

Bicycle and Pedestrian Facility Assessment

City of Waycross

Downtown Waycross Development Authority District



Prepared by the Southern Georgia Regional Commission

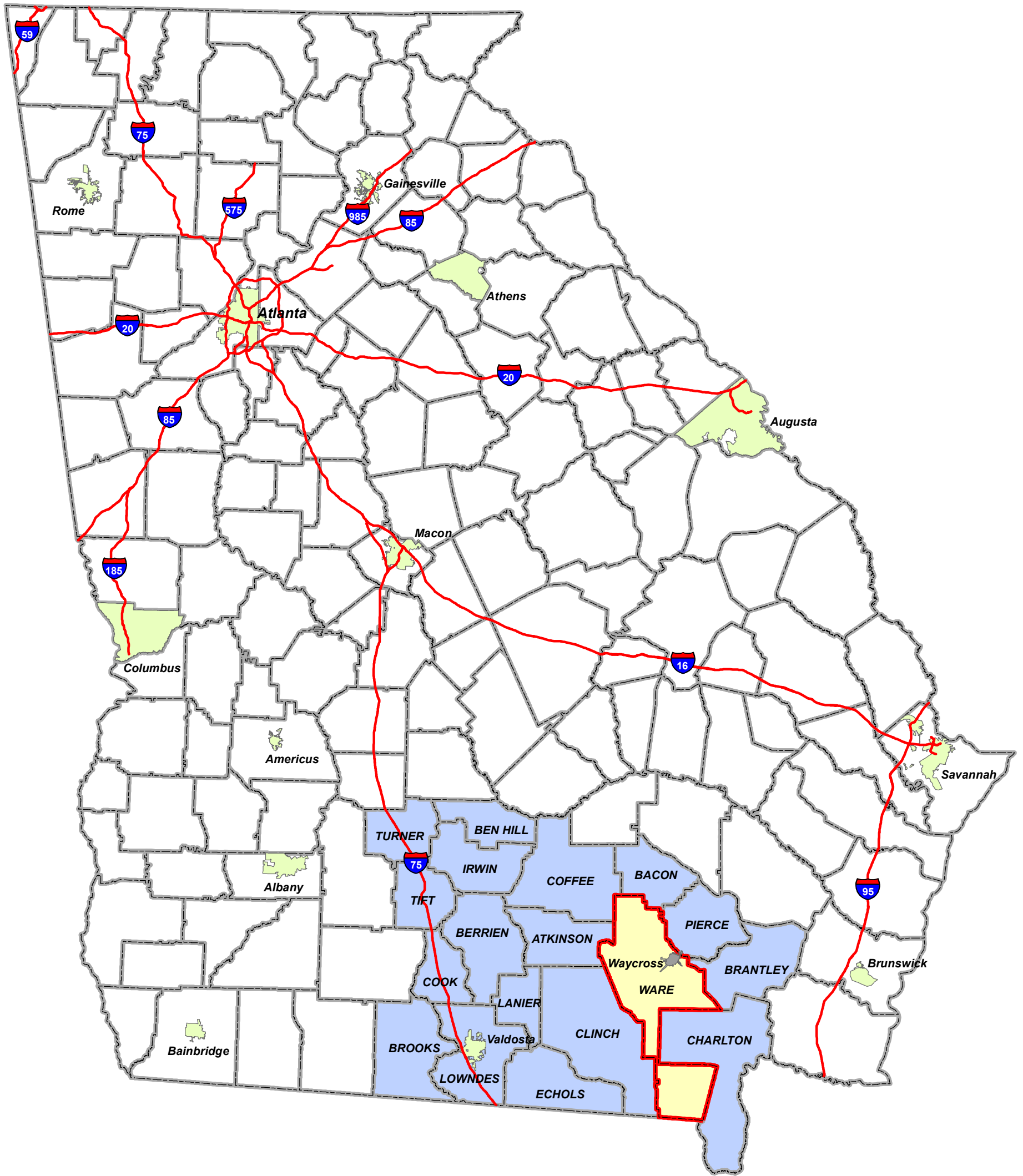
Introduction

Automobile drivers notice bicyclists and pedestrians along the roadways, but many view them as nuisances or as distractions. For many reasons, including health issues, transportation costs, environmental concerns and many others, people are turning more to walking and riding bicycles as a form of transportation or recreation. With the increased numbers of pedestrians and cyclists along the roadways, it would be reasonable to expect higher numbers of traffic incidents involving these people, however, as the number of bicyclists and pedestrians increase, so do the safety measures and facilities designed to keep them safe.

According to the American Association of State Highway Transportation Officials (AASHTO), the organization that sets standards, publishes specifications, and tests protocols and guidelines used in highway design in the United States, "Providing safe places for people to walk is an essential responsibility of all government entities involved in constructing or regulating the construction of public rights-of-way."ⁱ This means that any government responsible for the construction or maintenance of a roadway is also responsible for providing pedestrians a safe place to walk along these roadways.

How these agencies ensure the safety and ability of pedestrians to travel along the roads is dependent on the types of roads, whether it is a new construction project or a retrofit project, the cost/benefit of providing the access versus the inherent danger, and, of course, funding availability. Federal Highway Transportation policy requires that bicycle and pedestrian facilities be incorporated into all transportation projects unless "exceptional circumstances" exist, according to a United States Department of Transportation (USDOT) policy statement on integrating walking and bicycling facilities into the transportation infrastructure.ⁱⁱ This emphasis on bicycle and pedestrian facility improvements serves to reduce traffic accidents involving those who use alternative forms of transportation, especially those incidents resulting in injury and death.

Even though there is a perceived lack of public interest in funding and increased planning efforts for bicycling and walking facilities, the FHWA states that public opinion surveys show a strong support for increased efforts to add new or improve existing bicycle and pedestrian facilities across the country.ⁱⁱⁱ With the introduction of the American's With Disabilities Act (ADA) in 1990, added emphasis was placed on the need for improved walking conditions on America's roadways, especially in regards to sidewalks, because those with disabilities rely heavily on the pedestrian and transit infrastructure for transportation. Other issues, including increases in motor fuel prices and increased emphases on environmental protection efforts, have also led to an increase in the number of Americans using non-motorized modes of transportation.



Map Legend

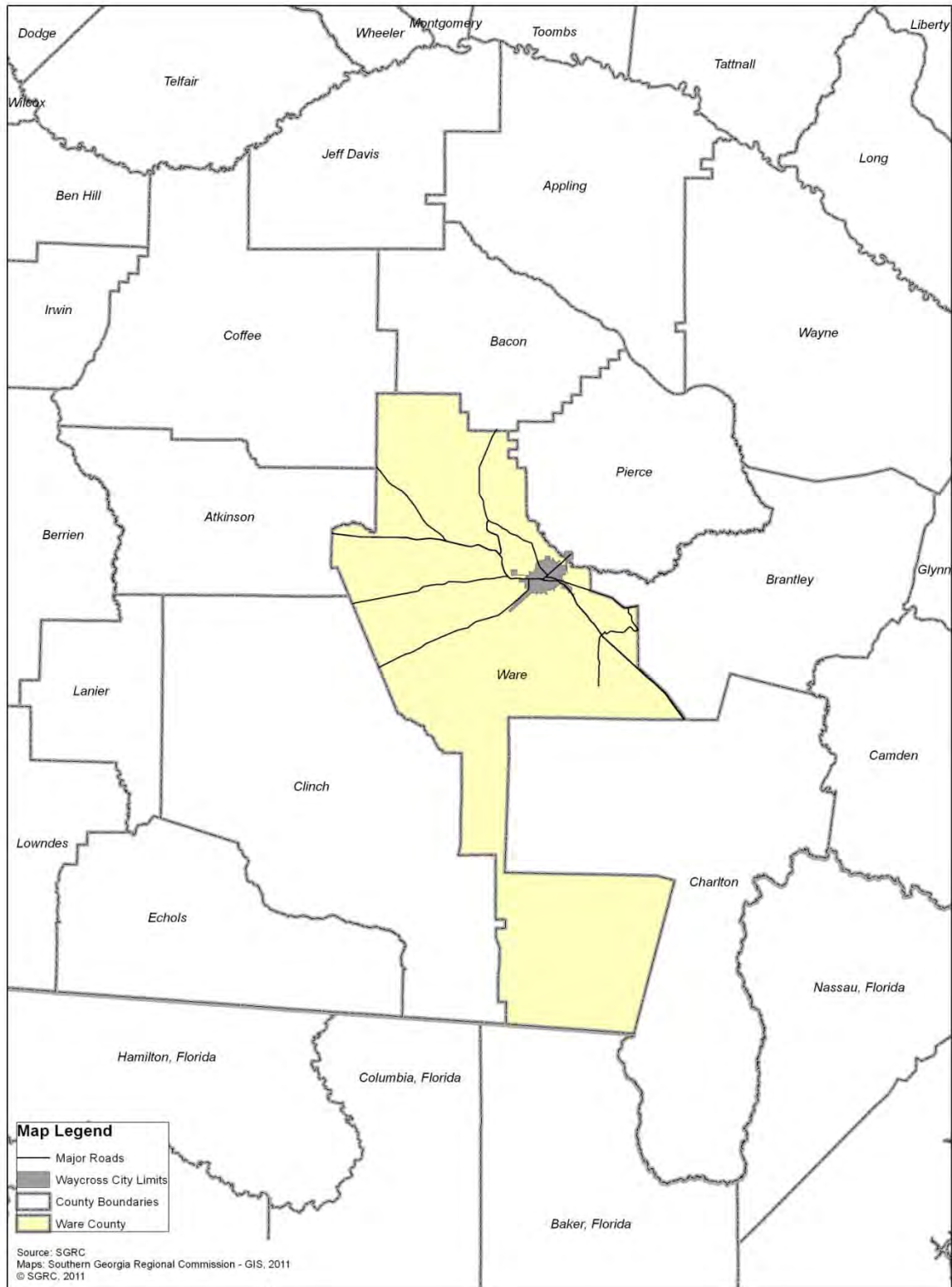
- Interstate
- County Boundaries

Source: SGRC
 Maps: Southern Georgia Regional Commission - GIS, 2011
 © SGRC, 2011



WARE COUNTY - CITY OF WAYCROSS STATE LOCATION MAP





WARE COUNTY - CITY OF WAYCROSS REGIONAL LOCATION MAP



Purpose and Scope

The purpose of this bicycle and pedestrian facility assessment is to look at the Downtown Waycross Development Authority (DWDA) area that has a low concentration of residences, but a high concentration of businesses, restaurant, shopping and entertainment facilities. Expansion of residences will occur in the next year with the Ware Hotel being rehabilitated into approximately 35 low-moderate income apartments. There are no schools within this study area, but there are intermodal facilities with the Waycross Depot and REA Building providing potential rail service, State Bicycle Route #10 going through the area, a TE funded bicycle path located just across the railroad tracks from this study area (Okefenokee Bike Path) and a TE funded Rails to Trails project (CSTEE-0009-00(140)-Where The Ways Cross City of Waycross Multi-use Trail and Trailhead) within this study area.

Due to the high numbers of pedestrians and bicyclists, there is a need to examine the facilities currently provided, whether the provided facilities are safe and sufficient, and whether new facilities or improvements to existing facilities are necessary. The assessment will also provide an overview of funding sources and barriers to new projects, as well as other issues related to improving the ability for residents to walk or ride a bicycle safely in the DWDA area.

It must be stated at this time that there is some controversy as to what area(s) should be covered under this assessment. So many specific areas overlap or border the downtown business district including the Downtown Waycross Development Authority District (a taxing entity), Waycross Main Street (one of the first five Main Streets in the United States), Downtown Waycross Historic District National Register District, Waycross Historic District National Register District, Potential New Waycross National Register Historic District (GDOT identified), other potential National Register Districts, existing and planned projects of the City of Waycross and Ware County, a GDOT TE funded bicycle path, a GDOT TE funded Rails to Trails project and other areas.

It is the opinion of the Southern Georgia Regional Commission staff (expressed to those involved) that not only the present Downtown Waycross Development Authority area should be studied, but also the surrounding residential districts that are bounded in by the existing railroad facilities and major streets in the area that form an interconnected residential-commercial area. The City of Waycross should improve these low-moderate income areas and market them to seniors, while providing interconnectivity and pedestrian/bicycle improvements within and between them and the DWDA area. In addition, there are no pedestrian facilities (but high pedestrian traffic) between the Garlington Street Waycross Housing Authority area and the DWDA area. The potential exists for pedestrian & bicycle trails and facilities to be located along portions of the Waycross City Canal that may solve some of this lack of connectivity.

In original consultation with the City of Waycross concerning downtown planning, these assessment boundary questions were posed and left up to the Downtown Waycross Development Authority (DWDA) and Waycross Main Street members to decide. After

no decision was made, the Downtown Waycross Development Authority (DWDA) area (plus the facing street side and connectivity areas) was decided upon by Southern Georgia Regional Commission (SGRC) staff as the study area due to a defined boundary.

While many people recognize the importance of bicycle and pedestrian travel in urban areas, because of high population densities, high traffic, and other reasons, there is a common misconception that these modes of transportation are not major issues in rural communities. However, according to the Missouri Bicycle and Pedestrian Foundation, research actually shows that the opposite is true and that while not only common in rural communities, these areas actually need bicycling and pedestrian facilities as much, if not more, than large cities. The Foundation cites several reasons for this, including:

- Small towns are noticeably lacking facilities
- Health, fitness and obesity levels are worse in small towns than in large cities, with one reason being lack of proper facilities
- People in rural communities depend on these modes of transportation because of a lack of access to other modes, such as public transportation
- A greater portion of roadways in rural areas are State and Federally funded and State and Federal policies for transportation have, in the past, been geared towards motorized vehicles and would include bicycle and pedestrian facilities only if the local governments could fund these additions.

Even though the need is as great or greater in rural communities for bicycle and pedestrian facilities, scarce resources in these areas often means that the facilities are either insufficient or non-existent. Because State and Federal roadways generally serve as commercial corridors and city centers in rural areas, they tend to carry high volumes of vehicle traffic and have few accommodations for non-motorized transportation users. The Missouri Bicycle and Pedestrian Foundation contends that because of this poor connectivity in rural communities, people choose to walk or ride a bicycle less often than they would were the facilities provided, which leads to serious consequences for public health, fitness and obesity rates in rural America. Statistics show that rural residents, including children, have higher obesity rates and are more likely to be overweight. These residents also tend to be less physically active and rural communities lack funding to add or enhance facilities to improve these conditions.

To further the problem, of all users of the roadways bicyclists and pedestrians are by far the most vulnerable to injury or death relating from accidents because they have little or no physical protection. Bicyclists are supposed to wear a helmet, however, they offer little protection when related to being struck by an automobile or hitting the surface of the road. Between 1996 and 2003, nine out of ten people struck by vehicles were injured as a result, compared to one out of seven occupants of vehicles being injured as a result of a crash.^{iv} One out of every 16 pedestrians involved in a crash was killed as a result in the same time period.^v According to the same study, bicyclists are nine times more likely to be killed in crashes than are vehicle occupants.

In 2009, 630 pedacyclists were killed in the United States accounting for 2% of all traffic fatalities during the year. 51,000 were injured in traffic crashes with 17% (or about 8,000) of those aged 14 and younger. In Georgia, during the same time period, there were 21 pedacyclist fatalities accounting for 1.6% of the total traffic fatalities in the state.^{vi}

In the same year there were 4,092 pedestrian fatalities in the United States representing 12% of the total fatalities. In Georgia during the same time period, there were 150 pedestrian fatalities representing 11.7% of the total traffic fatalities in the state.^{vii}

In Georgia between 2000-2006, according to the GDOT Crash Analysis, Statistics & Information (CASI) report, an average of three pedestrians were killed and forty injured each week. A total of 1,087 pedestrians died in this time period and 1 out of every 16 pedestrians involved in crashes was killed. There were 188 bicycle-related fatalities in the same period and only 22 of those who died were wearing helmets. According to the CASI report, pedestrians in Georgia are “32 times more likely to be killed in motor vehicle crashes than vehicle occupants are.”

In the section of the report titled “Pedestrians-Critical Issues” it is noted that a vast majority of pedestrian-related crashes occur on city streets, where almost one out of two crashes happened. Half of all bicycle crashes occurred on city streets. The main reason cited for the frequency of crashes at these locations is that “very few neighborhoods in Georgia have sidewalks or bicycle paths.” Even though a majority of both types of crashes occurred on city streets, the highest percentage of fatal crashes for both bicyclists and pedestrians occurred on state routes. According to the report, “The combination of infrequent crosswalks, no pedestrian walkways and high speed may account for the high number of fatalities on state routes.” Vehicles tend to travel faster along rural roads and people walking or riding a bicycle have fewer facilities to use, making crashes involving the two both more likely and more dangerous.

Between 1996 and 2003, there were 89 Pedestrian involved in crashes in Ware County, a rate of 4.2 per 10,000 licensed drivers.^{viii} Of those, 75 were injured, a rate of 3.5 per 10,000 licensed drivers.^{ix} 9 were killed, leaving only 5 uninjured.^x

The purpose of this report is to assess the presence and condition of bicycle and pedestrian facilities in the study area. Even though this assessment does not cover all of the City of Waycross, it is the first step in what will hopefully be a long process of evaluation and planning to make the City of Waycross as bicycle and pedestrian oriented as possible.

Community Profile

Ware County, GA is located along U.S. #1, U.S. #23, U.S. #82 and U.S. #84 (and various state routes) in Southeast Georgia, approximately 60 miles west of Brunswick, Georgia and approximately 40 mi. north of the Florida border. Ware County includes the City of Waycross, which is the only city and the County Seat.

According to the 2010 U.S. Census, the population of Georgia has increased by 18.3% since 2000. 2010 U.S. Census data for Ware County places the population at 36,312 and that of the City of Waycross at 14,649.

Historically, the City of Waycross had a trolley based transit system (now defunct), intermodal passenger rail service (now transferred around Waycross with the closest stop being in Jesup, Georgia) and interstate bus service via Greyhound and others (now moved out of Waycross with the closest stops being in Brunswick, Hinesville, Tifton & Valdosta, Georgia and Jacksonville, Florida). Presently, while it may be feasible to operate a fixed route transit system, the City of Waycross has paired with Ware County to operate an on-call van system. There is still no intermodal connectivity between counties or regions in the area, although the van may be employed (for an additional fee) to carry individuals to these areas. Fees for this connectivity to other areas are high compared to intermodal options in larger areas. Unfortunately, with a phone reservation based system with advanced notice required, spontaneous travel is out of the question.

A State Bicycle Route, known as the Southern Crossings Corridor (Route #10), runs through the City of Waycross. The Wiregrass Corridor (Route #20) merges into Route 10 west of the City. State Bicycle Route #10 crosses in the assessment area (on a flyover). The City of Waycross/Ware County also have a GDOT TE funded Okefenokee Bike Path that begins on the eastern edge of the study area and extends to Okefenokee Swamp Park.

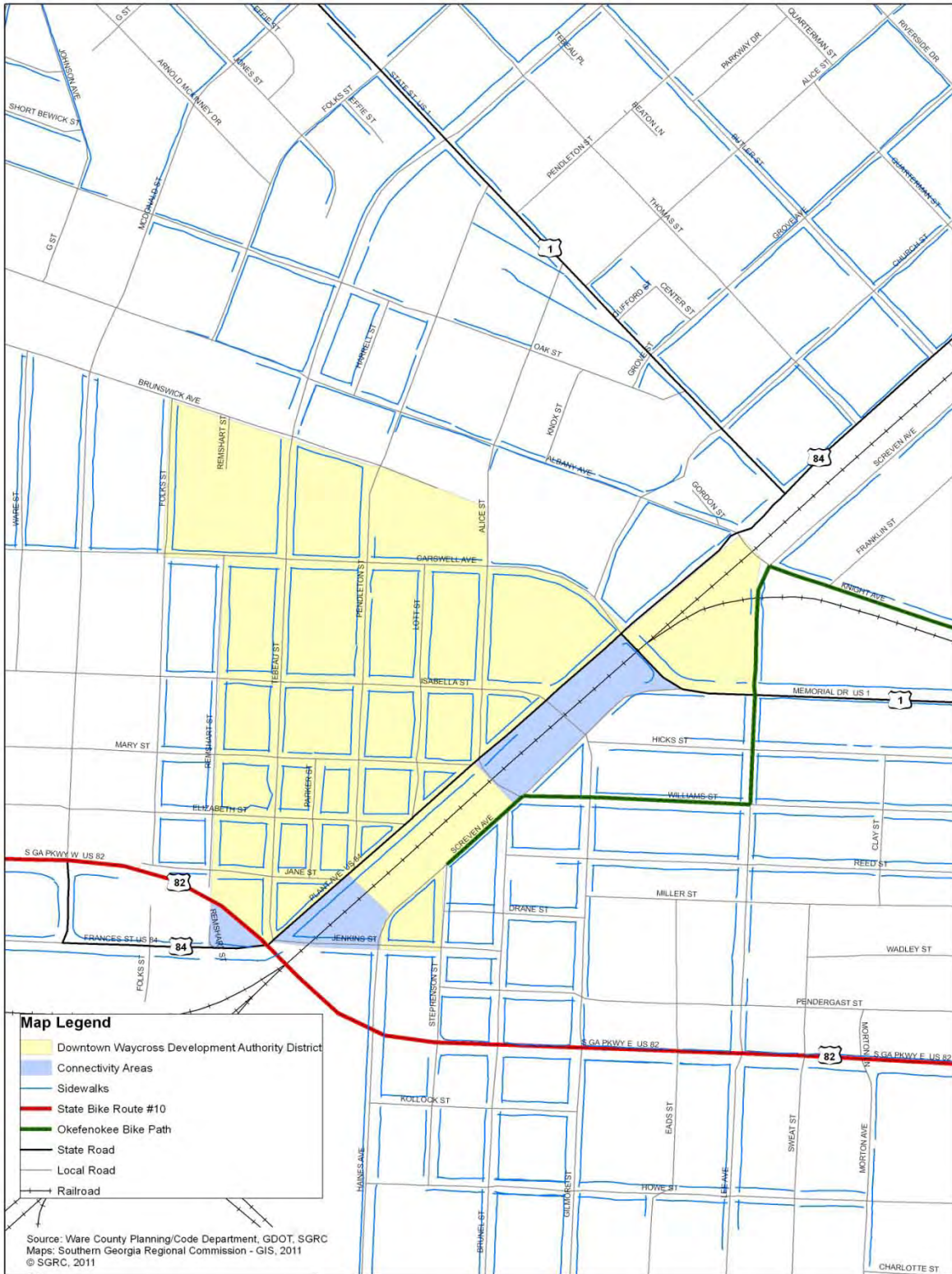
The map on the following page depicts the area being studied and labels several prominent features in the area including railroad crossings and pedestrian facilities. The purpose of this map is to give a broad level view of the study area while showing current pedestrian traffic generators, walking facilities and potential barriers.

This assessment covers the downtown commercial portion of the City of Waycross that is under the special taxing authority of the Downtown Waycross Development Authority (DWDA), plus the facing street side and connectivity areas. The DWDA is different from many other downtown development authorities in that it was created by the Georgia State Legislature. The area is a roughly wedge shaped. There are also two small city parks in the area, Doughboy Park and Phoenix Park, which are small downtown triangular park areas with seating and tables. Festivals and concerts are held at different times of the year in the downtown area encompassing these parks. A larger park, Plant Park, is located on the edge of the study area along Screven Avenue/Haines Avenue.

According to 1996-2003 GDOT CASI data for Ware County, there were 89 pedestrians involved in crashes during those years. During that time there were 75 pedestrian injuries and 9 fatalities.

According to the Governor's Office of Highway Safety Pedestrian Fatalities, Injuries and Crash Trends By County 2003-2008 list, there was 0 pedestrian fatalities (and 7 injuries) in 2004, 1 pedestrian fatality (and 7 injuries) in 2005, 0 pedestrian fatalities (and 9 injuries) in 2006, 0 pedestrian fatalities (and 14 injuries) 2007, 1 pedestrian fatality (and 7 injuries) in 2008 and 0 pedestrian fatalities (and an unknown number of injuries) in 2009 in Ware County. There were 49 accidents involving pedestrians between 2004-2008 in Ware County.

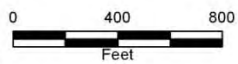
Many roads in Ware County and the City of Waycross have not been properly equipped for bicycle and pedestrian travel. Large expanses between destinations and high speed limits along the rural roadways make planning for safe walking and riding a bicycle a challenge. However, because of many of the previously mentioned factors, walking and bicycling are becoming more common forms of transportation and recreation in these rural areas. Because of this it is important for communities to begin planning for increasing numbers of walkers and bicyclists on the roads.



Map Legend

- Downtown Waycross Development Authority District
- Connectivity Areas
- Sidewalks
- State Bike Route #10
- Okfeokee Bike Path
- State Road
- Local Road
- Railroad

Source: Ware County Planning/Code Department, GDOT, SGR
 Maps: Southern Georgia Regional Commission - GIS, 2011
 © SGR, 2011



CITY OF WAYCROSS BICYCLE AND PEDESTRIAN STUDY AREA



Road Network

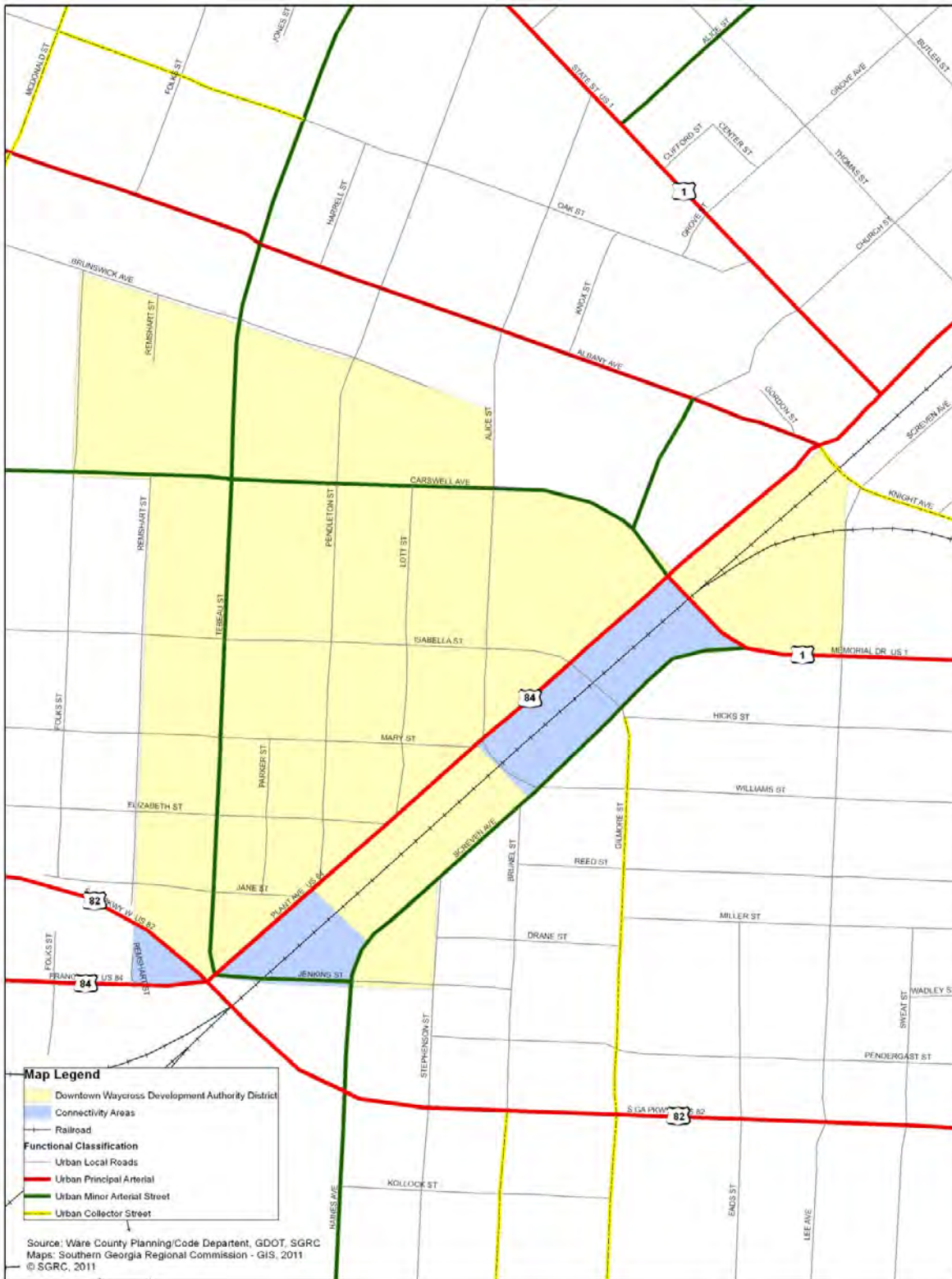
The map on the following page shows the functional classification of roads within the study area. According to the U.S. DOT, "Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of traffic service they are intended to provide." There are three functional classifications: arterial, collector, and local roads. All highways are grouped into one of these categories depending on the character of traffic and the degree of land access they allow. Arterial roadways provide the highest level of service at the greatest speed for the longest uninterrupted distance, while collectors provide a lower level of service at lower speeds and collect traffic from local roads and connect it with arterials.

Functional classification is a good indicator of the amount of traffic a given road is anticipated to carry as well as the speed limit ranges which will be imposed on the roadway. This system has been used extensively in the past in coordinating transportation planning with community development in general. However, as most roads are designed for maximum traffic movement efficiency, the tendency has been to overlook or disregard bicycle and pedestrian needs in order to have the most effective traffic flow. This is evident in the high proportion of pedestrian-related traffic fatalities along these roadways with the expected number of pedestrian mortality rates increasing as vehicle speed increases.

As can be seen in the map, there are three principal arterial roadways in the study area, US Hwy 1/US Hwy 23, US Hwy 82 & U.S. #84. US Hwy 1/US Hwy 23 Business enters the study area from the north on Plant Avenue and turns east onto Memorial Drive. U.S. #82 actually flies over the study area with no direct entrance/exit. US Hwy 84 runs north and south along Plant Avenue through the study area.

Classified as minor arterial are: Tebeau Street, Carswell Avenue, Church Street (Street itself not in study area, but a boundary intersection with study area) and Haines Avenue/Screven Avenue.

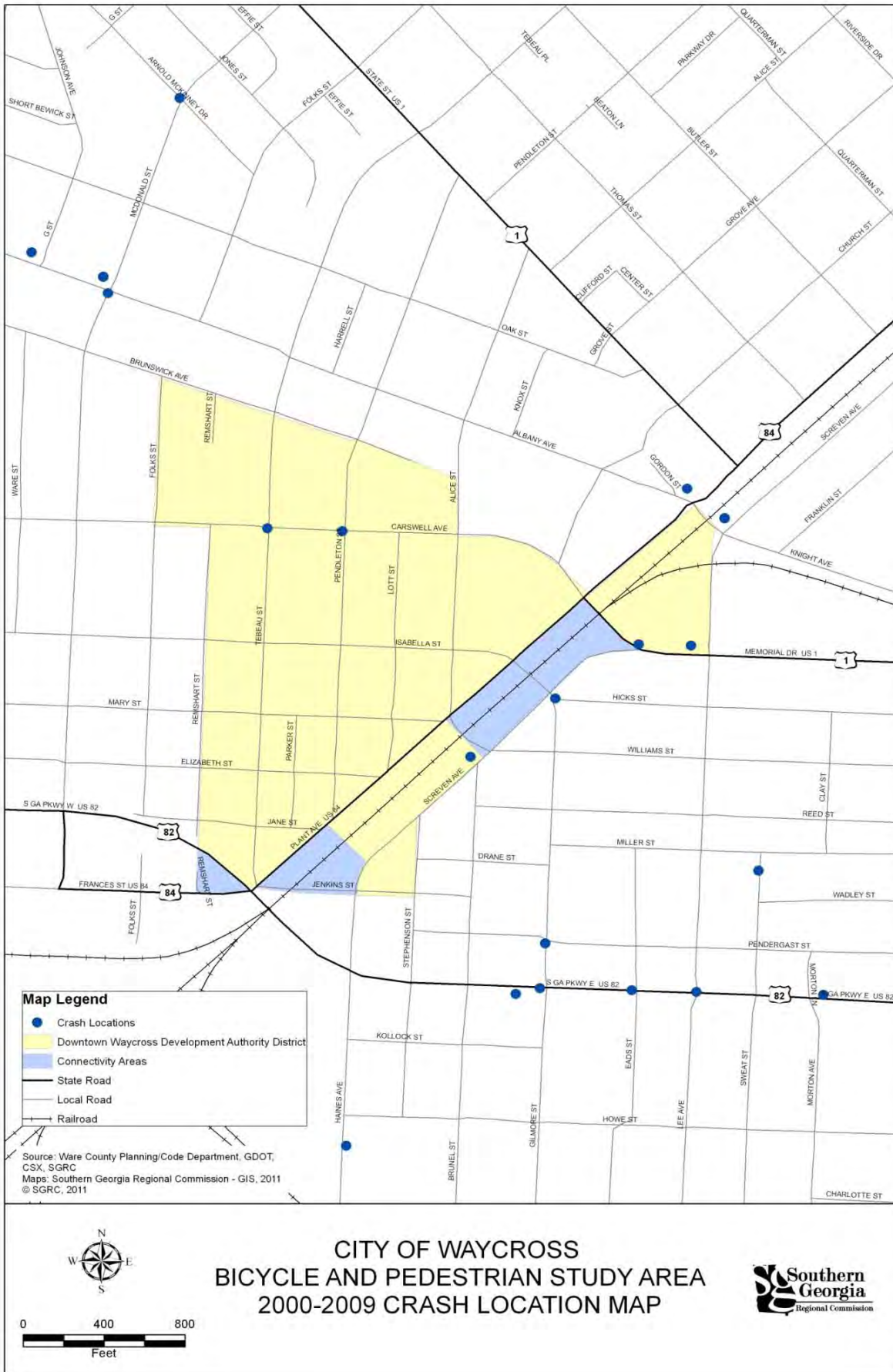
There are two roads classified as collector roads in the study area, Knight Avenue and Gilmore Street (Street itself not in study area, but a boundary intersection with study area).



0 300 600
Feet

CITY OF WAYCROSS BICYCLE AND PEDESTRIAN STUDY AREA FUNCTIONAL CLASSIFICATION MAP

Southern Georgia
Regional Commission



FACILITY ASSESSMENT

This facility assessment was conducted to assess the bicycle and pedestrian facilities in the study area and to give an overall picture of the bikeability and walkability within the area. The goal is to answer the overarching question of whether pedestrian facilities address the needs of all pedestrians. Certain pedestrian groups may be more likely to use facilities in certain areas of the community, such as seniors attempting to access grocery stores or recreational users attempting to access parks. If facilities are present in an area, the next goal is to determine whether the facilities provided are safe, continuous, and convenient for all users. If sidewalks are present but poorly maintained, for instance, pedestrians may take alternative routes which may put them in conflict with vehicular traffic.

Complaints received by the surveyor before or during the survey centered on specific areas that merchants were having problems with. One area was at the SE corner of Mary Street & Pendleton Street regarding the uneven placement of the infrastructure drain at the corner. It appears that this has been corrected. Another complaint centered around multiple falls that has taken place at the NE corner of Elizabeth Street & Parker Street. Another complaint centered around the high tile that extends above the curbing on the East side of Tebeau Street between Elizabeth Street & Jane Street. Several falls were reported as a result of this. Still, another merchant complaint centered on the inability of a handicapped person to cross Isabella Street from the SE corner of Isabella Street & Pendleton Street. This is the same area as City Hall.

Streets:

The following prompts were used to assess the presence and usability of facilities on streets within the study area:

1. Presence, Design, and Placement

1. Are sidewalks provided along the street?
 - a. If there is no sidewalk, is there a walkable shoulder?
2. Are sidewalks provided on both sides of bridges?
3. Is the sidewalk adequate for pedestrian volumes?
4. Is there adequate separation between pedestrians and vehicular traffic?
5. Are sidewalks/street boundaries discernable to people with visual impairments?

2. Quality, Conditions, and Obstructions

1. Is the path clear of temporary and permanent obstructions?
2. Is the walking surface too steep?
3. Is the walking surface adequate and well-maintained?

3. Continuity and Connectivity

1. Are sidewalks/walkable shoulders continuous and on both sides of the street?
2. Are measures needed to direct pedestrians to safe crossing points and access ways?

4. Lighting

1. Is the sidewalk adequately lit?
2. Does street lighting improve pedestrian visibility at night?

5. Visibility

1. Is the visibility of pedestrians walking on the sidewalk/shoulder adequate?

6. Driveways

1. Are the conditions at driveway intersections endangering pedestrians?
2. Does the number of driveways make the route undesirable for pedestrian travel?

7. Traffic Characteristics

1. Are there any conflicts between bicycles and pedestrians?

8. Signs and Pavement Markings

1. Are pedestrian travel zones clearly delineated from other modes of traffic through the use of striping, colored and/or textured pavement, signing, and other methods?
2. Is the visibility of signs and pavement markings adequate during the day and night?

The assessment was conducted by site visits using a common set of assessment tools as provided in the FHWA "Pedestrian Road Safety and Audit Guidelines and Prompts List" (2007). FHWA's guidance provides a full inventory assessment for streets, street crossings, parking areas and adjacent developments, and transit areas.

However, once the study was underway, it became apparent that these prompts alone would not give a full picture of the problems that exists. A vast majority of the sidewalk & crossing infrastructure in the study area needs complete replacement or major maintenance.

Streets running North & South were examined first, then streets running East & West. Afterwards, intersections were examined. An inclinometer was employed to examine slope angle of ramps & flares and pedestrian access points (if applicable). However cross-slope of sidewalks, ramps, etc. was not measured unless it was abundantly clear that something was wrong.

The number of breaks and uneven/high joints & edges in sidewalks was counted on each block. The number of breaks shown per block is not necessarily the actual number, but the number of standard size sidewalk pours that may be needed to repair those breaks and replace the un-standardized size sidewalks presently there. Sidewalk sizes ranged all over the spectrum with many different sizes on each block as a rule. Some were as much as 15 feet in width. The number of uneven/high joints & edges reported may contain all sides of a single panel (up to 4 sides) if relevant. Missing panels were also counted, as were the number of broken or defective pavers (if any). Bad utility cuts were also counted, but not included in the overall number rankings.

Widths reported are panel lengths running between buildings (if any) and curbing. Lengths reported are panel lengths running parallel along the street.

Street Assessment Results

The vast majority of all sidewalks, ramps and other pedestrian facilities in the assessment area require replacement or major maintenance. After determining this, a method of rating each side of the city block as being “High Traffic”, “Medium Traffic” or “Low Traffic” based on the total number of defects (excluding bad utility cuts) was employed to help in future project selection using that rating with the number of breaks, uneven/high joints, missing panels, broken or defective pavers (if any) to warrant replacement first. This rating of “High Traffic”, “Medium Traffic” or “Low Traffic” was derived from personal observation of the surveyor from living in the study area for over 15 years. The City of Waycross was given an opportunity to comment on these ratings.

Three lists were developed: Number of uneven/high joints only (based on a request from the City of Waycross), Total number of defects and the Total number of defects based on rating of “High Traffic” “Medium Traffic” or “Low Traffic”.

The uneven/high joint list does not provide a full picture of the problems that exist in any block. In requesting a listing of the uneven/high joint numbers only, the City of Waycross was to use this to provide a list to a contractor who was to grind down the joints. This was done in the past, as well, with mixed results. While some of the areas appeared to be successfully done on newer concrete, others resulted in poor results that were noted in this survey as still being uneven/high joints. Older concrete panels that were already broken, or broke soon afterward, also appeared to have been ground down in the process. With the general poor condition of the sidewalks, older sidewalks should be scheduled for replacement, instead of paying to have certain sections ground down when much larger problems exist in the same block.

The list containing the total number of defects, as well as the lists containing the total number of defects based on usage (High Traffic, Medium Traffic or Low Traffic) should be used at the discretion of the City of Waycross to gauge replacement and/or major maintenance. This is everyday use, not special event use, so areas that are used for special events may be promoted by the City to greater importance.

Several sidewalks were in a construction area (East side of Remshart Street from Mary Street to Elizabeth Street, North side of Elizabeth Street from Remshart Street to Tebeau Street and West side of Tebeau Street between Mary Street & Elizabeth Street) resulting from the rehabilitation of the Ware Hotel and could not be surveyed. They will likely require almost complete replacement.

Besides the need for replacement and/or major maintenance on a majority of sidewalks, problems noted in the street survey also include two street made up largely of brick (West side of Plant Avenue between Isabella Street & Mary Street) or six sided concrete pavers (North side of Jane Street between Remshart Street & Tebeau Street) that were listed separately due to the high number of uneven surfaces and broken pavers. While the Plant Avenue block is High Traffic, the Jane Street block is Low Traffic. Replacement options should be weighed appropriately. Also, please note that virtually all of the concrete panels are broken on Francis Street and large numbers on southern parts of Plant Avenue near Jenkins Street.



Broken Bricks-West Side Plant Avenue Between Isabella Street & Mary Street



Broken Pavers-North Side Jane Street Between Remshart Street & Tebeau Street

Parker Street between Mary Street & Elizabeth Street should be looked at closely for design solutions. The West side has a business ramp and drive-up area installed by a merchant that intrudes into the sidewalk and eliminated the walking area, forcing pedestrians to negotiate around it. The East side has air conditioners, a wooden porch and other material blocking the sidewalk in that area. The NE corner of Parkers Street & Elizabeth Street was also reported by a merchant as having multiple falls at that location.

A dangerous situation on Lee Avenue between Knight Avenue & Memorial Drive should be corrected as soon as possible, even if sidewalks are not extended fully through that area. Sudden drop offs, unmarked stairways, and a lack of hand rails make this area particularly dangerous.



West Side Of Lee Avenue Between Knight Avenue & Memorial Drive



East Side Of Lee Avenue Between Knight Avenue & Memorial Drive

Persistent sidewalk problems throughout the study area include:

- Many sidewalks not ADA compliant;
- Curbs pulling away from the sidewalks (taking them with it) particularly in the area of Waycross Bank & Trust;
- Brick tiles laid on concrete that cause height issues at curbing;
- Large number of traditional and/or undesirable driveways present in the study area, which intrude upon the sidewalks and interrupt them with curbing or ramps that are inappropriate;
- Poor crossing areas in the driveways themselves that are made up largely of broken asphalt or concrete which makes crossing more difficult;
- Panels made up of multiple materials & sizes that make replacement difficult;
- Wide seams that make crossing difficult for wheelchair users;
- Uneven & displaced concrete panels;
- Broken concrete panels;
- Grinding down repairs still pose hazards;
- Bad and dangerous utility cuts that intrude in the walking area, have high seams, have missing covers and are largely unmarked;
- Undefined landscaping elements & signage areas;
- Right-of-way incursions; and
- Potentially dangerous, somewhat unsecure, grates in the sidewalks.

Even newer areas of construction around the Phoenix Hotel and at the newest City Parking Lot on Mary Street have design issues. There are trip hazards in the concrete on each side (Pendleton Street and Parker Street) of the Phoenix Hotel near the front stores due to high or uneven pours hidden in the concrete. The City Parking Lot on Mary Street at Parker Street does not have pedestrian connectivity through it. Pedestrians enter it from the sidewalk on the Tebeau Street side and must walk into Mary Street to reach Parker Street. This is poorly planned and dangerous.



Curb Pulling Away From Sidewalk On East Side Of Remshart Street Between Carswell Avenue & Isabella Street



Reported Trip Hazard Of Brick Tiles On Concrete On East Side Of Tebeau Street Between Elizabeth Street & Jane Street

NORTH TO SOUTH:

FOLKS STREET:

Brunswick Avenue To Carswell Avenue:

General Notes: Asphalt on street very cracked, West Side: 27 parallel parking spaces, 2 bad utility cuts on West side. East Side: 16 parallel parking spaces. No Parking by Post Office. 0 Bad utility cuts on East side.

West Side: (LOW TRAFFIC)

Sidewalk made up of concrete panels of approx. 6' in width X 4'10" in length and 6' in width X 5'8" in length, as well as bricks and concrete pavers, some loose areas at driveways.

Broken/Cracked Panels: 34

Broken/Rough/High Edges: 28

Broken/Cracked Pavers: 6

Missing Areas/Panels: 0

Driveways: 5 Driveways With Full Sidewalk behind

Gutter Edges: High

Mid-Block Pedestrian Access: 5-1 with cracked concrete panels approx. 47" wide with approx. 1-12 angle, 1 with concrete pavers and bricks misaligned approx. 47" wide angle unavailable due to mis-alignment, 1 with concrete panels approx. 5' 2" wide with approx. 1.5-12 angle, 1 with broken up concrete panels approx. 4' wide angle unavailable due to misalignment, 1 with concrete panels broken up approx. 5' 1" wide angle unavailable due to misalignment.

East Side: (LOW TRAFFIC)

Sidewalk made up of concrete panels (about 50% new) of approx. 5' 10" in width and varying length (including 4'8"). New panels just shy of 6' in width.

Broken/Cracked Panels: 7

Broken/Rough/High Edges: 19

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 7 (4 sidewalks with planting strips and 3 traditional/undesirable)with undefined edges, Post Office and Federal Building driveways dangerous and have curb cuts extending to walking area

Gutter Edges: High

Mid-Block Pedestrian Access: 0

REMSHART STREET:

Brunswick Avenue to Storage Facility:

General Notes: West: No Parking East: No Parking. No sidewalks on West or East sides.

West Side: (LOW TRAFFIC)

No Sidewalks.

East Side: (LOW TRAFFIC)

No Sidewalks

Carswell Avenue To Isabella Street:

General Notes: Asphalt on street very cracked. West Side: 16 parallel parking spaces. East side: 16 head in parking spaces + 3 parallel parking spaces + 15 angled parking spaces. 0 Bad

utility cuts on West side. 2 Bad utility cuts on East side. Curbs broken, curb & gutter pulling away from sidewalk taking sidewalk with it on E side.

West Side: (LOW TRAFFIC)

Sidewalk made up of new concrete panels of approx. 4' width X 5' in length

Broken/Cracked Panels: 0

Broken/Rough/High Edges: 8

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 3 with planting strips and full sidewalk, 2 have rough, high, deep and uneven edges

Gutter Edges: High

Mid-Block Pedestrian Access: 0

East Side: (MEDIUM TRAFFIC)

Sidewalk made up of concrete panels (about 25% new) of approx. 6' in width and varying length

Broken/Cracked Panels: 27

Broken/Rough/High Edges: 10

Broken/Cracked Pavers: 0

Missing Areas/Panels: 1

Driveways: 2 with full sidewalks behind with no planting strips, edges rough, uneven sidewalk pours/seams & approximately ½ of street has pull-up parking directly onto sidewalk with no definition between sidewalk and parking

Gutter Edges: High

Mid-Block Pedestrian Access: 0

Isabella Street To Mary Street:

General Notes: Asphalt on street very cracked. West side 11 parallel parking spaces. East side 10 parallel parking spaces. 1 bad utility cuts on West side. 2 bad utility cuts on East side.

West Side (LOW TRAFFIC)

Sidewalk made up of concrete panels of varying width (some about 5', some about 4') and varying lengths

Broken/Cracked Panels: 9

Broken/Rough/High Edges: 11

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 2 with planting strips and full sidewalk, rough uneven and high edges

Gutter Edges: High

Mid-Block Pedestrian Access: 1 approx. 5' wide with cracked/broken concrete panels and curb, unmarked approx. 0.5-12 angle

East Side: (LOW TRAFFIC)

Sidewalk made up of concrete panels of about 6' in width X varying length

Broken/Cracked Panels: 12

Broken/Rough/High Edges: 10

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 2 with planting strips and full sidewalk, uneven deep edges, 1 is deeply cracked in its entirety

Gutter Edges: High

Mid-Block Pedestrian Access: 1 with high edges and panel badly cracked with curb, unmarked approx. 4'11" wide with approx. 1-12 angle.

Mary Street To Elizabeth Street:

General Notes: Asphalt on street very cracked. West side: 13 angled parking spaces plus 2 handicapped angled parking spaces. East side: 6 angled parking spaces. 1 Bad utility cuts on west side. 0 Bad utility cuts on East side. Church Building Entrance has uneven and broken pavers, Old "No Parking" Sign at mid-block by handicapped spaces needs removal. East side under construction.

West Side: (HIGH TRAFFIC)

Sidewalk made up of concrete panels of approx. 6' in width and 4' 3 ½" in length, some sections offset by 4"

Broken/Cracked Panels: 2

Broken/Rough/High Edges: 9

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 0

Gutter Edges: Too high at parking

Mid-Block Pedestrian Access: 3'10" wide Ramp approx. 2-12 (16.667 grade) rough, unmarked

East Side: (WILL BE HIGH TRAFFIC)-UNDER CONSTRUCTION

Elizabeth Street To Jane Street:

General Notes: Asphalt on street very cracked. West side: 12 angled parking spaces. East side: 9 angled parking spaces. 0 bad utility cuts on west side. 1 Bad utility cuts on east side. East side needs complete replacement.

West Side: (LOW TRAFFIC)

Sidewalk made up of concrete panels of approx. 6' in width X varying length & 1' X 6" concrete pavers

Broken/Cracked Panels: 5

Broken/Rough/High Edges: 19

Broken/Cracked Pavers: 71

Missing Areas/Panels: 0

Driveways: 1 with planting strips and full sidewalk, edges rough

Gutter Edges: Too high at parking

Mid-Block Pedestrian Access: 0

East Side: (LOW TRAFFIC)

Sidewalk made up of 2 rows of concrete panels approx. 5' in width X 5' 5" in length each row & 6 sided concrete pavers (some filled with asphalt)& solid 1 piece concrete panels of various width and depth & various concrete pieces.

Broken/Cracked Panels: 25

Broken/Rough/High Edges: 81

Broken/Cracked Pavers: 0

Missing Areas/Panels: 4

Driveways: 2 with planting strips and full sidewalk, edges rough, uneven sidewalk pours

Gutter Edges: Too high at parking

Mid-Block Pedestrian Access: 0

Jane Street To U.S. #82:

Closed by Fence Now Private Property?

U.S. #82 to Francis Street:

Now Private Parking?

TEBEAU STREET:

Brunswick Avenue To Carswell Avenue:

General Notes: West side: No Parking. East side: No parking. 4 bad utility/manhole cuts (including 2 at corners) on West side. 5 bad utility cuts on East side.

West Side: (MEDIUM TRAFFIC)

Sidewalk made up of concrete panels of approx. 4' 11" in width X varying length

Broken/Cracked Panels: 6

Broken/Rough/High Edges: 14

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 4 traditional/undesirable

Gutter Edges: High

Mid-Block Pedestrian Access: 0

East Side: (MEDIUM TRAFFIC)

Sidewalk made up of 1 row of concrete panels approx. 4' in width X varying length.

Broken/Cracked Panels: 6

Broken/Rough/High Edges: 1

Broken/Cracked Pavers: 0

Missing Areas/Panels: 2

Driveways: 4 traditional/undesirable driveways with all curbs, no passing spaces, broken/cracked crossings.

Gutter Edges: High

Mid-Block Pedestrian Access: 0

Carswell Avenue To Isabella Street:

General Notes: West side: 24 angled parking spaces. East side: 12 angled parking spaces. 11 utility cuts not well defined and broken/cracked on West side. Dangerous sidewalk intersection with bad cuts on West side. 2 bad utility cuts on East side. Traffic light poles appear dangerous and not set well at high angles-could fall. One of most dangerous sidewalk intersections seen at NW corner Tebeau Street & Isabella Street.

West Side: (HIGH TRAFFIC)

Sidewalk made up of 2 rows of concrete panels of approx. 4'8" to 4'10" in width X varying length & 1 concrete panels of approx. 10' 1" in width X 4'10" in length

Broken/Cracked Panels: 34

Broken/Rough/High Edges: 15

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 3 traditional/undesirable cracked and broken

Gutter Edges: High

Mid-Block Pedestrian Access: 1 approx. 10" wide with approx. 1-12 angle unmarked

East Side: (HIGH TRAFFIC)

Sidewalk made up of 2 rows of concrete panels approx. 5'8" in width X varying length & 4'8" in width X varying length. Also, 1 row of approx. 8'10" in width X varying length. Also, 3 rows of approx. 3'1" in width X varying length & 6' in width X varying length & 2' in width X varying length. Also, 2 rows of approx. 6' in width X varying length & 3' in width X varying length.

Broken/Cracked Panels: 22

Broken/Rough/High Edges: 11

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 4 traditional/undesirable with ramps. 1 appears to have 1-12 (8.33% grade) or less by has dangerous flares and is unmarked. 1 has approx. 1.5-12 (12.5% grade). 1 has approx. 1.5-12 (12.5% grade) and approx. 2-12 (16.667% grade). 1 has approx. 1.5-12 (12.5% grade) is dangerous with dangerous flares.

Gutter Edges: High

Mid-Block Pedestrian Access: 0

Isabella Street To Mary Street:

General Notes: West side: 9 angled parking spaces plus 1 handicapped angled space. East side: 7 angled parking spaces. 5 bad utility cuts, phone manhole in path and undefined planters on West side. 3 bad utility cuts East side.

West Side: (HIGH TRAFFIC)

Sidewalk made up of concrete panels of approx. 8' in width X varying length(including 9'11") & 2 rows of concrete panels of varying width X varying length & 5'10" in width X 4' in length.

Broken/Cracked Panels: 29

Broken/Rough/High Edges: 8

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 1 with planting strips and full sidewalk, edges rough & 2 traditional/undesirable including 2 sets of ramps at driveways with up to 3-12 rise/run (25% grade).

Gutter Edges: High

Mid-Block Pedestrian Access: 0

East Side: (MEDIUM TRAFFIC)

Sidewalk made up of 2 rows of concrete panels approx. 4'3" in width X varying length & varying width (6' to 6'10") X varying length. Also 1 row of concrete panels approx. 11'6" in width X varying length.

Broken/Cracked Panels: 22

Broken/Rough/High Edges: 8

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 2 traditional/undesirable with ramps. 1 ramp appears less than 1-12 (8.33% grade), the other ramp is approx 1.5-12 (12.5% grade).

Gutter Edges: High

Mid-Block Pedestrian Access: 0

Mary Street To Elizabeth Street:

General Notes: West side: 14 angled parking spaces. East side: 11 angled parking spaces. 6 bad utility cuts on West side. Broken and misaligned bricks on planters on West side. Over 2-12 dip (16.667% grade)in sidewalk before ramp on Mary Street on the West side. 6 bad utility cuts on East side. No definition to planters, have drop-offs.

West Side: (HIGH TRAFFIC)-UNDER CONSTRUCTION

East Side: (MEDIUM TRAFFIC)

Sidewalk made up of 3 rows of concrete panels approx. 1'9" in width X varying lengths & 6' wide X varying length & 2'11" wide X varying length.

Broken/Cracked Panels: 51

Broken/Rough/High Edges: 5

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 1 with planting strips and full sidewalk, ends ragged, edges high and uneven.

Gutter Edges: High

Mid-Block Pedestrian Access: 0

Elizabeth Street To Jane Street:

General Notes: West side: 9 angled parking spaces plus 1 handicapped angled parking space. East side: 12 angled parking spaces plus 1 handicapped angled space. 4 bad utility cuts, undefined planters on West side. 4 bad utility cuts, undefined planters with sudden drop-offs on East side. Merchants would like handicapped space in front of H.H. Burnett. Merchants report that traffic is too fast (no speed limit signs posted) and they have to get out and direct their customers into traffic. Possible suggestion (besides speed limit signs) is a four way stop at Elizabeth & Tebeau Streets. Merchants report that Jones Company employees do not utilize their parking lot, but park on Elizabeth Street. Many broken curbs. Grouting between bricks & gutter gone, lots of long cracks. Merchant reports of multiple falls on East side due to raised tile/concrete above curbing at parking spaces.

West Side: (MEDIUM TRAFFIC)

Sidewalk made up of concrete panels of approx. 11'2" in width X 11'2" length

Broken/Cracked Panels: 9

Broken/Rough/High Edges: 5

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 1 traditional/undesirable driveway with dips up to 3-12 (25% grade).

Gutter Edges: High

Mid-Block Pedestrian Access: 0

East Side: (MEDIUM TRAFFIC)

Sidewalk made up of 1 row of concrete panels approx. 9'10" in width X varying length. Also, brick pavers as accents on edges, strips, and planters.

Broken/Cracked Panels: 5

Broken/Rough/High Edges: 7

Broken/Cracked Pavers: 19

Missing Areas/Panels: 0

Driveways: 0

Gutter Edges: High

Mid-Block Pedestrian Access: 1 area that is almost cut like a driveway into a small alley, but is marked on the outside with a parking space providing no driveway access. Could be pedestrian access and great handicapped space that merchants want. Cuts are traditional in design with ramps Slope is about 1-12 (8.33% grade) on north and about 1.25-12 (10.417% grade) on the south. Cross pitch on both appears bad. Flared sides are sheer on the north. Flared sides are bad on the south with approx 6-12 angle (50% grade).

Jane Street To Francis Street/U.S. #84/Plant Avenue:

General Notes: West side: 6 parallel parking spaces. East side: No Parking. 2 bad utility cuts on West side. 1 open large square utility cut on East side.

West Side: (LOW TRAFFIC)

Sidewalk made up of concrete panels of approx. 12'2" in width X varying length. Width diminishes to 5'2½" at Francis Street on the West side-too close to traffic.

Broken/Cracked Panels: 13

Broken/Rough/High Edges: 11

Broken/Cracked Pavers: 0

Missing Areas/Panels: 1

Driveways: 1 with planting strips and full sidewalk & 1 traditional/undesirable with ramp approaches 1.5-12 (12.5% grade) with bad cracked, uneven crossing

Gutter Edges: High

Mid-Block Pedestrian Access: 0

East Side: (LOW TRAFFIC)

Sidewalk made up of 2-3 rows of new concrete panels approx. 4' ½" or 4' 11" in width X 3' 11" in length each row and various odd cuts. Narrows to 3'10" width walking area in front of planters. Brick pavers are at the corners of Jane Street.

Broken/Cracked Panels: 5
Broken/Rough/High Edges: 1
Broken/Cracked Pavers: 0
Missing Areas/Panels: 1
Driveways: 0
Gutter Edges: High
Mid-Block Pedestrian Access: 0

PARKER STREET:

Mary Street To Elizabeth Street:

General Notes: West side: 10 angled parking spaces. East side: 13 angled parking spaces. 2 bad utility cuts , plus 1 large utility cut by parking lot that cuts passage space to 1 row on West side. Hose reel obstruction on West side. Loading ramp obstruction with dangerous flares and driveway built in and no clear passage on West side. Undefined planters with cobblestone paths through them on West side. 5 bad utility cuts on East side. Sidewalk blocked by 2 a/c units with no clearance and wooden stairs with approx 2'6" clearance at theater on East side. Multiple reports of falls at NE corner of Parker Street and Elizabeth Street, city made changes but still rough. Open gutter hole by building on East side, same corner.

West Side: (LOW TRAFFIC)

Sidewalk made up of 4 rows of concrete panels of approx. 6'5 ½ " in width X varying length & 1' ½ " in width X varying length & 4'6" in width X varying length & 2'2" in width X varying length. Also, 1 row of concrete panels approx. 6' in width X varying length. Also 2 rows of concrete panels approx. 2'7" in width X varying length & 3'11" in width X varying length. Also, 1 row of concrete panels approx. 3'11 ½ " in width X varying length.

Broken/Cracked Panels: 5
Broken/Rough/High Edges: 10
Broken/Cracked Pavers: 0
Missing Areas/Panels: 0
Driveways: 1 loading area driveway with dangerous flares and no clearance.
Gutter Edges: High
Mid-Block Pedestrian Access: 0

East Side: (HIGH TRAFFIC)

Sidewalk made up of 2 rows of concrete panels approx. 7'2" in width X 6' in length & 7'2" in width X 6' in length. Also, 1 row of concrete panels approx. 5'11" in width X varying length. Also 3 rows of concrete panels approx. 7'2" in width X 6' in length & 4'4" in width X 6' in length & 3' 2 ½ " in width X 6' in length. Multiple Patches. Also Concrete Pavers approx. 6" X 13".

Broken/Cracked Panels: 32
Broken/Rough/High Edges: 12
Broken/Cracked Pavers: 2
Missing Areas/Panels: 0
Driveways: 1 driveway with planting strips and full sidewalk behind in Poor condition and not marked well.
Gutter Edges: High
Mid-Block Pedestrian Access: 0

Elizabeth Street To Jane Street:

General Notes: West side: 15 head in parking spaces plus 1 handicapped head in parking space. East side: 17 head in parking spaces plus 1 handicapped head in parking space. Sidewalks and curbs cut into several sections for parking lot with no curb cuts or sidewalks through part on west side. Gutters drop off without indicators or warning. Some high/low planters. 3 bad utility cuts on west side. 3 bad utility cut on east side. Dangerous utility cover open on east side. Pedestrian island unsafe with bricks cracking badly. Ramps should not have utilized bricks as base.

West Side: (HIGH TRAFFIC)

Sidewalk made up of 3 rows of new concrete panels of approx. 5'5" in width X 4'4" in length & 4'11" in width X 4'4" in length & 4'6" in width X 4'4" in length. Also, 2 rows of new concrete panels approx. 5' in width X varying length & 5' in width X varying length. Also, brick pavers at corners, pedestrian peninsula and odd cuts.

Broken/Cracked Panels: 3

Broken/Rough/High Edges: 4

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 0

Gutter Edges: High

Mid-Block Pedestrian Access: 2: 1 peninsula of brick with flared brick entrance ramp and indicators approx. 10' 7" wide with curbs. Badly unlevel and cracked. Flares approx. 2-12 .

Ramp approx. 2-12 . 1 pedestrian access by handicapped space with flares and indicators.

Flares approx. 1.75-12. Ramps approx. 57" wide with approx. 1.25-12 angle.

East Side: (HIGH TRAFFIC)

Sidewalk made up of 4 rows of new concrete panels approx. 1' in width X varying length & 3'9" in width X varying length & 4' in width X varying length & 1' in width X varying length. Also, 2 rows of concrete pavers approx. 4'10 1/2 " in width X 5' 1 1/2 " in length & 4'11" in width X 5' 1 1/2 " in length. Also, brick pavers at corners, pedestrian peninsula and odd cuts.

Broken/Cracked Panels: 2

Broken/Rough/High Edges: 3

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 0

Gutter Edges: High

Mid-Block Pedestrian Access: 1 peninsula of brick with flared brick entrance ramp and indicators approx. 8' 11 1/2" with curb by handicapped space. Flares approx. 1-12 or less (8.333% grade). Ramp approx. 1-12 or less (8.333% grade).

Jane Street To Plant Avenue: (Partial)

General Notes: West side: No Parking. East side: No Parking. Sidewalks and curbs cut into several sections for parking lot with no curb cuts or sidewalks through part on West side. Street sealed off at Plant Avenue and made into parking lot. 1 bad utility cut on West side. 1 bad utility cut on East side.

West Side: (HIGH TRAFFIC)(Partial)

Sidewalk made up of 1 row of new concrete panels approx. 4'11" in width X 5' in length. Also, brick pavers at corners and odd cuts.

Broken/Cracked Panels: 1

Broken/Rough/High Edges: 0

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 2 traditional/undesirable curbs only and no curb cuts, sidewalks or ramps.

Gutter Edges: High

Mid-Block Pedestrian Access: 0

East Side: (HIGH TRAFFIC) (Partial)

Sidewalk made up of 2 rows of new concrete panels approx. 5' in width X 5' in length & 5' in width X 5' in length each row.

Broken/Cracked Panels: 1

Broken/Rough/High Edges: 1

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 0

Gutter Edges: High

Mid-Block Pedestrian Access: 0

PENDLETON STREET:

Brunswick Avenue To Carswell Avenue:

General Notes: West side: 25 angled parking spaces. East side: No Parking. 3 bad utility cuts on West side. Unclear what was on private property at the store, if anything, but it appears to be all city ROW that was changed for the store on the West side. Most East side stores and businesses appear to have private sidewalks except for about 1/3 block section running N from Carswell Avenue.

West Side: (LOW TRAFFIC)

Sidewalk made up of concrete panels of approx. 6' in width X varying length (most 9'-10').

Broken/Cracked Panels: 14 (most due to bad drainage cuts from adjacent building)

Broken/Rough/High Edges: 9

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 1 traditional/undesirable with almost full sidewalk behind

Gutter Edges: High

Mid-Block Pedestrian Access: 1 set of stairs and 1 sidewalk ramp elevating up to store entrance (approx. 2 ½ to 12 (20.833% grade)

East Side: (MEDIUM TRAFFIC)(Partial)

Sidewalk made up of concrete panels of approx. 4'1" wide X varying length (Partial block only)

Broken/Cracked Panels: 3

Broken/Rough/High Edges: 2

Broken/Cracked Pavers: 0

Missing Areas/Panels: Sidewalk ends before Badcock Furniture.

Driveways: 1 with planting strips and full sidewalk

Gutter Edges: High

Mid-Block Pedestrian Access: 0

Carswell Avenue To Isabella Street:

General Notes: West side: 16 angled parking spaces. East side: 15 angled parking spaces. 3 bad utility cuts and 1 dangerous open utility hole on West side. 5 bad utility cuts on East side. Trees at bank blocking part of sidewalk on East side.

West Side: (LOW TRAFFIC)

Sidewalk made up of 1 row of concrete panels of varying width (6' to 6'10") X varying length. Also, 2 rows of concrete panels approx. 3'9" in width X 5' in length & 6'10" in width X 5' in length. Also, 1 row of concrete panels approx. 9'10" in width X varying length.

Broken/Cracked Panels: 34

Broken/Rough/High Edges: 7

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 2 with planting strips and full sidewalk & 2 traditional/undesirable with ramp approaches. 1 has 1.5-12 (12.5% grade) with bad cracked, uneven crossing and dangerous flares of 12-12 (100% grade). 1 has approx. 1-12 (8.333% grade) with bad cracked, uneven crossing and dangerous flares of 12-12 (100% grade).

Gutter Edges: High

Mid-Block Pedestrian Access: 0

East Side: (MEDIUM TRAFFIC)

Sidewalk made up of 1 row of concrete panels approx. 6' in width X varying length. Also, 1 row of concrete panels approx. 5' in width X varying length. Also, 1 row of concrete panels approx. 9'6" in width X varying length.

Broken/Cracked Panels: 16

Broken/Rough/High Edges: 12

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 4: 3 driveways with planting strips and traditional/undesirable slope/curbs up to 3-12 (25% grade). 1 driveway with planting strips and full sidewalk.

Gutter Edges: High

Mid-Block Pedestrian Access: 0

Isabella Street To Mary Street:

General Notes: West side: 14 angled parking spaces. East side: 16 angled parking spaces plus 2 handicapped angled parking spaces. 12 bad utility cuts on West side. Dangerous open utility hole on West side. Could possibly use additional light on West side. Not well defined planters on West & East sides. Some cross slopes on West and East sides at approx. 1.5-12 (12.5% grade) to 2-12 (16.667 grade), but away from middle of sidewalk walking space. Possibly unsafe grates on East side. 14 bad utility cuts on East side. Reports of handicapped residents unable to cross/get over SE corner of Pendleton Street and Isabella Street.

West Side: (HIGH TRAFFIC)

Sidewalk made up of 1 row of concrete panels approx. 5' in width X varying length. Also, 2 rows of concrete panels approx. 5' in width X varying length & 7' in width X varying length. Also, clay tile measuring 7 ½" X 7 ½". Also, brick pavers. Also, 2 rows of concrete panels approx. 7'1" in width X varying length & 3'10" in width X varying length. Also, 3 rows of concrete panels approx. 7'1" in width X varying length & 2'7" in width X varying length & 1'1" in width X varying length. Also, odd cuts.

Broken/Cracked Panels: 33

Broken/Rough/High Edges: 10

Broken/Cracked Pavers/Tiles: 65

Missing Areas/Panels: 0

Driveways: 1 driveway with full sidewalk behind in bad condition and uneven

Gutter Edges: High

Mid-Block Pedestrian Access: 0

East Side: (LOW TRAFFIC)

Sidewalk made up of 3 rows of concrete panels approx. 1'9" in width X varying length & 5'10" in width X varying length & 3' 5 1/2" in width X varying length. Also 4 rows of concrete panels approx. 3'5 1/2" in width X varying length & 3' in width X varying length & 3' in width X varying length & 1'7" in width X varying length.

Broken/Cracked Panels: 38

Broken/Rough/High Edges: 25

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 0

Gutter Edges: High

Mid-Block Pedestrian Access: 0

Mary Street To Elizabeth Street:

General Notes: West side: 12 angled parking spaces. East side: 9 angled parking spaces plus 2 handicapped angled parking spaces. 9 bad utility cuts on West side. Not well defined planters on West & East sides. 10 bad utility cuts on East side.

West Side: (HIGH TRAFFIC)

Sidewalk made up of 3 rows of concrete panels approx. 6'4" in width X varying length & 3'8" in width X varying length & 10 1/2" in width X varying length. Also, 4 rows of concrete panels approx. 5'5" X varying length & 11 1/2" in width X varying length & 3' in width X varying length & 1'6" in width X varying length.

Broken/Cracked Panels: 32

Broken/Rough/High Edges: 19

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 0

Gutter Edges: High

Mid-Block Pedestrian Access: 0

East Side: (HIGH TRAFFIC)

Sidewalk made up of 3 rows of concrete panels approx. 6'4" in width X varying length & 1'2" in width X varying length & 3' 4" in width X varying length. Also 4 rows of concrete panels approx. 1'4" in width X varying length & 7'4" in width X varying length & 1' in width X varying length & 6" in width X varying length. Also, 1 row of concrete panels approx. 14'6" in width X 16'2" in length. Also, brick paver edges, accents and corners.

Broken/Cracked Panels: 12

Broken/Rough/High Edges: 17

Broken/Cracked Pavers: 7

Missing Areas/Panels: 0

Driveways: 0

Gutter Edges: High

Mid-Block Pedestrian Access: 0

Elizabeth Street To Jane Street/Plant Avenue:

General Notes: West side: 12 head in parking spaces plus 2 handicapped head in parking spaces. East side: 15 head in parking spaces. 1 bad utility cuts on West side. Not well defined planters with low/high edges on West & East sides. Street Sealed Off at Jane Street/Plant Avenue and made into parking lot. Handicapped ramps/indicators should be reset in concrete not on bricks.

West Side: (HIGH TRAFFIC)

Sidewalk made up of 3 rows of new concrete panels approx. 10½" in width X 5' in length & 5' in width X 5' length & 5'11" in width X 5' in length. Also, brick pavers at corners, entrance to Phoenix Hotel and mid-point access/ handicapped ramps. Also, odd cuts.

Broken/Cracked Panels: 2

Broken/Rough/High Edges: 2

Broken/Cracked Pavers: 1

Missing Areas/Panels: 0

Driveways: 0

Gutter Edges: High

Mid-Block Pedestrian Access: 2: 1 with ramp approx. 36" wide that has flared sides and indicator strips, but marked edges have some curbing intruding. Ramp angle approx. 1-12 (8.333% grade). Flares are approx. 1.25-12 (10.417% grade). 1 with ramp and peninsula approx. 11' 7" with curb that has flared sides and indicator strips, but marked edges have curbs that barely clear. Ramp angle is approx. 1.5-12 (12.5% grade). Flares are approx. 1.5-12 (12.5% grade).

East Side: (MEDIUM TRAFFIC)

Sidewalk made up of 2 rows of concrete panels approx. 4'7 " in width X 4'7 ½ " in length & 2'7 ½" in width X 4'7 ½ " length. Also brick pavers at corners and mid-point access/handicapped ramps.

Broken/Cracked Panels: 6

Broken/Rough/High Edges: 13

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 0

Gutter Edges: High

Mid-Block Pedestrian Access: 1 with ramp and peninsula approx. 11' 4" wide with curb that has flared sides and indicator strips, but has high edges. Ramp angle is approx. 1.5-12 (12.5% grade). Flares are approx. 1.5-12 (12.5% grade).

LOTT STREET

Carswell Avenue To Isabella Street:

General Notes: West side: 19 angled parking spaces plus 1 handicapped angled parking space. East: 19 angled parking spaces plus 3 handicapped angled parking spaces. 2 bad utility cuts & a bad metal drainage crossing with cover sticking up over sidewalk on West side. 3 bad utility cuts & 1 bad utility cover on East side at Monroe Realty's water meter.

West Side: (LOW TRAFFIC)

Sidewalk made up of 1 row of concrete panels approx. 7'4" in width X varying length.

Broken/Cracked Panels: 30

Broken/Rough/High Edges: 47

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 4: 1 driveway with full sidewalk behind & 2 driveways with planting strips and full sidewalk behind & 1 traditional/undesirable driveway with planting strips and approx. 4-12 (33.33% grade).

Gutter Edges: High

Mid-Block Pedestrian Access: 0

East Side: (MEDIUM TRAFFIC)

Sidewalk made up of 2 rows of concrete panels approx. 4'11" in width X varying length & varying width X varying length. Also, concrete panels cut into paver design and varying cuts.

Broken/Cracked Panels: 75

Broken/Rough/High Edges: 14

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 3 driveways with full sidewalks behind, all in poor condition and dangerous edges/flares

Gutter Edges: High

Mid-Block Pedestrian Access: 0

Isabella Street To Mary Street:

General Notes: West side: 11 angled parking spaces plus 2 handicapped angled parking spaces. East side: 13 angled parking spaces plus 2 handicapped angled parking spaces plus 3 other angled spaces in use in former driveway. 6 bad utility cuts on West side. Not well defined planters with low/high edges on West & East sides. 18 bad utility cuts & 1 bad utility cover on East side.

West Side: (MEDIUM TRAFFIC)

Sidewalk made up of 4 rows of concrete panels approx. 11" in width X varying length & 2'9" in width X varying length & 6' in width X 4' in length & 1'1" in width X 4' in length. Also, 3 rows of concrete panels approx. 4' in width X varying length & 6' in width X varying length & 1'6" in width X varying length. Also, 2 rows of concrete pavers approx. 2'9" in width X varying length & 8'3" in width X varying length. Also 2 rows of concrete pavers approx. 4' in width X varying length & 6'10" in width X varying length. Also, 1 row of concrete panels approx. 5'9" in width X 4' in length. Also, varying odd cuts.

Broken/Cracked Panels: 58

Broken/Rough/High Edges: 61

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 1 driveway with planting strip and full sidewalk behind in poor condition.

Gutter Edges: High

Mid-Block Pedestrian Access: 0

East Side: (HIGH TRAFFIC)

Sidewalk made up of 3 rows of concrete panels approx. 1' in width X varying length & 5'2" in width X varying length & 4' in width X varying length. Also, 3 rows of concrete panels approx. 1'5" in width X varying length & 4'6" in width X varying length & 4'6" in width X varying length. Also, 2 rows of concrete panels approx. 3'11 1/2" in width X varying length & 6' in width X 4' in length.

Broken/Cracked Panels: 42

Broken/Rough/High Edges: 65

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 1 Undesirable/Traditional Driveway with curb on one side intruding onto full sidewalk, one side with full width ramp approx. 3-12 angle. Approx. 1" drop in seams of concrete panels, poor condition & uneven.

Gutter Edges: High

Mid-Block Pedestrian Access: 0

Mary Street To Elizabeth Street/Plant Avenue/U.S. #84:

General Notes: West side: 7 angled parking spaces plus 1 handicapped angled parking space. East side: 6 angled parking spaces plus 1 handicapped angled parking space. 5 bad utility cuts on West side. Not well defined planters with low/high edges on West & East sides. Several potentially dangerous grates (some caved in) on West side. 6 bad utility cuts on East side.

