



# CITY OF RIVERSIDE *PUBLIC RIGHT-OF-WAY ACCESSIBILITY* TRANSITION PLAN

Formally Approved and Adopted by the  
Riverside City Council on November 17, 2025



# Table of Contents

- I. Introduction and Purpose ..... 2
  - Summary of Law .....2
  - Public Right-Of-Way Accessibility Transition Plan for Riverside ..... 3
  - ADA Coordinator ..... 3
  - Public Notice ..... 3
  - Grievance Procedure .....4
  - Self-Evaluation ..... 4
  - ADA and Riverside Context..... 5
- II. Methodology..... 6
  - Review of Design Standards and Practices ..... 6
  - Data Collection ..... 7
  - Establishing Priorities ..... 8
- III. Summary of Field Work Findings.....9
  - Sidewalks..... 9
  - Sidewalks Curb Ramps.....10
  - Driveways..... 10
  - City Owned Parking Lots..... 10
  - City Owned Facilities ..... 10
- IV. Procedures for Remediations..... 11
- V. Conclusion ..... 11
  - Documenting Progress and Updating the Plan ..... 11
- VI. Appendix..... 13
  - Inventory Results
  - Priorities
  - Public Grievance Request Form
  - Self-Evaluation and Transition Plan Form

## I. Introduction and Purpose

### Summary of Law

This document, known as the City of Riverside ADA Transition Plan, is a result of the City of Riverside's continuous goal of Americans with Disabilities Act (ADA) compliance according to the Americans with Disabilities Act of 1990 (updated 2010).

Congress passed the Americans with Disabilities Act (ADA) in 1990. Title II of the Act specifically addresses the subject of making public services and public transportation accessible to those with disabilities. With the advent of the Act, designing and constructing facilities for public use that are not accessible by people with disabilities constitutes discrimination.

The Act applies not only to facilities built after 1990, but also pre-existing facilities. State and local government agencies are required to perform self-evaluations of their current facilities relative to the accessibility requirements of the ADA (28 CFR 35.150(d)). The agencies are then required to develop a Transition Plan to address any deficiencies. The Transition Plan is intended to achieve the following:

1. Identify physical obstacles that limit the accessibility of facilities to individuals with disabilities,
2. Describe the methods to be used to make the facilities accessible,
3. Provide a schedule for making the access modifications, and
4. Identify the public officials responsible for implementation of the Transition Plan.

The Transition Plan is required to be updated periodically until all accessibility barriers are removed. The development of this Transition Plan has been created with guidance provided by *ADA Transition Plans: A Guide to Best Management Practices (NCHRP Project Number 20-7(232))*.

The Americans with Disabilities Act requires all public entities with more than 50 total employees to develop a formal transition plan identifying the steps necessary to meet ADA accessibility requirements for all pedestrian access routes within their jurisdiction by upgrading all non-compliant features. Public entities that are not required to have a formal transition plan are still required to address noncompliant pedestrian access routes. Although the ADA only requires State and local governments with 50 or more employees, there have been indications that the threshold for number of employees may be reduced, and towns with less than fifty employees may want to consider developing a transition plan to make it easier to comply with ADA regulations.

This plan will provide guidance to achieve compliance. This transition plan reviews only public access within the City of Riverside (sidewalks), as well as City owned parking spaces, and access at City owned buildings and parks.

### References Utilized

- A. *ADA Transition Plans: A Guide to Best Management Practices (NCHRP Project Number 20-7(232))*.

- B. *Iowa SUDAS Chapter 12 – Accessible Sidewalk Requirements*
- C. *Iowa Department of Transportation – ADA Transportation Plan*
- D. *Americans with Disabilities Act ADA Guide for Small Towns*
- E. *1Statewide Urban Design and Standards Manual (SUDAS), Division 7, Section 7030*
- F. *Iowa DOT Design Manual*

### Public Right of Way Accessibility Transition Plan for Riverside

Consistent with the ADA requirements for inventory and self-evaluation, the City of Riverside targeted a portion of the overall planning effort to complete a walking inventory of the entire, street-side pedestrian system within the city’s existing boundaries. The plan for Riverside follows the Federal Highway Administration (FHWA) and Iowa DOT guidance on development for these types of plans. The Riverside ADA Transition Plan should consist of the following content:

1. Identification of the official responsible for implementation
2. Incorporation of public notice and opportunity for public input
3. Establishment of a grievance procedure
4. Identify physical barriers from the self-evaluation
5. Methods to help make the facilities compliant and more accessible
6. A schedule of completing the necessary steps
7. Cost estimates
8. Status Updates

### Official Responsible for Implementation - ADA Coordinator

The City Administrator or their designated representative serves as the primary contact for the Americans with Disabilities Act (ADA) policies, practices, and procedures for the City of Riverside. Requests for information, questions, complaints, or grievances should initially be directed to the City Administrator.

The official person currently being designated as responsible for the implementation of this Transition Plan is as follows:

Cole Smith	(319) 648-3501 (Office)
City Administrator	<a href="mailto:cityadmin@riversideiowa.gov">cityadmin@riversideiowa.gov</a> (Email)
City of Riverside	<a href="http://riversideiowa.gov">riversideiowa.gov</a> (Website)
60 Greene Street	
Riverside, IA, 52327	

### Public Notice

It is recommended that the Local Jurisdiction provide the public with an opportunity to provide input on the Transition Plan prior to adoption. It is suggested that a copy of this ADA transition plan be made available by request to the ADA Coordinator or on file at City Hall. Any resident may address their concerns or comments to the ADA Coordinator listed in this document.



## Grievance Procedure

This grievance procedure is established to meet the requirements of the ADA. It may be used by any resident who wishes to file a complaint alleging discrimination on the basis of disability in the provision of services, activities, programs, or benefits by the City of Riverside.

The complaint should be in writing and contain information about the alleged discrimination such as name, address, phone number, email address of complainant and location, date, and description of the problem. Alternative means of filing complaints, such as personal interviews or a tape recording of the complaint will be made available for persons with disabilities upon request.

The complaint should be submitted by the grievant and/or his/her designee as soon as possible but no later than 60 calendar days after the alleged violation. Please submit the complaint/grievance to:

City of Riverside  
Cole Smith  
City Administrator, ADA Administrator  
60 Greene Street  
Riverside, IA, 52327

Within 30 calendar days after receipt of the complaint, the City Administrator will meet with the complainant to discuss the complaint and the possible resolutions. Within 30 calendar days of the meeting, the City Administrator will respond in writing, and where appropriate, in a format that is accessible to the complainant, such as large print, Braille, or audio tape. The response will explain the position of the City of Riverside and offer options for substantive resolution of the complaint.

If the response by the City Administrator does not satisfactorily resolve the issue, the complainant may appeal the decision within 30 calendar days after receipt of the response to the City Council or designee.

Within 30 calendar days after receipt of the appeal, the City Council or designee will meet with the complainant to discuss the complaint and possible resolutions. Within 30 calendar days after the meeting, the City Council or designee will respond in writing, and where appropriate, in a format that is accessible to the complainant, with a final resolution to the complaint. All written ADA complaints or grievances received by the City of Riverside shall be retained by the City of Riverside for at least three years.

## Self-Evaluation

An element of ADA Title II compliance requires the City of Riverside to examine its services, policies, and practices and the effects thereof to determine whether there are barriers to participation by people with disabilities. For this Public Right-of-way Accessibility Transition Plan, this process includes the identification of existing and planned accessible paths of travel for public

facilities and programs to facilitate prioritization.

A self-evaluation was completed of the City's accessible routes located in the public right of way or on City owned land. This self-evaluation was performed over the months of June to August of 2024 by Axiom Consultants, LLC. The self-evaluation was performed by walking the City rights-of-way and City owned land and reviewing pedestrian access for accessibility. This includes review of sidewalks, curb ramps, and City Owned parking areas.

The standards used for the basis of accessibility compliance include the Statewide Urban Design and Specifications. These standards are based on guidance from sources such as PROWAG, Access Board, and the Iowa Department of Transportation.

Iowa DOT serves as a resource for cities across the state on ADA compliance and procedures to help ensure uniform application and understanding. The following guidelines issued by the Iowa DOT help guide the content and format of the Transition Plan and references relevant sections of the SUDAS Design Manual pertaining to ADA compliance.

