

Including appendices and public comment form (last page)

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# Transition Plan for ADA Compliance

## For Pedestrian Facilities Located within Public Right-of-Way

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### City of Mountain Brook

April 28, 2017

**DRAFT**



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## 1.0 Introduction

### 1.1 City of Mountain Brook

The City of Mountain Brook was incorporated in 1942 and has become home to 20,691 residents (2015). The City is comprised of approximately 12 square miles within Jefferson County, with about 98% of its land dedicated to residential use. Mountain Brook was originally planned by Warren H. Manning, who sought for the City to have estate-sized lots, scenic roads, and commercial development within three “villages”, which are known today as English Village, Crestline Village, and Mountain Brook Village. Today, Cahaba Village and Overton Village have added to the five total villages in the City.

The City of Mountain Brook employs approximately 200 people, which includes the City’s Mayor and 5 member City Council. Mountain Brook contains 7 City parks, a municipal court, library, police, fire, street, and sanitation services, and is home to its own nationally recognized school system. For the year of 2017, Mountain Brook will operate under a budget of \$36,962,095.

The City’s commitment to creating a walkable and active community has resulted in the construction of an extensive network of pedestrian facilities throughout the City. This is demonstrated by the City’s recent development of a citywide walkway master plan, which designates future sidewalk segments to be constructed within the City. Mountain Brook currently has approximately 45 miles of sidewalk. Existing pedestrian facilities are primarily concentrated in the City’s villages, but additional sidewalks extend throughout many neighborhoods within the City. ***The purpose of this ADA Transition Plan is to ensure that these existing pedestrian facilities are accessible to all Mountain Brook citizens in as timely and complete a manner as is reasonably possible.***

### 1.2 Americans with Disabilities Act (ADA)

The Americans with Disabilities Act (ADA), signed into federal law on July 26<sup>th</sup>, 1990, was created with the purpose of prohibiting discrimination and ensuring equal opportunity to those with disabilities in employment, state and local government services, public accommodations, commercial facilities, and transportation. Title II of the ADA specifically applies to any state or local government and its departments, agencies, or other branch or division, and protects the disabled from discrimination due to disability in services or activities provided by state and local government entities. Title II specifically states that “No qualified individual with a disability shall, on the basis of disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any public entity.” (28 CFR 35.130(a))

All public entities employing 50 or more people are required by ADA law to develop a transition plan. According to 28 CFR 35.150(d)(3), at a minimum, the transition plan shall—

- (i) Identify physical obstacles in the public entity’s facilities that limit the accessibility of its programs, activities, or facilities to individuals with disabilities;
- (ii) Describe in detail the methods that will be used to make the facilities accessible;
- (iii) Specify the schedule for taking the steps necessary to achieve compliance with this section and, if the time period of the transition plan is longer than one year, identify steps that will be taken during each year of the transition period; and
- (iv) Indicate the official responsible for implementation of the plan.

This transition plan will identify and address issues within the public right-of-way that are not compliant with current ADA standards. It is noted that this transition plan document is being developed to address ADA issues only within the public right of way. A separate document will address city buildings and facilities.

Current ADA standards are detailed in 2 separate documents. The 2010 ADA Standards for Accessible Design (ADAAG) gives definitions, standards, and minimum criteria which must be satisfied in order for facilities and infrastructure to be accessible. These standards are most applicable for buildings, but do not include thorough guidelines which are applicable to sidewalk and other pedestrian facilities. The proposed Public Right of Way Accessibility Guidelines (PROWAG), released in 2011, specifically address sidewalks and other facilities within public right-of-way and will be most relevant to the items inventoried as a part of this transition plan.

### **1.3 Statement of Accessibility**

In accordance with Sections 2-325 and 2-326 of the City of Mountain Brook's Disability Discrimination Grievance Procedure, it shall be the policy of the City to comply with the Americans with Disabilities Act and the Rehabilitation Act, which relate to discrimination on the basis of disability. The city shall not discriminate on the basis of disability in admissions to or access to its services, programs, or activities. The city will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all of its programs, services, and activities.

## **2.0 ADA Coordinator & Public Involvement Process**

### **2.1 ADA Coordinator**

The City of Mountain Brook official who will serve as the City's ADA Coordinator will be the City Finance Director, Steve Boone. In preparation for the role as ADA Coordinator, Mr. Boone attended a 1-day ADA Coordinator Training session in June of 2016, hosted by the Birmingham Area Metropolitan Planning Organization. Inquiries, comments, or concerns can be directed to him at:

Steve Boone  
56 Church Street  
Mountain Brook, AL 35213  
(205) 802-3825  
boones@mtnbrook.org

The ADA Coordinator will be responsible for implementing and updating the City's Transition Plan as needed. Revisions to the plan are anticipated as additional inventory of facilities is completed in the future, as well as to address comments received from the public following the completion of this plan document. The current plan will be kept on file by the ADA Coordinator and can be made available upon request. The ADA coordinator will also provide a briefing to the city council every 2 years on plan progress and any proposed revisions. It is recommended to update this Transition Plan Document approximately every 5 years.

### **2.2 Public Involvement Process**

In compliance with the Code of Federal Regulations, public comments were received as part of the development of this plan in order to provide an opportunity for interested persons to participate in the City's approach to removing ADA conditions. The draft version of the plan was initially presented to the City Council for comment. Then, per the normal city procedure for public information, the draft was posted at City Hall, Overton Park, Cahaba River Walk, and Gilchrist Pharmacy. The public had the opportunity to leave comments at those sites, or to email them to the ADA Coordinator. After 30 days public comments were gathered and incorporated into this document. A log of public comments received is presented in Appendix D.

All other grievances and comments related to accessibility should follow the process outlined in the City's Disability Discrimination Grievance Procedure, as included in Appendix A of this plan. The Disability Discrimination Grievance

Procedure was adopted on June 13, 2016, by the City of Mountain Brook to ensure that prompt and equitable review is accomplished concerning complaints alleging discrimination on the basis of disability.

## 3.0 Summary of Pedestrian Facilities

### 3.1 Approach to Inventory Collection and Analysis

Due to the extensive network of pedestrian facilities located throughout Mountain Brook, along with the multi-year time frame that will be required for making improvements to those facilities, the City elected to use a phased approach to identifying pedestrian elements which need to be improved. By selecting and targeting priority areas both now and in the future, strategies and schedules for improvements can be made in a more timely manner with more current cost data. This will allow for more efficient use of the City's resources by reducing unnecessary inventory, since conditions of lower priority pedestrian facilities may change significantly in years to come prior to proposed improvements.

In January and February of 2017, inventory of approximately 12 miles of existing sidewalk and associated pedestrian facilities was performed within the City. Areas chosen for this initial phase of inventory were selected based on concentration of facilities and pedestrian use. Since most of the City's pedestrian facilities are primarily concentrated in the City's villages, Crestline Village, English Village and Mountain Brook Village were each selected for inventory. In addition, due to the heavy use and age of pedestrian facilities in Jemison Park, the Cherokee Bend neighborhood, and areas surrounding Mountain Brook High School, these areas were also selected for inventory.

Pedestrian facilities within the public right-of-way which were not included in this initial inventory will be inventoried in future years, following the completion of this initial plan. The City anticipates that the next phase of inventory will be completed approximately 5 years from the completion of this plan.

### 3.2 Summary of Pedestrian Elements

The purpose of the inventory was to record and assess the condition of the pedestrian elements within the selected priority areas, in order to check for compliance with all current ADA guidelines. Current ADA guidelines were used for this assessment even though a large portion of these elements were constructed prior to the adoption of the current guidelines. Utilizing GPS mapping and standard measuring devices, each pedestrian element was checked for compliance. Characteristics which were checked include the following:

- Sidewalk cross slopes, widths, and running slopes
- Gaps and protrusions along sidewalks and curb ramps
- Turning widths and lengths necessary for accessibility at crossings
- Presence and quality of detectable warning surfaces at road crossings
- Widths and slopes of existing on-street parking

In each of the elements inventoried below, if any one of the characteristics evaluated for an individual element did not satisfy current regulations, the entire element has been categorized as non-compliant. The following is a summary of the items which were inventoried. Elements are grouped by type (sidewalks, curb ramps, cross walks, on-street parking, and pedestrian signals) and by compliance or non-compliance with current ADA requirements.

#### 3.2.1 Sidewalks

A total of 11.38 miles of sidewalk within the City of Mountain Brook were inventoried and checked for compliance. Conditions were noted in a number of sidewalk segments that were inventoried, which included cross slopes,

protrusions, discontinuities, or narrow widths which did not meet the technical requirements of the latest ADA standards. These conditions found during inventory may have occurred due to any of the following reasons: initial construction completed prior to development of current ADA requirements, improper initial construction, soil settlement beneath sidewalk, growth of tree roots, or a number of other changes that may have taken place over time.

The sidewalk areas below were calculated by multiplying segment lengths by their respective widths and totaling those areas together. The area calculated may be an approximation due to non-uniform shapes and widths of the segments.

SIDEWALKS	COMPLIANT	NON-COMPLIANT
<i>Length (Feet)</i>	7,300	52,788
<i>Length (Miles)</i>	1.38	10.00
<i>Area (Square Feet)</i>	38,412	244,183
<i>Area (Square Yards)</i>	4,268	27,131

Appendix B of this report includes maps of the various pedestrian elements inventoried within each geographical area. Sidewalks shown in red on the maps are non-compliant, while compliant sidewalk sections are shown in green. Given below in Figures 1 and 2 are two examples of typical compliant and non-compliant sidewalks within the City.



**FIGURE 1: COMPLIANT SIDEWALK**



**FIGURE 2: NON-COMPLIANT SIDEWALK  
(DUE TO CROSS SLOPES EXCEEDING 2%)**

### 3.2.2 Curb Ramps

During the inventory, a total of 304 curb ramps were reviewed. Each ramp was meticulously checked for compliance with ADA law, which included checking for applicable slope restrictions, presence of required level turning areas, and detectable warning surfaces. Of the curb ramps which were inventoried, most had at least one technical deficiency.

CURB RAMPS	COMPLIANT	NON-COMPLIANT
<i>Parallel Ramps</i>	5	139
<i>Blended Transitions*</i>	2	80
<i>Perpendicular Ramps</i>	2	76
<b>TOTAL</b>	<b>9</b>	<b>295</b>

\* Blended Transitions are where pedestrian road crossings have the same elevation as the adjacent sidewalk grade, rather than requiring a typical curb ramp for the pedestrian to reach the lower grade of the road

Reference Appendix B of this report for maps of the various pedestrian elements inventoried within each geographical area. Examples of both compliant and non-compliant curb ramps within the City are shown in Figures 3 and 4.



**FIGURE 3: COMPLIANT CURB RAMP**



**FIGURE 4: NON-COMPLIANT CURB RAMP (DUE TO EXCESSIVE SLOPES, A NON-COMPLIANT WIDTH, AND NO DETECTABLE WARNING SURFACES)**

### 3.2.3 Cross Walks

A total of 125 cross walks were inventoried for the City’s Transition Plan. Most of the non-compliant cross walks were due to excessive cross slopes, while other reasons for non-compliance included deterioration of pavement or the presence of an inlet grate in the cross walk.

For instances in which the cross walk striping had begun to fade, the inventory team listed those cross walks as non-compliant. ADA guidelines do not provide guidance on the striping of cross walks. But the 2009 edition of the Manual on Uniform Traffic Control Devices (MUTCD) provides that these markings be re-striped in order to comply.

CROSS WALKS	COMPLIANT	NON-COMPLIANT
<b>TOTAL</b>	<b>53</b>	<b>72</b>

Appendix B of this report includes maps of the various pedestrian elements inventoried within each geographical area. Examples of both compliant and non-compliant cross walks within the City are shown in Figures 5 and 6.



**FIGURE 5: COMPLIANT CROSS WALK**



**FIGURE 6: NON-COMPLIANT CROSS WALK (DUE TO EXCESSIVE CROSS SLOPE, NEEDS RE-STRIPING TO CONFORM TO CURRENT MUTCD STANDARDS)**

**3.2.4 On-Street Parking**

There were 25 different on-street parking areas that were discovered during this initial inventory phase. While the number of parking spaces may differ at each of these locations, a minimum number of accessible spaces should be provided at each location according to Section 208.2 of ADAAG. For each of these parking areas, there should be at least one parking space that is van accessible per Section 208.2.4 of ADAAG. Issues of non-compliance within these parking areas include lack of van accessible and ADA spaces, lack of appropriate signage, narrow access aisles, presence of obstructions, and slopes in excess of 2%. Most of the on-street parking areas failed due to at least one barrier to compliance.

ON-STREET PARKING	COMPLIANT	NON-COMPLIANT
TOTAL AREAS	4	21

Appendix B of this report includes maps of the various pedestrian elements inventoried within each geographical area. Examples of both compliant and non-compliant on-street accessible parking found within the City are shown in Figures 7 and 8.



**FIGURE 7: COMPLIANT ON-STREET PARKING AREA**



**FIGURE 8: NON-COMPLIANT ON-STREET PARKING AREA (DUE TO SLOPES IN EXCESS OF 2% AND LACK OF SIGNAGE)**



### 3.2.5 Pedestrian Signals

During this initial inventory, 35 pedestrian signals were checked for compliance. Each pedestrian signal was checked for compliance to requirements governing mounting height, horizontal reach, and distance from the curb or pavement. Of the pedestrian signals inventoried, most had at least one deficiency, with the most common deficiency being that the pedestrian signal was at a non-compliant distance from the curb or pavement.

PEDESTRIAN SIGNALS	COMPLIANT	NON-COMPLIANT
TOTAL	6	29

Reference Appendix B of this report for maps of the various pedestrian elements inventoried within each geographical area. Examples of both compliant and non-compliant pedestrian signals found within the City are shown in Figures 9 and 10.



FIGURE 9: COMPLIANT PEDESTRIAN SIGNAL



FIGURE 10: NON-COMPLIANT PEDESTRIAN SIGNAL (DUE TO EXCESSIVE HORIZONTAL REACH AND NON-COMPLIANT DISTANCE FROM CURB/PAVEMENT)

### 3.2.6 Refuge Islands

A total of 7 pedestrian refuge islands in the City of Mountain Brook were inventoried and checked for compliance to ADA law. Each of the 7 refuge islands were found to be non-compliant due to the detectable warning surface not being the full compliant width or due to the width of the refuge island not meeting the minimum compliant width.

REFUGE ISLANDS	COMPLIANT	NON-COMPLIANT
TOTAL	0	7

Appendix B of this report includes maps of the various pedestrian elements inventoried within each geographical area. An example of a non-compliant pedestrian refuge island within the City is shown in Figure 11. No compliant refuge islands were found within the inventoried areas.



**FIGURE 11, TO LEFT: NON-COMPLIANT REFUGE ISLAND (DUE TO NON-COMPLIANT NARROW WIDTH AND LACK OF DETECTABLE WARNING SURFACES)**

## 4.0 Compliance Strategy

### 4.1 Prioritization

Initial inventory areas were selected to capture geographical locations where pedestrian facilities receive the heaviest use. In order to determine which conditions need to be prioritized in future improvements, the severity of each existing compliance condition was reviewed and recorded as a part of this inventory. The primary factor that will be used to prioritize existing conditions to be improved will be the severity of the condition. Other factors that will also be used to determine prioritization will include public feedback received in response to this plan and grievances filed by the public in accordance with the City’s official grievance procedures (Appendix A of this plan).

### 4.2 Approximate Construction Costs for Recommended Improvements

The following tables summarize the costs of improvements which would be necessary to bring all existing barriers into compliance. Costs are separated by different types of pedestrian elements in Table 1 and by geographic area in Table 2. Costs associated with project design and right-of-way or easement acquisition are not included in the estimates below.

<b>TABLE 1: CONSTRUCTION COSTS BY ELEMENT TYPE</b>			
<b>PEDESTRIAN ELEMENT</b>	<b>NON-COMPLIANT UNITS</b>	<b>COST PER UNIT</b>	<b>COST</b>
<i>Sidewalks</i>	<i>27,131 SY</i>	<i>\$100 Per SY</i>	<i>\$ 2,713,145</i>
<i>Curb Ramps</i>	<i>295 Each</i>	<i>\$750 Each</i>	<i>\$ 221,250</i>
<i>Cross Walks</i>	<i>72 Each</i>	<i>\$13,000 Each</i>	<i>\$ 949,000</i>
<i>On-Street Parking</i>	<i>21 Each</i>	<i>\$2,500 Each</i>	<i>\$ 50,000</i>
<i>Pedestrian Signals</i>	<i>29 Each</i>	<i>\$3,000 Each</i>	<i>\$ 87,000</i>
<i>Refuge Islands</i>	<i>7 Each</i>	<i>\$1,500 Each</i>	<i>\$ 3,600</i>
<b>TOTAL COST =</b>			<b>\$ 4,023,995</b>

**TABLE 2: CONSTRUCTION COSTS BY GEOGRAPHIC AREA**

GEOGRAPHIC AREA	NON-COMPLIANT SIDEWALK (MILES)	NON-COMPLIANT CASES OF OTHER PEDESTRIAN ELEMENTS	COST
<i>Crestline Village</i>	2.78	175	\$ 1,383,777
<i>English Village</i>	0.88	36	\$ 329,455
<i>Mountain Brook Village</i>	1.94	164	\$ 976,998
<i>Cherokee Bend</i>	3.09	34	\$ 926,810
<i>Jemison Park</i>	0.96	3	\$ 297,395
<i>Mountain Brook High School Area</i>	0.34	12	\$ 109,560
<b>TOTAL COST =</b>			<b>\$ 4,023,995</b>

Evaluation was undertaken based on the severity of the condition which resulted in non-compliance. Conditions were assigned a rating of high, medium, or low. A high severity issue would be an obvious accessibility issue to untrained personnel. A medium would be an issue apparent to those with ADA training. A low severity would require measurement to confirm if it was out of compliance. The table below summarizes the approximate construction costs of improvements based on these different ratings. Costs associated with project design and right-of-way or easement acquisition are not included in the estimates below.