West Side: (HIGH TRAFFIC)

Sidewalk made up of 3 rows of concrete panels approx. 1'10" in width X varying length & 5' in width X 5' length & 5' in width X 5' in length. Also, 3 rows of concrete pavers approx. 11" in width X varying length & 3'7" in width X 7'2" in length & 6'3" in width X 7'2" in length. Also, brick pavers at corners and varying odd cuts.

Broken/Cracked Panels: 35

Broken/Rough/High Edges: 28

Broken/Cracked Pavers: 1

Missing Areas/Panels: 0

Driveways: 0

Gutter Edges: High

Mid-Block Pedestrian Access: 0

East Side: (MEDIUM TRAFFIC)

Sidewalk made up of 4 rows of concrete panels approx. 5 ½ " in width X varying length & 2'1" in width X 4'½ " length & 2'3 ½ " in width X 4' ½ " in length & 4'7" in width X 4' ½ " in length. Also, 4 rows of concrete panels approx. 2'6 " in width X 4' ½ " in length & 2'1" in width X 4'½ " length & 2'3 ½ " in width X 4' ½ " in length & 4'7" in width X 4' ½ " in length.

Broken/Cracked Panels: 13

Broken/Rough/High Edges: 37

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 0

Gutter Edges: High

Mid-Block Pedestrian Access: 0

ALICE STREET:

Railroad ROW To Carswell Avenue:

General Notes: West side: No Parking. East side: Private head in parking spaces. No sidewalks on West side, private sidewalks on part of East side.

West Side: (LOW TRAFFIC)

No Sidewalks

Broken/Cracked Panels: 0

Broken/Rough/High Edges: 0

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 2 traditional/undesirable with no curb cuts or sidewalk

Gutter Edges: High

Mid-Block Pedestrian Access: 0

East Side: (LOW TRAFFIC)

No public sidewalks, private sidewalks in front of business

Broken/Cracked Panels: 0

Broken/Rough/High Edges: 0

Broken/Cracked Pavers: 0
Missing Areas/Panels: 0
Driveways: Continuous driveway in front of business with private parking
Gutter Edges: High
Mid-Block Pedestrian Access: 0

Carswell Avenue To Isabella Street:

General Notes: West side: 18 angled parking spaces. East side: 25 angled parking spaces plus 4 head in parking spaces. 3 bad utility cuts, dangerous drop-off edges at bridge and a sign obstruction with no sidewalk across parking area (cars block walkway) on West side. 5 bad utility cuts on East side. No sidewalk in front of water plant. Dangerous edges at canal that drop off suddenly.

West Side: (MEDIUM TRAFFIC)

Sidewalk made up of 1 row of concrete panels approx. 6'1" in width X 5' in length. Also, 1 row of concrete panels approx. 6'2" in width X varying length.

Broken/Cracked Panels: 22

Broken/Rough/High Edges: 36

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 5: 2 traditional/undesirable driveways with high curbs and no cuts (includes pedestrian island with no curb cuts). 1 traditional/undesirable driveway with high edges/flares. 1 traditional/undesirable continuous driveway with private parking. 1 traditional/undesirable driveway with ramps of approx. 2-12 (16.667% grade) and dangerous sheer flares off edges approx. 12-12 (100% grade).

Gutter Edges: High

Mid-Block Pedestrian Access: 0

East Side: (HIGH TRAFFIC)(Partial)

Sidewalk made up of 3 rows of concrete panels approx. 6 ½ " in width X varying length & 6'1" in width X varying length & 2'8 " in width X varying length. Also, 2 rows of concrete panels approx. 6'1" in width X varying length & 2'8" in width X varying length. Also, 1 row of concrete panels approx. 5'5 ½ "X varying length. Also, various odd cuts.

Broken/Cracked Panels: 13

Broken/Rough/High Edges: 49

Broken/Cracked Pavers: 0

Missing Areas/Panels: No sidewalk in front of water works.

Driveways: 3: Traditional/Undesirable driveways with curb, no sidewalk behind

Gutter Edges: High

Mid-Block Pedestrian Access: 1: Ramp angle is approx. 3-12 (25% grade). Sheer flares are dangerous and drop off approx. 18-12 (150% grade).

Isabella Street To Mary Street/Plant Avenue/U.S. #84:

General Notes: West side: 17 angled parking spaces plus 1 handicapped angled parking space. East side: 11 angled parking spaces plus 1 handicapped angled parking space. 8 bad utility cut on West side. 8 bad utility cuts on East side. Some sheer drops off on sidewalk on East side. Ramp up to business on street with full sidewalk behind, undefined planters on street. A/C units on East side sidewalk. Alley has vagrants during many periods of early day and evening. East side is one of the worst sidewalks.

West Side: (HIGH TRAFFIC)

Sidewalk made up of 2 rows of concrete panels approx. 7' ½ " in width X varying length & 8'10" in width X 4' in length. Also, 1 row of concrete panels approx. 8'4 ½ "in width X varying length. Also, 1 row of concrete panels approx. 15'10" in width X varying length.

Broken/Cracked Panels: 25
Broken/Rough/High Edges: 20
Broken/Cracked Pavers: 0
Missing Areas/Panels: 0
Driveways: 1 driveway with full sidewalk behind in poor condition.
Gutter Edges: High
Mid-Block Pedestrian Access: 1: Ramp approx. 1-12 (8.333% grade), 4'10" wide. Bad entrance to ramp.

East Side: (MEDIUM TRAFFIC) One of worst sidewalks

Sidewalk made up of 4 rows of concrete panels approx. 8 ½ " in width X varying length & 4'6" in width X varying length & 4'7 " in width X varying length & 6'6" in width X varying length. Also, 3 row of concrete panels approx. 8 ½ " in width X varying length & 9'1" in width X varying length & 6'6" in width X varying length. Also, 3 rows of concrete panels approx. 5'1" in width X varying length & 4'4" in width X varying length & 6'10" in width X varying length. Also, various odd cuts.

Broken/Cracked Panels: 53
Broken/Rough/High Edges: 38
Broken/Cracked Pavers: 0
Missing Areas/Panels: 0
Driveways: 1 Traditional/Undesirable alley entrance way/driveway with full sidewalk behind, angled with no markings.
Gutter Edges: High
Mid-Block Pedestrian Access: 0

PLANT AVENUE/U.S. #84:

Albany Avenue To Carswell Avenue:

General Notes: West side: No Parking. East side: No Parking. 5 bad utility cuts on West side. No sidewalks on East side.

West Side: (MEDIUM TRAFFIC)

Sidewalk made up of 2 rows of concrete panels approx. 6'2 ½ " in width X varying length & 4'4" in width X varying length. Also, 2 rows of concrete panels approx. 3'8 " in width X varying length & 10' in width X varying length. Also, 1 row of concrete panels approx. 10'11 " in width X varying length. Also, 1 row of concrete panels approx. 5' in width X varying length. Also 1 row of concrete panels approx. 6'3" in width X varying length. Also varying cuts.

Broken/Cracked Panels: 76
Broken/Rough/High Edges: 60
Broken/Cracked Pavers: 0
Missing Areas/Panels: 0
Driveways: 5 with full sidewalks behind in poor condition.
Gutter Edges: High
Mid-Block Pedestrian Access: 0

East Side: (LOW TRAFFIC)

No Sidewalks

Carswell Avenue To Isabella Street

General Notes: West side: 17 angled parking spaces plus 3 handicapped angled parking spaces. East side: No Parking. 9 bad utility cuts on West side. Undefined planters on West side.

West Side: (HIGH TRAFFIC)

Sidewalk made up of 3 rows of concrete panels 7' in width X varying length & 3'11" in width X varying length & 4' in width X varying length. Also, 2 rows of concrete panels 6'2 1/2 " in width X 12' in length & 8'1" in width X 12' in length .

Broken/Cracked Panels: 27

Broken/Rough/High Edges: 89

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 0

Gutter Edges: High

Mid-Block Pedestrian Access: 1: approx. 4'8" wide with ramp of approx. 1-12 (8.333% grade) and dangerous flares of approx. 6-12 (50% grade), bad angle at crossing.

East Side: (LOW TRAFFIC)

No Sidewalk on East side.

Isabella Street To Mary Street

General Notes: West side: 18 angled parking spaces plus 1 handicapped angled parking space: East side: No Street Parking, but city parking lot with 23 angled parking spaces. 4 bad utility cuts and 1 open utility hole on West side. Undefined planters on West side. Almost all brick pavers cracked on West side. 1 bad utility cut, 1 open utility hole and a marked fire hydrant with open hole on East side. No sidewalks past mid-block on East side.

West Side: (HIGH TRAFFIC) Listed at head of each totals page

Sidewalk made up of 4 rows of concrete panels & brick pavers approx. 1'4" in width X varying length & 9'10" in width X varying length (brick pavers) & 10" in width X varying length & 2'6" in width X varying length. Also, 2 rows of concrete panels approx. 8' in width X varying length & 7'3" in width X varying length. Also, 2 rows of concrete panels varying width X varying length & varying width X varying length.

Broken/Cracked Panels: 45

Broken/Rough/High Edges: Multiple

Broken/Cracked Pavers: Multiple

Missing Areas/Panels: 0

Driveways: 0

Gutter Edges: High

Mid-Block Pedestrian Access: 0

East Side: (LOW TRAFFIC)(Partial)

Sidewalk made up of 2 rows of concrete panels approx. 1'in width X varying length & 4'11 " in width X 5' in length. No sidewalk after mid-block.

Broken/Cracked Panels: 30

Broken/Rough/High Edges: 26

Broken/Cracked Pavers:0

Missing Areas/Panels: 0

Driveways: 1 Traditional/Undesirable Driveway with curb that drops off.

Gutter Edges: High

Mid-Block Pedestrian Access: 0

Mary Street To Elizabeth Street/Lott Street

General Notes: West side: 8 parallel parking spaces. East side (To Lott Street Crossing): 5 angled parking spaces plus 2 handicapped angled parking spaces. Also, 9 head in parking spaces at Waycross Depot parking lot. East side (Lott Street Crossing to Elizabeth Street Crossing) used as 7 parallel parking spaces plus 1 handicapped parallel parking space. 4 bad

utility cuts on West side. 3 bad utility cuts on East side (to Lott Street Crossing). 9 bad utility cuts on East side (Lott Street Crossing to Elizabeth Street Crossing). Undefined planters and open holes at utilities on East side (to Lott Street Crossing). Undefined planters and open holes at utilities, 1 collapsed meter, manholes in walking path on East side (Lott Street Crossing to Elizabeth Street Crossing).

West Side: (MEDIUM TRAFFIC)

Sidewalk made up of 4 rows of concrete panels approx. 4'11" in width X 4' in length & 5'1" in width X 4' in length & 1'1" in width X varying length & 3'4" in width X 4' in length. Also, 3 rows of concrete panels approx. 4'11" in width X 4' in length & 5'1" in width X 4' in length & 4'5" in width X 4' in length.

Broken/Cracked Panels: 15

Broken/Rough/High Edges: 57

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 0

Gutter Edges: High

Mid-Block Pedestrian Access: 0

East Side- To Lott Street Crossing: (HIGH TRAFFIC)

Sidewalk made up of brick accents approx. 13' 2" in width X 6' in length and 3 rows of concrete panels approx. 5' in width X varying length & 5' in width X varying length & 4'3" in width X varying length.

Broken/Cracked Panels: 1

Broken/Rough/High Edges: 28

Broken/Cracked Pavers: 5

Missing Areas/Panels: At Utilities

Driveways: 0

Gutter Edges: High

Mid-Block Pedestrian Access: 1 handicapped ramp access approx. 6' 9" wide with ramp angles of approx. 1.5-12 and flares of approx. 6-12. Ramp extends onto sidewalk path, part is unmarked and dangerous with uneven dropoff.

East Side- Lott Street Crossing to Elizabeth Street Crossing: (HIGH TRAFFIC)

Sidewalk made up of brick accents approx. 13' 2" in width X 6' in length and 3 rows of concrete panels approx. 5' in width X varying length & 5' in width X varying length & 4'3" in width X varying length.

Broken/Cracked Panels: 5

Broken/Rough/High Edges: 27 (mostly at brick accents)

Broken/Cracked Pavers: 6

Missing Areas/Panels: At Utilities

Driveways: 0

Gutter Edges: High

Mid-Block Pedestrian Access: 0

Elizabeth Street To Jane Street

General Notes: West: 6 parallel parking spaces. East: 7 parallel parking spaces plus 2 handicapped parallel parking spaces. Undefined planters on East side & West side. 8 bad utility cuts on West side. 2 bad utility cuts on East side. Uneven pavers in places on West side. Undefined planters on West side. East side is particularly dangerous and should be replaced immediately.

West Side: (MEDIUM TRAFFIC)

Sidewalk made up of 3 rows of concrete panels approx. 4'8" in width X 4' in length & 5' in width X 4' in length & 4'4" in width X varying length. Also, brick accents at corners.

Broken/Cracked Panels: 10
Broken/Rough/High Edges: 47
Broken/Cracked Pavers: 0
Missing Areas/Panels: 0
Driveways: 0
Gutter Edges: High
Mid-Block Pedestrian Access: 0

East Side: Elizabeth Street Crossing to Jane Street Crossing (HIGH TRAFFIC)

Sidewalk made up of brick accents approx. 13' 2" in width X 6' in length and 3 rows of concrete panels approx. 5' in width X varying length & 5' in width X varying length & 4'3" in width X varying length. Also, concrete pavers approx. 6" in width X 1" in length.

Broken/Cracked Panels: 13
Broken/Rough/High Edges: 123
Broken/Cracked Pavers: 114
Missing Areas/Panels: 0
Driveways: 1 Traditional driveway no access to anything, ramp and flare angles of approx. 2.5-12. Also, 1 driveway cut with full sidewalk behind no access to anything.
Gutter Edges: High
Mid-Block Pedestrian Access: 0

Jane Street To Tebeau Street:

General Notes: West: 12 parallel parking spaces. East: 5 parallel parking spaces. 1 bad utility cut on West side. New sidewalk on West side. Undefined planters on West side. 4 bad utility cuts on East side. Open utility holes with signs on East side. East side is dangerous.

West Side: (MEDIUM TRAFFIC)

Sidewalk made up of 4 rows of concrete panels of approx. varying width X varying length & 4' in width X 5' in length & 4' in width X 5' in length & 6' in width X 5' in length. Also, 3 rows of brick pavers and concrete panels approx. 4'7" in width X varying length (brick pavers) & 4'6" in width X 5' in length & 4'6" in width X 5' in length. Also, 2 row of brick pavers and concrete panels approx. 4'7" in width X varying length (brick pavers) & 4'6" in width X 5' in length. Also, 2 rows of concrete panels approx. 4' in width X 5'5" in length & 4' in width X 5'5" in length. Also, various odd cuts.

Broken/Cracked Panels: 6
Broken/Rough/High Edges: 11
Broken/Cracked Pavers: 32
Missing Areas/Panels: 0
Driveways: 0
Gutter Edges: High
Mid-Block Pedestrian Access: 0

East Side: (LOW TRAFFIC) Jane Street Crossing to Jenkins Street

Sidewalk made up of 3 rows of concrete panels approx. 4' 10 1/2" in width X varying length & 5' in width X varying length & 4'3" in width X varying length.

Broken/Cracked Panels: 63
Broken/Rough/High Edges: 211
Broken/Cracked Pavers: 0
Missing Areas/Panels: Around utility sign poles
Driveways: 0
Gutter Edges: High
Mid-Block Pedestrian Access: 0

SCREVEN AVENUE/HAINES AVENUE

Memorial Drive To Isabella Street/Hicks Street/Gilmore Street:

General Notes: West: No Parking East: No Parking. 4 bad utility cuts on East side. Sidewalk does not connect to corner of Isabella Street/Hicks Street/Gilmore Street, interrupted by driveways & parking lots (no space for sidewalk).

West Side: (LOW TRAFFIC)

No Sidewalk (what there counted as being on Memorial Drive)

East Side: (LOW TRAFFIC) To Yield Sign at Memorial Drive

Sidewalk made up of 1 row of concrete panels approx. 5' in width X 5' 3" in length. Also, varying width X varying length.

Broken/Cracked Panels: 11

Broken/Rough/High Edges: 22

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 3 Traditional/Undesirable Driveways with curbs, all crossings uneven, cracked & broken.

Gutter Edges: High

Mid-Block Pedestrian Access: 0

Isabella Street/Hicks Street/Gilmore Street To Mary Street/Williams Street:

General Notes: West: No Parking. East: No Parking. 2 bad utility cut on East side.

West Side: (LOW TRAFFIC)

No Sidewalks

East Side: (LOW TRAFFIC)

Sidewalk made up of 1 rows of concrete panels approx. 5' in width X 5' in length.

Broken/Cracked Panels: 7

Broken/Rough/High Edges: 19

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 0

Gutter Edges: High

Mid-Block Pedestrian Access: 1 Concrete Panel Broken

Mary Street/Williams Street To Brunel Street:

General Notes: West: No Parking. East: No parking. 0 bad utility cut on West side. 1 bad utility cuts on East side.

West Side: (LOW TRAFFIC)

No Sidewalks

East Side: (LOW TRAFFIC)

Sidewalk made up of 1 row of concrete pavers approx. 5' wide X 5' in length.

Broken/Cracked Panels: 2

Broken/Rough/High Edges: 15

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 0

Gutter Edges: High

Mid-Block Pedestrian Access: 3-each 1 poured concrete panel, 2 of which are broken

Brunel Street To Stephenson Street:

General Notes: West: No Parking. East: No parking. 0 bad utility cut on West side. 2 bad utility cuts on East side.

West Side: (LOW TRAFFIC)

No Sidewalks.

East Side: (LOW TRAFFIC)

Sidewalk made up of 1 rows of concrete panels approx. 5'in width X 5' length.

Broken/Cracked Panels: 27

Broken/Rough/High Edges: 28

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 0

Gutter Edges: High

Mid-Block Pedestrian Access: 0

Stephenson Street To Jenkins Street:

General Notes: West: No Parking. East: No Parking. 0 bad utility cut on West side. 0 bad utility cuts on East side.

West Side: (LOW TRAFFIC)

No Sidewalk

East Side: (LOW TRAFFIC)

Sidewalk made up of 1 row of concrete panels approx. 5' in width X 5' in length + odd cuts.

Broken/Cracked Panels: 0

Broken/Rough/High Edges: 20

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 0

Gutter Edges: High

Mid-Block Pedestrian Access: 0

LEE AVENUE

Knight Avenue To Memorial Drive:

General Notes: West: Private parking spaces. East: No parking. 5 bad utility cut on West side. 5 bad utility cuts on East side. West & East side is dangerous. Unmarked drop offs and no hand rails on bridge crossings including steps.

West Side: (MEDIUM TRAFFIC)(Partial)

Sidewalk made up of 1 row of concrete pavers approx. 4' wide X varying lengths. These join on to what appear to be private parking spaces and are undefined from the private parking which has dangerous uneven surfaces similar in texture and design to the city sidewalks. Undefined edges at bridge with no handrails, sidewalk drops off at stairs without warning. Incomplete sidewalk only provided under bridge & in front of Ivey's. Dangerous.

Broken/Cracked Panels: 41

Broken/Rough/High Edges: 4

Broken/Cracked Pavers: 0

Missing Areas/Panels: No sidewalk before bridge.

Driveways: 1 Drive-up Driveway with full sidewalk behind at Iveys making it difficult to distinguish where city sidewalk and what appears to be private parking begins, as it is of similar

material and is uneven. 1 traditional driveway with curb, crossing angles at 2-12. 1 traditional driveway with curbs, with uneven crossing.

Gutter Edges: High

Mid-Block Pedestrian Access: 0

East Side: (MEDIUM TRAFFIC)

Sidewalk made up of 1 rows of concrete panels approx. 5' 10" in width X varying length. Also, 5' 6" in width X varying length. Also, 4'9 " in width X varying length. Also, 4' in width X varying length. Uneven & high edges at bridge, sidewalks angled badly due to bridge, no handrails at bridge. Utility pole collapsing in, only 2' clearance on one side and 1' 5" clearance on the other side. Dangerous.

Broken/Cracked Panels: 21

Broken/Rough/High Edges: 66

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 2 Driveways with full sidewalks behind and uneven crossing. 1 Driveway with Ramps angled at approx. 1.25-12 with an uneven crossing. 1 Driveway with almost full sidewalk behind and high lips. 1 Traditional Driveway with curbs and crossing of approx. 3-12.

Gutter Edges: High

Mid-Block Pedestrian Access: 0

West-East

KNIGHT AVENUE

Plant Avenue /U.S. #84 To Lee Avenue:

General Notes: West: No Parking. East: No Parking. No sidewalks on North or South sides.

North Side: (LOW TRAFFIC)

No Sidewalks.

South Side: (LOW TRAFFIC)

No Sidewalks

BRUNSWICK AVENUE:

Folks Street To Remshart Street:

General Notes: No parking, No sidewalks on North or South Sides

North Side: (LOW TRAFFIC)

No Sidewalks

South Side: (LOW TRAFFIC)

No Sidewalks

Remshart Street To Tebeau Street:

General Notes: No parking, No sidewalks on North or South Sides

North Side: (LOW TRAFFIC)

No Sidewalks

South Side: (LOW TRAFFIC)

No Sidewalks

Tebeau Street To Pendleton Street

General Notes: North side: No parking. South Side: No parking. No sidewalks on North Side, 2 bad utility cuts on South Side, Cars parked on sidewalk on south side. Edges of sidewalks high above ground on south side.

North Side: (LOW TRAFFIC)

No Sidewalks

South Side: (LOW TRAFFIC)

Sidewalks made up of concrete panels approx. 4' 11 ¾" wide X 4' long. Also, concrete panels approx. 6' wide X 4' long. Also, concrete panels approx. 9' 9 ½" wide X 9' 9 ½" long

Broken/Cracked Panels: 22

Broken/Rough/High Edges: 2

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 2 With Full Sidewalks Behind

Gutter Edges: High

Mid-Block Pedestrian Access: 0

Pendleton Street To Dead End

General Notes: No parking, No sidewalks on North or South Side.

North Side: (LOW TRAFFIC)

No Sidewalks

South Side: (LOW TRAFFIC)

No Sidewalks

CARSWELL AVENUE: (Changes to Memorial Drive East of Plant Avenue)

North Side Folks Street To Tebeau Street:

General Notes: 12 parallel parking spaces. 9 bad utility cuts on North side.

North Side: (HIGH TRAFFIC)

Sidewalk made up of concrete panels approx 8'in width X 7' 3 ½" in length. Also, concrete panels approx. 8' in width X 4' 10 ½" length. Also, concrete panels approx. 8' in width X 4' 11 ½" in length. Also, Varying Cuts

Broken/Cracked Panels: 9

Broken/Rough/High Edges: 18

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 1 Traditional Driveway (aggregate pour) with curbing blocking path

Gutter Edges: High

Mid-Block Pedestrian Access: 0

South Side Folks Street To Remshart Street:

General Notes: 3 parallel parking spaces.

South Side: (MEDIUM TRAFFIC)

Sidewalk made up of concrete panels approx 6'in width X 3' in length. Also, concrete panels approx. 6' in width X multiple varying lengths.

Broken/Cracked Panels: 2

Broken/Rough/High Edges: 18

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 1 Driveway with Full Sidewalk behind

Gutter Edges: High

Mid-Block Pedestrian Access: 1 Four section access all broken up approx. 9'11" wide and 1 two section access approx. 58" wide and angle of approx. .25-12

South Side Remshart Street To Tebeau Street:

General Notes: No parking. 2 bad utility cuts on south side.

South Side: (MEDIUM TRAFFIC)

Sidewalk made up of concrete panels of multiple varying widths X multiple varying lengths.

Broken/Cracked Panels: 57

Broken/Rough/High Edges: 14

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 1 Large Driveway with Full Sidewalk behind all broken up, needs repour.

Gutter Edges: High

Mid-Block Pedestrian Access: 0

Tebeau Street To Pendleton Street:

General Notes: No parking. 2 bad utility cuts on North side. 0 bad utility cuts on south side.

North Side: (LOW TRAFFIC)

Sidewalk made up of concrete panels of approx. 7' 8" in width X varying lengths. Also, concrete panels of approx. 5' 8" in width X 10' in length. Also, various odd cuts. Also, concrete pavers of standard size.

Broken/Cracked Panels: 16

Broken/Rough/High Edges: 23

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 2 Large Driveways of pebble aggregate in bad condition with Full Sidewalk behind

Gutter Edges: High

Mid-Block Pedestrian Access: 0

South Side: (HIGH TRAFFIC)

Sidewalk made up of concrete panels of approx. 6' in width X varying lengths

Broken/Cracked Panels: 8

Broken/Rough/High Edges: 23

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 1 Large Driveway with Dipped Sidewalk/Built In Ramps (approx. 1.5-12), Flares (approx. 4-12 & 6-12)

Gutter Edges: High

Mid-Block Pedestrian Access: 0

North Side Pendleton Street To Alice Street:

General Notes: No parking. 14 bad utility cuts on North side.

North Side: (MEDIUM TRAFFIC)

Sidewalk made up of concrete panels approx 6'3" in width X 16'3" in length. Also, concrete panels of approx. 6' 3" in width X 10' in length. Also, various odd cuts.

Broken/Cracked Panels: 28

Broken/Rough/High Edges: 22

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 2 Driveways with Full Sidewalk behind
Gutter Edges: High
Mid-Block Pedestrian Access: 1-approx. 80" wide with ramp approx. 1.5-12 angle

South Side Pendleton Street To Lott Street

General Notes: No parking. 2 bad utility cuts on South side.

South Side: (MEDIUM TRAFFIC)

Sidewalk made up of concrete panels of approx. 4' 11" in width X varying lengths.

Broken/Cracked Panels: 13

Broken/Rough/High Edges: 14

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 1 Large Driveways of pebble aggregate with Full Sidewalk behind and slight dip at both curb edges

Gutter Edges: High

Mid-Block Pedestrian Access: 1-approx. 12'6" cracked concrete approx. .05-12 angled

South Side Lott Street To Alice Street:

General Notes: No parking. 4 bad utility cuts on South side.

South Side: (LOW TRAFFIC)

Sidewalk made up of concrete panels of approx 12'6" in width X varying length. Also, concrete panels approx. 6' in width X 3' 11 ½ " in length.

Broken/Cracked Panels: 53

Broken/Rough/High Edges: 10

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 1 Driveway with Full Sidewalk behind

Gutter Edges: High

Mid-Block Pedestrian Access: 0

North Side Alice Street To Church Street:

General Notes: No parking.

North Side: (LOW TRAFFIC)

Sidewalk made up of concrete panels approx 6' in width X 6' in length (new). Also, concrete panels approx. 5' 4" in width X 6' in length

Broken/Cracked Panels: 0

Broken/Rough/High Edges: 9

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 0

Gutter Edges: High

Mid-Block Pedestrian Access: 0

North Side Church Street To Plant Avenue/U.S. #84:

General Notes: No parking. 1 bad utility cut on north side . Some edges high.

North Side: (MEDIUM TRAFFIC)

Sidewalk made up of concrete panels approx 4' 5" in width X 4' 11 ½" in length. Also, various odd cuts. Sidewalk narrows to 2'3" wide at intersection with Church Street.

Broken/Cracked Panels: 5

Broken/Rough/High Edges: 2

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 0
Gutter Edges: High
Mid-Block Pedestrian Access: 0

South Side Alice Street To Plant Avenue/U.S. #84:

General Notes: No parking. 7 bad utility cuts on South side. Bad cross slope and dips at Canal. High edge dips right into crossing. Dangerous conditions at Plant Avenue where narrows beside building.

South Side: (LOW TRAFFIC)

Sidewalk made up of concrete panels approx 6' in width X 6' in length (new). Also, 2 rows of concrete panels approx. 6' 5" in width X 4' 11" in length & 17" wide X 4' 11" long panels. Also, 2 rows of concrete panels approx. 5' 1 1/2" in width X 5' 5" in length & 1' 9" wide X 5' 5" in width panels. Also, concrete panels approx. 4' 4" in width X 4' 6" in length.

Broken/Cracked Panels: 15

Broken/Rough/High Edges: 26

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 1 Dipped Driveway, 1 Driveway with curb only-curb too high at approach-a trip & fall hazard.

Gutter Edges: High

Mid-Block Pedestrian Access: 0

North Side Plant Avenue To Lee Avenue:

General Notes: No parking. 9 bad utility cuts on North side. Sidewalk narrows to a point at Plant Avenue intersection. Manhole in walking path and missing curbs. Multiple uneven driveway crossings. Dangerous.

North Side: (MEDIUM TRAFFIC)

Sidewalk made up of concrete panels approx 4' 4" in width X varying length. Also, 4' 8" in width X varying length. Also, 6' 3" in width X varying length. Also, 5' 3" in width X varying length. Also, 8' 4" wide X varying length. Also, various odd cuts.

Broken/Cracked Panels: 50

Broken/Rough/High Edges: 74

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 1 Driveway with ramp leading down with uneven sidewalk width rolled from curb with width of approx. 5' 8" and angle of one ramp approx. 9-12 with high lips/flares. Other side has sheer curb drop-off. 1 Traditional Driveway with curbs/drop offs. Crossing angled at approx. 1.5-12. 1 Driveway with ramps approx. 6' 3" wide with ramp angles of approx. 1.5-12 & 2.25-12. 1 Driveway with sheer rolled curb on one side and ramp on the other side angled at approx. 3.5-12.

Gutter Edges: High

Mid-Block Pedestrian Access: 0

South Side Plant Avenue To Screven Avenue:

General Notes: No parking. 5 bad utility cuts on South side.

South Side: (MEDIUM TRAFFIC)

Sidewalk made up of concrete panels approx 4' 6" in width X 5' 6" in length. Also, concrete panels approx. 4' 5" in width X 3' 9" in length. Also, concrete panels approx. 4' 5" in width X 4' in length. Also, various other cuts.

Broken/Cracked Panels: 3

Broken/Rough/High Edges: 14

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0
Driveways: 0
Gutter Edges: High
Mid-Block Pedestrian Access: 0

South Side Screven Avenue (From Light Pole) To Lee Street:

General Notes: No parking. 9 bad utility cuts on South side including 2 unmarked utilities sticking up posing a danger. Loose rocks pose danger at city sign. Dangerous.

South Side: (MEDIUM TRAFFIC)

Sidewalk made up of concrete panels approx 5' 11" in width X varying length. Also, various odd cuts.

Broken/Cracked Panels: 49
Broken/Rough/High Edges: 31
Broken/Cracked Pavers: 0
Missing Areas/Panels: 0
Driveways: 1 Traditional Driveway, full width of sidewalk, ramps angled at approx. 2-12 & 6-12.
1 traditional Driveway, full width of sidewalk, ramps angled at approx. 3-12 & 1-12 with high lips/curbs. 3 Traditional Driveways with curbs, crossing angled at approx. 1.25-12.
Gutter Edges: High
Mid-Block Pedestrian Access: 0

ISABELLA STREET:

Remshart Street To Tebeau Street:

General Notes: North side of street used for angled parking by business with 11 spaces. South side of street has 6 parallel parking spaces. 5 bad utility cuts on North side. 2 bad utility cuts on South side. Unsafe/Unmarked Islands & 1 large rut several inches wide & curb pulling away from sidewalk on North side, one of the worst crossing in city at Isabella & Tebeau.

North Side: (MEDIUM TRAFFIC)

Sidewalk made up of concrete panels approx 6' 7" in width X varying length.

Broken/Cracked Panels: 36
Broken/Rough/High Edges: 45
Broken/Cracked Pavers: 0
Missing Areas/Panels: 0
Driveways: 1 Driveway with full sidewalk behind.
Gutter Edges: High
Mid-Block Pedestrian Access: 0

South Side: (HIGH TRAFFIC)

Sidewalk made up of concrete panels approx 5' 11 ½ " in width X 6' 1" in length.

Broken/Cracked Panels: 18
Broken/Rough/High Edges: 48
Broken/Cracked Pavers: 0
Missing Areas/Panels: 0
Driveways: 1 Driveway with full sidewalk behind, which has uneven crossing.
Gutter Edges: High
Mid-Block Pedestrian Access: 0

Tebeau Street To Pendleton Street:

General Notes: North side of street used for angled parking by business with 11 spaces plus 3 handicapped angled spaces . South side of street used as 4 spaces angled parking plus 2 handicapped angled spaces plus 1 reserved angled space. 14 bad utility cuts on North side. 2 bad utility cuts on South side. Uneven roll of sidewalks beside building on South side.

North Side: (HIGH TRAFFIC)

Sidewalk made up of 2 rows of concrete panels approx 6' 1" in width X varying length & 3' 9" in width X 4' 3 1/2" in length. Also, 3 rows of newer concrete panels approx. 6' in width X varying length & 2' 2" in width X varying length & 3' 7" in width X varying length.

Broken/Cracked Panels: 28

Broken/Rough/High Edges: 129

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 1 Driveway with full sidewalk behind.

Gutter Edges: High

Mid-Block Pedestrian Access: 1 handicapped ramp 3' 9" wide with sheer rollup curbs and ramp angle of approx. 2.25-12.

South Side: (HIGH TRAFFIC)

Sidewalk made up of 8" X 8" tiles. Also, concrete panels approx 9' 3" in width X varying lengths. Also, concrete panels approx. 10' 11" in width X varying widths. Also, 2 rows of concrete panels approx. 5' 5" wide X 10' in length & 5' 6" in width X 10' in length. Also 3 rows of concrete panels of varying widths & lengths.

Broken/Cracked Panels: 28

Broken/Rough/High Edges: 86

Broken/Cracked Pavers: 14

Missing Areas/Panels: 0

Driveways: 1 Traditional Driveway with curb. Has bad roll by building and up to 5-12 sidewalk/crossing angles. 1 Driveway with full sidewalk behind.

Gutter Edges: High

Mid-Block Pedestrian Access: 1 with ramp approx. 5'11" wide with angle of 1.5-12

Pendleton Street To Lott Street:

General Notes: North side of street used for angled parking by business with 9 angled spaces. South side of street used as 9 spaces angled parking. 3 bad utility cuts on North side.

North Side: (MEDIUM TRAFFIC)

Sidewalk made up of concrete panels approx 6'2" in width X 7'10" in length.

Broken/Cracked Panels: 31

Broken/Rough/High Edges: 47

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 1 Driveway with full sidewalk behind, dangerous broken up asphalt over concrete.

Gutter Edges: High

Mid-Block Pedestrian Access: 1 consisting of approx. 6' 4" wide concrete panel only (no ramp), broken up.

South Side: (MEDIUM TRAFFIC)

Sidewalk made up of concrete panels approx 6' 1" in width X varying lengths.

Broken/Cracked Panels: 9

Broken/Rough/High Edges: 59

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 1 Traditional Driveway with curb, somewhat angled 2-12.

Gutter Edges: High

Mid-Block Pedestrian Access: 1- with bad-high cuts approx. 3'10" wide approx. 1-12 angle.

Lott Street To Alice Street:

General Notes: North side of street used for angled parking by business with 9 angled parking spaces. South side of street used as 6 angled parking spaces plus 2 handicapped spaces together. 1 bad utility cuts on North side. 8 bad utility cuts on South side.

North Side: (HIGH TRAFFIC)

Sidewalk made up of concrete panels approx 6' in width X 5' in length & 6' in width X varying length.

Broken/Cracked Panels: 2

Broken/Rough/High Edges: 18

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 1 Traditional Driveway with curb.

Gutter Edges: High

Mid-Block Pedestrian Access: 0

South Side: (HIGH TRAFFIC)

Sidewalk made up of 2 rows of concrete panels approx 5' 8" in width X varying length & 3' 4" in width X varying length. Also 2 rows of concrete panels approx. 6' 5" in width X varying length & 3' 4" in width X varying length.

Broken/Cracked Panels: 4

Broken/Rough/High Edges: 32

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 0

Gutter Edges: High

Mid-Block Pedestrian Access: 1 Handicapped Access Ramp (unmarked) approx. 4' 2" in width with returned curbs approx. 2.25-12 ramp angle, flares of approx. 2-12 angle on west side, grass on east side

Alice Street To Plant Avenue:

General Notes: North side of street used for parking by business with 3 angled parking spaces + 4 head in parking spaces. South side of street used as 1 angled parking space + 1 angled handicapped parking space. 4 bad utility cuts on North side. 4 bad utility cuts on South side. 36" radius around fountain. Bad trip hazard by tree.

North Side: (HIGH TRAFFIC)

Sidewalk made up of concrete panels approx 4' 11" in width X 4' 10" in length. Also, concrete panels approx. 6' in width X 6" in length. Also, various large concrete panel pours

Broken/Cracked Panels: 33

Broken/Rough/High Edges: 18

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 1 Sloped approx. .75-12 angle Driveway/Sidewalk at DCA, 1 Sloped

Driveway/Sidewalk of approx. .25-12 angle at Old Fire Station, 1 sloped driveway with approx 3-12 slope, 1 dipped driveway with approx. 4-12 slope.

Gutter Edges: High

Mid-Block Pedestrian Access: 0

South Side: (LOW TRAFFIC)

Sidewalk made up of concrete panels approx 6' in width X varying length. Also, concrete panels approx. 6' 6" in width X varying length. Also, concrete panels approx. 5' in width X varying

length. Also 2 rows of concrete panels approx. 6' 1 ½" in width X varying length & 9" in width X varying length. Also, 12" x 6" concrete blocks.

Broken/Cracked Panels: 11

Broken/Rough/High Edges: 17

Broken/Cracked Pavers: 14

Missing Areas/Panels: 0

Driveways: 1 Driveway with Full Sidewalk behind containing a mix of asphalt & concrete block in bad condition.

Gutter Edges: High

Mid-Block Pedestrian Access: 0

Plant Avenue/U.S. #84 to Screven Avenue/Haines Avenue:

General Notes: North side No Parking. South side No Parking.

North Side: (MEDIUM TRAFFIC)

No Sidewalks

South Side: (MEDIUM TRAFFIC)

No Sidewalks

MARY STREET:

Remshart Street To Tebeau Street:

General Notes: North side of street used for angled parking by business with 4 spaces.

Majority is drive way into service bays of old Western Auto used as unmarked angled parking 5 angled spaces. South side of street used for angled parking by business with 9 spaces. 2 bad utility cuts on North side. 4 bad utility cuts on South side. Several bad planter cuts collapsing on South side.

North Side: (MEDIUM TRAFFIC)

Sidewalk made up of 3 rows of concrete panels approx 1'2" in width X varying length & 3' 11" in width X varying length & 2'2 ½" in width X varying length. Also various cuts.

Broken/Cracked Panels: 45

Broken/Rough/High Edges: 36

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 1 Business Driveway (Old Western Auto) angled at approx. 1.25-12. 1 Traditional Driveway unevenly angled but approx 1.25-12 with broken up concrete and asphalt.

Gutter Edges: High

Mid-Block Pedestrian Access: 0

South Side: (MEDIUM TRAFFIC)

Sidewalk made up of concrete panels of approx 6'1" in width X varying length. Also, concrete panels approx. 3' 6" in width X varying length.

Broken/Cracked Panels: 15

Broken/Rough/High Edges: 34

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 1 Traditional Driveway with curb angles at approx. 1-12

Gutter Edges: High

Mid-Block Pedestrian Access: 0

North Side Tebeau Street To Pendleton Street:

General Notes: North side of street used for angled parking by business with 14 spaces & 2 Handicapped Spaces. 7 bad utility cuts on North side. Open utility hole by hydrant.

North Side: (MEDIUM TRAFFIC)

Sidewalk made up of concrete panels of approx. 10'4" in width X varying lengths. Also, various odd cuts.

Broken/Cracked Panels: 20

Broken/Rough/High Edges: 78

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 0

Gutter Edges: High

Mid-Block Pedestrian Access: 1 (unmarked) approx. 4' 3" wide with angle of approx. 1-12 with 12-12 flares

South Side Tebeau Street To Parker Street:

General Notes: South side of street used for angled parking by business with 3 spaces & a 15 space head in public parking lot. 2 bad utility cuts on South side. Sidewalk does not connect to Parker Street, but dumps out at parking lot driveway with ramp.

South Side: (MEDIUM TRAFFIC)

Sidewalk made up of concrete panels of approx. 4' in width X varying lengths (some new).

Also, various odd cuts.

Broken/Cracked Panels: 26

Broken/Rough/High Edges: 23

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 1 sidewalk ends in ramp dumping out in driveway. Ramp is approx, 35" wide with 1.25-12 slope and 4.5-12 & 5.25-12 flares.

Gutter Edges: High

Mid-Block Pedestrian Access: 0

South Side Parker Street To Pendleton Street:

General Notes: South side of street used for angled parking by business with 6 spaces. 4 bad utility cuts on south side. Unmarked drain cover on south side.

South Side: (MEDIUM TRAFFIC)

Sidewalk made up of concrete panels of approx. 11' 3" in width X varying lengths. Also, various odd cuts.

Broken/Cracked Panels: 1

Broken/Rough/High Edges: 6

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 0

Gutter Edges: High

Mid-Block Pedestrian Access: 0

Pendleton Street to Lott Street:

General Notes: North side of street used for angled parking by business with 13 spaces. South side of street used for angled parking by business with 13 spaces. 12 bad utility cuts on North side including 2 dangerous sign posts sticking up. 6 bad utility cuts on South side. South side has lots of wide cracks and high edges.

North Side: (HIGH TRAFFIC)

Sidewalk made up of multiple cuts & sizes of concrete panels adding up to approx. 10' 4" in width

Broken/Cracked Panels: 50

Broken/Rough/High Edges: 34

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 0

Gutter Edges: High

Mid-Block Pedestrian Access: 0

South Side: (HIGH TRAFFIC)

Sidewalk made up of brick pavers. Also, large concrete panels of 11' 10" in width X varying lengths. &Also, various odd cuts.

Broken/Cracked Panels: 7

Broken/Rough/High Edges: 109

Broken/Cracked Pavers: 9

Missing Areas/Panels: 0

Driveways: 0

Gutter Edges: High

Mid-Block Pedestrian Access: 0

Lott Street To Alice Street/Plant Avenue/U.S. #84:

General Notes: North side of street used for angled parking by business with 11 spaces. South side of street used for angled parking by business with 10 spaces. 3 bad utility cuts on North side. 5 bad utility cuts on South side.

North Side: (HIGH TRAFFIC)

Sidewalk made up of concrete panels of varying widths & lengths totaling 10'4" in total width. Also, 2 rows of approx 7'3" in width X varying length & 3' 1" in width X varying length. Also, various odd cuts.

Broken/Cracked Panels: 23

Broken/Rough/High Edges: 74

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 0

Gutter Edges: High

Mid-Block Pedestrian Access: 0

South Side: (MEDIUM TRAFFIC)

Sidewalk made up of 3 rows of concrete panels approx. 5'1" in width X 3' 11 ³/₄" in length & 4' 11 ³/₄" in width X 3' 11 ³/₄" in length & 3' 1" in width X 3' 11 ³/₄" in length. Also, various odd cuts.

Broken/Cracked Panels: 23

Broken/Rough/High Edges: 81

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 0

Gutter Edges: High

Mid-Block Pedestrian Access: 0

Plant Avenue/U.S. #84 to Screven Avenue/Haines Avenue:

General Notes: North side No Parking. South side No Parking. Street Closed.

North Side: (LOW TRAFFIC)

No Sidewalks

South Side: (LOW TRAFFIC)

No Sidewalks

ELIZABETH STREET:

Remshart Street To Tebeau Street:

General Notes: North side of street used for angled parking by business with 3 spaces plus 2 handicapped spaces. South side of street used for angled parking by business with 12 spaces. North side is under construction at Ware Hotel and will likely require a complete replacement. 4 bad utility cuts on south side. Several dangerous undefined planters, etc. on south side.

North Side: (HIGH TRAFFIC-Under Construction)

South Side: (MEDIUM TRAFFIC)

Sidewalk made up of 3 rows of concrete panels of approx 4'9" in width X 4' 4 1/2" in length & 5' 1" in width X 4' 4 1/2" in length & 11" in width X varying length. Also, 5 rows of concrete panels of approx 4'9" in width X 4' 4 1/2" in length & 5' 1" in width X 4' 4 1/2" in length & 11" in width X varying length & 4' 2" in width X varying length & 3'11" in width X varying length. Also, varying odd cuts.

Broken/Cracked Panels: 11

Broken/Rough/High Edges: 88

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 0

Gutter Edges: High

Mid-Block Pedestrian Access: 0

Tebeau Street To Parker Street:

General Notes: North side of street used for angled parking by business with 6 spaces. South side of street used for angled parking by business with 6 spaces. 2 bad utility cuts on north side. 6 bad utility cuts on south side. Several dangerous utility boxes/water meters on south side.

North Side: (MEDIUM TRAFFIC)

Sidewalk made up of 3 rows of concrete panels approx 10' in width X varying length & 6' 3 1/2" in width X varying length & 3'3" in width X varying length. Also various cuts. Ramp broken & cracking.

Broken/Cracked Panels: 18

Broken/Rough/High Edges: 39

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 0

Gutter Edges: High

Mid-Block Pedestrian Access: 0

South Side: (LOW TRAFFIC)

Sidewalk made up of brick and 3 rows of concrete panels of approx 7'2" in width X varying length & 2' 8" in width X varying length & 1' 2 1/2" in width X varying length.

Broken/Cracked Panels: 33

Broken/Rough/High Edges: 23
Broken/Cracked Pavers: 0
Missing Areas/Panels: 0
Driveways: 0
Gutter Edges: High
Mid-Block Pedestrian Access: 0

Parker Street To Pendleton Street:

General Notes: North side of street used for angled parking by business with 7 spaces. South side of street used for angled parking by business with 7 spaces plus 1 handicapped angled space. 7 bad utility cuts on north side. 2 bad utility cuts on south side. Drop off at sign & undefined planters on South side.

North Side: (HIGH TRAFFIC)

Sidewalk made up of 3 rows of concrete panels approx 6'4" in width X varying length & 3' 2 1/2" in width X varying length & 1' in width X varying length. Also 2 rows of concrete panels approx. 7'6 1/2" in width X varying length & 3' 2" in width X varying length. Also various cuts.

Broken/Cracked Panels: 19
Broken/Rough/High Edges: 49
Broken/Cracked Pavers: 0
Missing Areas/Panels: 0
Driveways: 0
Gutter Edges: High
Mid-Block Pedestrian Access: 0

South Side: (HIGH TRAFFIC)

Sidewalk made up of 3 rows of new concrete panels of approx 1'9" in width X varying length & 5' in width X varying length & 5' in width X varying length. Also, various odd cuts. Also, brick accents.

Broken/Cracked Panels: 1
Broken/Rough/High Edges: 6
Broken/Cracked Pavers: 0
Missing Areas/Panels: 0
Driveways: 0
Gutter Edges: High
Mid-Block Pedestrian Access: 1 Handicapped ramp with warning strip, approx. 4' wide ramp is angled at approx. 1.5-12, flared sides are approx. 2-12 & 1.5-12.

Pendleton Street to Lott Street/Plant Avenue/U.S. #84:

General Notes: North side of street used for angled parking by business with 10 spaces plus 1 angled handicapped space. South side of street used for angled parking by business with 9 spaces plus 1 angled handicapped space. 10 bad utility cuts on north side. 0 bad utility cuts on south side. Drop off at planter on south side.

North Side: (HIGH TRAFFIC)

Sidewalk made up of 3 rows of concrete panels approx 7'4" in width X varying length & 3' 1" in width X varying length & 1' 1" in width X varying length. Also 3 rows of concrete panels approx. 5'9" in width X varying length & 4' 5" in width X varying length & 1' in width X varying length. Also various cuts.

Broken/Cracked Panels: 85
Broken/Rough/High Edges: 56
Broken/Cracked Pavers: 0
Missing Areas/Panels: 0
Driveways: 0

Gutter Edges: High

Mid-Block Pedestrian Access: 0

South Side: (LOW TRAFFIC)

Sidewalk made up of 3 rows of concrete panels of approx 4'9" in width X varying length & 4' 11 ½" in width X varying length & 1' 1" in width X varying length. Also, brick accents.

Broken/Cracked Panels: 21

Broken/Rough/High Edges: 65

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 0

Gutter Edges: High

Mid-Block Pedestrian Access: 1 Handicapped ramp with warning strip. Ramp width approx. 5', ramp angled approx. 1.75-12. Flares angled at approx. 1.5-12 & 1.75-12.

JANE STREET:

Remshart Street to Tebeau Street

General Notes: North side of street used for angled parking by business with 4 spaces. South side of street used for head in parking by business with approx. 10 spaces. 0 bad utility cuts on north side. 1 bad utility cuts on south side. Sidewalk not continuous on north side. Open utility hole on north side by Edward Jones.

North Side: (LOW TRAFFIC)-Listed at head of each totals page

Sidewalk made up of multiple 6 sided concrete pavers 10' in width X 40' in length and 9' 6" in width X 60' in length. All need replacing. Also, concrete panels approx 9' 1" in width X varying length.

Broken/Cracked Panels: Multiples

Broken/Rough/High Edges: Multiples

Broken/Cracked Pavers: All need replacing-Multiples

Missing Areas/Panels: Several

Driveways: 1 driveway with full sidewalk behind, not marked well. 1 traditional driveway for Edward Jones with poured concrete in place of sidewalk and some cracking.

Gutter Edges: High

Mid-Block Pedestrian Access: 0

South Side: (LOW TRAFFIC)

Sidewalk made up of continuous angled driveway/drive up of approx. 1-12 angled concrete panels of approx. 18' wide X 12' 8" long.

Broken/Cracked Panels: 60

Broken/Rough/High Edges: 50

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: Continuous driveway/drive up angled at approx. 1-12

Gutter Edges: High

Mid-Block Pedestrian Access: 0

Tebeau Street to Parker Street

General Notes: North side of street used for head in parking by business with 10 spaces plus 1 head in handicapped space. South side of street used for head in parking by business with 12 spaces. 1 bad utility cuts on north side. 3 bad utility cuts on south side.

North Side: (MEDIUM TRAFFIC)

Sidewalk made up of 2 rows of new concrete panels approx 5'11 ½ " in width X 6' in length & 5' in width X 6'in length. Also, brick accents.

Broken/Cracked Panels: 0

Broken/Rough/High Edges: 2

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 0

Gutter Edges: High

Mid-Block Pedestrian Access: 0

South Side: (MEDIUM TRAFFIC)

Sidewalk made up of 2 rows of new concrete panels of approx 4'4 ½ " in width X 5' 1 ½" in length & 4' 10" in width X 5' 1 ½" in length. Also 1 row of concrete panels approx. 4' 10" in width X 5' 1 ½" in length. Also 1 row of concrete panels approx. 4' 11" in width X varying lengths.

Broken/Cracked Panels: 2

Broken/Rough/High Edges: 1

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 0

Gutter Edges: High

Mid-Block Pedestrian Access: 0

Parker Street to Pendleton Street/Plant Avenue/U.S. #84:

General Notes: North side of street used for head in parking by business with 6 spaces plus 1 head in handicapped space . South side of street no parking spaces. 0 bad utility cuts on north side. 0 bad utility cuts on south side. Unmarked planters on North side.

North Side: (MEDIUM TRAFFIC)

Sidewalk made up of 4 rows of new concrete panels approx 1'11" in width X 5' 1 ½" in length & 5' 5" in width X 5' 1 ½" in length & 4' 7" in width X 5' 1 ½" in length & 2' 1" in width X 5' 1 ½" in length. Also various cuts. Also, brick accents.

Broken/Cracked Panels: 4

Broken/Rough/High Edges: 8

Broken/Cracked Pavers: 0

Missing Areas/Panels: 0

Driveways: 0

Gutter Edges: High

Mid-Block Pedestrian Access: 1 Handicapped ramp at old brick landing like a returned curb.

Ramp width approx. 4' 11". Ramp angle approx. 1-12. Flares approx. 2.5-12 & 2.5-12.

South Side: (LOW TRAFFIC)

No Sidewalk

FRANCIS STREET/U.S. #84:

Remshart Street To Tebeau Street:

General Notes: All panels need replacing on both sides of the street. North side of street used for parallel parking by business with 4 spaces. South side of street no parking. 0 bad utility cuts on North side. 5 bad utility cuts on South side.

North Side: (MEDIUM TRAFFIC)

Sidewalk made up of 2 rows of concrete panels 7' 4 " in width X varying length & 7'2" in width X varying length.

Broken/Cracked Panels: 65
Broken/Rough/High Edges: 0
Broken/Cracked Pavers: 0
Missing Areas/Panels: 0
Driveways: 1 continuous driveway with full sidewalk behind in poor condition.
Gutter Edges: High
Mid-Block Pedestrian Access: 0

South Side: (MEDIUM TRAFFIC)

Sidewalk made up of 1 rows of concrete panels 6'9" in width X varying length . Also 1 row of concrete panels varying width X varying length. Also, 1 row of concrete panels 4' in width X varying length Also, various odd cuts.

Broken/Cracked Panels: 62
Broken/Rough/High Edges: 2
Broken/Cracked Pavers: 0
Missing Areas/Panels: 0
Driveways: 3 Traditional/Undesirable driveways with full sidewalk behind, poor condition, all need repair/replacement
Gutter Edges: High
Mid-Block Pedestrian Access: 0

JENKINS STREET:

Plant Avenue/U.S. #84 To Haines Avenue:

General Notes: No Parking on North or South Sides. 0 bad utility cuts on North side. 0 bad utility cuts on South side. Both sides have missing panels where asphalt has been poured in some areas to provide a crude path near the Railroad ROW. Panels very high on S. Side near Haines Avenue, a bad trip hazard.

North Side: (LOW TRAFFIC)

Sidewalk made up of 1 rows of concrete panels approx. 4 in width X 4' in length, uneven.
Broken/Cracked Panels: 17
Broken/Rough/High Edges: 40
Broken/Cracked Pavers: 0
Missing Areas/Panels: 12
Driveways: 0
Gutter Edges: High
Mid-Block Pedestrian Access: 0

South Side: (LOW TRAFFIC)

Sidewalk made up of 1 rows of concrete panels 4' in width X 4' in length.
Broken/Cracked Panels: 11
Broken/Rough/High Edges: 46
Broken/Cracked Pavers: 0
Missing Areas/Panels: 12
Driveways: 1 Traditional/Undesirable driveway with approx. 4' wide ramps on both sides, angles of approx. 1-12 & 1.5-12
Gutter Edges: High
Mid-Block Pedestrian Access: 0

Special Areas:

Phoenix Park:

Sidewalks of brick construction with some sinking & uneven areas. 1 Brick missing, 1 Broken/ Rough/ High Edge. Ramp like areas lead to fountain. 5' wide with angle of approx. 1.5-12.

Intersections/Crossings:

These prompts are intended to help identify pedestrian safety problems at crossings, which include intersections and mid-block crossings. These should help to address the following:

- Is the visibility of pedestrians while in the crossing adequate?
- Does traffic control at crossings address the needs of all users?
- How do pedestrians interact with other modes of traffic at crossings?

I. Presence, Design and Placement

1. Do wide curb radii lengthen pedestrian crossing distances and encourage high-speed right turns? Curb radii balance the requirements of pedestrian safety with the needs of larger vehicles and emergency service vehicles.
2. Do channelized right turn lanes minimize conflicts with pedestrians?
3. Does a skewed intersection direct driver's attention away from crossing pedestrians?
4. Are pedestrian crossings located in areas where sight distance may be a problem?
5. Do raised medians provide a safe waiting area for pedestrians?
6. Are supervised crossings adequately staffed by qualified crossing guards (schools)?
7. Are marked crosswalks wide enough?
8. Do at-grade railroad crossings accommodate pedestrians safely?
9. Are crosswalks located where people want to cross?
10. Are curb ramps and corners appropriately planned and designed at each approach to the crossing?

II. Quality, Condition and Obstructions

1. Is the crossing pavement adequate and well-maintained?
2. Is the crossing pavement flush with the roadway surface?

III. Continuity and Connectivity

1. Does pedestrian network connectivity continue through crossings by means of adequate waiting areas at corners, curb ramps and marked crosswalks?
2. Are pedestrians clearly directed to crossing points and access ways?

IV. Lighting

1. Is the pedestrian crossing adequately lit?

V. Visibility

1. Can pedestrians see approaching vehicles at all legs of the intersection/crossing and vice versa?
2. Is the distance from the stop line to the crosswalk sufficient for drivers to see pedestrians?
3. Do other conditions exist where stopped vehicles may obstruct visibility of pedestrians?

VI. Access Management

1. Are driveways placed close to crossings? (Driveways may create multiple conflicts between pedestrians and motorists because entering and exiting drivers typically watch for other motor vehicles and not pedestrians. Driveways that are close to crossings may create multiple conflict points within a small area and can cause confusion between pedestrians and motorists.)
 - Crossings at Intersections-Motorists cutting through corner properties with driveways on two legs may generate higher driveway volumes and speeds than expected.
 - Midblock Crossings-Driveways placed between the stop bar and pedestrian crossing at mid-block crossings can be especially hazardous to pedestrians.

VII. Traffic Characteristics

1. Do turning vehicles pose a hazard to pedestrians?
2. Are there sufficient gaps in the traffic to allow pedestrians to cross the road?
3. Do traffic operations create a safety concern for pedestrians?

VIII. Sign and Pavement Markings

1. Is paint on stop bars and crosswalks worn, or are signs worn, missing or damaged?
2. Are crossing points for pedestrians properly signed and/or marked?

IX. Signals

1. Are pedestrian signals provided and adequate?
2. Are traffic and pedestrian signals timed so that wait times and crossing times are reasonable?
3. Are all pedestrian signals and buttons functioning correctly and safely?
4. Are ADA accessible push buttons provided and properly located?

The assessment was conducted by site visits using a common set of assessment tools as provided in the FHWA “Pedestrian Road Safety and Audit Guidelines and Prompts List” (2007). FHWA’s guidance provides a full inventory assessment for streets, street crossings, parking areas and adjacent developments, and transit areas.

No ratings were provided the intersections/crossings, but detailed drawings of the intersections and problems present are provided in this report.

Intersection/Crossing Assessment Results

Virtually all intersections/crossings in the study area require replacement or major maintenance to alleviate problems that, if not out of compliance with A.D.A., lack functionality and have safety concerns.

Areas along Tebeau Street and Plant Avenue (two of the busiest streets in the study area) have intersections that lack crossing facilities or ramps of any kind. Many of these have infrastructure problems that place drains where ramps and crosswalks should be located.

The intersection of Tebeau Street and Isabella Street is one of the most dangerous in the study area and should be replaced immediately.



Dangerous Intersection At NW Corner Of Tebeau Street & Isabella Street

Others severely lacking in facilities include the intersection of Tebeau Street and Carswell Avenue and all intersections on Plant Avenue north of Elizabeth Street. The intersections along Francis Street and at Screven Avenue/Hanes Avenue & Isabella/Hicks/Gilmore Street Area is also dangerous.



Infrastructure Problem At NW Corner Of Tebeau Street & Carswell Avenue

Persistent intersection/crossing problems throughout the study area include:

- Ramps & crossings not ADA compliant;
- Poor gutter to pavement transitions- Streets that have been paved so many times that lips have formed in the gutter to pavement transitions that make it hard to cross over into the crosswalk;
- Broken off ramp edges that drop off into gutter areas;
- Bad ramp slope angles & flares that make it difficult to access ramps;
- Types of concrete ramp that should only be used with grass or other defining visual definitions being located, or partially located, along concrete sidewalk;
- Intersections/Crossings without ramps on all four corners;
- No paint or other visually defining elements on curbing or along concrete ramp edges;
- Lack of signage directing pedestrians to crossing areas;
- Lack of adequate crosswalk markings & stop bars;
- Pedestrian signals being located at only one intersection (Mary Street/Alice Street At Plant Avenue);
- Infrastructure (drains, manholes, poles, etc.) located in areas where ramps and crosswalks already are or should be located at; and
- Lack of adequate landing areas at top of ramp.



Reported Crossing Hazard At SE Corner Of Pendleton Street & Isabella Street



Reported Hazard At NE Corner Of Parker Street & Elizabeth Street

Even new areas of construction around the Phoenix Hotel have design problems that include peninsulas and ramps made of brick that are shifting and dangerously cracking, as well as ramps that do not meet existing crosswalks and, in some cases, are partially blocked by landscaping elements.



**Broken Brick Island On West Side Of Parker Street
Between Elizabeth Street & Jane Street**



**Landscape Incursion & Offset Crossing
SW Corner Of Pendleton Street & Elizabeth Street**

Parking Assessment

While conducting the sidewalk assessments, a count was taken of city public parking spaces and types per city block. Besides those parking spaces located at City Hall (Not Counted due to use by City vehicles & employees), there are city parking lots located at the corner of Mary Street & Parker Street, Mary Street & Plant Avenue (city parking & depot parking) and on Jane Street between Tebeau Street & Plant Avenue.

Parking Assessment Results

It appears that there is adequate parking for businesses located in the study area at the present time. Certain areas may exhibit low turnover, particularly at lunch time, but this may be remedied by having business owners and employees park on the side streets, or in their private parking spaces already located at the rear of the businesses. Several businesses that have their own parking lots in the rear of their buildings have employees that still utilize street parking.

A prior city plan was to construct a parking lot across the railroad tracks on Downtown Waycross Development Authority property along the Railroad R.O.W. off Mary Street between the Railroad R.O.W. and Screven Avenue/Haines Avenue. Since that time, the City has closed Mary Street, along with the Railroad Crossing. The crossing should have been closed to vehicular traffic and the signals left in place, or modified for pedestrian and bicycle traffic. This would have provided connectivity for the residential areas East of the downtown area and the Okefenokee Bicycle Path ending on Screven Avenue/Haines Avenue. Residents still use this crossing by climbing around the barriers.

Without some formal pedestrian access provided along Mary Street and across the Railroad R.O.W., it is unlikely that this parking lot will ever be developed. It is not needed at the present time, however, if it were developed it would be prudent to have downtown business owners and employees park there, leaving the street spaces available for customers.

The parking lot on Jane Street was constructed mainly for the employees and visitors to the Phoenix Hotel (Jones Company Headquarters). Merchants in the area complain that the employees do not utilize it, but instead park on the street taking up valuable parking spaces. Employees of other businesses that have similar parking spaces at the rear still utilize street parking.

While it appears that the residents of the Ware Hotel may be utilizing a parking lot next to the Hotel, this does not appear large enough the number of apartments planned. With the street parking in the area, it appears that there will be enough parking spaces available. This is particularly true when it is realized that the majority of low-moderate income residents will have jobs that will require them to be at work during peak downtown business hours.

Recommendations

Universal Considerations

I. Do pedestrian facilities meet the needs of all pedestrians?

Pedestrians can vary greatly in their age and ability. It is important to consider all potential users when assessing whether or not provided facilities in a given area serve the needs of all potential users. Pedestrian and bicycle facilities within the study area do not meet the overall needs of all users of the system. Where sidewalks are provided, it is important to ensure that they are adequate and well-maintained so that they may provide a safe and accessible path for all users. It is important to ensure that all facilities, especially crosswalks and sidewalks, are ADA compliant.

In some of the study area a common issue noted was the lack of adequate lighting. "Fatal pedestrian crashes typically peak later in the day, between 5 and 11 p.m., where darkness and alcohol use are factors."^{xi} More pedestrian fatalities occur between dusk and dawn because low light conditions adversely affect pedestrian and driver sight distance. While this is important in all cases, lighting is especially important at street crossings.

Another issue to note when considering whether all users are served is whether those with visual impairments or language barriers are accounted for. If a person is blind or has difficulty seeing, it may be necessary to have audible cues or other prompts to ensure that they know where and when to walk. In the same light, if there is a high population of residents in an area who are unable to read pedestrian signage because of a language barrier it may be necessary to provide multilingual signage. The main issue is to ensure that all potential users of the pedestrian and bicycle system have been considered and the needs of all users have been addressed.

II. Are paths safe, continuous, and convenient throughout the study area?

In order for the safest and most effective transportation system for non-motorized users to be complete it is important to have the highest level of connectivity possible. In several locations throughout the study area where facilities are provided it is easy to see how greater connectivity would improve the safety and mobility of pedestrians. According to an article entitled "Roadway Connectivity: Creating More Connected Roadway and Pathway Networks" by the Victoria Transport Policy Institute,

Connectivity refers to the density of connections in path or road network and the directness of links. A well-connected road or path network has many short links, numerous intersections, and minimal dead-ends (cul-de-sacs). As connectivity increases, travel distances decrease and route options increase,

allowing more direct travel between destinations, creating a more accessible and resilient system.

With greater connectivity comes more and safer usage. With more direct travel between destinations and decreased travel distances pedestrians using the system for transportation are able to spend less time on or near the roadway, and with increased route options they are able to choose the safest route.

Communities that strive to enhance the ability of pedestrians and bicyclists to move safely and securely along the roadways can see social, environmental, and health benefits that they would most likely not see otherwise. In an article entitled “Zoning and Planning for Bicycle and Pedestrian Transportation Facilities” by the Vermont Planning Information Center, several tasks are listed as being helpful or even necessary for a community to accomplish its goals of becoming bicycle and pedestrian oriented:

- Assessing local needs for pedestrian, bicycle, and trail access and mobility;
- Creating a plan for upgrading existing facilities and building future networks and for obtaining funding;
- Building and maintaining local pedestrian and bicycle and trail facilities;
- Coordinating facility planning and development with adjacent communities and regions;
- Enacting local bylaws and subdivision regulations that enhance compact settlement and encourage walking and bicycling;
- Evaluating pedestrian needs within site plan or subdivision review and requiring developers to invest in pedestrian facilities and/or trails; and
- Forming local citizen advisory committees for pedestrian and bicycle activities

These are good points to take into consideration when attempting to make a community more bicycle and pedestrian friendly. Although this is not a comprehensive list of steps, nor a list of necessary steps, it is a good guide to help a community develop its own plan for improving safety for walkers and bicyclers.

Pedestrian and bicyclists safety is clearly the main concern and a good reason to have adequate facilities and proper planning in place, but to go along with these issues communities and local governments have another important reason to ensure that users of non-motorized transportation are taken into consideration: liability. If there is debate about the cost-benefit of proper planning for bicycle and pedestrian facilities, the FHWA explains in its *FHWA University Course on Bicycle and Pedestrian Transportation, Lesson 22: Tort Liability and Risk Management* that “To an increasing degree, issues of risk management and tort liability are becoming major determinants of planning, engineering, and implementation programs for bicyclists and pedestrians.” The lesson makes clear the point that facilities that fail to “fully incorporate the needs of all users increase the likelihood of potential court settlements in favor of those who are excluded.”

The Lesson goes on to explain that inaction can be much more costly than pre-emptive planning efforts because more governments are being sued now than ever due to their perceived ability to pay, and not necessarily their actual fault in the matter. "...there is a tendency toward larger and increased liability in areas that once had some degree of immunity, with a continuing rise in the size of claims. The Lesson posits and it is recommended that implementing an aggressive risk management program can help hold off these problems.

Future Sidewalk Infrastructure Replacement & Maintenance

The list containing the total number of defects, as well as the lists containing the total number of defects based on usage (High Traffic, Medium Traffic or Low Traffic) should be used at the discretion of the City of Waycross to gauge replacement. This is everyday use, not special event use, so areas that are used for special events may be promoted by the City to greater importance.

Sidewalks Need To Be Brought Up To A.D.A. Compliance

On March 15, 2012, compliance with the 2010 ADA Standards For Accessibility Design will be required for new construction and alterations.

Curbs Pulling Away From Sidewalks

These areas need to be replaced, as they pose a hazard for the pedestrians moving from parking to the sidewalk.

Brick Tiles On Concrete Causing Height Issues

These tiles should be eliminated, particularly on the East side of Tebeau Street between Elizabeth Street & Jane Street where they have caused several falls.

Driveway Problems:

It appears that there have been no driveway cut requirements imposed by the City of Waycross for businesses or residences in the study area. This needs to be corrected immediately. Also, new construction, such as at Wilbur James has allowed parking lots and driveways to incur on the right of way and eliminate areas where sidewalks could be placed.

The U.S. Government should be responsible for correcting the traditional driveways at the U.S. Courthouse and Post Office on Tebeau Street, Carswell Avenue and Folks Street that intrude on the sidewalk and are not A.D.A. compliant.

Driveway owners should be responsible for maintaining the parts of their driveways that incur on the right of way and provide safe passage to pedestrians. Incorrectly constructed ramps endanger pedestrians, as do broken up and dangerous asphalt/concrete that inhibit pedestrians crossing them.



Traditional/Undesirable Driveway At U.S. Post Office

Multiple Concrete Panel Materials & Sizes

Many types of concrete mix have been utilized in the study area, including some with multiple types of aggregate. Standard mixes, colors, etc., should be decided upon. There appears to be no standard size concrete panel in the study area. Most blocks have multiple sizes that make replacement difficult when just part of the panel breaks. The large sizes discourage replacement. A standard size should be established for use in the study area that would allow easy replacement when broken or damaged.

Wide Seams

Because of the age of the sidewalks, multiple sizes of concrete panels and different materials in the concrete mix, wide seams have developed in some areas that make it difficult for wheelchair users to cross. These should be eliminated through repair or replacement of the sidewalks.

Uneven & Displaced Concrete Panels

This was one of the largest problems throughout the study area. Many of these areas need to be replaced in their entirety, due to the overall sidewalk conditions in the block, instead of trying to individually replace or repair them.



**East Side Of Plant Avenue/U.S. #84
Between Jane Street Crossing & Jenkins Street**

Broken Concrete Panels

This was also one of the largest problems in the study area, particularly on certain streets including both sides of Francis Street between Remshart Street & Tebeau Street/Jenkins Street, where virtually all the panels were broken. Broken panels should be replaced, as should uneven and/or displaced concrete panels, but not before a study is conducted to determine if the whole block, or sections of block need complete replacement.



**North Side Of Francis Street
Between Remshart Street & Tebeau Street/Jenkins Street**

Grinding Down of Sidewalks

The use of the grinding down technique should be discontinued on older sidewalks. With the generally poor condition of the sidewalks, older sidewalks should be scheduled for replacement, instead of paying to have certain sections ground down when much larger problems exist in the same block. Many of those repaired areas are already broken or still pose a trip hazard.



Ground Down Sidewalk Repair On SW Corner Of Carswell Avenue & Lott Street

Bad Utility Cuts:

Various utilities should be asked to correct their bad utility cuts that endanger pedestrians. The City of Waycross should also develop a plan for the correction of bad utility cuts.



**Bad Utility Cut On North Side Of Elizabeth Street
Between Parker Street & Pendleton Street**

Undefined Landscape Areas & Signage Areas

Many streets in the study area had areas of landscaping that had unclear boundaries separating them from the sidewalk, creating a hazard. Likewise, areas of signage often had missing or open/uneven panels.



**East Side Of Plant Avenue/U.S. #84
Between Jane Street Crossing & Jenkins Street**

Right Of Way Incursions:

Various property owners in the study area have enveloped right of way which cuts off existing sidewalks and makes installation of crossing ramps, etc., difficult.



Parking Lot Incursion At NE Corner of Isabella Street/Hicks Street/Gilmore Street & Screven Avenue

Grates

Several underground access grates to properties exist on the downtown sidewalks in the study area. These are not used, are somewhat unsecured and pose a possible hazard should enough weight be placed upon them. The City should work with the adjacent property owners to secure these more properly, or eliminate them.

Future Intersection/Crossing Infrastructure Replacement & Maintenance

Ramps & Crossings Need To Be Brought Up To A.D.A. Compliance

On March 15, 2012, compliance with the 2010 ADA Standards For Accessibility Design will be required for new construction and alterations.

Gutter/Pavement Transitions Need To Be Leveled At Crossings

The majority of gutter to pavement transitions are high & uneven, due to the multiple times that the streets have been paved. These need to be leveled, allowing pedestrians to cross more easily.



Bad Gutter To Pavement Heights At NW Corner Of Tebeau Street & Jane Street

Ramp Edges Need To Be Leveled & Smoothed

The majority of ramp edges end abruptly and are uneven creating high edges that are often impassable for wheelchairs. These need to be leveled, allowing pedestrians to cross more easily.

Ramp Slope Angles/Flares Need Changing

Many ramps have ramp slope angles & flares that are too high. These should be corrected based on the maximum allowed (or lower) slope angle and flares in the 2010 ADA Standards for Accessible Design.

Ramp Types Need Changing

Ramp types are present in the study area whose flare angles, etc., require visual characteristics that distinguish the edges. In many cases, one side does have grass, but the other side is concrete sidewalk that would allow a person to walk on the unsafe angles. The concrete sidewalk panels on these sides should be replaced with grass, or other options, to distinguish them visibly, or the ramp type replaced.

All Crossings Need Ramps/Access On All Sides

Few crossings in the study area had ramps on all sides of the street crossings. Many of the ramps consisted of ramps located on corners that served as access to both sides of the street crossings. Even then, few had ramps on all sides of the street. Intersections should be examined and prioritized for additional ramps.

Painting & Signage

Very few ramps, curbs and approaches in the study area were painted, possibly leading to problems for visually impaired persons. As our citizens become older, it is more important than ever to provide paint and signage that keeps pedestrians in the correct walking path and away from curbs, potentially dangerous areas, etc.. Adequate signage for both pedestrian and for vehicular traffic was almost non-existent in the study area, with the exception of Plant Avenue/U.S. #84. Various mid-block accesses were unmarked and without signage, as well.

These problems should be corrected in all areas, particularly the most high foot traffic areas, or where vehicular traffic (whose view is blocked by parked vehicles, etc.) is likely to encounter pedestrians.

Lack of Adequate Crosswalk Markings and Stop Bars

Many crossings, particularly along the residential area borders, do not have crosswalk markings. Other crossings in the study area have faded or non-existent crosswalk markings and/or stop bars. These problems should be corrected in all areas, particularly the most high foot traffic areas, or where vehicular traffic (whose view is blocked by parked vehicles, etc.) is likely to encounter pedestrians.

Major Crossings Need To Be Signalized For Pedestrians

The only crossings that had pedestrian signals (some of which were non-operational) was at the intersections of Mary Street/Alice Street & Plant Avenue/U.S. #84. Ironically,

this is the only access to the residential areas beyond that has been closed to vehicular and pedestrian traffic. Other candidates for signalization include Tebeau Street at Carswell Avenue, Plant Avenue/U.S. #84 at Albany Avenue/Knight Avenue and Plant Avenue/U.S. #84 at Carswell Avenue/Memorial Drive.

The City of Waycross should work with GDOT to provide sidewalks on the facing streets, so that during crossing upgrades (such as those planned by GDOT-see below), GDOT will help provide adequate pedestrian crossings and facilities. The City should work with GDOT so that major crossings that already have facing sidewalks become signalized.

Infrastructure Needs Moving From Pedestrian Walkways

Many areas were seen, particularly where ramps on corners exists serving both sides of the street, where infrastructure has been placed in the walkways. In other cases, infrastructure, such as large drains or poles, have been placed at corners where pedestrian walkways, ramps and crossings should be located at. In many of these cases, no ramps or crossings were provided. Plans should be made during infrastructure upgrades to relocated infrastructure out of these pedestrian areas.



Drain At NW Corner of Tebeau Street & Carswell Avenue

Adequate Landings Needed At Ramps

Areas Marked as “No” on the crossing drawings do not provide adequate landing space at the top of the ramps. Many of these are at corners that have a single ramp on the corner servicing both street crossings, terminating at an angle with the corner of a building. Ramps should be re-designed to provide adequate landing areas.