- **New Construction and Alterations:** New buildings and facilities must comply with the 1992 construction provisions of the ADA Standards for Accessible Design of the Uniform Federal Accessibility Standards (UFAS). Building or facility alterations must also comply with the ADA Standards.
- **Maintenance Activities:** Maintenance of buildings and facilities is required. These places must be able to continually provide access to services, programs, and activities.
- **Maintenance of Pedestrian Facilities:** Maintenance of pedestrian facilities is also required so they are readily accessible and useable by persons with disabilities.

### ADA and Riverside Context

The City of Riverside feels that achieving an accessible system for all residents and visitors helps to strengthen Riverside's community.

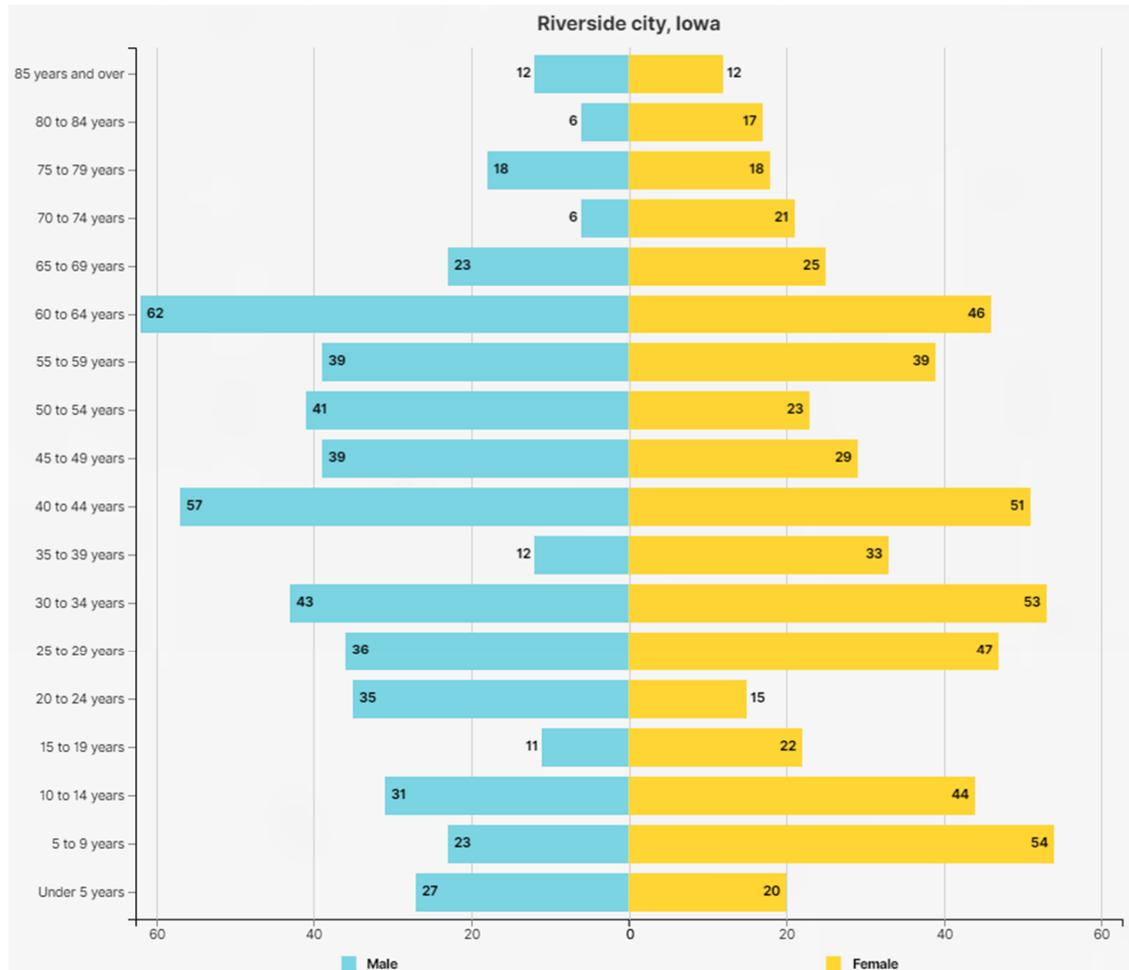
Riverside is home to approximately 1,100 people. It is in Washington County, Iowa along the English River on Iowa Highway 22. Riverside has been a community since 1872.

A demographic breakdown of Riverside supports this goal to achieve a fully compliant system. The data below identifies some community demographic characteristics stemming from the 2020 Census and the 2022 American Community Survey:

- 10.5% (+/- 3.7%) of Riverside's civilian population reported to having a disability.
- 14.5% (+/-4.8%) of the City's population is over the ages of 65 in 2022, up from 12.6% (+/-4.1%) in 2018.
- 3.3% (+/-4.5%) of Riverside workers (age 16 and older) report having no access to a vehicle. 6.9% (+/-3.6%) report having access to one vehicle, 50.4% (+/-11.7%) have

access to two vehicles, and 39.4% (+/-10.7%) have access to 3 or more vehicles.

**Figure 1 – Population Pyramid for Riverside Iowa, 2022 ACS Survey**



The population pyramid for Riverside’s population, Figure 1, shows a young city in terms of average age (41.3), but as noted above, the older population of Riverside has increased from 2018 to 2022. Achieving a system that is ADA compliant will help Riverside’s aging community. Also with the large youth population, it is important to ensure they are also able to navigate their community with ease and safety.

## II. Methodology

### Review of Design Standards and Practices

The first thing in producing a quality ADA Transition Plan is to understand what is being built and how it conforms to the current ADA requirements. This can be done through reviewing the design standards adopted and followed by the City of Riverside.

Riverside has adopted the Statewide Urban Design Standards Manual (SUDAS) as its design guide for infrastructure in the public right-of-way. SUDAS has instructions on various construction

projects including sidewalks, curb ramps, and shared use paths. In the section, *Division 7 – Streets and Related Work, Section 7030 – Sidewalks, Shared Use Paths, and Driveways*<sup>1</sup>, design instructions regarding the diagrams and construction were regarded as sufficient in terms of ADA compliance.

The Iowa DOT includes design standards regarding the construction of sidewalks and other related projects. The Iowa DOT’s Design Manual<sup>2</sup>, details the construction requirements of sidewalks, bicycle facilities, and shared use pathways. These instructions and diagrams are also suitable to help provide contractors and designers with ADA compliant guidance.

## Data Collection

Inventory data was collected in the following areas:

- Sidewalks
- Curb Ramps
- Driveways
- Missing sidewalks
- City Owned Facilities

For each of the items above, information was noted on location, compliance issue, and whether it is ADA compliant or not.

Sidewalks were evaluated based on trip-hazards or non-compliant slopes. While curb ramps evaluated based on non-compliant slopes, lack of truncated domes, or lack of receiving end. The sidewalk categories shown in Table 1 were tabulated based on the walking and inspection of City sidewalks. Where a compliance concern was observed, it was then more closely reviewed at the locations identified; with final determination based on detailed review.

There are also areas within the City corporate limits that are missing sidewalk. This is typically a result of older areas in town that have yet to be improved, or vacant lots in which development has not occurred. In some cases, there is sidewalk that exists on one side but not the other, though there are also streets that do not have sidewalk on either side. Such locations in which sidewalk is missing can be found on the maps included in the appendices.

Driveway issues consisted of trip hazards or non-compliant curbs across the sidewalk. These fixes may require addressing the driveway approach and may possibly encroach onto private property to some extent.

City Owned Facilities typically look at compliant routes from the City Sidewalk or parking area to the accessible entrance to the facility. Parking accommodations for each facility are also evaluated in terms of handicap parking stalls provided, and compliance of such stalls.

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<sup>1</sup> Statewide Urban Design and Standards Manual (SUDAS), Division 7, Section 7030.  
<https://iowasudas.org/manuals/specifications-manual/#sect7030>

<sup>2</sup> Iowa DOT Design Manual. <https://iowadot.gov/design/design-manual>

The data was compiled into groups to identify types of compliance issues encountered. These categories are listed below:

*Table 1 – Summary of Compliance/Noncompliance*

Summary				
	Sidewalk	Curb/Ramps	Driveways	Total
<b>Compliant</b>	2	46	0	48
<b>Noncompliant</b>	73	84	18	175
<b>Total</b>	75	130	18	

In addition to the locations included in Table 1, there are other locations on City Owned Facilities that will require review and remediation. These are described in more detail in the summary of field work findings section.

