

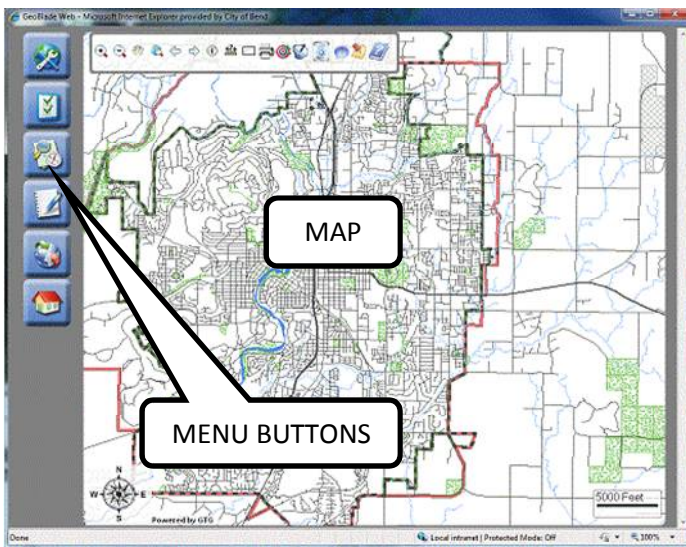


## Basic GeoBlade Web Tutorial

This tutorial will show you some basic steps on how to use GeoBlade Web. You will learn the following:

- View the map layers available and make them visible
- How to search for a street
- Click a point on the map and get some information about it
- Print or save a map

After you click the link to begin using GeoBlade Web you should see the map window appear. It shows the main map and the menu buttons to the left. If you place your mouse cursor over a menu button you will see some descriptive text about what that menu button will do. Each menu button has different types of tools.




### Viewing Map Layers

1. The map already shows a few layers when it loads, but there are many other layers that are available. To find the layers that are available click the “Map Contents” menu button shown below.



(Map Contents menu button)

Clicking the button will show the map layers panel. Scroll through the list to see the layers that are available. You may turn the visibility of a layer on or off by checking or unchecking the box next to the layer name. Layers with a light gray checkbox [  ] are layers you can use, but not at the current map level. They will become available as you zoom in.

2. Find the Bus Stops and Bus Routes layers, and turn them on by checking the box to make them visible. You should see the map update in the background.
3. Click the small [+] icon just to the left of the Bus Routes layer name. Notice the symbology which shows the colors and some descriptive text for the features on the map.
4. When you are done working with the layers you can hide the window to see the full map again. Close the data layers panel by clicking the Map Contents menu button, or the [  ] at the top of the layers window.

## **Search for a street**

5. Click the “Search Tools” menu button shown below. Clicking the button will show the Searches panel. Scroll through the list on the left to see the different searches that are available.



(Search Tools menu button)

6. Scroll to the bottom of the list and click on the “Street” search. You will enter your search criteria on the right hand side of the search panel. Use the examples for correctly entering your search in the blanks.
7. Enter the street name of “Galveston” and click the “Search” button.

The map will find the street, highlight it on the map, and automatically zoom to it. You should also notice a results panel appears below the map. The results panel lists information about each street block segment that makes up Galveston Ave.

8. You can toggle the results panel on/off at any time by clicking the “Results Panel” menu button shown below. Try hiding and showing the results panel.



(Results Panel menu button)



## **Interact with the map and get information**

There are several tools for navigating and finding information on the map.


9. Click the “Map Tools” menu button shown below. A toolbar should appear at the top.



(Map Tools menu button)

10. To zoom into the map, select the zoom in tool [  ] and draw a rectangle around the portion of Galveston Ave from the roundabout to the river.
11. Let’s add some more data to the map. Use what you have learned to turn on the Curb Ramp layer and 2009 imagery (use “Map Contents”)
12. Expand the Curb Ramps layer to see what the red and green map symbols mean (use the [+])
13. To find information about something on the map, select the identify tool [  ]. A panel will appear letting you pick the layer you want to get information about.
14. Select “Curb Ramps” from the layer list, if it not already selected.
15. Next click any curb ramp point on the map. You should see some information about that curb ramp listed in the results panel. You can find information about any layer on the map by making it visible, selecting it from the identify list, and clicking on the map.
16. Use the scrollbar at the bottom of the results panel to scroll to any data off to the right side of the results screen.

## **Print or save a map**


17. From the Map Tools menu button click the printer tool [  ].
18. Enter a title for your map. In this case enter “Galveston Curb Ramps”
19. Click the “Generate Print” button. A new window should appear showing your map.  
(\*You may need to disable a pop up blocker or allow pop ups from our site)

You may print the map directly to your printer, or save the Adobe .pdf file to your computer for later use, emailing, etc.

## **Review**

You have just learned the basic steps for using GeoBlade Web. Most of the button clicks and menus act the same way. Here are some things to remember:

- Clicking a button often shows or hides a particular panel or tool menu.

- Many tools use a pick list to let you select a layer or layer item. Generally you pick your layer and then use the tools to find information about the features in that layer.
- The Help tool [  ] found in the Map Tools menu button shows how to use all the tools and features found in GeoBlade Web.
- There may be more than one way to do almost the same thing. Try some of the other tools to see what they do. For example, you may also search for streets by using a pick list feature found in the “Find Location” menu button.

COB Streets Division  
Self-Performed Curb Ramps

**APPENDIX B**

**2012 Streets Division Self Performed Curb Ramps**

Reason or Area of Focus	Streets/Intersection	# Curb Ramps	Curb Ramp Direction	GIS/GeoBlade Curb Ramp ID #
<b>Barrier Removal Request</b>	Hawthorne & 3rd Intersection	3	NE	1431
			SE	425
			SW	5353
<b>Medical Services</b>	Medical Center & Cushing North Intersection	1	SE	1406
	Medical Center & Curshing South Intersection	4	NE	5838
			SE	733
			SW	732
			NW	5060
	Medical Center & Watt	3	NE	734
			SW	5800
			NW	5799
	Conners & Pasteur	2	SE	1409
			SW	1408
	Conners & Doctors	2	SE	1405
			SW	1404
	Conners & Cortney	2	NE	5791
			SE	5790
	Courtney & Wyatt	2	SE	5787
SW			5788	
Purcell - North Hospital Entrance	2	NE	8250	
		SE	8251	
Purcell - South Hospital Entrance	1	SE	1407	
	Columbia & Elgin	2	NW	1843
			SW	1842
	Columbia & Cumberland	2	NW	1539
			SW	166
	Columbia & Baltimore	2	NW	1540
			SW	167
	Columbia & Albany	2	NW	1541
			SW	1542
	Columbia & Commerce	2	NW	169
			SW	169
	Columbia & Nosler Factory	2	NW	6013
			SW	6014

2013 Transition Plan for Curb Ramps Sidewalks in the Public Right-of-way

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2012 Self-Performed Curb Ramp Program

COB Streets Division  
Self-Performed Curb Ramps

**APPENDIX B**

<b>Infill to complete corridor</b>	Columbia & Simpson	1	NE S	2138
	Columbia & Emkay	1	NW	5603
	Broadway & Kansas	7	NE	456
			SE N	445
			SE W	1597
			SW E	1598
			SW N	1599
			NW S	1595
			NW E	1596
	Broadway & Idaho	3	NE	441
			SE	442
			SW	444
	Broadway & Tumalo	3	NW	438
			SW	439
			SE	440
	Broadway & St. Helens	5	NE	376
			SE N	8264
			SE W	8265
			SW	8266
	Broadway & Georgia	7	NW	375
			NE W	8046
			NE S	8047
			SE N	8045
			SE W	8044
			SW	8050
			NW S	8048
	NW E	8049		
15th & Ramsay	2	NE	898	
		SE	899	
15th & Virginia	4	NW	903	
		NE	900	
		SE	901	
		SW	902	
15th & Riviera	1	NE	769	
15th & Tempest	3	NE	8443	
		SE W	772	
		SW	912	
15th & Lostine	2	SW	1438	
		NW	1437	
15th & N. Suntree	2	SW	1440	
		NW	1439	

<b>2012 Total</b>	<b>75</b>
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COB Streets Division  
Self-Performed Curb Ramps

**APPENDIX B**

**2013 Streets Division Self Performed Curb Ramps**

Reason or Area of Focus	Streets/Intersection	# Curb Ramps	Curb Ramp Direction	GIS/GeoBlade Curb Ramp ID #
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**Government Access**

Post Office	4th & Xerxes	1	NE	1135
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Dept. of Revenue	Cyber & Simpson	1	SE	5578
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OSHA	4th & Marshall	2	NW	5329
			SW	5330
	4th & Lafayette	6	NW S	755
			NW E	5338
			NE	30
			SE	384
			SW E	756
			SW N	29
	4th & Underwood	3	SE N	1419
			SE W	537
			NE	272
	4th & Norton	4	SE	5327
			SW	5328
			NE	739
			NW	8729
	4th & Kearney	4	SW	417
NW			412	
SE			410	
NE			411	
4th & Vail	1	SE	1138	

Armory	Simpson & Shevlin Hixon	2	NE	5669
			SE	5668

Child Welfare	Wall & Lafayette	2	NE	5292
			SE	5293
	Wall & Norton	1	NE	5290

COB Streets Division  
Self-Performed Curb Ramps

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County Offices/Court House	Hill & Lafayette	4	SE W	8077
			SW E	8079
			SW N	8078
			NW	8080
	Hill & Vermont	3	NE	5497
			SE	5298
			Mid-Block W	8730
	Hill & Kearney	8	NW	5300
			NE	5299
			SE N	502
			SW E	5007
			SW N	503
			NE S	8731
			NW S	8732
Bond/Courthouse Crosssing	2	SE W	5009	
		E	5000	
			W	5001
Jamison/Exit HWY 20	1	NW	5534	
Jamison/Poe Scholes	1	N	2695	

Police Dept/Public Works	South Driveway	2	NW S	2382
			SW	2383
	North Driveway	3	NW	5199
			SW N	5200
			SW E	5201

Deschutes County Library	Wall & Kansas	2	NW E	50
			NW S	36

VFW	4th & Olney	6	NE W	5818
			NE S	5817
			SE N	5816
			SE W	5815
			SW E	5814
			SW N	5813



COB Streets Division  
Self-Performed Curb Ramps

**APPENDIX B**

<b>Infill to complete corridors in Downtown</b>	Harriman & Franklin (Alley)	2	NE	7963
			SE	7964
	Harriman & Greeley	2	NE	1689
			SE	1690
	Harriman South of Hawthorne (Alley)	4	NE	7965
			SE	7966
			NE	7967
			SE	7968
	Harriman & Irving	7	NW	1683
			NE	1682
			SE N	1681
			SE W	1680
			SW	1684
			NW E	8744
			SW N	8745
	Wall at Boys & Girls Club	1	South Side	5859
	Kansas & Staats	3	SW N	1664
			SW E	1665
	Kansas & Lava	2	SE	No #
			SW	1661
1st & Awbrey	2	SE	1660	
		N	8090	
1st & 2nd	2	S	8089	
		NE	57	
Galveston & Riverfront	1	NW	52	
		SE	400	

COB Streets Division  
Self-Performed Curb Ramps

**APPENDIX B**

<b>Mixed Medical Service Area</b>	Kim & Professional	2	SW	5858
			SE	5798
	Williamson & Professional	2	NE	5796
			SE	5797
	Williamson & Kim (North)	4	NW	5792
			NE	5795
			SE	5794
			SW	5793
	Williamson & Williamson	1	SW	1207
	Williamson & Kim (South)	2	NW	5985
SW			5986	
Williamson & Paula	1	SE	1210	
27th & Wictha	2	S	8697	
		N	8696	

<b>Infill Gaps on Incomplete Jobs</b>	Broadway & Florida	2	NW	8052
			SW	8051
	15th & Bear Creek RAB	8	NE W	1449
			NE S	1448
			SE N	1228
			SE W	1230
			SW E	1229
			SW N	1227
			NW S	1225
			NW E	1226
	Bear Creek & 14th	2	SE	1223
			SW	1224
	Bear Creek & McCartney	4	NW	1233
			NE W	1231
			NE S	1232
			SE	1234
	Bear Creek & Cessna	2	SW E	8701
			SW N	8585
	Bear Creek & Craven	4	SW N	8698
			SW E	8699
W			8704	
SE			8700	
Mt. Washington & Broken Top	2	SW	5950	
		NW	5951	
Mt. Washington & Chandler	2	NW	5418	
		NE	5419	

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Self-Performed Curb Ramps

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<b>Barrier Removal Request</b>	15th & S. Suntree	2	SW	1506
			NW	1507
	Greely & Parkway	2	W	1730
			E	1729

<b>Corrections &amp;/or Omissions</b>	18th & Sierra	5	SW E	3769
			SW N	3770
			NW S	3771
			NW E	3772
			NE	3793

<b>2013 Total</b>	<b>134</b>
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**2014 Streets Division Self Performed Curb Ramps**

Reason or Area of Focus	Streets/Intersection	# Curb Ramps	GIS/GeoBlade Curb Ramp ID #	Curb Ramp Direction
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**Senior Living Facilities**

Fox Hollow	4th & Butler	2	1423	SW
			1422	SE
	Studio & Majesty	2	541	NE
			542	SE
The Summitt	Taft & 2nd St	2	5491	NW
			5492	SE
	Roosevelt & 3rd	2	5496	NW
			5497	SW
	Roosevelt & 2nd	1	6103	SE

**Total Senior Living 9**

**Shopping Centers**

Bend River Mall	Butler & 2nd	2	1426	SW
			1116	SE
	Butler & Mall Entrance	2	1425	NW
			1427	NE
	Bend River Mall Ave. (Shopco 1st Entrance)	2	868	NW
			869	NE
	Bend River Mall Ave. (ShopCo 2nd Entrance)	1	2519	NW
	Bend River Mall Ave. Macy's Entrance)	4	871	NE
			872	SE
			873	SW
			874	SE

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Self-Performed Curb Ramps

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Old Mill District	Bond & Bluff	3	5713	NW
			5714	NE
			3459	SW
	Bond & Upper Terrace	5	5709	NW E
			5710	NW S
			5711	SW N
			5712	SW E
	Bond & Scalehouse	2	No SRMP#	NE
			5696	SE W
			3460	SW E

Forum Shopping Center	Forum & Watt	3	3252	NW
			3251	NE
			3254	SE
	Purcell & Costco <b>To be completed thru Paving.</b>	2	1435	NE
			1434	SE
	Paula & Purcell <b>To be completed thru Paving</b>	3	1211	NE
			1412	NW S
			1414	NW E

Casecade Village	Robal (West Entrance)	1	No SRMP#	SE
	Robal & Hunnell	6	5084	NW
			5087	NE
			5086	SW N
			6138	SE W
			6139	SW E
			5085	SW N
	Target Entrance	2	8320	NW
			8321	NE

