberry Dr	09/11/2012	91			89	90.00	\$7,250
569	Stadium/Honors	09/11/2012		89	91		90.00	\$7,250
570	WILLOW LEAF/DELPHINIUM	12/04/2012	90			90	90.00	\$1,500

*Construction only - Does not include soft cost (design, admin, etc.)

Tier 2 Ramp Evaluation Data

Priority	Tier 2 Intersection Location	Survey Date	Score: NEC	Score: SEC	Score: SWC	Score: NWC	Score: Average	Approx Correction Cost (\$)*	
571	WILLOWGROVE/FAIRMONT	12/06/2012	90	90			90.00	\$1,500	
572	Caballo/Calle Alto	01/16/2013	89	91			90.00	\$7,250	
573	Fire Rock/ Iris	02/13/2013	88	89	92	91	90.00	\$14,500	
574	Kitching/Dracaea	05/23/2013	88	90	91	92	90.25	\$8,750	
575	Pan Am/Abington	03/10/2011			91	90	90.50	\$1,500	
576	Arbor Park/Acacia	04/19/2011			90	91	90.50	\$1,500	
577	Oliver/Gala Ct	05/10/2011	92	89			90.50	\$7,250	
578	Presidio Hills/Casmalia	04/09/2012	89			92	90.50	\$7,250	
579	Caballo/Balancin	01/31/2013			90	91	90.50	\$1,500	
580	Calle Camelia/Bogoso	02/05/2013	93	91	89	89	90.50	\$14,500	
581	Snowbell/Maidenhair	03/13/2012	90	90	92	91	90.75	\$3,000	
582	Dracaea/Mascot	06/07/2011		91	91		91.00	\$1,500	
583	Lurin/Saddlebrook	06/14/2011	91	91			91.00	\$1,500	
584	Crabapple/Larch	03/13/2012	91	91			91.00	\$1,500	
585	Arbor Park/ Dracaea	03/14/2012			92	90	91.00	\$1,500	
586	ASHTON/ROCKWOOD	12/06/2012	91			91	91.00	\$1,500	
587	SHEILA/FILAREE	05/01/2013		91	91		91.00	\$1,500	
588	LASSELLE/FIR	03/18/2013	92	92	89	91	91.00	\$8,750	
589	Brodiaea/Joy	03/30/2011	92	94	95	84	91.25	\$8,750	
590	La Brisis/John F Kennedy	05/14/2013	92		90	92	91.33	\$2,250	
591	Pan Am/Berkshire	03/10/2011			92	91	91.50	\$1,500	
592	Calle Agua/Palomino	05/10/2011	92			91	91.50	\$1,500	
593	Pan Am/Aqueduct	03/14/2012	93	90	90	93	91.50	\$3,000	
594	Peashrub/Lilac	03/13/2012			93	90	91.50	\$1,500	
