RESOLUTION APPROVING THE TITLE VI UPDATE AND ACCOMPLISHMENT REPORT AND AUTHORIZING IT TO BE SUBMITTED TO THE NDOR

WHEREAS, pursuant to Neb. Rev. Stat. § 23-104(6) (Reissue 2012), the County has the power to do all acts in relation to the concerns of the county necessary to the exercise of its corporate powers;

WHEREAS, pursuant to Neb. Rev. Stat. § 23-103 (Reissue 2012), the powers of the County as a body are exercised by the County Board;

WHEREAS, Sarpy County is required to submit a Title VI Annual Update and Accomplishment Report ("Report") to the Nebraska Department Roads ("NDOR") for the reasons identified in the attached memorandum; and

WHEREAS, the County desires to approve the attached Report.

NOW, THEREFORE, BE IT RESOLVED that the Sarpy County Board hereby approves the Report and authorizes it to be submitted to the NDOR.

The above Resolution was approved by a vote of the Sarpy County Board of Commissioners at a public meeting duly held in accordance with the applicable law on the 26th day of July, 2016.

Sarpy County Board Chair

Attest:

COUNTY SEAL

County Clerk

COUNTY SEAL
To: Sarpy County Board of Commissioners
From: Bonnie Moore, Human Resources Director
Date: July 22, 2016
Re: Title VI Annual Update and Accomplishment Report

For your consideration is a Title VI Annual Update and Accomplishment Report ("Report"). The County is required to send this Report to the Nebraska Department Roads ("NDOR") for the purpose of 1) demonstrating continued compliance with Title VI’s prohibitions against transportation related discrimination on the basis of race, color, or national origin; and 2) demonstrating progress towards completion of projects identified in the County’s ADA Transition Plan, which was approved by Resolution 2014-394.

Please feel free to contact me with questions.

Thank you.

Bonnie Moore, Human Resources Director
Title VI Annual Update and Accomplishment Report

SARPY COUNTY

SUBMITTED: JULY 31, 2016

FOR REPORTING PERIOD OF: JULY 31, 2015-JULY 31, 2016

I. POLICY STATEMENT

The County did not make any changes to the policy statement.

II. ORGANIZATION, STAFFING, STRUCTURE:

The County did not make any changes to its organization, staffing, or structure as it relates to this Report.

III. DEMOGRAPHICS: Using the most current data available (through Census or Nebraska State Office of Financial Management), describe the demographics within your jurisdiction.

<table>
<thead>
<tr>
<th>Race and Hispanic Origin</th>
<th>Sarpy County</th>
<th>Nebraska</th>
</tr>
</thead>
<tbody>
<tr>
<td>White alone, percent, July 1, 2015, (V2015)</td>
<td>89.3%</td>
<td>77.1%</td>
</tr>
<tr>
<td>White alone, percent, April 1, 2010</td>
<td>87.4%</td>
<td>72.4%</td>
</tr>
<tr>
<td>Black or African American alone, percent, July 1, 2015, (Y2015)</td>
<td>4.4%</td>
<td>13.3%</td>
</tr>
<tr>
<td>Black or African American alone, percent, April 1, 2010</td>
<td>4.0%</td>
<td>12.6%</td>
</tr>
<tr>
<td>American Indian and Alaska Native alone, percent, July 1, 2015, (Y2015)</td>
<td>0.7%</td>
<td>1.2%</td>
</tr>
<tr>
<td>American Indian and Alaska Native alone, percent, April 1, 2010</td>
<td>0.5%</td>
<td>0.9%</td>
</tr>
<tr>
<td>Asian alone, percent, July 1, 2015, (V2015)</td>
<td>2.4%</td>
<td>5.6%</td>
</tr>
<tr>
<td>Asian alone, percent, April 1, 2010</td>
<td>2.1%</td>
<td>4.8%</td>
</tr>
<tr>
<td>Native Hawaiian and Other Pacific Islander alone, percent, July 1, 2015, (V2015)</td>
<td>0.2%</td>
<td>0.2%</td>
</tr>
<tr>
<td>Native Hawaiian and Other Pacific Islander alone, percent, April 1, 2010</td>
<td>0.1%</td>
<td>0.2%</td>
</tr>
<tr>
<td>Two or More Races, percent, July 1, 2015, (V2015)</td>
<td>3.0%</td>
<td>2.6%</td>
</tr>
<tr>
<td>Two or More Races, percent, April 1, 2010</td>
<td>3.1%</td>
<td>2.9%</td>
</tr>
<tr>
<td>Hispanic or Latino, percent, July 1, 2015, (V2015)</td>
<td>8.7%</td>
<td>17.6%</td>
</tr>
</tbody>
</table>

Source: http://quickfacts.census.gov/qfd/states/31/31153.html

A. Describe any required Title VI activities and/or studies conducted that provided data relative to minority persons, neighborhoods, income levels, physical environment, and travel habits.

   Based upon population statistics, it was determined that no further studies were needed relative to minority persons, neighborhoods, income levels, physical environment, and travel habits.