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Outlet Mall (back side)	Badger & Parrell	1	5245	SW
	Huffelpuff & Parrell	1	5246	SE
	Parrell @ Middle Entrance	1	2415	NW
	Parrell @ North Entrance	2	1179	SW
			1178	NW
	Parrell & Knightsbridge	4	1177	NW
			1175	NE W
			5247	NE S
	Blakely & Powers - Completed through	2	1176	SE
			2463	SE W
		2466	SW N	

**Total Shopping 49**

**Social Service Facility/ Abilitree**

Windy Knolls & Twin Knolls	3528	2	NW
	3529		NE
<b>Total Soc. Serv. Fac.</b>		<b>2</b>	

**Schools**

Bend High School	6th & Emerson	2	821	NE
			820	NW
	6th & DeKalb	1	822	SE
	56h @ BHS North Driveway	2	823	NE
			824	SE
	6th & Clay	4	825	NW
			1840	NE
			1841	SE
	6th & Burnside	2	826	SW
			827	NE
			828	SE

	5th & Lafayette	2	1531	NW
			1532	SW
	5th & Marshall	2	578	NW E
			581	NW S
	5th & Norton	2	740	NW
			362	NE

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Marshall High School	4th & Irving	1	428*	NW
	3rd & Irving	4	5348*	NW
			424*	NE
			5346*	SE
			5347*	SW
	3rd & Hawthorne	1	5353*	SW
	2nd & Hawthorne	2	5350	NW
			5351	SW
	3rd & Greeley	2	5354	NW
			5355	SW
	2nd & Greeley	4	5356	NW
			5964	NE
5358			SE	
5357			SW	
4th & Franklin	1	452*	NE	

**Total Schools 32**

**Transit**

Transit Center (Hawthorne Station)	4th & Irving	1	428*	NW
	3rd & Irving	4	5348*	NW
			424*	NE
			5346*	SE
			5347*	SW
	3rd & Hawthorne	1	5353*	SW
	4th & Franklin	1	452*	NE
	7th & Irving	2	433	NW S
			5782	NW E

**Total Transit Center 2**

\* 7 to be done in conjunction with Schools

Total Soc. Serv. Fac.	2
Total Senior Living Fac.	9
Total Shopping	49
Total Schools	32
Total Transit Center	2

**Total 2014 Self-Performed Curb Ramps 94**

2015 Streets Division Self Performed Curb Ramps

Shopping

Northwest Crossing	Crossing & John Freemont	8	2630	NW S
			2629	NW E
			2628	NE W
			2647	NE S
			2634	SE N
			2633	SE W
			2632	SW E
			2631	SW N
	Crossing & Fort Clatsop	8	5397	NW S
			2635	NW E
			2636	NE W
			5398	NE S
			5399	SE N
			2637	SE W
			2638	SW E
			5400	SW N
	Crossing & Charbonneau	8	5389	NW S
			6069	NW E
			6066	NE W
			5392	NE S
			5391	SE N
			6067	SE W
			6068	SW E
			5390	SW N
	Crossing & Clearwater	2	2669	NE W
			2668	NE S
	York & Clearwater	3	8363	NE
			8362	SE N
8361			SE W	
York & Charbonneau	7	5650	NW S	
		5649	NW E	
		5651	NE W	
		5652	NE S	
		5653	SE N	
		5654	SE W	
		5655	SW N	
Clearwater & Charbonneau	5	5619	NW	
		2673	NE W	
		5620	NE S	
		2674	SE	
		2675	SW	
Clearwater & Ordway	4	8220	NE	
		8221	SE N	
		8222	SE W	

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			8223	SW
			5621	NE
			5623	SW E
			5626	SE
			5624	SW N
			2672	SE W
	Clearwater & York	5	5385	NW S
			2685	NW E
			2687	NE W
			5387	NE S
			2686	SW E
			5386	SW N
	Charbonneau & Ordway	6		
<b>2015 Total Shopping</b>		<b>56</b>		

*\*\*More Self-Performed Curb Ramps for Construction Year 2015 to be indentified.*

COB Streets Division  
Street Preservation (Paving) List

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**2012 Summer Construction Year Paving List**

Treatment	Street	From	To	# Assoc. Curb Ramps
G & I	Neff	Eastwood	27th	14
Overlay	Mt. Washington	Chandler	Century	4
Overlay	Reed Mkt	Athletic Club	Parkway	28
Overlay	Brookwood	Rock Bluff	Cliffrose	16
<b>2012 Total</b>				<b>62</b>

**2013 Summer Construction Year Paving List**

Treatment	Street	From	To	# Assoc. Curb Ramps
Overlay	Reed Mkt & Bond St.	RAB		8
Overlay	American	Carmen (North)	Brosterhouse	6
Overlay	Brosterhouse	Chivas	Foxborough	12
G & I	Franklin	2nd	3rd	4
Overlay	Empire	Sherman	High Desert	33
Overlay	Brookwood	Millbrook	Rock Bluff	6
Overlay	Brookwood	Cliffrose	Beth	4
Paving	Pick up	Brookwood & Elk Meadow	Elem. Sch. Drive	1
Paving	Pick up	Brookwood & Pinebrook		1
Paving	Pick up	Brookwood & Blakely		2
Paving	Pick up	Knott & Blue Ridge		4
<b>2013 Total</b>				<b>81</b>

**2014 Proposed Summer Construction Year Paving List**

Treatment	Street	From	To	# Assoc. Curb Ramps
Overlay	Brosterhouse	RR Tracks	Knott	0
Overlay	Purcell	Neff	Hwy 20	17
Overlay	Simpson	Mt.Wash RAB	Simpson RAB	2
G & I	2nd St./Colorado	Wilson	Industrial	31
G & I	Revere	Wall	8th	19
G & I	Powers	Blackely	3rd	3

COB Streets Division  
Street Preservation (Paving) List

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College				
AC - RAB	Way/Newport			6
Pre-level			Fawn Run &	
2013	College Way	Portland	Regency	14
<b>2014 Total</b>				<b>92</b>

**2015 Proposed Summer Construction Year Paving List**

Treatment	Street	From	To	# Assoc. Curb Ramps
		Butler		
Overlay	Mt. Washington	Market ent.	Summit	14
Overlay	Pettigrew	Reed Mkt	Hwy 20	5
Overlay	Wall	Port/Olney	Revere	11
2" G & I	9th	Wilson	Franklin	10
2" G & I	Newport	Awbrey	9th RAB	0
2" G & I	Neff	Eastwood	8th St.	12
AC - RAB	8th/9th & Franklin			8
AC - RAB	14th & Galveston			6
Prelevel	3rd	Galveston	Badger	
<b>2015 Total</b>				<b>66</b>

**2016 Proposed Summer Construction Year Paving List**

Treatment	Street	From	To	# Assoc. Curb Ramps
Overlay	Bear Creek	15th	27th	16
2" G & I	Olney	8th	Wall	25
2" G & I	Franklin	12th	3rd	1
AC - RAB	9th & Newport			7
AC - RAB	Colorado & Century			2
Pre-level	China Hat	Knott	Hwy 97	
Pre-level	18th	Empire	Brinson	
Cooley	Hwy 97	18th		
<b>2016 Total</b>				<b>51</b>

<b>2012 - 2016 Paving/Overlay Total</b>	<b>352</b>
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# CAPITAL IMPROVEMENT PROJECT COST COMPARISON ESTIMATE


City of Bend

(Name of State or Local Government Agency)

DEPARTMENT: Public Works Department  
 PROPOSED YEAR: FY2013-14  
 PROJECT DESCRIPTION: Curb Ramp Construction

PROJECT NAME: FY2013-2014 Curb Ramp Construction  
 FUND: Street Operations (100)  
 PROJECT NUMBER:

Rough Quantity Estimates	Units	Work Class Description	Agency Force Estimate		Agency Contract Estimate	
			Unit Cost	Total Cost	Unit Cost	Total Cost
		See attachments for Detail.				
		Attachment 1 - COB June 2013 Avg. Ramp Cost				
		Attachment 2 - Estimate for Contracted Ramps.				
****Estimate completion of 200 curb ramps per year as budget allows.			Per Ramp	\$ 2,411.77		\$ 3,243.60
ESTIMATED CONSTRUCTION PERIOD: July 1, 2013 - June 30, 2014			Project	\$ 482,353.53		

The above named agency has determined that this project can be performed at the least cost by:  the Agency  Contractor (check one)  
  
 (Signature of Agency Official)

ORS 279C.305 requires that not less than 30 days prior to adoption of its budget for the subsequent budget period, each public agency shall prepare and  
 Q:\SUP\Teresa\Budget\Purchasing\Cost Analysis Self Performed Construction over 125K\_FY2013.14 Curb Ramps.xlsx

file with the Commissioner of the Bureau of Labor and Industries a list of every public improvement known to the agency that the agency plans to fund in the budget period, indentifying each improvement by name and estimating the total on-site construction costs. The list shall also contain a statement as to whether the agency intends to perform the construction by a private contractor. If the agency intends to perform construction work using the agency's own equipment and personnel on a project estimated to cost more than \$125,000, the agency must also show that its decision conforms to the state's policy that public agencies make every effort to construct public improvements at the least cost to the public agency. Public agencies are required to keep and preserve a full, true and accurate account of the costs of performing the work, including all engineering and administrative expenses, and the cost, including investment costs, of any equipment used.

This form is based on state form WH-119 (Rev. 02/05)

Completed forms should be mailed to:      Prevailing Wage Rate Unit  
Wage and Hour Division, #1045  
Bureau of Labor and Industries  
800 NE Oregon St.  
Portland, OR 97232-2180

Start Date: Jun 1, 2013

End Date: Jun 30, 2013

WORK ORDER	DESCRIPTION	Parts	Labor	Tools	Work Order Cost	COMPLETED
440578	REPLACE RAMPS- BROOKSWOOD & ELK MEADOW DRIVEWAY-NE	\$760.00	\$634.79	\$278.50	\$1,673.29	6/11/13
411940	REPLACE RAMP- BROOKSWOOD & PINEBROOK- SW	\$487.80	\$767.45	\$384.50	\$1,639.74	6/11/13
411778	REPLACE RAMP- BROOKSWOOD & CLIFFROSE- SW	\$697.80	\$892.83	\$380.25	\$1,970.87	6/11/13
411777	REPLACE RAMP- BROOKSWOOD & CLIFFROSE- NW	\$672.80	\$1,002.24	\$504.25	\$2,179.29	6/11/13
411765	REPLACE RAMP- BROOKSWOOD & ROCK BLUFF- SW	\$684.59	\$1,220.60	\$753.75	\$2,658.94	6/11/13
411764	REPLACE RAMP- BROOKSWOOD & ROCK BLUFF- NW	\$801.19	\$1,512.67	\$602.25	\$2,916.11	6/11/13
411768	REPLACE RAMP- BROOKSWOOD & MILLBROOK- NE W	\$439.80	\$647.69	\$204.75	\$1,292.24	6/11/13
411767	REPLACE RAMP- BROOKSWOOD & MILLBROOK- NE S	\$483.39	\$711.16	\$250.75	\$1,445.30	6/11/13
411772	REPLACE RAMP- BROOKSWOOD & MILLBROOK- SE	\$571.69	\$802.04	\$395.75	\$1,769.48	6/11/13
444442	REPLACE CURB RAMP BROOKSWOOD BLAKELY S	\$814.49	\$1,176.98	\$408.50	\$2,399.97	6/11/13
444441	REPLACE CURB RAMP BOOKSWOOD BLAKLEY N	\$839.49	\$1,185.02	\$418.50	\$2,443.01	6/11/13
411773	REPLACE RAMP- BROOKSWOOD & MILLBROOK- NW	\$921.19	\$1,213.75	\$404.25	\$2,539.19	6/11/13
444433	REPLACE CURB RAMP 4TH OLNEY SW E	\$647.80	\$755.45	\$345.50	\$1,748.74	6/18/13
444430	REPLACE CURB RAMP 4TH OLNEY NE S	\$632.80	\$839.18	\$395.80	\$1,867.77	6/18/13
444431	REPLACE CURB RAMP 4TH OLNEY SE N	\$827.80	\$952.75	\$378.30	\$2,158.84	6/18/13
444432	REPLACE CURB RAMP 4TH OLNEY SE W	\$815.59	\$1,041.50	\$406.30	\$2,263.39	6/18/13
443140	REPLACE CURB RAMP 4TH KEARNEY NE	\$816.69	\$1,387.58	\$559.20	\$2,763.47	6/18/13
444434	REPLACE CURB RAMP 4TH OLNEY SW N	\$647.80	\$755.45	\$345.50	\$1,748.74	6/18/13
443142	REPLACE CURB RAMP 4TH KEARNEY SW	\$670.37	\$966.55	\$380.50	\$2,017.42	6/18/13
444429	REPLACE CURB RAMP 4TH OLNEY NE W	\$662.80	\$1,095.05	\$531.90	\$2,289.75	6/18/13
443141	REPLACE CURB RAMP 4TH KEARNEY SE	\$721.69	\$1,357.81	\$643.10	\$2,722.60	6/18/13
443131	REPLACE CURB RAMP 4TH KEARNEY NW	\$634.19	\$1,080.89	\$417.10	\$2,132.18	6/18/13
443126	REPLACE CURB RAMP 4TH UNDERWOOD SE N	\$583.90	\$923.71	\$377.30	\$1,884.90	6/18/13
443127	REPLACE CURB RAMP 4TH UNDERWOOD SE W	\$583.90	\$927.73	\$482.30	\$1,993.92	6/18/13
421396	REPLACE RAMP- 4TH & LAFAYETTE- SW E	\$697.80	\$1,308.29	\$486.50	\$2,492.58	6/18/13
421397	REPLACE RAMP- 4TH & LAFAYETTE- SW N	\$682.80	\$1,497.28	\$514.50	\$2,694.58	6/18/13
443129	REPLACE CURB RAMP 4TH NORTON SE	\$789.19	\$1,315.93	\$595.80	\$2,700.92	6/18/13
446832	REPLACE CURB RAMP 4TH NORTON NW	\$942.50	\$1,545.35	\$772.80	\$3,260.65	6/18/13
421382	REPLACE RAMP- 4TH & XERXES- NE	\$1,026.25	\$1,079.42	\$664.30	\$2,769.97	6/18/13
443128	REPLACE CURB RAMP 4TH NORTON NE	\$844.19	\$1,525.68	\$675.00	\$3,044.87	6/18/13
443143	REPLACE CURB RAMP 15TH SUNTREE NW	\$1,347.50	\$1,643.90	\$1,050.00	\$4,041.40	6/18/13
421391	REPLACE RAMP- 4TH & MARSHALL- SW	\$656.40	\$1,049.99	\$470.20	\$2,176.58	6/18/13
421395	REPLACE RAMP- 4TH & LAFAYETTE- SE	\$598.90	\$1,178.71	\$716.90	\$2,494.50	6/18/13

