

# CITY OF CENTRALIA



## ADA TRANSITION PLAN FOR PUBLIC RIGHT-OF-WAY

2022 UPDATE

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## **Section 1 – Introduction**

### **1.1 Plan Requirements**

The Americans with Disabilities Act (ADA) was enacted on July 26, 1990 and provides comprehensive civil rights protections to persons with disabilities, in the area of employment, state and local Government services and access to public accommodations, transportation and telecommunications.

Cities and other Government agencies are required to have an ADA self- assessment and transition plan when they grow beyond a threshold of fifty (50) full-time employees, which would include the City of Centralia. In 2019, the City adopted a transition plan that focuses on accessibilities within the public right-of-ways. The plan addressed minimum requirements related to features within the public right-of-way such as curb ramps, sidewalks, crosswalks, median crossings, walk paths, and pedestrian- activated signal systems. The plan also addressed other elements outlined in Title II of the ADA related to administration, communications, and maintenance.

At a minimum, the plan must meet the requirements state in 28 CFR 35.150(d)(3) as follows:

1. Identify physical obstacles in the public entity's facilities that limit the accessibility of its program or activities to individuals with disabilities.
2. Describe in detail the methods that will be used to make the facilities accessible.
3. Specify the schedule for taking the steps necessary to achieve compliance with this section. And, if the time period of the transition plan is longer than one year, identify steps that will be taken during each year of the transition period.
4. Indicate the official responsible for the implementation of the plan.

Interested residents, including individuals with disabilities or organizations representing individuals with disabilities, are encouraged to participate in the development of the plan. A copy of the plan is on the City of Centralia website [www.cityofcentralia.com](http://www.cityofcentralia.com) and requests for ADA improvements can be submitted to the City Engineer to be incorporated into the planned improvements at any time. Updates to the plan will be completed every three years.

The goal of the 2022 ADA Transition Plan Update is to build upon the efforts of the ADA Transition Plan adopted in 2019, to continue to optimize the pedestrian experience, provide a safe and usable pedestrian facility for all pedestrians and assure compliance with all federal, state and local regulations and standards.

## **Section 2 – Overview**

The ADA Transition Plan was first adopted by the City of Centralia in 2019. The City had started budgeting funds to install ADA accessible curb ramps on an annual basis in 2006. At that time, a schedule for where ADA ramps would be installed each year was completed that focused on routes with high pedestrian use. However, no official transition plan was adopted at that time. Prior to the ADA Transition Plan adoption in 2019, 114 new curb ramps had been installed. In total, the City

budgeted and expended \$341,000.00 on ADA ramp installations between 2006 and 2019.

The ADA Transition Plan adopted in 2019 was the first step in a multiple-phase process to complete all the work necessary to bring the City of Centralia right-of-way into compliance with all ADA regulations. The Plan included a schedule for the first ten years of work planned. This incremental approach was an attempt to better utilize the City of Centralia's limited resources; balancing community needs with funding realities. The plan adopted in 2019 included a schedule for the installation of 16 ramps per year. At that rate, 48 ramps should have been completed by the end of 2022. In actuality, the City has far exceeded the planned ramp installation as well as additional improvements to signalized intersections and pedestrian crossings.

Since the plan adoption in 2019, the City has continued to focus on areas identified in the plan as well as areas identified by the public since adoption, new areas identified as part of private development projects and areas within the footprint of City-funded projects. Improvements completed since adoption in 2019 are identified in Appendix A. In total, 112 ramps have been installed and upgraded to current ADA requirements. In addition to the ADA ramp installations, other improvements have been completed such as sidewalk installation, pedestrian safety improvements and upgrading pedestrian push buttons at signalized intersections.

## **Section 3 – Policies and Procedures**

A barrier-free transportation system requires policies and procedures that ensure that all departments and programs are striving to meet the goal of a transportation system that is free of barriers. Planning documents must provide clear policy directions for new development. Inspection practices must assure that all facilities have been constructed in accordance with the approved construction plans and meet all applicable standards.

