

**City of Goodlettsville
105 South Main Street
Goodlettsville, TN 37072**

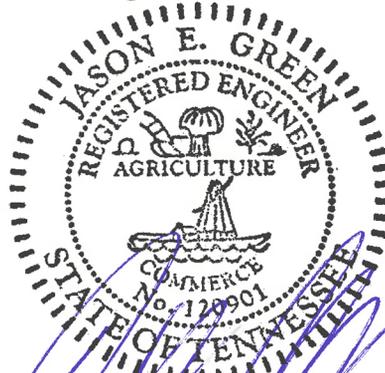
Public Right of Way Accessibility Audit Summary



W-T GROUP, LLC

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Project #CE17112**

April 26, 2018



**Jason E. Green, P.E.
Tennessee Registered Professional Engineer
No. 120901 – Expires 04-30-2020**

April 26, 2018

**City of Goodlettsville
105 South Main Street
Goodlettsville, TN 37072**

Re: City of Goodlettsville, TN – PROW Accessibility Audit Report Summary

Dear Ms. Amy Mitchell:

Please find below our summary of the 2017-2018 Accessibility Audit of the City of Goodlettsville Public Right of Way (PROW).

SCOPE OF AUDIT

The scope of the audit included all public right-of-way routes, with the intent of determining the varying levels of accessibility within and throughout the City of Goodlettsville. While no city will have 100% compliant accessible public routes, the goal should be for complete accessibility compliance. With that in mind, all public sidewalks, driveways (within the right of way), curb ramps and islands were audited for compliance with the Public Right Of Way Accessibility Guidelines (PROWAG).

METHODS OF AUDIT

The following methods were used to determine accessibility:

- Cross slope (R302.6) – A two-foot smart level was used to determine the existing pavement cross slopes.
- Running slope (R304.2, R304.2.2) – A two-foot smart level was used to determine the existing pavement running slopes. This also applied to driveway flares that pass through sidewalks.
- Changes in elevation (R302.7) – A tape measure was used to determine changes in elevation within the route that trigger noncompliance.
- Damaged pavement (R302.6, R302.7) – Photographs were taken to record damaged pavements that resulted in elevation changes, gaps, or slopes greater than allowed.
- Minimum width (R302.3) – The two-foot smart level was used to determine if a public route (typically a sidewalk or curb ramp) fell below the minimum four-foot accessible width allowance.

AUDIT FINDINGS

In general, the most frequent noncompliant instances were sidewalk cross slopes. While other noncompliant issues were discovered and a majority of existing curb ramps were found noncompliant, it should be noted that the newer development areas (such as the Copper Creek / Sydney Drive area) were mostly compliant. It can be assumed, then, that the City of Goodlettsville has contractors who are aware of and follow the latest ADA Guidelines such as PROWAG. This is very encouraging for future developments / transition plans. Though it cannot be overlooked that existing public routes are largely noncompliant and require severe remedial measures to become fully accessible.

A curb ramp map (titled “Goodlettsville Curb Ramps by Rated Status”) has been generated depicting the location of each curb ramp that was audited.

- Red symbols indicate that nothing can be salvaged at a curb ramp that should be removed/replaced. These total 240 curb ramps.
- Yellow indicates that while a detectable warning plate was added, the curb ramp itself is noncompliant (slopes, cracks, elevation changes, etc.) but the detectable warning plate can be salvaged when the ramp is replaced. These total 27 curb ramps.
- Green indicates that a curb ramp is compliant (slopes are within acceptable ranges, etc.) but the ramp should have a detectable warning plate added to reach full compliance. There is a risk that adding a detectable warning plate could cause the ramp to fall out of compliance, however, if the plate is not installed properly (causing a “lip”, incorrect color/material, installed at an angle, etc.) These total 23 curb ramps.
- Blue indicates that a curb ramp is fully compliant. No further action is necessary at this curb ramp, however the accessible route before/after the curb ramp may still need remedial measures before the route itself can be deemed compliant.

RECOMMENDATIONS

The City of Goodlettsville possesses contractors who can meet the latest ADA Guidelines such as PROWAG with minimal training. However, more training may be necessary for other contractors who are not as familiar with such guidelines. Accessible routes near governmental buildings should take priority, then major employers within the city, then nonprofit entities. Residential areas – while comprising a majority of the deficient sidewalks and curb ramps – would fall into the “final priority” category.

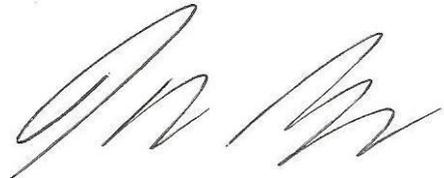
Sidewalks with severe cross slopes (such as those in the Windsor Green area) should be taken into consideration for immediate replacement, as a severe cross slope could cause pedestrians to fall into the path of vehicles. Curb ramps near busy intersections should also be considered for immediate replacement, as a pedestrian with disabilities should never be “stranded” in a busy intersection.

All other noncompliant issues could be resolved on a case-by-case basis as they become viable to replace. Areas closer to schools / apartments / businesses should take priority over sidewalks outside of a cemetery, for example.