## APPENDIX C

421394	REPLACE RAMP- 4TH & LAFAYETTE- NE	\$658.90	\$1,178.71	\$776.90	\$2,614.50	6/18/13
421390	REPLACE RAMP- 4TH & MARSHALL- NW	\$1,080.30	\$1,855.55	\$640.10	\$3,575.94	6/18/13
443144	REPLACE CURB RAMP 15TH SUNTREE SW	\$1,347.50	\$1,627.82	\$1,086.00	\$4,061.32	6/18/13
421393	REPLACE RAMP- 4TH & LAFAYETTE- NW E	\$874.40	\$1,551.81	\$711.70	\$3,137.90	6/18/13
421392	REPLACE RAMP- 4TH & LAFAYETTE- NW S	\$736.40	\$1,042.39	\$370.10	\$2,148.89	6/18/13
411776	REPLACE RAMP- BROOKSWOOD & BETH- SE	\$636.19	\$1,340.74	\$681.30	\$2,658.23	6/24/13
444258	REPLACE CURB RAMP HILL KEARNEY SW N	\$770.59	\$1,032.54	\$460.30	\$2,263.43	6/24/13
444254	REPLACE CURB RAMP HILL KEARNEY NW	\$1,060.59	\$1,463.72	\$478.30	\$3,002.61	6/24/13
451696	REPLACE RAMPNW KEARNEY HILL NWS	\$529.19	\$848.74	\$465.30	\$1,843.23	6/24/13
443125	REPLACE DCURB RAMP 4TH / UNDERWOOD NE	\$706.69	\$1,154.28	\$543.80	\$2,404.77	6/24/13
444256	REPLACE CURB RAMP HILL KEARNEY SE N	\$539.19	\$837.03	\$360.30	\$1,736.52	6/24/13
444257	REPLACE CURB RAMP HILL KEARNEY SW E	\$770.59	\$1,032.54	\$431.30	\$2,234.43	6/24/13
411774	REPLACE RAMP- BROOKSWOOD & BETH- NE	\$576.19	\$1,314.07	\$660.30	\$2,550.56	6/24/13
443130	REPLACE CURB RAMP 4TH NORTON SW	\$916.40	\$1,386.40	\$622.80	\$2,925.60	6/25/13
<b>47</b>	<b>Summary</b>	<b>\$35,208.16</b>	<b>\$53,661.63</b>	<b>\$24,483.30</b>	<b>\$113,353.08</b>	

APPENDIX C

\*Unit costs based on 2013 Transportation Project - ST11FA Riverside/Franklin Bike/Ped Improvements.

\*\*Estimate provided by City of Bend Engineering and Infrastructure Planning Department

Bid Item Description	City Engineering Estimate based on ST11FA Bid			
	QTY	Unit	Unit Price Bid	Total Price Bid
Mobilization	1	Lump Sum	\$0.00	\$500.00
Temporary Traffic Control	1	Lump Sum	\$0.00	\$250.00
Excavation: Removal of existing concrete and A/C	4	Cubic Yard	\$22.50	\$92.25
Saw Cutting	45	Lineal Feet	\$1.25	\$56.25
Survey (1.5%)	1	Lump Sum	\$0.00	\$250.00
Concrete Curb	21	Lineal Feet	\$12.00	\$252.00
Concrete Ramp/Landing	110	Square Feet	\$7.75	\$852.50
Asphalt Concrete Patching	15	Square Yards	\$30.00	\$450.00

Subtotal Ramp Cost \$2,703.00

Small Project Premium 1.2

Estimated Contracted Per Ramp Cost \$3,243.60

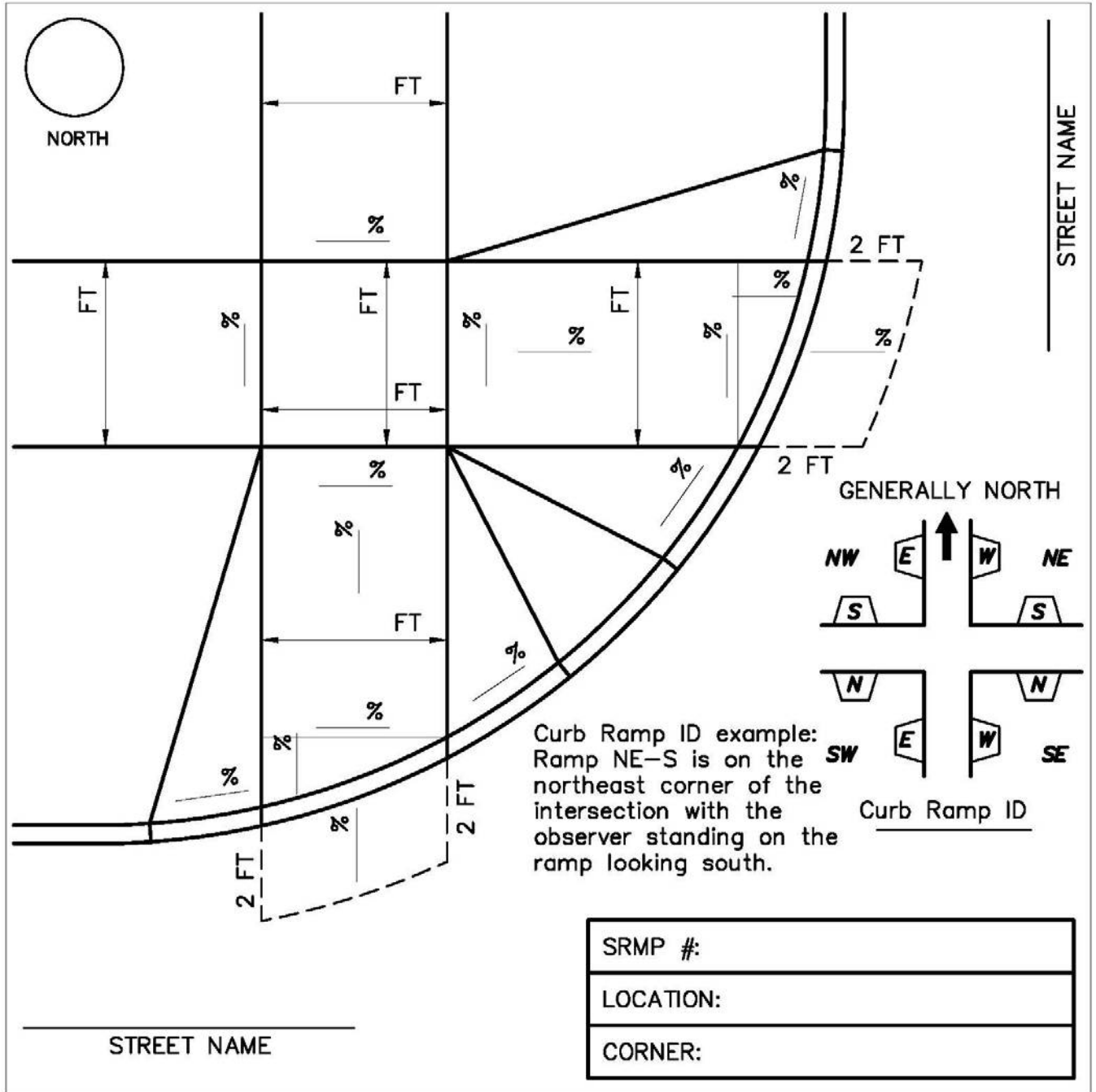




CITY OF BEND  
 ADA CURB RAMP DOCUMENTATION

APPENDIX D

*PERPENDICULAR (DIRECTIONAL)*



Inspector Signature: \_\_\_\_\_

Date: \_\_\_\_\_

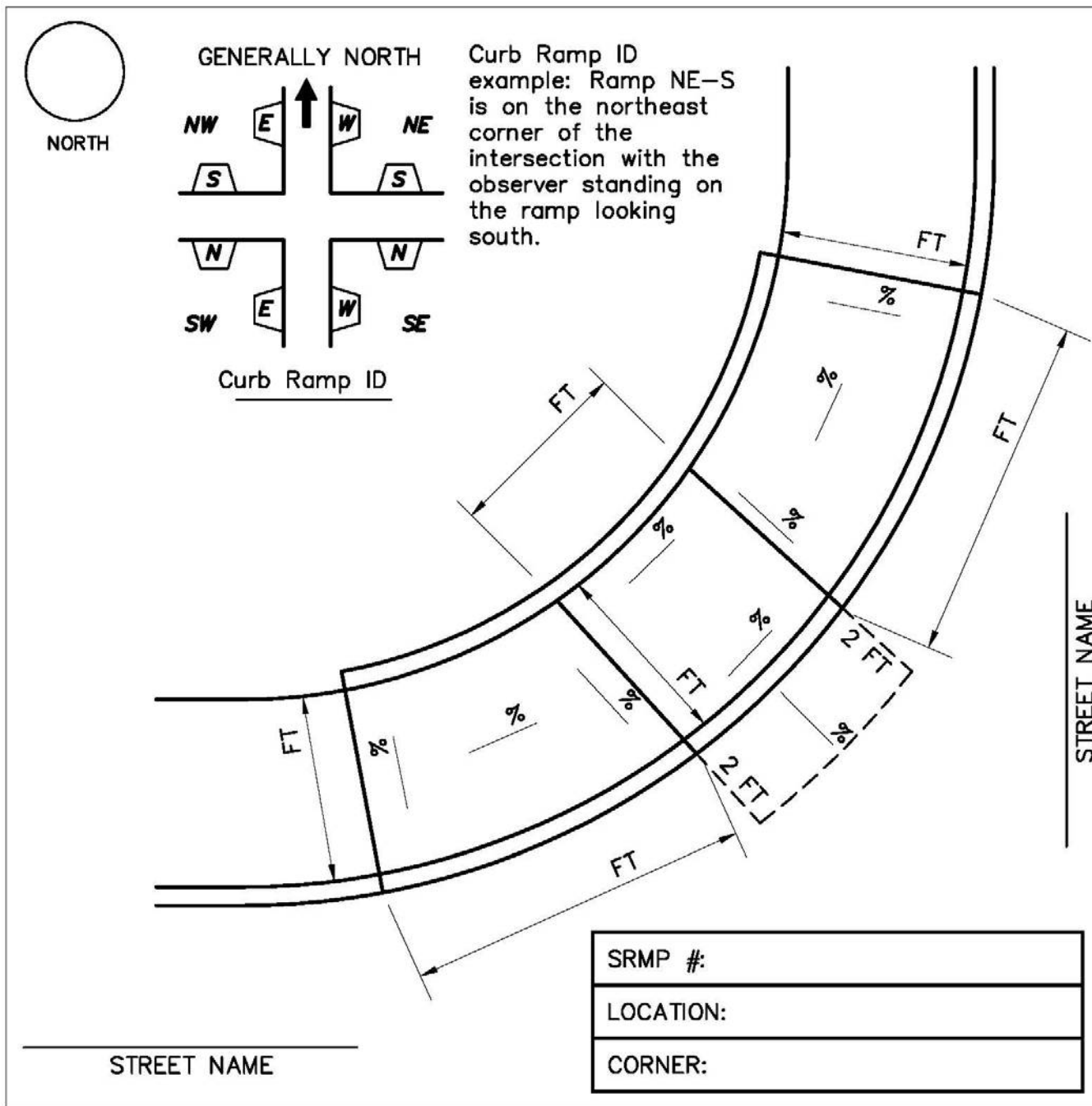
Print Name: \_\_\_\_\_

Contractor: \_\_\_\_\_



# CITY OF BEND ADA CURB RAMP DOCUMENTATION

## PARALLEL



Inspector Signature: \_\_\_\_\_

Date: \_\_\_\_\_

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

Contractor: \_\_\_\_\_



# CITY OF BEND ADA CURB RAMP DOCUMENTATION

## PERPENDICULAR (DIAGONAL)

**GENERALLY NORTH**

▲  
NORTH

**Curb Ramp ID:**  
Curb Ramp ID example:  
Ramp NE-S is on the  
northwest corner of the  
intersection with the  
observer standing on the  
ramp looking south.

**STREET NAME**

RAMP #:
LOCATION:
CORNER:

Inspector Signature: \_\_\_\_\_

Date: \_\_\_\_\_

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

Contractor: \_\_\_\_\_



# CITY OF BEND ADA CURB RAMP DOCUMENTATION

## MID-BLOCK PARALLEL

NORTH

STREET NAME

GENERALLY NORTH

Curb Ramp ID

Curb Ramp ID example: Ramp NE-S is on the northeast corner of the intersection with the observer standing on the ramp looking south.

SRMP #:
LOCATION:
CORNER:

Inspector Signature: \_\_\_\_\_

Date: \_\_\_\_\_

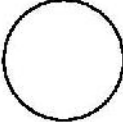
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Contractor: \_\_\_\_\_

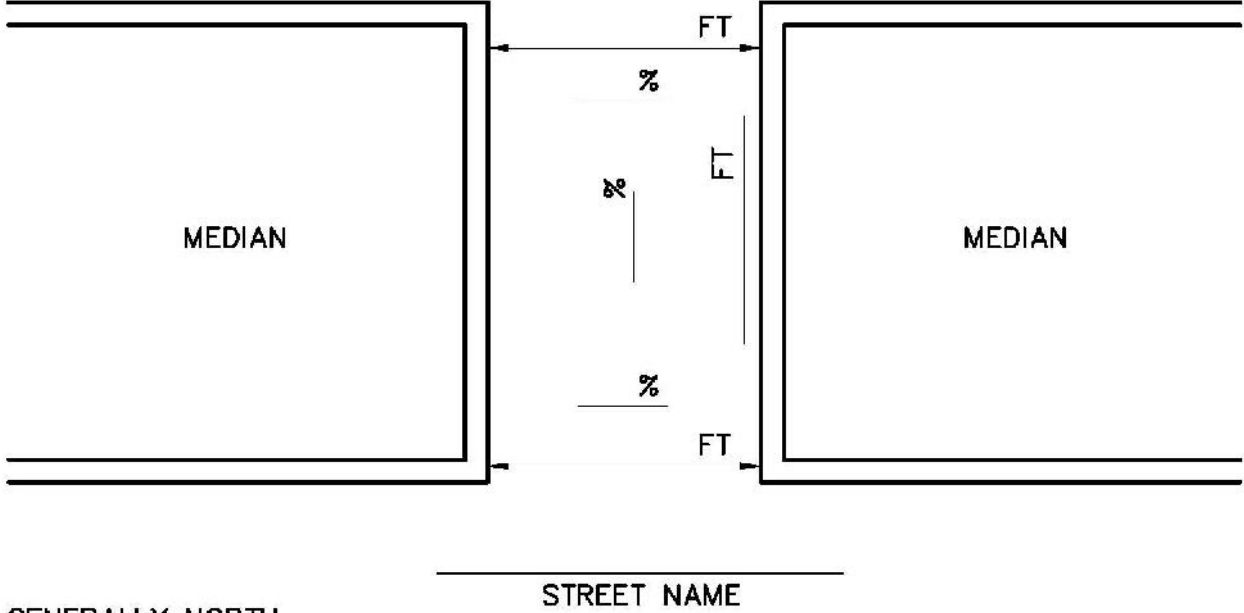


CITY OF BEND  
 ADA CURB RAMP DOCUMENTATION

*MEDIAN – AREA OF REFUGE*

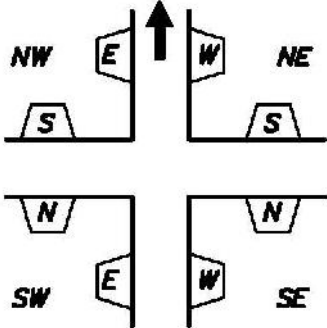


NORTH



STREET NAME

GENERALLY NORTH



Curb Ramp ID

Curb Ramp ID example:  
 Ramp NE-S is on the  
 northeast corner of the  
 intersection with the observer  
 standing on the ramp looking  
 south.