B. How was the information utilized or Title VI provisions and needs applied in each study or activity?

   N/a
IV. COMPLAINTS: Identify Title VI complaints filed, if any. Provide a summary of each with basis, status, actions proposed and actions taken. Sarpy County did not receive any Title VI complaints.

V. ACCOMPLISHMENT REPORT FOR EACH PROGRAM AREA

A. Public Outreach Activities: List any Public outreach activities during the reporting period such as Public announcements and/or communications for meetings, hearings, project notices. The County published notices of important planning and project meetings in local newspapers in compliance with the Nebraska Open Meetings Law, and also advertised those events on the website and by sending special notice to other media sources (television, radio, etc.), Twitter, Facebook, and flyers to reach out to the public. Some examples of those events include community meetings and public hearings on the Sarpy County Comprehensive Plan Update, the Platteview Road Corridor Study, the One and Six Year Plan, and the Southern Sarpy County Sewer Study.

B. Impacts on Minority & Low-Income: Summarize any transportation projects that identify potential impacts to minority and/or low-income Environmental Justice (EJ) populations i.e. impacts such as displacements, increased noise, bisecting neighborhoods, et al). Note the following:

1. How impacts were minimized/mitigated. N/a. Per the attached map, the County’s jurisdiction does not have any delineated EJ Populations. See Attachment “A.”

2. Also include a statement, if applicable, on projects that specifically benefit community cohesion such as: adding sidewalks, improving access to properties that improve access for EJ populations. N/a. Per the attached map, the County’s jurisdiction does not have any delineated EJ Populations.

VI. EDUCATION AND TRAINING

A. Identify agency staff responsible for training. Bonnie Moore, Human Resources Director

B. Describe Title VI training, if any, that was provided, and how many participants attended, their titles, etc. None.

C. Describe participation in any other kind of civil rights training. None.

VII. AMERICANS WITH DISABILITY ACT, TITLE II
Local Agencies with 50 or more employees are required by Title II to develop and implement an ADA Transition Plan.

A. Summarize progress towards meeting the Plan’s schedule of ADA corrections. See Attachments “B” and “C.”

B. If you have 50 or more employees, provide the name of the individual who will be serving as the ADA coordinator for the next year. Bonnie Moore, Human Resources Director.

C. How do you provide notice to the public that name and contact information for your ADA Coordinator? The information is found within the Transition Plan, which is available at http://www.sarpy.com/humanresources/ada.html.

D. What process is available so that a member of the public can request an accommodation (for meetings, and in the public right of way)? The public may contact Administration, County Clerk, or Human Resources and request an accommodation.
MEMORANDUM

Date:   July 19, 2016
To:     Bonnie Moore
From:   Ross Richards

Subject: ADA Title II Accomplishments

July 2016 Sarpy County Facilities Management requested funding for various barrier removal priorities associated with public accommodations. Funds were approved by the County Board of Commissioners and barrier removal activities are ongoing:

- Our standard operating procedure is to remove accessibility barriers when identified during day-to-day building maintenance and repair activities as well as planned renovation/remodel projects.

- Most recent accomplishments include the following:
  - Installed accessible hardware on LaPlatte Shop Entry Door
  - Replaced Toilet/Sink Combo in Jail Holding Cells with an accessible unit
  - Added accessible panic hardware and lever on exterior entry to Driver’s Testing
  - Replaced an access ramp in the Courthouse Secure Parking Lot and soliciting bids for several other ramps on Campus.

Please contact me if you have questions or need additional information.

Thank You

Attachment "B"
MEMORANDUM

TO: Sarpy County Board of Commissioners

FROM: Michael R. Kosa, P.E., Civil Engineer

DATE: July 20, 2016


There are no changes to Report Items 1.0, 2.0, and 3.0.

4.0 Self-Evaluation Updates

No funds were expended in FY16 as there were no funds available for the next phase of ramp replacement. A few ramps were added or rebuilt as a result of adjacent construction projects. Other intersections were annexed by the City of Papillion, which removes ramps from County maintenance responsibility.

Upon inspection, the majority of the ramps built as a result of adjacent construction do not meet federal ADA requirements. Therefore, the number of deficient ramps and transition cost estimate has increased since the 2015 memorandum. The County will be contacting contractors who constructed deficient ramps to require repairs as warranty work.

Table 2 has been revised with updated values based on ramp work completed since November 2015.
**Table 2. Ramp Conditions by Major Street**

