

Corrective Action Plan -- District 3

Transition Plan - Quality Assurance Review

FDOT Fiscal Year 2022/23

District Video Log Review: Conducted by FHWA FL-Div and FDOT CO

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|----------|-----------------|-------------|------------------|-----------------|-----------------|----------------|----------------|---|
| District | Population Size | Sample Size | Confidence Level | Margin of Error | Percent Correct | -Mrgn of Error | +Mrgn of Error | District 3 has a population of 3578 unique sidewalk segments (828.8 miles) with a sample size of 347 sidewalks segments (78.9 miles). We are 95% confident that all of District 3 is between 69.9% and 79.9% correct. |
| 3 | 3578 | 347 | 95% | 5.0% | 74.9% | 69.9% | 79.9% | |

Miles
78.879

Percent Compliant
97.4% 98.3% 84.7% 84.4% 74.9%

"Verified?" Column indicates use of Google Maps Street View with Link.
Y = verified; N = could not verify; N/A = did not need to verify.

| # | RDWYID | BMP | EMP | NET | SIDE | SDWLKL | | SDWLKR | | Curb Ramp | DWS | Traffic Signal | Ped Signal | APS | Review Date | Compliant ? | Verifi ed? | Comments/Notes | Compliance | Comments/Notes | Action |
|----|----------|--------|--------|-------|------|--------|----------|--------|----------|-----------|-----|----------------|------------|-----|-------------|-------------|------------|--|---------------|-----------------------|---|
| | | | | | | Width | Shldtype | Width | Shldtype | | | | | | | | | | | | |
| 1 | 46001000 | 0 | 0.608 | 0.608 | R | | | 5 | curb | y | y | y | y | n/a | 8/17/2022 | y | Y | MP=0.590 - Concrete splitter island for future commercial d/w connection to an undeveloped lot is blocked with guardrail. 4 DWS mats are installed? | | | |
| 2 | 46001000 | 0.665 | 0.703 | 0.038 | R | | | 5 | curb | y | y | n | n/a | n/a | 8/17/2022 | y | Y | MP=0.700 - Ped crossing pavement markings are worn away and virtually non-existent, having lost most, if not all, tactility? | | | |
| 3 | 46010000 | 5.196 | 5.534 | 0.338 | R | | | 6 | flush | n/a | n/a | n | n/a | n/a | 8/17/2022 | y | Y | | | | |
| 4 | 46010000 | 5.751 | 5.827 | 0.076 | L | 6 | flush | | | n/a | y | n | n/a | n/a | 8/17/2022 | y | Y | MP=5.763 - Flush roadway connection at two commercial properties makes s/w practically indiscernable and DWS mat placement seems somewhat arbitrary? | | | |
| 5 | 46010000 | 6.605 | 6.622 | 0.017 | L | 6 | flush | | | n/a | y | n | n/a | n/a | 8/17/2022 | y | Y | | | | |
| 6 | 46010000 | 6.795 | 6.836 | 0.041 | L | 6 | curb | | | n/a | n/a | n | n/a | n/a | 8/17/2022 | y | Y | MP=6.795 - There is no s/w on north side of Front Beach Road until approximately around this MP, creating abrupt s/w termination with no functional connections? | | | |
| 7 | 46010000 | 7.574 | 7.624 | 0.05 | L | 6 | | | | n/a | n/a | n | n/a | n/a | 8/17/2022 | n/a | Y | NOTEWORTHY: Entire segment under construction as of Google image date of May 2022. Ped TTC provided on south side of Front Beach Rd. | | | |
| 8 | 46010000 | 8.539 | 8.574 | 0.035 | R | | | 5 | curb | n/a | n/a | n | n/a | n/a | 8/17/2022 | y | Y | Curbed roadway section with sidewalk only, no stop-controlled d/w or intersections. | | | |
| 9 | 46010000 | 11.787 | 11.887 | 0.1 | L | 8 | flush | | | n/a | y | y | y | n/a | 8/17/2022 | y | Y | MP=11.887 - Google images dated May 2022 show s/w segment terminates about 6' shy of connection with new sidewalk at Salty Dog Surf Shop? | | | |
| 10 | 46010000 | 12.924 | 12.954 | 0.03 | R | | | 5 | curb | y | y | n | n/a | n/a | 8/17/2022 | y | Y | MP=12.939 - DWS on both ends of ped xing do not extend the full width of the walking surface? | Compliant | DWS has been replaced | N/A |
| 11 | 46010000 | 12.942 | 12.962 | 0.02 | L | 5 | curb | | | y | y | n | n/a | n/a | 8/17/2022 | y | Y | | | | |
| 12 | 46010000 | 13.317 | 13.357 | 0.04 | L | 5 | curb | | | y | n | n | n/a | n/a | 8/17/2022 | n | Y | MP=13.319 - Missing DWS on both sides of stop-controlled d/w immediately east of Coyote Ugly Saloon? | Non-compliant | Agree | Replace/Install DWS through routine maintenance contract or via the appropriate asset maintenance contract. |
| 13 | 46010000 | 13.709 | 14.314 | 0.605 | R | | | 8 | curb | y | n | y | y | n/a | 8/17/2022 | n | Y | MP=13.774 - Missing DWS on both sides of stop-controlled commercial d/w. | Non-compliant | Agree | Replace/Install DWS through routine maintenance contract or via the appropriate asset maintenance contract. |
| 14 | 46010001 | 0.44 | 0.52 | 0.08 | L | 6 | curb | | | y | y | y | y | n/a | 8/18/2022 | y | Y | MP=0.52 - Ped xing on east side of intersection with US-98 has a kinked alignment with zero non-visual, physically detectable elements effectively communicating the direction of the xing. | | | |
| 15 | 46010002 | 1.988 | 2.09 | 0.102 | R | | | 6 | curb | n/a | n/a | n | n/a | n/a | 8/18/2022 | y | Y | Curbed roadway section with sidewalk only, no stop-controlled d/w or intersections. | | | |
| 16 | 46010002 | 2.465 | 2.559 | 0.094 | R | | | 6 | curb | n/a | n/a | n | n/a | n/a | 8/18/2022 | y | Y | This s/w segment has ZERO connectivity at either end? Otherwise, this is a curbed roadway section with sidewalk only, no stop-controlled d/w or intersection. | | | |
| 17 | 46010100 | 0.916 | 0.987 | 0.071 | R | | | 5 | curb | n/a | n/a | n | n/a | n/a | 8/18/2022 | y | Y | Curbed roadway section with sidewalk only, no stop-controlled d/w or intersections. | | | |
| 18 | 46020000 | 2.948 | 3.167 | 0.219 | R | | | 5 | curb | y | y | y | y | n/a | 8/18/2022 | y | Y | MP=3.117 - DWS missing at intersection with 15th St.? | Compliant | DWS has been replaced | N/A |
| 19 | 46020000 | 3.167 | 3.251 | 0.084 | R | | | 6 | curb | n | y | n | n/a | n/a | 8/18/2022 | n | Y | MP=3.242 - DWS missing at intersection with 14th St.? Crosswalk on N side of intersection doesn't align with the curb ramps? | Compliant | DWS has been replaced | N/A |
| 20 | 46020000 | 3.167 | 3.463 | 0.296 | R | | | 5 | curb | n | y | n | n/a | n/a | 8/18/2022 | n | Y | MP=3.242 - DWS missing at intersection with 14th St.? Crosswalk on N side of 14th St. intersection doesn't align with the curb ramps? MP=3.367 - DWS missing (or tactility is very worn?) at intersection with 13th St.? | Compliant | DWS has been replaced | N/A |
| 21 | 46020000 | 3.676 | 3.738 | 0.062 | L | 8 | curb | | | y | y | n | n/a | n/a | 8/18/2022 | y | Y | MP=3.719 - Missing DWS at Intersection with W 10th St. And Chestnut Ave. | Compliant | DWS has been replaced | N/A |

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|----|----------|--------|--------|-------|---|---|-------|---|-------|-----|-----|-----|-----|-----|-----------|-----|---|---|---------------------|--|--|
| 22 | 46020000 | 5.75 | 5.788 | 0.038 | L | 5 | curb | | | y | y | n | n/a | n/a | 8/18/2022 | y | Y | MP=5.829 - DWS missing (or tactility is very worn?) at intersection with Florida Ave.? Otherwise, this is a curbed roadway section and s/w continued over bridge but located behind a concrete traffic barrier. | | | |
| 23 | 46020000 | 5.928 | 6.002 | 0.074 | L | 5 | curb | | | y | y | y | y | n/a | 8/18/2022 | y | Y | MP=5.989 - DWS at Beech and 6th St. may not extend full width of walking surface? | Compliant | DWS has been replaced | N/A |
| 24 | 46020000 | 6.362 | 6.446 | 0.084 | R | | | 5 | curb | y | n | y | y | n/a | 8/18/2022 | n | Y | MP=3.362 - DWS on all 4 corners of intersection with Harrison Ave. either missing completely or questionable configuration relative to s/w and curb alignment? | Non-compliant | Agree | Replace/Install DWS through routine maintenance contract or via the appropriate asset maintenance contract. |
| 25 | 46020000 | 6.57 | 6.609 | 0.039 | R | | | 5 | curb | n/a | n/a | n | n/a | n/a | 8/18/2022 | y | Y | Curbed roadway section with sidewalk only, no stop-controlled d/w or intersections. | | | |
| 26 | 46020000 | 7.555 | 8.028 | 0.473 | R | | | 5 | curb | y | y | y | y | n/a | 8/18/2022 | y | Y | MP=7.907 - Fire Hydrant reduces unobstructed clear width of s/w and deteriorating DWS mats at intersection with Maple Ave.? | | | |
| 27 | 46020000 | 8.028 | 8.465 | 0.437 | L | 7 | curb | | | y | y | y | y | n/a | 8/18/2022 | y | Y | | | | |
| 28 | 46020000 | 9.162 | 9.428 | 0.266 | L | 7 | curb | | | y | y | n | n/a | n/a | 8/18/2022 | y | Y | | | | |
| 29 | 46020003 | 2.547 | 2.608 | 0.061 | R | | | 5 | curb | y | y | y | y | n/a | 8/18/2022 | y | Y | MP=9.449 - DWS configuration at RR xing is questionable? | | | |
| 30 | 46020003 | 4.649 | 5.017 | 0.368 | R | | | 5 | curb | n | y | y | y | n/a | 8/18/2022 | n | Y | MP=4.644 - DWS completely covered with sand/debris on SW corner of 15th St. and East Ave. intersection? MP=4.689 - Walking surface of s/w on east side of old Shell Station d/w is in disrepair? MP=4.879 - Curb ramp width is too narrow, doesn't match s/w width and DWS appears to be in disrepair for the crossing directly in front of Cedar Grove Elementary School. MP=4.914 - DWS doesn't appear to extend full width of the walking surface at intersection with Everitt Ave.? MP=4.934 - Bus bench reduces walking surface clear width? | Partially Compliant | A. Agree B. DWS has been replaced C. Agree D. Agree E. Sidewalk clearance is allowed by bench. | Replace/Install DWS through routine maintenance contract or via the appropriate asset maintenance contract. |
| 31 | 46020003 | 4.722 | 5.017 | 0.295 | L | 5 | curb | | | y | y | n | n/a | n/a | 8/18/2022 | y | Y | MP=5.003 - S/w terminates with a DWS at a d/w with no stop-control, so DWS is not appropriate? MP=4.953, 4.933 - DWS provided on both sides of commercial d/w (Mobile Home Parts?) that doesn't have stop-control, so DWS isn't appropriate? | | | |
| 32 | 46020003 | 8.014 | 9.813 | 1.799 | R | | | 6 | curb | y | y | y | y | n/a | 8/18/2022 | y | Y | MP=8.029 - Cross slope of walking surface in front of old Goodwill Donation Center appears non-compliant? MP=8.394, 8.419, 8.444, 8.814, 9.114, 9.394 - Utility pole and guy wires in s/w reduces clear width? | | | |
| 33 | 46020100 | 0 | 0.082 | 0.082 | R | | | 5 | | n/a | n/a | n/a | n/a | n/a | 8/18/2022 | n/a | n | Video logs not available. | | | |
| 34 | 46020100 | 0.18 | 0.451 | 0.271 | L | 8 | | | | n/a | n/a | n/a | n/a | n/a | 8/18/2022 | n/a | n | Video logs not available. | | | |
| 35 | 46030000 | 15.815 | 15.95 | 0.135 | R | | | 5 | flush | n/a | n/a | n | n/a | n/a | 8/19/2022 | n/a | Y | No s/w along segment. | | | |
| 36 | 46030000 | 16.19 | 16.372 | 0.182 | R | | | 6 | flush | n/a | n/a | n | n/a | n/a | 8/19/2022 | n/a | Y | VL capture date is 2/2014. Google images are dated 10/2018 (immediately following Hurricane Michael). Images are not valid for current assessment. | | | |
| 37 | 46030000 | 16.623 | 16.679 | 0.056 | R | | | 6 | flush | n/a | n/a | n | n/a | n/a | 8/19/2022 | n/a | Y | Most of this segment still under reconstruction following Hurricane Michael. | | | |
| 38 | 46030000 | 17.187 | 17.36 | 0.173 | L | 6 | flush | | | n/a | y | n | n/a | n/a | 8/19/2022 | y | Y | MP=17.198 - S/w begins from paved shoulder. MP=17.223 - S/w terminates onto paved shoulder. MP=17.258 - S/w begins from paved shoulder. MP=17.303 - S/w terminates at 8th St. with intent for peds to use paved shoulder at this point? MP=17.36 - S/w begins again onto paved shoulder at this point? | | | |
| 39 | 46040000 | 0.545 | 0.827 | 0.282 | L | 5 | curb | | | y | y | y | n | n/a | 8/19/2022 | n | Y | MP=0.656 - Missing DWS mat at intersection with 11th St.? MP=0.711 - Utility pole in s/w reduces clear width below compliance? MP=0.786 - Ped buttons present, but button face is not parallel with the ped crossing direction? | Non-compliant | A. DWS has been replaced B. Corrected in construction C. Agree | To be addressed in 437762-1. |
| 40 | 46040000 | 0.545 | 0.749 | 0.204 | R | | | 5 | curb | y | y | y | n | n/a | 8/19/2022 | n | Y | MP=0.610 (11th St.), 0.745 (12th St.) - Ped buttons provided, but not configured parallel to crossing direction served? | Non-compliant | A. DWS has been replaced B. Corrected in construction C. Agree | To be addressed in 437762-1. |
| 41 | 46040000 | 0.827 | 0.873 | 0.046 | L | 5 | curb | | | n/a | n/a | n | n/a | n/a | 8/19/2022 | n/a | Y | Curbed roadway section with sidewalk only, no stop-controlled d/w or intersections. | | | |
| 42 | 46060001 | 1.085 | 1.238 | 0.153 | R | | | 6 | curb | y | y | n | n/a | n/a | 8/19/2022 | y | Y | | | | |
| 43 | 46080000 | 0.404 | 0.62 | 0.216 | L | 5 | flush | | | n/a | y | y | n | n/a | 8/19/2022 | n | Y | MP=0.396 - DWS missing at intersection with Harlem Ave.? MP=0.521 - DWS missing at intersection with Bayou Ave.? MP=0.581 - Transmitter Rd. Intersection; ped button provided, but not oriented parallel to the ped crossing served? | Partially Compliant | a. DWS has been replaced b. DWS has been replaced c. Agree | To be addressed with pushbutton signal maintenance contract |
| 44 | 46080000 | 1.179 | 1.371 | 0.192 | R | | | 5 | flush | n/a | n/a | n | n/a | n/a | 8/19/2022 | n/a | Y | No s/w along segment on Rt. Side of road, only paved shoulder? S/w is on Lt. side. | | | |
| 45 | 46080000 | 1.96 | 2.171 | 0.211 | L | 5 | flush | | | n/a | y | n | n/a | n/a | 8/19/2022 | y | Y | | | | |
| 46 | 46090000 | 5.083 | 5.647 | 0.564 | R | | | 5 | curb | n/a | n/a | n | n/a | n/a | 8/19/2022 | n/a | Y | Entire segment is along bridge. S/w is behind concrete barrier wall. | | | |
| 47 | 46090000 | 5.647 | 5.683 | 0.036 | R | | | 6 | curb | y | y | y | y | n/a | 8/19/2022 | y | Y | MP=5.755 - Missing ped signals at intersection with SR-388. | Compliant | Sidewalk does not cross intersection. | N/A |
| 48 | 46140000 | 1.198 | 1.848 | 0.65 | R | | | 6 | curb | y | n | y | n | n/a | 8/22/2022 | n | Y | MP=1.373 - Missing DWS at commercial stop-controlled d/w? MP=1.553 (intersection with Michigan Ave.) - Ped buttons provided, but not oriented parallel to the ped crossing served? | Non-compliant | A. DWS is missing B. Agree. Incorrect push button orientation. | A. Replace/Install DWS through routine maintenance contract or via the appropriate asset maintenance contract. B. To be addressed with pushbutton signal maintenance contract. |
| 49 | 46140000 | 1.898 | 2.013 | 0.115 | L | 5 | curb | | | y | y | y | y | n/a | 8/22/2022 | y | Y | | | | |
| 50 | 46140006 | 0.153 | 0.348 | 0.195 | L | 8 | n/a | | | n/a | n/a | n/a | n/a | n/a | 8/22/2022 | n/a | n | Video logs not available. | | | |