Please direct any questions or comments to my attention at the below address.

Regards,

The W-T Group, LLC

A handwritten signature in black ink, appearing to read 'J. Green', written in a cursive style.

Jason Green, PE, CPESC, DECI

Vice President, Civil Engineering Division



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Abiding Place (Eastbound)

| No deficiencies were recorded

Abiding Place (Westbound)

| Two (2) instances of [cross slopes exceeding 2%](#) were recorded with a two-foot smart level.
(R302.6)

Curb Ramps

| Two (2) curb ramps were found noncompliant. Refer to the Curb Ramp Map and the GeoJot+ GIS Map for more information.

Alta Loma Road (Eastbound)

Four (4) instances of [cross slopes exceeding 2%](#) were recorded with a two-foot smart level. (R302.6)

Alta Loma Road (Westbound)

Fifty (50) instances of [cross slopes exceeding 2%](#) were recorded with a two-foot smart level. (R302.6)

Five (5) instances of concrete heaving resulting in changes in elevation [greater than 0.25 inches in height](#) were recorded. (R302.7)

Seven (7) instances of damaged pavement resulting in elevation changes, gaps, or slopes [greater than allowed](#) (0.25 inches in height, 0.5 inches in length, 2% in slope) were recorded. (R302.6, R302.7)

Fifteen (15) instances of [sidewalk width falling below the minimum required 48 inches](#) of accessible width were recorded. (R302.3)

Four (4) instances of driveway flares adjacent to intersecting sidewalks [exceeding 10%](#) were recorded with a two-foot smart level. (R304.2)

Curb Ramps

Thirteen (13) curb ramps were found noncompliant. Refer to the Curb Ramp Map and the GeoJot+ GIS Map for more information.



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Andover Court

One (1) instance of [cross slopes exceeding 2%](#) was recorded with a two-foot smart level.
(R302.6)

Curb Ramps

Four (4) curb ramps were found noncompliant. Refer to the Curb Ramp Map and the GeoJot+ GIS Map for more information.

Bella Vista Drive (Eastbound)

Twenty-four (24) instances of [cross slopes exceeding 2%](#) were recorded with a two-foot smart level. (R302.6)

Three (3) instances of concrete heaving resulting in changes in elevation [greater than 0.25 inches in height](#) were recorded. (R302.7)

Four (4) instances of damaged pavement resulting in elevation changes, gaps, or slopes [greater than allowed](#) (0.25 inches in height, 0.5 inches in length, 2% in slope) were recorded. (R302.6, R302.7)

One (1) instance of [sidewalk width falling below the minimum required 48 inches](#) of accessible width was recorded. (R302.3)

Two (2) instances of driveway flares adjacent to intersecting sidewalks [exceeding 10%](#) were recorded with a two-foot smart level. (R304.2)

Curb Ramps

One (1) curb ramp was found noncompliant. Refer to the Curb Ramp Map and the GeoJot+ GIS Map for more information.

Buffalo Run (Westbound)

Fifteen (15) instances of [cross slopes exceeding 2%](#) were recorded with a two-foot smart level. (R302.6)

Two (2) instances of concrete heaving resulting in changes in elevation [greater than 0.25 inches in height](#) were recorded. (R302.7)

Curb Ramps

Four (4) curb ramps were found noncompliant. Refer to the Curb Ramp Map and the GeoJot+ GIS Map for more information.



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Burgess Drive

| No deficiencies were recorded

Curb Ramps

| Four (4) curb ramps were found nearly compliant but require detectable warning plates. Refer to the Curb Ramp Map and the GeoJot+ GIS Map for more information.



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Business Park Circle (Westbound)

Nine (9) instances of [cross slopes exceeding 2%](#) were recorded with a two-foot smart level.
(R302.6)

Curb Ramps

Two (2) curb ramps were found noncompliant and one (1) curb ramp was found compliant but requires a detectable warning plate. Refer to the Curb Ramp Map and the GeoJot+ GIS Map for more information.

Caldwell Road (Eastbound)

Eleven (11) instances of [cross slopes exceeding 2%](#) were recorded with a two-foot smart level. (R302.6)

Two (2) instances of damaged pavement resulting in elevation changes, gaps, or slopes [greater than allowed](#) (0.25 inches in height, 0.5 inches in length, 2% in slope) were recorded. (R302.6, R302.7)

Caldwell Road (Westbound)

Four (4) instances of [cross slopes exceeding 2%](#) were recorded with a two-foot smart level. (R302.6)

Curb Ramps

Four (4) curb ramps were found noncompliant. Refer to the Curb Ramp Map and the GeoJot+ GIS Map for more information.

Caleb's Walk (Eastbound)

Fifteen (15) instances of [cross slopes exceeding 2%](#) were recorded with a two-foot smart level. (R302.6)

One (1) instance of concrete heaving resulting in changes in elevation [greater than 0.25 inches in height](#) was recorded. (R302.7)

One (1) instance of [sidewalk width falling below the minimum required 48 inches](#) of accessible width was recorded. (R302.3)

Curb Ramps

Four (4) curb ramps were found noncompliant. Refer to the Curb Ramp Map and the GeoJot+ GIS Map for more information.