### **3.1 Policies and Procedures for New Construction**

Title II of the ADA requires that new facilities be designed and constructed such that they are readily accessible to and usable by persons with disabilities. New construction projects address the construction of a new roadway or other transportation facility where none existed before. New construction is expected to meet the highest level of ADA compliance unless it is structurally impracticable to achieve full compliance. The City of Centralia Design and Development Guidelines indicate that the City has adopted all the Washington State Department of Transportation Standard Plans for curb, ramp, sidewalk, crosswalk and traffic signal installations.

### **3.2 Policies and Procedures for Alteration Projects**

An alteration is a project that occurs within an existing developed right-of-way. Alterations include reconstruction, major rehabilitation, widening, resurfacing, signal installation, and other pedestrian access upgrades. An alteration project must be planned, designed and constructed so that ADA deficiencies are corrected as part of the alteration project.

Alterations to existing facilities are required to meet new construction standards to the maximum extent feasible. If full ADA compliance cannot be achieved in an alteration, compliance is required to the maximum extent feasible within the scope of a project. Examples of work that is not within the scope of a project include, but are not limited to; the need to acquire right-of-way when right-of-way is not being acquired elsewhere on the project, the need to relocate utilities when utilities are not being relocated as part of the project, the need to vertically realign the roadway when the roadway is not being vertically realigned elsewhere on the project, etc. The City of Centralia will document instances in alteration projects where full compliance could not be achieved. The documentation of these instances will establish the standard of process that guided the engineering judgment.

## **Section 4 – Federal Guidance for New Construction and Alteration Projects**

On January 23, 2008, the U. S. Department of Transportation (U.S.D.O.T.) issued a memorandum titled Public Right-of-Way Advisory. In this memorandum, U.S.D.O.T. requires local agencies receiving Federal funds to utilize the 2005 PROWAG for Accessibility Standards for all new construction and alteration projects. U.S.D.O.T. has provided subsequent clarification that “resurfacing is an alteration that triggers the requirements to add curb ramps if it involves work on a street or roadway spanning from one intersection to another, and includes overlays of additional material to the road surface, with or without milling” provided the overlay impacts an intersection or crosswalk.

## **Section 5 – Specific City of Centralia Policies for New Construction and Alteration Projects**

- 5.1 The City’s Comprehensive Plan includes goal T-5 – Provide adequate barrier-free transportation facilities. Design and construct transportation facilities to be barrier-free and easily accessible to all citizens, consistent with the ADA.
- 5.2 The City’s adopted Design and Development Guidelines includes specific requirements to upgrade sidewalks and ADA ramp crossings adjacent to new development to meet current ADA guidelines.
- 5.3 Concurrent with street overlay work, every place where sidewalks intersect the project, the crossing will be brought into compliance with current ADA guidelines, including compliant accessible routes, to the maximum extent feasible.
- 5.4 Concurrent with all major capital improvement projects, curb ramps will be brought into compliance with current ADA guidelines and accessible pedestrian signals (APS) shall be installed at all signalized pedestrian crossings.
- 5.5 Roadway design will meet current ADA guidelines to the maximum extent feasible to assure that new ramps are properly located, designed and then constructed properly.
- 5.6 Inspection practices will assure that new or replaced sidewalk facilities have been constructed according to plan and meet applicable requirements.

- 5.7 Citizen requests will be encouraged and follow-through will be tracked.
- 5.8 The City Engineer will serve as the Transitional Plan Manager for all work within the City of Centralia public right-of-way.

## **Section 6 – Self Assessment**

### **6.1 Introduction**

The City recognizes the requirement to provide an inventory and assessment (self-evaluation) within its transition plan. The purpose of the self-evaluation is to provide a means of identifying deficiencies in its physical pedestrian facilities, to develop an inventory of needed improvements and updates, and to establish a schedule for those corrections. The City also recognizes that such a self-evaluation and the associated improvements are beyond the City's budget capabilities for many years.