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|----|----------|--------|--------|-------|---|---|-------|-------|-----|-----|-----|-----|-----------|-----------|-----|---------------------------|--|---------------------|--|---|
| 51 | 46140006 | 0.245 | 0.348 | 0.103 | R | | 6 | n/a | n/a | n/a | n/a | n/a | 8/22/2022 | n/a | n | Video logs not available. | | | | |
| 52 | 46160000 | 0.303 | 0.45 | 0.147 | R | | 6 | flush | n/a | y | y | y | n/a | 8/22/2022 | y | y | | | | |
| 53 | 46160000 | 1.215 | 1.256 | 0.041 | R | | 5 | flush | | | | | n/a | 8/22/2022 | n/a | y | Segment under construction in Google images dated May 2022. | | | |
| 54 | 46160000 | 3.325 | 3.424 | 0.099 | L | 6 | flush | | n/a | y | n | n/a | n/a | 8/22/2022 | y | y | MP=3.352 - S/w; no s/w west of this point. | | | |
| 55 | 46160000 | 7.158 | 7.717 | 0.559 | R | | 5 | curb | y | y | y | n | n/a | 8/22/2022 | n | y | MP=7.133 (intersection at Pier Park Dr.) - Ped buttons provided, but not oriented parallel to the ped crossing served? | Non-compliant | Agree | To be addressed in 217838-3 |
| 56 | 46600000 | 0 | 0.102 | 0.102 | L | 5 | n/a | | n/a | n/a | n/a | n/a | n/a | 8/22/2022 | n/a | n | Segment under construction in Google images dated 2022. | | | |
| 57 | 46630000 | 1.505 | 1.653 | 0.148 | L | 5 | n/a | | n/a | n/a | n/a | n/a | n/a | 8/22/2022 | n/a | n | Video logs not available. | | | |
| 58 | 47010000 | 21.072 | 21.338 | 0.266 | R | | 5 | curb | y | y | n | n/a | n/a | 8/22/2022 | y | y | | | | |
| 59 | 47010000 | 21.407 | 21.457 | 0.05 | R | | 5 | curb | y | n | y | y | n/a | 8/22/2022 | n | y | MP=21.400 - Missing DWS at signalized intersection at FL-71. MP=21.455 - DWS mats do not extend full width of walking surface at intersection with South Pear St. | Partially Compliant | A. DWS has been replaced. B. Agree | Replace/Install DWS through routine maintenance contract or via the appropriate asset maintenance contract. |
| 60 | 47020000 | 20.839 | 20.904 | 0.065 | L | 5 | curb | | n/a | n/a | n | n/a | n/a | 8/22/2022 | y | y | Curbed roadway section with sidewalk only, no stop-controlled d/w or intersections? | | | |
| 61 | 47020000 | 20.904 | 20.977 | 0.073 | R | | 5 | curb | y | n | y | n | n/a | 8/22/2022 | n | y | MP=20.923 - DWS missing at intersection? MP=20.968 - DWS missing at intersection with FL-20? Ped buttons provided, but not oriented parallel to the ped crossing served? | Non-compliant | A. Agree B. Agree C. Agree | A.,B. Replace/Install DWS through routine maintenance contract or via the appropriate asset maintenance contract. C. To be addressed with pushbutton signal maintenance contract. |
| 62 | 47020000 | 21.155 | 21.248 | 0.093 | L | 5 | curb | | y | n | n | n/a | n/a | 8/22/2022 | n | y | MP=21.251 - Missing DWS mat at intersection with Folsom Ave.? MP=21.201 - Missing DWS at stop-controlled intersection? MP=21.166 - Missing DWS at designated bike/ped crossing? | Non-compliant | A. Agree B. Agree C. Agree | Replace/Install DWS through routine maintenance contract or via the appropriate asset maintenance contract. |
| 63 | 47020000 | 32.06 | 32.57 | 0.51 | L | 5 | curb | | y | n | n | n/a | n/a | 8/22/2022 | n | y | MP=32.206 - Missing DWS mat at stop-controlled intersection? MP=32.076 - S/w begins. | Non-compliant | Agree | Replace/Install DWS through routine maintenance contract or via the appropriate asset maintenance contract. |
| 64 | 47030000 | 1.135 | 1.305 | 0.17 | R | | 5 | flush | n/a | y | n | n/a | n/a | 8/22/2022 | y | y | | | | |
| 65 | 48003000 | 0 | 0.201 | 0.201 | L | 6 | curb | | y | y | y | n | n/a | 8/22/2022 | n | y | MP=0.171 - Missing DWS mat at RR xing. MP=0.081 - Ped buttons provided, but not oriented parallel to the ped crossing served? MP=0.006 - DWS mats missing at signalized intersection with E Chase Street? | Partially Compliant | A. DWS has been replaced B. Agree. C DWS has been replaced | To be addressed in 434678-1 |
| 66 | 48003000 | 0.563 | 0.925 | 0.362 | L | 5 | curb | | y | y | n | n/a | n/a | 8/22/2022 | y | y | MP=0.566 - Missing DWS mat at roadway intersection. | Compliant | DWS is in place. All corners have mats. | N/A |
| 67 | 48003000 | 1.226 | 1.323 | 0.097 | R | | 4 | curb | y | y | n | n/a | n/a | 8/22/2022 | y | y | Width < Std Min for New Constr. >= 4' allowed to remain if unaltered. MP=1.255 - running slope of s/w looks steep at Oak tree? | | | |
| 68 | 48003000 | 2.253 | 2.63 | 0.377 | R | | 4 | curb | y | y | n | n/a | n/a | 8/23/2022 | y | y | Width < Std Min for New Constr. >= 4' allowed to remain if unaltered. MP=2.295 +/- S/w gap at residential d/w next to utility pole and pedestal? Both image sources (FDOT VL and Google) show placement of garbage cans on sidewalk throughout segment length? | | | |
| 69 | 48003000 | 3.399 | 3.549 | 0.15 | L | | 4 | curb | y | y | n | n/a | n/a | 8/23/2022 | y | y | Width < Std Min for New Constr. >= 4' allowed to remain if unaltered. MP=3.446 - S/w deviates INTO a utility pole instead of avoiding it? This may reduce the clear width of walking surface? | | | |
| 70 | 48003000 | 5.923 | 6.053 | 0.13 | R | | 6 | curb | y | n | y | n | n/a | 8/23/2022 | n | y | MP=5.915 - Missing DWS on outside of d/w pair, but provided on s/w segment between d/w? MP=6.050 (Creighton Rd. intersection) - Ped buttons provided, but not oriented parallel to the ped crossing served? | Non-compliant | A. Agree B. Agree | To be addressed in 426934-2 |
| 71 | 48004000 | 9.25 | 9.325 | 0.075 | R | | 5 | curb | n/a | n/a | n | n/a | n/a | 8/23/2022 | y | y | Curbed roadway section with sidewalk only, no stop-controlled d/w or intersections. | | | |
| 72 | 48005000 | 0.33 | 0.37 | 0.04 | R | | 5 | curb | n/a | n/a | n | n/a | n/a | 8/23/2022 | y | y | Curbed roadway section with sidewalk only, no stop-controlled d/w or intersections. | | | |
| 73 | 48005000 | 0.633 | 0.782 | 0.149 | L | 5 | curb | | y | n | n | n/a | n/a | 8/23/2022 | n | y | MP=0.687 - Missing DWS at stop-controlled d/w intersection at school? | Non-compliant | Agree | To be addressed in 432568-1 |
| 74 | 48005000 | 0.83 | 0.926 | 0.096 | L | 5 | | | y | y | y | y | n/a | 8/23/2022 | y | y | MP=0.922 - S/w cross slope may not be compliant? | | | |
| 75 | 48006000 | 0.11 | 0.159 | 0.049 | R | | 5 | curb | y | y | n | n/a | n/a | 8/23/2022 | y | y | | | | |
| 76 | 48006000 | 0.159 | 0.19 | 0.031 | R | | 8 | curb | n/a | n/a | n | n/a | n/a | 8/23/2022 | n/a | y | Curbed roadway section with sidewalk only, no stop-controlled d/w or intersections. | | | |
| 77 | 48006000 | 0.19 | 0.275 | 0.085 | R | | 7 | curb | n/a | n/a | n | n/a | n/a | 8/23/2022 | n/a | y | Curbed roadway section with sidewalk only, no stop-controlled d/w or intersections. | | | |
| 78 | 48012000 | 0.566 | 0.586 | 0.02 | L | 5 | curb | | y | n/a | n | n/a | n/a | 8/23/2022 | y | y | | | | |
| 79 | 48012000 | 1.066 | 1.091 | 0.025 | L | 5 | curb | | y | y | n | n/a | n/a | 8/23/2022 | y | y | MP=1.081 (Providence Loop intersection) - DWS missing contrasting color? | | | |

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|-----|----------|--------|--------|-------|---|---|-------|---|-------|-----|-----|---|-----|-----|-----------|-----|---|---|---------------|---|---|
| 80 | 48012000 | 1.106 | 1.441 | 0.335 | L | 5 | curb | | | y | n | y | n | n/a | 8/23/2022 | n | Y | MP=1.421 (Tire Pros) - DWS missing contrasting color? MP=1.281 (S Gulf Manor intersection) - Damaged DWS? Ped buttons provided, but not oriented parallel to the ped crossing served? | Non-compliant | A. Agree B. Agree C. Agree | To be addressed in 432561-1 |
| 81 | 48012000 | 1.31 | 1.525 | 0.215 | R | | | 5 | curb | y | n | n | n/a | n/a | 8/23/2022 | n | Y | MP=1.300 (S Gulf Manor) - DWS missing contrasting color? MP=1.410 - DWS missing and stop-controlled intersection? | Non-compliant | Agree | To be addressed in 432561-1 |
| 82 | 48012000 | 1.65 | 1.836 | 0.186 | R | | | 5 | curb | y | y | n | n/a | n/a | 8/23/2022 | y | Y | | | | |
| 83 | 48012000 | 1.766 | 2.494 | 0.728 | L | 5 | curb | | | y | y | y | y | n/a | 8/23/2022 | y | Y | MP=2.281 (Clifton Ave intersection) - DWS missing? Ped buttons appear to be oriented correctly. | | | |
| 84 | 48012000 | 2.926 | 3.191 | 0.265 | L | 5 | curb | | | y | n | n | n/a | n/a | 8/23/2022 | n | Y | MP=3.196 (Armenia Dr.); 3.056 (Concordia Blvd.) - DWS missing or damaged? | Non-compliant | A. Agree B. Agree | To be addressed in 432561-1 |
| 85 | 48012000 | 3.52 | 3.569 | 0.049 | R | | | 4 | curb | y | n | y | n | n/a | 8/23/2022 | n | Y | Width < Std Min for New Constr. >= 4' allowed to remain if unaltered. MP=3.570 (Palafox St.) - DWS missing? Ped buttons provided, but not oriented parallel to the ped crossing served? | Non-compliant | A. 4 ft sidewalk. B. Agree | To be addressed in 432561-1 |
| 86 | 48012000 | 3.536 | 3.641 | 0.105 | L | 5 | curb | | | y | y | y | n | n/a | 8/24/2022 | n | Y | MP=3.571 (Palafox intersection) - Ped buttons provided, but not oriented parallel to the ped crossing served? S/w gap between MP=3.461 and 3.546? | Non-compliant | A. Agree B. Agree | To be addressed in 432561-1 |
| 87 | 48012000 | 3.59 | 3.67 | 0.08 | R | | | 6 | curb | y | n/a | n | n/a | n/a | 8/24/2022 | y | Y | Curbed roadway section with sidewalk only, no stop-controlled d/w or intersections. | | | |
| 88 | 48012000 | 3.93 | 3.99 | 0.06 | R | | | 5 | curb | n/a | n/a | n | n/a | n/a | 8/24/2022 | n/a | Y | S/w segment is on bridge. Curbed roadway section with sidewalk only, no stop-controlled d/w or intersections. | | | |
| 89 | 48012000 | 4.066 | 4.591 | 0.525 | L | 5 | curb | | | y | y | y | n | n/a | 8/24/2022 | n | Y | MP=4.506, 4.431 (I-110 Overpass); MP=4.356 (Rawson Ln) - Ped buttons provided, but not oriented parallel to the ped crossing served? MP=4.221 (Pensacola Christian College) - crossing of mainline marked "Out of Service." Ped buttons provided, but not parallel? MP=4.081 - Missing DWS? | Non-compliant | A. Agree B. Agree C. Agree | Replace/Install DWS through routine maintenance contract or via the appropriate asset maintenance contract. To be addressed with pushbutton signal maintenance contract |
| 90 | 48012000 | 4.591 | 4.611 | 0.02 | L | 5 | curb | | | y | y | y | n | n/a | 8/24/2022 | n | Y | MP=4.686 (Davis Hwy) - Ped buttons provided, but not oriented parallel to the ped crossing served? | Non-compliant | Agree | To be addressed in 434680-1 |
| 91 | 48012000 | 5.091 | 5.426 | 0.335 | L | 5 | curb | | | y | y | y | n | n/a | 8/24/2022 | n | Y | MP=5.281 (Ascension Sacred Heart) - Ped buttons provided, but not oriented parallel to the ped crossing served? | Non-compliant | Agree | To be addressed in 434680-1 |
| 92 | 48012000 | 8.568 | 8.593 | 0.025 | R | | | 5 | flush | n/a | n/a | n | n/a | n/a | 8/24/2022 | n/a | Y | No s/w along segment. | | | |
| 93 | 48012000 | 9.041 | 9.146 | 0.105 | L | 5 | flush | | | n/a | y | n | n/a | n/a | 8/24/2022 | y | Y | MP=9.058 (Moreno St.) - Missing DWS? | Compliant | DWS replaced | N/A |
| 94 | 48012000 | 9.57 | 9.585 | 0.015 | L | 3 | curb | | | y | y | y | n | n/a | 8/24/2022 | n | Y | Width < Std Min for New Constr. >= 4' allowed to remain if unaltered. MP=9.601 (Cervantes St.) - Ped buttons provided, but not oriented parallel to the ped crossing served? | Non-compliant | A. 4' Sidewalk B. Agree | To be addressed with pushbutton signal maintenance contract |
| 95 | 48013002 | 1.399 | 1.529 | 0.13 | R | | | 5 | curb | y | n | n | n/a | n/a | 8/25/2022 | n | Y | MP=1.524 - DWS missing at stop-controlled d/w intersection? | Non-compliant | Agree | Replace/Install DWS through routine maintenance contract or via the appropriate asset maintenance contract. |
| 96 | 48013000 | 3.985 | 4.074 | 0.089 | L | 5 | curb | | | y | y | y | y | n/a | 8/25/2022 | y | Y | Ped buttons appear to be oriented correctly. | | | |
| 97 | 48020000 | 12.836 | 13.004 | 0.168 | R | | | 6 | curb | y | y | y | n | n/a | 8/25/2022 | n | Y | MP=12.935 (W St.) - Ped buttons provided, but not oriented parallel to the ped crossing served? | Non-compliant | Agree | To be addressed with pushbutton signal maintenance contract |
| 98 | 48020000 | 14.91 | 15.155 | 0.245 | R | | | 6 | curb | y | y | y | n | n/a | 8/25/2022 | n | Y | MP=14.915 (N Palafox St.), 15.160 (N Hayne St.) - Ped buttons provided, but not oriented parallel to the ped crossing served? | Non-compliant | Agree | To be addressed with pushbutton signal maintenance contract |
| 99 | 48020000 | 16.569 | 16.622 | 0.053 | R | | | 6 | curb | n/a | n/a | n | n/a | n/a | 8/25/2022 | y | Y | Curbed roadway section with sidewalk only, no stop-controlled d/w or intersections. | | | |
| 100 | 48020000 | 16.732 | 16.872 | 0.14 | L | 6 | curb | | | y | y | n | n/a | n/a | 8/25/2022 | y | Y | | | | |
| 101 | 48020000 | 16.842 | 16.872 | 0.03 | R | | | 5 | curb | n/a | n/a | n | n/a | n/a | 8/25/2022 | y | Y | Curbed roadway section with sidewalk only, no stop-controlled d/w or intersections. | | | |
| 102 | 48040000 | 0.731 | 0.864 | 0.133 | L | 5 | curb | | | y | n | y | n | n/a | 8/25/2022 | n | Y | MP=0.864 (Jordan St.) - Ped buttons provided, but not oriented parallel to the ped crossing served? Plus missing DWS at signalized intersection? MP=0.799 (Hernandez St.), 0.734 (Lakeview Ave.) - DWS missing at stop-controlled intersection? | Non-compliant | A. Agree B. Agree C. Agree | To be addressed in 432568-1 |
| 103 | 48040000 | 0.731 | 0.864 | 0.133 | R | | | 5 | curb | y | n | y | n | n/a | 8/25/2022 | n | Y | MP=0.730 (Lakeview Ave.), 0.795 (Hernandez St.) - DWS missing at stop-controlled intersection? MP=0.865 (Jordan St.) - DWS missing and Ped buttons provided, but not oriented parallel to the ped crossing served? | | | |
| 104 | 48040000 | 0.93 | 1.063 | 0.133 | L | 5 | curb | | | y | n | y | y | n/a | 8/25/2022 | n | Y | MP=1.064 (Club Climax), 0.999 (Bobe St.), 0.934 (Maxwell St.) - DWS missing at stop-controlled intersection? | Non-compliant | Agree | To be addressed in 432568-1 |
| 105 | 48040000 | 1.129 | 1.228 | 0.099 | R | | | 6 | curb | y | n | y | n | n/a | 8/25/2022 | n | Y | MP=1.225 (Cross St.) - No ped signals or DWS? | Non-compliant | A. Agree B. Agree | To be addressed in 432568-1 |
| 106 | 48040000 | 3.016 | 4.813 | 1.797 | L | 6 | curb | | | y | y | y | y | n/a | 8/25/2022 | y | Y | MP=4.796 (Ford dealer) - Ped buttons provided, but not oriented parallel to the ped crossing served? DWS missing? | Compliant | A. Ped button provided and correct B. DWS has been replaced | N/A |
| 107 | 48050000 | 5.271 | 5.326 | 0.055 | L | 5 | flush | | | n/a | y | n | n/a | n/a | 8/25/2022 | y | Y | MP=5.258 - new midblock crossing added? | | | |
| 108 | 48050000 | 16.655 | 16.71 | 0.055 | R | | | 5 | flush | n/a | y | y | n/a | n/a | 8/25/2022 | y | Y | MP=16.670 (Ellinor St.) - S/w surface partially overgrown by grass? | | | |
| 109 | 48050000 | 17.095 | 17.151 | 0.056 | R | | | 5 | flush | n/a | y | n | n/a | n/a | 8/25/2022 | y | Y | MP=17.145 (First Baptist Church of Warrington) - new midblock crossing added. | | | |