**TABLE 3: CONSTRUCTION COSTS BY SEVERITY RATING**

PEDESTRIAN ELEMENT	HIGH	MEDIUM	LOW
<i>Sidewalks</i>	\$ 246,314	\$ 1,040,567	\$ 1,426,264
<i>Curb Ramps</i>	\$ 12,000	\$ 71,250	\$ 138,000
<i>Cross Walks</i>	\$ 13,000	\$ 195,000	\$ 741,000
<i>On-Street Parking</i>	\$ 2,500	\$ 2,500	\$ 45,000
<i>Pedestrian Signals</i>	\$ 0	\$ 24,000	\$ 63,000
<i>Refuge Islands</i>	\$ 0	\$ 1,500	\$ 2,100
<b>TOTAL COSTS =</b>	<b>\$ 273,814</b>	<b>\$ 1,334,817</b>	<b>\$ 2,415,364</b>

## 5.0 Schedule for Improvements

### 5.1 Existing Condition Removal

The City of Mountain Brook plans to accomplish the removal of existing conditions in the high & medium categories discovered in this initial round of inventory over the course of 10 years. This schedule is based on the City's current revenue, and may be revised if necessary in the future to address changes in revenue or changes in prioritization. As exhibited in Section 4.2, total construction costs for high & medium will be approximately \$1.5 million. In order to accomplish the removal in 10 years, the City will devote approximately \$150,000 per year to improvements, beginning with the 2017-2018 fiscal year.

Based on the prioritization of conditions completed in Section 4.1, above, initial efforts will target the removal of high severity conditions throughout the City. The City may also determine that the removal of some medium and low priority conditions should be addressed concurrently with nearby high priority conditions, due to proximity and cost effectiveness. Medium and low priority conditions will be addressed after high priority projects are completed.

Improvements will be accomplished by City crews in cases where minor, low-cost improvements can be made. These cases may include removal of vegetation and manmade obstructions, installation of detectable warning surfaces on ramps, and removal and replacement of short, severely cracked sidewalk segments. In other cases, the City may require assistance in the design and construction of more substantial improvements in locations where significant conditions exist. When possible, projects will be coordinated and combined with other proposed improvement projects which necessitate construction within public right-of-way.

Priority will also be given to reviewing public comments and complaints received through the City's official grievance procedure included in Appendix A of this report. In situations where these cases are determined to be urgent, the City will prioritize related improvements. In other situations where these cases reveal a non-urgent need, the City will assign a severity level to each case and the condition will be added to the list of future improvements to be made.

## **5.2 Requirements for New Construction and Alterations**

Since new construction will certainly occur within the City and existing pedestrian facilities will continue to age, it is possible for new ADA conditions to be discovered. To minimize newly constructed ADA conditions, a review of Mountain Brook's subdivision regulations was undertaken to see if clear guidance on ADA compliance is currently provided for proposed construction. As a result, and in order to ensure future ADA compliance and reduce the need for future remedial action, the following modifications are recommended:

- 1) In section 5.2.1.2, the slope for sidewalks is called out to be a minimum  $\frac{1}{4}$ " per foot, which is 2.08%. This should be changed to 1% recommended and 2% maximum. It also should be clarified that this is the sidewalk cross slope, as opposed to the running slope.
- 2) Similarly in section 5.2.3.2, the slope requirement should be changed from  $\frac{1}{4}$ " per foot to 1% recommended and 2% maximum. It should also be clarified that this is the sidewalk cross slope as opposed to running slope.

# **Appendix A**

## **ADA Grievance Form & Grievance Procedure**

**CITY OF MOUNTAIN BROOK**  
**ADA/Rehab Act Grievance Form**  
**See Section 2-327, Code of the City of Mountain Brook**

<b>SECTION 1: COMPLAINANT INFORMATION</b>		
Name of Complainant	Telephone Number (including area code)	
Mailing Address		
City	State	Zip
Person Preparing Complaint (if different from Complainant)	Relationship to Complainant (if difference from Complainant)	
<b>SECTION 2: GRIEVANCE INFORMATION</b>		
Alleged Violation Date(s)		
Alleged Violation Time(s)		
Location of Your Grievance		
Description of Alleged Violation (attach additional pages if necessary)		
Requested Remedy for Violation (attach additional pages if necessary)		
Has Your Grievance Been Filed With a State or Federal Agency?		
<input type="checkbox"/> YES <input type="checkbox"/> NO		
Name of Agency	Date Filed	Contact Person
Other Comments		
<b>SECTION 3: SIGNATURE</b>		
Signature		Date

Upon request, reasonable accommodation will be provided in completing this form. The completed form should be submitted to the City Clerk.

**ORDINANCE NO. 1953**

**AN ORDINANCE AMENDING CHAPTER 2, ARTICLE VI OF THE CITY CODE –  
DISABILITY DISCRIMINATION GRIEVANCE PROCEDURE**

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**BE IT ORDAINED** by the City Council of the City of Mountain Brook, Alabama, that Chapter 2, Article VI of the City Code is hereby amended as follows:

**1. “ARTICLE VI. – DISABILITY DISCRIMINATION GRIEVANCE PROCEDURE**

Sec. 2-324. – Procedure adopted; intent.

In the implementation of the Americans with Disabilities Act and the Rehabilitation Act, the city does hereby adopt the grievance procedure outlined in this article to ensure that prompt and equitable review is accomplished concerning complaints alleging handicapped discrimination. It is the intent of this article to incorporate appropriate due process standards, and to provide procedures for the local resolution of disability discrimination complaints filed by any member of the community, whether an employee or not.

Sec. 2-325. – Compliance with the Americans with Disabilities Act and the Rehabilitation Act.

It shall be the policy of the city to comply with the Americans with Disabilities Act and the Rehabilitation Act, which relate to discrimination on the basis of disability.

Sec. 2-326. – Policy regarding discrimination in city programs, employment, etc.

The city shall not discriminate on the basis of disability in admissions to or access to its services, programs, or activities. The city will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all of its programs, services, and activities.

Sec. 2-327. – Procedure for filing and determining complaints.

Any person having a complaint concerning disability discrimination should follow the following procedure:

(1) Unless an alternative means of communication is needed to accommodate a disability as provided below, the complaint shall be reduced to writing by the person making the complaint on the form provided by the city clerk and shall be filed in the office of the city clerk no later than five days after occurrence of the incident. The city clerk shall have 45 days from receipt of the complaint within which to file, after investigation, an answer with the person initially filing the complaint.

(2) If the complainant is dissatisfied with the answer of the city clerk, said person may appeal the decision of the city clerk to the city manager. This appeal must be filed with the city clerk within 30 days from receipt of the decision of the city clerk.

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(3) The city manager shall have 30 days within which to investigate and make a decision in writing to the complainant. This 30-day period shall be from the date the appeal was filed. A written decision shall be made by the city manager to the complainant within the 30-day period.

(4) If the complainant is dissatisfied with the decision of the city manager, the complainant shall, within 15 days, file an appeal with the city manager, which said appeal shall be to the city council. The person filing the complaint shall be given the opportunity to explain his position to the council prior to the council's decision.

(5) The city council shall have 30 days from receipt of the appeal within which to render its decision, which decision shall be final and binding.

(6) Alternative means of communication in the above grievance process may be utilized with or made available to persons with disabilities upon request (e.g. personal interviews, tape recordings, large print, Braille, or audio tape).

Sec. 2-328. – Responsibilities of city clerk.

(a) The city does hereby designate the city clerk to be responsible to coordinate efforts to comply with the Americans with Disabilities Act and the Rehabilitation Act. The city clerk may be contacted at City of Mountain Brook, 56 Church Street, Mountain Brook, AL 35213, (205) 802-3825, or through electronic mail (address available on the city's website).

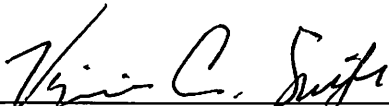
(b) The city clerk shall keep a record of all grievances concerning disability discrimination for at least three years.”

**2. Repealer.** All ordinances or parts of ordinances heretofore adopted by the City Council of the City of Mountain Brook, Alabama that are inconsistent with the provisions of this ordinance are hereby expressly repealed.


**3. Severability.** If any part, section or subdivision of this ordinance shall be held unconstitutional or invalid for any reason, such holding shall not be construed to invalidate or impair the remainder of this ordinance, which shall continue in full force and effect notwithstanding such holding.

**4. Effective Date.** This ordinance shall become effective immediately upon adoption and publication as provided by law.

**ADOPTED:** This 13th day of June, 2016.

  
\_\_\_\_\_  
Council President

**APPROVED:** This 13th day of June, 2016.

  
\_\_\_\_\_  
Mayor





**CITY OF MOUNTAIN BROOK**  
**ADA/Rehab Act Grievance Form**  
**See Section 2-327, Code of the City of Mountain Brook**

<b>SECTION 1: COMPLAINANT INFORMATION</b>		
Name of Complainant	Telephone Number (including area code)	
Mailing Address		
City	State	Zip
Person Preparing Complaint (if different from Complainant)	Relationship to Complainant (if difference from Complainant)	
<b>SECTION 2: GRIEVANCE INFORMATION</b>		
Alleged Violation Date(s)		
Alleged Violation Time(s)		
Location of Your Grievance		
Description of Alleged Violation (attach additional pages if necessary)		
Requested Remedy for Violation (attach additional pages if necessary)		
Has Your Grievance Been Filed With a State or Federal Agency? <input type="checkbox"/> YES <input type="checkbox"/> NO		
Name of Agency	Date Filed	Contact Person
Other Comments		
<b>SECTION 3: SIGNATURE</b>		
Signature		Date







Upon request, reasonable accommodation will be provided in completing this form. The completed form should be submitted to the City Clerk.

## **Appendix B**



### **Maps of Existing Pedestrian Elements**

# Legend

## Ramp (By Type)

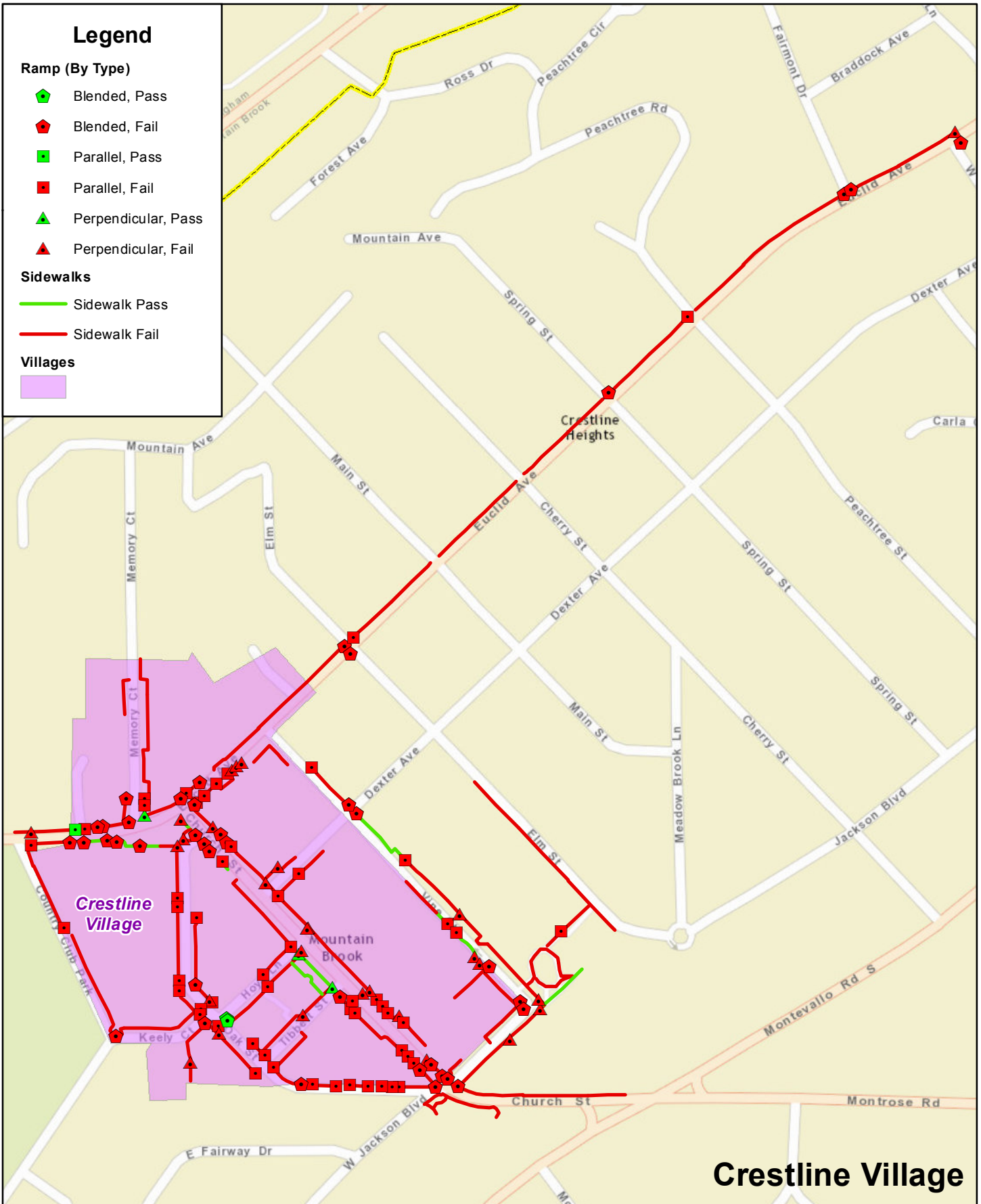
-  Blended, Pass
-  Blended, Fail
-  Parallel, Pass
-  Parallel, Fail
-  Perpendicular, Pass
-  Perpendicular, Fail

## Sidewalks

-  Sidewalk Pass
-  Sidewalk Fail

## Villages












- 

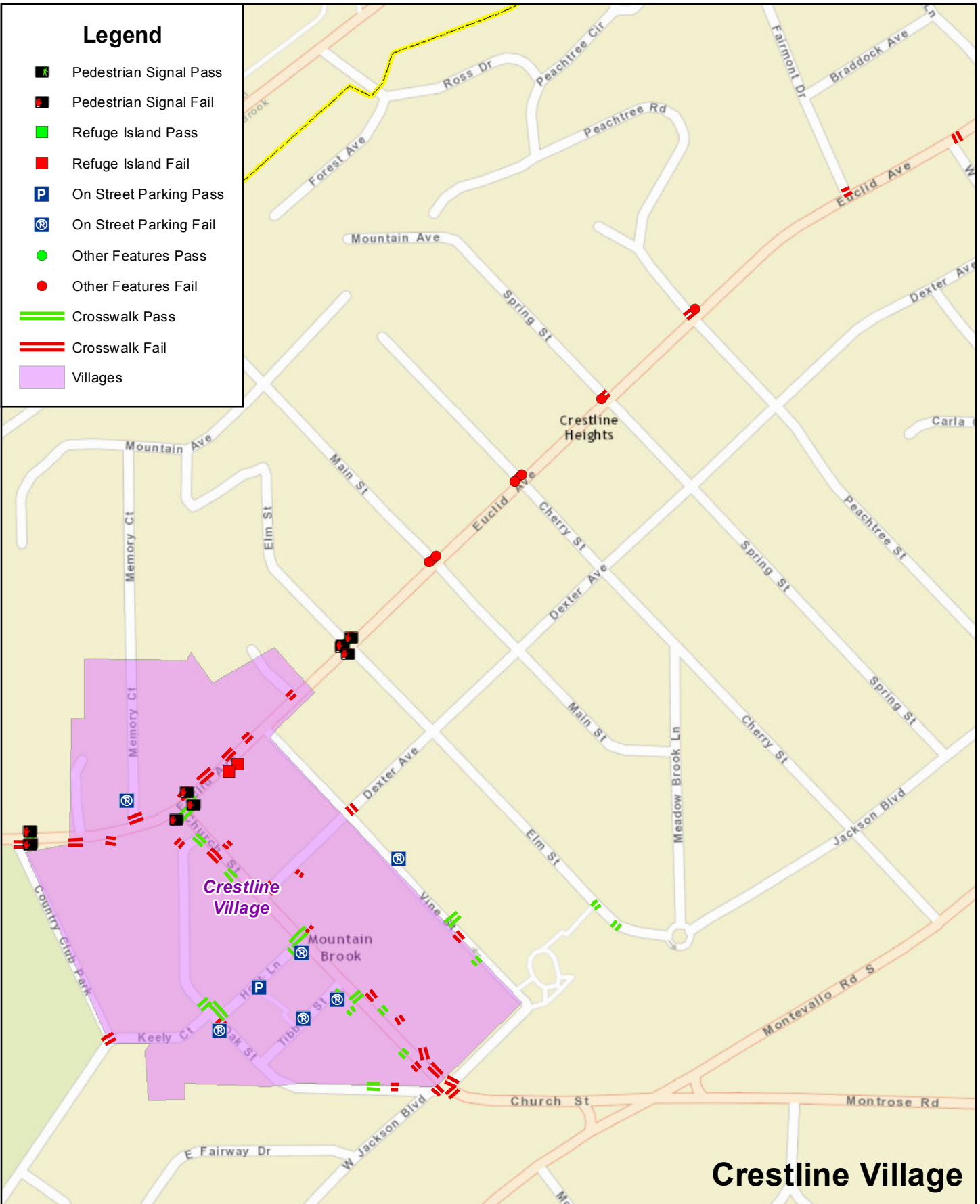


# Crestline Village



### Legend







-  Pedestrian Signal Pass
-  Pedestrian Signal Fail
-  Refuge Island Pass
-  Refuge Island Fail
-  On Street Parking Pass
-  On Street Parking Fail
-  Other Features Pass
-  Other Features Fail
-  Crosswalk Pass
-  Crosswalk Fail
-  Villages