Cartwright Street (Northbound)

One (1) instance of [cross slopes exceeding 2%](#) was recorded with a two-foot smart level. (R302.6)

One (1) instance of concrete heaving resulting in changes in elevation [greater than 0.25 inches in height](#) was recorded. (R302.7)

Two (2) instances of damaged pavement resulting in elevation changes, gaps, or slopes [greater than allowed](#) (0.25 inches in height, 0.5 inches in length, 2% in slope). (R302.6, R302.7)

Curb Ramps

Six (6) curb ramps were found noncompliant. Refer to the Curb Ramp Map and the GeoJot+ GIS Map for more information.

Conference Drive (Northbound)

Thirty-eight (38) instances of [cross slopes exceeding 2%](#) were recorded with a two-foot smart level. (R302.6)

Nine (9) instances of concrete heaving resulting in changes in elevation [greater than 0.25 inches in height](#) were recorded. (R302.7)

Thirteen (13) instances of damaged pavement resulting in elevation changes, gaps, or slopes [greater than allowed](#) (0.25 inches in height, 0.5 inches in length, 2% in slope) were recorded. (R302.6, R302.7)

One (1) instance of [sidewalk width falling below the minimum required 48 inches](#) of accessible width was recorded. (R302.3)

One (1) instance of driveway flares adjacent to intersecting sidewalks [exceeding 10%](#) was recorded with a two-foot smart level. (R304.2)

Conference Drive (Southbound)

Thirty-four (34) instances of [cross slopes exceeding 2%](#) were recorded with a two-foot smart level. (R302.6)

Eight (8) instances of concrete heaving resulting in changes in elevation [greater than 0.25 inches in height](#) were recorded. (R302.7)

Thirty-seven (37) instances of damaged pavement resulting in elevation changes, gaps, or slopes [greater than allowed](#) (0.25 inches in height, 0.5 inches in length, 2% in slope) were recorded. (R302.6, R302.7)

Three (3) instances of [sidewalk width falling below the minimum required 48 inches](#) of accessible width were recorded. (R302.3)

Two (2) instances of driveway flares adjacent to intersecting sidewalks [exceeding 10%](#) were recorded with a two-foot smart level. (R304.2)

Curb Ramps

Thirty-nine (39) curb ramps were found noncompliant. Refer to the Curb Ramp Map and the GeoJot+ GIS Map for more information.

Copper Creek Drive (Eastbound)

One (1) instance of [sidewalk width falling below the minimum required 48 inches](#) of accessible width was recorded. (R302.3)

Copper Creek Drive (Westbound)

Three (3) instances of [cross slopes exceeding 2%](#) were recorded with a two-foot smart level. (R302.6)

One (1) instance of concrete heaving resulting in changes in elevation [greater than 0.25 inches in height](#) was recorded. (R302.7)

Curb Ramps

Four (4) curb ramps were found noncompliant. Refer to the Curb Ramp Map and the GeoJot+ GIS Map for more information.

Donald Avenue (Northbound)

Eighteen (18) instances of [cross slopes exceeding 2%](#) were recorded with a two-foot smart level. (R302.6)

Two (2) instances of concrete heaving resulting in changes in elevation [greater than 0.25 inches in height](#) were recorded. (R302.7)

One (1) instance of damaged pavement resulting in elevation changes, gaps, or slopes [greater than allowed](#) (0.25 inches in height, 0.5 inches in length, 2% in slope) were recorded. (R302.6, R302.7)

Six (6) instances of driveway flares adjacent to intersecting sidewalks [exceeding 10%](#) were recorded with a two-foot smart level. (R304.2)

Curb Ramps

Six (6) curb ramps were found noncompliant. Refer to the Curb Ramp Map and the GeoJot+ GIS Map for more information.

Drake Street (Northbound)

One (1) instance of [cross slopes exceeding 2%](#) was recorded with a two-foot smart level. (R302.6)

One (1) instance of concrete heaving resulting in changes in elevation [greater than 0.25 inches in height](#) was recorded. (R302.7)

Three (3) instances of damaged pavement resulting in elevation changes, gaps, or slopes [greater than allowed](#) (0.25 inches in height, 0.5 inches in length, 2% in slope) were recorded. (R302.6, R302.7)

Curb Ramps

Four (4) curb ramps were found noncompliant. Refer to the Curb Ramp Map and the GeoJot+ GIS Map for more information.

Dry Creek Road (Westbound)

Eighteen (18) instances of [cross slopes exceeding 2%](#) were recorded with a two-foot smart level. (R302.6)

One (1) instance of concrete heaving resulting in changes in elevation [greater than 0.25 inches in height](#) was recorded. (R302.7)

Three (3) instances of damaged pavement resulting in elevation changes, gaps, or slopes [greater than allowed](#) (0.25 inches in height, 0.5 inches in length, 2% in slope) were recorded. (R302.6, R302.7)

Two instances of [sidewalk width falling below the minimum required 48 inches](#) of accessible width were recorded. (R302.3)

Curb Ramps

Eight (8) curb ramps were found noncompliant and three (3) additional curb ramps require detectable warning plates to be found compliant. Refer to the Curb Ramp Map and the GeoJot+ GIS Map for more information.