The self-assessment in the adopted ADA Transition Plan had a primary goal of addressing all locations where ADA ramps did not exist prior to moving to the other types of substandard conditions, such as sidewalk cross slopes, grade changes over one-quarter inch, etc. the City budget capabilities at the time was able to fund approximately 16 ADA ramp installations per year (2018 dollars). At that time, the self-assessment indicated that we had 629 locations where ADA ramps were needed and not currently present. As ADA ramp installation was (and still is) of the highest priority, other deficiencies were not identified in the plan for replacement/improvement.

This plan update includes additional elements that were not originally addressed in the 2019 ADA Transition Plan. The City will now be including the installation of sidewalk on high-pedestrian use routes that currently do not have pedestrian facilities and APS upgrades at signalized intersections.

## **Section 7 – Public Involvement**

Since funds are limited, we wanted to make sure that the ramps we do first are the most important to the users. With that in mind, in 2019 before the ADA Transition Plan was adopted, we made contact with Ms. Debbie Campbell, the Executive Director of United Way of Lewis County and requested that she make contact with the United Way agencies that would be advocating for the users of ramps. She had ten agencies make contact with her requesting the opportunity to provide input on the ramp locations. We sent emails to all of those agencies requesting that they provide their priorities for which would be the most important for their users. That information was used to determine the highest priority locations for improvements.

As part of this 2022 Update to the ADA Transition Plan, we are again seeking public input on the priority list. A public hearing will be held on October 25, 2022 during the regularly-scheduled City Council Meeting. The public hearing notice was posted in the Centralia Chronicle on October 8 and October 15, 2022 and a notice was posted on the City's website and Facebook page. Public comment is encouraged at all times and the public may contact the City Engineer to address specific locations that need improvements at any time.

## **Section 8 – Schedule**

As part of the adopted transition plan, a schedule for improvements for the next ten years was developed (2020 – 2029). In those ten years, the plan was for budgeted funds to be used to install new ADA ramps at the intersections that do not have ramps. We used public input along with the input of our Engineering and Public Works staff to develop a ten-year ramp schedule. The intent was to continue to utilize this schedule to install ramps at all intersection locations within the City Limits and then move forward with the correction of the other deficiencies such as sidewalks and pedestrian signals. However, as we have found through the past few years, the ramps identified did not match up with capital projects in the City’s Six Year Transportation Plan and new development projects so we have had to make modifications to the ramps constructed each year.

W.S.D.O.T will be completing a street rehabilitation project for State Route 507 from I-5 to Sixth Street in 2024. As part of this project, they will be upgrading and installing new ramps for the entire length of the project. This work was originally scheduled for 2021 and has been delayed. Those ramps are also included in the schedule included in Appendix B.

## **Section 9 – Implementation**

The Public Works Department will budget sufficient funds to complete the work shown for ADA ramp installation each year in the schedule. Additional improvements identified in the schedule, such as signal upgrades, pedestrian crossing safety improvements and sidewalk installation will be funded through the Six Year Transportation Improvement Plan projects that receive federal or state funding. Upon approval of the plan by the City Council, the plan will be posted on the City’s website. We will also provide the contact information and the process for providing input regarding priorities for future ramp locations on our website.