595	Presidio Hills/Shadow Mountain	04/09/2012	92			91	91.50	\$1,500	
596	Presidio Hill/Via Del Norte	04/09/2012		91	92		91.50	\$1,500	
597	Ruby/Myers	07/11/2012	92			91	91.50	\$1,500	
598	Atherton Dr/Alder Ln	08/11/2012			92	91	91.50	\$1,500	
599	GREEN LAWN/HASTINGS	12/06/2012	92			91	91.50	\$1,500	
600	Calle Camelia/Calle Alto	01/31/2013			89	94	91.50	\$7,250	
601	Gelding Way/Clydesdale	05/10/2011	92	91	91	93	91.75	\$3,000	
602	Sassafrass/Maidenhair	03/13/2012	91			93	92.00	\$1,500	
603	VIA ENTRADA/VIA SONATA	12/20/2012	92			92	92.00	\$1,500	
604	Kitching/Jonestown	05/09/2013	92			92	92.00	\$1,500	
605	Pan Am/Vought	03/10/2011	92	91	93	93	92.25	\$3,000	
606	Clydesdale/Hackney	05/05/2011		94	91		92.50	\$1,500	
607	Snowbell/Hawthorn	03/14/2012	92			93	92.50	\$1,500	
608	Beech Dr/Twinberry Dr	09/11/2012	93	92			92.50	\$1,500	
609	Misty Meadow/Woodglen	03/13/2013	93			92	92.50	\$1,500	
610	Kitching/Windjammer	05/09/2013	93			92	92.50	\$1,500	
611	Indian/Dorner	05/16/2012			92	94	93.00	\$1,500	
612	Mantee/Searson	05/16/2012			94	92	93.00	\$1,500	
613	Prancer/Cottonwood	02/13/2013	92			94	93.00	\$1,500	
614	Searson/Qualton	05/16/2012			94	93	93.50	\$1,500	
615	FireRock/Silverado	02/07/2013		93	94		93.50	\$1,500	
616	Ninebark St/Fir Ave	09/11/2012	94	92	94	95	93.75	\$3,000	
617	HILDEN/AUBURN	12/06/2012	94			94	94.00	\$0	
618	PIEDMONT/ROCKWOOD	12/06/2012	94			94	94.00	\$0	
619	Old Country/Willow Run	06/14/2012	94	95			94.50	\$0	
620	Searson/Ormista	05/16/2012			95	96	95.50	\$0	
621	Prancer/Bay Meadows	03/12/2013		98	98		98.00	\$0	
622	Nottingham/Bay Meadows	03/12/2013		99	98		98.50	\$0	
623	Celebrity/Prancer	03/12/2013			99	99	99.00	\$0	
Total Intersection locations:		Total Corners:		Total Approximate Construction Cost:					
623		1467		\$8,609,250					