Special Areas of Consideration For Replacement & Maintenance

Connectivity Areas:

While there is connectivity on most streets within the Downtown Waycross Development Authority area, access is limited by the poor infrastructure itself (sidewalks, crossings, etc.). Major connectivity problems present themselves on the borders of the study area entering the residential areas. Many border streets do not have sidewalks, or marked crossings into the study area. Sidewalks suddenly end and do not extend over the Railroad R.O.W. in most cases, disconnecting residential areas from the study area. A major opportunity was lost when Mary Street (between Plant Avenue/U.S. #84 & Screven Avenue/Haines Avenue) was closed to vehicular traffic and the crossing was not converted to a pedestrian and bicycle crossing.



Closed Mary Street Crossing Between Plant Avenue/U.S. #84 & Screven Avenue

There are funded efforts to connect other residential areas to the study area through the use of TE funds on a former Railroad R.O.W. [Where The Ways Cross-City of Waycross Multi-use Trail and Trailhead Project-CSTEE-0009-00(140)].

Further tentative plans to connect the City Auditorium and proposed new “Ware County Government Future Development” to the study area, through a proposed streetscape project (Phase 2 of the Where The Ways Cross-City of Waycross Multi-use Trail and Trailhead Project), which went unfunded in the 2011 TE applications, should be shelved. Future TE projects and funds should be directed first towards the major infrastructure problems and lack of connectivity already present in the study area.

It is the opinion of the Southern Georgia Regional Commission staff (expressed to those involved) that not only the present Downtown Waycross Development Authority area should be studied, but also the surrounding residential districts that are bounded in by the existing railroad facilities and major streets in the area that form an interconnected residential-commercial area. The City of Waycross should improve these low-moderate income residential areas and market them to seniors, while providing interconnectivity and pedestrian/bicycle improvements within and between them and the DWDA area. In addition, there are no pedestrian facilities (but high pedestrian traffic) between the Garlington Street Waycross Housing Authority area and the DWDA area. The potential exists for pedestrian & bicycle trails and facilities to be located along portions of the Waycross City Canal that may solve some of this lack of interconnectivity.

Parker Street Between Mary Street and Elizabeth Street:

With so many obstructions on both the West (Yarborough’s loading dock, etc.) and on the East (Theater porch, HVAC units) sides of this street, it is doubtful that these will ever be cleared. While the area is treated as an alley would be, it is not and is used for overflow parking, particularly from the Elizabeth Street restaurants and shops. In addition, the City Parking lot on the corner of Mary Street & Parker Street cuts off the Mary Street sidewalk, forcing walkers directly into Mary Street after the parking lot entrance/exit. Engineering solutions need to be examined to allow pedestrians access to sidewalk facilities.



**Loading Dock Incursion On West Side Of Parker Street
Between Mary Street & Elizabeth Street**



**Porch & Air Conditioner Incursion On East Side of Parker Street
Between Mary Street & Elizabeth Street**

Funding Options

Many communities are unable to implement bicycle and pedestrian facility improvements or additions for lack of funding. Although bicycle and pedestrian projects are of high importance and communities may consider them high priority projects, they often hold a lower level of priority than road maintenance or capacity projects, which can expend most of the available funding. There are several State and Federal funding sources that may be applied to these projects to aid areas such as Ware County where these projects may not be funded otherwise. There are also various private grants and programs that provide funding for bicycle and pedestrian projects.

GDOT Project CSTEE-0009-00(140):

There are funded efforts to connect other residential areas to the study area through the use of TE funds on a former Railroad R.O.W. [Where The Ways Cross-City of Waycross Multi-use Trail and Trailhead Project-CSTEE-0009-00(140)];

Plans for Phase 2 of the Where The Ways Cross-City of Waycross Multi-use Trail and Trailhead Project (which includes the streetscape improvements to the “Ware County Government Future Development” that may never take place, should be shelved in favor of several rounds of TE Applications focusing on the streetscape and continuity problems already present in the study area.

GDOT Project CSSTP-0007-00(406):

This project will provide signalization and intersection improvements/upgrades to ten (10) intersections in the City of Waycross including several in the project area. The intersections in the project area are S.R. #38/Plant Avenue/U.S. #84/S.R. #4 Business/U.S. #1 Business At Albany Avenue, S.R. #38/Plant Avenue/U.S. #84/S.R. #4 Business/U.S. #1 Business At Carswell Street/Memorial Drive, S.R. #38/Plant Avenue/U.S. #84 At Mary Street/Alice Street and S.R. #4 Business/U.S. #1 Business/Memorial Drive At Lee Avenue.

Strain poles with traffic lights, and other intersection improvements/upgrades, are to occur, although it is unclear exactly what, or what type of pedestrian improvements/upgrades are to take place.

FHWA Funding Sources

- Surface Transportation Program- Funds from this program may be used for construction of pedestrian walkways and bicycle transportation facilities; non-construction projects for safe bicycle use; to modify public sidewalks to comply to

ADA standards. Projects funded with this program do not have to be within the right-of-way of a Federal-Aid Highway.

- Transportation Enhancement Program- Funds from the Transportation Enhancement Program can be used to fund bicycle and pedestrian projects that fall under three categories: bicycle and pedestrian facilities, safety and education for pedestrians and bicyclists, and rails-to-trails programs.
- Highway Safety Improvement Program (HSIP)- The goal of this program is to achieve significant reduction in traffic fatalities and serious injuries on public roads. Funds can be used for improvements for pedestrian or bicyclist safety; construction and yellow-green signals at pedestrian-bicycle crossings and in school zones; identification of and correction of hazardous locations, sections and elements that constitute a danger to bicyclists and pedestrians.
- Recreational Trails Program- These funds may be used to develop and maintain recreational trails and trail-related facilities for both motorized and non-motorized recreational trail uses.

GDOT

- Governor's Office of Highway Safety (GOHS) Grant Program- The mission of the GOHS is "To educate the public on highway safety issues and facilitate the implementation of programs that reduce crashes, injuries and fatalities on Georgia roadways." These funds may be used to fund bicycle and pedestrian safety, awareness and education programs.
- Land & Water Conservation Fund (LWCF)- This program, which is offered through the GA DNR, includes funding for acquisition of land for recreation, parks, and greenways.

ⁱ A Policy on Geometric Design of Highways and Streets, 1994 (The Green Book). American Association of State Highway and Transportation Officials (AASHTO)

ⁱⁱ United States Department of Transportation. *United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation*, , March 11, 2010. <http://www.dot.gov/affairs/2010/bicycle-ped.html>

ⁱⁱⁱ United States Department of Transportation, Federal Highway Administration. *Design Guidance, Accommodating Bicycle and Pedestrian Travel: A Recommended Approach*. March 2008.

<http://www.fhwa.dot.gov/environment/bikeped/design.htm>

^{iv} Georgia Department of Transportation, Georgia Department of Motor Vehicle Safety, *Crash Analysis, Statistics & Information*. Jan. 2008. <http://www.dot.state.ga.us/statistics/CrashData/Documents/CASI2008.pdf>

^v " "

^{vi} United States Department of Transportation, National Highway Transportation Safety Administration Website <http://www-nrd.nhtsa.dot.gov/Pubs/811386.pdf>

^{vii} United States Department of Transportation, National Highway Transportation Safety Administration Website
<http://www-nrd.nhtsa.dot.gov/Pubs/811394.pdf>

^{viii} GA Department of Transportation. <http://www.dot.state.ga.us/statistics/Documents/casi/Pedestrians.pdf>

^{ix} GA Department of Transportation <http://www.dot.state.ga.us/statistics/Documents/casi/PedestrianInjuries.pdf>

^x GA Department of Transportation
<http://www.dot.state.ga.us/statistics/Documents/casi/PedestrianFatalities.pdf>

^{xi} "Crash Statistics", *Pedestrian Safety Guide and Countermeasure Selection System*. PEDSAFE, Web.
<http://www.walkinginfo.org/pedsafe/crashstats.cfm>

^{xii} 2010 ADA Standards for Accessible Design-U.S. Dept. of Justice

APPENDIX A

List of Sidewalks By Total Number of Defects

List of Sidewalks By Total Number of Defects

Based on Broken Sidewalks (estimated number of standard size pours needed for replacement), High Sidewalks (Trip Hazards)/Broken Edges, Missing Panels and Broken/Defective Pavers (with exceptions below).

The East side of Remshart Street between Mary Street & Elizabeth Street, North side of Elizabeth Street between Remshart Street & Tebeau Street and West side of Tebeau Street between Mary Street & Elizabeth Street are under heavy construction due to the Ware Hotel and will likely require large scale to complete replacement either paid for by the developer or the City and is not included in the ratings.

Multiples- However, certain areas contain notations of “multiple” broken, etc. that make up the walking surface and are a danger. These were largely too high to count and mainly consisted of broken pavers. These areas include:

**North side of Jane Street between Tebeau Street & Remshart Street
West side Plant Avenue between Isabella Street and Mary Street**

Refer to main listings for other problems that may be present.

Areas totally missing sidewalks or if sidewalks end in mid-block are listed at the end.

274-East side Plant Avenue/U.S. #84 between Jane Street Crossing & Jenkins Street

250-East side Plant Avenue between Elizabeth Street Crossing & Jane Street Crossing

157-North side Isabella Street between Tebeau Street & Pendleton Street

141-North side Elizabeth Street between Pendleton Street & Lott Street/Plant Avenue/U.S. #84

136-West side Plant Avenue /U.S. #84 between Albany Avenue & Carswell Avenue

128-South side Isabella Street between Tebeau Street & Pendleton Street

125-South side Mary Street between Pendleton Street & Lott Street

124-North side Memorial Drive between Plant Avenue/U.S. #84 and Lee Avenue

119-West side Lott Street between Isabella Street & Mary Street

116-West side Plant Avenue/U.S. #84 between Carswell Avenue & Isabella Street

110-East side Remshart Street between Elizabeth Street & Jane Street

110-South side Jane Street between Remshart Street & Tebeau Street

108-West side Pendleton Street between Isabella Street & Mary Street

107-East side Lott Street between Isabella Street & Mary Street

104-South side Mary Street between Lott Street & Alice Street/Plant Avenue/U.S. #84

99-South side Elizabeth Street between Remshart Street & Tebeau Street

98-North side Mary Street between Tebeau Street & Pendleton Street

97-North side Mary Street between Lott Street & Alice Street/Plant Avenue/U.S. #84
95-West side Remshart Street between Elizabeth Street & Jane Street
91-East side Alice Street between Isabella Street & Mary Street/U.S. #84/Plant Avenue
89-East side Lott Street between Carswell Avenue & Isabella Street
87-East side Lee Avenue between Knight Avenue & Memorial Drive
86-South side Elizabeth Street between Pendleton Street & Lott Street/Plant Avenue/U.S. #84
84-North side Mary Street between Pendleton Street & Lott Street
81-North side Isabella Street between Remshart Street & Tebeau Street
81-North side of Mary Street between Remshart Street & Tebeau Street
80-South side Memorial Drive between Screven Avenue (light pole) & Lee Avenue
78-North side Isabella Street between Pendleton Street & Lott Street
77-West side Lott Street between Carswell Avenue & Isabella Street
72-West side Plant Avenue between Mary Street & Elizabeth Street/Lott Street
71-South side Carswell Avenue between Remshart Street & Tebeau Street
69-North side Jenkins Street between Plant Avenue/U.S. #84 and Haines Avenue
69-South side of Jenkins Street between Plant Avenue/U.S. #84 and Haines Avenue
68-West side Folks Street between Brunswick Avenue & Carswell Avenue
68-South side Isabella Street between Pendleton Street & Lott Street
68-North side Elizabeth Street between Parker Street & Pendleton Street
66-South side Isabella Street between Remshart Street & Tebeau Street
65-North side Francis Street/U.S. #84 between Remshart Street & Tebeau Street
64-West side Lott Street between Mary Street & U.S. #84/Plant Avenue
64-South side Francis Street/U.S. #84 between Remshart Street & Tebeau Street
63-East side Pendleton Street between Isabella Street & Mary Street
63-South side Carswell Avenue between Lott Street & Alice Street
62-East side of Alice Street between Carswell Avenue & Isabella Street (Partial)
58-West side Alice Street between Carswell Avenue & Isabella Street
57-West side Plant Avenue between Elizabeth Street & Jane Street
57-North side Elizabeth Street between Tebeau Street & Parker Street
56-East side Tebeau Street between Mary Street & Elizabeth Street
56-East side Plant Avenue/U.S. #84 between Isabella Street & Mary Street (Partial)
56-South side Elizabeth Street between Tebeau Street & Parker Street
55-East side Screven Avenue/Haines Avenue between Brunel Street & Stephenson Street
51-West side Pendleton Street between Mary Street & Elizabeth Street
51-North side Isabella Street between Alice Street & Plant Avenue/U.S. #84
50-East side Lott Street between Mary Street & U.S. #84/Plant Avenue
50-North side Carswell Avenue between Pendleton Street & Alice Street
49-West side Tebeau Street between Carswell Avenue & Isabella Street
49-West side Plant Avenue/U.S. #84 between Jane Street & Tebeau Street
49-South side of Mary Street between Remshart Street & Tebeau Street
49-South side Mary Street between Tebeau Street & Parker Street
46-East side Parker Street between Mary Street & Elizabeth Street
45-West side Alice Street between Isabella Street & Mary Street/U.S. #84/Plant Avenue

45-West side Lee Avenue between Knight Avenue & Memorial Drive (Partial)
42-South side Isabella Street between Alice Street & Plant Avenue/U.S. #84
41-West side Pendleton Street between Carswell Avenue & Isabella Street
41-South side Carswell Avenue between Alice Street & Plant Avenue/U.S. #84
39-North side Carswell Avenue between Tebeau Street & Pendleton Street
38-East side Remshart Street between Carswell Avenue & Isabella Street
38-East side Plant Avenue/U.S. #84 between Lott Street Crossing & Elizabeth Street Crossing
37-West side Tebeau Street between Isabella Street & Mary Street
36-East side Pendleton Street between Mary Street & Elizabeth Street
36-South side Isabella Street between Lott Street & Alice Street
34-East side Plant Avenue/U.S. #84 between Mary Street & Lott Street Crossing
33-East side Tebeau Street between Carswell Avenue & Isabella Street
33- East side Screven Avenue/Haines Avenue between Memorial Drive and Isabella Street/Hicks Street/Gilmore Street
31-East side Tebeau Street between Elizabeth Street & Jane Street
31-South side Carswell Avenue between Tebeau Street & Pendleton Street
30-East side Tebeau Street between Isabella Street & Mary Street
28-East side Pendleton Street between Carswell Avenue & Isabella Street
27-North side Carswell Street between Folks Street & Tebeau Street
27-South side Carswell Avenue between Pendleton Street & Lott Street
26-East side Folks Street between Brunswick Avenue & Carswell Avenue
26- East side Screven Avenue/Haines Avenue between Isabella Street/Hicks Street/Gilmore Street & Mary Street/Williams Street
25-West side Tebeau Street between Jane Street & Francis Street/U.S. #84/Plant Avenue
24-South side Brunswick Avenue between Tebeau Street & Pendleton Street
23-West side Pendleton Street between Brunswick Avenue & Carswell Avenue
22-East side Remshart Street between Isabella Street & Mary Street
20-West side Remshart Street between Isabella Street & Mary Street
20-West side Tebeau Street between Brunswick Avenue & Carswell Avenue
20-East side Screven Avenue/Haines Avenue between Jenkins Street & Stephenson Street
20-South side Carswell Avenue between Folks Street & Remshart Street
20-North side Isabella Street between Lott Street & Alice Street
19-East side Pendleton Street between Elizabeth Street & Jane Street/Plant Avenue
17-South side Memorial Drive between Plant Avenue/U.S. #84 and Screven Avenue
17-East side Screven Avenue/Haines Avenue between Mary Street/Williams Street & Brunel Street
15-West side Parker Street between Mary Street & Elizabeth Street
14-West side Tebeau Street between Elizabeth Street & Jane Street
12-North side Jane Street between Parker Street & Pensleton Street/Plant Avenue/U.S. #84
11-West side Remshart Street between Mary Street & Elizabeth Street
9-East side Tebeau Street between Brunswick Avenue & Carswell Avenue

-
- 9-North side Carswell Avenue between Alice Street & Church Street
 - 8-West side Remshart Street between Carswell Avenue & Isabella Street
 - 7-East side Tebeau Street between Jane Street & Francis Street/U.S. #84/Plant Avenue
 - 7-West side Parker Street between Elizabeth Street & Jane Street
 - 7-North side Carswell Avenue between Church Street & Plant Avenue/U.S. #84
 - 7-South side Mary Street between Parker Street & Pendleton Street
 - 7-South side Elizabeth Street between Parker Street & Pendleton Street
 - 5-East side Parker Street between Elizabeth Street & Jane Street (Partial)
 - 5-East side Pendleton Street between Brunswick Avenue & Carswell Avenue
 - 5-West side Pendleton Street between Elizabeth Street & Jane Street/Plant Avenue
 - 3-South side Jane Street between Tebeau Street & Parker Street
 - 2-East side Parker Street between Jane Street & Plant Avenue (Partial)
 - 2-North side Jane Street between Tebeau Street & Parker Street
 - 1-West side Parker Street between Jane Street & Plant Avenue (Partial)

Missing Full/Partial Sidewalks

East & West sides Remshart Street between Brunswick Avenue & Storage Facility-No Sidewalks

East & West sides Remshart Street between Jane Street & U.S. #82-No Sidewalk/Private Parking

East & West sides Remshart Street between U.S. #82 & Francis Street-No Sidewalk/Private Parking

East side of Pendleton Street between Brunswick Avenue & Carswell Avenue- Sidewalk ends before Badcock Furniture, appear to be partial private sidewalk from there.

East & West sides Alice Street between Railroad ROW & Carswell Avenue- No sidewalk on West side, Partial private sidewalk on East side.

East side of Alice Street between Carswell Avenue & Isabella Street-Sidewalk ends at City Water Dept.

East side Plant Avenue/U.S. #84 between Albany Avenue & Carswell Avenue-No Sidewalk.

East side Plant Avenue/U.S. #84 between Carswell Avenue & Isabella Street-No Sidewalk

East side Plant Avenue/U.S. #84 between Isabella Street & Mary Street-No Sidewalk after mid-block.

West side Screven Avenue/Haines Avenue between Memorial Drive & Isabella Street/Hicks Street/Gilmore Street-No Sidewalk

West side Screven Avenue/Haines Avenue between Isabella Street/Hicks Street/Gilmore Street & Mary Street/Williams Street-No Sidewalk

West side Screven Avenue/Haines Avenue between Stephenson Street & Jenkins Street-No Sidewalk

West side Screven Avenue/Haines Avenue between Brunel Street & Stephenson Street-No Sidewalk

West side Screven Avenue/Haines Avenue between Mary Street/Williams Street & Brunel Street-No Sidewalk

West side Lee Avenue between Knight Avenue & Memorial Drive-No Sidewalk before bridge.

North & South sides Knight Avenue between Plant Avenue/U.S. #84 & Lee Avenue-No Sidewalks.

North & South sides of Brunswick Avenue between Folks Street & Remshart Street-No Sidewalks

North & South sides of Brunswick Avenue between Remshart Street & Tebeau Street-No Sidewalks

North side of Brunswick Avenue between Tebeau Street & Pendleton Street-No Sidewalks

North & South sides of Brunswick Avenue between Pendleton Street & Dead End-No Sidewalks

North & South sides of Isabella Street between Plant Avenue/U.S. #84 and Screven Avenue/Haines Avenue-No Sidewalks

North & South sides of Mary Street between Plant Avenue/U.S. #84 and Screven Avenue/Haines Avenue-No Sidewalks/Street Closed

South side Jane Street between Parker Street & Pendleton Street/Plant Avenue/U.S. #84-No Sidewalk.

North side Jenkins Street between Plant Avenue/U.S. #84 & Haines Avenue-Missing panels/Crossing at R/R

South side Jenkins Street between Plant Avenue/U.S. #84 & Haines Avenue-Missing panels/Crossing at R/R

Special Areas:

Phoenix Park:

Sidewalks of brick construction with some sinking & uneven areas. 1 Brick missing, 1 Broken/ Rough/ High Edge. Ramp like areas lead to fountain. 5' wide with angle of approx. 1.5-12.

APPENDIX B
List of Sidewalks By Estimated Traffic Volumes
&
Total Number of Defects

List of Sidewalks By Estimated Traffic Volumes & Total Number of Defects

Based on Broken Sidewalks (estimated number of standard size pours needed for replacement), High Sidewalks (Trip Hazards)/Broken Edges, Missing Panels and Broken/Defective Pavers (with exceptions below).

The East side of Remshart Street between Mary Street & Elizabeth Street, North side of Elizabeth Street between Remshart Street & Tebeau Street and West side of Tebeau Street between Mary Street & Elizabeth Street are under heavy construction due to the Ware Hotel and will likely require large scale to complete replacement either paid for by the developer or the City and is not included in the ratings.

Multiples- However, certain areas contain notations of “multiple” broken, etc. that make up the walking surface and are a danger. These were largely too high to count and mainly consisted of broken pavers. These areas include:

North side of Jane Street between Tebeau Street & Remshart Street
West side Plant Avenue between Isabella Street and Mary Street

Refer to main listings for other problems that may be present.

Areas totally missing sidewalks or if sidewalks end in mid-block are listed at the end.

HIGH TRAFFIC

Multiples: West side Plant Avenue between Isabella Street and Mary Street
250-East side Plant Avenue between Elizabeth Street Crossing & Jane Street Crossing
157-North side Isabella Street between Tebeau Street & Pendleton Street
141-North side Elizabeth Street between Pendleton Street & Lott Street/Plant Avenue/U.S. #84
128-South side Isabella Street between Tebeau Street & Pendleton Street
125-South side Mary Street between Pendleton Street & Lott Street
116-West side Plant Avenue/U.S. #84 between Carswell Avenue & Isabella Street
108-West side Pendleton Street between Isabella Street & Mary Street
107-East side Lott Street between Isabella Street & Mary Street
97-North side Mary Street between Lott Street & Alice Street/Plant Avenue/U.S. #84
84-North side Mary Street between Pendleton Street & Lott Street
68-North side Elizabeth Street between Parker Street & Pendleton Street
66-South side Isabella Street between Remshart Street & Tebeau Street
64-West side Lott Street between Mary Street & U.S. #84/Plant Avenue
62-East side of Alice Street between Carswell Avenue & Isabella Street (Partial)
51-West side Pendleton Street between Mary Street & Elizabeth Street

-
- 51-North side Isabella Street between Alice Street & Plant Avenue/U.S. #84
 - 49-West side Tebeau Street between Carswell Avenue & Isabella Street
 - 46-East side Parker Street between Mary Street & Elizabeth Street
 - 45-West side Alice Street between Isabella Street & Mary Street/U.S. #84/Plant Avenue
 - 38-East side Plant Avenue/U.S. #84 between Lott Street Crossing & Elizabeth Street Crossing
 - 37-West side Tebeau Street between Isabella Street & Mary Street
 - 36-East side Pendleton Street between Mary Street & Elizabeth Street
 - 36-South side Isabella Street between Lott Street & Alice Street
 - 34-East side Plant Avenue/U.S. #84 between Mary Street & Lott Street Crossing
 - 33-East side Tebeau Street between Carswell Avenue & Isabella Street
 - 31-South side Carswell Avenue between Tebeau Street & Pendleton Street
 - 27-North side Carswell Street between Folks Street & Tebeau Street
 - 20-North side Isabella Street between Lott Street & Alice Street
 - 11-West side Remshart Street between Mary Street & Elizabeth Street
 - 7-West side Parker Street between Elizabeth Street & Jane Street
 - 7-South side Elizabeth Street between Parker Street & Pendleton Street
 - 5-East side Parker Street between Elizabeth Street & Jane Street (Partial)
 - 5-West side Pendleton Street between Elizabeth Street & Jane Street/Plant Avenue
 - 2-East side Parker Street between Jane Street & Plant Avenue (Partial)
 - 1-West side Parker Street between Jane Street & Plant Avenue (Partial)

Under Construction: East side of Remshart Street between Mary Street & Elizabeth Street

Under Construction: West side of Tebeau Street between Mary Street & Elizabeth Street

Under Construction: North side of Elizabeth Street between Remshart Street & Tebeau Street

East side of Alice Street between Carswell Avenue & Isabella Street-Sidewalk ends at City Water Dept.

MEDIUM TRAFFIC

- 136-West side Plant Avenue /U.S. #84 between Albany Avenue & Carswell Avenue
- 124-North side Memorial Drive between Plant Avenue/U.S. #84 and Lee Avenue
- 119-West side Lott Street between Isabella Street & Mary Street
- 104-South side Mary Street between Lott Street & Alice Street/Plant Avenue/U.S. #84
- 99-South side Elizabeth Street between Remshart Street & Tebeau Street
- 98-North side Mary Street between Tebeau Street & Pendleton Street
- 91-East side Alice Street between Isabella Street & Mary Street/U.S. #84/Plant Avenue
- 89-East side Lott Street between Carswell Avenue & Isabella Street
- 87-East side Lee Avenue between Knight Avenue & Memorial Drive
- 81-North side Isabella Street between Remshart Street & Tebeau Street
- 81-North side of Mary Street between Remshart Street & Tebeau Street
- 80-South side Memorial Drive between Screven Avenue (light pole) & Lee Avenue

-
- 78-North side Isabella Street between Pendleton Street & Lott Street
 - 72-West side Plant Avenue between Mary Street & Elizabeth Street/Lott Street
 - 71-South side Carswell Avenue between Remshart Street & Tebeau Street
 - 68-South side Isabella Street between Pendleton Street & Lott Street
 - 65-North side Francis Street/U.S. #84 between Remshart Street & Tebeau Street
 - 64-South side Francis Street/U.S. #84 between Remshart Street & Tebeau Street
 - 58-West side Alice Street between Carswell Avenue & Isabella Street
 - 57-West side Plant Avenue between Elizabeth Street & Jane Street
 - 57-North side Elizabeth Street between Tebeau Street & Parker Street
 - 56-East side Tebeau Street between Mary Street & Elizabeth Street
 - 50-East side Lott Street between Mary Street & U.S. #84/Plant Avenue
 - 50-North side Carswell Avenue between Pendleton Street & Alice Street
 - 49-West side Plant Avenue/U.S. #84 between Jane Street & Tebeau Street
 - 49-South side of Mary Street between Remshart Street & Tebeau Street
 - 49-South side Mary Street between Tebeau Street & Parker Street
 - 45-West side Lee Avenue between Knight Avenue & Memorial Drive (Partial)
 - 38-East side Remshart Street between Carswell Avenue & Isabella Street
 - 31-East side Tebeau Street between Elizabeth Street & Jane Street
 - 30-East side Tebeau Street between Isabella Street & Mary Street
 - 28-East side Pendleton Street between Carswell Avenue & Isabella Street
 - 27-South side Carswell Avenue between Pendleton Street & Lott Street
 - 20-West side Tebeau Street between Brunswick Avenue & Carswell Avenue
 - 20-South side Carswell Avenue between Folks Street & Remshart Street
 - 19-East side Pendleton Street between Elizabeth Street & Jane Street/Plant Avenue
 - 17-South side Memorial Drive between Plant Avenue/U.S. #84 and Screven Avenue
 - 14-West side Tebeau Street between Elizabeth Street & Jane Street
 - 12-North side Jane Street between Parker Street & Pendleton Street/Plant Avenue/U.S. #84
 - 9-East side Tebeau Street between Brunswick Avenue & Carswell Avenue
 - 7-North side Carswell Avenue between Church Street & Plant Avenue/U.S. #84
 - 7-South side Mary Street between Parker Street & Pendleton Street
 - 5-East side Pendleton Street between Brunswick Avenue & Carswell Avenue
 - 3-South side Jane Street between Tebeau Street & Parker Street
 - 2-North side Jane Street between Tebeau Street & Parker Street

East side of Pendleton Street between Brunswick Avenue & Carswell Avenue- Sidewalk ends before Badcock Furniture, appear to be partial private sidewalk from there.

West side Lee Avenue between Knight Avenue & Memorial Drive-No Sidewalk before bridge.

North & South sides of Isabella Street between Plant Avenue/U.S. #84 and Screven Avenue/Haines Avenue-No Sidewalks

LOW TRAFFIC

- Multiples**-North side of Jane Street between Tebeau Street & Remshart Street
274-East side Plant Avenue/U.S. #84 between Jane Street Crossing & Jenkins Street
110-East side Remshart Street between Elizabeth Street & Jane Street
110-South side Jane Street between Remshart Street & Tebeau Street
95-West side Remshart Street between Elizabeth Street & Jane Street
86-South side Elizabeth Street between Pendleton Street & Lott Street/Plant Avenue/U.S. #84
77-West side Lott Street between Carswell Avenue & Isabella Street
69-North side Jenkins Street between Plant Avenue/U.S. #84 and Haines Avenue
69-South side of Jenkins Street between Plant Avenue/U.S. #84 and Haines Avenue
68-West side Folks Street between Brunswick Avenue & Carswell Avenue
63-East side Pendleton Street between Isabella Street & Mary Street
63-South side Carswell Avenue between Lott Street & Alice Street
56-East side Plant Avenue/U.S. #84 between Isabella Street & Mary Street (Partial)
56-South side Elizabeth Street between Tebeau Street & Parker Street
55-East side Screven Avenue/Haines Avenue between Brunel Street & Stephenson Street
42-South side Isabella Street between Alice Street & Plant Avenue/U.S. #84
41-West side Pendleton Street between Carswell Avenue & Isabella Street
41-South side Carswell Avenue between Alice Street & Plant Avenue/U.S. #84
39-North side Carswell Avenue between Tebeau Street & Pendleton Street
33- East side Screven Avenue/Haines Avenue between Memorial Drive and Isabella Street/Hicks Street/Gilmore Street
26-East side Folks Street between Brunswick Avenue & Carswell Avenue
26- East side Screven Avenue/Haines Avenue between Isabella Street/Hicks Street/Gilmore Street & Mary Street/Williams Street
25-West side Tebeau Street between Jane Street & Francis Street/U.S. #84/Plant Avenue
24-South side Brunswick Avenue between Tebeau Street & Pendleton Street
23-West side Pendleton Street between Brunswick Avenue & Carswell Avenue
22-East side Remshart Street between Isabella Street & Mary Street
20-West side Remshart Street between Isabella Street & Mary Street
20-East side Screven Avenue/Haines Avenue between Jenkins Street & Stephenson Street
17-East side Screven Avenue/Haines Avenue between Mary Street/Williams Street & Brunel Street
15-West side Parker Street between Mary Street & Elizabeth Street
9-North side Carswell Avenue between Alice Street & Church Street
8-West side Remshart Street between Carswell Avenue & Isabella Street
7-East side Tebeau Street between Jane Street & Francis Street/U.S. #84/Plant Avenue
- East & West sides Remshart Street between Brunswick Avenue & Storage Facility-No Sidewalks

East & West sides Remshart Street between Jane Street & U.S. #82-No Sidewalk/Private Parking

East & West sides Remshart Street between U.S. #82 & Francis Street-No Sidewalk/Private Parking

East & West sides Alice Street between Railroad ROW & Carswell Avenue- No sidewalk on West side, Partial private sidewalk on East side.

East side Plant Avenue/U.S. #84 between Albany Avenue & Carswell Avenue-No Sidewalk.

East side Plant Avenue/U.S. #84 between Carswell Avenue & Isabella Street-No Sidewalk

East side Plant Avenue/U.S. #84 between Isabella Street & Mary Street-No Sidewalk after mid-block.

West side Screven Avenue/Haines Avenue between Memorial Drive & Isabella Street/Hicks Street/Gilmore Street-No Sidewalk

West side Screven Avenue/Haines Avenue between Isabella Street/Hicks Street/Gilmore Street & Mary Street/Williams Street-No Sidewalk

West side Screven Avenue/Haines Avenue between Brunel Street & Stephenson Street-No Sidewalk

West side Screven Avenue/Haines Avenue between Mary Street/Williams Street & Brunel Street-No Sidewalk

West side Screven Avenue/Haines Avenue between Stephenson Street & Jenkins Street-No Sidewalk

North & South sides Knight Avenue between Plant Avenue/U.S. #84 & Lee Avenue-No Sidewalks.

North & South sides of Brunswick Avenue between Folks Street & Remshart Street-No Sidewalks

North & South sides of Brunswick Avenue between Remshart Street & Tebeau Street-No Sidewalks

North side of Brunswick Avenue between Tebeau Street & Pendleton Street-No Sidewalks

North & South sides of Brunswick Avenue between Pendleton Street & Dead End-No Sidewalks

North & South sides of Mary Street between Plant Avenue/U.S. #84 and Screven Avenue/Haines Avenue-No Sidewalks/Street Closed

South side Jane Street between Parker Street & Pendleton Street/Plant Avenue/U.S. #84-No Sidewalk.

North side Jenkins Street between Plant Avenue/U.S. #84 & Haines Avenue-Missing panels/Crossing at R/R

South side Jenkins Street between Plant Avenue/U.S. #84 & Haines Avenue-Missing panels/Crossing at R/R

Special Areas:

Phoenix Park:

Sidewalks of brick construction with some sinking & uneven areas. 1 Brick missing, 1 Broken/ Rough/ High Edge. Ramp like areas lead to fountain. 5' wide with angle of approx. 1.5-12.

APPENDIX C
List of Sidewalks By
High Sidewalks (Trip Hazards)/Broken Edges

High Sidewalks (Trip Hazards)/Broken Edges

These numbers only provide a small snapshot of part of the total problems (which include Broken Panels, Missing Panels, Broken/Defective Pavers, Etc.) that may require total replacement of the entire sidewalks as a whole, in order to be cost efficient and provide safer sidewalks.

For instance:

North side of Francis Street between Remshart Street & Tebeau Street shows a “0” score because there are 65 estimated broken panel replacements (virtually all).

South side of Francis Street between Remshart Street & Tebeau Street/Jenkins Street shows a “2” score because there are 62 estimated broken panel replacements (virtually all).

West side of Remshart Street between Elizabeth Street & Jane Street shows a score of “19”, but 71 concrete pavers are broken and should be replaced with concrete.

The East side of Remshart Street between Mary Street & Elizabeth Street, North side of Elizabeth Street between Remshart Street & Tebeau Street and West side of Tebeau Street between Mary Street & Elizabeth Street are under heavy construction due to the Ware Hotel and will likely require complete replacement either paid for by the developer or the City and is not included in the ratings.

Multiples- However, certain areas contain notations of “multiple” broken, etc. that make up the walking surface and are a danger, mainly due to a high amount of concrete pavers. These were largely too high to count and not included below.

These areas include:

North side of Jane Street between Tebeau Street & Remshart Street (Mainly bad pavers that need to be dug up & sidewalks poured)

West side of Plant Avenue between Isabella Street and Mary Street (Mainly bad pavers that need to be dug up & sidewalks poured)

Refer to main listings for other problems that may be present.

Areas totally missing sidewalks are not listed.

211-East side Plant Avenue between Jane Street Crossing & Jenkins Street

129-North side Isabella Street between Tebeau Street & Pendleton Street

123-East side Plant Avenue between Elizabeth Street Crossing & Jane Street Crossing

109-South side Mary Street between Pendleton Street & Lott Street

89-West side Plant Avenue between Carswell Avenue & Isabella Street

88-South side Elizabeth Street between Remshart Street & Tebeau Street

86-South side Isabella Street between Tebeau Street & Pendleton Street

81-South side Mary Street between Lott Street & Alice Street/Plant Avenue

81-East side Remshart Street between Elizabeth Street & Jane Street.
78-North side Mary Street between Tebeau Street & Pendleton Street
74-North side Carswell Avenue/Memorial Drive between Plant Avenue & Lee Avenue
74-North side Mary Street between Lott Street & Alice Street/Plant Avenue
66-East side Lee Avenue between Knight Avenue & Memorial Drive
65- East side Lott Street between Isabella Street & Mary Street
65-South side Elizabeth Street between Pendleton Street & Lott Street/Plant Avenue
61-West side Lott Street between Isabella Street & Mary Street
60-West side Plant Avenue between Albany Avenue & Carswell Avenue
59-South side Isabella Street between Pendleton Street & Lott Street
57-West side Plant Avenue between Mary Street & Elizabeth Street/Lott Street
56-North side Elizabeth Street between Pendleton Street & Lott Street/Plant Avenue
50-South side Jane Street between Remshart Street & Tebeau Street
49-East side Alice Street between Carswell Avenue & Isabella Street
49-North side Elizabeth Street between Parker Street & Pendleton Street
48-South side Isabella Street between Remshart Street & Tebeau Street
47-West side Lott Street between Carswell Avenue & Isabella Street
47-West side Plant Avenue between Elizabeth Street & Jane Street
47-North side Isabella Street between Pendleton Street & Lott Street
46-South side of Jenkins Street between Plant Avenue/U.S. #84 and Haines Avenue
45-North side Isabella Street between Remshart Street & Tebeau Street
40-North side Jenkins Street between Plant Avenue/U.S. #84 and Haines Avenue
39-North side Elizabeth Street between Tebeau Street & Parker Street
38-East side Alice Street between Isabella Street & Mary Street/U.S. #84/Plant Ave.
37-East side Lott Street between Mary Street & U.S. #84/Plant Ave.
36-West side Alice Street between Carswell Street & Isabella Street
36-North side Mary Street between Remshart Street & Tebeau Street
34- South side Mary Street between Remshart Street & Tebeau Street
34-North side Mary Street between Pendleton Street & Lott Street
32-South side Isabella Street between Lott Street & Alice Street
31-South side Carswell Avenue/Memorial Drive between Screven Avenue & Lee Avenue
28-West side of Folks Street between Brunswick Avenue & Carswell Avenue
28-West side Lott Street between Mary Street & U.S. #84/Plant Ave.
28-East side Plant Avenue between Mary Street & Lott Street Crossing
28-East side Screven Avenue/Haines Avenue between Brunel Street & Stephenson Street
27-East side Plant Avenue between Lott Street Crossing & Elizabeth Street Crossing
26-East side Plant Avenue between Isabella Street & Mary Street
26-South side Carswell Avenue between Alice Street & Plant Avenue
25-East side Pendleton Street between Isabella Street & Mary Street
23-North side Carswell Avenue between Tebeau Street & Pendleton Street
23- South side Carswell Avenue between Tebeau Street & Pendleton Street
23-South side Mary Street between Tebeau Street & Parker Street
23-South side Elizabeth Street between Tebeau Street & Parker Street
22-North side Carswell Avenue between Pendleton Street & Alice Street

22- East side Screven Avenue/Haines Avenue between Memorial Drive & Isabella Street/Hicks Street/Gilmore Street

20-West side Alice Street between Isabella Street & Mary Street/U.S. #84/Plant Ave.

20-East side Screven Avenue/Haines Avenue between Stephenson Street & Jenkins Street

19-East side of Folks Street between Brunswick Avenue & Carswell Avenue

19-West side Pendleton Street between Mary Street & Elizabeth Street

19-West side Renshart Street between Elizabeth Street & Jane Street

19-East side Screven Avenue/Haines Avenue between Isabella Street/Hicks Street/Gilmore Street & Mary Street/Williams Street

18-North side Carswell Avenue between Folks Street & Tebeau Street

18-South side Carswell Avenue between Folks Street & Remshart Street

18-North side Isabella Street between Lott Street & Alice Street

18-North side Isabella Street between Alice Street & Plant Avenue

17- East side Pendleton Street between Mary Street & Elizabeth Street

17-South side Isabella Street between Alice Street & Plant Avenue

15-West side Tebeau Street between Carswell Avenue & Isabella Street

15-East side Screven Avenue/Haines Avenue between Mary Street/Williams Street & Brunel Street

14-West side Tebeau Street between Brunswick Avenue & Carswell Avenue

14-East side Lott Street between Carswell Avenue & Isabella Street

14-South side Carswell Avenue between Remshart Street & Tebeau Street

14-South side Carswell Avenue between Pendleton Street & Lott Street

14-South side Carswell Avenue/Memorial Drive between Plant Avenue & Screven Avenue

13-East side Pendleton Street between Elizabeth Street & Jane Street/Plant Ave.

12-East side Parker Street between Mary Street & Elizabeth Street

12-East side Pendleton Street between Carswell Avenue & Isabella Street

11-West side Remshart Street between Isabella Street & Mary Street

11-East side Tebeau Street between Carswell Avenue & Isabella Street

11-West side Tebeau Street between Jane Street & Francis Street/U.S. #84/Plant Avenue

11-West side Plant Avenue between Jane Street & Tebeau Street

10- East side of Remshart Street between Carswell Avenue & Isabella Street

10-East side Remshart Street between Isabella Street & Mary Street

10-West side of Parker Street between Mary Street & Elizabeth Street

10-West side Pendleton Street between Isabella Street & Mary Street

10-South side Carswell Avenue between Lott Street & Alice Street

9-West side Remshart Street between Mary Street & Elizabeth Street

9-West side Pendleton Street between Brunswick Avenue & Carswell Avenue

9-North side Carswell Avenue between Alice Street & Church Street

8-West side of Remshart Street between Carswell Avenue & Isabella Street

8-East side Tebeau Street between Isabella Street & Mary Street

8-West side Tebeau Street between Isabella Street & Mary Street

8-North side Jane Street between Parker Street & Pendleton Street/Plant Avenue

7- East side Tebeau Street between Elizabeth Street & Jane Street

7-West side Pendleton Street between Carswell Avenue & Isabella Street

-
- 6**-South side Mary Street between Parker Street & Pendleton Street
 - 6**-South side Elizabeth Street between Parker Street & Pendleton Street
 - 5**-West side Tebeau Street between Elizabeth Street & Jane Street
 - 5**- East side Tebeau Street between Mary Street & Elizabeth Street
 - 4**-West side Parker Street between Elizabeth Street & Jane Street
 - 4**-West side Lee Avenue between Knight Avenue & Memorial Drive
 - 3**-East side Parker Street between Elizabeth Street & Jane Street
 - 2**-East side Pendleton Street between Brunswick Avenue & Carswell Avenue
 - 2**-West side Pendleton Street between Elizabeth Street & Jane Street/Plant Ave.
 - 2**-South side Brunswick Avenue between Tebeau Street & Pendleton Street
 - 2**-North side Carswell Avenue between Church Street & Plant Avenue
 - 2**-North side Jane Street between Tebeau Street & Parker Street
 - 2**-South side Francis Street between Remshart Street & Tebeau Street/Jenkins Street
 - 1**- East side Tebeau Street between Brunswick Avenue & Carswell Avenue
 - 1**-East side Tebeau Street between Jane Street & Francis Street/U.S. #84/Plant Ave.
 - 1**- East side Parker Street between Jane Street & Plant Ave.
 - 1**-South side Jane Street between Tebeau Street & Parker Street
 - 0**-West side Parker Street between Jane Street & Plant Ave.
 - 0**-North side Francis Street between Remshart Street & Tebeau Street

APPENDIX D
Public Parking

PUBLIC PARKING

NORTH-SOUTH

FOLKS STREET:

Brunswick Avenue To Carswell Avenue: West: 27 parallel parking spaces, East: No Parking By Post Office, 16 parallel parking spaces.

REMSHART STREET:

Brunswick Avenue to Storage Facility: West: No Parking East: No Parking

Carswell Avenue To Isabella Street: West: 16 parallel parking spaces East: 16 head in parking spaces + 3 parallel parking spaces + 15 angled parking spaces

Isabella Street To Mary Street: West 11 parallel parking spaces East: 10 parallel parking spaces

Mary Street To Elizabeth Street: West: 13 angled parking spaces + 2 handicapped angled parking, East: 6 angled parking spaces.

Elizabeth Street To Jane Street: West: 12 angled parking spaces East: 9 angled parking spaces

Jane Street To U.S. #82: Private

U.S. #82 to Francis Street: Private

TEBEAU STREET:

Brunswick Avenue To Carswell Avenue: West: No Parking. East: No Parking.

Carswell Avenue To Isabella Street: West: 24 angled parking spaces East: 12 angled parking spaces

Isabella Street To Mary Street: West: 9 angled parking spaces + 1 handicapped angled parking space East: 7 angled parking spaces

Mary Street To Elizabeth Street: West: 14 angled parking spaces East: 11 angled parking spaces

Elizabeth Street To Jane Street: West: 9 angled parking + 1 handicapped angled parking space. East: 12 angled parking + 1 handicapped angled parking space.

Jane Street To Francis Street: West: 6 parallel parking. East: None Allowed (no signs posted)

PARKER STREET:

Mary Street to Elizabeth Street: West: 10 angled parking spaces. East: 13 angled parking spaces

Elizabeth Street to Jane Street: West: 15 head-in spaces + 1 handicapped head-in space. East: 17 head-in spaces + 1 handicapped head-in space.

Jane Street to Plant Avenue: No parking

PENDLETON STREET:

Brunswick Avenue to Carswell Avenue: West: Approx. 25 angled, barely marked if at all. East: No Parking

Carswell Avenue to Isabella Street: West: 16 angled parking spaces East: 15 angled parking spaces

Isabella Street to Mary Street: West: 14 angled parking spaces East: 16 angled parking spaces + 2 handicapped angled parking spaces.

Mary Street to Elizabeth Street: West: 12 angled parking spaces East: 9 angled parking spaces and 2 handicapped angled parking spaces

Elizabeth Street to Jane Street/Plant Avenue: West: 12 head in parking spaces + 2 head in handicapped parking spaces. East: 15 head in parking spaces.

LOTT STREET

Carswell Avenue to Isabella Street: West: 19 angled parking spaces + 1 handicapped angled parking space. East: 19 angled parking spaces + 3 handicapped angled parking spaces.

Isabella Street to Mary Street: West: 11 angled parking spaces + 2 handicapped angled parking spaces. East: 13 angled parking spaces + 2 handicapped angled parking spaces + 3 used as angled spaces in former driveway opening.

Mary Street to Elizabeth Street/Plant Avenue: West: 7 angled parking spaces + 1 handicapped angled parking space. East: 6 angled parking spaces + 1 handicapped angled parking space.

ALICE STREET

Railroad ROW to Carswell Avenue: West: No Parking. East: Private head in parking spaces.

Carswell Avenue to Isabella Street: West: 18 angled parking spaces. East: 25 angled parking spaces, 4 head-in parking spaces.

Isabella Street to Mary Street/U.S. 84-Plant Avenue: West: 17 angled parking spaces + 1 handicapped angled parking space. East: 11 angled parking spaces + 1 handicapped angled parking space.

PLANT AVENUE:

Albany Avenue to Carswell Avenue: West: No Parking. East: No Parking.

Carswell Avenue To Isabella Street: West: 17 angled parking spaces + 3 handicapped angled parking spaces. East: No Parking.

Isabella Street to Mary Street: West: 18 angled parking spaces + 1 handicapped angled parking space. East: 23 angled parking spaces in city lot.

Mary Street to Elizabeth Street: West: 8 parallel parking spaces. East (to Lott Street Crossing): 5 angled parking spaces plus 2 handicapped angled parking spaces. 9 head in parking spaces in Waycross Depot lot. East (to Elizabeth Street Crossing): 7 parallel parking spaces plus 1 handicapped parallel parking space.

Elizabeth Street to Jane Street: West: 6 parallel parking spaces. East: 7 parallel parking spaces plus 2 handicapped parallel parking spaces.

Jane Street to Tebeau Street: West: 12 parallel parking spaces. East: 5 parallel parking spaces.

SCREVEN AVENUE/HAINES AVENUE:

Memorial Drive to Isabella Street/Hicks Street/Gilmore Street: No Parking

Isabella Street/Hicks Street/Gilmore Street to Mary Street/Williams Street: No Parking

Mary Street/Williams Street to Brunel Street: No Parking

Brunel Street to Stephenson Street: No Parking

Stephenson Street to Jenkins Street: No Parking

LEE STREET:

Knight Avenue to Memorial Drive: West: Private Parking East: No Parking

West-East

KNIGHT AVENUE:

Plant Avenue to Lee Street: West: No Parking East: No Parking

BRUNSWICK AVENUE:

Folks Street to Remshart Street: North: No Parking South: No Parking

Remshart Street to Tebeau Street: North: No Parking South: No Parking

Tebeau Street to Pendleton Street: North: No Parking South: No Parking

Pendleton Street to Dead End: North: No Parking South: No Parking

CARSWELL AVENUE (CHANGES TO MEMORIAL DRIVE EAST OF PLANT AVENUE):

Folks Street to Tebeau Street: North: 12 parallel parking spaces.

Folks Street to Remshart Street: South: 3 parallel parking spaces.

Remshart Street to Tebeau Street: South: No Parking.

Tebeau Street to Pendleton Street: No Parking

Pendleton Street to Lott Street: No Parking

Lott Street to Alice Street: No Parking

Alice Street to Church Street: No Parking

Church Street to Plant Avenue: No Parking

Plant Avenue to Screven Avenue: No Parking

Screven Avenue to Lee Avenue: No Parking

ISABELLA STREET:

Remshart Street to Tebeau Street: North: 11 angled parking spaces South: 6 parallel parking spaces.

Tebeau Street to Pendleton Street: North: 11 angled parking spaces plus 3 handicapped angled parking spaces. South: 4 angled parking spaces plus 2 handicapped angled parking spaces plus 1 reserved angled parking space.

Pendleton Street to Lott Street: North: 9 angled parking spaces. South: 9 angled parking spaces.

Lott Street to Alice Street: North: 9 angled parking spaces South: 6 angled parking spaces + 2 handicapped angled parking spaces together.

Alice Street to Plant Avenue: North: 3 angled parking spaces + 4 head in parking spaces. South: 1 angled parking space + 1 angled handicapped parking space.

Plant Avenue to Screven Avenue/Haines Avenue: No parking

MARY STREET:

Remshart Street to Tebeau Street: North: 4 angled parking spaces + others at former driveway to old service bays totaling approx. 5 angled spaces. South: 9 angled parking spaces.

Tebeau Street to Pendleton Street: North: 14 angled parking spaces + 2 handicapped angled parking spaces.

Tebeau Street to Parker Street: South: 3 angled parking spaces + 15 space parking lot.

Parker Street to Pendleton Street: South: 6 angled parking spaces.

Pendleton Street to Lott Street: North: 13 angled parking spaces. South: 13 angled parking spaces.

Lott Street to Alice Street/Plant Avenue: North 11 angled parking spaces. South: 10 angled parking spaces.

Plant Avenue to Screven Avenue/Haines Avenue: No Parking

ELIZABETH STREET:

Remshart Street to Tebeau Street: North: 3 angled parking spaces plus 2 handicapped angled spaces. South: 12 angled parking spaces.

Tebeau Street to Parker Street: North: 6 angled parking spaces. South: 6 angled parking spaces.

Parker Street to Pendleton Street: North: 7 angled parking spaces. South: 7 angled parking spaces plus 1 handicapped angled space.

Pendleton Street to Lott Street/Plant Avenue: North: 10 angled parking spaces plus 1 handicapped angled space . South: 9 angled parking spaces plus 1 handicapped angled space.

JANE STREET:

Remshart Street to Tebeau Street: North: 4 angled parking spaces. South: Approx. 10 head in spaces.

Tebeau Street to Parker Street: North: 10 head in parking spaces plus 1 handicapped head in space. South: 12 head in parking spaces.

Parker to Pendleton Street/Plant Avenue: North: 6 head in parking spaces plus 1 handicapped head in space. South: None

FRANCIS STREET

Remshart Street to Tebeau Street: North: 4 parallel parking spaces on sidewalk. South: No Parking.

JENKINS STREET

Plant Avenue to Haines Avenue: No Parking

APPENDIX E
Street Assessment

Road/Intersection: *West Side Folke St. BETWEEN BRUNSWICK + CARSWELL*

Streets						Crossings														
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A					
I.			VI.			I.			V.											
1	/			1	/			1				1								
a.			/	2		/		2				2								
2			/	VII.			3			3										
3	/			1	/			4				VI.								
4	/			VIII.			5			1										
5	/			1	/			6				VII.								
II.			2			7			1											
1	/									8			2							
2	/									8			2							
3	/									9			3							
III.			10							VIII.			1							
1	/									II.			1			2				
2	/									1			2			IX.				
IV.			2							III.			1			2				
1	/									1			2			3				
2	/									2			3			4				
V.			1							IV.			1			4				

Explanations/ Comments

E SIDE

Road/Intersection:

FOLKS ST BETWEEN CAISWELL AVE & BRUNSWICK AVE

Streets						Crossings								
	Yes	No	N/A			Yes	No	N/A		Yes	No	N/A		
I.			VI.			I.			V.					
1	/			1	/				1					
a.			/	2	/				2					
2			/	VII.			3			3				
3	/			1				/	4			VI.		
4	/			VIII.			5			1				
5	/			1				/	6			VII.		
II.						7			7			1		
1	/					2	/				8			2
2											9			3
3											10			VIII.
III.						II.			1			1		
1	/											2		
2	/											2		
IV.						III.			1			1		
1						/						2		
2						/						2		
V.			IV.			1			3					
1			/						4					
			V.			1								

Explanations/ Comments

Road/Intersection: *Benshart St @ J. Brunswick Ave + Storage Facility*

Streets				Crossings														
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A			
I.				VI.				I.				V.						
1				1				1				1						
a.				2				2				2						
2				VII.				3				3						
3				1				4				VI.						
4				VIII.				5				1						
5				1				6				VII.						
II.				2				7				1						
1								8				2						
2								9				3						
3								10				VIII.						
III.								II.				1						
1								1				2						
2								2				IX.						
IV.								III.				1						
1								1				2						
2								2				3						
V.								IV.				4						
1				1				1										

Explanations/ Comments

Road/Intersection: REM SHARPS ST. BETWEEN CARSON AVE + ISABELLA ST.

Streets						Crossings												
	Yes	No	N/A			Yes	No	N/A		Yes	No	N/A						
I.			VI.			I.			V.									
1	/			1	/				1									
a.				2	/	/			2									
2				VII.			3			3								
3	/			1			/		4									
4	/			VIII.			5			VI.								
5	/			1			/		6									
II.			2			7			VII.									
1	/						8			1								
2	/						9			2								
3	/						10			3								
III.			VIII.				II.			1								
1	/									1			2					
2	/									2			IX.					
IV.			III.							1			1					
1	/									1			2					
2	/									2			3					
V.			IV.							2			4					
1	/			1														

Explanations/ Comments

Road/Intersection: REMSHART ST. BETWEEN ISABELLA ST + MARY ST.

Streets				Crossings														
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A			
I.				VI.				I.				V.						
1	/			1	/			1				1						
a.			/	2	/	/		2				2						
2			/	VII.				3				3						
3	/			1			/	4				VI.						
4	/			VIII.				5				1						
5		/		1			/	6				VII.						
II.				2		/		7				1						
1	/							8				2						
2	/							9				3						
3	/							10				VIII.						
III.								II.				1						
1	/							1				2						
2	/							2				IX.						
IV.								III.				1						
1		/						1				2						
2		/						2				3						
V.								IV.				4						
1	/			1														

Explanations/ Comments

Road/Intersection: REMSTADT ST - BETWEEEN MARY ST + ELIZABETH ST.

Streets				Crossings														
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A			
I.				VI.				I.				V.						
1	/			1		/		1				1						
a.			/	2		/		2				2						
2			/	VII.				3				3						
3	/			1			/	4				VI.						
4	/			VIII.				5				1						
5	/			1		/		6				VII.						
II.				2		/		7				1						
1	/							8				2						
2		/						9				3						
3		/						10				VIII.						
III.								II.				1						
1	/							1				2						
2		/						2				IX.						
IV.								III.				1						
1	/							1				2						
2	/							2				3						
V.								IV.				4						
1	/			1														

Explanations/ Comments

Road/Intersection: REMSHART ST. BETWEEN ELIZABETH ST + JANE ST.

Streets						Crossings									
	Yes	No	N/A		N/A		Yes	No	N/A		Yes	No	N/A		
I.			VI.			I.			V.						
1	/			1	/					1					
a.			/	2	/	/				2					
2	/			VII.			3			3					
3	/			1		/				VI.					
4	/			VIII.			4			1					
5	/			1		/				6					
II.			2			7			VII.						
1	/						8			1					
2	/						9			2					
3	/						10			3			VIII.		
III.			II.				1			IX.					
1	/						1			2			1		
2	/						2			IX.			2		
IV.			III.				1			3					
1	/						1			2			4		
2	/						2			3			1		
V.			IV.				1			4					
1	/			1						1					

Explanations/ Comments

Road/Intersection: **REMSTART ST. BETWEEN JANE ST + US. 82**

Streets						Crossings																	
	Yes	No	N/A			Yes	No	N/A		Yes	No	N/A											
I.			VI.			I.			V.														
1				1				1				1											
a.				2				2				2											
2				VII.			3				3												
3				1				4				VI.											
4				VIII.			5				1												
5				1				6				VII.											
II.			2				7				1												
1										8				2									
2										9				9				3					
3										10				10				VIII.					
III.										II.			1										
1																1				2			
2																2				IX.			
IV.										III.			1										
1																1				2			
2																2				3			
V.										IV.			4										
1										1													

Explanations/ Comments

PRIVATE PARKING
CLOSED

Road/Intersection: REM SHAKI ST. BETWEEN D.S. 82 + FRANCIS ST

Streets				Crossings											
Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A	
I.				VI.				I.				V.			
1				1				1				1			
a.				2				2				2			
2				VII.				3				3			
3				1				4				VI.			
4				VIII.				5				1			
5				1				6				VII.			
II.				2				7				1			
1								8				2			
2								9				3			
3								10				VIII.			
III.								II.				1			
1								1				2			
2								2				IX.			
IV.								III.				1			
1								1				2			
2								2				3			
V.								IV.				4			
1				1											

Explanations/ Comments

CLOSED / PRIVATE PARKING

WEST SIDE

Road/Intersection:

TEREAU ST. BETWEEN BRUNSWICK AVE + CARSHILL AVE

Streets				Crossings											
Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A	
I.				VI.				I.				V.			
1	/			1	/			1				1			
a.		/		2	/			2				2			
2		/		VII.				3				3			
3	/			1			/	4				VI.			
4	/			VIII.				5				1			
5	/			1			/	6				VII.			
II.				2	/			7				1			
1		/						8				2			
2		/						9				3			
3		/						10				VIII.			
III.								II.				1			
1	/							1				2			
2		/						2				IX.			
IV.								III.				1			
1		/						1				2			
2		/						2				3			
V.								IV.				4			
1	/			1											

Explanations/ Comments

Empty space for Explanations/ Comments.

EAST SIDE

Road/Intersection: TOBEAU ST. BETWEEN BRUNSWICK AVE + CALSWELL AVE

Streets						Crossings									
	Yes	No	N/A			Yes	No	N/A		Yes	No	N/A			
I.			VI.			I.			V.						
1	/			1	/				1						
a.			/	2	/				2						
2			/	VII.			3			3					
3	/			1				/	4			VI.			
4	/			VIII.			5			1					
5			/	1				/	6			VII.			
II.			2			7			7			1			
1	/						8			8			2		
2	/						9			9			3		
3	/						10			10			VIII.		
III.			1				II.			1					
1	/						2			1			2		
2	/						2			2			IX.		
IV.			1				III.			1					
1	/						2			1			2		
2	/						2			2			3		
V.			1				IV.			4					
1	/			1			1								

Explanations/ Comments

WEST SIDE

Road/Intersection: TEREAU ST. BETWEEN CARSWELL AVE + ISABELLA ST.

Streets				Crossings														
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A			
I.				VI.				I.				V.						
1	/			1	/			1				1						
a.				2	/			2				2						
2				VII.				3				3						
3	/			1				4				VI.						
4	/			VIII.				5				1						
5	/			1				6				VII.						
II.				2	/			7				1						
1	/							8				2						
2	/							9				3						
3	/							10				VIII.						
III.								II.				1						
1	/							1				2						
2	/							2				IX.						
IV.								III.				1						
1	/							1				2						
2	/							2				3						
V.								IV.				4						
1	/			1														

Explanations/ Comments

EAST SIDE

Road/Intersection: TEREAU ST. BETWEEN CAREWELL AVE + ISABELLA ST.

Streets				Crossings														
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A			
I.				VI.				I.				V.						
1	/			1	/			1				1						
a.			/	2	/			2				2						
2			/	VII.				3				3						
3	/			1			/	4				VI.						
4	/			VIII.				5				1						
5	/			1			/	6				VII.						
II.				2			/	7				1						
1	/							8				2						
2	/							9				3						
3	/							10				VIII.						
III.								II.				1						
1	/							1				2						
2	/							2				IX.						
IV.								III.				1						
1	/							1				2						
2	/							2				3						
V.								IV.				1				4		
1	/			1														

Explanations/ Comments

WEST SIDE

Road/Intersection: TERREAU ST. BETWEEN ISABELLA ST + MARY ST.

Streets						Crossings									
	Yes	No	N/A			Yes	No	N/A		Yes	No	N/A			
I.			VI.			I.			V.						
1	/			1	/				1						
a.			/	2		/			2						
2			/	VII.			3			3					
3	/			1			/		4			VI.			
4	/			VIII.			5			1					
5		/		1		/			6			VII.			
II.			2			7			7			1			
1		/					8			8			2		
2		/					9			9			3		
3		/					10			10			VIII.		
III.			II.				1			1			1		
1		/					1					2			2
2	/						2					IX.			
IV.			III.				1			1			1		
1	/						1					2			2
2	/						2					3			3
V.			IV.				1			4			4		
1	/			1					1						

Explanations/ Comments

Road/Intersection: **ESTRADA TERRAN ST BCT. ISABELAST + MAYA**

Streets						Crossings											
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		
I.			VI.			I.			V.								
1	/			1	/			1				1					
a.				2	/			2				2					
2				VII.			3			3							
3	/			1				4				VI.					
4	/			VIII.			5			1							
5	/			1				6				VII.					
II.			2			7			1								
1	/									8			2				
2	/									9			3				
3	/									10			VIII.				
III.			1							II.			1				
1	/									1			2				
2	/									2			IX.				
IV.			1							III.			1				
1	/									1			2				
2	/									2			3				
V.			1							IV.			4				
1	/			1			1										

Explanations/ Comments

WEST SIDE

Road/Intersection:

TEPEAU ST. BETWEEN MARY ST + ELIZABETH ST.

Streets						Crossings								
	Yes	No	N/A			Yes	No	N/A		Yes	No	N/A		
I.			VI.			i.			v.					
1	/			1	/				1					
a.				2	/				2					
2				VII.			3			3				
3	/			1					4					
4	/			VIII.			5			VI.				
5	/			1					6					
II.			2			7			VII.					
1	/						8			1				
2	/						9			2				
3	/						10			3				
III.			II.				VIII.							
1	/						1			1				
2	/						2			2				
IV.			III.				IX.							
1	/						1			1				
2	/						2			2				
V.			IV.				1							
1	/			1			4							

Explanations/ Comments

EAST SIDE

Road/Intersection: TEBEAU ST. BETWEEN MARY ST + ELIZABETH ST.

Streets						Crossings												
	Yes	No	N/A			Yes	No	N/A		Yes	No	N/A						
I.			VI.			I.			V.									
1	/			1	/				1									
a.			/	2		/			2									
2			/	VII.			3			3								
3	/			1			/		4			VI.						
4	/			VIII.			5			1								
5	/			1		/			6			VII.						
II.			2			2	/		7			1						
1	/									8			2					
2	/									8					9			3
3	/									9					10			VIII.
III.			1							II.			1					
1	/									1					1			2
2	/									2					2			IX.
IV.			2							III.			1					
1	/									1					1			2
2	/									2					2			3
V.			1							IV.			4					
1	/			1					1									

Explanations/ Comments

WEST SIDE

Road/Intersection: TEBEAU ST. BETWEEN ELIZABETH ST + JANE ST.

Streets						Crossings											
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		
I.			VI.			I.			V.								
1	/			1	/			1				1					
a.			/	2	/			2				2					
2			/	VII.			3				3						
3	/			1			/	4				VI.					
4	/			VIII.			5				1						
5		/		1		/		6				VII.					
II.			2				/	7				1					
1	/						8				2						
2	/						9				3						
3		/					10				VIII.						
III.			II.				1				1						
1	/						1				2						
2	/						2				IX.						
IV.			III.				1				1						
1	/						1				2						
2	/						2				3						
V.			IV.				1				4						
1	/			1													

Explanations/ Comments

EAST SIDE

Road/Intersection: TERREAU ST. BETWEEN ELIZABETH ST + JANE ST.

Streets				Crossings														
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A			
I.				VI.				I.				V.						
1	/			1	/			1				1						
a.			/	2	/	/		2				2						
2			/	VII.				3				3						
3	/			1			/	4				VI.						
4	/			VIII.				5				1						
5		/		1		/		6				VII.						
II.				2	/			7				1						
1		/						8				2						
2		/						9				3						
3		/						10				VIII.						
III.								II.				1						
1	/							1				2						
2	/							2				IX.						
IV.								III.				1						
1		/						1				2						
2		/						2				3						
V.								IV.				4						
1	/			1														

Explanations/ Comments

WEST SIDE

Road/Intersection: TEBEAU ST. BETWEEN LANE ST & PLANT AVE.

Streets						Crossings										
	Yes	No	N/A			Yes	No	N/A		Yes	No	N/A		Yes	No	N/A
I.			VI.			I.			V.							
1	/			1	/				1				1			
a.			/	2	/				2				2			
2			/	VII.			3			3						
3	/			1		/			4				VI.			
4	/			VIII.			5			1						
5	/			1		/			6				VII.			
II.			2			7			1							
1	/						8			2						
2	/		9				3									
3	/		10				VIII.									
III.			II.				1									
1	/		1				2									
2	/		2				IX.									
IV.			III.				1									
1	/		1				2									
2	/		2				3									
V.			IV.				4									
1	/		1			1										

Explanations/ Comments

EAST SIDE

Road/Intersection: TEBEAU ST. BETWEEN DANEST + PLANT AVE

Streets						Crossings															
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A						
I.				VI.				I.				V.									
1	/			1			/	1				1									
a.			/	2			/	2				2									
2			/	VII.				3				3									
3	/			1			/	4				VI.									
4	/			VIII.				5				1									
5	/			1	/			6				VII.									
II.				2	/			7				1									
1	/									8			2								
2	/									9				9				3			
3	/									10				10				VIII.			
III.										II.				1				1			
1	/									1				1				2			
2	/									2				2				IX.			
IV.										III.				1				1			
1	/									1				1				2			
2	/									2				2				3			
V.										IV.				1				4			
1	/			1				1													

Explanations/ Comments

Road/Intersection: **PARKER ST. BETWEEN MARY ST + ELIZABETH ST.**

Streets				Crossings											
Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A	
I.				VI.				I.				V.			
1	/			1			/	1				1			
a.		/		2			/	2				2			
2			/	VII.				3				3			
3	/			1			/	4				VI.			
4	/			VIII.				5				1			
5		/		1			/	6				VII.			
II.				2			/	7				1			
1	/							8				2			
2	/							9				3			
3	/							10				VIII.			
III.								II.				1			
1	/							1				2			
2	/							2				IX.			
IV.								III.				1			
1	/							1				2			
2	/							2				3			
V.								IV.				4			
1	/			1											

Explanations/ Comments

Road/Intersection: **PARKER ST. BETWEEN ELIZABETH ST + JANE ST**

Streets						Crossings															
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A						
I.				VI.				I.				V.									
1	/			1	/			1				1									
a.			/	2	/			2				2									
2			/	VII.				3				3									
3	/			1			/	4				VI.									
4	/			VIII.				5				1									
5		/		1			/	6				VII.									
II.				2		/		7				1									
1	/									8				2							
2	/									9				9				3			
3	/									10				10				VIII.			
III.										II.				1				1			
1	/									1				1				2			
2	/									2				2				IX.			
IV.										III.				1				1			
1	/									1				1				2			
2	/									2				2				3			
V.										IV.				1				4			
1	/			1				1													

Explanations/ Comments

Road/Intersection: **PARKER ST BETWEEN JANE ST + PLANT AVE.**

Streets				Crossings														
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A							
I.				VI.				I.				V.						
1	/			1	/			1				1						
a.			/	2	/			2				2						
2			/	VII.				3				3						
3	/			1			/	4				VI.						
4		/		VIII.				5				1						
5		/		1			/	6				VII.						
II.				2			/	7				1						
1		/						8				2						
2		/						9				3						
3		/						10				VIII.						
III.								II.				1						
1		/						1				2						
2		/						2				IX.						
IV.								III.				1						
1	/							1				2						
2	/							2				3						
V.								IV.				4						
1	/			1														

Explanations/ Comments

Road/Intersection: PENDLETON STREET bet. BRUNSWICK AVE + CALSWELL AVE.

Streets				Crossings															
Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A					
I.				VI.				I.				V.							
1	/			1	/			1				1							
a.			/	2		/		2				2							
2			/	VII.				3				3							
3	/			1			/	4				VI.							
4	/			VIII.				5				1							
5	/			1		/		6				VII.							
II.				2		/		7				1							
1	/							8				2							
2	/							9				3							
3	/							10				VIII.							
III.								II.				1				1			
1	/							1				2				2			
2	/							2				IX.							
IV.								III.				1				1			
1		/						1				2				2			
2		/						2				3				3			
V.								IV.				4				4			
1		/		1															

Explanations/ Comments

Road/Intersection: PENDLETON ST. BETWEEN CARSWELL AVE + KOBELLA ST

Streets				Crossings														
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A			
I.				VI.				I.				V.						
1	/			1	/			1				1						
a.			/	2			/	2				2						
2	/			VII.				3				3						
3	/			1			/	4				VI.						
4	/			VIII.				5				1						
5	/			1			/	6				VII.						
II.				2			/	7				1						
1		/						8				2						
2		/						9				3						
3		/						10				VIII.						
III.								II.				1						
1	/							1				2						
2		/						2				IX.						
IV.								III.				1						
1		/						1				2						
2		/						2				3						
V.								IV.				4						
1	/			1														

Explanations/ Comments

Road/Intersection: **PENDLETON ST BETWEEN KABELLA ST + MAKI ST.**

Streets				Crossings											
Yes	No	N/A		Yes	No	N/A		Yes	No	N/A	Yes	No	N/A		
I.				VI.				I.				V.			
1	/			1			/	1				1			
a.	/			2			/	2				2			
2			/	VII.				3				3			
3	/			1			/	4				VI.			
4	/			VIII.				5				1			
5	/			1			/	6				VII.			
II.				2			/	7				1			
1	/							8				2			
2	/							9				3			
3	/							10				VIII.			
III.								II.				1			
1	/							1				2			
2	/							2				IX.			
IV.								III.				1			
1	/							1				2			
2	/							2				3			
V.								IV.				4			
1	/			1											

Explanations/ Comments

Road/Intersection: **PENDLETON ST - BETWEEN MARY ST + E/Elizabeth St.**

Streets				Crossings											
Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A	
I.				VI.				I.				V.			
1	/			1			/	1				1			
a.			/	2			/	2				2			
2			/	VII.				3				3			
3	/			1			/	4				VI.			
4	/			VIII.				5				1			
5	/			1			/	6				VII.			
II.				2			/	7				1			
1	/							8				2			
2	/							9				3			
3	/							10				VIII.			
III.								II.				1			
1	/							1				2			
2	/							2				IX.			
IV.								III.				1			
1	/							1				2			
2	/							2				3			
V.								IV.				4			
1	/			1											

Explanations/ Comments

Road/Intersection: PENDLETON ST. BETWEEN ELIZABETH ST + JANE ST.

Streets				Crossings											
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A				
I.				VI.				I.				V.			
1	/			1			/	1				1			
a.			/	2			/	2				2			
2			/	VII.				3				3			
3	/			1			/	4				VI.			
4	/			VIII.				5				1			
5	/			1	/			6				VII.			
II.				2	/			7				1			
1		/						8				2			
2		/						9				3			
3	/							10				VIII.			
III.								II.				1			
1	/							1				2			
2	/							2				IX.			
IV.								III.				1			
1	/							1				2			
2	/							2				3			
V.								IV.				4			
1	/			1											

Explanations/ Comments

Road/Intersection:

LOTT ST. BETWEEN CARSWELL AVE + KABELLA ST.

Streets						Crossings															
	Yes	No	N/A			Yes	No	N/A		Yes	No	N/A		Yes	No	N/A					
I.			VI.			I.			V.												
1	/			1	/				1				1								
a.			/	2	/				2				2								
2	/			VII.			3			3											
3	/			1			/		4				VI.								
4	/			VIII.			5			1											
5	/			1			/		6				VII.								
II.			2			7			1												
1	/									8				2							
2	/									9					3				3		
3	/									10					VII.						
III.			II.							1			1								
1	/									2			2			2					
2	/									2			IX.								
IV.			III.							1			1								
1		/								1			2			2					
2		/								2			3			3					
V.			IV.							4			4								
1	/			1			1			1											

Explanations/ Comments

Road/Intersection: LOTT ST - BETWEEN ISABELLA ST + MARY ST

Streets						Crossings																
	Yes	No	N/A			Yes	No	N/A		Yes	No	N/A		Yes	No	N/A						
I.				VI.				I.				V.										
1	/			1	/				1				1									
a.			/	2	/				2				2									
2			/	VII.				3				3										
3	/			1					4				VI.									
4	/			VIII.				5				1										
5	/			1		/			6				VII.									
II.				2		/			7				1									
1	/									8				2								
2	/									9					9				3			
3	/									10					10				VIII.			
III.										II.				1				1				
1	/									1					1				2			
2	/									2					2				IX.			
IV.										III.				1				1				
1		/								1					1				2			
2		/								2					2				3			
V.										IV.				1				4				
1	/			1					1													

Explanations/ Comments

Road/Intersection: LOTT ST. BETWEEN MARY ST + E/ELIZABETH ST. / PLANS AVE / US84

Streets				Crossings															
Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A					
I.				VI.				I.				V.							
1	/			1			/	1				1							
a.			/	2			/	2				2							
2				VII.				3				3							
3	/			1			/	4				VI.							
4	/			VIII.				5				1							
5	/			1			/	6				VII.							
II.				2			/	7				1							
1	/							8				2							
2	/							9				3							
3	/							10				VIII.							
III.								II.				1				1			
1	/							1				2				2			
2	/							2				IX.							
IV.								III.				1				1			
1	/							1				2				2			
2	/							2				3				3			
V.								IV.				4				4			
1	/			1								1							

Explanations/ Comments

Road/Intersection: ALICE ST. BETWEEN B/R. + CARSWELL AVE

Streets				Crossings														
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A							
I.				VI.				I.				V.						
1		/		1	/			1				1						
a.	/	/		2	/			2				2						
2	/			VII.				3				3						
3	/			1			/	4				VI.						
4	/			VIII.				5				1						
5	/			1			/	6				VII.						
II.				2	/			7				1						
1	/							8				2						
2	/							9				3						
3	/							10				VIII.						
III.								II.				1						
1	/							1				2						
2	/							2				IX.						
IV.								III.				1						
1	/							1				2						
2	/							2				3						
V.								IV.				4						
1	/			1														

Explanations/ Comments

NO SIDEWALK (public)

Road/Intersection:

ALICE ST. BETWEEN CARSWELL AVE + ISABELLA ST.