### Establishing Priorities

The City of Riverside utilizes many different approaches to removing or addressing the ADA barriers summarized above and in the appendices. This includes proactively identifying and eliminating the barrier, responding to public grievances, and ensuring the appropriate design and build-out of new construction.

Prioritization of sidewalk and curb ramp locations is as follows:

1. Intersections serving government or public facilities.
2. Intersections that serve arterial roadways or central business district.
3. Intersections that serve main route to school.
4. Intersections serving other areas.
5. Sidewalk Connectivity.

Prioritization of improvements at City Owned Facilities are grouped geographically as follows:

1. Hall Park Improvements
2. City Parking Improvements
3. Railroad Park
4. Conservation Park
5. City Hall
6. Wastewater Treatment Plant
7. Water Treatment Plant
8. Streets/Maintenance Building

Priorities are set with the goal of removing barriers that were identified. Corrections to these barriers on City Owned Facilities will be dependent upon the annual budget and the location ranking of each intersection or City Owned Facility. Due to the limited funds available for improvements to compliance, repairs may be grouped with geographic location to maximize efficiency and the use of potential funds.

The Inventory data was collected and evaluated into the following areas:

Cost of sidewalk improvements assumes removal and replacement of two sidewalk panels. This work is estimated at \$1,000 per location.

Cost of curb ramp improvements assumes removal and replacement of curb ramp and adjacent panels as need to meet compliance with slopes. These costs are approximate and averaged as some locations may require additional grading or potential retaining walls that are not included in this budget cost. The work to remove and replace one quadrant of an intersections ramps is estimated to cost \$5,000-7,500.

Driveway improvement costs are estimated assuming a 12-ft wide drive with removal of pavement and replace with 5-ft wide sidewalk and apron. This cost is estimated at \$5,000 per location.

Based on the above estimates, the total construction costs to become fully compliant are approximately:

- Sidewalk Improvements: \$73,000
- Sidewalk Infill: \$950,000
- Curb Ramp Improvements: \$420,000-630,000
- Driveway Improvements: \$90,000
- City Facilities: Vary based on remedy and facility

Please note, the Sidewalk Infill opinion of costs is assuming the installation of 5' wide sidewalk on both sides of the street (right-of-way) in all locations there currently is no sidewalk. This is not necessarily feasible due to topography, permanent conflicts, and location related to need and use. Also, a large portion of this missing sidewalk can be found along River Street, which is intended to receive improvements as a road and utility reconstruction project within the next 5 years.

### III. Summary of Field Work Findings

Throughout the course of a few weeks during the Months of June to August of 2024, the City of Riverside's sidewalks, curb ramps, and driveways were walked and evaluated in regard to ADA standards.

#### Sidewalks

Sidewalks were walked and reviewed for barriers. The most prevalent barriers were trip hazards (settled or heaved sidewalk panels) and overgrowth. It is unknown how much of the overgrowth would have underlying issues if the overgrowth were cleaned up. The majority of these issues can be addressed with standard maintenance or specific panel replacement.

Missing sidewalk was documented by walking the corporate limits, as well as verifying via the use of aerial imagery. That list can be found below:

*Table 2 – Summary of Missing Sidewalk4*

<b>STREET NAME (SOUTH TO NORTH)</b>	<b>LENGTH (LF)</b>	<b>STREET NAME (WEST TO EAST)</b>	<b>LENGTH (LF)</b>
RIVER ST	5,552	N KNISEL ST	986
RAILROAD ST	1,243	N BOISE ST	1,741
1ST ST	791	WASHINGTON ST	1,379
OAK ST	373	GLASGOW ST	935
4TH ST	1,705	PIONEER ST	1,924
BOISE CT	926	GREENE ST	303
SAINT MARY'S ST	2,487	ELLA ST	754
3126 WATER TREATMENT DRIVE	919	PALM ST	731
<b>SUBTOTAL 1</b>	<b>13,996</b>	ASH ST	1,413
		COMMERCIAL DR	656
<b>SUBTOTAL 1</b>	<b>13,996</b>	<b>SUBTOTAL 2</b>	<b>10822</b>
<b>SUBTOTAL 2</b>	<b>10822</b>		
<b>TOTAL</b>	<b>24,818</b>		

### Sidewalk Curb Ramps

A total of 130 curb ramp areas were evaluated. 29 percent of the total curb/ramp barriers were without detectable warning. The majority of curb ramps had issues with slopes being out of compliance.

### Driveways

It was noticed that there were curb barriers at several driveways that are restricting access. These barriers would be removed by sidewalk panel replacement and likely would include driveway or drive apron removals as well.

### City Owned Parking Lots

- River Street Parking Lot - The City owned parking lot at the NW corner of Ella Street and River Street is lacking accessible parking spaces as well as an accessible route to any city sidewalk.

### City Owned Facilities

- Hall Park - Sidewalk connectivity is lacking to the different park amenities. No accessible parking signage.
- Railroad Park - Sidewalk connectivity is lacking to the different park amenities. No accessible parking signage.
- Conservation Park - No accessible parking located within the park. Access to fishing dock has slope and threshold issues. Sidewalk along Palm Street is in poor condition.

- City Hall - Sidewalk Cross-slope is out of specification.
- Water Treatment Plant – No accessible parking provided or designated on site.
- Wastewater Treatment Plant – No accessible parking provided or designated on site.
- Public Works/Streets Maintenance Building – No accessible parking provided or designated on site.

## IV. Procedures for Remediations

Several approaches will be required to systematically improve accessibility barriers identified within this report. These would include identifying portions of the system to be improved each year.

A suggested process would be to:

1. Incorporate curb ramp repairs when the City has a project in close proximity to the compliance barrier.
2. Create an annual curb ramp improvement program that is incorporated into the Capital Improvement Plan that combined with item 1, systematically addresses access barriers. Typically, this is addressed via quadrants or zones designated within the corporate limits so to remediate portions of those ramps not compliance one year at a time so that financially feasible.
3. Place more emphasis on enforcing City Code Chapter 136 – Sidewalk Regulations to improve the sidewalk and driveway barriers. This would put focus on residents replacing sidewalk panels (not curb ramps) adjacent to their properties when in non-compliance. Such regulations can be better controlled and evaluated by developing a Sidewalk Inspection Program Map, Sidewalk Inspection Report, and Sidewalk Repair Specification Detail Sheet.
4. Create an annual sidewalk infill program that is incorporated into the Capital Improvement Plan, which slowly installs new sidewalk in locations in which there currently is no existing sidewalk and seems to be the highest priority.

Improvements to City parks and facilities are encouraged to be addressed at the time of other improvements to such facilities. This includes providing designated ADA parking stalls when existing parking lots are paved or resurfaced, or when amenities are improved or added to.

## V. Conclusion

### Documenting Progress and Updating the Plan

The Riverside ADA Transition plan sets the basis for evaluating its sidewalks and curb ramps within the City right-of way. This document should be periodically reviewed for compliance and validity. Riverside has many areas of new development where new sidewalks and curb ramps will be placed, and these areas should be documented in this plan as they occur and inspected as they are constructed. Making sure the plan is up to date will help when determining which access barriers are still identified and which have been addressed. A progress report is an essential way to track projects and scheduling a timeline. This report can also include an estimated budget on specific projects.



The City of Riverside is dedicated to providing its citizens with accessible pathways that all of its community can use. Looking forward, Riverside will take data collected for this plan to help devise project list of areas that need to be updated in order to meet ADA measures.

To be effective, the Public Right-of-Way Accessibility Transition Plan needs to be utilized in planning and funding decisions. Therefore, it is important to update the Plan regularly to reflect changes in real world conditions and to address any possible new areas of non-compliance. Regular updates will also result in monitoring compliance and the effectiveness of priorities set in the plan itself. The City of Riverside intends to implement this Plan effective immediately from the date of this document. The City is committed to acting on the guidelines set forth in this document and also to actively revising and amending the Plan as progress is made.

