



ADA Sidewalk Evaluation

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Richton Park ADA Sidewalk Evaluation

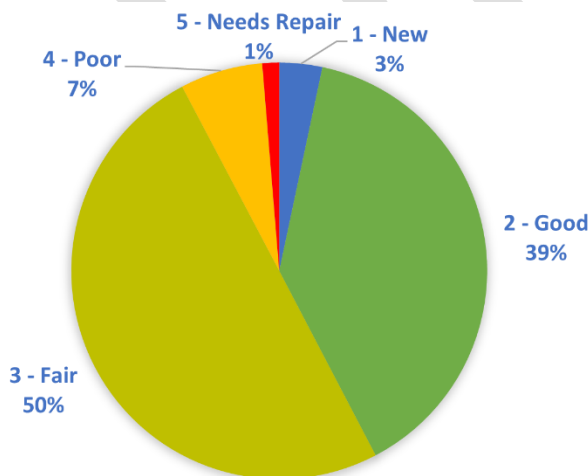
I. Executive Summary

On August 12, 2020, the Village of Richton Park issued a request for bids to provide an ADA Sidewalk Evaluation for approximately 50.8 miles of sidewalk throughout the Village limits. This report meets the requirements of the request for bid by providing an evaluation of the sidewalk system and ADA compliance of the public right of way intersections. This report has been split into two sections - Sidewalk condition assessment and Intersection ADA compliance. The sidewalk section, starting in Section III, explains the methods used, results of, and specific recommendations for the sidewalk portions of the Village system. The sidewalk section includes an explanation of the deliverables, specifically a Sidewalk Evaluation Matrix (an Excel spreadsheet), and an explanation how to use this tool. The ADA compliance section, Section IV, has identifies evaluation methodology and results, but instead of an Excel spreadsheet tool, a Google Map Layer and .kmz file were created. Evaluation criteria for conditional assessment was discussed with Public Works, and though it did not follow the individual panel Village rating criteria, as the scope of the project was not a focus on individual panel ratings, it did have five (5) condition ratings that were used to determine general condition of the sidewalk throughout the Village. In addition to the sidewalk condition evaluation, the project investigated intersections within the Village’s responsibility for compliance with sidewalk ADA slopes and detectible warning measures for pedestrian safety.

Deliverables for the project included:

- An Excel spreadsheet of the condition assessment, which contains a weighted matrix of each sidewalk segment, a chart showing the distribution of the sidewalk condition weighting, and an explanation on how to use the spreadsheet as an updatable living document for future use;
- A Google Map layer to illustrate those areas of ADA compliance;
- A Project Report.

The information collected during this evaluation will be useful to the Village of Richton Park for prioritizing pedestrian risk, budgeting sidewalk repair costs and locations, and targeting areas that need extra attention or effort to meet State ADA requirements or present a significant risk to pedestrians and liability to the Village. This report and the deliverables above should be updated periodically as conditions in the field will change over time, but the information contained herein can be used to justify Capital Improvement Planning measures and provide objective justification to residents and elected officials of the general conditions and priority areas of the sidewalk system within the Village.



The Village of Richton Park’s sidewalk system is in Fair to Good condition overall with about five percent that have defects that need repair. Figure 1 provides a chart representative of the overall system health. Additional details of what these conditions mean and how they were determined is in Section III. A.

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Figure 1. Overall Sidewalk System Conditions

This evaluation provides an overview of the Village of Richton Park's sidewalk infrastructure and objectively helps identify locations of concern, provides a mechanism to periodically update the current status of the system, and provides a planning tool for budgeting sidewalk infrastructure improvements in the future. The deliverables are intended and configured to allow periodic updates of sidewalk condition system changes to be easy and automatic. Once the revised data is entered into the Sidewalk Condition Matrix spreadsheet updates to the areas of concern and charts occur automatically.

Overall, 19% of all intersections in the Village of Richton Park are ADA compliant. This leaves the remaining 81% either non-ADA Compliant in some way or needing further validation. Eleven intersections had ADA measures in place, but did not meet current industry standards. Non-compliance at each intersection varies, but a large percentage of locations are missing detectible warning strips. Bringing many of these intersections into compliance could be as simple as installation of current industry standard detectible warning strips. Others may require significant engineering and construction efforts. Additional information can be found in Section IV. Intersection Evaluation.

The Village of Richton Parks ADA Sidewalk Evaluation provides an overall snap shot of the health of the sidewalk system and a mechanism to identify areas of concern as the system changes into the future. The sidewalk system is in Fair or better condition and does not warrant excessive expenditures over the next few years to keep the pedestrian traffic in the Village relatively safe. ADA compliance deficiencies affect more of the Village with 19% ADA compliance. The Village should consider developing a program to address these deficiencies in the future.

II. Purpose

The Village of Richton Park issued the ADA Sidewalk Evaluation request for proposals to solicit a consultant to address the current state of Richton Park's sidewalk system and to develop an objective methodology to assist the Public Works department in addressing public concerns about pedestrian safety. Deteriorating infrastructure can lead to liabilities that can be more costly than maintaining the infrastructure system. Sidewalk condition and ADA intersection compliance have been identified as possible risk factors for pedestrian traffic that could outweigh the costs of maintaining infrastructure at an acceptable level. Community residents and elected officials call in complaints to public works when they subjectively deem sidewalks have deteriorated. The Public Works Department requested an objective evaluation be conducted to create a sidewalk condition rating and objective weighting method and pedestrian risk factor to support Public Works in determining which sidewalk segments throughout the Village need the most attention. In August of 2020, the Village issued a request for bids for engineering services to provide the condition assessment of the sidewalk system contained in this report.

The sections have been split into Sidewalk condition assessment and Intersection ADA compliance. The sidewalk section explains the methods used, results of, and specific recommendations for the evaluation. The sidewalk section includes an explanation of the deliverables, specifically an Excel spreadsheet, and how to use this tool. The ADA compliance section has similar categories, but instead of an Excel spreadsheet tool a Google Map Layer and .kmz file were created.

III. Sidewalk Evaluation

A. Methodology

The Village's condition assessment criteria were included as part of the request for bids. These criteria were specific to individual sidewalk panels to determine the state of the panel and the necessity to replace individual panels. Project scope was discussed with the Public Works Director to determine the appropriate level of effort for the evaluation. The parties agreed that an individual review of each panel for over 50 miles of sidewalk was beyond the funding level available to the Public Works Department. Therefore, a reduced level of effort and more cursory overall evaluation was agreed upon and this evaluation and report were prepared within the budget available to the Village.

Each sidewalk segment within the Village's responsibility was evaluated as safety would allow. Most residential streets were driven at speeds of 10 to 15 mph with frequent stops at locations that required a closer look. A bicycle evaluation of Sauk Trail was conducted as high traffic and speeds prevented a reasonably accurate assessment by automobile. Areas specifically not evaluated included private walkways (mostly in apartment complexes) and asphalt bike paths. Only concrete sidewalk within the Village's jurisdiction were evaluated and the Public Works Director provided information on areas not part of the evaluation.

Each street was divided into segments based upon length and number of intersection crossings with cul-de-sacs being evaluated as single segments. Each segment was generally given a cardinal direction to differentiate each side of the street (typically North/South or East/West). Longer streets with several intersections were divided into multiple sections while shorter streets or streets with fewer intersections were combined into larger segments.

Segment length was measured using Google Earth Pro's measuring tool. Intersections were generally not included in the measurements, but the driveway segments were left in (this is valid in residential areas) unless the driveway was obviously not concrete (mostly non-residential areas). The resulting lengths exceeded the 50.8 miles identified in the request for bids, computing to 60.8 miles. No effort was made to determine the discrepancy between the mileages.

1. Sidewalk Condition Ratings

Each sidewalk segment evaluated had an assigned category based on the conditions witnessed in the field. Five (5) categories were used to determine the general condition of each sidewalk segment. Each sidewalk segment was assigned a percentage of each category as witnessed. For example, if the entire sidewalk segment was in 3 – Fair condition, it was assigned 100% in the Fair category. Most sidewalk segments had a variety of conditions throughout the segment and an appropriate percentage was assigned as warranted. This evaluation did not attempt to explicitly measure each condition but focused more on the general condition with a priority on identifying conditions that warranted future attention. These areas of concern included either immediate concerns that posed pedestrian safety issues or areas of obvious and significant deterioration that would develop into pedestrian safety concerns in the near future. The category ratings and descriptions are explained below:

1 – New	New sidewalk that has no signs of staining, excessive dirt, or any structural defects. This included obvious repairs to sidewalks that were adjacent to other conditions.
2 – Good	Sidewalk in good condition with no visible cracks, spalling, or other structural defects. Panels did not exhibit heave, misalignment, or visible lips that could pose a pedestrian tripping hazard.
3 – Fair	Sidewalk exhibited evidence of age, such as excessive dirt or stains to the point of being blackened. Shrinkage type cracks, minor spalling, or other minor structural defects that did not affect performance. Panels did not exhibit any excessive heave, misalignment, or lips greater than ½”.
4 - Poor	Sidewalk that had visible signs of deterioration. This included cracks that were obviously all the way through the panel, excessive spalling that created a rough and possibly dusty surface, and/or structural defects such as heaving, misalignment or lips greater than 1” but less than 2”.
5 – Needs Repair	Sidewalk that showed significant structural defects, heaving, misalignments and/or lips greater than 2” or deficiencies that clearly posed a pedestrian hazard. This includes sections where sidewalk was missing or other measures that needed more than a simple sidewalk panel replacement, such as adjusting manholes or valves, tree removal, or grading was required.