Streets						Crossings											
	Yes	No	N/A			Yes	No	N/A		Yes	No	N/A		Yes	No	N/A	
I.			VI.			I.			V.								
1	/			1	/				1				1				
a.			/	2	/	/			2				2				
2			/	VII.			3			3							
3	/			1				/	4				VI.				
4	/			VIII.			5			1							
5	/	/		1		/			6				VII.				
II.			2			7			1								
1	/									8			2				
2	/	/								9			3				
3	/									10			VIII.				
III.			1							II.			1				
1	/									2			2				
2	/									IX.			2				
IV.			1							III.			1				
1		/								2			2				
2		/								3			3				
V.			4							IV.			4				
1	/			1			1										

Explanations/ Comments

Road/Intersection:

ALICE ST. BETWEEN ISABELLA ST + MARY ST. PLANT AVE 1

US84

Streets						Crossings						
	Yes	No	N/A			Yes	No	N/A		Yes	No	N/A
I.			VI.			I.			V.			
1	/			1	/				1			
a.	/			2	/	/			2			
2	/			VII.			3			3		
3	/			1					4			
4	/			VIII.			5			VI.	1	
5	/			1		/			6			
II.						7			VII.	1		
1	/						8			2		
2	/						9			3		
3	/						10			VIII.		
III.						II.			1			
1	/						1			2		
2	/						2			IX.		
IV.						III.			1			
1	/						1			2		
2	/						2			3		
V.						IV.			4			
1	/						1					

Explanations/ Comments

Empty space for Explanations/ Comments.

WEST SIDE

Road/Intersection: PLANT AVE. BETWEEN ALBANY AVE + CARSWELL AVE

Streets						Crossings											
	Yes	No	N/A			Yes	No	N/A		Yes	No	N/A		Yes	No	N/A	
I.			VI.			I.			V.								
1	/			1	/				1				1				
a.			/	2	/				2				2				
2	/			VII.			3			3							
3	/			1	/				4				VI.				
4	/			VIII.			5			1							
5	/			1	/				6				VII.				
II.			2			7			1								
1	/									8			2				
2	/									9			3				
3	/									10			VIII.				
III.			II.							1			1				
1	/									1			2				
2	/									2			IX.				
IV.			III.							1			1				
1	/									1			2				
2	/									2			3				
V.			IV.							4			4				
1	/			1													

Explanations/ Comments

EAST SIDE

Road/Intersection: PLANT AVE BETWEEN ALBANY AVE + CARROLL AVE

Streets				Crossings											
Yes	No	N/A		Yes	No	N/A		Yes	No	N/A					
I.				VI.				I.				V.			
1	/			1		/		1				1			
a.	/			2		/		2				2			
2		/		VII.				3				3			
3		/		1		/		4				VI.			
4	/			VIII.				5				1			
5	/			1		/		6				VII.			
II.				2		/		7				1			
1	/							8				2			
2	/							9				3			
3	/							10				VIII.			
III.								II.				1			
1	/							1				2			
2	/							2				IX.			
IV.								III.				1			
1	/							1				2			
2	/							2				3			
V.								IV.				4			
1	/			1											

Explanations/ Comments

NO SIDEWALKS

WEST SIDE

Road/Intersection: PLANT AVE BETWEEN CARSWELL AVE + ISABELLA ST.

Streets				Crossings														
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A							
I.				VI.				I.				V.						
1	/			1			/	1				1						
a.			/	2			/	2				2						
2			/	VII.				3				3						
3	/			1	/			4				VI.						
4	/			VIII.				5				1						
5	/			1			/	6				VII.						
II.				2			/	7				1						
1	/							8				2						
2	/							9				3						
3	/							10				VIII.						
III.								II.				1						
1	/							1				2						
2	/							2				IX.						
IV.								III.				1						
1	/							1				2						
2	/							2				3						
V.								IV.				4						
1	/			1														

Explanations/ Comments

EAST SIDE

Road/Intersection: PLANT AVE BETWEEN CARSWELL AVE + ISABELLA ST.

Streets				Crossings											
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A
I.				VI.				I.				V.			
1		/		1			/	1				1			
a.	/			2			/	2				2			
2		/		VII.				3				3			
3		/		1		/		4				VI.			
4		/		VIII.				5				1			
5		/		1		/		6				VII.			
II.				2		/		7				1			
1		/						8				2			
2		/						9				3			
3		/						10				VIII.			
III.								II.				1			
1		/						1				2			
2		/						2				IX.			
IV.								III.				1			
1		/						1				2			
2		/						2				3			
V.								IV.				4			
1		/		1											

Explanations/ Comments

NO SIDEWALK

WEST SIDE

Road/Intersection: PLANT AVE BETWEEN ISABELLA ST + MARY ST.

Streets				Crossings											
Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A	
I.				VI.				I.				V.			
1	/			1			/	1				1			
a.			/	2			/	2				2			
2			/	VII.				3				3			
3	/			1	/			4				VI.			
4	/			VIII.				5				1			
5	/			1			/	6				VII.			
II.				2			/	7				1			
1		/						8				2			
2		/						9				3			
3		/						10				VIII.			
III.								II.				1			
1		/						1				2			
2		/						2				IX.			
IV.								III.				1			
1	/							1				2			
2	/							2				3			
V.								IV.				4			
1	/			1											

Explanations/ Comments

EAST SIDE

Road/Intersection: <i>PCANT AVE. BETWEEN ISABELLA ST + MARY ST.</i>																
Streets						Crossings										
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A					
I.			VI.			I.			V.							
1	/			1	/			1								
a.	/			2	/			2								
2			/	VII.			3				3					
3	/			1	/			4			VI.					
4	/			VIII.			5				1					
5	/			1	/			6			VII.					
II.			2	/			7				1					
1	/							8				2				
2	/							9				3				
3	/							10				VIII.				
III.								II.			1					
1	/											1			2	
2	/											2			IX.	
IV.								III.			1					
1	/											1			2	
2	/											2			3	
V.								IV.			4					
1	/							1								

Explanations/ Comments

NO SIDEWALKS AFTER MID-BLOCK

WEST SIDE

Road/Intersection:

PLANT AVE BETWEEN ELLENBERG ST + MARY ST.

Streets				Crossings														
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A			
I.				VI.				I.				V.						
1	/			1			/	1				1						
a.			/	2			/	2				2						
2	/			VII.				3				3						
3	/			1	/			4				VI.						
4	/			VIII.				5				1						
5	/			1	/			6				VII.						
II.				2	/			7				1						
1	/							8				2						
2	/							9				3						
3	/							10				VIII.						
III.								II.				1						
1	/							1				2						
2	/							2				IX.						
IV.								III.				1						
1	/							1				2						
2	/							2				3						
V.								IV.				4						
1	/			1														

Explanations/ Comments

Empty space for Explanations/ Comments.

Road/Intersection: EAST SIDE PLANT AVE BET. MARY ST + LOTT ST Crossing

Streets						Crossings							
	Yes	No	N/A			Yes	No	N/A		Yes	No	N/A	
I.			VI.			I.			V.				
1	/			1	/	1			1				
a.			/	2	/	2			2				
2			/	VII.			3		3				
3	/			1	/	4			VI.				
4	/			VIII.			5		1				
5	/			1	/	6			VII.				
II.			2	/		7			1				
1	/						8		2				
2	/						9		3				
3	/						10		VIII.				
III.							II.			1			
1	/						1		2				
2	/						2		IX.				
IV.							III.			1			
1	/						1		2				
2	/						2		3				
V.							IV.			4			
1	/			1									

Explanations/ Comments

Road/Intersection: *EASTSIDE PLANNING AVE BET LOTTS ST Crossing + E. Elizabeth St. Crossing*

Streets						Crossings																								
	Yes	No	N/A			Yes	No	N/A		Yes	No	N/A																		
I.			VI.			I.			V.																					
1	/			1	/				1																					
a.	/			2	/				2																					
2	/			VII.			3			3																				
3	/			1	/				VI.																					
4	/			VIII.			4			1																				
5	/			1	/				5																					
II.			2	/				6	VII.																					
1	/									7			1																	
2	/									8				2																
3	/									9				3																
III.										10	VIII.																			
1	/										II.			1																
2	/										1				2															
IV.																2	IX.													
1	/																III.			1										
2	/																1				2									
V.																						2	IV.							
1	/																					1				3				
																						1	IV.							
																												1		

Explanations/ Comments

WEST SIDE

Road/Intersection:

PLANT AVE BETWEEN JANE ST + E. Knappton St.

Streets				Crossings											
Yes	No	N/A		Yes	No	N/A		Yes	No	N/A	Yes	No	N/A		
I.				VI.				I.				V.			
1	/			1			/	1				1			
a.		/		2			/	2				2			
2	/			VII.				3				3			
3	/			1	/			4				VI.			
4	/			VIII.				5				1			
5	/			1	/			6				VII.			
II.				2	/			7				1			
1	/							8				2			
2	/							9				3			
3	/							10				VIII.			
III.								II.				1			
1	/							1				2			
2	/							2				IX.			
IV.								III.				1			
1	/							1				2			
2	/							2				3			
V.								IV.				4			
1	/			1											

Explanations/ Comments

Road/Intersection:

EAST SIDE PLANT AVE BET. TANK ST CROSSING + EL PROBLEMS

10/25/79

Streets						Crossings																														
	Yes	No	N/A			Yes	No	N/A		Yes	No	N/A																								
I.			VI.			I.			V.																											
1	/			1	/				1																											
a.			/	2	/				2																											
2	/			VII.			3			3																										
3	/			1	/				VI.																											
4	/			VIII.			4			1																										
5	/			1	/				VII.																											
II.			2	/				7				1																								
1	/									8			2																							
2	/									9				3																						
3	/									10				VIII.																						
III.										II.																										
1	/										1				1																					
2	/										2				2																					
IV.																IX.																				
1	/																III.			1																
2	/																1				2															
V.																						2			3											
1	/																					IV.			1											
																						2			4											
																												IV.								
																												1								

Explanations/ Comments

[Empty space for Explanations/ Comments]

WEST SIDE

Road/Intersection: PLANT AVE BETWEEN JANE ST + TERREAU ST.

Streets						Crossings												
	Yes	No	N/A			Yes	No	N/A		Yes	No	N/A						
I.			VI.			I.			V.									
1	/			1				/	1									
a.			/	2				/	2									
2	/			VII.			3			3								
3	/			1	/				4			VI.						
4	/			VIII.			5			1								
5	/	/		1	/				6			VII.						
II.			2			7			1									
1	/									8			2					
2	/	/								9			3					
3	/									10			VIII.					
III.			1							II.			1					
1	/									1			2			IX.		
2		/								2			III.			1		
IV.			1							1			2					
1		/								2			2			3		
2		/								IV.			1			4		
V.			1							1								

Explanations/ Comments

Road/Intersection: EAST SIDE PLANT AVE PET. LANE ST. CROSSING + TEBEAU ST.

Streets						Crossings											
Yes	No	N/A	Yes	No	N/A	Yes	No	N/A	Yes	No	N/A						
I.			VI.			I.			V.								
1	/		1		/	1			1								
a.		/	2		/	2			2								
2		/	VII.			3			3								
3	/		1		/	4			VI.								
4	/		VIII.			5			1								
5	/		1		/	6			VII.								
II.			2		/	7			1								
1	/								8			2					
2	/								9			3					
3	/								10			VIII.					
III.									II.			1			1		
1	/								1			2			IX.		
2	/								2			III.			1		
IV.									1			1			2		
1	/								2			2			3		
2	/								IV.			3			4		
V.									1			1					
1	/																

Explanations/ Comments

Road/Intersection: SLEEVEN AVE / HAINES AVE BET. MEMORIAL DR + ISABELLA

Hicks/
Gilmore

Streets				Crossings															
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A								
I.				VI.				I.				V.							
1	/			1	/			1				1							
a.	/			2	/			2				2							
2			/	VII.				3				3							
3	/			1		/		4				VI.							
4	/			VIII.				5				1							
5		/		1		/		6				VII.							
II.				2		/		7				1							
1	/							8				2							
2	/							9				3							
3	/							10				VIII.							
III.								II.				1				1			
1	/							1				2				2			
2	/							2				IX.							
IV.								III.				1				1			
1	/							1				2				2			
2	/							2				3				3			
V.								IV.				4				4			
1	/			1															

Explanations/ Comments

Road/Intersection: S. SEVEN AVE. / HAINES AVE BET F. SOBALLA / HICKS / GILMORE

Streets				Crossings															
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A				
I.				VI.				I.				V.							
1	/			1			/	1				1							
a.	/			2			/	2				2							
2	/			VII.				3				3							
3	/			1			/	4				VI.							
4	/			VIII.				5				1							
5	/			1			/	6				VII.							
II.				2			/	7				1							
1	/							8				2							
2	/							9				3							
3	/							10				VIII.							
III.								II.				1							
1	/							1				2							
2	/							2				IX.							
IV.								III.				1							
1	/							1				2							
2	/							2				3							
V.								IV.				4							
1	/			1															

Gilmore
St +
Mag St /
Williams St

Explanations/ Comments

Road/Intersection:

SEVEN AVE / HAINES AVE BET No. 4 ST / WILLIAMS ST

Brundel St.

Streets				Crossings														
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A			
I.				VI.				I.				V.						
1	/			1			/	1				1						
a.	/			2			/	2				2						
2			/	VII.				3				3						
3	/			1			/	4				VI.						
4	/			VIII.				5				1						
5			/	1			/	6				VII.						
II.				2			/	7				1						
1	/							8				2						
2	/							9				3						
3	/							10				VIII.						
III.								II.				1						
1	/							1				2						
2	/							2				IX.						
IV.								III.				1						
1	/							1				2						
2	/							2				3						
V.								IV.				4						
1	/			1														

Explanations/ Comments

Road/Intersection:

SEVEN AVENUE / HAINES AVENUE BET. STEPHENSON + BRUNNEN ST.

Streets				Crossings														
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A			
I.				VI.				I.				V.						
1	/			1			/	1				1						
a.	/			2			/	2				2						
2	/		/	VII.				3				3						
3	/			1			/	4				VI.						
4	/			VIII.				5				1						
5	/			1			/	6				VII.						
II.				2			/	7				1						
1	/							8				2						
2	/							9				3						
3	/							10				VII.						
III.								II.				1						
1	/							1				2						
2	/							2				IX.						
IV.								III.				1						
1	/							1				2						
2	/							2				3						
V.								IV.				4						
1	/			1														

Explanations/ Comments

Road/Intersection:

SECEVEN AVE/HAINES AVE BEF. JENKINS ST + STEPHENSON ST.

Streets				Crossings														
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A			
I.				VI.				I.				V.						
1	/			1			/	1				1						
a.	/			2			/	2				2						
2	/			VII.				3				3						
3	/			1			/	4				VI.						
4	/			VIII.				5				1						
5	/			1			/	6				VII.						
II.				2			/	7				1						
1	/							8				2						
2	/							9				3						
3	/							10				VIII.						
III.								II.				1						
1	/							1				2						
2	/							2				IX.						
IV.								III.				1						
1	/							1				2						
2	/							2				3						
V.								IV.				4						
1	/			1														

Explanations/ Comments

Carswell/D

Road/Intersection: W. SIDE of LEE AVE BKT. MEMORIAL + Knight Ave

Streets						Crossings																			
	Yes	No	N/A			Yes	No	N/A			Yes	No	N/A												
I.			VI.			I.			V.																
1	/			1	/				1																
a.	/			2	/				2																
2	/			VII.			3			3															
3	/			1	/				4		VI.														
4	/			VIII.			5			1															
5	/			1	/				6		VII.														
II.			2			/			7		1														
1	/									8		2													
2	/									9				3											
3	/									10				VIII.											
III.			1										1												
1	/															2									
2	/															II.			1			2			
IV.			2																IX.						
1	/															III.			1			1			
2	/															1					2				
V.			2																3						
1	/			IV.			1									4									
			1																						

Explanations/ Comments

CASWELL

Road/Intersection: E SIDE LEE ST. BET. MEMORIAL + KNIGHT AVE

Streets						Crossings											
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		
I.			VI.			I.			V.								
1	/			1	/			1				1					
a.			/	2	/			2				2					
2	/			VII.			3			3							
3	/			1	/			4				VI.					
4	/			VIII.			5			1							
5	/			1	/			6				VII.					
II.			2			7			1								
1	/									8			2				
2	/									9			3				
3	/									10			VIII.				
III.			II.							1			1				
1	/									1			2				
2	/									2			IX.				
IV.			III.							1			1				
1	/									1			2				
2	/									2			3				
V.			IV.							1			4				
1	/			1													

Explanations/ Comments

Road/Intersection: **KNIGHT AVE BET PLANT AVE + LEE AVE**

Streets						Crossings							
Yes	No	N/A	Yes	No	N/A	Yes	No	N/A	Yes	No	N/A		
I.			VI.			I.			V.				
1	/		1	AM	/	1			1				
a.	/		2		/	2			2				
2	/		VII.			3			3				
3	/		1	/		4			VI.				
4	/		VIII.			5			1				
5	/		1		/	6			VII.				
II.			2	/		7			1				
1	/					8			2				
2	/					9			3				
3	/					10			VIII.				
III.						II.			1				
1	/					1			2				
2	/					2			IX.				
IV.						III.			1				
1	/					1			2				
2	/					2			3				
V.						IV.			1			4	
1	/		1			1							

Explanations/ Comments

NO SIDEWALKS NO. 5.

Road/Intersection:

Brunswick Ave BETWEEN FOLKS + TELEGRAPH

Streets				Crossings											
Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A	
I.				VI.				I.				V.			
1	/			1	/			1				1			
a.	/			2	/			2				2			
2	/			VII.				3				3			
3	/			1	/			4				VI.			
4	/			VIII.				5				1			
5	/			1	/			6				VII.			
II.				2	/			7				1			
1	/							8				2			
2	/							9				3			
3	/							10				VIII.			
III.								II.				1			
1	/							1				2			
2	/							2				IX.			
IV.								III.				1			
1	/							1				2			
2	/							2				3			
V.								IV.				4			
1	/			1											

Explanations/ Comments

Road/Intersection:

Brunswick Ave BETWEEN REMSLAR & TELERAO

Streets				Crossings															
Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A					
I.				VI.				I.				V.							
1				1				1				1							
a.				2				2				2							
2				VII.				3				3							
3				1				4				VI.							
4				VIII.				5				1							
5				1				6				VII.							
II.				2				7				1							
1								8				2							
2								9				3							
3								10				VIII.							
III.								II.				1							
1								1				2							
2								2				IX.							
IV.								III.				1							
1								1				2							
2								2				3							
V.								IV.				4							
1				1															

Explanations/ Comments

Road/Intersection: *North Side Brunswick Ave Between Tennant & Pendleton*

Streets						Crossings																									
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A																
I.			VI.			I.			V.																						
1		/		1		/		1				1																			
a.	/			2		/		2				2																			
2		/		VII.			3			3																					
3		/		1	/			4				VI.																			
4		/		VIII.			5			1																					
5		/		1	/			6				VII.																			
II.			2			7			1																						
1		/								8			2																		
2		/								9				9			3														
3		/								10				10			VII.														
III.			1							II.			1																		
1		/														1			2												
2		/														1				1			IX.								
IV.			2													III.			1												
1		/																				1			2						
2		/																				1				1			3		
V.			1																			IV.			1						
1		/																				1			4						

Explanations/ Comments

Road/Intersection: *South Side Brunswick Ave BETWEEN TEBEAU PEPPERON*

Streets						Crossings							
Yes	No	N/A	Yes	No	N/A	Yes	No	N/A	Yes	No	N/A		
I.			VI.			I.			V.				
1	/		1	/		1			1				
a.	/		2	/		2			2				
2	/		VII.			3			3				
3	/		1	/		4			VI.				
4	/		VIII.			5			1				
5	/		1	/		6			VII.				
II.			2	/		7			1				
1	/					8			2				
2	/					9			3				
3	/					10			VIII.				
III.						II.			1				
1	/					1			2				
2	/					2			IX.				
IV.						III.			1				
1	/					1			2				
2	/					2			3				
V.						IV.			4				
1	/		1										

Explanations/ Comments

From Lefferson St
 Brunswick Ave to Dean Emory near Alice

Road/Intersection:

Streets						Crossings								
Yes	No	N/A	Yes	No	N/A	Yes	No	N/A	Yes	No	N/A			
I.			VI.			I.			V.					
1	/		1	/		1			1					
a.	/		2	/		2			2					
2	/		VII.			3			3					
3	/		1	/		4			VI.					
4	/		VIII.			5			1					
5	/		1	/		6			VII.					
II.			2	/		7			1					
1	/					8			2					
2	/					9			3					
3	/					10			VIII.					
III.						II.			1					
1	/					1			2					
2	/					2			IX.					
IV.						III.			1					
1	/					1			2					
2	/					2			3					
V.						IV.			4					
1	/		1											

Explanations/ Comments

Road/Intersection: *NORTH SIDE CARSWELL AVE. BETWEEN FOLKS + JEBBEN AV*

Streets						Crossings						
	Yes	No	N/A			Yes	No	N/A		Yes	No	N/A
I.			VI.			I.			V.			
1	/			1	/				1			
a.			/	2	/				2			
2			/	VII.			3			3		
3	/			1	/				VI.			
4	/			VIII.			4			1		
5		/		1	/				5			
II.						6			VII.			
1	/			2	/				6			
2	/						7			1		
3	/						8			2		
III.						9			9			
1	/						10			VIII.		
2	/						II.			1		
IV.									1			
1	/									2		
2	/									IX.		
V.									III.			
1	/									1		
									IV.			
									1			

Explanations/ Comments

Road/Intersection: South Side Carswell BETWEEN FOLKS + BEMHART

Streets						Crossings											
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		
I.			VI.			I.			V.								
1	/			1	/			1				1					
a.			/	2	/			2				2					
2			/	VII.			3			3							
3	/			1	/			4				VI.					
4	/			VIII.			5			1							
5	/			1	/			6				VII.					
II.			2			7			1								
1	/									8			2				
2	/									9			3				
3	/									10			VIII.				
III.			1							II.			1				
1	/									1			2				
2	/									2			IX.				
IV.			1							III.			1				
1	/									1			2				
2	/									2			3				
V.			1							IV.			4				
1	/			1			1										

Explanations/ Comments

Road/Intersection: *South Side CARSWELL AVE. BETWEEN BEMBERT + TERESA*

Streets						Crossings												
	Yes	No	N/A			Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		
I.			VI.			I.			V.									
1	/			1	/	/			1				1					
a.			/	2	/	/			2				2					
2			/	VII.			3			3								
3	/			1	/	/			4				VI.					
4	/			VIII.			5			1								
5	/			1	/	/			6				VII.					
II.			2			7			1									
1	/									8			2					
2	/									9			3					
3	/									10			VIII.					
III.			II.							1			1					
1	/									1			2			IX.		
2	/									2			1			1		
IV.			III.							1			2					
1	/									1			2			3		
2	/									2			3			4		
V.			IV.							1			1					

Explanations/ Comments

Road/Intersection: *North Side Carswell Ave BETWEEN TEBEAU + RENOVATION*

Streets				Crossings														
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A			
I.				VI.				I.				V.						
1	/			1	/			1				1						
a.				2	/			2				2						
2				VII.				3				3						
3	/			1		/		4				VI.						
4	/			VIII.				5				1						
5	/			1		/		6				VII.						
II.				2		/		7				1						
1	/							8				2						
2	/							9				3						
3	/							10				VIII.						
III.								II.				1						
1	/							1				2						
2	/							2				IX.						
IV.								III.				1						
1		/						1				2						
2		/						2				3						
V.								IV.				4						
1	/			1				1										

Explanations/ Comments

Road/Intersection: *SOUTH SIDE CANTWELL AVE BETWEEN TEBERUT + PENNY LEMON*

Streets						Crossings										
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A	
I.				VI.				I.				V.				
1	/			1	/			1				1				
a.			/	2		/		2				2				
2			/	VII.				3				3				
3	/			1		/		4				VI.				
4	/			VIII.				5				1				
5	/			1	/			6				VII.				
II.				2	/			7				1				
1	/						8					2				
2	/		9							3				VIII.		
3	/		10							II.			1			
III.							II.			1			2			
1	/						1			2			IX.			
2	/						2			III.			1			
IV.							III.			1			2			
1	/						1			2			3			
2	/						IV.			1			4			
V.							1			IV.			1			

Explanations/ Comments

Road/Intersection: *North Side Carsonville BETWEEN PENNSYLVANIA + ALICE*

Streets						Crossings														
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A					
I.			VI.			I.			V.											
1	/			1	/			1				1								
a.		/		2		/		2				2								
2		/		VII.			3			3										
3	/			1		/		4				VI.								
4	/			VIII.			5			1										
5	/			1		/		6				VII.								
II.			2			7			1											
1	/									8			2							
2	/									9			3							
3	/									10			VIII.							
III.			II.							1			1							
1	/									1			2			IX.				
2	/									2			III.			1				
IV.			1							1			2			2				
1		/								2			2			3				
V.			1							IV.			1			4				
1	/									1			1							

Explanations/ Comments

Road/Intersection: *South Side Caswell Ave BETWEEN PENNINGTON + LOTT*

Streets						Crossings						
	Yes	No	N/A			Yes	No	N/A		Yes	No	N/A
I.			VI.			I.			V.			
1	/			1	/				1			
a.			/	2	/				2			
2	/			VII.			3			3		
3	/			1	/				4			
4	/			VIII.			5			VI.		
5	/			1	/				6			
II.						7			7			
1	/			2	/				8			
2	/						9			VI.		
3	/						10			3		
III.						II.			VII.			
1	/						1			1		
2	/						2			2		
IV.						III.			IX.			
1	/						1			1		
2	/						2			2		
V.						IV.			4			
1	/						1			4		

Explanations/ Comments

Road/Intersection: *South Side Carroll BETWEEN LOTT & ALICE STS.*

Streets						Crossings										
	Yes	No	N/A		N/A		Yes	No	N/A		Yes	No	N/A			
I.			VI.			I.			V.							
1	/			1	/		1			1						
a.			/	2	/		2			2						
2			/	VII.			3			3						
3	/			1	/		4			VI.						
4	/			VIII.			5			1						
5		/		1	/		6			VII.						
II.						2	/			1						
1	/						7			1						
2	/						8			2						
3	/						9			3						
							10			VIII.						
III.							II.			1						
1	/									1			2			
2	/									2			IX.			
IV.							III.			1						
1	/									1			2			
2	/									2			3			
V.						IV.			4							
1	/						1									

Explanations/ Comments

Road/Intersection: *NORTH SIDE CARSWELL AVE BETWEEN ALICE + Church.*

Streets						Crossings											
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		
I.			VI.			I.			V.								
1	/			1			/	1				1					
a.			/	2			/	2				2					
2			/	VII.			3			3							
3	/			1			/	4				VI.					
4	/			VIII.			5			1							
5			/	1			/	6				VII.					
II.			2			7			1								
1	/									8			2				
2	/									9			3				
3	/									10			VIII.				
III.			II.							1			2				
1	/									1			2				
2	/									2			IX.				
IV.			III.							1			2				
1			/							1			2				
2			/							2			3				
V.			IV.							1			4				
1	/			1			1										

Explanations/ Comments

Road/Intersection: *North Side Caswell Ave between Church + Park*

Streets						Crossings												
	Yes	No	N/A			Yes	No	N/A		Yes	No	N/A						
I.			VI.			I.			V.									
1	/			1	/				1									
a.	/			2	/				2									
2	/			VII.			3			3								
3	/			1	/				VI.									
4	/			VIII.			5			1								
5	/			1	/				VII.									
II.			2			7			1									
1	/									8			2					
2	/									9			3					
3	/									10			VIII.					
III.			II.							1			1					
1	/									1			2			IX.		
2	/									2			III.			1		
IV.			1							1			2					
1	/									2			2			3		
2	/									IV.			1			4		
V.			1							1								

Explanations/ Comments

South Side

Road/Intersection: LARSWELL AVENUE BETWEEN ALICE ST + PLANT AVE

Streets				Crossings														
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A			
I.				VI.				I.				V.						
1	/			1	/			1				1						
a.			/	2	/			2				2						
2			/	VII.				3				3						
3	/			1		/		4				VI.						
4	/			VIII.				5				1						
5	/			1		/		6				VII.						
II.				2		/		7				1						
1	/							8				2						
2	/							9				3						
3	/							10				VIII.						
III.								II.				1						
1	/							1				2						
2	/							2				IX.						
IV.								III.				1						
1	/							1				2						
2	/							2				3						
V.								IV.				4						
1	/			1														

Explanations/ Comments

CRISWELL

Road/Intersection: N-SIDE MEMORIAL DR. BET. PLANT AVE + LEE ST.

Streets						Crossings											
	Yes	No	N/A			Yes	No	N/A		Yes	No	N/A					
I.			VI.			I.			V.								
1	/			1	/				1								
a.			/	2	/				2								
2	/			VII.			3			3							
3	/			1	/				VI.								
4	/			VIII.			5			1							
5	/			1	/				VII.								
II.			2			7			1								
1	/									8			2				
2	/									9			3				
3	/									10			VIII.				
III.			II.							1			2				
1	/									1			IX.				
2	/									2			1				
IV.			III.							1			2				
1	/									1			3				
2	/									2			4				
V.			IV.							1							
1	/			1													

Explanations/ Comments

South Side

Road/Intersection:

CARSWELL AVE BETWEEN PLANT AVE + SEVEN AVE

Streets				Crossings											
Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A	
I.				VI.				I.				V.			
1	/			1			/	1				1			
a.		/		2			/	2				2			
2		/		VII.				3				3			
3	/			1	/			4				VI.			
4	/			VIII.				5				1			
5	/			1		/		6				VII.			
II.				2		/		7				1			
1	/							8				2			
2	/							9				3			
3	/							10				VIII.			
III.								II.				1			
1	/							1				2			
2	/							2				IX.			
IV.								III.				1			
1	/							1				2			
2	/							2				3			
V.								IV.				4			
1	/			1				1							

Explanations/ Comments

Empty space for Explanations/ Comments.

From Light Pole

Road/Intersection: S. SIDE MEMORIAL DR. BET. SCREVEN + LEE

Streets						Crossings									
	Yes	No	N/A		N/A		Yes	No	N/A		Yes	No	N/A		
I.			VI.			I.			V.						
1	/			1	/					1					
a.	/			2	/					2					
2	/			VII.			3			3					
3	/			1	/					VI.					
4	/			VIII.			5			1					
5	/			1	/					VII.					
II.			2			7				1					
1	/						8			2					
2	/						9			3					
3	/						10			VIII.					
III.			II.				1			1					
1	/						1			2			2		
2	/						2			IX.					
IV.			III.				1			1					
1	/						1			2			2		
2	/						2			3			3		
V.			IV.				1			4					
1	/			1											

Explanations/ Comments

Road/Intersection: *NORTH SIDE ISABELLA ST. BET. KEMSHART ST + TEBEAU ST.*

Streets				Crossings														
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A			
I.				VI.				I.				V.						
1	/			1	/			1				1						
a.			/	2		/		2				2						
2			/	VII.				3				3						
3	/			1		/		4				VI.						
4	/			VIII.				5				1						
5	/			1		/		6				VII.						
II.				2		/		7				1						
1	/							8				2						
2	/							9				3						
3	/							10				VIII.						
III.								II.				1						
1	/							1				2						
2	/							2				IX.						
IV.								III.				1						
1	/							1				2						
2	/							2				3						
V.								IV.				1				4		
1	/							1										

Explanations/ Comments

Road/Intersection: *South Side Isabella St. BET. BEMSHAR ST + FERREAU ST.*

Streets						Crossings														
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A					
I.			VI.			I.			V.											
1	/			1	/			1				1								
a.			/	2	/			2				2								
2			/	VII.			3			3										
3	/			1	/			4				VI.								
4	/			VIII.			5			1										
5	/			1	/			6				VII.								
II.			2			7			1											
1	/									8			2							
2	/									9			3							
3	/									10			VIII.							
III.			1							1			1							
1	/									2			2			IX.				
2	/									2			1			1				
IV.			1							1			2			2				
1	/									2			2			3				
2	/									IV.			1			4				
V.			1							1										

Explanations/ Comments

Road/Intersection: *North Side Kabella St. bet. Yehua St + De Leon St.*

Streets						Crossings						
	Yes	No	N/A			Yes	No	N/A		Yes	No	N/A
I.			VI.			I.			V.			
1	/			1	/				1			
a.			/	2	/				2			
2	/			VII.			3			3		
3	/			1	/				4			VI.
4	/			VIII.			5			1		
5	/			1	/				6			VII.
II.						7				1		
1	/						8			2		
2	/						9			3		
3	/						10			VIII.		
III.						II.			1			
1	/						1			2		
2	/						2			IX.		
IV.						III.			1			
1	/						1			2		
2	/						2			3		
V.						IV.			4			
1	/						1					

Explanations/ Comments

Road/Intersection: *South Side ISABELLA ST BET. TOLMAN ST + PENNINGTON ST.*

Streets						Crossings						
	Yes	No	N/A			Yes	No	N/A		Yes	No	N/A
I.			VI.			I.			V.			
1	/			1	/				1			
a.			/	2	/	/			2			
2			/	VII.			3			3		
3	/			1		/			4			VI.
4	/			VIII.			5			1		
5	/			1		/			6			VII.
II.						7			7			1
1	/	/				8			2			
2	/	/				9			3			
3	/	/				10			VIII.			
III.						II.			1			
1	/					1			2			
2	/					2			IX.			
IV.						III.			1			
1	/	/				1			2			
2	/	/				2			3			
V.			IV.			4						
1	/		1									

Explanations/ Comments

Road/Intersection: NORTH SIDE KABELLA ST. BET. PENNINGTON ST + HOFF ST.

Streets						Crossings					
Yes	No	N/A	Yes	No	N/A	Yes	No	N/A	Yes	No	N/A
I.			VI.			I.			V.		
1	/		1	/		1			1		
a.	/		2	/		2			2		
2	/		VII.			3			3		
3	/		1	/		4			VI.		
4	/		VIII.			5			1		
5	/		1	/		6			VII.		
II.			2	/		7			1		
1	/					8			2		
2	/					9			3		
3	/					10			VIII.		
III.						II.			1		
1	/					1			2		
2	/					2			IX.		
IV.						III.			1		
1	/					1			2		
2	/					2			3		
V.						IV.			4		
1	/		1								

Explanations/ Comments

Road/Intersection: *South Side Isabella St. BETWEEN Pendleton St + Lott St*

Streets						Crossings													
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A				
I.			VI.			I.			V.										
1	/			1	/			1				1							
a.		/		2	/	/		2				2							
2		/		VII.			3			3									
3	/			1	/			4				VI.							
4	/			VIII.			5			1									
5		/		1	/			6				VII.							
II.			2			7			1										
1	/									8			2						
2	/									9				3					
3	/									10				VIII.					
III.			II.							1			1						
1	/									1				2			2		
2	/									2				IX.					
IV.			III.							1			1						
1	/									1				2			2		
2	/									2				3			3		
V.			IV.							4			4						
1	/			1				1			1								

Explanations/ Comments

N. SIDE

Road/Intersection: ISABELLA ST BETWEEN LOTT ST + ALICE ST.

Streets						Crossings										
	Yes	No	N/A			Yes	No	N/A		Yes	No	N/A		Yes	No	N/A
I.			VI.			I.			V.							
1	/			1	/				1				1			
a.			/	2	/				2				2			
2			/	VII.			3			3						
3	/			1	/				4				VI.			
4	/			VIII.			5			1						
5	/			1	/				6				VII.			
II.			2			7			1							
1	/						8			2						
2	/		9				3									
3	/		10				VIII.									
III.			II.				1									
1	/		1				2									
2	/		2				IX.									
IV.			III.				1									
1	/		1				2									
2	/		2				3									
V.			IV.				4									
1	/		1			1										

Explanations/ Comments

Road/Intersection: South Side Kiyakalla St. between Lat 8 + Alcu St

Streets						Crossings														
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A					
I.			VI.			I.			V.											
1	/			1			/	1				1								
a.			/	2			/	2				2								
2			/	VII.			3			3										
3	/			1		/		4				VI.								
4	/			VIII.			5			1										
5		/		1		/		6				VII.								
II.			2			7			1											
1	/									8			2							
2	/									9				3						
3	/									10				VIII.						
III.			1							II.			1							
1	/									1				1			2			
2	/									2				2			IX.			
IV.			1							III.			1							
1	/									1				1			2			
2	/									2				2			3			
V.			1							IV.			4							
1	/			1				1												

Explanations/ Comments

N SIDE

Road/Intersection:

ISABELLA STREET BETWEEN ALICE ST + PLANT AVE

Streets						Crossings													
	Yes	No	N/A			Yes	No	N/A		Yes	No	N/A							
I.			VI.			I.			V.										
1	/			1	/				1										
a.	/			2	/				2										
2	/			VII.			3			3									
3	/			1		/			4			VI.							
4	/			VIII.			5			1									
5	/			1		/			6			VII.							
II.						2		/	7			1							
1	/									8			2						
2	/									9					3				
3	/									10					VIII.				
III.										II.			1						
1	/															2			
2	/															2			IX.
IV.										III.			1						
1	/															1			2
2	/															2			3
V.										IV.			4						
1	/									1									

Explanations/ Comments

Road/Intersection: *South Side Kabella St Between Alice St + Plant Ave*

Streets						Crossings												
	Yes	No	N/A			Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		
I.			VI.			I.			V.									
1	/			1	/				1				1					
a.	/			2	/				2				2					
2	/			VII.			I.			3								
3	/			1	/				4				VI.					
4	/			VIII.			5			1								
5	/			1	/				6				VII.					
II.			2			7			1									
1	/									8			2					
2	/									9			3					
3	/									10			VIII.					
III.			II.							1			IX.					
1	/									1			2					
2	/									2			III.					
IV.			1							1			2					
1	/									2			2			3		
2	/									3			IV.			4		
V.			1							1			1					

Explanations/ Comments

Road/Intersection: *Isabella St Bkt. Plant Ave / 58th + Science Ave / Harris Ave*

Streets						Crossings					
Yes	No	N/A	Yes	No	N/A	Yes	No	N/A	Yes	No	N/A
I.			VI.			I.			V.		
1			1			1			1		
a.			2			2			2		
2			VII.			3			3		
3			1			4			VI.		
4			VIII.			5			1		
5			1			6			VII.		
II.			2			7			1		
1						8			2		
2						9			3		
3						10			VIII.		
III.						II.			1		
1						1			2		
2						2			IX.		
IV.						III.			1		
1						1			2		
2						2			3		
V.						IV.			4		
1			1								

Explanations/ Comments

Road/Intersection: *North Side of Mary St. Between Remshack St + Tebeau St.*

Streets						Crossings									
	Yes	No	N/A			Yes	No	N/A		Yes	No	N/A			
I.			VI.			I.			V.						
1	/			1	/				1						
a.			/	2	/				2						
2	/			VII.			3			3					
3	/			1	/				4		VI.				
4	/			VIII.			5			1					
5	/			1	/				6		VII.				
II.						7			7		1				
1	/						8			8		2			
2	/						9			9		9		3	
3	/						10			10		VIII.			
III.							II.			1					
1	/									1			2		
2	/									2			IX.		
IV.							III.			1					
1	/									1			2		
2	/									2			3		
V.							IV.			4					
1	/						1								

Explanations/ Comments

Road/Intersection: South Side Mary Street BET. Henshaw and TEBAN

Streets						Crossings											
	Yes	No	N/A			Yes	No	N/A		Yes	No	N/A					
I.			VI.			I.			V.								
1	/			1	/				1								
a.			/	2	/				2								
2			/	VII.			3			3							
3	/			1	/				4			VI.					
4	/			VIII.			5			1							
5	/			1	/				6			VII.					
II.			2			7			1								
1	/									8			2				
2	/									9			3				
3	/									10			VIII.				
III.			1							II.			1				
1	/									1			2				
2	/									2			IX.				
IV.			1							III.			1				
1	/									1			2				
2	/									2			3				
V.			1							IV.			1				
1	/			1			4										

Explanations/ Comments

Road/Intersection: *North side of MACYST. BETWEEN TEREAU and PENNINGTON ST.*

Streets						Crossings									
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A
I.			VI.			I.			V.						
1	/			1			/	1				1			
a.	/		/	2			/	2				2			
2	/		/	VII.				3				3			
3	/		/	1			/	4				VI.			
4	/		/	VIII.				5				1			
5	/		/	1			/	6				VII.			
II.							7				1				
1	/		/					8				2			
2	/		/					9				3			
3	/		/					10				VIII.			
III.							II.				1				
1	/		/					1				2			
2	/		/					2				IX.			
IV.							III.				1				
1	/		/					1				2			
2	/		/					2				3			
V.							IV.				4				
1	/		/					1							

Explanations/ Comments

Road/Intersection: S. SIDE MAIY ST BET. TERREAU ST + PARKER ST.

Streets						Crossings											
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		
I.			VI.			I.			V.								
1	/			1	/			1				1					
a.			/	2	/			2				2					
2			/	VII.			3			3							
3	/			1	/			4				VI.					
4	/			VIII.			5			1							
5		/		1		/		6				VII.					
II.			2			7			1								
1	/									8			2				
2	/									9			3				
3		/								10			VIII.				
III.			1							II.			1				
1	/									1			2				
2	/									2			IX.				
IV.			1							III.			1				
1	/									1			2				
2	/									2			3				
V.			1							IV.			4				
1	/			1			1										

Explanations/ Comments

Road/Intersection: SOUTH SIDE MARY STREET BET. PARKER ST + KENDRICK ST.

Streets						Crossings									
	Yes	No	N/A			Yes	No	N/A		Yes	No	N/A			
I.			VI.			I.			V.						
1	/			1			/		1						
a.			/	2			/		2						
2			/	VII.			3		3						
3	/			1		/		4	VI.						
4	/			VIII.			5		1						
5		/		1		/		6	VII.						
II.			2			7			1						
1		/					8		2						
2		/					9			3					
3		/					10			VIII.					
III.			II.				1			1					
1	/						1				2				
2	/						2				IX.				
IV.			III.				1			1					
1	/						1				2				
2	/						2				3				
V.			IV.				1			4					
1	/			1											

Explanations/ Comments

Road/Intersection: *North Side of Mary Street bet. Pendleton + Lott*

Streets				Crossings														
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A							
I.				VI.				I.				V.						
1	/			1			/	1				1						
a.			/	2			/	2				2						
2			/	VII.				3				3						
3	/			1			/	4				VI.						
4	/			VIII.				5				1						
5	/			1			/	6				VII.						
II.				2			/	7				1						
1	/							8				2						
2	/							9				3						
3	/							10				VIII.						
III.								II.				1						
1	/							1				2						
2	/							2				IX.						
IV.								III.				1						
1	/							1				2						
2	/							2				3						
V.								IV.				4						
1	/			1				1										

Explanations/ Comments

Empty space for providing explanations or comments.

Road/Intersection: South Side of Main St - Ber-ten / 10th St + 11th St

Streets						Crossings									
	Yes	No	N/A			Yes	No	N/A		Yes	No	N/A			
I.			VI.			I.			V.						
1	/			1				/	1						
a.			/	2				/	2						
2			/	VII.			3			3					
3	/			1		/			4			VI.			
4	/			VIII.			5			1					
5		/		1		/			6			VII.			
II.			2			7			7			1			
1	/						8			8			2		
2	/						9			9			3		
3	/						10			10			VIII.		
III.			II.				1			1					
1	/						1			1			2		
2	/						2			2			IX.		
IV.			III.				1			1					
1	/						1			1			2		
2	/						2			2			3		
V.			IV.				1			1			4		
1	/			1			1								

Explanations/ Comments

Road/Intersection: *N. SIDE MARY ST BETWEEN 6TH ST. + ALICE ST. / PLANT AVE*

Streets				Crossings											
Yes	No	N/A		Yes	No	N/A		Yes	No	N/A	Yes	No	N/A		
I.				VI.				I.				V.			
1	/			1			/	1				1			
a.		/		2			/	2				2			
2		/		VII.				3				3			
3	/			1			/	4				VI.			
4	/			VIII.				5				1			
5	/			1			/	6				VII.			
II.				2			/	7				1			
1	/							8				2			
2	/							9				3			
3	/							10				VIII.			
III.								II.				1			
1	/							1				2			
2	/							2				IX.			
IV.								III.				1			
1	/							1				2			
2	/							2				3			
V.								IV.				4			
1	/			1											

Explanations/ Comments

ALICE ST

Road/Intersection: South Side of MACYST. BET. LOT ST + PLANT AVE.

Streets				Crossings														
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A			
I.				VI.				I.				V.						
1	/			1			/	1				1						
a.			/	2			/	2				2						
2			/	VII.				3				3						
3	/			1		/		4				VI.						
4	/			VIII.				5				1						
5	/			1		/		6				VII.						
II.				2		/		7				1						
1	/							8				2						
2	/							9				3						
3	/							10				VIII.						
III.								II.				1						
1	/							1				2						
2	/							2				IX.						
IV.								III.				1						
1	/							1				2						
2	/							2				3						
V.								IV.				1				4		
1	/			1														

Explanations/ Comments

Road/Intersection: MAY ST. BET. PLANTERS / USKY + SCIENCE AVE / HAINES AVE

Streets				Crossings																							
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A												
I.				VI.				I.				V.															
1		<input checked="" type="checkbox"/>		1			<input checked="" type="checkbox"/>	1					1														
a.		<input checked="" type="checkbox"/>		2			<input checked="" type="checkbox"/>	2					2														
2		<input checked="" type="checkbox"/>		VII.				3					3														
3		<input checked="" type="checkbox"/>		1			<input checked="" type="checkbox"/>	4					VI.														
4		<input checked="" type="checkbox"/>		VIII.				5					1														
5		<input checked="" type="checkbox"/>		1			<input checked="" type="checkbox"/>	6					VII.														
II.				2			<input checked="" type="checkbox"/>	7					1														
1		<input checked="" type="checkbox"/>						8					2														
2		<input checked="" type="checkbox"/>						9								3											
3		<input checked="" type="checkbox"/>						10								VIII.											
III.												II.				1											
1		<input checked="" type="checkbox"/>										1								2							
2		<input checked="" type="checkbox"/>										2								IX.							
IV.																III.				1							
1		<input checked="" type="checkbox"/>														1								2			
2		<input checked="" type="checkbox"/>														2								3			
V.																				IV.				4			
1		<input checked="" type="checkbox"/>		1																							

Explanations/ Comments

Road/Intersection: North SIMÉ LIZADETH ST BET HEMSHARI ST + TERESA ST.

Streets				Crossings											
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A
I.				VI.				I.				V.			
1				1				1				1			
a.				2				2				2			
2				VII.				3				3			
3				1				4				VI.			
4				VIII.				5				1			
5				1				6				VII.			
II.				2				7				1			
1								8				2			
2								9				3			
3								10				VIII.			
III.								II.				1			
1								1				2			
2								2				IX.			
IV.								III.				1			
1								1				2			
2								2				3			
V.								IV.				4			
1				1											

Explanations/ Comments

UNDER CONSTRUCTION AT WAIE HOTEL WILL REQUIRE COMPLETE REPLACEMENT.

Road/Intersection: South Side E. Alameda St. B.F.F. Kinslow St + Tereba St.

Streets						Crossings					
Yes	No	N/A	Yes	No	N/A	Yes	No	N/A	Yes	No	N/A
I.			VI.			I.			V.		
1	/		1		/	1			1		
a.		/	2		/	2			2		
2		/	VII.			3			3		
3	/		1	/		4			VI.		
4	/		VIII.			5			1		
5	/		1	/		6			VII.		
II.			2	/		7			1		
1	/					8			2		
2	/					9			3		
3	/					10			VIII.		
III.						II.			1		
1	/					1			2		
2	/					2			IX.		
IV.						III.			1		
1	/					1			2		
2	/					2			3		
V.						IV.			4		
1	/		1								

Explanations/ Comments

Road/Intersection: North Side Elizabeth St. bet Tebeau St + Parker St

Streets				Crossings											
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A				
I.				VI.				I.				V.			
1	/		/	1			/	1				1			
a.			/	2			/	2				2			
2	/		/	VII.				3				3			
3	/		/	1	/			4				VI.			
4	/		/	VIII.				5				1			
5	/		/	1	/			6				VII.			
II.				2	/		/	7				1			
1	/		/					8				2			
2	/		/					9				3			
3	/		/					10				VIII.			
III.								II.				1			
1	/		/					1				2			
2	/		/					2				IX.			
IV.								III.				1			
1	/		/					1				2			
2	/		/					2				3			
V.								IV.				4			
1	/		/	1				1							

Explanations/ Comments

Road/Intersection: South Side Elizabeth St. BET. TOWNSEND ST + PARKER ST.

Streets						Crossings															
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A						
I.			VI.			I.			V.												
1	/			1			/	1				1									
a.			/	2			/	2				2									
2			/	VII.			3			3											
3	/			1		/		4				VI.									
4	/			VIII.			5			1											
5	/			1		/		6				VII.									
II.			2			7			1												
1	/									8			2								
2	/									9				9			3				
3	/									10				10			VIII.				
III.										II.			1								
1	/															1			2		
2	/															2			IX.		
IV.										III.			1								
1	/															1			2		
2	/															2			3		
V.										IV.			4								
1	/									1			4								

Explanations/ Comments

Road/Intersection: NORTH SIDE E. LINCOLN ST. BET. PALMER ST + PENNINGTON ST.

Streets				Crossings													
Yes	No	N/A		Yes	No	N/A		Yes	No	N/A							
I.			VI.	I.			V.										
1	/		1			/	1				1						
a.		/	2			/	2				2						
2		/	VII.				3				3						
3	/		1		/		4				VI.						
4	/		VIII.				5				1						
5	/		1		/		6				VII.						
II.			2		/		7				1						
1	/						8				2						
2	/						9			3							
3	/						10			VIII.							
III.							II.			1				2			
1	/						1			2				IX.			
2	/						2			1				2			
IV.							III.			2				3			
1	/						1			1				4			
2	/						2			IV.							
V.							1			1							

Explanations/ Comments

Road/Intersection: *SOUTH SIDE Elizabeth St bet. FAIRBANKS ST + Rockledge St.*

Streets						Crossings											
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		
I.			VI.			I.			V.								
1	/			1			/	1				1					
a.			/	2			/	2				2					
2	/			VII.			3			3							
3	/			1			/	4				VI.					
4	/			VIII.			5			1							
5	/			1			/	6				VII.					
II.			2			7			1								
1	/									8			2				
2	/									9				3			
3	/									10				VIII.			
III.			II.							1			1				
1	/									1				2			
2	/									2				IX.			
IV.			III.							1			1				
1	/									1				2			
2	/									2				3			
V.			IV.							1			4				
1	/			1													

Explanations/ Comments

Road/Intersection: *PENDLETON ST + NORTH SIDE ELIZABETH ST BET. LOTS 51 & 52*

Streets						Crossings									
	Yes	No	N/A			Yes	No	N/A		Yes	No	N/A			
I.			VI.			I.			V.						
1	/			1				/	1						
a.			/	2				/	2						
2			/	VII.			3			3					
3	/			1		/			4			VI.			
4	/			VIII.			5			1					
5	/			1		/			6			VII.			
II.			2			7			1						
1	/									8			2		
2	/									9			3		
3	/									10			VII.		
III.			II.							1					
1	/									1			2		
2	/									2			IX.		
IV.			III.							1					
1	/									1			2		
2	/									2			3		
V.			IV.							4					
1	/			1											

Explanations/ Comments

Road/Intersection: *South Side Elizabeth St. bet. Pendleton St + Lott St / Pleasant Ave*

Streets						Crossings						
	Yes	No	N/A			Yes	No	N/A		Yes	No	N/A
I.			VI.			I.			V.			
1	/			1				/	1			
a.			/	2				/	2			
2			/	VII.			3			3		
3	/			1		/			4			VI.
4	/			VIII.			5			1		
5	/			1		/			6			VII.
II.						7			7			1
1	/						8			8		2
2	/						9			9		3
3	/						10			10		VIII.
III.						II.			1			
1	/						1			1		2
2	/						2			2		IX.
IV.						III.			1			
1	/						1			1		2
2	/						2			2		3
V.						IV.			1			
1	/						1			1		4

Explanations/ Comments

Road/Intersection: North Side Lane St Bet. Remshart St + Texeou St.

Streets						Crossings														
	Yes	No	N/A			Yes	No	N/A		Yes	No	N/A	Yes	No	N/A					
I.			VI.			I.			V.											
1	/			1	/				1				1							
a.				2	/				2				2							
2				VII.			3			3										
3	/			1	/				4				VI.							
4	/			VIII.			5			1										
5				1	/				6				VII.							
II.			2			7			1											
1	/									8				2						
2	/									9				3						
3	/									10				VII.						
III.			1							II.			1							
1	/									1				2						
2	/									2				IX.						
IV.			1							III.			1							
1	/									1				2						
2	/									2				3						
V.			1							IV.			1							
1	/			1				4												

Explanations/ Comments

Road/Intersection: SOUTH SIDE JANE ST. BET. KEMSHACT ST + FERRAN ST.

Streets				Crossings														
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A			
I.				VI.				I.				V.						
1	/			1	/			1				1						
a.			/	2	/			2				2						
2			/	VII.				3				3						
3	/			1		/		4				VI.						
4	/			VIII.				5				1						
5		/		1		/		6				VII.						
II.				2		/		7				1						
1		/						8				2						
2	/							9				3						
3	/							10				VII.						
III.								II.				1						
1	/							1				2						
2	/							2				IX.						
IV.								III.				1						
1		/						1				2						
2		/						2				3						
V.								IV.				4						
1	/			1														

Explanations/ Comments

Road/Intersection: NORTH SIDE JANE ST. BET. TERREAU ST + PARKER ST.

Streets				Crossings													
	Yes	No	N/A	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A			
I.				VI.			I.						V.				
1	/			1		/	1					1					
a.			/	2		/	2					2					
2			/	VII.			3					3					
3	/			1		/	4					VI.					
4	/			VIII.			5					1					
5		/		1		/	6					VII.					
II.				2		/	7					1					
1	/						8					2					
2	/						9							3			
3	/						10							VIII.			
III.							II.						1				
1	/						1							2			
2	/						2							IX.			
IV.							III.						1				
1	/						1							2			
2	/						2							3			
V.							IV.						4				
1	/			1													

Explanations/ Comments

Road/Intersection: SOUTH SIDE JANE ST. BETWEEN JEBEAU ST + PARKER ST.

Streets				Crossings														
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A			
I.				VI.				I.				V.						
1	/			1			/	1				1						
a.			/	2			/	2				2						
2			/	VII.				3				3						
3	/			1		/		4				VI.						
4	/			VIII.				5				1						
5	/			1		/		6				VII.						
II.				2		/		7				1						
1	/							8				2						
2	/							9				3						
3	/							10				VIII.						
III.								II.				1						
1	/							1				2						
2	/							2				IX.						
IV.								III.				1						
1	/							1				2						
2	/							2				3						
V.								IV.				4						
1	/			1														

Explanations/ Comments

Road/Intersection: *North side of JANE ST BET. PARKER ST. + PENNINGTON ST / CLAY AVE*

Streets				Crossings															
Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A					
I.				VI.				I.				V.							
1	/			1			/	1				1							
a.		/		2			/	2				2							
2				VII.				3				3							
3	/			1			/	4				VI.							
4	/			VIII.				5				1							
5	/			1			/	6				VII.							
II.				2			/	7				1							
1	/							8				2							
2	/							9				3							
3	/							10				VIII.							
III.								II.				1				1			
1	/							1				2				2			
2	/							2				IX.							
IV.								III.				1				1			
1	/							1				2				2			
2	/							2				3				3			
V.								IV.				4				4			
1	/			1				1											

Explanations/ Comments

Road/Intersection:

SOUTH SIDE LANE ST. BET PARKER ST + PENNINGTON ST /

PAR AVE.

Streets				Crossings														
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A			
I.				VI.				i.				v.						
1		/		1			/	1				1						
a.		/		2			/	2				2						
2		/		VII.				3				3						
3		/		1	/			4				VI.						
4		/		VIII.				5				1						
5		/		1			/	6				VII.						
II.				2			/	7				1						
1		/						8				2						
2		/						9				3						
3		/						10				VIII.						
III.								II.				1						
1		/						1				2						
2		/						2				IX.						
IV.								III.				1						
1		/						1				2						
2		/						2				3						
V.								IV.				4						
1		/		1				1										

Explanations/ Comments

Road/Intersection: FRANCIS ST. BETWEEN REMSHAK ST + TEBEAU ST.

Streets						Crossings									
	Yes	No	N/A		N/A		Yes	No	N/A		Yes	No	N/A		
I.			VI.			I.			V.						
1	/			1	/		1			1					
a.	/		/	2	/		2			2					
2			/	VII.			3			3					
3	/			1		/	4			VI.					
4		/		VIII.			5			1					
5		/		1		/	6			VII.					
II.			2			7			1						
1		/					8			2					
2		/					9			3					
3		/					10			VIII.					
III.			II.				1								
1		/					1			2					
2	/						2			IX.					
IV.			III.				1								
1		/					1			2					
2		/					2			3					
V.			IV.				1			4					
1	/			1											

Explanations/ Comments

Road/Intersection: N. SIDE JENKINS ST BET. PLANS AVE + HAIZES AVE

Streets				Crossings											
Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A	
I.				VI.				I.				V.			
1	/			1	/			1				1			
a.			/	2	/			2				2			
2			/	VII.				3				3			
3	/			1	/			4				VI.			
4	/			VIII.				5				1			
5	/			1	/			6				VII.			
II.				2	/			7				1			
1	/							8				2			
2	/							9				3			
3	/							10				VII.			
III.								II.				1			
1	/							1				2			
2	/							2				IX.			
IV.								III.				1			
1	/							1				2			
2	/							2				3			
V.								IV.				4			
1	/			1											

Explanations/ Comments

Road/Intersection: SOUTH SIDE TENNIS ST BET. PLANT AVE + HALPER AVE

Streets				Crossings											
Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A	
I.				VI.				I.				V.			
1	/			1	/			1				1			
a.		/		2	/			2				2			
2			/	VII.				3				3			
3	/			1		/		4				VI.			
4	/			VIII.				5				1			
5	/			1		/		6				VII.			
II.				2		/		7				1			
1		/						8				2			
2		/						9				3			
3		/						10				VIII.			
III.								II.				1			
1	/							1				2			
2	/							2				IX.			
IV.								III.				1			
1		/						1				2			
2		/						2				3			
V.								IV.				4			
1	/			1											

Explanations/ Comments

Road/Intersection: PHOENIX PARK

Streets						Crossings							
Yes	No	N/A	Yes	No	N/A	Yes	No	N/A	Yes	No	N/A		
I.			VI.			I.			V.				
1	/		1		/	1			1				
a.		/	2		/	2			2				
2	/		VII.			3			3				
3	/		1		/	4			VI.				
4	/		VIII.			5			1				
5	/		1		/	6			VII.				
II.			2		/	7			1				
1	/					8			2				
2	/					9			3				
3	/					10			VIII.				
III.						II.			1				
1	/					1			2				
2	/					2			IX.				
IV.						III.			1				
1	/					1			2				
2	/					2			3				
V.						IV.			4				
1	/		1										

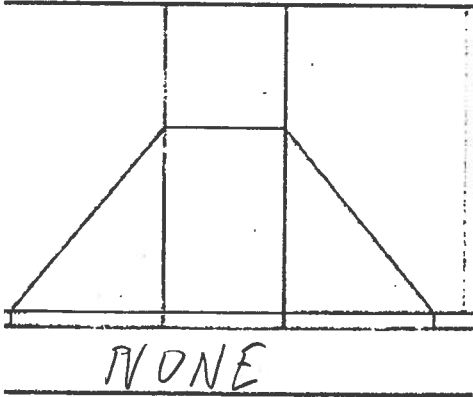
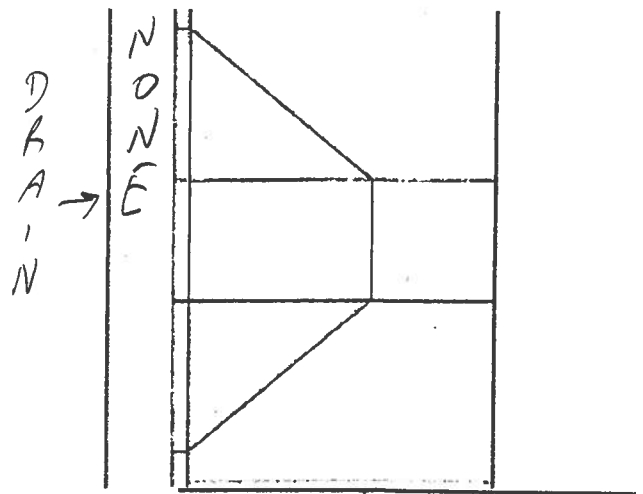
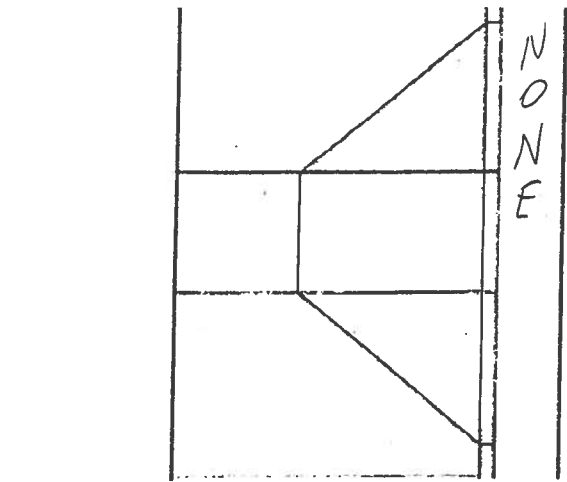
Explanations/ Comments

APPENDIX F
Crossing Assessment

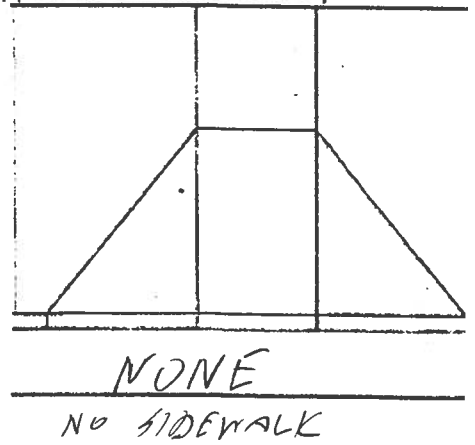
Road/Intersection: PLANT AVE AT KNIGHT AVE / ALDANG AVE

Streets						Crossings									
	Yes	No	N/A			Yes	No	N/A		Yes	No	N/A			
I.			VI.			I.			V.						
1				1					1	/					
a.				2					2	/					
2				VII.			3			3	/				
3				1					VI.						
4				VIII.			4	/		1	/				
5				1					6	/					
II.			2					7	/						
1							8	/		1	/				
2							9	/			2	/			
3							10	/			3	/			
III.			VIII.				II.			1					
1										1	/		2	/	
2										2	/		IX.		
IV.			III.				1			1					
1										1	/		2	/	
2										2	/		3	/	
V.			IV.				2			4					
1							1	/							

Explanations/ Comments



DRAIN AT CORNER
 PLANT AVE.



NO CROSSWALK MARKINGS

ALBANY AVE.

NO MARKINGS

MOST GLTTER TO
 PAVEMENT TRANSITIONS
 HIGH

NO MARKINGS

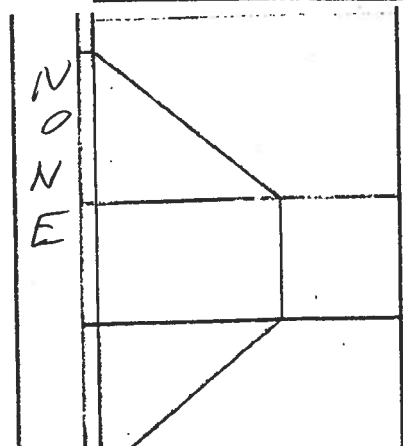
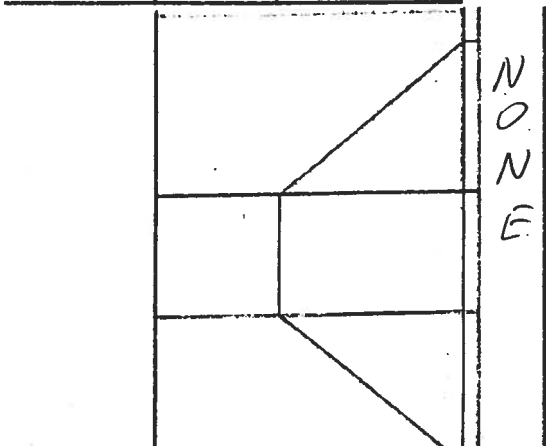
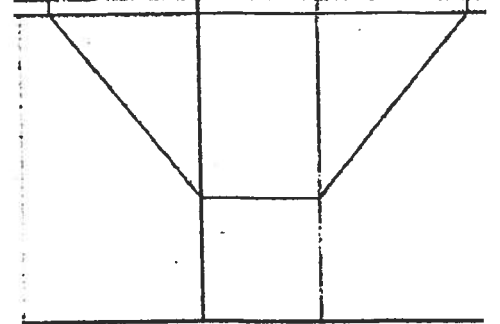
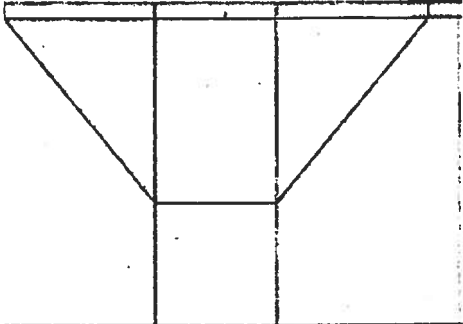
KNIGHT AVE.

NO SIDEWALK

NONE

NO CROSSWALK MARKINGS

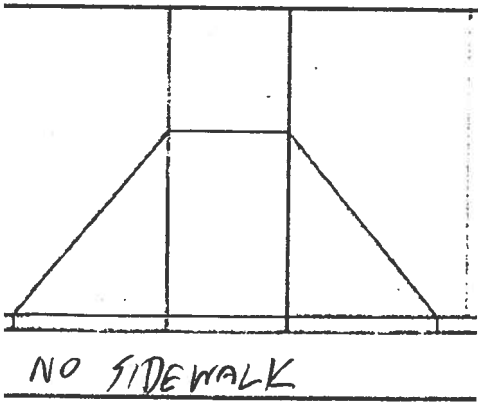
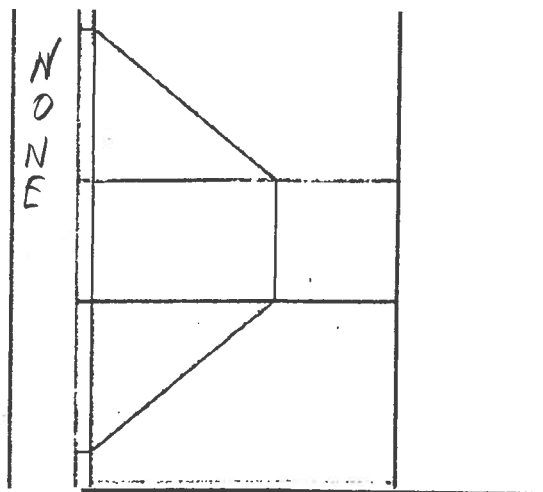
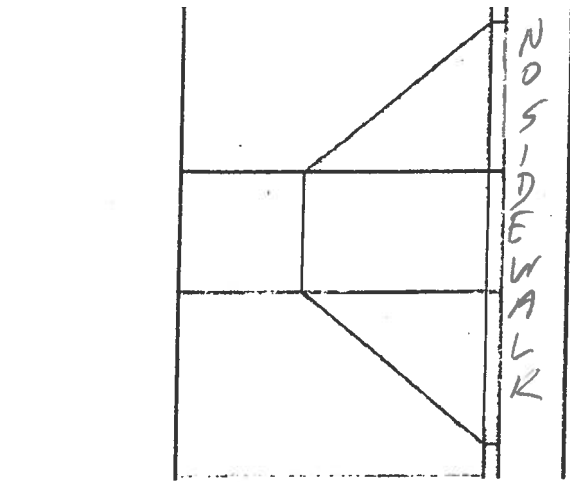
NONE



Road/Intersection: LEE AVE / SEVEN AVE AT KNIGHT AVE

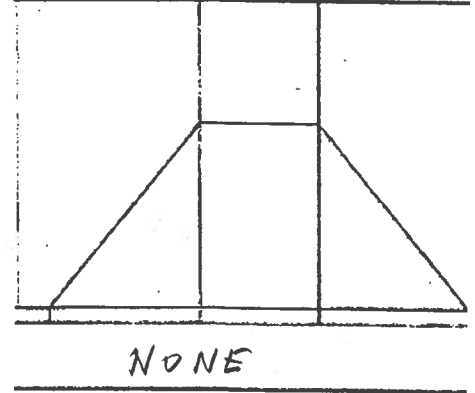
Streets				Crossings											
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A
I.				VI.				I.				V.			
1				1				1	/			1		/	
a.				2				2	/			2		/	
2				VII.				3	/			3		/	
3				1				4	/			VI.			
4				VIII.				5		/		1	/		
5				1				6		/		VII.			
II.				2				7		/		1	/		
1								8		/		2	/		
2								9		/		3	/		
3								10		/		VIII.			
III.								II.				1		/	
1								1		/		2		/	
2								2		/		IX.			
IV.								III.				1		/	
1								1		/		2		/	
2								2		/		3		/	
V.								IV.				4		/	
1				1		/				/					

Explanations/ Comments



SCIENCE AVE

NO CROSSWALK MARKINGS



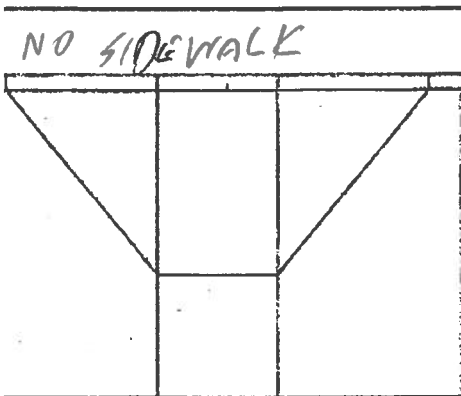
NONE
DRAIN

NO
MARKINGS

MOST CUTTER TO
PAVEMENT TRANSITIONS
HIGH

NO
MARKINGS

KNIGHT AVE

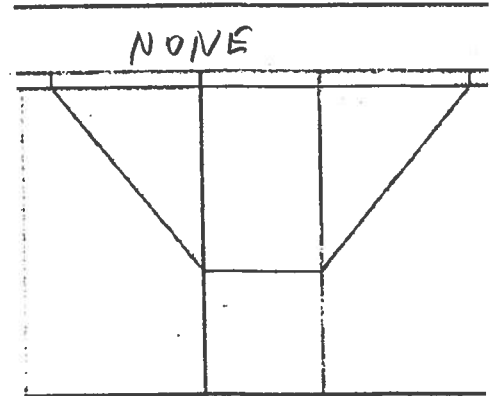


NO CROSSWALK MARKINGS

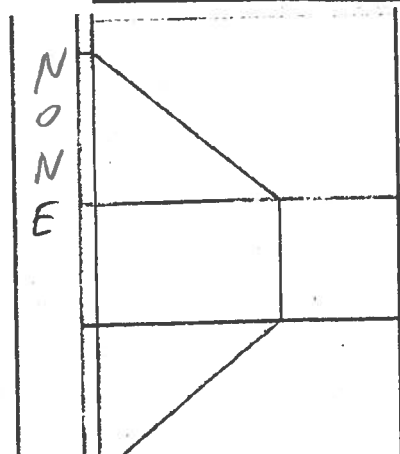
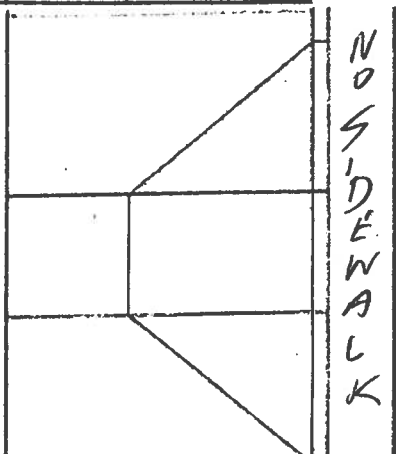
LEE ST.



MEDIA IS NOT LARGE
ENOUGH FOR PERSON



NONE

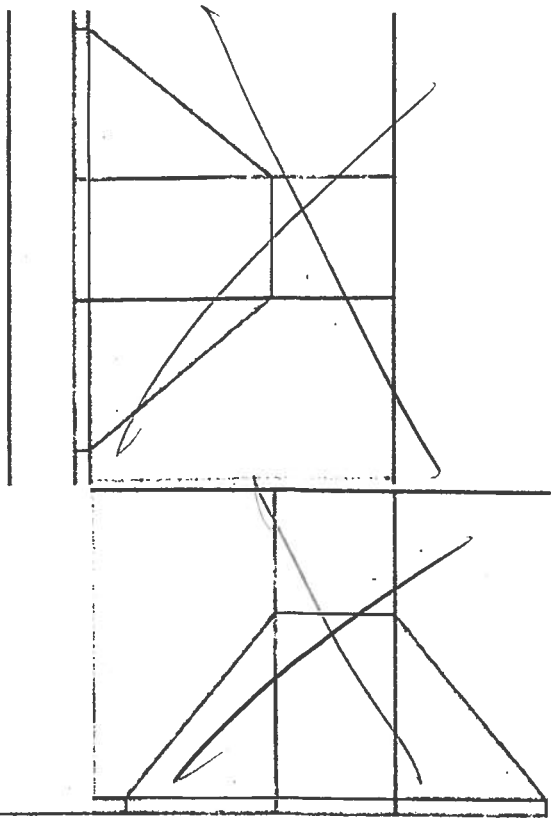
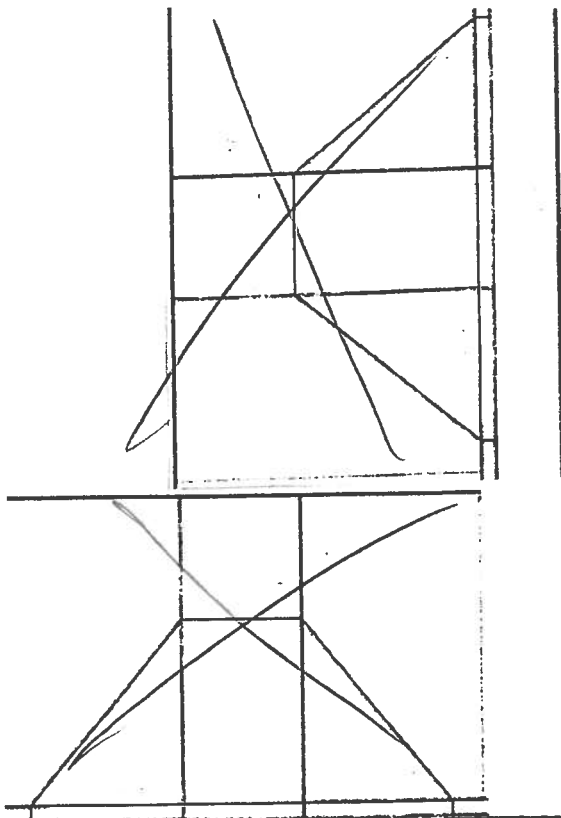


Road/Intersection:

Brunswick Ave at Folks St.