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|-----|----------|--------|--------|-------|---|---|------|---|------|-----|-----|-----|-----|-----|-----------|-----|---|---|---------------------|---|--|
| 110 | 48050000 | 23.375 | 23.676 | 0.301 | L | 8 | curb | | | y | n | y | n | n/a | 8/25/2022 | n | Y | MP=23.676 (Lenox Pkwy), 23.676 (Bayliss Ct.) - Missing DWS at stop-controlled intersection. MP=23.651 (Massachusetts Ave.) - Ped buttons provided, but not oriented parallel to the ped crossing served? | Non-compliant | A. DWS has been replaced B. Agree C. Agree | To be addressed in 432568-1 |
| 111 | 48070000 | 0.445 | 0.514 | 0.069 | L | 7 | | | | n/a | n/a | n/a | n/a | n/a | 8/25/2022 | n/a | n | Video logs not available. | | | |
| 112 | 48070000 | 3.791 | 3.814 | 0.023 | R | | | 5 | curb | y | y | n | n/a | n/a | 8/25/2022 | y | Y | | | | |
| 113 | 48070000 | 3.814 | 4.929 | 1.115 | R | | | 6 | curb | y | n | y | n | n/a | 8/25/2022 | n | Y | MP=3.935, 3.990 - Missing DWS at stop-controlled d/w? MP=4.155 (Brent Ln.) - DWS may not extend full width of walking surface? Ped buttons provided, but not oriented parallel to the ped crossing served? MP=4.375 (Handy Lock Self Storage) - DWS missing at stop-controlled d/w? | Non-compliant | A. Agree B. Agree C. Agree | A. Replace/Install DWS through routine maintenance contract or via the appropriate asset maintenance contract. B. Correct with pushbutton signal maintenance contract. |
| 114 | 48070000 | 4.886 | 4.948 | 0.062 | L | 4 | curb | | | y | n | n | n/a | n/a | 8/25/2022 | n | Y | Width < Std Min for New Constr. >= 4' allowed to remain if unaltered. MP=4.937 (Michael D. Litvak, D.D.S.) - DWS missing at stop-controlled d/w? | Non-compliant | A. Sidewalk is 5' B. Agree | Replace/Install DWS through routine maintenance contract or via the appropriate asset maintenance contract. |
| 115 | 48070000 | 4.948 | 5.947 | 0.999 | R | | | 6 | curb | y | n | y | n | n/a | 8/25/2022 | n | Y | MP=4.950 (Kotlarz Plastic Surgery), 5.225 (Grizzly Axes), 5.475 (Everwell), 5.500, 5.905 (Car Wash) - DWS missing or does not extend full width of walking surface at stop-controlled d/w? MP=5.180 Langley Ave.), 5.615 (Burgess Rd.), 5.760 (Creighton Rd.) - Ped buttons provided, but not oriented parallel to the ped crossing served? MP=5.430 (Haverty's) - DWS missing color contrast? | Non-compliant | A. Agree B. Agree C. Agree | A. Replace/Install DWS through routine maintenance contract or via the appropriate asset maintenance contract. B. To be addressed with pushbutton signal maintenance contract. |
| 116 | 48070000 | 6.46 | 8.454 | 1.994 | R | | | 5 | curb | y | n | y | n | n/a | 8/26/2022 | n | Y | MP=6.465 (Atwood Dr.), 6.495 (Exxon), 6.630 (Captain D's), 6.680 (Arby's), 6.855 (Ferry Pass), 6.920 (Ferry Pass), 7.125 (Berq), 7.800 (University Self Storage), 7.900 (Lewis St.), 7.970 (Lester St.) - Missing DWS at stop-controlled d/w or intersection? MP=6.534 (Comfort Inn) - Broken s/w concrete and missing DWS at stop-controlled d/w? MP=6.570 (Northcross Ln.), 7.200 (Klinger Ave.), 7.315 (Johnson Ave.), 8.275 (Copter Rd.) - Ped buttons provided, but not oriented parallel to the ped crossing served? MP=6.760 (Olive Rd.) - Missing DWS and non-compliant ped button orientation? MP=7.685 (Ladd St.), 7.780 (Legion St.) - Mud and debris in the intersection may be a barrier to accessibility? | Non-compliant | A. Agree B. Agree C. Agree | A. Replace/Install DWS through routine maintenance contract or via the appropriate asset maintenance contract. B. To be addressed with pushbutton signal maintenance contract. |
| 117 | 48070101 | 1.15 | 1.243 | 0.093 | L | 5 | curb | | | y | y | y | y | n/a | 9/7/2022 | y | Y | MP=1.148 (Maxwell St.) - Ped button configuration? MP=1.208 (Jordan St.) - DWS configuration? | Compliant | A. Ped button at Maxwell compliant. B. DWS has been replaced | N/A |
| 118 | 48070101 | 1.88 | 2.013 | 0.133 | R | | | 4 | curb | y | y | n | n/a | n/a | 9/7/2022 | y | Y | North direction not available in the VL, so reviewed the South direction. Width < Std Min for New Constr. >= 4' allowed to remain if unaltered. | | | |
| 119 | 48070101 | 2.123 | 2.405 | 0.282 | R | | | 5 | curb | y | y | n | n/a | n/a | 9/7/2022 | y | Y | MP=2.388 (RR Xing) - Counterweight of traffic gate protrudes into s/w, especially when arm is down without any apparent protection? | | | |
| 120 | 48080000 | 0.653 | 0.703 | 0.05 | L | 9 | curb | | | y | n | n | n/a | n/a | 9/7/2022 | n | Y | MP=0.691 (Palmetto Ave.) - missing DWS? | Non-compliant | Agree | Replace/Install DWS through routine maintenance contract or via the appropriate asset maintenance contract. |
| 121 | 48080000 | 0.703 | 0.807 | 0.104 | L | 6 | curb | | | y | n | y | y | n/a | 9/7/2022 | n | Y | MP=0.791 - DWS configuration? | Non-compliant | Agree | Replace/Install DWS through routine maintenance contract or via the appropriate asset maintenance contract. |
| 122 | 48080000 | 1.585 | 1.689 | 0.104 | R | | | 8 | curb | y | y | y | n | n/a | 9/7/2022 | n | Y | MP=1.665 (US-98) - Ped button orientation? | Non-compliant | Agree | To be addressed in 409013-2 |
| 123 | 48080000 | 1.689 | 2.51 | 0.821 | L | 5 | curb | | | y | n | y | y | n/a | 9/7/2022 | n | Y | MP=2.626 (Gregory St.), 2.461 (Twin Oaks Dr.), 2.416 (commercial d/w), 2.291 (Chief's Way), 2.216 (Lieutenant Dr.); 2.156 (Commander St.), 1.976 (Kennington St.), 1.921 (World of Whiskey), 1.686 (US-98) - DWS at stop-controlled intersection? | Partially Compliant | World of whiskey DWS compliant. Commander DWS compliant. Lieutenants DWS compliant. Chiefs way DWS non compliant. Gregory DWS compliant. Twin oaks DWS compliant. | To be addressed in 409013-2 |
| 124 | 48080000 | 2.585 | 2.649 | 0.064 | L | 5 | curb | | | y | n | n | n/a | n/a | 9/7/2022 | n | Y | MP=2.631 (Gregory St.) - DWS at stop-controlled intersection? | Non-compliant | Agree | Replace/Install DWS through routine maintenance contract or via the appropriate asset maintenance contract. |