Table 1: Condition Definitions

2. Sidewalk Weighting Factors

Objectively determining the sidewalk condition assessment required a weighting factor to differentiate between the conditions. A linear weighting system was considered but due to the smaller percentages of the system of 4 - Poor and 5 – Needs Repair conditions the weighting did not accurately reflect the risk and prioritize the liabilities of these conditions. Therefore, a non-linear weighting system was used that gave the sidewalk conditions that need more attention more influence on the results of the calculated weighting system. This also resulted in a greater spread of sidewalk condition that will be useful for identifying future deterioration of the system.

Percentages were populated for each category based on the low speed evaluation and column for notes has been included in the Excel spreadsheet. Each category was given a weighting factor as follows:

Condition Number	Condition	Weighting Factor
1	New	0
2	Good	0.125
3	Fair	0.25
4	Poor	0.5
5	Needs Repair	1

Table 2: Weighting Factor for Evaluation

Each condition percentage was multiplied by the weighting factor and summed for each sidewalk segment to develop a Composite Weighting. A follow up category, Rating if Condition 5 Repaired, was created that switched the Condition 5 weight to zero and resumed.

3. Pedestrian Traffic Load

Pedestrian Traffic was assigned a value of Light, Moderate, or Heavy. The table below explains the rating criteria.

Pedestrian Traffic Load	Description
Light	Streets with a low number of residents, dead end streets that did not have a reason for pedestrian traffic, or other conditions that would not attract pedestrian traffic.
Moderate	The median pedestrian load for a typical residential street in Richton Park.
Heavy	Segments that were likely to see frequent pedestrian traffic, such as commercial areas, schools, libraries, and community buildings such as churches and government offices.
None	Streets that did not have sidewalk at all or would have no reason for pedestrians to travel along that segment (such as the walk between the I-57 northbound ramp and Scott Dr. or the sidewalk in front of the water tower at the southern end of Latonia Ln.).

Table 3. Pedestrian Traffic Ratings

4. Pedestrian Risk Factors

The Pedestrian Traffic category was used to determine the Pedestrian Risk Factor. Pedestrian Risk Factor was only calculated for segments with Condition 5 present. This does not mean that other sections are risk free, just that the highest risk factors are locations with Condition 5 deterioration. The Risk Factors were None, Low, Moderate, and High. As mentioned previously, "none" does not mean there is zero risk, just that Pedestrian Traffic was anticipated to be None. Light pedestrian traffic generated a Low Risk result, Moderate pedestrian traffic generated a Moderate risk result, and Heavy pedestrian traffic generated a High-risk result.

5. Sidewalk Square Footage Calculations

Approximate sidewalk widths were included in the Excel spreadsheet. A 5-ft sidewalk is typically the standard for most communities. The southern commercial segment of Sauk Trail between Richton Square and Central Park Ave. was assumed to be 15-ft wide. The segment length was multiplied by the width to get an approximate square footage of sidewalk. Additional square footage at intersections or other areas was not considered, so this computation could be slightly lower than the actual value. The square footage was multiplied by the percentage of Condition 5 for each segment to develop a budgetary estimate of cost to replace deficient sidewalk conditions per segment. A value of \$18.75/s.f. was used as directed by the Public Works Director. A total square footage times the replacement value was also computed so that Richton Park has a better understanding of the overall costs of the sidewalk infrastructure. This does not include any ADA evaluation or replacement costs.

B. Spreadsheet Deliverable

The Sidewalk Evaluation Matrix was developed as an Excel spreadsheet with three tabs ("Sidewalk Condition Matrix 2020", "Charts", and "How To Use").

Tab	Description
Sidewalk Condition Matrix 2020	Compilation of the sidewalk segments, weighting factors, pedestrian traffic and risk factors, and budgetary costs for sidewalk repair and replacement.
Charts	Bar charts of the sidewalk weights and a pie charts of the percentages of each condition type present and the pedestrian risk.
How to Use	Explanation of how to use the spreadsheet and the intention of it to be updated periodically.

Table 4. Spreadsheet Tabs

The first tab is the data input portion of the spreadsheet and provides all the formulae and conditional formatting of the Matrix.

In the second Tab each bar chart represents the distribution of the segments grouped into ranges of 5 weighted points. The first chart is existing conditions as of the time of evaluation. The second chart is the distribution if all Condition 5 locations are repaired. The first pie chart is a percentage analysis of the sidewalk conditions. The second pie chart is the risk factors in percentage of all sidewalk segments.

The last tab is an explanation of how to use the spreadsheet and the intention of it to be updated periodically. Conditional Formatting has been used to highlight elements that warrant additional attention. These fields update automatically when conditional assessment or pedestrian traffic volumes change.

C. Evaluation Results

A total of 352 sidewalk segments, totaling 60.86 miles, were evaluated. A detailed breakdown of the categories is below. However, the weighted categories can be combined as follows:

Condition	Value Range
New	0 - 5
Good	5 - 15
Fair	<15 - 30
Poor	<30 - 40
Needs Repair	<40

Table 5. Condition Weights and Ratings

The predominate weighted condition was between 10 and 15 (118 cases). This weighting indicated a majority of the segments were in Good (2) condition. The second highest weighting was between 25 and 30 (97 cases). This weighting was from segments in Fair (3) condition, but with portions of Poor (4) or worse condition. These segments warrant evaluation in the future as deterioration, possibly at an accelerated rate as structural defects tend to worsen faster as the infrastructure continues to fail, is likely to continue either increasing the amount of Poor sidewalk or generating more Needs Repair (5) conditions. Weights at 30 or above had a combined percentage of Poor (4) or Needs Repair (5) defects that generally exceeded 10%. This could be partially offset if significant portions of New (1) or Good (2) pavement was present. There were 32 sidewalk segments that had weights exceeding 30, with the highest value being 53.75 (Sauk Trail from Belmont to Rackingham (North)). These segments typically had combined Poor (4) and Needs Repairs (5) values in excess of 15%. Finally, 4 sidewalk segments had weights over 40 and deserve immediate attention as explained in recommendations below. These results have been tabulated in the chart *Pre-Repairs Distribution* below.

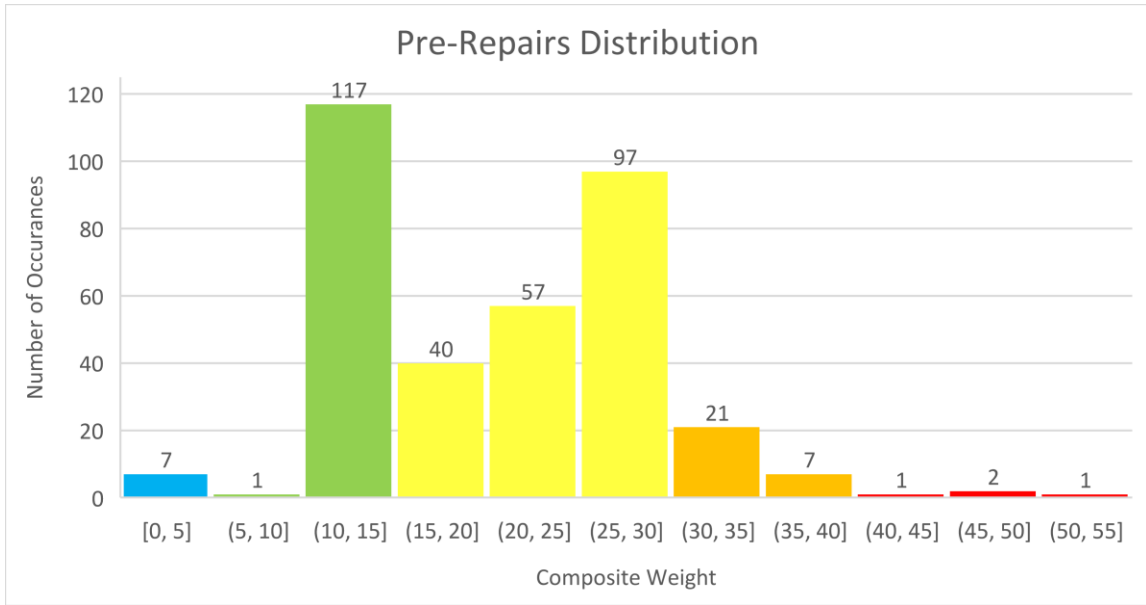


Figure 2. Pre-Repairs Distribution

For areas that were identified as Needs Repairs (5), we investigated what the weighted number would be if those areas were repaired (changed to New (1)). A chart labeled *Post Recommended Repairs Distribution* was created for this distribution. This effort was performed to see what the impacts would be to the overall distribution of the system health by repairing the areas with highest pedestrian risk and how much those repairs may affect future infrastructure investment. These results were compiled in Column Q “Rating if Cond 5 Repaired”. The conditional formatting then updated to show how priorities shift with repairs to the system. This can be used to make decisions on how much value spot repairs can be on a segment and the fiscal benefits associated with those decisions.