## Crestline Village

# Legend

## Ramp (By Type)

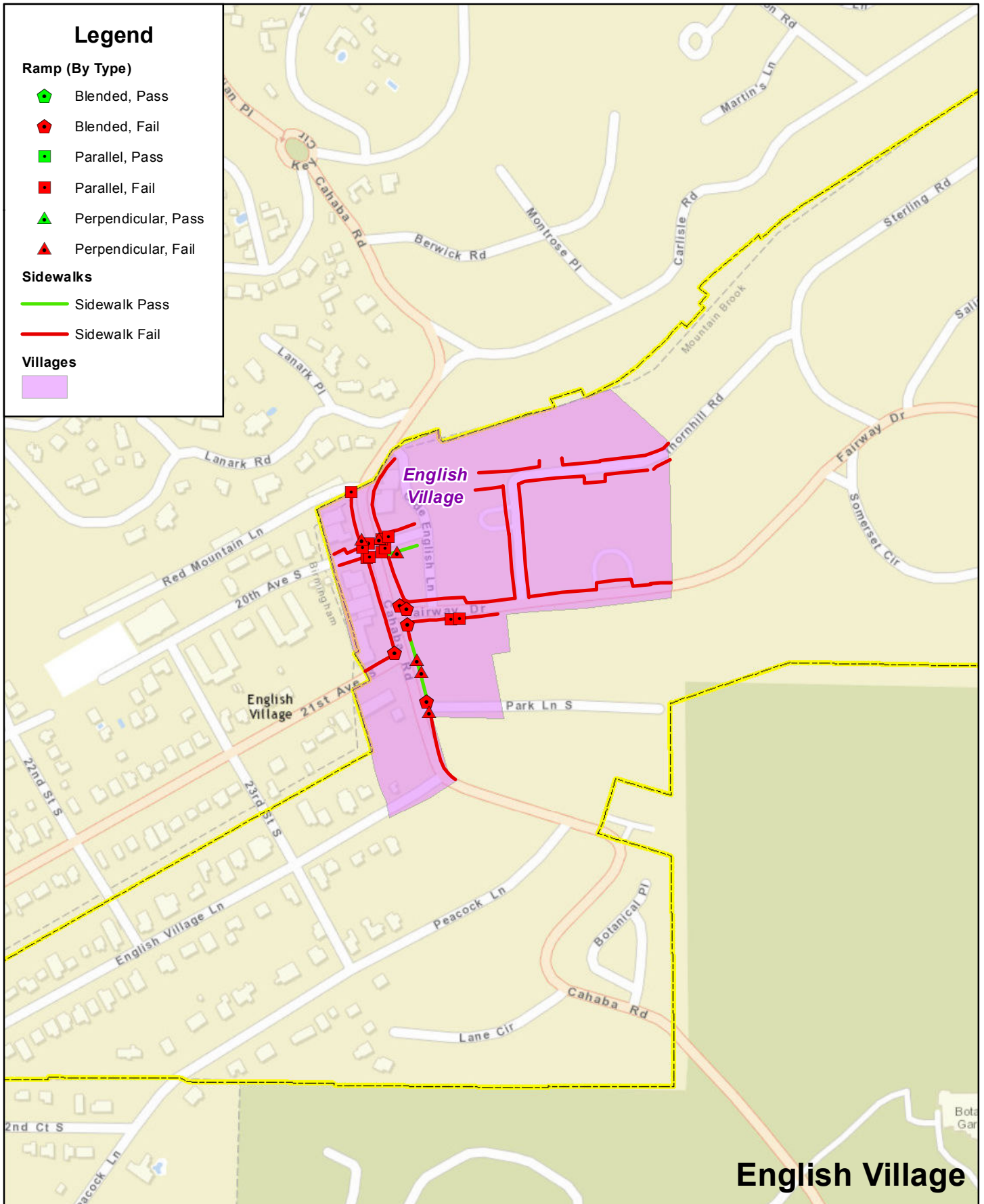
-  Blended, Pass
-  Blended, Fail
-  Parallel, Pass
-  Parallel, Fail
-  Perpendicular, Pass
-  Perpendicular, Fail

## Sidewalks

-  Sidewalk Pass
-  Sidewalk Fail

## Villages









- 

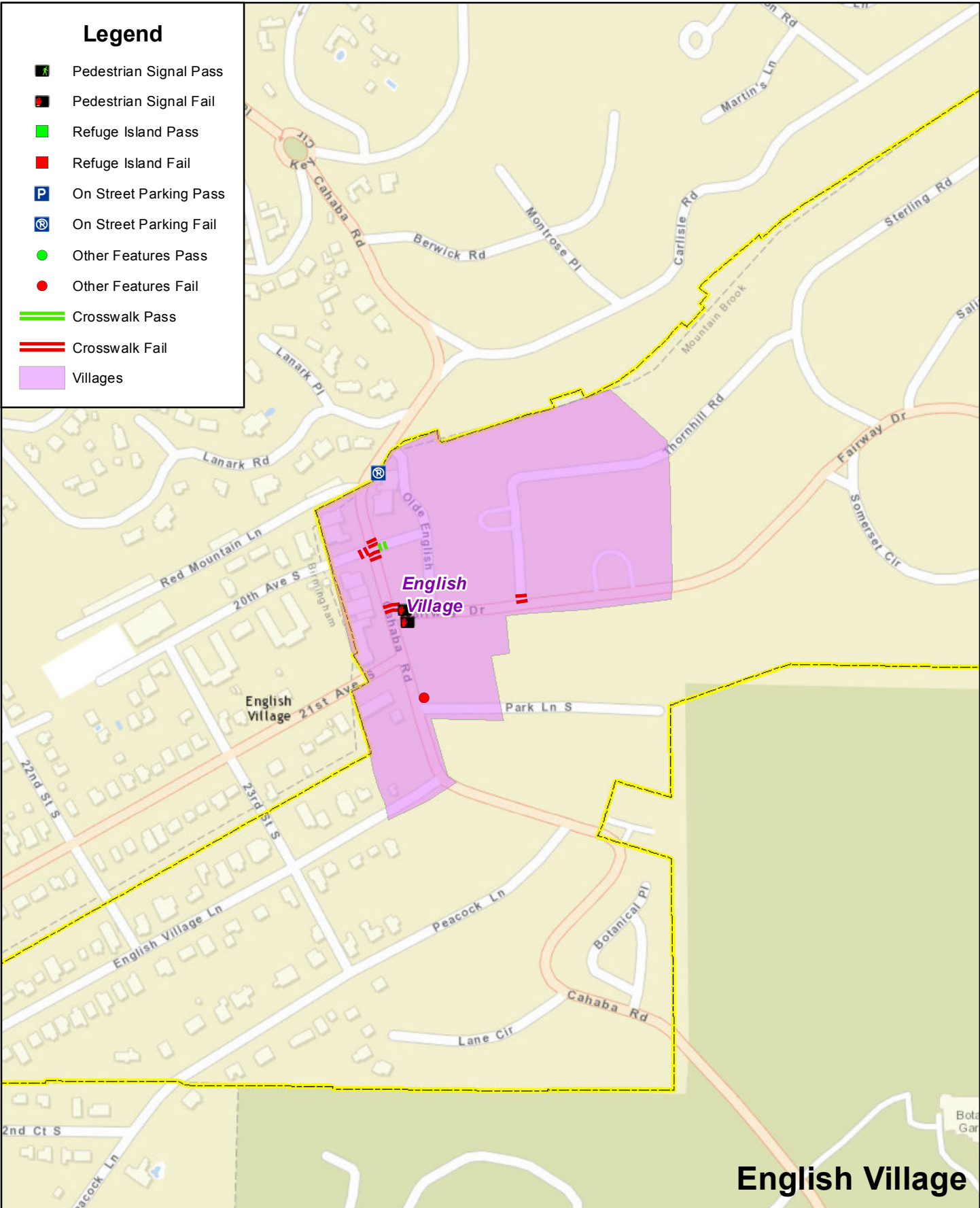


# English Village



### Legend

-  Pedestrian Signal Pass
-  Pedestrian Signal Fail
-  Refuge Island Pass
-  Refuge Island Fail
-  On Street Parking Pass
-  On Street Parking Fail
-  Other Features Pass
-  Other Features Fail
-  Crosswalk Pass
-  Crosswalk Fail
-  Villages









## English Village





# Legend

## Ramp (By Type)

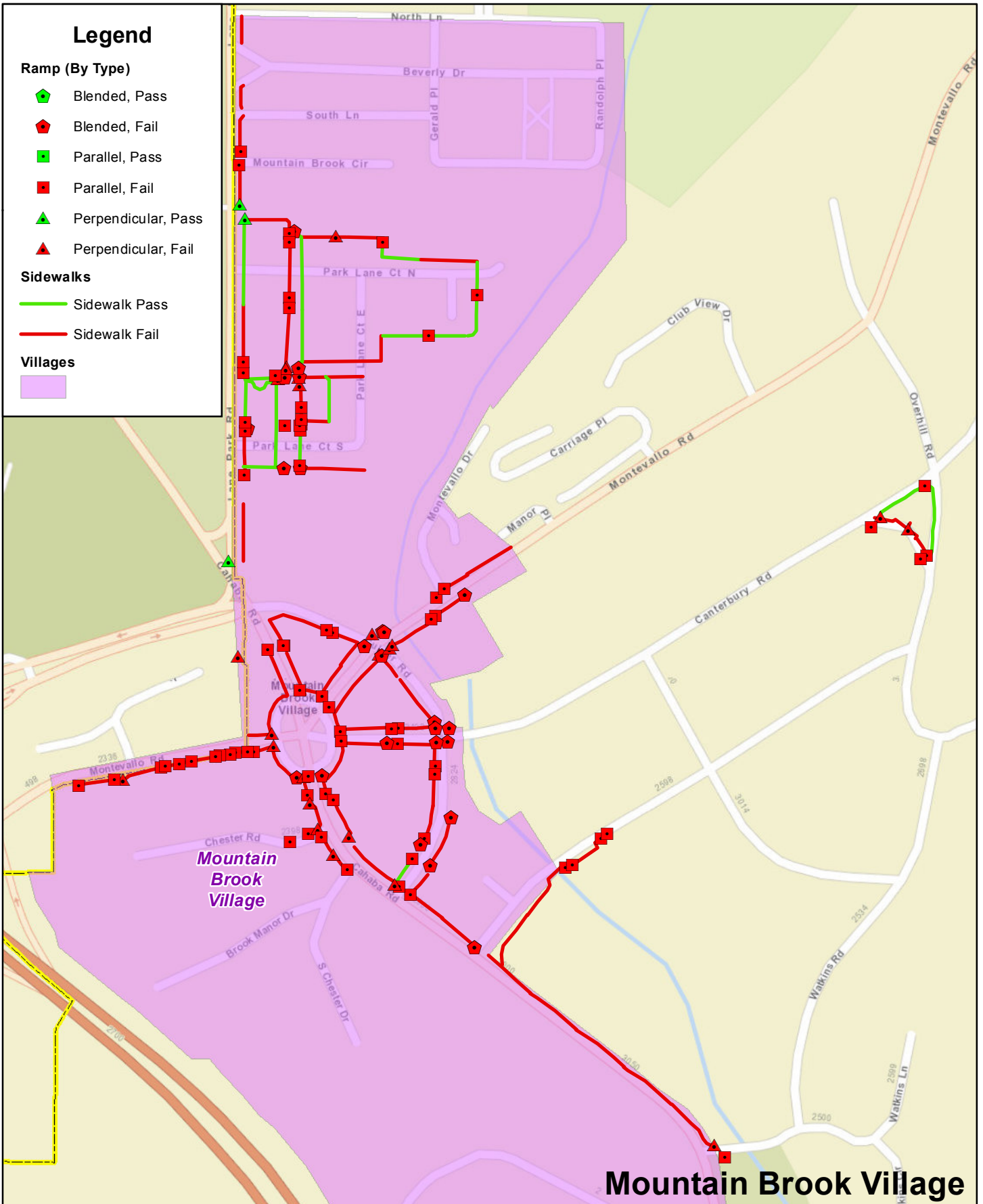
-  Blended, Pass
-  Blended, Fail
-  Parallel, Pass
-  Parallel, Fail
-  Perpendicular, Pass
-  Perpendicular, Fail

## Sidewalks

-  Sidewalk Pass
-  Sidewalk Fail

## Villages

- 

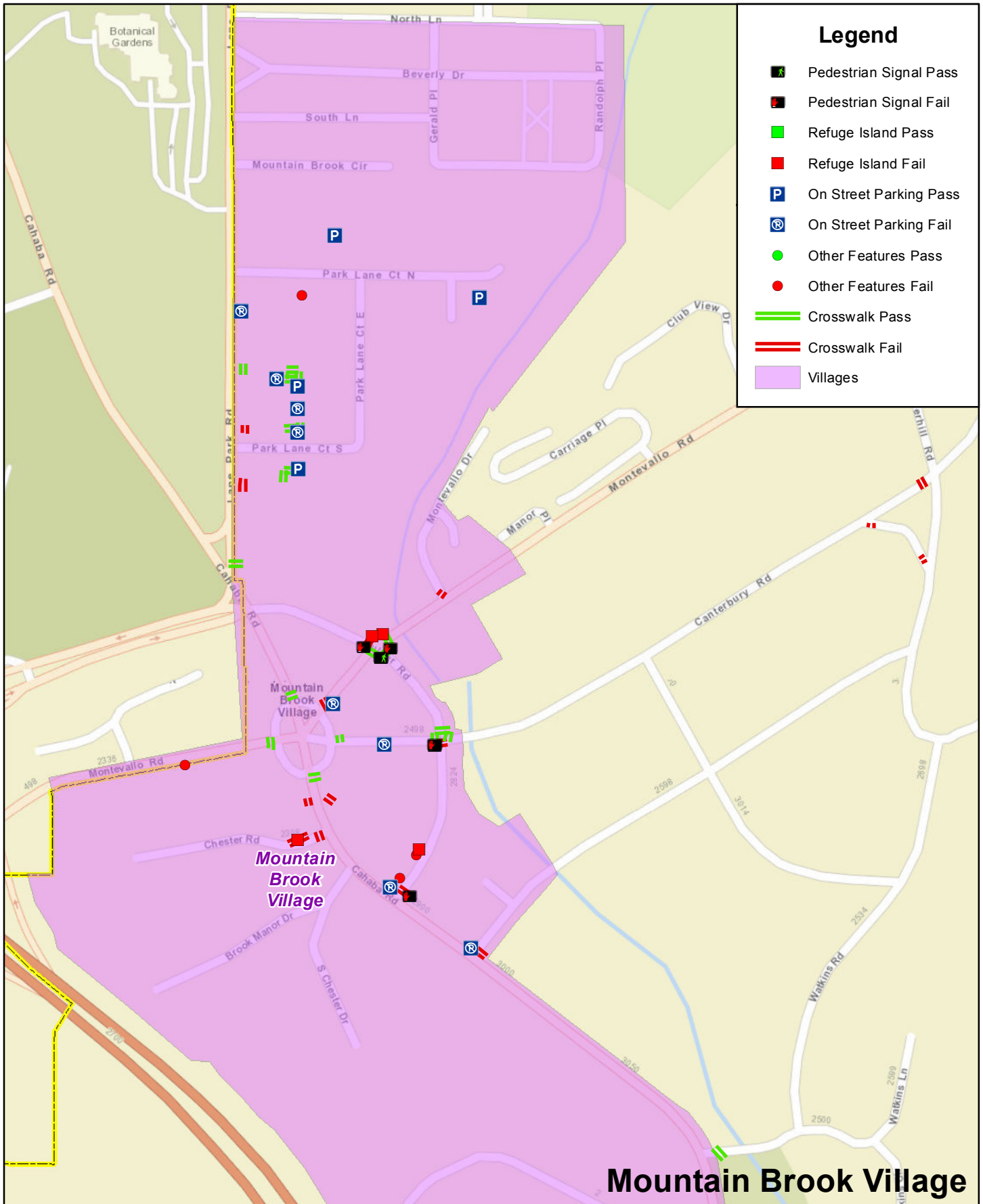


# Mountain Brook Village












## Appendix B.3 - Existing Pedestrian Elements (1 of 2)

Transition Plan for ADA Compliance  
Mountain Brook, Alabama





### Legend







-  Pedestrian Signal Pass
-  Pedestrian Signal Fail
-  Refuge Island Pass
-  Refuge Island Fail
-  On Street Parking Pass
-  On Street Parking Fail
-  Other Features Pass
-  Other Features Fail
-  Crosswalk Pass
-  Crosswalk Fail
-  Villages

## Mountain Brook Village



### Appendix B.3 - Existing Pedestrian Elements (2 of 2)

### Legend

#### Ramp (By Type)

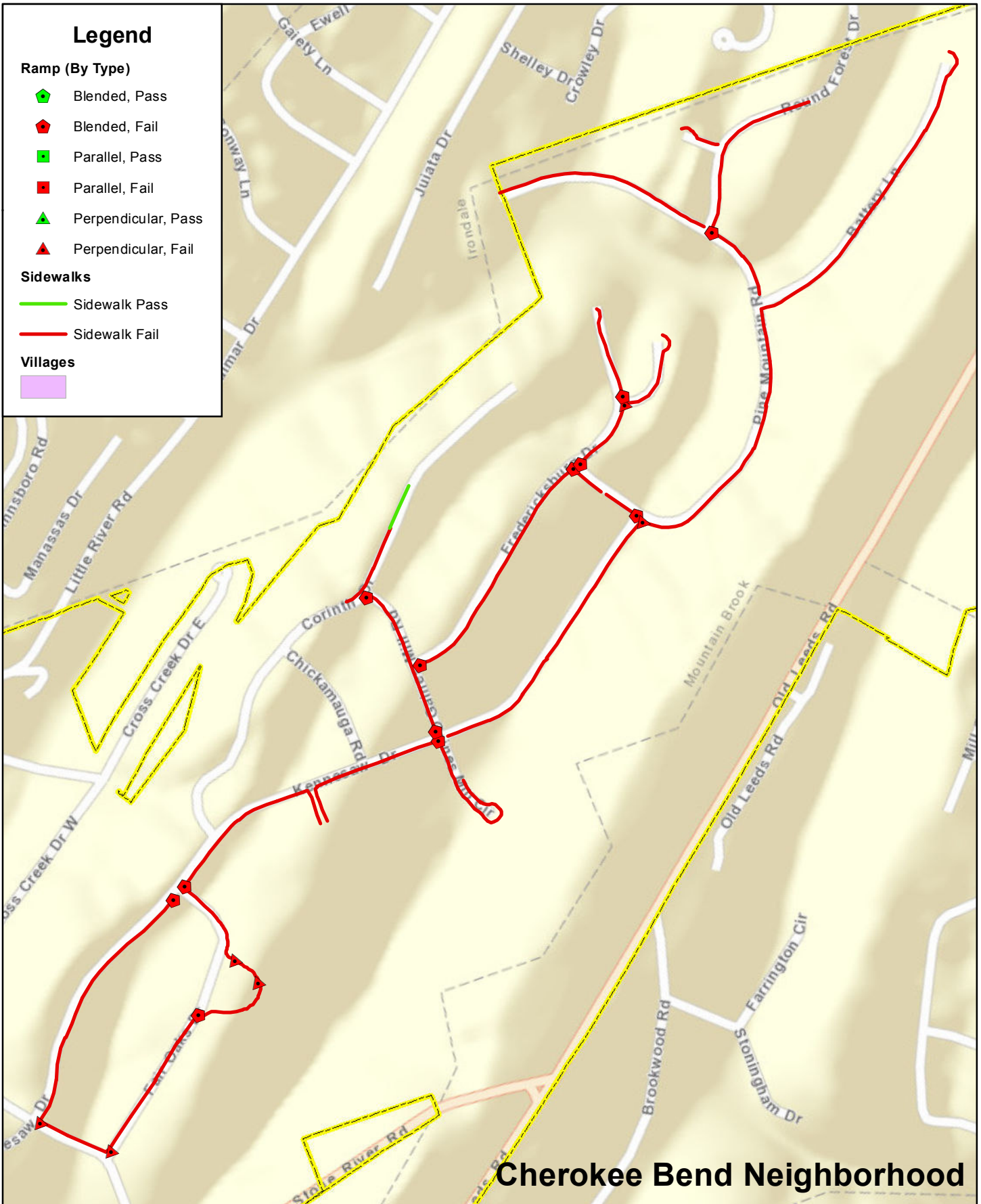
-  Blended, Pass
-  Blended, Fail
-  Parallel, Pass
-  Parallel, Fail
-  Perpendicular, Pass
-  Perpendicular, Fail

