

RESOLUTION 19-12

A RESOLUTION OF THE BOARD OF MAYOR AND ALDERMEN OF THE CITY OF WHITE HOUSE, TENNESSEE, ADOPTING AMERICANS WITH DISABILITIES ACT (ADA) TRANSITION PLAN.

WHEREAS, the City will not discriminate against qualified individuals with disabilities in the area of services, facilities, programs, or activities; and

WHEREAS, the City has completed a self-evaluation as required by the Americans with Disabilities Act of 1990; and

WHEREAS, the next step in complying with the Americans with Disabilities Act of 1990 is to adopt an ADA Transition Plan; and


WHEREAS, the City held a public meeting on October 21, 2019 to receive feedback from the community on the ADA Transition Plan; and

WHEREAS, the ADA Transition Plan will be adopted and implemented immediately; and

WHEREAS, a copy of the entire ADA Transition Plan will be preserved in the City Recorder's office and also the Human Resources Director's office.

NOW, THEREFORE, the Board of Mayor and Aldermen of the City of White House do hereby resolve that this resolution shall take effect from and after its final passage, the public welfare requiring such.

Adopted this 19th day of December 2019.



Michael Arnold, Mayor

ATTEST:



Derek Watson, City Recorder

City of White House, Tennessee
American with Disabilities Act
Facilities Inventory Self-Evaluation and Transition Plan

Prepared for:



105 College Street
White House, TN 37188

Prepared by:

CSR
Engineering

November 30, 2019

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CITY OF WHITE HOUSE, TENNESSEE
AMERICAN WITH DISABILITIES ACT
FACILITIES INVENTORY SELF-EVALUATION AND TRANSITION PLAN

1.0 INTRODUCTION/PURPOSE

The Americans with Disabilities Act (ADA) is a federal civil rights law that prohibits discrimination against individuals with disabilities. Under Title II of the ADA 28 CFR 35.105, municipalities such as the City of White House, Tennessee must have a written plan of whether they comply with the requirements of ADA or how to make public rights-of-way and public facilities accessible. Title II of The ADA requires that public agencies maintain an ADA Self-Evaluation and Transition Plan which details barriers identified and communicates an action plan for improving accessibility.

The City of White House began the process of reviewing administrative requirements (programs), internal policies, practices and services provided to the public. This part of the self-evaluation involves how policies and practices are implemented, with a determination of where programmatic modifications need to be made to ensure accessibility. In addition, The City of White House has initiated development of an ADA complaint procedure and designated at least one person who is responsible for overseeing ADA compliance.

As part of the self-evaluation process, The City of White House tasked CSR Engineering, Inc. (CSR) located in Pleasant View, Tennessee to conduct the facility inventory as it relates to public rights-of-way accessibility and to prepare the *Facilities Inventory Self-Evaluation Report*. The City of White House provided CSR with an initial facility inventory, related facility programmatic usage and public use activities for buildings and/or physical holdings, the pedestrian access routes and pedestrian circulation paths in the public right-of-way. Findings from the facility inventory will be utilized by the City and the ADA coordinator in the overall programmatic review of the City's potentially discriminatory practices, policies or structural barriers towards individuals with disabilities.

The facilities inventory self-evaluation and subsequent report were developed based on the information presented in ADA Accessibility Guidelines for Buildings and Facilities (ADAAG), and the Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG).

Facilities evaluated are those that make up buildings and/or physical holdings and the pedestrian access route and pedestrian circulation path in the public right-of-way as defined in both the ADAAG and PROWAG. Specifically, the types of facilities evaluated in this report include: public access areas of buildings, recreational facilities, parking lots, sidewalks, curb ramps, driveway entrances that include ramps and traffic control signals and intersections. The *Facilities Inventory Self-Evaluation Report* identifies barriers to the accessibility of these facilities as defined by the ADA. The report contains a summary of the City's inventory of evaluated buildings, physical holdings and pedestrian facilities in the public right-of-way. The inventory includes measurements and observations collected for each type of facility. The measurement data was used to determine what barriers to accessibility exist and how severe each of those barriers is.

The self-evaluation of City programs and facilities inventory served as the basis to draft the *City of White House ADA Facilities Inventory Self-Evaluation and Transition Plan*. Prioritizing the deficiencies and conflicts is an important element of the transition plan. A severity ranking was established based on the level of non-compliance and the impact of the barriers on the traveling public. Knowing what the challenges are and where they are located is only part of the information needed to have a plan. The City established a public outreach strategy, to ensure members of the community, especially those with disabilities, had an opportunity to be involved in the decision making. Through public information sessions and survey options, the City received input about the locations that are frequently visited and allowed the public to assist in developing the prioritization to these locations. These priorities along with were used to identify areas of high, medium and low priority. With this knowledge, the City can better plan to address areas with the most egregious problems balanced with the areas of highest use and importance. This plan will outline how and when the City will upgrade facilities to achieve compliance with the ADA. When the plan is completed, the City will adapt a resolution to address the ADA barriers and be periodically updated as planned improvements are completed.

2.0 PEDESTRIAN FACILITY INVENTORY

Completing an inventory of all existing buildings, physical holdings and pedestrian facilities in the public right-of-way is the most significant component of the self-evaluation process. The data collected allows the City to determine whether any individual facility meets ADA requirements and to use the information to quantify the severity of defects which impact a facility's accessibility. An understanding of existing defects, combined with priorities expressed by the public, will ultimately serve as the basis to identify and prioritize locations that need accessibility improvements. City of White House stakeholders such as the municipal departments and the public, after review of the *Facilities Inventory Self-Evaluation Report*, and the identified barriers to accessibility, provided input for prioritization and implementation for improvements. The prioritization method and schedule to complete improvements will be included in the forthcoming *City of White House ADA Facilities Inventory Self-Evaluation Transition Plan*.

The inventory-audit approach and process used to assess existing facilities was in compliance with guidelines presented in the ADAAG and PROWAG. In the spring of 2019, CSR field teams began collecting the data for the City of White House facility inventory. The CSR teams evaluated building and exterior site features and all known pedestrian facilities located in the public right-of-way. The inventory included only those areas of each facility that are open to the public and employee common-use areas. CSR staff recorded, on specific facility forms, a multitude of characteristics and measurements needed to assess the ADA compliance of each. Characteristics were recorded such as lengths and slopes using tape measures and smart levels. For other characteristics, such as the type of traffic control at an intersection or sidewalk material, CSR staff simply observed and recorded the condition.

3.0 INVENTORY FINDINGS

This section includes a summary of identified barriers or deficiencies that hinder compliance with ADA guidelines for each type of facility inventoried. This summary is intended to help assess the state of City of White House's network of buildings, physical holdings and public rights-of-way pedestrian facilities.

Many facilities that are fully ADA compliant in one measurement category are non-compliant in another. The *City of White House ADA Facilities Inventory Self-Evaluation Transition Plan* will address all of the facilities that are non-compliant in at least one measurement category.

Summary tables have been prepared for evaluated buildings, physical holdings and public rights-of-way pedestrian facilities as described in the Sections below. The tables present the architectural barriers/deficiencies identified. More detailed findings, by facility, are presented in Appendix B.

Facilities Inventory Self-Evaluation Requirements referenced by the ADA Accessibility Guidelines for Buildings and Facilities (ADAAG), and the Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) are included within Appendix A.

3.1 Public Buildings

The following tables present the public buildings, associated parking lots, sidewalks and curb ramps inventoried for this study and the architectural barriers/deficiencies identified. Example photographs are provided in order to highlight the findings.

3.1.1 Public Buildings-Interior

The interiors of five public buildings or physical holdings were evaluated for ADA compliance. Facilities were selected included those clearly open to the public on a daily or continual basis or those specified by Department Directors as a location for public use or event on a non-continual basis. Public access areas such as entries, pathways, service counters, drinking fountains, restrooms, common areas and elevators were inventoried. Items reviewed included, but were not limited to, pathway widths, obstructions, ease of opening/closing doors, turning spaces, signage, safety features, component heights and depths, seating availability and table and bench dimensions. Table 3.1.1 presents a summary of CSR findings. Please refer to Appendix A for specific descriptions and illustrations.

As a result of the City's programmatic review, certain facilities were excluded from the inventory and therefore, omitted from the facility list provided to CSR. For example, the City Hall facility was not evaluated due to future relocation into a new facility. The new replacement structures will include ADA design features.

Table 3.1.1-Public Buildings-Interior

Facility	Location	Observations
White House Inn Museum	Restrooms	No accessibility Signage
White House Public Library		Compliant Interior
Fire Station #1		No public access to interior
Fire Station #2	Training Room	Room Sign not compliant; located above door-not accessible, should be located on latch side of door, no braille, no raised lettering,
	Restrooms	Doors are not self-closing (applied to outer door if no stall door)
	Water Fountains	One fountain should be for standing persons, spouts too low.
White House Police Department		Compliant Interior



WH Inn Museum-Restroom Sign Non-Compliant



Fire Station #2-Training Room Sign Non-Compliant



Fire Station #2-Restroom Door Not Self-Closing



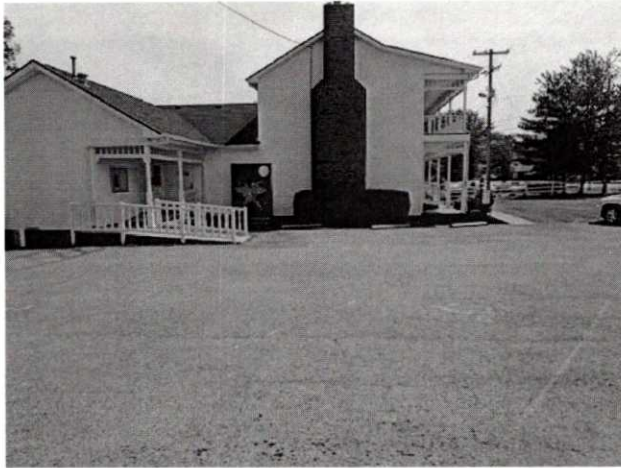
Fire Station #2-Water Fountains Non-Compliant

3.1.2 Public Buildings-Parking Lots

Exterior parking lots for the five facilities were surveyed for ADA compliance. Characteristics such as ADA parking space availability, number of spaces based on lot size, signage, widths, access aisles and proximity to building entry were evaluated. It should be noted that, for facilities that generally do not provide public access (fire Stations), parking lots were evaluated due to shared use between departments located nearby or if the parking lot had already been demarcated for ADA. Table 3.1.2 presents a summary of CSR findings.

Table 3.1.2-Public Buildings-Parking Lots

Facility	Location	Observations
White House Inn Museum	Parking Lot-Parking lot to be repaved. Must assure accessibility compliance.	No van accessible space
		Surface paint lines have faded for accessible spaces.
		No signs posted for accessible spaces
White House Public Library		Compliant Parking
Fire Station #1	Parking Spaces	No accessible spaces
Fire Station #2	Rear Parking Lot	Surface paint lines have faded for accessible spaces.
		No van accessible space
	Front and Side Parking	Surface paint lines have faded for accessible spaces.
		No van accessible space
White House Police Department	Parking Lot	No van accessible space



WH Inn Museum-No Signs, Faded Paint, Location



Fire Station #2-No Van Accessible signage (example)

3.1.3 Public Buildings-Sidewalks, Curb Ramps

CSR evaluated existing pedestrian facilities (sidewalks and curb ramps) at each of the five City of White House facilities. For sidewalks, required compliance characteristics for width, surface conditions, changes in level (discontinuities), slopes and obstructions were identified. For ramps, CSR measured similar characteristics as well as for turning spaces and detectable warnings. Specific PROWAG criteria is presented in Appendix A. Table 3.1.3 presents a summary of CSR findings.

Table 3.1.3-Public Buildings-Sidewalks, Curb Ramps

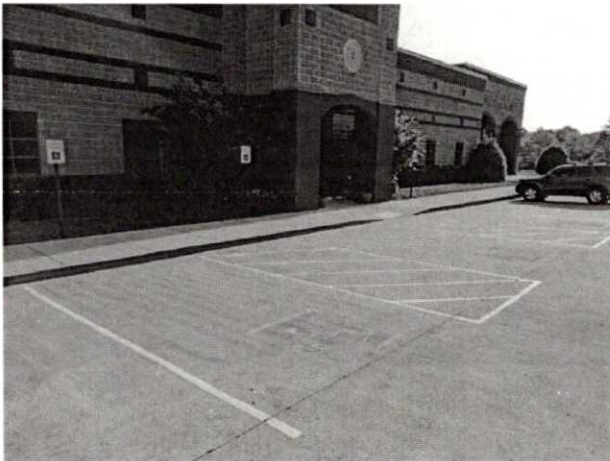
Facility	Location	Observations
White House Inn Museum	Parking Lot Entry Approach	Entry ramp handrail does not extend 12" past ends of ramp
		Main entrance not accessible and has no signage indicating direction to accessible entrance.
		No landing at accessible entrance; no maneuvering clearance.
		Entry signage non-compliant
White House Public Library		Compliant sidewalks, curb ramps
Fire Station #1		No sidewalks, curb ramps
Fire Station #2	Front and Rear Parking	Only one ramp adjoining one accessible aisle to path. (Additional needed)
White House Police Department	Parking Lot	Ramp from accessible aisle has >8.3% running slope.
		No detectable warning surface at end of ramp



WH Inn Museum-Handrail Non-Compliant



WH Inn Museum-No Entry Landing, Proper Signage



Fire Station #2-Not Enough Ramps to Path



Police Department-No Ramp Detectable Surface Warning

3.2 Parks and Trailheads

The following tables present the public parks, trailheads and recreational facilities, associated parking lots, sidewalks and curb ramps inventoried for this study and the architectural barriers/deficiencies identified. It should be noted that the individual pedestrian trails and greenways were not evaluated during the self-evaluation. The Tennessee Department of Environment and Conservation published a Greenway and Trails Program, ADA Accessibility Guideline that specifically excludes trails from ADA compliance unless they are new construction, altered or upgraded or lengthened to connect to an already accessible trail. Example photographs of the public parks, trailheads and recreational facilities are provided in order to highlight the findings.

3.2.1 Parks and Trailheads

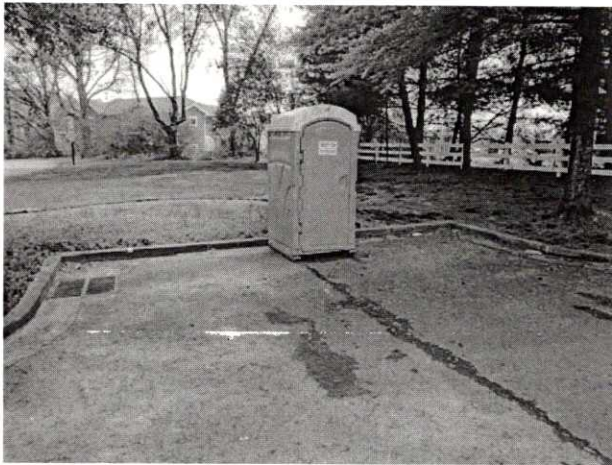
Five City of White House parks, trailheads or recreational facilities were evaluated for ADA compliance. Generally, trailheads are comprised of parking areas and connectors to the trails and are therefore

addressed in the sections to follow. For the remaining facilities with physical structures, public access areas such as entries, pathways, service counters, drinking fountains, restrooms, common areas and elevators, concessions, playgrounds, recreational fields and courts were inventoried. Items reviewed included, but were not limited to, pathway widths, obstructions, ease of opening/closing doors, turning spaces, signage, safety features, component heights and depths, seating availability and table and bench dimensions. Table 3.2.1 presents a summary of CSR findings.

Table 3.2.1-Parks & Trails-Facilities

Facility	Location	Observations
White House Greenway	Greenway Trail; Andrew Jackson Section, James K. Polk Section, Tyree Springs Section, Veterans Memorial Section, Honey Run Creek Section	Upgrade to ADA only if altered or new
	Veterans Memorial Trailhead	Water fountain not accessible/knee space
	Honey Run Creek Trailhead; James K. Polk Trailhead	Non accessible porta johns
Farris H. Bibb Jr. Municipal Rec Center		New facility; Amphitheater, splash pad, play areas, general facilities appear compliant
North Wood Park	Pavilion	No accessible path to Pavilion, no ramps or floor
	Play Area	No access to play area, 8" high timber border surrounds
		Restricted accessible play area due to mulch covering
		2 benches are not compliant (access, height and width)
W.L. Anderson Sports Complex	Pavilion Restrooms	Paper towel and soap dispensers exceed 44" to 48" height
White House Municipal Park	Small Pavilion #2 East of Stadium Dr.	Picnic table not accessible
	Play area West of Stadium Dr.	7 benches around play area not compliant
		Restricted accessible play area due to mulch covering
		Water fountain not accessible from sidewalk
	Blue/Green Play area East of Stadium Dr.	Compliant
	Basketball Court and Viewing Area Near Fields 1-4	Viewing benches should have back rests
	Concessions Area Fields 1-4	One picnic table not accessible; Concessions window (42") exceeds height (38")
	Restroom Building Fields 1-4	Paper towel and soap dispensers exceed 44" to 48" height

Facility	Location	Observations
	Ball Fields-Bleacher Area Fields 1-4	Bleachers have no accessible ramp or viewing space; Bleachers have no optional ADA viewing area around bleachers
	Restroom Building Field 5	Paper towel and soap dispensers exceed 44" to 48" height
		Signage located on doors instead of latch side wall, no braille
	Tennis Courts	Bleachers have no accessible ramp or viewing space, benches need back rests



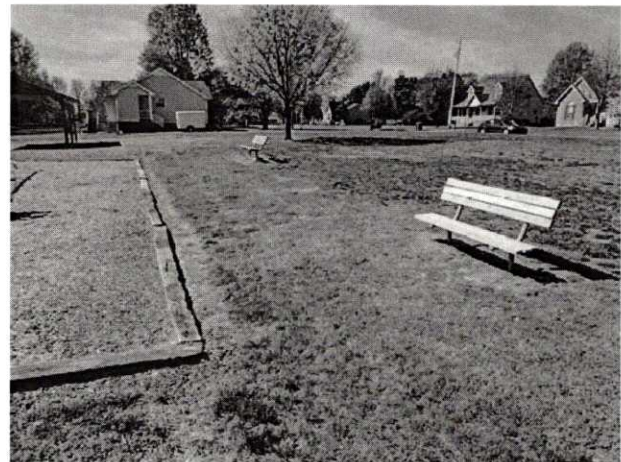
WH Greenway- Example Non-Compliant Porta-John



Veterans Memorial Trailhead-Non Compliant Fountain



North Wood-Non Accessible Play Area



North Wood-Non Accessible Bench



WH Mun. Park-Pavilion #2 Non-Accessible Picnic



WH Mun. Park Concessions-Table & Window Non-Compliant



WH Mun. Park-Typical Bleachers Non-Accessible



WH Mun. Park-Field 5 Restrooms Signage

3.2.2 Parks and Trailheads-Parking Lots

Exterior parking lots for the five parks, trailheads or recreational facilities were surveyed for ADA compliance. Characteristics such as ADA parking space availability, number of spaces based on lot size, signage, widths, access aisles and proximity to building entry were evaluated. Table 3.2.2 presents a summary of CSR findings.

Table 3.2.2-Parks and Trailheads-Parking Lots

Facility	Location	Observations
White House Greenway	Tyree Springs Trailhead	No access aisle for accessible space
Farris H. Bibb Jr. Municipal Rec Center	Parking Lot off of Carmack Drive	Compliant
North Wood Park	North Wood Drive Access	No accessible Spaces (no parking)

Facility	Location	Observations
W.L. Anderson Sports Complex	Parking Lot Near 31W	Compliant
White House Municipal Park	Small Parking Lot Near HWY 76	No van-accessible signage
	Parking East Side of Stadium Dr.	Faded Paint on accessible spaces; no signs posted; accessible spaces not located near ramp or access areas
	Parking #1 West Side of Stadium Dr.	No signage; ground paint faded
	Parking #2 West Side of Stadium Dr.	Accessible spaces not located near ramp or access areas
	Large Parking Lot East Side of Stadium Dr.	Two accessible spaces near basketball court; no proper access aisle, no signage, accessible spaces not located near ramp
		Two accessible spaces near play area; only one access aisle, one signed, misplaced
		Six accessible spaces near play area; no van accessible signage
	Football Parking, West Side of Stadium Dr.	Need at least 5 additional accessible spaces, existing 1 space has no signage, accessible space not located near ramp or access area
	Parking Near Fields Nos. 5 & 6	No accessible spaces
Dog Park Parking	Gravel lot; no accessible spaces	
Parking Lot Near Tennis/BBall Courts	Accessible space needs signage and paint	



Tyree Springs Trailhead-No accessible Aisle or Ramp



North Woods Park-No Accessible Parking



WH Mun. Park-faded Paint, No Signage



**WH Mun. Park- Basketball Court
No Signage or Ramp Access**



WH Mun. Park-Play Area, Non-Compliant Aisle and Signage



WH Mun. Park-Fields 5-6; No Accessible Spaces



WH Mun. Park-Dog Park; No Accessible Spaces



WH Mun. Park-Tennis; No Signage, Faded Paint

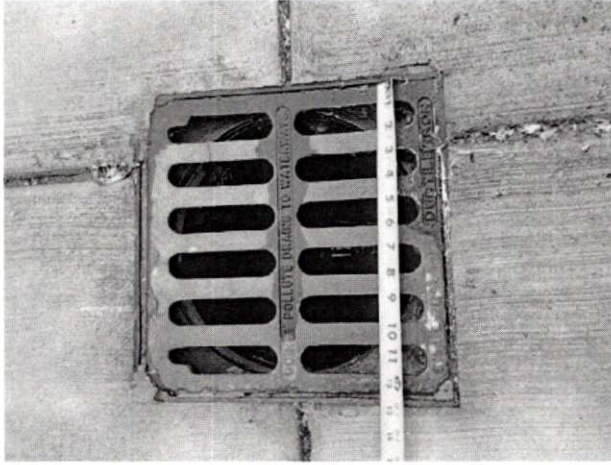
3.2.3 Parks and Trailheads-Sidewalks, Curb Ramps

CSR evaluated existing pedestrian facilities (sidewalks and curb ramps) at each of the five parks, trailheads or recreational facilities. For sidewalks, required compliance characteristics for width, surface conditions, changes in level (discontinuities), slopes and obstructions were identified. For ramps, CSR measured similar characteristics as well as for turning spaces and detectable warnings. Specific PROWAG criteria is presented below in Section 3.4. Table 3.2.3 presents a summary of CSR findings.

Table 3.2.3-Parks and Trailheads-Sidewalks, Curb Ramps

Facility	Location	Observations
White House Greenway	Greenway Trail; Andrew Jackson Section, James K. Polk Section, Tyree Springs Section, Veterans Memorial Section, Honey Run Creek Section	Upgrade to ADA only if altered or new
	Andrew Jackson Trailhead	Sidewalk discontinuities near trailhead sign
	Tyree Springs Trailhead	No access ramp to trail
	Honey Run Creek Trailhead	Sidewalk discontinuities near trailhead sign
Farris H. Bibb Jr. Municipal Rec Center	Parking Lot off of Carmack Dr.	No detectable warning surface for accessible aisle ramp to entrance
	Concrete path outside of fence surrounding Splash Pad	Two drainage grate openings exceed requirements
North Wood Park	North Wood Dr. Road Access	Ramp from street not compliant (slope, changes in level, Detectable Warning Surface)
	Pavilion	No accessible path to Pavilion, no ramps or floor
	Play Area	No access to play area, 8" high timber border surrounds
W.L. Anderson Sports Complex		No detectable warning surface for access aisle ramp
	Sidewalk to Fence Around Field	Silt and gravel on path near fence
White House Municipal Park	Small Parking Lot Near HWY 76	No detectable warning surface for accessible aisle ramp
	Sidewalk to Pavilion #1 from Small Lot	Cross slope near water fountain exceeds 2%
	Sidewalk between Baseball Fields 1-4 & Blue Play Area	Sidewalk to baseball Field No. 1, Sand, dirt and gravel on path; no accessible path to bleachers & playing fields
	Basketball court and viewing area near Fields 1-4	Ramp to parking connects into parking space and not access aisle
	Eastern Parking Ramp to Restrooms	Running slope and cross slope exceed requirements
	Paved Area, Bleachers and Scorer's Box Fields 1-4	Drain grate openings exceed 1/2 in.

	Sidewalk to Field No. 7	Ramp down to field/bleachers has excessive slope and length
	Sidewalk to Fields Nos. 5 & 6	Excessive running & cross slopes; no railing over ditch crossing; no accessible path to bleachers & playing fields
	Sidewalk from Greenway to Dog Park	Running slopes exceed 8.3% at drainage culvert



Bibb Recreation Center-Grate Openings Too Large



North Wood Park-Ramp Not Compliant



W.L. Anderson Sports Complex-Sidewalk Maintenance



WH Mun. Park-Ramp to Pavilion #1, No Detectable Warning



WH Mun. Park-Field 1-4 Sidwalk, No Access to Bleachers



WH Mun. Park BBall Court #1-Non Compliant Ramp



WH Mun. Park-Ramp to Field #7 Exceeds Slope/Length



WH Mun. Park-Path to Dog Park, Exceeds Slope-Grade



WH Mun. Park-Path to Fields 5 & 6-Exceeds Slope, No Rail over Ditch Crossing, No Path to Bleachers and Fields



WH Mun. Park-Path to Restrooms Exceeds Slopes

3.3 Signalized Intersections

Thirteen (13) signalized intersections are within the City of White House limits. It should be noted that twelve (12) are along the two major corridors, State Route (SR) 76 and US Route 31W. The thirteenth signalized intersection is located at Raymond Hirsch Parkway and Tyree Springs, which fronts White House High School. Of these, two are associated with US Interstate 65 access and exits and therefore have no crossings. The signals at SR 76 and Loves Lane, US 31W and Raymond Hirsch and US 31W and Sage Road also do not have pedestrian crossings.

Eight (8) of the intersections have pedestrian signals and/or crossing lines. At the intersections where there are pedestrian signals, the signals should meet accessibility standards. In general, accessible intersections should have pedestrian push buttons placed to activate the signals within easy reach of pedestrians who are intending to cross each crosswalk. It should be obvious which push button is associated with each crosswalk. Also, the poles for push buttons should be in optimal locations for installation of accessible pedestrian signals.

Both PROWAG and the Manual on Uniform Traffic Control Devices (MUTCD) define an *Accessible Pedestrian Signal* as a device that communicates information about pedestrian timing in non-visual format. Examples include audible tones, verbal message or vibrating surfaces. In general, an intersection should have the following:

- Two push buttons on two separate poles (one for each crossing direction) 10 feet apart to easily distinguish which pedestrian signal is being activated or, audible signals if the push buttons are located on the same pole.
- A push button that meets the standard i.e. large enough that it can be activated with a fist and not requiring significant force to push.

The eight signalized intersections were evaluated based on each pedestrian corner installed with an intended or implied street crossing.

1. SR 76 and Hester/Charles Drives – 4 corners or 8 crossing directions,
2. SR 76 and Wilkinson Lane – 4 corners or 8 crossing directions,
3. Wilkinson Lane and Richard Wilks – 4 corners or 8 crossing directions,
4. SR 76 and N. Sage Road/Eden Way - 4 corners or 8 crossing directions,
5. SR 76 and Raymond Hirsch/Byrum Dr. - 4 corners but only 6 crossing directions,
6. US 31W and SR 76/College Street - 4 corners or 8 crossing directions,
7. US 31W and Portland Road – 3 corners but only 4 crossing directions,
8. Raymond Hirsch/Meadows and Tyree Springs – 4 corners or 8 crossing directions.

The CSR Field Teams evaluated the pedestrian signal equipment, street crossings, path of travel to the signals, curb ramps and adjacent clear spaces at each of the eight intersections. It should be noted that CSR only evaluated those MUTCD pedestrian signal requirements that pertain to ADA compliance only.

It should be noted that the initial intersection survey was performed in April 2019. Subsequently, an SR 76 pedestrian pathway improvement project was implemented in July 2019 and is currently ongoing as

of this report date. New ramps, drive-way slopes, detectable warning surfaces and crossing signals and equipment have been installed. A follow-up survey by CSR in late July found the improvements to be in compliance with current requirements. It is assumed that continuing improvements, along the SR-76 corridor will meet ADA pedestrian pathways within the public right-of way requirements.

Figures 1-8 presents the intersections evaluated by CSR. The underlying narrative and tables presents a summary of observations and deficiencies, identified at each of the signalized intersections. Example photographs of the Signalized Intersections are provided below in order to highlight the findings.