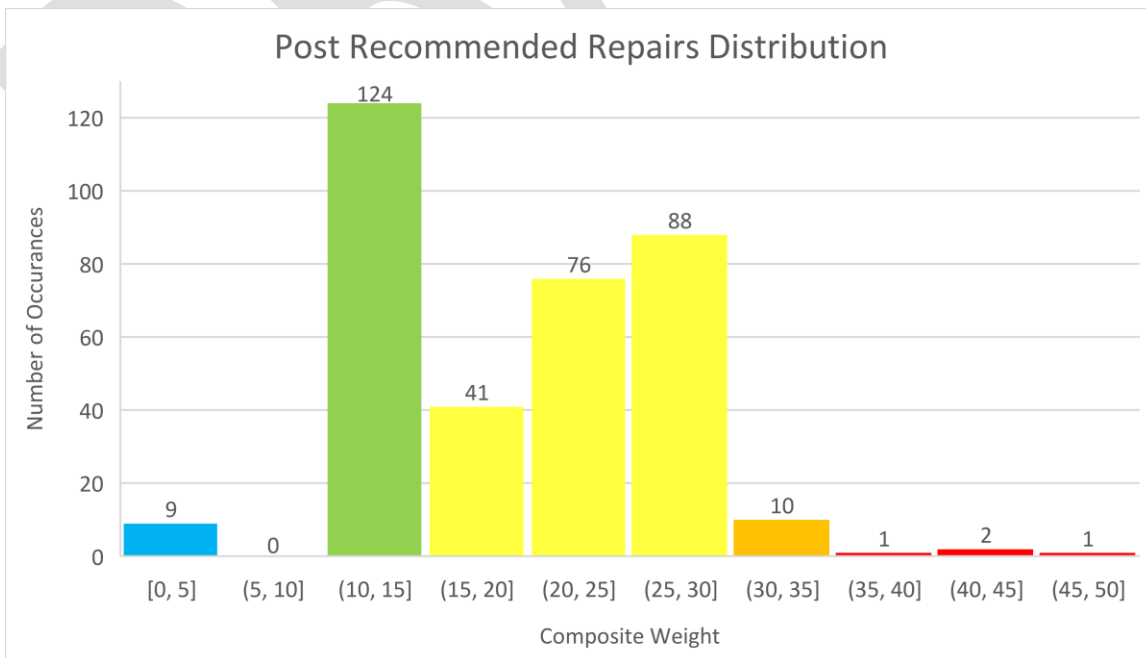


Figure 3 Post Recommended Repairs Distribution

A summary of the Category changes are shown in the table below:

Weight	Pre-Repairs	Post Recommended Repairs
0 – 5	7	9
5 – 10	1	0
10 – 15	118	125
15 – 20	40	41
20 – 25	57	76
25 – 30	97	88
30 – 35	21	10
35 – 40	7	1
40 – 45	1	2
45 – 50	2	1
50 - 55	1	0

Table 6. Pre- versus Post-Condition 5 Repairs

The most significant change is the reduction in categories 25-35. Most of these segments shifted into category 20-25 or 10-15, which is a significant improvement. Also, categories over 35 reduced from 11 segments to 4 segments.

Condition 5 – Needs Repair existed in 108 sidewalk segments. This does not mean there were 108 repairs that needed to be made, but means that Condition 5 was witnessed, possibly multiple locations of this condition, within that segment. As mentioned in Methodology above, the percentage is a rough estimate of the condition within the segment. A rough square footage of 21,015 square feet was computed based on this assumption. For budgeting purposes a value was computed for spot repairs of these Condition 5 portions of \$394,000. This budgetary number is a conservative estimate if only sidewalk panel replacement was necessary. However, some locations will require additional corrective measures, such as tree or root removal, base repairs, manhole and valve adjustments, and/or grading, which can push the costs significantly higher.

Pedestrian Risk Factors were identified with the following distribution:

High	11 segments
Moderate	86 segments
Low	9 segments

Table 7. Pedestrian Risk Occurrences

The Conditional Formatting has been color coded to assist in identifying sections with a pedestrian risk factor. Every segment with a Condition 5 – Needs Repair had a risk value assigned. Condition 4 – Poor did not have a pedestrian risk factor assigned but should be evaluated periodically as the segment is susceptible to deterioration.

The final item in the Sidewalk Evaluation Matrix spreadsheet is the Budgeted Major Repairs Cost. This is a tabulation of approximate cost of full panel replacement for the segment for the Fair,

Poor, and Needs Repair conditions. This does not incorporate excessive repair costs beyond simple panel repair at \$18.75/s.f., but should be used as a minimum value for major reconstruction of a sidewalk segment. More detailed evaluation and construction estimates would be required before using these numbers for anything other than planning purposes.

A column has been created adjacent to the Budget Major Repairs Cost called Value of Infrastructure. This column represents the calculated square footage times \$18.75/s.f. This value is for the Village to understand the infrastructure value of the entire system.

D. Recommendations

Based on the conditions witnessed during the evaluation we recommend a few critical items be prioritized.

1. Repair the High pedestrian risk segments.
2. Reconstruct or repair the 4 segments that exceed a weighted factor of 40.
3. Consider addressing areas that have significant sidewalk gaps or missing sections that could pose a pedestrian risk. This is most prevalent in a few of the newer neighborhoods. These impacts are beyond the scope of this evaluation but were witnessed in the field and will tend to force pedestrians off sidewalks and into the street. This poses a liability to the Village as pedestrian traffic does not have a viable walking path separated from street traffic.
4. Develop a re-evaluation schedule to update the conditions of the sidewalk areas. Critically identified areas should be evaluated annually while areas in Fair or better condition could be evaluated bi-annually or even every 5 years.

As a sidebar, during the Sauk Trail evaluation on the north side just east of Cicero the sidewalk is adjacent to the roadway and significantly higher. A hand railing has been installed, but only where the differential is approximately 18-inches above the roadway. The installed railing may not be ADA compliant and the slope is relatively steep and may not meet ADA guidelines as well. The hand railing may warrant extending 10-20 feet east as a pedestrian safety measure. We recommend additional evaluation at this location.

IV. Intersection Evaluation

A. Methodology

Intersections within the Village of Richton Park were field evaluated for compliance with State of Illinois ADA requirements in accordance with Illinois 2018 ADA Standards, Section 406 Curb Ramps and 705 Detectable Warnings (705.1.3 Contrast).

This effort was predominately a visual “pass/fail” analysis following the assumptions and criteria below.






- The criteria for passing included a visual check for detectible warning strips at the end of the sidewalk crossing of the roadway and slopes that visually appeared to meet ADA slope requirements.
- No surveying for slope validation was measured. Most of the non-compliant intersections were obvious to visual observation.
- The intersections that either had outdated or substandard provisions for ADA compliance were noted. Many of these intersections could meet ADA requirements with the installation of a current detectible warning strip. Others may require modifications to the slopes in addition to other work. In the few locations that exhibited significant challenges to meeting ADA compliance, the nature of the challenge was noted.

This list was not intended to be exhaustive, but intended to identify these locations for additional investigation and likely warrant survey and engineering design which is beyond the scope of this report.

ADA Compliance was evaluated with field visits by automobile and bicycle, similar to the sidewalk condition assessment. Village maps were used as a check list to ensure that no intersections were missed and each intersection was noted as one of the categories below during the field visits. Validation via Google Earth was used for areas in question or where the field notes were unclear.

Information was compiled in a Google Maps document with a layer name *ADA Sidewalk*. Each intersection was assigned a category and additional notes were added as warranted. This layer was also exported as a .kmz file for use in other programs.

The four categories used were as follows:

-  ADA Compliant – slopes appear compliant, detectible warning strips present
-  Non-ADA – does not meet ADA requirements, needs to be corrected
-  Partial ADA – at least one corner meets ADA requirements, but others do not
-  Validate – may or may not meet ADA requirements, needs further evaluation
-  Sidewalk Gap – poses a High pedestrian risk and should be addressed

The Google Maps layer was shared with the Village of Richton Park. The Public Works Engineer was given editor authority of the layer with the intention that locations could be updated as changes were made to the system. The map layer can be saved as a KMZ file for import into other software packages or as a record of the year the assessment was done. This way .kmz files could be identified based on year to see the progress or deterioration of the system over time while the published map is current.