SRMP #:

---

LOCATION:

---

CORNER:

Inspector Signature: \_\_\_\_\_

Date: \_\_\_\_\_

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

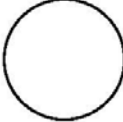
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# CITY OF BEND ADA CURB RAMP DOCUMENTATION

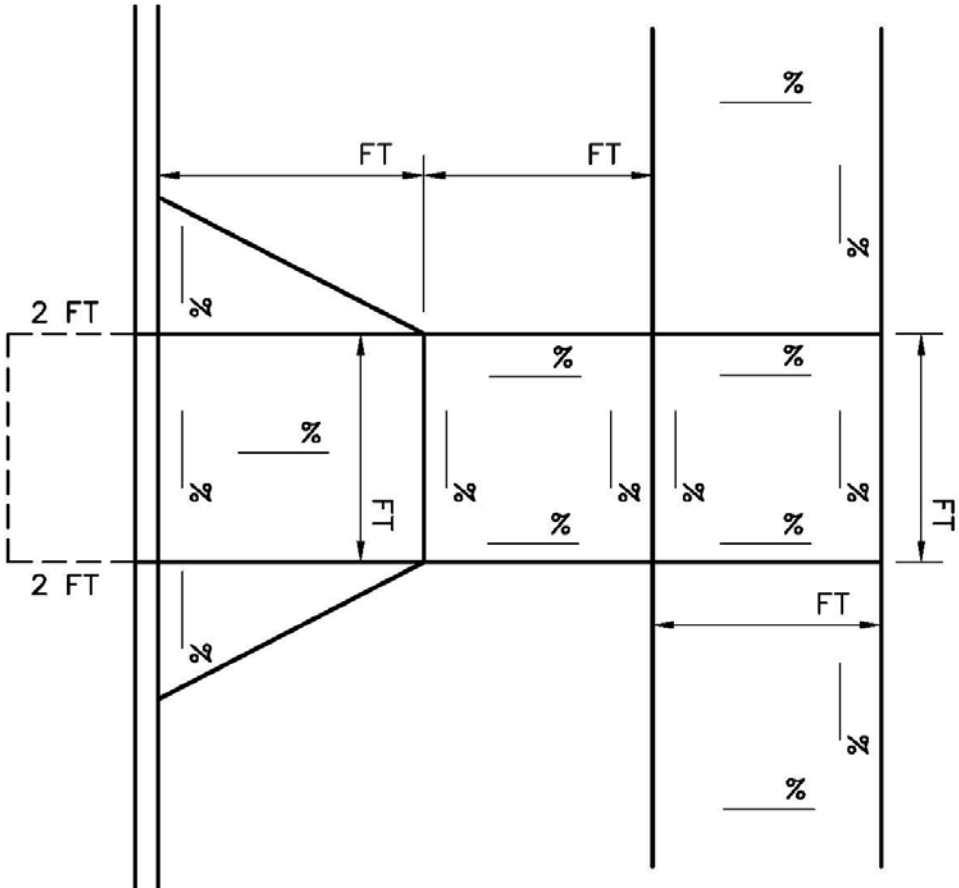
APPENDIX D

## PERPENDICULAR

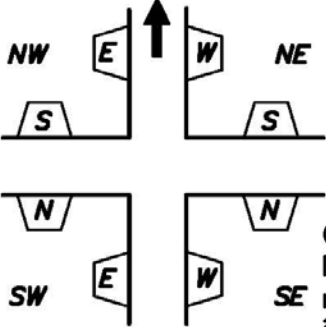


NORTH

STREET NAME



GENERALLY NORTH



Curb Ramp ID

Curb Ramp ID example:  
Ramp NE-S is on the northeast corner of the intersection with the observer standing on the ramp looking south.

SRMP #:
LOCATION:
CORNER:

Inspector Signature: \_\_\_\_\_

Date: \_\_\_\_\_

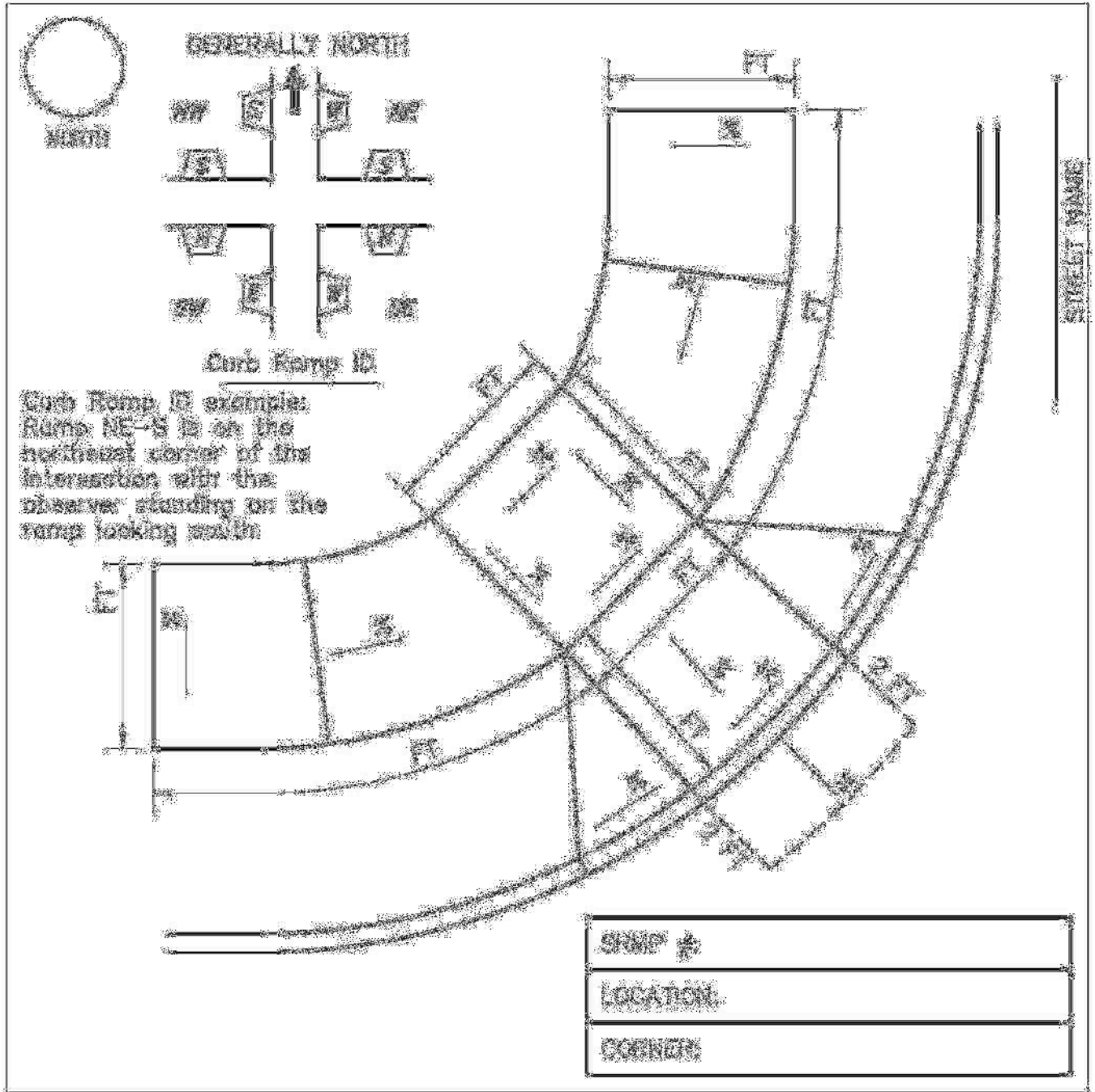
Print Name: \_\_\_\_\_

Contractor: \_\_\_\_\_



# CITY OF BEND ADA CURB RAMP DOCUMENTATION

## PERPENDICULAR - DETACHED WALK



Inspector Signature: \_\_\_\_\_

Date: \_\_\_\_\_

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

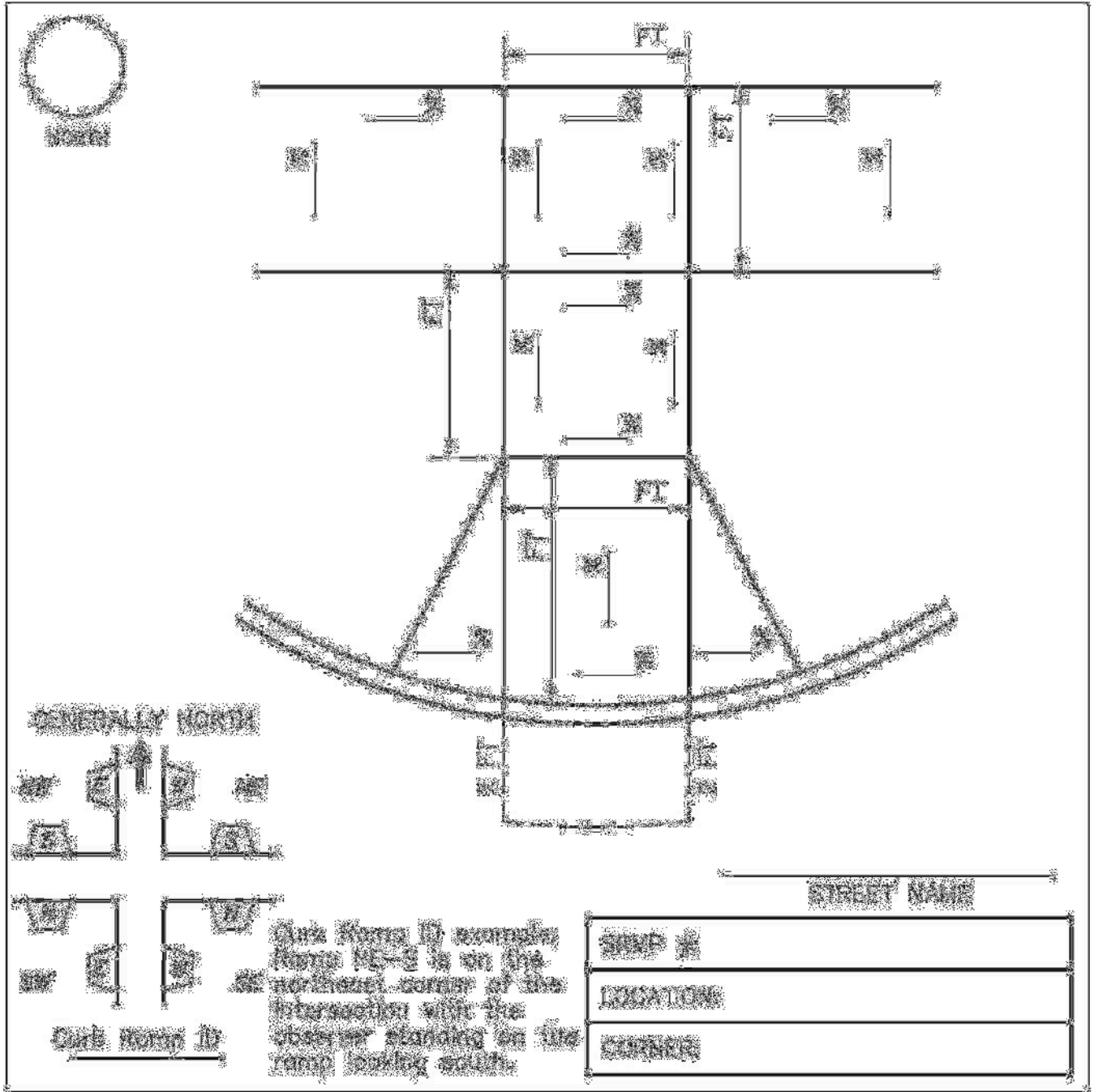
Contractor: \_\_\_\_\_



# CITY OF BEND ADA CURB RAMP DOCUMENTATION

APPENDIX D

## PERPENDICULAR



Inspector Signature: \_\_\_\_\_

Date: \_\_\_\_\_

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

Contractor: \_\_\_\_\_

Rev. 5/19/11





# CITY OF BEND ADA CURB RAMP DOCUMENTATION

## BLANK CURB RETURN

GENERALLY NORTH

NORTH

Curb Ramp ID

Curb Ramp ID example:  
Ramp NE-5 is at the  
northeast corner of the  
intersection with the  
observer standing on the  
ramp looking south.