Figure 1: Signalized Intersection at SR 76 & Hester/Charles

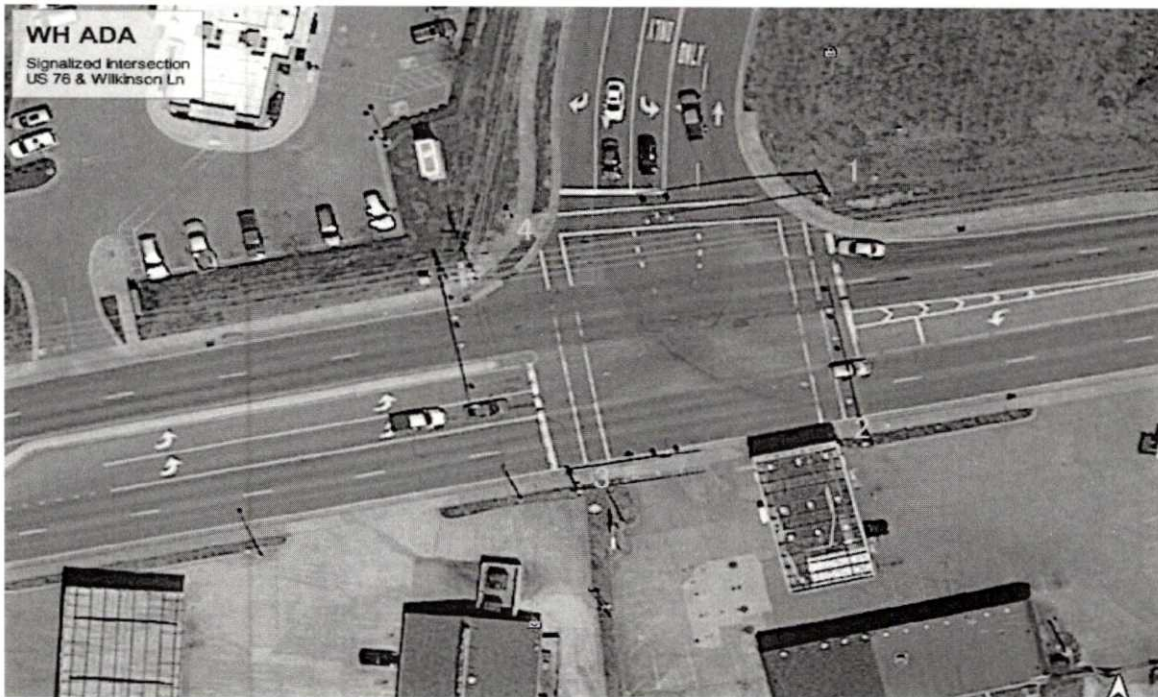


As of the publication date of the Self Evaluation Report, SR 76 and Hester/Charles intersection (#1) crossings, ramps, all weather surfaces to access signal poles, detectable warning surfaces, signal poles and pedestrian signal equipment are in the process of being upgraded and improved at all corners of. Initial evaluation of the improvements indicate that requirements are being met.



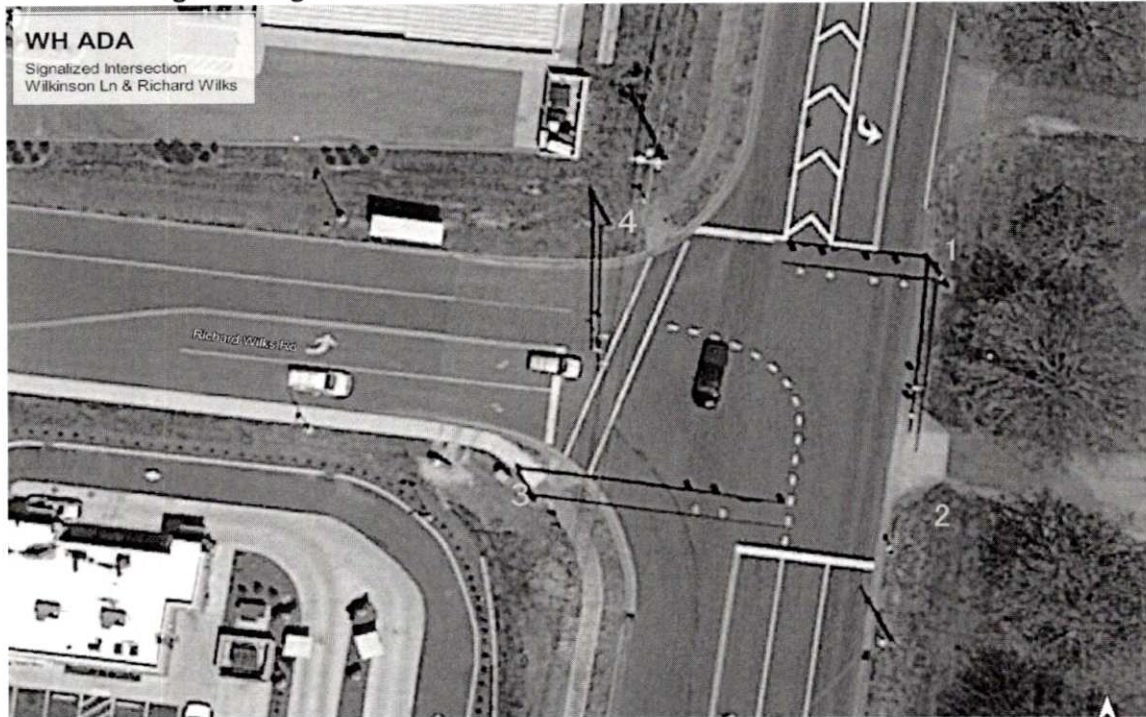
Example SR 76 Pedestian Pathway Improvements

Figure 2: Signalized Intersection at SR 76 & Wilkinson Lane



As of the publication date of the Self Evaluation Report, SR 76 and Wilkinson Lane intersection (#2) crossings, ramps, all weather surfaces to access signal poles, detectable warning surfaces, signal poles and pedestrian signal equipment are in the process of being upgraded and improved at all corners of. Initial evaluation of the improvements indicate that requirements are being met. Refer to photographs with Intersection #1.

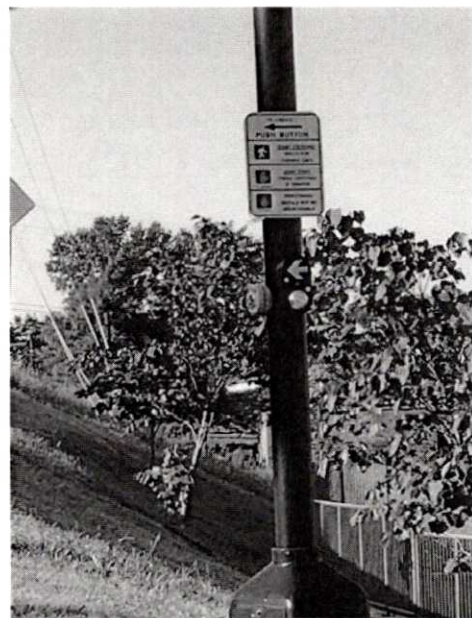
Figure 3: Signalized Intersection at Wilkinson Lane & Richard Wilks



Pedestrian signals and crossings at the Wilkinson Lane and Richard Wilks intersection (#3) have been installed with future improvements in mind. For example, new signal poles and equipment have been installed at all four corners, however, presently there is only one crossing available.



Wilkinson-Richard Wilks Crossing 4 facing 1

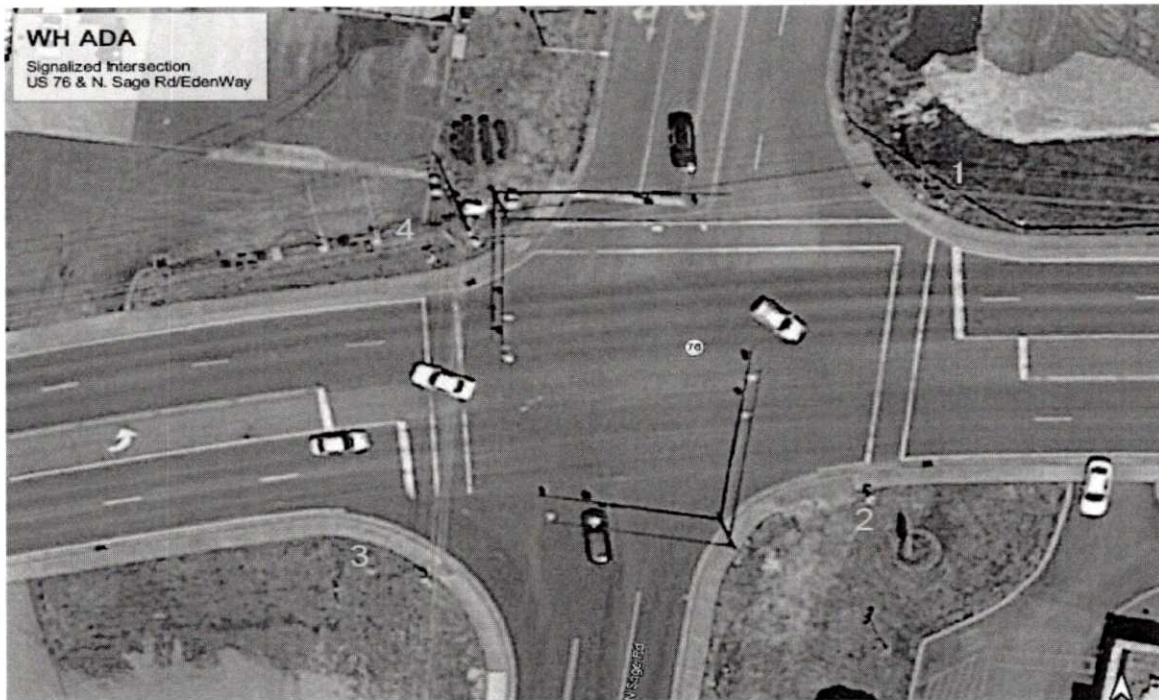


Wilkinson-Richard Wilks Crossing 3 Signal Pole

Summary of Pedestrian Signal Findings (Wilkinson & Richard Wilks)

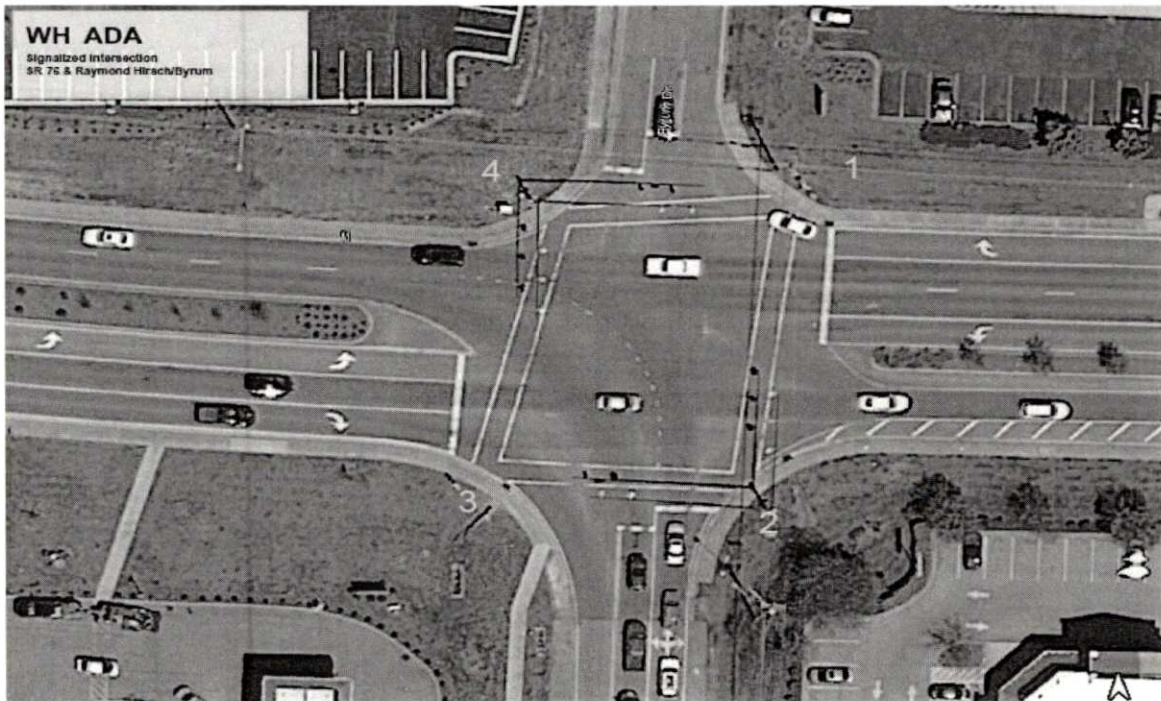
Metric Compliant	3-2	2-3	1-4	4-1	4-3	3-4
Ramp Detectable Warning	No	No	No	No	Yes	Yes
Crosswalk Lines	No	No	No	No	Yes	Yes
Pushbutton (PB) at Each End of Crosswalk/Corner	Yes	Yes	Yes	Yes	Yes	Yes
PB Adjacent to All Weather Surface/Clear Space	Yes	No	No	Yes	Yes	Yes
PB Location and Distance	Yes	No	No	Yes	Yes	Yes
PB Wheelchair Accessible Route	No	No	No	No	Yes	Yes
PB Distance to Curb	Yes	No	No	Yes	Yes	Yes
PB Parallel to Crosswalk	Yes	No	No	Yes	Yes	Yes
PB Height Appx. 4'	Yes	Yes	Yes	Yes	Yes	Yes
Multiple Pushbuttons <10' Apart	Yes	N/A	N/A	Yes	Yes	Yes
Locator Tone	No	No	No	No	No	No
Tactile Arrow	Yes	Yes	Yes	Yes	Yes	Yes
Speech Walk Message	No	No	No	No	No	No
Speech Pushbutton Info Message	No	No	No	No	No	No
Audible and Walk Indicator	Walk	Walk	Walk	Walk	Walk	Walk

Figure 4: Signalized Intersection at SR 76 & N. Sage/Edenway



As of the publication date of the Self Evaluation Report, SR 76 and N. Sage Road/Eden Way intersection (#4) crossings, ramps, all weather surfaces to access signal poles, detectable warning surfaces, signal poles and pedestrian signal equipment are in the process of being upgraded and improved at all corners of. Initial evaluation of the improvements indicate that requirements are being met. Refer to photographs with Intersection #1.

Figure 5: Signalized Intersection at SR 76 & Raymond Hirsch/Byrum



As of the publication date of the Self Evaluation Report, SR 76 and Raymond Hirsch Pkwy/Byrum Drive intersection (#5) crossings, ramps, all weather surfaces to access signal poles, detectable warning surfaces, signal poles and pedestrian signal equipment are in the process of being upgraded and improved at all corners of. Initial evaluation of the improvements indicate that requirements are being met. Refer to photographs with Intersection #1.

Figure 6: Signalized Intersection at US 31W & SR 76/College



The Intersection (#6) at US 31W and SR 76 represents a major pedestrian crossing corridor. Each of the four corners has two crossings with pole mounted pedestrian signals. It is anticipated that the ongoing improvements along SR 76 will incorporate this intersection. The photos and table below present current observations and findings.



US 31W/SR 76 Crossing 4 Facing 3 (Note Pole in Path)



US 31W/SR 76 Crossing 2 Facing 1

Summary of Pedestrian Signal Findings (US 31W & SR 76 Intersection)

Metric Compliant	4-3	3-4	3-2	2-3	2-1	1-2	1-4	4-1
Ramp Detectable Warning	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Crosswalk Lines	Faded	Faded	Faded	Faded	Yes	Yes	Faded	Faded
Pushbutton (PB) at Each End of Crosswalk/Corner	Yes: Pinhead Style not Compliant	Yes: Pinhead Style not Compliant	Yes: Pinhead Style not Compliant	Yes: Pinhead Style not Compliant	Yes: Pinhead Style not Compliant	Yes: Pinhead Style not Compliant	Yes: Pinhead Style not Compliant	Yes: Pinhead Style not Compliant
PB Adjacent to All Weather Surface/Clear Space	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
PB Location and Distance	Yes	Yes	Yes	Yes	Yes	Yes: Located in median, must cross turn lane to path	Yes: Located in median, must cross turn lane to path	Yes
PB Wheelchair Accessible Route	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
PB Distance to Curb	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
PB Parallel to Crosswalk	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
PB Height Appx. 4'	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Multiple Pushbuttons <10' Apart	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Locator Tone	No	No	No	No	No	No	No	No
Tactile Arrow	No	No	No	No	No	No	No	No
Speech Walk Message	No	No	No	No	No	No	No	No
Speech Pushbutton Info Message	No	No	No	No	No	No	No	No
Audible and Walk Indicator	Walk	Walk	Walk	Walk: Not Working	Walk: Not Working	Walk	Walk	Walk
General Notes	Pole 1 located in Sidewalk Path							Pole 1 located in Sidewalk Path

Figure 7: Signalized Intersection at US 31W & Portland Road



The intersection (#7) at US 31W and Portland Road is in need of improvements and upgrades. The signal pole at corner 1 is located in the pedestrian path, signals are not working, push buttons are not in compliance, signs direct to wrong direction and crosswalk paint is faded. The photos and table below present current observations and findings.



US 31W & Portland Rd: Corner 3

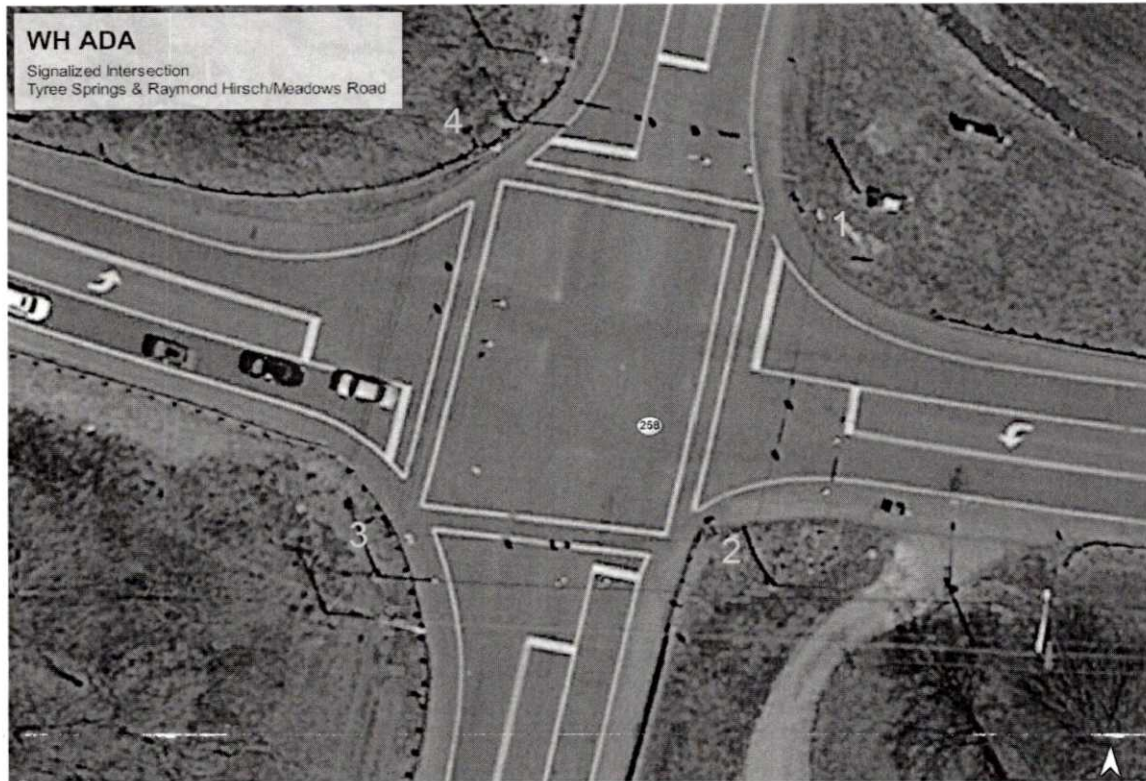


US 31W & Portland Rd.: Corner 1

Summary of Pedestrian Signal Findings (US 31W & Portland Road Intersection)

Metric Compliant	3-1	1-3	1-2	2-1
Ramp Detectable Warning	Yes	Yes	Yes	Yes
Crosswalk Lines	Faded	Faded	Faded	Faded
Pushbutton (PB) at Each End of Crosswalk/Corner	Yes: Pinhead Style not Compliant	Yes: Pinhead Style not Compliant	No	No
PB Adjacent to All Weather Surface/Clear Space	Yes	Yes	Yes	Yes
PB Location and Distance	No >10'	Yes	N/A	N/A
PB Wheelchair Accessible Route	No: See Note	Yes	Yes	Yes
PB Distance to Curb	Yes	Yes	N/A	N/A
PB Parallel to Crosswalk	No	Yes	N/A	N/A
PB Height Appx. 4'	Yes	Yes	N/A	N/A
Multiple Pushbuttons <10' Apart	No	No	N/A	N/A
Locator Tone	No	No	N/A	N/A
Tactile Arrow	No	No	N/A	N/A
Speech Walk Message	No	No	N/A	N/A
Speech Pushbutton Info Message	No	No	N/A	N/A
Audible and Walk Indicator	Walk: Not Working	Walk: Not Working	N/A	N/A
General Notes	Pole 1 located in Sidewalk Path		No signal for crossing 2-3	No signal for crossing 2-3

Figure 8: Signalized Intersection at Raymond Hirsch & Tyree Springs



The intersection (#8) at Raymond Hirsch and Tyree Springs Road in need of improvements and upgrades. Signal crossing poles are located on all four corners, however the intersection has not been improved with sidewalks and accessible pathways. It is assumed that the crosswalks and signals are for students walking to nearby White House High School and to control School traffic. There are no sidewalks, no clear path to pushbuttons, out of compliance push buttons, non-working crossing signs and a guardrail impedance. The photos and table below present current observations and findings.



Hirsch/Tyree Springs: Crossing 4 to 1



Hirsch/Tyree Springs: Crossing 4 to 3

Summary of Pedestrian Signal Findings (Raymond Hirsch Pkwy & Tyree Springs Intersection)

Metric Compliant	1-4	4-1	4-3	3-4	3-2	2-3	2-1	1-2
Ramp Detectable Warning	No	No	No	No	No	No	No	No
Crosswalk Lines	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Pushbutton (PB) at Each End of Crosswalk/Corner	Yes: Pinhead Style not Compliant	Yes: Pinhead Style not Compliant	Yes: Pinhead Style not Compliant	Yes: Pinhead Style not Compliant	Yes: Pinhead Style not Compliant	Yes: Pinhead Style not Compliant	Yes: Pinhead Style not Compliant	Yes: Pinhead Style not Compliant
PB Adjacent to All Weather Surface/Clear Space	No	No	No	No	No	No	No	No
PB Location and Distance	No	No	No	No	No	No	No	No
PB Wheelchair Accessible Route	No	No	No	No	No	No	No	No
PB Distance to Curb	No	No	No	No	No	No	No	No
PB Parallel to Crosswalk	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
PB Height Appx. 4'	No	No	No	No	No	No	No	No
Multiple Pushbuttons <10' Apart	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Locator Tone	No	No	No	No	No	No	No	No
Tactile Arrow	No	No	No	No	No	No	No	No
Speech Walk Message	No	No	No	No	No	No	No	No
Speech Pushbutton Info Message	No	No	No	No	No	No	No	No
Audible and Walk Indicator	Walk	Walk	Walk	Walk	Walk	Walk	Walk	Walk
General Notes	Intersection pedestrian signals not accessible and not in compliance							

As indicated by the survey results of the eight signalized intersections, four (along SR 76) have been upgraded or are in progress. The two intersections at US 31W and Portland Road and Raymond Hirsch and Tyree Springs Road have significant needs for replacement or upgrades to meet ADA compliance. The major intersection at US 31W and SR 76 is in general compliance, however a signal pole location is required along with upgrading the pedestrian signal equipment to current standards. It is assumed that the ongoing SR 76 improvements will address this location in the near term. The final intersection at Wilkinson and Richard Wilks realizes the least pedestrian traffic. Signal poles and equipment is in-place for future improvements by adding accessible pathways, ramps and crosswalks.

The PROWAG provides clear instruction (requirement R209.2) that pedestrian signals should only be altered or improved when new signal or pole construction is planned. This includes signal controller, software or signal head replacement. This does not prohibit sidewalk or path access improvements or installation of new pushbuttons.

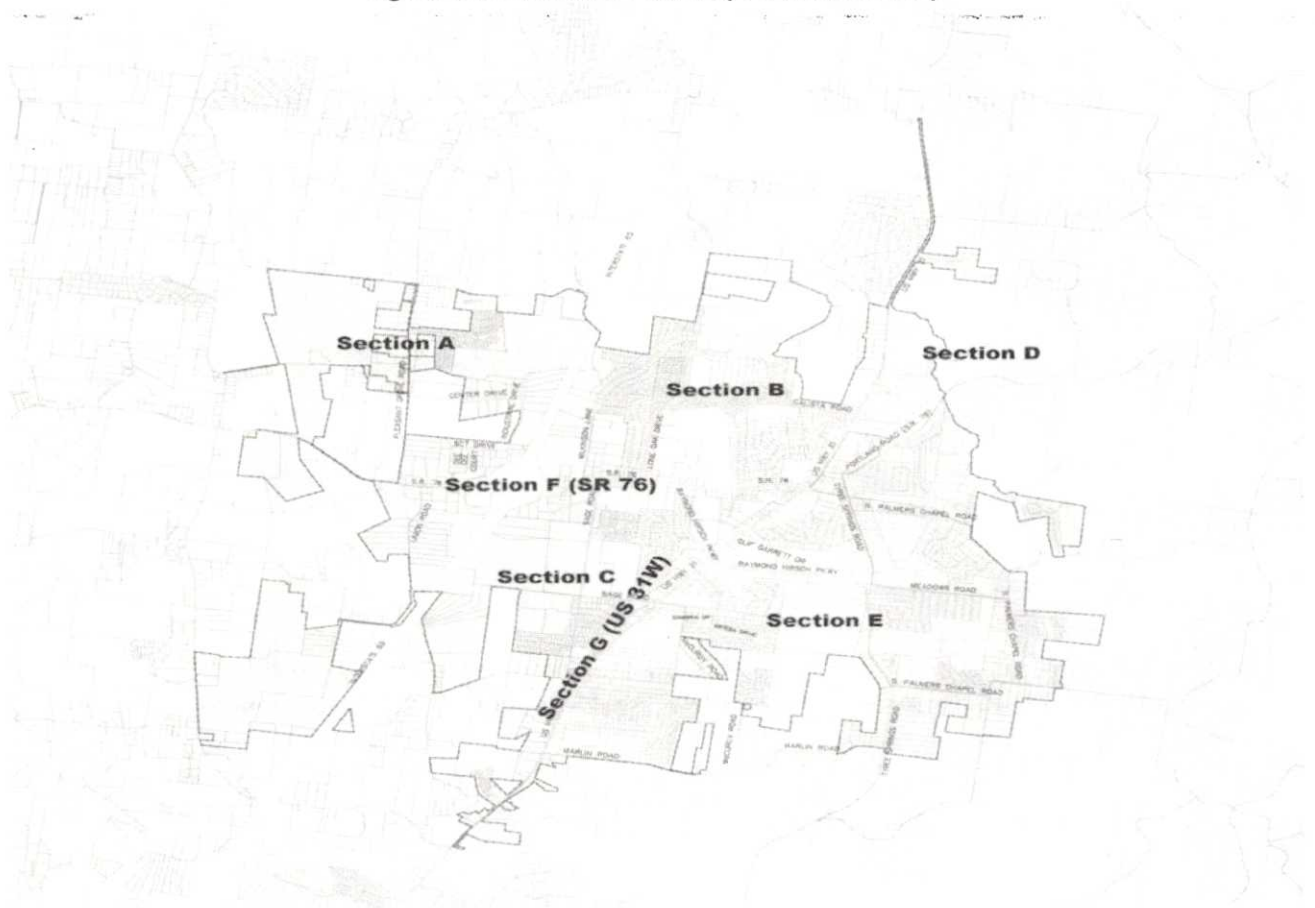
3.4 Pedestrian Facilities within the Public Right-Of-Way

To help assess the state of City of White House’s maintained sidewalk corridors, CSR evaluated over 19 miles of pedestrian pathways within 96 street corridors including, heavily travelled, US 31W and SR 76. This portion of the self-evaluation included sidewalks, curb ramps, driveway entrances which are within the pedestrian path, and crossings at un-signalized intersections.

To better organize the sidewalk survey data for evaluation and presentation, CSR divided the street corridors within the city limits into manageable Sections. Each section is described below and by the overview map in Figure 9.

- Section A: West of I-65, North of SR 76
- Section B: East of I-65 to US 31W, North of SR 76
- Section C: East of I-65 to US 31W, South of SR 76
- Section D: East of US 31W, North of SR 76
- Section E: East of US 31W, South of SR 76
- Section F: SR 76 Corridor
- Section G: US 31W Corridor

Figure 9: Pedestrian Pathways Overview Map



The supporting narrative presented in the sections below provide a summary of observations and deficiencies for the measured metrics for sidewalk pathways at each of the evaluated corridors. Example photographs of the observations are provided below in order to highlight the findings. Specific corridor details from the pedestrian pathway survey can be found in Appendix B.

3.4.1 Pedestrian Pathways Summary of Requirements

The technical provisions of the PROWAG provide multiple elements for pedestrian pathways in the public right-of-way. Please refer to Appendix A for specific descriptions and illustrations. The CSR Field Teams traversed each pathway and measured and documented each noted barrier/deficiency for the following:

- Width: 4' minimum, exclusive of curb; 5' preferred, if less than 5' passing spaces must be provided every 200'.
- Running Slope (Grade): shall not exceed >5% unless grade of adjacent street is over 5%.
- Cross Slope: shall be 2% maximum.
- Surface Condition: shall be firm and stable, slip resistant. Vertical discontinuities (changes in level) shall be ½" maximum; with those between ¼" and ½" being beveled. Horizontal openings, such as grates and joints may not exceed ½".
- Obstructions and Protrusions: disallows passable sidewalk space of less than 4' for more than 24" maximum length. If less 24" path may reduce to 32" minimum. Leading edges between 27" and 80" above the finished surface cannot protrude more than 4" horizontally into the path. (utility poles, hydrants, mail boxes, vegetation, signs, furniture).
- Curb Ramp Width: shall be 4' minimum.
- Curb Ramp Running Slope: shall be 5% minimum and 8.3% maximum.
- Curb Ramp Cross Slope: shall be 2% maximum.
- Curb Ramp Landings/Turning Spaces: shall be minimum of 4' by 4' or 4' by 5' if constrained.
- Ramp Flares: shall not exceed 10% maximum.
- Ramp Grade Breaks and Clear Space: breaks should be perpendicular to direction of ramp and flush. Clear space beyond the bottom grade break should be 4' by 4' minimum.
- Detectable Warnings: shall extend 2' minimum in the direction of pedestrian travel and extend the full width of the ramp; contrast in color to adjacent path or ramp; dome integrity shall be maintained.