B. Results

209 data points were mapped to the ADA Sidewalk layer. The distribution of results is as follows:

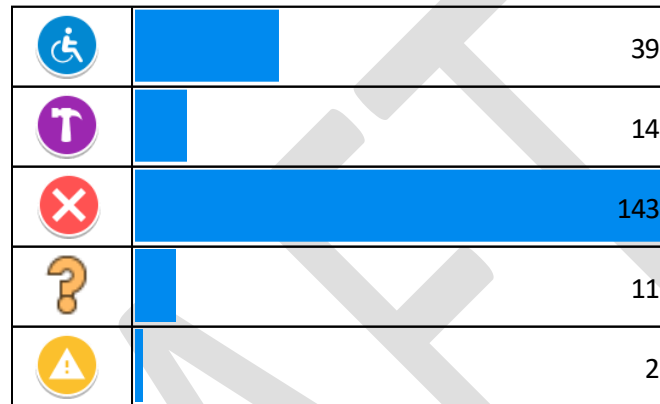


Figure 4. ADA Compliance Distribution

Per the chart above, the majority of the data points are considered to be Non-ADA compliant. The sidewalk infrastructure has been functional and in useable condition since that time and has not required replacement. All locations were deficient in providing current detectible warning strips. Whether the slope met ADA slope requirements was not evaluated if the detectible warning strip was not present. Many of the slopes visually appeared adequate and updating these intersections could be straightforward.

1. ADA Compliance

Next frequent were the ADA Compliant intersections. Sauk Trail had the most recent ADA compliant intersections, and the quality of the workmanship was excellent. The ADA work likely occurred within the last year or two. For examples of what ADA compliant intersections can look like, the intersection of Cicero and Sauk Trail or Governor’s Highway and Sauk Trail, are examples.

2. Partial ADA Compliance

Partial ADA Compliant intersections had at least 1 ADA compliant location. Other locations in the intersection were not compliant with current ADA standards for various reasons. The most common reason was installation of outdated ADA standards. For example, many of the intersections that did not meet requirements in residential neighborhoods had adequate provisions for ADA slopes. However, the detectible warning systems were deficient in that they often used either an older-ADA style using a metal mesh to create a roughened concrete or red colored concrete with a stamped nub (which mimics the basic shape and distribution of current detectible warning strips, but is not current industry standard practice) for the surface at the intersections. No provisions were made to itemize the variety or number of deficiencies at each Partial ADA location which was beyond the scope of this evaluation.

3. Validation Locations

Locations that needed to be validated were about the same frequency as Partial ADA locations. As mentioned previously some of these locations, especially those identified as Validation locations, used outdated ADA standards. These could be converted to current measures, possibly without significant effort. Locations that were identified as Validation also included locations with slopes that visually appeared steep, but required additional measurements. This condition always occurred with the outdated style of ADA warning systems but could require additional measures beside detectable warning strips for compliance.

4. Sidewalk Gap Locations

The Sidewalk Gap locations should get immediate attention as sidewalk was either missing or had been removed by construction activities and needed restoration. If follow-up restoration has been performed these areas could be removed from the deficiency list.

There was one specific mid-block location on Richton north of Sauk Trail and Mill Drive that had excessively steep slopes that would be a difficult to navigate by mobility challenged individuals that warrants additional attention even though the sidewalk itself is in fair condition.

C. Recommendations

Prioritization of the ADA compliance issues should begin with the Sidewalk Gap which poses a risk to pedestrian traffic. Those areas should get attention as soon as Public Works resources allows.

Next, the Validate locations should be checked for compliance and either deemed acceptable or recategorized as appropriate.

After completion of these priorities the Partial locations should be investigated. Partial compliance can be a Village liability if a pedestrian relies on a detectible warning strip at an intersection only to find that the other locations have no such measures. Correcting these locations reduces risk and liability on the Village.

The largest and most resource intensive program will be the Non-ADA compliant intersections. These account for almost half of all the intersections in the community. If Federal or State funds are used to improve or repair roadways that contain non-ADA compliant intersections, they must be brought into compliance as part of any project. We recommend that the Village prepare a process and have standard design details for the ADA sidewalk installation and developing an on-going replacement program in the Capital Improvement Plan budget. Having a set annual budget amount and number of intersections targeted annually can help can garner better pricing from a small contractor pool than attempting to create a single contract when replacement is immediately needed.



Pedestrian Sidewalk Condition Rating (by % of rating / segment)

Block	Pedestrian Traffic	New 1	Good 2	Fair 3	Poor 4	Needs Repair 5	Risk Factor (Ped Traffic vs. Cond 5)	Budgeted Spot Repairs Cost	Budgeted Major Repairs Cost
Sauk Trail									
I-57 to Scott Dr. (North Only)	None		65	30	5	None		\$656.25	\$13,593.75
Scott Dr. to Hillside Dr. (North)	Moderate		10	80	10	None		\$0.00	\$38,437.50
Scott Dr. to Hillside Dr. (South)	Light	5	93			2	Low	\$187.50	\$11,250.00
Hillside Dr. to Arquilla Dr. (North)	Moderate		70	25	3	2	Moderate	\$2,812.50	\$142,500.00
Hillside Dr. to Arquilla Dr. (South)	Moderate		100			None		\$0.00	\$93,281.25
Arquilla Dr. to Cicero Ave. (North)	Moderate		70	18	10	2	Moderate	\$1,593.75	\$80,625.00
Arquilla Dr. to Cicero Ave. (South)	Heavy		85	10	4	1	High	\$843.75	\$80,625.00
Cicero Ave. to Belmont Rd. (North)	Moderate		90	8		2	Moderate	\$750.00	\$39,375.00
Cicero Ave. to Belmont Rd. (South)	Moderate			96	2	2	Moderate	\$750.00	\$39,375.00
Belmont Rd. to Rockingham Rd. (North)	Moderate			5	85	10	Moderate	\$3,000.00	\$30,000.00
Belmont Rd. to Rockingham Rd. (South)	Moderate			96	4		None	\$0.00	\$30,000.00
Rockingham Rd. to Latonia Ln. (North)	Moderate			85	15		None	\$0.00	\$89,062.50
Rockingham Rd. to Latonia Ln. (South)	Heavy			98	2		None	\$0.00	\$89,062.50
Latonia Ln. to Kostner Ave. (North)	Heavy			20	78	2	High	\$1,593.75	\$81,093.75
Latonia Ln. to Kostner Ave. (South)	Heavy	5		90	5		None	\$0.00	\$81,562.50
Kostner Ave. to Coachway Ln. (North)	Moderate			95	4	1	Moderate	\$562.50	\$58,593.75
Kostner Ave. to Coachway Ln. (South)	Moderate	1	60	39			None	\$0.00	\$58,593.75
Coachway Ln. to Butterfield Rd. (North)	Moderate			95	4	1	Moderate	\$562.50	\$54,375.00
Coachway Ln. to Butterfield Rd. (South)	Moderate	1	59	35	5		None	\$0.00	\$54,375.00
Butterfield Rd. to Karlov Ave. (North)	Moderate			95	4	1	Moderate	\$468.75	\$43,125.00
Butterfield Rd. to Karlov Ave. (South)	Moderate	1	40	54	5		None	\$0.00	\$43,125.00
Karlov Ave. to Governor's Hwy. (North)	Heavy	5	45	50			None	\$0.00	\$74,531.25
Karlov Ave. to Governor's Hwy. (South)	Heavy	2		88	10		None	\$0.00	\$74,531.25
Governor's Hwy to Richton Rd. (North)	Heavy	5	75	20			None	\$0.00	\$34,687.50
Governor's Hwy to Richton Rd. (South)	Heavy	5	30	60	5		None	\$0.00	\$34,687.50
Richton Rd. to Richton Square Rd. (North)	Moderate	5		75	20		None	\$0.00	\$76,875.00
Richton Rd. to Richton Square Rd. (South)	Moderate	2	30	50	18		None	\$0.00	\$76,875.00
Richton Square Rd. to Ridgeway Ave. (North)	Heavy	5	15	65	13	2	High	\$843.75	\$40,781.25
Richton Square Rd. to Ridgeway Ave. (South)	Heavy	2	30	63	5		None	\$0.00	\$40,781.25
Ridgeway Ave. to Millard Ave. (North)	Heavy	5	65	30			None	\$0.00	\$32,812.50
Ridgeway Ave. to Millard Ave. (South)	Heavy			50	50		None	\$0.00	\$32,812.50
Millard Ave. to Central Park Ave. (North)	Heavy	5		92	3		None	\$0.00	\$33,750.00
Millard Ave. to Central Park Ave. (South)	Heavy		40	60			None	\$0.00	\$101,250.00
Butterfield Rd. (West)	Low		65	30	5		None	\$0.00	\$72,187.50
Butterfield Rd. (East)	Low		30	65	5		None	\$0.00	\$57,656.25
Palo Alto Dr. (East)	Low		100				None	\$0.00	\$14,531.25
Tiburon St. (North)	Low		99		1		None	\$0.00	\$43,125.00
Tiburon St. (South)	Low		99	1			None	\$0.00	\$0.00
Redondo Dr. (West)	Low		99		1		None	\$0.00	\$36,093.75
Redondo Dr. (East)	Low		100				None	\$0.00	\$30,937.50
Oxnard St. (South/West/Cul-de-sac)	Low		100				None	\$0.00	\$90,937.50
Ojai Dr. (North/East)	Low		92		4	4	None	\$1,875.00	\$45,937.50
Ojai Dr. (South/West)	Low		100				None	\$0.00	\$21,093.75
Palo Verde St.	Low						None		
Central Ave. (East)	Low	100					None	\$0.00	\$155,156.25
Bohlmann Parkway (East)	Low	100					None	\$0.00	\$114,843.75
Scott Dr. Cul-de-sac (West)	Moderate		40	58	1	1	Moderate	\$656.25	\$63,281.25
Scott Dr. Cul-de-sac (East)	Moderate		40	58	2		None	\$0.00	\$63,281.25
Scott Dr. (West)	Moderate		40	54	3	3	Moderate	\$3,093.75	\$103,125.00
Scott Dr. (East)	Moderate		40	58	2		None	\$0.00	\$105,000.00
Hillside Dr. (West)	Moderate		40	58	1	1	Moderate	\$1,312.50	\$131,250.00
Hillside Dr. (East)	Moderate		50	46	3	1	Moderate	\$1,312.50	\$135,000.00
Schaaf Ct.	Moderate			100			None	\$0.00	\$40,781.25
Cherie Ct.	Moderate			98	2		None	\$0.00	\$40,781.25
Carlborg Ct.	Moderate		50	50			None	\$0.00	\$40,781.25
Capri Ln. (North)	Moderate		100				None	\$0.00	\$61,875.00