# Appendix

## Inventory Results

Date	CAD Keynote	Address/Facility		Intersection with	ADA Component		
					Status	Comments	
6/27	1	213	Schoebelen St.	School North, West Ramp	-	Noncompliant	Cracked sidewalk panels, slope variable 6%
6/27	2	212	Schoebelen St.	School North, East Ramp	-	Noncompliant	Cracked panels on ramp, slope greater than 9%
6/27	3	212	Schoebelen St.	Drive	-	Noncompliant	Trip hazard at Drive / Sidewalk
6/27	4	195	Schoebelen St.	Drive	-	Noncompliant	Trip hazard, Variable panel damage
6/27	5	-	Schoebelen St.	West Ramp	E Hickory St.	Noncompliant	3" curb at bottom ramp
6/27	6	-	Schoebelen St.	East Ramp	E Hickory St.	Noncompliant	Landing cross-slope greater than 2%
6/27	7	-	Kleopfer Ave.	NE Southbound Ramp	Galileo Dr.	Compliant	NOI
6/27	8	-	Kleopfer Ave.	NE Westbound Ramp	Galileo Dr.	Compliant	NOI
6/27	9	-	Kleopfer Ave.	SE Northbound Ramp	Galileo Dr.	Noncompliant	Trip hazard, No landing, Silting
6/27	10	-	Kleopfer Ave.	NE Ramp, Crossing	Cherry Ln.	Noncompliant	Trip hazard, Small curb, needs 1/2" grind (transition not flush)
6/27	-	118	Kleopfer Ave.	North of 118, Sidewalk	-	Noncompliant	Trip hazard sidewalk panels
6/27	11	-	Kleopfer Ave.	NE Ramp, Crossing	Buckeye Ln.	Noncompliant	12% slope. No landing
6/27	-	112 & 114	Kleopfer Ave.	Sidewalk	-	Noncompliant	Trip hazard sidewalk panels
6/27	12	-	Kleopfer Ave.	SE Ramp	Sycamore St.	Noncompliant	Trip hazard, 9.8% slope, No landing, No detectable warning, HMA Edge/PCC damage
6/27	13	-	Kleopfer Ave.	NE Ramp	Sycamore St.	Noncompliant	12% slope, No landing, No detectable warning, Overgrown sidewalk
6/27	14	-	Kleopfer Ave.	SW Ramp	Buckeye Ln.	Noncompliant	11% slope, No landing, No detectable warning
6/27	15	-	Kleopfer Ave.	NW Ramp	Buckeye Ln.	Noncompliant	12% slope, No landing, No detectable warning
6/27	-	115	Kleopfer Ave.	South Sidewalk	Buckeye Ln.	Noncompliant	Sagging sidewalk panels
6/27	16	-	Kleopfer Ave.	SW Ramp	Cherry Ln.	Compliant	NOI
6/27	17	-	Kleopfer Ave.	NW Ramp	Cherry Ln.	Noncompliant	Landing cross-slope greater than 2%
6/27	18	-	Kleopfer Ave.	SW Ramp	Galileo Dr.	Compliant	NOI
6/27	19	-	Kleopfer Ave.	NW Southbound Ramp	Galileo Dr.	Noncompliant	9.4% slope
6/27	20	-	Kleopfer Ave.	NW Eastbound Ramp	Galileo Dr.	Compliant	NOI
7/8	21	-	Galileo Dr. (NH Subdivision)	NE Southbound Ramp	Tupelo Blvd.	Compliant	NOI
7/8	22	-	Galileo Dr. (NH Subdivision)	NE Westbound Ramp	Tupelo Blvd.	Compliant	NOI
7/8	23	-	Galileo Dr. (NH Subdivision)	NW Eastbound Ramp	Tupelo Blvd.	Noncompliant	Overgrowth
7/8	24	-	Galileo Dr. (NH Subdivision)	NW Southbound Ramp	Tupelo Blvd.	Noncompliant	Overgrowth
7/8	25	-	Galileo Dr. (NH Subdivision)	SW Ramp	Tupelo Blvd.	Noncompliant	Cross-slope greater than 2%
7/8	26	-	Galileo Dr. (NH Subdivision)	NE Southbound Ramp	Yeggy Ln.	Compliant	NOI
7/8	27	-	Galileo Dr. (NH Subdivision)	NE Westbound Ramp	Yeggy Ln.	Compliant	NOI
7/8	28	-	Galileo Dr. (NH Subdivision)	West Ramp	Yeggy Ln.	Compliant	NOI
7/8	29	-	Galileo Dr. (NH Subdivision)	South Ramp	-	Noncompliant	Cross-slope greater than 2%, Silting
7/8	30	-	Galileo Dr. (NH Subdivision)	SE Ramp	Tupelo Blvd.	Noncompliant	Trip Hazard
7/8	31	-	Cherry Ln.	North Ramp	Tupelo Blvd.	Compliant	NOI
7/8	32	-	Cherry Ln.	South Ramp	Tupelo Blvd.	Compliant	NOI
7/8	33	-	Buckeye Ln.	North Ramp	Ash St.	Compliant	NOI
7/8	34	-	Buckeye Ln.	South Ramp	Ash St.	Noncompliant	Cross-slope greater than 2%
7/8	-	218	Buckeye Ln.	North Sidewalk	-	Noncompliant	Trip hazard manhole (Need pics)
7/8	-	208	Buckeye Ln.	North Sidewalk	-	Noncompliant	Trip hazard sidewalk panel (Need pics)
7/8	-	131	Buckeye Ln.	South Sidewalk	-	Noncompliant	Trip hazard sidewalk panel (Need pics)
7/8	-	125	Buckeye Ln.	South Sidewalk	-	Noncompliant	Trip hazard sidewalk panel (Need pics)
7/8	-	121	Buckeye Ln.	South Sidewalk	-	Noncompliant	Trip hazard sidewalk panel (Need pics)
7/8	-	117	Buckeye Ln.	South Sidewalk	-	Noncompliant	Trip hazard protruding water main
7/10	35	-	Ash St.	North Ramp	Sycamore St.	Compliant	NOI
7/10	36	-	Ash St.	South Ramp	Sycamore St.	Compliant	NOI