*Construction only - Does not include soft cost (design, admin, etc.)

Tier 3 Ramp Evaluation Data

Priority	Tier 3 Intersection Location	Survey Date	Score: NEC	Score: SEC	Score: SWC	Score: NWC	Approx Correction Cost (\$)*
	ACACIA / DRACAEA	01/16/2014	A-			A-	\$1,500.00
	AGAVE / CACTUS	12/10/2013	D+	D+	D+	D+	\$34,000.00
	AGAVE / DELPHINIUM	12/03/2013	C-			C-	\$13,000.00
	ALBA / DELPHINIUM	12/03/2013		C-	C-		\$13,000.00
	ALLYN / DRACAEA	01/16/2014		F	F		\$17,000.00
	AMBER HILL / HEMLOCK	03/04/2014	C-			C-	\$13,000.00
	ANTHONY / CACTUS	10/31/2013	F			F	\$17,000.00
	ARDOS / FIR	03/04/2014		A	A		\$0.00
	arvonna / DRACAEA	01/16/2014		F	F		\$17,000.00
	AUTO MALL / EUCALYPTUS	11/13/2013	C+	B	B	C+	\$17,000.00
	BACK / POSTAL	03/11/2014		A-	A-		\$1,500.00
	BARBARA / COTTONWOOD	01/21/2014	A-			A-	\$1,500.00
	BARBARA / DRACAEA	01/16/2014	C+			C+	\$13,000.00
	BAY HILL / JOHN F KENNEDY	10/29/2013	C+	A-	A-	C+	\$14,500.00
	BIRCHWOOD / DRACAEA	05/01/2014	A	A	A	A	\$0.00
	BITSY / IRIS	10/09/2013		C	C		\$13,000.00
	BRADSHAW / CACTUS	10/30/2013	F			F	\$17,000.00
	BRANDT,FINLEY / BRODIAEA	01/02/2014	D	D	D+	D+	\$34,000.00
	BRENTWOOD / DRACAEA	02/20/2014	D			D	\$17,000.00
	BRIDLE TRAIL / EUCALYPTUS	04/30/2014	D			D	\$17,000.00
	CALLE SERENA / KRAMERIA	10/08/2013	C			C	\$13,000.00
	CALLE SOMBRA / HEMLOCK	02/27/2014	D+			D+	\$17,000.00
	CAMINO FLORES / IRIS	10/09/2013	B			B+	\$13,000.00
	CAPE / ELDER	03/04/2014	A-			A-	\$1,500.00
	CASA LOMA / DELPHINIUM	12/03/2013		C-	C-		\$13,000.00
	CASCO / BRODIAEA	01/02/2014	C			C	\$13,000.00
	CHERRYLAUREL / DRACAEA	01/16/2014		A-	A-		\$1,500.00
	CHOLLA / CACTUS	12/10/2013	D+	D+	D+	D+	\$34,000.00
	CIDER GUM / CACTUS	10/31/2013		A-	A-		\$1,500.00
	CLARK / CALLE MONACO	12/04/2013	C-	C-			\$13,000.00
	CLARK / CALLE MONACO north	12/04/2013	C-	C-			\$13,000.00
	CLARK / DICKINSON	12/04/2013			C-	C-	\$13,000.00
	CLARK / TOWNSENDIA	12/03/2013			C-	C-	\$13,000.00
	CLARK / WINDING	12/03/2013	C-	C-			\$13,000.00
	COCHITI / CACTUS	12/03/2013		D+	C-		\$15,000.00
	COLDBROOK / KRAMERIA	10/08/2013	C			C+	\$13,000.00
	COLLIE / COTTONWOOD	11/20/2013		B+	B		\$13,000.00
	COMMERCE CENTER / CACTUS	12/17/2013	D			C-	\$15,000.00
	COOL / ELDER	03/04/2014	A-			A-	\$1,500.00
	COVEY QUAIL / ALESSANDRO	05/01/2014	D			D+	\$17,000.00
	CRAPE MYRTLE / BAY	05/01/2014	D			D	\$17,000.00
	DARWIN / COTTONWOOD	12/05/2013	D	A-	A-	D	\$18,500.00
	DAVID / HEMLOCK	02/27/2014		C-	C-		\$13,000.00
	DAY / BAY	01/23/2014	A	A	A	A	\$0.00
	DAY / COTTONWOOD	01/21/2014	A-	A	A	A-	\$1,500.00
	DAY / DRACAEA	01/16/2014	B+	B+	B+	B+	\$26,000.00
	DAY / SHERMAN	01/23/2014	A	A			\$0.00
	DEER HILL / BAY	05/01/2014	D+			D+	\$17,000.00