Richton Park Sidewalk Condition Rating (by % of rating / segment)

Block	Pedestrian Traffic	New 1	Good 2	Fair 3	Poor 4	Needs Repair 5	Risk Factor	Budgeted Spot Repairs Cost	Budgeted Major Repairs Cost
							(Ped Traffic vs. Cond 5)		
Capri Ln. (South)	Moderate		100				None	\$0.00	\$49,687.50
Sunset Dr. (West)	Moderate		100				None	\$0.00	\$78,750.00
Sunset Dr. (East)	Moderate		99	1			None	\$0.00	\$70,781.25
Harbor Ln. (North)	Moderate		99	1			None	\$0.00	\$58,593.75
Harbor Ln. (South)	Moderate		96	2	2		None	\$0.00	\$68,906.25
Meadow Lake Dr.									
Capri to Harbor (West)	Moderate		99		1		None	\$0.00	\$63,281.25
Capri to Harbor (East)	Moderate		100				None	\$0.00	\$60,468.75
Harbor to Spring (North)	Moderate		100				None	\$0.00	\$104,531.25
Harbor to Spring (South)	Moderate		98		1	1	Moderate	\$1,125.00	\$108,750.00
Spring to Cicero (North)	Moderate		100				None	\$0.00	\$73,593.75
Spring to Cicero (South)	Moderate		100				None	\$0.00	\$77,343.75
Bay View Dr. (North)	Moderate		96		2	2	Moderate	\$2,625.00	\$132,187.50
Bay View Dr. (South)	Moderate		99		1		None	\$0.00	\$114,843.75
Spring Ln. (West)	Moderate		99		1		None	\$0.00	\$49,218.75
Spring Ln. (East)	Moderate		100				None	\$0.00	\$50,625.00
Spring Ct.	Light		97	3			None	\$0.00	\$50,625.00
Neptune Ln. (West)	Moderate		100				None	\$0.00	\$54,375.00
Neptune Ln. (East)	Moderate		99	1			None	\$0.00	\$57,187.50
Brook Ave. (West)	Moderate		99		1		None	\$0.00	\$68,906.25
Brook Ave. (East)	Moderate		100				None	\$0.00	\$76,406.25
Meadow Lake Ct.	Light		99	1			None	\$0.00	\$46,875.00
Meadow Lake Pl.	Moderate		97	1		2	Moderate	\$2,062.50	\$104,531.25
Thomas Dr. (Sauk Trail to Riverside) (West)	Moderate			100			None	\$0.00	\$65,625.00
Thomas Dr. (Sauk Trail to Riverside) (East)	Moderate			95	5		None	\$0.00	\$71,343.75
Thomas Dr. (Riverside to Amy)(North)	Moderate			80	10	10	Moderate	\$10,312.50	\$102,656.25
Thomas Dr. (Riverside to Amy)(South)	Moderate			60	30	10	Moderate	\$10,125.00	\$100,781.25
Imperial Dr.									
Thomas Dr. to Kara Ln. (West)	Moderate			80	15	5	Moderate	\$9,093.75	\$181,406.25
Thomas Dr. to Kara Ln. (East)	Moderate			90	5	5	Moderate	\$8,718.75	\$173,906.25
Kara Ln. to Amy Dr. (West/South)	Moderate			95		5	Moderate	\$13,031.25	\$261,093.75
Kara Ln. to Amy Dr. (East/North)	Moderate			90	5	5	Moderate	\$12,375.00	\$247,500.00
Amy Dr. to Lakeshore Dr. (North)	Moderate			98	2		None	\$0.00	\$60,000.00
Amy Dr. to Lakeshore Dr. (South)	Moderate			90	9	1	Moderate	\$656.25	\$61,875.00
Lakeshore Dr. to Cicero Ave. (North)	Moderate				100		None	\$0.00	\$89,531.25
Lakeshore Dr. to Cicero Ave. (South)	Moderate			80	18	2	Moderate	\$1,968.75	\$96,562.50
Cicero Ave. to Latonia Ln. (North)	Moderate		30	60	10		None	\$0.00	\$73,125.00
Cicero Ave. to Latonia Ln. (South)	Moderate			100			None	\$0.00	\$7,500.00
Latonia Ln. to Parkview Dr. (North)	Heavy	2	98				None	\$0.00	\$51,093.75
Latonia Ln. to Parkview Dr. (South)	Moderate			95		5	Moderate	\$2,250.00	\$44,531.25
Parkview Dr. to Jamie Ct. (North)	Moderate		40	50	10		None	\$0.00	\$59,062.50
Parkview Dr. to Jamie Ct. (South)	Moderate		80	20			None	\$0.00	\$28,125.00
Jamie Ct. to Crescent Way (North)	Moderate		80	20			None	\$0.00	\$60,000.00
Jamie Ct. to Crescent Way (South)	Moderate		70	29		1	Moderate	\$468.75	\$50,156.25
Polk Ave. (North)	Light		100				None	\$0.00	\$12,187.50
Polk Ave. (South)	None						None	\$0.00	\$0.00
North Imperial Ct.	Light			60	40		None	\$0.00	\$34,687.50
South Imperial Ct.	Light	2	13	35	40	10	Low	\$6,093.75	\$60,468.75
Lorraine Ct.	Light			60	35	5	Low	\$3,750.00	\$75,468.75
Arquilla Dr. (Thomas to Kara)(West)	Moderate		40	40	15	5	Moderate	\$6,000.00	\$119,531.25
Arquilla Dr. (Thomas to Kara)(East)	Moderate			80	15	5	Moderate	\$6,000.00	\$120,468.75
Arquilla Dr. (Kara to Amy)(West/South)	Moderate		20	60	10	10	Moderate	\$21,656.25	\$216,093.75
Arquilla Dr. (Kara to Amy)(East/North)	Moderate			80	15	5	Moderate	\$10,312.50	\$205,781.25
Arquilla Dr. (Amy to Amy)(West)	Moderate		40	55	5		None	\$0.00	\$119,531.25
Arquilla Dr. (Amy to Amy)(East)	Moderate		20	70	5	5	Moderate	\$6,375.00	\$126,562.50
Arquilla Dr. (Amy to Sauk Trail) (West)	Heavy		10	80	10		None	\$0.00	\$50,625.00
Arquilla Dr. (Amy to Sauk Trail) (East)	Heavy		20	60	20		None	\$0.00	\$55,781.25
Riverside Dr. (Thomas to Kara)(West)	Moderate			78	20	2	Moderate	\$1,781.25	\$88,593.75



Richton Park Sidewalk Condition Rating (by % of rating / segment)