# APPENDIX A

## TRANSITION PLAN IMPROVEMENTS COMPLETED 2020 – 2022

## ADA Ramps

| Year 2020                           |  | Intersection         |                             |
|-------------------------------------|--|----------------------|-----------------------------|
| 1                                   | Northeast corner                           | Yew Street           | Centralia College Boulevard |
| 2                                   | All four corners                           | Yew Street           | W. Walnut Street            |
| 3                                   | Northeast, Southeast and Southwest corners | Yew Street           | W. Pear Street              |
|                                     | All four corners                           | Yew Street           | W. Plum Street              |
| 4                                   | All four corners                           | Yew Street           | W. Cherry Street            |
| 5                                   | Southwest/Southeast Corner                 | S. Silver Street     | W. Plum Street              |
| 6                                   | Southwest/Southeast Corner                 | S. Iron Street       | W. Plum Street              |
| 7                                   | Southwest/Southeast Corner                 | S. Rock Street       | W. Plum Street              |
| 8                                   | Southwest/Southeast Corner                 | S. Oak Street        | W. Plum Street              |
| 9                                   | Southeast/Southeast Corner                 | S. Washington Street | W. Plum Street              |
| 10                                  | Northeast/Northwest Corner                 | E. Magnolia Street   | N. Gold Street              |
| 11                                  | Northeast/Southeast Corner                 | E. Pine Street       | N. Gold Street              |
| 12                                  | All four corners                           | E. Main Street       | N. Gold Street              |
| <b>Total ADA Ramps for 2020: 34</b> |  |                      |                             |

## **Year 2021**

### **Intersection**

| <b>Ramps provided as part of the State Route 507 / Centralia Streetscape Joint Project</b> |   |                         |                   |
|--|---|-------------------------|-------------------|
| 1  | All four corners  | Mellen Street           | Marsh Avenue      |
| 2  | Southwest and Southeast corners                                 | Alder Street            | Alder Street      |
| 3  | All four corners  | Alder Street            | Richmond Avenue   |
| 4  | Southeast and Northeast corners                                 | South Washington Avenue | Hamilton Avenue   |
| 5  | East and North Crossings – South Crossing<br>Permanently Closed | West Cherry Street      | Alder Street      |
| 6  | All four corners  | North Tower Avenue      | West First Street |
| 7  | All four corners  | North Pearl Street      | West First Street |
| <b>Total ADA Ramps for 2021: 22</b>  |   |                         |                   |

## **Year 2022**

### **Intersection**

| <b>Harrison Avenue – Johnson Road to Galvin Road Project</b> |   |                 |                      |
|--|---|-----------------|----------------------|
| 1  | All four corners  | Harrison Avenue | Fords Prairie Avenue |
| 2  | All four corners  | Harrison Avenue | Russell Road         |
| 3  | Southeast/Southwest and Ped median  | Harrison Avenue | Caveness Street      |
| 4  | 8 Additional Ramps for Business Entrances<br>and Pedestrian Crossings       | Harrison Avenue | Various              |
| <b>First Street Pedestrian Safety and Traffic Calming</b>    |   |                 |                      |
| 5  | East Side of Intersection<br>Ramps, Pedestrian Median, Stamped<br>Crosswalk | Harrison Avenue | First Street         |
| 6  | All four corners  | First Street    | N Street             |

|                                     |                             |              |                   |
|-------------------------------------|-----------------------------|--------------|-------------------|
| 7                                   | All four corners            | First Street | M Street          |
| 8                                   | Northeast/Northwest corners | First Street | Euclid Way        |
| 9                                   | All four corners            | First Street | K Street          |
| 10                                  | Northwest/Northeast Corners | First Street | J Street          |
| 11                                  | All four corners            | First Street | Washington Avenue |
| 12                                  | All four corners            | First Street | H Street          |
| 13                                  | All four corners            | First Street | G Street          |
| 14                                  | All four corners            | First Street | F Street          |
| 15                                  | All four corners            | First Street | E Street          |
| <b>Total ADA Ramps for 2022: 56</b> |                             |              |                   |

#### Additional ADA Improvements Completed by City and Developers

| <b>Year 2020</b> |                                      | <b>Location</b>                              |
|------------------|--------------------------------------|--|
| 1                | Sidewalk Installation (New)          | Reynolds Avenue (Dollar General)             |
| 2                | Sidewalk Installation (New)/ADA Ramp | S. Scheuber Rd (NW Pediatrics Center)        |
| 3                | Sidewalk Replacement                 | Iron St - Walnut to Pear (Centralia College) |
| 4                | Widened Pedestrian/Bicycle Shoulders | N. Gold Street – Girard to Marion            |