Tier 3 Ramp Evaluation Data

DEERWOOD / HEMLOCK	02/27/2014	D			D	\$17,000.00
DEVILLE / SUNNYMEAD RANCH	01/29/2014		A-	A-		\$1,500.00
DUSTY COYOTE / CACTUS	10/30/2013	A-			A-	\$1,500.00
EDGEMONT / BAY	01/23/2014	F			F	\$17,000.00
EDGEMONT / COTTONWOOD	01/16/2014	F	B+	B+	A-	\$22,250.00
EDGEMONT / DRACAEA	01/16/2014	F	F	F	F	\$34,000.00
ELSWORTH / BERTIE	01/23/2014			A-	C	\$7,250.00
ELSWORTH / CACTUS	12/17/2013	D-				\$8,500.00
ELSWORTH / COTTONWOOD	01/21/2014	B	D	A-	A-	\$14,500.00
ELSWORTH / ELLA	01/23/2014			C-	C-	\$13,000.00
ELSWORTH / FARRAGUT	01/23/2014			A-	A-	\$1,500.00
ELSWORTH / FRINGE	05/01/2014			B+	B+	\$13,000.00
ELSWORTH-March AFB / CACTUS	12/17/2013		A	F	C-	\$17,000.00
ETERNAL / CACTUS	12/17/2013	D+			D+	\$17,000.00
EUCALYPTUS / GYPSUM	11/19/2013			A-	A-	\$1,500.00
FARRAGUT-Sierra-Mesa / SHERMAN	01/23/2014	C-	F	F	C+	\$32,000.00
FELT / ELDER	03/04/2014	A-			A-	\$1,500.00
FLAMING ARROW / BAY	05/01/2014	D	D	D	D	\$34,000.00
FOREMAN / EUCALYPTUS	05/01/2014	D-			D-	\$17,000.00
FRANKLIN / IRONWOOD	02/26/2014	C-	B+	B+	C-	\$26,000.00
GAIN / ELDER	03/04/2014	A-			A-	\$1,500.00
GALVIN / BRODIAEA	12/18/2013	C-			C-	\$13,000.00
GARNET / IRONWOOD	02/26/2014		B+	B-		\$13,000.00
GASSEN / IRONWOOD	02/25/2014		D+	D+		\$17,000.00
GILBERT / BRODIAEA	01/02/2014		A-	A-		\$1,500.00
GILBERT / CACTUS	12/17/2013	A-			A-	\$6,000.00
GINA / DRACAEA	01/16/2014	C-			C-	\$13,000.00
GLORYBOWER / COTTONWOOD	01/21/2014	A-			A-	\$1,500.00
GOLDEN EAGLE / BAY	05/01/2014	D	D	D	D	\$34,000.00
GOLDENCREST / ARICAL	01/08/2014		F	C-		\$21,500.00
GRAHAM / BLUE GUM	03/11/2014	D	D	D	D	\$34,000.00
GRAHAM / BRODIAEA	01/02/2014	A-	A-	A-	A-	\$3,000.00
GRAHAM / DAVID	03/11/2014	C-	C-			\$13,000.00
GRAHAM / DRACAEA	03/11/2014	A-	A-	A-	A-	\$3,000.00
GRAHAM / HEMLOCK	02/27/2014	B+	F	D+	A	\$24,250.00
GRAHAM / OLD VALLEY	03/11/2014	D	D	D	D	\$34,000.00
GRAHAM / SUNLINE	03/11/2014	D	D			\$17,000.00
GRAHAM / SUNNYMEADOWS	03/11/2014			D	D	\$17,000.00
GRAHAM / YEE	03/11/2014			D	D	\$17,000.00
GRANT / BAY	01/23/2014		C+	C+		\$13,000.00
GRANT / SHERMAN	01/23/2014	C	A-	C	C	\$20,250.00
HEACOCK / BADGER SPRINGS	02/06/2014	B-	B-	B-	B-	\$26,000.00
HEACOCK / BRODIAEA	01/02/2014	B	A-	A-	A-	\$3,000.00
HEACOCK / CREEKSTONE	11/20/2013	A-	A-			\$1,500.00
HEACOCK / GREGORY	02/11/2014	C+	D-	A-	A-	\$16,500.00
HEACOCK / HILLGATE	02/06/2014			B+	B+	\$13,000.00
HEACOCK / KERNWOOD	02/11/2014	D-	D-			\$17,000.00
HEACOCK / PARKLAND	02/06/2014			A-	B-	\$7,250.00
HEACOCK / POWELL	01/08/2014	C-	C-			\$13,000.00
HEACOCK / SANDBOW	02/06/2014	C	C			\$13,000.00
HEACOCK / SANDY GLADE	02/06/2014	B-	B+			\$13,000.00
HEACOCK / SUNNYMEAD RANCH	01/29/2014	C	A-	A-	C	\$14,500.00