Block	Pedestrian Traffic	New 1	Good 2	Fair 3	Poor 4	Needs Repair 5	Risk Factor (Ped Traffic vs. Cond 5)	Budgeted Spot Repairs Cost	Budgeted Major Repairs Cost
Riverside Dr. (Thomas to Kara)(East)	Moderate	10		70	15	5	Moderate	\$4,218.75	\$83,906.25
Riverside Dr. (Kara to Keith)(North)	Moderate		25	60	13	2	Moderate	\$2,250.00	\$114,375.00
Riverside Dr. (Kara to Keith)(South)	Moderate		10	60	28	2	Moderate	\$2,718.75	\$134,062.50
Roberta Ln. (North)	Moderate			70	30		None	\$0.00	\$113,906.25
Roberta Ln. (South)	Moderate			85	10	5	Moderate	\$5,156.25	\$103,125.00
Keith Dr. (North)	Moderate			60	40		None	\$0.00	\$100,312.50
Keith Dr. (South)	Moderate			80	15	5	Moderate	\$4,781.25	\$94,687.50
Amy Dr. (Arquilla to Arquilla) (West)	Moderate		30	50	20		None	\$0.00	\$131,718.75
Amy Dr. (Arquilla to Arquilla) (East)	Moderate		20	60	20		None	\$0.00	\$134,531.25
Amy Dr. (Arquilla to Imperial)(West)	Moderate	30	40	20	10		None	\$0.00	\$84,843.75
Amy Dr. (Arquilla to Imperial)(East)	Moderate		10	70	20		None	\$0.00	\$86,718.75
Lakeshore Dr.									
Cicero Ave. to Pleasant Dr. (North)	Moderate		100				None	\$0.00	\$14,062.50
Cicero Ave. to Pleasant Dr. (South)	Moderate		70		30		None	\$0.00	\$14,062.50
Pleasant Dr. to Mission Dr.(North)	Moderate		25	60	15		None	\$0.00	\$64,218.75
Pleasant Dr. to Mission Dr.(South)	Moderate			90	10		None	\$0.00	\$51,562.50
Mission Dr. to Mission Dr. (West)	Moderate			70	28	2	Moderate	\$2,531.25	\$127,968.75
Mission Dr. to Mission Dr. (East)	Moderate			90	10		None	\$0.00	\$120,000.00
Mission Dr. to Imperial Dr. (West)	Moderate		100				None	\$0.00	\$28,125.00
Mission Dr. to Imperial Dr. (East)	Moderate		100				None	\$0.00	\$28,125.00
Imperial Dr. to Monterey Dr. (West)	Moderate			90	10		None	\$0.00	\$26,250.00
Imperial Dr. to Monterey Dr. (East)	Moderate			90	10		None	\$0.00	\$25,312.50
Monterey Dr. to East Dr. (West)	Moderate			85	10	5	Moderate	\$12,468.75	\$249,375.00
Monterey Dr. to East Dr. (East)	Moderate			60	35	5	Moderate	\$12,187.50	\$243,750.00
East Dr. to Steger Rd. (West)	Light		100				None	\$0.00	\$13,125.00
East Dr. to Steger Rd. (East)	Light			100			None	\$0.00	\$13,125.00
Mission Dr. (West)	Moderate			80	18	2	Moderate	\$2,906.25	\$142,968.75
Mission Dr. (East)	Moderate			90	10		None	\$0.00	\$164,531.25
Kings Ct.	Light	5		90	3	2	Low	\$750.00	\$38,437.50
Cypress Ct.	Light			95	3	2	Low	\$843.75	\$43,593.75
Pleasant Dr. (Lakeshore to Imperial)(West)	Moderate			80	20		None	\$0.00	\$149,062.50
Pleasant Dr. (Lakeshore to Imperial)(East)	Heavy		5	85	10		None	\$0.00	\$146,718.75
Monterey Dr. (Lakeshore to East)(North)	Moderate			95	3	2	Moderate	\$1,687.50	\$82,031.25
Monterey Dr. (Lakeshore to East)(South)	Moderate			95	5		None	\$0.00	\$73,593.75
Valley Dr. (Monterey to Redwood)(West)	Moderate			95	5		None	\$0.00	\$87,187.50
Valley Dr. (Monterey to Redwood)(East)	Moderate		5	90	5		None	\$0.00	\$84,375.00
Valley Dr. (Redwood to Bruce)(West)	Moderate			95	5		None	\$0.00	\$96,093.75
Valley Dr. (Redwood to Bruce)(East)	Moderate			90	10		None	\$0.00	\$88,593.75
Redwood Dr.(West)	Moderate			90	10		None	\$0.00	\$93,750.00
Redwood Dr.(East)	Moderate			90	10		None	\$0.00	\$100,781.25
East Dr. (Monterey to Bruce)(West)	Moderate	2	8	85	5		None	\$0.00	\$86,250.00
East Dr. (Monterey to Bruce)(East)	Moderate			95	5		None	\$0.00	\$90,000.00
East Dr. (Bruce to Lakeshore)(West)	Moderate	2	8	85	5		None	\$0.00	\$124,218.75
East Dr. (Bruce to Lakeshore)(East)	Moderate	2	3	90	5		None	\$0.00	\$131,718.75
Bruce Dr. (West)	Moderate		5	75	18	2	Moderate	\$2,343.75	\$118,593.75
Bruce Dr. (East)	Moderate			95	5		None	\$0.00	\$119,062.50
Poplar Ave.									
Cicero Ave. to E. Balmoral Dr. (South)	Moderate			94	4	2	Moderate	\$3,093.75	\$153,281.25
Balmoral Dr. to E. Churchill Dr. (North)	Moderate			98	2		None	\$0.00	\$68,906.25
Balmoral Dr. to E. Churchill Dr. (South)	Moderate			100			None	\$0.00	\$66,562.50
Churchill Dr. to Andover Dr. (North)	Light		100				None	\$0.00	\$10,312.50
Churchill Dr. to Andover Dr. (South)	Moderate			99		1	Moderate	\$562.50	\$53,437.50
Andover Dr. to Karlov Ave. (South)	Moderate			94	1	5	Moderate	\$6,281.25	\$125,625.00
Clark Dr. (Andover to Karlov) (North)	Moderate			94	4	2	Moderate	\$2,718.75	\$136,406.25
Clark Dr. (Andover to Karlov) (South)	Moderate			88	8	4	Moderate	\$5,343.75	\$134,062.50
Balmoral Dr. (East/South)	Moderate			90	7	3	Moderate	\$3,656.25	\$121,875.00
Balmoral Dr. (North)	Moderate			95	5		None	\$0.00	\$61,875.00
Ascot Ct. (North)	Moderate	1		98	1		None	\$0.00	\$57,187.50



Richton Park Sidewalk Condition Rating (by % of rating / segment)