<table>
<thead>
<tr>
<th>Major Street</th>
<th>Acceptable</th>
<th>Demolish</th>
<th>Major Improvement</th>
<th>Minor Improvement</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>25TH ST</td>
<td>1</td>
<td>1</td>
<td>14</td>
<td>15</td>
<td></td>
</tr>
<tr>
<td>42ND ST</td>
<td>4</td>
<td></td>
<td></td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>66TH ST</td>
<td>1</td>
<td>3</td>
<td>11</td>
<td>30</td>
<td>45</td>
</tr>
<tr>
<td>90TH ST</td>
<td></td>
<td>10</td>
<td></td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>96TH ST</td>
<td>16</td>
<td>1</td>
<td>1</td>
<td>9</td>
<td>27</td>
</tr>
<tr>
<td>114TH ST</td>
<td></td>
<td>4</td>
<td></td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>132ND ST</td>
<td>10</td>
<td></td>
<td></td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>156TH ST</td>
<td>2</td>
<td>4</td>
<td>3</td>
<td>9</td>
<td></td>
</tr>
<tr>
<td>168TH ST</td>
<td>6</td>
<td>3</td>
<td>5</td>
<td>14</td>
<td></td>
</tr>
<tr>
<td>180TH ST</td>
<td>6</td>
<td></td>
<td>6</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>192ND ST</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>18</td>
<td></td>
</tr>
<tr>
<td>CORNHUSKER RD</td>
<td>2</td>
<td>20</td>
<td></td>
<td>22</td>
<td></td>
</tr>
<tr>
<td>FAIRVIEW RD</td>
<td>23</td>
<td>6</td>
<td>4</td>
<td>33</td>
<td></td>
</tr>
<tr>
<td>GILES RD</td>
<td>9</td>
<td>1</td>
<td>3</td>
<td>4</td>
<td>17</td>
</tr>
<tr>
<td>HARRISON ST</td>
<td>42</td>
<td>2</td>
<td>15</td>
<td>16</td>
<td>75</td>
</tr>
<tr>
<td>SCHNEEKLOTH RD</td>
<td>4</td>
<td></td>
<td></td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>SCHRAM RD</td>
<td></td>
<td>18</td>
<td></td>
<td>18</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>128</strong></td>
<td><strong>8</strong></td>
<td><strong>92</strong></td>
<td><strong>117</strong></td>
<td><strong>337</strong></td>
</tr>
</tbody>
</table>

**5.0 Transition Plan and Schedule Updates**

Table 3 has been revised with updated values based on ramp work completed since November 2015.

**Table 3. Ramp Conditions by Priority**

<table>
<thead>
<tr>
<th>Prioritization</th>
<th>Acceptable</th>
<th>Deficient Demolish</th>
<th>Major Improvement</th>
<th>Minor Improvement</th>
<th>Deficient Total</th>
<th>Ramp Location Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td>17</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>17</td>
</tr>
<tr>
<td>Priority 1 (High)</td>
<td>110</td>
<td>7</td>
<td>2</td>
<td></td>
<td>9</td>
<td>119</td>
</tr>
<tr>
<td>Priority 2</td>
<td>6</td>
<td>48</td>
<td>89</td>
<td></td>
<td>143</td>
<td>143</td>
</tr>
<tr>
<td>Priority 3 (Low)</td>
<td>2</td>
<td>32</td>
<td>24</td>
<td></td>
<td>58</td>
<td>58</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>128</strong></td>
<td><strong>8</strong></td>
<td><strong>87</strong></td>
<td><strong>115</strong></td>
<td><strong>210</strong></td>
<td><strong>337</strong></td>
</tr>
</tbody>
</table>
Table 4. Transition Plan Cost and Schedule

<table>
<thead>
<tr>
<th>Project Type</th>
<th>Number of Deficient Ramp Locations</th>
<th>Rough Cost Estimate</th>
<th>Target Completion Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Priority 1 (High)</td>
<td>9</td>
<td>$29,700</td>
<td>Substantially Complete</td>
</tr>
<tr>
<td>Priority 2</td>
<td>143</td>
<td>$467,100</td>
<td>December 31, 2018</td>
</tr>
<tr>
<td>Priority 3 (Low)</td>
<td>58</td>
<td>$189,800</td>
<td>December 31, 2020</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>210</strong></td>
<td><strong>$686,600</strong></td>
<td><strong>December 31, 2020</strong></td>
</tr>
</tbody>
</table>

The spreadsheets included in the report have been updated with current curb ramp data. Photo pages and inspection forms of curb ramps reconstructed have been updated and attached. These items replace out-of-date pages in the 2014 report or 2015 memorandum.
### Appendix List of Intersections

**Intersections Updated 2016 in BOLD**

* New Intersection

**Annexed by City in Gray**

<table>
<thead>
<tr>
<th>Intersection 1</th>
<th>Intersection 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>25TH ST CANYON ST KELLY ST GREENWALD ST/RAHN RD BLACKHAWK DR TOWNE CENTRE</td>
<td>JOSEPHINE ST MARGO ST</td>
</tr>
<tr>
<td>42ND ST MAASS ROAD*</td>
<td>192ND ST BELLBROOK BLVD CHANDLER ST CROSSWALK SOUTH REDWOOD ST COTTONWOOD ST</td>
</tr>
<tr>
<td>66TH ST ASHWOOD AVE SAVANNAH DR FRANKLIN DR CHARLESTON DR ABERDEEN DR CRESTRIDGE DR RIDGEWOOD DR HARVEST DR CLEARCREEK ST CENTENNIAL RD PETERS PKWY MICHAEL DR</td>
<td></td>
</tr>
<tr>
<td>90TH ST FENWICK ST GOLD COAST DR</td>
<td></td>
</tr>
<tr>
<td>96TH ST HARDWOOD DR SUMMIT RIDGE DR/PLACID LAKE DR PLACID LAKE DR FLINT DR SCHRAM RD</td>
<td></td>
</tr>
<tr>
<td>114TH ST LINCOLN RD*</td>
<td></td>
</tr>
<tr>
<td>132ND ST LINCOLN RD LILLIAN ST GERTRUDE ST</td>
<td></td>
</tr>
<tr>
<td>156TH ST ROSEWOOD ST JOSEPHINE ST GERTRUDE ST</td>
<td></td>
</tr>
<tr>
<td>168TH ST AUDREY ST GERTRUDE ST EDNA ST JOSEPHINE ST MERIDIAN ST CHUTNEY DR CORNHUSKER RD</td>
<td></td>
</tr>
<tr>
<td>180TH ST GERTRUDE ST</td>
<td></td>
</tr>
</tbody>
</table>