Streets						Crossings																							
	Yes	No	N/A			Yes	No	N/A		Yes	No	N/A		Yes	No	N/A													
I.			VI.			I.			V.																				
1				1					1	/			1	/															
a.				2					2	/			2	/															
2				VII.			3			3																			
3				1					4	/			VI.																
4				VIII.			5			1																			
5				1					6	/			VII.																
II.			2			7			1																				
1										8	/		2	/															
2										9	/			3	/														
3										10	/			VIII.															
III.			1							2			1																
1																1	/		2	/									
2																2	/			IX.									
IV.			1													1			1										
1																						1	/		2	/			
2																						2	/			3	/		
V.			1																			1			4				
1																						1	/		4	/			

Explanations/ Comments



NO
SIDEWALK

DEAD END

NO MARKINGS } NOT GUTTER TO PAVEMENT
TRANSITIONS HIGH

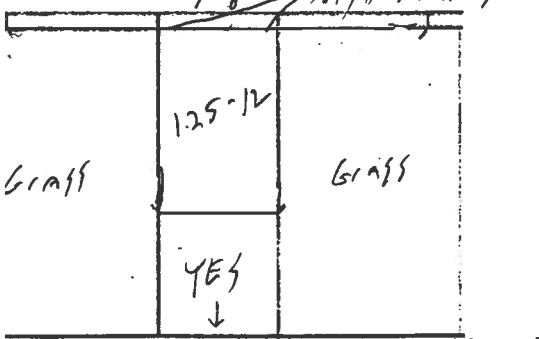
NO MARKINGS } BRUNSWICK AVE

NO CROSSWALK MARKINGS

POOR TRANSIT
HIGH PAVEMENT

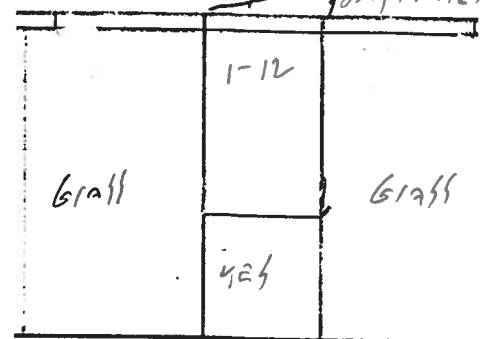
High PAVEMENT

7'8" slight FLARES



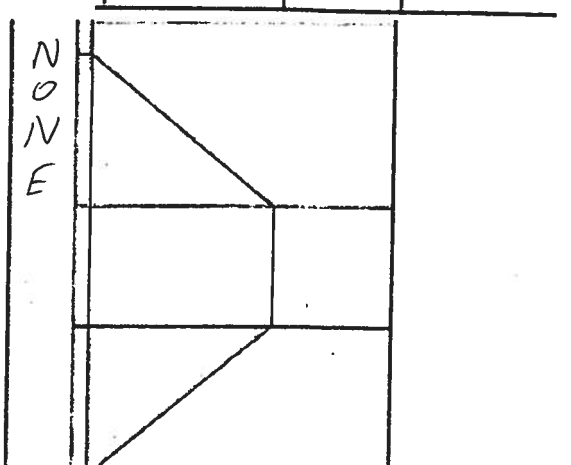
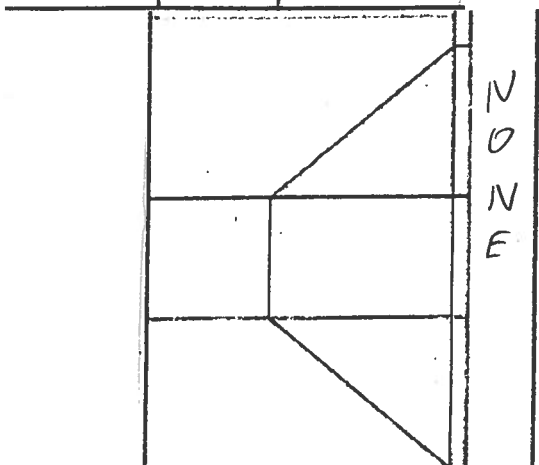
FOLKS ST.

7' slight FLARES



NONE

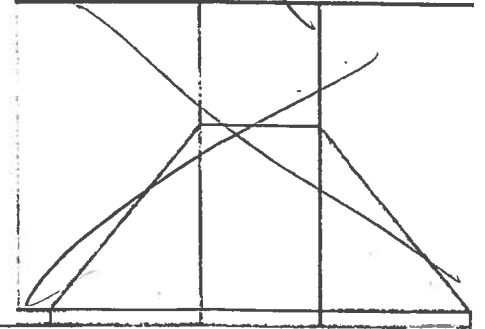
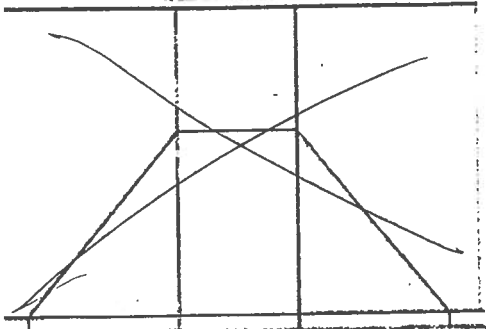
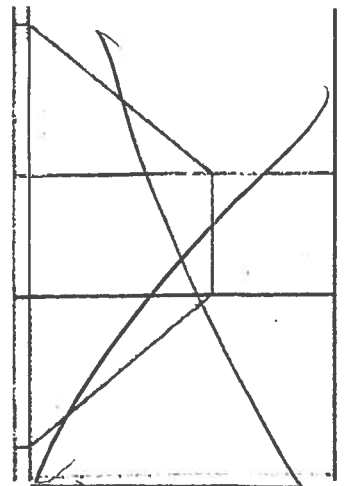
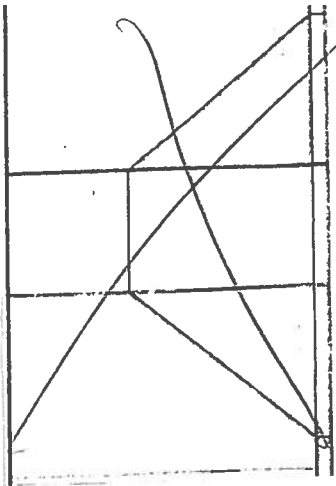
NONE



Road/Intersection: Brunswick Ave at Kemshact St.

Streets				Crossings											
Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A	
I.				VI.				I.				V.			
1				1				1			/	1	/		
a.				2				2			/	2			/
2				VII.				3			/	3	/		/
3				1				4			/	VI.			
4				VIII.				5			/	1			/
5				1				6			/	VII.			
II.				2				7			/	1	/		/
1								8			/	2	/		/
2								9			/	3			/
3								10			/	VIII.			
III.								II.				1			/
1								1			/	2			/
2								2			/	IX.			
IV.								III.				1			/
1								1			/	2			/
2								2			/	3			/
V.								IV.				4			/
1				1			/								

Explanations/ Comments



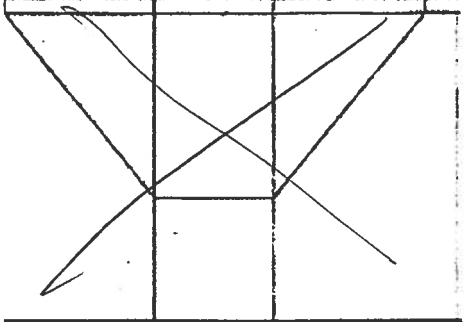
NO SIDEWALK

DEAD END

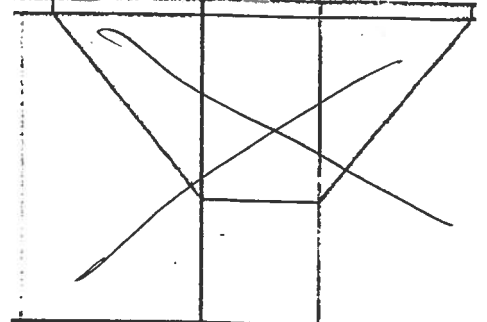
NO SIDEWALK

BRUNSWICK AVE

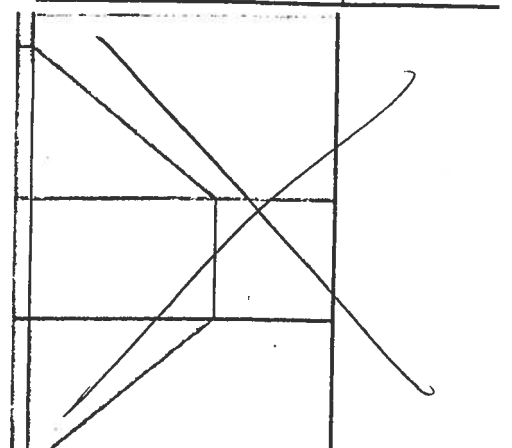
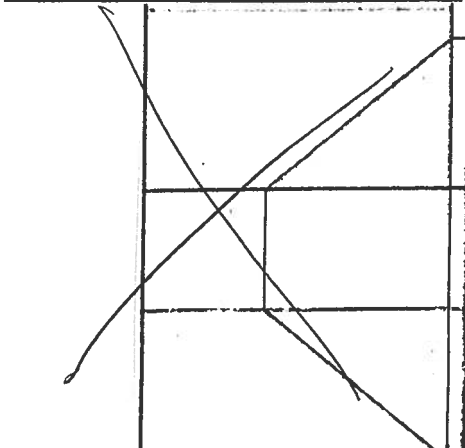
NO SIDEWALK



NO SIDEWALK



REMSHALT ST.



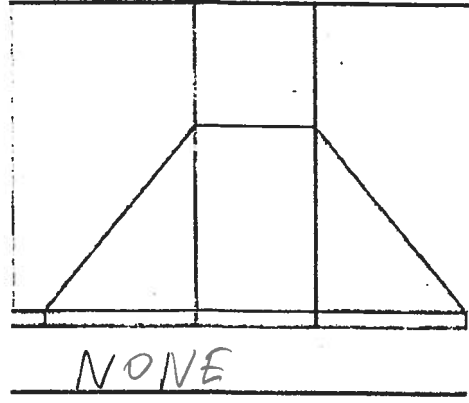
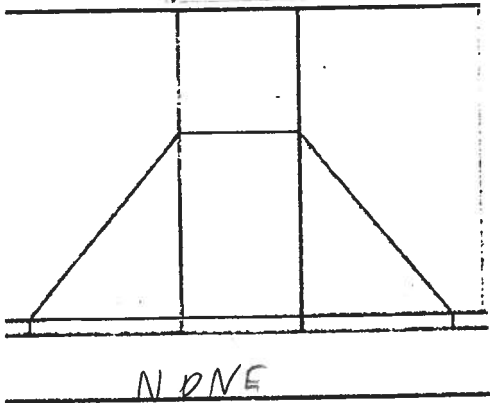
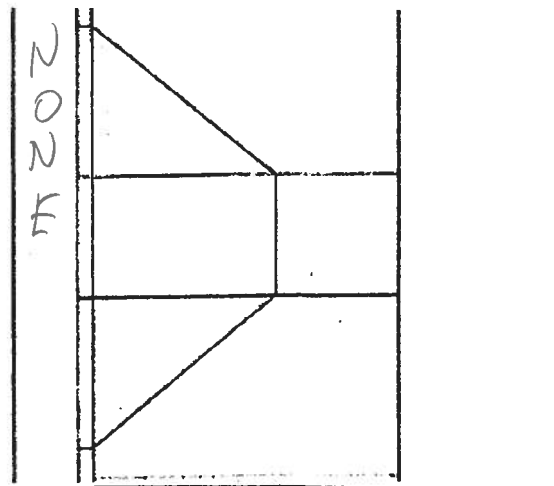
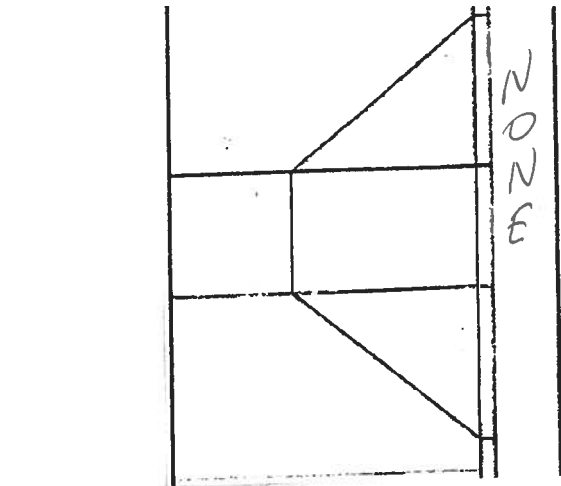
Road/Intersection:

Brunswick Ave at Tebeau St.

Streets				Crossings													
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		
I.				VI.				I.				V.					
1				1				1		✓		1	✓				
a.				2				2		✓		2		✓			
2				VII.				3		✓		3		✓			
3				1				4		✓		VI.					
4				VIII.				5	✓			1	✓				
5				1				6			✓	VII.					
II.				2				7			✓	1		✓			
1								8			✓	2	✓				
2								9	✓			3			✓		
3								10		✓		VIII.					
III.								II.				1				✓	
1								1	✓			2			✓		
2								2		✓		IX.					
IV.								III.				1			✓		
1								1		✓		2				✓	
2								2		✓		3				✓	
V.								IV.				4				✓	
1				1		✓											

Explanations/ Comments

Large empty box for Explanations/ Comments.



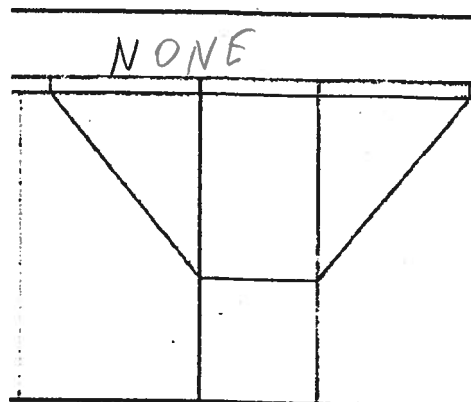
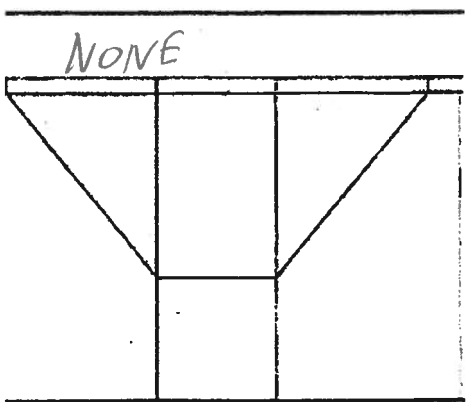
TERREAU ST.

NO CROSSWALK MARKINGS

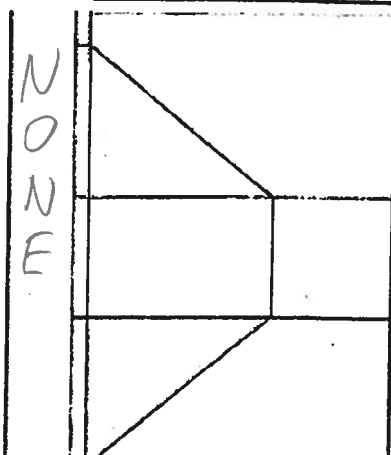
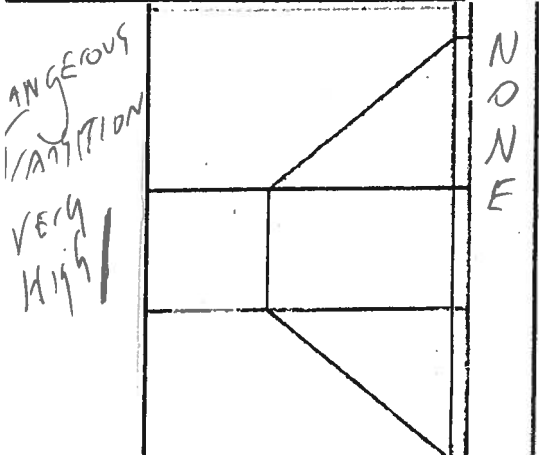
NO MARKINGS

NO MARKINGS

BRUNSWICK AVE.



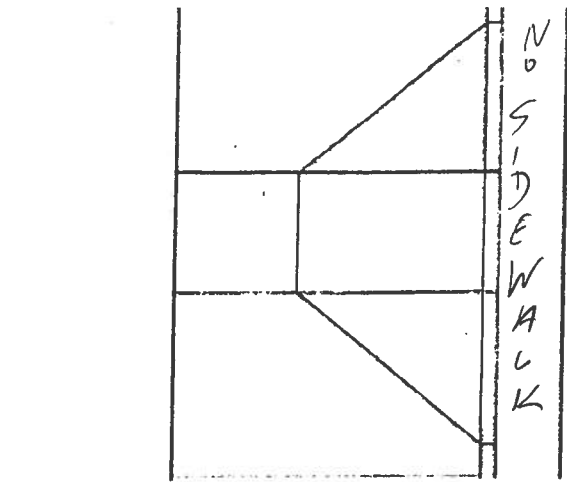
NO CROSSWALK MARKINGS



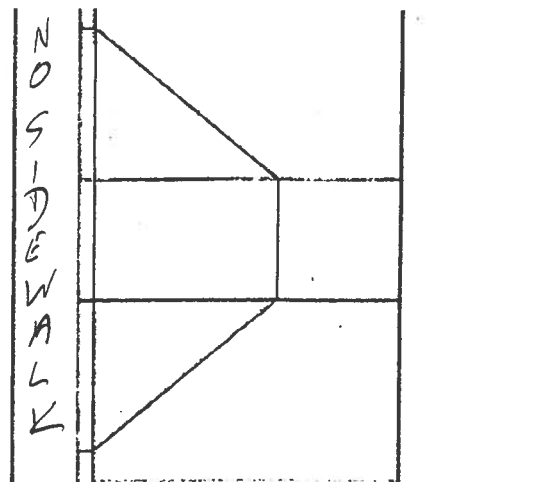
Road/Intersection: BRUNSWICK AVE AT PENDELTON

Streets				Crossings											
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A				
I.				VI.				I.				V.			
1				1				1		✓		1	✓	✓	
a.				2				2		✓		2	✓		
2				VII.				3		✓		3		✓	
3				1				4	✓			VI.			
4				VIII.				5		✓		1		✓	
5				1				6			✓	VII.			
II.				2				7			✓	1	✓		
1								8			✓	2	✓		
2								9			✓	3	✓		
3								10			✓	VIII.			
III.								II.				1			✓
1								1	✓			2			✓
2								2	✓			IX.			
IV.								III.				1			✓
1								1			✓	2			✓
2								2			✓	3			✓
V.								IV.				4			✓
1				1			✓								

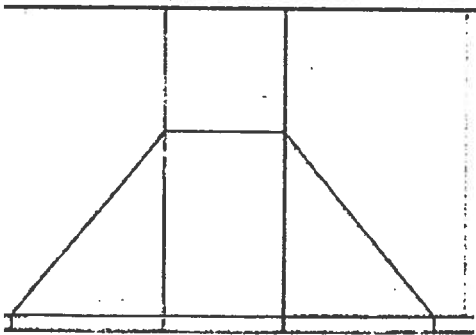
Explanations/ Comments



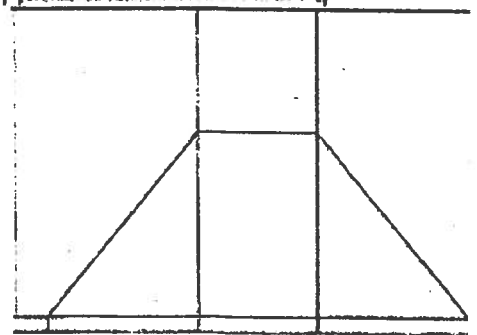
N
O
S
I
D
E
W
A
L
K



N
O
S
I
D
E
W
A
L
K



N
O
S
I
D
E
W
A
L
K



N
O
S
I
D
E
W
A
L
K

PENDLETON ST.

N
O
C
R
O
S
S
W
A
L
K
M
A
R
K
I
N
G
S

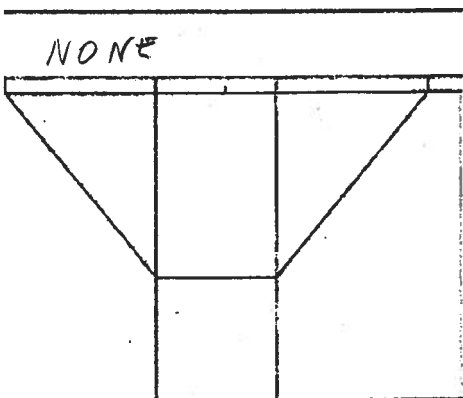
N
O
M
A
R
K
I
N
G
S

M
O
S
T
G
U
T
E
R
T
O
P
A
V
E
M
E
N
T
T
R
A
N
S
I
T
I
O
N
S
H
I
G
H

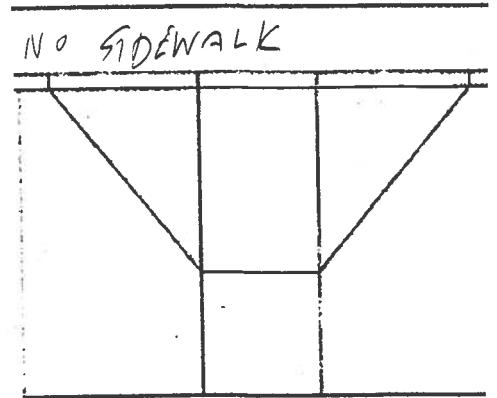
N
O
M
A
R
K
I
N
G
S

B
R
I
S
W
I
C
K
A
V
E

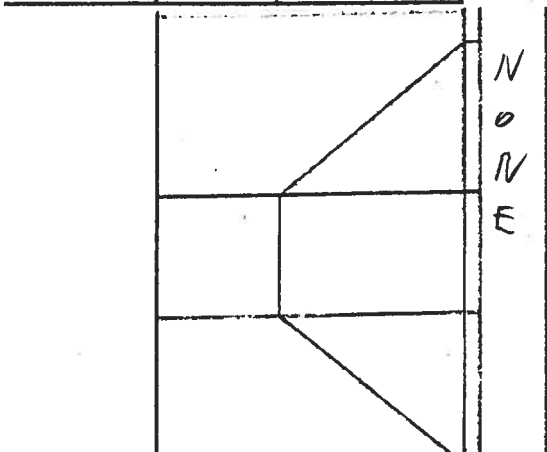
N
O
C
R
O
S
S
W
A
L
K
M
A
R
K
I
N
G
S



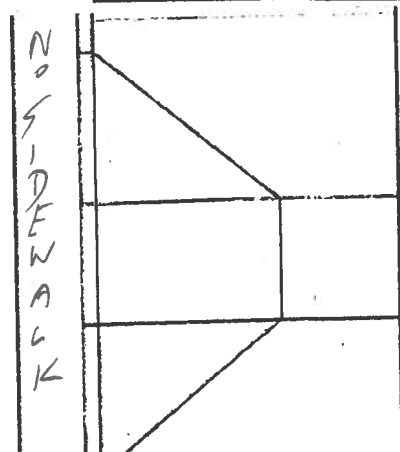
N
O
N
E



N
O
S
I
D
E
W
A
L
K



N
O
N
E

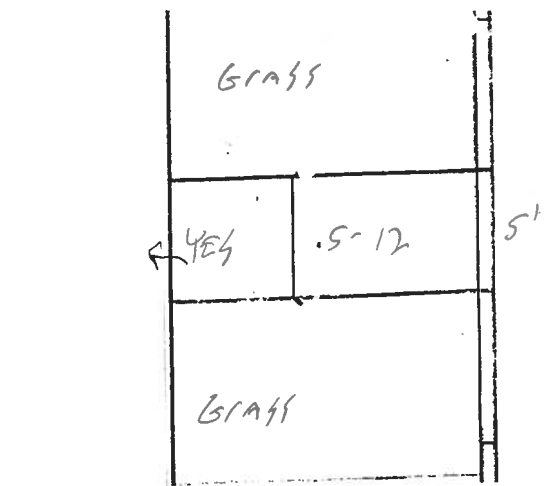


N
O
S
I
D
E
W
A
L
K

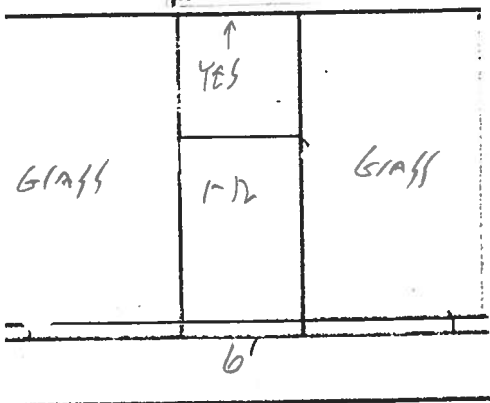
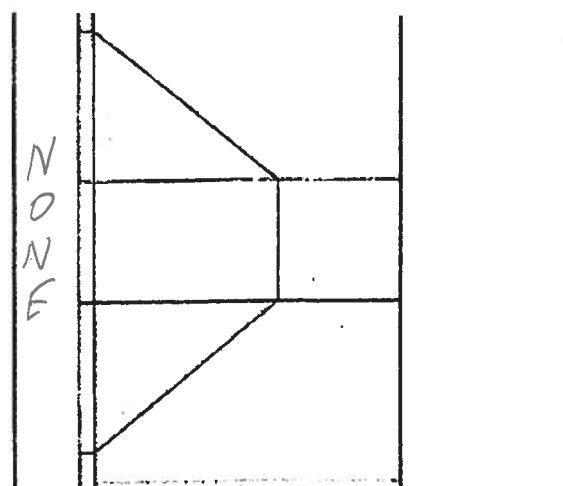
Road/Intersection: CARSMILL AVE AT FOLKS ST

Streets				Crossings											
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A
I.				VI.				I.				V.			
1				1				1		✓		1	✓		
a.				2				2		✓		2		✓	
2				VII.				3		✓		3	✓		
3				1				4		✓		VI.			
4				VIII.				5		✓		1		✓	
5				1				6		✓		VII.			
II.				2				7		✓	✓	1	✓		
1								8		✓	✓	2	✓		
2								9		✓		3			✓
3								10		✓		VIII.			
III.								II.				1		✓	
1								1	✓			2			✓
2								2		✓		IX.			
IV.								III.				1			✓
1								1		✓		2			✓
2								2		✓		3			✓
V.								IV.				4			✓
1				1	✓										

Explanations/ Comments

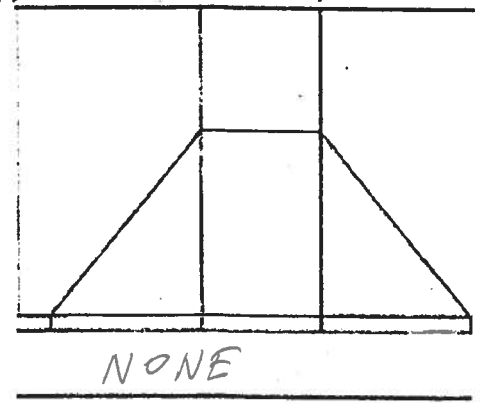


Poor
Transition
High gutter/
Pavement



TOLLES ST

NO CROSSWALK MARKINGS



Poor Transition
High GUTTER

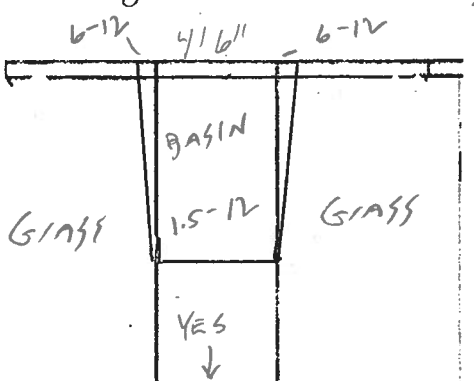
POOR GUTTER TO PAVEMENT
TRANSITIONS High

Poor Transition
High GUTTER

NO MARKINGS

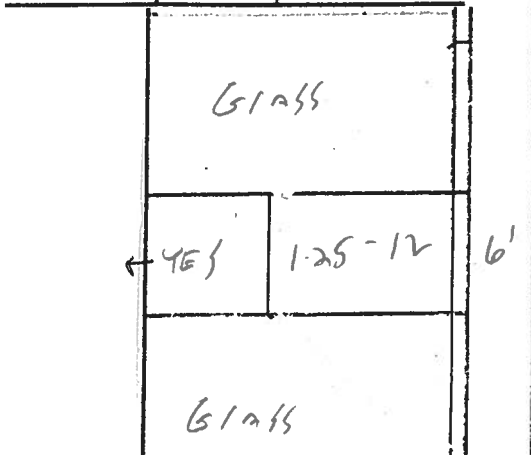
NO MARKINGS

CARSWELL AVE



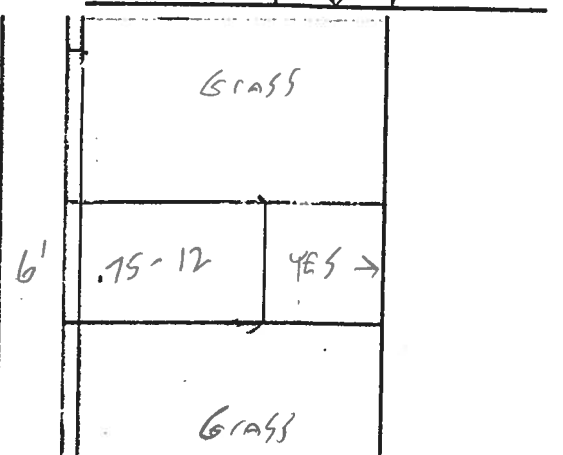
NO CROSSWALK MARKINGS

High curb
6'



Poor
Transition
High gutter

Poor
Transition
BROKEN
LIP

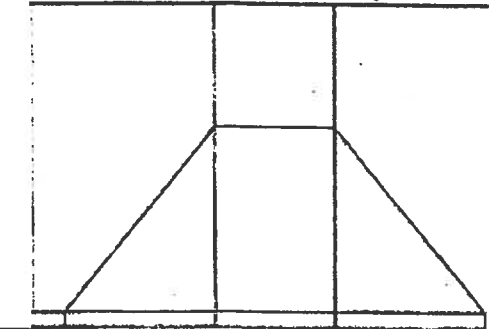
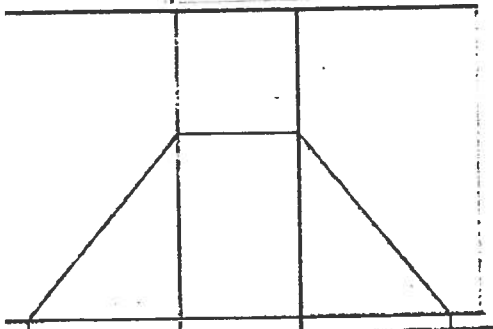
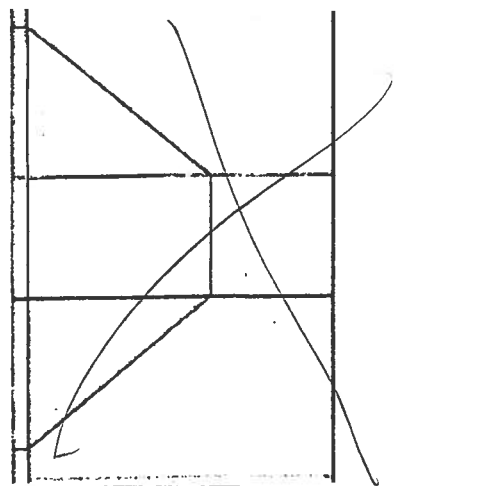
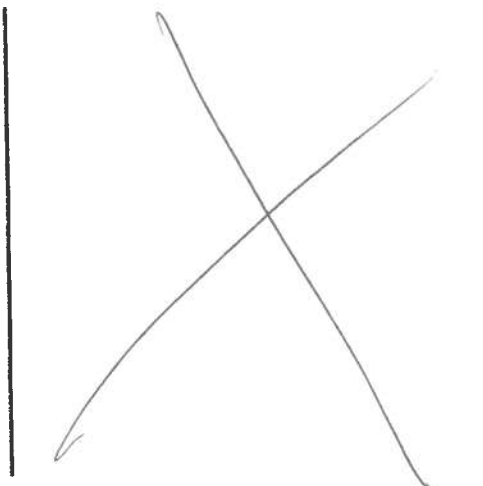
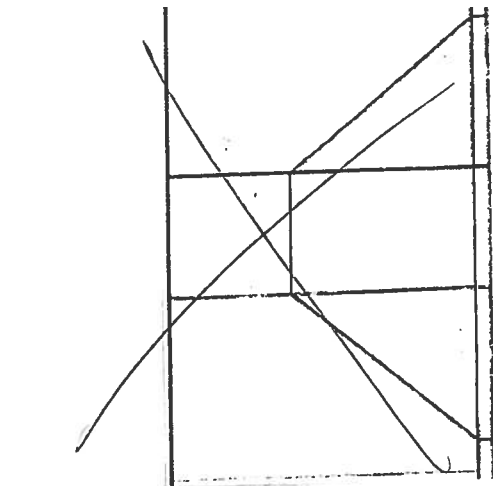


Road/Intersection:

LANSWELL AVE AT BEMSHART

Streets				Crossings															
Yes	No	N/A		Yes	No	N/A		Yes	No	N/A									
I.				VI.				I.				V.							
1			1	1			1	1		✓	1	1	✓						
a.			2	2			2	2		✓	2	2	✓						
2				VII.				3		✓	3	3	✓						
3			1	1			4	4	✓		VI.								
4				VIII.				5		✓	1	1	✓						
5			1	1			6	6		✓	VII.								
II.				2			7	7		✓	1	1	✓						
1								8		✓	2	2	✓						
2								9		✓	3	3	✓		3	3	✓		
3								10		✓	VIII.								
III.								II.				1		✓	1	1	✓		
1								1		✓	2	2		✓	2	2		✓	
2								2		✓	IX.								
IV.								III.				1		✓	1	1		✓	
1								1		✓	2	2		✓	2	2		✓	
2								2		✓	3	3		✓	3	3		✓	
V.								IV.				4		✓	4	4		✓	
1				1		✓													

Explanations/ Comments



NONE

DEAD END

NONE

NO MARKINGS

POOR TRANSITION GUTTER TO PAVEMENT TRANSITIONS HIGH

NO MARKINGS

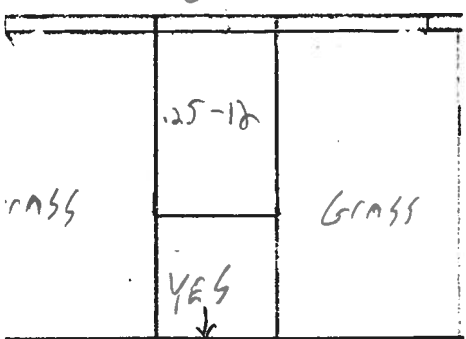
CARSWELL AVE

POOR TRANSITION PAVEMENT LIP HIGH

6'

NO CROSSWALK MARKINGS

NONE



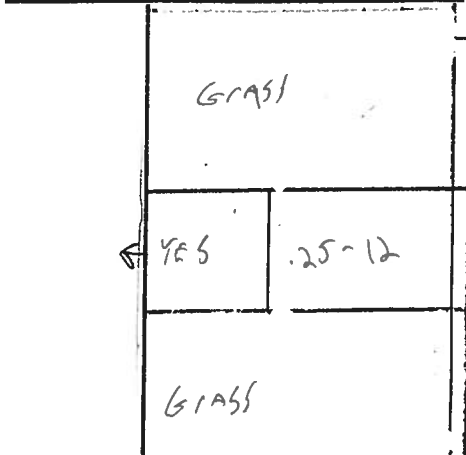
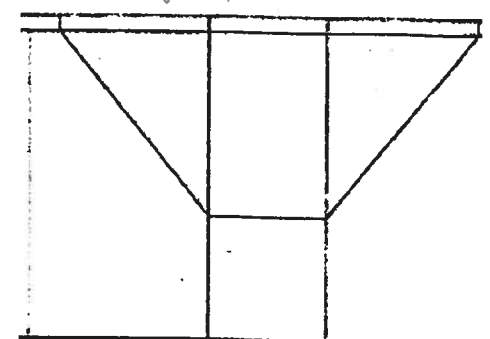
.25-12

GRASS

GRASS

YES

REMSHART ST.



GRASS

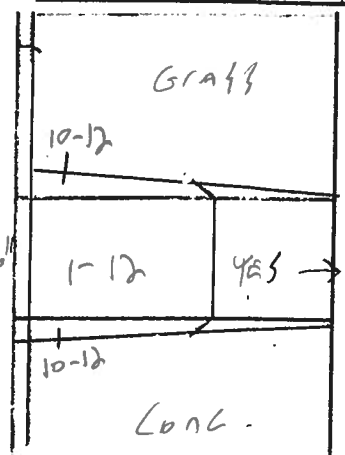
YES

.25-12

6'4"

POOR TRANSITION GUTTER / PAVEMENT BUT - DIP

POOR TRANSITION HIGH



GRASS

10-12

1-12

YES

10-12

CONC.

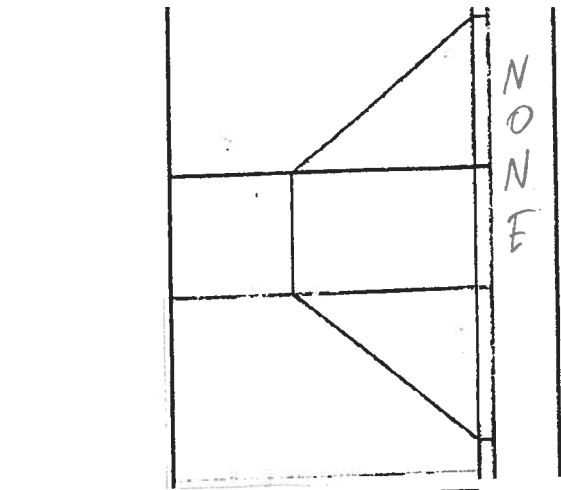
4'6"

Road/Intersection:

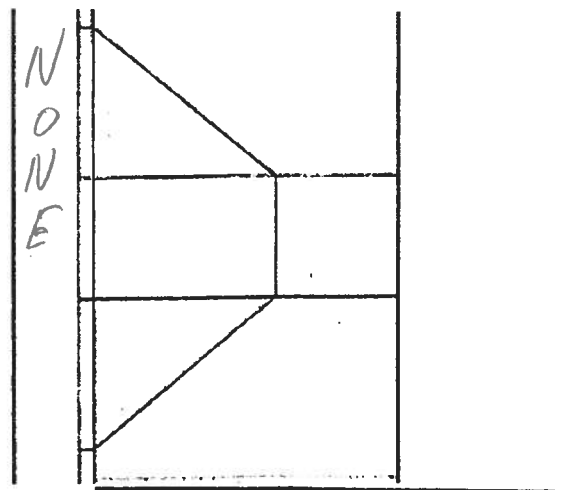
CARSWELL AVE AT TEBEAU ST.

Streets				Crossings											
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A
I.				VI.				I.				V.			
1				1				1	/			1	/		
a.				2				2	/			2	/		
2				VII.				3	/			3	/		
3				1				4	/			VI.			
4				VIII.				5	/			1	/		
5				1				6	/			VII.			
II.				2				7	/			1	/		
1								8	/			2	/		
2								9	/			3	/		
3								10	/			VIII.			
III.								II.				1	/		
1								1	/			2	/		
2								2	/			IX.			
IV.								III.				1	/		
1								1	/			2	/		
2								2	/			3	/		
V.								IV.				4	/		
1				1	/										

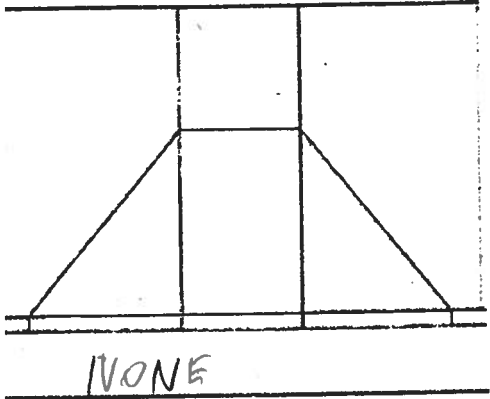
Explanations/ Comments



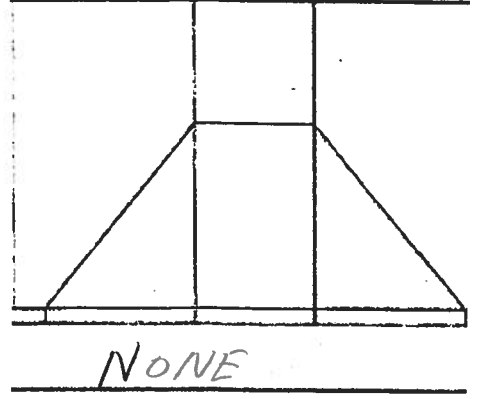
TEBEAU ST.



SPERM DRAINS
AT CORNERS



FAIR CROSSWALK MARKINGS



P
D
R
M
A
R
K
I
N
G
S

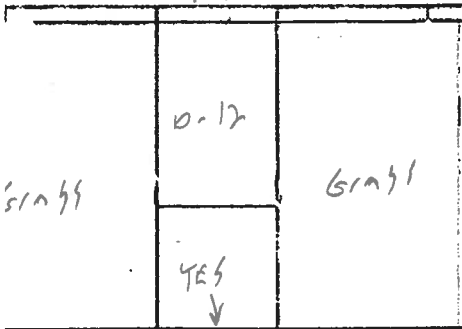
P
D
R
M
A
R
K
I
N
G
S

CARSWELL AVE

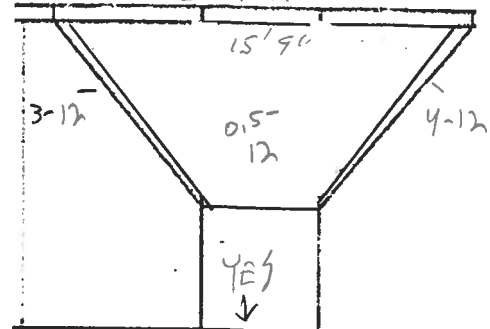
HIGH LIP

9'5"

GOOD CROSSWALK MARKINGS



AT CORNER



Grass

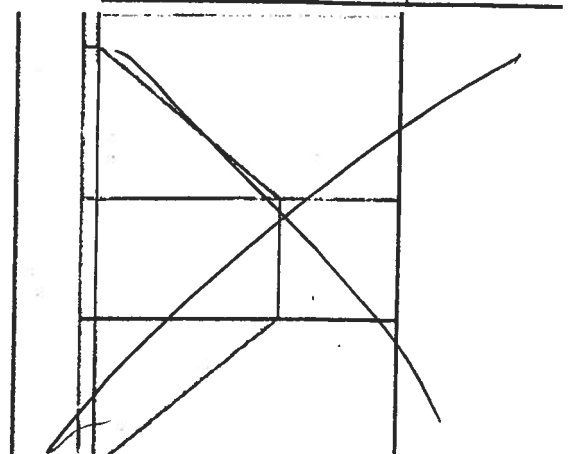
High
LIP

← YES

0.5-12

9'7"

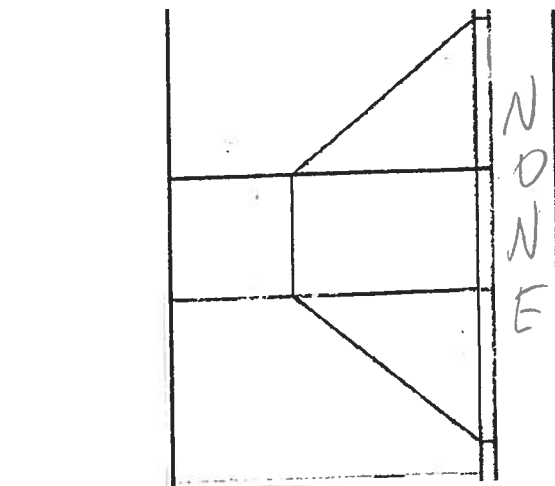
CONC.



Road/Intersection: CARSWELL AVE AT PENNINGTON ST.

Streets				Crossings															
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A				
I.				VI.				I.				V.							
1				1				1		/		1	/						
a.				2				2	/			2	/						
2				VII.				3	/			3	/						
3				1				4	/			VI.							
4				VIII.				5	/			1	/						
5				1				6	/			VII.							
II.				2				7	/			1	/						
1								8	/			2	/						
2								9	/			3	/						
3								10	/			VIII.							
III.								II.				1	/			1	/		
1								1	/			2	/			2	/		
2								2	/			IX.							
IV.								III.				1	/			1	/		
1								1	/			2	/			2	/		
2								2	/			3	/			3	/		
V.								IV.				1	/			4	/		
1				1	/														

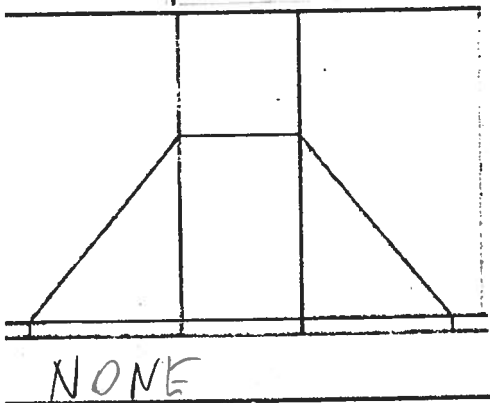
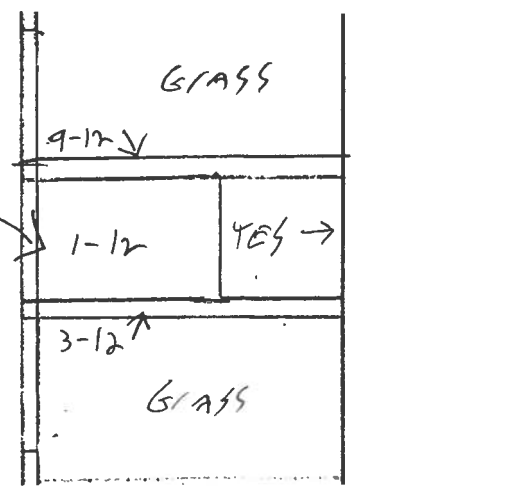
Explanations/ Comments



N
O
N
E

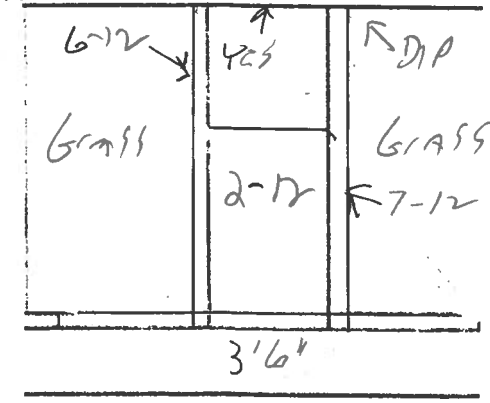
Broken
uneven

High
LIP



PENDLETON ST.

NO CROSSWALK MARKINGS

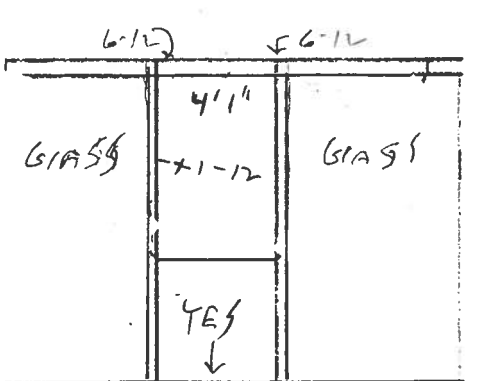


P
M
B
O
R
K
M
A
R
K
I
N
G
S

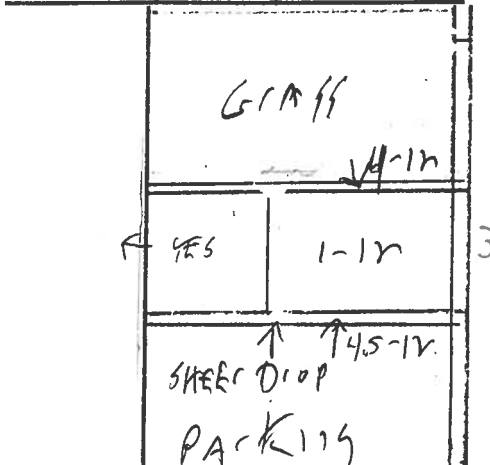
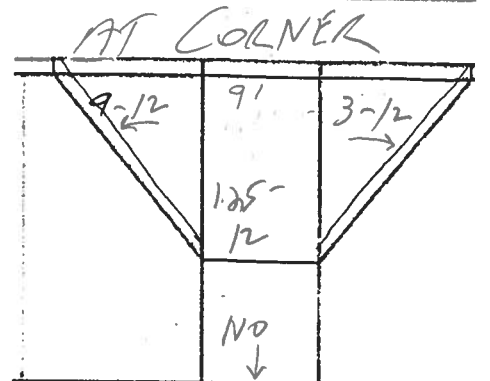
MOOR CUTTER TO PAVEMENT
TRANSITIONS HIGH.

P
M
B
O
R
K
M
A
R
K
I
N
G
S

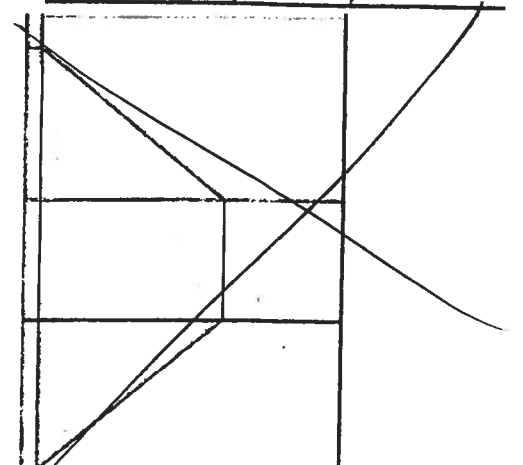
CARSWELL AVE.



NO CROSSWALK MARKINGS
CROSSWALK
OFFSET



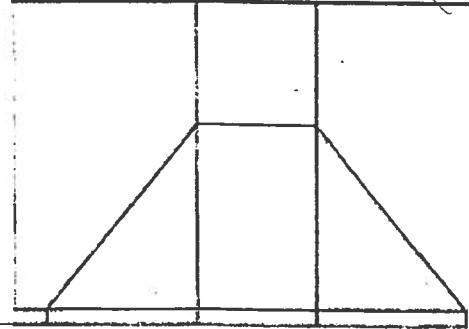
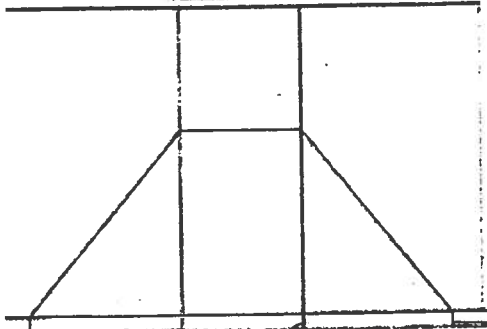
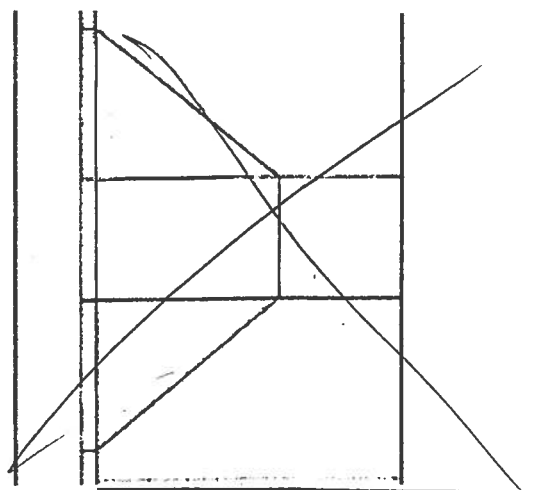
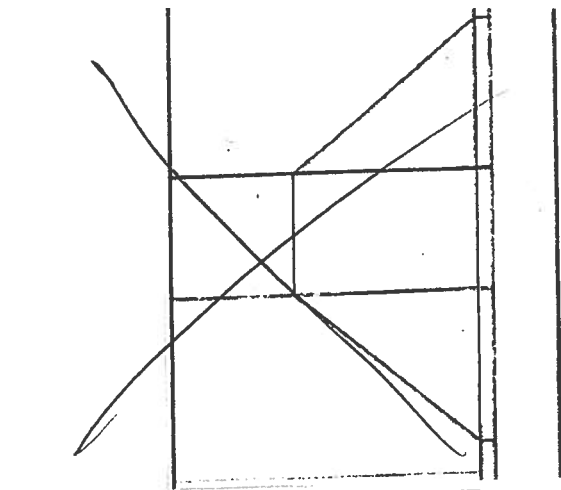
ROUGH ENTRANCE
HIGH PAVEMENT



Road/Intersection: CADWELL AVE AT LOFT ST.

Streets				Crossings											
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A				
I.				VI.				I.				V.			
1				1				1		✓	✓	1	✓	✓	✓
a.				2				2		✓	✓	2	✓	✓	✓
2				VII.				3		✓	✓	3		✓	✓
3				1				4		✓	✓	VI.			
4				VIII.				5		✓	✓	1	✓		
5				1				6			✓	VII.			
II.				2				7			✓	1		✓	✓
1								8			✓	2	✓		
2								9		✓	✓	3		✓	✓
3								10		✓	✓	VIII.			
III.								II.				1	✓		
1								1		✓	✓	2		✓	✓
2								2		✓	✓	IX.			
IV.								III.				1		✓	✓
1								1		✓	✓	2			✓
2								2		✓	✓	3			✓
V.								IV.				4			✓
1				1		✓	✓								

Explanations/ Comments



NONE

DEAD END

NONE

NO MARKINGS

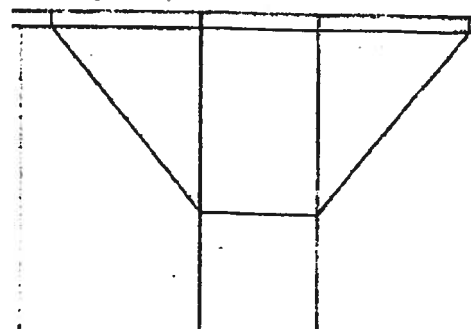
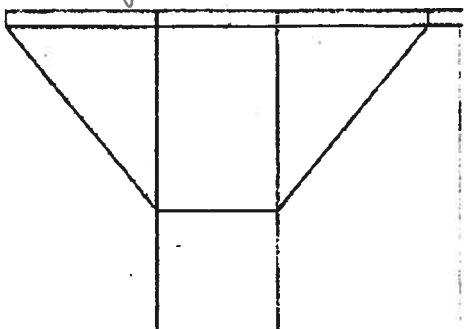
NO MARKINGS

Cairswell Ave

NO CROSSWALK MARKINGS

NONE

NONE

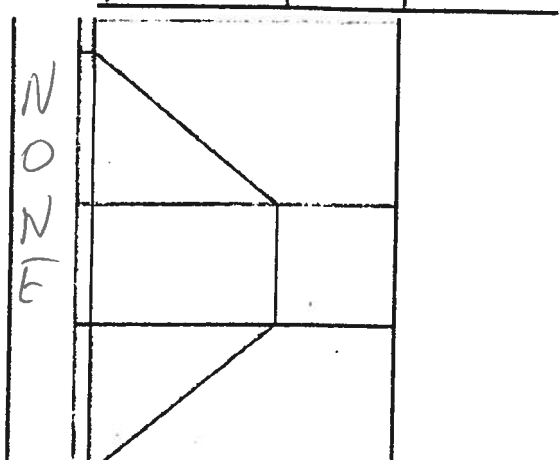
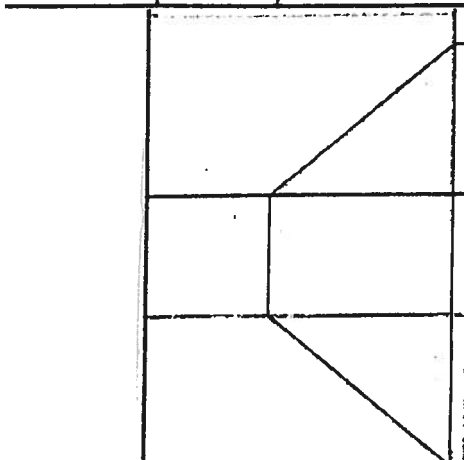


LOTT ST.

NONE

NONE

← somewhat, slight angle to sidewalk

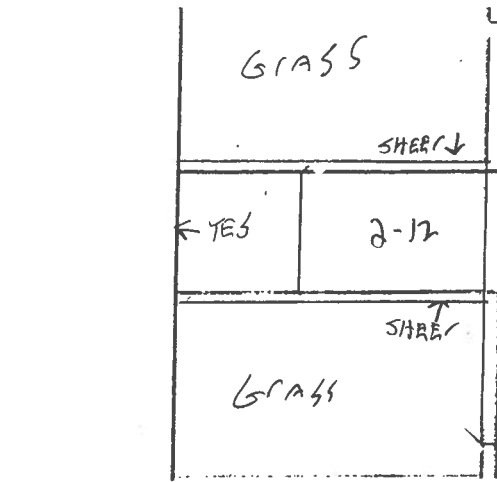


Road/Intersection:

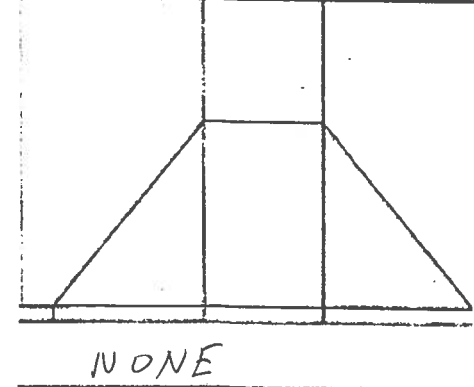
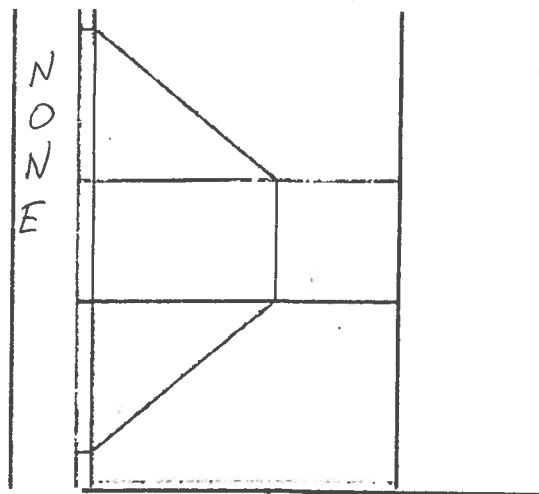
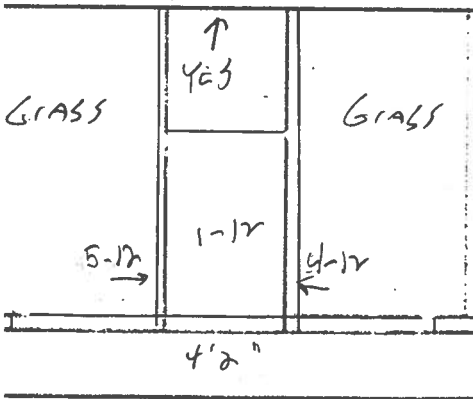
CAISWELL AVE. AT ALICE ST

Streets				Crossings										
Yes	No	N/A		Yes	No	N/A		Yes	No	N/A				
I.				VI.				I.						
1				1				1			V.			
a.				2				2			1			
2				VII.				3			2			
3				1				4			3			
4				VIII.				5			VI.			
5				1				6			1			
II.				2				7			VII.			
1								8			1			
2								9			2			
3								10			3			
III.								II.				VIII.		
1								1			1			
2								2			2			
IV.								III.				IX.		
1								1			1			
2								2			2			
V.								IV.				IV.		
1				1			4							

Explanations/ Comments



4'10" LIPS
DIPS



ALIZE ST

NO CROSSWALK MARKINGS

NONE

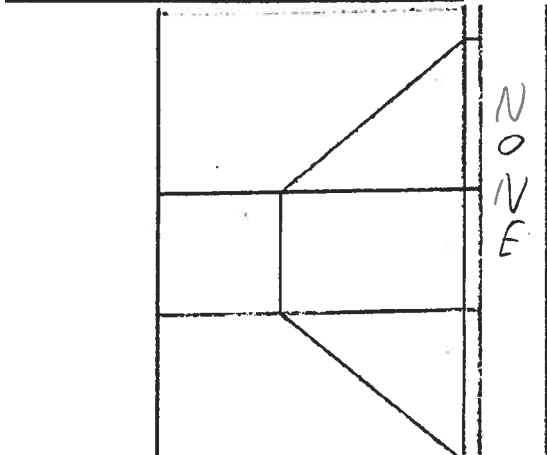
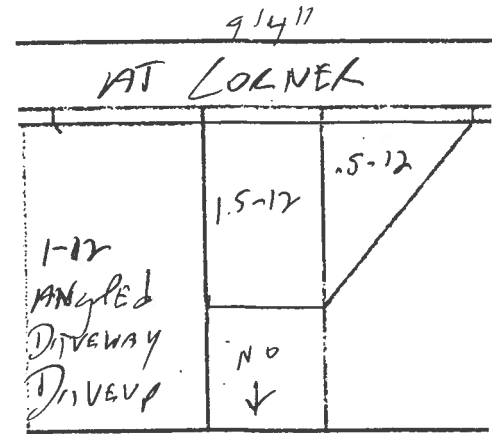
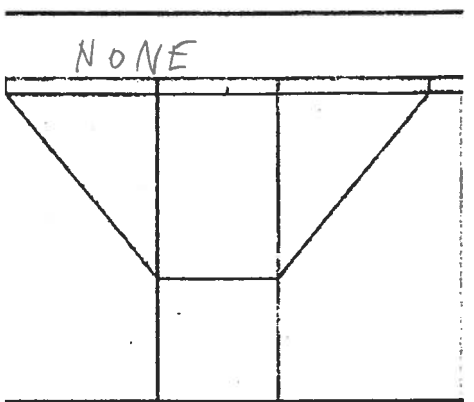
LANSWELL AVE

N
O
M
A
R
K
I
N
G
S

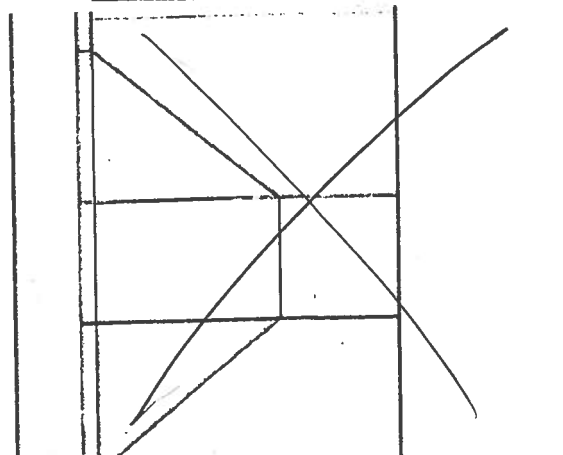
LETTER TO PAVEMENT
TRANSITIONS High

N
O
M
A
R
K
I
N
G
S

NO CROSSWALK MARKINGS



N
O
N
E

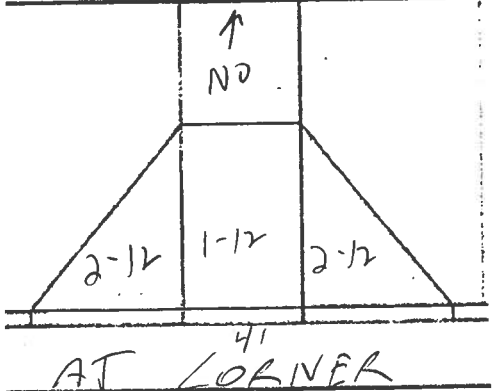
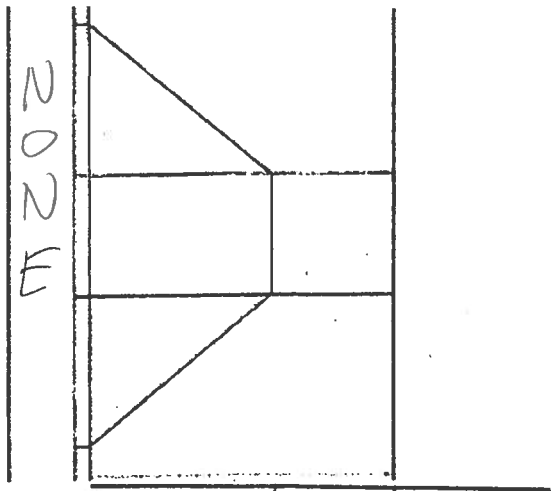
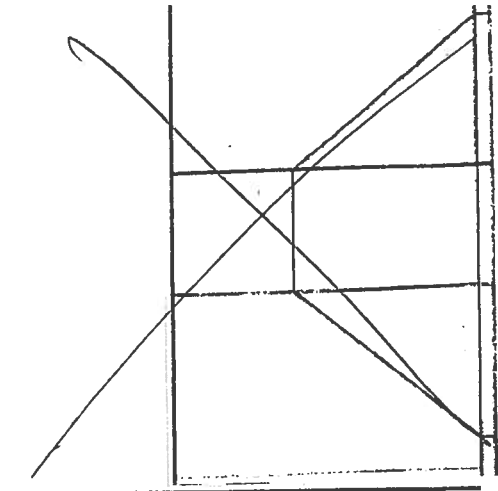


Road/Intersection:

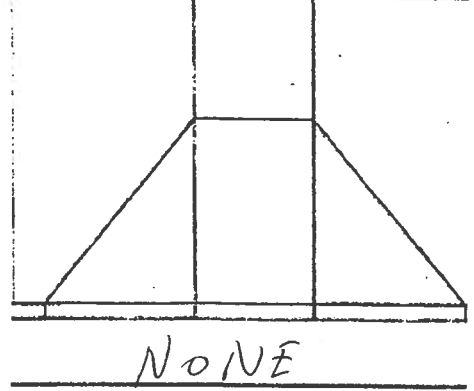
CARSWELL AVE AT CHURCH ST.

Streets						Crossings														
	Yes	No	N/A			Yes	No	N/A		Yes	No	N/A								
I.			VI.			I.			V.											
1				1					1	/										
a.				2					2	/										
2				VII.			3			3										
3				1					VI.											
4				VIII.			5			1										
5				1					6	/										
II.			2			7			VII.											
1										1	/									
2										8	/			2	/					
3										9	/			3	/					
III.			10							VIII.			1							
1										II.			2			/				
2										1			/			IX.				
IV.			2							III.			1			/				
1										1			/			2				
2										2			/			3				
V.			1							IV.			4			/				
1				1			/													

Explanations/ Comments



CHURCH ST
NO CROSSWALK MARKINGS



CARSWELL AVE

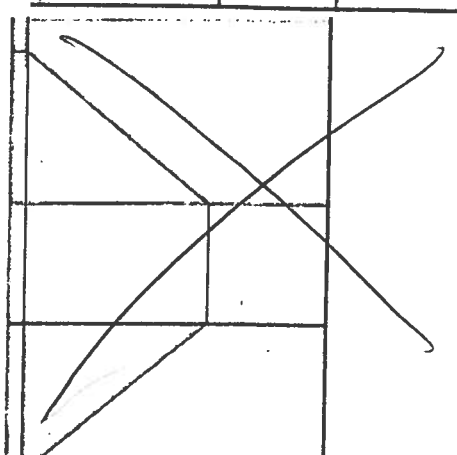
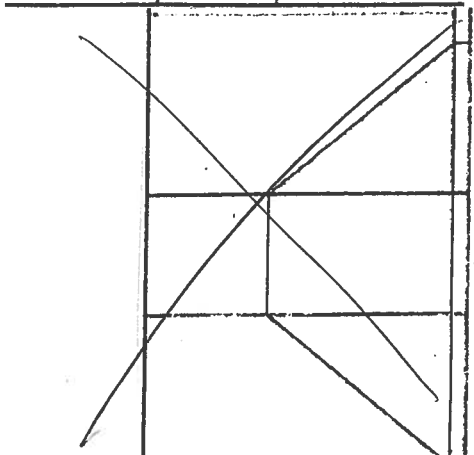
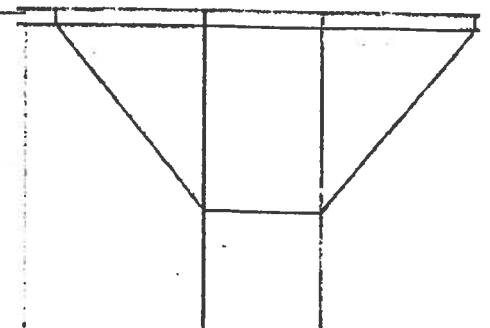
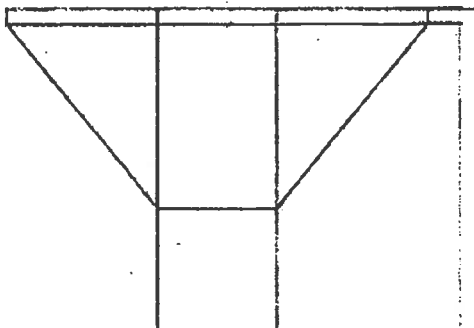
N M
O A
R K
I N
G S

N M
O A
R K
I N
G S

NONE

DEAD END

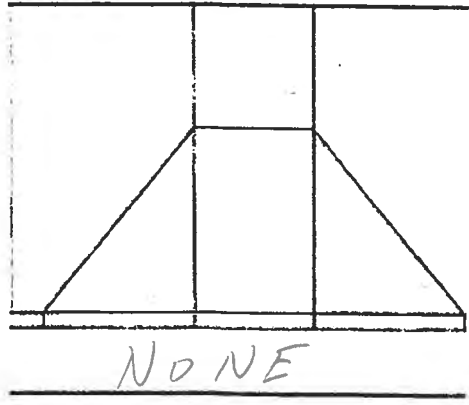
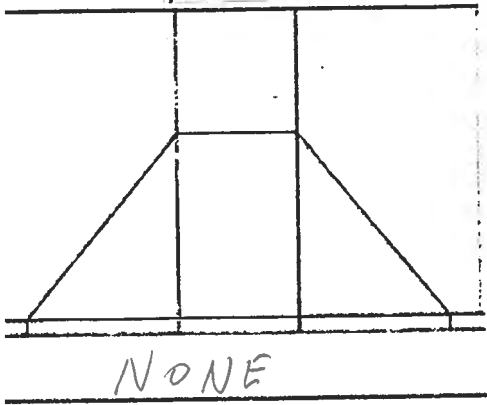
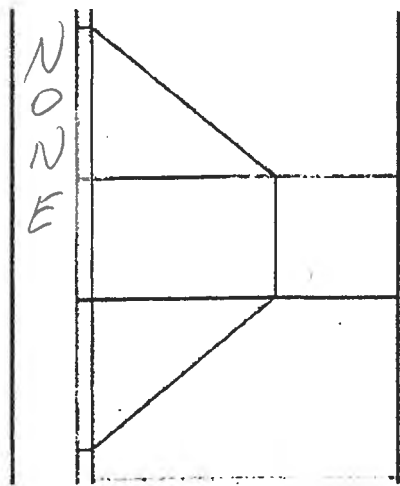
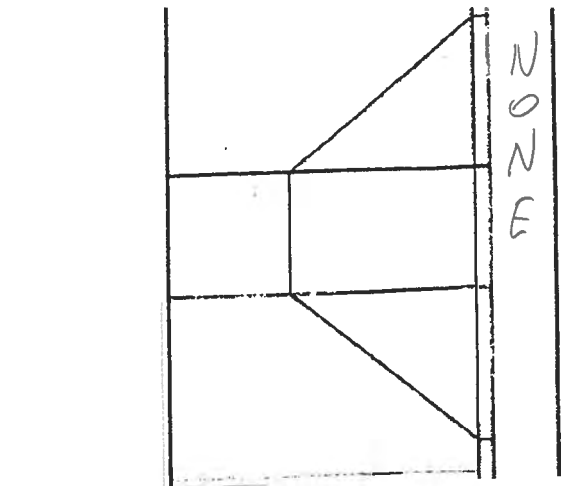
NONE



Road/Intersection: CALSWELL AVE AT PLANT AVE

Streets				Crossings											
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A
I.				VI.				I.				V.			
1				1				1		/		1		/	
a.				2				2		/		2		/	
2				VII.				3		/		3		/	
3				1				4		/		VI.			
4				VIII.				5		/		1		/	
5				1				6		/		VII.			
II.				2				7		/		1		/	
1								8		/		2		/	
2								9		/		3		/	
3								10		/		VIII.			
III.								II.				1		/	
1								1		/		2		/	
2								2		/		IX.			
IV.								III.				1		/	
1								1		/		2		/	
2								2		/		3		/	
V.								IV.				4		/	
1				1		/									

Explanations/ Comments



PLANT AVE

NO CROSSWALK MARKINGS

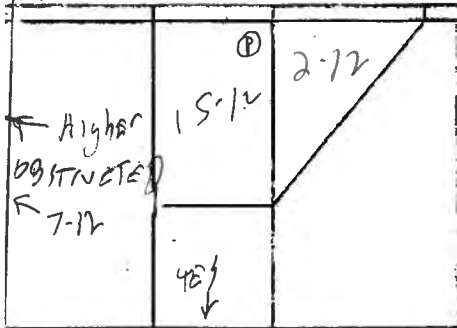
CARSWELL AVE

P
M
O
R
M
A
K
I
N
G
S

N
O
M
A
K
I
N
G
S

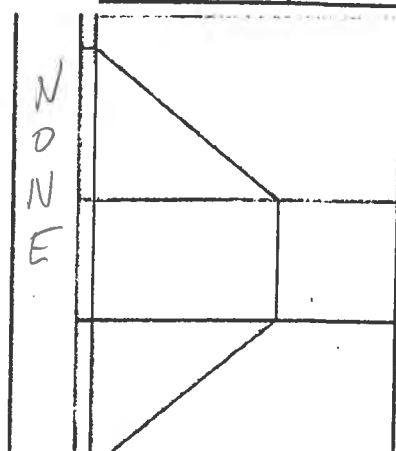
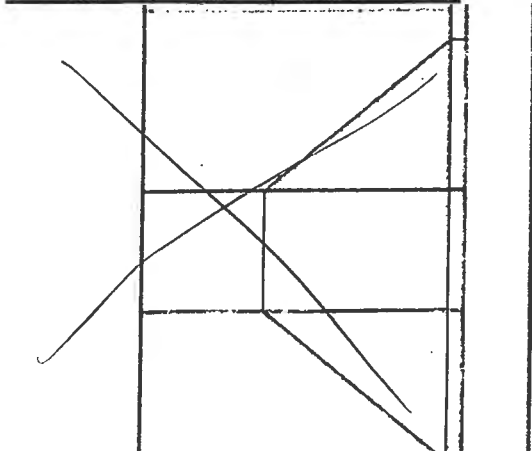
High LIP / DROPOFF

RT 8' CORNER



POOR CROSSWALK MARKINGS

NONE

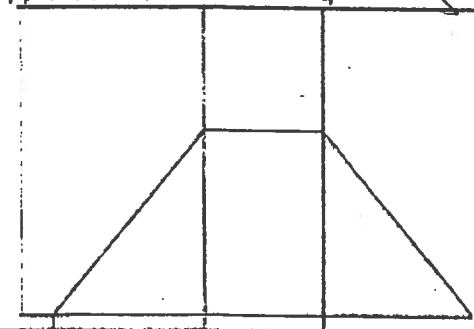
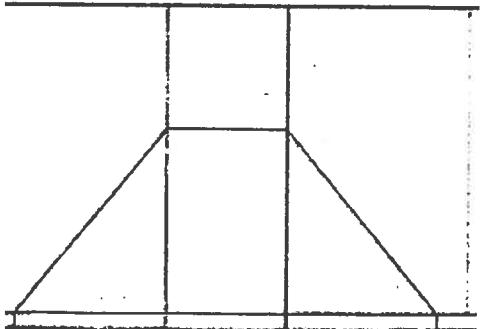
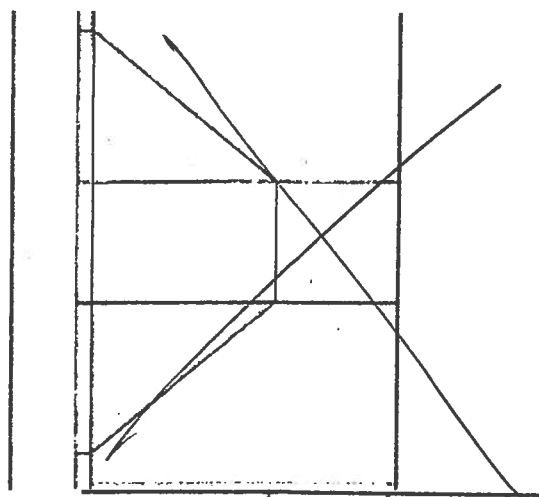
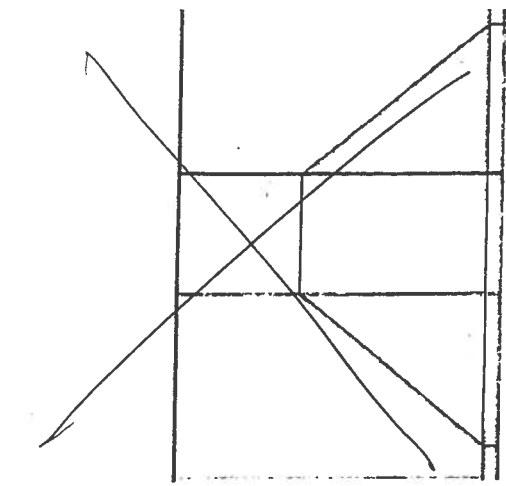


Road/Intersection:

LACEWELL AVE /
MEMORIAL DC AT SCIEVEN AVE

Streets						Crossings								
Yes	No	N/A	Yes	No	N/A	Yes	No	N/A	Yes	No	N/A			
I.			VI.			I.			V.					
1			1			1		/	1		/			
a.			2			2		/	2		/			
2			VII.			3		/	3		/			
3			1			4		/	VI.					
4			VIII.			5		/	1		/			
5			1			6		/	VII.					
II.			2			7		/	1		/			
1						8		/	2		/			
2						9		/	3		/			
3						10		/	VIII.					
III.						II.			1		/			
1						1		/	2		/	IX.		
2						2		/						
IV.						III.			1		/			
1						1		/	2		/			
2						2		/	3		/			
V.						IV.			4		/			
1						1		/						

Explanations/ Comments



NONE

DEAD END

NONE

MEMORIAL DR.