| | | | | | | | | | | | | | | | | | | | | | |
|-----|----------|--------|--------|-------|---|----|-------|----|-------|-----|-----|-----|-----|-----|-----------|-----|---|---|---------------------|----------------------------|--|
| 125 | 48080060 | 1.171 | 1.291 | 0.12 | L | 6 | curb | | | y | n | n | n/a | n/a | 9/7/2022 | n | Y | MP=1.243 (Pinewood Ln.) - DWS at stop-controlled intersection? | Non-compliant | Agree | Replace/Install DWS through routine maintenance contract or via the appropriate asset maintenance contract. |
| 126 | 48080060 | 2.433 | 3.036 | 0.603 | R | | | 6 | curb | y | y | n | n/a | n/a | 9/7/2022 | y | Y | | | | |
| 127 | 48080060 | 3.169 | 3.236 | 0.067 | L | 6 | curb | | | y | y | n | n/a | n/a | 9/7/2022 | y | Y | | | | |
| 128 | 48080060 | 3.735 | 3.79 | 0.055 | L | 12 | curb | | | y | n | n | n/a | n/a | 9/7/2022 | n | Y | MP=3.733 (commercial d/w) - DWS at stop-controlled intersection? | Non-compliant | Agree | Replace/Install DWS through routine maintenance contract or via the appropriate asset maintenance contract. |
| 129 | 48080060 | 3.79 | 3.87 | 0.08 | L | 15 | curb | | | y | y | y | n | n/a | 9/7/2022 | n | Y | MP=3.808 (Spring St.) - DWS at stop-controlled intersection? | Non-compliant | Agree | Replace/Install DWS through routine maintenance contract or via the appropriate asset maintenance contract. |
| 130 | 48080060 | 4.062 | 4.116 | 0.054 | R | | | 12 | curb | y | n | y | n | n/a | 9/7/2022 | n | Y | MP=4.110 (Tarragona St.) - DWS and ped button orientation? | Non-compliant | Agree | Replace/Install DWS through routine maintenance contract or via the appropriate asset maintenance contract. |
| 131 | 48080060 | 4.349 | 4.463 | 0.114 | R | | | 6 | curb | y | n | y | n | n/a | 9/7/2022 | n | Y | MP=4.350 (Chase St.) - DWS at stop-controlled intersection? 4.465 (Gregory St.) - DWS and ped button orientation? | Partially Compliant | A. Agree B. Agree C. Agree | A. Replace/Install DWS through routine maintenance contract or via the appropriate asset maintenance contract. B. To be addressed with pushbutton signal maintenance contract. |
| 132 | 48100000 | 3.45 | 3.67 | 0.22 | L | 6 | curb | | | y | n | n | n/a | n/a | 9/7/2022 | n | Y | MP=3.450 (14th Ave.) - DWS at stop-controlled intersection? | Non-compliant | Agree | To be addressed in 434678-1 |
| 133 | 48100000 | 3.67 | 3.785 | 0.115 | L | 6 | curb | | | y | n | y | n/a | n/a | 9/7/2022 | n | Y | MP=3.810 (Gregory Center) - DWS at stop-controlled intersection? | Non-compliant | Agree | To be addressed in 434678-1 |
| 134 | 48100001 | 0 | 0.16 | 0.16 | L | 8 | | | | n/a | n/a | n/a | n/a | n/a | 9/7/2022 | n/a | n | MP range not available. | | | |
| 135 | 48100003 | 0.27 | 0.31 | 0.04 | L | 6 | n/a | | | n/a | n/a | n/a | n/a | n/a | 9/9/2022 | n/a | n | MP range not available. | | | |
| 136 | 48116000 | 0 | 0.095 | 0.095 | L | 6 | curb | | | y | y | y | n | n/a | 9/9/2022 | n | Y | MP=0.020 (Davis Hwy) - Ped button orientation? | Non-compliant | Agree | To be addressed with pushbutton signal maintenance contract |
| 137 | 48116000 | 0.669 | 0.735 | 0.066 | R | | | 5 | curb | y | y | y | n | n/a | 9/9/2022 | n | Y | MP=0.660 (College Prkwy) - Ped button orientation? | Non-compliant | Agree | To be addressed with pushbutton signal maintenance contract |
| 138 | 48130000 | 1.808 | 1.837 | 0.029 | L | 5 | flush | | | n/a | n/a | n | n/a | n/a | 9/9/2022 | y | Y | Short segment w/ sidewalk at ROW line, no driveways | | | |
| 139 | 48190000 | 0.233 | 0.346 | 0.113 | L | 6 | curb | | | y | y | n | n/a | n/a | 9/9/2022 | y | Y | | | | |
| 140 | 48230000 | 7.195 | 7.911 | 0.716 | L | 10 | n/a | | | n/a | n/a | n/a | n/a | n/a | 9/9/2022 | n/a | n | Video logs not available. | | | |
| 141 | 48590000 | 12.450 | 12.513 | 0.063 | R | | | 5 | n/a | n/a | n/a | n/a | n/a | n/a | 9/9/2022 | n/a | n | Video logs not available. | | | |
| 142 | 49010000 | 6.187 | 6.251 | 0.064 | L | 6 | flush | | | n/a | n/a | n | n/a | n/a | 9/9/2022 | y | Y | | | | |
| 143 | 49010000 | 6.497 | 6.742 | 0.245 | L | 6 | flush | | | n/a | y | n | n/a | n/a | 9/9/2022 | y | Y | | | | |
| 144 | 49010000 | 6.932 | 7.666 | 0.734 | R | | | 5 | curb | y | n | n | n/a | n/a | 9/9/2022 | n | Y | MP=7.300 (12th St.) - DWS at stop-controlled intersection? | Non-compliant | Agree | Replace/Install DWS through routine maintenance contract or via the appropriate asset maintenance contract. |
| 145 | 49010000 | 7.727 | 7.786 | 0.059 | R | | | 6 | flush | n/a | y | n | n/a | n/a | 9/9/2022 | y | Y | | | | |
| 146 | 49010000 | 7.847 | 7.912 | 0.065 | R | | | 9 | curb | y | y | n | n/a | n/a | 9/9/2022 | y | Y | | | | |
| 147 | 49010000 | 7.912 | 8.006 | 0.094 | L | 6 | | | | y | y | | | n/a | 9/9/2022 | y | Y | | | | |
| 148 | 49010000 | 13.242 | 13.516 | 0.274 | R | | | 5 | flush | n/a | n/a | n/a | n/a | n/a | 9/9/2022 | n/a | Y | No s/w on segment - only paved shoulder. | | | |
| 149 | 49010000 | 13.516 | 13.788 | 0.272 | R | | | 5 | flush | n/a | n/a | n/a | n/a | n/a | 9/9/2022 | n/a | Y | No s/w on segment - only paved shoulder. | | | |
| 150 | 49010000 | 29.619 | 29.731 | 0.112 | R | | | 5 | flush | n/a | n/a | n/a | n/a | n/a | 9/9/2022 | n/a | Y | No s/w on segment - only paved shoulder. | | | |
| 151 | 49010000 | 29.731 | 29.786 | 0.055 | R | | | 5 | flush | n/a | n/a | n/a | n/a | n/a | 9/9/2022 | n/a | Y | No s/w on segment - only paved shoulder. | | | |
| 152 | 49010000 | 30 | 30.064 | 0.064 | L | 6 | curb | | | y | y | n | n/a | n/a | 9/9/2022 | y | Y | | | | |
| 153 | 49040000 | 0.293 | 0.57 | 0.277 | R | | | 5 | flush | n/a | y | n | n/a | n/a | 9/26/2022 | y | Y | No s/w on Rt. Side. Reviewed Lt., same MP range. | | | |
| 154 | 49040000 | 0.293 | 0.57 | 0.277 | L | 5 | flush | | | n/a | y | n | n/a | n/a | 9/26/2022 | y | Y | see Row #153. | | | |
| 155 | 49580000 | 5.306 | 5.439 | 0.133 | R | | | 10 | flush | n/a | n/a | n/a | n/a | n/a | 9/26/2022 | n/a | Y | No s/w on either side of segment. | | | |
| 156 | 50010000 | 0.354 | 0.397 | 0.043 | L | 6 | flush | | | n/a | n/a | n/a | n/a | n/a | 9/26/2022 | n/a | Y | No s/w on either side of segment. | | | |

Attachment

| | | | | | | | | | | | | | | | | | | | | |
|-----|----------|--------|--------|-------|---|----|-------|-------|-----|-----|-----|-----|-----|-----------|-----|---|--|---------------|-------------------|--|
| 157 | 50010000 | 14.72 | 14.766 | 0.046 | R | | 5 | flush | n/a | n/a | n | n/a | n/a | 9/26/2022 | y | Y | | | | |
| 158 | 50010000 | 18.557 | 18.625 | 0.068 | R | | 5 | curb | y | y | n | n/a | n/a | 9/26/2022 | y | Y | MP=18.575 (Jefferson St.) - DWS at stop-controlled intersection? | | | |
| 159 | 50010000 | 18.625 | 19.668 | 1.043 | R | | 5 | curb | y | y | y | n | n/a | 9/26/2022 | n | Y | MP=19.470 (Cleveland St.) - Pd button orientation? | Non-compliant | Agree | To be addressed in 413425-2 |
| 160 | 50020000 | 0.14 | 0.206 | 0.066 | R | | 6 | curb | y | y | y | n | n/a | 9/26/2022 | n | Y | MP=0.200 (E King St.) - Ped button orientation? | Non-compliant | Agree | To be addressed with pushbutton signal maintenance contract |
| 161 | 50040000 | 0.284 | 0.889 | 0.605 | R | | 5 | curb | y | n | y | y | n/a | 9/26/2022 | n | Y | MP=0.635 (Sunset Ave.) - DWS missing at stop-controlled intersection? | Non-compliant | Agree | Replace/Install DWS through routine maintenance contract or via the appropriate asset maintenance contract. |
| 162 | 50050000 | 6.008 | 6.352 | 0.344 | L | 5 | flush | | n/a | y | n | n/a | n/a | 9/26/2022 | y | Y | | | | |
| 163 | 50080000 | 13.919 | 14.164 | 0.245 | L | 6 | n/a | | n/a | n/a | n/a | n/a | n/a | 9/26/2022 | n/a | n | Video logs not available. | | | |
| 164 | 50140000 | 0.142 | 0.225 | 0.083 | L | 5 | | | y | y | y | n | n/a | 9/26/2022 | n | Y | MP=0.223 (W King St.) - Ped button orientation? | Non-compliant | Agree | To be addressed with pushbutton signal maintenance contract |
| 165 | 51001000 | 6.685 | 6.845 | 0.16 | R | | 8 | flush | n/a | n/a | n/a | n/a | n/a | 9/26/2022 | n/a | Y | No s/w on segment - only paved shoulder. | | | |
| 166 | 51010000 | 2.110 | 2.407 | 0.297 | L | 6 | curb | | y | y | y | y | n/a | 9/26/2022 | y | Y | | | | |
| 167 | 51010000 | 11.186 | 11.318 | 0.132 | R | | 5 | flush | n/a | n/a | n/a | n/a | n/a | 9/26/2022 | n/a | Y | No s/w on segment - only paved shoulder. Shows destruction due to Hurr. Michael? | | | |
| 168 | 51010000 | 11.318 | 11.422 | 0.104 | R | | 5 | flush | n/a | n/a | n/a | n/a | n/a | 9/26/2022 | n/a | Y | | | | |
| 169 | 51020000 | 0.308 | 0.379 | 0.071 | L | 7 | curb | | y | y | n | n/a | n/a | 9/26/2022 | y | Y | | | | |
| 170 | 51020000 | 23.719 | 23.922 | 0.203 | R | | 5 | curb | y | y | n | n/a | n/a | 9/26/2022 | y | Y | | | | |
| 171 | 51020000 | 24.228 | 24.603 | 0.375 | L | 5 | curb | | y | y | n | n/a | n/a | 9/26/2022 | y | Y | | | | |
| 172 | 51030000 | 11.887 | 12.174 | 0.287 | R | | 5 | curb | y | n | n | n/a | n/a | 9/26/2022 | n | Y | MP=12.070 (Lister Dr.) - DWS missing at stop-controlled intersection? | Non-compliant | Agree | Replace/Install DWS through routine maintenance contract or via the appropriate asset maintenance contract. |
| 173 | 52030000 | 16.414 | 16.679 | 0.265 | R | | 5 | n/a | n/a | n/a | n/a | n/a | n/a | 9/26/2022 | n/a | n | Video logs not available. | | | |
| 174 | 53010000 | 4.855 | 5.024 | 0.169 | L | 6 | curb | | y | y | n | n/a | n/a | 9/26/2022 | y | Y | | | | |
| 175 | 53020000 | 0.068 | 0.192 | 0.124 | L | 5 | curb | | y | y | y | y | n/a | 9/28/2022 | y | Y | | | | |
| 176 | 53020000 | 19.837 | 19.979 | 0.142 | L | 5 | flush | | n/a | y | n | n/a | n/a | 9/28/2022 | y | Y | Sidewalk at ROW line. MP= 19.90 (Gorrie Ave.) - DWS contrasting color? | | | |
| 177 | 53020000 | 19.979 | 20.171 | 0.192 | L | 5 | flush | | n/a | y | n | n/a | n/a | 9/28/2022 | y | Y | Sidewalk at ROW line. | | | |
| 178 | 53060000 | 8.804 | 8.838 | 0.034 | L | 10 | curb | | y | y | n | n/a | n/a | 9/28/2022 | y | Y | | | | |
| 179 | 53060000 | 9.057 | 9.135 | 0.078 | L | 5 | flush | | n/a | y | n | n/a | n/a | 9/28/2022 | y | Y | | | | |
| 180 | 53070000 | 8.231 | 8.27 | 0.039 | R | | 6 | curb | y | y | y | y | n/a | 9/28/2022 | y | Y | | | | |
| 181 | 53070000 | 23.169 | 23.2 | 0.031 | R | | 5 | flush | n/a | n/a | n/a | n/a | n/a | 9/28/2022 | n/a | Y | No s/w on segment? | | | |
| 182 | 53090000 | 13.558 | 13.673 | 0.115 | L | 5 | curb | | y | y | n | n/a | n/a | 9/28/2022 | y | Y | | | | |
| 183 | 53090000 | 13.673 | 13.767 | 0.094 | L | 11 | curb | | y | y | n | n/a | n/a | 9/28/2022 | y | Y | | | | |
| 184 | 53120000 | 15.759 | 15.844 | 0.085 | R | | 4 | curb | y | y | n | n/a | n/a | 9/28/2022 | y | Y | Width < Stnd Min for New Constr. >= 4' allowed to remain if unaltered. | | | |
| 185 | 53120000 | 16.013 | 16.048 | 0.035 | R | | 5 | curb | y | y | n | n/a | n/a | 9/28/2022 | y | Y | | | | |
| 186 | 53120000 | 16.119 | 16.167 | 0.048 | L | 8 | curb | | y | y | y | y | n/a | 9/28/2022 | y | Y | | | | |
| 187 | 53120000 | 16.25 | 16.338 | 0.088 | R | | 4 | curb | y | y | n | n/a | n/a | 9/28/2022 | y | Y | Width < Stnd Min for New Constr. >= 4' allowed to remain if unaltered. | | | |
| 188 | 53120000 | 16.312 | 16.384 | 0.072 | R | | 6 | curb | y | y | n | n/a | n/a | 9/28/2022 | y | Y | | | | |
| 189 | 53120000 | 16.82 | 16.953 | 0.133 | L | 5 | flush | | n/a | y | n | n/a | n/a | 9/28/2022 | y | Y | | | | |
| 190 | 53120000 | 16.953 | 17.157 | 0.204 | L | 5 | flush | | n/a | y | n | n/a | n/a | 9/28/2022 | y | Y | | | | |
| 191 | 53120000 | 18.787 | 18.92 | 0.133 | R | | 5 | flush | n/a | y | n | n/a | n/a | 9/28/2022 | y | Y | | | | |
| 192 | 53120000 | 20.41 | 20.456 | 0.046 | R | | 5 | flush | n/a | y | n | n/a | n/a | 9/28/2022 | y | Y | | | | |
| 193 | 54010000 | 9.62 | 9.902 | 0.282 | L | 5 | flush | | n/a | n/a | n/a | n/a | n/a | 9/29/2022 | n/a | Y | No s/w on Lt. side of segment? | | | |
| 194 | 54010000 | 10.408 | 10.461 | 0.053 | R | | 5 | curb | y | y | n | n/a | n/a | 9/29/2022 | y | Y | ...at Monticello Courthouse traffic circle. | | | |
| 195 | 54010000 | 10.408 | 10.461 | 0.053 | L | 5 | curb | | y | y | n | n/a | n/a | 9/29/2022 | y | Y | | | | |
| 196 | 54010000 | 10.537 | 10.749 | 0.212 | L | 5 | curb | | y | y | n | n/a | n/a | 9/29/2022 | y | Y | | | | |
| 197 | 54010000 | 10.749 | 10.79 | 0.041 | L | 5 | curb | | y | y | n | n/a | n/a | 9/29/2022 | y | Y | | | | |
| 198 | 54020000 | 16.239 | 16.534 | 0.295 | L | 5 | flush | | n/a | y | n | n/a | n/a | 9/29/2022 | n | Y | Sidewalk cross slope? | Non-compliant | Agree | Will be assessed in MRP for Compliance or replacement. |
| 199 | 54030000 | 8.491 | 8.637 | 0.146 | R | | 5 | flush | n/a | y | n | n/a | n/a | 9/29/2022 | y | Y | | | | |
| 200 | 54030000 | 8.637 | 8.708 | 0.071 | L | 5 | flush | | n/a | y | n | n/a | n/a | 9/29/2022 | y | Y | | | | |
| 201 | 54030000 | 8.708 | 8.815 | 0.107 | R | | 7 | curb | y | y | n | n/a | n/a | 9/29/2022 | y | Y | | | | |
| 202 | 54030000 | 9.714 | 9.767 | 0.053 | L | 5 | curb | | n | n | n | n/a | n/a | 9/29/2022 | n | Y | MP=9.766 (traffic circle entrance from and exit to US-90W) - Ramp not wholly within crosswalk markings? MP=9.706 (Walnut St.) - DWS configuration? | Non-compliant | A. Agree B. Agree | A. Will be assessed in MRP for Compliance or replacement. B. Replace/Install DWS through routine maintenance contract or via the appropriate asset maintenance contract. |