Edmondson Court (Cottage Grove) (Eastbound)

Fourteen (14) instances of [cross slopes exceeding 2%](#) were recorded with a two-foot smart level. (R302.6)

One (1) instance of concrete heaving resulting in changes in elevation [greater than 0.25 inches in height](#) was recorded. (R302.7)

One (1) instance of damaged pavement resulting in elevation changes, gaps, or slopes [greater than allowed](#) (0.25 inches in height, 0.5 inches in length, 2% in slope) was recorded. (R302.6, R302.7)

Edmondson Court (Cottage Grove) (Westbound)

Twenty-two (22) instances of [cross slopes exceeding 2%](#) were recorded with a two-foot smart level. (R302.6)

One (1) instance of concrete heaving resulting in changes in elevation [greater than 0.25 inches in height](#) was recorded. (R302.7)

One (1) instance of damaged pavement resulting in elevation changes, gaps, or slopes [greater than allowed](#) (0.25 inches in height, 0.5 inches in length, 2% in slope) was recorded. (R302.6, R302.7)

Curb Ramps

Eighteen (18) curb ramps were found noncompliant. Refer to the Curb Ramp Map and the GeoJot+ GIS Map for more information.



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Ellen Drive (Eastbound)

Three (3) instances of [cross slopes exceeding 2%](#) were recorded with a two-foot smart level. (R302.6)

Curb Ramps

Two (2) curb ramps were found noncompliant. Refer to the Curb Ramp Map and the GeoJot+ GIS Map for more information.

Highway 41W - Dickerson Pike - Main St (Northbound)

Twenty-nine (29) instances of [cross slopes exceeding 2%](#) were recorded with a two-foot smart level. (R302.6)

Four (4) instance of concrete heaving resulting in changes in elevation [greater than 0.25 inches in height](#) were recorded. (R302.7)

Two (2) of damaged pavement resulting in elevation changes, gaps, or slopes [greater than allowed](#) (0.25 inches in height, 0.5 inches in length, 2% in slope) were recorded. (R302.6, R302.7)

One (1) instance of driveway flares adjacent to intersecting sidewalks [exceeding 10%](#) were recorded with a two-foot smart level. (R304.2)

Highway 41W - Dickerson Pike - Main St (Southbound)

Thirty-one (31) instances of [cross slopes exceeding 2%](#) were recorded with a two-foot smart level. (R302.6)

Seventeen (17) instances of concrete heaving resulting in changes in elevation [greater than 0.25 inches in height](#) were recorded. (R302.7)

Eleven (11) instances of damaged pavement resulting in elevation changes, gaps, or slopes [greater than allowed](#) (0.25 inches in height, 0.5 inches in length, 2% in slope) were recorded. (R302.6, R302.7)

Five (5) instances of [sidewalk width falling below the minimum required 48 inches](#) of accessible width were recorded. (R302.3)

Curb Ramps

Thirty-five (35) curb ramps were found noncompliant. Refer to the Curb Ramp Map and the GeoJot+ GIS Map for more information.

Highway 174E - Long Hollow Pike (Eastbound)

One hundred and nine (109) instances of [cross slopes exceeding 2%](#) were recorded with a two-foot smart level. (R302.6)

Three (3) instances of concrete heaving resulting in changes in elevation [greater than 0.25 inches in height](#) were recorded. (R302.7)

Fourteen (14) instances of damaged pavement resulting in elevation changes, gaps, or slopes [greater than allowed](#) (0.25 inches in height, 0.5 inches in length, 2% in slope) were recorded. (R302.6, R302.7)

Nine (9) instances of [sidewalk width falling below the minimum required 48 inches](#) of accessible width were recorded. (R302.3)

Four (4) instances of driveway flares adjacent to intersecting sidewalks [exceeding 10%](#) were recorded with a two-foot smart level. (R304.2)

Highway 174E - Long Hollow Pike (Westbound)

Ninety (90) instances of [cross slopes exceeding 2%](#) were recorded with a two-foot smart level. (R302.6)

Fourteen (14) instances of concrete heaving resulting in changes in elevation [greater than 0.25 inches in height](#) were recorded. (R302.7)

Twenty-three (23) instances of damaged pavement resulting in elevation changes, gaps, or slopes [greater than allowed](#) (0.25 inches in height, 0.5 inches in length, 2% in slope) were recorded. (R302.6, R302.7)

Five (5) instances of [sidewalk width falling below the minimum required 48 inches](#) of accessible width were recorded. (R302.3)

Five (5) instances of driveway flares adjacent to intersecting sidewalks [exceeding 10%](#) were recorded with a two-foot smart level. (R304.2)

Curb Ramps

Forty-two (42) curb ramps were found noncompliant. Attempt to save the existing detectable warning plates where applicable. Refer to the Curb Ramp Map and the GeoJot+ GIS Map for more information.