STREET NAME

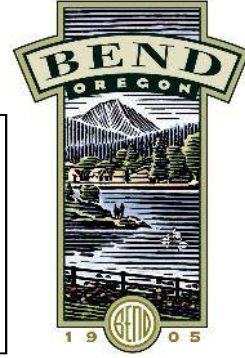
RAMP #
LOCATION
CORNER

Inspector Signature: \_\_\_\_\_

Date: \_\_\_\_\_

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

Contractor: \_\_\_\_\_



*Please type or print legibly.*

Date of Request: [Click here to enter text.](#)

Name of person making request: [Click here to enter text.](#)

Address: [Click here to enter text.](#) City: [Click here to enter text.](#)

State: [Click here to enter text.](#) Zip: [Click here to enter text.](#)

Telephone number: [Click here to enter text.](#) E-mail address: [Click here to enter text.](#)

If person needing accommodation is not the individual completing this form, please enter:

Name: [Click here to enter text.](#) Telephone number: [Click here to enter text.](#)

Other contact information: [Click here to enter text.](#)

**Location Information** (Please tell us the specific location of the problem/request.):

Street Name and Address (if available): [Click here to enter text.](#)

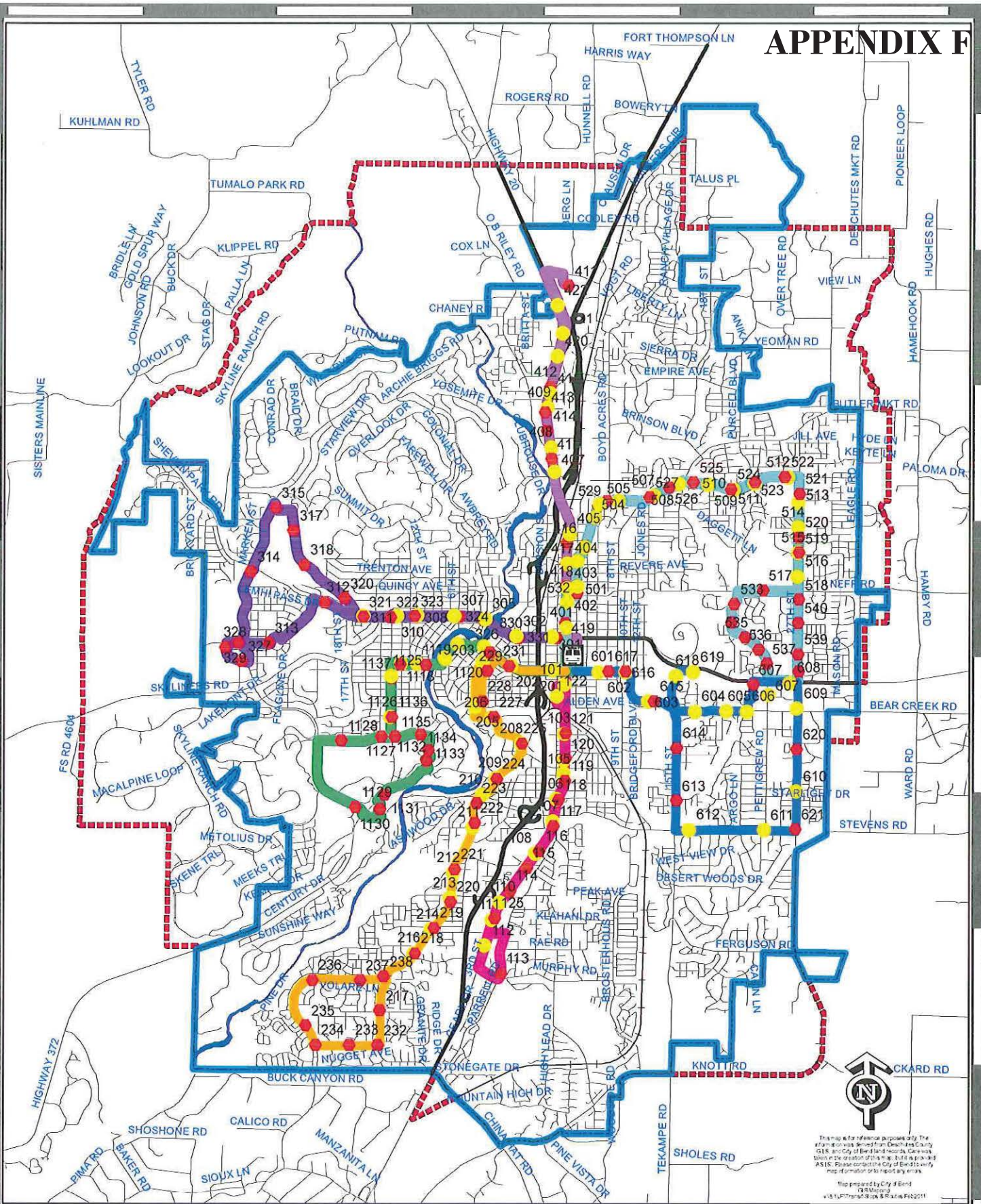
Cross Street: [Click here to enter text.](#)

Comments: (Describe your request/concern) [Click here to enter text.](#)

Signature: [Click here to enter text.](#) Date: [Click here to enter text.](#)

Please return completed form to the City of Bend Accessibility Program. City Staff will be in contact with you soon.

City of Bend Accessibility Program  
710 NW Wall St.  
Bend, OR 97701  
541-693-2141, (fax) 541-385-6676  
[accessibility@ci.bend.or.us](mailto:accessibility@ci.bend.or.us)



This map is for informational purposes only. The information was derived from Deschutes County GIS and City of Bend. The City of Bend is not responsible for any errors or omissions. Please contact the City of Bend for more information or to report any errors.

Map prepared by City of Bend  
 GIS Mapping  
 1/11/11  
 1/11/11















## Transit Routes and Bus Stops

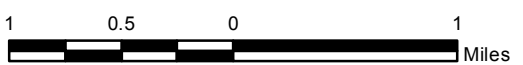
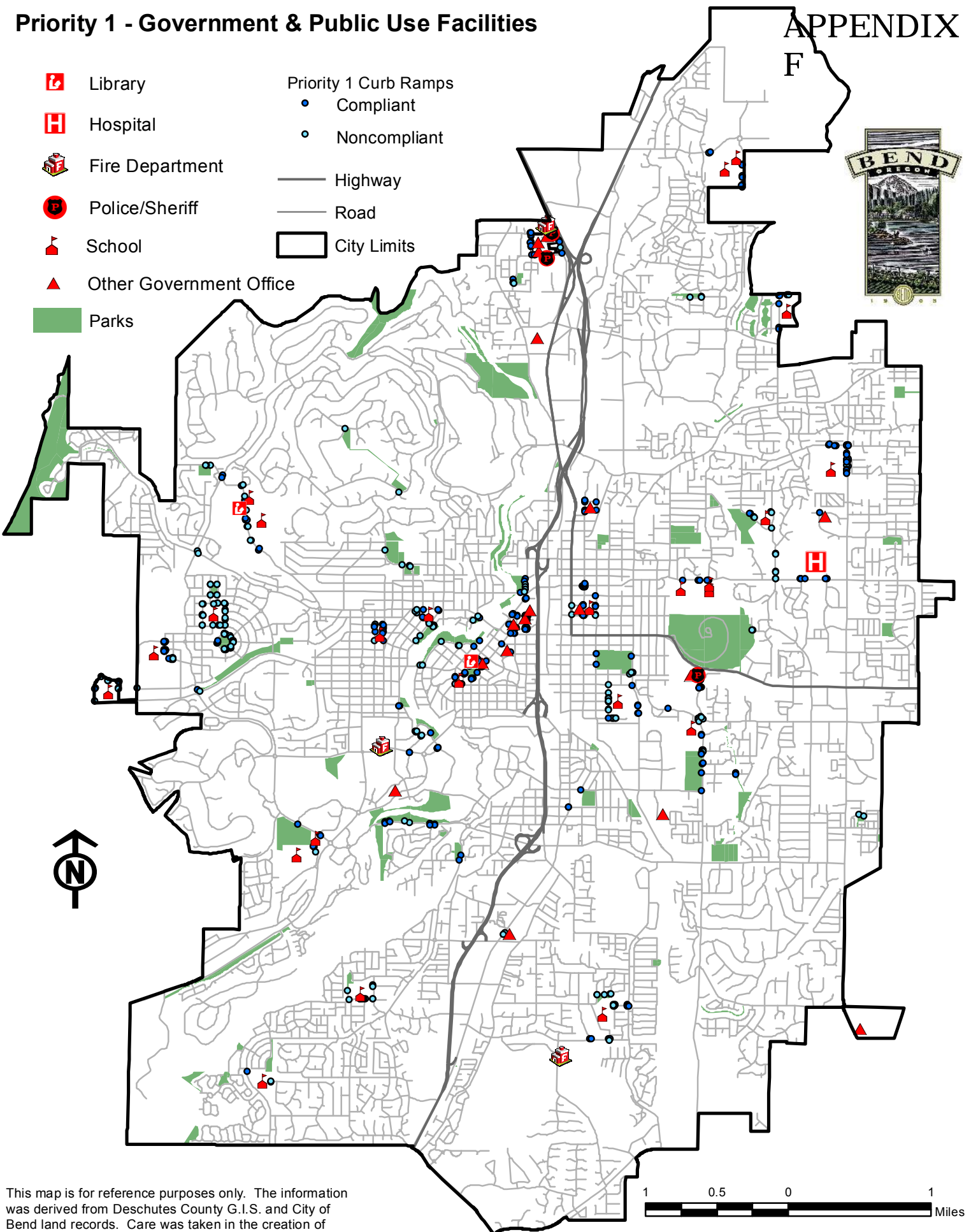
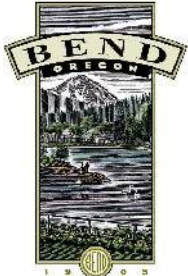
*Effective February, 2011*

- |   |  |
|---|--|
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|---|--|

# Priority 1 - Government & Public Use Facilities

APPENDIX  
F

-  Library
  -  Hospital
  -  Fire Department
  -  Police/Sheriff
  -  School
  -  Other Government Office
  -  Parks
-  Priority 1 Curb Ramps  
Compliant
  -  Noncompliant
  -  Highway
  -  Road
  -  City Limits



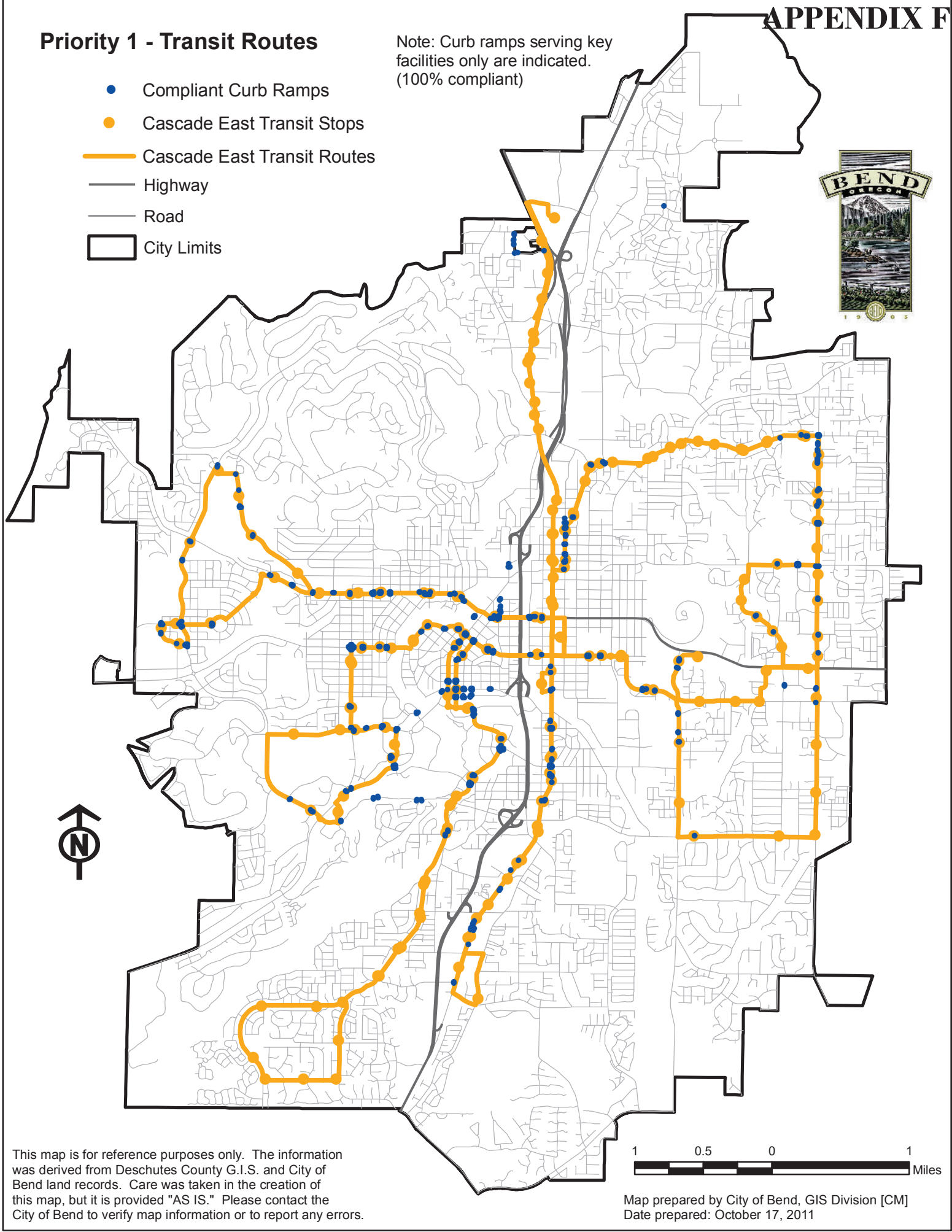
This map is for reference purposes only. The information was derived from Deschutes County G.I.S. and City of Bend land records. Care was taken in the creation of this map, but it is provided "AS IS." Please contact the City of Bend to verify map information or to report any errors.

Map prepared by City of Bend, GIS Division [CM]  
Date prepared: July 16, 2013

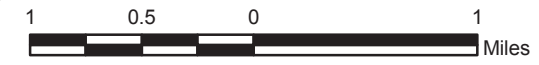
### Priority 1 - Transit Routes

Note: Curb ramps serving key facilities only are indicated. (100% compliant)

- Compliant Curb Ramps
- Cascade East Transit Stops
- Cascade East Transit Routes
- Highway
- Road
- City Limits



This map is for reference purposes only. The information was derived from Deschutes County G.I.S. and City of Bend land records. Care was taken in the creation of this map, but it is provided "AS IS." Please contact the City of Bend to verify map information or to report any errors.