- Ramp Obstructions, Protrusions, Vertical Discontinuities, Horizontal Openings: shall maintain 4' minimum width and are subject to sidewalk guidelines for same.

3.4.2 Summary of Findings by Street Corridor

Section A: West of I-65, North of SR 76

Street Name	Length/Location	Deficiency Type	Deficiency Notes/Observations
East Winterberry Trail			Compliant
Foster Drive Loop	#315,241,237,233,221,217,213,407,411 Driveways	Discontinuity-Driveway	Parallel expansion joint in path
	Path from #305 and 315	Slope	Cross slope >2.0%
	Path from #305 and 315	Discontinuity	>1/4" change in level, sewer lid
	32' from Loop Intersection	Discontinuity	>1/4" change in level, sewer lid
Foster Drive	#106	Discontinuity-Driveway	Parallel expansion joint in path, #106
Holly Lane	#320,326,332 Driveways	Discontinuity-Driveways	Parallel expansion joint in path
	18' past #316 Drive	Discontinuity	>1/4" change in level, cracked and broken
	#310 Driveway	Discontinuity	>1/4" change in level, cracked and broken
	#344	Obstruction	Tree in Path
	932' of path length, Carrisa Circle to end of Path in Cul-de-Sac	Slope	Cross slope >2.0%
	Multiple Discontinuities throughout path, Foster Drive to Carrisa Circle	Discontinuity	>1/4" change in level, broken or cracked path
	Near #112, 124, 138 on path, 104 Holly lane to Foster Drive	Discontinuity	>1/4" change in level, cracked and broken
Sundance Way	Entire Loop	Slope	Cross slope >2.0%
	#100	Discontinuity	>1/4" change in level, sewer lid
	#144	Discontinuity	>1/4" change in level, light pole base
	#148,152,156,160,164, 172 Driveways	Slope-Driveways	Cross slope >2.0%
West Winterberry Trail	Entire Loop	Slope	Cross slope >2.0%
Willowleaf Lane	300' of path. Holly Lane to 111 Willowleaf Ln.	Slope	Cross slope >2.0%
	Near #101	Discontinuity	>1/4" change in level, water valve
	250' of path, Savannah Court to Sundance Way	Slope	Cross slope >2.0%
	#134, 140 Willowleaf Lane to Savannah Court	Discontinuity-Driveway	Parallel expansion joint in path
	Near #134	Discontinuity	>1/4" change in level, light pole base
	Sundance Way to Winterberry Trail		Compliant
	270' of path, W Winterberry Trail to W Winterberry Trail	Slope	Cross slope >2.0%
	270' of path, E Winterberry Trail to E Winterberry Trail	Slope	Cross slope >2.0%

Section B: East of I-65 to US 31W, North of SR 76

Street Name	Length/Location	Deficiency Type	Deficiency Notes/Observations
Abbey Lane	#101,103,107,109,111 Driveways	Ramp Slopes-Driveways	Running slopes >5.0% both sides of each driveway
Abbey Lane	#101,103,107,109,111 Driveways	Ramp Slopes-Driveways	Cross slope >2.0%
Abbey Lane	#101,103,107, 109, 111	Obstruction	Mailboxes mounted in path
Apache Trail	Est. 160', Indian Ridge Blvd to Cherokee Drive (West)	Slope	Cross slope >2.0%
Apache Trail	12' before #804, Cherokee Drive (West) to Cherokee Drive (East)	Discontinuity	>1/4" change in level, square sewer lid
Apache Trail	Est 715' Cherokee Drive (West) to Cherokee Drive (East)	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
Apache Trail	#802,800, Driveways, Cherokee Drive (West) to Cherokee Drive (East)	Discontinuity-Driveways	Parallel expansion joint in path
Apache Trail	Est 255' of path Cherokee Drive (East) to Mohawk Court	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
Apache Trail	Est 255' of path, Cherokee Drive (East) to Mohawk Court	Slope	Cross slope >2.0%
Apache Trail	#603,605 Driveways	Discontinuity-Driveways	>1/4" change in level Either side of driveway
Apache Trail	Est 220' of path Mohawk Court to Algonquin Court	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
Apache Trail	Est 415' of path Algonquin Court to N. Aztec Dr.	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
Apache Trail	Est 415' of path Algonquin Court to N. Aztec Dr.	Slope	Cross slope >2.0%
Apache Trail	Besides Chain Link Fence, & near #309	Discontinuity	>1/4" change in level and broken or cracked path
Apache Trail	#309 Driveway	Ramp Slope-Driveway	Running slopes >5.0% both sides of each driveway
Apache Trail	Est 820' of path N. Aztec Dr. to Choctaw Court	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
Apache Trail	Est 820' of path N. Aztec Dr. to Choctaw Court	Slope	Cross slope >2.0%
Apache Trail	Before #213 driveway	Discontinuity	>1/4" change in level and broken or cracked path
Apache Trail	After #213 driveway	Obstruction	Holly Bush overgrowth
Apache Trail	Chain Link Fence/Culvert Crossing N. Aztec Dr. to Choctaw Court	Discontinuity	>1/4" change in level and broken or cracked path
Apache Trail	#309, 207, 205, 203 Driveways	Discontinuity-Driveways	>1/4" change in level Either side of driveway
Apache Trail	Est 235' of path Choctaw Court to Calista Road	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
Apache Trail	Before end of path near Calista Road	Discontinuity	>1/4" change in level and broken or cracked path
Calista Road			Compliant
Charles Drive			Compliant
Cheyenne Drive	Est 900' of path	Slope	Cross slope >2.0%
Cheyenne Drive	#100,106,204,208,212 Driveways	Ramp Slopes-Driveways	Cross slope >2.0%
Cheyenne Drive	#106	Discontinuity-Driveway	>1/4" change in level, water valve
Cottage Trace Drive			Compliant
Indian Ride Circle	Entire Loop	Slope	Cross slope >2.0%
Indian Ride Circle	Two 5-space Parallel Street Parking	Handicap Access	Aisle/Ramp not provided
Indian Ridge Blvd.	Est. 683' of path Stadium Drive to Lone Oak Dr.	Slope	Cross slope >2.0%
Indian Ridge Blvd.	Est. 683' of path Stadium Drive to Lone Oak Dr.	Slope	Cross slope >2.0%
Indian Ridge Blvd.	#2973,2977,2985,2989,2993 Driveways	Driveway Slope	Cross slope >2.0%
Indian Ridge Blvd.	Past #2993	Discontinuity	>1/4" change in level, water valve

Street Name	Length/Location	Deficiency Type	Deficiency Notes/Observations
Indian Ridge Blvd.	378' of path Lone Oak Drive to Wyoming Drive	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
Indian Ridge Blvd.	#3001	Discontinuity	>1/4" change in level, Multiple sewer and water valve boxes in path
Indian Ridge Blvd.	#3009	Obstruction	Mailbox mounted in path
Indian Ridge Blvd.	#4005	Discontinuity-Driveway	>1/4" change in level, broken and cracked driveway
Indian Ridge Blvd.	Est 750' of path Wyoming Drive to Cheyenne Drive	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
Indian Ridge Blvd.	#6001,6005,6011,6017,6023 Driveways	Driveway Slope	Cross slope >2.0%
Indian Ridge Blvd.	Path between #6011-6017	Firm & Stable	Loose gravel, grass overgrowth
Indian Ridge Blvd.	Est. 590' of path Cheyenne Drive to Iroquois Drive	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
Indian Ridge Blvd.	#7007,7011,7017,7019 Driveways	Driveway Slope	Cross slope >2.0%
Indian Ridge Blvd.	#7011 Driveway	Discontinuity-Driveway	>1/4" change in level, broken and cracked driveway
Indian Ridge Blvd.	Est. 300' of path Iroquois Drive to Calista Road	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
Indian Ridge Blvd.	#7026 & 8006 Driveways	Discontinuity-Driveways	Parallel expansion joint in path
Indian Ridge Blvd.	Est. 300' of path Iroquois Drive to Calista Road	Slope	Cross slope >2.0%
Indian Ridge Circle	Multiple Driveways	Driveway Slope	Cross slope >2.0%
Indian Ridge Village	Est. 170' , both sides, Calista Road Entrance to Indian Ridge Circle	Slope	Cross slope >2.0%
Laurelwood Drive			Compliant
Lone Oak Drive	Est. 1000' of path	Slope	Cross slope >2.0%
Lone Oak Drive	#233	Discontinuity	>1/4" change in level, manhole cover
Lone Oak Drive	#325	Obstruction	Bushes, Mailbox mounted in path
Lone Oak Drive	Multiple Discontinuities throughout path	Discontinuity	>1/4" change in level and broken or cracked path
Richard Wilks Road			Compliant
Stadium Drive	Path between #300 & 304 Lone Oak Drive to Indian Ridge Blvd.	Slope	Cross slope >2.0%
Stadium Drive	#308,304 Driveways	Driveway Slope	Running slopes >5.0% both sides of each driveway
Stadium Drive	#2968 Indian Ridge Blvd. to Gate of Park	Ramp Slopes-Driveway	Cross slope >2.0%
Stadium Drive	#2968 Indian Ridge Blvd. to Gate of Park	Ramp Slopes-Driveway	Running slopes >5.0% both sides of each driveway
Village Park Drive	Est. 270' of path both sides	Slope	Cross slope >2.0%
Village Park Drive	101-107 Village Park Drive Parking	Handicap Access	Aisle/Ramp not provided
Wilkinson Lane	Multiple Discontinuities throughout path	Discontinuity	>1/4" change in level and broken or cracked path
Wilkinson Lane	Power Pole in Path near Dollar Tree	Obstruction	Utility Pole in Path
Wilkinson Lane	Est. 375' of path Richard Wilks Road to Walmart Entrance/Murphy USA	Slope	Cross slope >2.0%
Wilkinson Lane	Est 428' of path Walmart Entrance/Murphy USA to before Edenway Dr.	Slope	Cross slope >2.0%
Wilkinson Lane	Multiple Discontinuities throughout path	Discontinuity	>1/4" change in level and broken or cracked path
Wilkinson Lane	Ramp at end of segment	Ramp Slope	Running slopes >5.0%

Section C: East of I-65 to US 31W, South of SR-76

Street Name	Length/Location	Deficiency Type	Deficiency Notes/Observations
Blossom Court	#102,208,212,209 Driveways	Driveway Slope	Cross slope >2.0%
Blossom Court	Path between 209 & 211, and before Tulip	Discontinuities	>1/4" change in level
Blueberry Street	Est 1754' of path	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
Blueberry Street	#173,181,213,189	Obstruction	Mailbox in Path
Blueberry Street	#173,177,181,189,193,197,201,205 Driveways	Driveway Slope	Cross slope >2.0%
Blueberry Street	Est 1754' of path	Slope	Cross slope >2.0%
Blueberry Street	Path between 173 & 177	Discontinuities	>1/4" change in level, Cracked & Broken
Blueberry Street	#177 Both sides of Driveway	Discontinuities	>1/4" change in level, Cracked & Broken
Blueberry Street	Path between #181-185	Slope	Running slope >5.0%
Blueberry Street	#193 ramp to driveway	Slope	Running slope >5.0%
Blueberry Street	#213 both sides of Driveway	Discontinuities	>1/4" change in level, Cracked & Broken
Blueberry Street	End of Path @ Cherry Lane	Discontinuity	>1/4" change in level, Gas Valve
Business Park Drive	Ramp by fire hydrant, Fire Dept. Drive	Discontinuity	>1/4" change in level, Water, Gas Valve, slope
Business Park Drive	Past Fire Dept. Drive	Discontinuity	>1/4" change in level, gas valves
Business Park Drive	Perpendicular Curb Ramps at 31W	Detectable Warning Surface	Not present, slopes and discontinuities
Business Park Drive	Path on South Side	Firm & Stable	Lots not developed, mud, grass, tree limbs
Business Park Drive	Parallel Curb Ramp, South side end of Path	Detectable Warning Surface	Not present, slopes and discontinuities
Cherry Lane	#318	Obstruction	Tree Limbs
Cherry Lane	Est 2006' of path	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
Cherry Lane	Est 2006' of path	Slope	Cross slope >2.0%
Cherry Lane	#312,306,212,208,198,194,190 Driveways	Driveway Slope	Cross slope >2.0%
Cherry Lane	Multiple Discontinuities throughout path	Discontinuity	>1/4" change in level and broken or cracked path
Cherry Lane	#204 Mailbox	Discontinuity	Mailbox concrete cutout in path
Dorchester Drive	Est 735' of path	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
Dorchester Drive	Parallel Curb Ramp at Start of Sidewalk	Detectable Warning Surface	Not present, slopes
Dorchester Drive	#204,202,200,108,106,104,102 Driveways	Driveway Slope	Cross slope >2.0%
Dorchester Drive	Parallel Curb Ramp at Piccadilly Dr.	Detectable Warning Surface	Not present, slopes
Gem Court	#126 Driveway	Discontinuity	>1/4" change in level Either side of driveway
Gem Court	#120 Driveway	Ramp Slopes	Running slopes >5.0% both sides of each driveway
Gem Court	#108,102 Driveways	Driveway Slope	Cross slope >2.0%
Granda Flora Drive	55' past #100 & 75' past 204 driveways	Discontinuity	>1/4" change in level and broken or cracked path
Hester Drive	Hampton Inn	Obstruction	Bush overgrowth in path
Hester Drive	Before Cracker Barrel Drive	Slope	Running slope >5.0%
Hester Drive	Between Quality Inn Drives	Slope	Cross slope >2.0%
Hester Drive	Across Knight Circle	Discontinuity	>1/4" change in level, storm grate has separated from sidewalk
Hester Drive	Past Motel 6	Discontinuity	Mailbox post cutout in path
Hester Drive	Past Motel 6	Guardrail	No middle rail

Street Name	Length/Location	Deficiency Type	Deficiency Notes/Observations
Hester Drive	Taco Bell	Obstruction	Mailbox in Path
Hester Drive	Entire Segment	Discontinuities	>1/4" change in level and broken or cracked path
Knight Circle	Multiple Discontinuities throughout path	Discontinuity	>1/4" change in level and broken or cracked path
Knight Circle	Parallel Curb Ramps at Holiday Inn Express	Detectable Warning Surface	Not compliant, slopes exceed, no perpendicular grade
Knight Circle	Path between Holiday Inn Drives	Discontinuity	>1/4" change in level and broken or cracked path
Madeline Way	85' & 115' from start of Path	Discontinuity	>1/4" change in level and broken or cracked path
Madeline Way	Parallel Curb Ramps at Entrance to Crossroads	Detectable Warning Surface	Not compliant, slopes exceed, no perpendicular grade, turning space
Madeline Way	Parallel Curb Ramps at Entrance to Standard Apt	Detectable Warning Surface	Not compliant, slopes exceed, no perpendicular grade, turning space
Madeline Way	Multiple Discontinuities throughout path	Discontinuity	>1/4" change in level and broken or cracked path, missing sections
Magnolia Blvd.	#141,157,301, Driveways	Driveway Slope	Cross slope >2.0%
Magnolia Blvd.	Path between 125 & 129/133 & 137	Discontinuity	>1/4" change in level settled
Magnolia Blvd.	Parallel Curb Ramps at Gem Ct.	Ramp	Not compliant, turning space, slopes
Maiden Lane	Completed Segments	Slope	Cross slope >2.0%
Peachtree Street	Est 750' of path	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
Peachtree Street	#209,213,217,221,225,231, Driveways	Driveway Slope	Cross slope >2.0%
Peachtree Street	#213 mailbox & at Blueberry St	Obstruction	Tree limbs in path
Peachtree Street	#217	Obstruction	Hanging on back of mailbox limiting path
Piccadilly Drive	Est 750' of path	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
Piccadilly Drive	Dorchester Road (south side)	Ramp	No Ramp
Piccadilly Drive	#885,891 Driveways	Driveway Slope	Cross slope >2.0%
Piccadilly Drive	Dorchester Road (north side)	Ramp	Not compliant, turning space, slopes, no detectable warning
Pierre Place	#151, 131, 111 Driveways	Driveway Slope	Cross slope >2.0%
Pierre Place	15' past #121 driveway	Discontinuity	>1/4" change in level, water meter
Pierre Place	Est 880' of path	Slope	Cross slope >2.0%
Raymond Hirsch Pkwy			Compliant
N. Sage Road	Est 1210' of path	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
N. Sage Road	Est 1210' of path	Slope	Cross slope >2.0%
Southern Terrace	#129, 125,121,111,103 Driveways	Driveway Slope	Cross slope >2.0%
Southern Terrace	#143,139,135 Driveways	Ramp Slopes	Cross slope >2.0%
Southern Terrace	#143,139,135 Driveways	Ramp Slopes	Running slopes >5.0% both sides of each driveway
Southern Terrace	End of Path @ Magnolia	Firm & Stable	Mud, slippery
Star Place	#144 driveway	Discontinuity	>1/4" change in level, sewer cover
Tulip Terrace			Compliant
Westchester Drive	Est 650' of path	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
Westchester Drive	Near #101	Discontinuity	>1/4" change in level, near underground transformer
Westchester Drive	Near #111 driveway	Discontinuity	>1/4" change in level and broken or cracked path
Westchester Drive	#113, 203 Driveways	Driveway Slope	Cross slope >2.0%
Westchester Drive	Parallel Curb Ramp at end of route	Ramp	Not compliant, turning space, slopes, no detectable warning

Street Name	Length/Location	Deficiency Type	Deficiency Notes/Observations
Williamsburg Drive	Est 600' of path	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')

Section D: East of US 31W, North of SR 76

Street Name	Length/Location	Deficiency Type	Deficiency Notes/Observations
Briarwood Drive	#406 Cassandra Dr.	Discontinuity	>1/4" change of level, Mailbox foundation in path
Briarwood Drive	Est 1400' of path	Slope	Cross slope >2.0%
Briarwood Drive	Multiple Driveways	Discontinuity-Driveways	>1/4" change of level Either side of driveway
Briarwood Drive	# 1051, 1043, 1039, 1035, 1021, 1013, 1007 Driveways	Driveway Slope	Cross slope >2.0%
Cassandra Drive	#101 & 105 Driveways	Discontinuity-Driveways	>1/4" change of level Either side of driveway
Cassandra Drive	#101 & 105 Driveways	Discontinuity-Driveways	>1/4" change of level Either side of driveway
Cassandra Drive	# 101, 105 Driveways	Driveway Slope	Cross slope >2.0%
Christian Drive	Est 910' of path	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
Christian Drive	#309, 433, Christian Dr.	Discontinuity	>1/4" change of level, Mailbox foundation in path
Christian Drive	Multiple Mailboxes	Discontinuity	>1/4" change of level, Grass growth between sidewalk and added concrete
Christian Drive	Est 910' of path	Slope	Cross slope >2.0%
Christian Drive	Multiple Driveways	Driveway Slope	Cross slope >2.0%
Christian Drive	Path between #309 & 313	Discontinuity	>1/4" change of level broken and cracked
Christian Drive	At Lauren Drive	Ramp	No Ramps, no detectable warnings either side
Christian Drive	Past #309	Discontinuity	>1/4" change of level broken and cracked, curb separated from sidewalk
Denise Circle			Compliant
Lauren Drive	Est 2100' of path	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
Lauren Drive	Est 2100' of path	Slope	Cross slope >2.0%
Lauren Drive	#137,129,125 Driveways	Driveway Slope	Cross slope >2.0%
Lauren Drive	Near #152 in Path	Discontinuity	>1/4" change of level change of level broken and cracked, large sewer manway
Lauren Drive	Three street storm drains	Discontinuity	>1/4" change of level broken and cracked. Sidewalk has settled
Oakland Court	Est 420' of path	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
Oakland Court	Est 420' of path	Slope	Cross slope >2.0%
Oakland Court	Ramp at Carson Ct.	Ramp	Detectable Warning does not extend width, no turning space, slopes
Reidway Drive	Est 740' of path	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
Reidway Drive	At Ashley Drive	Ramp	No Ramps, no detectable warnings either side
Reidway Drive	#108,112, Driveways	Discontinuity-Driveways	>1/4" change of level Either side of driveway
Reidway Drive	#104 Driveway	Driveway Slope	Cross slope >2.0%
Renee Court	Past #207	Discontinuity	Sidewalk segment missing, graveled for new construction entrance

Section E: East of US 31W, South of SR 76

Street Name	Length/Location	Deficiency Type	Deficiency Notes/Observations
Allers Drive	314' of path	Slope	Cross slope >2.0% , entire segment
Allers Drive	#107, 109 Driveways	Driveway Slope	Cross slope >2.0%
Amber Lane	#301,205,105 Driveways	Driveway Slope	Cross slope >2.0%
Amber Lane	# 205	Obstruction	Overgrown bush blocking path
Artesa Drive	#303, Driveways	Driveway Slope	Running slopes >5.0% both sides of each driveway
Artesa Drive	#421,401,307,303,200,111, 101 Driveways	Driveway Slope	Cross slope >2.0%
Artesa Drive	Path between #307 & 303	Discontinuity	Broken Concrete
Artesa Drive	Perpendicular Curb Ramps at Firestone	Detectable Warning Surface	Not present, slopes and discontinuities
Artesa Drive	Perpendicular Curb Ramps at Etude	Detectable Warning Surface	Not present, slopes and discontinuities
Baylee Court	#101. 105 109 Driveways	Driveway Slope	Cross slope >2.0%
Baylee Court	#101. 105 109 Driveways	Discontinuity-Driveway	Parallel expansion joint in path
Baylee Court	Perpendicular Curb Ramp at S Palmers	Detectable Warning Surface	Not present
Bedrock Drive	#402,300,222,218,212,208,108	Driveway Slope	Running slopes >5.0% both sides of each driveway
Bedrock Drive	#402,300,222,218,212,208,108	Driveway Slope	Cross slope >2.0%
Bedrock Drive	Across from Cobblestone Dr.	Discontinuity	Sewer Lid in path
Brigham Court	Path between #104 & 114	Discontinuity	>1/4" change of level
Brigham Court	#114 Driveway	Discontinuity-Driveway	Parallel expansion joint in path
Cambrea Drive	#100, 104, 108, 112, 116 Driveways	Driveway Slope	Cross slope >2.0%
Chandler Blvd.	#123,201,209,237 Driveway	Discontinuity	Parallel expansion joint in path
Chandler Blvd.	Multiple Driveways	Driveway Slope	Cross slope >2.0%
Chapman Drive	#213,203 Driveways	Driveway Slope	Cross slope >2.0%
Chapman Drive	#Path fronting 213,203	Obstruction	Overhanging bushes blocks path
Chapman Drive	Perpendicular Curb Ramp at Clarice	Detectable Warning Surface	Not present
Clarice Court	#101. 105 109 Driveways	Driveway Slope	Cross slope >2.0%
Clarice Court	#109 Driveway	Ramp Slopes	Running slopes >5.0% both sides of each driveway
Clarice Court	#109 Driveway	Discontinuity-Driveway	Parallel expansion joint in path
Cliff Garrett Dr.	Est 224'	Slope	Cross slope >2.0%
Cliff Garrett Dr.	Break in Path from #138 to 120	Firm, Stable	No sidewalk between segments
Cobblestone Court	Path from #108 to end of segment	Slope	Cross slope >2.0%
Cobblestone Court	#102, 108, 112 Driveways	Driveway Slope	Running slopes >5.0% both sides of each driveway
Cobblestone Court	#102, 108, 112 Driveways	Driveway Slope	Cross slope >2.0%
Cobblestone Court	Perpendicular Curb Ramp at Bedrock	Detectable Warning Surface	Not present, slopes and discontinuities
Crystal Court	Perpendicular Curb Ramp at Bedrock	Detectable Warning Surface	Not present, slopes and discontinuities
Cuvee Court			Compliant
Danbury Court	Stop Sign at Chapman	Obstruction	Stop Sign obstructs path
Etude Court	#103 Etude Section	Discontinuity	>1/4" change of level, Water Meter
Fieldstone Drive	#205, 407, 423 Driveways	Driveway Slope	Cross slope >2.0%
Fieldstone Drive	#209	Obstruction	Mailbox and overgrown bush obstruct path

Street Name	Length/Location	Deficiency Type	Deficiency Notes/Observations
Fieldstone Drive	#209	Obstruction	Mailbox and overgrown bush obstruct path
Fieldstone Drive	Perpendicular Curb Ramp at Amber	Detectable Warning Surface	Not present, slopes and discontinuities
Firestede Court	Entire Segment	Slope	Cross slope >2.0%
Firestede Court	#105 Driveway	Discontinuity-Driveway	>1/4" change of level Either side of driveway
Granite Court	106 Granite Ct.		Compliant, Only house on Court
Grayson Lane	#109,113,117,121,127,133 Driveways	Driveway Slope	Cross slope >2.0%
Highland Drive	Est 2460' of path	Width	Entire length <4.0'
Highland Drive	#301 , 303	Obstruction	Overgrown bush blocking path
Highland Drive	Parallel Curb Ramps at Belle Reve	Detectable Warning Surface	Not present, slopes and discontinuities
Highland Drive	Parallel Curb Ramps at Indian Point Dr.	Detectable Warning Surface	Not present, slopes and discontinuities
Highland Drive	Parallel Curb Ramps at Northwood Dr.	Detectable Warning Surface	Not present, slopes and discontinuities
Highland Drive	Path from Northwood to Sycamore	Slope	Running slope >5.0%
Highland Drive	Parallel Curb Ramps at Hunterwood Dr.	Detectable Warning Surface	Not present, slopes and discontinuities
Highland Drive	#809	Obstruction	Overgrown tree blocking path
Honeysuckle Drive	Est 2770' of path	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
Honeysuckle Drive	Multiple Driveways	Driveway Slope	Cross slope >2.0%
Honeysuckle Drive	Multiple Driveways	Discontinuity	>1/4" change of level Either side of driveway
Honeysuckle Drive	Multiple Driveways	Discontinuity	Parallel expansion joint in path
Honeysuckle Drive	#153	Obstruction	Overgrown tree blocking path
Hunterwood Drive	Est 1935' of path	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
Hunterwood Drive	Multiple Discontinuities throughout path	Discontinuity	>1/4" change of level and broken or cracked path
Hunterwood Drive	#203, 305, 407	Obstruction	Overgrown trees blocking path
Hunterwood Drive	Parallel Curb Ramps at Cypress Ct.	Detectable Warning Surface	Not present, slopes and discontinuities
Hunterwood Drive	Parallel Curb Ramps at Pinewood Dr.	Detectable Warning Surface	Not present, slopes and discontinuities
Hunterwood Drive	Parallel Curb Ramps at Magnolia Dr.	Detectable Warning Surface	Not present, slopes and discontinuities
Landons Circle	Path between #210 & 214	Discontinuity	>1/4" change of level
Landons Circle	#222	Discontinuity	Sewer Lid in path
Landons Circle	Entrance to Walking Trail	Ramp Slope	Running slopes >5.0%
Landons Circle	Entrance to Walking Trail	Detectable Warning Surface	Not present
Landons Circle	Multiple Driveways	Driveway Slope	Cross slope >2.0%
Larkspur Court	10' from start of segment	Discontinuity	>1/4" change of level, electrical box
Larkspur Court	70' from 128 Larkspur	Discontinuity	>1/4", change of level Broken Section
Larkspur Court	#122, 116, 104, Driveways	Driveway Slope	Cross slope >2.0%
Lola Lane	#237 Driveway	Driveway Slope	Cross slope >2.0%
Lola Lane	#220,236,345,325 Driveways	Driveway Slope	Cross slope >2.0%
Magnolia Drive	592' of path	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
Magnolia Drive	Parallel Curb Ramps at Hunterwood Dr.	Detectable Warning Surface	Not present, slopes and discontinuities

Street Name	Length/Location	Deficiency Type	Deficiency Notes/Observations
Magnolia Drive	Multiple Discontinuities throughout path	Discontinuity	>1/4" change of level and broken or cracked path
Meadowbrook Lane	60' before #100 Meadowbrook	Discontinuity	Sewer Lid in path
Meadowbrook Lane	35' past #108 Meadowbrook	Discontinuity	Sewer Lid in path
Meadowbrook Lane	#200 Driveway	Driveway Slope	Cross slope >2.0%
Meadows Road	All WHHS Driveways	Ramp Slopes	Running slopes >5.0% both sides of each driveway
Millstone Way	40' before #110 Drive, right side of Drive	Discontinuity	>1/4" change of level
Morgan Trace Court	Perpendicular Curb Ramp at Clarice	Firm, Stable	Mud & loose gravel covering ramp
Patana Drive	#313,309,213,209,205,201,113,109, 105, 101 Driveways	Driveway Slope	Cross slope >2.0%
Patana Drive	10' before #113 Patana Dr.	Discontinuity	>1/4" change of level, water valve
Pleasant Lane	669' of path	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
Pleasant Lane	669' of path	Slope	Cross slope >2.0%
Pleasant Lane	#116,112,108,104 Driveways	Driveway Slope	Cross slope >2.0%
Raymond Hirsch Pkwy	175' of path	Slope	Cross slope >2.0%
Raymond Hirsch Pkwy		Firm, Stable	Several curbs breaks producing rubble/gravel on SW surface
Raymond Hirsch Pkwy	Green Sumner Co. Sign	Discontinuity	>1/4" change of level, Cracks
Raymond Hirsch Pkwy	Opposite First TN Bank Bldg. Sign	Discontinuity	>1/4" change of level, Broken Section
Raymond Hirsch Pkwy	First TN Bank Entrance & Exit Driveways	Ramp Slopes	Running slopes >5.0% both sides of each driveway
Roaden Court	864' of path	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
Roaden Court	864' of path	Slope	Cross slope >2.0%
Roaden Court	#101, 105, 113, 117, &121 Driveways	Discontinuity	>1/4", change of level Cracks
Roaden Court	#117	Obstruction	Overhanging tree limbs near mailbox
Roaden Court	#101, 105, 109,113, 117, 121 Driveways	Ramp Slopes	Running slopes >5.0% both sides of each driveway
Sapphire Drive	Sapphire Dr. & Fieldstone	Discontinuity	Sewer Lid in path
Sheffield Drive	Multiple Driveways	Driveway Slope	Cross slope >2.0%
Sheffield Drive	Multiple Driveways	Driveway Slope	Running slopes >5.0% both sides of each driveway
Sheffield Drive	Multiple Driveways	Discontinuity	>1/4" change of level Either side of driveways
Sheffield Drive	#420, 216, 108 Paths	Discontinuity	>1/4" change of level Sewer and Water Valves
Sheffield Drive	Parallel Curb Ramp at Chandler, #108	Detectable Warning Surface	Not present, curb blocks ramp to Chandler
Slate Court	#110 behind mailbox	Discontinuity	>1/4" change of level
Slate Court	#110, 108 Driveways	Driveway Slope	Cross slope >2.0%
Slate Court	#104	Firm, Stable	Loose gravel either side of driveway
Strassle Drive	#128,120,116,112,108,106,100 Driveways	Driveway Slope	Cross slope >2.0%
Strassle Drive	Est 700'	Slope	Cross slope >2.0%
Sycamore Drive	Est 400' of path	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
Sycamore Drive	#122	Discontinuity	Broken Concrete
Sycamore Drive	Path from #122 to Honeysuckle Dr.	Slope	Cross slope >2.0%
Sycamore Drive	#200	Obstruction	Mailbox
Telavera Drive	#122,128,132,140,148,180 Driveways	Driveway Slope	Cross slope >2.0%

Street Name	Length/Location	Deficiency Type	Deficiency Notes/Observations
Telavera Drive	#155,127,119 Driveways	Driveway Slope	Cross slope >2.0%
Telavera Drive	Path from #147 to 187	Slope	Cross slope >2.0%
Telavera Drive	Est. 193 feet from McCurdy Road	Ramp Slopes	Sidewalk transitions to asphalt parking, slopes, and ramps not compliant
Thoroughbred Way	Telephone Box at Grayson Ln	Discontinuity	>1/4" change of level from telephone box in path
Thoroughbred Way	25' after crossing Grayson	Slope	Cross slope >2.0%
Thoroughbred Way	#300, 218, 124, 120, 114 Driveways	Driveway Slope	Cross slope >2.0%
Thoroughbred Way	Between Chapman Dr. and N. Palmers	Discontinuities	>1/4" change of level, multiple
Tison Lane	#123, 107,117,103 Driveways	Driveway Slope	Cross slope >2.0%
Tison Lane	Path between 117 & 123	Obstruction	Bush overgrowth
Topaz Court	Perpendicular Curb Ramp at Bedrock	Detectable Warning Surface	Not present, slopes and discontinuities

Section F: SR 76 Corridor

As previously noted, the initial pedestrian pathway survey (sidewalk inventory) was performed in April 2019. Subsequently, an SR 76 pedestrian pathway improvement project was implemented in July 2019 and is ongoing as of this report date. New sidewalk ramps, drive-way ramps, detectable warning surfaces and pathway segments have been constructed. A follow-up survey by CSR in late July found the improvements to be in compliance with current requirements. It is assumed that continuing improvements, along the SR-76 corridor will meet ADA pedestrian pathways within the public right-of way requirements. For the purposes of this SR 76 summary, references to ramps and driveway entrances have been omitted. Pathway segment observations and deficiencies that have not yet been addressed by the improvements are presented below. The complete CSR sidewalk inventory from April 2019 is included in Appendix B for reference.