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Hollywood Street (Eastbound)

Three (3) instances of [cross slopes exceeding 2%](#) were recorded with a two-foot smart level. (R302.6)

Curb Ramps

Two (2) curb ramps were found noncompliant. Refer to the Curb Ramp Map and the GeoJot+ GIS Map for more information.



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Indian Hills Mound (Northbound)

Seven (7) instances of [cross slopes exceeding 2%](#) were recorded with a two-foot smart level. (R302.6)

One (1) instance of damaged pavement resulting in elevation changes, gaps, or slopes [greater than allowed](#) (0.25 inches in height, 0.5 inches in length, 2% in slope) was recorded. (R302.6, R302.7)

Curb Ramps

Two (2) curb ramps were found noncompliant. Refer to the Curb Ramp Map and the GeoJot+ GIS Map for more information.

Ivy Hill Lane (Eastbound)

Twelve (12) instances of [cross slopes exceeding 2%](#) were recorded with a two-foot smart level. (R302.6)

Seven (7) instance of concrete heaving resulting in changes in elevation [greater than 0.25 inches in height](#) were recorded. (R302.7)

Thirteen (13) instances of damaged pavement resulting in elevation changes, gaps, or slopes [greater than allowed](#) (0.25 inches in height, 0.5 inches in length, 2% in slope) were recorded. (R302.6, R302.7)

Ivy Hill Lane (Westbound)

Eleven (11) instances of [cross slopes exceeding 2%](#) were recorded with a two-foot smart level. (R302.6)

Eighteen (18) instances of concrete heaving resulting in changes in elevation [greater than 0.25 inches in height](#) were recorded. (R302.7)

Four (4) instances of damaged pavement resulting in elevation changes, gaps, or slopes [greater than allowed](#) (0.25 inches in height, 0.5 inches in length, 2% in slope) were recorded. (R302.6, R302.7)

Curb Ramps

Four (4) curb ramps were found noncompliant, and four (4) curb ramps were found compliant but lack a detectable warning plate. Refer to the Curb Ramp Map and the GeoJot+ GIS Map for more information.

Jackson Road (Westbound)

Seven (7) instances of [cross slopes exceeding 2%](#) were recorded with a two-foot smart level. (R302.6)

One (1) instance of concrete heaving resulting in changes in elevation [greater than 0.25 inches in height](#) was recorded. (R302.7)

One (1) instance of damaged pavement resulting in elevation changes, gaps, or slopes [greater than allowed](#) (0.25 inches in height, 0.5 inches in length, 2% in slope) was recorded. (R302.6, R302.7)

Curb Ramps

Five (5) curb ramps were found noncompliant. Refer to the Curb Ramp Map and the GeoJot+ GIS Map for more information.



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Joshua's Run (Southbound)

Nine (9) instances of [cross slopes exceeding 2%](#) were recorded with a two-foot smart level. (R302.6)

Three (3) instance of concrete heaving resulting in changes in elevation [greater than 0.25 inches in height](#) were recorded. (R302.7)

Curb Ramps

Three (3) curb ramps were found noncompliant. Refer to the Curb Ramp Map and the GeoJot+ GIS Map for more information.

Loretta Drive (Eastbound)

Eight (8) instances of [cross slopes exceeding 2%](#) were recorded with a two-foot smart level. (R302.6)

Two (2) instance of concrete heaving resulting in changes in elevation [greater than 0.25 inches in height](#) were recorded. (R302.7)

Four (4) instances of damaged pavement resulting in elevation changes, gaps, or slopes [greater than allowed](#) (0.25 inches in height, 0.5 inches in length, 2% in slope) were recorded. (R302.6, R302.7)

Curb Ramps

Four (4) curb ramps were found noncompliant. Refer to the Curb Ramp Map and the GeoJot+ GIS Map for more information.

Memorial Drive (Eastbound)

Seven (7) instances of [cross slopes exceeding 2%](#) were recorded with a two-foot smart level. (R302.6)

Memorial Drive (Westbound)

Six (6) instances of [cross slopes exceeding 2%](#) were recorded with a two-foot smart level. (R302.6)

Four (4) instances of concrete heaving resulting in changes in elevation [greater than 0.25 inches in height](#) were recorded. (R302.7)

Curb Ramps

Two (2) curb ramps were found noncompliant. Refer to the Curb Ramp Map and the GeoJot+ GIS Map for more information.

Mission Ridge Drive (Eastbound)

One (1) instance of [cross slopes exceeding 2%](#) was recorded with a two-foot smart level. (R302.6)

One (1) instance of concrete heaving resulting in changes in elevation [greater than 0.25 inches in height](#) was recorded. (R302.7)

Mission Ridge Drive (Westbound)

One (1) instance of [cross slopes exceeding 2%](#) was recorded with a two-foot smart level. (R302.6)

Curb Ramps

Two (2) curb ramps were found noncompliant. Refer to the Curb Ramp Map and the GeoJot+ GIS Map for more information.