NO MARKINGS

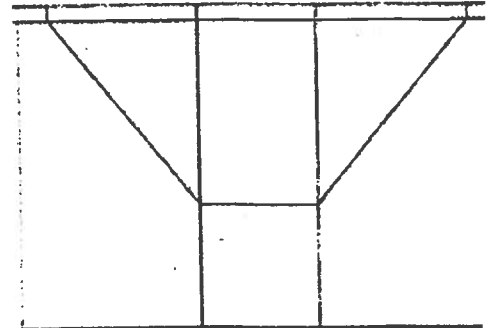
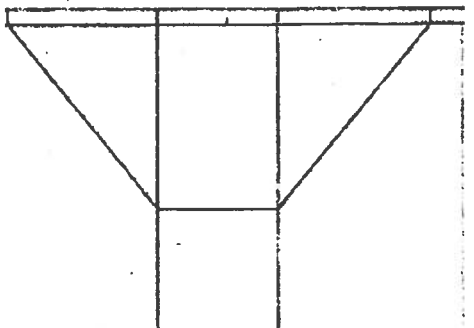
GATE TO PAVEMENT TRANSITIONS HIGH

NO MARKINGS

NONE

NO CROSSWALK MARKINGS

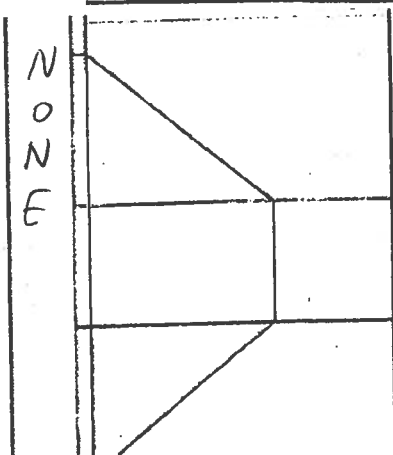
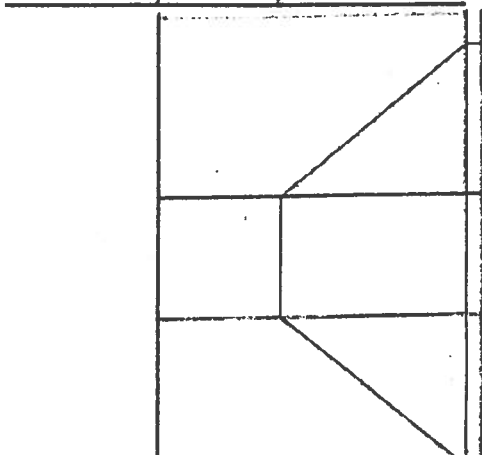
NONE



SCREVEN AVE

NONE

NONE

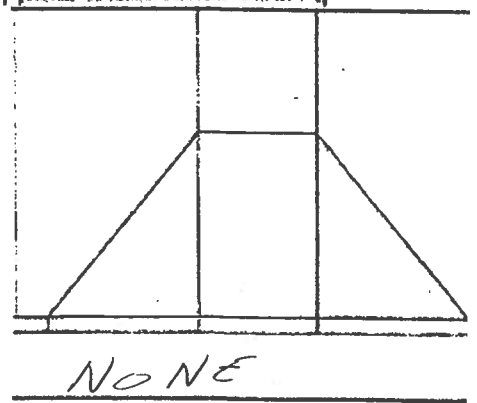
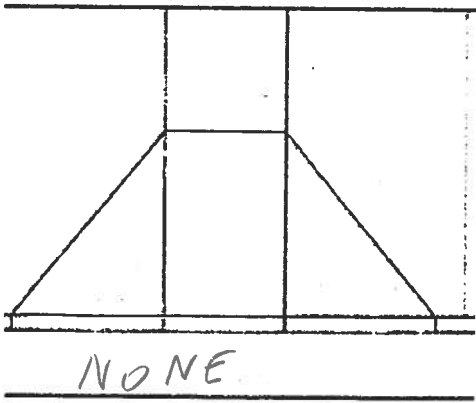
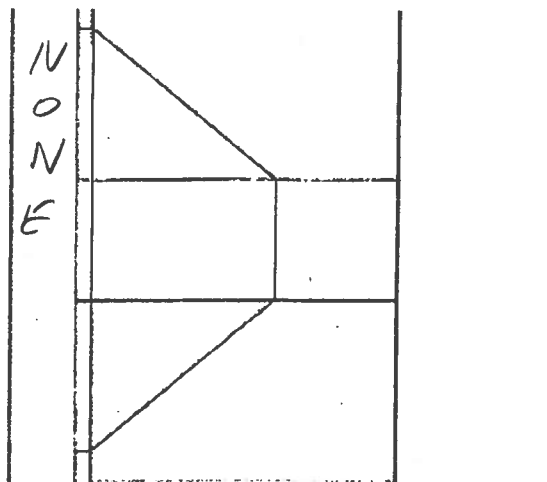
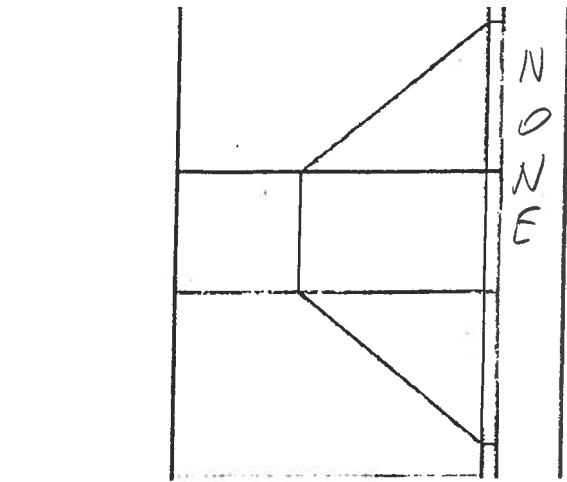


CASWELL AVE

Road/Intersection: MEMORIAL DR AT LEE AVE.

Streets						Crossings								
	Yes	No	N/A			Yes	No	N/A		Yes	No	N/A		
I.			VI.			I.			V.					
1				1					1	/				
a.				2					2	/				
2			VII.			3			3					
3				1					VI.					
4			VIII.			5			1					
5				1					VII.					
II.			2			7			1					
1							8			2				
2							9			3				
3							10			VIII.				
III.			1				II.			1				
1							1			IX.				
2							2			1				
IV.			1				III.			2				
1							2			2				
2							2			3				
V.			1				IV.			4				
1				1			1							

Explanations/ Comments



LEE ST

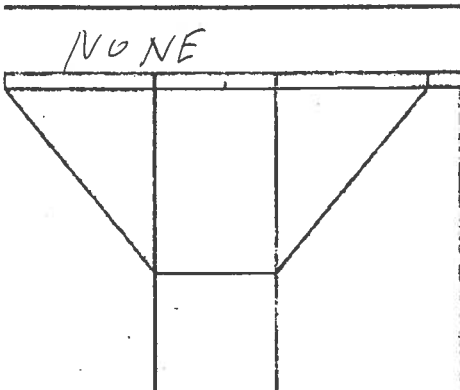
NO CROSSWALK MARKINGS

MOST CURBS TO PAVEMENT TRANSITIONS HIGH

MEMORIAL DR.

NO MARKINGS

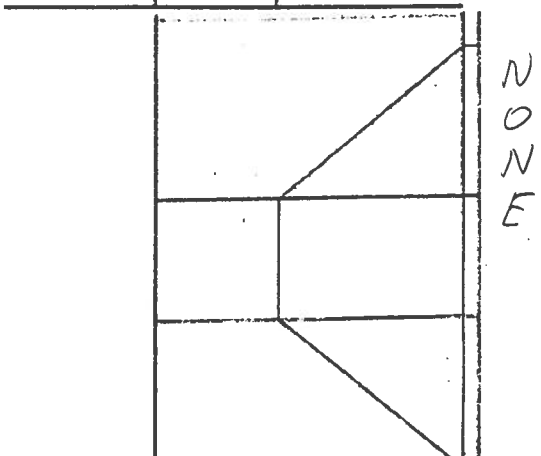
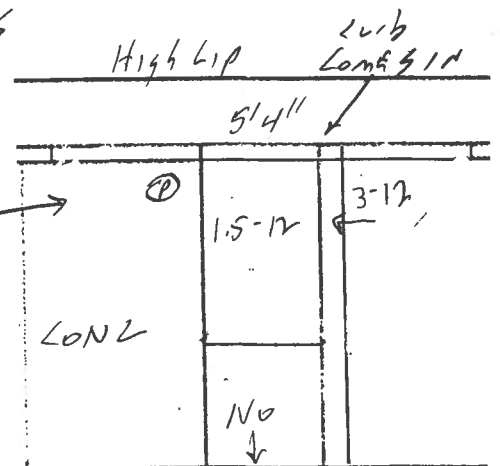
NO MARKINGS



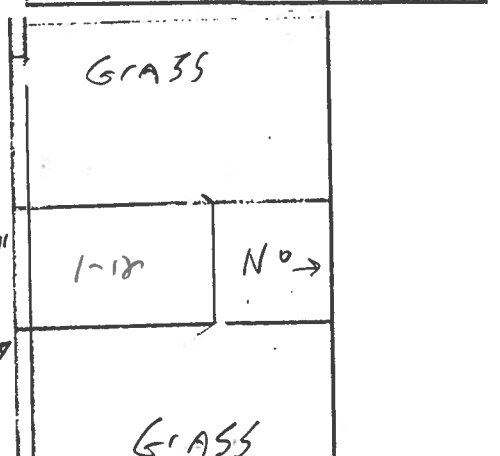
NO CROSSWALK MARKINGS

POLE BLOCKS VIEW

NARROWS TO POINT



High Lip
Curbs Come In 3'5"
UNDEFINED EDGES

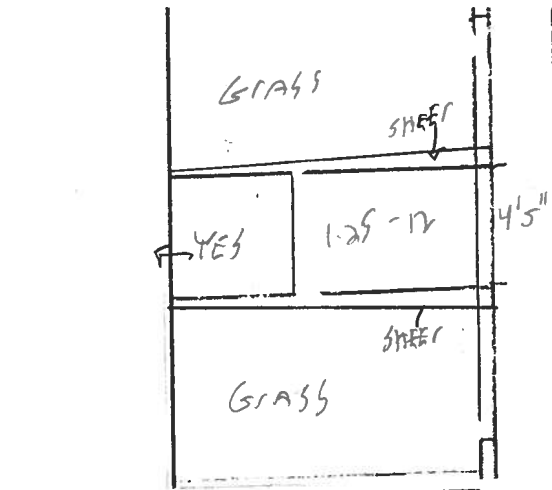


Road/Intersection:

Isabella St at Remshart St

Streets				Crossings															
Yes	No	N/A		Yes	No	N/A		Yes	No	N/A									
I.				VI.				I.				V.							
1				1				1		✓		1	✓						
a.				2				2		✓		2		✓					
2				VII.				3		✓		3	✓						
3				1				4	✓			VI.							
4				VIII.				5		✓		1	✓						
5				1				6		✓		VII.							
II.				2				7		✓		1	✓						
1								8		✓		2		✓					
2								9		✓		3	✓			3	✓		
3								10		✓		VIII.							
III.								II.				1	✓			1	✓		
1								1		✓		2		✓		2		✓	
2								2		✓		IX.							
IV.								III.				1		✓		1		✓	
1								1		✓		2				2			✓
2								2		✓		3				3			✓
V.								IV.				4				4			✓
1				1		✓													

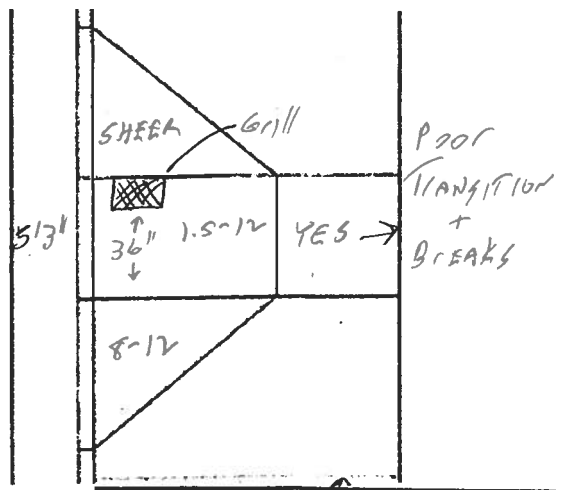
Explanations/ Comments



High GUTTERS + PAVEMENT

DIP TOO High

FAR off from RAMP across

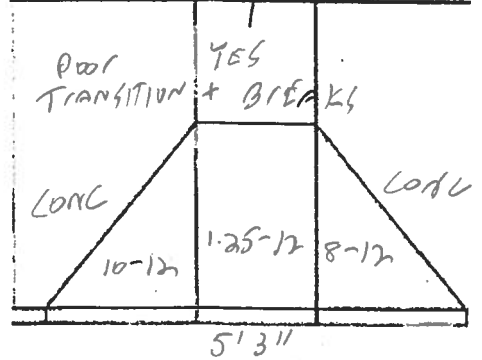


POOR TRANSITION + BREAKS

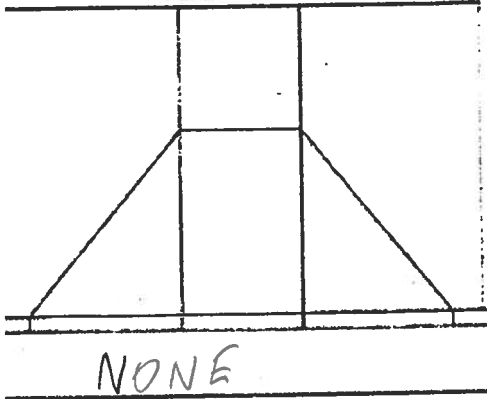
POOR TRANSITION + BREAKS

REMSHART ST.

NO CROSSWALK MARKINGS



High GUTTER + PAVEMENT



POOR / NO MARKINGS

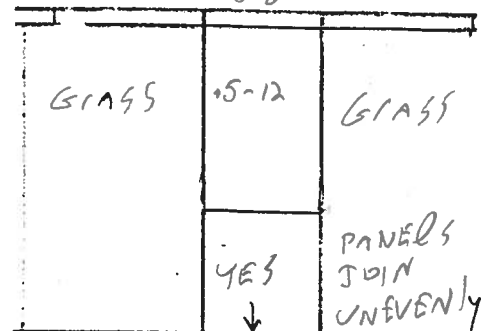
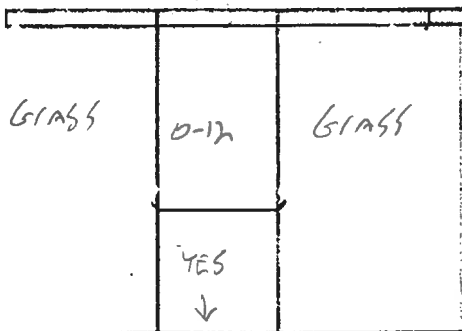
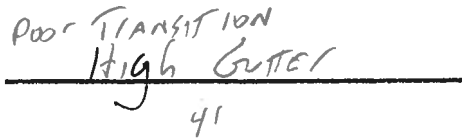
MOST GUTTER TO PAVEMENT TRANSITIONS High

NO MARKINGS

POOR - NO CROSSWALK MARKINGS

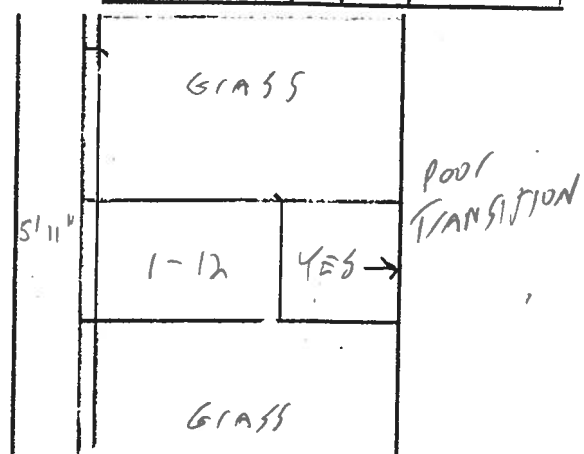
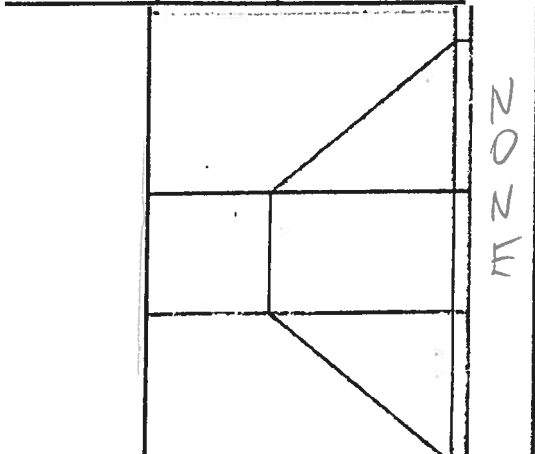
ISABELLA ST.

SHARP DROP OFF



High Curbs

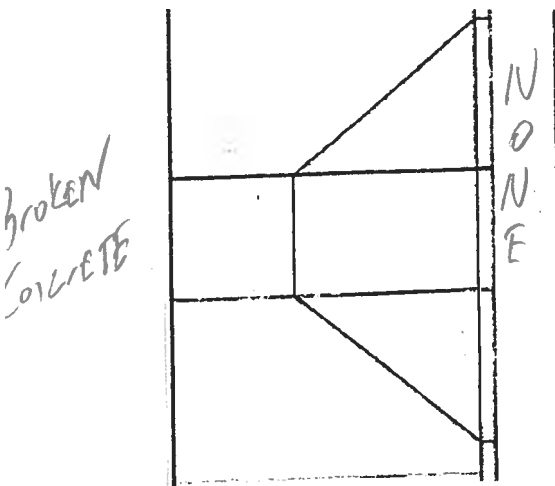
POOR TRANSITION



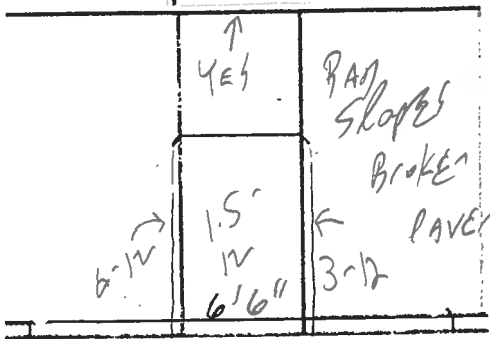
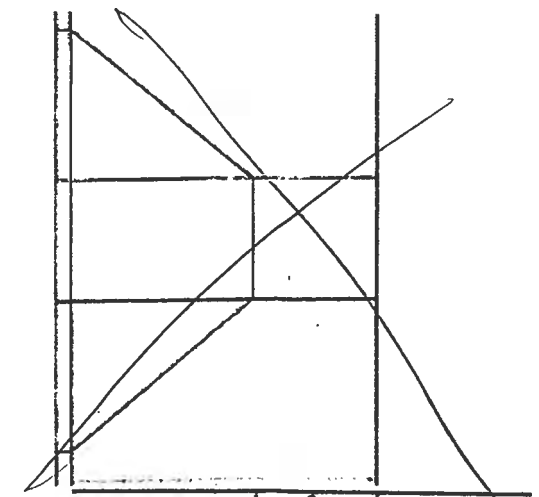
Road/Intersection: **ISABELLA ST AT TERBEAU ST.**

Streets				Crossings											
Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A	
I.				VI.				I.				V.			
1				1				1				1			
a.				2				2				2			
2				VII.				3				3			
3				1				4				VI.			
4				VIII.				5				1			
5				1				6				VII.			
II.				2				7				1			
1								8				2			
2								9				3			
3								10				VIII.			
III.								II.				1			
1								1				2			
2								2				IX.			
IV.								III.				1			
1								1				2			
2								2				3			
V.								IV.				4			
1				1											

Explanations/ Comments



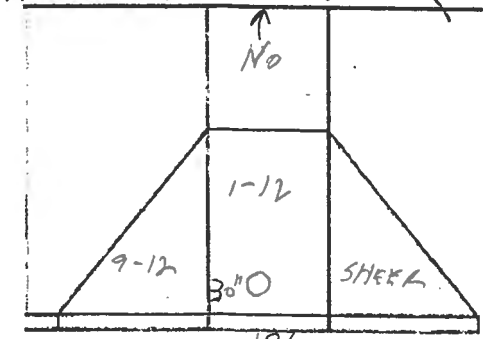
High Drop OFF



TEBEAU ST.

worst in CITY

BAD



FAIR / Good Crosswalk Markings

AT CORNER
High Lip / PAVEMENT + GUTTER

P
D
O
R
M
A
R
K
I
N
G
S

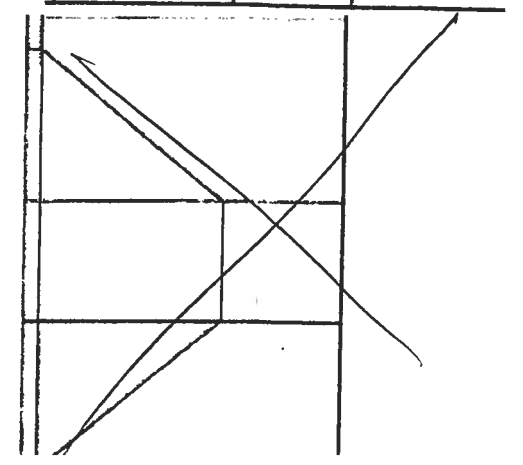
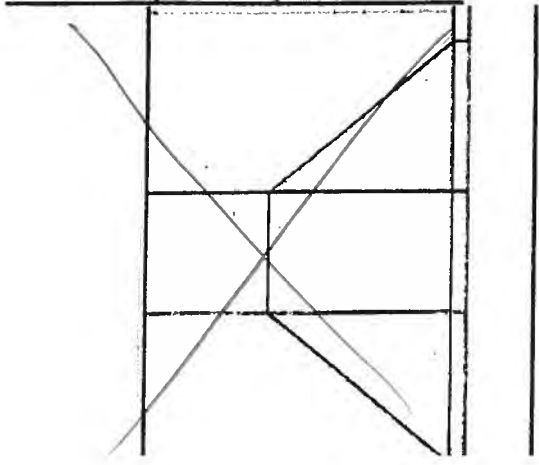
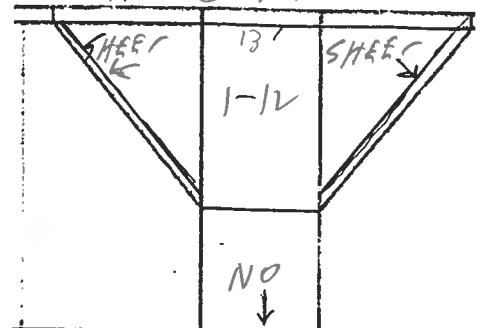
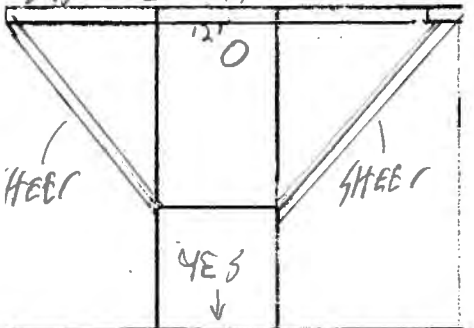
F
A
I
R
/
G
O
O
D
M
A
R
K
I
N
G
S

ISABELLA ST.

Almost NONEXISTENT
DIP AT LIP
AT CORNER

FAIR / Good Crosswalk Markings

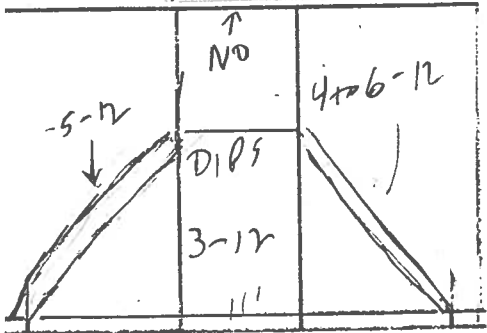
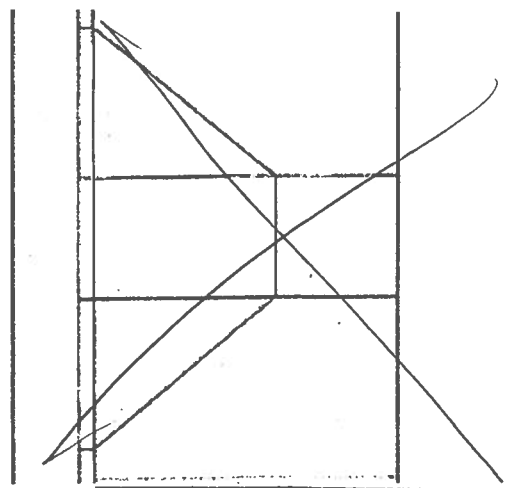
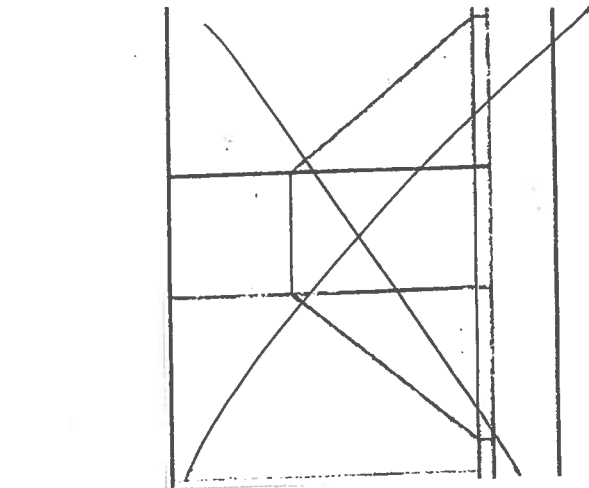
DIP AT LIP
DIP / High PAVEMENT
AT CORNER



Road/Intersection: **ISABELLA ST AT PENNINGTON ST.**

Streets						Crossings											
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		
I.			VI.			I.			V.								
1				1				1				1					
a.				2				2				2					
2				VII.			3			3							
3				1				4				VI.					
4				VIII.			5			1							
5				1				6				VII.					
II.			2			7			1								
1										8			2				
2										9			3				
3										10			VIII.				
III.			1							II.			1				
1										2			IX.				
2										III.			1				
IV.			1							2			2				
1										2			3				
V.			1							IV.			4				
1										1			1				

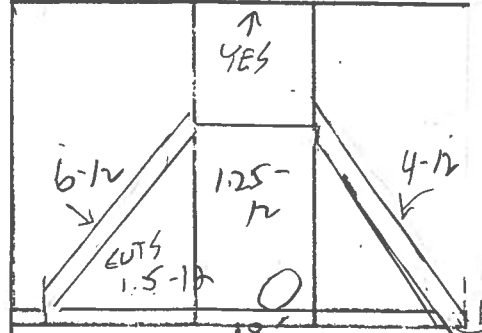
Explanations/ Comments



PENDLETON ST.

Crosswalk offset

poor crosswalk markings



AT CORNER

High Lip

poor entrance - almost unpassable

- reports of stuck wheel - chairs

poor entrance - almost unpassable -

AT CORNER

ROUGH ENTRANCE

MANHOLE

DEPRESSED BRICKS

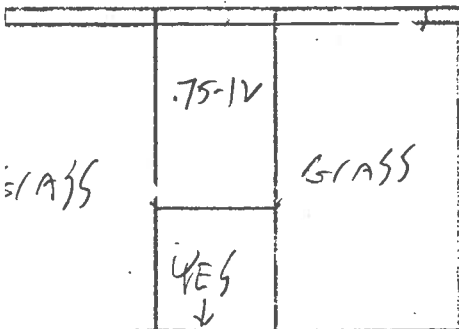
FM MOST CUTTER TO PAVEMENT TRANSITIONS HIGH

Crosswalk offset

← ISABELLA ST →

poor crosswalk markings

5'



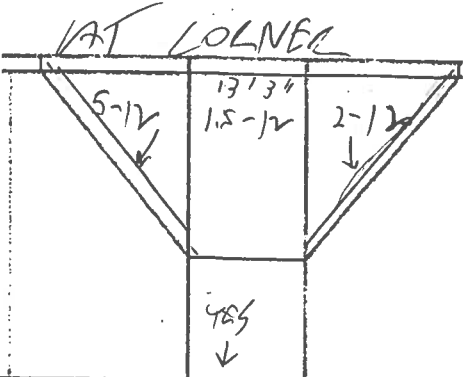
GRASS

GRASS

YES

PLANTER

Crosswalk offset



AT CORNER

YES

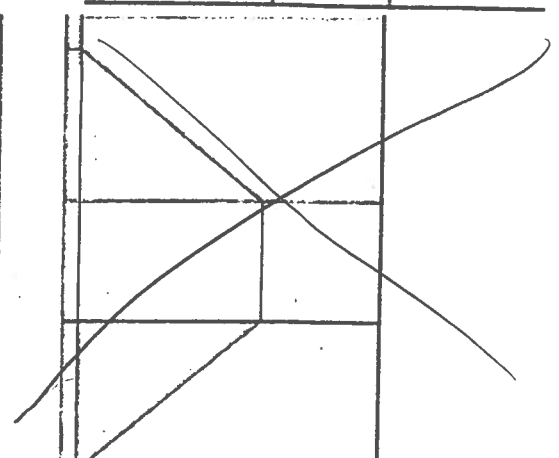
YES

1.75-12

5'

High Lip + PAVEMENT

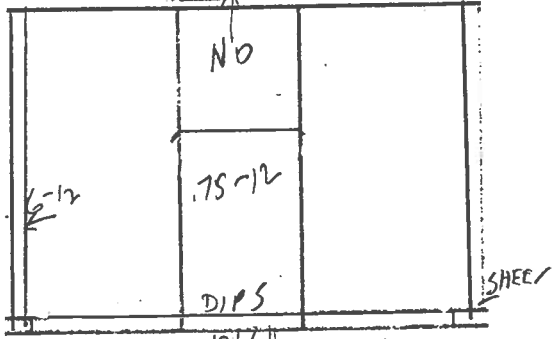
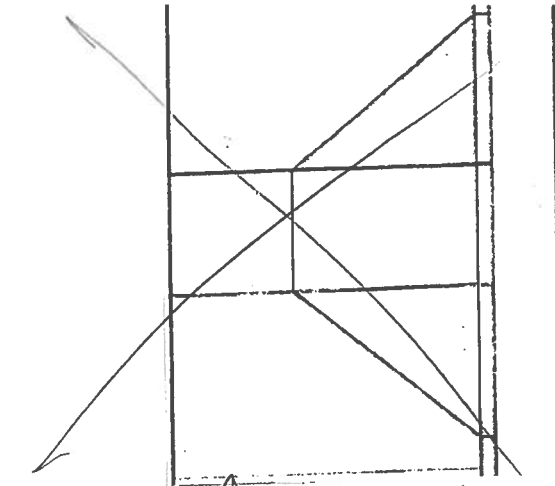
4.5-12



Road/Intersection: ISABELLA ST AT LOTT ST.

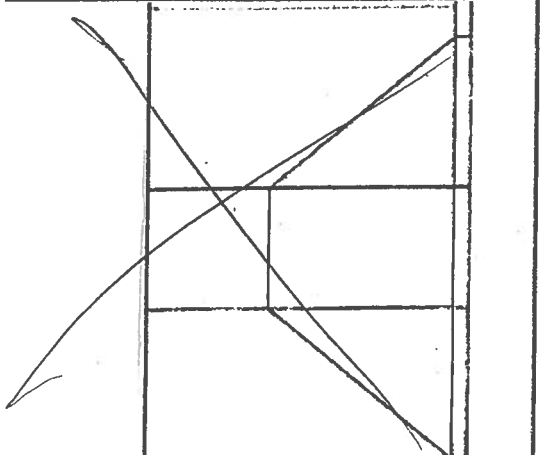
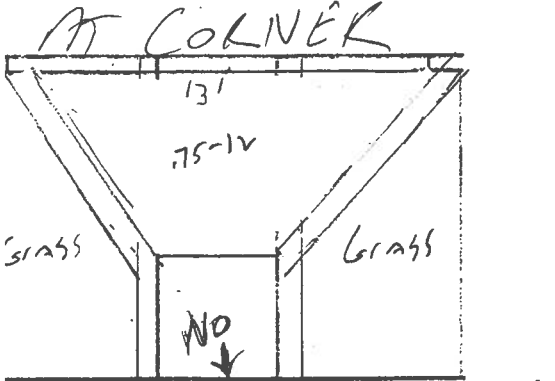
Streets				Crossings															
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A				
I.				VI.				I.				V.							
1				1				1		/		1		/					
a.				2				2		/		2		/					
2				VII.				3		/		3		/					
3				1				4		/		VI.							
4				VIII.				5		/		1		/					
5				1				6		/		VII.							
II.				2				7		/		1		/					
1								8		/		2		/					
2								9		/		3		/					
3								10		/		VIII.							
III.								II.				1		/		1		/	
1								1		/		2		/					
2								2		/		IX.							
IV.								III.				1		/		1		/	
1								1		/		2		/					
2								2		/		3		/					
V.								IV.				4		/		4		/	
1				1		/													

Explanations/ Comments



AT CORNER
 High edge virtually inaccessible rough ENTRANCE

DIPS - INACCESSIBLE

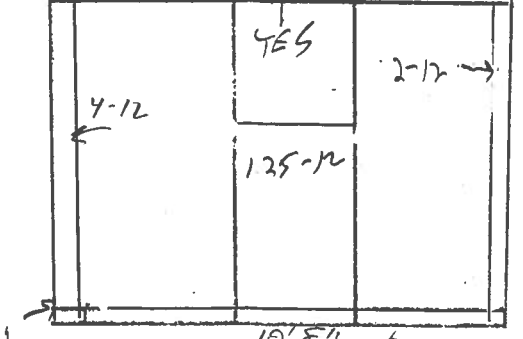
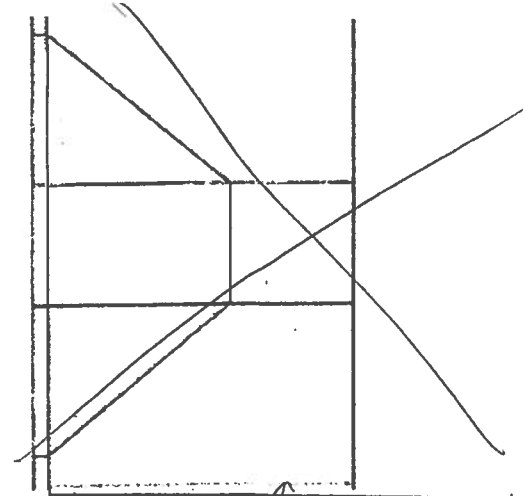


LOTT ST.

NO CROSSWALK MARKINGS
 MOST CUTTER TO PAVEMENT TRANSITIONS HIGH

N
O
M
A
R
K
I
N
G
S

NO CROSSWALK MARKINGS

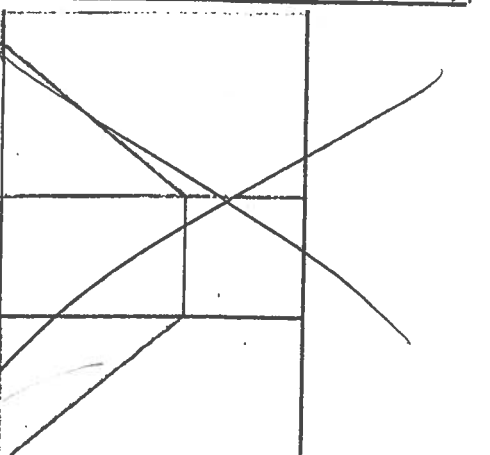
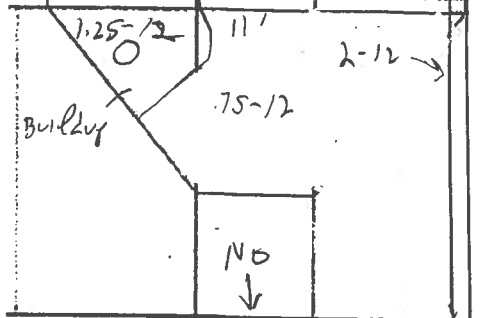


AT CORNER

N
O
M
A
R
K
I
N
G
S

ISABELLA ST.
 Rough Crossing

DIPS - INACCESSIBLE -

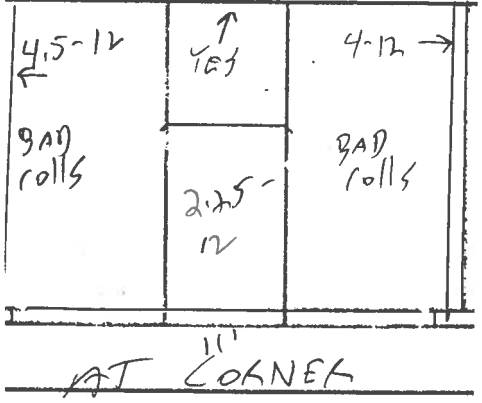
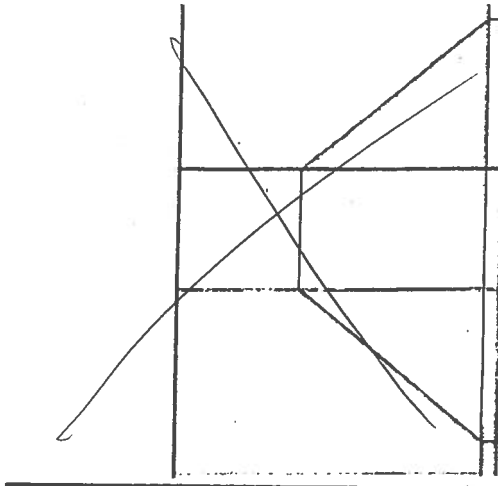


Road/Intersection:

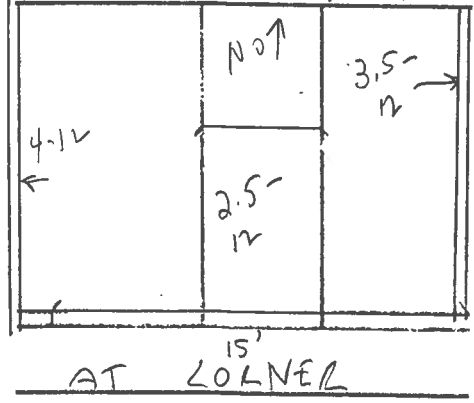
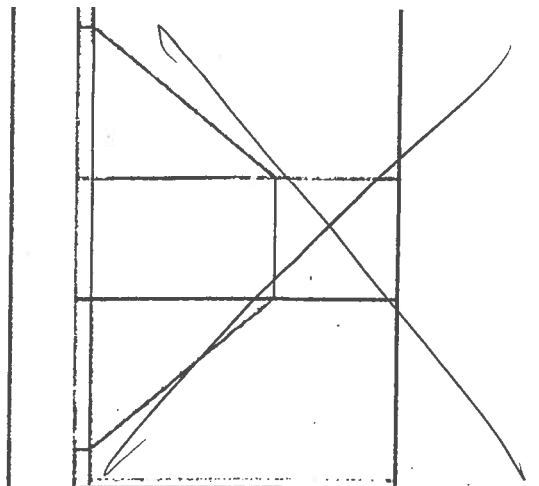
Isabella St at Alameda St

Streets				Crossings									
Yes	No	N/A	Yes	No	N/A	Yes	No	N/A					
I.			VI.			I.			V.				
1			1			1			1				
a.			2			2			2				
2			VII.			3			3				
3			1			4			VI.				
4			VIII.			5			1				
5			1			6			VII.				
II.			2			7			1				
1						8			2				
2						9			3				
3						10			VIII.				
III.						II.			1				
1						1			2				
2						2			IX.				
IV.						III.			1				
1						1			2				
2						2			3				
V.						IV.			4				
1			1										

Explanations/ Comments



ALICE ST.
NO CROSSWALK MARKINGS



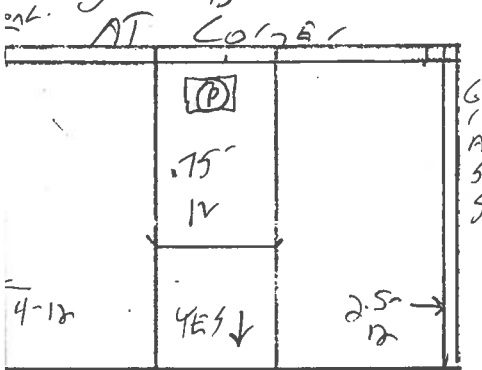
ISABELLA ST.

NO MARKINGS

MOST GUTTER TO
PAVEMENT TRANSITIONS
High

NO MARKINGS

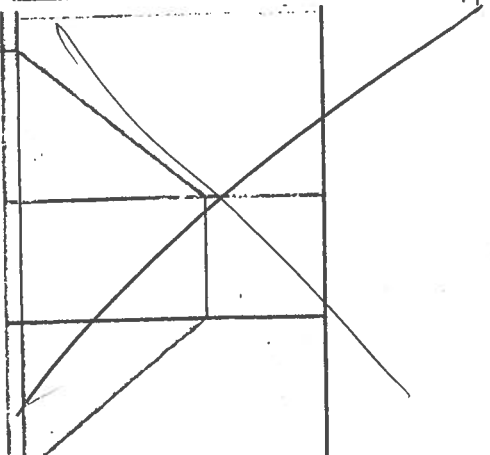
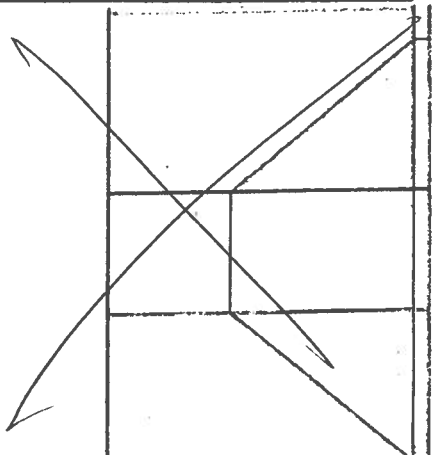
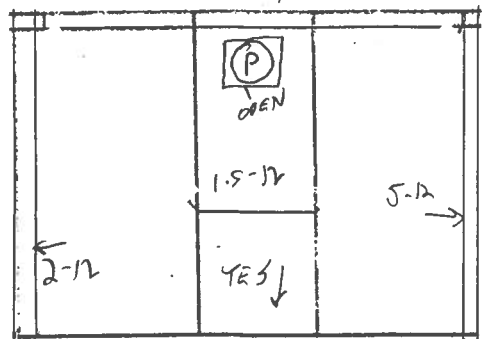
High Lip



NO CROSSWALK MARKINGS

18'6"

AT CORNER

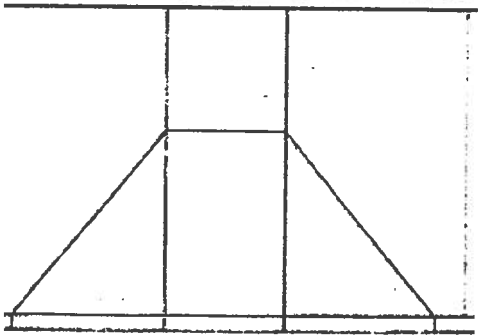
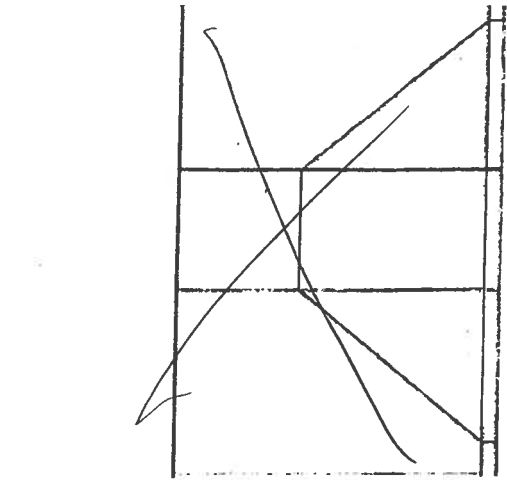


Road/Intersection:

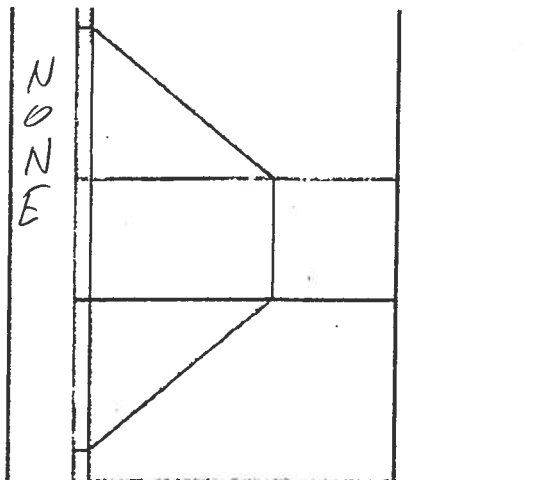
Isabella St. at Plant Ave

Streets				Crossings											
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A				
I.				VI.				I.				V.			
1				1				1		✓		1	✓		
a.				2				2		✓		2	✓		
2				VII.				3		✓		3		✓	
3				1				4		✓		VI.			
4				VIII.				5		✓		1		✓	
5				1				6			✓	VII.			
II.				2				7			✓	1		✓	
1								8			✓	2	✓		
2								9		✓		3	✓		
3								10	✓			VIII.			
III.								II.				1	✓		
1								1	✓			2		✓	
2								2		✓		IX.			
IV.								III.				1			✓
1								1		✓		2			✓
2								2		✓		3			✓
V.								IV.				4			✓
1				1		✓									

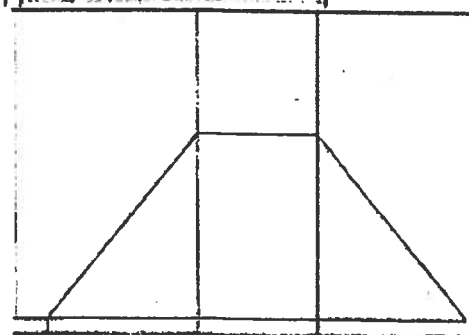
Explanations/ Comments



AT CORNER



NONE



NONE

PLANT AVE

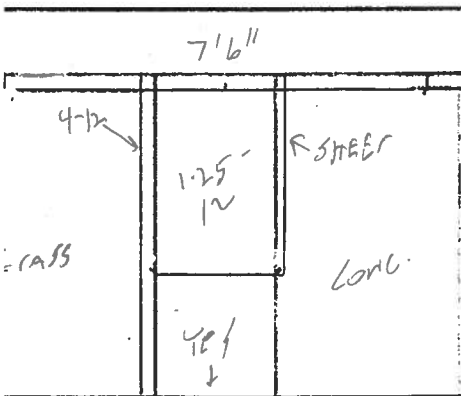
NO CROSSWALK MARKINGS

ISABELLA SR.

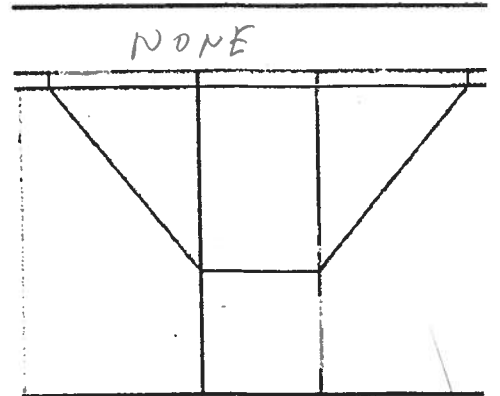
6 MARKINGS

MOST CURB TO PAVEMENT TRANSITIONS High

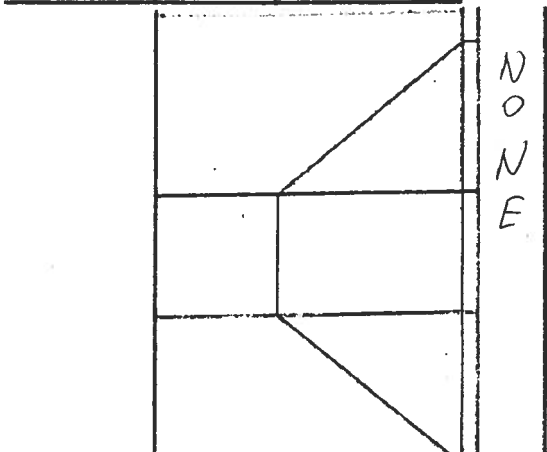
NO MARKINGS



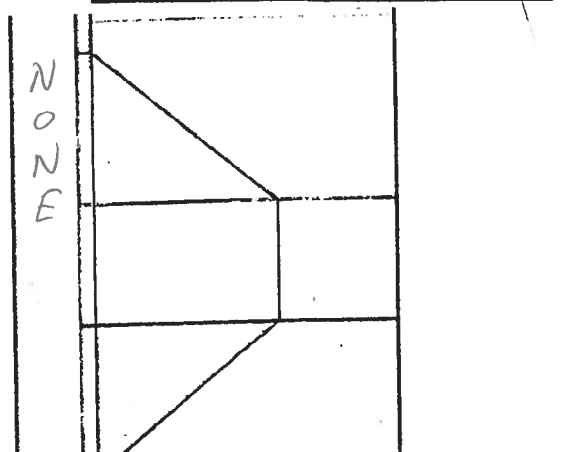
NO CROSSWALK MARKINGS



NONE



NONE

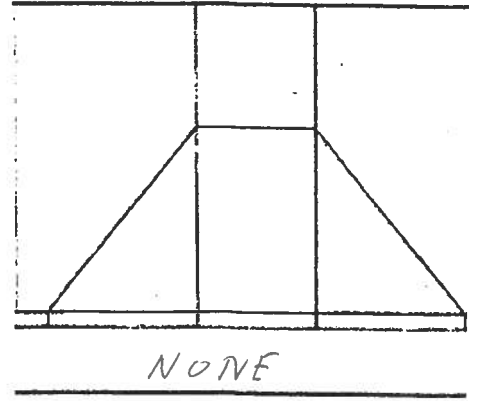
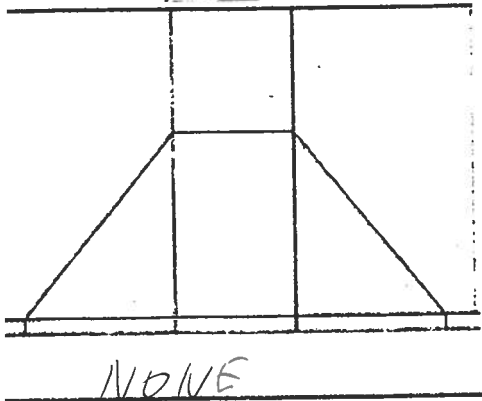
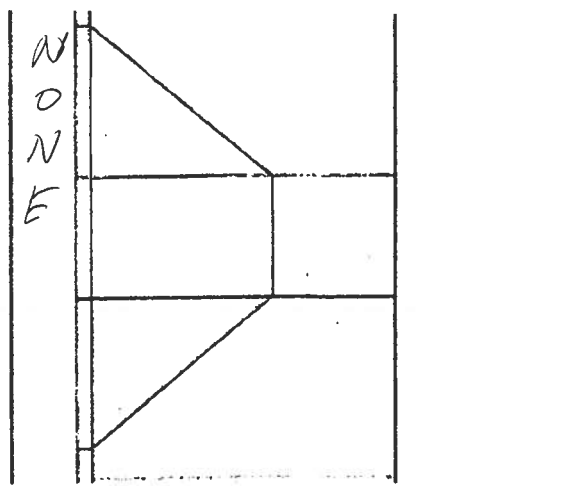
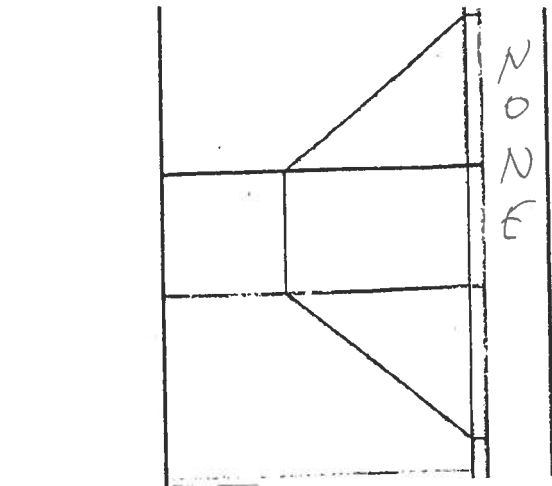


NONE

Road/Intersection: **ISABELLA ST AT SCIEVEN/HAINES AVE + HICKS + GILMORE**

Streets				Crossings											
Yes	No	N/A		Yes	No	N/A		Yes	No	N/A					
I.				VI.				I.				V.			
1				1				1	/			1			/
a.				2				2	/		/	2			/
2				VII.				3	/		/	3			/
3				1				4	/			VI.			
4				VIII.				5			/	1	/		
5				1				6			/	VII.			
II.				2				7	/		/	1	/		
1								8	/		/	2	/		
2								9	/		/	3			/
3								10	/		/	VIII.			
III.								II.				1	/		/
1								1			/	2	/		/
2								2			/	IX.			
IV.								III.				1			/
1								1			/	2			/
2								2			/	3			/
V.								IV.				4			/
1				1			/								

Explanations/ Comments



SCIEVEN AVE

NO CROSSWALK MARKINGS

MOST BETTER TO
PAVEMENT TRANSITIONS
HIGH

NO MARKINGS

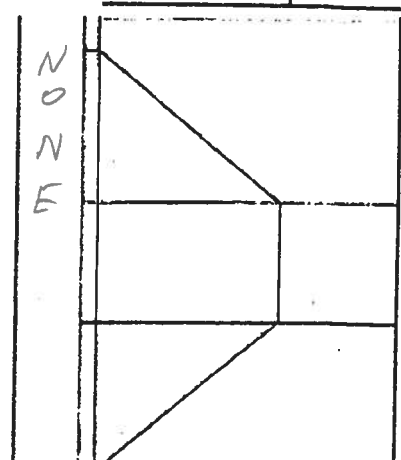
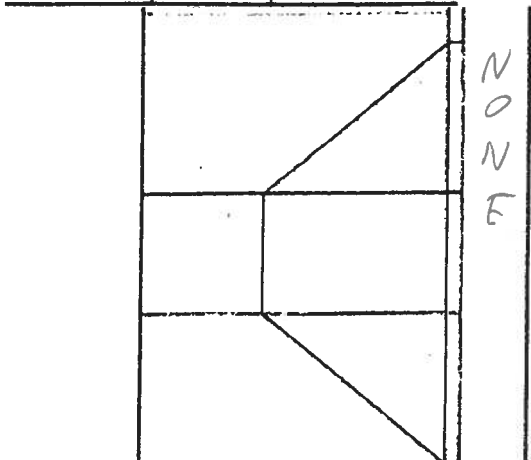
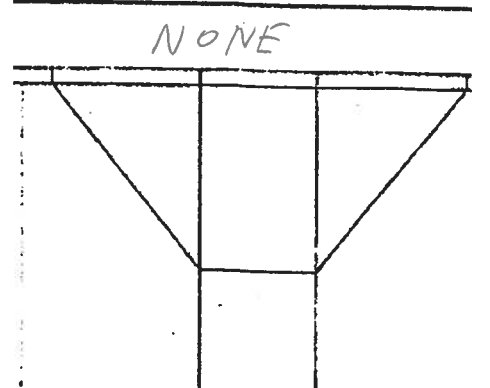
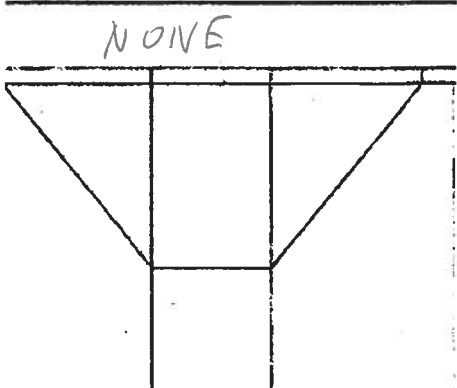
HICKS ST.

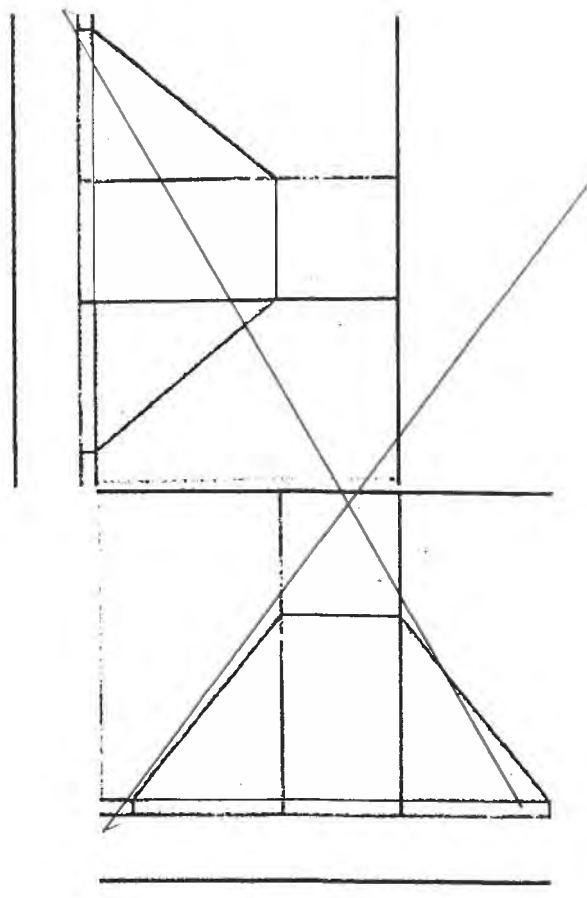
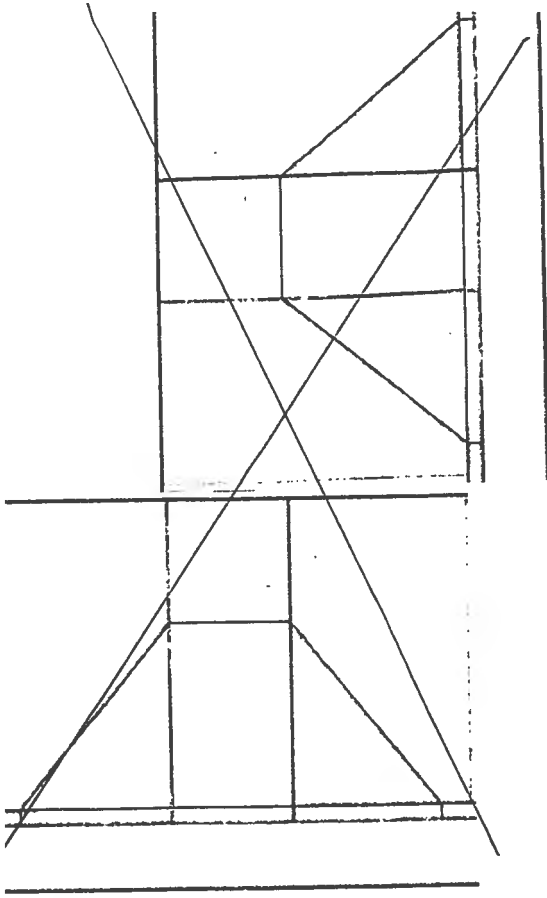
SABILLA ST.

NO MARKINGS

NO CROSSWALK MARKINGS
SCIEVEN AVE

NONE



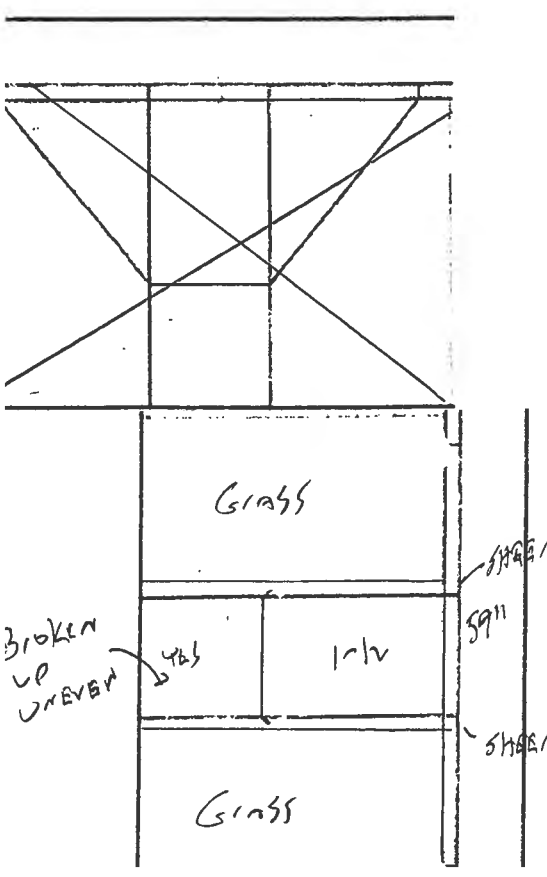


SEE OTHER SHEETS

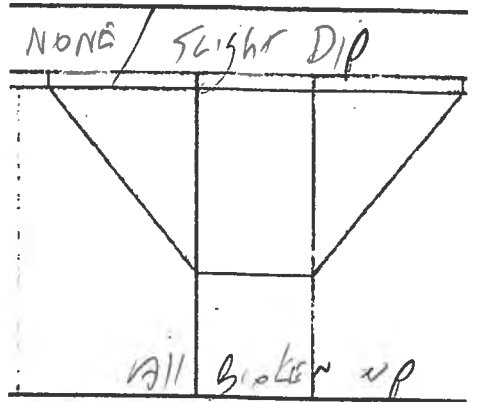
MOST CUTE' to
PAVEMENT TRANSITIONS
High

N
O
M
A
L
I
N
G
S

HICKS ST.

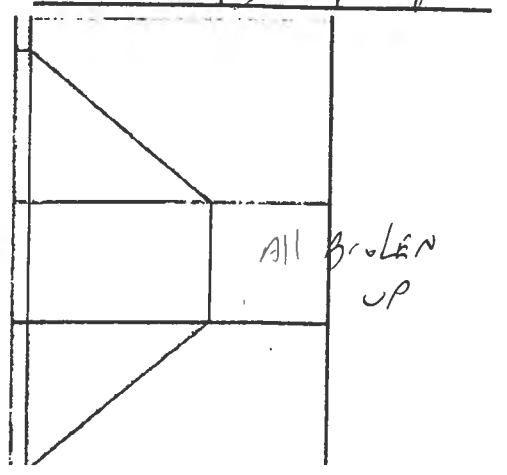


GILMORE ST.



NO CROSSWALK MARKINGS

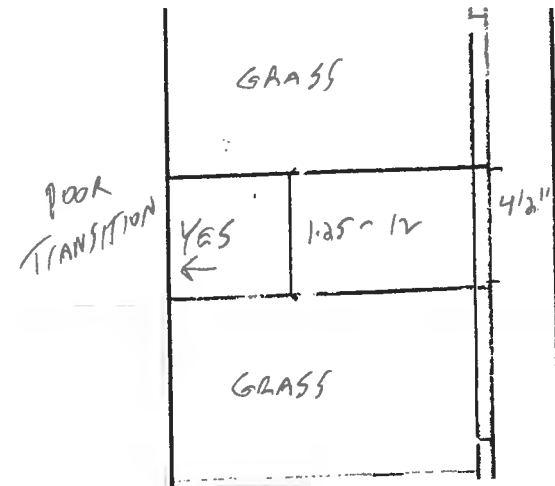
NONE
slight
DIP



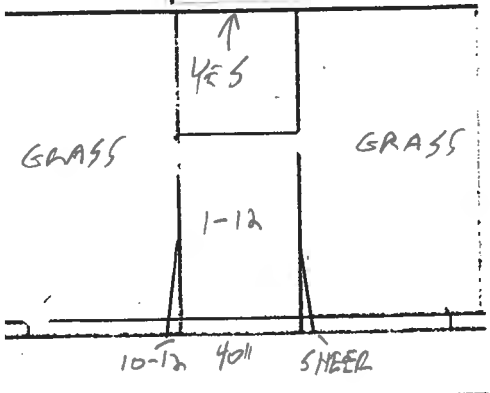
Road/Intersection: MARY ST AT REMBERT ST.

Streets				Crossings											
Yes	No	N/A		Yes	No	N/A		Yes	No	N/A					
I.				VI.				I.							
1				1				1		/					
a.				2				2		/					
2				VII.				3		/					
3				1				4		/					
4				VIII.				VI.							
5				1				5		/					
II.				2				6		/					
1								7	/						
2								8	/						
3								9	/						
III.								10	/						
1								VII.				1	/		
2								1		/		2		/	
2								2		/		IX.			
IV.								III.				1		/	
1								1		/		2		/	
2								2		/		3		/	
V.				IV.				4		/					
1				1		/									

Explanations/ Comments



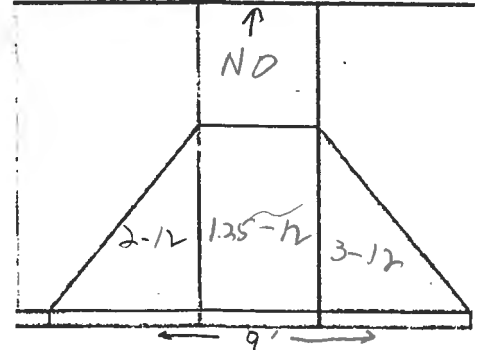
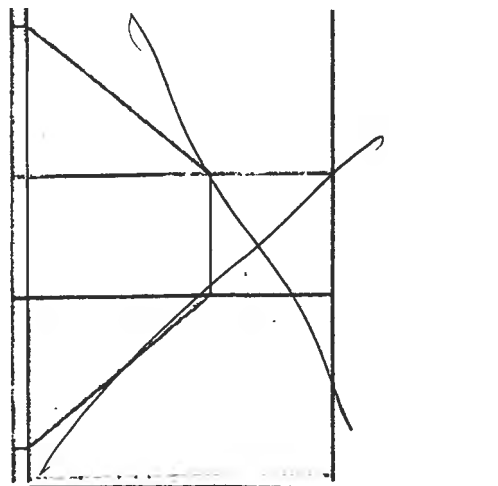
High GUTTER



UNEVEN TRANSITION

REMSHART ST.

POOR CROSSWALK MARKINGS
MOST GUTTER TO PAVEMENT
TRANSITIONS High



AT CORNER
High GUTTER / PAVEMENT

FAIR MARKINGS

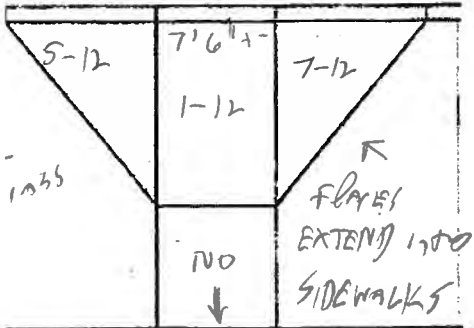
GOOD MARKINGS

BROKEN / HIGH PAVEMENT
HIGH GUTTER
AT CORNER

FAIR CROSSWALK MARKINGS

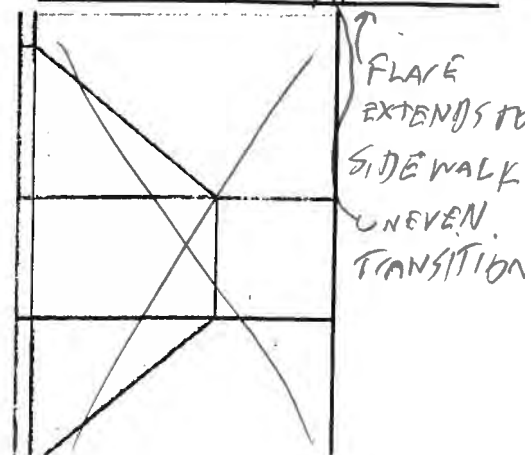
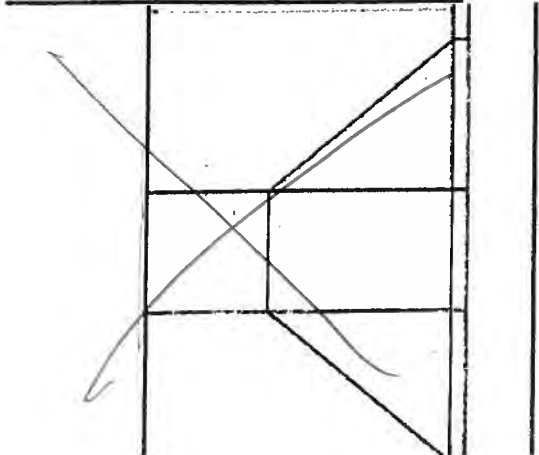
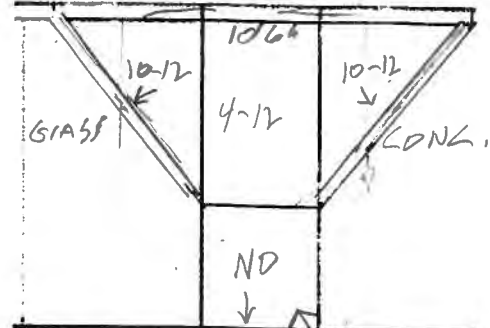
MARY ST.