#### Sidewalks

-  Sidewalk Pass
-  Sidewalk Fail

#### Villages

- 



## Cherokee Bend Neighborhood











Appendix B.4 - Existing Pedestrian Elements (1 of 2)

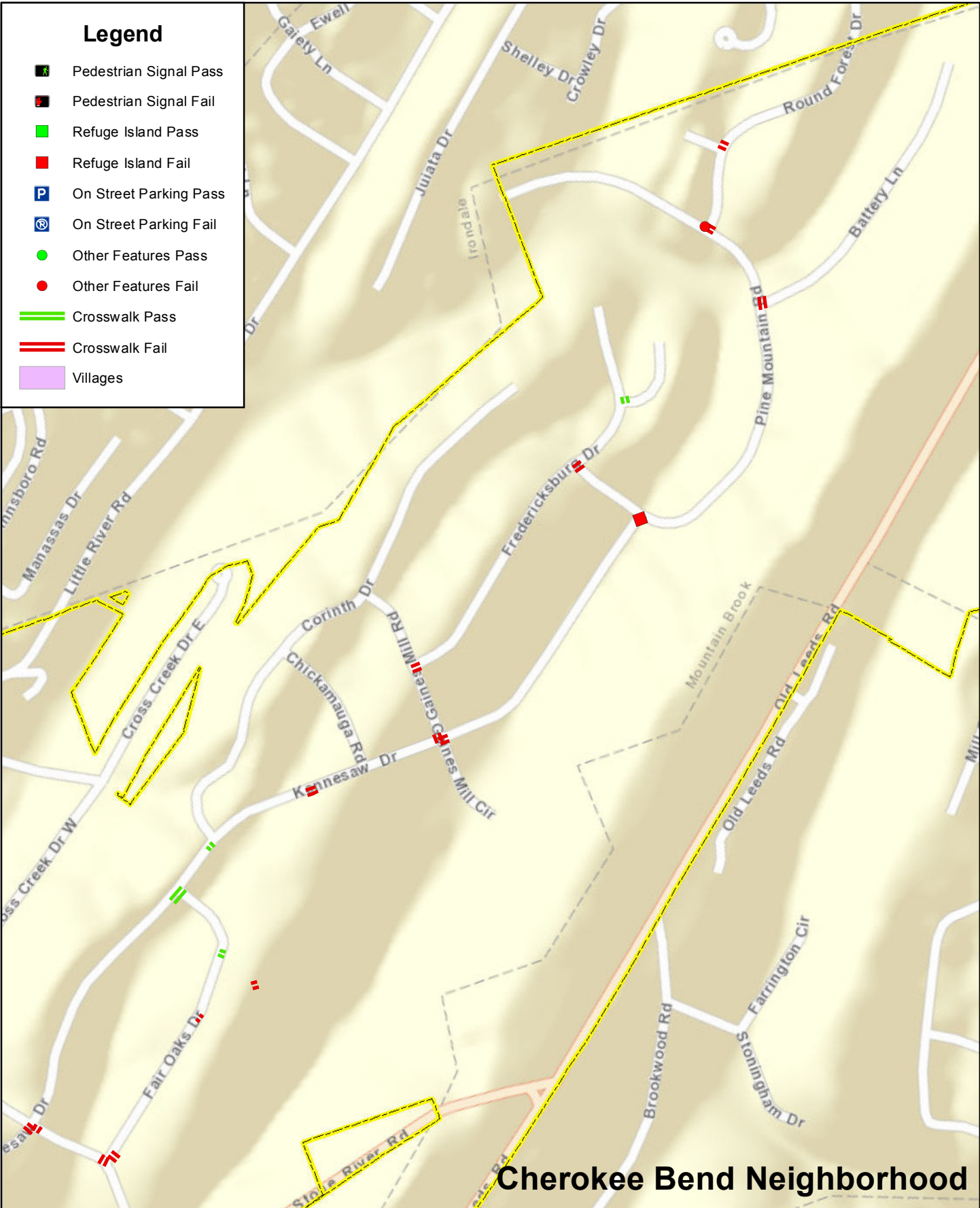
Transition Plan for ADA Compliance  
Mountain Brook, Alabama



1 in = 600 ft

### Legend

-  Pedestrian Signal Pass
-  Pedestrian Signal Fail
-  Refuge Island Pass
-  Refuge Island Fail
-  On Street Parking Pass
-  On Street Parking Fail
-  Other Features Pass
-  Other Features Fail
-  Crosswalk Pass
-  Crosswalk Fail
-  Villages



## Cherokee Bend Neighborhood

### Appendix B.4 - Existing Pedestrian Elements (2 of 2)







Transition Plan for ADA Compliance  
Mountain Brook, Alabama





1 in = 600 ft

# Legend

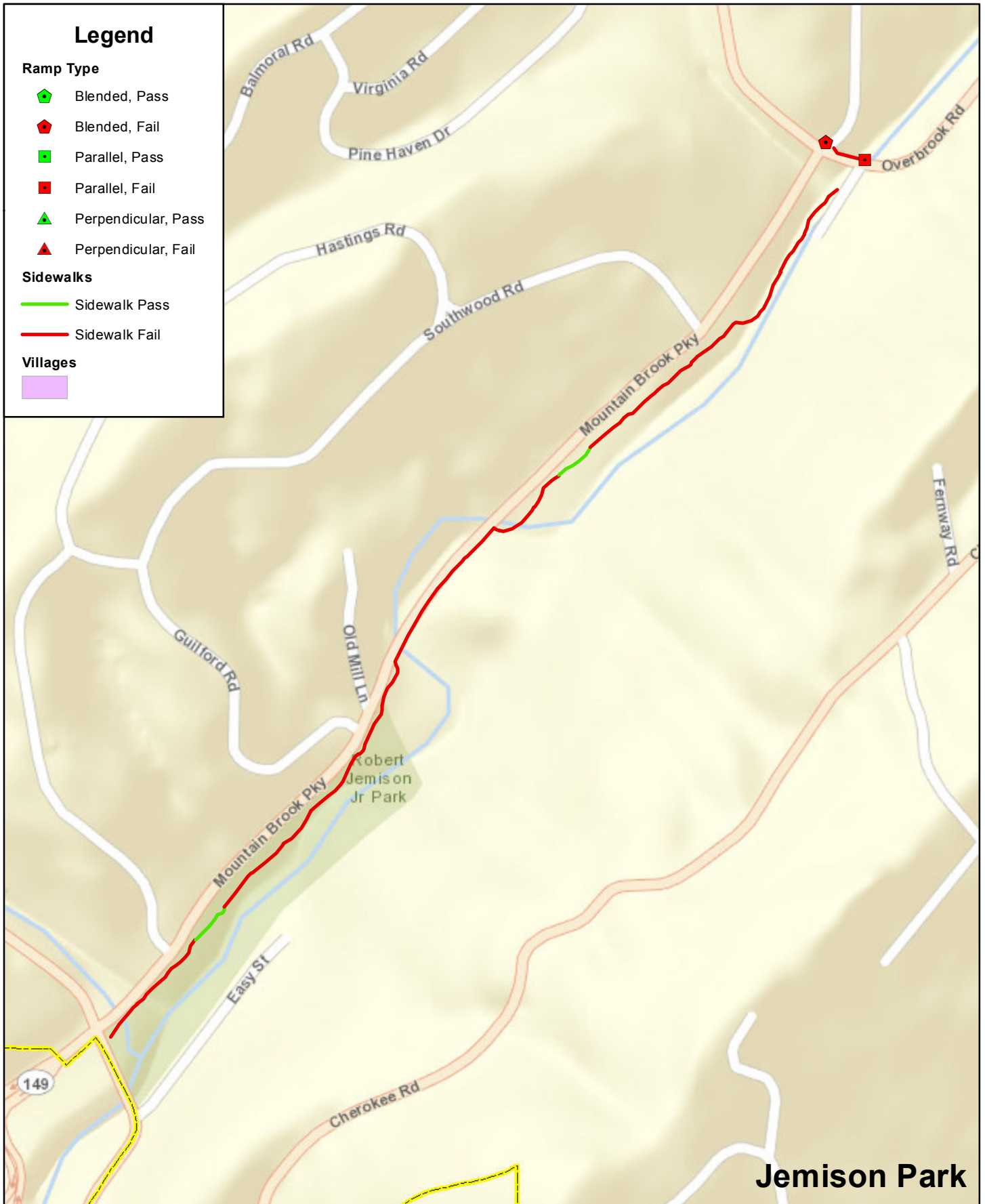
## Ramp Type

-  Blended, Pass
-  Blended, Fail
-  Parallel, Pass
-  Parallel, Fail
-  Perpendicular, Pass
-  Perpendicular, Fail

## Sidewalks

-  Sidewalk Pass
-  Sidewalk Fail












## Villages

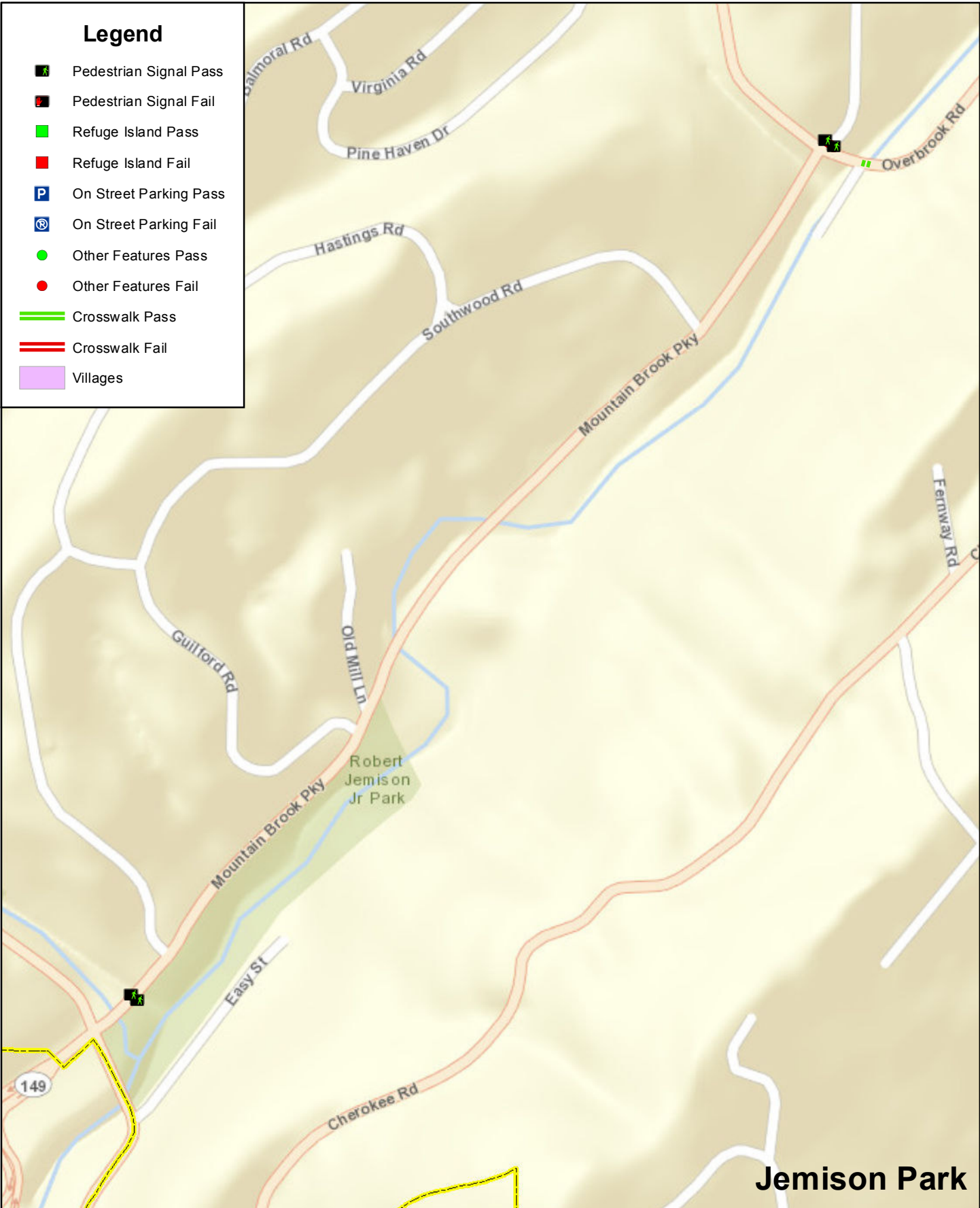


# Jemison Park



### Legend

-  Pedestrian Signal Pass
-  Pedestrian Signal Fail
-  Refuge Island Pass
-  Refuge Island Fail
-  On Street Parking Pass
-  On Street Parking Fail
-  Other Features Pass
-  Other Features Fail
-  Crosswalk Pass
-  Crosswalk Fail
-  Villages









## Jemison Park





# Legend

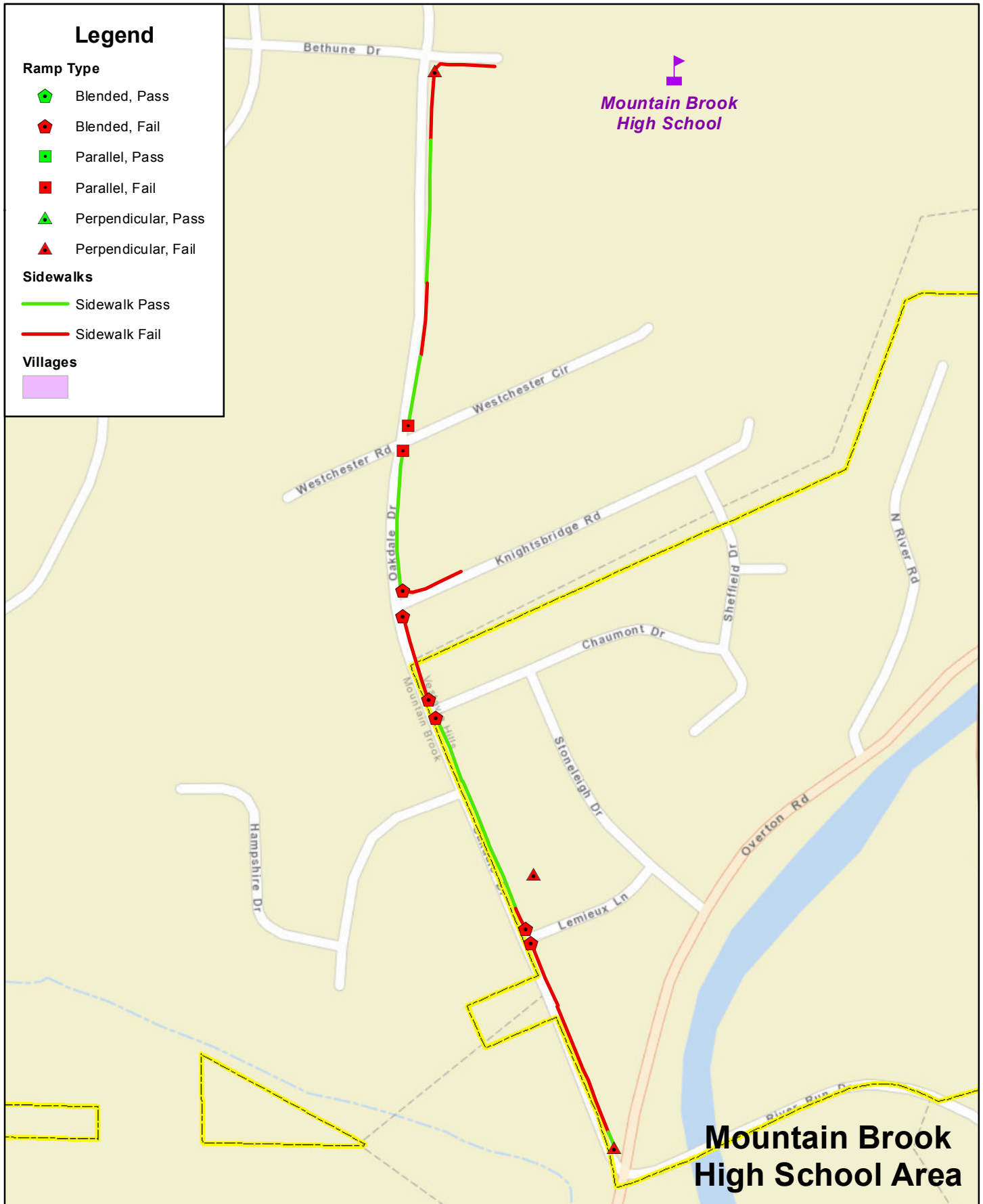
## Ramp Type

-  Blended, Pass
-  Blended, Fail
-  Parallel, Pass
-  Parallel, Fail
-  Perpendicular, Pass
-  Perpendicular, Fail