Map prepared by City of Bend, GIS Division [CM]  
Date prepared: October 17, 2011

**Shopping Center**

- Non-Compliant
- Compliant

**Bend Community & Senior Center**

- Non-Compliant
- Compliant

**Public School**

- Non-Compliant
- Compliant

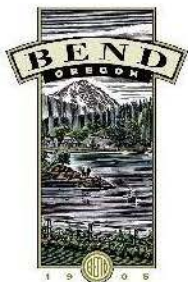
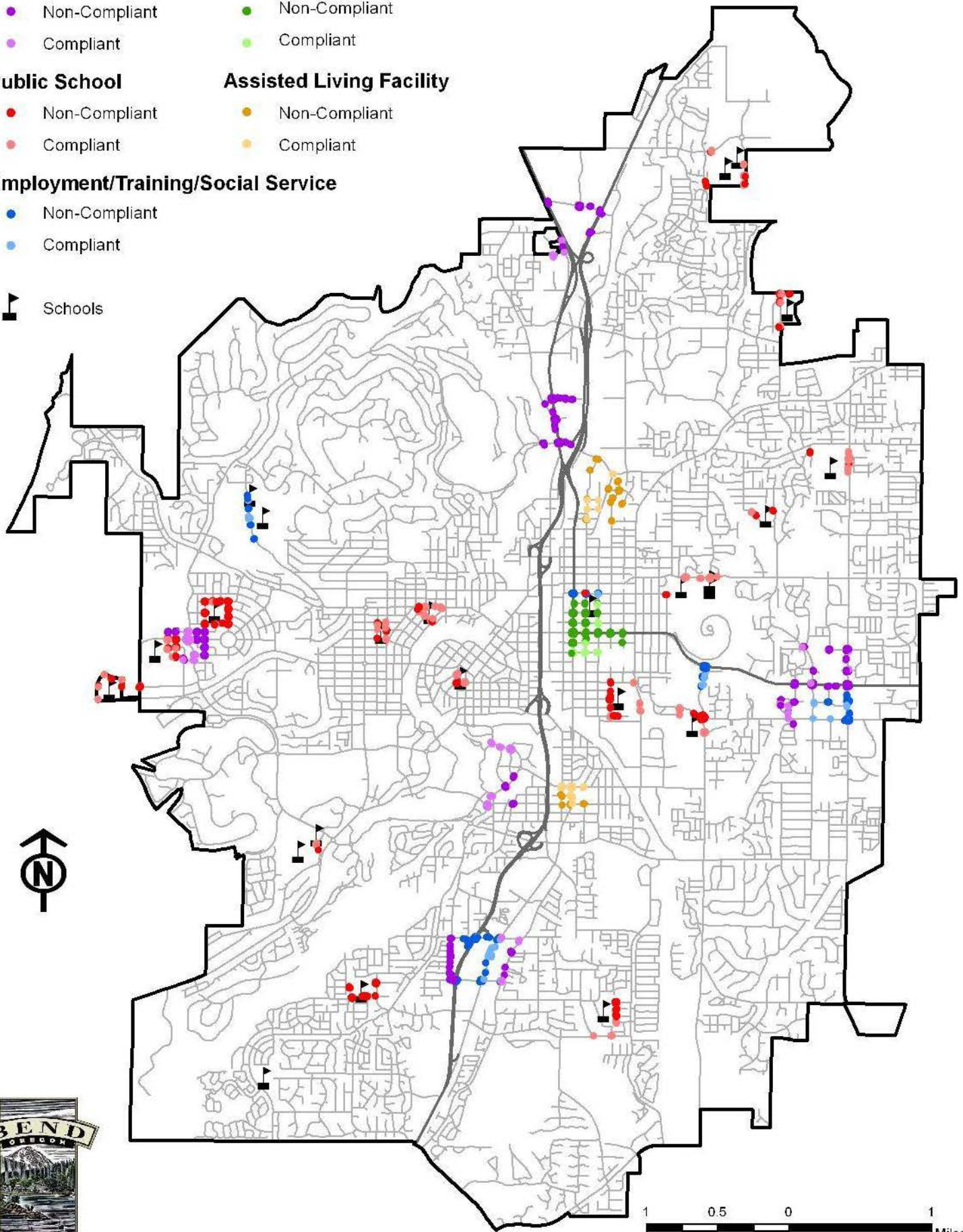
**Assisted Living Facility**

- Non-Compliant
- Compliant

**Employment/Training/Social Service**

- Non-Compliant
- Compliant

- 🚩 Schools



Map prepared by City of Bend, GIS Division [CM]  
Date prepared: June 19, 2013

City of Bend  
Current & Future Projects Impacting Curb Ramps

**APPENDIX H**

<b>Planned Construction Season/Year</b>	<b>Project Name</b>	<b># Proposed Approx. Curb Ramps</b>	<b># Proposed Approx. Sidewalk</b>
2013	CDBG (performed by Streets Div.)	73	
2013	Streets Division – Overlay/Paving Program	81	
2013	Streets Division – Self-Performed Curb Ramps	61	½ mile (2640 linear feet -LF)
2013	CIP – G.O. Bond Project Reed Market Rd (2 phases)	3 <sup>rd</sup> St – Newberry Dr: 15	
		Newberry Dr. – 27 <sup>th</sup> St.: 10	
2013	CIP – Riverside/Franklin Bike/Ped Project	15	1700 linear feet (LF)
2013	CIP – Transportation Options Project (TOP): 27 <sup>th</sup> (Neff to Butler Market/East Side)	2	850 LF
2013	CIP – TOP: 27 <sup>th</sup> St. (South of Butler Market)	0	100 LF
2013	CIP – TOP: 8 <sup>th</sup> St. (Franklin to Hawthorne)	3	550 LF
<b>2013</b>	<b>Total Curb Ramps Constructed by Streets Division &amp; Capital Improvement Projects</b>	<b>260</b>	<b>5,840 Linear Feet (approx. 1.1 mile)</b>
2014-2016 (3 construction seasons)	Streets Division – Overlay Program	(100 annually) 300	
2014 – 2016 (3 construction seasons)	Streets Division – Self-Performed Curb Ramps	(100 annually) 300	(½ mile annually) 1.5 mile (7920 LF)
2014-2015	CIP – TOP: 8 <sup>th</sup> St. (Hawthorne – Greenwood)	2	680 LF

City of Bend  
Current & Future Projects Impacting Curb Ramps

**APPENDIX H**

<b>Planned Construction Season/Year</b>	<b>Project Name</b>	<b># Proposed Approx. Curb Ramps</b>	<b># Proposed Approx. Sidewalk</b>
2014 – 2015	CIP – TOP: Wilson Ave (5 <sup>th</sup> – Centennial/So. Side)	16	900 LF
2014-2015	CIP TOP: Wilson Ave (3 <sup>rd</sup> – 5 <sup>th</sup> /So. Side)	4	750 LF
2014 - 2015	CIP TOP: Wilson (Centennial - 9 <sup>th</sup> Railroad xing)	4	400 LF
2016	CIP TOP: Newport Ave (College Way – 12 <sup>th</sup> /So. Side)	0	150 LF
2016	CIP TOP: Newport Ave (Knoxville ADA Ramps)	4	50 LF
2016	CIP TOP: Newport Ave (15 <sup>th</sup> – 14 <sup>th</sup> )	2	450 LF
2016	CIP TOP: Newport Ave (14 <sup>th</sup> – 12 <sup>th</sup> )	6	350 LF
2015 – 2016	CIP: Neff & Purcell	8	0
2015 - 2016	CIP – South East Sewer Interceptor Project (6 Segments)	175	Unknown at this time
<b>2014 - 2016</b>	<b>Constructed by Streets Div. &amp; CIP</b>	<b>821</b>	<b>2.2 mile (11,650 LF)</b>

	<b>Approx. # Curb Ramps</b>	<b>Approx. Sidewalk linear feet (LF)</b>
2013 Streets Division	215	½ mile (2,640 linear feet - LF)
2013 CIP	45	0.6 mile (3,200 LF)
<b>Total 2013</b>	<b>260</b>	<b>1.1 mile (5,840 LF)</b>
2014 - 2016 Streets Division	600	1.5 mile (7,920 LF)
2014 – 2016 CIP	221	.7 mile (3,730 LF)
<b>Total 2014 – 2016</b>	<b>1,081</b>	<b>2.2 mile (11,650 LF)</b>



## M E M O R A N D U M

**T O : M A R Y W I N T E R S**  
**FROM: SONIA ANDREWS, FINANCE DIRECTOR**  
**SUBJECT: CITY OF BEND'S REVENUE LIMITATIONS AND RESTRICTIONS**  
**DATE: JUNE 26, 2013**  
**CC:**

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### Restrictions on City Revenues

The City collects approximately \$100 million in revenues (revenues exclude proceeds from debt issuance, one-time land sale proceeds and internal transfers).

Of the \$100 million in revenues, over 60% is either legally restricted to specific expenditures or comprise of fees & charges needed to support related operating expenses. These revenues are as:

<b>Legally Restricted Revenues or Fees and Charges Needed for Cost Recovery</b>	
Urban renewal taxes	Restricted by Oregon Revised Statute (ORS) 457 for Urban Renewal improvements
State highway gas tax	Restricted by ORS for street operations
30% of transient room taxes	Restricted to fund grant related expenditures
Grants	Restricted to fund grant related expenditures
Building fees	Restricted by ORS for building inspection program
Water/Sewer fees	Restricted by bond covenants for operations and debt service
System Impact fees	Restricted by ORS for growth related infrastructure
Fire/EMS/Ambulance fees	Fees to cover Fire/EMS/Ambulance operations
Storm water fees	Fees to cover storm water operations
Planning and Engineer fees	Fees charged for planning and engineering operations
Airport leases	Lease revenues to cover airport operations
Affordable housing fee	Restricted by ordinance for affordable housing
Parking permits and fines	Revenues to cover airport operations
Building and cell tower rentals	Used for maintenance of buildings
Other charges and special assessments	Used for related operations

**Limitations on Unrestricted Revenues**

The City collects an estimated \$36 million in unrestricted revenues consisting mainly of property taxes, franchise fees and transient room taxes. The City’s ability to increase these unrestricted revenues is limited. Property taxes make up 64% of the City’s unrestricted revenues and as discussed below, the City’s property tax rate is one of the lowest compared to its peer cities and with the limitations of Measure 50, the City’s permanent tax rate is fixed and cannot be raised.

<b><u>FY 13-14 Unrestricted Revenues</u></b>	<b><u>Dollar Amount - \$</u></b>	<b><u>Percentage of Budget - %</u></b>
Property Taxes	\$23,247,700	64%
Franchise Fees	\$ 7,445,900	20%
Transient Room Taxes	\$ 2,580,200	7%
State Shared Revenues	\$ 1,990,600	5%
Municipal Court Fines	\$ 906,000	2%
Other Unrestricted Revenues	\$ 330,200	1%
<b>Total FY 13-14 Budget</b>	<b>\$36,500,600</b>	<b>100%</b>

**Limitation on increases**

- Measure 5 and 50 limitations
- Telecom rate restricted to 7% by Oregon Revised Statute (ORS), others restricted by franchise agreements
- 70% of increase restricted by ORS to Tourism
- Allocated by State based on formula
- Fees restricted by ORS

**Oregon Measure 50 Limitation on Property Taxes**

With the passage of Measure 50 in 1997, in Oregon, a taxing district’s property tax levy rate became a constitutionally fixed permanent tax rate which is applied on a property’s “tax assessed value (TAV)” not real market value, thus restricting the taxing district’s revenues. The Measure 50 TAV is based on a property’s 1995-96 market values less 10% and the annual growth of this TAV is limited to 3%.

Bend’s tax rate was frozen at \$2.8035 per thousand dollars of TAV which is one of the lowest rates compared to other Oregon cities of similar size. By establishing permanent tax rates, setting TAVs based on 1995-96 market values and capping the annual rate of growth, Measure 50 created significant financial challenges for local governments, restricting revenues beyond what is needed for cost increases, population growth and increasing demands for services.

Bend was fortunate in that its economy was strong and growing so the new growth provided enough new additions to the property tax rolls to offset the Measure 50 limitations. Today, given the limitations of Measure 50 and the anticipated slower pace of growth, the City will face on-going budget challenges to limit expenditures to available resources.

**City's Reliance on Its Unrestricted Revenues**

The City's property taxes and majority of the unrestricted revenues are collected in the City's General Fund and allocated to basic operations such as Police, Fire/EMS, Street Maintenance etc. Funding for public safety is dependent on the revenues in the General Fund as 80% of the General Fund expenditures are for Police and Fire.

**Structural Deficits and Funding Challenges**

The City's population grew from 65,210 in 2005 to 77,455 today. Prior to the great recession, Bend was ranked as one of the fastest growing cities in the nation. With the significant growth, many of the City's basic operations and infrastructure needs did not keep pace and the City's General Fund is unable to providing funding for all these competing needs.

- Police and Fire/EMS staffing are currently at historical lows. In order to maintain service levels and provide for a growing population, the police and fire departments anticipate needing to hire 25 officers, firefighters and support staff over the next 5 years. The City's current revenues projected over the next 5 years are not sufficient to fund these staffing needs for public safety.
- The explosive building activity prior to the great recession also increased street maintenance needs. The City has over \$80 million in deferred street maintenance. Current revenue sources are not sufficient to address the deferred maintenance needs.
- Water and Sewer infrastructure are either at capacity or need to be replaced due to age and deterioration. Also federal mandates require the City to build a water treatment facility by 2014. The City has over \$130 million of water and sewer infrastructure needs over the next 5 years. Significant water and sewer rate increases have been implemented and additional rate increases are anticipated over the next 5 years to fund these infrastructure needs. Other strategies to funding the water and sewer infrastructure needs include general obligation bonds that will require approval by voters.
- Various services such as transit, code enforcement, economic development etc were expanded prior to the great recession with no new revenue sources to fund the expansion of these services. As a result, these services now compete with public safety and street maintenance for the limited unrestricted revenues in the General Fund.
- Accessibility program and required capital improvements have also impacted the General Fund and compete with general fund dollars for public safety, transit, economic development etc.

The City faces a structural deficit in its General Fund where revenues are not sufficient to support all the competing needs. The housing downturn and recession has exacerbated the City's structural deficit.

Evaluation Team (Names): \_\_\_\_\_

Evaluation Date: \_\_\_\_\_

Evaluation Location (Curb Ramp # & X Streets): \_\_\_\_\_

***Perpendicular Directional Curb Ramp Checklist***

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Is the width of curb ramp excluding flares at least 48"?  Yes  No

**If No**, how wide is the curb ramp? \_\_\_\_\_

Is the running slope of the curb ramp 5% minimum and 8.3% maximum?  Yes  No

**If No**, what is the running slope? \_\_\_\_\_

If the curb ramp includes flared sides, are the flared sides sloped 10% maximum, measured parallel to the curb line?  Yes  No

**If No**, what is the slope of the flared sides? \_\_\_\_\_

Left Flared Side:

Right Flared Side:

At the curb ramp, is there a pedestrian crossing without yield or stop control?  Yes  No

**If Yes**, is the cross slope equal to or less than the slope of the street? \_\_\_\_\_

Bottom of Ramp Cross Slope:

Street Running Slope:

Street Cross Slope:

**If No**, what? \_\_\_\_\_

**APPENDIX J**

At the curb ramp, if there is a yield or pedestrian control is the cross slope of the curb ramp 2% or less?

\_\_\_ Yes \_\_\_ No

**If No**, what is the cross slope?

\_\_\_\_\_

Is there a level landing at the top of the curb ramp with a slope not exceeding 2% in all directions?

\_\_\_ Yes \_\_\_ No

**If No**, what is the slope?

\_\_\_\_\_

Is the level land a minimum of 4' by 4'?

\_\_\_ Yes \_\_\_ No

**If No**, what are its dimensions?

\_\_\_\_\_

Is the level landing constrained at the back of the curb ramp by an element such as a building or landscaping?

\_\_\_ Yes \_\_\_ No

**If Yes**, is the landing a minimum of 5' in the direction of the ramp run?

\_\_\_ Yes \_\_\_ No

**If No**, how long is it?

\_\_\_\_\_

Are there detectable warnings consisting of raised truncated domes?

\_\_\_ Yes \_\_\_ No

**If No**, what type of detectable warning is provided?

\_\_\_\_\_

Do the detectable warnings extend a minimum of 24" in the direction of pedestrian travel?

\_\_\_ Yes \_\_\_ No

**If No**, how wide are they?

\_\_\_\_\_

Do the detectable warnings extend the full width of the ramp run?