Street Name	Length/Location	Deficiency Type	Deficiency Notes/Observations
College Street	Est 500+' of path Highway 31W, East to Carmack Drive.	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
SR 76	Path from HWY 31W to Hobbs Center Ramp	Slope	Cross slope >2.0%
SR 76	Ramp from Street Parking to Hobbs Center	Detectable Warning Surface	Not present, slopes and discontinuities
SR 76	Est 500+' path Carmack Drive West to Highway 31W.	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
SR 76	Multiple Discontinuities throughout path Carmack Drive West to Highway 31W.	Discontinuity	>1/4" change in level and broken or cracked path
SR 76	Parallel Curb Ramps (3) on path Carmack Drive West to Highway 31W.	Detectable Warning Surface	Not present, slopes and discontinuities
SR 76	Charles Drive to I-65 On-Ramp termination		Compliant
SR 76	Est 400' of path Eden Way to Wilkinson Drive	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
SR 76	Storm Grate before Wilkinson Dr.	Slope	Running slope >5.0%
SR 76	Est 1100' of path Lone Oak to Eden Way	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
SR 76	Corner of Hwy 76 and Lone Oak	Obstruction	Utility Pole in Path
SR 76	Est 1300' of path Byrum Dr. (Kroger) to Lone Oak	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
SR 76	Multiple Discontinuities throughout path	Discontinuity	>1/4" change of level and broken or cracked path
SR 76	Est 1300' of path Byrum Dr. (Kroger) to Lone Oak	Slope	Cross slope >2.0%

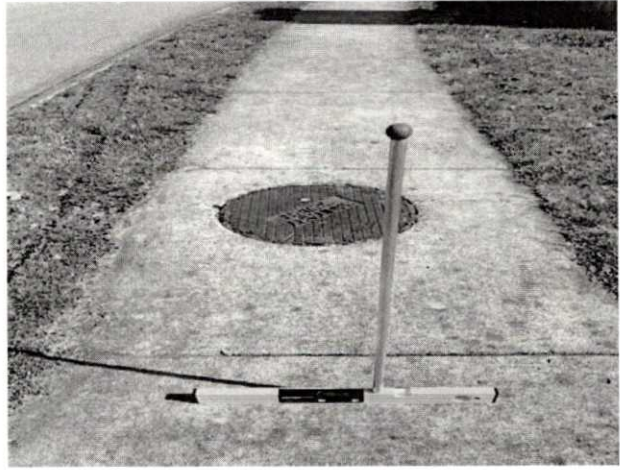
Street Name	Length/Location	Deficiency Type	Deficiency Notes/Observations
SR 76	Front of F&M Bank Est 1300' of path Byrum Dr. (Kroger) to Lone Oak	Discontinuity	>1/4" change of level, Footprint in cement
SR 76	Front of Dairy Queen	Discontinuity	>1/4" change of level, Storm Grate
SR 76	End of Path (Lone Oak)	Discontinuity	>1/4" change of level and broken or cracked path
Byrum Drive	Byrum Drive		Compliant
SR 76	Est 250' of path Highway 31W to 110 SR 76	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
SR 76	Front of Mapco Highway 31W to 110 SR 76	Discontinuity	>1/4" change of level, Storm Grate
SR 76	Est 2500' of path Raymond Hirsch to N. Sage Road	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
SR 76	Est 1000' of path N. Sage Road to Hester Lane	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
SR 76	Initial 75' from Hester Drive, Hester Lane to I-65 Off-Ramp	Slope	Cross slope >2.0%
SR 76	West Drive to Raymond Hirsch Pwky		Compliant
SR 76	#317	Discontinuity	Water Valve in Path >1/4"
SR 76	Multiple Discontinuities throughout path HWY 31W to Elementary Drive	Discontinuity	>1/4" change of level and broken or cracked path
SR 76	#113	Obstruction	Mail Box and Mailbox Sign

Section G: US 31W Corridor

Street Name	Length/Location	Deficiency Type	Deficiency Notes/Observations
US 31W	Est 935' (entire path) 3313 31W South to HWY 76 (Advanced Auto Parts)	Firm, Stable	Grass overgrowth, mud & loose gravel covering path
US 31W	Multiple Discontinuities throughout path, 3313 31W South to HWY 76 (Advanced Auto Parts)	Discontinuity	>1/4" and broken or cracked path
US 31W	WHUD Driveway, Sidewalk 3313 31W South to HWY 76 (Advanced Auto Parts)	Driveway Slope	Running slopes >5.0% both sides of each driveway
US 31W	WHUD Driveway, Sidewalk 3313 31W South to HWY 76 (Advanced Auto Parts)	Driveway Slope	Cross slope >2.0%
US 31W	South of #3219 3313 31W South to HWY 76 (Advanced Auto Parts)	Missing Section	Sidewalk Section missing from Path
US 31W	Est 100' from Advanced Auto 3313 31W South to HWY 76 (Advanced Auto Parts)	Discontinuity	Section transitions to Asphalt, Broken and Rough
US 31W	558' (from #3047 to end of Segment) SR 76 South to 3037 31W	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
US 31W	558' segment referenced above SR 76 South to 3037 31W	Firm, Stable	Mud & loose gravel and grass covering path
US 31W	558' segment referenced above SR 76 South to 3037 31W	Slope	Cross slope >2.0%
US 31W	SR 76 College Street to Clearview Apts		Compliant
US 31W	Cliff Garrett Drive to HWY 76 College Street		Compliant
US 31W	James K. Polk Trailhead to Cliff Garrett Dr.		Compliant



Foster Drive-Example Non-Compliant Cross Slope



Foster Drive-Change in level Sewer Lid



Sundance Way-Light Pole Base Discontinuity



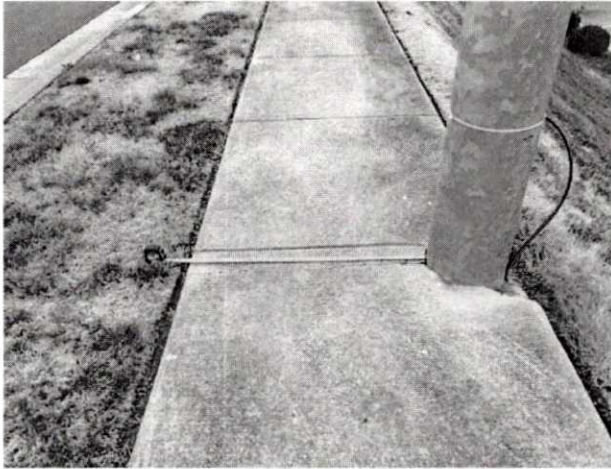
Abbey Lane-Typical Mailbox in Path



Apache Trail-Typical Driveway Expansion Joint Discontinuity



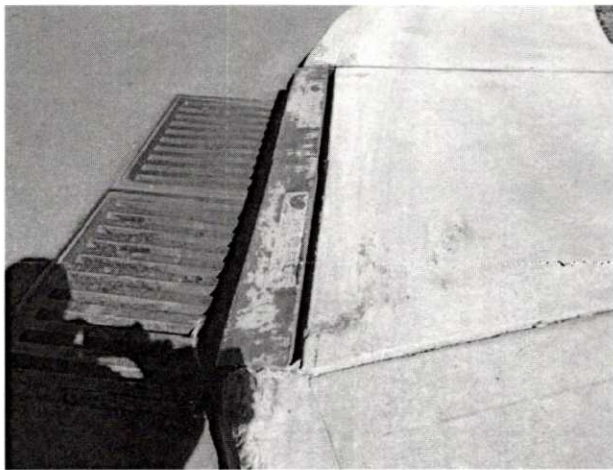
Indian Ridge Street Parking-No Accessible Spaces or Ramp



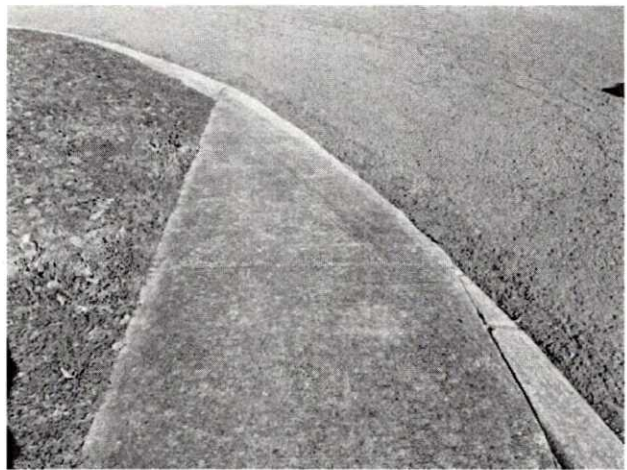
Wilkinson Lane-Utility Pole Obstruction



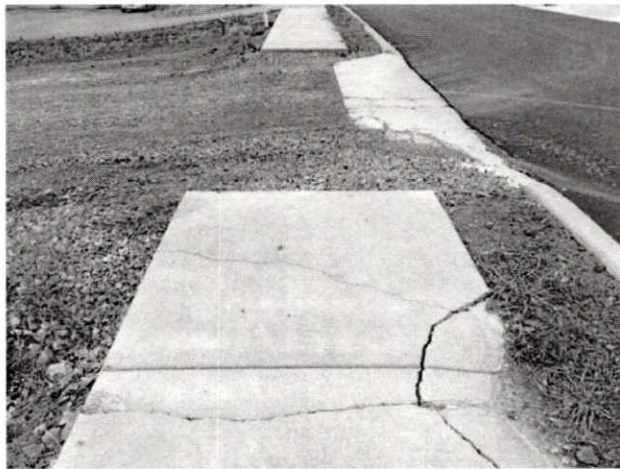
Blueberry Street-Typical no Passing Areas



Hester Drive-Storm Grate Separated from Sidewalk



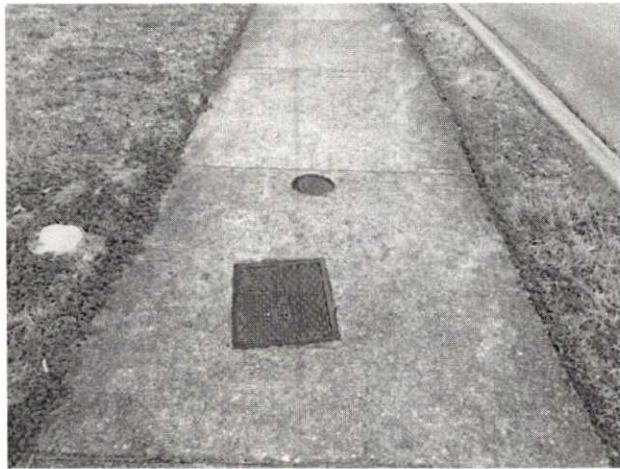
Westchester Drive-Ramp Not Compliant



Renee Court-Segment Missing



Chapman Drive-Vegetation Overgrowth



Larkspur Drive-Electrical/Water Covers



Raymond Hirsch Pkwy-Segment Out of Alignment



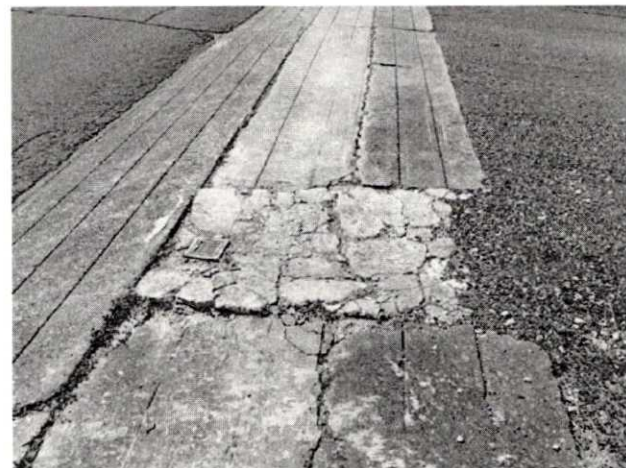
SR 76/Lone Oak-Utility Pole Obstruction



SR 76/Byrum-Footprint in Pathway



US 31W South Towards SR 76-Typical Pathway



US 31W South Towards SR 76-Typical Pathway

4.0 TRANSITION PLAN DETAILS

The detailed findings of this facilities self-evaluation make it clear that there are deficiencies in or along many existing pedestrian facilities in White House's public rights-of-way. These deficiencies create significant barriers to access for many community members with disabilities.

The City of White House is committed to creating a more accessible pedestrian transportation network for all members of the community. To address the deficiencies identified in this report, White House has developed the *ADA Facilities Inventory Self-Evaluation and Transition Plan* for Public Rights-of-Way. Title II of the Americans with Disabilities Act 28 CFR 35.150(d) sets forth the requirements for this plan. This plan will identify noncompliant pedestrian facilities that limit accessibility, describe how these barriers to access will be corrected, specify a schedule for achieving compliance, and designate an official responsible for implementing the plan. It should be noted that not all barriers must be removed to provide program access. The highest priority is to remove those barriers that limit access to city programs or present safety concerns.

4.1 City Official Responsible

The ADA Coordinator is responsible for ensuring that The City of White House's programs, services, and activities are accessible to and usable by individuals with disabilities. The City's ADA Coordinator is:

Ms. Amanda Brewton
City of White House
105 College Street
White House, TN 37188

Phone: 615-672-4350
E-mail: abrewton@cityofwhitehouse.com

Days/Hours Available
Monday-Friday/8:00 a.m. – 4:00 p.m.

For questions regarding the ADA Transition Plan, or to request an ADA accommodation or file an ADA complaint, please contact the ADA Coordinator.

4.2 Prioritized Recommendation for Transition Plan Phasing and Barrier Removal

The City of White House will begin a phased implementation of the recommended correction or removal of the identified physical barriers. Funding limitations will prevent all facilities from immediately becoming fully compliant with ADA standards. Therefore, a phased approach will be implemented based on an evaluation of level of use by the public, complexity of the correction and readily available City manpower to implement barrier repairs and removals. Priority will be given to ensure that all programs provided to the public are accessible in some manner.

The following tables represent the cost estimates of findings to remove the barriers identified. The cost estimates reflect planning level estimates at the time of assessment. Actual costs can only be firmly determined via standard design and construction process. The City of White House may choose to modify priorities to allow flexibility in accommodating community requests, petitions for reasonable modifications from persons with disabilities, changes in City programs, ongoing evaluation and funding constraints and opportunities.

It is not financially feasible to remove all barriers to access immediately. It is the goal of the *City of White House ADA Facilities Inventory Self-Evaluation and Transition Plan* to provide access to the programs, activities and services provided by the City. White House has on-going programs that monitor proposed alteration projects and include the review of the various accessibility concerns identified, in order to bring facilities to current ADA standards when projects take place. The City plans to remove barriers over time, as indicated by the Implementation Schedule (presented below). Sidewalk corridors, trails, buildings and parks identified barriers will be addressed based on their priority by the City and with available funds. Initial phasing of corrections and removal of barriers, as identified by the City are as follows:

1. Signage Requirements
2. Public Buildings - Interior
3. Parks & Trails - Facilities
4. Public Buildings - Parking Lots
5. Parks & Trailheads - Parking Lots
6. Public Buildings - Sidewalks, Curb Ramps
7. Parks & Trailheads - Sidewalks, Curb Ramps
8. Signalized Intersections
9. Pedestrian Pathways

The following tables summarizes the estimated costs for addressing improvements. Note that estimates provided are based on current TDOT unit price guides and costs to complete similar projects. Totals per Facility item are based on detailed task items presented above in Section 3.0 (Inventory Findings). Pricing estimates should be evaluated after five years and may not reflect actual cost at the time of repair.

Table 4.2.1-Preliminary Cost Estimate for Barrier Removal

Facility	Description	Preliminary Cost Estimate
Signage Requirements-All	Tables 3.1.1, 3.2.1, 3.1.2, 3.2.2 Deficiencies	\$800.00
Public Buildings - Interior	Table 3.1.1 Deficiencies	\$900.00
Parks & Trails - Facilities	Table 3.2.1 Deficiencies	\$15,700.00
Public Buildings - Parking Lots	Table 3.1.2 Deficiencies	\$3,700.00
Parks & Trailheads - Parking Lots	Table 3.2.2 Deficiencies	\$22,800.00
Public Buildings - Sidewalks, Curb Ramps	Table 3.1.3 Deficiencies	\$9,200.00
Parks & Trailheads - Sidewalks, Curb Ramps	Table 3.2.3 Deficiencies	\$22,200.00
Signalized Intersections	Tables 3.3 Deficiencies	\$95,000.00
Pedestrian Pathways	Tables 3.4.2 Deficiencies	\$2,180,000.00

4.3 Funding Opportunities and Alternatives

Current funding for ADA barrier removal will be initially funded through the existing budget process and funds, pulling from several departments. However, The City of White House will take full advantage of various funding opportunities that may come available for ROW accessibility improvements. These include applying for funds at the federal and state levels, local options and partnering with private options. Funding may include sources such as:

- TIGER - BUILD Transportation Discretionary Grants
- TIFIA - Transportation Infrastructure Finance & Innovation Act
- BRI – Bridge-Highway Bridge Replacement and Rehabilitation (HBRRP)
- FTA - Federal Transit Capital, Urban & Rural Funds
- ATI - Associated Transit Improvement
- CMAQ - Congestion Mitigation/Air Quality Program
- HSIP - Highway Safety Improvement Program
- NHPP - National Highway Performance Program
- SRBG - Surface Transportation Block Grant Program
- TA - Transportation Alternatives Set-Aside
- RHC - Railway-Highway Crossing Program
- RST - Road Safety and Technology
- RTP - Recreational Trails Program
- SRTS - Safe Routes to School
- PLAN - Statewide Planning & Research/Metropolitan Planning Funds
- NHTSA 402/405 - State & Community / National Priority Safety Programs
- FLTTP - Federal Lands & Tribal Transportation Programs

The City may explore partnerships to fund accessibility utilizing state and federal grants. Allocation of annual departmental budgets, maintenance funds, special taxing districts, already scheduled/funded Capital Improvement Program (CIP) projects, bond funds, Community Development Block Grant (CDBG) Funds and Highways User Revenue Funds may be other sources for projects as well as private funds from foundations, private development, and private individuals.

Table 4.3.1-Pedestrian Program Funding Opportunities

Federal Funding Sources	Curb Ramps	Signals	Sidewalk	Crosswalks	Trails	Safety	Training
TIGER BUILD	•	•	•	•	•		
TIFIA	•	•	•	•	•		
FTA	•	•	•	•			
ATI	•	•	•	•			
CMAQ	•	•	•	•	•		•
HSIP	•	•	•	•	•		•
NHPP	•	•	•	•	•		
SRBG	•	•	•	•	•	•	•
TA	•	•	•	•	•	•	•
RHC			•				
RST		•					
RTP	•		•	•	•		•
SRTS	•	•	•	•	•	•	•
PLAN						•	•
NHTSA 402/405						•	•
FLTPP	•	•	•	•	•		

4.4 Initial Implementation Schedule

Because White House has many rights-of-way locations, parks, and facilities, it is not possible to remove all barriers immediately. Barriers will be removed systematically, citywide, to ensure equality among City programs. It is the intent of the City to address barriers to accessibility over 20 years, contingent upon City Council approval, depending on the immediate necessity, degree of complexity, and overall cost.

The City of White House reserves the right to modify barrier removal priorities to allow flexibility in accommodating community requests, petitions for reasonable modifications from persons with disabilities, changes in City programs, on-going evaluations and funding constraints and opportunities.

The list below is based on the locations evaluated in the ADA Self-Evaluation. It will be amended as additional self-evaluation is completed. In addition to CIP programs, other development initiatives will include opportunities to provide ADA compliance. The City intends to apply an annual approved budget with ADA remediation components built into the budget, subject to City Council approval. The following table provides schedules for implementation of the barriers identified in this report, subject to adjustment.

Table 4.4.1- Initial Implementation Schedule

Facility	Preliminary Cost Estimate	Implementation Schedule (Years)	Approximate Annual Budget*
All barriers as prioritized in Table 4.2.1	\$2,350,300.00	30+	\$24,000+

*Annual Budget/Funding will be evaluated as additional ADA barrier removal sources become available

4.5 Conclusion and Next Steps

In developing *The City of White House ADA Facilities Inventory Self-Evaluation and Transition Plan*, facilities, programs, procedures, services, and activities were reviewed. The recommended barrier corrections and removals were prioritized and an implementation plan was developed to provide guidance for the City's improvement projects in the coming years. The City is taking the actions referenced herein and will continue to look for and remedy barriers to access to ensure that White House citizens who are disabled are given access to the City's programs, services, and activities. Several initial steps can be taken immediately to address barriers. White House will take the necessary steps to ensure that all programs provided to the public are accessible. Short-term or temporary solutions can be identified and, if possible, handled by maintenance or added to upcoming capital improvement projects. Areas such as approach and entrances, access to services and restroom access will be evaluated under this initial approach. As barriers are removed or new ADA compliant facilities open to the public, White House's interim programmatic measures will include evaluating and potentially relocating public services to a compliant facility.

White House will immediately begin to focus on the ADA Transition Plan priorities and seek additional funding opportunities from internal, federal, state and private sources. The annual budgeting process will see increased funding over the 20-year implementation period. Capital improvement projects will be reviewed in order to capture barrier removal opportunities. The City of White House will also initiate a response Log in order to track ADA repairs and removals as required under the Transition Plan.

The City of White House will adapt, by resolution from the governing body, *The City of White House ADA Facilities Inventory Self-Evaluation and Transition Plan* in order to confirm recommendations presented within.

5.0 CITY OF WHITE HOUSE GRIEVANCE PROCEDURE

It is the policy of White House to honor all requests for ADA accommodation when at all possible. The ADA Notice and Grievance Procedure is posted on-line at <http://www.cityofwhitehouse.com/government/planning-and-codes/planning-commission/100-your-government>

The Grievance Procedure is established to meet the requirements of the Americans with Disabilities Act of 1990 (ADA). It may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the provision of services, activities, programs, or benefits by The City of White House. The City's Personnel Policy governs employment-related complaints of disability discrimination. The complaint should be in writing and contain information about the alleged discrimination such as name, address, phone number of complainant and location, date, and description of the problem. Alternative means of filing complaints will be made available for persons with disabilities upon request.

The complaint should be submitted by the grievant and/or his/her designee, as soon as possible but no later than 60 calendar days after the alleged violation to:

Ms. Amanda Brewton
City of White House
105 College Street
White House, TN 37188
Phone: 615-672-4350
e-mail: abrewton@cityofwhitehouse.com



Appendix A:
Facilities Inventory Self-Evaluation Requirements

Appendix A

FACILITIES INVENTORY SELF-EVALUATION REQUIREMENTS

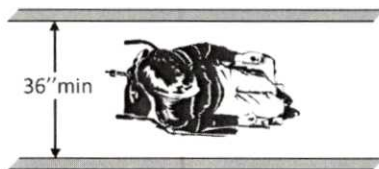
CSR staff recorded, on specific facility forms, a multitude of characteristics and measurements needed to assess ADA compliance. Characteristics were recorded such as lengths and slopes using tape measures and smart levels. For other characteristics, such as the type of traffic control at an intersection or sidewalk material, CSR staff simply observed and recorded the condition.

Appendix A has been prepared to aid in the review of the *Facilities Inventory Self-Evaluation Report* and subsequent findings. The requirements and graphic representations presented in Appendix A are based on the information presented in ADA Accessibility Guidelines for Buildings and Facilities (ADAAG), the Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) and the Manual on Uniform Traffic Control Devices (MUTCD). Additional illustrations are provided from the New England ADA Center (checklist guides).

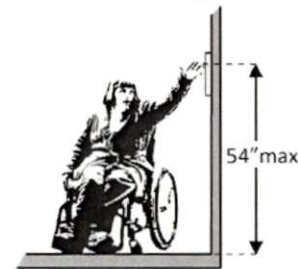
Note that the presented Appendix A guidelines are not comprehensive. Rather, CSR has elected to provide the typical or most applicable requirements and schematics for each type of facility evaluated. Please refer to the above guidelines for more detailed requirements or design criteria.

Public Buildings-Interior

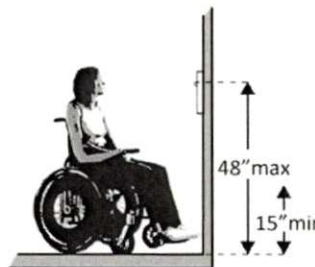
Access routes are at least 36 inches wide.



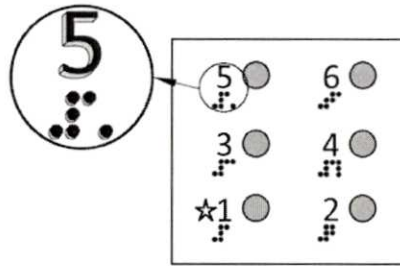
Elevator call buttons no higher than 54 inches.



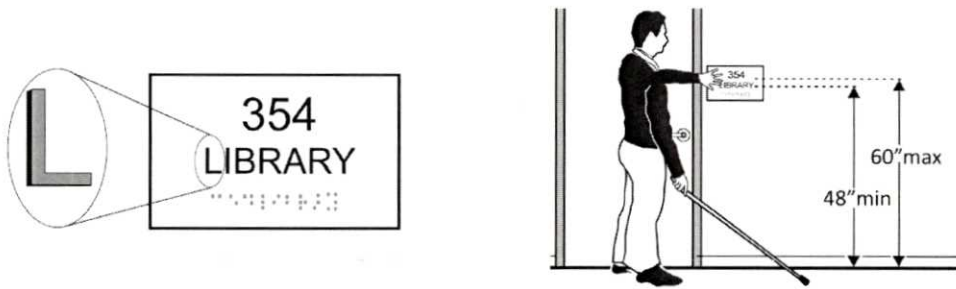
Elevator in-car controls are no less than 15 inches and no greater than 48 inches above floor.