HIGH GUTTER
AT CORNER



GRASS

High GUTTER
Broken PAVEMENT
HAZARDS



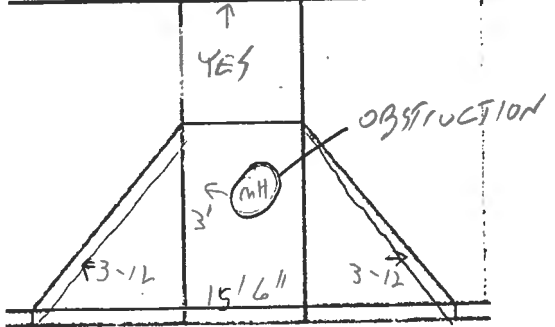
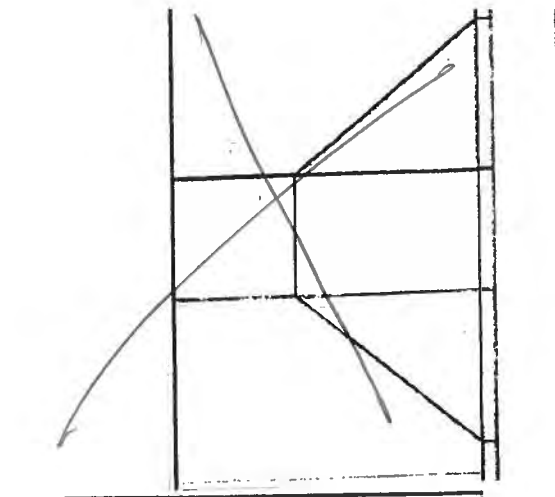
FLARE EXTENDS TO SIDEWALK
UNEVEN TRANSITION

Road/Intersection:

Mary St at Tereau St

Streets				Crossings											
Yes	No	N/A		Yes	No	N/A		Yes	No	N/A					
I.				VI.				I.				V.			
1				1				1		✓		1		✓	
a.				2				2		✓		2		✓	
2				VII.				3		✓		3	✓		
3				1				4	✓			VI.			
4				VIII.				5	✓			1	✓		
5				1				6			✓	VII.			
II.				2				7	✓			1	✓		
1								8			✓	2	✓		
2								9	✓			3	✓		
3								10	✓			VIII.			
III.								II.				1			✓
1								1			✓	2			✓
2								2			✓	IX.			
IV.								III.				1			✓
1								1	✓			2			✓
2								2	✓			3			✓
V.								IV.				4			✓
1				1	✓										

Explanations/ Comments



TEBEAU ST

AT CORNER

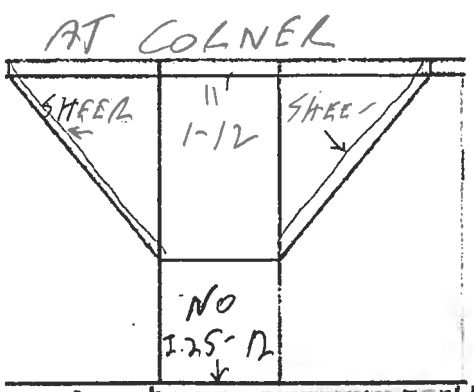
BAD LIP, POOR TRANSITION

FAIR
MAKING

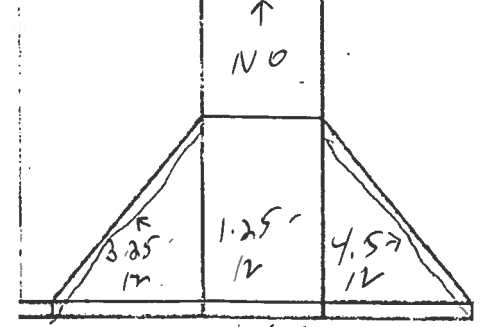
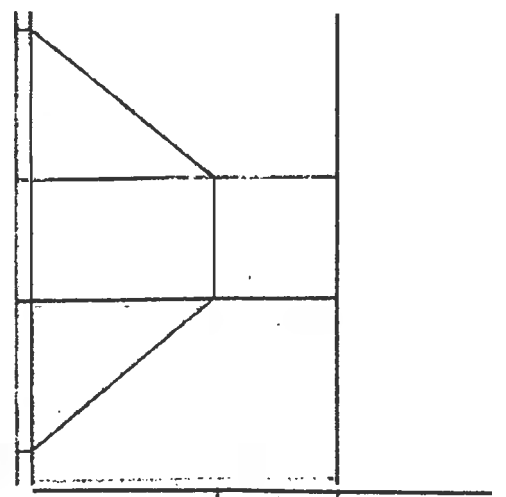
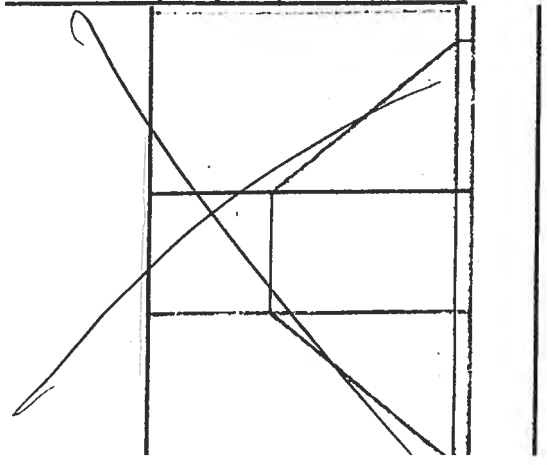
GOOD CROSSWALK MARKINGS

MOST GUTTER TO PAVEMENT FM
TRANSITIONS HIGH

HIGH GUTTER / PAVEMENT
SHEER DROPS



AT CORNER



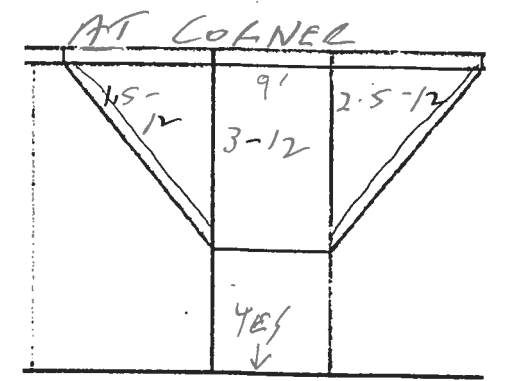
AT CORNER

SHEER DROP AT LIP

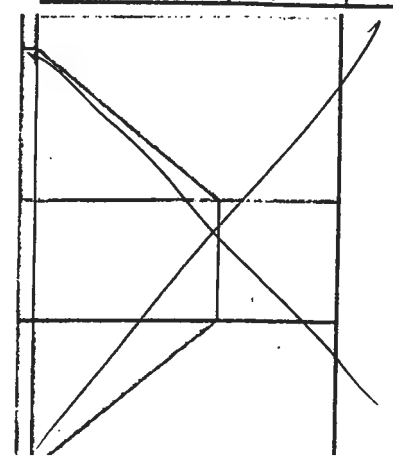
MARY ST

SHEER DROP AT LIP
HIGH PAVEMENT

GOOD CROSSWALK MARKINGS



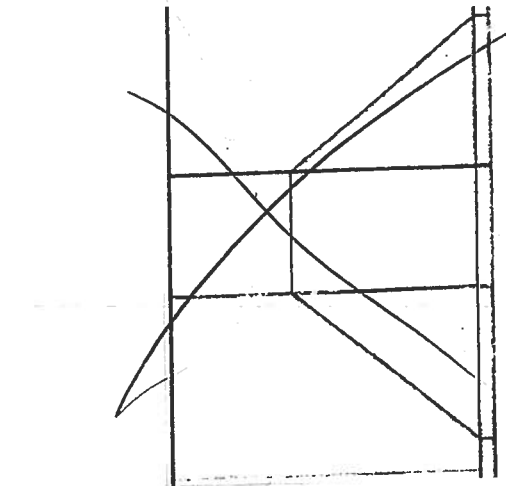
AT CORNER



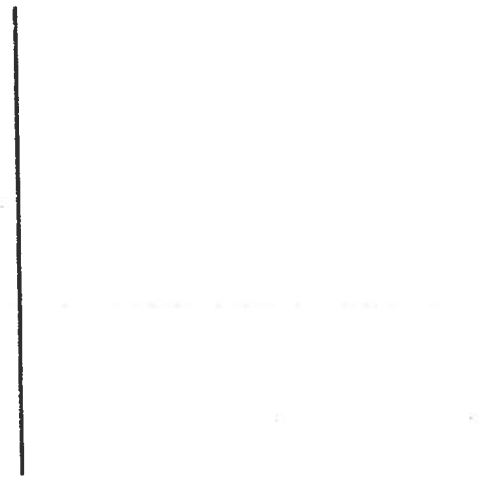
Road/Intersection: MARY ST AT PARKER ST.

Streets						Crossings							
	Yes	No	N/A			Yes	No	N/A		Yes	No	N/A	
I.			VI.			I.			V.				
1				1					1	/			
a.				2					2	/			
2				VII.			3			3	/		
3				1					4	/			
4				VIII.			5			VI.			
5				1					6	/			
II.			2			7			VII.				
1							8			1	/		
2							9			2	/		
3							10			3	/		
III.			1				VIII.						
1							II.			1	/		
2							1			2	/		
IV.			2				IX.						
1							III.			1	/		
2							1			2	/		
V.			1				IV.						
1				1			2	/					
							3	/					
							4	/					
							1	/					

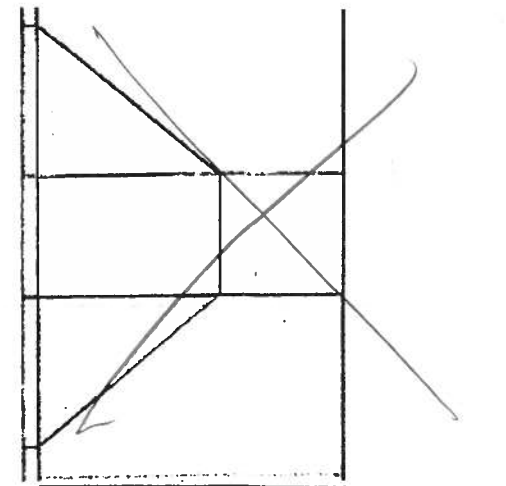
Explanations/ Comments



NONE



DEAD END



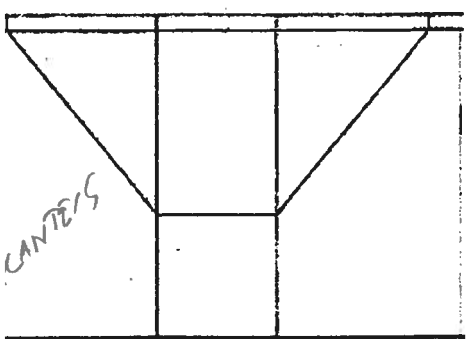
NONE

← sidewalk blocked / Does not connect through lot

NONE

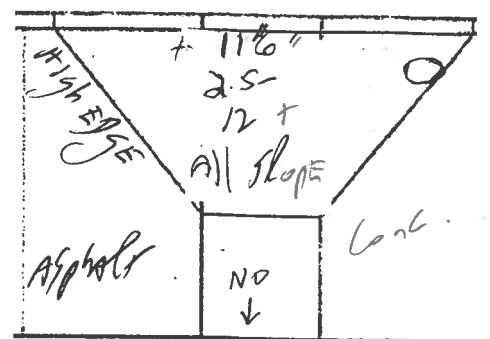
NONE
 0
 1
 2
 3
 MOST CUTTER + PAVEMENT TRANSITIONS High.
 NO CROSSWALK MARKINGS

NONE
 0
 1
 2
 3
 MARY ST.
 NEEDS COMPLETE REDO ROUGH PAVEMENT AT CORNER

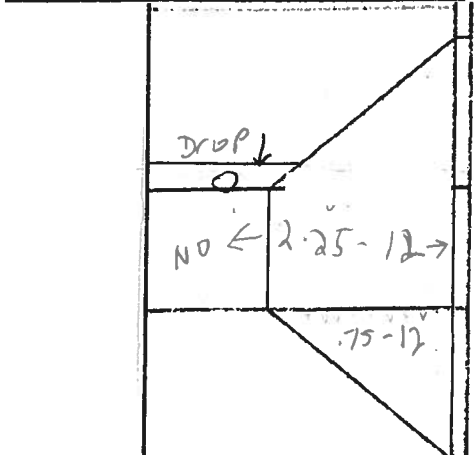


CANTERS

PARKER ST.

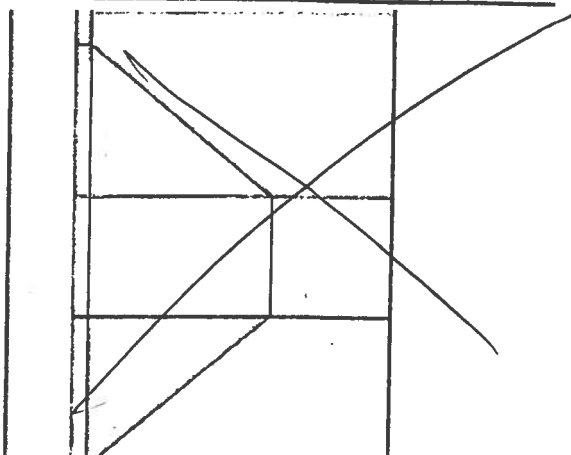


HIGH EDGE
 + 11 1/2"
 2.5-12 +
 All Slope
 Asphalt
 NO ↓
 Lot



DROP
 NO ← 2.25-12 → 4 1/2"
 .75-12

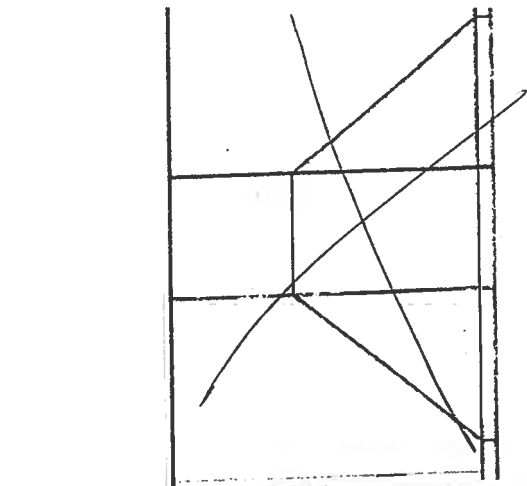
ROUGH ENTRANCE
 ONE DESIGN IN PAVEMENT
 High sidewalk slopes



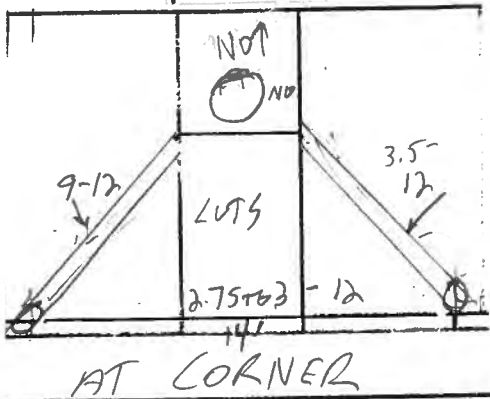
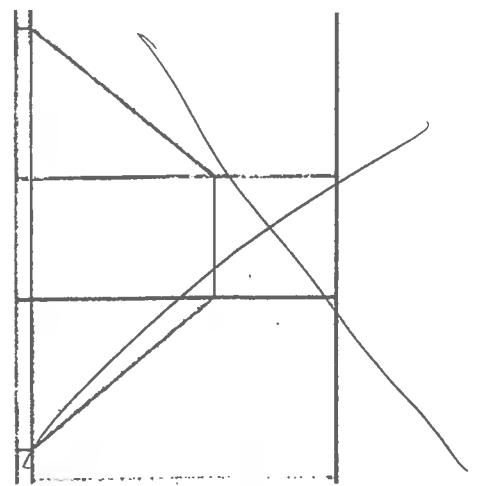
Road/Intersection: *MARY ST. AT PENNINGTON ST.*

Streets				Crossings											
Yes	No	N/A		Yes	No	N/A		Yes	No	N/A					
I.				VI.				I.				V.			
1				1				1		✓		1	✓		
a.				2				2		✓		2	✓		
2				VII.				3		✓		3		✓	
3				1				4		✓		VI.			
4				VIII.				5	✓			1		✓	
5				1				6			✓	VII.			
II.				2				7	✓			1		✓	
1								8			✓	2	✓		✓
2								9	✓			3			✓
3								10	✓			VIII.			
III.								II.				1	✓		
1								1	✓		✓	2	✓		
2								2		✓		IX.			
IV.								III.				1			✓
1								1	✓			2			✓
2								2	✓			3			✓
V.								IV.				4			✓
1				1	✓										

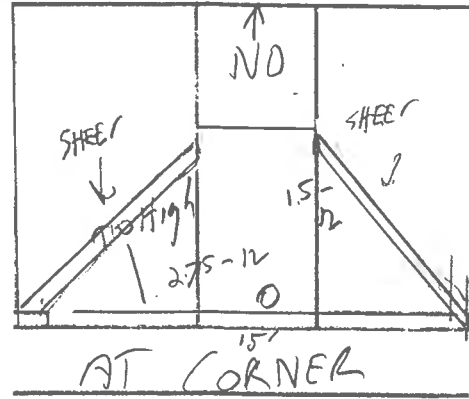
Explanations/ Comments



PENNINGTON ST.



← PAVEMENT High
Rough ENTRANCES
High Crossings



Poor CROSSWALK MARKINGS

BAD Crossing
High Hump in ROAD
BAD CUTS AT PARKING

Yellow paint

F
A
I
R
M
A
R
K
I
N
G
S

MOIST CUTTER to PAVEMENT
TRANSITIONS High

Yellow paint

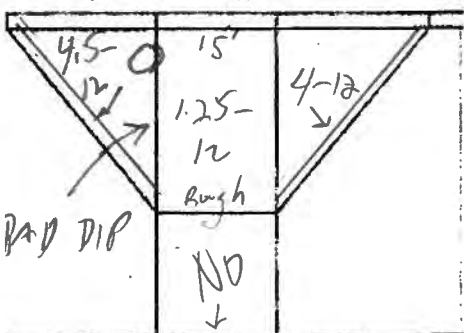
F
A
I
R
M
A
R
K
I
N
G
S

MARY ST.
CROSSWALK OFFSET

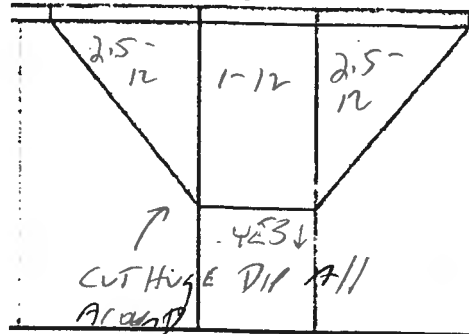
Poor CROSSWALK MARKINGS

Yellow paint

AT CORNER



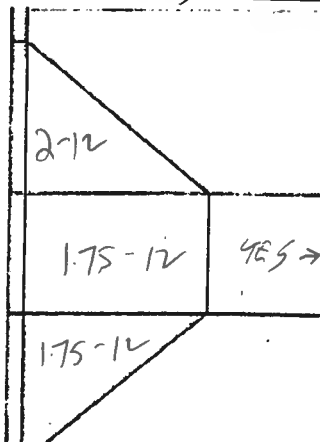
3'



ROUGH ENTRANCE
High PAVEMENT
Completely OFFSET
FROM CROSSWALK

Yellow RAMP

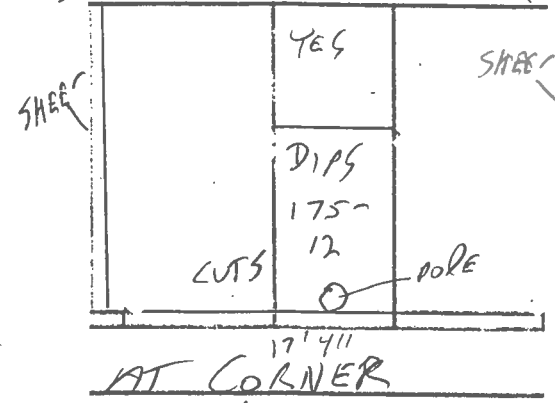
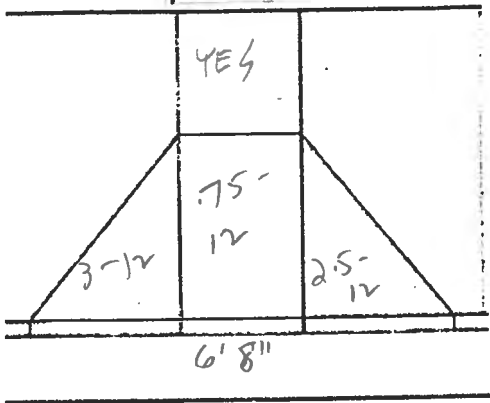
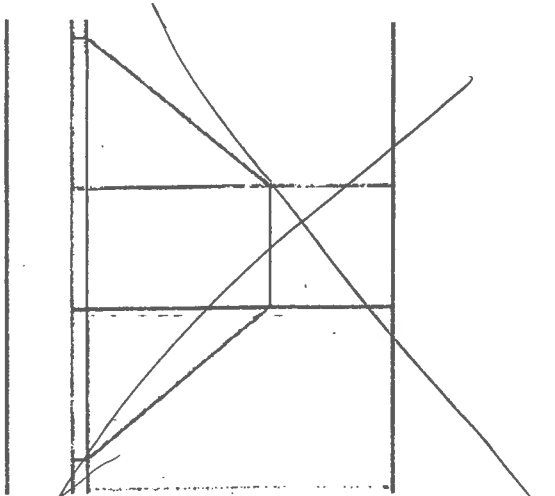
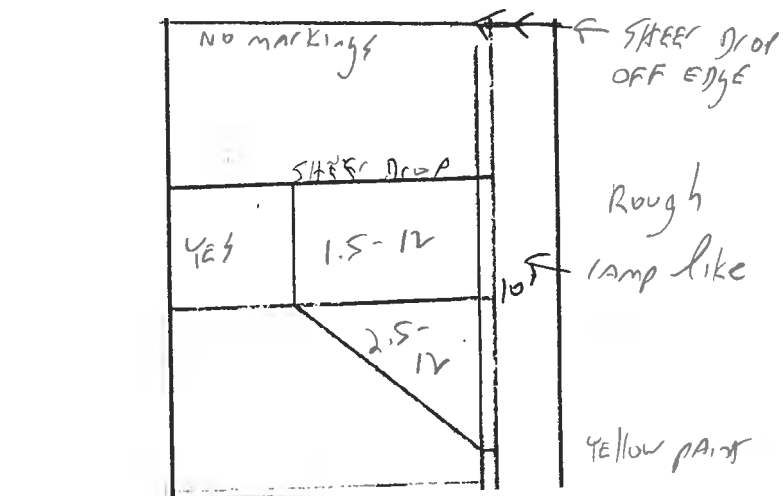
32"



Road/Intersection: *Mar 6 St. At Lot St.*

Streets				Crossings											
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A				
I.				VI.				I.				V.			
1				1				1		✓		1	✓		
a.				2				2		✓		2	✓		
2				VII.				3		✓		3		✓	
3				1				4		✓		VI.			
4				VIII.				5	✓			1		✓	
5				1				6			✓	VII.			
II.				2				7	✓			1		✓	
1								8			✓	2	✓		
2								9		✓		3		✓	
3								10		✓		VIII.			
III.								II.				1	✓		
1								1	✓			2		✓	
2								2		✓		IX.			
IV.								III.				1		✓	
1								1	✓			2			✓
2								2	✓			3			✓
V.								IV.				4			✓
1				1	✓										

Explanations/ Comments



LOTT ST.

NO CROSSWALK MARKINGS
YELLOW PAINT

Rough

Rough

MOST GUTTER TO PAVEMENT TRANSITIONS HIGH

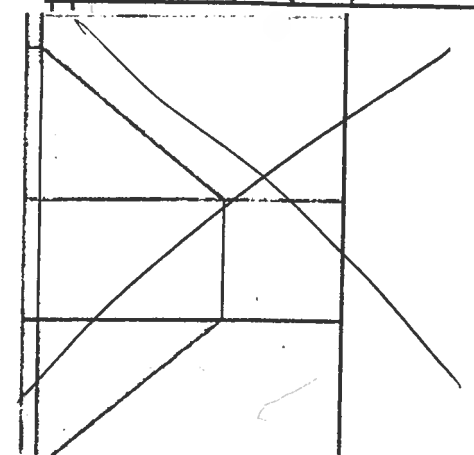
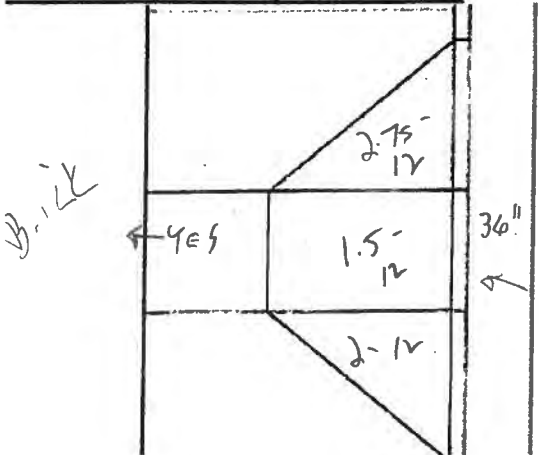
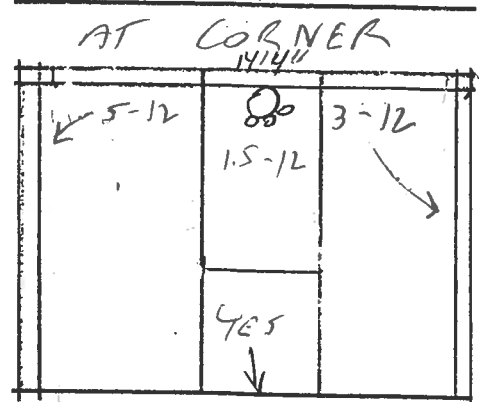
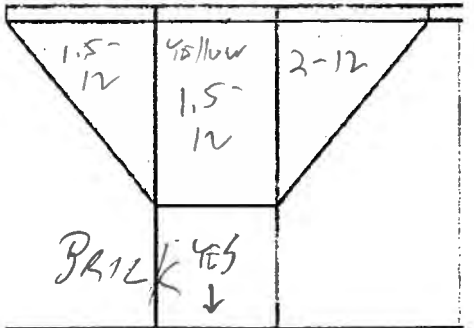
GOOD MARKINGS

GOOD MARKINGS

MARY ST.

OFFSET SIGNIFICANTLY FROM CROSSWALK. APP 36"

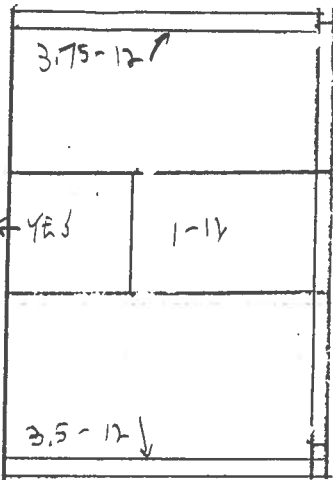
NO CROSSWALK MARKINGS



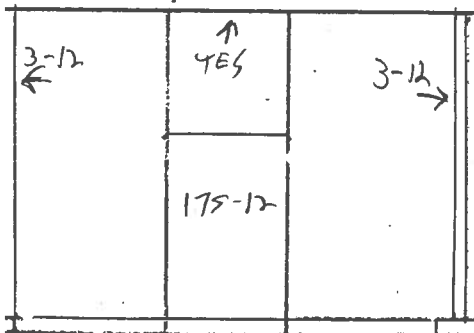
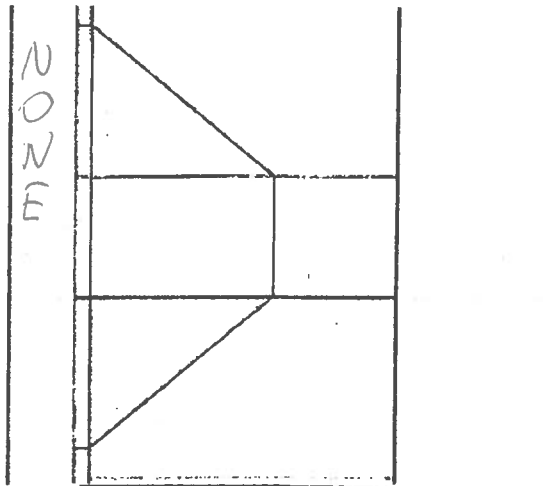
Road/Intersection: MARY ST. AT PLANT AVE / ALICE ST.

Streets						Crossings																															
	Yes	No	N/A			Yes	No	N/A		Yes	No	N/A																									
I.			VI.			I.			V.																												
1				1					1																												
a.				2					2																												
2				VII.			3			3																											
3				1					VI.																												
4				VIII.			5			1																											
5				1					6																												
II.			2						VII.																												
1										7			1																								
2										8					2																						
3										9					3																						
III.										10			VIII.																								
1											II.			1																							
2											1					2																					
IV.																2			IX.																		
1																	III.			1																	
2																	1					2															
V.																						2			3												
1																						IV.			1												
2																						1					2										
1																						V.			1												
V.									2															3													
1																						1					4										
VI.																						1															
1																						VI.			1												
VII.																						2															
1																							VII.			1											
VIII.																											2										
1																												VIII.			1						
IX.																																	2				
1																																		IX.			1
X.																																	2				
1																																		X.			1
XI.																																	2				
1																																		XI.			1
XII.																																	2				
1																																		XII.			1
XIII.																																	2				
1																																		XIII.			1
XIV.																																	2				
1																																		XIV.			1
XV.																																	2				
1																																		XV.			1
XVI.																																	2				
1																																		XVI.			1
XVII.																																	2				
1																																		XVII.			1
XVIII.																																	2				
1																																		XVIII.			1
XIX.																																	2				
1																																		XIX.			1
XX.																																	2				
1																																		XX.			1
XXI.																																	2				
1																																		XXI.			1
XXII.																																	2				
1																																		XXII.			1
XXIII.																																	2				
1																																		XXIII.			1
XXIV.																																	2				
1																																		XXIV.			1
XXV.																																	2				
1																																		XXV.			1
XXVI.																																	2				
1																																		XXVI.			1
XXVII.																																	2				
1																																		XXVII.			1
XXVIII.																																	2				
1																																		XXVIII.			1
XXIX.																																	2				
1																																		XXIX.			1
XXX.																																	2				
1																																		XXX.			1
XXXI.																																	2				
1																																		XXXI.			1
XXXII.																																	2				
1																																		XXXII.			1
XXXIII.																																	2				
1																																		XXXIII.			1
XXXIV.																																	2				
1																																		XXXIV.			1
XXXV.																																	2				
1																																		XXXV.			1
XXXVI.																																	2				
1																																		XXXVI.			1
XXXVII.																																	2				
1																																		XXXVII.			1
XXXVIII.																																	2				
1																																		XXXVIII.			1
XXXIX.																																	2				
1																																		XXXIX.			1
XL.																																	2				
1																																		XL.			1
XLI.																																	2				
1																																		XLI.			1
XLII.																																	2				
1																																		XLII.			1
XLIII.																																	2				
1																																		XLIII.			1
XLIV.																																	2				
1																																		XLIV.			1
XLV.																																	2				
1																																		XLV.			1
XLVI.																																	2				
1																																		XLVI.			1
XLVII.																																	2				
1																																		XLVII.			1
XLVIII.																																	2				
1																																		XLVIII.			1
XLIX.																																	2				
1																																		XLIX.			1
L.																																	2				
1																																		L.			1

Explanations/ Comments



AT CORNER
 OF MARY + ALICE STS
 S. SIDE
 High Lip
 Jagged
 Dips

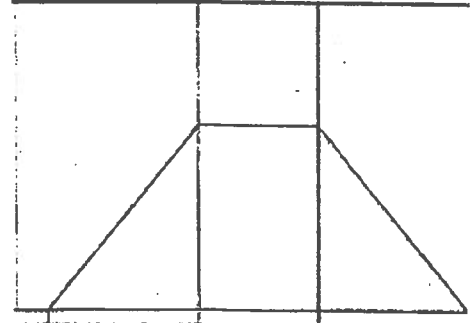


Crossing light →

PLANT AVE

BAD ACTIVATOR LOCATION

Crossing light ←



NONE

ROUGH ENT.

Crossing light NOT working ↓ POOR CROSSWALK MARKINGS

NO CROSSING LIGHT

MARY ST

GOOD MARKINGS

POOR MARKINGS

10' 7"

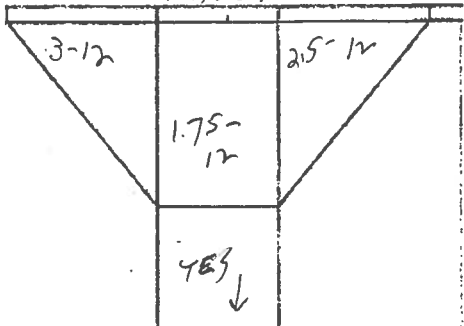
Crossing light NOT working

NO CROSSING LIGHT

AT CORNER

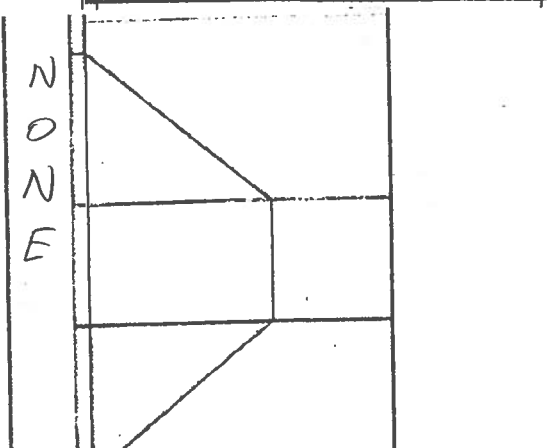
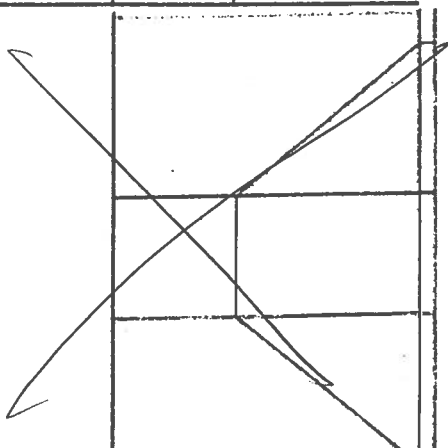
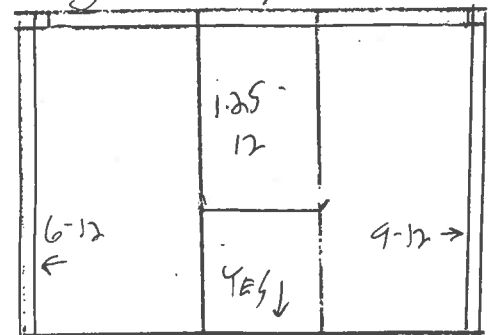
FAIL CROSSWALK MARKINGS

ROUGH ENT. 9'

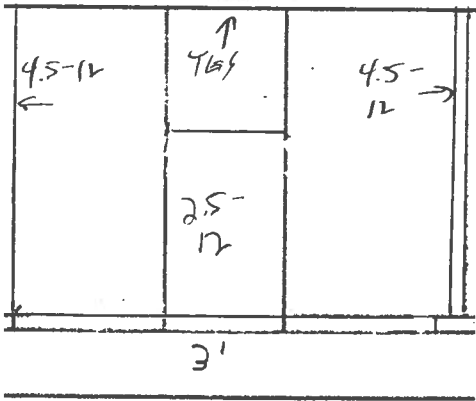
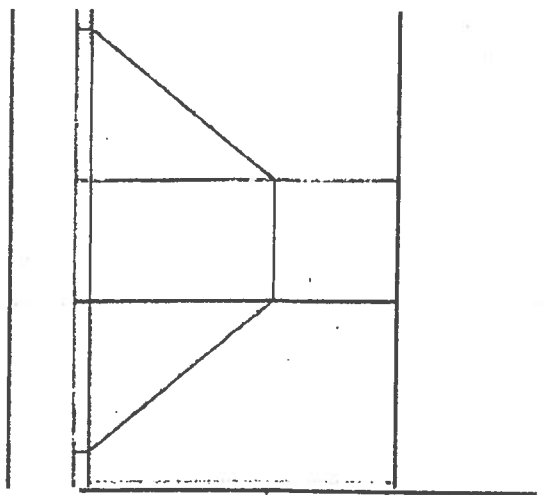
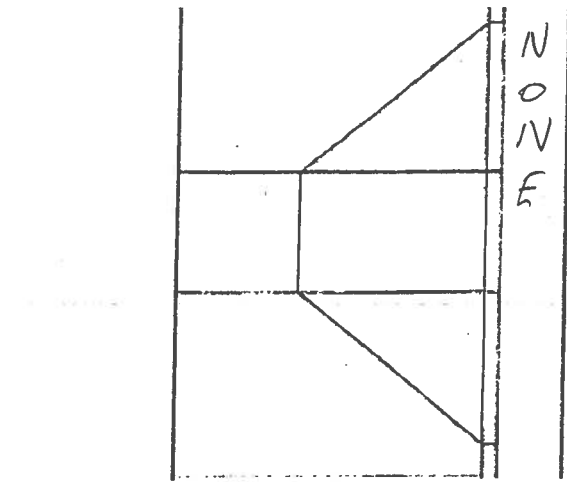


Crossing light →

Crossing light ←

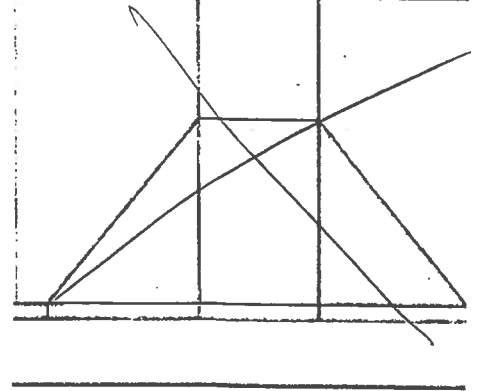


NONE



PLANT AVE

POV Crosswalk Markings



Crossing light ↑
Not working

P M
O A
R K

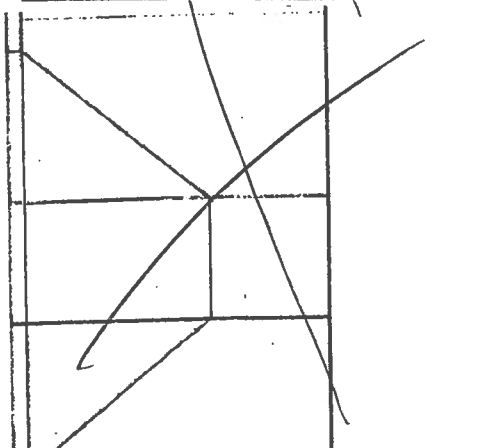
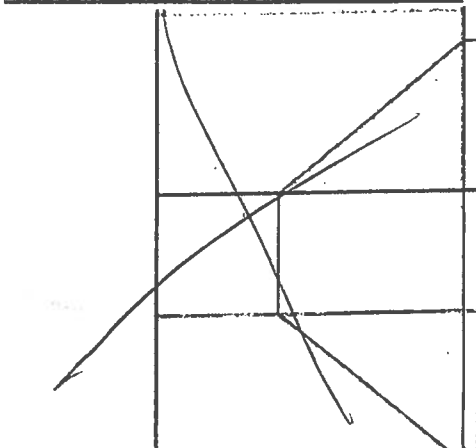
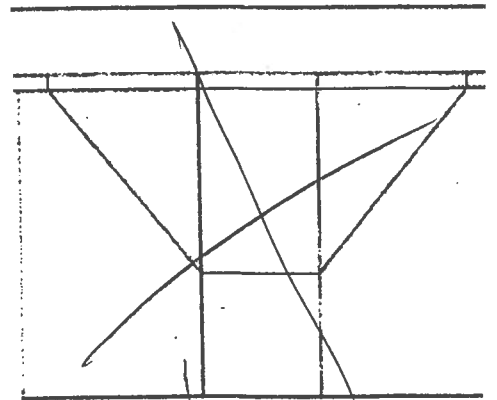
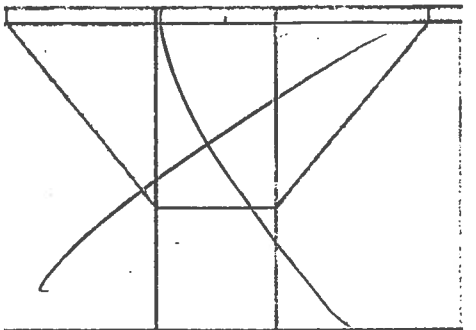
Most GUTTER to pavement
Transitions High

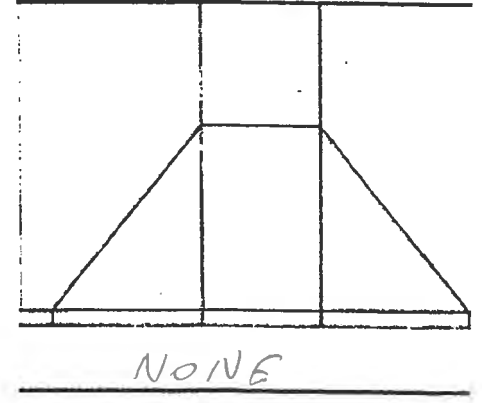
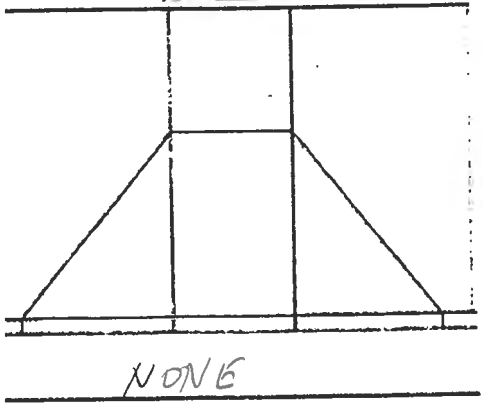
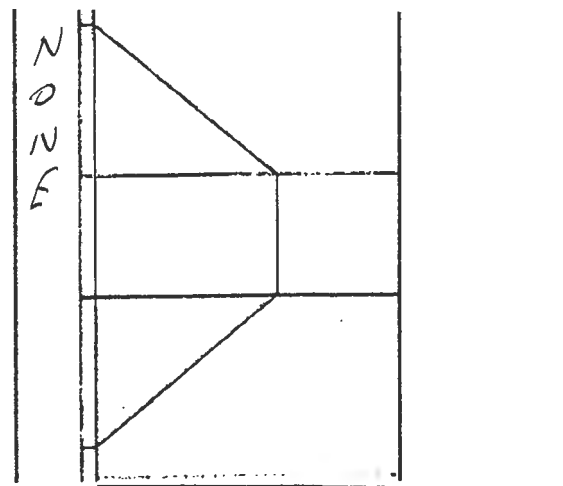
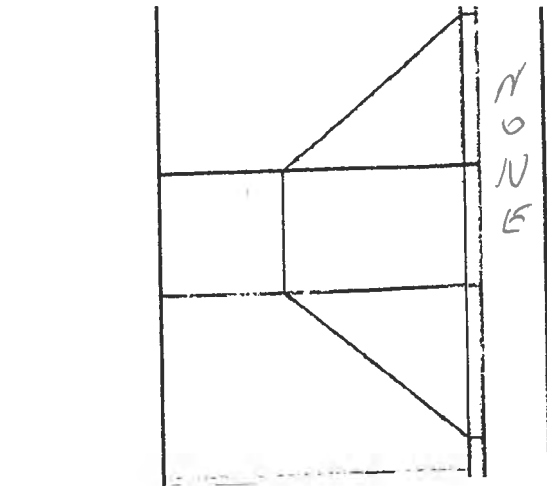
Crossing light ↓
Not working
NO BUTTON

↑
↓

ON OTHER SHEETS

S-SIDE MARY + ALICE STS





50. EVEN AVE
 NO CROSSWALK MARKINGS

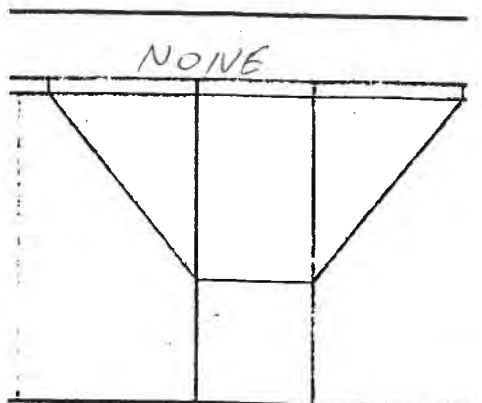
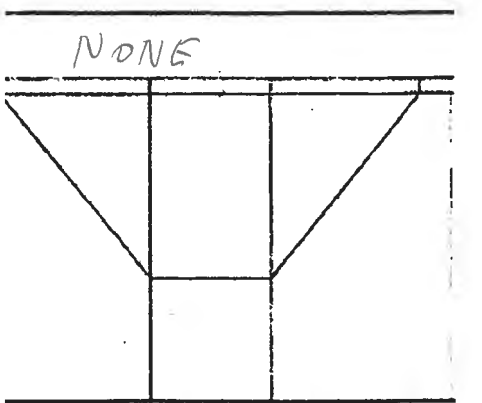
MARY ST

↑ NO SIDEWALKS ↓

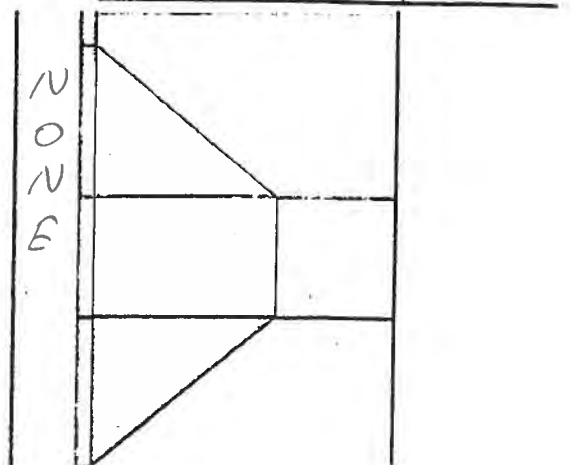
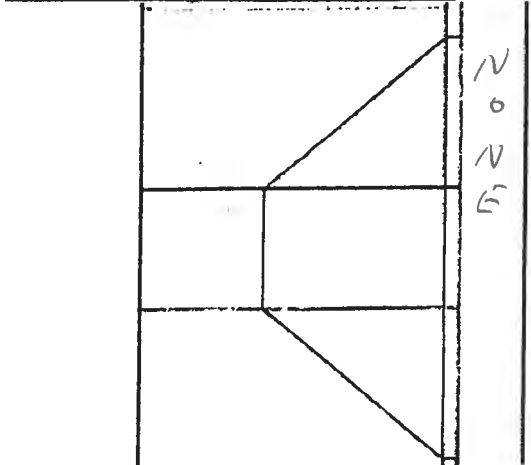
N M MOST GUTTER TO
 PAVEMENT TRANSITIONS
 HIGH

N M
 O A
 R K
 I N
 G S

Williams St.



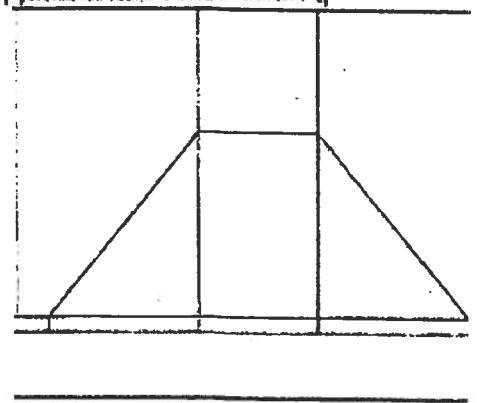
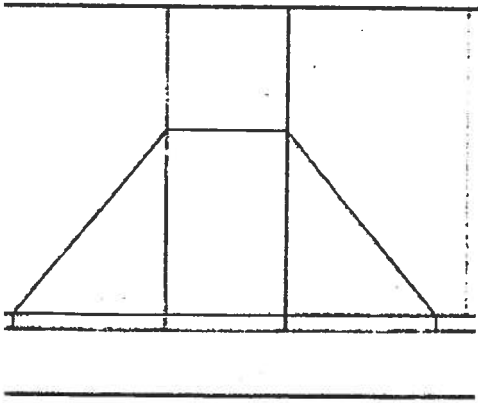
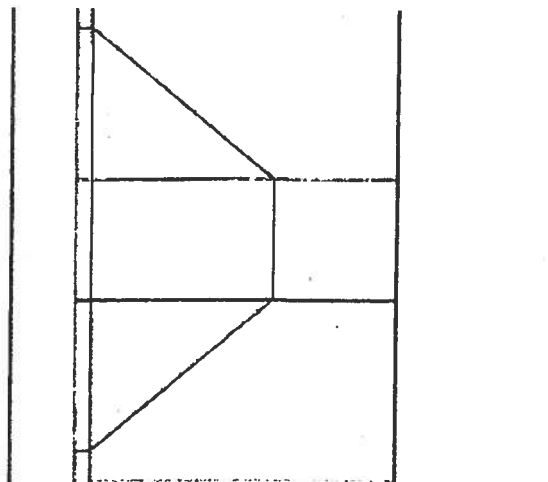
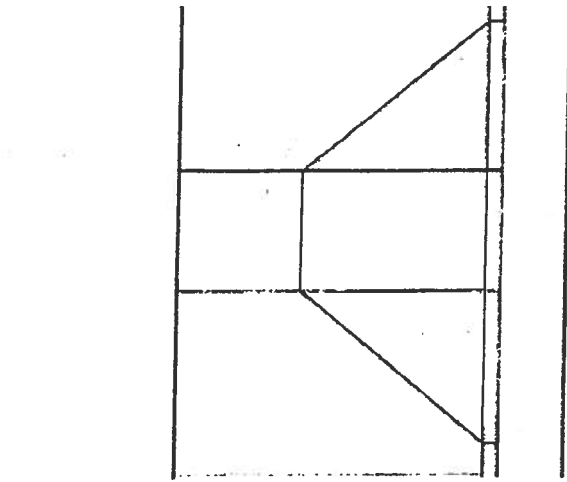
NO CROSSWALK MARKINGS



Road/Intersection: PLANT AVE AT LOTT ST 6/03/12

Streets				Crossings											
Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A	
I.				VI.				I.				V.			
1				1				1		/		1		/	
a.				2				2		/		2		/	
2				VII.				3		/		3		/	
3				1				4		/		VI.			
4				VIII.				5		/		1		/	
5				1				6		/		VII.			
II.				2				7		/		1		/	
1								8		/		2		/	
2								9		/		3		/	
3								10		/		VIII.			
III.								II.				1		/	
1								1		/		2		/	
2								2		/		IX.			
IV.								III.				1		/	
1								1		/		2		/	
2								2		/		3		/	
V.								IV.				4		/	
1				1		/									

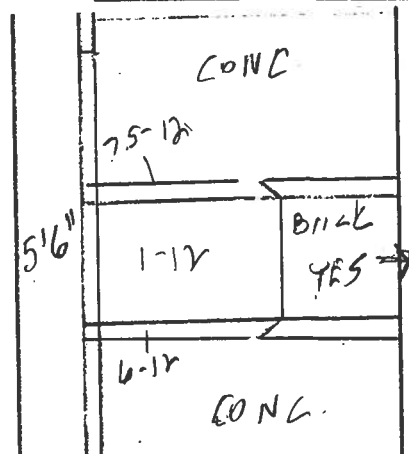
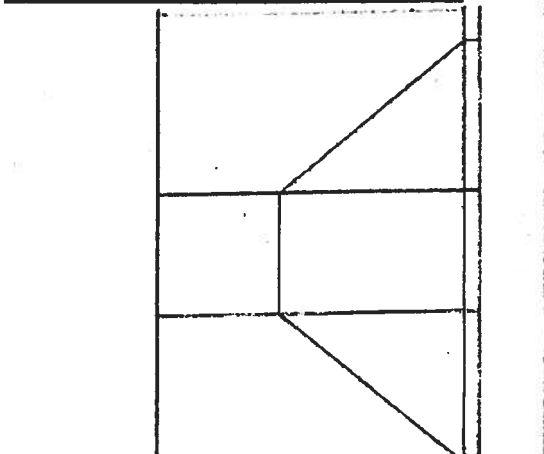
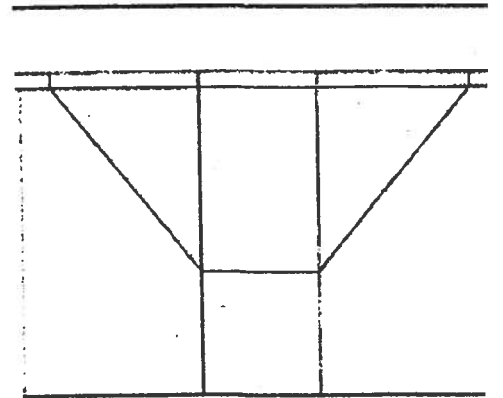
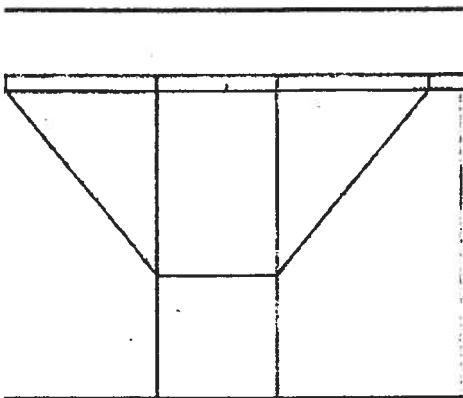
Explanations/ Comments



PLANT AVE.

HOOT ST.

← ON OTHER SHEET

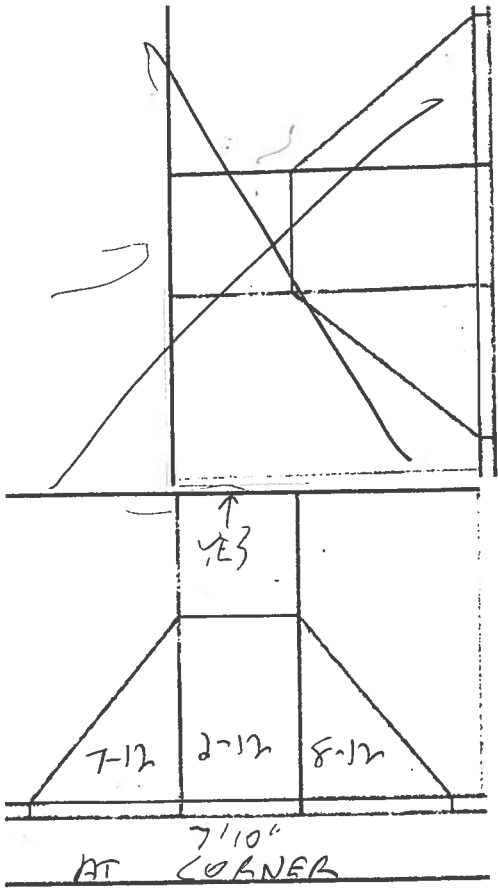


Road/Intersection:

Elizabeth St AT Bainsport St.

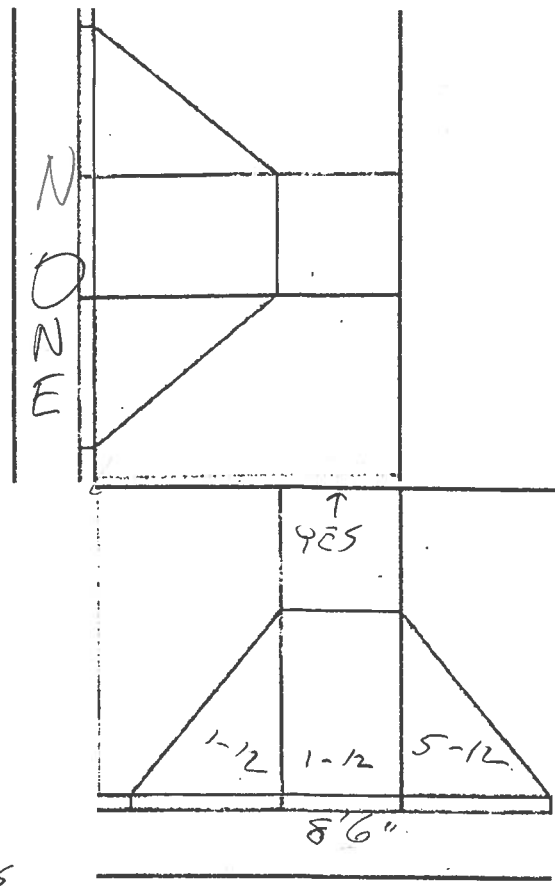
Streets				Crossings															
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A				
I.				VI.				I.				V.							
1				1				1		/		1		/					
a.				2				2		/		2		/					
2				VII.				3		/		3		/					
3				1				4	/			VI.							
4				VIII.				5		/		1		/					
5				1				6		/		VII.							
II.				2				7	/			1		/					
1								8	/			2		/					
2								9	/			3		/					
3								10	/			VIII.							
III.								II.				1		/		1		/	
1								1		/		2		/		IX.			
2								2		/		1		/		1		/	
IV.								III.				2		/		2		/	
1								1		/		3		/		3		/	
2								2		/		4		/		4		/	
V.								IV.				1	/						
1																			

Explanations/ Comments



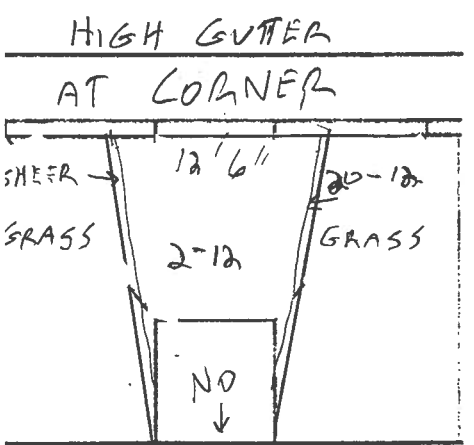
REMSHART ST.

GOOD CROSSWALK MARKINGS



ELIZABETH ST.

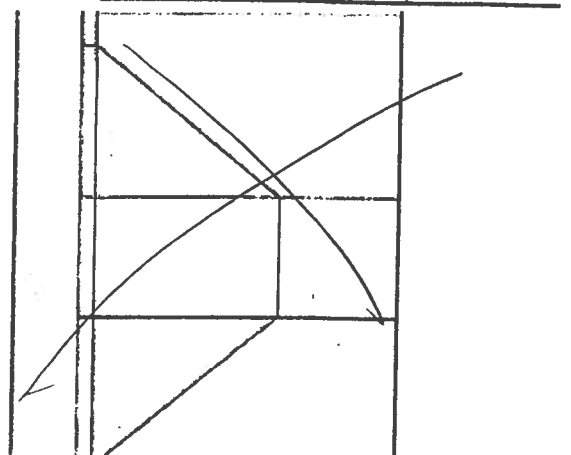
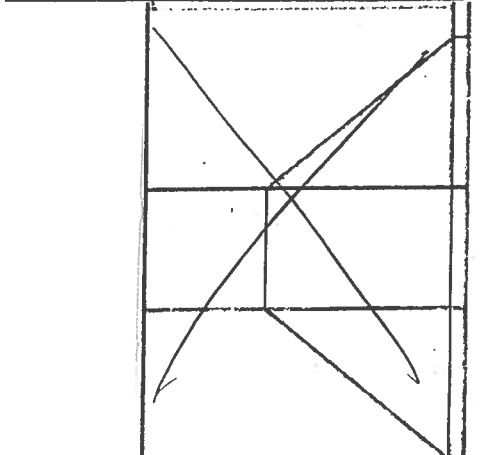
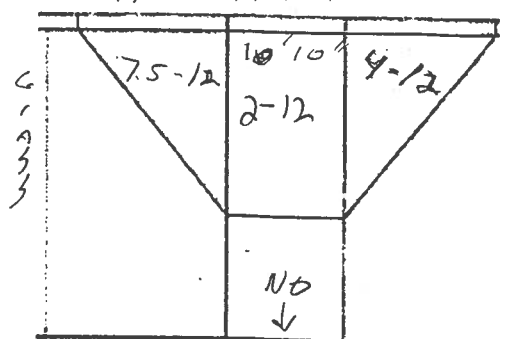
HIGH GUTTER AT CORNER



FAIR MARKINGS
 MOST GUTTER TO PAVEMENT TRANSITIONS HIGH
 PAVEMENT UNEVEN + HIGH
 ALMOST UNCROSSABLE IN WHEELCHAIR

POOR CROSSWALK MARKINGS
 PAVEMENT BAD

FAIR MARKINGS

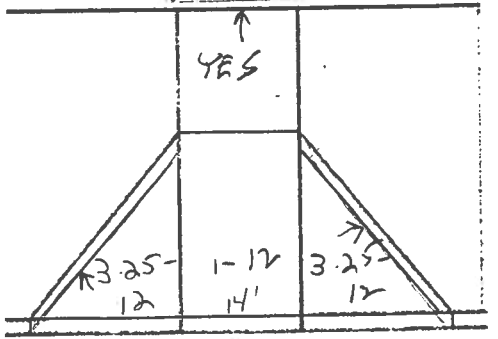
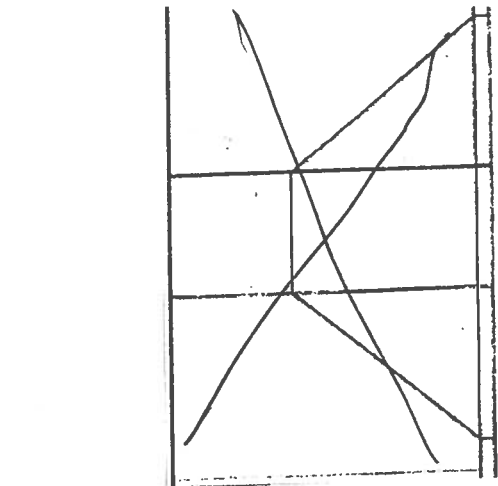


Road/Intersection:

Elizabeth St at TEHEAU ST

Streets						Crossings									
	Yes	No	N/A				Yes	No	N/A		Yes	No	N/A		
I.			VI.			I.			V.						
1				1						1					
a.				2						2					
2				VII.			3			3					
3				1			4			VI.					
4				VIII.			5			1					
5				1			6			VII.					
II.			2			7			1						
1							8			2					
2							9			3					
3							10			VIII.					
III.			II.				1								
1							1			2					
2							2			IX.					
IV.			III.				1								
1							1			2					
2							2			3					
V.			IV.				4								
1				1											

Explanations/ Comments

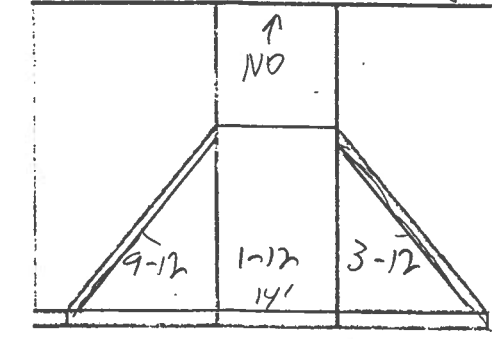
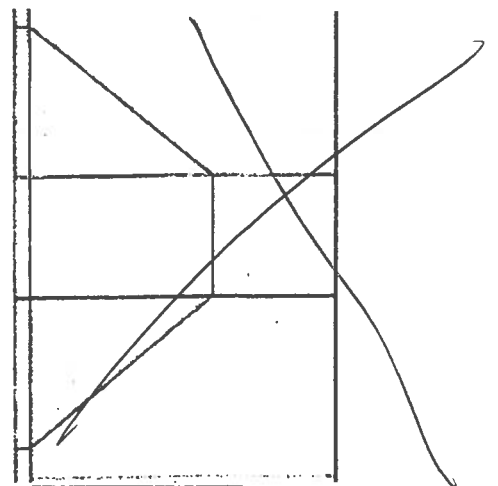


AT CORNER

Rough approach, High PAVEMENT AT GUTTERS

P A V E M E N T M A R K I N G S

TEREAU ST.
Good Crosswalk markings



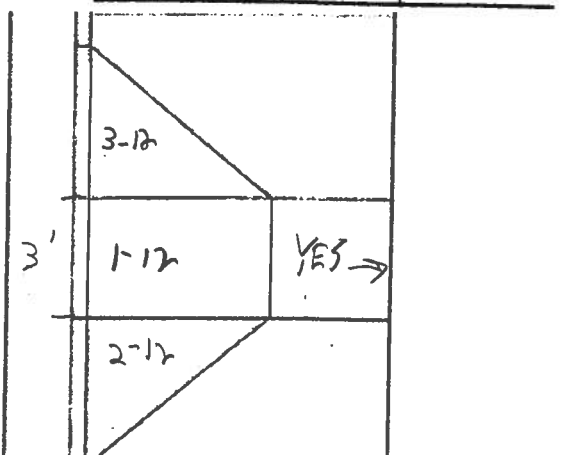
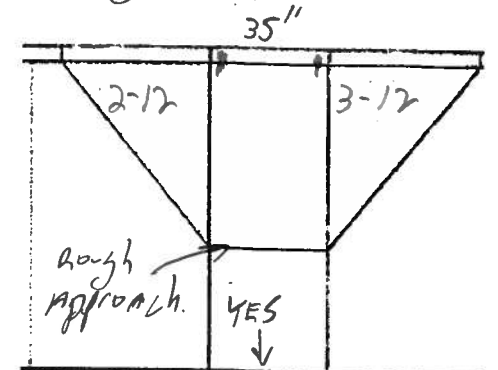
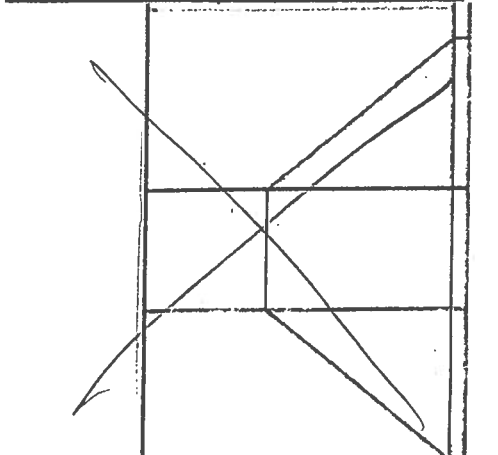
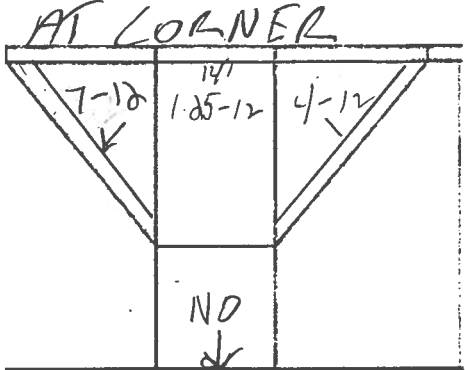
AT CORNER

ELIZABETH ST.
CROSSWALK OFFSET FROM RAMP
ROUGH PAVEMENT

G O O D M A R K I N G S

GOOD Crosswalk markings

DIPS + High PAVEMENT

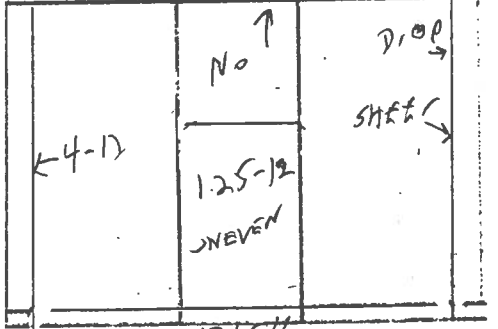
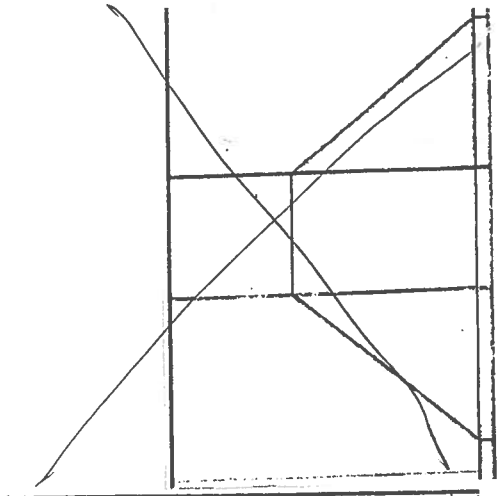


Road/Intersection:

Elizabeth St or Parker St.

Streets				Crossings														
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A			
I.				VI.				I.				V.						
1				1				1		✓		1	✓					
a.				2				2		✓		2		✓				
2				VII.				3		✓		3	✓					
3				1				4		✓		VI.						
4				VIII.				5	✓			1		✓				
5				1				6			✓	VII.						
II.				2				7	✓			1		✓				
1								8			✓	2	✓					
2			9					✓			3		✓					
3			10					✓			VIII.							
III.								II.				1	✓			1	✓	
1								1	✓		✓	2	✓			2	✓	
2								2		✓		IX.						
IV.								III.				1			✓			
1								1	✓			2	✓					✓
2								2	✓			3						✓
V.								IV.				4						✓
1				1	✓													

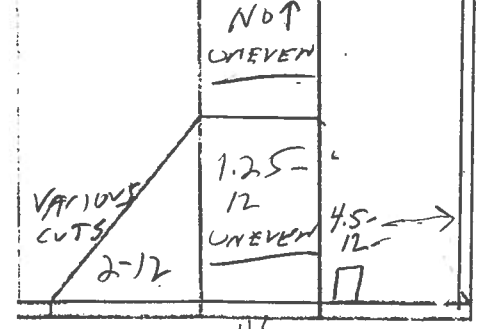
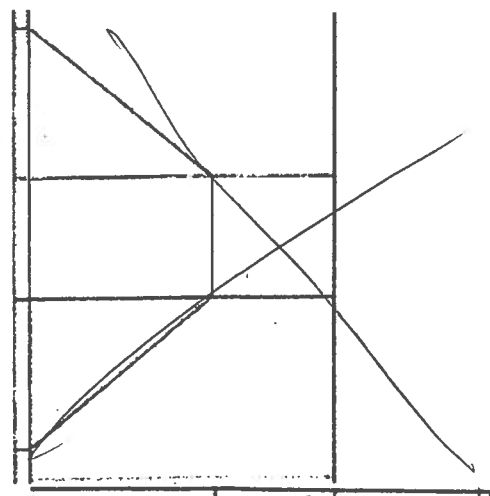
Explanations/ Comments



AT CORNER

PARKER ST

GOOD Crosswalk Markings



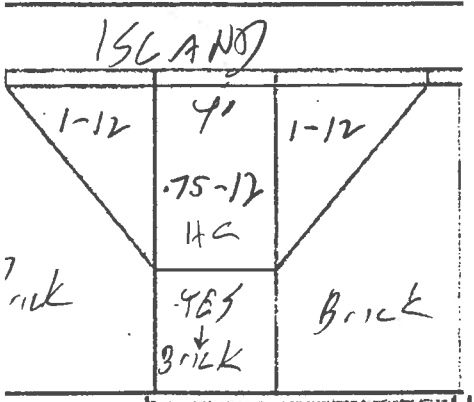
AT CORNER

ROUGH ENTRANCE

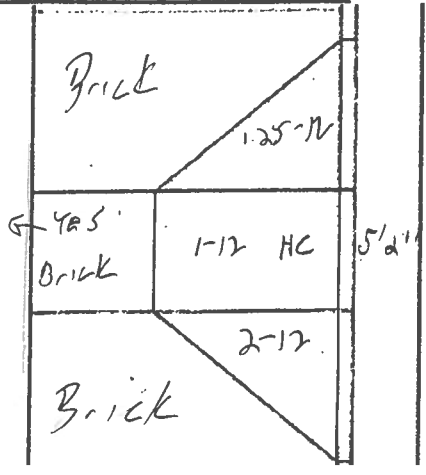
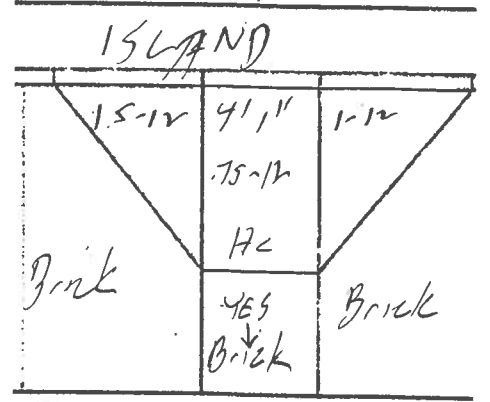
Rough ENTRANCE 1" offset
GOOD MARKINGS

MOST CURB TO PAVEMENT
TRANSITIONS High
GOOD MARKINGS

ELIZABETH ST

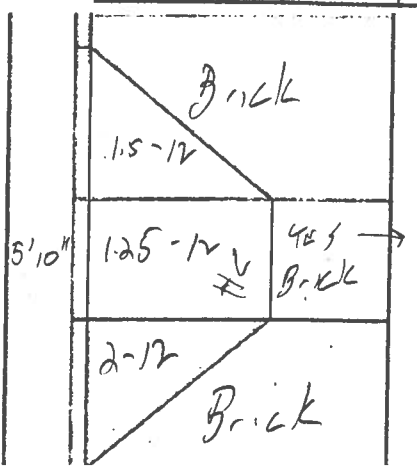


NO Crosswalk Markings
ROUGH Crossing



ROUGH ENTRANCE

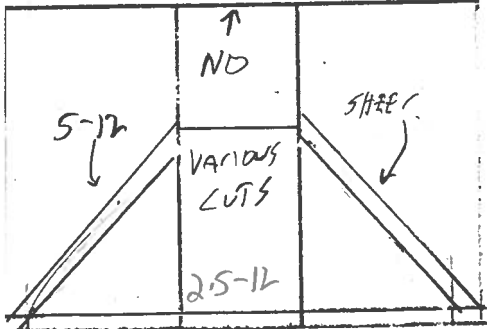
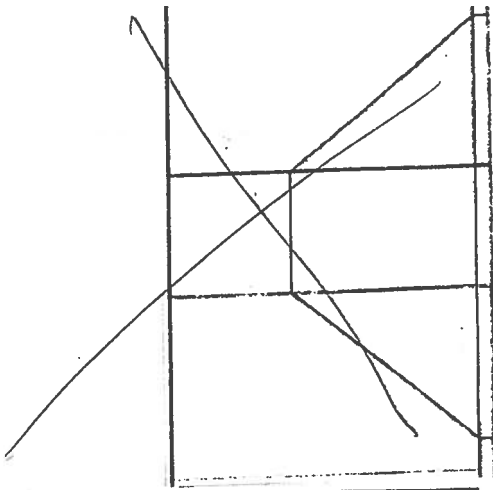
High
ROUGH
ENTRANCE



Road/Intersection: *E Elizabeth St at Pendleton St.*

Streets				Crossings											
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A
I.				VI.				I.				V.			
1				1				1		/		1	/		
a.				2				2		/		2	/		
2				VII.				3		/		3	/		
3				1				4		/		VI.			
4				VIII.				5		/		1		/	
5				1				6		/		VII.			
II.				2				7		/		1		/	
1								8		/		2		/	
2								9		/		3		/	
3								10		/		VII.			
III.								II.				1		/	
1								1		/		2		/	
2								2		/		IX.			
IV.								III.				1		/	
1								1		/		2		/	
2								2		/		3		/	
V.								IV.				4		/	
1				1		/									

Explanations/ Comments



AT CORNER

Rough ENTRANCE

YELLOW PAINT

PENNSYLVANIA ST.

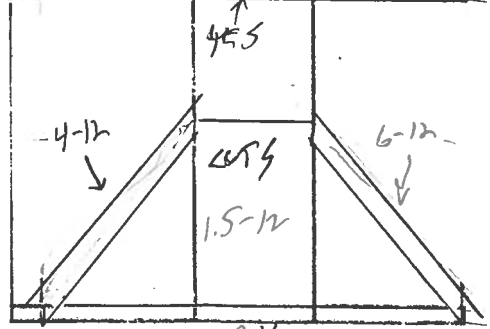
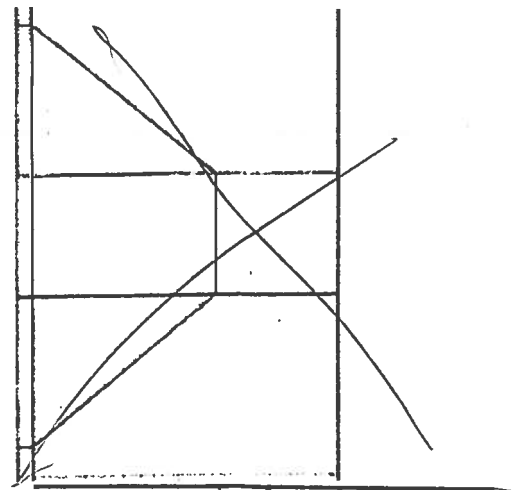
YELLOW PAINT

Rough Crossing
Crossing offset from brick
crosswalk

Brick Crosswalks only
NO MARKINGS

NEEDS COMPLETE
REDESIGN

MOST CUTTER TO PAVEMENT
TRANSITIONS HIGH

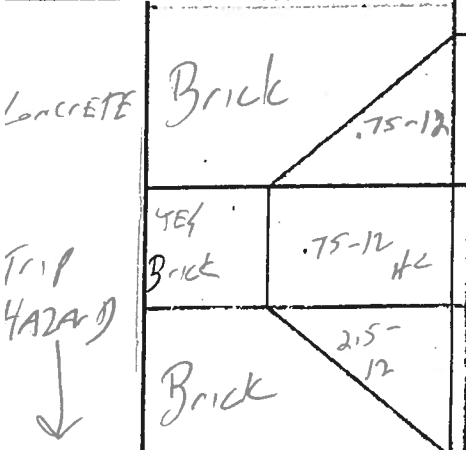
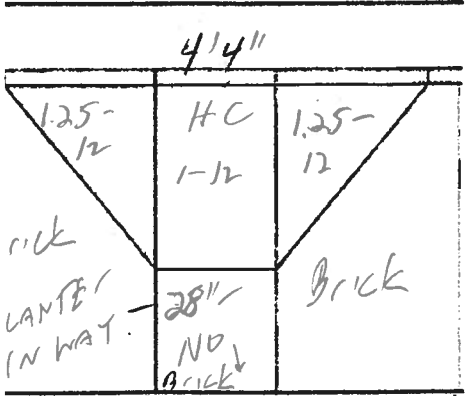


AT CORNER

Rough ENTRANCE

ELIZABETH ST.