Attachment

fdot-ada-cap-fy2223.xlsx: D3

| | | | | | | | | | | | | | | | | | | | | |
|-----|----------|--------|--------|-------|---|----|--------|--------|-----|-----|-----|-----|-----|------------|-----|-----|---|---------------|-------------------------------------|---|
| 203 | 54030000 | 9.767 | 9.85 | 0.083 | R | | 9 | curb | y | y | n | n/a | n/a | 9/29/2022 | y | Y | MP=9.775 (E Dogwood St.) - DWS missing? | Compliant | DWS has been replaced | N/A |
| 204 | 54060000 | 9.11 | 9.331 | 0.221 | L | 5 | flush | | n/a | y | n | n/a | n/a | 9/29/2022 | y | Y | | | | |
| 205 | 55000021 | 1.257 | 1.341 | 0.084 | R | | 6 | n/a | n/a | n/a | n/a | n/a | n/a | 9/29/2022 | n/a | n/a | Video logs not available. | | | |
| 206 | 55000021 | 1.539 | 1.633 | 0.094 | R | | 6 | n/a | n/a | n/a | n/a | n/a | n/a | 9/29/2022 | n/a | n/a | Video logs not available. | | | |
| 207 | 55000021 | 1.891 | 1.97 | 0.079 | R | | 5 | n/a | n/a | n/a | n/a | n/a | n/a | 9/29/2022 | n/a | n/a | Video logs not available. | | | |
| 208 | 55000021 | 1.891 | 1.97 | 0.079 | L | 6 | | | n/a | n/a | n/a | n/a | n/a | 9/29/2022 | n/a | n/a | Video logs not available. | | | |
| 209 | 55000028 | 0.184 | 0.235 | 0.051 | R | | 6 | n/a | n/a | n/a | n/a | n/a | n/a | 9/29/2022 | n/a | n/a | Video logs not available. | | | |
| 210 | 55000028 | 0.617 | 0.86 | 0.243 | L | 5 | n/a | | n/a | n/a | n/a | n/a | n/a | 9/29/2022 | n/a | n/a | Video logs not available. | | | |
| 211 | 55000028 | 0.863 | 0.953 | 0.09 | R | | 5 | n/a | n/a | n/a | n/a | n/a | n/a | 9/29/2022 | n/a | n/a | Video logs not available. | | | |
| 212 | 55000063 | 0.234 | 0.331 | 0.097 | R | | 10 | n/a | n/a | n/a | n/a | n/a | n/a | 9/29/2022 | n/a | n/a | Video logs not available. | | | |
| 213 | 55000063 | 0.611 | 0.748 | 0.137 | L | 5 | | | n/a | n/a | n/a | n/a | n/a | 9/29/2022 | n/a | n/a | Video logs not available. | | | |
| 214 | 55002000 | 9.624 | 11.251 | 1.627 | R | | 5 | curb | y | n | y | n | n/a | 9/29/2022 | n | Y | MP=9.861 (W Tennessee St.), 10.561 (Hartsfield Rd.), 11.036 (Commonwealth Blvd.) - Signal pushbutton configuration? MP=9.896 (KFC entrance), 10.346 (Star Cycles entrance), 10.636 & 10.686 (Storage King USA), 10.921 (Sherwin-Williams), 11.011 (Shell gas) - DWS missing at stop controlled intersection? MP=10.376 (Peddie Dr.) - DWS covered with debris/sand layer? MP=10.746 (Brittany Estates) - DWS does not extend full width of walking surface? | Non-compliant | A. Agree B. Agree C. Agree D. Agree | To be addressed in 426937-3 |
| 215 | 55002000 | 11.271 | 11.321 | 0.05 | L | 8 | | | y | y | n | n/a | n/a | 9/29/2022 | y | Y | | | | |
| 216 | 55010000 | 8.583 | 8.883 | 0.3 | R | | 6 | Flush | n/a | n/a | n/a | n/a | n/a | 10/17/2022 | Y | n/a | US27 (N. Monroe) about 1/2 mile north of SR263. Paved shoulder in both directions but no sidewalks. Shoulder surface is newer, as is thermoplastic. | | | |
| 217 | 55010000 | 8.74 | 8.787 | 0.047 | L | 10 | Raised | | Y | n/a | n/a | n/a | n/a | 10/17/2022 | Y | Y | Sample begins in front of the old Barnacle Bills on N. Monroe and ends at the south of the Wendy's. VL is from 2015 so validation was necessary. Excessive cross slope at commercial driveways - As of June 2022, however, new sidewalk appears to have been installed. Note, while recipients aren't required to address sidewalk cross slopes as a matter of roadway alteration (rather, this should be in the transition plan), FDOT should refrain from replacing noncompliant facilities with those equally inaccessible. In this case and others on N. Monroe a level walkaround should be provided, if touched at all. | | | |
| 218 | 55020000 | 0.509 | 0.521 | 0.012 | L | 5 | Raised | | Y | Y | Y | N | N | 10/17/2022 | N | Y | US90 at Franklin Blvd. just north and on the same side of the road as Leon HS. Google images are from 05/2019 and 05/2022, but the ped signal signage appears faded in both. Reach ranges could be excessive due to a receding curb on the west ramp. Brad did the onsite and found the signage ambiguous at best and misaligned worst. | Non-compliant | Agree | To be addressed in 403943-3 |
| 219 | 55020000 | 1.18 | 3.251 | 2.071 | R | | 5 | Raised | Y | Y | Y | N | N | 10/17/2022 | N | Y | Long stretch of US90 (Mahan) east bound. Sidewalk condition is good with evidence of replacement slaps and regular/routine maintenance. DWS at each signed/signaled intersection, including driveway aprons. Main curb cuts at Pointe (not signaled), Blair Stone (signaled), Ty Ty (not signaled), Hi Lo (signaled), Concord (not signaled), Riggins (signaled), Waldo Palmer (not signaled), Fort Knox (not signaled). Possible issues at the following intersections: BLAIRSTONE - Google image is from 05/2022. Ped button signage appears perpendicular to path of travel at the west ramp. On the east side, Google shows separate poles for buttons but again, they appear oriented perpendicular to POT. HI LO WAY - West signal button is single-directional but the east signal buttons are on one pole and signage is too faded on Google (05/2022) to tell whether compliant. RIGGINS - Google image is from 05/2022 but west ped button signage isn't entirely clear. I think signage is perpendicular. East ramps look good with separate poles within the separated ramps. | Non-compliant | A. Agree B. Agree C. Agree | To be addressed with pushbutton signal maintenance contract |
| 220 | 55020000 | 5.574 | 5.668 | 0.094 | R | | 15 | Raised | Y | Y | n/a | n/a | n/a | 10/17/2022 | Y | n/a | Multi-use path on US90. The only intersection in the sample is at Highland. Looks good. | | | |
| 221 | 55040000 | 8.915 | 9.725 | 0.81 | R | | 6 | Raised | Y | Y | Y | N | N | 10/17/2022 | N | Y | US27/SR20/Woodville Highway beginning at Gaile just south of the fairgrounds. A few commercial drives and intersections at Tram (not signaled), Paul Russell (signaled), Laura Lee (not signaled). Sidewalk is F/S/SR and in good condition. GAILE: ped button signage is on the same mast but not parallel to path of travel (Google image is 04/2021). PAUL RUSSELL: intersection was reconstructed at some point between VLR and 05/2022 Google Image. Ped button poles and ramps now separated :-). | Non-compliant | A. Agree B. Agree C. Agree | To be addressed with pushbutton signal maintenance contract |

| | | | | | | | | | | | | | | | | | | | | | |
|-----|----------|--------|--------|-------|---|----|--------|----|--------|-----|-----|-----|-----|-----|------------|-----|-----|---|-----------|---|-----|
| 222 | 55040000 | 8.945 | 10.144 | 1.199 | L | 6 | Raised | | | Y | Y | Y | Y | N | 10/17/2022 | Y | Y | Same location, opposite side of the road (Circle K). This is a longer sample, but condition is generally good throughout. Intersections at Bass (unsigned) but with compliant DWS. Single mast has both ped buttons and signage but even on Google (05/2022) they do not appear to be parallel to path of travel. Curb cuts are separated and DWS is full width and appropriate. TOWN SOUTH: Crossing was reconstructed in 2021 with separate ped pole buttons, etc. Looks good. POLK: ramps and DWS are new and look good. Biggest issue is the commercial driveways that still lack level PAR aprons. ORANGE: Also reconstructed recently with separated buttons and ramps. PAUL RUSSELL: same. GAILE: ped button signage is on the same mast but not clearly parallel to path of travel (Google image is 05/2022). | Compliant | Ped button orientation correct at Orange Ave. | N/A |
| 223 | 55040000 | 11.284 | 11.341 | 0.057 | L | 5 | Raised | | | Y | Y | n/a | n/a | n/a | 10/17/2022 | Y | Y | Short segment of S. Monroe street from roughly the rail overpass to just north of FAMU way. As with other locations on Monroe, the biggest issue seems to be dated commercial driveways that lack level walk arounds. Curb cuts are only at parking garage signed stops. | | | |
| 224 | 55040000 | 11.284 | 11.356 | 0.072 | R | | | 5 | Raised | Y | Y | Y | Y | Y | 10/17/2022 | Y | Y | Same location on N. Monroe starting at south side of Cascades Park. DWS appropriate at controlled drives. The only intersection in this sample is Gaines & N. Monroe northbound and it's been reconstructed since the last VL. | | | |
| 225 | 55040000 | 11.746 | 11.83 | 0.084 | R | | | 6 | Raised | Y | Y | Y | Y | Y | 10/17/2022 | Y | Y | US27 North, downtown Tallahassee. Sample includes intersection at Jefferson, which has only an E/W crossing and is APS DWS at both the marked crossing and the N/S crossing several yards north. Looks good. | | | |
| 226 | 55040000 | 11.83 | 11.959 | 0.129 | L | 5 | Raised | | | Y | Y | Y | Y | Y | 10/17/2022 | Y | Y | US27 North, downtown Tallahassee. Sample begins just north of Jefferson St. and goes to just south of Park. The only intersection is College. South side appears to have a DWS that is a bit far back from the paver/asphalt abutment, but not worth flagging for validation. There are no longer any ped buttons. signals are automatic. | | | |
| 227 | 55050000 | 0.076 | 0.152 | 0.076 | R | | | 14 | Raised | Y | Y | Y | Y | N | 10/17/2022 | Y | Y | US27 N. Monroe Street northbound from about Hotel Duval through the intersection at Carolina St. Even with Google, validation is difficult due to active construction in the area. DWS appear installed correction, but condition is hard to gauge. Ped button signage is not readable. Validate onsite. | Compliant | Ped button is correctly placed | N/A |
| 228 | 55050000 | 0.227 | 0.302 | 0.075 | R | | | 5 | Raised | Y | Y | Y | Y | N | 10/17/2022 | Y | Y | US27 N. Monroe Street northbound from the north side of Georgia Street to the north side of Brevard Street. DWS for both appear compliant on VL and Google (05/2022) but ped button signage isn't readable. Georgia has separate curb cuts, but ped button poles are not separated. Brevard has a single crossing with buttons on the pedhead. Signage isn't clear enough to read. | Compliant | Ped button orientation correct | N/A |
| 229 | 55060000 | 1.87 | 1.972 | 0.102 | L | 5 | flush | | | Y | Y | n/a | n/a | n/a | 10/24/2022 | Y | n/a | short stretch of US90 near American Backflow. Good example of paired curb cuts even though there is no continuing access on one side. | | | |
| 230 | 55060000 | 3.662 | 3.81 | 0.148 | L | 5 | Raised | | | Y | Y | n/a | n/a | n/a | 10/24/2022 | Y | Y | US90 beginning at Legacy Toyota and continuing east to about CarMax. Signed intersections at commercial facilities only, but looks good. | | | |
| 231 | 55060000 | 6.641 | 6.71 | 0.069 | L | 7 | Raised | | | Y | Y | Y | Y | Y | 10/24/2022 | Y | n/a | W. Tennessee at Caliark St. | | | |
| 232 | 55070000 | 20.162 | 20.196 | 0.034 | R | | | 5 | flush | n/a | n/a | n/a | n/a | n/a | 10/24/2022 | Y | n/a | Highway 20 East. No ped facilities at this sample. | | | |
| 233 | 55070000 | 20.162 | 20.196 | 0.034 | L | 5 | flush | | | n/a | n/a | n/a | n/a | n/a | 10/24/2022 | Y | n/a | Highway 20 East. No ped facilities at this sample. | | | |
| 234 | 55070000 | 21.001 | 21.142 | 0.141 | R | | | 5 | Raised | Y | Y | Y | Y | N | 10/24/2022 | Y | Y | SR20 Just west of Tennessee St. Crossing reconstructed since VL. APS not used but ped buttons moved to separate poles on either side of US90. PAR is F/S/SR and has evidence of regular maintenance. | | | |
| 235 | 55080000 | 1.604 | 1.7 | 0.096 | L | 5 | flush | | | n/a | n/a | n/a | n/a | n/a | 10/24/2022 | Y | n/a | Apalachee Parkway in front of the Governor's Square Mall. No intersections but PAR is F/S/SR. | | | |
| 236 | 55080000 | 4.3 | 4.36 | 0.06 | L | 5 | flush | | | Y | Y | n/a | n/a | n/a | 10/24/2022 | Y | n/a | Apalachee Parkway across the street from the Walmarts. No facility at all until 4.32 then proceeding south past Ace and out of the sample area. F/S/SR. | | | |
| 237 | 55080000 | 5.478 | 5.661 | 0.183 | L | 5 | flush | | | n/a | n/a | n/a | n/a | n/a | 10/24/2022 | Y | n/a | US27/Apalachee Parkway near WW Kelley. No ped facilities beyond the paved shoulder. | | | |
| 238 | 55080000 | 7.696 | 7.76 | 0.064 | L | 5 | flush | | | n/a | n/a | n/a | n/a | n/a | 10/24/2022 | Y | n/a | US27/Apalachee Parkway near Capital Heights Baptist. No ped facilities - just the paved shoulder. | | | |
| 239 | 55090000 | 2.41 | 2.542 | 0.132 | L | 10 | Raised | | | Y | Y | Y | Y | N | 10/24/2022 | Y | Y | Pensacola Street starting at about Fitfield Lane and heading toward the stadium until just east of Chapel Drive. This entire area has been reconstructed but and at the west side of Chapel drive there is only one button since the crossing in E/W. Google image is clear enough to see there are no street names on the buttons to the east, however, the arrows show crossing of Pensacola parallel to the path of travel and the crossing of Chappel parallel E/W. No APS. | | | |
| 240 | 55090002 | 0.081 | 0.514 | 0.433 | R | | | 6 | Raised | n/a | n/a | n/a | n/a | n/a | 10/24/2022 | n/a | n/a | This is Stadium Drive formerly Bryan Road. There is no VL for the selected sample. | | | |