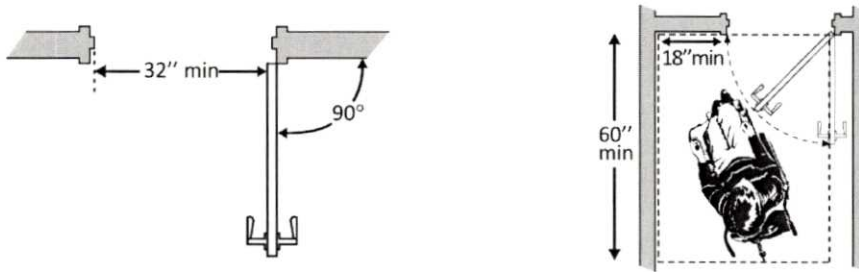
Elevator in-car buttons are designated with raised characters.



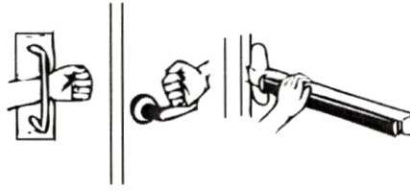
Permanent room signs marked with raised text, braille and mounted on latch side of door.



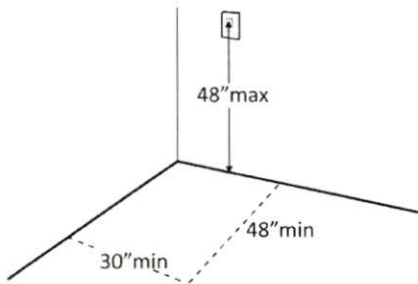
Interior door openings must have at least 32 inches clear at 90 degrees open and have maneuvering clearance.



Door to be equipped with hardware that is operable with one hand; opened easily with 5 pounds maximum force.

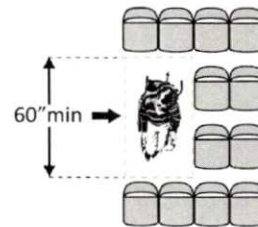
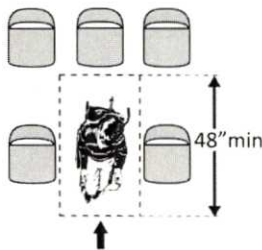


30w x 48l inches of clear floor space and no higher than 48 inches for controls (light switches); operated with one hand.

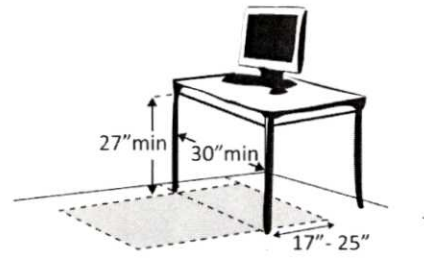


Adequate number of wheelchair spaces; clear line of sight, spacing provided in assembly areas.

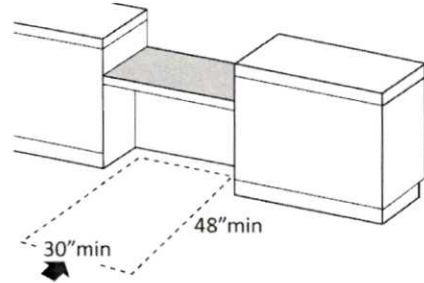
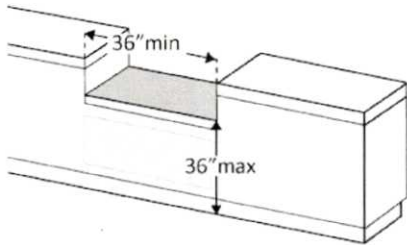
# of Seats	Wheelchair Spaces
4 - 25	1
26 - 50	2
51 - 150	4
151 - 300	5



Work surface (table) seating no less than 28 inches and no greater than 34 inches above floor; knee space



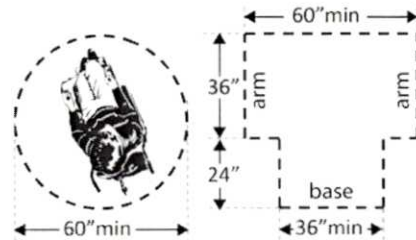
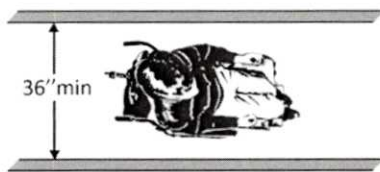
Sales and Service Counters no higher than 36 inches above floor and at least 36 inches long. Clear floor space at least 30 inches wide by at least 48 inches long for approach.



Signs at inaccessible toilet rooms should give direction to nearest compliant toilet room which should have International Symbol of Accessibility.



A clear path to at least each type of fixture (lavatory, hand dryer, etc.) at least 36 inches wide. Clear floor space for wheelchair to turn around at least 60 inches in diameter or 60 inches square.



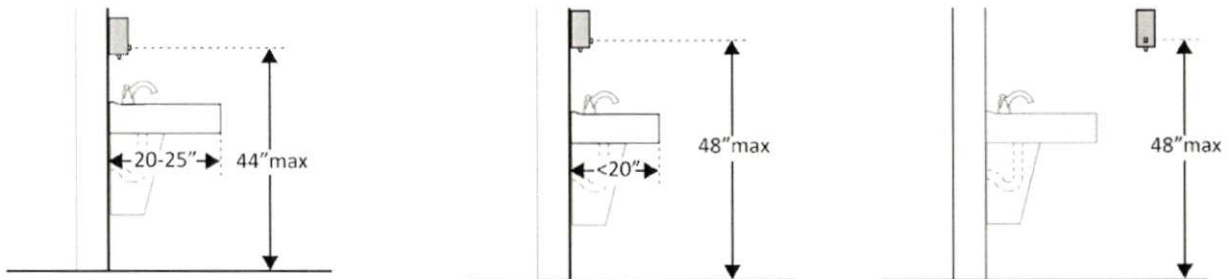
One lavatory should have a clear floor space for a forward approach of at least 30L x 49W inches with no less than 17 inches and no greater than 25 inches if clear floor space under the lavatory for faucet reach.



Front of lavatory or counter no more than 34 inches above floor; at least 27 inches knee space clearance from the floor to bottom of lavatory.



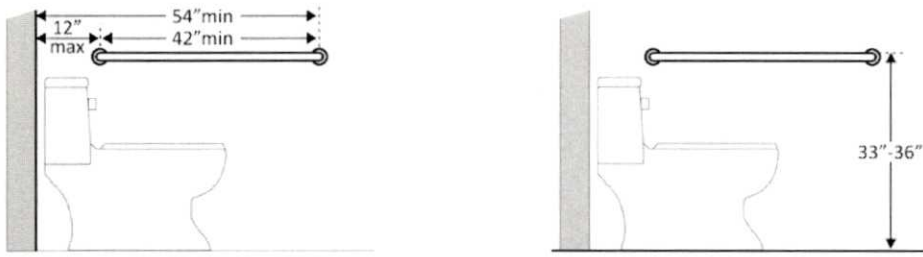
Soap dispensers, hand dryers and towels dispenser should be with range of the following reaches.



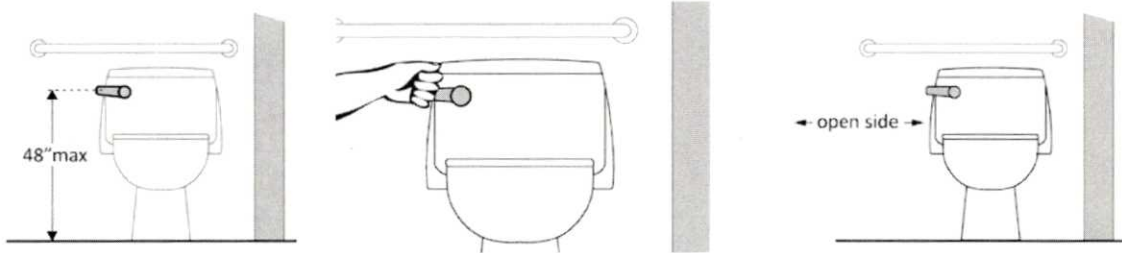
Clearance provided around the toilet measuring at least 60 inches from the side wall and at least 56 inches from the rear wall? The centerline of the toilet no less than 16 inches and no greater than 18 inches from the side wall or partition. The height of the toilet no less than 17 inches and no greater than 19 inches above the floor



Grab bar at least 42 inches long on side wall and mounted no less than 33 inches and no greater than 36 inches above the floor to top of gripping surface.



Hand operated flush control located no higher than 48 inches above floor; easily operated with one hand and located on open side of toilet.



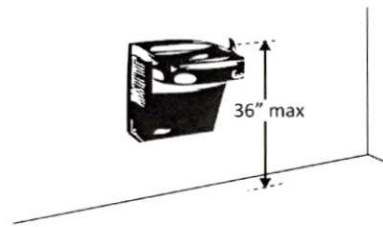
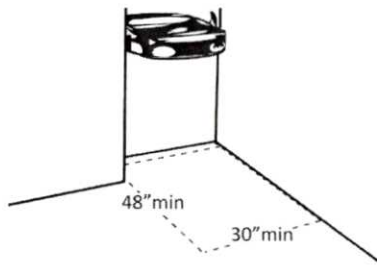
The toilet paper dispenser located no less than 7 inches and no greater than 9 inches from the front of the toilet to the centerline of the dispenser. Dispenser outlet located no less than 15 inches and no greater than 48 inches above the floor.



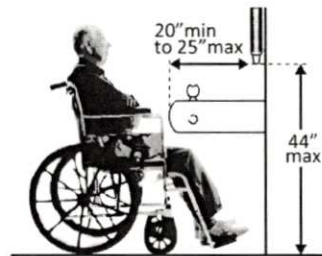
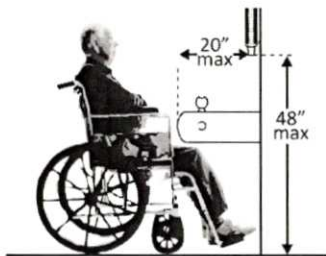
Clearance of stall door opening width at least 32 inches and self-closing.



At least one drinking fountain must have a clear approach and floor space at least 30 inches wide x 48 inches long; spout outlet no higher than 36 inches above floor.

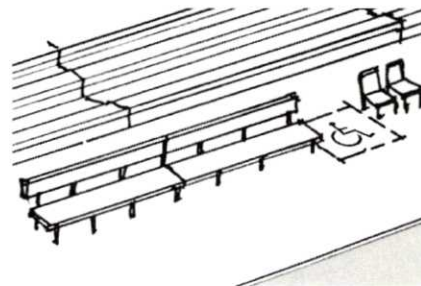
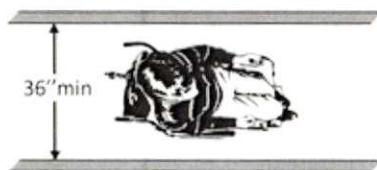


Fountain should be mounted according to the following dimensions.

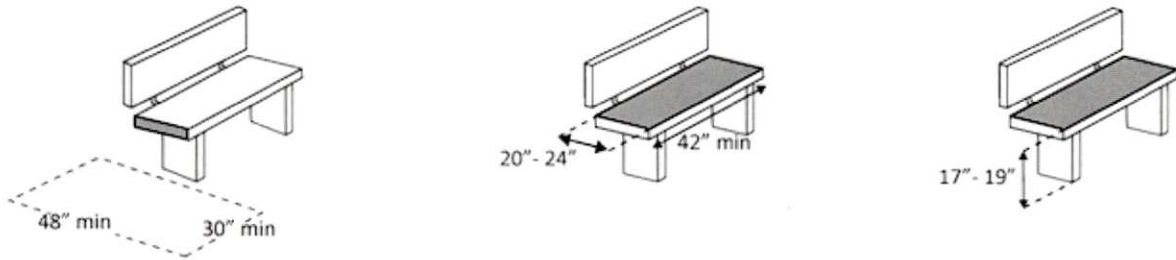


Public Facilities-Recreational

Accessible route (36" minimum) to each type of sport activity; each side of court sports; each side of team or player seating. At least one wheelchair space at team or player seating.



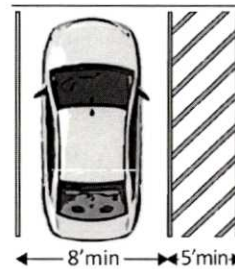
At least one bench should have the following seating dimensions.



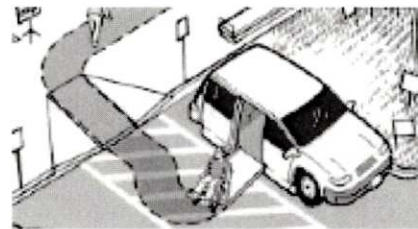
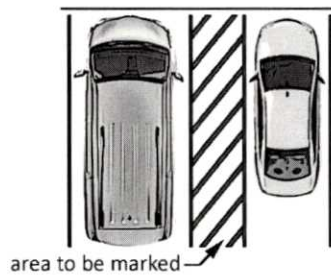
Public Buildings & Facilities-Approach, Parking and Entrance

An adequate number of accessible spaces should be provided. For every 6 or fraction of 6 accessible spaces, one should be van accessible. Accessible spaces should be at least 8 feet wide with access aisle of at least 5 feet wide.

Total Spaces	Accessible Spaces
1 - 25	1
26 - 50	2
51 - 75	3
76 - 100	4
100+ see 2010 Standards 208.2	



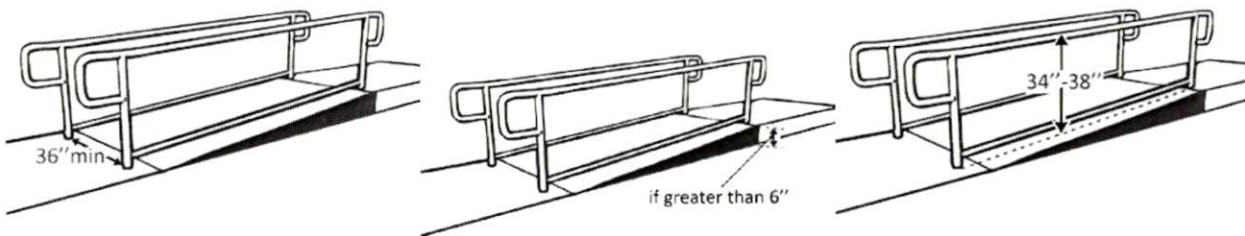
Access aisle should be marked to discourage parking and adjoin an accessible route closest to accessible entrance.



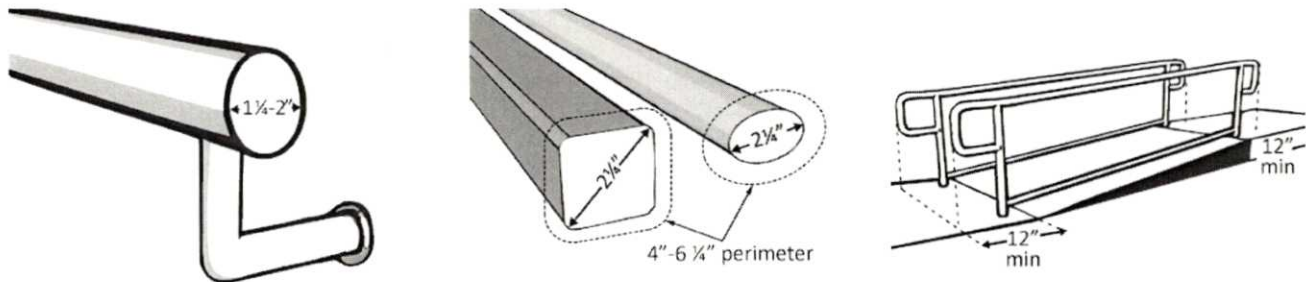
Accessible spaces identified with a sign that includes the International Symbol of Accessibility with bottom of sign at least 60 inches above the ground.



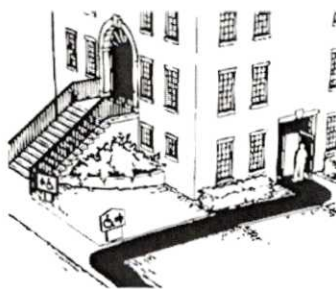
Approach ramps should be at least 36 inches wide. If rise is higher than 6 inches, handrails should be on both sides.



Handrail gripping surfaces should be the following dimensions and extend at least 12 inches beyond the top and bottom of ramp.



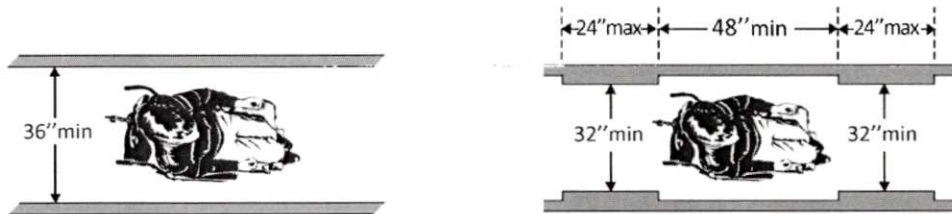
If the main entrance is not accessible, there should be an alternative accessible entrance. Inaccessible entrances should have signs indicated direction to nearest accessible entrance.



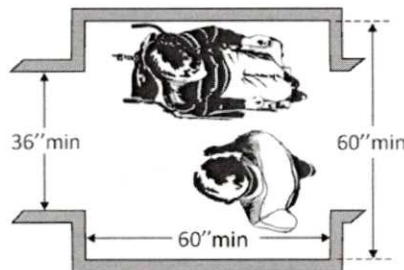
Pedestrian Access Route

- Width: 4' minimum, exclusive of curb; 5' preferred, if less than 5' passing spaces must be provided every 200'.
- Running Slope (Grade): shall not exceed >5% unless grade of adjacent street is over 5%.
- Cross Slope: shall be 2% maximum.
- Surface Condition: shall be firm and stable, slip resistant. Vertical discontinuities (changes in level) shall be ½" maximum; with those between ¼" and ½" being beveled. Horizontal openings, such as grates and joints may not exceed ½".
- Obstructions and Protrusions: disallows passable sidewalk space of 4', leading edges between 27" and 80" above the finished surface and protrude more than 4" horizontally into the path. (utility poles, hydrants, mail boxes, vegetation, signs, furniture)

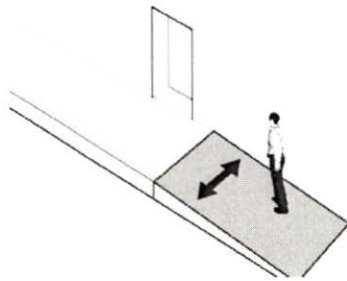
Route should be at least 36 inches wide exclusive of width of curb or can narrow to 32 inches minimum for a maximum length of 24 inches.



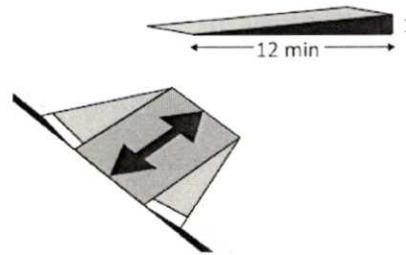
If route is greater than 200 feet in length and less than 60 inches wide, there should be a passing space no less than 60 x 60 inches.



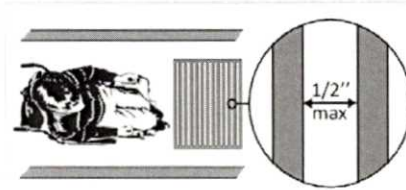
Cross slope no steeper than 1:48 (2%)



Running Slope no steeper than 1:12 (5%)



Grates or horizontal openings along the route are no larger than 1/2 inch.



Vertical discontinuities (changes in level) shall be 1/2" maximum; with those between 1/4" and 1/2" being beveled.

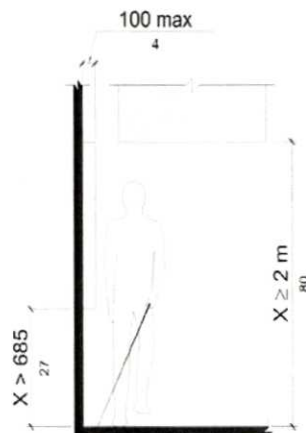
6.4 max
1/4

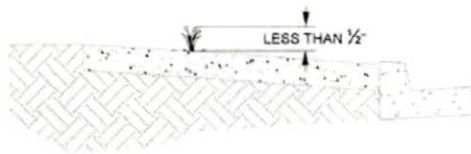
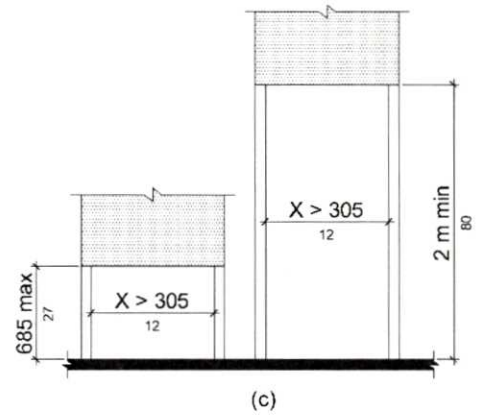
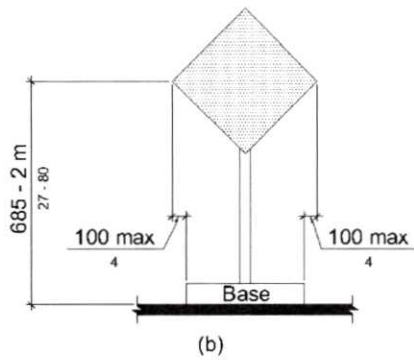
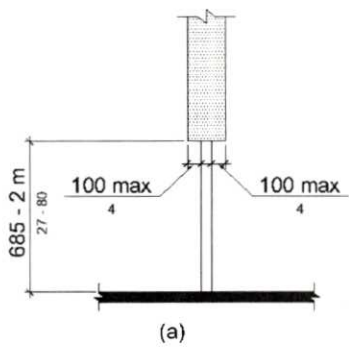


6.4-13
1/4-1/2

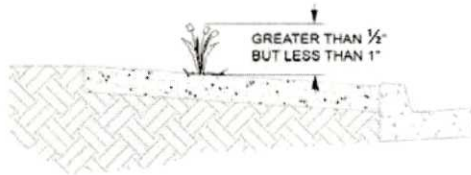


Obstructions and Protrusions disallows passable sidewalk space of 4', leading edges between 27" and 80" above the finished surface and protrude more than 4" horizontally into the path (utility poles, hydrants, mail boxes, vegetation, signs, furniture).

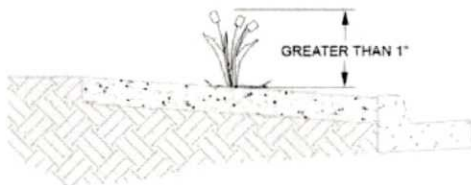




MINOR 1-3

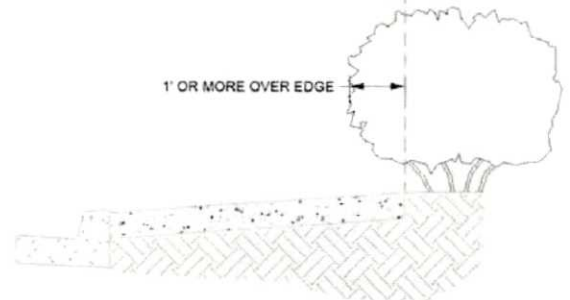


MODERATE 4-6



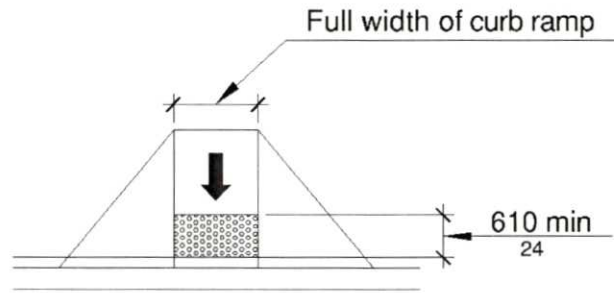
SEVERE 7-9

SURFACE VEGETATION

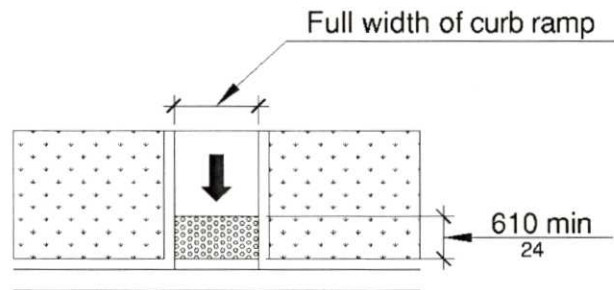


ENCROACHING VEGETATION

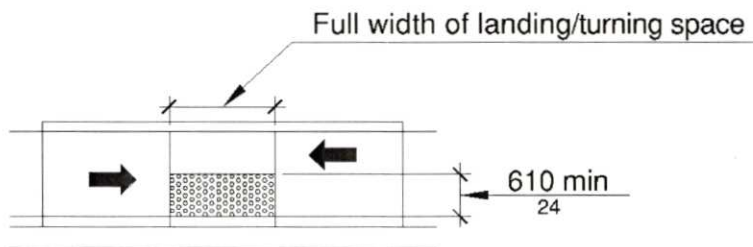
The following dimensions apply to the size, placement and extension of detectable warnings.



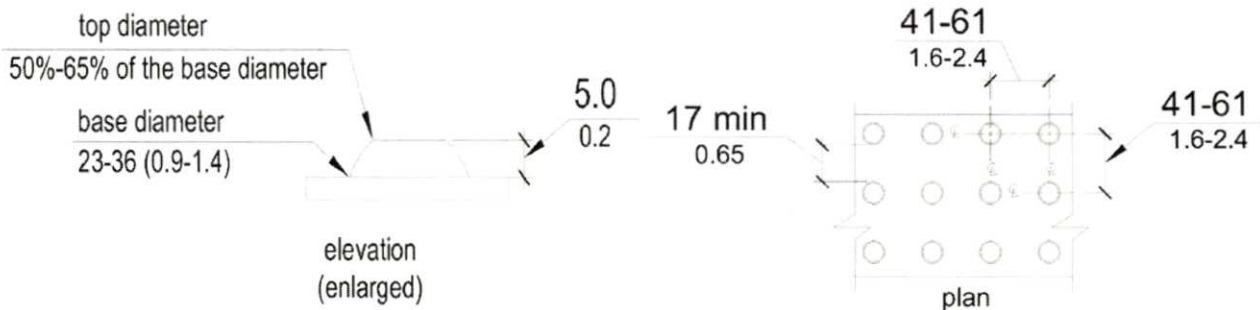
(a) perpendicular



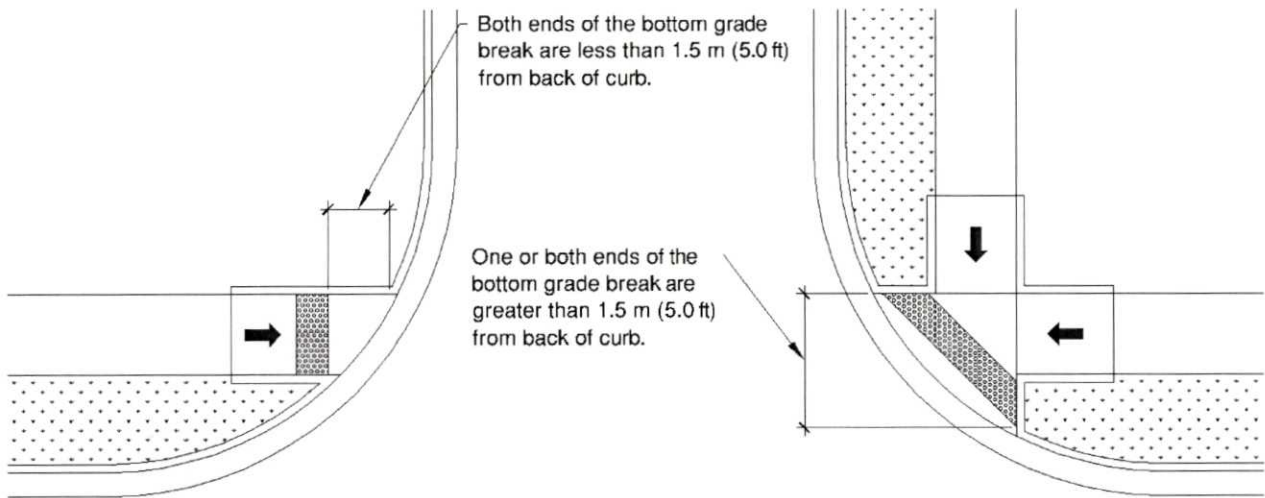
(b) returned curb



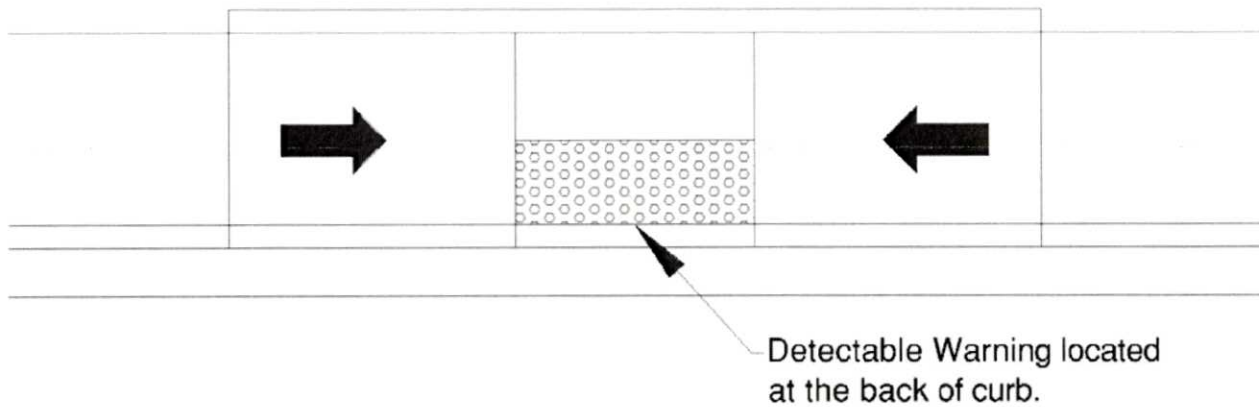
(c) parallel



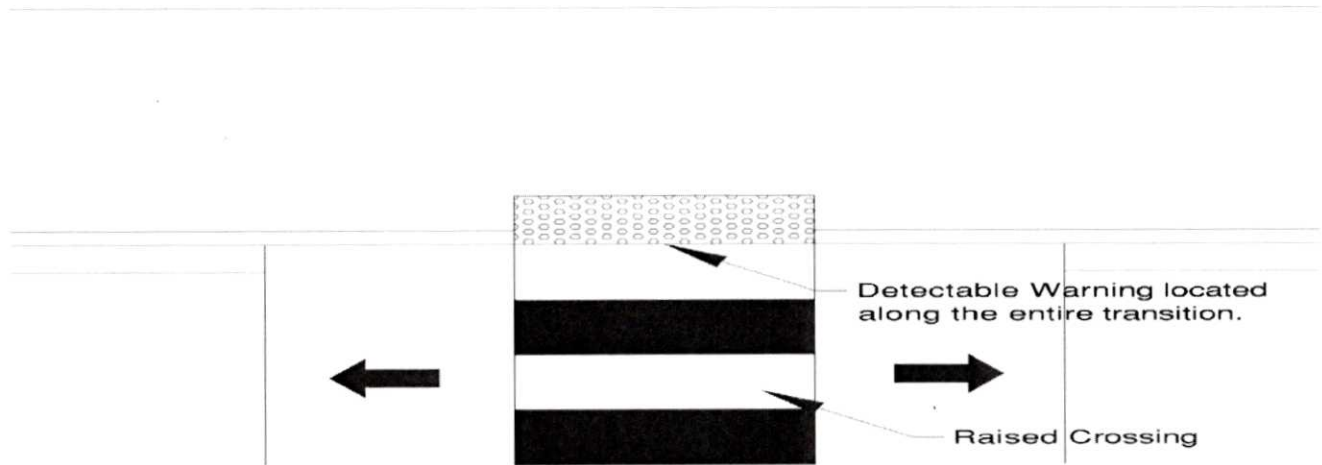
Perpendicular Curb Ramps-Detectable Warning Placement