\_\_\_ Yes \_\_\_ No

Are the detectable warnings located at the bottom grade break of the curb ramp run?

\_\_\_ Yes \_\_\_ No

**If No**, where are they located? \_\_\_\_\_

Do the detectable warnings contrast visually with adjacent gutter, street, access route surface, either light-on-dark or dark-on-light?

\_\_\_\_ Yes    \_\_\_\_ No

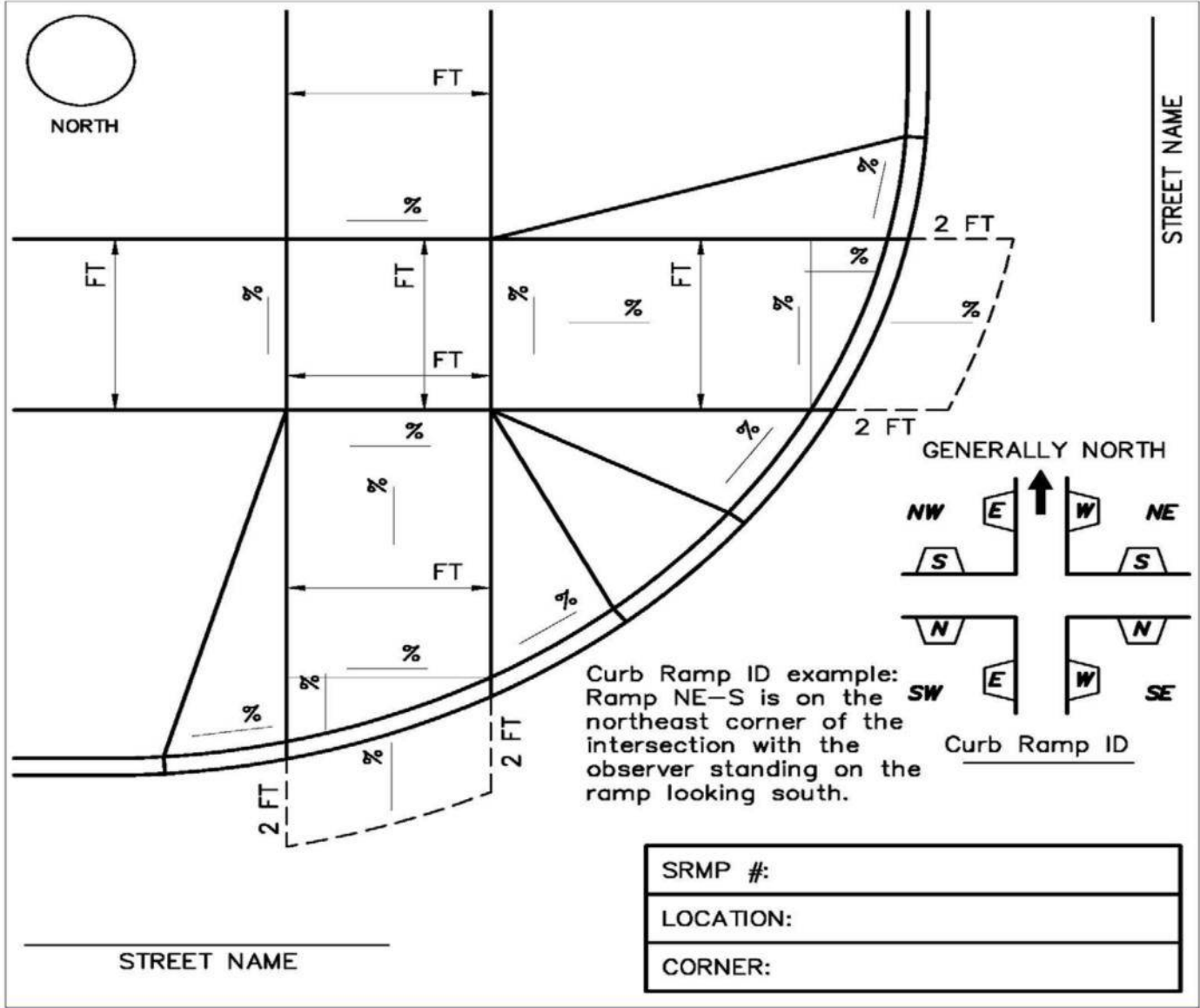
**If No**, Describe: \_\_\_\_\_.

Is the transition from the curb ramp to street flush or no greater than 1/4"?

\_\_\_\_ Yes    \_\_\_\_ No

**If No**, how high is the transition? \_\_\_\_\_

**APPENDIX J**



Notes (please note any other issues, such as sidewalk issues, etc):

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Evaluation Team (Names): \_\_\_\_\_

Evaluation Date: \_\_\_\_\_

Evaluation Location (Curb Ramp # & X Streets): \_\_\_\_\_

***Perpendicular (Diagonal) Curb Ramp Checklist***

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Is the clear width of curb ramp excluding flares at least 48"?  Yes  No

**If No**, how wide is the curb ramp? \_\_\_\_\_

Is the running slope of the curb ramp 5% minimum and 8.3% maximum?  Yes  No

**If No**, what is the running slope? \_\_\_\_\_

*Note. The ramp run shall not exceed 15 feet.*

At the curb ramp, is there a pedestrian crossing without yield or stop control.  Yes  No

**If Yes**, is the cross slope equal to or less than the slope of the street?  Yes  No

Street Running Slope:  
Street Cross Slope: \_\_\_\_\_

**If No**, what is the slope?

At the curb ramp, if there is a yield or pedestrian control is the cross slope of the curb ramp 2% or less?  Yes  No

**If No**, what is the cross slope? \_\_\_\_\_

**APPENDIX J**

Is there a level landing (turning space) at the top of the curb ramp a minimum of 4' by 4'?

\_\_\_Yes \_\_\_ No

**If No**, what size is it?

\_\_\_\_\_

Is the running slope of the turning space, in all directions, no greater than 2%?

\_\_\_Yes \_\_\_No

**If No**, what is the slope?

\_\_\_\_\_

Is the level landing constrained at the back of the sidewalk by an element such as a building or landscaping?

\_\_\_Yes \_\_\_No

**If Yes**, is the landing a minimum of 5' in the direction of the ramp run?

\_\_\_\_\_.

**If No**, how long is it?

\_\_\_\_\_

Are there detectable warnings consisting of raised truncated domes?

\_\_\_Yes \_\_\_No

**If No**, what type of detectable warning is provided?

\_\_\_\_\_.

Do the detectable warnings extend a minimum of 24" in the direction of pedestrian travel?

\_\_\_Yes \_\_\_ No

**If No**, how wide are they?

\_\_\_\_\_

Do the detectable warnings extend the full width of the ramp run?

\_\_\_Yes \_\_\_No

**If No**, how wide are they?

\_\_\_\_\_

**APPENDIX J**

Are the detectable warnings located at the bottom grade break of the curb ramp run?

Yes  No

\_\_\_\_\_

**If No**, where are they located?

Do the detectable warnings contrast visually with adjacent gutter, street, access route surface, either light-on-dark or dark-on-light?

Yes  No

\_\_\_\_\_

**If No**, describe \_\_\_\_\_

Is the transition from the curb ramp to street flush or no more than 1/4" high?

Yes  No

**If No**, what is the transition?

If there are grade breaks at the top or the bottom of the curb ramp run, is it perpendicular of the ramp run?

Yes  No

\_\_\_\_\_

**If No**, in where are the grade breaks?

Is the surface of the ramp run and turning space free of grade breaks?

Yes  No

\_\_\_\_\_

**If No**, where are the grade breaks?

\_\_\_\_\_

Are the surface slopes that meet at grade breaks flush?

Yes  No

**If No**, describe: \_\_\_\_\_

Yes  No

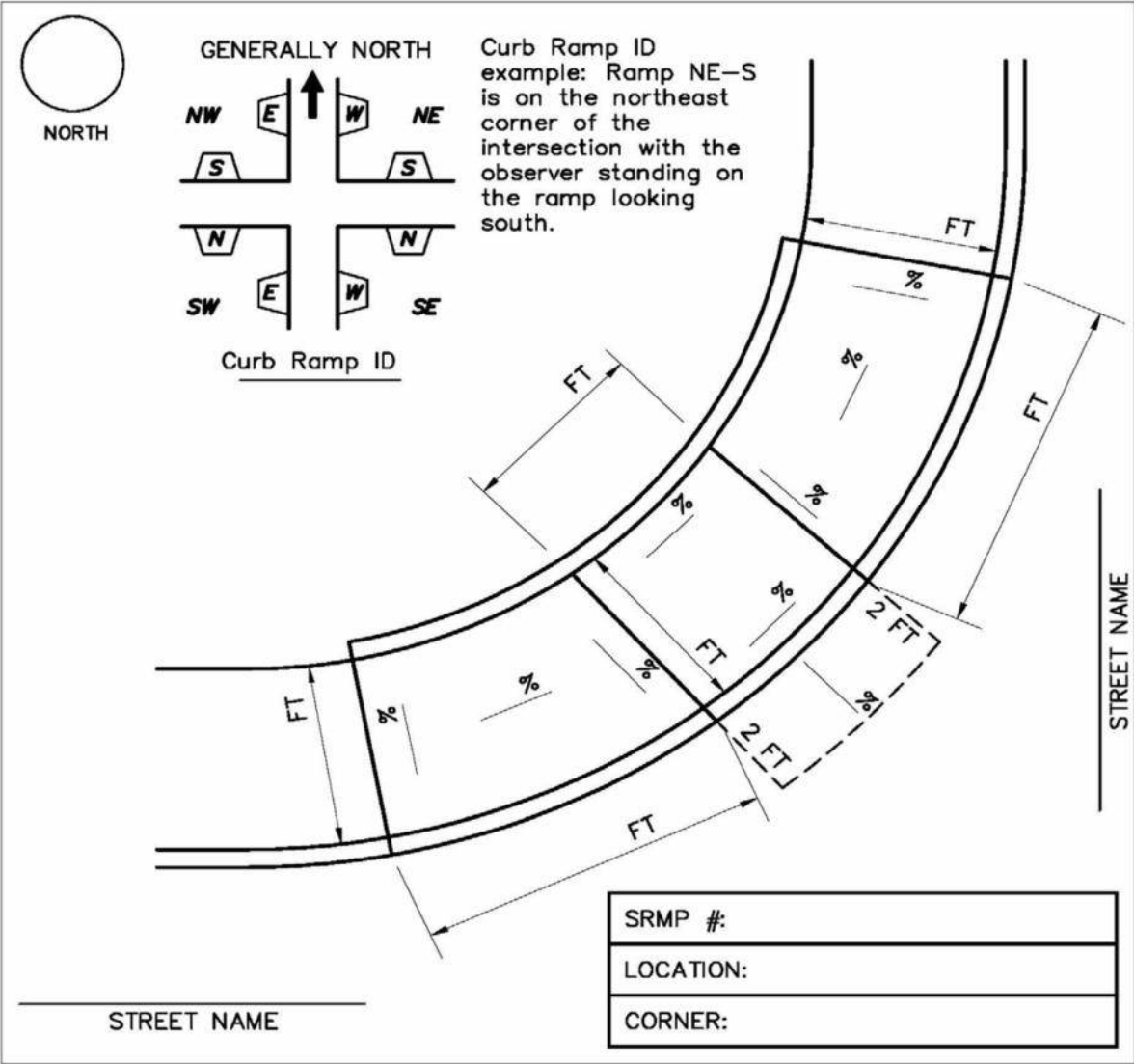
Is the cross slope of the gutter or street at the foot of curb ramp run a maximum of 5%?

**If No**, what is the cross slope? \_\_\_\_\_

Beyond the bottom of the grade break of the curb ramp, is there a 4' by 4' area within the pedestrian street crossing and wholly outside the parallel vehicle travel lane?

\_\_\_Yes \_\_\_No

**If No**, describe and sketch



Notes (please note any other issues, such as sidewalk issues, etc):

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Evaluation Team (Names): \_\_\_\_\_

Evaluation Date: \_\_\_\_\_

Evaluation Location (Curb Ramp # & Cross Streets)\_\_\_\_\_

***Parallel Curb Ramp Checklist***

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Is the clear width of curb ramp runs (excluding flares) and turning spaces at least 48”

\_\_\_Yes \_\_\_No

**If No**, how wide is what?

\_\_\_\_\_

Are the grade breaks at the top and bottom of curb ramp runs perpendicular to the direction of the ramp run?

\_\_\_Yes \_\_\_No

**If No**, Describe and Sketch: \_\_\_\_\_

Are the surfaces of ramp runs and turning spaces free of grade breaks?

\_\_\_Yes \_\_\_No

**If No**, where are improper grade breaks located?

\_\_\_\_\_

Are surface slopes that meet at grade breaks flush?

**If No**, What is the transition?

\_\_\_Yes \_\_\_No

\_\_\_\_\_

Is there a turning space 4’ by 4’ minimum provided at the bottom of the curb ramp?

\_\_\_Yes \_\_\_No

*(It may overlap other turning spaces and clear spaces)*

**If No**, what are the dimensions of the turning space?

\_\_\_\_\_

**APPENDIX J**

Is the turning space constrained on 2 or more sides?  Yes  No

**If Yes**, is the turning space a minimum of 4' by 5' with 5' dimension provided in the direction of pedestrian street crossing?  Yes  No.

**If No**, What size is it and how is it configured? \_\_\_\_\_

Is the running slope of the curb ramp in-line with the direction of sidewalk travel?  Yes  No

**If No**, Describe \_\_\_\_\_

Is the running slope of the curb ramp 5% minimum and 8.3% maximum?  Yes  No

**If No**, What is the slope? \_\_\_\_\_

**Note:** *The running slope shall not exceed 15 feet.*  Yes  No

Is the running slope of the turning space a maximum of 2%?  Yes  No  
**If No**, what is the slope? \_\_\_\_\_

Is the cross slope of the curb ramp and turning space a maximum of 2%?  Yes  No  
\_\_\_\_\_.

**If No**, what is the slope?

At the curb ramp, is there a pedestrian crossing without yield or stop control?  Yes  No

**If Yes**, is the cross slope equal to or less than the slope of the street grade?  Yes  No

Street Running Slope:  
Street Cross Slope:

**If No**, what is it? \_\_\_\_\_

**APPENDIX J**

Is the counter slope of the gutter or street at the foot of the curb ramp run and turning space a maximum of 5%?

Yes  No

**If No**, what is the counter slope?

\_\_\_\_\_

Beyond the bottom of the grade break, is there a clear space that is 4' minimum by 4' minimum provided within the width of the pedestrian street crossing and wholly outside the parallel vehicle travel lane?.

Yes  No

**If No**, describe and sketch.

Are there detectable warnings consisting of raised truncated domes?

Yes  No

**If No**, what type of detectable warning is provided?

\_\_\_\_\_

Do the detectable warnings extend a minimum of 24" in the direction of pedestrian travel?