| | | | | | | | | | | | | | | | | | | | | | |
|-----|----------|--------|--------|-------|---|---|--------|---|--------|-----|-----|-----|-----|-----|------------|-----|-----|--|---------------|-------|---|
| 241 | 55100000 | 1.695 | 1.945 | 0.25 | L | 6 | Raised | | | Y | N | n/a | n/a | n/a | 10/24/2022 | N | Y | SR363 (S. Adams) at about Barbourville Road near FAMU. DWS are full width, contrasting colors. Had to use Google to validate due to age/condition of the pavement in the VL. Google shows evidence slab replacement and generally F/S/SR surface. Plus, driveway apron to the FAMU President's Mansion no longer has a dramatic cross slope due to repouring since the VL were taken. DWS at the College entrance are correctly installed but faded (image from 05/2022). The condition probably won't pass a future audit. Sample ends at Palmer Ave at the west entrance to FAMU. This will require an onsite because the north ramp does not appear to have a DWS (05/2022). Onsite conducted 11/01 - there is no DWS at the North Ramp of Palmer and S. Adams. | Non-compliant | Agree | Replace/Install DWS through routine maintenance contract or via the appropriate asset maintenance contract. |
| 242 | 55110000 | 0.411 | 0.678 | 0.267 | R | | | 5 | Both | Y | Y | Y | Y | N | 10/24/2022 | Y | Y | SR155 (Meridian Road) beginning at about 1801. Intersections at Glenview (signaled), Midtown Meridian (not signaled, not signed), and at E. Bradford (signaled) where the sample ends. VL show regular slab replacement and even correct ped button orientation at Glenview (though there is only a N/S crossing). The VL not clear enough to see the ped buttons at Bradford - they appear to be on the same pole but separated from the signal mast. Google confirms ped buttons on the same poles but it is not clear enough to show whether oriented properly. Will need site visit. Site visit conducted 11/01 - checked the SE Ramp and the NW ramp. Ped buttons and signage are correct for both. | | | |
| 243 | 55130000 | 1.892 | 1.965 | 0.073 | R | | | 5 | n/a | n/a | n/a | n/a | n/a | n/a | 10/24/2022 | n/a | n/a | There is no video for this sample. | | | |
| 244 | 55160100 | 0.301 | 0.501 | 0.2 | L | 5 | flush | | | Y | | n/a | n/a | n/a | 10/24/2022 | Y | Y | SR371/Orange Ave at about Rankin continuing to just before the Tall. Reg. Airport sign. VL show no ped facilities along this sample, just asphalt shoulder. However, google shows a F/S/SR sidewalk with a DWS on one side. The other side isn't clearly visible. Probably should conduct a quick drive by to see if the DWS in place (on the side of the Kingdom Hall). | | | |
| 245 | 55160000 | 0.724 | 0.855 | 0.131 | R | | | 5 | flush | Y | Y | N | n/a | n/a | 10/24/2022 | Y | Y | Orange Ave approaching Eisenhower from the west. The only facility here (according to VL) are paved shoulders. Google from 05/2022 shows a F/S/SR surface that walks around drainage structures and is in good repair. Sample does not go all the way to Eisenhower and there are few intersections . . . a couple of unsigned commercial driveways and one signed intersection at John Cox, which has DWS on both sides. | | | |
| 246 | 55160000 | 1.442 | 1.68 | 0.238 | L | 5 | flush | | | n/a | n/a | n/a | n/a | n/a | 10/24/2022 | n/a | Y | Orange Ave near Lake Bradford Road. Facilities on the VL are limited to asphalt shoulder. Same on 05/2022 Google Images | | | |
| 247 | 55160000 | 1.68 | 2.316 | 0.636 | R | | | 5 | flush | n/a | n/a | n/a | n/a | n/a | 10/24/2022 | n/a | n/a | Orange Avenue - long sample on the south side of Orange where the only ped facility are paved shoulders. The new sidewalk is actually on the north side and runs along the same sample. | | | |
| 248 | 55160000 | 2.316 | 2.505 | 0.189 | R | | | 5 | flush | n/a | n/a | n/a | n/a | n/a | 10/24/2022 | n/a | Y | Orange Avenue - continuing east until 2.505. Paved shoulder is the only facility on the south side of Orange. Sample ends at about Cypress Lake. Google confirms no facilities. | | | |
| 249 | 55190000 | 0.912 | 0.977 | 0.065 | R | | | 5 | Raised | Y | Y | Y | N | N | 10/24/2022 | N | Y | Orange Avenue just before and after Pasco Street, south side of the roadway. VL isn't clear enough to determine DWS, ped button orientation, or PAR condition. Google shows active construction of ramp at Pasco. Ped buttons do not appear to be oriented correctly but it could have been part of the project. Onsite visit shows perpendicular orientation of ped button/signage. | Non-compliant | Agree | Cto be addressed with pushbutton signal maintenance contract |
| 250 | 55190000 | 0.912 | 1.233 | 0.321 | L | 5 | Raised | | | Y | Y | Y | n/a | n/a | 10/24/2022 | Y | Y | Orange Ave at Saxon Street. VL shows rebuilt facility at Saxon and at Pasco (north side of Orange). Sample ends just before Wahnish Way, though it too had been reconstructed by the time of the VL. VL not clear enough to determine ped button orientation. Will have to check onsite. | | | |
| 251 | 55210000 | 0 | 0.167 | 0.167 | R | | | 8 | n/a | n/a | n/a | n/a | n/a | n/a | 10/31/2022 | n/a | n/a | Video Log not available for this sample. | | | |
| 252 | 55590000 | 0.941 | 1.368 | 0.427 | R | | | 5 | n/a | n/a | n/a | n/a | n/a | n/a | 10/31/2022 | n/a | n/a | Video Log not available for this sample. | | | |
| 253 | 55590000 | 2.847 | 3.032 | 0.185 | L | 5 | n/a | | | n/a | n/a | n/a | n/a | n/a | 10/31/2022 | n/a | n/a | Video Log not available for this sample. | | | |
| 254 | 56020000 | 18.328 | 18.362 | 0.034 | R | | | 6 | Flush | n/a | n/a | n/a | n/a | n/a | 10/31/2022 | Y | Y | S12/Maxwell Harrell Scenic Byway near Myers Anne Road. There is no VL for the listed sample area but the actual MP corresponds with Liberty County High School. No intersections in the sample and the Google images are as old as the VL. But the sidewalk appears new and F/S/SR (west side). There are no facilities on the east side. | | | |
| 255 | 56020000 | 19.479 | 19.554 | 0.075 | L | 6 | flush | | | n/a | n/a | n/a | n/a | n/a | 10/31/2022 | Y | n/a | See above. Facility is only on the west side and VL does not correspond to the mp. Sampled the area across from Liberty County HS. | | | |
| 256 | 56040000 | 0.194 | 0.905 | 0.711 | L | 5 | flush | | | n/a | n/a | n/a | n/a | n/a | 10/31/2022 | Y | Y | SR65 in Sumatra. There appears to be a level sidewalk on the east side, but on the west side there isn't anything at all, not even a paved shoulder in some locations. Looked at the east side up to the left turn to Bristol. Sidewalk condition is good with e3vidence of slab maintenance and replacement. F/S/SR - no signed intersections. | | | |
| 257 | 56040000 | 26.782 | 26.824 | 0.042 | L | 5 | flush | | | n/a | n/a | n/a | n/a | n/a | 10/31/2022 | n/a | n/a | SR65 about 26 miles from Sumatra. No facilities - just paved shoulder. | | | |

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|-----|----------|--------|--------|-------|---|---|--------|---|--------|-----|-----|-----|-----|-----|------------|-----|-----|---|---------------------|---|---|
| 258 | 57003000 | 0 | 2.275 | 2.275 | R | | | 5 | Raised | Y | Y | Y | N | N | 10/31/2022 | N | Y | SR188/Racetrack Road at Beal Parkway - This is a long sample with a number of intersections, signed, signaled and neither. Sidewalk condition is good with evidence of regular slab repair/replacement. DWS correctly installed full width and in contrasting color (black instead of yellow in most cases). However, even using Google images from 04/2022, the ped button signage appears perpendicular to the path of travel at Beal and Racetrack and does not match the street signs (Hurlburt Field Road versus Racetrack Road). Crossing at Marwait Drive looks okay, but Ped signage at Denton Blvd. is perpendicular to path of travel as is the crossing at Choctaw Plaza. Intersections at Mooney Road and at Skipper Rod look okay, likely because there is only one button to cross one way. | Non-compliant | A. Agree B. Agree C. Agree | To be addressed with pushbutton signal maintenance contract |
| 259 | 57003000 | 2.362 | 2.581 | 0.219 | R | | | 5 | Raised | Y | Y | Y | N | N | 10/31/2022 | N | Y | Continuation of Racetrack Road until it ends at Eglin Parkway. Sidewalk surface looks F/S/SR and black DWS are omnipresent. I can't really tell if the buttons at Eglin Parkway are correctly oriented, probably because the directional cues are on the porkchop island. D3 should probably take a look the noted locations either remedy deficiencies or verify correct installation. | Non-compliant | Agree | To be addressed with pushbutton signal maintenance contract |
| 260 | 57010000 | 13.686 | 13.716 | 0.03 | L | 6 | Raised | | | Y | Y | n/a | n/a | n/a | 10/31/2022 | Y | Y | US90/James Lee Blvd. - short sample ending at Martin Street | | | |
| 261 | 57030000 | 10.88 | 10.97 | 0.09 | L | 5 | Raised | | | n/a | n/a | n/a | n/a | n/a | 10/31/2022 | Y | Y | US98/SR-30 - short segment of Miracle Parkway in Ft. Walton not far from the Whataburger. No signaled or signed intersections, just unsigned commercial drives. Sidewalk condition is F/S/SR with evidence of regular maintenance. | | | |
| 262 | 57030000 | 11.26 | 11.275 | 0.015 | R | | | 7 | Raised | n/a | n/a | n/a | n/a | n/a | 10/31/2022 | Y | n/a | Same roadway and area . . very short segment with no signed intersections with commercial drives. Older sidewalk with evidence of repair. | | | |
| 263 | 57030000 | 11.3 | 11.39 | 0.09 | R | | | 8 | Raised | Y | n | Y | y | N | 10/31/2022 | N | Y | Also a short segment but with a signalized intersection at Eglin Parkway/Brooks Street. Even with Google, it's difficult to tell if ped buttons/signs are parallel to path of travel. DWS look okay, as does pavement condition. | Partially compliant | A. Ped Buttons Correct B. DWS need replacment | To be addressed in 450813-1 |
| 264 | 57030000 | 11.38 | 11.41 | 0.03 | L | 6 | Raised | | | Y | n | Y | y | N | 10/31/2022 | N | Y | Same location US98 but opposite side of the roadway at Eglin Parkway. Google images from 04/2022 show deteriorated DWS and ped buttons that are misaligned in at least one of the two locations (the one further west appears compliant). | Partially compliant | A. Ped Buttons Correct B. DWS need replacment | To be addressed in 450813-1 |
| 265 | 57030000 | 11.39 | 11.435 | 0.045 | R | | | 5 | Raised | n/a | n/a | n/a | n/a | n/a | 10/31/2022 | Y | n/a | Short segment of US98 east of Eglin Pkwy. Paved surface that is nonetheless F/S/SR. VL shows regular maintenance (fan palms do not intrude into the path of travel). | | | |
| 266 | 57030000 | 11.435 | 11.63 | 0.195 | R | | | 5 | Raised | Y | Y | Y | Y | N | 10/31/2022 | Y | Y | Same roadway/location - just .20 further east and ending just beyond Florida Place. One crossing and one RRFB, both appear to have full width DWS and correctly aligned ped signage/buttons. | | | |
| 267 | 57030000 | 11.57 | 11.65 | 0.08 | L | 5 | Raised | | | Y | N | Y | y | N | 10/31/2022 | N | Y | US98 at Florida Avenue, westbound, north side of the roadway. This short sample is basically just the intersection. Since the VL a dedicated ped pole was added to the NW corner but Google Images from 04/2022 are insufficient to determine alignment. DWS appears either missing in part or covered by detritus. This should be examined onsite. | Partially compliant | A. Ped Buttons Correct B. DWS need replacment | To be addressed in 450813-1 |
| 268 | 57030000 | 11.63 | 11.66 | 0.03 | R | | | 5 | Raised | n/a | n/a | n/a | n/a | n/a | 10/31/2022 | Y | n/a | Short segment of US98 until just east of Perry Avenue. No intersections. Paved surface appears in F/S/SR condition. | | | |
| 269 | 57030000 | 11.65 | 11.685 | 0.035 | L | 5 | Raised | | | n/a | n/a | n/a | n/a | n/a | 11/1/2022 | Y | n/a | US98 near but not including Perry Avenue intersection. No intersections and paved surface appears in F/S/SR condition. | | | |
| 270 | 57030000 | 11.685 | 11.725 | 0.04 | L | 5 | Raised | | | Y | Y | Y | Y | N | 11/1/2022 | Y | Y | US98 and Perry Ave Intersection (north side of Miracle Strip). Ramps appear in good condition and ped signage/buttons are correct (though there is only E/W crossing at this location). | | | |
| 271 | 57030000 | 13.02 | 13.12 | 0.1 | R | | | 5 | flush | n/a | n/a | n/a | n/a | n/a | 11/1/2022 | Y | Y | US98/Miracle Strip eastbound to just west of John Beasley Park in Ft. Walton Beach. No intersections or driveway aprons. PAR is flat and appears if F/S/SR condition. | | | |
| 272 | 57030000 | 19.52 | 20.345 | 0.825 | R | | | 6 | Raised | Y | N | Y | Y | N | 11/1/2022 | N | Y | US98 beginning east of Gulf Shore Drive near West Marine. Longer sample. Google images from 04/2022 show replaced concrete slabs and good pavement condition. At the entrance to Southbay, the DWS are the old grid patterns, despite what appears to be newer or replaced ramps. Same at the entrance to Pelican Beach Not possible to determine whether the surface is still tactile. There is a midblock crossing just west of Alvin's Island. Only N/S crossing so signage isn't an issue. These don't appear to be APS. There is another at Silver Dunes, also in good shape but not APS. Sample ends west of Airport Road. | Non-compliant | A. Agree b. Agree | Replace/Install DWS through routine maintenance contract or via the appropriate asset maintenance contract. |
| 273 | 57030000 | 20.695 | 20.781 | 0.086 | L | 5 | n/a | | | n/a | n/a | n/a | n/a | n/a | 11/1/2022 | n/a | n/a | US98/SR30 - no VL images for this sample. Nothing beyond MP20.515 | | | |
| 274 | 57030000 | 22.704 | 22.733 | 0.029 | L | 5 | n/a | | | n/a | n/a | n/a | n/a | n/a | 11/1/2022 | n/a | n/a | US98/SR30 - no VL images for this sample. Nothing beyond MP20.515 | | | |
| 275 | 57030000 | 22.704 | 22.733 | 0.029 | R | | | 5 | n/a | n/a | n/a | n/a | n/a | n/a | 11/1/2022 | n/a | n/a | US98/SR30 - no VL images for this sample. Nothing beyond MP20.525 | | | |
| 276 | 57030000 | 23.347 | 23.415 | 0.068 | R | | | 5 | n/a | n/a | n/a | n/a | n/a | n/a | 11/1/2022 | n/a | n/a | US98/SR30 - no VL images for this sample. Nothing beyond MP20.525 | | | |
| 277 | 57030000 | 23.415 | 23.606 | 0.191 | L | 6 | n/a | | | n/a | n/a | n/a | n/a | n/a | 11/1/2022 | n/a | n/a | US98/SR30 - no VL images for this sample. Nothing beyond MP20.515 | | | |
| 278 | 57030000 | 23.606 | 23.667 | 0.061 | R | | | 5 | n/a | n/a | n/a | n/a | n/a | n/a | 11/1/2022 | n/a | n/a | US98/SR30 - no VL images for this sample. Nothing beyond MP20.525 | | | |
| 279 | 57030000 | 24.315 | 24.409 | 0.094 | L | 6 | n/a | | | n/a | n/a | n/a | n/a | n/a | 11/1/2022 | n/a | n/a | US98/SR30 - no VL images for this sample. Nothing beyond MP20.515 | | | |
| 280 | 57030030 | 21.548 | 21.75 | 0.202 | L | 5 | Raised | | | Y | Y | n/a | n/a | n/a | 11/1/2022 | Y | Y | US98/SR30/Emerald Coast Parkway across from Henderson Beach State Park. The multiuse facility is on the other side of the roadway. In the VL, the only ped feature on this side of US98 is a marked asphalt bike lane. However, Google images from 09/2022 show a F/S/SR concrete sidewalk. Sample ends without any signalized intersections, but signed commercial driveways have DWS in contrasting colors, full width. | | | |