#### **Year 2021** **Location**

|   |   |   |
|---|---|---|
| 1 | Pedestrian Push Button Upgrades at Signal                             | Harrison Avenue/Johnson Road  |
| 2 | Pedestrian Push Button Upgrades at Signal                             | Harrison Avenue/N. Belmont Street   |
| 3 | Sidewalk Installation (New)/ADA Ramp                                  | Gold Street Connector (Dollar General 2)  |
| 4 | Sidewalk Replacement, ADA Ramp Installation and Crossing Improvements | Mellen Street – Marsh St to Alder Street<br>Alder Street at Washington Avenue<br>(Joint Funded by City and WSDOT) |
| 5 | Sidewalk Replacement  | N. Belmont Street (Starbuck's)  |
| 6 | Mellen Street Park N Ride   | Mellen St/I-5 (Twin Transit)  |

#### **Year 2022** **Location**

|   |  |  |
|---|--|--|
| 1 | Sidewalk and ADA Ramp Installation (New)                               | Reynolds Avenue – Stormwater Department  |
| 2 | Sidewalk and ADA Ramp Installation (New)                               | Harrison Avenue – Johnson to Galvin Rd   |
| 3 | Sidewalk Replacement/ADA Ramps<br><br>Centralia College Sports Complex | Centralia College Blvd – Rock to Silver<br>Silver Street – CC Blvd to Walnut<br>Walnut St – Silver to Iron |
| 4 | Sidewalk and Bus Stop (New)  | Borst Avenue – Scheuber Road (Twin Transit)  |
| 5 | School Crossing Beacons (RRFB)   | First Street at Washington Ave<br>First Street at H Street<br>Johnson Road at Centralia Middle School      |
| 5 | Sidewalk and ADA Ramp Installation(New)                                | Kresky Avenue and State Street – Private Developer   |

# APPENDIX B

## TRANSITION PLAN IMPROVEMENTS PROPOSED 2023 – 2032

**Planned Improvements  
2023 - 2032**

**Year 2023**

**Intersection**

| <b>ADA Ramp Installations</b>                   |                         |                 |                        |
|---|-------------------------|-----------------|------------------------|
| 1   | North/East/West Corners | Harrison Avenue | High Street            |
| 2   | All four corners        | Harrison Avenue | Bridge Street          |
| 3   | 305 Harrison Ave        | Harrison Avenue | N Street               |
| 4   | 205 Harrison Ave        | Harrison Avenue | M Street               |
| 5   | 203 M Street            | Harrison Avenue | M Street               |
| 6   | 108 Harrison Avenue     | Harrison Avenue | Alexander Street       |
| 7   | 1401 Mellen Street      | Mellen Street   | Police Training Center |
| 8   | West/North/South        | Alder Street    | Elm Street             |
| 9   | South/East/North        | Alder Street    | Woodland Avenue        |
| 10  | All four corners        | Yew Street      | West Chestnut Street   |
| 11  | All four corners        | Yew Street      | West Elm Street        |
| 12  | NE/NW Corners           | Woodland Ave    | Summa Street           |
| 13  | All four corners        | Woodland Ave    | Hunt Street            |
| 14  | All four corners        | Woodland Ave    | Jackson Street         |
| 15  | All four corners        | Woodland Ave    | Jefferson Street       |
| <b>Other Scheduled ADA Improvements</b>         |                         |                 |                        |
| 1   | Accessible Push Buttons | Harrison Avenue | High Street            |
| 2   | Accessible Push Buttons | Harrison Avenue | Bridge Street          |
| Included in project Awarded on November 1, 2022 |                         |                 |                        |