Monticello Avenue (Southbound)

Thirteen (13) instances of [cross slopes exceeding 2%](#) were recorded with a two-foot smart level. (R302.6)

Two (2) instance of concrete heaving resulting in changes in elevation [greater than 0.25 inches in height](#) were recorded. (R302.7)

Six (6) instances of damaged pavement resulting in elevation changes, gaps, or slopes [greater than allowed](#) (0.25 inches in height, 0.5 inches in length, 2% in slope) were recorded. (R302.6, R302.7)

Three (3) instances of [sidewalk width falling below the minimum required 48 inches](#) of accessible width were recorded. (R302.3)

Eleven (11) instances of driveway flares adjacent to intersecting sidewalks [exceeding 10%](#) were recorded with a two-foot smart level. (R304.2)

Curb Ramps

Twelve (12) curb ramps were found noncompliant. Refer to the Curb Ramp Map and the GeoJot+ GIS Map for more information.

Northcreek Boulevard (Northbound)

Ten (10) instances of [cross slopes exceeding 2%](#) were recorded with a two-foot smart level. (R302.6)

Three (3) instance of concrete heaving resulting in changes in elevation [greater than 0.25 inches in height](#) were recorded. (R302.7)

Four (4) instances of driveway flares adjacent to intersecting sidewalks [exceeding 10%](#) were recorded with a two-foot smart level. (R304.2)

Northcreek Boulevard (Southbound)

Nineteen (19) instances of [cross slopes exceeding 2%](#) were recorded with a two-foot smart level. (R302.6)

Two (2) instances of concrete heaving resulting in changes in elevation [greater than 0.25 inches in height](#) were recorded. (R302.7)

Three (3) instances of damaged pavement resulting in elevation changes, gaps, or slopes [greater than allowed](#) (0.25 inches in height, 0.5 inches in length, 2% in slope) were recorded. (R302.6, R302.7)

Five (5) instances of [sidewalk width falling below the minimum required 48 inches](#) of accessible width were recorded. (R302.3)

One (1) instance of driveway flares adjacent to intersecting sidewalks [exceeding 10%](#) were recorded with a two-foot smart level. (R304.2)

Curb Ramps

Seventeen (17) curb ramps were found noncompliant. Refer to the Curb Ramp Map and the GeoJot+ GIS Map for more information.



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Northgate Circle (Eastbound)

One (1) instance of concrete heaving resulting in changes in elevation [greater than 0.25 inches in height](#) was recorded. (R302.7)

Northgate Circle (Westbound)

Four (4) instances of [cross slopes exceeding 2%](#) were recorded with a two-foot smart level. (R302.6)

Curb Ramps

Eight (8) curb ramps were found noncompliant. Refer to the Curb Ramp Map and the GeoJot+ GIS Map for more information.



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Old Stone Road (Northbound)

Five (5) instances of [cross slopes exceeding 2%](#) were recorded with a two-foot smart level.
(R302.6)

Curb Ramps

Two (2) curb ramps were found compliant but require detectable warning plates. Refer to the Curb Ramp Map and the GeoJot+ GIS Map for more information.

Rivergate Parkway (Northbound)

Forty-two (42) instances of [cross slopes exceeding 2%](#) were recorded with a two-foot smart level. (R302.6)

Four (4) instance of concrete heaving resulting in changes in elevation [greater than 0.25 inches in height](#) were recorded. (R302.7)

Six (6) instances of damaged pavement resulting in elevation changes, gaps, or slopes [greater than allowed](#) (0.25 inches in height, 0.5 inches in length, 2% in slope) were recorded. (R302.6, R302.7)

Four (4) instances of driveway flares adjacent to intersecting sidewalks [exceeding 10%](#) were recorded with a two-foot smart level. (R304.2)

Rivergate Parkway (Southbound)

Forty-five (45) instances of [cross slopes exceeding 2%](#) were recorded with a two-foot smart level. (R302.6)

Seven (7) instances of concrete heaving resulting in changes in elevation [greater than 0.25 inches in height](#) were recorded. (R302.7)

Three (3) instances of damaged pavement resulting in elevation changes, gaps, or slopes [greater than allowed](#) (0.25 inches in height, 0.5 inches in length, 2% in slope) were recorded. (R302.6, R302.7)

Four (4) instances of [sidewalk width falling below the minimum required 48 inches](#) of accessible width were recorded. (R302.3)

Six (6) instances of driveway flares adjacent to intersecting sidewalks [exceeding 10%](#) were recorded with a two-foot smart level. (R304.2)

Curb Ramps

Thirty-two (32) curb ramps were found noncompliant. Refer to the Curb Ramp Map and the GeoJot+ GIS Map for more information.

Robert Cartwright Drive (Northbound)

Three (3) instances of [cross slopes exceeding 2%](#) were recorded with a two-foot smart level. (R302.6)

One instance of [missing sidewalk](#) was recorded.

Robert Cartwright Drive (Southbound)

Two (2) instances of [cross slopes exceeding 2%](#) were recorded with a two-foot smart level. (R302.6)

Curb Ramps

Three (3) curb ramps were found noncompliant. Refer to the Curb Ramp Map and the GeoJot+ GIS Map for more information.