* CAPEHART RD FT CROOK RD|

* CORNHUSKER RD CEDAR ISLAND RD 48TH ST NORTH 48TH ST SOUTH EAGLE HILLS DR EAGLE VIEW DR FALL CREEK RD EAGLE CREST DR EAGLE RIDGE DR 66TH ST OAKWOOD DR |

* FAIRVIEW RD WILLIAMSBURG DR 17TH ST CROSSWALK TREGARON DR 22ND ST 25TH ST |

* GILES RD 156TH ST 159TH ST CROSSWALK 161ST AVE 163RD ST CROSSWALK 165TH AVE 168TH ST |

* HARRISON ST PAPIO CR NRD PATH 66TH ST 99TH ST CIMARRON WOOD DR 104TH ST HIGHLAND BLVD 132ND ST 135TH ST CROSSWALK |
Appendix List of Intersections

Intersections Updated 2016 in BOLD

* New Intersection

Annexed by City in Gray

- CROSSWALK
  - 139TH ST
  - 142ND ST
  - 144TH ST
  - 145TH ST
  - HARRISON ST
    (con’d)
    - 148TH ST
    - CROSSWALK
    - 151ST ST
    - CROSSWALK
    - 152ND ST
    - 154TH ST
    - 156TH ST
    - 157TH ST
    - CROSSWALK
    - 162ND ST
    - 164TH ST
    - 167TH ST
    - 168TH ST
    - AUDREY ST
    - 173RD ST
    - 176TH ST
    - 177TH ST
    - CROSSWALK
    - 180TH ST
    - 181ST ST
    - 183RD ST
    - 185TH ST
    - 189TH ST
    - 192ND ST
    - 195TH ST
    - 197TH ST
    - 198TH ST
    - 201ST ST
- SCHNEEKLOTH RD
  - 24TH ST
  - SPRING BLVD
- SCHRAM RD
  - SOUTHVIEW DR
  - CRYSTAL DR
  - CROSSWALK
This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the source records and information sources to ascertain the usability of the information.
42<sup>nd</sup> Street and Maass Road

N Side of crosswalk

NE Corner

S Side of crosswalk

NW Corner
# Curb Ramp Inspection Form

**Project Name:** __________________________

**N/S Street:** 42nd St  
**E/W Street:** MAAS RD  

**Performed By:**  

**Intersection Corner (circle one):**  
- NE  
- NW  

**Number of Ramps on Corner:**  
- 1  

**Detectable Warning Strips on Ramps:**  
- YES  

**Number of Pedestrian Push Buttons:**  
- 1  

- 2  

- N/A  

**Is there a 4' lower landing area within the crosswalk in front of ramps?**  
- YES  

- NO  

**Is either curb ramp at a low point (ponding)?**  
- YES  

- NO  

**At the closest point, is the detectable warning strip a maximum of 2" from the back of curb?**  
- YES  

- NO  

---  

**Remarks:**  

**Inspection Date:** 7-18-11  

---  

**Description**  

<table>
<thead>
<tr>
<th>Ar1</th>
<th>Ar2</th>
<th>Ac1</th>
<th>Ac2</th>
<th>Br1</th>
<th>Br2</th>
<th>Bc1</th>
<th>Bc2</th>
<th>C1</th>
<th>C2</th>
<th>D1</th>
<th>D2</th>
<th>E1</th>
<th>E2</th>
<th></th>
</tr>
</thead>
</table>
| 1%  |     | 1.7%|     | 4.7%|     |     |     | 1% |     |     | 1% |     | 1% | **Upper Land. Run Slope**

<table>
<thead>
<tr>
<th>Ar1</th>
<th>Ar2</th>
<th>Ac1</th>
<th>Ac2</th>
<th>Br1</th>
<th>Br2</th>
<th>Bc1</th>
<th>Bc2</th>
<th>C1</th>
<th>C2</th>
<th>D1</th>
<th>D2</th>
<th>E1</th>
<th>E2</th>
<th></th>
</tr>
</thead>
</table>
| 1%  |     | 1.7%|     | 4.7%|     |     |     | 1% |     |     | 1% |     | 1% | **Upper Land. Cross Slope**