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| 281 | 57030030 | 22.448 | 22.511 | 0.063 | L | 5 | Raised | | | Y | Y | Y | Y | N | 11/1/2022 | Y | Y | US/98/SR30/Emerald Coast Parkway at Matthew Blvd. As above the VL show no sidewalk facilities, though there are crossings at the Matthew/ECP intersection. Google Image from 06/2018 show the sidewalk under construction. Images from 09/2022 show a completed sidewalk and reconstructed intersection - ped poles/buttons are separate and DWS are full width and in contrasting color. Sidewalk is F/S/SR and commercial drives have full width DWS. | | | |
| 282 | 57030030 | 22.767 | 23.034 | 0.267 | R | | | 5 | flush | Y | N | Y | Y | N | 11/1/2022 | N | Y | US98 at Hutchinson Street on the Circle K side of US98 in Destin. Ped signage appears oriented correctly but even with the 04/2022 Google Images, it's not clear if there is any DWS at the main crossings of 98 or Hutchinson. Beyond Hutchinson, eastbound there are no sidewalk facilities, just an asphalt shoulder. | Non-compliant | Agree | To be addressed in 410390-3 |
| 283 | 57030030 | 23.305 | 23.742 | 0.437 | R | | | 5 | Raised | Y | Y | Y | Y | N | 11/1/2022 | Y | Y | US98 Eastbound. VL shows no sidewalk facility until 23.776, rather there is a asphalt bike lane. VL does show a crossing of 98 at Regatta Bay. Google Images from 06/2022 show a new facility, F/S/SR. Crossings of 98 and Regatta Bay have curb ramps, DWS in full width and contrasting colors and separate ped button poles. Commercial driveways have DWS and pavement condition is good, with replaced slabs evident even though the facility is newer. | | | |
| 284 | 57030030 | 23.856 | 24.110 | 0.254 | R | | | 5 | Raised | Y | Y | n/a | n/a | n/a | 11/1/2022 | Y | Y | US98 Eastbound west of Trista Terrace Ct/Tequesta Drive. VL shows no facilities. Google from 02/2020 shows sidewalk under construction and by 04/2022 a new sidewalk facility running the length of the sample. No intersections, just commercial driveways. Surfaces are F/S/SR. | | | |
| 285 | 57040000 | 1.105 | 1.18 | 0.075 | L | 7 | Raised | | | Y | Y | n/a | n/a | n/a | 11/1/2022 | Y | n/a | SR20/SR85/John Sims Parkway. No intersections - just uncontrolled driveways at commercial facilities. Evidence of regular maintenance and slab replacement. Surface appears F/S/SR | | | |
| 286 | 57040000 | 1.24 | 1.27 | 0.03 | L | 7 | Raised | | | Y | Y | Y | N | N | 11/1/2022 | N | Y | SR20/SR85/John Sims Parkway at Walter Martin Road. Short sample that really only encompasses the intersection and a sidewalk approach. DWS appear compliant and the surface is F/S/SR, but the ped buttons are on a single pole and seem to be misaligned. Google images are older - 01/2019. | Non-compliant | Agree | To be addressed with pushbutton signal maintenance contract |
| 287 | 57040000 | 1.425 | 1.47 | 0.045 | R | | | 8 | Raised | Y | Y | n/a | n/a | n/a | 11/1/2022 | Y | Y | SR20 at Garnett Ave. Google Images from 04/2022 show reconstructed curb ramps and F/S/SR surface. FDOT data showing this as a 4" facility appears incorrect. Sidewalk is at least 8 feet and possibly as high as 12" | | | |
| 288 | 57040000 | 1.955 | 1.98 | 0.025 | R | | | 5 | Raised | n/a | n/a | n/a | n/a | n/a | 11/1/2022 | Y | Y | Short segment of SR20 (Eglin Parkway) just west of Beechview Drive in Ft. Walton Beach. Only commercial drives, uncontrolled. Google Images from 04/2022 show a generally F/S/SR surface. | | | |
| 289 | 57040000 | 2.165 | 2.39 | 0.225 | R | | | 7 | Raised | Y | Y | n/a | n/a | n/a | 11/1/2022 | Y | n/a | Only a single intersection in this sample of US20 at Patton Drive. DWS are in contrasting color and are full width. PAR is F/S/SR with evidence of regular maintenance and replacement slabs. | | | |
| 290 | 57040000 | 12.305 | 12.54 | 0.235 | L | 6 | Raised | | | Y | Y | n/a | n/a | n/a | 11/1/2022 | Y | n/a | SR20 approaching the Eglin AFB North Gate. In the VL, the sidewalks are fairly new as evidenced by walkarounds at commercial entrances. Only a single intersection at Kelley Road with DWS installed full width and in contrasting colors. | | | |
| 291 | 57040000 | 12.54 | 12.66 | 0.12 | L | 5 | Raised | | | Y | Y | n/a | n/a | n/a | 11/1/2022 | Y | Y | SR20 in Niceville. Sample starts at Turkey Creen Nature Trail (Evans Drive) and continues across the William Nathey Bridge. The sidewalk is divided from roadway by a concrete barrier, but surfaces appear F/S/SR. | | | |
| 292 | 57040000 | 14.837 | 15.007 | 0.17 | R | | | 5 | Raised | Y | N | n/a | n/a | n/a | 11/1/2022 | N | Y | SR20 at Pine Street (Niceville Christian Church). Google Images are from 04/2022. If there is a DWS, it is probably an older grid pattern. Cannot tell from Google if they are still tactile. Sidewalks appear in good condition. No signaled intersections within this sample. | Non-compliant | Agree | Replace/Install DWS through routine maintenance contract or via the appropriate asset maintenance contract. |
| 293 | 57040000 | 15.127 | 15.182 | 0.055 | R | | | 5 | Raised | Y | Y | n/a | n/a | n/a | 11/1/2022 | Y | n/a | SR20 @ McLaughlin Funeral Home. The only intersection in the short segment is here and it appears to have paired curb cuts with full width DWS in contrasting color. | | | |
| 294 | 57040000 | 15.747 | 15.962 | 0.215 | R | | | 5 | Raised | Y | Y | n/a | na | n/a | 11/1/2022 | Y | Y | SR20 between Roberts Drive and Edgewater Drive. Sidewalk is F/S/SR and the two intersections (unsignaled) have DWS the full width of the ramp in contrasting color. | | | |
| 295 | 57040000 | 15.962 | 16.074 | 0.112 | R | | | 5 | Raised | Y | Y | n/a | n/a | n/a | 11/1/2022 | Y | n/a | Beyond Roberts Drive on SR 20. No issues with PAR apparent. | | | |
| 296 | 57040001 | 0.123 | 0.216 | 0.093 | L | 5 | Raised | | | Y | Y | Y | Y | N | 11/1/2022 | Y | Y | SR145 at First Street in Fort Walton. Google images show reconstruction between 2017 and 2020 and again before 2022. Ped buttons/signals appear to be correctly oriented and there are full width DWS at signaled/controlled intersections. | | | |
| 297 | 57040001 | 0.222 | 0.282 | 0.06 | L | 5 | flush | | | n/a | n/a | n/a | n/a | n/a | 11/1/2022 | Y | n/a | SR-145 (Perry Ave SE). Most of the sample lacks ped facilities, just an asphalt shoulder. However at about .260 there is a concrete sidewalk that runs the remaining section of the sample. No intersections and no signed driveways. Appears firm, stable and slip resistant, plus there does not seem to be appreciable slopes at driveway aprons. | | | |
| 298 | 57040001 | 0.282 | 0.443 | 0.161 | R | | | 5 | Y | Y | n/a | n/a | n/a | n/a | 11/1/2022 | Y | Y | SR-145 (Perry Ave SE). Sample begins at Robinsons Cruse Thru and there does seem to be a sidewalk gap between here and Perry Ave that was corrected before 04/2022 (Google Image). DWS on both sides of crossing. PAR F/S/SR. | | | |

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|-----|----------|-------|--------|-------|---|---|--------|--------|-----|-----|-----|-----|-----|-----------|-----|-----|--|---------------|--|-----------------------------|
| 299 | 57040025 | 1.213 | 1.4 | 0.187 | R | | 5 | Raised | Y | N | n/a | n/a | n/a | 11/1/2022 | N | Y | SR397 beginning at Washington Ave. in Valparaiso. DWS missing on both sides of Washington and Seminole Aves (could be old grid pattern in concrete but cannot verify facility even with Google Image from 04/2022). These are the only two intersections in the sample. Pavement condition is fair bordering on poor and not all cross slopes at commercial driveway entrances have been addressed. In addition, the Niceville and Ft. Walton directional signage appears to have been installed over the sidewalk. Can't tell if there is adequate clearance. D3 should probably conduct a site visit. This location is | Non-compliant | A. Agree B. Agree C. Sign height is 84". | To be addressed in 447591-1 |
| 300 | 57040027 | 1.302 | 1.739 | 0.437 | L | 5 | Raised | | Y | Y | Y | Y | N | 11/1/2022 | Y | Y | SR190/SR397 also in Valparaiso. Sample starts at Chicago Ave (not signaled), crossing Edge Ave (Signaled), and then a long segment of sidewalk that has no other intersections. Facility is F/S/SR with evidence of slab replacement in multiple locations. Ped signage is staggered on top of each other on a single at both curb ramps. Buttons/signage appear correctly aligned. | | | |
| 301 | 57050000 | 0.371 | 0.436 | 0.065 | L | 5 | | | Y | N | n/a | n/a | n/a | 11/1/2022 | N | Y | SR85/S Ferdon Blvd just before and after Nathey Ave near Lula J Edge Elementary School in Niceville. VL shows an older facility with a lot of grinding. VL isn't clear enough to determine presence/tactility of DWS. Google Images from 02/2019 are a bit clearer - appears to be an old grid patterned DWS at Nathey. Always possible that truncated dome mats have been added since 2019 but given the proximity to a school, I think it's best to flag this for D3 onsite. | Non-compliant | Agree | To be addressed in 432566-1 |
| 302 | 57050000 | 18.34 | 18.391 | 0.051 | R | | 5 | Raised | Y | N | Y | N | N | 11/1/2022 | N | Y | SR85/S Ferdon Blvd beginning at the intersection with US90. VL images aren't clear enough to determine presence of DWS at the porkchop island or the orientation of ped signage/buttons. Google shows misaligned ped buttons at the SW corner; missing DWS at one of the porkchop ramps; misaligned ped buttons at the porkchop island. Pavement condition is generally good. Google Images are from 06/2022. | Non-compliant | A. Agree B. Agree C. Agree D. Agree E. Agree | To be addressed in 432566-1 |
| 303 | 57080000 | 8.176 | 8.271 | 0.095 | L | 5 | flush | | n/a | n/a | n/a | n/a | n/a | 11/2/2022 | Y | n/a | SR4/SR189 just before the left turn to Blackwater River State Forest. There is no sidewalk facility at this location, only paved shoulder. | | | |
| 304 | 57080000 | 8.176 | 8.359 | 0.183 | R | | 5 | flush | n/a | n/a | n/a | n/a | n/a | 11/2/2022 | Y | n/a | SR4/SR189, same location but opposite side of the roadway. Rural area, no sidewalk facility but wide paved shoulder. | | | |
| 305 | 57090000 | 0 | 0.203 | 0.203 | R | | 5 | Raised | Y | N | Y | N | N | 11/2/2022 | N | Y | SR285/Partin Drive in Niceville. Sample begins at John Sims Parkway. VL shows no DWS and the crossing of John Sims is offset so not visible via VL. Google Image from 04/2022 shows either no DWS or grid patterns without clear tactility; Ped Buttons to the north are misaligned perpendicular to the path of travel. Can't tell about those to the south. Needs site visit. | Non-compliant | A. Agree B. Agree | To be addressed in 445734-1 |
| 306 | 57090000 | 0 | 0.203 | 0.203 | L | 5 | n/a | | n/a | n/a | n/a | n/a | n/a | 11/2/2022 | n/a | n/a | This sample segment lacks VL at the MP listed. | | | |
| 307 | 57110000 | 1.535 | 1.885 | 0.35 | R | | 5 | Raised | Y | Y | n/a | n/a | n/a | 11/2/2022 | Y | Y | SR189/Beal Parkway - no signalized intersections but two signed stops at Kostaki Drive and Howell Drive; both have DWS continuous width. Surface of sidewalk is F/S/SR with evidence of regular repair. Driveway aprons are about half/half - older have excessive cross slopes but newer pours have level walk arounds, indicating that FDOT is addressing as part of maintenance work orders. | | | |
| 308 | 57110000 | 1.978 | 2.008 | 0.03 | L | 5 | Raised | | Y | Y | n/a | n/a | n/a | 11/2/2022 | Y | Y | SR189/Beal Parkway - very short segment near Fliva Ave. Pavement condition is good, F/S/SR with evidence of regular slab replacement. DWS is correctly installed and in contrasting color. Perhaps a bit beat up. Google Image from 04/2022. | | | |
| 309 | 57110000 | 2.073 | 2.108 | 0.035 | L | 6 | Raised | | n/a | n/a | n/a | n/a | n/a | 11/2/2022 | Y | n/a | Same general area of SR189. Residential with wide sidewalk showing regular maintenance. As with 307, some newer sections of sidewalk include level walkaround at driveway aprons, others without repair still have (likely) excessive cross slope. Again, I would attribute improvements to maintenance. | | | |
| 310 | 57110000 | 2.108 | 2.133 | 0.025 | L | 5 | Raised | | Y | Y | n/a | n/a | n/a | 11/2/2022 | Y | Y | Also same general area of SR189, same side of the roadway. This short segment includes an intersection with McArthur Ave, at which VL has unclear images of DWS. Google images from 04/2022 show DWS but it is somewhat faded. Next resurfacing should include replacement. | | | |
| 311 | 57110000 | 2.742 | 3.005 | 0.263 | R | | 6 | Raised | Y | Y | Y | Y | N | 11/2/2022 | Y | Y | SR189/Beal Parkway in approaching Oak Street and continuing for about .15 miles. VL isn't clear enough to determine the sidewalk condition, which is in shadow. Google Images from 03/2022 indicate reconstruction of ped facilities since VL were take. Correct alignment of the ped buttons on both sides of Oak and they are on separate poles. Stop controlled commercial driveways have full width DWS and pavement condition appears F/S/SR | | | |