Tier 3 Ramp Evaluation Data

HEARTLEAF / FIR	04/29/2014	D+				D+	\$17,000.00
HILDEGARDE / COTTONWOOD	01/21/2014	A-				A-	\$1,500.00
HILLROSE (Nason) / IRIS	10/10/2013	A	A	A	A	A	\$0.00
HOMESTEAD / BRODIAEA	12/18/2013	C-	D+	D+	C-	C-	\$30,000.00
INDIAN / EUCALYPTUS	03/13/2014	C-	C	B+	B-	B-	\$26,000.00
INDIAN / FIR	03/13/2014	C-	C-	C-	C-	C-	\$26,000.00
INDIAN / IRONWOOD	02/20/2014	C	D	C	D	D	\$30,000.00
INDIAN / JENKINS	01/08/2014	D+	D+	C-	C-	C-	\$30,000.00
INDIAN / MYERS	03/13/2014	B+	B+	B	B+	B+	\$26,000.00
INDIAN / WEBSTER	03/13/2014	C-	C-	C-	C-	C-	\$26,000.00
INLET / BRODIAEA	12/18/2013		C-	C-			\$13,000.00
IRONWOOD / CALLE SOMBRA	02/13/2014		A-	A-			\$1,500.00
IRONWOOD / HERITAGE	02/12/2014	B+	B+	B+	B+	B+	\$26,000.00
IRONWOOD / MEDLEY	02/13/2014	A-	B+	B+	A-	A-	\$14,500.00
IRONWOOD / RIPARIAN	02/12/2014		B+	B+			\$13,000.00
IRONWOOD / YELLOW IRIS	02/13/2014	A-			A-	A-	\$1,500.00
IVY / IRONWOOD	02/26/2014	A-			B+	B+	\$7,250.00
JOSHUA TREE / CACTUS	12/17/2013		D+	D+			\$17,000.00
JOY / CACTUS	12/17/2013	A-			A-	A-	\$1,500.00
KASOTA / ELDER	03/04/2014	C-			C-	C-	\$13,000.00
KENTLAND / EUCALYPTUS	05/01/2014	D+	F	F	D+	D+	\$34,000.00
KEVIN / IRONWOOD	02/20/2014	A-			A-	A-	\$1,500.00
KILGORE / IRONWOOD	02/25/2014	A	D+	D+	A	A	\$17,000.00
KINGSWAY-Victor / BRODIAEA	12/18/2013	D+	D+	D+	D+	D+	\$34,000.00
KIOWA / DRACAEA	02/20/2014	A			A	A	\$0.00
KITCHING / CACTUS	12/03/2013	A-	A	A	A	A	\$750.00
KITCHING / ELDER	03/04/2014	C-	F		C-	C-	\$21,500.00
KITCHING / JOHN F KENNEDY	12/02/2013	A-	A-	D	D	D	\$18,500.00
KITCHING / SKYBROOK	04/29/2014	A	A				\$0.00
KITCHING / SUNNYBROOK	04/29/2014	A	A				\$0.00
KITCHING / SUNNYMEAD	04/29/2014		A	F			\$8,500.00
KYLE / DRACAEA	05/01/2014		B+	B+			\$13,000.00
LAKEPORT / COTTONWOOD	12/05/2013	D			D-	D-	\$17,000.00
LAMOS / OPORTO	03/04/2014	D-			D-	D-	\$17,000.00
LANDON / CACTUS	10/30/2013	A-	A-	A-	A-	A-	\$3,000.00
LARKHAVEN / DRACAEA	03/12/2014	D	D	D	D	D	\$42,500.00
LASSELLE / COTTONWOOD	12/17/2013	A-	A-	A-	A-	A-	\$3,000.00
LASSELLE / LA BARCA	10/10/2013			C	C	C	\$19,500.00
LASSELLE / YANEZ TRAIL	10/08/2013			C	C	C	\$13,000.00
LAURY / FIR	04/29/2014	A			A-	A-	\$0.00
LEE / FIR	03/13/2014		B	B			\$13,000.00
LEE / MYERS	04/30/2014	C+			C+	C+	\$13,000.00
liberty / EUCALYPTUS	03/13/2014		A-	A-			\$1,500.00
LINNETT / BRODIAEA	12/18/2013	D+			D+	D+	\$17,000.00
LOREZ / ELDER	03/04/2014	D+			D+	D+	\$17,000.00
LYNNLEE / CACTUS	10/31/2013		A-	A-			\$1,500.00
MADISON / CACTUS	10/31/2013		A-	A-			\$1,500.00
MARIGOLD / IRONWOOD	02/20/2014		A	A			\$0.00
MARMONT / ELDER	03/04/2014	D+			D+	D+	\$17,000.00
MATHEWS / IRONWOOD	02/26/2014	B+			D+	D+	\$15,000.00
MAY / CACTUS	12/10/2013		D+	D+			\$17,000.00
MEADOW LARK / OLD LAKE	01/29/2014	A-			A-	A-	\$1,500.00