**Year 2024**

**Intersection**

| <b>Intersection</b>                               |                                    |                 |                          |
|---|------------------------------------|-----------------|--------------------------|
| 1   | All four corners (bulbouts)        | N. Pearl Street | Center Street            |
| 2   | All four corners (bulbouts)        | N. Pearl Street | Hanson Street            |
| 3   | All four corners (bulbouts)        | N. Tower Avenue | Center Street            |
| 4   | All four corners (bulbouts)        | N. Tower Avenue | Hanson Street            |
| 5   | Northeast/Southeast corners        | S. Gold Street  | E. Pear Street           |
| 6   | All four corners                   | S. Gold Street  | E. Plum Street           |
| 7   | All five corners                   | S. Gold Street  | E. Cherry Street         |
| 8   | All four corners                   | S. Gold Street  | E. Chestnut Street       |
| 9   | All four corners                   | S. Gold Street  | Spruce Street            |
| 10  | Northeast/Northwest/Southeast      | S. Gold Street  | Hickory Street           |
| 11  | Northeast/Southeast/Northwest      | S. Gold Street  | Gold Street Connector Rd |
| 12  | All four corners                   | S. Gold Street  | E Locust Street          |
| 13  | Northwest/Southwest corners        | S. Gold Street  | E. Walnut Street         |
| <b>Other Scheduled ADA Improvements</b>           |                                    |                 |                          |
| 1   | Pedestrian Crossing Beacons (RRFB) | N. Pearl Street | Center Street            |
| 2   | Pedestrian Crossing Beacons (RRFB) | N. Pearl Street | Hanson Street            |
| 3   | Pedestrian Crossing Beacons (RRFB) | N. Tower Avenue | Center Street            |
| 4   | Pedestrian Crossing Beacons (RRFB) | N. Tower Avenue | Hanson Street            |
| Included in Pedestrian and Bicycle Safety Project |                                    |                 |                          |

**Ramps provided by W.S.D.O.T. as part of the State Route 507 Rehabilitation Project**

|    |  |                    |                     |
|----|--|--------------------|---------------------|
| 1  | All four corners                           | West Cherry Street | South Rock Street   |
| 2  | All four corners                           | West Cherry Street | South Iron Street   |
| 3  | All four corners                           | West Cherry Street | South Silver Street |
| 4  | All four corners                           | West Cherry Street | South Pearl Street  |
| 5  | All four corners                           | West Cherry Street | South Tower Avenue  |
| 6  | All four corners                           | South Tower Avenue | East Plum Street    |
| 7  | Northwest, Northeast and Southwest corners | South Tower Avenue | East Pear Street    |
| 8  | All four corners                           | South Tower Avenue | East Walnut Street  |
| 9  | All four corners                           | North Tower Avenue | East Second Street  |
| 10 | All four corners                           | North Tower Avenue | East Third Street   |
| 11 | All four corners                           | North Tower Avenue | East Fourth Street  |
| 12 | All four corners                           | North Tower Avenue | East Fifth Street   |
| 13 | All five corners                           | North Tower Avenue | East Sixth Street   |
| 14 | Northeast and Southeast corners            | North Pearl Street | West Sixth Street   |
| 15 | All four corners                           | North Pearl Street | West Fifth Street   |
| 16 | All four corners                           | North Pearl Street | West Fourth Street  |
| 17 | All four corners                           | North Pearl Street | West Third Street   |
| 18 | All four corners                           | North Pearl Street | West Second Street  |
| 19 | All four corners                           | North Pearl Street | West Walnut Street  |
| 20 | All four corners                           | North Pearl Street | West Pear Street    |
| 21 | All four corners                           | North Pearl Street | West Plum Street    |

**Year 2025**

**Intersection**

|   |  |                      |                    |
|---|--|----------------------|--------------------|
| 1 | All four corners   | Harrison Avenue      | Johnson Road       |
| 2 | Northwest/Northeast corners  | Harrison Avenue      | View Avenue        |
| 3 | Northwest/Southwest/Southeast  | Harrison Avenue      | N. Belmont Street  |
| 4 | Accessible Push Buttons  | Harrison Avenue      | Johnson Road       |
| 5 | Accessible Push Buttons  | Harrison Avenue      | N. Belmont Street  |
| 6 | New Sidewalk (East Side of N. Belmont)   | From Harrison Avenue | To Haviland Street |
| 7 | All four corners   | N. Belmont Street    | Haviland Street    |
| 8 | Safe Routes to Schools Grant Improvements (Pending Funding):<br>Washington Elementary: Improvements to Field Street, Hickory Street, S. Diamond Street, Spruce Street and Chestnut Street<br>Oakview Elementary: Improvements on Oakview Avenue between N. Pearl Street and Sirkka Street. |                      |                    |