## Sidewalks









-  Sidewalk Pass
-  Sidewalk Fail

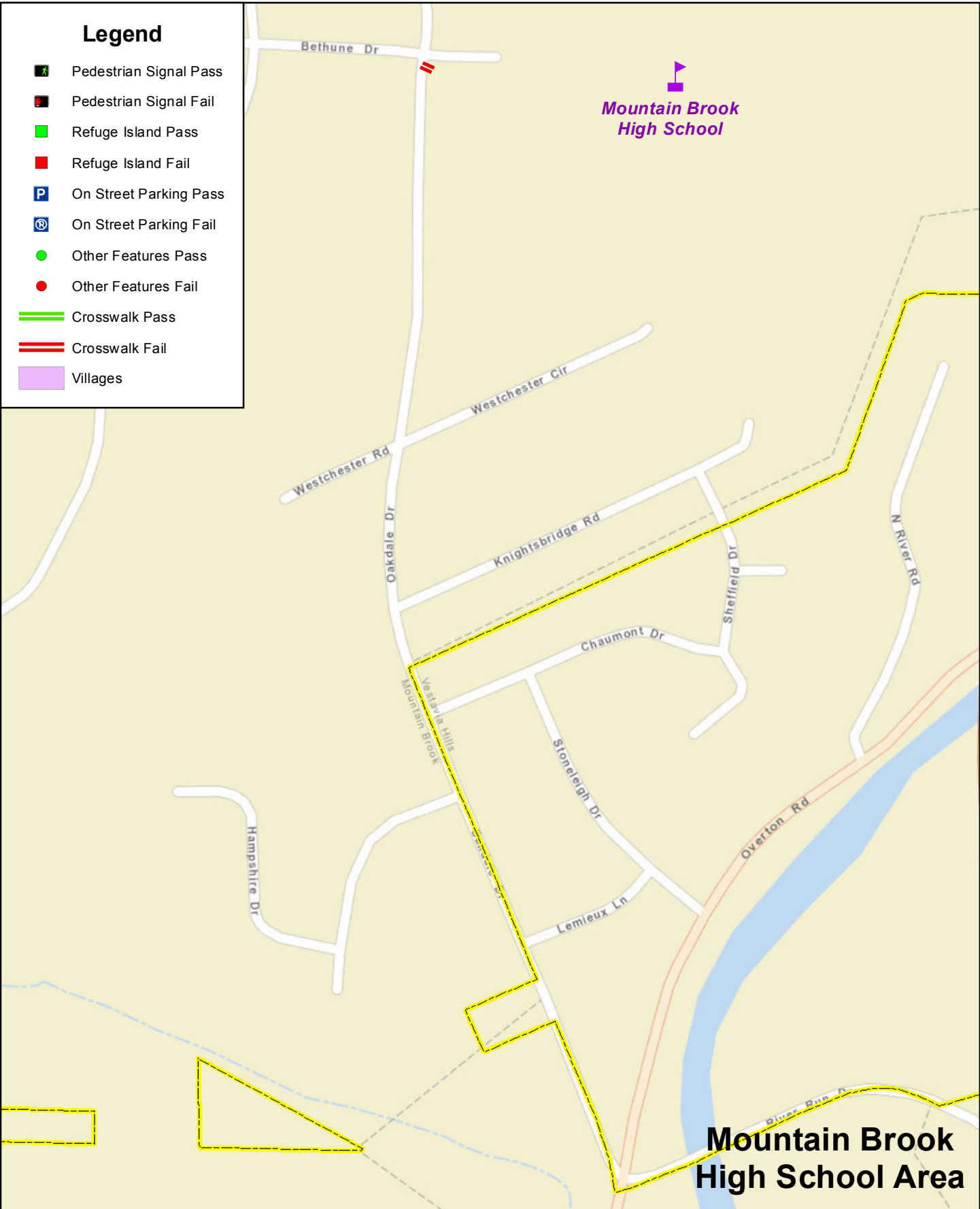
## Villages



# Mountain Brook High School Area

### Legend

-  Pedestrian Signal Pass
-  Pedestrian Signal Fail
-  Refuge Island Pass
-  Refuge Island Fail
-  On Street Parking Pass
-  On Street Parking Fail
-  Other Features Pass
-  Other Features Fail
-  Crosswalk Pass
-  Crosswalk Fail
-  Villages



## Mountain Brook High School Area

# **Appendix C**

## **Detailed Inventory of Existing Pedestrian Elements**



**CROSS WALKS**

ID	Street Name	Condition	Width (ft); Min 6'	Cross Slope (%); Max 2%*	Running Slope (%); Max 5%	Severity	Longitude	Latitude	Notes	Approx. Cost of Replacement/ Compliance	Cost of High Severity	Cost of Medium Severity	Cost of Low Severity
<b>CRESTLINE VILLAGE</b>													
1	Euclid Ave	FAIL	8.00	3.30	2.60	LOW	-86.75800	33.50313		\$ 13,000	\$ -	\$ -	\$ 13,000.00
2	Euclid Ave	FAIL	6.75	2.50	2.60	LOW	-86.75764	33.50314		\$ 13,000	\$ -	\$ -	\$ 13,000.00
3	Oak St	FAIL	8.00	2.10	2.80	LOW	-86.75654	33.50159		\$ 13,000	\$ -	\$ -	\$ 13,000.00
4	Hoyt St	PASS	8.00	1.00	0.90	LOW	-86.75656	33.50169		\$ -	\$ -	\$ -	\$ -
5	Oak St	PASS	8.00	1.00	0.60	N/A	-86.75671	33.50175		\$ -	\$ -	\$ -	\$ -
6	Oak St	FAIL	8.00	3.60	2.00	LOW	-86.75674	33.50163		\$ 13,000	\$ -	\$ -	\$ 13,000.00
7	Country Club Park	FAIL	8.25	2.30	2.40	LOW	-86.75695	33.50312		\$ 13,000	\$ -	\$ -	\$ 13,000.00
8	Church St	PASS	7.75	1.90	3.84	LOW	-86.75675	33.50314		\$ -	\$ -	\$ -	\$ -
9	Church St	FAIL	8.00	2.86	3.57	LOW	-86.75660	33.50301		\$ 13,000	\$ -	\$ -	\$ 13,000.00
11	Euclid Ave	FAIL	7.70	9.60	0.10	MEDIUM	-86.75854	33.50311		\$ 13,000	\$ -	\$ 13,000.00	\$ -
12	Euclid Ave	PASS	8.00	2.70	2.90	N/A	-86.75845	33.50316	signalized crossing	\$ -	\$ -	\$ -	\$ -
13	Euclid Ave	PASS	7.75	1.99	3.03	N/A	-86.75684	33.50350		\$ -	\$ -	\$ -	\$ -
14	Church St	PASS	7.75	0.40	3.50	LOW	-86.75517	33.50180		\$ -	\$ -	\$ -	\$ -
15	Church St	FAIL	7.00	6.98	2.86	MEDIUM	-86.75502	33.50181	drain grate in crosswalk	\$ 13,000	\$ -	\$ 13,000.00	\$ -
16	Church St	PASS	7.00	1.56	0.60	LOW	-86.75490	33.50169	markings starting to fade	\$ -	\$ -	\$ -	\$ -
17	Church St	FAIL	7.00	4.47	4.64	LOW	-86.75473	33.50161	crosswalk marking doesn't reach all the way to other side	\$ 13,000	\$ -	\$ -	\$ 13,000.00
18	Church St	FAIL	7.50	2.94	2.25	LOW	-86.75449	33.50132	large crack going through crosswalk	\$ 13,000	\$ -	\$ -	\$ 13,000.00
19	Church St	FAIL	7.75	2.51	2.25	LOW	-86.75438	33.50118		\$ 13,000	\$ -	\$ -	\$ 13,000.00
20	W Jackson Blvd	FAIL	8.00	1.90	4.56	LOW	-86.75422	33.50107	gutter grate in middle of crosswalk is not ADA-compliant; deteriorating pavement	\$ 13,000	\$ -	\$ -	\$ 13,000.00
21	Church St	FAIL	8.25	4.30	6.00	LOW	-86.75421	33.50099		\$ 13,000	\$ -	\$ -	\$ 13,000.00
22	Church St	PASS	7.75	1.40	2.30	N/A	-86.75470	33.50132		\$ -	\$ -	\$ -	\$ -
23	Church St	PASS	8.00	0.60	2.20	N/A	-86.75523	33.50168		\$ -	\$ -	\$ -	\$ -
24	Tibbett St	PASS	8.25	1.30	3.30	N/A	-86.75537	33.50183		\$ -	\$ -	\$ -	\$ -
25	Church St	PASS	8.25	1.50	1.20	N/A	-86.75580	33.50220		\$ -	\$ -	\$ -	\$ -
26	Church St	PASS	8.00	1.73	1.56	N/A	-86.75575	33.50232		\$ -	\$ -	\$ -	\$ -
27	Church St	PASS	7.50	0.69	4.64	N/A	-86.75643	33.50284		\$ -	\$ -	\$ -	\$ -
28	Memory Ct	FAIL	8.25	2.90	4.70	LOW	-86.75739	33.50333		\$ 13,000	\$ -	\$ -	\$ 13,000.00
29	Elm St	PASS	8.00	0.86	4.73	N/A	-86.75254	33.50239	missing patch of striping/deterioration crosswalk compliant but doesn't connect to ramp/sidewalk	\$ -	\$ -	\$ -	\$ -
30	Elm St	PASS	7.90	0.43	4.90	N/A	-86.75275	33.50257	large bump that follows lengthwise	\$ -	\$ -	\$ -	\$ -
31	Euclid Ave	FAIL	6.80	9.46	0.95	MEDIUM	-86.75581	33.50436	cracks	\$ 13,000	\$ -	\$ 13,000.00	\$ -
32	Euclid Ave	FAIL	7.00	6.98	0.43	MEDIUM	-86.75644	33.50386	deterioration	\$ 13,000	\$ -	\$ 13,000.00	\$ -
33	Euclid Ave	FAIL	7.00	5.60	2.00	MEDIUM	-86.75668	33.50368		\$ 13,000	\$ -	\$ 13,000.00	\$ -
60	Dan Watkins Dr	FAIL	7.75	2.77	3.84	LOW	-86.75768	33.50146		\$ 13,000	\$ -	\$ -	\$ 13,000.00
64	W Jackson Blvd	FAIL	8.00	4.70	0.70	LOW	-86.75436	33.50101	pavement not flush with curb, needs ramp	\$ 13,000	\$ -	\$ -	\$ 13,000.00
76	Euclid Ave	PASS	8.00	2.90	1.20	N/A	-86.75526	33.50473		\$ -	\$ -	\$ -	\$ -
77	Euclid Ave	PASS	7.50	3.10	2.30	N/A	-86.75524	33.50481	measurements taken from western side	\$ -	\$ -	\$ -	\$ -
78	Euclid Ave	FAIL	8.00	2.60	1.00	LOW	-86.75016	33.50858	grate noncompliant	\$ 13,000	\$ -	\$ 13,000.00	\$ -
79	Euclid Ave	FAIL	7.75	0.70	2.40	MEDIUM	-86.75175	33.50757		\$ 13,000	\$ -	\$ -	\$ -
80	Euclid Ave	FAIL	7.75	2.70	1.60	LOW	-86.75262	33.50687		\$ 13,000	\$ -	\$ -	\$ 13,000.00
81	Euclid Ave	FAIL	7.75	3.40	0.95	LOW	-86.75350	33.50619		\$ 13,000	\$ -	\$ -	\$ 13,000.00
82	Euclid Ave	FAIL	7.80	3.70	3.30	LOW	-86.75437	33.50550		\$ 13,000	\$ -	\$ -	\$ 13,000.00
98	Euclid Ave	PASS	7.75	1.40	2.70	N/A	-86.75689	33.50337		\$ -	\$ -	\$ -	\$ -
100	Church St	FAIL	8.00	1.04	1.22	MEDIUM	-86.75646	33.50310	pavement dips	\$ 13,000	\$ -	\$ 13,000.00	\$ -
101	Church St	FAIL	7.75	2.68	1.73	MEDIUM	-86.75603	33.50273		\$ 13,000	\$ -	\$ 13,000.00	\$ -
102	Dexter Ave	FAIL	6.25	0.43	10.16	MEDIUM	-86.75574	33.50285	leads to stairs	\$ 13,000	\$ -	\$ 13,000.00	\$ -
103	Church St	FAIL	7.75	1.99	4.20	LOW	-86.75564	33.50238	pole obstructs	\$ 13,000	\$ -	\$ -	\$ 13,000.00
105	Vine St	PASS	6.75	0.69	3.03	N/A	-86.75419	33.50245		\$ -	\$ -	\$ -	\$ -
106	Vine St	PASS	6.30	1.73	1.99	N/A	-86.75396	33.50210		\$ -	\$ -	\$ -	\$ -
107	Vine St	FAIL	8.00	2.94	0.34	LOW	-86.75413	33.50230		\$ 13,000	\$ -	\$ -	\$ 13,000.00
108	Euclid Ave	FAIL	5.30	7.80	0.65	MEDIUM	-86.75691	33.50351		\$ 13,000	\$ -	\$ 13,000.00	\$ -
109	Vine St	FAIL	7.00	2.86	6.20	MEDIUM	-86.75521	33.50339	gap in crosswalk	\$ 13,000	\$ -	\$ 13,000.00	\$ -
110	Euclid Ave	FAIL	6.50	12.63	2.94	HIGH	-86.75626	33.50400	Crosswalk marking ends half way	\$ 13,000	\$ 13,000.00	\$ -	\$ -

**CROSS WALKS**

ID	Street Name	Condition	Width (ft); Min 6'	Cross Slope (%); Max 2%*	Running Slope (%); Max 5%	Severity	Longitude	Latitude	Notes	Approx. Cost of Replacement/ Compliance	Cost of High Severity	Cost of Medium Severity	Cost of Low Severity
111	Church St	FAIL	7.80	6.60	1.70	LOW	-86.75457	33.50121		\$ 13,000	\$ -	\$ -	\$ 13,000.00
112	Oak St	FAIL	6.50	2.50	2.40	LOW	-86.75479	33.50104		\$ 13,000	\$ -	\$ -	\$ 13,000.00
113	Euclid Ave	PASS	8.25	2.50	2.10	N/A	-86.74904	33.50904	midblock crossing	\$ -	\$ -	\$ -	\$ -
<b>ENGLISH VILLAGE</b>													
34	Cahaba Rd	FAIL	7.80	3.50	1.90	LOW	-86.78156	33.49520		\$ 13,000	\$ -	\$ -	\$ 13,000.00
35	20th Ave S	PASS	7.80	1.40	3.40	N/A	-86.78146	33.49518		\$ -	\$ -	\$ -	\$ -
36	20th Ave S	FAIL	7.75	0.52	7.33	LOW	-86.78164	33.49512		\$ 13,000	\$ -	\$ -	\$ 13,000.00
37	Cahaba Rd	FAIL	7.75	7.85	3.32	LOW	-86.78153	33.49510		\$ 13,000	\$ -	\$ -	\$ 13,000.00
38	Cahaba Rd	FAIL	8.00	3.39	7.16	LOW	-86.78137	33.49466	signalized crossing	\$ 13,000	\$ -	\$ -	\$ 13,000.00
39	Fairway Dr	FAIL	8.00	5.94	4.11	LOW	-86.78123	33.49457	signalized crossing	\$ 13,000	\$ -	\$ -	\$ 13,000.00
57	Thornhill Rd	FAIL	7.00	2.86	0.17	LOW	-86.78006	33.49473		\$ 13,000	\$ -	\$ -	\$ 13,000.00
<b>MOUNTAIN BROOK VILLAGE</b>													
45	Culver Rd	PASS	9.00	1.80	1.40	N/A	-86.77274	33.48459	faded	\$ -	\$ -	\$ -	\$ -
46	Montevallo Rd	PASS	7.75	2.50	2.80	N/A	-86.77262	33.48454	signalized crossing	\$ -	\$ -	\$ -	\$ -
47	Montevallo Rd	PASS	9.00	3.50	3.80	N/A	-86.77279	33.48442	signalized crossing	\$ -	\$ -	\$ -	\$ -
48	Culver Rd	FAIL	9.00	0.92	0.93	LOW	-86.77283	33.48452	Non-compliant grate, vertical gap and sewer holes in path	\$ 13,000	\$ -	\$ -	\$ 13,000.00
51	Culver Rd	PASS	8.80	3.40	1.01	N/A	-86.77266	33.48440	pavement deterioration	\$ -	\$ -	\$ -	\$ -
52	Culver Rd	PASS	8.30	0.69	0.86	N/A	-86.77201	33.48367	pavement deterioration	\$ -	\$ -	\$ -	\$ -
53	Canterbury Rd	PASS	8.50	0.34	0.00	N/A	-86.77210	33.48360	cracks	\$ -	\$ -	\$ -	\$ -
54	Culver Rd	FAIL	8.75	5.25	3.03	LOW	-86.77201	33.48355	cracks	\$ 13,000	\$ -	\$ -	\$ 13,000.00
55	Canterbury Rd	PASS	8.50	1.56	2.68	N/A	-86.77194	33.48362	cracks cause gaps	\$ -	\$ -	\$ -	\$ -
56	Montevallo Rd	FAIL	8.00	2.20	0.20	LOW	-86.77333	33.48393	several cracks > 0.5 in; midblock crossing	\$ 13,000	\$ -	\$ -	\$ 13,000.00
58	Cahaba Rd	PASS	8.50	1.80	3.10	N/A	-86.77372	33.48402	Fading paint; midblock crossing	\$ -	\$ -	\$ -	\$ -
59	Canterbury Rd	PASS	8.00	2.77	1.73	N/A	-86.77317	33.48360	cracks/ pavement deterioration; midblock crossing	\$ -	\$ -	\$ -	\$ -
61	crosses Culver Rd	FAIL	8.10	2.90	0.60	LOW	-86.77245	33.48214		\$ 13,000	\$ -	\$ -	\$ 13,000.00
62	Oak St	PASS	8.00	0.90	2.10	LOW	-86.75501	33.50104		\$ -	\$ -	\$ -	\$ -
63	Cahaba Rd	FAIL	7.25	0.69	3.30	LOW	-86.77329	33.48303	deterioration/ cracks/ holes > 0.5 in	\$ 13,000	\$ -	\$ -	\$ 13,000.00
65	Montevallo Rd	PASS	8.00	0.50	4.90	N/A	-86.77396	33.48357	paint stripe is worn; midblock crossing	\$ -	\$ -	\$ -	\$ -
66	crosses Cahaba Rd	PASS	8.30	1.90	1.30	N/A	-86.77346	33.48324	midblock crossing	\$ -	\$ -	\$ -	\$ -
67	parallel with Cahaba Rd	FAIL	7.25	4.40	1.48	LOW	-86.77354	33.48300	fading	\$ 13,000	\$ -	\$ -	\$ 13,000.00
68	crosses Chester Rd	FAIL	7.75	2.80	2.30	LOW	-86.77341	33.48268		\$ 13,000	\$ -	\$ -	\$ 13,000.00
70	across Montevallo Dr	FAIL	7.25	13.10	8.30	MEDIUM	-86.77201	33.48497	Road steep	\$ 13,000	\$ -	\$ 13,000.00	\$ -
71	Lane Park Rd	PASS	8.00	1.70	5.00	N/A	-86.77435	33.48527		\$ -	\$ -	\$ -	\$ -
72	crosses Heathermoor Rd	FAIL	8.00	4.60	2.60	LOW	-86.77159	33.48155		\$ 13,000	\$ -	\$ -	\$ 13,000.00
73	parallel with Lane Park Rd	FAIL	7.50	4.90	2.40	LOW	-86.77426	33.48602		\$ 13,000	\$ -	\$ -	\$ 13,000.00
74	parallel with Lane Park Rd	FAIL	7.50	6.90	0.53	LOW	-86.77423	33.48656		\$ 13,000	\$ -	\$ -	\$ 13,000.00
75	Lane Park Rd	PASS	7.50	0.20	3.30	N/A	-86.77424	33.48712		\$ -	\$ -	\$ -	\$ -
114	crosses Jemison Lane	PASS	7.00	0.00	0.20	N/A	-86.77379	33.48611		\$ -	\$ -	\$ -	\$ -
115	Jemison In	PASS	7.00	1.70	0.20	N/A	-86.77370	33.48616		\$ -	\$ -	\$ -	\$ -
116	Chester Rd	FAIL	4.50	6.00	0.82	LOW	-86.77371	33.48262	faded	\$ 13,000	\$ -	\$ -	\$ 13,000.00
117	parallel with Chester Rd	FAIL	5.10	4.20	2.20	LOW	-86.77359	33.48266		\$ 13,000	\$ -	\$ -	\$ 13,000.00
118	crosses Rele St	PASS	11.25	0.20	0.94	N/A	-86.77369	33.48656		\$ -	\$ -	\$ -	\$ -
119	parallel with Rele St	PASS	6.80	0.42	3.10	N/A	-86.77360	33.48659		\$ -	\$ -	\$ -	\$ -
120	Lane Park Development	PASS	7.00	1.33	0.19	N/A	-86.77370	33.48703		\$ -	\$ -	\$ -	\$ -
121	Lane Park Development	PASS	7.00	1.27	0.73	N/A	-86.77361	33.48707		\$ -	\$ -	\$ -	\$ -
122	Lane Park Development	PASS	7.00	1.38	0.70	N/A	-86.77369	33.48712		\$ -	\$ -	\$ -	\$ -
123	Lane Park Development	PASS	7.00	0.10	0.70	N/A	-86.77378	33.48707		\$ -	\$ -	\$ -	\$ -
138	Access Road	FAIL	8.00	7.40	4.50	LOW	-86.76712	33.48560		\$ 13,000	\$ -	\$ -	\$ 13,000.00
139	Canterbury Rd	FAIL	7.70	7.76	5.68	LOW	-86.76654	33.48600	pavement deterioration	\$ 13,000	\$ -	\$ -	\$ 13,000.00
140	Access Road	FAIL	8.00	4.30	1.30	LOW	-86.76653	33.48527		\$ 13,000	\$ -	\$ -	\$ 13,000.00
141	crosses Watkins Rd	PASS	7.75	1.38	1.82	N/A	-86.76890	33.47963		\$ -	\$ -	\$ -	\$ -
<b>CHEROKEE BEND</b>													
83	across Fair Oaks Dr	PASS	9.20	2.42	2.16	N/A	-86.71711	33.50998	doesn't lead to any curb ramps; midblock crossing	\$ -	\$ -	\$ -	\$ -
84	Fair Oaks Dr	FAIL	8.40	0.86	3.30	LOW	-86.71681	33.50946	vertical gaps / pavement not flush with curb ramp	\$ 13,000	\$ -	\$ -	\$ 13,000.00
85	Kennesaw Dr (parallel)	PASS	8.00	0.78	2.50	N/A	-86.71742	33.51086		\$ -	\$ -	\$ -	\$ -
86	Fair Oaks Dr (crosses)	FAIL	8.00	8.60	2.80	MEDIUM	-86.71776	33.50931		\$ 13,000	\$ -	\$ 13,000.00	\$ -