Tier 3 Ramp Evaluation Data

MEDINAH / CACTUS	10/30/2013	F	C	C	F	\$30,000.00
MEMORIAL / GATEWAY	02/20/2014			C	C	\$13,000.00
MERWIN / ALESSANDRO	11/12/2013	F	F	F	F	\$34,000.00
MORENO BEACH / ALESSANDRO	11/12/2013	D	D	D	D	\$34,000.00
MORENO BEACH / ARTISAN	10/29/2013	A-	A-			\$1,500.00
MORENO BEACH / AUBURN	10/29/2013			A-	A-	\$1,500.00
MORENO BEACH / BAY	11/12/2013	F	F			\$17,000.00
MORENO BEACH / BRODIAEA	11/12/2013	F	F	F	F	\$34,000.00
MORENO BEACH / COTTONWOOD	11/13/2013	D+	D+	D+	D+	\$34,000.00
MORENO BEACH / MERION	10/29/2013	C-	C-			\$13,000.00
MOTOR WAY / EUCALYPTUS	11/14/2013	C+	B	B	C+	\$13,000.00
NASON / DAMASCUS	10/31/2013	A-	A-			\$1,500.00
NASON / DELPHINIUM	10/31/2013	A-	A			\$750.00
NASON / ELDER	12/10/2013	A+	A+	A+	A+	\$0.00
NASON / EUCALYPTUS	11/19/2013	A-	A-	A-	A-	\$3,000.00
NASON / FIR	12/02/2013	A	A-	D-	D-	\$17,000.00
NASON / LARKMEAD	11/14/2013	A-	F			\$9,250.00
NASON / VINEWOOD	11/19/2013	C-	C-			\$7,250.00
NEW HAVEN / COTTONWOOD	03/12/2014		D		D	\$17,000.00
Newlight(Touplo Ln) / IRIS	10/09/2013		D-	D-		\$17,000.00
NINEBARK / DRACAEA	03/06/2014	D+	D+	D+	D+	\$34,000.00
NITA / HEMLOCK	02/27/2014	C			C	\$13,000.00
NITA / IRONWOOD	02/20/2014		D	D		\$17,000.00
NOLZE / BAY	01/23/2014		D-	D-		\$17,000.00
NOLZE / SHERMAN	01/23/2014	D-			D-	\$17,000.00
OBISPO / HEMLOCK	03/04/2014		D	D		\$17,000.00
OLD 215 FRONTAGE / BAY	01/08/2014	F	F			\$17,000.00
OLD 215 FRONTAGE / COTTONWOOD	01/08/2014	F	D-			\$17,000.00
OLD 215 FRONTAGE / DRACAEA	01/15/2014	F	F			\$17,000.00
OLIVER / CACTUS	10/30/2013	A-	A-	A-	D	\$10,750.00
PAGODA / DRACAEA	01/16/2014		A-	A-		\$1,500.00
PALOS GRANDE / IRONWOOD	02/26/2014	C-	A-	A-	C-	\$14,500.00
PAN AM / EUCALYPTUS	02/20/2014	D	B+	B+	D	\$30,000.00
PARKWOOD / CACTUS	12/10/2013	C-	C-	C-	C-	\$26,000.00
PARKWOOD / DELPHINIUM	12/03/2013	D+			D+	\$17,000.00
PATRICIA / DRACAEA	05/01/2014		A-	A-		\$1,500.00
PAVILLION / DRACAEA	03/11/2014	D			D	\$17,000.00
PEACHLEAF / SUNNYMEAD	03/04/2014		C-	C-		\$13,000.00
PEPPER / ALESSANDRO	01/23/2014	A-			A-	\$1,500.00
PEPPER / SHERMAN	01/23/2014		A-	A-		\$1,500.00
PEPPERBUSH / DRACAEA	03/12/2014	C	C-	C-	C	\$26,000.00
PERHAM / BRODIAEA	01/02/2014	C			C	\$13,000.00
PERHAM / CACTUS	12/17/2013	D+	C-	C-	D+	\$30,000.00
PERRIS / IRONWOOD	02/25/2014	D+	C+	D+	A	\$23,500.00
PERRIS / KALMIA	02/13/2014	D-	D-			\$17,000.00
PERRIS / VIA VON BOTSCH	02/13/2014	D-	F			\$17,000.00
PERRIS / WEBSTER	03/13/2014			D+	D+	\$17,000.00
PERSIMMON / COTTONWOOD	03/12/2014		D	D		\$17,000.00
PHILO / CACTUS	12/11/2013	D+	D	D	D+	\$34,000.00
PHYLLIS / BAY	01/23/2014	B+			B+	\$13,000.00
PIGEON PASS / ATLANTIC	02/11/2014	D	D			\$17,000.00
PIGEON PASS / BRABHAM	02/11/2014	A-	A-	A-	B	\$8,750.00