Roscoe Street (Westbound)

Four (4) instances of damaged pavement resulting in elevation changes, gaps, or slopes greater than allowed (0.25 inches in height, 0.5 inches in length, 2% in slope) were recorded. (R302.6, R302.7)

Nine (9) instances of driveway flares adjacent to intersecting sidewalks exceeding 10% were recorded with a two-foot smart level. (R304.2)

Curb Ramps

Five (5) curb ramps were found noncompliant. Refer to the Curb Ramp Map and the GeoJot+ GIS Map for more information.

Shevel Drive (Westbound)

Two (2) instances of [cross slopes exceeding 2%](#) were recorded with a two-foot smart level. (R302.6)

Three (3) instances of concrete heaving resulting in changes in elevation [greater than 0.25 inches in height](#) were recorded. (R302.7)

Four (4) instances of damaged pavement resulting in elevation changes, gaps, or slopes [greater than allowed](#) (0.25 inches in height, 0.5 inches in length, 2% in slope) were recorded. (R302.6, R302.7)

One (1) instance of [sidewalk width falling below the minimum required 48 inches](#) of accessible width was recorded. (R302.3)

Curb Ramps

Six (6) curb ramps were found noncompliant. Refer to the Curb Ramp Map and the GeoJot+ GIS Map for more information.

Sydney Drive (Northbound)

No deficiencies were recorded.

Sydney Drive (Southbound)

Three (3) instances of [cross slopes exceeding 2%](#) were recorded with a two-foot smart level. (R302.6)

One (1) instance of concrete heaving resulting in changes in elevation [greater than 0.25 inches in height](#) was recorded. (R302.7)

Curb Ramps

Five (5) curb ramps were found noncompliant, with three (3) curb ramps requiring detectable warning plates to be compliant. Refer to the Curb Ramp Map and the GeoJot+ GIS Map for more information.

Tara Lane (Westbound)

One (1) instance of [cross slopes exceeding 2%](#) was recorded with a two-foot smart level. (R302.6)

One (1) instance of concrete heaving resulting in changes in elevation [greater than 0.25 inches in height](#) was recorded. (R302.7)

Curb Ramps

Six (6) curb ramps were found noncompliant. Two (2) curb ramps were found noncompliant but require detectable warning plates to be compliant. Refer to the Curb Ramp Map and the GeoJot+ GIS Map for more information.

Trailing Blossom Lane (Southbound)

Three (3) instances of [cross slopes exceeding 2%](#) were recorded with a two-foot smart level. (R302.6)

Two (2) instances of concrete heaving resulting in changes in elevation [greater than 0.25 inches in height](#) were recorded. (R302.7)

Trailing Blossom Lane (Northbound)

Two (2) instances of [cross slopes exceeding 2%](#) were recorded with a two-foot smart level. (R302.6)

Three (3) instances of concrete heaving resulting in changes in elevation [greater than 0.25 inches in height](#) were recorded. (R302.7)

One (1) instance of damaged pavement resulting in elevation changes, gaps, or slopes [greater than allowed](#) (0.25 inches in height, 0.5 inches in length, 2% in slope) were recorded. (R302.6, R302.7)

Curb Ramps

There are no curb ramps on Trailing Blossom Lane. Refer to the Curb Ramp Map and the GeoJot+ GIS Map for more information.

Trellis Way (Southbound)

Four (4) instances of [cross slopes exceeding 2%](#) were recorded with a two-foot smart level. (R302.6)

Five (5) instances of concrete heaving resulting in changes in elevation [greater than 0.25 inches in height](#) were recorded. (R302.7)

Trellis Way (Northbound)

Seven (7) instances of [cross slopes exceeding 2%](#) were recorded with a two-foot smart level. (R302.6)

Three (3) instances of concrete heaving resulting in changes in elevation [greater than 0.25 inches in height](#) were recorded. (R302.7)

One (1) instance of damaged pavement resulting in elevation changes, gaps, or slopes [greater than allowed](#) (0.25 inches in height, 0.5 inches in length, 2% in slope) was recorded. (R302.6, R302.7)

Curb Ramps

Two (2) curb ramps were found fully noncompliant and five (5) curb ramps were found noncompliant but require a detectable warning plate to be compliant. Refer to the Curb Ramp Map and the GeoJot+ GIS Map for more information.

Truvine Way (Eastbound)

Five (5) instances of [cross slopes exceeding 2%](#) were recorded with a two-foot smart level. (R302.6)

Truvine Way (Westbound)

Four (4) instances of [cross slopes exceeding 2%](#) were recorded with a two-foot smart level. (R302.6)

One (1) instance of concrete heaving resulting in changes in elevation [greater than 0.25 inches in height](#) was recorded. (R302.7)

Curb Ramps

Four (4) curb ramps were found noncompliant, with two (2) additional curb ramps requiring detectable warning plates to be compliant. Refer to the Curb Ramp Map and the GeoJot+ GIS Map for more information.