Yes  No

**If No**, how far do they extend in the direction of pedestrian travel?

\_\_\_\_\_

Do the detectable warnings extend the full width of the ramp run?

Yes  No

**If No**, how wide are they?

\_\_\_\_\_



**APPENDIX J**

Are the detectable warnings located at the bottom grade break of the curb ramp run?

\_\_\_ Yes \_\_\_ No

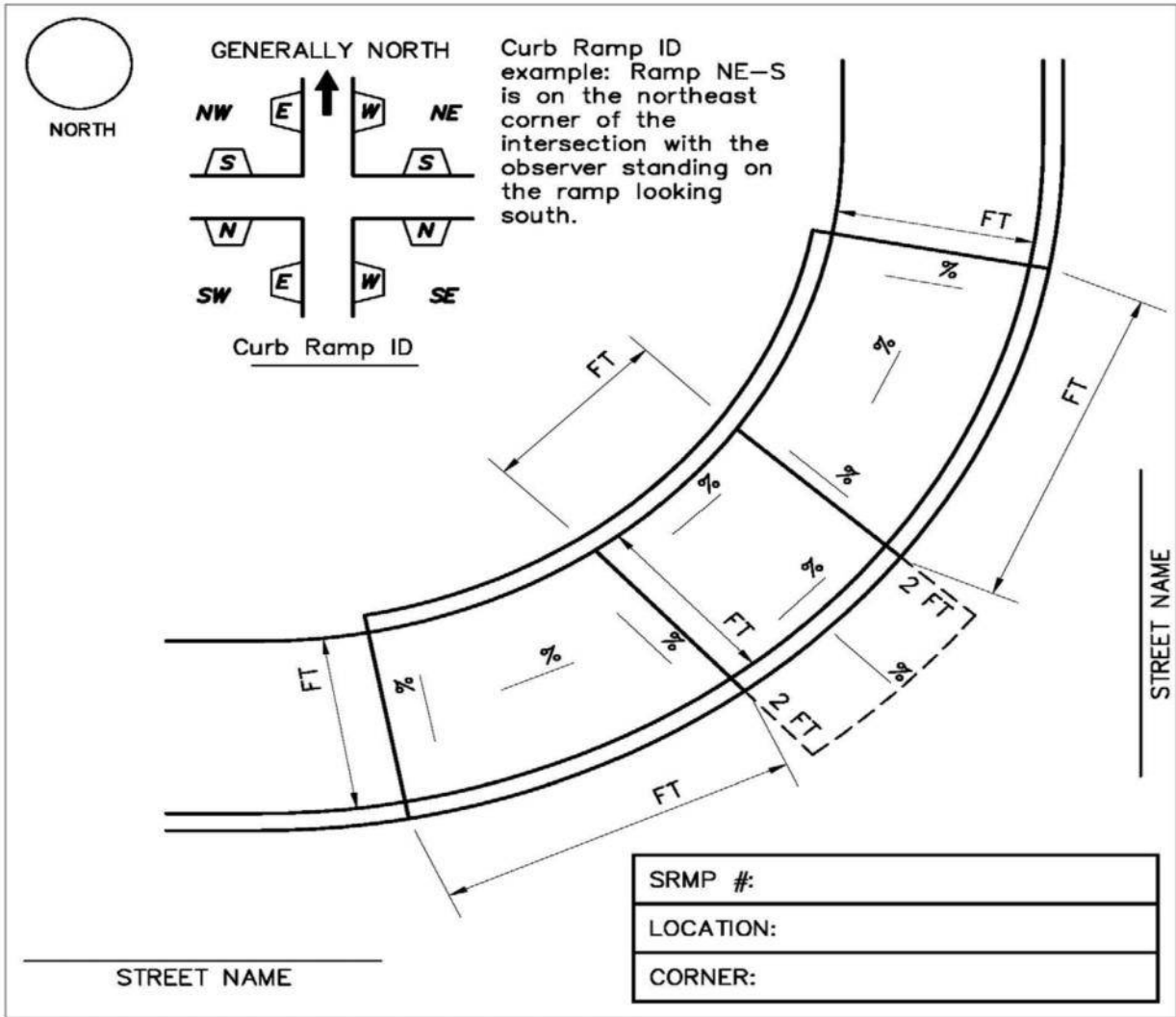
**If No**, where are they located?

\_\_\_\_\_

Do the detectable warnings contrast visually with adjacent gutter, street, pedestrian access route surface, either light-on-dark or dark-on-light?

\_\_\_ Yes \_\_\_ No

**If No**, describe: \_\_\_\_\_



Notes:

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Evaluation Team (Names): \_\_\_\_\_

Evaluation Date: \_\_\_\_\_

Evaluation Location (Curb Ramp # & X Streets): \_\_\_\_\_

**Mid-Block Parallel Curb Ramp Checklist**

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Is the clear width of curb ramp runs, (excluding flares) and turning spaces at least 48"?

\_\_\_ Yes \_\_\_ No

**If No**, how wide is the ramp?

\_\_\_\_\_

Are the grade breaks at the top and bottom of curb ramp runs perpendicular to the direction of the ramp run?

\_\_\_ Yes \_\_\_ No

**If No**, Describe and Sketch:

Are the surfaces of ramp runs and turning spaces free of grade breaks?

\_\_\_ Yes \_\_\_ No

**If No**, where are improper grade breaks located?

\_\_\_\_\_

Are surface slopes that meet at grade breaks flush?

\_\_\_ Yes \_\_\_ No

**If No**, what is the transition?

\_\_\_\_\_

Is there a turning space 4' by 4' minimum provided at the bottom of the curb ramp?

\_\_\_ Yes \_\_\_ No

(It may overlap other turning spaces and clear spaces)

**If No**, what are the dimensions of the turning space?

\_\_\_\_\_

**APPENDIX J**

Is the turning space constrained on 2 or more sides?  Yes  No

**If Yes**, is the turning space a minimum of 4' by 5' with 5' dimension provided in the direction of pedestrian street crossing?  Yes  No

**If No**, what size is it and how is it configured? \_\_\_\_\_

Is the running slope of the curb ramp in-line with the direction of sidewalk travel?  Yes  No

**If No**, Describe: \_\_\_\_\_

Is the running slope of the curb ramp 5% minimum and 8.3% maximum?  Yes  No

**If No**, What is the slope? \_\_\_\_\_

**Note:** *The running slope shall not exceed 15 feet.*

Is the running slope of the turning space a maximum of 2% in all directions?  Yes  No

**If No**, what is the slope? \_\_\_\_\_

Is the cross slope of the curb ramp and turning space a maximum of 2%?  Yes  No

**If No**, what is the slope? \_\_\_\_\_

**APPENDIX J**

At the curb ramp, is there a pedestrian crossing without yield or stop control?  Yes  No

**If Yes**, is the cross slope equal to or less than the slope of the street grade? \_\_\_\_\_

Street Running Slope:  
Street Cross Slope:

If No, what? \_\_\_\_\_

Is the counter slope of the gutter or street at the foot of the curb ramp run and turning space a maximum of 5%?  Yes  No

**If No**, what is the counter slope? \_\_\_\_\_

Beyond the bottom of the grade break, is there a clear space that is 4' minimum by 4' minimum provided within the width of the pedestrian street crossing and wholly outside the parallel vehicle travel lane?  Yes  No

**If No**, describe and sketch:

Are there detectable warnings consisting of raised truncated domes?  Yes  No

**If No**, what type of detectable warning is provided? \_\_\_\_\_

Are the truncated domes the new dome design, aligned in a square or grid pattern and not offset?  Yes  No

**If No**, describe \_\_\_\_\_

Are the detectable warnings located on the turning space at the flush transition between the street and sidewalk?

\_\_\_ Yes \_\_\_ No

**If No**, where are they located?

\_\_\_\_\_

Do the detectable warnings extend the full width of the turning space?

\_\_\_ Yes \_\_\_ No

**If No**, how wide are they?

\_\_\_\_\_

Do the detectable warnings extend a minimum of 24" in the direction of pedestrian travel?

\_\_\_ Yes \_\_\_ No

**If No**, how wide are they?

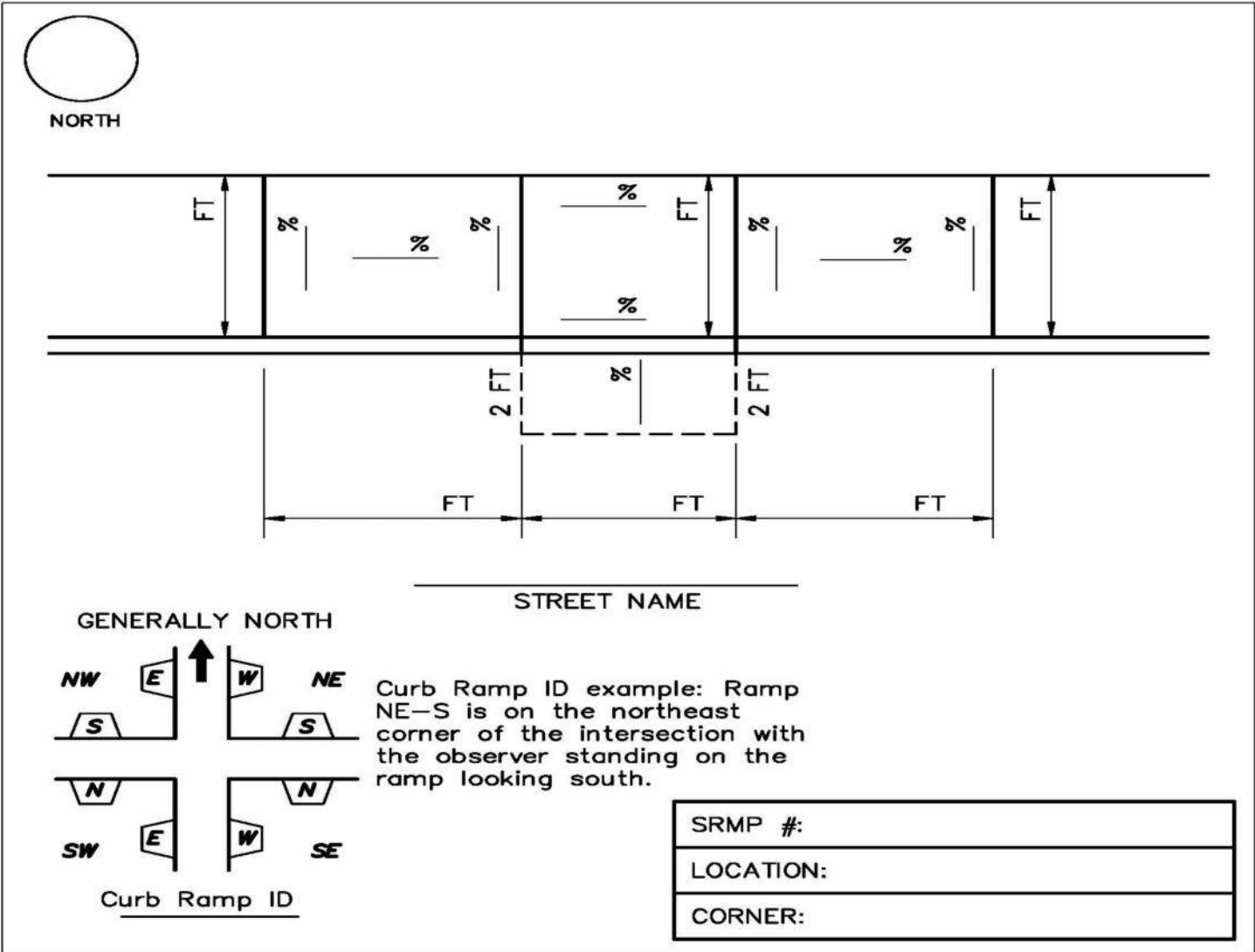
\_\_\_\_\_

Do the detectable warnings contrast visually with adjacent gutter, street, pedestrian access route surface, either light-on-dark or dark-on-light?

\_\_\_ Yes \_\_\_ NO

**If No**, describe:

Notes:  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



Evaluation Team (Names): \_\_\_\_\_

Evaluation Date: \_\_\_\_\_

Evaluation Location (Curb Ramp # & X Streets): \_\_\_\_\_

**Blended Transition Checklist**

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**Blended Transitions are raised pedestrian street crossings, depressed corners or similar connections between pedestrian access routes at the level of the sidewalk and the level of the pedestrian street crossing that have a grade of 5 percent or less.**

Is the running slope of the blended transition a maximum of 5%? \_\_\_Yes \_\_\_No

**If not**, what is the slope?  
\_\_\_\_\_

Is the clear width of the blended transitions at least 48"? \_\_\_Yes \_\_\_No

**If No**, how wide is it?  
\_\_\_\_\_

Are surface slopes that meet at grade breaks flush? \_\_\_Yes \_\_\_No

**If No**, what is the transition?  
\_\_\_\_\_

At blended transitions with yield or stop controls, Is the cross slope of the blended transition a maximum of 2%? \_\_\_Yes \_\_\_No

**If No**, what is the slope?  
\_\_\_\_\_

At the blended transitions without yield or stop controls, is the cross slope equal to or less than the slope of the street grade? \_\_\_Yes \_\_\_No

**If No**, What?  
\_\_\_\_\_

Is the counter slope of the gutter or street at the foot of the blended transition a maximum of 5%? \_\_\_Yes \_\_\_No

**If No**, what is the counter slope?  
\_\_\_\_\_



Beyond the bottom of the grade break, is there a clear space that is 4' minimum by 4' minimum provided within the width of the pedestrian street crossing and wholly outside the parallel vehicle travel lane?

\_\_\_Yes \_\_\_No

**If No**, describe and sketch:

Are there detectable warnings consisting of raised truncated domes?

\_\_\_Yes \_\_\_No

**If No**, what type of detectable warning is provided?

\_\_\_\_\_

Are the truncated domes the new dome design, aligned in a square or grid pattern and not offset?

\_\_\_Yes \_\_\_No

**If No**, describe\_\_\_\_\_

Do the detectable warnings extend a minimum of 24" in the direction of pedestrian travel?

\_\_\_Yes \_\_\_No

**If No**, how wide are they?

\_\_\_\_\_

Do the detectable warnings extend the full width of the blended transition?

\_\_\_Yes \_\_\_No

**If No**, how wide are they?

\_\_\_\_\_

Are the detectable warnings located at the back of curb?

\_\_\_Yes \_\_\_No

**If No**, where are they located?

\_\_\_\_\_

Where raised pedestrian street crossings, depressed corners, or other level pedestrian street crossing are provided, are the detectable warnings placed at the flush transition between the street and the sidewalk?

\_\_\_Yes \_\_\_No

**If No**, where are they located?

Do the detectable warnings contrast visually with adjacent gutter, street, pedestrian access route surface, either light-on-dark or dark-on-light?

\_\_\_Yes \_\_\_No

**If No**, describe: \_\_\_\_\_

**NOTES AND SKETCHES.**

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