Crossing offset from
brick crosswalk

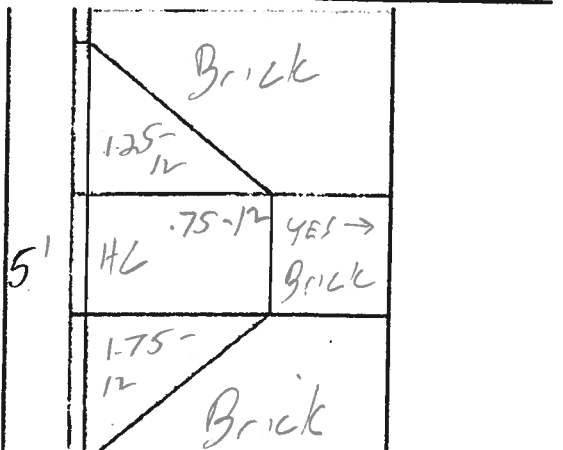
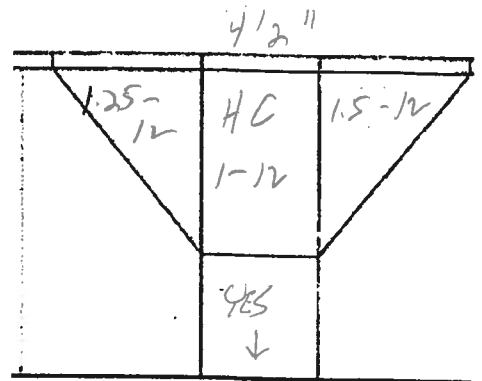


TRIP HAZARD

WHITE PAINT

OFFSET FROM
Brick Crosswalk

HC
OFFSET

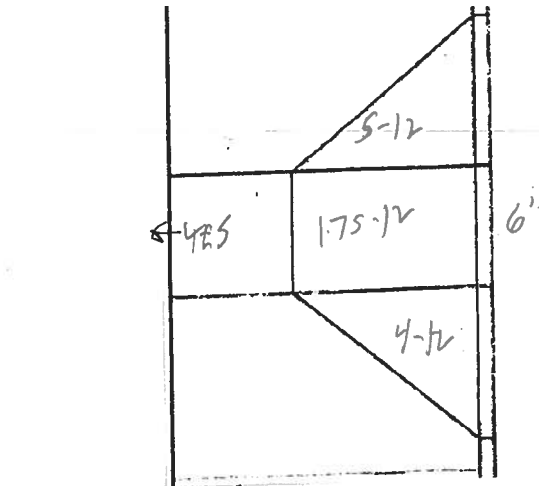


WHITE PAINT

Road/Intersection: ELIZABETH ST AT PLANT AVE / LOFT ST

Streets						Crossings									
	Yes	No	N/A			Yes	No	N/A		Yes	No	N/A			
I.			VI.			I.			V.						
1				1					1	/					
a.				2					2	/					
2				VII.			3			3	/				
3				1					VI.						
4				VIII.			5	/		1	/				
5				1					6	/					
II.			2						VII.						
1							7	/		1	/				
2							8	/		2	/				
3							9	/		3	/				
III.							10	/		VIII.					
1										II.			1	/	
2										1	/		2	/	
IV.							2	/		IX.					
1										III.			1	/	
2										1	/		2	/	
V.							2	/		3	/				
1							IV.			4	/				
						1	/								

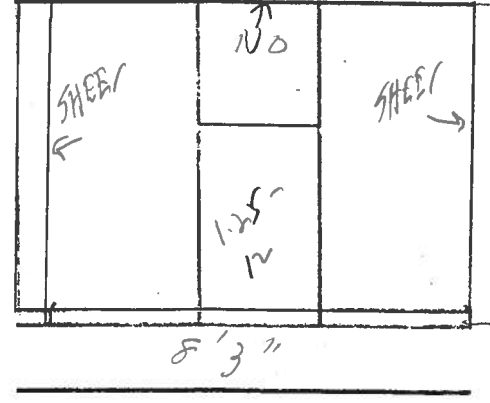
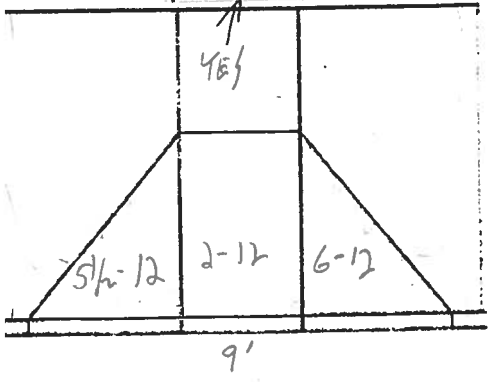
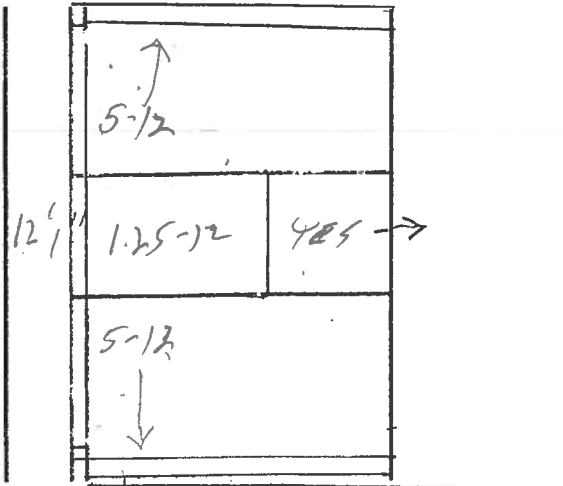
Explanations/ Comments



Rough ENTRANCE
 ↓ High PAVEMENT →

LOTT ST.

NO crosswalk markings



Rough ENTRANCE High PAVEMENT

ELIZABETH ST.

F
A
I
R
G
O
O
D

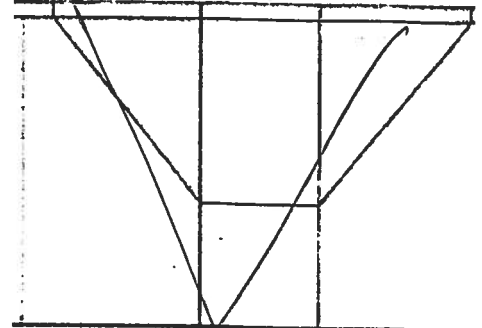
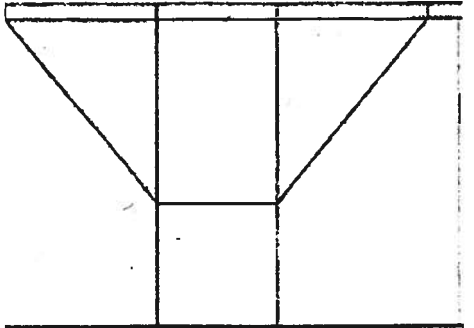
M
A
R
K
I
N
G
S

MOST GUTTER to
 PAVEMENT TRANSITIONS
 High

G
M
A
R
K
I
N
G
S

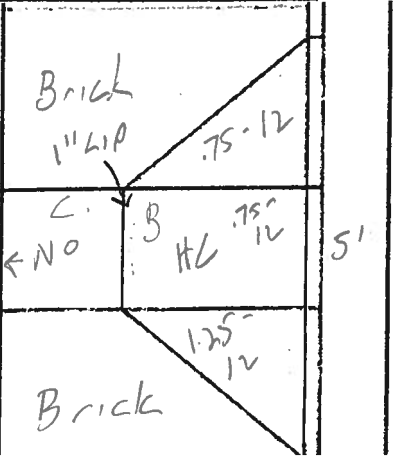
PLANT AVE

NONE

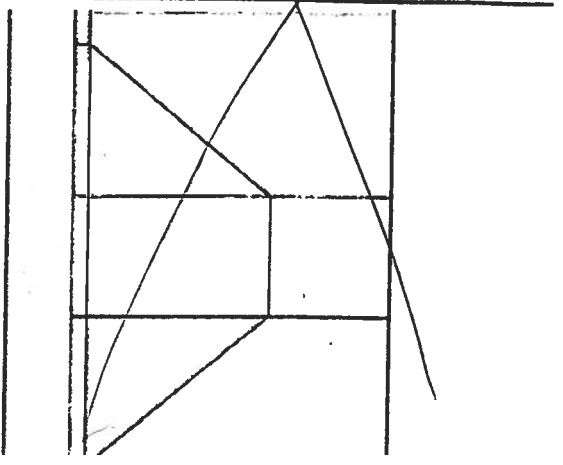


Good crosswalk markings

PLANT
 IN WAY



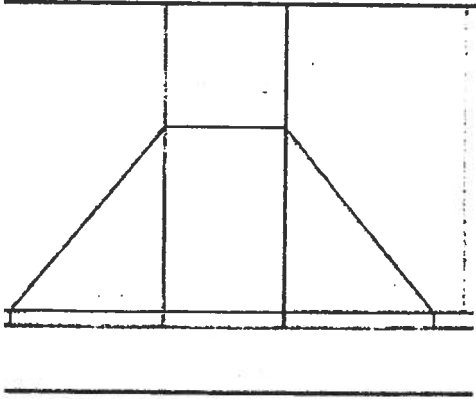
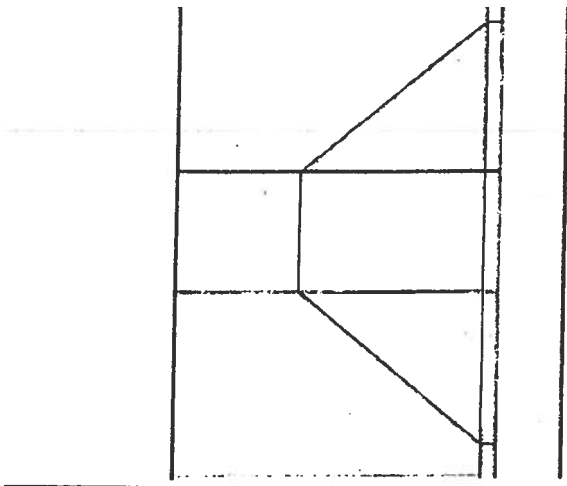
P
L
A
N
T
A
V
E.



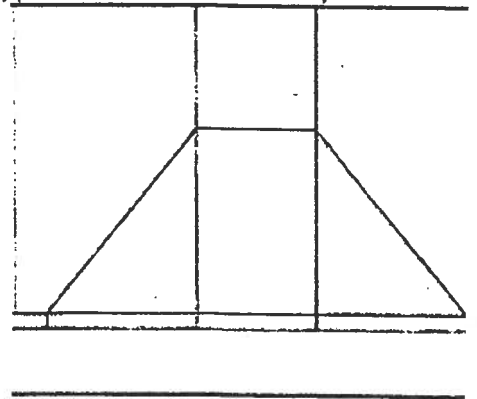
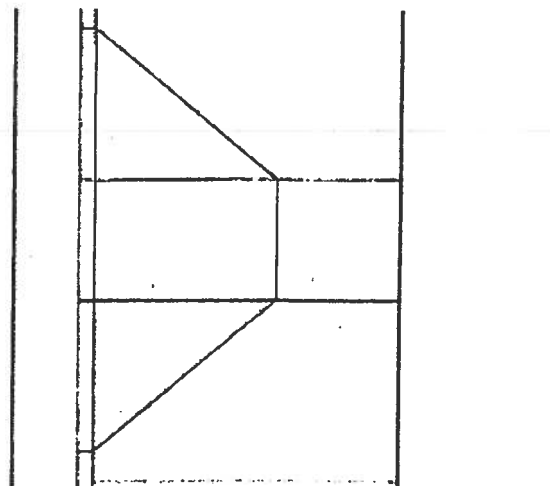
Road/Intersection: PLANT AVE AT ELIZABETH ST. CROSSING

Streets						Crossings										
	Yes	No	N/A			Yes	No	N/A		Yes	No	N/A				
I.			VI.			I.			V.							
1				1				1	/			1	/			
a.				2				2	/		/	2	/		/	
2				VII.			3	/			3	/				
3				1				4	/		/	VI.				
4				VIII.			5			/	1			/		
5				1				6			/	VII.				
II.			2				7	/			1	/				
1							8			/	2	/		/		
2							9	/		/	3	/		/		
3							10	/		/	VIII.					
III.			II.				1			/	1			/		
1							1	/		/	2	/		/		
2							2	/		/	IX.					
IV.			III.				1			/	1			/		
1							1	/		/	2			/		
2							2	/		/	3			/		
V.			IV.				1			/	4			/		
1				1	/		/									

Explanations/ Comments

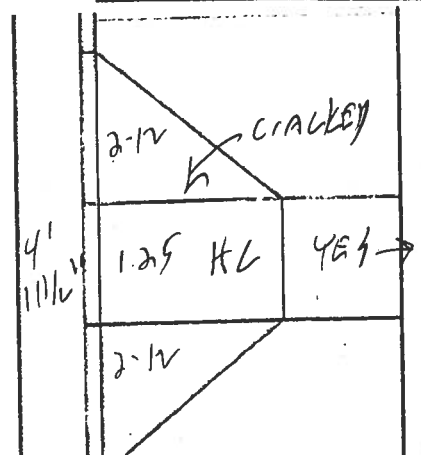
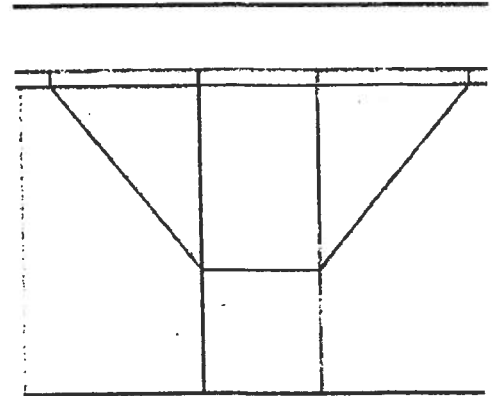
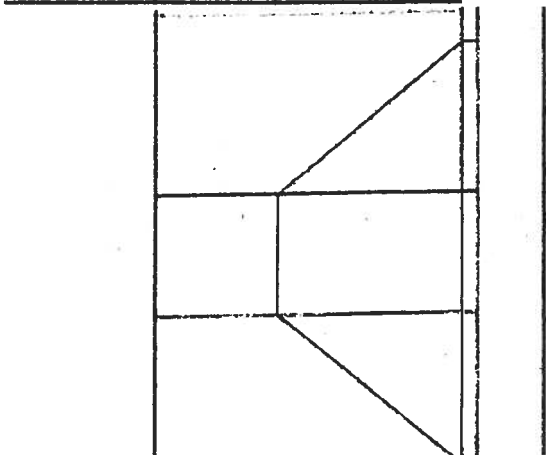
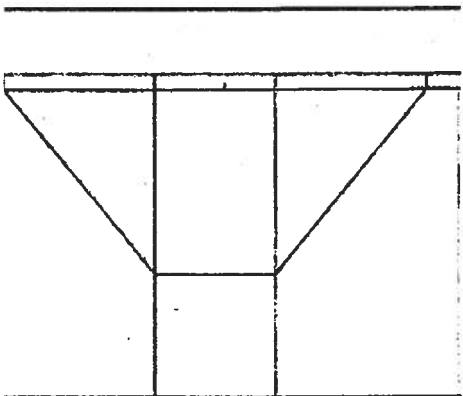


PLANT AVE.



ELIZABETH ST.

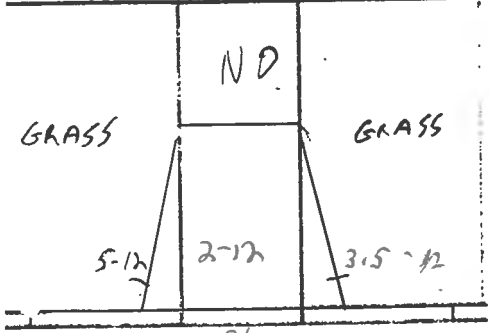
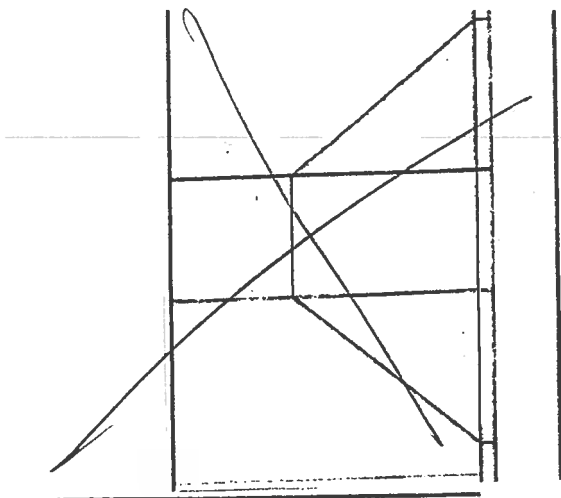
← ON OTHER SHEET



Road/Intersection: JANE ST AT REMSHAW ST.

Streets				Crossings														
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A			
I.				VI.				I.				V.						
1		✓		1				1		✓		1	✓					
a.				2				2		✓		2	✓					
2				VII.				3		✓		3	✓					
3				1				4		✓		VI.						
4				VIII.				5			✓	1		✓				
5				1				6			✓	VII.						
II.				2				7			✓	1		✓				
1								8			✓	2	✓					
2								9			✓	3		✓			✓	
3								10			✓	VIII.						
III.								II.				1		✓				
1								1			✓	2			✓			
2								2			✓	IX.						
IV.								III.				1			✓			
1								1			✓	2			✓			
2								2			✓	3			✓			
V.								IV.				4			✓			
1				1			✓											

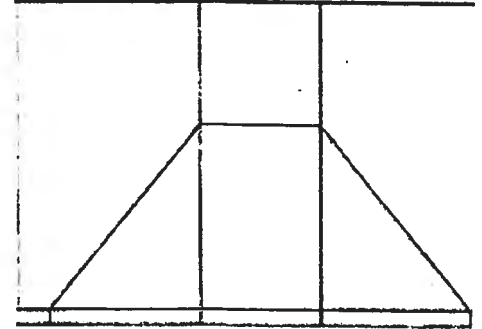
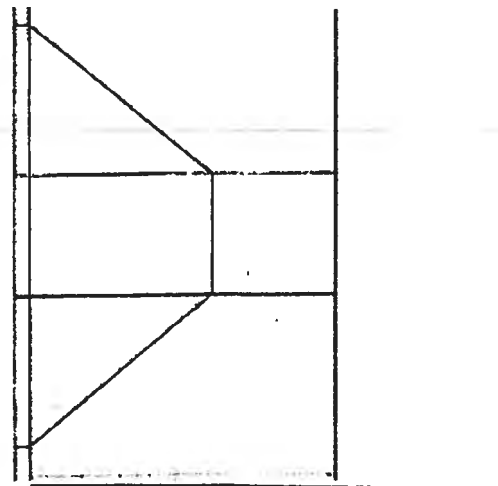
Explanations/ Comments



AT CORNER

GUTTERS TOO HIGH

NONE



NONE

REMSTRAAT ST.

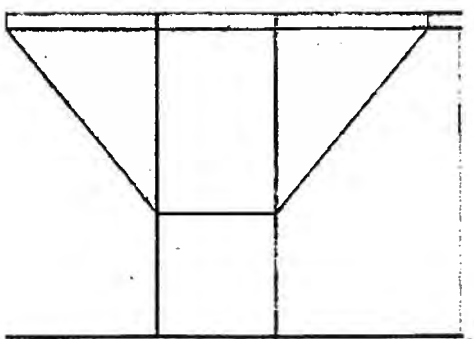
MOST CUTTER TO PAVEMENT TRANSITIONS HIGH

NO CROSSWALK MARKINGS AT ALL

JANE ST.

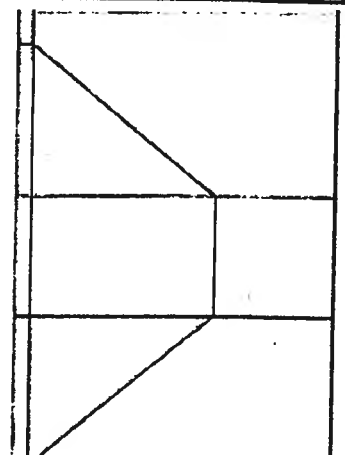
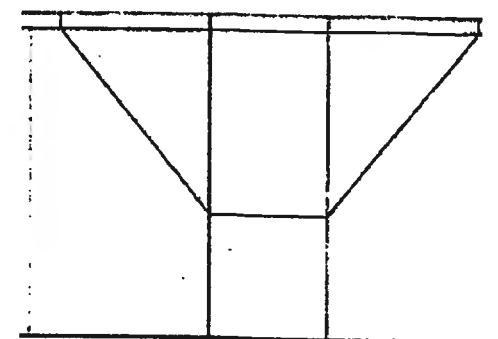
NONE

NONE



NONE

NONE

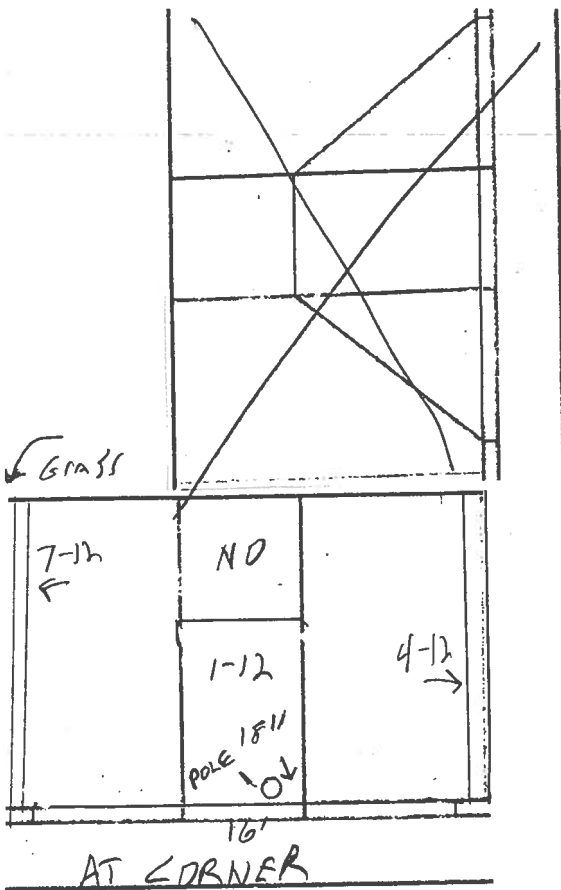


Road/Intersection:

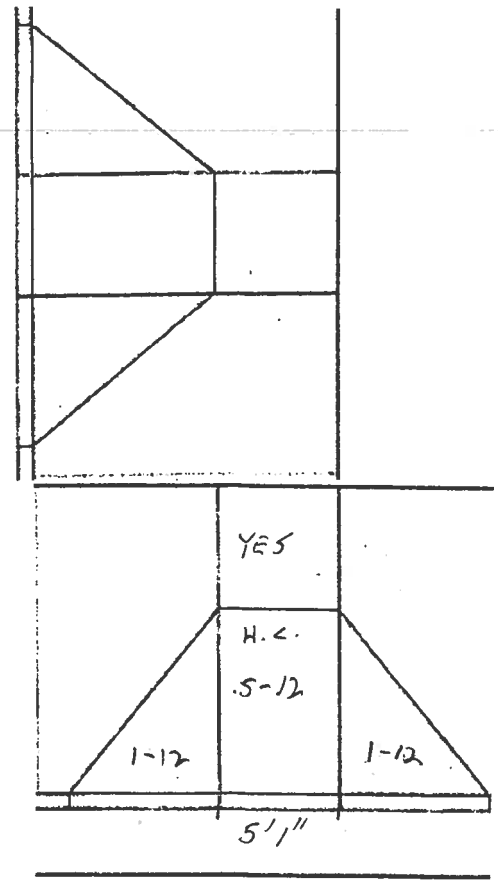
JANE ST AT TERFAUST

Streets						Crossings											
	Yes	No	N/A			Yes	No	N/A		Yes	No	N/A					
I.			VI.			I.			V.								
1				1					1	/							
a.				2					2	/							
2				VII.			3			3							
3				1					4	/							
4				VIII.			5			VI.							
5				1					6	/							
II.			2			7			VII.								
1							8			1							
2							9			2							
3							10			3							
III.			1				VIII.			1							
1							2			IX.			2				
2							3			1			3				
IV.			1				2			2			4				
1							2			3			3				
2							3			4			4				
V.			1				4			4			4				

Explanations/ Comments



N
O
N
E



TEBEAU ST

Good crosswalk markings

Rough Crossing

F
M
A
R
K
I
N
G
S

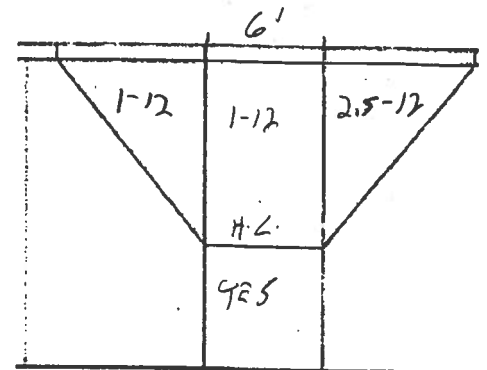
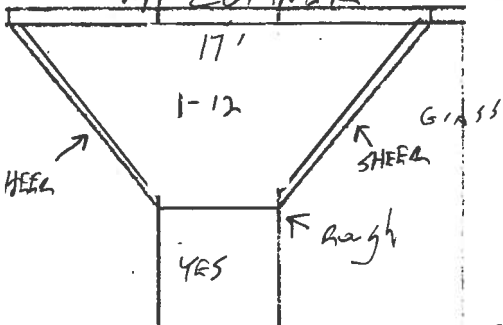
MOST GUTTER TO STREET
TRANSITIONS High

Good crosswalk markings

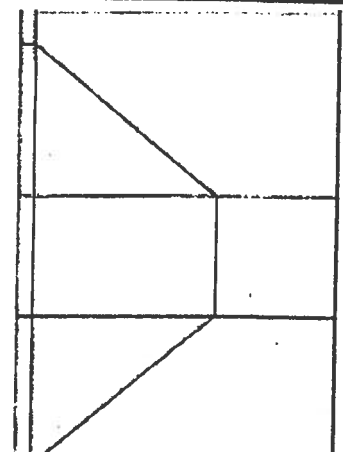
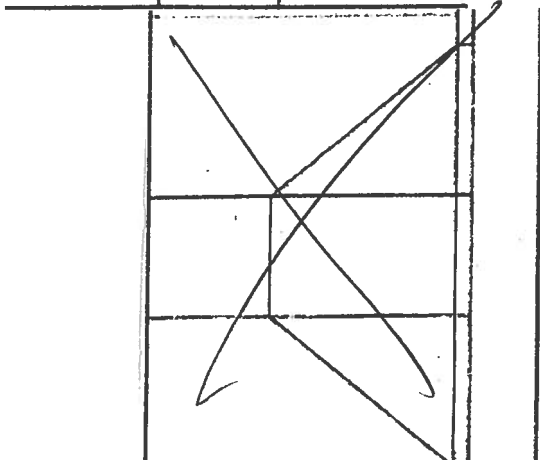
M
A
R
K
I
N
G
S

JANE ST

Rough/High Landing
AT CORNER



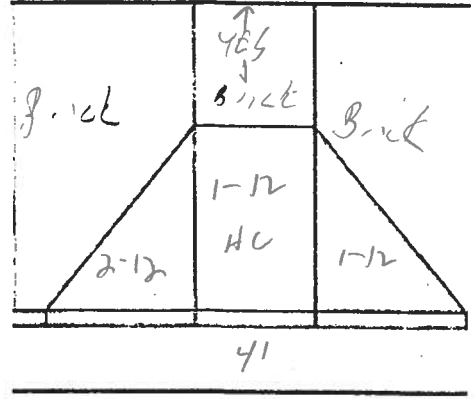
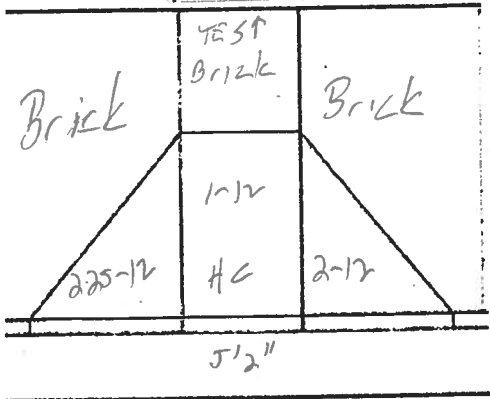
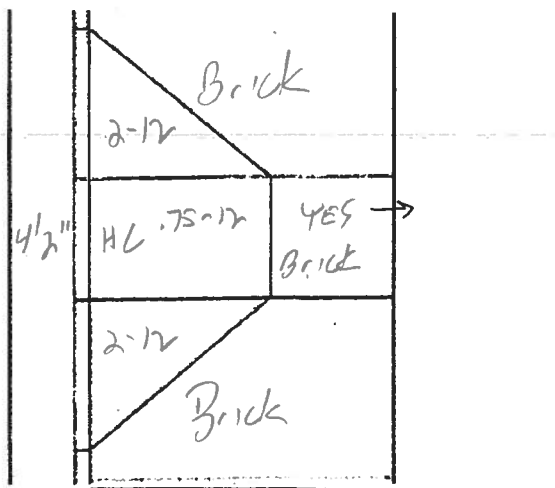
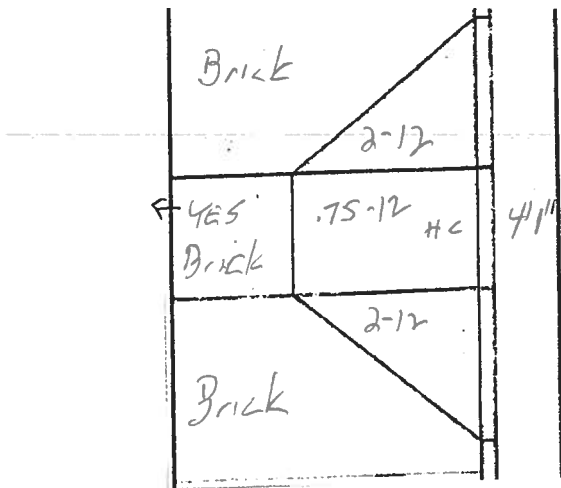
N
O
N
E



Road/Intersection: TANE ST AT PARKER ST

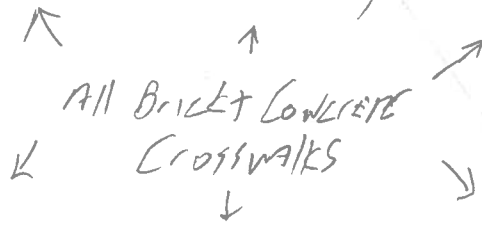
Streets				Crossings															
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A								
I.				VI.				I.				V.							
1				1				1		✓		1	✓						
a.				2				2		✓		2	✓						
2				VII.				3		✓		3		✓					
3				1				4		✓		VI.							
4				VIII.				5	✓			1		✓					
5				1				6			✓	VII.							
II.				2				7	✓			1		✓					
1								8			✓	2	✓						
2								9	✓			3		✓					
3								10	✓			VIII.							
III.								II.				1			✓				
1								1	✓			2	✓			2	✓		
2								2	✓			IX.							
IV.								III.				1			✓				
1								1	✓			2						✓	
2								2	✓			3						✓	
V.								IV.				4						✓	
1				1	✓														

Explanations/ Comments

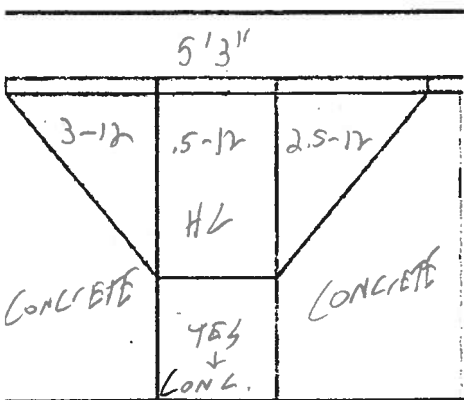


Parker St.

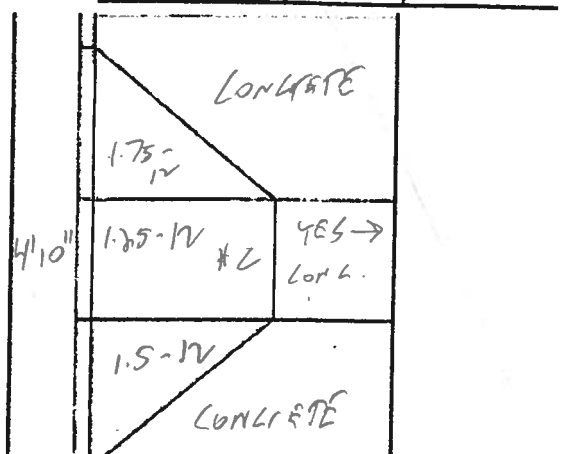
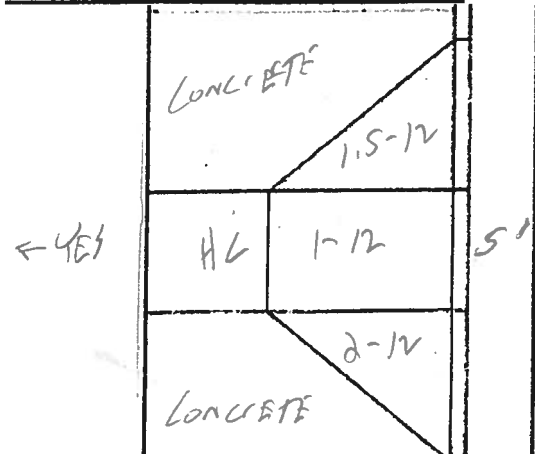
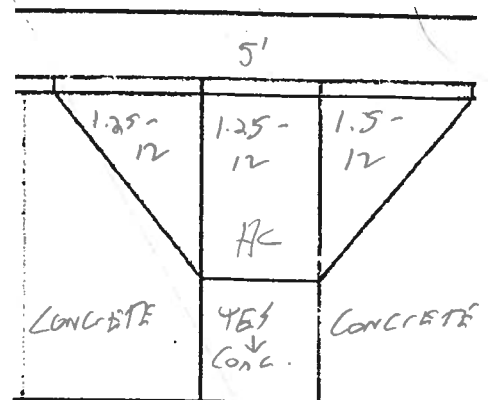
MOST CURBS TO PAVEMENT TRANSITIONS HIGH



JANE ST.



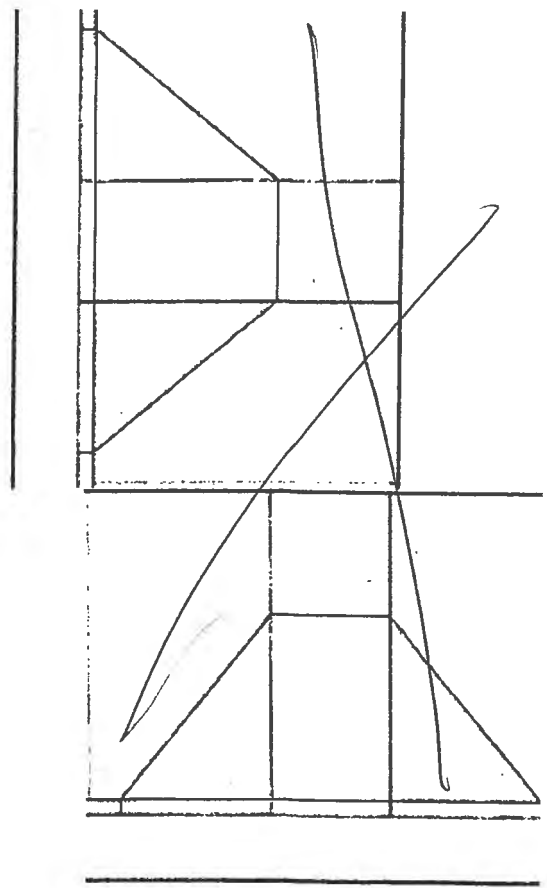
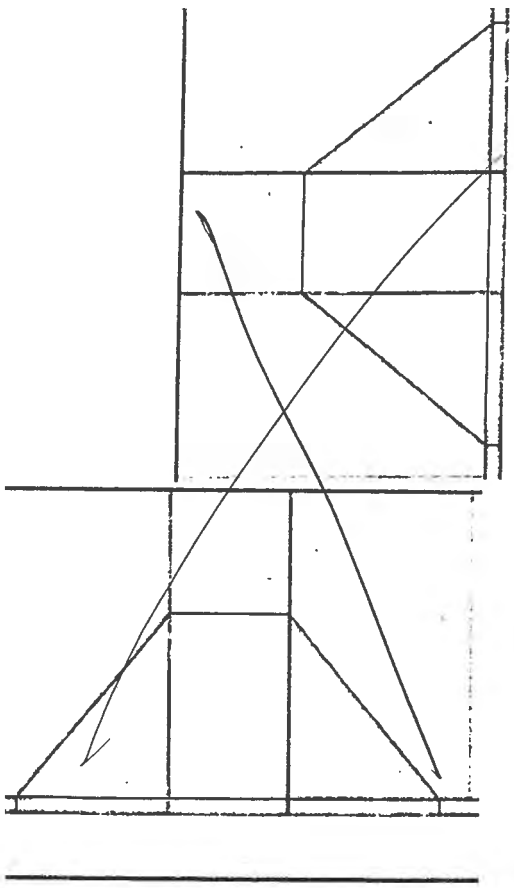
Brick ramped crosswalks NEED SETTING IN CONCRETE Hard to cross-sinking High lips on concrete Some cracking



Road/Intersection: **PLANT AVE AT JANE ST. CROSSING**

Streets				Crossings											
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A
I.				VI.				I.				V.			
1				1				1			/	1	/		
a.				2				2			/	2	/		/
2				VII.				3			/	3	/		/
3				1				4			/	VI.			
4				VIII.				5			/	1			/
5				1				6			/	VII.			
II.				2				7	/		/	1			/
1								8	/		/	2	/		/
2								9	/		/	3	/		/
3								10	/		/	VIII.			
III.								II.				1			/
1								1	/		/	2	/		/
2								2	/		/	IX.			
IV.								III.				1	/		/
1								1	/		/	2	/		/
2								2	/		/	3	/		/
V.								IV.				4	/		/
1				1	/		/								

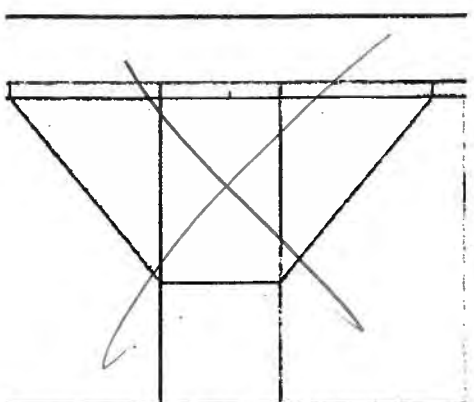
Explanations/ Comments



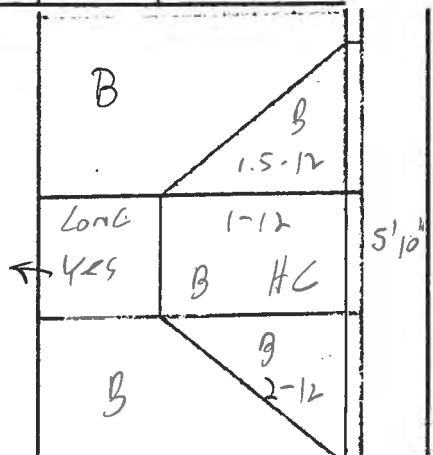
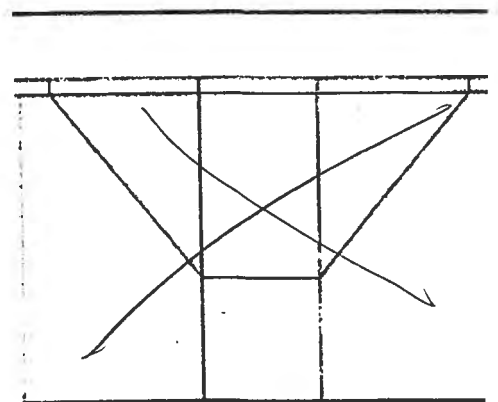
PLANT AVE

JANE ST

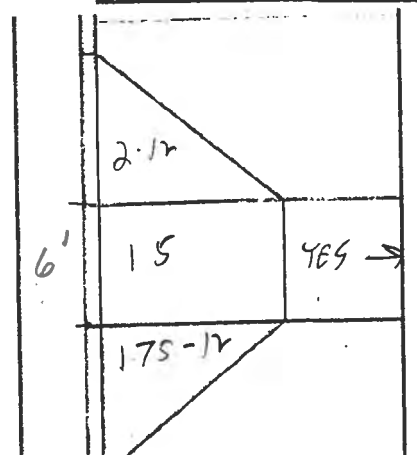
most gutter to pavement transitions High.



marked w/ signs



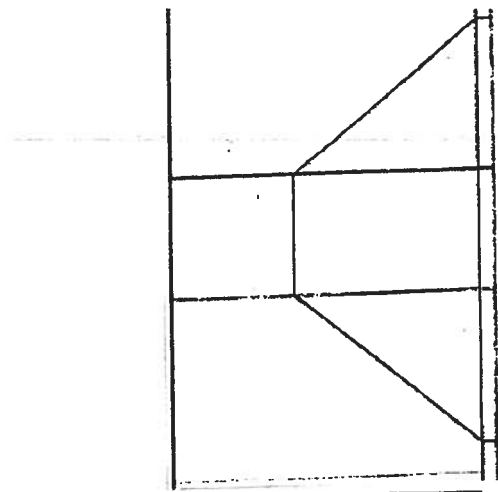
Good crosswalk markings



Road/Intersection: TEBBAN ST / FRANCIS ST. / PLANT AVE / JENKINS ST.

Streets				Crossings											
Yes	No	N/A		Yes	No	N/A		Yes	No	N/A	Yes	No	N/A		
I.				VI.				I.				V.			
1				1				1				1			
a.				2				2				2			
2				VII.				3				3			
3				1				4				VI.			
4				VIII.				5				1			
5				1				6				VII.			
II.				2				7				1			
1								8				2			
2								9				3			
3								10				VIII.			
III.								II.				1			
1								1				2			
2								2				IX.			
IV.								III.				1			
1								1				2			
2								2				3			
V.								IV.				4			
1				1											

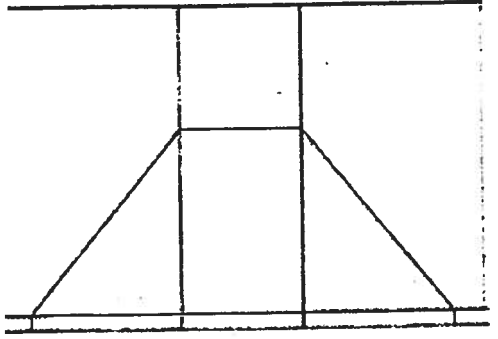
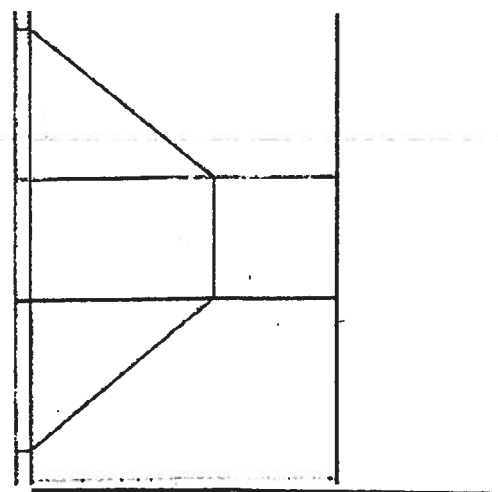
Explanations/ Comments



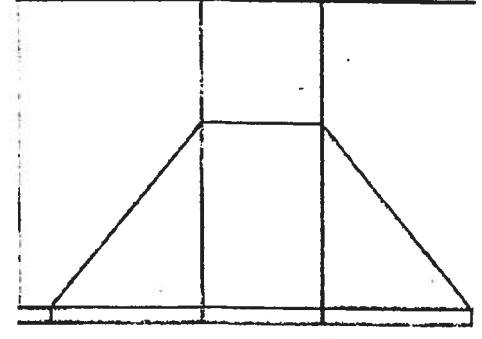
↑ sign
NON

FAIR CROSSWALK
MARKINGS

NON
↑ sign



NONE



NONE

TEBEAU ST

NO MARKINGS

MOST GUTTER TO
STREET TRANSITIONS
HIGH

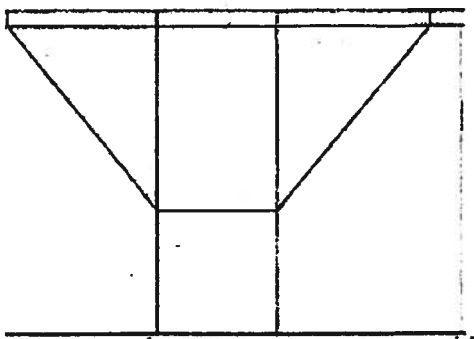
NO MARKINGS

JENKINS ST.

NONE

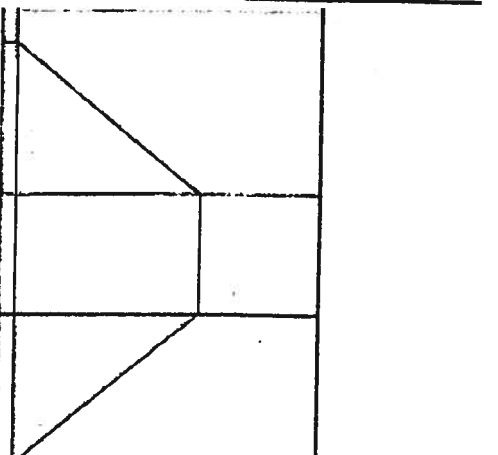
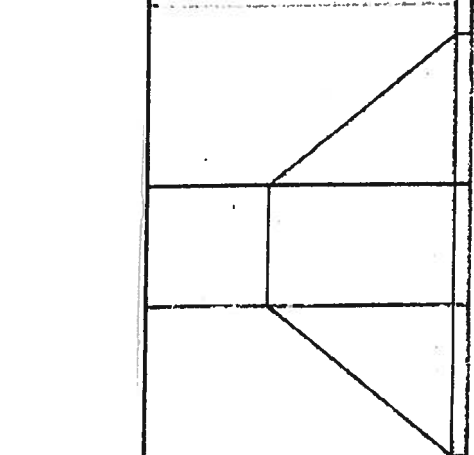
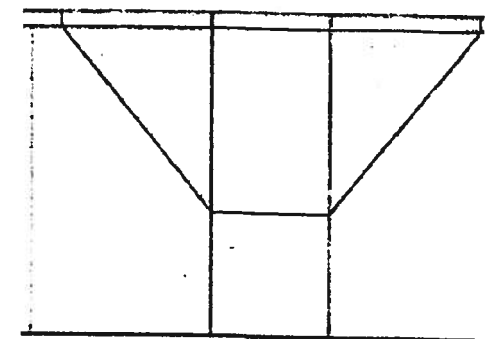
NO CROSSWALK
MARKINGS
FRANCIS ST.

NONE



NON

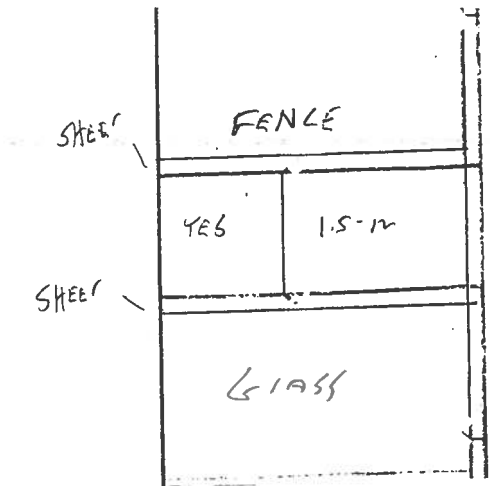
NON



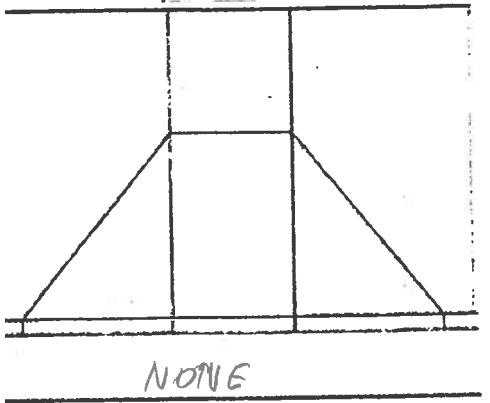
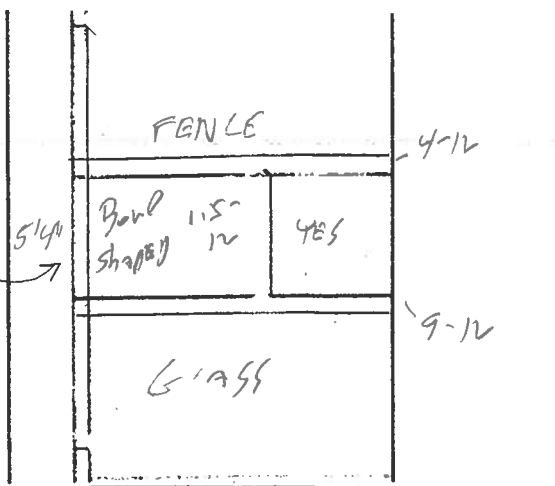
Road/Intersection: FRANCIS ST (U.S. 84) AT REMSTART ST.

Streets						Crossings									
	Yes	No	N/A			Yes	No	N/A		Yes	No	N/A			
I.			VI.			I.			V.						
1				1					1						
a.				2					2						
2				VII.			3			3					
3				1					VI.						
4				VIII.			5			1					
5				1					6						
II.			2			7			VII.						
1							8			1					
2							9			2					
3							10			3					
III.			VIII.				II.			1					
1							1					2			
2							2					IX.			
IV.			III.				1			1					
1							1					2			
2							2					3			
V.			IV.				1			1					
1				1					2						

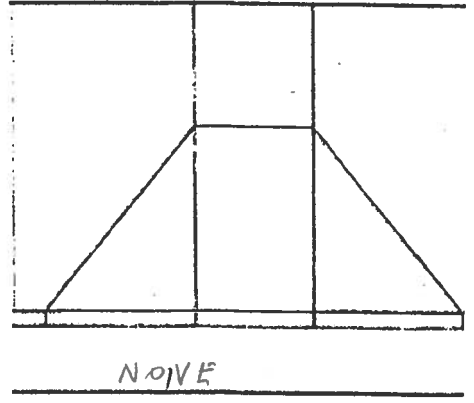
Explanations/ Comments



cracked
 poor ASPHALT crossing
 cracked
 NO CROSSWALK MARKINGS



REMSHALT ST

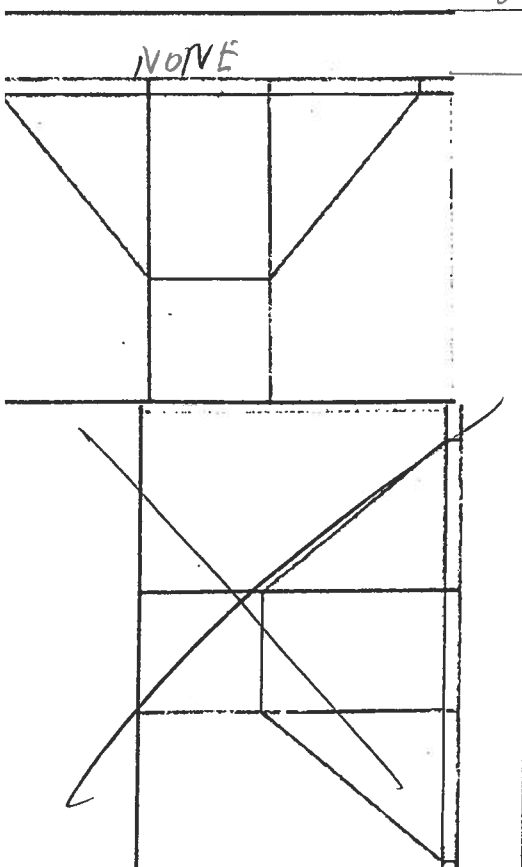


most gutter to
 PAVEMENT TRANSITIONS
 High

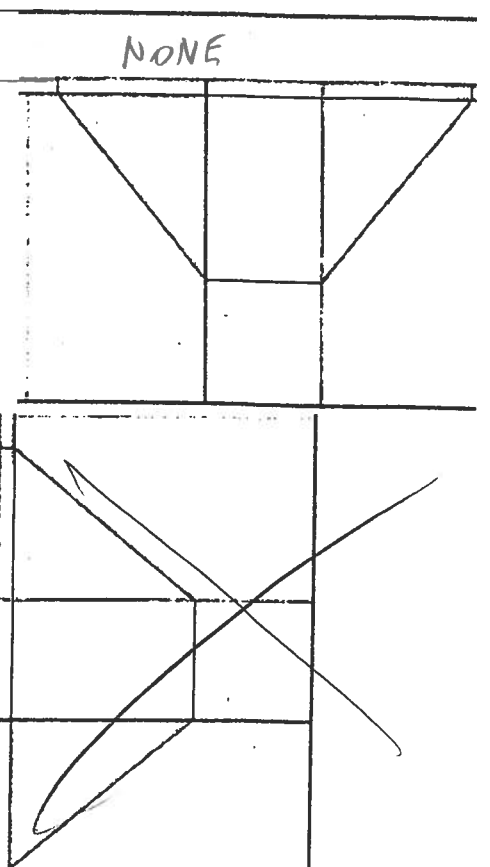
N
O
M
A
R
K
I
N
G
S

N
O
M
A
R
K
I
N
G
S

FRANCIS ST.



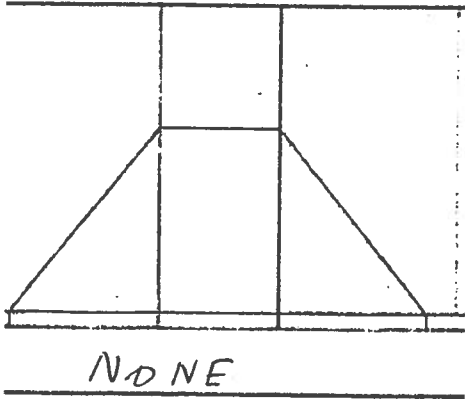
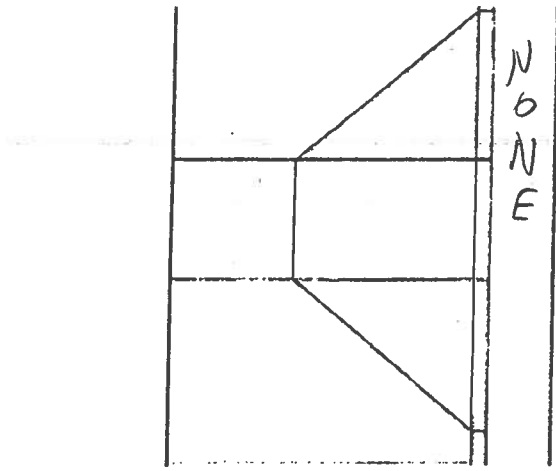
DEAD END
 PARKING ↓



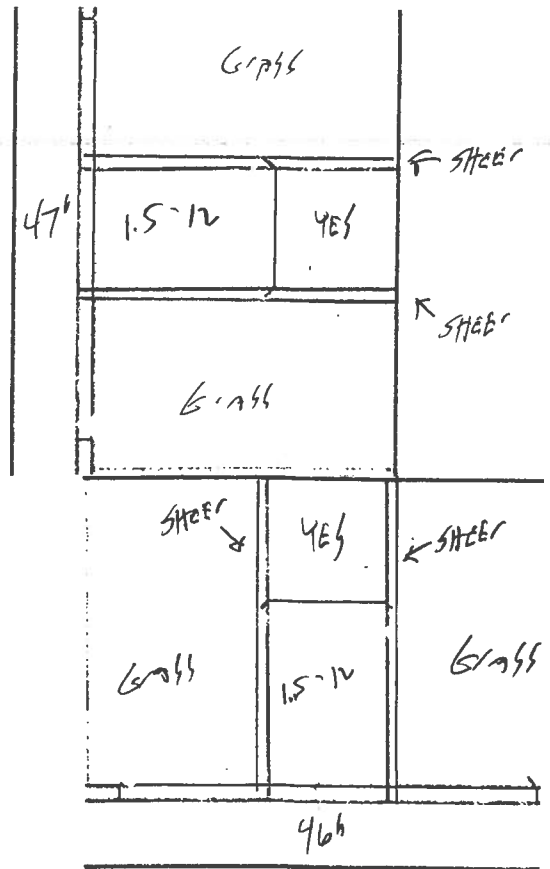
Road/Intersection: JENKINS ST. AT HAINES AVE.

Streets				Crossings											
Yes	No	N/A		Yes	No	N/A		Yes	No	N/A					
I.				VI.				I.							
1				1				1	/						
a.				2				2	/						
2				VII.				3	/						
3				1				4	/						
4				VIII.				VI.							
5				1				5	/						
II.				2				6	/						
1								7	/						
2								8	/						
3								9	/						
III.								10	/						
1								VII.				1	/		
2								1	/			2	/		
IV.								2	/			VIII.			
1								II.				1	/		
2								1	/			2	/		
V.								III.				IX.			
1				1	/			1	/						
VI.				2	/			2	/						
VII.				3	/			3	/						
VIII.				4	/			4	/						
IX.				IV.				X.							
X.				1	/			1	/						

Explanations/ Comments



Fair crosswalk markings



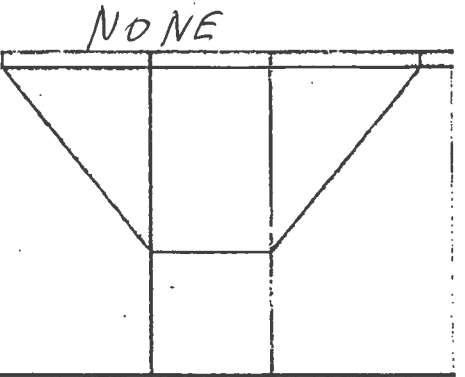
JENKINS ST.

F
A
I
R
C
R
O
S
S
W
A
L
K

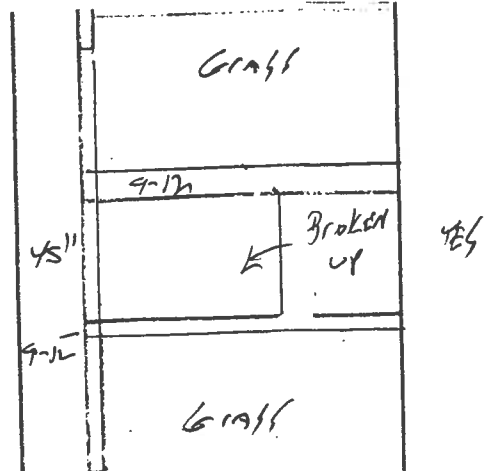
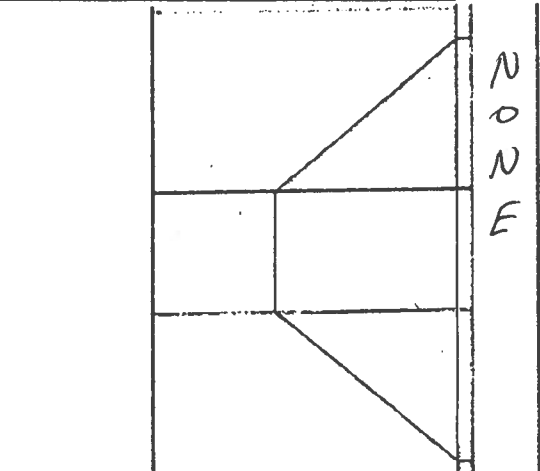
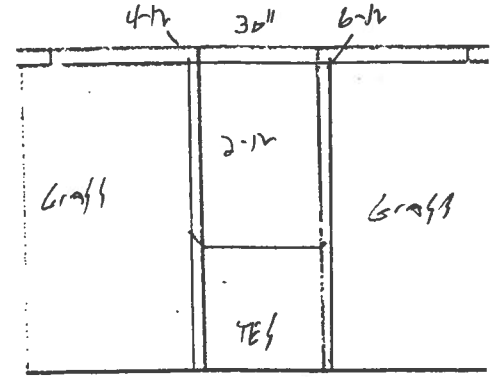
MOST CURB TO PAVEMENT
TRANSITIONS HIGH

F
A
I
R
C
R
O
S
S
W
A
L
K

DANGEROUS
BOWL SHAPED
↓ RAMP



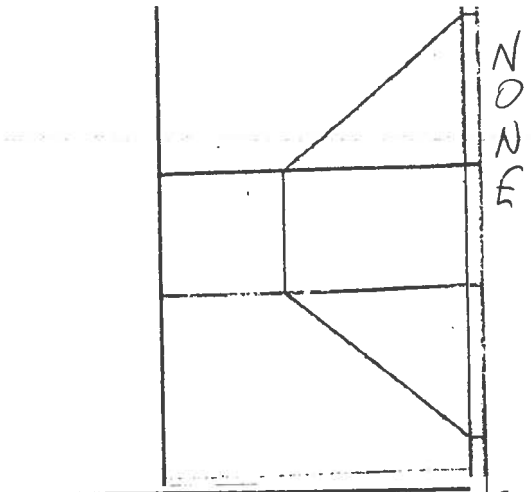
Fair crosswalk markings



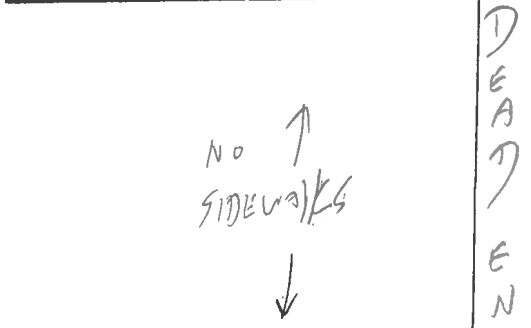
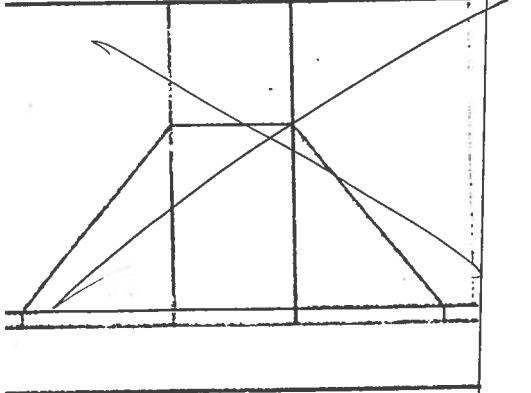
Road/Intersection: SCREEN AVE/HAINES AVE AT BRUNER ST.

Streets				Crossings											
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A		Yes	No	N/A
I.				VI.				I.				V.			
1				1				1				1			
a.				2				2				2			
2				VII.				3				3			
3				1				4				VI.			
4				VIII.				5				1			
5				1				6				VII.			
II.				2				7				1			
1								8				2			
2								9				3			
3								10				VIII.			
III.								II.				1			
1								1				2			
2								2				IX.			
IV.								III.				1			
1								1				2			
2								2				3			
V.								IV.				4			
1				1											

Explanations/ Comments

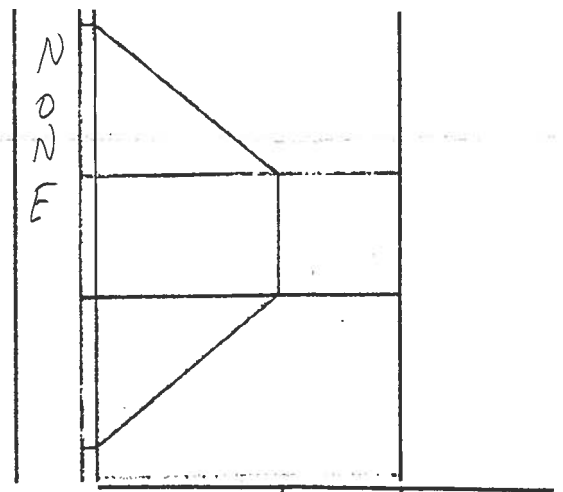
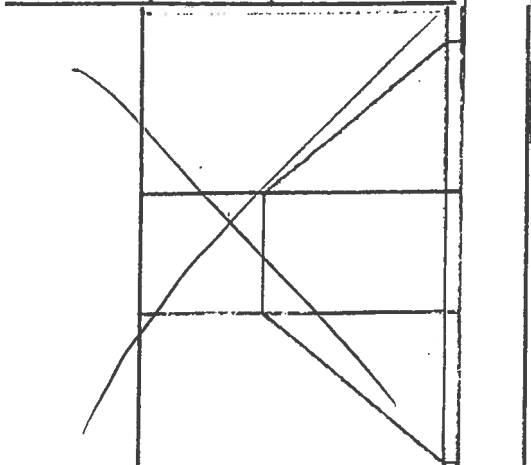
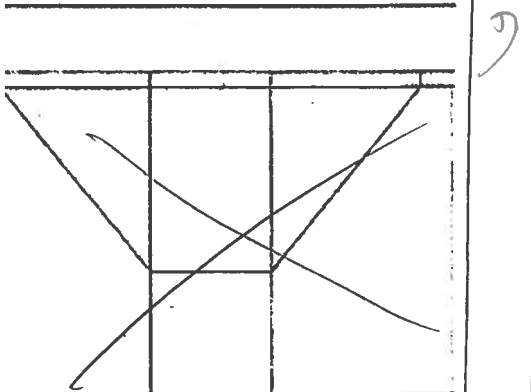


N
O
N
E

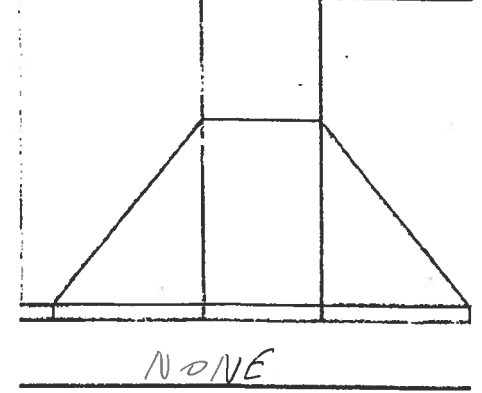


No ↑
SIDEWALKS
↓

D
E
A
D
E
N
D



N
O
N
E



NONE

↖ S. SIDE
MARY ST

3 E VEN AVE

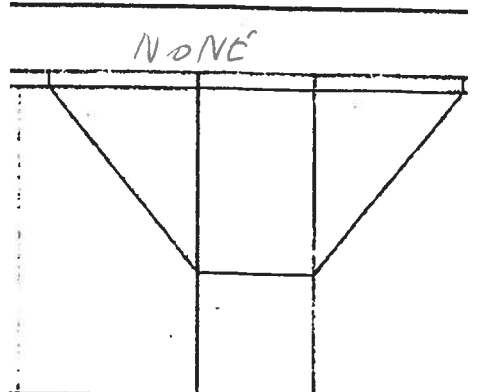
NO CROSSWALK MARKINGS

MOST BUTTER TO
PAVEMENT TRANSITIONS
HIGH

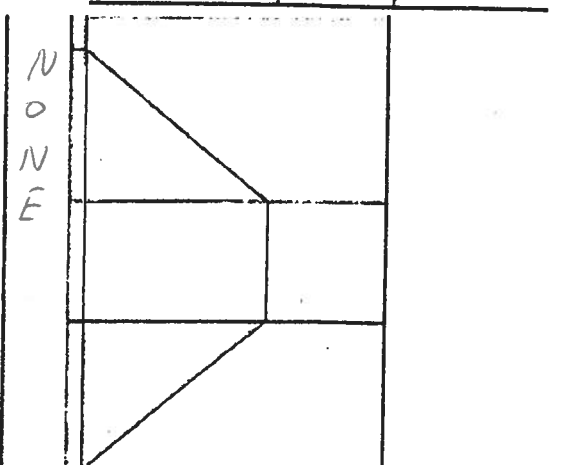
N
O
M
A
R
K
I
N
G
S

BIRCH ST.

NO CROSSWALK MARKINGS



NONE

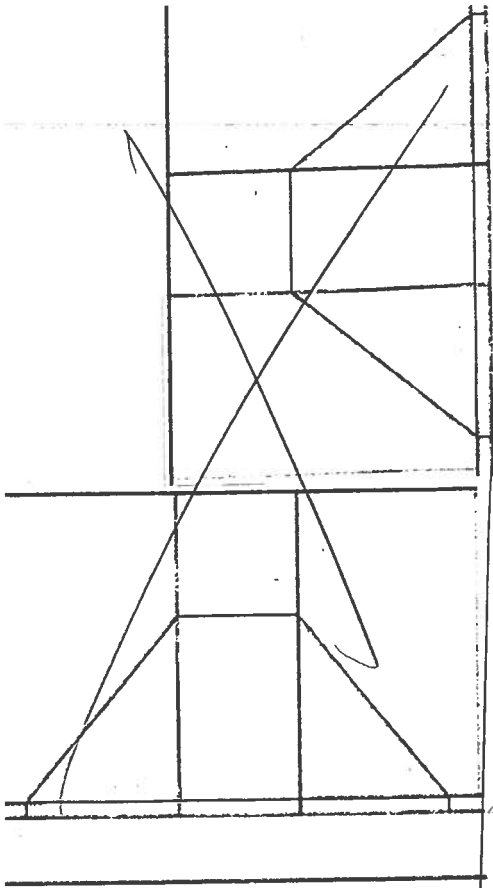


N
O
N
E

Road/Intersection: SLEEVEN AVE/HALDECAVE AT SPENCER ST.

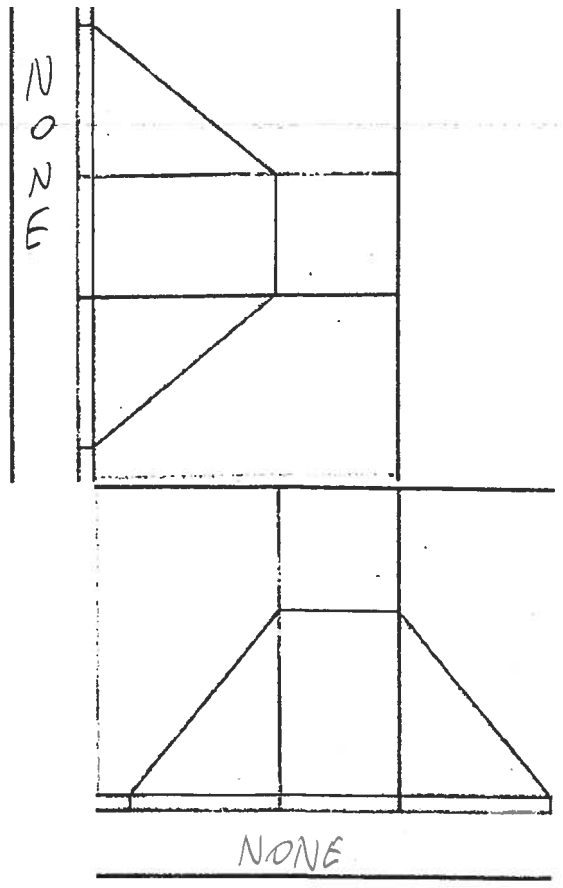
Streets				Crossings											
	Yes	No	N/A		Yes	No	N/A		Yes	No	N/A				
I.				VI.				I.				V.			
1				1				1	/			1			
a.				2				2	/			2			
2				VII.				3	/			3	/		
3				1				4	/			VI.			
4				VIII.				5				1	/		
5				1				6	/			VII.			
II.				2				7	/			1	/		
1								8	/			2	/		
2								9	/			3	/		
3								10	/			VIII.			
III.								II.				1	/		
1								1	/			2	/		
2								2	/			IX.			
IV.								III.				1			
1								1	/			2	/		
2								2	/			3	/		
V.								IV.				4	/		
1				1	/										

Explanations/ Comments



SCREVEN AVE

NO CROSSWALK MARKINGS



NONE

NONE

↑
NO SIDEWALKS
↓

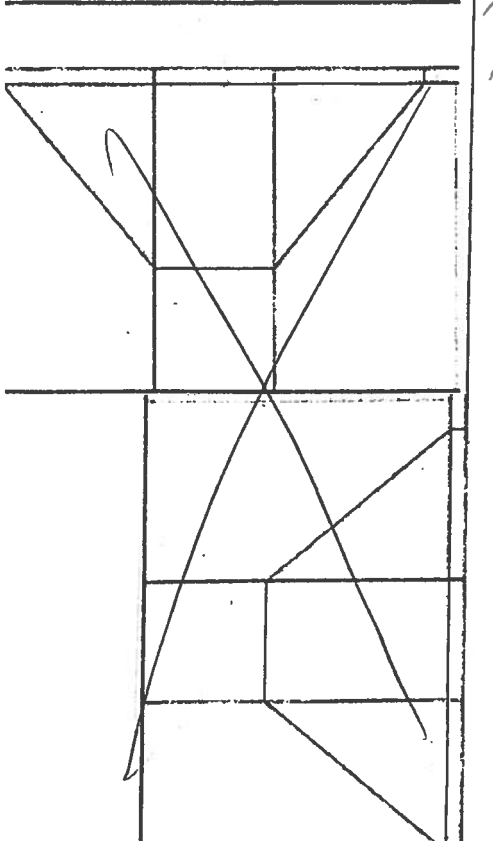
DEAD
END

MOST GUTTER TO PAVEMENT TRANSITIONS HIGH

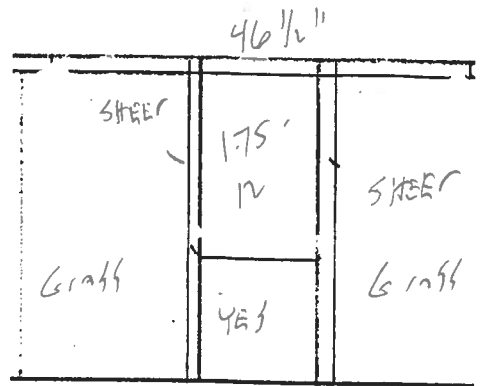
NO MARKINGS

STEPHENSON ST.

→ OFFSET APPROX 10 FEET



NO CROSSWALK MARKINGS



46 1/2"

SHEER

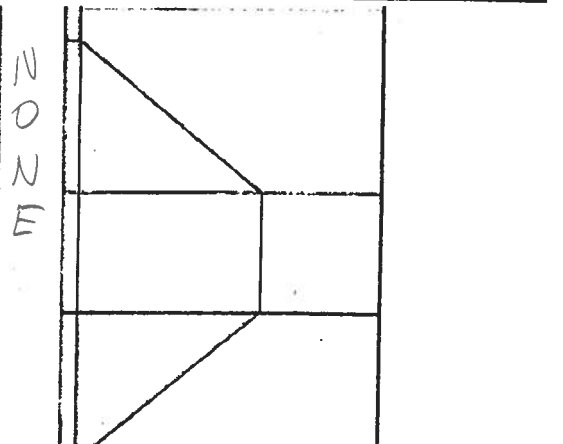
175'
12

SHEER

Grass

YES

Grass



NONE