7/10	-	299	Sycamore St.	Sidewalk	-	Noncompliant	Tree obstruction
7/10	-	300	Sycamore St.	Sidewalk	-	Noncompliant	Trip hazard sidewalk panel
7/10	-	302	Sycamore St.	Sidewalk and Drive	-	Noncompliant	Trip hazard sidewalk panel and drive
7/10	-	308	Sycamore St.	Sidewalk	-	Noncompliant	Trip hazard sidewalk panel
7/10	-	310	Sycamore St.	Sidewalk	-	Noncompliant	Trip hazard sidewalk panel
7/10	-	313	Sycamore St.	Sidewalk	-	Noncompliant	Trip hazard sidewalk panel
7/10	-	315	Sycamore St.	Drive	-	Noncompliant	Trip hazard driveway
7/10	-	316	Sycamore St.	Drive	-	Noncompliant	Trip hazard driveway
7/10	-	317	Sycamore St.	Drive	-	Noncompliant	Trip hazard driveway
7/10	-	319	Sycamore St.	Drive	-	Noncompliant	Trip hazard driveway
7/10	-	321	Sycamore St.	Drive	-	Noncompliant	Trip hazard driveway
7/10	-	325	Sycamore St.	Drive	-	Noncompliant	Trip hazard driveway
7/10	-	100	Kleopfer Ave.	Eastside Sidewalk	-	Noncompliant	Trip hazard sidewalk panels
7/10	37	-	Blackberry Ave.	West Ramp	Sycamore St.	Noncompliant	12.2% slope, No landing, No detectable warning, HMA cracking, Trip hazard water main
7/10	38	-	Blackberry Ave.	East Ramp	Sycamore St.	Noncompliant	Cross-slope greater than 2%, No landing, No detectable warning
7/10	39	-	Sycamore St.	East Ramp, Crossing	Kleopfer Ave.	Noncompliant	Cross-slope greater than 2%, Overgrowth, No flush transition
7/10	-	513	S. Hickory St	Eastside Sidewalk	Sycamore St.	Noncompliant	Overgrowth
7/10	40	-	Sycamore St.	East Ramp	Sycamore St.	Compliant	NOI
7/10	41	-	Sycamore St.	West Ramp	Sycamore St.	Compliant	NOI
7/10	-	328	Blackberry Ave.	Sidewalk and Drive	-	Noncompliant	Trip hazard sidewalk panel and drive
7/10	-	329	Blackberry Ave.	Drive	-	Noncompliant	Trip hazard driveway
7/10	-	333	Blackberry Ave.	Drive	-	Noncompliant	Trip hazard driveway
7/10	-	334	Blackberry Ave.	Drive	-	Noncompliant	Trip hazard driveway
7/10	-	336	Blackberry Ave.	Sidewalk	-	Noncompliant	Trip hazard sidewalk panel
7/10	-	337	Blackberry Ave.	Sidewalk	-	Noncompliant	Trip hazard sidewalk panel
7/10	-	341	Blackberry Ave.	Drive	-	Noncompliant	Trip hazard driveway
7/10	-	342	Blackberry Ave.	Sidewalk	-	Noncompliant	Trip hazard sidewalk panel
7/10	-	343	Blackberry Ave.	Sidewalk	-	Noncompliant	Trip hazard sidewalk panels
7/10	-	344	Blackberry Ave.	Drive	-	Noncompliant	Trip hazard driveway
7/10	-	345	Blackberry Ave.	Drive	-	Noncompliant	Trip hazard driveway
7/10	-	347	Blackberry Ave.	Sidewalk and Drive	-	Noncompliant	Trip hazard sidewalk panel and drive
7/10	42	-	Blackberry Ave.	South Ramp, Crossing	Ash St.	Noncompliant	Cross-slope greater than 2%, Overgrowth
7/10	43	-	Blackberry Ave.	North Ramp, Southbound	-	Compliant	NOI
7/10	44	-	Blackberry Ave.	North Ramp, Westbound	-	Compliant	NOI
7/10	45	-	Ash St.	West Ramp, Crossing	Blackberry Ave.	Noncompliant	Cross-slope greater than 2%, No landing
7/10	46	-	Ella St.	East Ramp	Ash St.	Noncompliant	Cross-slope greater than 2%
7/10	47	-	Ella St.	West Ramp	Ash St.	Compliant	11% slope, 12ft ramp to landing, NOI (need picture)
7/17	48	-	Elm St.	NE Ramp	St. Mary's St	Noncompliant	12.9% slope, Cross-slope greater than 2%, No detectable warning
7/17	-	421	Elm St.	Sidewalk to Southbound ramp	-	Noncompliant	Trip hazard sidewalk
7/17	-	451	Elm St.	Drive	-	Noncompliant	Trip hazard driveway
7/17	-	470	Elm St.	Sidewalk	-	Noncompliant	Trip hazard sidewalk
7/17	-	480	Elm St.	Sidewalk	-	Noncompliant	Trip hazard sidewalk
7/17	49	-	Ella St.	NW Ramp	St. Mary's St	Compliant	15% slope, NOI
7/17	50	-	Ella St.	NE Ramp	St. Mary's St	Compliant	NOI
7/17	51	-	Ella St.	SE Ramp	St. Mary's St	Compliant	NOI
7/17	52	-	Ella St.	SW Ramp	St. Mary's St	Noncompliant	Cross-slope greater than 2%, Silting
7/17	53	-	Rose St.	North Ramp, Crossing	St. Mary's St	Noncompliant	No flush transition (curb not cut)
7/17	54	-	Rose St.	South Ramp	St. Mary's St	Compliant	NOI

7/17	55	-	E Hickory St.	North Ramp	St. Mary's St	Compliant	NOI
7/17	56	-	E Hickory St.	South Ramp	St. Mary's St	Compliant	2.1% cross slope, NOI
7/17	-	91	St. Mary's St.	Eastside Sidewalk	-	Noncompliant	Trip hazard sidewalk panels, Overgrowth
7/17	57	-	E 4th St.	NE Westbound Ramp	Greene St.	Noncompliant	Cross-slope greater than 2%, No landing, No detectable warning
7/17	58	-	E 4th St.	NW Ramp	Greene St.	Noncompliant	Trip hazard, No detectable warning
7/17	59	-	E 4th St.	NE Southbound Ramp	Greene St.	Noncompliant	13% slope, Trip hazard, No detectable warning
7/17	60	-	E 4th St.	SE Northbound Ramp	Greene St.	Noncompliant	Cross-slope greater than 2%, Trip hazard, No detectable warning, Overgrowth
7/17	61	-	E 4th St.	SE Westbound Ramp	Greene St.	Noncompliant	Cross-slope greater than 2%, No detectable warning, Overgrowth, Warping panels
7/17	62	-	E 4th St.	SW Ramp	Greene St.	Noncompliant	Cross-slope greater than 2%, No detectable warning
7/17	-	90	E 4th St.	Northside Sidewalk	-	Noncompliant	No 3' clear space
7/17	-	91	E 4th St.	Sidewalk to Eastbound Ramp	-	Noncompliant	Trip hazard sidewalk panels, Overgrowth
7/17	-	100	E 4th St.	Eastside Sidewalk Intersection	-	Noncompliant	Trip hazard sidewalk intersection panels
7/17	-	111	E 4th St.	Eastside Sidewalk	-	Noncompliant	Trip hazard sidewalk panels
7/17	-	111	E 3rd St.	Eastside Sidewalk	-	Noncompliant	Overgrowth, Trip hazard sidewalk panels
7/17	63	-	E 4th St.	South Westbound Ramp	Washburn St.	Noncompliant	10% slope, Cross-slope greater than 2%, No detectable warning, No landing
7/17	64	-	W 4th St.	South Eastbound Ramp	Washburn St.	Noncompliant	11% slope, Cross-slope greater than 2%, No detectable warning, No landing
7/17	65	-	W 4th St.	South Northbound Ramp	Washburn St.	Noncompliant	No ramp, No detectable warning, No flush transition
7/17	66	-	W 4th St.	North Ramp	Washburn St.	Noncompliant	11.8% slope, Cross-slope greater than 2%
7/17	67	-	E 4th St.	North Westbound Ramp	Washburn St.	Noncompliant	Cross-slope greater than 2%
7/17	68	-	E 4th St.	North Southbound Ramp	Washburn St.	Noncompliant	16.1% slope, Cracked pavement, No detectable warning, Trip hazard
7/17	69	-	E 4th St.	South Northbound Ramp	Washburn St.	Noncompliant	No detectable warning, Silting
7/17	70	-	St. Mary's St.	South Ramp	Washburn St.	Noncompliant	Not a ramp, Trip hazard, No detectable warning, Curb not cut
7/26	71	-	W 1st St.	NE Southbound Ramp	Glasgow St.	Compliant	NOI
7/26	72	-	W 1st St.	NE Westbound Ramp	Glasgow St.	Compliant	NOI
7/26	73	-	W 1st St.	NW Ramp	Glasgow St.	Noncompliant	Overgrowth
7/26	74	-	W 1st St.	NE Ramp	Washington St.	Noncompliant	No detectable warning, Cracked pavement
7/26	75	-	W 1st St.	NW Eastbound Ramp	Washington St.	Noncompliant	Trip hazard, HMA damage, Landing cross-slope greater than 2%
7/26	76	-	W 1st St.	NW Southbound Ramp	Washington St.	Noncompliant	14% slope, Silting, Curb transition not flush
7/26	77	-	W 1st St.	SW Northbound Ramp	Washington St.	Noncompliant	No detectable warning, Overgrowth, Panel damage
7/26	78	-	W 1st St.	SW Eastbound Ramp	Washington St.	Noncompliant	No detectable warning, Overgrowth
7/26	79	-	W 1st St.	SE Ramp	Washington St.	Noncompliant	No detectable warning, Trip hazard curb, Panel damage
7/26	80	-	W 2nd St.	SW Ramp	Washington St.	Noncompliant	Cross-slope greater than 2%, Not a ramp
7/26	81	-	W 2nd St.	NW Ramp	Washington St.	Noncompliant	No detectable warning, Overgrowth
7/26	82	-	W 2nd St.	NE Ramp	Washington St.	Noncompliant	No detectable warning, No receiving ramp
7/26	83	-	W 2nd St.	SE Northbound Ramp	Washington St.	Noncompliant	Cross-slope greater than 2%, Overgrowth, Silting
7/26	84	-	W 2nd St.	SE Westbound Ramp	Washington St.	Noncompliant	Trip hazard, No detectable warning, Landing cross-slope greater than 2%
7/26	85	-	W 2nd St.	NW Southbound Ramp	Glasgow St.	Noncompliant	9.4% slope, Landing cross-slope greater than 2%, No detectable warning
7/26	86	-	W 2nd St.	SW Northbound Ramp	Glasgow St.	Noncompliant	8.6% slope, Landing cross-slope greater than 2%, Trip hazard, Cracked panel, Overgrowth
7/26	87	-	W 2nd St.	SW Eastbound Ramp	Glasgow St.	Noncompliant	Trip Hazard, Overgrowth, Silting
7/26	88	-	W 2nd St.	SE Ramp	Glasgow St.	Noncompliant	Cross-slope greater than 2%, No landing, No detectable warning, Cracked panel
7/26	89	-	W 2nd St.	NE Ramp	Glasgow St.	Noncompliant	Cross-slope greater than 2%, No detectable warning, Overgrowth, Landing cross-slope greater than 2%
7/26	90	-	W 2nd St.	NW Southbound Ramp	Washburn St.	Noncompliant	Cross-slope greater than 2%
7/26	91	-	W 2nd St.	NW Eastbound Ramp	Washburn St.	Compliant	NOI
7/26	92	-	W 2nd St.	SW Ramp	Washburn St.	Noncompliant	Cross-slope greater than 2%, Landing cross-slope greater than 2%
7/26	93	-	E 2nd St.	NE Westbound Ramp	Washburn St.	Compliant	8.7% slope, NOI
7/26	94	-	E 2nd St.	NE Southbound Ramp	Washburn St.	Compliant	NOI
7/26	95	-	E 2nd St.	SE Ramp	Washburn St.	Compliant	NOI
7/26	96	-	E 2nd St.	SW Ramp	Greene St.	Noncompliant	Cross-slope greater than 2%