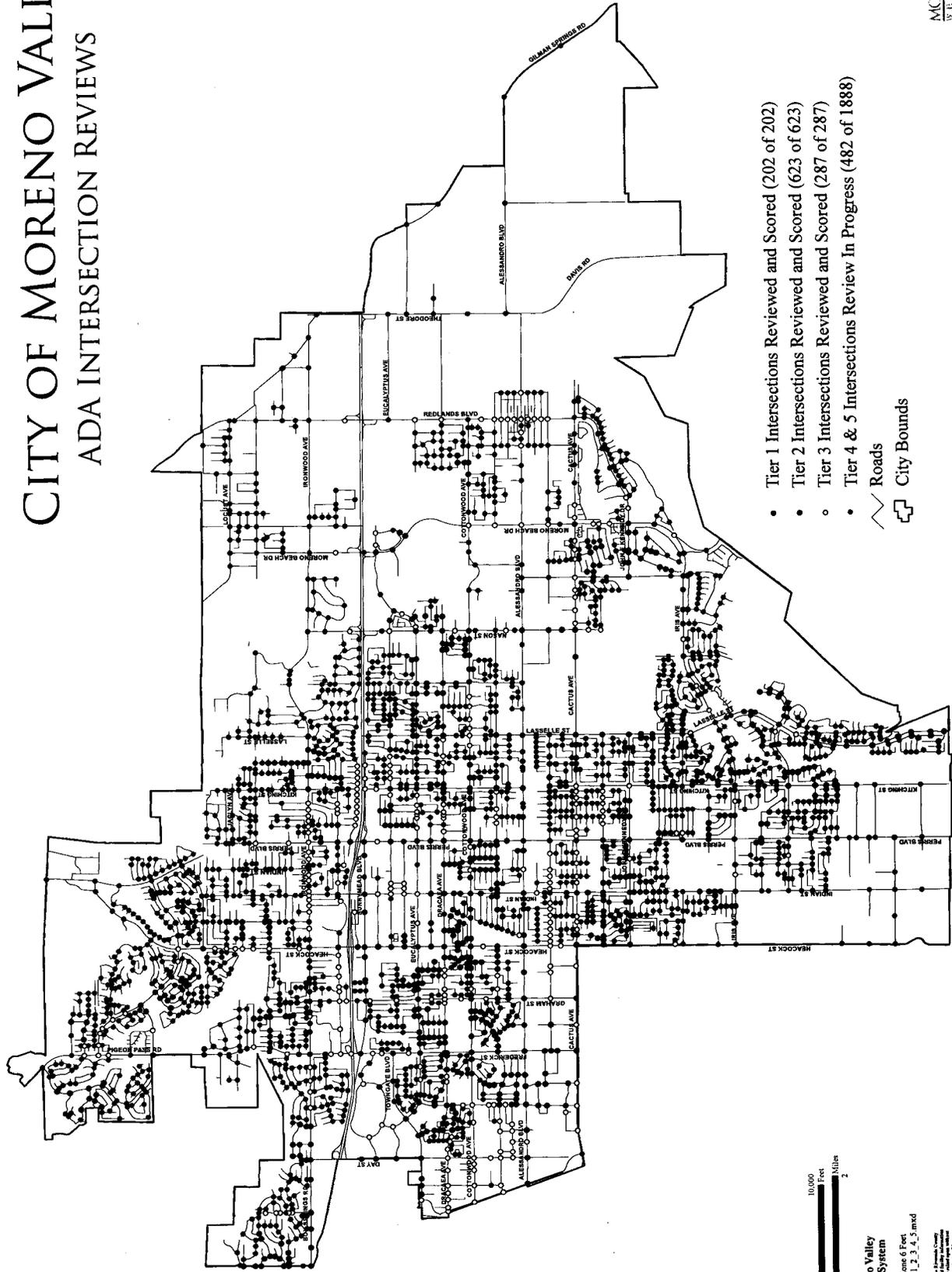
Tier 3 Ramp Evaluation Data

PIGEON PASS / CENTERPOINT	02/11/2014		D	D	D	\$25,500.00
PIGEON PASS / CLIMBING ROSE	02/11/2014		A-	A-	A-	\$2,250.00
PIGEON PASS / HARLAND	02/11/2014	D-	D-			\$17,000.00
PIGEON PASS / HEMLOCK	02/11/2014	C	B	B	B	\$26,000.00
PIGEON PASS / Home Depot driveway	02/11/2014			A-	A-	\$1,500.00
PIGEON PASS / LAKESIDE	01/29/2014			D	D	\$17,000.00
PIGEON PASS / PRESIDIO HILLS	01/29/2014	A-	A-			\$1,500.00
PIGEON PASS / SUNNYMEAD RANCH	01/29/2014	A-	A-			\$1,500.00
PONDER / CACTUS	12/11/2013	C-			C-	\$13,000.00
PONDEROSA / IRIS	10/10/2013	A-			A-	\$1,500.00
RAMSDELL / VIA VARGAS	05/01/2014	D	D			\$17,000.00
REBECCA / BRODIAEA	01/02/2014	B+			A-	\$1,500.00
RED MAHOGANY / BAY	05/01/2014	D			D	\$17,000.00
REDLANDS / 60 WB off-ramp	11/12/2013	F	F			\$17,000.00
REDLANDS / ALESSANDRO	11/05/2013	C-	F	F	F	\$32,000.00
REDLANDS / BAY	11/07/2013	F	F	F	F	\$34,000.00
REDLANDS / BRODIAEA	10/31/2013	F	F	F	F	\$34,000.00
REDLANDS / CAMPBELL	10/31/2013	F	F	F	F	\$34,000.00
REDLANDS / DRACAEA	11/12/2013	F	F	A-	D+	\$26,250.00
REDLANDS / EUCALYPTUS	11/12/2013			F	F	\$17,000.00
REDLANDS / GIFFORD	11/07/2013	F	F	F	F	\$34,000.00
REDLANDS / KIMBERLY	11/05/2013	F	F	F	F	\$34,000.00
REDLANDS / MALTBY	10/31/2013	F	F	F	F	\$34,000.00
REDLANDS / SPRUCE AVE	11/12/2013			F	F	\$17,000.00
REDLANDS / STEVENS	11/07/2013	F	F	F	F	\$34,000.00
REDLANDS / WILLIAMS	11/05/2013	F	F	F	F	\$34,000.00
REMBRANDT / DELPHINIUM	12/03/2013		D+	D+		\$17,000.00
RIO BRAVO / CACTUS	12/03/2013	D+	C-	C-	D+	\$30,000.00
ROSS / FIR	03/13/2014		C+	C+		\$13,000.00
ROSS / MYERS	04/30/2014	C+			C+	\$13,000.00
RUNNING DEER / DRACAEA	03/12/2014	D	D	D	D	\$34,000.00
SAYAN / CACTUS	12/12/2013	C-	C-	C-	C-	\$26,000.00