**Year 2026**

**Intersection**

|   |                  |                         |                    |
|---|------------------|-------------------------|--------------------|
| 1 | All four corners | South Washington Avenue | West Pear Street   |
| 2 | All four corners | South Washington Avenue | West Cherry Street |
| 3 | All four corners | South Washington Avenue | West Plum Street   |
| 4 | All four corners | North Washington Avenue | West Pine Street   |

**Year 2027**

|   |                  | <b>Intersection</b>     |                    |
|---|------------------|-------------------------|--------------------|
| 1 | All four corners | North Washington Avenue | Parkway Street     |
| 2 | All four corners | North Washington Avenue | West Maple Street  |
| 3 | All four corners | North Washington Avenue | West Center Street |
| 4 | All four corners | North Washington Avenue | West Second Street |

**Year 2028**

|   |                                 | <b>Intersection</b>     |                    |
|---|---------------------------------|-------------------------|--------------------|
| 1 | All four corners                | North Washington Avenue | West Third Street  |
| 2 | All four corners                | North Washington Avenue | West Fourth Street |
| 3 | Southwest and Southeast corners | North Washington Avenue | West Fifth Street  |
| 4 | Southeast/Northeast corners     | Walnut Street           | S. Silver Street   |

**Year 2029**

|   |   | <b>Intersection</b> |                    |
|---|---|---------------------|--------------------|
| 1 | Both sides of mid-block crosswalk on Cooks Hill Road in front of the Hospital |                     |                    |
| 2 | Southwest/Southeast/Northwest   | Cooks Hill Road     | Wayne Drive        |
| 3 | Northwest and Southwest corners   | Cooks Hill Road     | West Mellen Street |
| 4 | Southwest and Southeast corners   | West Mellen Street  | Military Road      |

**Year 2030**

| Southwest and Southeast corners |  |                    |                     |
|---------------------------------|--|--------------------|---------------------|
| 1                               | All four corners                           | South Pearl Street | Jackson Street      |
| 2                               | Northwest, Northeast and Southeast corners | West Summa Street  | South Pearl Street  |
| 3                               | Southwest and Southeast corners            | West Pear Street   | South Silver Street |
| 4                               | Southwest and Southeast corners            | West Pear Street   | South Iron Street   |

**Year 2031**

| <b>Intersection</b> |  |                    |                        |
|---------------------|--|--------------------|------------------------|
| 1                   | All four corners                           | West Pear Street   | South Cedar Street     |
| 2                   | All four corners                           | West Pear Street   | South Hemlock Street   |
| 3                   | All four corners                           | West Pear Street   | South Courtland Street |
| 4                   | Northwest, Southwest and Southeast corners | South Tower Avenue | Jefferson Street       |

**Year 2032**

| <b>Intersection</b> |  |               |                  |
|---------------------|--|---------------|------------------|
| 1                   | Northeast/Northwest/South  | Hanson Street | H Street         |
| 2                   | All four corners   | Hanson Street | N Oak Street     |
| 3                   | New Sidewalk (Hanson Street S. Side)t                                  | From H Street | To G Street      |
| 4                   | Southeast/Southwest  | Hanson Street | N. Rock Street   |
| 5                   | Northeast/Northwest corners  | Hanson Street | F Street         |
| 6                   | Southeast/Southwest Intersection<br>Northeast/Northwest Alley Crossing | Hanson Street | N. Iron Street   |
| 7                   | Southeast/Southwest  | Hanson Street | Hillkress Avenue |