<table>
<thead>
<tr>
<th>Ar1</th>
<th>Ar2</th>
<th>Ac1</th>
<th>Ac2</th>
<th>Br1</th>
<th>Br2</th>
<th>Bc1</th>
<th>Bc2</th>
<th>C1</th>
<th>C2</th>
<th>D1</th>
<th>D2</th>
<th>E1</th>
<th>E2</th>
<th></th>
</tr>
</thead>
</table>
| 1%  |     | 1.7%|     | 4.7%|     |     |     | 1% |     |     | 1% |     | 1% | **Ramp Run Slope**

<table>
<thead>
<tr>
<th>Ar1</th>
<th>Ar2</th>
<th>Ac1</th>
<th>Ac2</th>
<th>Br1</th>
<th>Br2</th>
<th>Bc1</th>
<th>Bc2</th>
<th>C1</th>
<th>C2</th>
<th>D1</th>
<th>D2</th>
<th>E1</th>
<th>E2</th>
<th></th>
</tr>
</thead>
</table>
| 1%  |     | 1.7%|     | 4.7%|     |     |     | 1% |     |     | 1% |     | 1% | **Ramp Cross Slope**

<table>
<thead>
<tr>
<th>Ar1</th>
<th>Ar2</th>
<th>Ac1</th>
<th>Ac2</th>
<th>Br1</th>
<th>Br2</th>
<th>Bc1</th>
<th>Bc2</th>
<th>C1</th>
<th>C2</th>
<th>D1</th>
<th>D2</th>
<th>E1</th>
<th>E2</th>
<th></th>
</tr>
</thead>
</table>
| 1%  |     | 1.7%|     | 4.7%|     |     |     | 1% |     |     | 1% |     | 1% | **Counter (Gutter) Max Slope**

<table>
<thead>
<tr>
<th>Ar1</th>
<th>Ar2</th>
<th>Ac1</th>
<th>Ac2</th>
<th>Br1</th>
<th>Br2</th>
<th>Bc1</th>
<th>Bc2</th>
<th>C1</th>
<th>C2</th>
<th>D1</th>
<th>D2</th>
<th>E1</th>
<th>E2</th>
<th></th>
</tr>
</thead>
</table>
| 1%  |     | 1.7%|     | 4.7%|     |     |     | 1% |     |     | 1% |     | 1% | **Left Wing Slope**

<table>
<thead>
<tr>
<th>Ar1</th>
<th>Ar2</th>
<th>Ac1</th>
<th>Ac2</th>
<th>Br1</th>
<th>Br2</th>
<th>Bc1</th>
<th>Bc2</th>
<th>C1</th>
<th>C2</th>
<th>D1</th>
<th>D2</th>
<th>E1</th>
<th>E2</th>
<th></th>
</tr>
</thead>
</table>
| 1%  |     | 1.7%|     | 4.7%|     |     |     | 1% |     |     | 1% |     | 1% | **Right Wing Slope**

---  

**FLARED WING REQUIRED WHEN RAMP ADJACENT TO SIDEWALK**

**PEDESTRIAN PUSH BUTTON**

**6" CURB RETURN ACCEPTABLE WHEN ADJACENT TO LANDSCAPING**

**DRAW QUADRANT**

---  

**Version 1.1**

**Modified 7/21/2014**
Curb Ramp Inspection Form

Project Name: ____________________________

N/S Street: 42nd St
E/W Street: NE 80th

Performed By: TT & BB

Intersection Corner (circle one): NE

Number of Ramps on Corner: 1

Detectable Warning Strips on Ramps: YES

Number of Pedestrian Push Buttons: 2

Is there a 4' lower landing area within the crosswalk in front of ramps? YES

Is either curb ramp at a low point (ponding)? YES

At the closest point, is the detectable warning strip a maximum of 2" from the back of curb? YES

**VERIFY THAT DIGITAL LEVEL IS SET TO PERCENT, NOT DEGREES**

<table>
<thead>
<tr>
<th>Description</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ar1: 1.9 %</td>
<td>Ar2: __________ % Upper Land. Run Slope</td>
</tr>
<tr>
<td>Ac1: 1.7 %</td>
<td>Ac2: __________ % Upper Land. Cross Slope</td>
</tr>
<tr>
<td>Br1: 4.5 %</td>
<td>Br2: __________ % Ramp Run Slope</td>
</tr>
<tr>
<td>Bc1: 1.9 %</td>
<td>Bc2: __________ % Ramp Cross Slope</td>
</tr>
<tr>
<td>C1: 2.5 %</td>
<td>C2: __________ % Counter (Gutter) Max Slope</td>
</tr>
<tr>
<td>D1: 1 %</td>
<td>D2: __________ % Left Wing Slope</td>
</tr>
<tr>
<td>E1: 1 %</td>
<td>E2: __________ % Right Wing Slope</td>
</tr>
</tbody>
</table>

F1: 10.3 IN F2: __________ IN Landing Length
G1: 10° IN G2: __________ IN Landing Width
H1: __________ IN H2: __________ IN Distance Landing to Push Button