**CROSS WALKS**

ID	Street Name	Condition	Width (ft); Min 6'	Cross Slope (%); Max 2%*	Running Slope (%); Max 5%	Severity	Longitude	Latitude	Notes	Approx. Cost of Replacement/ Compliance	Cost of High Severity	Cost of Medium Severity	Cost of Low Severity	
87	Round Forest Dr (crosses)	FAIL	7.90	3.03	13.80	LOW	-86.70639	33.51641	steep road	\$ 13,000	\$ -	\$ -	\$ 13,000.00	
88	Round Forest Dr (crosses)	FAIL	8.00	12.27	8.20	LOW	-86.70576	33.51734	steep road	\$ 13,000	\$ -	\$ -	\$ 13,000.00	
89	Kennesaw Dr (parallel)	FAIL	8.00	4.99	10.94	MEDIUM	-86.71498	33.51151	doesn't connect to curb ramp	\$ 13,000	\$ -	\$ 13,000.00	\$ -	
91	Gaines Mill Rd (crosses)	FAIL	8.00	4.00	6.20	LOW	-86.71285	33.51251		\$ 13,000	\$ -	\$ -	\$ 13,000.00	
92	Gaines Mill Cir (crosses)	FAIL	8.00	7.76	6.38	MEDIUM	-86.71284	33.51153	doesn't connect to any curb ramps	\$ 13,000	\$ -	\$ 13,000.00	\$ -	
94	Kennesaw Dr (crosses)	FAIL	8.00	6.40	7.10	LOW	-86.71292	33.51158		\$ 13,000	\$ -	\$ -	\$ 13,000.00	
95	Kennesaw Dr (crosses)	FAIL	7.70	4.10	2.40	LOW	-86.70890	33.51330		\$ 13,000	\$ -	\$ -	\$ 13,000.00	
96	Pine Mountain Rd (crosses)	FAIL	8.00	5.20	6.30	LOW	-86.70950	33.51418		\$ 13,000	\$ -	\$ -	\$ 13,000.00	
97	Fredericksburg Cir (crosses)	PASS	7.80	1.00	2.30	N/A	-86.70849	33.51476		\$ -	\$ -	\$ -	\$ -	
99	Battery Lane (crosses)	FAIL	8.00	5.94	11.72	LOW	-86.70604	33.51531	steep road	\$ 13,000	\$ -	\$ -	\$ 13,000.00	
131	Fair Oaks Dr (crosses)	FAIL	7.75	9.60	0.54	LOW	-86.71970	33.50806		\$ 13,000	\$ -	\$ -	\$ 13,000.00	
132	Wilderness Rd (crosses)	FAIL	8.00	6.80	1.80	LOW	-86.71987	33.50805	doesn't lead to sidewalk	\$ 13,000	\$ -	\$ -	\$ 13,000.00	
133	Kennesaw Dr (crosses)	PASS	7.95	1.99	4.73	LOW	-86.71670	33.51130	doesn't lead to any ramps	\$ -	\$ -	\$ -	\$ -	
134	Wilderness Rd (crosses)	FAIL	7.50	9.00	5.90	LOW	-86.72065	33.50872		\$ 13,000	\$ -	\$ -	\$ 13,000.00	
135	Kennesaw Dr (crosses)	FAIL	7.75	1.50	7.30	LOW	-86.72075	33.50876	no ramps in place	\$ 13,000	\$ -	\$ -	\$ 13,000.00	
136	Kennesaw Dr (crosses)	PASS	7.75	1.45	3.70	N/A	-86.70887	33.51326		\$ -	\$ -	\$ -	\$ -	
<b>JEMISON PARK</b>														
142	Mountain Brook Pkwy	PASS	8.00	0.70	2.70	N/A	-86.76354	33.47625		\$ -	\$ -	\$ -	\$ -	
143	crosses Overbrook Rd	PASS	7.90	2.40	4.10	N/A	-86.75239	33.48671	mid-block crossing	\$ -	\$ -	\$ -	\$ -	
144	crosses Pine Ridge Rd	FAIL	7.90	1.20	5.50	LOW	-86.75294	33.48697		\$ 13,000	\$ -	\$ -	\$ 13,000.00	
<b>MOUNTAIN BROOK HIGH SCHOOL</b>														
145	Oakdale Drive	FAIL	8.00	6.80	2.00	LOW	-86.71538	33.49099	Signalized condition (max x-slope = 5%)	\$ 13,000	\$ -	\$ -	\$ 13,000.00	
<b>TOTALS</b>		<b>PASSING CROSSWALKS = 53</b>		<b>FAILING CROSSWALKS = 72</b>						<b>TOTAL COST =</b>	<b>\$ 949,000</b>	<b>\$ 13,000.00</b>	<b>\$ 195,000.00</b>	<b>\$ 741,000.00</b>

\*5% Max cross slope is allowable at roadway crossings without yield or stop control; cross slopes at mid-block crossings may match roadway grade













**ON-STREET PARKING**

ID	Street Name	Location Info	Condition	Has Signs	Free of Obstructions	8' Access Aisle*	Max 2% Slope	Severity	Longitude	Latitude	Approx. Cost of Replacement/ Compliance	Cost of High Severity	Cost of Medium Severity	Cost of Low Severity	
<b>CRESTLINE VILLAGE</b>															
5	Tibbett St		FAIL	N	Y	Y	N	LOW	-86.75570	33.50163	\$ 2,500	\$ -	\$ -	\$ 2,500.00	
6	Oak St		FAIL	N	Y	N	N	LOW	-86.75655	33.50153	\$ 2,500	\$ -	\$ -	\$ 2,500.00	
7	Hoyt St		PASS	Y	Y	Y	Y	N/A	-86.75615	33.50189	\$ -	\$ -	\$ -	\$ -	
8	Church St		FAIL	Y	Y	Y	N	LOW	-86.75572	33.50218	\$ 2,500	\$ -	\$ -	\$ 2,500.00	
9	Tibbett St		FAIL	Y	Y	N	Y	LOW	-86.75536	33.50178	\$ 2,500	\$ -	\$ -	\$ 2,500.00	
10	Oak St	have to go into street to use ramp	FAIL	Y	Y	Y	N	LOW	-86.75695	33.50303	\$ 2,500	\$ -	\$ -	\$ 2,500.00	
11	Vine St		FAIL	N	Y	Y	N	LOW	-86.75473	33.50297	\$ 2,500	\$ -	\$ -	\$ 2,500.00	
12	Oak St		FAIL	Y	Y	N	N	LOW	-86.75683	33.50195	\$ 2,500	\$ -	\$ -	\$ 2,500.00	
13	Memory Ct		FAIL	N	Y	Y	N	LOW	-86.75747	33.50348	\$ 2,500	\$ -	\$ -	\$ 2,500.00	
<b>ENGLISH VILLAGE</b>															
1	Cahaba Rd	Grate within access aisle	FAIL	Y	N	N	N	LOW	-86.78167	33.49528	\$ 2,500	\$ -	\$ -	\$ 2,500.00	
2	Cahaba Rd	Grate in way	FAIL	Y	N	N	N	LOW	-86.78148	33.49580	\$ 2,500	\$ -	\$ -	\$ 2,500.00	
3	20th Ave S	Very faded	FAIL	Y	Y	N	N	HIGH	-86.78137	33.49515	\$ 2,500	\$ 2,500.00	\$ -	\$ -	
4	20th Ave S		FAIL	N	Y	N	N	LOW	-86.78139	33.49524	\$ 2,500	\$ -	\$ -	\$ 2,500.00	
<b>MOUNTAIN BROOK VILLAGE</b>															
14	Rele St	van accessible space provided nearby; 8' access aisle not required	PASS	Y	Y	N	Y	N/A	-86.77363	33.48618	\$ -	\$ -	\$ -	\$ -	
15	Rele St		FAIL	Y	Y	N	Y	LOW	-86.77363	33.48652	\$ 2,500	\$ -	\$ -	\$ 2,500.00	
16	Lane Park Ct		FAIL	Y	Y	N	N	LOW	-86.77386	33.48703	\$ 2,500	\$ -	\$ -	\$ 2,500.00	
17	Rele St		FAIL	Y	Y	N	N	LOW	-86.77362	33.48674	\$ 2,500	\$ -	\$ -	\$ 2,500.00	
18	Rele St	van accessible space provided nearby; 8' access aisle not required	PASS	Y	Y	N	Y	N/A	-86.77362	33.48696	\$ -	\$ -	\$ -	\$ -	
19	Lane Park Rd		FAIL	N	Y	Y	N	LOW	-86.77426	33.48769	\$ 2,500	\$ -	\$ -	\$ 2,500.00	
20	Park Ln Ct N		PASS	Y	Y	Y	Y	N/A	-86.77319	33.48840	\$ -	\$ -	\$ -	\$ -	
21	Park Ln Ct N		PASS	Y	Y	Y	Y	N/A	-86.77155	33.48779	\$ -	\$ -	\$ -	\$ -	
22	Montevallo		FAIL	N	N	N	N	LOW	-86.77324	33.48394	\$ 2,500	\$ -	\$ -	\$ 2,500.00	
23	Canterbury Rd		FAIL	Y	Y	N	N	LOW	-86.77267	33.48355	\$ 2,500	\$ -	\$ -	\$ 2,500.00	
24	Cahaba Rd		FAIL	Y	Y	Y	N	LOW	-86.77170	33.48160	\$ 2,500	\$ -	\$ -	\$ 2,500.00	
25	Cahaba Rd		FAIL	Y	Y	N	N	MEDIUM	-86.77261	33.48219	\$ 2,500	\$ -	\$ 2,500.00	\$ -	
<b>TOTALS</b>			PASSING ON-STREET PARKING AREAS = 4			FAILING ON-STREET PARKING AREAS = 21			TOTAL COSTS = \$			50,000	\$ 2,500.00	\$ 2,500.00	\$ 45,000.00

**PEDESTRIAN SIGNALS**

ID	Street Name	Location Info	Condition	Mounting Height (Inches); Max 48"	Horizontal Reach (Inches); Max 10"	Distance from Curb/Pvmt (Feet)*	Severity	Lat	Long	Notes	Approx. Cost of Replacement/ Compliance	Cost of High Severity	Cost of Medium Severity	Cost of Low Severity	
<b>CRESTLINE VILLAGE</b>															
5	Euclid Ave		FAIL	48	4	6	MEDIUM	-86.75681	33.50344	sign doesn't indicate direction, has buttons for crosswalks parallel and perpendicular to Euclid Ave	\$ 3,000	\$ -	\$ 3,000.00	\$ -	
7	Church St/Euclid Ave		FAIL	46	22	8	MEDIUM	-86.75697	33.50331	push button face not parallel to crosswalk	\$ 3,000	\$ -	\$ 3,000.00	\$ -	
8	Euclid Ave		FAIL	50	12	6	MEDIUM	-86.75687	33.50355	sidewalk very narrow/no ped sig sign/for crosswalk perpendicular to Euclid Ave	\$ 3,000	\$ -	\$ 3,000.00	\$ -	
9	Euclid Ave		FAIL	30	16	9	MEDIUM	-86.75846	33.50322		\$ 3,000	\$ -	\$ 3,000.00	\$ -	
10	Dan Watkins Dr	Crosswalk parallel to Euclid Ave	FAIL	37	18	9	MEDIUM	-86.75845	33.50312		\$ 3,000	\$ -	\$ 3,000.00	\$ -	
11	Euclid Ave	Crosswalk that crosses Euclid Ave	FAIL	37	16	10	MEDIUM	-86.75846	33.50312		\$ 3,000	\$ -	\$ 3,000.00	\$ -	
13	Euclid Ave	Crosswalk parallel to Euclid Ave	FAIL	40	16	3	LOW	-86.75529	33.50476		\$ 3,000	\$ -	\$ -	\$ 3,000.00	
14	Euclid Ave	Crosswalk perpendicular to Euclid Ave	FAIL	41	21	6	LOW	-86.75529	33.50478		\$ 3,000	\$ -	\$ -	\$ 3,000.00	
15	Euclid Ave		FAIL	40	28	8	LOW	-86.75524	33.50471		\$ 3,000	\$ -	\$ -	\$ 3,000.00	
16	Euclid Ave		FAIL	59	24	4	MEDIUM	-86.75519	33.50485		\$ 3,000	\$ -	\$ 3,000.00	\$ -	
<b>ENGLISH VILLAGE</b>															
1	Cahaba Rd		FAIL	37	4	9	LOW	-86.78129	33.49467		\$ 3,000	\$ -	\$ -	\$ 3,000.00	
2	Fairway Dr		FAIL	45	4	9	LOW	-86.78123	33.49464		\$ 3,000	\$ -	\$ -	\$ 3,000.00	
3	Fairway Dr		FAIL	56	15	9	LOW	-86.78121	33.49453		\$ 3,000	\$ -	\$ -	\$ 3,000.00	
4	Cahaba Rd		FAIL	45	5	5	LOW	-86.78145	33.49464		\$ 3,000	\$ -	\$ -	\$ 3,000.00	
<b>MOUNTAIN BROOK VILLAGE</b>															
17	Culver Rd	Crosswalk across Culver Rd	FAIL	41	2	5	LOW	-86.77280	33.48457		\$ 3,000	\$ -	\$ -	\$ 3,000.00	
18	Montevallo Rd		PASS	40	0	0	N/A	-86.77270	33.48436		\$ -	\$ -	\$ -	\$ -	
19	Montevallo Rd	Crosswalk across Montevallo	FAIL	40	0	6	LOW	-86.77268	33.48459		\$ 3,000	\$ -	\$ -	\$ 3,000.00	
20	Montevallo Rd	Crosswalk across Montevallo Rd	FAIL	40	9	8	LOW	-86.77259	33.48447		\$ 3,000	\$ -	\$ -	\$ 3,000.00	
21	Culver Rd	Crosswalk across Culver Rd	FAIL	40	2	20	LOW	-86.77259	33.48446		\$ 3,000	\$ -	\$ -	\$ 3,000.00	
22	Culver Rd	Crosswalk across Culver Rd	FAIL	39	3	5	LOW	-86.77193	33.48367		\$ 3,000	\$ -	\$ -	\$ 3,000.00	
23	Culver Rd		FAIL	43	0	7	LOW	-86.77209	33.48366	Crosswalk across Culver Rd	\$ 3,000	\$ -	\$ -	\$ 3,000.00	
24	Canterbury Rd	Crosswalk across Canterbury Rd	FAIL	40	3	14	LOW	-86.77209	33.48353		\$ 3,000	\$ -	\$ -	\$ 3,000.00	
25	Canterbury Rd	Crosswalk across Canterbury Rd	FAIL	40	3	6	LOW	-86.77193	33.48368		\$ 3,000	\$ -	\$ -	\$ 3,000.00	
26	Culver Rd	Crosswalk across Culver Rd	FAIL	40	0	7	LOW	-86.77194	33.48356		\$ 3,000	\$ -	\$ -	\$ 3,000.00	
27	Canterbury Rd	Crosswalk across Canterbury Rd	FAIL	42	0	7	LOW	-86.77209	33.48367		\$ 3,000	\$ -	\$ -	\$ 3,000.00	
28	Canterbury Rd	Crosswalk across Canterbury Rd	FAIL	42	0	6	LOW	-86.77195	33.48355		\$ 3,000	\$ -	\$ -	\$ 3,000.00	
29	Culver Rd	Crosswalk across Culver Rd	FAIL	40	3	15	LOW	-86.77210	33.48354	crosswalk across culver road	\$ 3,000	\$ -	\$ -	\$ 3,000.00	
34	corner of Cahaba Rd/Culver Rd		FAIL	42	36	11	MEDIUM	-86.77239	33.48209		\$ 3,000	\$ -	\$ 3,000.00	\$ -	
35	Culver Rd		FAIL	42	4	11	LOW	-86.77253	33.48219	vandalized/ location too far	\$ 3,000	\$ -	\$ -	\$ 3,000.00	
36	Montevallo Rd		PASS	40	0	0	N/A	-86.77270	33.48436		\$ -	\$ -	\$ -	\$ -	
37	Montevallo Rd		FAIL	40	12	5	LOW	-86.77290	33.48447		\$ 3,000	\$ -	\$ -	\$ 3,000.00	
<b>JEMISON PARK</b>															
30	Mountain Brook Parkway		PASS	37	7	5	N/A	-86.76348	33.47621		\$ -	\$ -	\$ -	\$ -	
31	Mountain Brook Parkway		PASS	42	3	6	N/A	-86.76357	33.47628		\$ -	\$ -	\$ -	\$ -	
32	Overbrook Rd		PASS	42	5	6	N/A	-86.75288	33.48693		\$ -	\$ -	\$ -	\$ -	
33	Pine Ridge Rd		PASS	45	8	6	N/A	-86.75300	33.48701		\$ -	\$ -	\$ -	\$ -	
<b>TOTALS</b>				PASSING PEDESTRIAN SIGNALS = 6								TOTAL COSTS =			
				FAILING PEDESTRIAN SIGNALS = 29								\$ 87,000	\$ -	\$ 24,000.00	\$ 63,000.00