Parallel Curb Ramps-Detectable Warning Placement



Blended Transition Ramps-Detectable Warning Placement

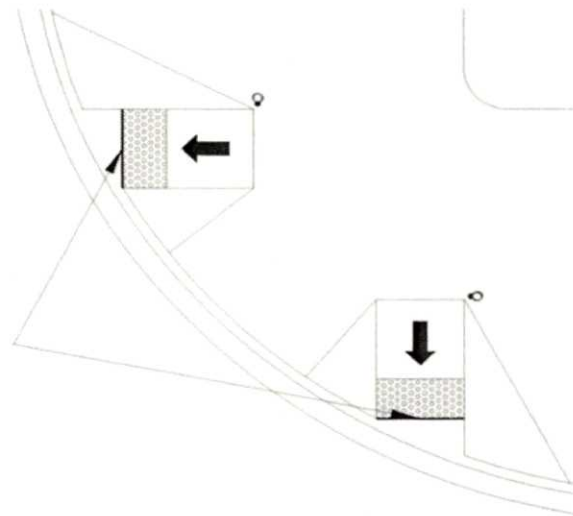
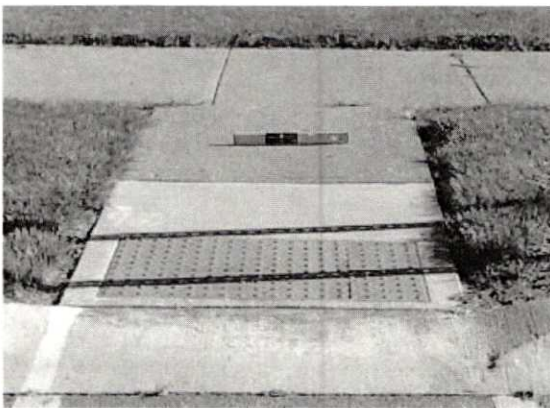


Pedestrian Access Route-Curb Ramps

- Curb Ramp Width: shall be 4' minimum.
- Curb Ramp Running Slope: shall be 5% minimum and 8.3% maximum.
- Curb Ramp Cross Slope: shall be 2% maximum.
- Curb Ramp Landings/Turning Spaces: shall be minimum of 4' by 4' or 4' by 5' if constrained.
- Ramp Flares: shall not exceed 10% maximum.
- Ramp Grade Breaks and Clear Space: breaks should be perpendicular to direction of ramp and flush. Clear space beyond the bottom grade break should be 4' by 4' minimum.
- Ramp Obstructions, Protrusions, Vertical Discontinuities, Horizontal Openings: shall maintain 4' minimum width and are subject to sidewalk guidelines for same.

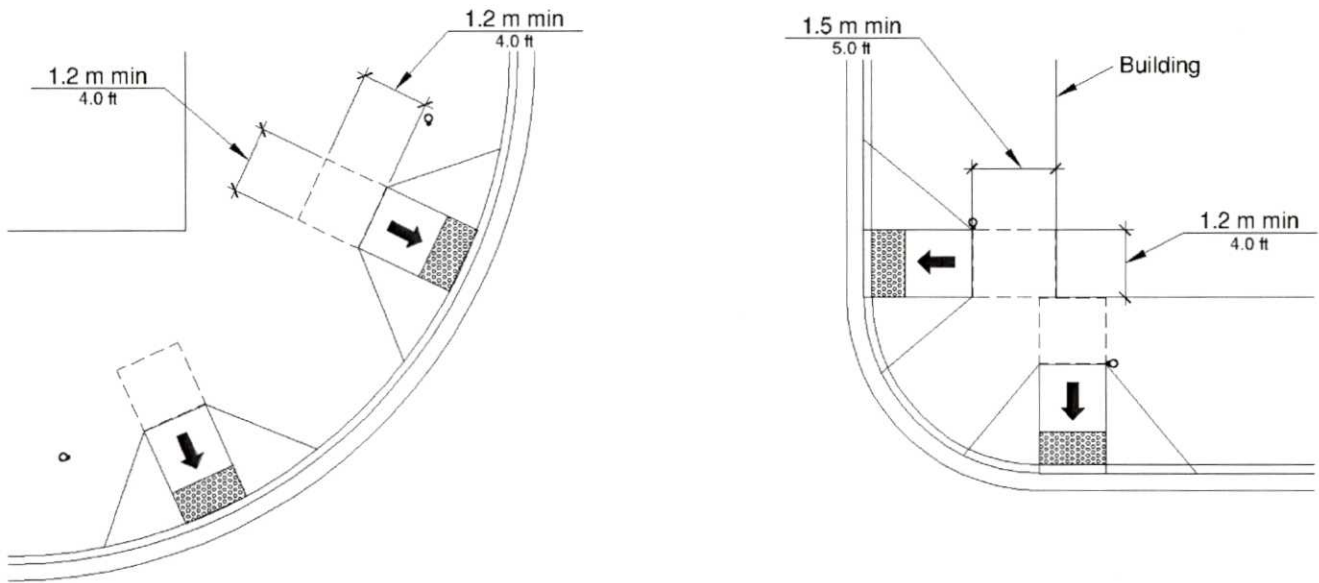
Typical/General requirements for curb ramps.

Perpendicular Curb Ramps

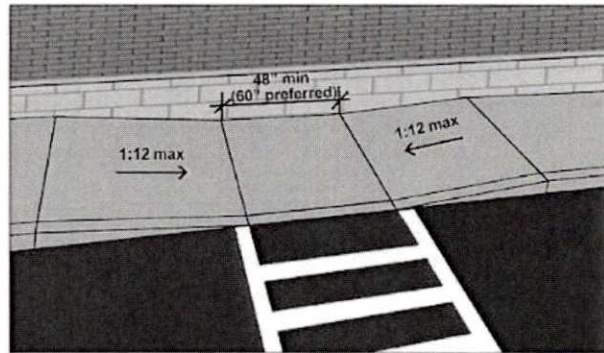
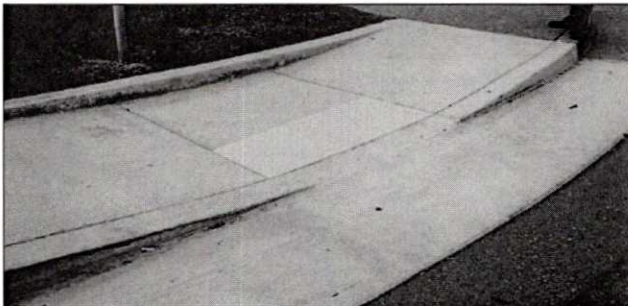


Note: The running slope of the curb ramp shall be 5 percent minimum and 8.3 percent maximum but shall not require the ramp length to exceed 4.5 m (15.0 ft). The running slope of the turning space shall be 2 percent maximum

Perpendicular Curb Ramps-Turning Space

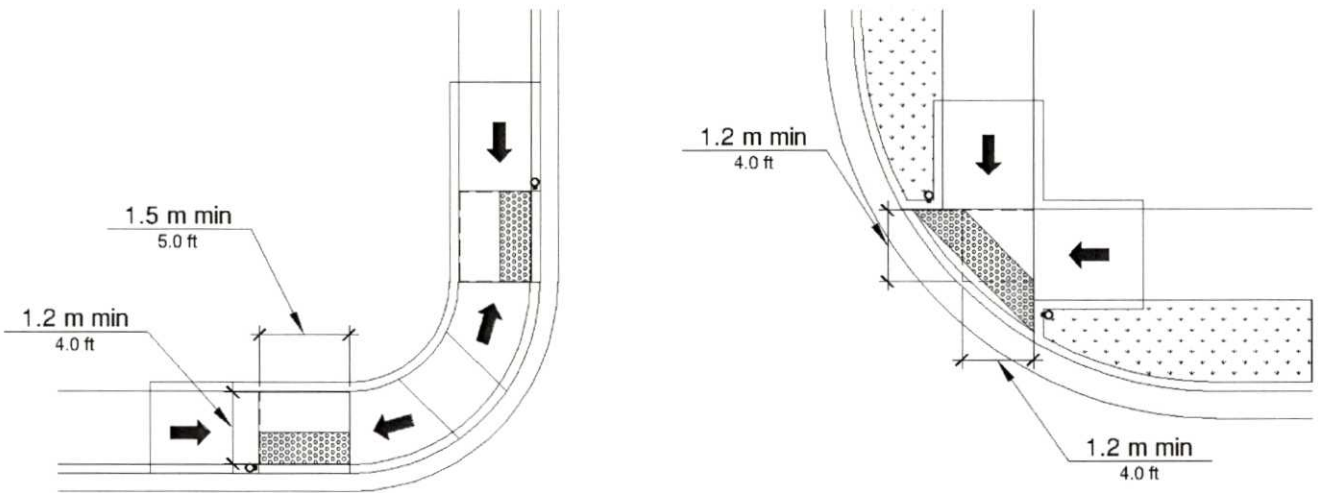


Parallel Curb Ramps

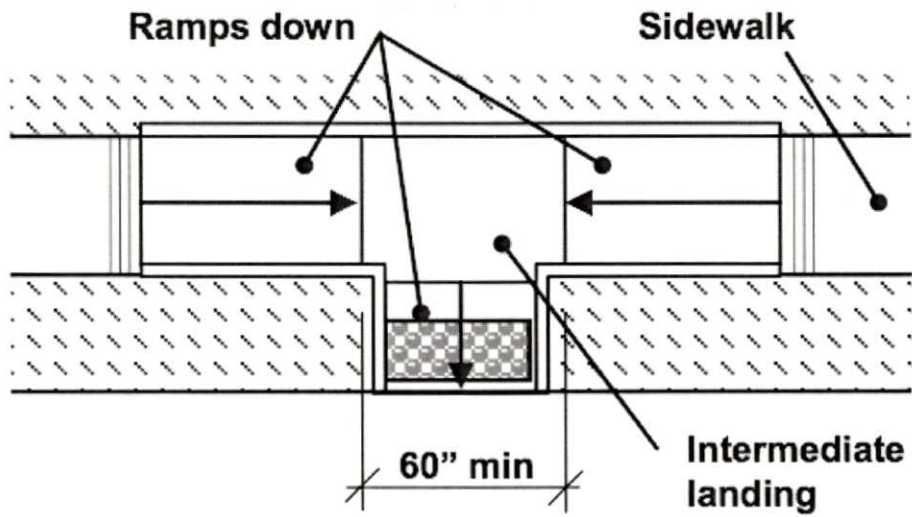


Note: The running slope of the curb ramp shall be 5 percent minimum and 8.3 percent maximum but shall not require the ramp length to exceed 4.5 m (15.0 ft). The running slope of the turning space shall be 2 percent maximum.

Parallel Curb Ramps-Turning Space

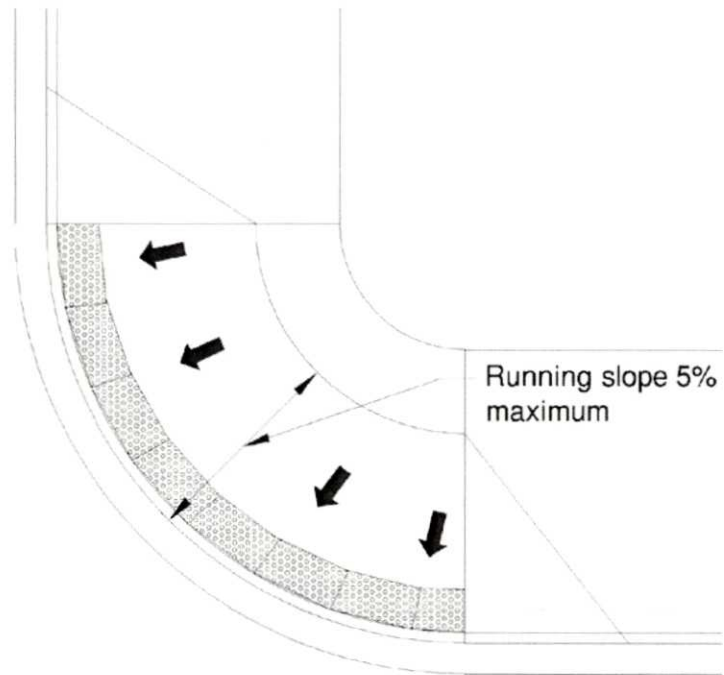


Combination Curb Ramps

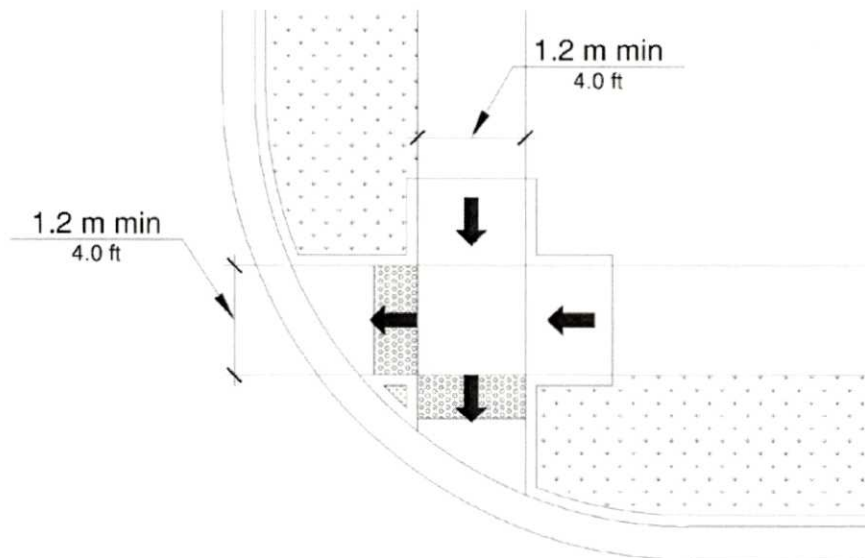


Combination Curb Ramp

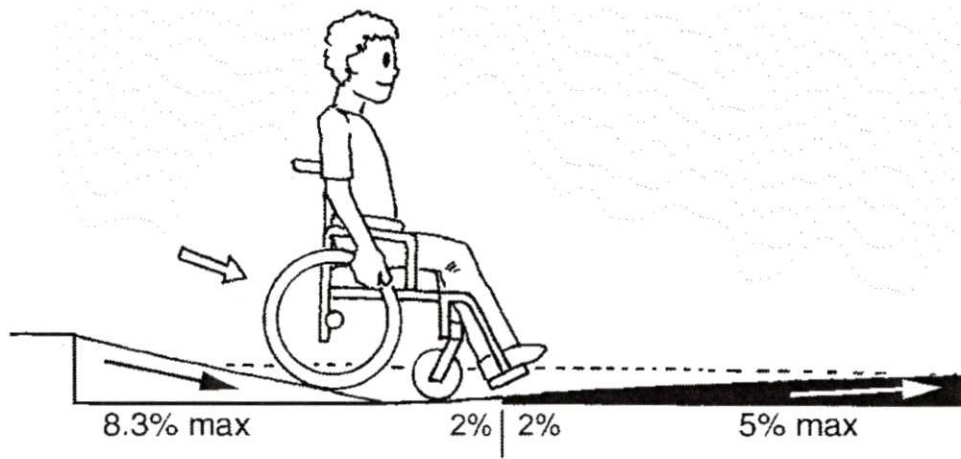
Blended Curb Ramps



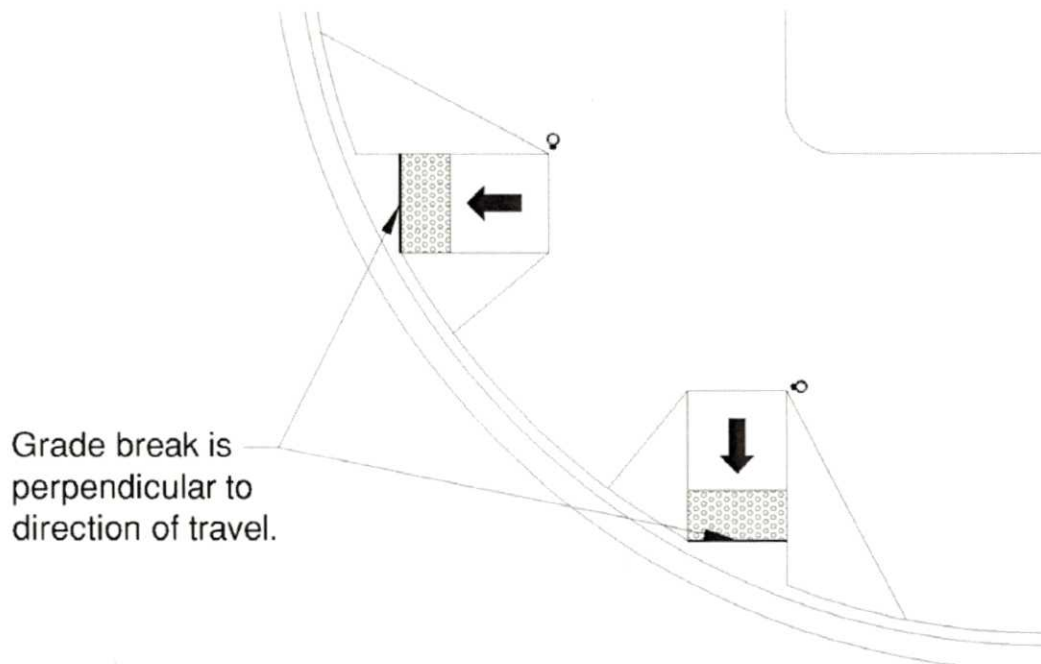
General Ramp Width



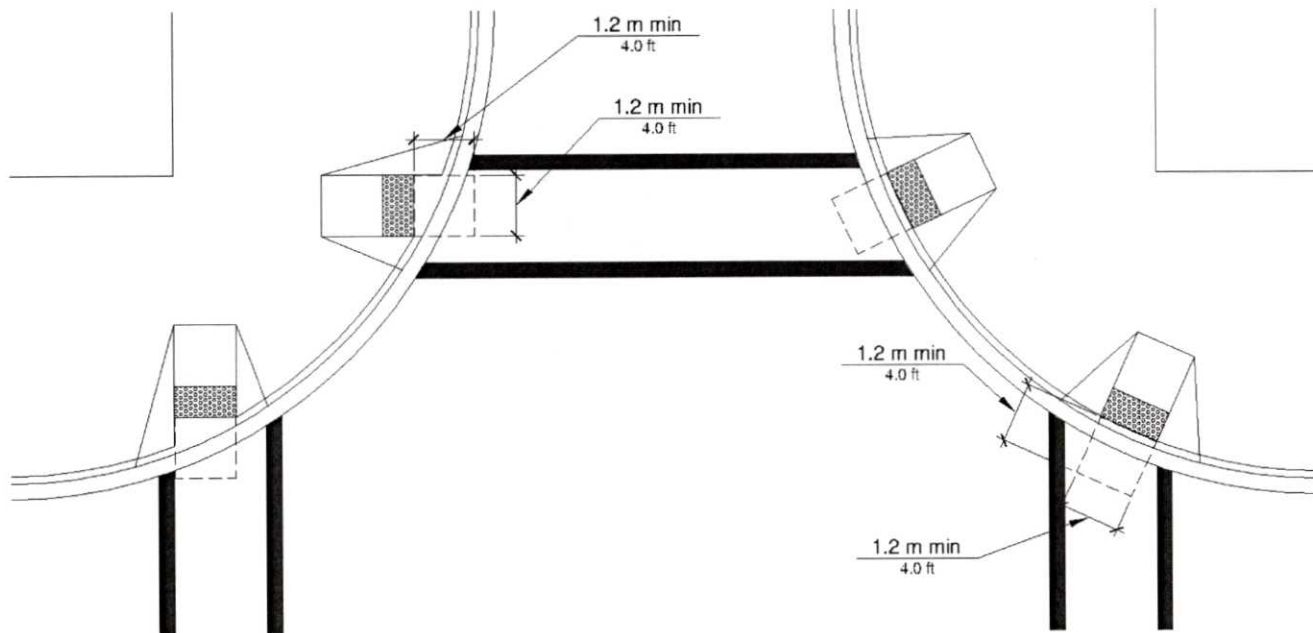
General Ramp Running and Cross Slopes



General Ramp Grade Breaks

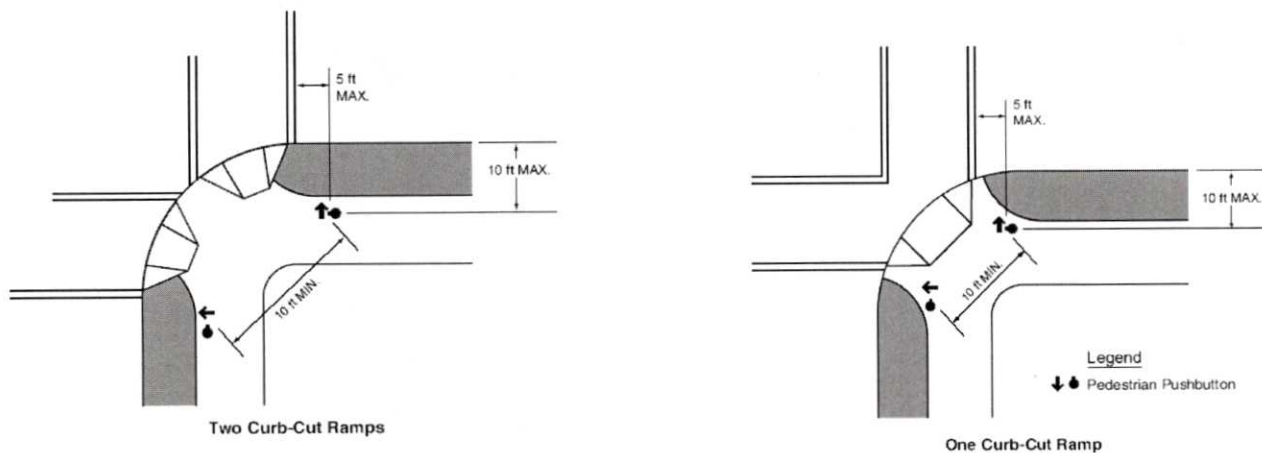


General Ramp Clear Space



Accessible Pedestrian Signals

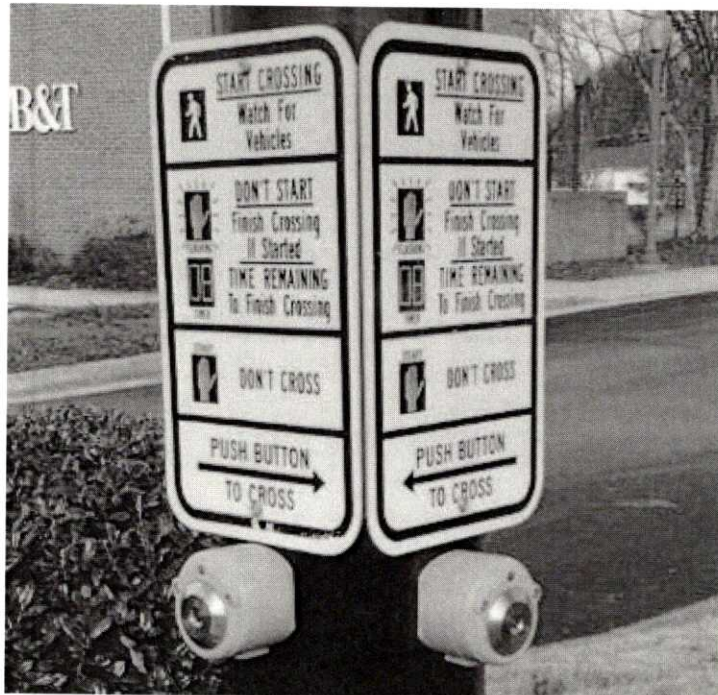
Recommended pushbutton location for accessible pedestrian signals



Example of Accessible Pedestrian Pushbuttons



Example of pushbuttons on shared pole



Example of required signage, tactile arrow, and audible functions



Appendix B:
Detailed Self-Evaluation Supporting Documentation

City of White House Public Buildings ADA Inventory					
Facility/Parking/Sidewalks					
Facility	Location	Observed Deficiency	ADA Standard Reference	Suggested Upgrade	Notes
White House Inn Museum	Parking Lot and Entry Approach				Parking lot to be repaved. New layout needs to assure compliant spaces and accessibility to entrance.
		No van accessible space	208.2.4	Reconfigure by repainting lines	
		Paint has faded on accessible spaces	502.3, 502.6	Repaint lines	
		No signs posted	502.6	Install signage at each	
		Accessible spaces not located nearest to entrance	208.3.1	Relocate close to entrances; see upgrades noted above	
		Entry ramp handrail does not extend 12" past ends of ramp	505	Evaluate circulation path and extend if possible	
		Main entrance is not accessible and has no signage indicating direction to accessible entrance	216.6	Evaluate main entrance for accessibility; Install signs along route and at entrance directing to accessible entrance.	
		No landing at accessible entrance; no maneuvering clearance.	404.24	Reconfigure entry to provide required spacing, add automatic door opener.	
	Restrooms	No accessibility signage for 2 restrooms	216.8	Install signage or placarding	
White House Public Library					Compliant facility
Fire Station #1	Parking Spaces	No accessible spaces	208.2	At least one accessible space should be added	Not open to public unless by appt.
Fire Station #2	Rear Parking Lot	Paint has faded on accessible spaces	502.3, 502.6	Repaint lines	
		No van accessible signage	502.6	Install required signage (add to existing)	
	Front and Side Parking	Paint has faded on accessible spaces	502.3, 502.6	Repaint lines	
		No van accessible signage	502.6	Install required signage (add to existing)	
		Only one ramp adjoining accessible aisles to path	502.3	Create accessible ramp from each aisle to path	
	Training Room	Room sign is located above door, not accessible; no braille, no raised lettering; not located on latch side of door.	703.2, 703.3, 703.4.	Relocate new tactile signage	
	Restrooms	Doors are not self-closing (applied to outer door if no stall door)	604.8.1.2	Add auto closer	
	Water Fountains	One fountain should be for standing persons, spouts too low.	211.2, 602.7	Adjust one fountain/spout height	
White House Police Department	Parking Lot	No van accessible signage	502.6	Install required signage (add to existing)	
		Ramp from accessible aisle has >8.3% running slope	406.1, 405.2	Regrade ramp	
		Ramp from accessible aisle has >8.3% running slope		Install detectable warning surface at ramp	