**VERIFIED**

6" CURB RETURN
ACCEPTABLE WHEN ADJACENT TO LANDSCAPING

FLARED WING REQUIRED WHEN RAMP ADJACENT TO SIDEWALK

LOWER LANDING AREA

DRAW QUADRANT

Version 1.1

Modified 7/21/2014
Curb Ramp Inspection Form

Project Name: ____________________________

N/S Street: 42nd St
E/W Street: Maas Dr

Performed By: FT & BB

Intersection Corner (circle one):

Number of Ramps on Corner: 2

Detectable Warning Strips on Ramps: YES

Number of Pedestrian Push Buttons: 2

Is there a 4' lower landing area within the crosswalk in front of ramps? YES

Is either curb ramp at a low point (ponding)? YES

At the closest point, is the detectable warning strip a maximum of 2" from the back of curb?

**VERIFY THAT DIGITAL LEVEL IS SET TO PERCENT, NOT DEGREES**

<table>
<thead>
<tr>
<th>Description</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Ar1: 1.9%</td>
<td>Ar2: ___% Upper Land. Run Slope</td>
</tr>
<tr>
<td>Ac1: 1.0%</td>
<td>Ac2: ___% Upper Land. Cross Slope</td>
</tr>
<tr>
<td>Br1: 1.0%</td>
<td>Br2: ___% Ramp Run Slope</td>
</tr>
<tr>
<td>Bc1: 1.2%</td>
<td>Bc2: ___% Ramp Cross Slope</td>
</tr>
<tr>
<td>C1: 0.0%</td>
<td>C2: ___% Counter (Gutter) Max Slope</td>
</tr>
<tr>
<td>D1: 1.5%</td>
<td>D2: ___% Left Wing Slope</td>
</tr>
<tr>
<td>E1: 2.0%</td>
<td>E2: ___% Right Wing Slope</td>
</tr>
</tbody>
</table>

**6" CURB RETURN ACCEPTABLE WHEN ADJACENT TO LANDSCAPING**

**FLARED WING REQUIRED WHEN RAMP ADJACENT TO SIDEWALK**

**DRAW QUADRANT**

Photo # ____________________________

Inspection Date: 7-18-16

Remarks:

Modified 7/21/2014
Curb Ramp Inspection Form

Project Name: ____________________________
N/S Street: ____________________________  Photo # ____________
E/W Street: ____________________________
Performed By: ____________________________ Inspection Date: ____________

Intersection Corner (circle one): ____________ Remarks: ____________________________
Number of Ramps on Corner: _________
Detectable Warning Strips on Ramps: YES
Number of Pedestrian Push Buttons: _________
Is there a 4' lower landing area within the crosswalk in front of ramps? YES
Is either curb ramp at a low point (ponding)? YES
At the closest point, is the detectable warning strip a maximum of 2" from the back of curb? YES

**VERIFY THAT DIGITAL LEVEL IS SET TO PERCENT, NOT DEGREES**

<table>
<thead>
<tr>
<th>Description</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Ar1: 0.3 %</td>
<td>Ar2: % Upper Land. Run Slope</td>
</tr>
<tr>
<td>Ac1: 1.1 %</td>
<td>Ac2: % Upper Land. Cross Slope</td>
</tr>
<tr>
<td>Br1: 7.2 %</td>
<td>Br2: % Ramp Run Slope</td>
</tr>
<tr>
<td>Bc1: 0.8 %</td>
<td>Bc2: % Ramp Cross Slope</td>
</tr>
<tr>
<td>C1: 1.2 %</td>
<td>C2: % Counter (Gutter) Max Slope</td>
</tr>
<tr>
<td>D1: 8.7 %</td>
<td>D2: % Left Wing Slope</td>
</tr>
<tr>
<td>E1: 5.8 %</td>
<td>E2: % Right Wing Slope</td>
</tr>
<tr>
<td>F1: 10 IN</td>
<td>F2: IN Landing Length</td>
</tr>
<tr>
<td>G1: 10 IN</td>
<td>G2: IN Landing Width</td>
</tr>
<tr>
<td>H1: 0 IN</td>
<td>H2: IN Distance Landing to Push Button</td>
</tr>
</tbody>
</table>

6" CURB RETURN ACCEPTABLE WHEN ADJACENT TO LANDSCAPING
FLARED WING REQUIRED WHEN RAMP ADJACENT TO SIDEWALK

DRAW QUADRANT

Version 1.1
Modified 7/21/2014
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114th Street and Lincoln Road

NW Corner

No Image

NE Corner

SW Corner

SE Corner
**Verify that digital level is set to percent, not degrees**

**Description**

- **Ar1:** 2.4 %
- **Ar2:** % Upper Land. Run Slope
- **Ac1:** 0.7 %
- **Ac2:** % Upper Land. Cross Slope
- **Br1:** 1.6 %
- **Br2:** % Ramp Run Slope
- **Bc1:** 0.7 %
- **Bc2:** % Ramp Cross Slope
- **C1:** 0.3 %
- **C2:** % Counter (Gutter) Max Slope
- **D1:** 2.3 %
- **D2:** % Left Wing Slope
- **E1:** 3.2 %
- **E2:** % Right Wing Slope