Block	Pedestrian Traffic	New 1	Good 2	Fair 3	Poor 4	Needs Repair 5	Risk Factor (Ped Traffic vs. Cond 5)	Budgeted Spot Repairs Cost	Budgeted Major Repairs Cost
Ascot Ct. (South)	Moderate			98	1	1	Moderate	\$562.50	\$58,593.75
Camden Ct. (North)	Moderate			98		2	Moderate	\$1,312.50	\$66,562.50
Camden Ct. (South)	Moderate			94	2	4	Moderate	\$2,718.75	\$67,968.75
E Churchill Dr. (Balmoral to Poplar)(West)	Moderate	1		95	4		None	\$0.00	\$73,125.00
E Churchill Dr. (Balmoral to Poplar)(East)	Moderate			95	4	1	Moderate	\$750.00	\$78,281.25
E Churchill Dr. (Poplar to S Churchill)(West)	Heavy			85	15		None	\$0.00	\$80,156.25
E Churchill Dr. (Poplar to S Churchill)(East)	Heavy			98	2		None	\$0.00	\$74,531.25
Hawthorne Way (Poplar to Laurel) (West)	Moderate		1	89	10		None	\$0.00	\$79,687.50
Hawthorne Way (Poplar to Laurel) (East)	Moderate			98	2		None	\$0.00	\$72,656.25
Belmont Rd. (Poplar to Sauk Trail)(West)	Moderate			99	1		None	\$0.00	\$102,656.25
Belmont Rd. (Poplar to Sauk Trail)(East)	Moderate	1		96	3		None	\$0.00	\$110,156.25
Salem Ct. (North)	Moderate			100			None	\$0.00	\$49,218.75
Salem Ct. (South)	Moderate			98	2		None	\$0.00	\$47,812.50
Lee Ct. (North)	Moderate			98	2		None	\$0.00	\$41,718.75
Lee Ct. (South)	Moderate			95	5		None	\$0.00	\$40,312.50
Laurel Dr. (North)	Moderate			99	1		None	\$0.00	\$46,875.00
Laurel Dr. (South)	Moderate			98	2		None	\$0.00	\$49,218.75
Rockingham Rd. (West)	Moderate			97	2	1	Moderate	\$1,031.25	\$99,375.00
Rockingham Rd. (East)	Moderate	1		97	2		None	\$0.00	\$92,343.75
Woodbine Rd. (West)	Heavy			94	6		None	\$0.00	\$67,968.75
Woodbine Rd. (East)	Heavy	1		97	2		None	\$0.00	\$75,000.00
Keenhand Ct. (North)	Moderate			95	4	1	Moderate	\$562.50	\$59,531.25
Keenhand Ct. (South)	Moderate	1		97	2		None	\$0.00	\$60,000.00
Windsor Ct. (North)	Moderate		20	70	10		None	\$0.00	\$110,156.25
Windsor Ct. (South)	Moderate	1	5	79	14	1	Moderate	\$1,031.25	\$98,437.50
S Churchill Dr. (North)	Heavy	1		87	10	2	High	\$2,625.00	\$130,312.50
S Churchill Dr. (South)	Heavy	2		93	5		None	\$0.00	\$137,343.75
Saratoga Rd. (North)	Moderate		10	89	1		None	\$0.00	\$87,656.25
Saratoga Rd. (South)	Moderate	1	10	85	2	2	Moderate	\$1,781.25	\$89,062.50
Kostner Ave. (West)	Moderate		99			1	Moderate	\$1,218.75	\$121,875.00
Kostner Ave. (East)	Moderate		98			2	Moderate	\$2,250.00	\$112,500.00
Birchwood Rd. (North)	Moderate		10	80	8	2	Moderate	\$1,781.25	\$89,062.50
Birchwood Rd. (South)	Moderate		10	80	5	5	Moderate	\$4,218.75	\$84,843.75
Andover Dr. (North)	Moderate		20	60	20		None	\$0.00	\$114,843.75
Andover Dr. (South)	Moderate		20	75	3	2	Moderate	\$2,343.75	\$115,781.25
Whitehall Ln. (North)	Moderate		20	73	6	1	Moderate	\$656.25	\$64,218.75
Whitehall Ln. (South)	Moderate	1	30	60	9		None	\$0.00	\$58,125.00
Arlington Dr. (North)	Moderate	1		73	20	6	Moderate	\$7,500.00	\$125,156.25
Arlington Dr. (South)	Moderate		30	62	5	3	Moderate	\$4,125.00	\$138,281.25
Greenbrier Ln. (North)	Moderate	1		60	29	10	Moderate	\$15,000.00	\$150,000.00
Greenbrier Ln. (South)	Moderate			60	30	10	Moderate	\$15,000.00	\$150,000.00
Karlo (Popular to Sauk Trail) (West)	Moderate		20	60	15	5	Moderate	\$4,968.75	\$99,843.75
Karlo (Popular to Sauk Trail) (East)	Moderate			70	28	2	Moderate	\$2,437.50	\$122,812.50
Karlo (Sauk Trail to Westminster) (West)	Light		40	50	10		None	\$0.00	\$29,531.25
Karlo (Sauk Trail to Westminster) (East)	Light		70	20		5	Low	\$3,468.75	\$69,843.75
Jordan Ln. (West)	Light		90	10			None	\$0.00	\$49,218.75
Jordan Ln. (East)	Light		100				None	\$0.00	\$49,218.75
Jillian Ct. (West)	Light		100				None	\$0.00	\$28,125.00
Jillian Ct. (East)	Light		100				None	\$0.00	\$7,968.75
Mary Pierce Way (North)	Heavy	100					None	\$0.00	\$30,000.00
Mary Pierce Way (South)	Heavy	100					None	\$0.00	\$30,000.00
Franklin Dr. (West)	Moderate			100			None	\$0.00	\$42,656.25
Franklin Dr. (East)	Moderate		70	30			None	\$0.00	\$31,406.25
Adams Dr. (West)	Moderate		20	80			None	\$0.00	\$34,218.75
Adams Dr. (East)	Moderate		80	20			None	\$0.00	\$27,656.25
Lincoln Blvd. (North)	Moderate		80	20			None	\$0.00	\$114,843.75
Lincoln Blvd. (South)	Moderate		75	20	5		None	\$0.00	\$105,937.50
Jefferson Dr. (Franklin to Latonia) (North)	Moderate		50	50			None	\$0.00	\$96,093.75
Jefferson Dr. (Franklin to Latonia) (South)	Moderate			70	25	5	Moderate	\$4,875.00	\$96,562.50
Jefferson Dr. (Latonia to Tyler) (North)	Moderate		50	50			None	\$0.00	\$43,125.00



Richton Park Sidewalk Condition Rating (by % of rating / segment)

Block	Pedestrian Traffic	New 1	Good 2	Fair 3	Poor 4	Needs Repair 5	Risk Factor	Budgeted Spot Repairs Cost	Budgeted Major Repairs Cost
							(Ped Traffic vs. Cond 5)		
Jefferson Dr. (Latonia to Tyler) (South)	Moderate			100			None	\$0.00	\$53,437.50
Washington Dr. (North)	Moderate	2	18	80			None	\$0.00	\$39,375.00
Washington Dr. (South)	Moderate	10		90			None	\$0.00	\$33,281.25
Hamilton Dr. (West)	Moderate	2		98			None	\$0.00	\$33,750.00
Hamilton Dr. (East)	Moderate			100			None	\$0.00	\$33,750.00
Tyler Dr. (West)	Moderate		30	70			None	\$0.00	\$30,000.00
Tyler Dr. (East)	Moderate		70	25	5		None	\$0.00	\$38,906.25
Latonia Dr.									
Sauk Trail to Farmington Ave. (West)	Heavy	20	60	19		1	High	\$1,406.25	\$142,968.75
Sauk Trail to Farmington Ave. (East)	Heavy		50	50			None	\$0.00	\$140,156.25
Farmington Ave. to Imperial Dr. (West)	Heavy	1	14	80	4	1	High	\$1,125.00	\$114,843.75
Farmington Ave. to Imperial Dr. (East)	Heavy		20	70	10		None	\$0.00	\$118,125.00
Imperial Dr. to Heartland Dr. (West)	None			100			None	\$0.00	\$13,125.00
Imperial Dr. to Heartland Dr. (East)	Heavy		30	55	13	2	High	\$2,250.00	\$110,625.00
Latonia Ct.	Light			95	5		None	\$0.00	\$49,687.50
Clarendon Ave. (West)	Moderate		20	70	8	2	Moderate	\$2,625.00	\$132,656.25
Clarendon Ave. (East)	Moderate			95	3	2	Moderate	\$2,343.75	\$118,593.75
Farmington Ave. north of Latonia (North)	Moderate	5		90	5		None	\$0.00	\$221,250.00
Farmington Ave. north of Latonia (South)	Moderate			97	1	2	Moderate	\$4,031.25	\$200,625.00
Farmington Ave. south of Latonia (North)	Moderate		80	15	2	3	Moderate	\$6,656.25	\$221,250.00
Farmington Ave. south of Latonia (South)	Moderate		78	20	2		None	\$0.00	\$200,625.00
Bretz Rd. (North)	Moderate		80	20			None	\$0.00	\$114,375.00
Bretz Rd. (South)	Moderate		80	18	2		None	\$0.00	\$100,312.50
Michael John Ln. (North)	Moderate		90	10			None	\$0.00	\$70,781.25
Michael John Ln. (South)	Moderate		90	10			None	\$0.00	\$69,843.75
Michael John Ct.	Light		98		1	1	Low	\$562.50	\$52,500.00
Parkview Dr. (West)	Moderate		60	38		2	Moderate	\$1,875.00	\$91,875.00
Parkview Dr. (East)	Moderate		80	20			None	\$0.00	\$82,031.25
Stacey Ct.	Moderate		50	48		2	Moderate	\$1,500.00	\$74,531.25
Brian Ln.	Moderate		85	13	2		None	\$0.00	\$93,750.00
Carol Anne Ln.	Light		95	5			None	\$0.00	\$53,906.25
Crescent Way									
Bretz Rd. to Michael John Ln. (West)	Moderate		90	10			None	\$0.00	\$140,156.25
Bretz Rd. to Michael John Ln. (East)	Moderate		60	30	8	2	Moderate	\$3,093.75	\$153,281.25
Michael John Ln. to Imperial Dr. (West)	Moderate		95	5			None	\$0.00	\$83,437.50
Michael John Ln. to Imperial Dr. (East)	Moderate		80	18	2		None	\$0.00	\$89,062.50
Jamie Ct.	Moderate		80	10		10	Moderate	\$9,000.00	\$90,000.00
Lori Ct.	Light		75	25			None	\$0.00	\$58,125.00
Heartland Dr. (West)	Heavy			78	20	2	High	\$2,062.50	\$105,000.00
Heartland Dr. (East)	Heavy		10	85	3	2	High	\$2,437.50	\$122,343.75
Governor's Hwy									
N. of Maple Ave. to Sauk Trail (West)	Light	20	55	20		5	Low	\$8,531.25	\$170,625.00
N. of Maple Ave. to Sauk Trail (East)	Heavy	35	45	18	2		None	\$0.00	\$165,000.00
S. of Sauk Trail (East)	Moderate		90	10			None	\$0.00	\$17,812.50
Richton Rd. (West)	Heavy		80	18	1	1	High	\$1,500.00	\$151,875.00
Richton Rd. (East)	Heavy		100				None	\$0.00	\$29,531.25
Mill Dr. (Inside Loop)	Heavy		90	9	1		None	\$0.00	\$37,500.00
Mill Dr. (Outside Loop to Sauk Trail)	Heavy		80	18	2		None	\$0.00	\$43,125.00
Poplar Ave. (Governor's to Richton)(South)	Heavy		95	5			None	\$0.00	\$33,750.00
Millard Ave. (Elm to Sauk)(West)	Moderate		100				None	\$0.00	\$32,812.50
Millard Ave. (Elm to Sauk)(East)	Moderate		100				None	\$0.00	\$14,531.25
Central Park Ave. (West)	Moderate		100				None	\$0.00	\$86,718.75
Ridgeway Ave.									
N. of Sauk Trail (West)	Moderate		70	28	2		None	\$0.00	\$40,781.25
N. of Sauk Trail (East)	Moderate		100				None	\$0.00	\$28,125.00
Sauk Trail to Taylor Ave. (West)	Moderate			98	1	1	Moderate	\$1,687.50	\$172,968.75
Sauk Trail to Taylor Ave. (East)	Moderate			95	5		None	\$0.00	\$172,968.75