City of White House Public Parks-Trails ADA Inventory					
Park/Greenway/Parking/Sidewalks					
Facility	Location	Observed Deficiency	ADA Standard Reference	Suggested Upgrade	Notes
Farris H. Bibb Jr. Municipal Rec Center	Parking Lot off of Carmack Dr.	No detectable warning surface for accessible aisle ramp& entrance	406.1,405.2	Install detectable warning surface	Amphitheater, splash pad, play areas appear compliant
W.L. Anderson Sports Complex	Parking Lot near 31W & approach	No detectable warning surface for accessible aisle ramp	406.1,405.2	Install detectable warning surface	
	Sidewalk to fence around field	silt and gravel on path near fence		keep path stable and firm-maintenance	
	Pavilion Restrooms	Paper towel and soap dispensers exceed 44" to 48" height	308.2	Adjust dispenser height	Hand dryers are compliant
	Parking Lot near McCurdy Rd.	No detectable warning surface for accessible aisle ramp	406.1,405.2	Install detectable warning surface	
North Wood Park	North Wood Dr. road access	No accessible space	208.2	If practical, configure ADA space along street	Street parking only
		Ramp from street not compliant (slope, changes in level, DWS)	405, 406	Replace ramp	
	Pavilion	No accessible path to Pavilion, no ramps or floor		Include ADA upgrades when improved	Appears to not be finished
	Play Area	No access to play area, 8" high timber border surrounds	302.7	Include ADA access/upgrades when improved	
		Restricted accessible play area due to mulch covering	A15.6	Modify access routes or resurface play area	
		2 benches are not compliant (access, height and width)	903	Replace benches with compliant ones	
White House Municipal Park	Small Parking Lot Near HWY 76	No van accessible signage	502.6	Install required signage (add to existing)	
		No detectable warning surface for accessible aisle ramp	406.1,405.2	Install detectable warning surface	
	Sidewalk to pavilion #1 from small lot	Cross slope near water fountain exceeds 2%	403.3	Regrade to required slope	
	Parking east side of Stadium Dr.	Paint has faded on accessible spaces	502.3, 502.6	Repaint lines	Between pavilion and play area
		No signs posted	502.6	Install signage at each	
		Accessible spaces not located near ramp or access areas	208.3.1	Relocate close to entrances	
	Small pavilion #2 east of Stadium Drive	Picnic table not accessible	903	Replace table	
	Parking #1 west side of Stadium Dr.	No signage, ground paint faded	502.6	Install required signage and repaint	Closest to play area, large pavilion, courts
	Play area on west side of Stadium Dr.	7 benches around play area not compliant	903	Replace benches with compliant ones	
		Restricted accessible play area due to mulch covering	A15.6	Modify access routes or resurface play area	
	Sidewalk surrounding play area	Silt and gravel on path		keep path stable and firm-maintenance	
	Water fountain	Not accessible from sidewalk		Install accessible path	
	Parking #2 west side of Stadium Dr.	Accessible space not located near ramp or access area	208.3.1	Relocate close to entrances	Across Stadium Dr from Blue Play Area
	Sidewalk between baseball fields 1-4 and blue play area	Sidewalk to baseball Field No. 1, Sand, dirt and gravel on path		keep path stable and firm-maintenance	also access to play area
		No accessible path to bleachers, playing fields		Need ADA design for Sports Facilities	
	Blue play area on east side of Stadium Dr.				Compliant
	Large parking lot east side of Stadium Dr.	2 accessible spaces near basketball court, not proper access aisle	502.2	Reconfigure by painting	Near BBall court, play area, Field No. 1
		2 accessible spaces near basketball court, no signs posted	502.6	Install signage at each	
		2 accessible spaces near basketball court, not located near ramp	208.3.1	Relocate close to entrances	
		2 accessible spaces near play area, only one access aisle	502.2	Reconfigure by painting	
	2 accessible spaces near play area, only one sign, misplaced	502.6	Install signage at each		
	2 accessible spaces near play area, no van accessible signage	502.6	Install required signage (add to existing)		
	2 accessible spaces near play area, no detectable warning surface	406.1,405.2	Install detectable warning surface	Access aisle ramp to play area	
	6 accessible spaces near baseball fields, no van accessible signage	502.6	Install required signage (add to existing)	All else compliant	
Basketball court and viewing area near Fields 1-4		Ramp to parking connects into parking space and not access aisle	502.3	Relocate accessible spaces to ramp location or, install new ramp at existing ADA location and repaint ramp location as no-parking area	
		Viewing benches should have back rests	903	Replace benches with compliant ones	
Eastern parking ramp to restrooms		Running slope and cross slope exceed requirements	403.3	Consider replacing ramp	
Fields 1-4 Concessions area		One picnic table not accessible	903	Replace table	
		Concessions window (42") exceeds height (38")	904.3.2	Lower counter	
Fields 1-4 Restroom Building		Paper towel and soap dispensers exceed 44" to 48" height	308.2	Adjust dispenser height	Hand dryers are compliant
Paved area, bleachers and scorer's box Fields 1-4		Drain grate openings exceed 1/2 in.	302.2	replace grates	

City of White House Public Parks-Trails ADA Inventory					
Park/Greenway/Parking/Sidewalks					
Facility	Location	Observed Deficiency	ADA Standard Reference	Suggested Upgrade	Notes
		Area around grates have slopes exceeding requirements	403.3	replace and regrade grate area	
		Bleachers have no accessible ramp or viewing space		Need ADA design for Sports Facilities	
		Bleachers have no optional ADA viewing area around bleachers		Need ADA design for Sports Facilities	
	Sidewalk to Field No. 7	Ramp down to field/bleachers has excessive slope and length	403.3	Consider redesign or alternate ADA path	
	Football Parking, West Side of Stadium Dr.	Need at least 5 additional accessible spaces and access	208.2	Reconfigure parking for required spaces	
		Existing 1 space has no signage	502.6	Install signage until new spaces are designed	
		Accessible space not located near ramp or access area	208.3.1	Include ramp access in new design	
	Parking near Fields Nos. 5 & 6	No accessible spaces	208.2	At least two accessible spaces should be added	
	Sidewalk to Fields Nos. 5 & 6	Excessive running & cross slopes	403.3	Consider redesigning/replacement of sidewalk	
		No railing over ditch crossing	403.3	Consider redesigning/replacement of sidewalk	
		No accessible path to bleachers, playing fields		Need ADA design for Sports Facilities	
		Bleachers have no accessible ramp or viewing space		Need ADA design for Sports Facilities	
		Bleachers have no optional ADA viewing area around bleachers		Need ADA design for Sports Facilities	
	Restroom Building Near Field No. 5	Signage located on doors instead of Latch side wall, no braille	703	Replace and relocate signs	
		Paper towel and soap dispensers exceed 44" to 48" height	308.2	Adjust dispenser height	Hand dryers are compliant
	Sidewalk from Greenway to Dog Park	Running slopes exceed 8.3% at drainage culvert	403.3	Regrade this segment to less than 8.3% slope	
	Dog Park Parking	Gravel Lot, No accessible spaces	208.2	At least two accessible spaces should be added	
		No accessible access or paths inside Dog Park		Need ADA design for Sports Facilities	
	Parking Lot near Tennis/BBall Courts	Accessible space needs signage and paint	502.6	Install signage and repaint	
		No detectable warning surface for accessible aisle ramp to Tennis	406.1,405.2	Install detectable warning surface	
		No accessible path to bleachers		Need ADA design for Sports Facilities	
		Bleachers have no accessible ramp or viewing space		Need ADA design for Sports Facilities	
		No detectable warning surface for accessible aisle ramp to Bball	406.1,405.2	Install detectable warning surface	
		Viewing benches should have back rests	903	Replace benches with compliant ones	
White House Greenway	Greenway-Trail				Upgrade to ADA only if altered or new
	Andrew Jackson Trailhead	Sidewalk discontinuities near trailhead sign	307.7.2	Evaluate for re-surfacing	
	James K. Polk Trailhead	Non-accessible portajohns		Replace	
	Tyree Springs Trailhead	No access aisle for accessible space	502.2, 502.4	Reconfigure by repainting lines	
		No access ramp to trail	406, 405	Install Ramp	
	Veterans Memorial Trailhead	Water fountain not accessible/knee space	308.22	Replace fountain	
	Honey Run Creek Trailhead	Sidewalk discontinuities near trailhead sign	307.7.2	Evaluate for re-surfacing	
		Non-accessible portajohns		Replace	

Section A-White House-ADA Sidewalk Inventory					
West of I-65, North of SR 76					
Street Name	Sidewalk Side	Start/End/Location	Length/Location	Deficiency Type	Deficiency Notes/Observations
East Winterberry Trail	Inner Loop	Willow Leaf Lane (S) to Willowleaf Lane (N)			Compliant
Foster Drive Loop	Inner Loop	Stop Sign at End of Loop; East	#315,241,237,233,221,217,213,407,411 Driveways	Discontinuity	Parallel expansion joint in path
Foster Drive	East	Holly Lane to Foster Drive Loop	#106	Discontinuity	Parallel expansion joint in path
Foster Drive Loop	Inner Loop	Stop Sign at End of Loop; East	Path from #305 and 315	Slope	Cross slope >2.0%
Foster Drive Loop	Inner Loop	Stop Sign at End of Loop; East	Path from #305 and 315	Discontinuity	>1/4" change in level, sewer lid
Foster Drive Loop	Inner Loop	Stop Sign at End of Loop; East	32' from Loop Intersection	Discontinuity	>1/4" change in level, sewer lid
Holly Lane	South	Carrisa Circle to End of Path in Cul-de-Sac	#320,326,332 Driveways	Discontinuity	Parallel expansion joint in path
Holly Lane	South	Carrisa Circle to End of Path in Cul-de-Sac	18' past #316 Drive	Discontinuity	>1/4" change in level, cracked and broken
Holly Lane	South	Carrisa Circle to End of Path in Cul-de-Sac	#310 Driveway	Discontinuity	>1/4" change in level, cracked and broken
Holly Lane	South	Carrisa Circle to End of Path in Cul-de-Sac	#344	Obstruction	Tree in Path
Holly Lane	South	Carrisa Circle to End of Path in Cul-de-Sac	932' of Path	Slope	Cross slope >2.0%
Holly Lane	South	Foster Drive to Carrisa Circle	Multiple Discontinuities throughout path	Discontinuity	>1/4" change in level and broken or cracked path
Holly Lane	South	104 Holly lane to Foster Drive	Near #112, 124, 138 on Path	Discontinuity	>1/4" change in level, cracked and broken
Sundance Way	Outer Loop	Willow Leaf Lane to 100 Sundance Way	Entire Loop	Slope	Cross slope >2.0%
Sundance Way	Outer Loop	Willow Leaf Lane to 100 Sundance Way	#100	Discontinuity	>1/4" change in level, sewer lid
Sundance Way	Outer Loop	Willow Leaf Lane to 100 Sundance Way	#144	Discontinuity	>1/4" change in level, light pole base
Sundance Way	Outer Loop	Willow Leaf Lane to 100 Sundance Way	#148,152,156,160,164, 172 Driveways	Driveway Slope	Cross slope >2.0%
West Winterberry Trail	Inner Loop	Willow Leaf Lane (S) to Willowleaf Lane (N)	Entire Loop	Slope	Cross slope >2.0%
Willowleaf Lane	West	Holly Lane to 111 Willowleaf Ln.	300' of path	Slope	Cross slope >2.0%
Willowleaf Lane	West	Holly Lane to 111 Willowleaf Ln.	Near #101	Discontinuity	>1/4" change in level, water valve
Willowleaf Lane	East	Savannah Court to Sundance Way	250' of path	Slope	Cross slope >2.0%
Willowleaf Lane	East	140 Willowleaf Lane to Savannah Court	#134	Discontinuity	Parallel expansion joint in path
Willowleaf Lane	East	140 Willowleaf Lane to Savannah Court	Near #134	Discontinuity	>1/4" change in level, light pole base
Willowleaf Lane	East	Sundance Way to Winterberry Trail			Compliant
Willowleaf Lane	West	W Winterberry Trail to W Winterberry Trail	270' of path	Slope	Cross slope >2.0%
Willowleaf Lane	East	E Winterberry Trail to E Winterberry Trail	270' of path	Slope	Cross slope >2.0%

Section B-White House-ADA Sidewalk Inventory					
East of I-65 to US 31W, North of SR 76					
Street Name	Sidewalk Side	Start/End/Location	Length/Location	Deficiency Type	Deficiency Notes/Observations
Abbey Lane	South	101 Abbey Ln to 100 Abbey Ln	#101,103,107,109,111 Driveways	Ramp Slopes	Running slopes >5.0% both sides of each driveway
Abbey Lane	South	101 Abbey Ln to 100 Abbey Ln	#101,103,107,109,111 Driveways	Ramp Slopes	Cross slope >2.0%
Abbey Lane	South	101 Abbey Ln to 100 Abbey Ln	#101,103,107, 109, 111	Obstruction	Mailboxes mounted in path
Apache Trail	North	Indian Ridge Blvd to Cherokee Drive (West)	Est. 160' of path	Slope	Cross slope >2.0%
Apache Trail	North	Cherokee Drive (West) to Cherokee Drive (East)	12' before #804	Discontinuity	>1/4" change in level, square sewer lid
Apache Trail	North	Cherokee Drive (West) to Cherokee Drive (East)	Est 715' of path	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
Apache Trail	North	Cherokee Drive (West) to Cherokee Drive (East)	#802,800, Driveways	Discontinuity	Parallel expansion joint in path
Apache Trail	North	Cherokee Drive (East) to Mohawk Court	Est 255' of path	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
Apache Trail	North	Cherokee Drive (East) to Mohawk Court	Est 255' of path	Slope	Cross slope >2.0%
Apache Trail	North	Cherokee Drive (East) to Mohawk Court	#603,605 Driveways	Discontinuity	>1/4" change in level Either side of driveway
Apache Trail	North	Mohawk Court to Algonquin Court	Est 220' of path	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
Apache Trail	North	Algonquin Court to N. Aztec Dr.	Est 415' of path	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
Apache Trail	North	Algonquin Court to N. Aztec Dr.	Est 415' of path	Slope	Cross slope >2.0%
Apache Trail	North	Algonquin Court to N. Aztec Dr.	Besides Chain Link Fence, & near #309	Discontinuity	>1/4" change in level and broken or cracked path
Apache Trail	North	Algonquin Court to N. Aztec Dr.	#309 Driveway	Ramp Slope	Running slopes >5.0% both sides of each driveway
Apache Trail	North	N. Aztec Dr. to Choctaw Court	Est 820' of path	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
Apache Trail	North	N. Aztec Dr. to Choctaw Court	Est 820' of path	Slope	Cross slope >2.0%
Apache Trail	North	N. Aztec Dr. to Choctaw Court	Before #213 driveway	Discontinuity	>1/4" change in level and broken or cracked path
Apache Trail	North	N. Aztec Dr. to Choctaw Court	After #213 driveway	Obstruction	Holly Bush overgrowth
Apache Trail	North	N. Aztec Dr. to Choctaw Court	Chain Link Fence/Culvert Crossing	Discontinuity	>1/4" change in level and broken or cracked path
Apache Trail	North	N. Aztec Dr. to Choctaw Court	#309, 207, 205, 203 Driveways	Discontinuity	>1/4" change in level Either side of driveway
Apache Trail	North	Choctaw Court to Calista Road	Est 235' of path	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
Apache Trail	North	Choctaw Court to Calista Road	Before end of path near Calista Road	Discontinuity	>1/4" change in level and broken or cracked path
Calista Road	South	Indian Ridge Blvd to Indian Ridge Village Entrance			Compliant
Charles Drive	West	HWY 76 to McDonalds Entrance			Compliant
Cheyenne Drive	North	Indian Ridge Blvd to Barksdale	Est 900' of path	Slope	Cross slope >2.0%
Cheyenne Drive	North	Indian Ridge Blvd to Barksdale	#100,106,204,208,212 Driveways	Ramp Slopes	Cross slope >2.0%
Cheyenne Drive	North	Indian Ridge Blvd to Barksdale	#106	Discontinuity	>1/4" change in level, water valve
Cottage Trace Drive	North/South	1001 Cottage Trace to 100 Cottage Trace			Compliant
Indian Ride Circle	Outer Loop	Indian Ridge Circle Loop	Entire Loop	Slope	Cross slope >2.0%
Indian Ride Circle	Outer Loop	Indian Ridge Circle Loop	Two 5-space Parallel Street Parking	Handicap Access	Aisle/Ramp not provided
Indian Ridge Blvd.	West	Stadium Drive to Lone Oak Dr.	Est. 683' of path	Slope	Cross slope >2.0%
Indian Ridge Blvd.	West	Stadium Drive to Lone Oak Dr.	Est. 683' of path	Slope	Cross slope >2.0%
Indian Ridge Blvd.	West	Stadium Drive to Lone Oak Dr.	#2973,2977,2985,2989,2993 Driveways	Driveway Slope	Cross slope >2.0%
Indian Ridge Blvd.	West	Stadium Drive to Lone Oak Dr.	Past #2993	Discontinuity	>1/4" change in level, water valve
Indian Ridge Blvd.	West	Lone Oak Drive to Wyoming Drive	378' of path	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
Indian Ridge Blvd.	West	Lone Oak Drive to Wyoming Drive	#3001	Discontinuity	>1/4" change in level, Multiple sewer and wter valve boxes in path
Indian Ridge Blvd.	West	Lone Oak Drive to Wyoming Drive	#3009	Obstruction	Mailbox mounted in path
Indian Ridge Blvd.	West	Lone Oak Drive to Wyoming Drive	#4005	Discontinuity	>1/4" change in level, broken and cracked driveway
Indian Ridge Blvd.	West	Wyoming Drive to Cheyenne Drive	Est 750' of path	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
Indian Ridge Blvd.	West	Wyoming Drive to Cheyenne Drive	#6001,6005,6011,6017,6023 Driveways	Driveway Slope	Cross slope >2.0%

Section B-White House-ADA Sidewalk Inventory					
East of I-65 to US 31W, North of SR 76					
Street Name	Sidewalk Side	Start/End/Location	Length/Location	Deficiency Type	Deficiency Notes/Observations
Indian Ridge Blvd.	West	Wyoming Drive to Cheyenne Drive	Path between #6011-6017	Firm & Stable	Loose gravel, grass overgrowth
Indian Ridge Blvd.	West	Cheyenne Drive to Iroquois Drive	Est. 590' of path	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
Indian Ridge Blvd.	West	Cheyenne Drive to Iroquois Drive	#7007,7011,7017,7019 Driveways	Driveway Slope	Cross slope >2.0%
Indian Ridge Blvd.	West	Cheyenne Drive to Iroquois Drive	#7011 Driveway	Discontinuity	>1/4" change in level, broken and cracked driveway
Indian Ridge Blvd.	West	Iroquois Drive to Calista Road	Est. 300' of path	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
Indian Ridge Blvd.	West	Iroquois Drive to Calista Road	#7026 & 8006 Driveways	Discontinuity	Parallel expansion joint in path
Indian Ridge Blvd.	West	Iroquois Drive to Calista Road	Est. 300' of path	Slope	Cross slope >2.0%
Indian Ridge Circle	Outer Loop	Indian Ridge Circle Loop	Multiple Driveways	Driveway Slope	Cross slope >2.0%
Indian Ridge Village	West/East	Calista Road Entrance to Indian Ridge Circle	Est. 170' (2) of path	Slope	Cross slope >2.0%
Laurelwood Drive	North/South	Laurelwood Drive			Compliant
Lone Oak Drive	West to North	219 Lone Oak Dr. to Indian Ridge Blvd.	Est. 1000' of path	Slope	Cross slope >2.0%
Lone Oak Drive	West to North	219 Lone Oak Dr. to Indian Ridge Blvd.	#233	Discontinuity	>1/4" change in level, manhole cover
Lone Oak Drive	West to North	219 Lone Oak Dr. to Indian Ridge Blvd.	#325	Obstruction	Bushes, Mailbox mounted in path
Lone Oak Drive	West to North	219 Lone Oak Dr. to Indian Ridge Blvd.	Multiple Discontinuities throughout path	Discontinuity	>1/4" change in level and broken or cracked path
Richard Wilks Road	South	Wilkinson Lane to Burger King Entrance			Compliant
Stadium Drive	North	Lone Oak Drive to Indian Ridge Blvd.	Path between #300 & 304	Slope	Cross slope >2.0%
Stadium Drive	North	Lone Oak Drive to Indian Ridge Blvd.	#308,304 Driveways	Driveway Slope	Running slopes >5.0% both sides of each driveway
Stadium Drive	North	Indian Ridge Blvd. to Gate of Park	#2968	Ramp Slopes	Cross slope >2.0%
Stadium Drive	North	Indian Ridge Blvd. to Gate of Park	#2968	Ramp Slopes	Running slopes >5.0% both sides of each driveway
Village Park Drive	West/East	Village Park Drive, both sides	Est. 270' of path	Slope	Cross slope >2.0%
Village Park Drive	West/East	Village Park Drive, both sides	101-107 Village Park Drive Parking	Handicap Access	Aisle/Ramp not provided
Wilkinson Lane	West	Richard Wilks Road to HWY 76	Multiple Discontinuities throughout path	Discontinuity	>1/4" change in level and broken or cracked path
Wilkinson Lane	West	Richard Wilks Road to HWY 76	Power Pole in Path near Dollar Tree	Obstruction	Utility Pole in Path
Wilkinson Lane	West	Richard Wilks Road to Walmart Entrance/Murphy USA	Est. 375' of path	Slope	Cross slope >2.0%
Wilkinson Lane	West	Walmart Entrance/Murphy USA to before Edenway Dr.	Est 428' of path	Slope	Cross slope >2.0%
Wilkinson Lane	West	Walmart Entrance/Murphy USA to before Edenway Dr.	Multiple Discontinuities throughout path	Discontinuity	>1/4" change in level and broken or cracked path
Wilkinson Lane	West	Walmart Entrance/Murphy USA to before Edenway Dr.	Ramp at end of segment	Ramp Slope	Running slopes >5.0%

Section C-White House-ADA Sidewalk Inventory						
East of I-65 to US 31W, South of SR 76						
Street Name	Sidewalk Side	Start/End/Location	Length/Location	Deficiency Type	Deficiency Notes/Observations	
Blossom Court	North	Magnolia Blvd. through Blossom Court Cul-de-Sac	#102,208,212,209 Driveways	Driveway Slope	Cross slope >2.0%	
Blossom Court	North	Magnolia Blvd. through Blossom Court Cul-de-Sac	Path between 209 & 211, and before Tulip	Discontinuities	>1/4" of path	
Blueberry Street	Inner Loop	Blueberry (S) to Blueberry (N) & Cherry Lane	Est 1754' of path	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')	
Blueberry Street	Inner Loop	Blueberry (S) to Blueberry (N) & Cherry Lane	#173,181,213,189	Obstruction	Mailbox in Path	
Blueberry Street	Inner Loop	Blueberry (S) to Blueberry (N) & Cherry Lane	#173,177,181,189,193,197,201,205 Driveways	Driveway Slope	Cross slope >2.0%	
Blueberry Street	Inner Loop	Blueberry (S) to Blueberry (N) & Cherry Lane	Est 1754' of path	Slope	Cross slope >2.0%	
Blueberry Street	Inner Loop	Blueberry (S) to Blueberry (N) & Cherry Lane	Path between 173 & 177	Discontinuities	>1/4" of path, Cracked & Broken	
Blueberry Street	Inner Loop	Blueberry (S) to Blueberry (N) & Cherry Lane	#177 Both sides of Driveway	Discontinuities	>1/4" of path, Cracked & Broken	
Blueberry Street	Inner Loop	Blueberry (S) to Blueberry (N) & Cherry Lane	Path between #181-185	Slope	Running slope >5.0%	
Blueberry Street	Inner Loop	Blueberry (S) to Blueberry (N) & Cherry Lane	#193 ramp to driveway	Slope	Running slope >5.0%	
Blueberry Street	Inner Loop	Blueberry (S) to Blueberry (N) & Cherry Lane	#213 both sides of Driveway	Discontinuities	>1/4" of path, Cracked & Broken	
Blueberry Street	Inner Loop	Blueberry (S) to Blueberry (N) & Cherry Lane	End of Path @ Cherry Lane	Discontinuity	>1/4" of path, Gas Valve	
Business Park Drive	North/South	HWY 31W to Cul-de-Sac	Ramp by fire hydrant, Fire Dept Drive	Discontinuity	>1/4" of path, Water, Gas Valve, slope	
Business Park Drive	North/South	HWY 31W to Cul-de-Sac	Past Fire Dept Drive	Discontinuity	>1/4" of path, gas valves	
Business Park Drive	North/South	HWY 31W to Cul-de-Sac	Perpendicular Curb Ramps at 31W	Detectable Warning	Not present, slopes and discontinuities	
Business Park Drive	North/South	HWY 31W to Cul-de-Sac	Path on South Side	Firm & Stable	Lots not developed, mud, grass, tree limbs	
Business Park Drive	North/South	HWY 31W to Cul-de-Sac	Parallel Curb Ramp, South side end of Path	Detectable Warning	Not present, slopes and discontinuities	
Cherry Lane	East	318 Cherry Ln. to Sage Road	#318	Obstruction	Tree Limbs	
Cherry Lane	East	318 Cherry Ln. to Sage Road	Est 2006' of path	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')	
Cherry Lane	East	318 Cherry Ln. to Sage Road	Est 2006' of path	Slope	Cross slope >2.0%	
Cherry Lane	East	318 Cherry Ln. to Sage Road	#312,306,212,208,198,194,190 Driveways	Driveway Slope	Cross slope >2.0%	
Cherry Lane	East	318 Cherry Ln. to Sage Road	Multiple Discontinuities throughout path	Discontinuity	>1/4" of path and broken or cracked path	
Cherry Lane	East	318 Cherry Ln. to Sage Road	#204 Mailbox	Discontinuity	Mailbox concrete cutout in path	
Dorchester Drive	South	204 Dorchester to Williamsburg Drive	Est 735' of path	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')	
Dorchester Drive	South	204 Dorchester to Williamsburg Drive	Parallel Curb Ramp at Start of Sidewalk	Detectable Warning	Not present, slopes	
Dorchester Drive	South	204 Dorchester to Williamsburg Drive	#204,202,200,108,106,104,102 Driveways	Driveway Slope	Cross slope >2.0%	
Dorchester Drive	South	204 Dorchester to Williamsburg Drive	Parallel Curb Ramp at piccadilly Dr.	Detectable Warning	Not present, slopes	
Gem Court	North	126 Gem to Magnolia Blvd.	#126 Driveway	Discontinuity	>1/4" of path Either side of driveway	
Gem Court	North	126 Gem to Magnolia Blvd.	#120 Driveway	Ramp Slopes	Running slopes >5.0% both sides of each driveway	
Gem Court	North	126 Gem to Magnolia Blvd.	#108,102 Driveways	Driveway Slope	Cross slope >2.0%	
Granda Flora Drive	South	Union Road to Magnolia Blvd.	55' past #100 & 75' past 204 driveways	Discontinuity	>1/4" of path and broken or cracked path	
Hester Drive	South	Hampton Inn to HWY 76	Hampton Inn	Obstruction	Bush overgrowth in path	
Hester Drive	South	Hampton Inn to HWY 76	Before Cracker Barrell Drive	Slope	Running slope >5.0%	
Hester Drive	South	Hampton Inn to HWY 76	Between Quality Inn Drives	Slope	Cross slope >2.0%	
Hester Drive	South	Hampton Inn to HWY 76	Across Knight Circle	Discontinuity	>1/4" of path, storm grate has separated from sidewalk	
Hester Drive	South	Hampton Inn to HWY 76	Past Motel 6	Discontinuity	Mailbox post cutout in path	
Hester Drive	South	Hampton Inn to HWY 76	Past Motel 6	Guardrail	No middle rail	
Hester Drive	South-East	Hampton Inn to HWY 76	Taco Bell	Obstruction	Mailbox in Path	
Hester Drive	West	Hardee's to HWY 76	Entire Segment	Discontinuities	>1/4" of path and broken or cracked path	
Knight Circle	West	Hester Drive to Past Maiden Lane	Multiple Discontinuities throughout path	Discontinuity	>1/4" of path and broken or cracked path	
Knight Circle	West	Hester Drive to Past Maiden Lane	Parallel Curb Ramps at Holiday Inn Express	Detectable Warning	Not compliant, slopes exceed, no perpendicular grade	
Knight Circle	West	Hester Drive to Past Maiden Lane	Path between Holiday Inn Drives	Discontinuity	>1/4" of path and broken or cracked path	

Section D-White House-ADA Sidewalk Inventory					
East of US 31W, North of SR 76					
Street Name	Sidewalk Side	Start/End/Location	Length/Location	Deficiency Type	Deficiency Notes/Observations
Briarwood Drive	North	406 Cassandra Dr. to HWY 31W	#406 Cassandra Dr.	Discontinuity	>1/4" of path, Mailbox foundation in path
Briarwood Drive	North	406 Cassandra Dr. to HWY 31W	Est 1400' of path	Slope	Cross slope >2.0%
Briarwood Drive	North	406 Cassandra Dr. to HWY 31W	Multiple Driveways	Discontinuity	>1/4" of path Either side of driveway
Briarwood Drive	North	406 Cassandra Dr. to HWY 31W	# 1051, 1043, 1039, 1035, 1021, 1013, 1007 Driveways	Driveway Slope	Cross slope >2.0%
Cassandra Drive	East	Cassandra Dr. (Denise Circle) to 221 Cassandra Dr.	#101 & 105 Driveways	Discontinuity	>1/4" of path Either side of driveway
Cassandra Drive	East	Cassandra Dr. (Denise Circle) to 221 Cassandra Dr.	#101 & 105 Driveways	Discontinuity	>1/4" of path Either side of driveway
Cassandra Drive	East	Cassandra Dr. (Denise Circle) to 221 Cassandra Dr.	# 101, 105 Driveways	Driveway Slope	Cross slope >2.0%
Christian Drive	North	301 Christian Dr. to 433 Christian Drive	Est 910' of path	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
Christian Drive	North	301 Christian Dr. to 433 Christian Drive	#309, 433, Christian Dr.	Discontinuity	>1/4" of path, Mailbox foundation in path
Christian Drive	North	301 Christian Dr. to 433 Christian Drive	Multiple Mailboxes	Discontinuity	>1/4" of path, Grass growth between sidewalk and added concrete
Christian Drive	North	301 Christian Dr. to 433 Christian Drive	Est 910' of path	Slope	Cross slope >2.0%
Christian Drive	North	301 Christian Dr. to 433 Christian Drive	Multiple Driveways	Driveway Slope	Cross slope >2.0%
Christian Drive	North	301 Christian Dr. to 433 Christian Drive	Path between #309 & 313	Discontinuity	>1/4" of path broken and cracked
Christian Drive	North	301 Christian Dr. to 433 Christian Drive	At Lauren Drive	Ramp	No Ramps, no detectable warnings either side
Christian Drive	North	301 Christian Dr. to 433 Christian Drive	Past #309	Discontinuity	>1/4" of path broken and cracked, curb separated from sidewalk
Denise Circle	Outer Loop	402 Denise Circle to 202 Denise Circle			Compliant
Lauren Drive	Inner Loop	137 Lauren Drive to Christian Drive	Est 2100' of path	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
Lauren Drive	Inner Loop	137 Lauren Drive to Christian Drive	Est 2100' of path	Slope	Cross slope >2.0%
Lauren Drive	Inner Loop	137 Lauren Drive to Christian Drive	#137,129,125 Driveways	Driveway Slope	Cross slope >2.0%
Lauren Drive	Inner Loop	137 Lauren Drive to Christian Drive	Near #152 in Path	Discontinuity	>1/4" of path broken and cracked, large sewer manway
Lauren Drive	Inner Loop	137 Lauren Drive to Christian Drive	Three street storm drains	Discontinuity	>1/4" of path broken and cracked, Sidewalk has settled
Oakland Court	North	113 Oakland (HWY 31W) to Carson Ct.	Est 420' of path	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
Oakland Court	North	113 Oakland (HWY 31W) to Carson Ct.	Est 420' of path	Slope	Cross slope >2.0%
Oakland Court	North	113 Oakland (HWY 31W) to Carson Ct.	Ramp at Carson Ct.	Ramp	Detectable Warning does not extend width, no turning space, slopes
Reidway Drive	West	104 Reidway Dr. to Christian Dr.	Est 740' of path	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
Reidway Drive	West	104 Reidway Dr. to Christian Dr.	At Ashley Drive	Ramp	No Ramps, no detectable warnings either side
Reidway Drive	West	104 Reidway Dr. to Christian Dr.	#108,112, Driveways	Discontinuity	>1/4" of path Either side of driveway
Reidway Drive	West	104 Reidway Dr. to Christian Dr.	#104 Driveway	Driveway Slope	Cross slope >2.0%
Renee Court	South	206 Renee Court to Cassandra Drive	Past #207	Discontinuity	Sidewalk segment missing, graveled for new construction entrance