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|-----|----------|--------|--------|-------|---|---|--------|---|--------|-----|-----|-----|-----|-----|-----------|-----|-----|---|---------------------|---|--|
| 312 | 57110000 | 3.305 | 3.516 | 0.211 | L | 6 | Raised | | | Y | Y | Y | Y | N | 11/2/2022 | Y | Y | SR189/Beal Parkway in Wright, FL beginning at about Lincoln St. There are no sidewalk facilities in this sample, though there is one signalized intersection and one intersection with a stop sign (Lincoln). VL show the ramps but not the presence or condition of DWS. Google Images from 03/2022 show a reconstructed ramps at Lincoln and yellow DWS installed full width. Still there is no ped facility until about Hyders Carpets and these appear new. Before that, asphalt commercial parking lots presumably serve the pedestrian. The signaled intersection at Duloft has full width DWS and the ped buttons are on separate poles for each crossing and apart from the signal mast. Thus, it makes little difference that that Beal Parkway crossing sign is perpendicular to POT. The signage and button at Duloft is correct. Biggest issue along this section is the lack of a continuous sidewalk. New slabs are end at asphalt commercial drives of varying condition. Still, this sample is compliant. | | | |
| 313 | 57110028 | 0.358 | 0.664 | 0.306 | L | 6 | Raised | | | Y | Y | Y | N | N | 11/2/2022 | N | Y | SR393/Mary Esther between Bryn Athyn Blvd and about Hollywood Blvd. Other intersections are commercial driveways, stop controlled, with DWS. Ped buttons at both Bryn Athyn and Hollywood are either ambiguous or entirely misoriented. | Partially compliant | A. Agree B. Agree C. Agree | To be addressed in 443744-2 |
| 314 | 57130000 | 1.77 | 2.045 | 0.275 | R | | | 6 | flush | n/a | n/a | n/a | n/a | n/a | 11/2/2022 | Y | n/a | SR189/Beal Parkway before Mooney Road. No intersections and a concrete multiuse trail facility that appears F/S/SR without observable condition issues. | | | |
| 315 | 58005000 | 1.006 | 2.337 | 1.331 | L | 6 | Raised | | | Y | Y | n/a | n/a | n/a | 11/2/2022 | Y | n/a | SR281/Avalon Blvd - long sample. VL shows a fairly new sidewalk facility in good condition - F/S/SR with no observable slopes or issues. Intersection at Highland Brae has contrasting color DWS in full width. The rest of the sample is pristine with no intersections. Prospective driveways are poured with level walkarounds. | | | |
| 316 | 58010000 | 13.019 | 13.119 | 0.1 | R | | | 6 | Raised | n/a | n/a | n/a | n/a | n/a | 11/2/2022 | Y | Y | US90/SR10/SR87/Caroline Street approaching but not including Ward Basin Road/Dale Street. Sidewalk is protected from roadway at railroad overpass. Google shows F/S/SR surface with evidence of regular maintenance (07/2022). | | | |
| 317 | 58030000 | 0.425 | 0.57 | 0.145 | L | 5 | Raised | | | Y | Y | n/a | n/a | n/a | 11/2/2022 | Y | Y | US98/SR30/Gulf Breeze Parkway - Fairly serious condition issue at MP.440 approaching the bridge. No other intersections beyond commercial driveway entrances. Checked against Google Image from 01/2022 shows that the buckled sidewalk slabs were replaced (but they are already buckling again). | | | |
| 318 | 58030000 | 1.2 | 1.425 | 0.225 | L | 6 | Raised | | | Y | Y | Y | N | N | 11/2/2022 | Y | Y | US98 in Gulf Breeze near the pedestrian bridge; surface is F/S/SR and in good repair with evidence of regular slab replacement and grinding. Intersection at Daniel Street is signalized with ped signage/buttons. Ped buttons on the mastarm post are misaligned. | | | |
| 319 | 58030000 | 1.782 | 1.818 | 0.036 | R | | | 7 | Raised | N | Y | Y | N | N | 11/2/2022 | N | Y | US98 approaching Baptist Hospital in Gulf Breeze (this sample is on the southside of 98, however). VL shows pavement condition issues before/after the Whataburger requiring validation by Google. Images from 12/2021 do not show a F/S/SR surface and the slopes/cross slopes at the commercial drive appear excessive. Google Images not clear enough to determine ped button alignment at the signaled driveway east of Whataburger. | Non-compliant | A. Non standard sidewalk B. Ped Button is Correct | Will be assessed in MRP for Compliance or Replacement. |
| 320 | 58040000 | 4.199 | 6.692 | 2.493 | L | 6 | Raised | | | Y | Y | n/a | n/a | n/a | 11/3/2022 | Y | n/a | SR87 - long sample though largely rural. New sidewalk in good condition. Stop controlled intersections at Holley Point Road; Grady Tolbert Rd; Nelson Street; Gordon Evans Rd, Burton Road, and Burton Circle all appear to have full width DWS in contrasting colors. Slopes/cross slopes are negligible. Driveway aprons all have level walkarounds. | | | |
| 321 | 58060000 | 20.799 | 20.913 | 0.114 | L | 5 | flush | | | n/a | n/a | n/a | n/a | n/a | 11/3/2022 | Y | n/a | SR89/Alabama Street in Jay, FL- short sample containing no intersections. Older facility but with evidence of slab replacement and handrails at 10"+ drop offs. | | | |
| 322 | 58060000 | 20.799 | 20.913 | 0.114 | R | | | 5 | Flush | n/a | n/a | n/a | n/a | n/a | 11/3/2022 | n/a | n/a | SR89/Alabama Street - same sample on the other side of the roadway. There are no sidewalk facilities in the VL sample, just a wide paved shoulder in good condition. | | | |
| 323 | 58060000 | 21.53 | 21.603 | 0.073 | L | 5 | flush | | | Y | Y | n/a | n/a | n/a | 11/3/2022 | Y | Y | SR98/S Alabama Street in Jay - short sample but with an unsignaled midblock crossing near First Baptist. Sidewalk is newer with wide landscaping and/or asphalt parking on either side of the facility, plus a wide paved shoulder. DWS at crossing are black and installed full width. Google image shows DWS surface covered by sand, but the image is actually older than the VL. | | | |
| 324 | 58080000 | 5.247 | 5.277 | 0.03 | L | 5 | flush | | | Y | Y | n/a | n/a | n/a | 11/3/2022 | Y | Y | SR4/SR89 also in Jay, FL beginning at Jay Funeral Home and ending just beyond Calfee Street. Again, Google image is older than VL by at least a year but both show a facility that is 5' wide. DWS in black - not full width but possibly within 2" of the edge. Facility likely dates to 2010 or 2022. | | | |
| 325 | 58080000 | 5.658 | 5.883 | 0.225 | R | | | 5 | flush | n/a | n/a | n/a | n/a | n/a | 11/3/2022 | n/a | n/a | SR4/SR89 - paved shoulder only - no sidewalk or crossings in this sample. | | | |
| 326 | 58170000 | 10.87 | 10.956 | 0.086 | L | 6 | flush | | | n/a | n/a | n/a | n/a | n/a | 11/3/2022 | n/a | n/a | SR281/Avalon Blvd southbound approaching but not including the intersection of US98. There are no pedestrian facilities in this sample, just a paved shoulder. | | | |
| 327 | 58550000 | 13.36 | 13.508 | 0.148 | L | 5 | n/a | | | n/a | n/a | n/a | n/a | n/a | 11/3/2022 | n/a | n/a | No VL for this roadway sample. | | | |
| 328 | 59010000 | 4.165 | 4.208 | 0.043 | L | 5 | flush | | | n/a | n/a | n/a | n/a | n/a | 11/3/2022 | n/a | n/a | US98/US319/SR61 in Panacea across from the water system offices. There are no pedestrian facilities in this sample, just paved shoulder. | | | |
| 329 | 59030000 | 5.223 | 5.797 | 0.574 | L | 9 | flush | | | n/a | n/a | n/a | n/a | n/a | 11/3/2022 | n/a | Y | US319/SR377/Sopchoppy Hwy - while there are intermittent facilities on the opposite side of the roadway, this sample has only a paved shoulder (good condition). | | | |

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|-----|----------|--------|--------|-------|---|----|--------|--------|--|-----|-----|-----|-----|-----|-----------|-----|-----|--|---------------|-----------------------|---|
| 330 | 59040000 | 0 | 0.025 | 0.025 | L | 5 | flush | | | Y | Y | n/a | n/a | n/a | 11/3/2022 | Y | Y | SR363 at St. Marks near trail head. Full width DWS at E/S and N/S crossing - signed only. Sample does not go all the way to Bo Lynn's. Sidewalk in good condition and F/S/SR. Google images are four years older than VL. | | | |
| 331 | 59040000 | 0.078 | 0.157 | 0.079 | R | | 5 | flush | | Y | Y | n/a | n/a | n/a | 11/3/2022 | Y | Y | SR363 North in St. Marks. F/S/SR sidewalk in good condition; only a single signed intersection at Howard Ave, full width DWS in contrasting color. VL is more recent than Google by several years. | | | |
| 332 | 60010000 | 16.65 | 16.948 | 0.298 | R | | 5 | Raised | | Y | Y | n/a | n/a | n/a | 11/3/2022 | Y | n/a | US90/SR10 just shy of US331 in Defuniak Springs; controlled stops at City Hall Road, S. 18th Street and S 20th St. All have full width DWS in contrasting color and pavement appears F/S/SR. | | | |
| 333 | 60010000 | 17.375 | 17.58 | 0.205 | R | | 7 | Raised | | Y | Y | n/a | n/a | n/a | 11/3/2022 | Y | Y | US/90/SR 10 in Defuniak Springs. Only a single intersection in this sampled, stop controlled at S. 2nd Street. Older Google images but VL shows F/S/SR surface that was constructed with level walk arounds at driveway aprons. | | | |
| 334 | 60020000 | 0.163 | 0.183 | 0.02 | R | | 6 | n/a | | n/a | n/a | n/a | n/a | n/a | 11/3/2022 | n/a | n/a | No VL for this roadway sample. | | | |
| 335 | 60020000 | 1.908 | 2.045 | 0.137 | L | 9 | n/a | | | n/a | n/a | n/a | n/a | n/a | 11/3/2022 | n/a | n/a | No VL for this roadway sample. | | | |
| 336 | 60020000 | 3.025 | 5.907 | 2.882 | R | | 6 | Raised | | Y | Y | Y | Y | N | 11/3/2022 | Y | Y | US98/SR30/Scenic Gulf Drive, Sandestin, FL. Sample begins at Snowdrift Road and has numerous controlled/uncontrolled stops at driveways in addition to intersections at SandTrap Road (signed), Hidden Dunes (signed), Beach Drive (signed), Coffeen Nature Preserve (signed). There are signalized intersections at Sandestin Blvd (ped buttons on separate poles and oriented parallel to path of travel); Baytown Lane (ped button incorrectly aligned, but as it is the only button for the one way crossing, it is likely okay); Sandestine Lane (same as Baytown, however, the DWS is grid patterned. Appears to have tactility, however); Mack Bayou Road (again, misaligned single ped button but cannot determine DWS from VL. Google Image from 04/2022 shows no DWS). Sidewalk ends as roadway transitions into purely rural stretch. Last DWS and curb cut is a Topsail Road. Overall pavement condition is good and F/S/SR. Unlike most of the D3 samples I've reviewed, this long sample did not include level walkarounds at driveway aprons -. Failing this only for the DWS at Mack Bayou . . probably needs a truncated dome mat unless the surface is still detectable by cane. | Compliant | DWS has been replaced | N/A |
| 337 | 60020000 | 8.378 | 8.419 | 0.041 | R | | 5 | n/a | | n/a | n/a | n/a | n/a | n/a | 11/3/2022 | n/a | n/a | There are no pedestrian facilities in this sample, only a paved shoulder. There may be a concrete sidewalk in front of the Good News Church bordered by a low wall, but that would be pretty clearly church property and not adjacent to the roadway. | | | |
| 338 | 60020000 | 9.105 | 10.619 | 1.514 | L | 6 | Raised | | | Y | N | Y | N | N | 11/3/2022 | N | Y | US98/SR30/Scenic Gulf Drive. Sample begins at Bishop Tolbert Road, which is also where the facility starts. F/S/SR with DWS in contrasting color at most controlled stops, largely commercial. Entire sample has level walkarounds at driveway aprons. At CR393 intersection, the ped buttons are oriented perpendicular to path of travel and the DWS are the grid patterns, not truncated domes. Cannot determine tactility even with Google Images from 04/2022. | Non-compliant | A. Agree B. Agree | To be addressed in 443650-1 |
| 339 | 60020000 | 25.81 | 26.109 | 0.299 | L | 10 | Raised | | | Y | Y | Y | Y | N | 11/3/2022 | Y | Y | US98 and S. Wall Street in Panama City Beach. Ped buttons appear to be finger operated but Google from 09/2022 shows the sidewalk and crossing under reconstruction. At some point between the VL and Google Image, DWS mats were installed in yellow. Sample ends just west of N. Orange St. Surface is F/S/SR with level walkarounds at driveway aprons. | | | |
| 340 | 60060000 | 0 | 0.037 | 0.037 | L | 5 | Raised | | | Y | Y | Y | N | N | 11/3/2022 | N | Y | US331/SR187 at US90 in Defuniak Springs - short sample segment. Ped buttons are misaligned. DWS added since the VL. Google Images from 06/2022. | Non-compliant | Agree | To be addressed in 443673-2 |
| 341 | 60070000 | 0.282 | 0.362 | 0.08 | L | 5 | Both | | | Y | Y | n/a | n/a | n/a | 11/3/2022 | Y | n/a | SR83/N 9th St beginning at about W. Burdick Ave. Newer crossing and flush transitions. Sidewalk is older but F/S/SR with evidence of replaced slabs and grinding. | | | |
| 342 | 60070000 | 0.362 | 0.418 | 0.056 | L | 5 | flush | | | n/a | n/a | n/a | n/a | n/a | 11/3/2022 | Y | n/a | Same roadway, same area. Sample ends just before Government St. No intersections or driveways. Sidewalk is older but F/S/SR with evidence of replaced slabs and grinding. | | | |
| 343 | 61040000 | 1.54 | 1.777 | 0.237 | L | 5 | Raised | | | Y | Y | Y | N | N | 11/3/2022 | N | Y | SR79/Dog Track Road beginning at about Obies Street and ending at SR20. Sidewalk condition looks good but there is a large grass median between roadway asphalt and concrete. At the SR20 intersection Ped buttons on some corners are on single poles and appear misoriented. Google shows that other corners have separated buttons that are correctly oriented (i.e. SW corner). No apparent condition issues with DWS or PAR. | Non-compliant | Agree | To be addressed with pushbutton signal maintenance contract |
| 344 | 61040000 | 1.777 | 2.33 | 0.553 | L | 5 | Both | | | Y | Y | n/a | n/a | n/a | 11/3/2022 | Y | Y | SR79/Dog Track Road beginning at Jiffy Lane and ending just beyond the Budweiser Plant. DWS installed full width and in contrasting colors. Pavement condition is good and F/S/SR. Commercial and residential driveway aprons have level walk arounds. | | | |
| 345 | 61040000 | 11.524 | 13.031 | 1.507 | R | | 5 | Raised | | Y | Y | n/a | n/a | n/a | 11/3/2022 | Y | n/a | SR79/Dog Track Road sample begins with the sidewalk at about 11.525 and continues through New Hope. Intersection at Homes Valley Road has full width DWS and driveway entrances at church and residential properties have level walk arounds. VL of sidewalk ends at 13.117 though there is evidence of construction continuing. | | | |

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| 346 | 61080000 | 25.855 | 26.245 | 0.39 | R | | 5 | Raised | Y | Y | Y | N | n/a | 11/3/2022 | N | Y | SR77/Washington Street northbound up to US90 in Chipley. Older facility with evidence of regular slab replacement and repair. Intersection has ped buttons and signage aligned perpendicular to path of travel. DWS are truncated dome mats in contrasting color, full width. | Non-compliant | Agree | To be addressed in 426973-1 |
| 347 | 61080000 | 26.717 | 26.97 | 0.253 | L | 5 | Raised | | Y | Y | Y | N | N | 11/3/2022 | N | Y | SR77/Washington Street beginning at about Old Bonifay Road and ending before the Sunoco Station at Glenview. Old Bonifay is the only intersection in this sample and has DWS installed full width. Sidewalk is older but condition is good and F/S/SR with evidence of slab replacement. Driveway aprons are not walkarounds but have level PAR at the top of the driveway. Since VL, Google shows a reconstructed intersection at SR77 and Glenview Ave. It appears that the new ped buttons/signage is misaligned perpendicular to path of travel. Needs to be checked since Google images from 04/2022 aren't entirely clear and it's easy to confuse them with the 2013 images. | Non-compliant | Agree | To be addressed in 450802-1 |

| S/W Miles | Percent Compliant | | | | |
|-------------------|-------------------|-----------|-------|------------|-------------|
| | SDWLK | Curb Ramp | DWS | Ped Signal | Compliant ? |
| 78.9 | 97.4% | 98.3% | 84.7% | 84.4% | 74.9% |
| Percent Compliant | | | | | |
| # compliant rows | 338 | 341 | 294 | 293 | 260 |
| total # rows | 347 | 347 | 347 | 347 | 347 |