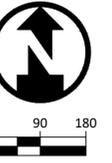
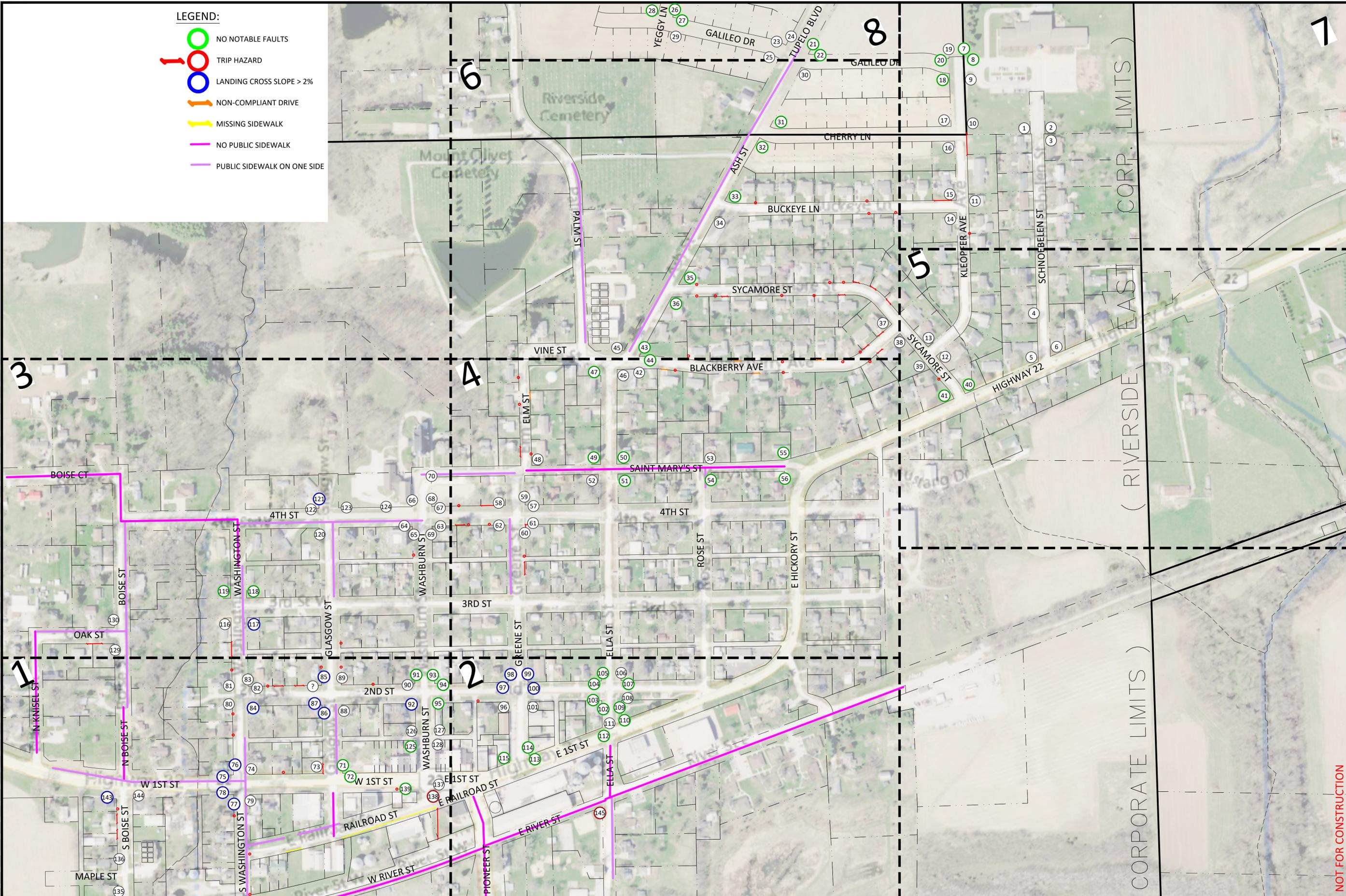
7/26	97	-	E 2nd St.	NW Southbound Ramp	Greene St.	Noncompliant	Cross-slope greater than 2%, Landing cross-slope greater than 2%
7/26	98	-	E 2nd St.	NW Eastbound Ramp	Greene St.	Noncompliant	Cross-slope greater than 2%
7/26	99	-	E 2nd St.	NE Westbound Ramp	Greene St.	Noncompliant	Cross-slope greater than 2%
7/26	100	-	E 2nd St.	NE Southbound Ramp	Greene St.	Noncompliant	Cross-slope greater than 2%, Landing cross-slope greater than 2%
7/26	101	-	E 2nd St.	SE Ramp	Greene St.	Noncompliant	Trip hazard curb
7/26	102	-	E 2nd St.	SW Eastbound Ramp	Ella St.	Compliant	NOI
7/26	103	-	E 2nd St.	SW Northbound Ramp	Ella St.	Compliant	NOI
7/26	104	-	E 2nd St.	NW Southbound Ramp	Ella St.	Compliant	NOI
7/26	105	-	E 2nd St.	NW Eastbound Ramp	Ella St.	Compliant	NOI
7/26	106	-	E 2nd St.	NE Westbound Ramp	Ella St.	Noncompliant	Cross-slope greater than 2%
7/26	107	-	E 2nd St.	NE Southbound Ramp	Ella St.	Compliant	NOI
7/26	108	-	E 2nd St.	SE Northbound Ramp	Ella St.	Noncompliant	Silting, Patch of grass at landing
7/26	109	-	E 2nd St.	SE Westbound Ramp	Ella St.	Compliant	NOI
7/26	110	-	W 1st St.	East Ramp	Ella St.	Compliant	NOI
7/26	111	-	W 1st St.	West Eastbound Ramp	Ella St.	Noncompliant	Overgrowth, Trip hazard water main @ landing
7/26	112	-	W 1st St.	West Southbound Ramp	Ella St.	Compliant	NOI
7/26	113	-	W 1st St.	East Westbound Ramp	Greene St.	Compliant	NOI
7/26	114	-	W 1st St.	East Northbound Ramp	Greene St.	Compliant	NOI
7/26	115	-	W 1st St.	East Ramp	Greene St.	Compliant	NOI
7/26	-	40	E 2nd St.	Sidewalk by alley	-	Noncompliant	Trip hazard sidewalk
7/26	-	80	Washington St.	Sidewalk	-	Noncompliant	Trip hazard sidewalk
7/26	-	81	W 2nd St.	Sidewalk	-	Noncompliant	Trip hazard sidewalk
7/26	-	90	Washington St.	Sidewalk	-	Noncompliant	Trip hazard sidewalk
7/26	-	111	W 1st St.	Eastside sidewalk	-	Noncompliant	Overgrowth
7/26	-	121	W 2nd St.	Sidewalk	-	Noncompliant	Trip hazard sidewalk
7/26	-	121	Washington St.	Sidewalk	-	Noncompliant	Not a ramp
7/26	-	141	W 2nd St.	Sidewalk	-	Noncompliant	Trip hazard sidewalk
7/26	-	161	W 1st St.	Sidewalk	-	Noncompliant	Trip hazard sidewalk
7/30	116	-	3rd St.	SW Ramp	Washington St.	Noncompliant	Landing cross-slope greater than 2%, Transition not flush
7/30	117	-	3rd St.	SE Ramp	Washington St.	Compliant	NOI
7/30	118	-	3rd St.	NE Ramp	Washington St.	Compliant	NOI
7/30	119	-	3rd St.	NW Ramp	Washington St.	Compliant	NOI
7/30	120	-	4th St.	SW Ramp	Glasgow St.	Noncompliant	Cross-slope greater than 2%, Silting, grind transition, No landing
7/30	121	-	4th St.	NW Southbound Ramp	Glasgow St.	Noncompliant	Cross-slope greater than 2%, Landing cross-slope greater than 2%, Trip hazard
7/30	122	-	4th St.	NW Eastbound Ramp	Glasgow St.	Noncompliant	16.8% slope, No detectable warning
7/30	123	-	4th St.	NE Ramp	Glasgow St.	Noncompliant	12.5% slope. No landing, Overgrowth
7/30	124	360	Washburn St.	Ramp to Parking	-	Noncompliant	Cross slope greater than 2%, No landing
7/30	125	-	Washburn St.	Alley btw. 1st and 2nd St.	-	Compliant	NOI
7/30	126	-	Washburn St.	Alley btw. 1st and 2nd St.	-	Noncompliant	Cross-slope greater than 2%, Overgrowth
7/30	127	-	Washburn St.	Alley btw. 1st and 2nd St.	-	Noncompliant	Cross-slope greater than 2%
7/30	128	-	Washburn St.	Alley btw. 1st and 2nd St.	-	Noncompliant	Silting
7/30	129	-	Oak St.	South Ramp	Boise St.	Noncompliant	Trip hazard panels, Silting, No detectable warning
7/30	130	-	Oak St.	North Ramp	Boise St.	Noncompliant	Cross-slope greater than 2%, Landing cross-slope greater than 2%, No detectable warning, Silting, Overgrowth, Trip Hazard
7/30	-	120	Washington St.	Sidewalk	-	Noncompliant	Cracked sidewalk panels
7/30	-	140	Washington St.	Sidewalk	-	Noncompliant	Trip hazard sidewalk panels
7/30	-	111	W 2nd St.	Sidewalk	-	Noncompliant	Cracked sidewalk panels
7/30	-	91	W 2nd St.	Sidewalk	-	Noncompliant	Trip hazard sidewalk panels
7/30	-	90	E 3rd St.	Sidewalk	-	Noncompliant	Trip hazard sidewalk panels, Overgrowth