Section E-White House-ADA Sidewalk Inventory					
East of US 31W, South of SR 76					
Street Name	Sidewalk Side	Start/End/Location	Length/Location	Deficiency Type	Deficiency Notes/Observations
Allers Drive	West	109 Allen Drive to Adtsea Drive	314' of path	Slope	Cross slope >2.0% , entire segment
Allers Drive	West	109 Allen Drive to Adtsea Drive	#107, 109 Driveways	Driveway Slope	Cross slope >2.0%
Amber Lane	South	305 Amber Ln. to Fieldstone Dr.	#301,205,105 Driveways	Driveway Slope	Cross slope >2.0%
Amber Lane	South	305 Amber Ln. to Fieldstone Dr.	# 205	Obstruction	Overgrown bush blocking path
Artesa Drive	North	425 Artdea Dr. to McCurdy Dr.	#303, Driveways	Driveway Slope	Running slopes >5.0% both sides of each driveway
Artesa Drive	North	425 Artdea Dr. to McCurdy Dr.	#421,401,307,303,200,111, 101 Drive ways	Driveway Slope	Cross slope >2.0%
Artesa Drive	North	425 Artdea Dr. to McCurdy Dr.	Path between #307 & 303	Discontinuity	Broken Concrete
Artesa Drive	North	425 Artdea Dr. to McCurdy Dr.	perpendicular Curb Ramps at Firestone	Detectable Warning Surface	Not present, slopes and discontinuities
Artesa Drive	North	425 Artdea Dr. to McCurdy Dr.	perpendicular Curb Ramps at etude	Detectable Warning Surface	Not present, slopes and discontinuities
Baylee Court	East	121 Baylee to S Palmers Chapel Road	#101. 105 109 Driveways	Driveway Slope	Cross slope >2.0%
Baylee Court	East	121 Baylee to S Palmers Chapel Road	#101. 105 109 Driveways	Discontinuity	Parallel expansion joint in path
Baylee Court	East	121 Baylee to S Palmers Chapel Road	perpendicular Curb Ramp at S Palmers	Detectable Warning Surface	Not present
Bedrock Drive	East	402 Bedrock to Amber Lane	#402,300,222,218,212,208,108	Driveway Slope	Running slopes >5.0% both sides of each driveway
Bedrock Drive	East	402 Bedrock to Amber Lane	#402,300,222,218,212,208,108	Driveway Slope	Cross slope >2.0%
Bedrock Drive	East	402 Bedrock to Amber Lane	Across from Cobblestone Dr.	Discontinuity	Sewer Lid in path
Brigham Court	North-NE	124 Brigham Ct. to Chapman Drive	Path between #104 & 114	Discontinuity	>1/4" change of level
Brigham Court	North-NE	124 Brigham Ct. to Chapman Drive	#114 Driveway	Discontinuity	Parallel expansion joint in path
Cambrea Drive	South	McCurdy Road through Roundabout	#100, 104, 108, 112, 116 Driveways	Driveway Slope	Cross slope >2.0%
Chandler Blvd.	West	119 Chandler Blvd to 245 Chandler Blvd	#123,201,209,237 Driveway	Discontinuity	Parallel expansion joint in path
Chandler Blvd.	West	119 Chandler Blvd to 245 Chandler Blvd	Multiple Driveways	Driveway Slope	Cross slope >2.0%
Chapman Drive	West	213 Chapman Dr. to N. Plamers Chapel Road	#213,203 Driveways	Driveway Slope	Cross slope >2.0%
Chapman Drive	West	213 Chapman Dr. to N. Plamers Chapel Road	#Path fronting 213,203	Obstruction	Overhanging bushes blocks path
Chapman Drive	West	213 Chapman Dr. to N. Plamers Chapel Road	perpendicular Curb Ramp at Clarice	Detectable Warning Surface	Not present
Clarice Court	East	113 Clarice Ct. to Morgan Trace Ct.	#101. 105 109 Driveways	Driveway Slope	Cross slope >2.0%
Clarice Court	East	113 Clarice Ct. to Morgan Trace Ct.	#109 Driveway	Ramp Slopes	Running slopes >5.0% both sides of each driveway
Clarice Court	East	113 Clarice Ct. to Morgan Trace Ct.	#109 Driveway	Discontinuity	Parallel expansion joint in path
cliff Garrett Dr.	South	138 cliff Garrett Dr. to HWY 31W	Est 224' of path	Slope	Cross slope >2.0%
cliff Garrett Dr.	South	138 cliff Garrett Dr. to HWY 31W	Break in Path from #138 to 120	Firm, Stable	No sidewalk between segments
Cobblestone Court	North	112 Cobblestone to Bedrock Dr.	Path from #108 to end of segment	Slope	Cross slope >2.0%
Cobblestone Court	North	112 Cobblestone to Bedrock Dr.	#102, 108, 112 Driveways	Driveway Slope	Running slopes >5.0% both sides of each driveway
Cobblestone Court	North	112 Cobblestone to Bedrock Dr.	#102, 108, 112 Driveways	Driveway Slope	Cross slope >2.0%
Cobblestone Court	North	112 Cobblestone to Bedrock Dr.	perpendicular Curb Ramp at Bedrock	Detectable Warning Surface	Not present, slopes and discontinuities
Crystal Court	Outer Circle	101 Cystal Ct. to Bedrock Dr.	perpendicular Curb Ramp at Bedrock	Detectable Warning Surface	Not present, slopes and discontinuities
Cuvee Court	Outer Circle	101 Cuvee Ct. to Artesa Drive			Compliant
Danbury Court	South	111 Danbury Ct. to 103 Danbury Ct.	Stop Sign at Chapman	Obstruction	Stop Sign obstructs path
Etude Court	Outer Circle	106 Etude Ct. to Artesa Drive	#103 Etude Section	Discontinuity	>1/4" change of level, Water Meter
Fieldstone Drive	West	100 Fieldstone Dr. to Sapphire Dr.	#205, 407, 423 Driveways	Driveway Slope	Cross slope >2.0%
Fieldstone Drive	West	100 Fieldstone Dr. to Sapphire Dr.	#209	Obstruction	Mailbox and overgrown bush obstruct path
Fieldstone Drive	West	100 Fieldstone Dr. to Sapphire Dr.	#209	Obstruction	Mailbox and overgrown bush obstruct path
Fieldstone Drive	West	100 Fieldstone Dr. to Sapphire Dr.	perpendicular Curb Ramp at Amber	Detectable Warning Surface	Not present, slopes and discontinuities
Firestede Court	Outer Circle	109 Firestede Ct. to Artesa Drive	Entire Segment	Slope	Cross slope >2.0%
Firestede Court	Outer Circle	109 Firestede Ct. to Artesa Drive	#105 Driveway	Discontinuity	>1/4" change of level Either side of driveway
Granite Court	West & Circle	106 Granite Ct.	106 Granite Ct.		Compliant, Only house on Court
Grayson Lane	East	133 Grayson Ln to Thoroughbred Way	#109,113,117,121,127,133 Driveways	Driveway Slope	Cross slope >2.0%
Highland Drive	South	Laura Drive to 901 Highland Dr.	Est 2460' of path	Width	Entire length <4.0'
Highland Drive	South	Laura Drive to 901 Highland Dr.	#301 , 303	Obstruction	Overgrown bush blocking path
Highland Drive	South	Laura Drive to 901 Highland Dr.	Parallel Curb Ramps at Belle Reve	Detectable Warning Surface	Not present, slopes and discontinuities

Section E-White House-ADA Sidewalk Inventory					
East of US 31W, South of SR 76					
Street Name	Sidewalk Side	Start/End/Location	Length/Location	Deficiency Type	Deficiency Notes/Observations
Highland Drive	South	Laura Drive to 901 Highland Dr.	Parallel Curb Ramps at Indian Point Dr	Detectable Warning Surface	Not present, slopes and discontinuities
Highland Drive	South	Laura Drive to 901 Highland Dr.	Parallel Curb Ramps at Northwood Dr.	Detectable Warning Surface	Not present, slopes and discontinuities
Highland Drive	South	Laura Drive to 901 Highland Dr.	Path from Northwood to Sycamore	Slope	Running slope >5.0%
Highland Drive	South	Laura Drive to 901 Highland Dr.	Parallel Curb Ramps at Hunterwood Dr.	Detectable Warning Surface	Not present, slopes and discontinuities
Highland Drive	South	Laura Drive to 901 Highland Dr.	#809	Obstruction	Overgrown tree blocking path
Honeysuckle Drive	South	185 Honeysuckle to Sycamore Dr.	Est 2770'	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
Honeysuckle Drive	South	185 Honeysuckle to Sycamore Dr.	Multiple Driveways	Driveway Slope	Cross slope >2.0%
Honeysuckle Drive	South	185 Honeysuckle to Sycamore Dr.	Multiple Driveways	Discontinuity	>1/4" change of level Either side of driveway
Honeysuckle Drive	South	185 Honeysuckle to Sycamore Dr.	Multiple Driveways	Discontinuity	Parallel expansion joint in path
Honeysuckle Drive	South	185 Honeysuckle to Sycamore Dr.	#153	Obstruction	Overgrown tree blocking path
Hunterwood Drive	West	101 Hunterwood Dr. to Magnolia Drive	Est 1935' of path	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
Hunterwood Drive	West	101 Hunterwood Dr. to Magnolia Drive	Multiple discontinuities throughout path	Discontinuity	>1/4" change of level and broken or cracked path
Hunterwood Drive	West	101 Hunterwood Dr. to Magnolia Drive	#203, 305, 407	Obstruction	Overgrown trees blocking path
Hunterwood Drive	West	101 Hunterwood Dr. to Magnolia Drive	Parallel Curb Ramps at Cypress Ct.	Detectable Warning Surface	Not present, slopes and discontinuities
Hunterwood Drive	West	101 Hunterwood Dr. to Magnolia Drive	Parallel Curb Ramps at Pinewood Dr.	Detectable Warning Surface	Not present, slopes and discontinuities
Hunterwood Drive	West	101 Hunterwood Dr. to Magnolia Drive	Parallel Curb Ramps at Magnolia Dr.	Detectable Warning Surface	Not present, slopes and discontinuities
Landons Circle	Outer Circle	Landons Circle	Path between #210 & 214	Discontinuity	>1/4" change of level
Landons Circle	Outer Circle	Landons Circle	#222	Discontinuity	Sewer Lid in path
Landons Circle	Outer Circle	Landons Circle	Entrance to Walking Trail	Ramp Slope	Running slopes >5.0%
Landons Circle	Outer Circle	Landons Circle	Entrance to Walking Trail	Detectable Warning Surface	Not present
Landons Circle	Outer Circle	Landons Circle	Multiple Driveways	Driveway Slope	Cross slope >2.0%
Larkspur Court	North-East	Tyree Springs Road to Meadowbrook Lane	10' from start of segment	Discontinuity	>1/4" change of level, electrical box
Larkspur Court	North-East	Tyree Springs Road to Meadowbrook Lane	70' from 128 Larkspur	Discontinuity	>1/4" change of level, Broken Section
Larkspur Court	North-East	Tyree Springs Road to Meadowbrook Lane	#122, 116, 104, Driveways	Driveway Slope	Cross slope >2.0%
Lola Lane	Inner Circle	Riley to 305 Lola Lane	#237Driveway	Driveway Slope	Cross slope >2.0%
Lola Lane	Outer Circle	Riley to 305 Lola Lane	#220,236,345,325 Driveways	Driveway Slope	Cross slope >2.0%
Magnolia Drive	South	100 Magnolia Dr. to Sycamore Dr.	592' of path	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
Magnolia Drive	South	100 Magnolia Dr. to Sycamore Dr.	Parallel Curb Ramps at Hunterwood Dr.	Detectable Warning Surface	Not present, slopes and discontinuities
Magnolia Drive	South	100 Magnolia Dr. to Sycamore Dr.	Multiple discontinuities throughout path	Discontinuity	>1/4" change of level and broken or cracked path
Meadowbrook Lane	North-West	Patana Dr. to Larkspur Ct.	60' before #100 Meadowbrook	Discontinuity	Sewer Lid in path
Meadowbrook Lane	North-West	Patana Dr. to Larkspur Ct.	35' past #108 Meadowbrook	Discontinuity	Sewer Lid in path
Meadowbrook Lane	North-West	Patana Dr. to Larkspur Ct.	#200 Driveway	Driveway Slope	Cross slope >2.0%
Meadows Road	North	White House High School to end of Segment	All WHHS Driveways	Ramp Slopes	Running slopes >5.0% both sides of each driveway
Millstone Way	South	116 Millstone Way	40' before #110 Drive, right side of Drive	Discontinuity	>1/4" change of level
Morgan Trace Court	South	204 Morgan Trace Ct. to N. Palmers Chapel Road	perpendicular Curb Ramp at Clarice	Firm, Stable	Mud & loose gravel covering ramp
Patana Drive	East	217 Patana Dr. to Meadows Road	#313,309,213,209,205,201,113,109, 105, 101 Driveways	Driveway Slope	Cross slope >2.0%
Patana Drive	East	217 Patana Dr. to Meadows Road	10' before #113 Patana Dr.	Discontinuity	>1/4" change of level, water valve
Pleasant Lane	North	120 Pleasant Ln to Patana Drive	669' of path	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
Pleasant Lane	North	120 Pleasant Ln to Patana Drive	669' of path	Slope	Cross slope >2.0%
Pleasant Lane	North	120 Pleasant Ln to Patana Drive	#116,112,108,104 Driveways	Driveway Slope	Cross slope >2.0%
Raymond Hirsch Pkwy	South	31W to 538 Raymond Hirsch Pkwy.	175' of path	Slope	Cross slope >2.0%
Raymond Hirsch Pkwy	South	31W to 538 Raymond Hirsch Pkwy.		Firm, Stable	Several curbs breaks producing rubble/gravel on SW surface
Raymond Hirsch Pkwy	South	31W to 538 Raymond Hirsch Pkwy.	Green Sumner Co. Sign	Discontinuity	>1/4" change of level, Cracks
Raymond Hirsch Pkwy	South	31W to 538 Raymond Hirsch Pkwy.	Opposite First TN Bank Bldg. Sign	Discontinuity	>1/4" change of level, Broken Section
Raymond Hirsch Pkwy	South	31W to 538 Raymond Hirsch Pkwy.	First TN Bank Entrance & Exit Driveways	Ramp Slopes	Running slopes >5.0% both sides of each driveway

Section E-White House-ADA Sidewalk Inventory					
East of US 31W, South of SR 76					
Street Name	Sidewalk Side	Start/End/Location	Length/Location	Deficiency Type	Deficiency Notes/Observations
Roaden Court	West	125 Roaden to Marlin Road	864' of path	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
Roaden Court	West	125 Roaden to Marlin Road	864' of path	Slope	Cross slope >2.0%
Roaden Court	West	125 Roaden to Marlin Road	#101, 105, 113, 117, &121 Driveways	Discontinuity	>1/4" change of level, Cracks
Roaden Court	West	125 Roaden to Marlin Road	#117	Obstruction	Overhanging tree limbs near mailbox
Roaden Court	West	125 Roaden to Marlin Road	#101, 105, 109,113, 117, 121 Driveways	Ramp Slopes	Running slopes >5.0% both sides of each driveway
Sapphire Drive	South	106 Sapphire Dr. to Bedrock Dr.	Sapphire Dr. & Fieldstone	Discontinuity	Sewer Lid in path
Sheffield Drive	S-E-N Loop	422 Sheffield Dr. to Chandler Blvd.	Multiple Driveways	Driveway Slope	Cross slope >2.0%
Sheffield Drive	S-E-N Loop	422 Sheffield Dr. to Chandler Blvd.	Multiple Driveways	Driveway Slope	Running slopes >5.0% both sides of each driveway
Sheffield Drive	S-E-N Loop	422 Sheffield Dr. to Chandler Blvd.	Multiple Driveways	Discontinuity	>1/4" change of level Either side of driveways
Sheffield Drive	S-E-N Loop	422 Sheffield Dr. to Chandler Blvd.	#420, 216, 108 Paths	Discontinuity	>1/4" change of level Sewer and Water Valves
Sheffield Drive	S-E-N Loop	422 Sheffield Dr. to Chandler Blvd.	Parallel Curb Ramp at Chandler, #108	Detectable Warning Surface	Not present, curb blocks ramp to Chandler
Slate Court	West	110 Slate to Fieldstone Dr.	#110 behind mailbox	Discontinuity	>1/4" change of level
Slate Court	West	110 Slate to Fieldstone Dr.	#110, 108 Driveways	Driveway Slope	Cross slope >2.0%
Slate Court	West	110 Slate to Fieldstone Dr.	#104	Firm, Stable	Loose gravel either side of driveway
Strassle Drive	West	132 Strassle to Meaows Road	#128,120,116,112,108,106,100 Driveways	Driveway Slope	Cross slope >2.0%
Strassle Drive	West	132 Strassle to Meaows Road	Est 700' of path	Slope	Cross slope >2.0%
Sycamore Drive	West	122 Sycamore Dr. to 204 Sycamore Dr.	Est 400' of path	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
Sycamore Drive	West	122 Sycamore Dr. to 204 Sycamore Dr.	#122	Discontinuity	Broken Concrete
Sycamore Drive	West	122 Sycamore Dr. to 204 Sycamore Dr.	Path from #122 to Honeysuckle Dr.	Slope	Cross slope >2.0%
Sycamore Drive	West	122 Sycamore Dr. to 204 Sycamore Dr.	#200	Obstruction	Mailbox
Telavera Drive	South	116 Telavera to McCurdy Road	#122,128,132,140,148,180 Driveways	Driveway Slope	Cross slope >2.0%
Telavera Drive	North	116 Telavera to McCurdy Road	#155,127,119 Driveways	Driveway Slope	Cross slope >2.0%
Telavera Drive	North	116 Telavera to McCurdy Road	Path from #147 to 187	Slope	Cross slope >2.0%
Telavera Drive	North	116 Telavera to McCurdy Road	Est. 193 feet from McCurdy Road	Ramp Slopes	Sidewalk transitions to asphalt parking, slopes, and ramps not compliant
Thoroughbred Way	South	300 Thoroughbred Way to N. Palmers Chapel Road	Telephone Box at Grayson Ln	Discontinuity	>1/4" change of level from telephone box in path
Thoroughbred Way	South	300 Thoroughbred Way to N. Palmers Chapel Road	25' after crossing Grayson	Slope	Cross slope >2.0%
Thoroughbred Way	South	300 Thoroughbred Way to N. Palmers Chapel Road	#300, 218, 124, 120, 114 Driveways	Driveway Slope	Cross slope >2.0%
Thoroughbred Way	South	300 Thoroughbred Way to N. Palmers Chapel Road	Between Chapman Dr. and N. Palmers	Discontinuities	>1/4" change of level , multiple
Tison Lane	West	123 Tison Ln to S Palmers Chapel Road	#123, 107,117,103 Driveways	Driveway Slope	Cross slope >2.0%
Tison Lane	West	123 Tison Ln to S Palmers Chapel Road	Path between 117 & 123	Obstruction	Bush overgrowth
Topaz Court	Outer Circle	106 Topaz to Bedrock Dr.	perpendicular Curb Ramp at Bedrock	Detectable Warning Surface	Not present, slopes and discontinuities

Section F-White House-ADA Sidewalk Inventory					
SR 76 Corridor					
Street Name	Sidewalk Side	Start/End/Location	Length/Location	Deficiency Type	Deficiency Notes/Observations
College Street	South	Highway 31W, East to Carmack Drive.	Est 500+ of path	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
SR 76	South	Highway 31W, East to Carmack Drive.	Path from HWY 31W to Hobbs Center Ramp	Slope	Cross slope >2.0%
SR 76	South	Highway 31W, East to Carmack Drive.	Ramp from Street Parking to Hobbs Center	Detectable Warning Surface	Not present, slopes and discontinuities
SR 76	North	Carmack Drive West to Highway 31W.	Est 500+ of path	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
SR 76	North	Carmack Drive West to Highway 31W.	Multiple Discontinuities throughout path	Discontinuity	>1/4" change in level and broken or cracked path
SR 76	North	Carmack Drive West to Highway 31W.	Parallel Curb Ramps (3) on path	Detectable Warning Surface	Not present, slopes and discontinuities
SR 76	North	Charles Drive to I-65 On-Ramp termination			Compliant
SR 76	North	Wilkinson Drive to Charles Drive	Front of Zaxbys	Discontinuity	>1/4" change in level and broken or cracked path
SR 76	North	Wilkinson Drive to Charles Drive	Front of Zaxbys	Slope	Running slope >5.0%
SR 76	North	Eden Way to Wilkinson Drive	Est 400' of path	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
SR 76	North	Eden Way to Wilkinson Drive	Entrance to Car Wash	Ramp Slope	Running slopes >5.0%
SR 76	North	Eden Way to Wilkinson Drive	Entrance to Car Wash	Ramp Slope	Cross slope >2.0%
SR 76	North	Eden Way to Wilkinson Drive	Entrance to Dentist #706	Ramp Slope	Running slopes >5.0%
SR 76	North	Eden Way to Wilkinson Drive	Entrance to Dentist #706	Ramp Slope	Cross slope >2.0%
SR 76	North	Eden Way to Wilkinson Drive	Storm Grate before Wilkinson Dr.	Slope	Running slope >5.0%
SR 76	North	Lone Oak to Eden Way	Est 1100' of path	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
SR 76	North	Lone Oak to Eden Way	Corner of Hwy 76 and Lone Oak	Obstruction	Utility Pole in Path
SR 76	North	Byrum Dr. (Kroger) to Lone Oak	Est 1300' of path	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
SR 76	North	Byrum Dr. (Kroger) to Lone Oak	Multiple Discontinuities throughout path	Discontinuity	>1/4" change in level and broken or cracked path
SR 76	North	Byrum Dr. (Kroger) to Lone Oak	Est 1300' of path	Slope	Cross slope >2.0%
SR 76	North	Byrum Dr. (Kroger) to Lone Oak	Front of F&M Bank	Discontinuity	>1/4" change in level, Footprint in cement
SR 76	North	Byrum Dr. (Kroger) to Lone Oak	Front of Dairy Queen	Discontinuity	>1/4" change in level, Storm Grate
SR 76	North	Byrum Dr. (Kroger) to Lone Oak	End of Path (Lone Oak)	Discontinuity	>1/4" change in level and broken or cracked path
Byrum Drive	West	Byrum Drive			Compliant
SR 76	North	412 SR 76 to Byrum Drive	Entrance to Stadium Drive	Discontinuity	>1/4" change in level and broken or cracked path
SR 76	North	Highway 31W to 110 SR 76	Est 250' of path	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
SR 76	North	Highway 31W to 110 SR 76	Front of Mapco	Discontinuity	>1/4" change in level, Storm Grate
SR 76	North	Highway 31W to 110 SR 76	Driveway to 110 HWY 76	Firm, Stable	Grass overgrowth, mud & loose gravel covering path
SR 76	North	Highway 31W to 110 SR 76	Driveway to 110 HWY 76	Firm, Stable	Grass overgrowth, mud & loose gravel covering path
SR 76	North	Highway 31W to 110 SR 76	Entrance to Mapco (2) and 110 HWY 76	Ramp Slope	Cross slope >2.0%
SR 76	South	Raymond Hirsch to N. Sage Road	Est 2500' of path	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
SR 76	South	Raymond Hirsch to N. Sage Road	Entrance to Speedway Gas	Ramp Slope	Running slopes >5.0%
SR 76	South	Raymond Hirsch to N. Sage Road	Entrance to Speedway Gas	Ramp Slope	Cross slope >2.0%
SR 76	South	Raymond Hirsch to N. Sage Road	Entrance to Speedway Gas	Discontinuity	>1/4" change in level and broken or cracked path
SR 76	South	N. Sage Road to Hester Lane	Est 1000' of path	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
SR 76	South	N. Sage Road to Hester Lane	Entrances to Shell Gas Station	Ramp Slope	Running slopes >5.0%
SR 76	South	N. Sage Road to Hester Lane	Entrances to Shell Gas Station	Ramp Slope	Cross slope >2.0%
SR 76	South	N. Sage Road to Hester Lane	Entrances to Nervous Charlies	Ramp Slope	Running slopes >5.0%
SR 76	South	N. Sage Road to Hester Lane	Entrances to Nervous Charlies	Ramp Slope	Cross slope >2.0%
SR 76	South	N. Sage Road to Hester Lane	Entrances to A&W	Ramp Slope	Running slopes >5.0%
SR 76	South	N. Sage Road to Hester Lane	Entrances to A&W	Ramp Slope	Cross slope >2.0%
SR 76	South	Hester Lane to I-65 Off-Ramp	Initial 75' from Hester Drive	Slope	Cross slope >2.0%
SR 76	South	West Drive to Raymond Hirsch Pwky			Compliant
SR 76	South	301 HWY 76 to West Drive	#317	Discontinuity	Water Valve in Path>1/4" change in level
SR 76	South	HWY 31W to Elementary Drive	Entrance to Marathon Gas	Discontinuity	Electrical Box in Path>1/4" change in level
SR 76	South	HWY 31W to Elementary Drive	Multiple Discontinuities throughout path	Discontinuity	>1/4" change in level and broken or cracked path
SR 76	South	HWY 31W to Elementary Drive	Entrances to Marathon Gas	Ramp Slope	Running slopes >5.0%

Section F-White House-ADA Sidewalk Inventory					
SR 76 Corridor					
Street Name	Sidewalk Side	Start/End/Location	Length/Location	Deficiency Type	Deficiency Notes/Observations
SR 76	South	HWY 31W to Elementary Drive	Entrances to Marathon Gas	Ramp Slope	Cross slope >2.0%
SR 76	South	HWY 31W to Elementary Drive	#113	Obstruction	Mail Box and Mailbox Sign

Section G-White House-ADA Sidewalk Inventory					
US 31W Corridor					
Street Name	Sidewalk Side	Start/End/Location	Length/Location	Deficiency Type	Deficiency Notes/Observations
US 31W	West	3313 31W South to HWY 76 (Advanced Auto Parts)	Est 935' (entire path)	Firm, Stable	Grass overgrowth, mud & loose gravel covering path
US 31W	West	3313 31W South to HWY 76 (Advanced Auto Parts)	Multiple Discontinuities throughout path	Discontinuity	>1/4" change in level and broken or cracked path
US 31W	West	3313 31W South to HWY 76 (Advanced Auto Parts)	WHUD Driveway, Sidewalk	Driveway Slope	Running slopes >5.0% both sides of each driveway
US 31W	West	3313 31W South to HWY 76 (Advanced Auto Parts)	WHUD Driveway, Sidewalk	Driveway Slope	Cross slope >2.0%
US 31W	West	3313 31W South to HWY 76 (Advanced Auto Parts)	South of #3219	Missing Section	Sidewalk Section missing from Path
US 31W	West	3313 31W South to HWY 76 (Advanced Auto Parts)	Est 100' from Advanced Auto	Discontinuity	Section transitions to Asphalt, Broken and Rough
US 31W	West	HWY 76 South to 3037 31W	558' (from #3047 to end of Segment)	Width	Handicap 5 x 5 passing spaces not provided every 200' (SW width <5.0')
US 31W	West	HWY 76 South to 3037 31W	558' segment referenced above	Firm, Stable	Mud & loose gravel and grass covering path
US 31W	West	HWY 76 South to 3037 31W	558' segment referenced above	Slope	Cross slope >2.0%
US 31W	East	HWY 76 College Street to Clearview Apts			Compliant
US 31W	East	Cliff Garrett Drive to HWY 76 College Street			Compliant
US 31W	East	James K. Polk Trailhead to Cliff Garrett Dr.			Compliant