Richton Park Sidewalk Condition Rating (by % of rating / segment)

Block	Pedestrian Traffic	New 1	Good 2	Fair 3	Poor 4	Needs Repair 5	Risk Factor (Ped Traffic vs. Cond 5)	Budgeted Spot Repairs Cost	Budgeted Major Repairs Cost
Taylor Ave. to Dewey Ave. (West)	Moderate		20	76	4		None	\$0.00	\$223,125.00
Taylor Ave. to Dewey Ave. (East)	Moderate	2	20	74	4		None	\$0.00	\$223,125.00
N. of Steger Rd. (West)	Light		100				None	\$0.00	\$26,718.75
N. of Steger Rd. (East)	Light		100				None	\$0.00	\$26,718.75
Richton Square Rd.									
Sauk Trail to Taylor Ave. (West)	Heavy		40	40	17	3	High	\$5,531.25	\$182,812.50
Sauk Trail to Taylor Ave. (East)	Moderate		18	80	2		None	\$0.00	\$182,812.50
Taylor Ave. to Dewey Ave. (West)	Heavy		90	10			None	\$0.00	\$228,281.25
Taylor Ave. to Dewey Ave. (East)	Moderate		20	75	5		None	\$0.00	\$228,281.25
Dewey Ave. to Steger Rd. (West)	Light		70	30			None	\$0.00	\$72,187.50
Dewey Ave. to Steger Rd. (East)	Moderate		70	20	8	2	Moderate	\$1,406.25	\$72,187.50
Lawndale Ave.									
Grant Ave. to Lee Ave. (West)	Moderate		20	79	1		None	\$0.00	\$183,281.25
Grant Ave. to Lee Ave. (East)	Moderate		20	76	1	3	Moderate	\$5,531.25	\$183,281.25
Lee Ave. to Dewey Ave. (West)	Moderate		90	7	3		None	\$0.00	\$165,937.50
Lee Ave. to Dewey Ave. (East)	Moderate		95		4	1	Moderate	\$1,687.50	\$165,937.50
Millard Ave.									
Grant Ave. to S of Jackson Ave. (West)	Moderate		60	36	4		None	\$0.00	\$73,125.00
Grant Ave. to S of Jackson Ave. (East)	Moderate		65	35			None	\$0.00	\$73,125.00
Lee Ave. to Dewey Ave. (West)	Moderate		97		2	1	Moderate	\$1,687.50	\$165,937.50
Lee Ave. to Dewey Ave. (East)	Moderate		98		2		None	\$0.00	\$172,968.75
Grant Ave. (North)	Light		49	50		1	Low	\$1,218.75	\$119,531.25
Grant Ave. (South)	Moderate		49	50		1	Moderate	\$1,031.25	\$102,656.25
Jackson Ave. (North)	Moderate		30	70			None	\$0.00	\$123,281.25
Jackson Ave. (South)	Moderate		30	69	1		None	\$0.00	\$123,281.25
Taylor Ave. (North)	Moderate		80	20			None	\$0.00	\$62,343.75
Taylor Ave. (South)	Moderate		80	20			None	\$0.00	\$62,343.75
Lee Ave. (North)	Moderate		98		2		None	\$0.00	\$109,218.75
Lee Ave. (South)	Moderate		99		1		None	\$0.00	\$101,250.00
Polk Ave. (North)	Moderate		75	25			None	\$0.00	\$102,656.25
Polk Ave. (South)	Moderate		100				None	\$0.00	\$61,406.25
Dewey Ln.									
W. dead end Farm Trace to Richton Sq (North)	Moderate		99			1	Moderate	\$1,218.75	\$123,281.25
W. dead end Farm Trace to Richton Sq (South)	Moderate		98	1	1		None	\$0.00	\$123,281.25
Richton Square Rd. to Millard Ave. (North)	Moderate		99	1			None	\$0.00	\$87,656.25
Richton Square Rd. to Millard Ave. (South)	Moderate		100				None	\$0.00	\$93,281.25
Marske (North)	None		100				None	\$0.00	\$13,125.00
Marske (South)	None		100				None	\$0.00	\$13,125.00
Farm Trace Dr.									
Patricia Ln. to Dewey Ave. (West)	Moderate		100				None	\$0.00	\$40,781.25
Patricia Ln. to Dewey Ave. (East)	Moderate		100				None	\$0.00	\$40,781.25
Dewey Ave. to Marilyn Dr. (West)	Moderate		100				None	\$0.00	\$75,000.00
Dewey Ave. to Marilyn Dr. (East)	Moderate		100				None	\$0.00	\$75,000.00
Amber Ln. (West)	Moderate		95	4	1		None	\$0.00	\$50,625.00
Amber Ln. (East)	Moderate		100				None	\$0.00	\$51,093.75
Kristine Ln.	Moderate		80	18	2		None	\$0.00	\$76,406.25
Niamh Ct. (West)	None						None	\$0.00	\$0.00
Niamh Ct. (East)	Moderate		100				None	\$0.00	\$43,125.00
Patricia Ln. (North)	None						None	\$0.00	\$0.00
Patricia Ln. (South)	Light		100				None	\$0.00	\$15,000.00
Louise Ct. (North)	Moderate		95		5		None	\$0.00	\$37,500.00
Louise Ct. (South)	Moderate		95		5		None	\$0.00	\$37,500.00
Castle Connor Dr. (North)	Moderate		100				None	\$0.00	\$28,125.00
Castle Connor Dr. (South)	Moderate		99	1			None	\$0.00	\$56,718.75
Janis Dr. (North)	Moderate		100				None	\$0.00	\$87,656.25
Janis Dr. (South)	Moderate		100				None	\$0.00	\$89,062.50
Rita Dr. (North)	Moderate		100				None	\$0.00	\$55,781.25



Sidewalk Condition Rating (by % of rating / segment)

Block	Pedestrian Traffic	New 1	Good 2	Fair 3	Poor 4	Needs Repair 5	Risk Factor (Ped Traffic vs. Cond 5)	Budgeted Spot Repairs Cost	Budgeted Major Repairs Cost
Rita Dr. (South)	Moderate		100				None	\$0.00	\$55,781.25
Marilyn Dr. (North)	Moderate		100				None	\$0.00	\$97,031.25
Marilyn Dr. (South)	Moderate		95	5			None	\$0.00	\$97,031.25
Steger Rd. (North)	Light		100				None	\$0.00	\$45,468.75
Greenfield Blvd. (West)	Light	10	85	5			None	\$0.00	\$107,812.50
Greenfield Blvd. (East)	Moderate	10	78	10	2		None	\$0.00	\$160,312.50
Southwind Dr (North)	Moderate		98		2		None	\$0.00	\$73,593.75
Southwind Dr (South)							None	\$0.00	\$0.00
Eastwind Dr. (West)	Moderate		94	3	3		None	\$0.00	\$138,750.00
Eastwind Dr. (East)	Moderate	100					None	\$0.00	\$6,093.75
Deana Ln. (West)	Moderate		95	5			None	\$0.00	\$81,562.50
Deana Ln. (East)	Moderate		90	10			None	\$0.00	\$89,531.25
Crosswind Dr. (North)	Moderate	20	69	10	1		None	\$0.00	\$147,656.25
Crosswind Dr. (South)	Moderate	18	80	2			None	\$0.00	\$117,656.25
Sawgrass Ave. (North)	Moderate	20	75	4	1		None	\$0.00	\$107,343.75
Sawgrass Ave. (South)	Moderate	10	74	5	10	1	Moderate	\$1,125.00	\$111,562.50
Bentgrass Ave. (North)	Moderate	70	28			2	Moderate	\$2,531.25	\$127,031.25
Bentgrass Ave. (South)	Moderate	40	45	10	5		None	\$0.00	\$143,437.50
Northwind Dr. (North)	Light	98			2		None	\$0.00	\$65,156.25
Northwind Dr. (South)	Moderate	90			10		None	\$0.00	\$134,062.50
Westwind Dr. (West)	Moderate		60	40			None	\$0.00	\$175,781.25
Westwind Dr. (East)	Moderate		80	20			None	\$0.00	\$52,500.00
Cicero (West)	Heavy		70	30			None	\$0.00	\$82,968.75
Cicero (East)	Moderate			100			None	\$0.00	\$84,375.00
	s.f.							\$394,031.25	\$30,223,687.50