7/30	-	260	Glasgow St.	Sidewalk to crossing	-	Noncompliant	Trip hazard sidewalk panels
7/30	-	40	W 4th St.	Sidewalk	-	Noncompliant	Trip hazard sidewalk panels
7/30	-	340-360	Oak St.	Sidewalk	-	Noncompliant	Trip hazard sidewalk panels
8/15	131-132	661	Patm St.	Sidewalk	-	Noncompliant	Trip hazard sidewalk panels, Overgrowth, Cracked Panels
8/15	133	-	Vine St (NW Corner)	Sidewalk	Palm St.	Noncompliant	Running Slope, Overgrowth, No detectable warning
8/15	134	-	Vine St (NE Corner)	Sidewalk	Palm St.	Noncompliant	Overgrowth, No detectable warning, No Ramp, Pieced Stairs
8/15	135	-	Maple St.	Sidewalk	Boise St.	Noncompliant	Cross-slope greater than 2%, Running Slope, Overgrowth, Cracked Panels, No detectable warning
8/15	136	-	Maple St.	Sidewalk	Boise St.	Noncompliant	Cross-slope greater than 2%, Running Slope, Cracked Panels, No detectable warning
8/15	137	-	W First St.	Sidewalk to crossing	Washburn St.	Compliant	No issues
8/15	137-138	-	W First St.	Corner Landing	Washburn St.	Compliant	No issues
8/15	138	-	W First St.	Sidewalk to crossing	Washburn St.	Noncompliant	Trip hazard at gutter
8/15	139	-	W First St.	Sidewalk	Washburn St.	Noncompliant	Running Slope, Cracked Panels
8/15	140	-	W First St.	Ramp	Glasgow St.	Noncompliant	Cross-slope greater than 2%, Running Slope, No landing, No detectable warning, Trip hazard at gutter
8/15	141	-	W First St.	Ramp	Glasgow St.	Noncompliant	Running Slope
8/15	142	-	W First St.	Sidewalk to crossing	Glasgow St.	Compliant	No issues
8/15	143	-	W First St.	Sidewalk	Boise St.	Noncompliant	Cross-slope greater than 2%, Running Slope, Cracked Panels, Overgrowth, Trip hazard at gutter, Bad landing
8/15	144	-	W First St.	Sidewalk	Boise St.	Noncompliant	Cross-slope greater than 2%, Running Slope, No detectable warning
8/15	145	-	River St.	Ramp	Ella St.	Noncompliant	Cross-slope greater than 2%, Running Slope, Overgrowth at gutter
8/15	-	-	City Hall ADA	Various	-	Noncompliant	Cross-slope greater than 2%, Running Slope, Non-compliant sidewalk/slope/clearance
8/15	-	-	Conservation Park	Docks 1-4	-	Noncompliant	Cross-slope greater than 2%, Running Slope, Overgrowth, Trip hazard
8/15	-	-	Conservation Park	Sidewalk	-	Noncompliant	Overgrowth
8/15	-	-	Hall Park	Concession	-	Noncompliant	Cross-slope greater than 2%, Running Slope, No ADA path to concessions from detectable warning by barn
8/15	-	-	Hall Park	Sidewalk	Ella St.	Noncompliant	Cracked Panels, Overgrowth
8/15	-	-	Hall Park	ADA	-	Noncompliant	Not enough ADA Stalls
8/15	-	-	Hall Park	Restroom Ramp	-	Noncompliant	Cross-slope greater than 2%, Running Slope
8/15	-	115	Vine St.	Sidewalk	-	Noncompliant	Trip hazard, Overgrowth, Cracked Panels
8/15	-	182	Railroad St.	Sidewalk to crossing	-	Noncompliant	Cross-slope greater than 2%, Running Slope
8/15	-	661	Patm St.	Sidewalk	-	Noncompliant	Trip hazard, Overgrowth
8/15	-	-	Railroad Park	Parking Lot	-	Noncompliant	Newer project that was completed
8/15	-	-	River St.	Sidewalk	Washington St.	Noncompliant	No Ramp connection
8/15	-	-	River St.	Sidewalk	Washington St.	Noncompliant	Trip hazard, Overgrowth
8/15	-	-	S Boise St.	Sidewalk - E South	-	Noncompliant	Trip hazard, Overgrowth
8/15	-	-	S Boise St.	Sidewalk - North	-	Noncompliant	Trip hazard, Overgrowth, Cracked Panels
8/15	-	-	S Boise St.	Sidewalk - South	-	Noncompliant	Trip hazard, Overgrowth, Cracked Panels
8/15	-	-	S Washington St.	West Trail North	River St.	Compliant	No Issues
8/15	-	-	S Washington St.	West Trail West	River St.	Compliant	No Issues
8/15	-	-	S Washington St.	Sidewalk - North	-	Noncompliant	Trip hazard, Overgrowth
8/15	-	-	S Washington St.	Sidewalk - South	-	Noncompliant	Trip hazard, Overgrowth
8/15	-	-	Vine St.	Sidewalk - NE	Palm St.	Noncompliant	Trip hazard, Overgrowth
8/15	-	-	Vine St.	Sidewalk - NW	Palm St.	Noncompliant	Trip hazard, Overgrowth
8/15	-	-	W First St.	Sidewalk	Washburn St.	Noncompliant	Trip hazard
8/15	-	-	River St.	Parking Lot	-	Noncompliant	No ADA Stalls
8/15	-	-	Water Treatment Plant	Parking	-	Noncompliant	No ADA Stalls