\* Location of pedestrian push button should be between 1.5 ft. and 6 ft. from edge of curb, shoulder, or pavemen

**REFUGE ISLANDS**

ID	Street Name	Location Info	Condition	Width (ft); Min 4'	Length	Det Warning Surface Full Width x 2'	Severity	Lat	Long	Notes	Approx. Cost of Replacement/ Compliance	Cost of High Severity	Cost of Medium Severity	Cost of Low Severity	
<b>CRESTLINE VILLAGE</b>															
5	Euclid Ave		FAIL	7.00	10.00	N	LOW	-86.75635	33.50378	No Warning Surface	\$ 350	\$ -	\$ -	\$ 350.00	
9	Euclid Ave		FAIL	9.00	20.00	N	LOW	-86.75645	33.50372	No Warning Surface	\$ 350	\$ -	\$ -	\$ 350.00	
<b>MOUNTAIN BROOK VILLAGE</b>															
1	Montevallo Rd		FAIL	8.00	13.00	N	LOW	-86.77268	33.48460		\$ 350	\$ -	\$ -	\$ 350.00	
2	Chester Rd		FAIL	4.00	7.25	N	LOW	-86.77366	33.48264		\$ 350	\$ -	\$ -	\$ 350.00	
3	Culver Rd		FAIL	6.00	20.00	N	LOW	-86.77280	33.48458		\$ 350	\$ -	\$ -	\$ 350.00	
8	Culver Rd		FAIL	6.80	26.00	N	LOW	-86.77228	33.48254	protrusions reduce width to 3.7ft	\$ 350	\$ -	\$ -	\$ 350.00	
<b>CHEROKEE BEND</b>															
7	Kennesaw Dr (crosses)		FAIL	3.75	15.50	N	MEDIUM	-86.70889	33.51329	no ramps. not level.	\$ 1,500	\$ -	\$ 1,500.00	\$ -	
<b>TOTALS</b>				PASSING REFUGE ISLANDS =		0				TOTAL COST =		\$ 3,600	\$ -	\$ 1,500.00	\$ 2,100.00
				FAILING REFUGE ISLANDS =		7									

SIDEWALKS

ID	Street Name	Condition	Width (ft); Min 4'	Cross Slope (%); Max 2%	Running Slope (%); Max 5% or rdway grade	Exceeds Max Gap of .25" or .5" w/bevel	Exceeds Max Protrusion of 4" betw elev 2.25' to 6.7'	Severity	Lat	Long	Notes	Segment Length (ft)	Area (SY)	Approx. Cost to Comply	Cost of High Severity	Cost of Medium Severity	Cost of Low Severity
<b>CRESTLINE VILLAGE</b>																	
1	Dan Watkins Dr	FAIL	4.00	2.80	0.30	Y	N	MEDIUM	-86.75829	33.50267	hole	209.27	93.0	\$ 9,301	\$ -	\$ 9,301	\$ -
2	Euclid Ave	FAIL	5.00	6.10	3.70	Y	Y	MEDIUM	-86.75837	33.50312	changes in slope/gaps in brick/pole protrudes	189.33	105.2	\$ 10,518	\$ -	\$ 10,518	\$ -
3	Euclid Ave	PASS	6.00	1.60	0.20	N	N	N/A	-86.75780	33.50314	bushes protrude some	70.51	47.0	\$ -	\$ -	\$ -	\$ -
4	Dan Watkins Dr	FAIL	4.00	2.08	6.03	Y	Y	MEDIUM	-86.75792	33.50208	deterioration	202.28	89.9	\$ 8,990	\$ -	\$ 8,990	\$ -
5	Dan Watkins Dr	FAIL	4.30	2.25	1.21	Y	N	MEDIUM	-86.75764	33.50158	deterioration/manhole/bushes	196.03	93.7	\$ 9,366	\$ -	\$ 9,366	\$ -
6	Keely Ct	FAIL	6.25	2.30	11.20	Y	N	MEDIUM	-86.75721	33.50155	running slope less drastic in some areas	199.52	138.6	\$ 13,855	\$ -	\$ 13,855	\$ -
7	Oak St	FAIL	4.20	1.90	0.60	Y	N	MEDIUM	-86.75687	33.50173	widens.	120.67	56.3	\$ 5,631	\$ -	\$ 5,631	\$ -
8	Oak St	FAIL	4.75	2.30	3.50	Y	Y	MEDIUM	-86.75698	33.50226	widens. several poles in way. sewer holes	227.43	120.0	\$ 12,003	\$ -	\$ 12,003	\$ -
9	Oak St	FAIL	5.50	4.20	0.40	Y	Y	LOW	-86.75698	33.50285	pole in way. running slope increases to 4.5.	143.28	87.6	\$ 8,756	\$ -	\$ -	\$ 8,756
10	Country Club Park	PASS	5.00	1.30	2.30	Y	Y	N/A	-86.75738	33.50309	levels out and widens at storefront	143.96	80.0	\$ -	\$ -	\$ -	\$ -
11	Oak St	FAIL	4.00	3.40	1.21	Y	Y	LOW	-86.75681	33.50196		194.14	86.3	\$ 8,629	\$ -	\$ -	\$ 8,629
12	Oak St	FAIL	5.00	1.56	0.90	N	Y	LOW	-86.75681	33.50236	very narrow by bushes.	90.41	50.2	\$ 5,023	\$ -	\$ -	\$ 5,023
13	Church St	FAIL	3.50	2.16	2.60	Y	N	MEDIUM	-86.75660	33.50322		199.76	77.7	\$ 7,769	\$ -	\$ 7,769	\$ -
14	Church St	FAIL	4.00	6.03	0.26	Y	Y	MEDIUM	-86.75614	33.50283	holes in brick	203.43	90.4	\$ 9,041	\$ -	\$ 9,041	\$ -
15	Church St	FAIL	8.00	1.04	1.99	Y	Y	MEDIUM	-86.75568	33.50241	2inch wide hole, protrusions shorten width to 3.6ft	206.27	183.3	\$ 18,335	\$ -	\$ 18,335	\$ -
16	Church St	FAIL	5.00	3.21	0.00	Y	Y	MEDIUM	-86.75525	33.50203		176.40	98.0	\$ 9,800	\$ -	\$ 9,800	\$ -
17	Church St	FAIL	7.75	2.86	0.00	N	N	LOW	-86.75474	33.50162		220.41	189.8	\$ 18,980	\$ -	\$ -	\$ 18,980
18	Church St	FAIL	5.75	1.50	5.00	N	Y	LOW	-86.75497	33.50148	water meter hole. vegetation protrudes.	193.70	123.7	\$ 12,375	\$ -	\$ -	\$ 12,375
19	Church St	PASS	7.75	1.00	0.20	N	N	N/A	-86.75560	33.50203		145.01	124.9	\$ -	\$ -	\$ -	\$ -
20	Church St	FAIL	4.50	1.10	1.90	Y	Y	LOW	-86.75598	33.50237	4.5' clear width.	134.06	67.0	\$ 6,703	\$ -	\$ -	\$ 6,703
21	Church St	PASS	4.25	0.78	1.84	N	N	N/A	-86.75650	33.50292		25.22	11.9	\$ -	\$ -	\$ -	\$ -
22	Church St	PASS	9.50	0.00	1.30	N	N	N/A	-86.75680	33.50318		135.68	143.2	\$ -	\$ -	\$ -	\$ -
23	Euclid Ave	FAIL	6.25	2.80	0.30	N	N	LOW	-86.75832	33.50322		184.03	127.8	\$ 12,780	\$ -	\$ -	\$ 12,780
24	Euclid Ave	FAIL	4.60	1.70	2.30	N	Y	HIGH	-86.75769	33.50326	pole obstructs walkway	132.99	68.0	\$ 6,797	\$ 6,797	\$ -	\$ -
25	Memory Ct	FAIL	5.00	6.70	1.60	N	N	MEDIUM	-86.75751	33.50341		91.41	50.8	\$ 5,078	\$ -	\$ 5,078	\$ -
26	Euclid Ave	FAIL	5.00	5.80	3.00	N	N	LOW	-86.75682	33.50358		53.33	29.6	\$ 2,963	\$ -	\$ -	\$ 2,963
27	Euclid Ave	FAIL	4.00	3.66	0.17	N	N	MEDIUM	-86.75657	33.50360	Pole in walkway	213.17	94.7	\$ 9,474	\$ -	\$ 9,474	\$ -
28	Dexter Ave	FAIL	3.25	10.42	4.90	N	N	MEDIUM	-86.75599	33.50289		152.59	55.1	\$ 5,510	\$ -	\$ 5,510	\$ -
29	Dexter Ave	FAIL	4.00	0.43	1.47	Y	N	MEDIUM	-86.75576	33.50284	hole / stairs / protrusions shorten width to 3 ft	208.48	92.7	\$ 9,266	\$ -	\$ 9,266	\$ -
30	Elm St	FAIL	5.00	5.77	1.56	Y	Y	HIGH	-86.75375	33.50342	Protrusions/width reduces to 1.8-3 ft	197.59	109.8	\$ 10,977	\$ 10,977	\$ -	\$ -
31	Elm St	FAIL	5.00	3.93	3.30	Y	N	HIGH	-86.75329	33.50300	Protrusions/Width reduces to 3-2.5	219.53	122.0	\$ 12,196	\$ 12,196	\$ -	\$ -
32	Elm St	FAIL	5.00	4.47	2.42	Y	Y	HIGH	-86.75281	33.50256	obstructions/Protrusions reduce width to 2.25-3 Ft	210.18	116.8	\$ 11,677	\$ 11,677	\$ -	\$ -
33	Vine St	FAIL	4.00	4.20	2.08	Y	N	LOW	-86.75603	33.50392		153.99	68.4	\$ 6,844	\$ -	\$ -	\$ 6,844
34	Vine St	FAIL	5.00	3.39	0.17	N	N	MEDIUM	-86.75543	33.50357	driveway is not compliant	157.00	87.2	\$ 8,722	\$ -	\$ 8,722	\$ -
35	Vine St	PASS	5.75	1.47	4.82	N	N	N/A	-86.75492	33.50313		220.03	140.6	\$ -	\$ -	\$ -	\$ -
36	Vine St	FAIL	5.00	2.25	3.21	N	N	LOW	-86.75446	33.50279		179.97	100.0	\$ 9,999	\$ -	\$ -	\$ 9,999
37	Vine St	FAIL	5.00	0.86	2.42	N	Y	MEDIUM	-86.75403	33.50240	protrusion reduces width to 1-2 feet	205.08	113.9	\$ 11,394	\$ -	\$ 11,394	\$ -
38	Vine St	FAIL	4.00	0.00	3.75	Y	Y	MEDIUM	-86.75363	33.50204	hedges reduce width to 2 ft	205.48	91.3	\$ 9,133	\$ -	\$ 9,133	\$ -
39	W Jackson Blvd	FAIL	5.80	1.30	0.42	Y	N	LOW	-86.75340	33.50162		209.31	134.9	\$ 13,489	\$ -	\$ -	\$ 13,489
40	W Jackson Blvd	FAIL	5.90	3.93	0.00	Y	N	LOW	-86.75391	33.50124		208.80	136.9	\$ 13,688	\$ -	\$ -	\$ 13,688
41	Church St	FAIL	4.50	3.90	4.30	Y	N	LOW	-86.75384	33.50096	Width decreases to 4 ft at utility pole.	203.40	101.7	\$ 10,170	\$ -	\$ -	\$ 10,170
42	Church St	FAIL	8.00	0.30	5.80	Y	N	MEDIUM	-86.75318	33.50095	protrusions reduce width to 5ft, driveway not lev	200.72	178.4	\$ 17,842	\$ -	\$ 17,842	\$ -
43	Church St	FAIL	7.80	4.20	8.60	Y	Y	MEDIUM	-86.75266	33.50096	Width reduces to 3.75	113.88	98.7	\$ 9,870	\$ -	\$ 9,870	\$ -
44	Church St	FAIL	4.50	2.70	1.80	Y	Y	LOW	-86.75464	33.50126		29.92	15.0	\$ 1,496	\$ -	\$ -	\$ 1,496
45	Church St	FAIL	4.00	1.20	3.80	Y	N	LOW	-86.75401	33.50087	holes	206.56	91.8	\$ 9,180	\$ -	\$ -	\$ 9,180
46	Church St	FAIL	4.80	0.26	0.95	Y	N	LOW	-86.75428	33.50111	pavement in poor condition	162.31	86.6	\$ 8,656	\$ -	\$ -	\$ 8,656
47	W Jackson Blvd	FAIL	4.30	2.10	0.20	Y	N	MEDIUM	-86.75371	33.50159	large gaps in pavement	191.67	91.6	\$ 9,158	\$ -	\$ 9,158	\$ -
48	Vine St	FAIL	4.25	1.10	1.00	Y	N	LOW	-86.75374	33.50186	large gaps in pavement	195.83	92.5	\$ 9,248	\$ -	\$ -	\$ 9,248
49	Vine St	FAIL	4.25	1.47	3.66	Y	N	LOW	-86.75402	33.50192	gaps in pavement	139.30	65.8	\$ 6,578	\$ -	\$ -	\$ 6,578