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Twelve Stones Court (Eastbound)

Seven (7) instances of [cross slopes exceeding 2%](#) were recorded with a two-foot smart level. (R302.6)

Curb Ramps

Two (2) curb ramps were found noncompliant. Refer to the Curb Ramp Map and the GeoJot+ GIS Map for more information.

Twelve Stones Crossing (Westbound)

Twenty-six (26) instances of [cross slopes exceeding 2%](#) were recorded with a two-foot smart level. (R302.6)

Seven instances of concrete heaving resulting in changes in elevation [greater than 0.25 inches in height](#) were recorded. (R302.7)

Four instances of damaged pavement resulting in elevation changes, gaps, or slopes [greater than allowed](#) (0.25 inches in height, 0.5 inches in length, 2% in slope) were recorded. (R302.6, R302.7)

Three instances of driveway flares adjacent to intersecting sidewalks [exceeding 10%](#) were recorded with a two-foot smart level. (R304.2)

Curb Ramps

Eight (8) curb ramps were found noncompliant. Refer to the Curb Ramp Map and the GeoJot+ GIS Map for more information.

Vine Lane (Eastbound)

Five (5) instances of [cross slopes exceeding 2%](#) were recorded with a two-foot smart level. (R302.6)

Three (3) instances of concrete heaving resulting in changes in elevation [greater than 0.25 inches in height](#) were recorded. (R302.7)

Eight (8) instances of damaged pavement resulting in elevation changes, gaps, or slopes [greater than allowed](#) (0.25 inches in height, 0.5 inches in length, 2% in slope) were recorded. (R302.6, R302.7)

Vine Lane (Westbound)

Two (2) instances of [cross slopes exceeding 2%](#) were recorded with a two-foot smart level. (R302.6)

Four (4) instances of concrete heaving resulting in changes in elevation [greater than 0.25 inches in height](#) were recorded. (R302.7)

Three (3) instances of damaged pavement resulting in elevation changes, gaps, or slopes [greater than allowed](#) (0.25 inches in height, 0.5 inches in length, 2% in slope) were recorded. (R302.6, R302.7)

Curb Ramps

Two (2) curb ramps were found fully noncompliant and four (4) curb ramps require a detectable warning plate to be found compliant. Refer to the Curb Ramp Map and the GeoJot+ GIS Map for more information.

West Twelve Stones Crossing (Eastbound)

Fifteen (15) instances of [cross slopes exceeding 2%](#) were recorded with a two-foot smart level. (R302.6)

Three (3) instances of concrete heaving resulting in changes in elevation [greater than 0.25 inches in height](#) were recorded. (R302.7)

One instance of damaged pavement resulting in elevation changes, gaps, or slopes [greater than allowed](#) (0.25 inches in height, 0.5 inches in length, 2% in slope) were recorded. (R302.6, R302.7)

Curb Ramps

Seven (7) curb ramps were found noncompliant. Refer to the Curb Ramp Map and the GeoJot+ GIS Map for more information.

Willis Branch Drive (Eastbound)

Three (3) instances of [cross slopes exceeding 2%](#) were recorded with a two-foot smart level. (R302.6)

Willis Branch Drive (Westbound)

One (1) instance of concrete heaving resulting in changes in elevation [greater than 0.25 inches in height](#) was recorded. (R302.7)

Two (2) instances of damaged pavement resulting in elevation changes, gaps, or slopes [greater than allowed](#) (0.25 inches in height, 0.5 inches in length, 2% in slope) were recorded. (R302.6, R302.7)

Curb Ramps

Ten (10) curb ramps were found noncompliant. Refer to the Curb Ramp Map and the GeoJot+ GIS Map for more information.



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Windsor Green Boulevard

Nine (9) instances of [cross slopes exceeding 2%](#) were recorded with a two-foot smart level.
(R302.6)

Curb Ramps

Nine (9) curb ramps were found noncompliant. Refer to the Curb Ramp Map and the GeoJot+ GIS Map for more information.

Windsor Trace (Eastbound)

Twenty-seven (27) instances of [cross slopes exceeding 2%](#) were recorded with a two-foot smart level. (R302.6)

Two (2) instance of concrete heaving resulting in changes in elevation [greater than 0.25 inches in height](#) were recorded. (R302.7)

Two (2) of damaged pavement resulting in elevation changes, gaps, or slopes [greater than allowed](#) (0.25 inches in height, 0.5 inches in length, 2% in slope) were recorded. (R302.6, R302.7)

Three (3) instances of driveway flares adjacent to intersecting sidewalks [exceeding 10%](#) were recorded with a two-foot smart level. (R304.2)

Windsor Trace (Westbound)

Nine (9) instances of [cross slopes exceeding 2%](#) were recorded with a two-foot smart level. (R302.6)

One (1) instances of driveway flares adjacent to intersecting sidewalks [exceeding 10%](#) were recorded with a two-foot smart level. (R304.2)

Curb Ramps

Forty-seven (47) curb ramps / driveway ramps were found noncompliant. Refer to the Curb Ramp Map and the GeoJot+ GIS Map for more information.