SEARSON / COTTONWOOD	03/12/2014		A	A		\$0.00
SEATTLE SLEW / KRAMERIA	10/08/2013		C	C		\$13,000.00
SHASTA / ELDER	03/04/2014	C-			C-	\$13,000.00
SHEILA / GENTIAN	10/10/2013	F	F	C-	F	\$32,000.00
SHEILA / JUANITA	01/23/2014	F	F			\$17,000.00
SHIREBOURN / DRACAEA	05/01/2014	D+			D+	\$17,000.00
SHIREBOURN / EUCALYPTUS	04/30/2014		D	D-		\$17,000.00
STACY LYNN / COTTONWOOD	12/05/2013	A-	C-	C-	A-	\$14,500.00
STANHOPE / EUCALYPTUS	02/20/2014	D			D	\$17,000.00
STEPHENSON / JOHN F KENNEDY	10/29/2013	A-			A-	\$1,500.00
STONEHURST / BRODIAEA	12/18/2013	D+	D+	D+	C-	\$32,000.00
SUNFIELD / DRACAEA	03/11/2014	D	D	D	D	\$17,000.00
SUNLIT / DRACAEA	03/11/2014	D	D	D	D	\$17,000.00
SUNNYMEAD RANCH / LAKE VISTA	01/29/2014	D-	D-			\$17,000.00
SUNNYMEAD RANCH / VIA PAVON	01/29/2014	A-	A-	C-	C-	\$14,500.00
SWEGLES / HEMLOCK	02/27/2014	D			C	\$15,000.00
SYLMAR / BAY	05/01/2014	D	D	D	D	\$34,000.00
TACOMA / DRACAEA	05/01/2014	A	A	A	A	\$0.00
TAMARA / EUCALYPTUS	05/01/2014	D+			D+	\$17,000.00
TERRA BELLA / COTTONWOOD	12/17/2013		F	F		\$17,000.00

ATTACHMENT D

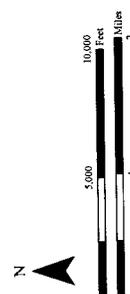
Intersection map with Tier locations

CITY OF MORENO VALLEY ADA INTERSECTION REVIEWS



- Tier 1 Intersections Reviewed and Scored (202 of 202)
- Tier 2 Intersections Reviewed and Scored (623 of 623)
- Tier 3 Intersections Reviewed and Scored (287 of 287)
- Tier 4 & 5 Intersections Review In Progress (482 of 1888)

- Roads
- ⊕ City Bounds



Map Produced by Moreno Valley
Geographic Information System
Geographic Information in:
State Plane NAD 83 California Zone 6 Feet
GIS: ArcMap/MapXtender Project: Tier1_2_3_4_5.mxd
September 15, 2014

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