## Priorities

**LEGEND:**

-  NO NOTABLE FAULTS
-  TRIP HAZARD
-  LANDING CROSS SLOPE > 2%
-  NON-COMPLIANT DRIVE
-  MISSING SIDEWALK
-  NO PUBLIC SIDEWALK
-  PUBLIC SIDEWALK ON ONE SIDE



**ADA TRANSITION PLAN**

RIVERSIDE, IA

ISSUED FOR

DATA COLLECTION

DATE

DESCRIPTION

DATE

NOT FOR CONSTRUCTION

DESIGNED BY

DETAILED BY

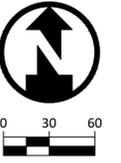
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PROJECT NO. 240022

SHEET NAME

OVERALL





**ADA TRANSITION PLAN**

RIVERSIDE, IA

ISSUED FOR

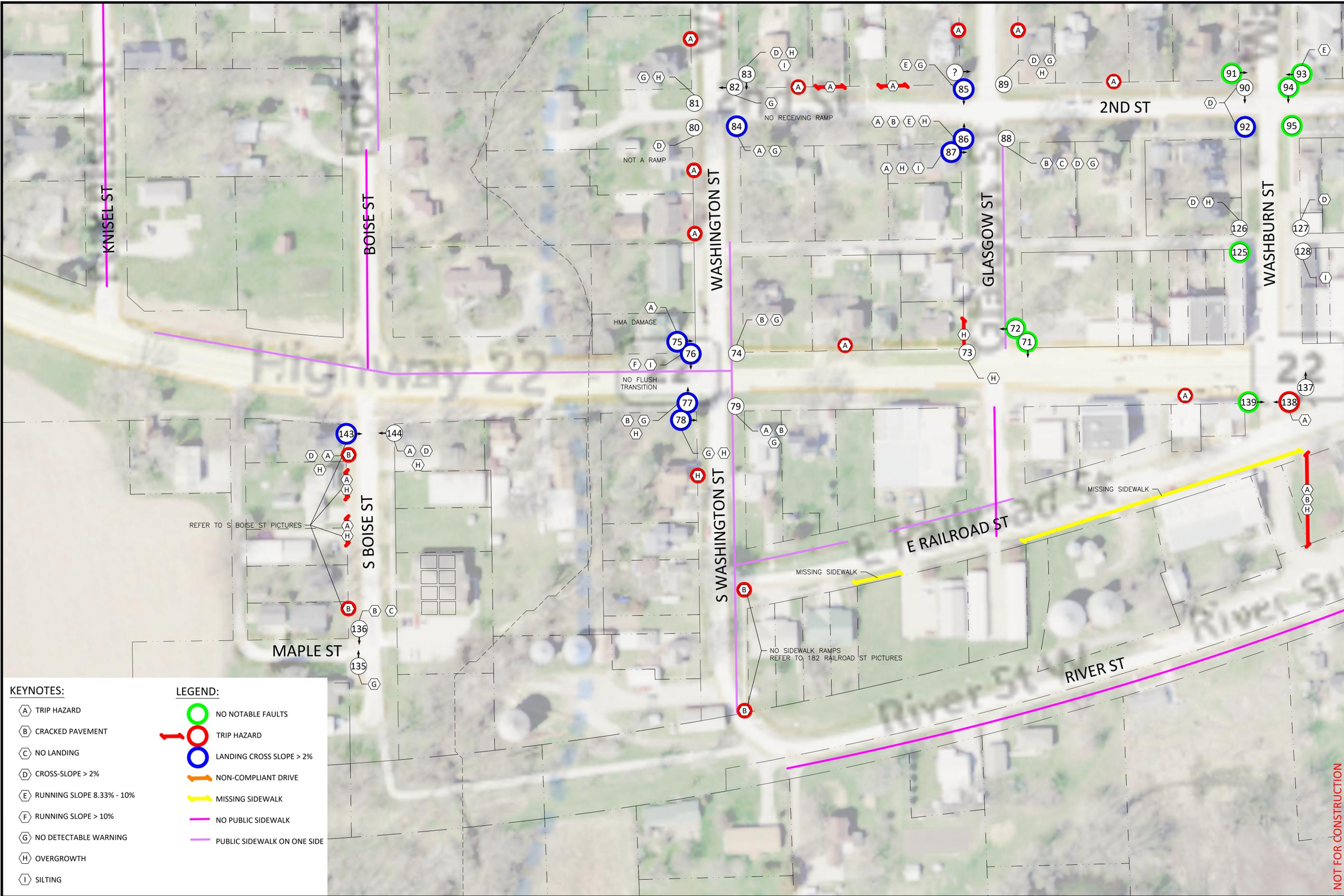
DATA COLLECTION

DATE

DESCRIPTION

DATE

NOT FOR CONSTRUCTION



**KEYNOTES:**

- (A) TRIP HAZARD
- (B) CRACKED PAVEMENT
- (C) NO LANDING
- (D) CROSS-SLOPE > 2%
- (E) RUNNING SLOPE 8.33% - 10%
- (F) RUNNING SLOPE > 10%
- (G) NO DETECTABLE WARNING
- (H) OVERGROWTH
- (I) SILTING

**LEGEND:**

- NO NOTABLE FAULTS
- TRIP HAZARD
- LANDING CROSS SLOPE > 2%
- NON-COMPLIANT DRIVE
- MISSING SIDEWALK
- NO PUBLIC SIDEWALK
- PUBLIC SIDEWALK ON ONE SIDE

















## Public Right of Way Grievance Review Request Form



## PUBLIC RIGHT OF WAY GREIVANCE REVIEW REQUEST FORM

Instructions: Please fill out this form completely, in black ink or type. Sign and return to the address on Page 3.

Complainant: \_\_\_\_\_

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

City, State and Zip Code: \_\_\_\_\_

Home Phone: \_\_\_\_\_

Cell Phone: \_\_\_\_\_

Person Discriminated Against: (if other than the complainant): \_\_\_\_\_

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

City, State and Zip Code: \_\_\_\_\_

Home Phone: \_\_\_\_\_

Cell Phone: \_\_\_\_\_

Description of facility which you believe has caused discrimination or non-compliance: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Address or Location: \_\_\_\_\_

When was this identified: \_\_\_\_\_

**Return to:**

City of Riverside

Cole Smith

City Administrator, ADA Administrator

60 Greene Street

Riverside, IA, 52327

See City of Riverside, Iowa *Public Right of Way Accessibility Transition Plan* for expected timing of next steps.



## CITY OF RIVERSIDE, IOWA PUBLIC RIGHT OF WAY ACCESSIBILITY SELF-EVALUATION AND TRANSITION PLAN

This self-evaluation is being conducted by the City of Riverside, Iowa in order to provide a plan for the City to strive to become compliant with ADA Requirements specifically within City Right of Way and on City owned properties. Items of interest include sidewalks, curb ramps, access to City Owned buildings and parks.

The City of Riverside is interested in gaining public feedback on the following questions.

1. Are there any specific buildings you feel should be included in the Transition Plan? If so, please list and provide any specific concerns you may have of the building(s).

2. Are there any specific infrastructure (sidewalks, curb ramps, traffic signals, etc.) that you feel should be included in the Transition Plan? If so, please list and provide any specific concerns you may have.

3. Do you have any other general comments that you'd like to share with the City in regards to the Plan?

Please return completed questionnaires to City Hall (60 Green St., Riverside, IA, 52327) by **FRIDAY, MONTH, DAY, YEAR.**