**Description**

- **F1:** 4.11 IN
- **F2:** IN Landing Length
- **G1:** 5 IN
- **G2:** IN Landing Width
- **H1:** 0 IN
- **H2:** IN Distance Landing to Push Button

_6" Curb Return Acceptable When Adjacent to Landscaping_

_6" Curb Return Acceptable When Adjacent to Landscaping_

_Flares Wing Required When Ramp Adjacent to Sidewalk_
Curb Ramp Inspection Form

Project Name: _______________________
N/S Street: 114th
E/W Street: LINCOLN
Performed By: TT & BB

Intersection Corner (circle one):  
NE  NW

Number of Ramps on Corner: 1
Detectable Warning Strips on Ramps: YES
Number of Pedestrian Push Buttons: 1
Is there a 4' lower landing area within the crosswalk in front of ramps? YES
Is either curb ramp at a low point (ponding)? NO
At the closest point, is the detectable warning strip a maximum of 2" from the back of curb? YES

**VERIFY THAT DIGITAL LEVEL IS SET TO PERCENT, NOT DEGREES**

Description | Description
--- | ---
Ar1: 1.2% | Ar2: 4.2% Upper Land. Run Slope
Ac1: 1.0% | Ac2: 0% Upper Land. Cross Slope
Br1: 3.1% | Br2: 5.4% Ramp Run Slope
Bc1: 3.4% | Bc2: 0% Ramp Cross Slope
C1: 0.3% | C2: 3.1% Counter (Gutter) Max Slope
D1: 8.1% | D2: 12.5% Left Wing Slope
E1: 8.1% | E2: 2.3% Right Wing Slope

F1: 4.8" IN | F2: 4.1" IN Landing Length
G1: 4.10" IN | G2: 4.5" IN Landing Width
H1: 0 IN | H2: 0 IN Distance Landing to Push Button

RAMP #1  
RAMP #2  
6" CURB RETURN ACCEPTABLE WHEN ADJACENT TO LANDSCAPING
FLARED WING REQUIRED WHEN RAMP ADJACENT TO SIDEWALK
DRAW QUADRANT

Remarks: SIDEWALK CRACKED

Photo #  
Inspection Date: 7-18-110

Version 1.1
Modified 7/21/2014
Curb Ramp Inspection Form

Project Name: ________________________________

N/S Street: 114TH

E/W Street: LAW 30th

Performed By: TT - BB

Intersection Corner (circle one): NE

Number of Ramps on Corner: 2

Detectable Warning Strips on Ramps: YES

Number of Pedestrian Push Buttons: 2

Is there a 4' lower landing area within the crosswalk in front of ramps? YES

Is either curb ramp at a low point (ponding)? NO

At the closest point, is the detectable warning strip a maximum of 2" from the back of curb? YES

---

**VERIFY THAT DIGITAL LEVEL IS SET TO PERCENT, NOT DEGREES**

<table>
<thead>
<tr>
<th>Description</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ar1: 0.7 % Upper Land. Run Slope</td>
<td>F1: 1/4 IN Landing Length</td>
</tr>
<tr>
<td>Ac1: 0.7 % Upper Land. Cross Slope</td>
<td>G1: 4.5 IN Landing Width</td>
</tr>
<tr>
<td>Br1: 5.8 % Ramp Run Slope</td>
<td>H1: 0 IN Distance Landing to Push Button</td>
</tr>
<tr>
<td>Bc1: 1.7 % Ramp Cross Slope</td>
<td></td>
</tr>
<tr>
<td>C1: 2.1 % Counter (Gutter) Max Slope</td>
<td></td>
</tr>
<tr>
<td>D1: 9.3 % Left Wing Slope</td>
<td></td>
</tr>
<tr>
<td>E1: 13.8 % Right Wing Slope</td>
<td></td>
</tr>
</tbody>
</table>

---

6" CURB RETURN ACCEPTABLE WHEN ADJACENT TO LANDSCAPING

FLARED WING REQUIRED WHEN RAMP ADJACENT TO SIDEWALK

DRAW QUADRANT
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192\textsuperscript{nd} Street and Greenleaf Street

NW Corner

NE Corner

SW Corner

SE Corner
Curb Ramp Inspection Form

Project Name: ________________________________

N/S Street: ____________________________ E/W Street: ____________________________

Performed By: ____________________________ Photo #: ____________________________

Intersection Corner (circle one): NE SE SW

Number of Ramps on Corner:

Detectable Warning Strips on Ramps: YES NO

Number of Pedestrian Push Buttons:

Is there a 4' lower landing area within the crosswalk in front of ramps? YES NO

Is either curb ramp at a low point (ponding)? YES NO

At the closest point, is the detectable warning strip a maximum of 2" from the back of curb? YES NO

Remarks:

**VERIFY THAT DIGITAL LEVEL IS SET TO PERCENT, NOT DEGREES**

<table>
<thead>
<tr>
<th>Description</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Ar1: 3.7 % Ar2:</td>
<td>F1: 4.2 IN F2:</td>
</tr>
<tr>
<td>Ac1: 0.5 % Ac2:</td>
<td>IN Landing Length</td>
</tr>
<tr>
<td>Br1: 5.2 % Br2:</td>
<td>G1: 4.1 IN G2:</td>
</tr>
<tr>
<td>Bc1: 1.9 % Bc2:</td>
<td>IN Landing Width</td>
</tr>
<tr>
<td>C1: 4.4 % C2:</td>
<td>H1: 0 IN H2:</td>
</tr>
<tr>
<td>D1: 1.0 % D2:</td>
<td>IN Distance Landing</td>
</tr>
<tr>
<td>E1: 1.9 % E2:</td>
<td>to Push Button</td>
</tr>
</tbody>
</table>

**6' CURB RETURN ACCEPTABLE WHEN ADJACENT TO LANDSCAPING**

**FLARED WING REQUIRED WHEN RAMP ADJACENT TO SIDEWALK**

**DRAW QUADRANT**

Version 1.1

Modified 7/21/2014
Curb Ramp Inspection Form

Project Name: N/S Street:

E/W Street:

Performed By: F1 + 3B

Intersection Corner (circle one):

Number of Ramps on Corner:

Detectable Warning Strips on Ramps:

Number of Pedestrian Push Buttons:

Is there a 4' lower landing area within the crosswalk in front of ramps?

Is either curb ramp at a low point (ponding)?

At the closest point, is the detectable warning strip a maximum of 2" from the back of curb?

**VERIFY THAT DIGITAL LEVEL IS SET TO PERCENT, NOT DEGREES**

<table>
<thead>
<tr>
<th>Description</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Ar1: 7.2 % Upper Land. Run Slope</td>
<td>F1: 4.8' IN Landing Length</td>
</tr>
<tr>
<td>Ac1: 9.5 % Upper Land. Cross Slope</td>
<td>G1: 3.1D IN Landing Width</td>
</tr>
<tr>
<td>Br1: 5.1 % Ramp Run Slope</td>
<td>H1: 0 IN Distance Landing to Push Button</td>
</tr>
<tr>
<td>Bc1: 9.3 % Ramp Cross Slope</td>
<td></td>
</tr>
<tr>
<td>C1: 1.2 % Counter (Gutter) Max Slope</td>
<td></td>
</tr>
<tr>
<td>D1: 0 % Left Wing Slope</td>
<td></td>
</tr>
<tr>
<td>E1: 0 % Right Wing Slope</td>
<td></td>
</tr>
</tbody>
</table>

RAMP #1

FLARED WING REQUIRED WHEN RAMP ADJACENT TO SIDEWALK

RAMP #2

6" CURB RETURN ACCEPTABLE WHEN ADJACENT TO LANDSCAPING

DRAW QUADRANT

Version 1.1

Modified 7/21/2014

Remarks: BOTH WINGS OF RAMPS CRACKED

Photo # 7-18-11
Curb Ramp Inspection Form

Project Name: 

N/S Street: 15th Avenue W
E/W Street: Greenleaf

Performed By: J.J. & B.B

Intersection Corner (circle one): NE NW SE SW

Number of Ramps on Corner: 1 2 N/A

Detectable Warning Strips on Ramps: YES NO

Number of Pedestrian Push Buttons: 1 2 N/A

Is there a 4' lower landing area within the crosswalk in front of ramps? YES NO

Is either curb ramp at a low point (ponding)? YES NO

At the closest point, is the detectable warning strip a maximum of 2" from the back of curb? YES NO

**VERIFY THAT DIGITAL LEVEL IS SET TO PERCENT, NOT DEGREES**

<table>
<thead>
<tr>
<th>Ar1:</th>
<th>5.9 %</th>
<th>Ar2:</th>
<th>% Upper Land. Run Slope</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ac1:</td>
<td>1.9 %</td>
<td>Ac2:</td>
<td>% Upper Land. Cross Slope</td>
</tr>
<tr>
<td>Br1:</td>
<td>1.4 %</td>
<td>Br2:</td>
<td>% Ramp Run Slope</td>
</tr>
<tr>
<td>Bc1:</td>
<td>6.3 %</td>
<td>Bc2:</td>
<td>% Ramp Cross Slope</td>
</tr>
<tr>
<td>C1:</td>
<td>0.2 %</td>
<td>C2:</td>
<td>% Counter (Gutter) Max Slope</td>
</tr>
<tr>
<td>D1:</td>
<td>6.8 %</td>
<td>D2:</td>
<td>% Left Wing Slope</td>
</tr>
<tr>
<td>E1:</td>
<td>6.3 %</td>
<td>E2:</td>
<td>% Right Wing Slope</td>
</tr>
</tbody>
</table>

8" CURB RETURN ACCEPTABLE WHEN ADJACENT TO LANDSCAPING

FLARED WING REQUIRED WHEN RAMP ADJACENT TO SIDEWALK

PEDESTRIAN PUSH BUTTON

LOWER LANDING AREA

DRAW QUADRANT

Version 1.1

Modified 7/21/2014