**SIDEWALKS**

ID	Street Name	Condition	Width (ft); Min 4'	Cross Slope (%); Max 2%	Running Slope (%); Max 5% or rdway grade	Exceeds Max Gap of .25" or .5" w/bevel	Exceeds Max Protrusion of 4" betw elev 2.25' to 6.7'	Severity	Lat	Long	Notes	Segment Length (ft)	Area (SY)	Approx. Cost to Comply	Cost of High Severity	Cost of Medium Severity	Cost of Low Severity
51	Vine St	PASS	5.80	0.95	2.51	N	N	N/A	-86.75415	33.50231		194.34	125.2	\$ -	\$ -	\$ -	\$ -
52	Vine St	FAIL	5.00	3.12	0.78	Y	N	LOW	-86.75452	33.50264	manhole	135.18	75.1	\$ 7,510	\$ -	\$ -	\$ 7,510
53	Euclid Ave	FAIL	4.00	2.77	0.26	Y	N	MEDIUM	-86.75591	33.50428	manhole/deterioration	205.83	91.5	\$ 9,148	\$ -	\$ 9,148	\$ -
54	Euclid Ave	FAIL	3.75	0.52	1.38	Y	N	MEDIUM	-86.75639	33.50390	driveways are not compliant	192.98	80.4	\$ 8,041	\$ -	\$ 8,041	\$ -
55	Memory Ct	FAIL	4.00	1.90	3.00	Y	Y	MEDIUM	-86.75726	33.50359	Run slope increases to 8.1/protrusion(mulch)	207.75	92.3	\$ 9,233	\$ -	\$ 9,233	\$ -
56	Memory Ct	FAIL	4.00	2.50	8.60	Y	N	MEDIUM	-86.75727	33.50408	Road steep. several gaps & cracks	212.18	94.3	\$ 9,430	\$ -	\$ 9,430	\$ -
57	Memory Ct	FAIL	4.25	1.70	5.90	Y	N	MEDIUM	-86.75733	33.50450	Several gaps and cracks	130.71	61.7	\$ 6,172	\$ -	\$ 6,172	\$ -
58	Memory Ct	FAIL	4.00	7.90	2.20	Y	N	MEDIUM	-86.75751	33.50438	deterioration	123.21	54.8	\$ 5,476	\$ -	\$ 5,476	\$ -
59	Hoyt Ln	FAIL	4.50	2.70	2.10	N	Y	LOW	-86.75626	33.50174	widens. 2.7% most extreme. changes in slope to 7.3	178.99	89.5	\$ 8,949	\$ -	\$ -	\$ 8,949
120	Hoyt Ln	FAIL	5.50	1.10	1.20	Y	N	LOW	-86.75590	33.50204		132.50	81.0	\$ 8,097	\$ -	\$ -	\$ 8,097
121	Hoyt Ln	FAIL	3.90	8.10	2.60	Y	Y	LOW	-86.75599	33.50212		128.18	55.5	\$ 5,555	\$ -	\$ -	\$ 5,555
122	Tibbett St	FAIL	7.75	3.70	7.30	Y	Y	LOW	-86.75583	33.50135	levels out. pots in way. holes. 7.75' narrowest.	163.48	140.8	\$ 14,078	\$ -	\$ -	\$ 14,078
124	Tibbett St	FAIL	7.75	3.00	0.90	N	N	LOW	-86.75596	33.50150		177.15	152.5	\$ 15,254	\$ -	\$ -	\$ 15,254
125	Tibbett St	FAIL	6.00	1.00	1.20	Y	N	LOW	-86.75559	33.50177	Passes except for gap	132.17	88.1	\$ 8,811	\$ -	\$ -	\$ 8,811
129	Keely Ct	FAIL	3.75	5.60	1.00	N	N	MEDIUM	-86.75687	33.50119	access for handicap spots	68.92	28.7	\$ 2,872	\$ -	\$ 2,872	\$ -
130	Oak St	FAIL	5.25	3.20	7.50	N	Y	LOW	-86.75645	33.50137	Extreme measurements taken at ramp on sidewalk.	205.11	119.6	\$ 11,965	\$ -	\$ -	\$ 11,965
132	Oak St	FAIL	5.30	2.80	0.70	N	N	LOW	-86.75617	33.50136		59.91	35.3	\$ 3,528	\$ -	\$ -	\$ 3,528
133	Oak St	FAIL	5.25	2.30	0.77	N	N	LOW	-86.75552	33.50106		75.47	44.0	\$ 4,402	\$ -	\$ -	\$ 4,402
136	Oak St	FAIL	4.50	1.50	2.50	N	Y	LOW	-86.75488	33.50104	Bushes cover width	26.27	13.1	\$ 1,314	\$ -	\$ -	\$ 1,314
137	Oak St	FAIL	4.00	4.30	2.90	Y	N	LOW	-86.75458	33.50104	Bricks create vertical gaps	106.80	47.5	\$ 4,747	\$ -	\$ -	\$ 4,747
228	Euclid Ave	FAIL	3.80	2.70	1.20	Y	N	MEDIUM	-86.75500	33.50499	narrows/ Cross slope steepens/no curb to street	161.72	68.3	\$ 6,828	\$ -	\$ 6,828	\$ -
230	Euclid Ave	FAIL	3.80	5.50	0.62	Y	N	MEDIUM	-86.75460	33.50531	driveway not level, side walk deterioration	170.93	72.2	\$ 7,217	\$ -	\$ 7,217	\$ -
232	Euclid Ave	FAIL	4.00	1.10	0.90	Y	N	LOW	-86.75414	33.50568	cross slope steepens at driveways/ horizontal gaps	152.99	68.0	\$ 6,800	\$ -	\$ -	\$ 6,800
233	Euclid Ave	FAIL	3.80	2.80	1.00	N	Y	MEDIUM	-86.75374	33.50599	Pipe drains out to side walk/horizontal gaps	177.44	74.9	\$ 7,492	\$ -	\$ 7,492	\$ -
235	Euclid Ave	FAIL	3.80	1.30	2.80	Y	N	LOW	-86.75326	33.50636	deterioration/ driveways are not flush	157.23	66.4	\$ 6,639	\$ -	\$ -	\$ 6,639
238	Euclid Ave	FAIL	3.80	1.60	0.56	Y	N	LOW	-86.75286	33.50668	cross slope steepens/ driveway not level	178.67	75.4	\$ 7,544	\$ -	\$ -	\$ 7,544
242	Euclid Ave	FAIL	3.90	2.50	1.20	N	N	MEDIUM	-86.75238	33.50706	driveway doesn't level out	170.31	73.8	\$ 7,380	\$ -	\$ 7,380	\$ -
244	Euclid Ave	FAIL	3.80	1.20	5.20	Y	N	MEDIUM	-86.75198	33.50737	driveway not level/cracks	163.86	69.2	\$ 6,919	\$ -	\$ 6,919	\$ -
246	Euclid Ave	FAIL	3.50	4.80	0.40	Y	N	MEDIUM	-86.75146	33.50778	driveway doesn't level out. Holes.	203.85	79.3	\$ 7,927	\$ -	\$ 7,927	\$ -
247	Euclid Ave	FAIL	3.75	3.20	2.20	Y	N	MEDIUM	-86.75097	33.50816	Big vertical gap near sewer opening	200.91	83.7	\$ 8,371	\$ -	\$ 8,371	\$ -
248	Euclid Ave	FAIL	3.90	1.50	1.60	Y	Y	HIGH	-86.75045	33.50844	sudden increase in slope. hole by sewer.	179.47	77.8	\$ 7,777	\$ 7,777	\$ -	\$ -
249	Euclid Ave	FAIL	5.00	5.00	1.90	Y	N	LOW	-86.74988	33.50870	driveway not level	163.44	90.8	\$ 9,080	\$ -	\$ -	\$ 9,080
250	Euclid Ave	FAIL	5.25	1.00	3.30	Y	N	LOW	-86.74935	33.50893	driveway not level	203.37	118.6	\$ 11,863	\$ -	\$ -	\$ 11,863
255	Vine St	FAIL	7.80	2.77	0.95	Y	N	HIGH	-86.75337	33.50214	roots	207.26	179.6	\$ 17,963	\$ 17,963	\$ -	\$ -
256	Vine St	FAIL	7.75	0.60	3.03	Y	N	LOW	-86.75309	33.50194		211.38	182.0	\$ 18,202	\$ -	\$ -	\$ 18,202
257	Vine St	PASS	7.75	1.73	5.08	N	N	N/A	-86.75309	33.50187	pavement has cracks and holes	161.42	139.0	\$ -	\$ -	\$ -	\$ -
343	Church St	FAIL	2.50	2.50	2.50	Y	Y	LOW	-86.75629	33.50266		146.82	40.8	\$ 4,078	\$ -	\$ -	\$ 4,078
352	Church St	PASS	6.00	1.10	1.60	N	N	N/A	-86.75566	33.50198		143.85	95.9	\$ -	\$ -	\$ -	\$ -
355	Church St	FAIL	7.25	0.20	0.20	Y	Y	LOW	-86.75529	33.50175	Passes except for gaps.	41.23	33.2	\$ 3,321	\$ -	\$ -	\$ 3,321
357	Euclid Ave	FAIL	8.50	3.90	0.82	Y	Y	MEDIUM	-86.75712	33.50340	Bricks uneven	124.29	117.4	\$ 11,739	\$ -	\$ 11,739	\$ -
358	Oak St	FAIL	9.75	2.30	0.30	Y	N	LOW	-86.75690	33.50315	manhole	83.32	90.3	\$ 9,026	\$ -	\$ -	\$ 9,026
359	Keely Ct	FAIL	8.00	6.00	2.20	Y	Y	MEDIUM	-86.75686	33.50146	running slope increases to 6.5. poles in way. wide	135.90	120.8	\$ 12,080	\$ -	\$ 12,080	\$ -
360	Church St	FAIL	4.25	4.70	5.00	Y	Y	MEDIUM	-86.75446	33.50110	sidewalk not even. bushes protrude. gap near water	74.81	35.3	\$ 3,533	\$ -	\$ 3,533	\$ -
361	between Elm St and Vine St	FAIL	4.50	1.99	0.26	N	Y	LOW	-86.75303	33.50240	protrusions reduce width to 4 Ft/width reduces 2.8	182.06	91.0	\$ 9,103	\$ -	\$ -	\$ 9,103
362	Oak St	FAIL	5.25	1.70	1.60	Y	N	LOW	-86.75516	33.50104	Passes except for gaps	60.56	35.3	\$ 3,533	\$ -	\$ -	\$ 3,533
363	Oak St	FAIL	4.50	2.80	2.80	N	N	LOW	-86.75591	33.50110		104.39	52.2	\$ 5,219	\$ -	\$ -	\$ 5,219
364	Country Club Park	FAIL	2.50	2.90	0.25	N	Y	MEDIUM	-86.75705	33.50309	2.5 with protrusions.	62.91	17.5	\$ 1,748	\$ -	\$ 1,748	\$ -
365	Euclid Ave	FAIL	3.50	0.70	16.00	Y	Y	LOW	-86.75548	33.50462	driveways not level	159.07	61.9	\$ 6,186	\$ -	\$ -	\$ 6,186

**SIDEWALKS**

ID	Street Name	Condition	Width (ft); Min 4'	Cross Slope (%); Max 2%	Running Slope (%); Max 5% or rdway grade	Exceeds Max Gap of .25" or .5" w/bevel	Exceeds Max Protrusion of 4" betw elev 2.25' to 6.7'	Severity	Lat	Long	Notes	Segment Length (ft)	Area (SY)	Approx. Cost to Comply	Cost of High Severity	Cost of Medium Severity	Cost of Low Severity
432	W Jackson Blvd	FAIL	3.00	3.90	4.20	Y	N	LOW	-86.75442	33.50094		63.43	21.1	\$ 2,114	\$ -	\$ -	\$ 2,114
433	W Jackson Blvd	FAIL	6.00	1.40	9.50	Y	N	LOW	-86.75443	33.50086		45.21	30.1	\$ 3,014	\$ -	\$ -	\$ 3,014
434	W Jackson Blvd	FAIL	6.00	0.10	2.00	Y	N	LOW	-86.75435	33.50090		58.27	38.8	\$ 3,885	\$ -	\$ -	\$ 3,885
409	Canterbury Rd	FAIL	3.75	8.50	0.34	Y	Y	LOW	-86.72785	33.48368	3.75' clear width. bushes cover.	155.18	64.7	\$ 6,466	\$ -	\$ -	\$ 6,466
435	Access Rd	FAIL	4.75	7.40	11.00	N	N	LOW	-86.76682	33.48561		178.48	94.2	\$ 9,420	\$ -	\$ -	\$ 9,420
436	Access Rd	FAIL	4.75	3.90	6.60	Y	N	LOW	-86.76654	33.48536		83.29	44.0	\$ 4,396	\$ -	\$ -	\$ 4,396
437	Canterbury Rd	PASS	5.80	0.60	0.90	N	N	N/A	-86.76674	33.48583		223.24	143.9	\$ -	\$ -	\$ -	\$ -
438	Access Rd	FAIL	7.25	7.50	22.90	N	N	MEDIUM	-86.76670	33.48557		20.18	16.3	\$ 1,626	\$ -	\$ 1,626	\$ -
439	Overhill Rd	PASS	5.65	1.64	4.64	N	N	N/A	-86.76641	33.48560		238.17	149.5	\$ -	\$ -	\$ -	\$ -

**ENGLISH VILLAGE**

64	Cahaba Rd	FAIL	5.70	4.90	6.64	N	Y	LOW	-86.78175	33.49538		180.12	114.1	\$ 11,408	\$ -	\$ -	\$ 11,408
65	Cahaba Rd	FAIL	3.50	3.57	3.66	Y	Y	LOW	-86.78153	33.49481	multiple protrusions/ slope changes/ vertical gap	203.77	79.2	\$ 7,925	\$ -	\$ -	\$ 7,925
69	Cahaba Rd	FAIL	3.50	2.42	0.86	N	Y	LOW	-86.78140	33.49440	Lampost protrusion. Width changes.	95.43	37.1	\$ 3,711	\$ -	\$ -	\$ 3,711
70	21st Ave S	FAIL	4.00	6.20	7.85	Y	Y	MEDIUM	-86.78149	33.49419	Pole. Driveway doesn't level out. No ramp.	113.40	50.4	\$ 5,040	\$ -	\$ 5,040	\$ -
74	Cahaba Rd	FAIL	4.50	2.51	7.59	N	Y	LOW	-86.78092	33.49344	Protrusions from bushes	226.55	113.3	\$ 11,327	\$ -	\$ -	\$ 11,327
76	Cahaba Rd	PASS	4.00	1.56	4.02	N	N	N/A	-86.78110	33.49412	See "other features" for steel plate failure	200.65	89.2	\$ -	\$ -	\$ -	\$ -
77	Fairway Dr	FAIL	5.00	4.02	0.00	N	Y	LOW	-86.78107	33.49454	Protrusion (bushes)	180.38	100.2	\$ 10,021	\$ -	\$ -	\$ 10,021
78	Cahaba Rd	FAIL	5.75	2.77	6.03	Y	N	LOW	-86.78132	33.49487		200.07	127.8	\$ 12,782	\$ -	\$ -	\$ 12,782
79	Cahaba Rd	FAIL	3.80	0.52	0.95	Y	Y	MEDIUM	-86.78156	33.49549	Holes. Chairs and lampost obstructions.	207.01	87.4	\$ 8,740	\$ -	\$ 8,740	\$ -
81	Cahaba Rd	FAIL	9.00	3.39	0.70	N	Y	LOW	-86.78142	33.49584	9' clear width	69.82	69.8	\$ 6,982	\$ -	\$ -	\$ 6,982
82	20th Ave S	FAIL	3.00	3.03	1.47	N	N	LOW	-86.78179	33.49512	Rocks on path could cause problem.	124.70	41.6	\$ 4,157	\$ -	\$ -	\$ 4,157
83	20th Ave S	PASS	4.80	1.10	2.30	N	N	N/A	-86.78131	33.49513		118.65	63.3	\$ -	\$ -	\$ -	\$ -
84	20th Ave S	FAIL	3.75	0.69	6.29	Y	N	LOW	-86.78134	33.49530	Stairs connect paths. No wheelchair friendly route	131.00	54.6	\$ 5,458	\$ -	\$ -	\$ 5,458
86	Fairway Dr	FAIL	3.75	9.19	5.51	Y	Y	LOW	-86.78100	33.49471	Protrusions in width. bricks can be problem	201.06	83.8	\$ 8,377	\$ -	\$ -	\$ 8,377
87	Fairway Dr	FAIL	4.00	2.68	13.35	N	Y	LOW	-86.78042	33.49469	Protrusion, width wider in Some places, tree roots	172.93	76.9	\$ 7,686	\$ -	\$ -	\$ 7,686
88	Fairway Dr	FAIL	4.00	3.21	1.41	N	N	LOW	-86.77965	33.49477	Sudden change in slope. No ramp.	205.79	91.5	\$ 9,146	\$ -	\$ -	\$ 9,146
91	Fairway Dr	FAIL	4.00	5.51	1.21	Y	Y	LOW	-86.77904	33.49487	Protrusion from tree, width decreases	205.17	91.2	\$ 9,119	\$ -	\$ -	\$ 9,119
92	Fairway Dr	FAIL	4.00	0.86	4.56	N	Y	LOW	-86.77866	33.49484	Protrusion from arch.	61.82	27.5	\$ 2,747	\$ -	\$ -	\$ 2,747
95	Fairway Dr	FAIL	4.75	3.66	2.68	Y	N	LOW	-86.78050	33.49457	Driveway doesn't level out	116.63	61.6	\$ 6,155	\$ -	\$ -	\$ 6,155
96	Thornhill Rd	FAIL	4.00	5.94	1.64	Y	N	LOW	-86.78002	33.49500	roots in way	204.39	90.8	\$ 9,084	\$ -	\$ -	\$ 9,084
97	Thornhill Rd	FAIL	3.50	0.00	1.47	N	N	LOW	-86.78007	33.49548	4' width in some places	148.49	57.7	\$ 5,775	\$ -	\$ -	\$ 5,775
99	Thornhill Rd	FAIL	4.00	4.02	3.21	N	N	LOW	-86.78017	33.49499	Width decreases	201.28	89.5	\$ 8,946	\$ -	\$ -	\$ 8,946
100	Thornhill Rd	FAIL	4.00	2.60	1.90	Y	N	LOW	-86.78022	33.49546	hole from water utility cover	153.21	68.1	\$ 6,809	\$ -	\$ -	\$ 6,809
103	Thornhill Rd	FAIL	4.00	3.66	2.86	N	N	LOW	-86.77976	33.49573		204.67	91.0	\$ 9,096	\$ -	\$ -	\$ 9,096
105	Thornhill Rd	FAIL	3.75	1.30	3.03	Y	N	LOW	-86.77915	33.49576	protrusion from roots, Width narrows	232.27	96.8	\$ 9,678	\$ -	\$ -	\$ 9,678
106	Thornhill Rd	FAIL	4.00	4.82	1.04	Y	N	LOW	-86.77864	33.49585	No ramp	58.15	25.8	\$ 2,585	\$ -	\$ -	\$ 2,585
107	Thornhill Rd	FAIL	4.00	0.00	3.12	N	Y	LOW	-86.78039	33.49565	Obstruction. Otherwise, sidewalk passes.	87.24	38.8	\$ 3,877	\$ -	\$ -	\$ 3,877
108	Thornhill Rd	FAIL	3.75	3.48	2.68	Y	N	MEDIUM	-86.78016	33.49580	sudden change in slope. Stops at stairs	207.85	86.6	\$ 8,661	\$ -	\$ 8,661	\$ -
111	Thornhill Rd	FAIL	2.00	1.38	1.73	N	N	LOW	-86.77949	33.49586	Width decreases to 2 ft. 4' other places. Roots.	139.98	31.1	\$ 3,111	\$ -	\$ -	\$ 3,111
113	Thornhill Rd	FAIL	4.00	2.68	1.64	N	N	LOW	-86.77891	33.49591	Width decreases to 2.5'. Roots in way. No ramps.	219.48	97.5	\$ 9,755	\$ -	\$ -	\$ 9,755
337	20th Ave S	FAIL	5.00	0.26	10.50	Y	N	LOW	-86.78177	33.49505	changes in slope	86.31	48.0	\$ 4,795	\$ -	\$ -	\$ 4,795

**MOUNTAIN BROOK VILLAGE**

73	Montevallo Rd	FAIL	5.75	0.54	0.47	Y	Y	LOW	-86.77272	33.48435	roots	180.16	115.1	\$ 11,510	\$ -	\$ -	\$ 11,510
75	Culver Rd	FAIL	5.00	2.86	0.95	Y	Y	LOW	-86.77230	33.48391		204.25	113.5	\$ 11,347	\$ -	\$ -	\$ 11,347
80	Canterbury Rd	FAIL	5.00	5.77	0.86	Y	Y	LOW	-86.77230	33.48368		123.26	68.5	\$ 6,848	\$ -	\$ -	\$ 6,848
90	Montevallo Rd	FAIL	7.00	2.60	0.00	Y	N	LOW	-86.77304	33.48441	Width reduces to 5 ft	119.22	92.7	\$ 9,273	\$ -	\$ -	\$ 9,273
93	Culver Rd	FAIL	4.30	5.30	0.90	Y	Y	LOW	-86.77311	33.48454	Bushes protrude and lamppost	93.78	44.8	\$ 4,481	\$ -	\$ -	\$ 4,481
94	Cahaba Rd	FAIL	5.00	5.30	0.60	N	N	LOW	-86.77391	33.48474	Width goes down to 3.7' Hard to navigate	213.73	118.7	\$ 11,874	\$ -	\$ -	\$ 11,874
98	Cahaba Rd	FAIL	4.00	10.50	1.50	Y	Y	LOW	-86.77368	33.48420		157.63	70.1	\$ 7,006	\$ -	\$ -	\$ 7,006
104	Petticoat Ln	FAIL	4.20	11.82	4.38	N	Y	MEDIUM	-86.77399	33.48373	protrusions reduce width to 2.5ft	242.47	113.2	\$ 11,315	\$ -	\$ 11,315	\$ -

**SIDEWALKS**

ID	Street Name	Condition	Width (ft); Min 4'	Cross Slope (%) ; Max 2%	Running Slope (%); Max 5% or rdway grade	Exceeds Max Gap of .25" or .5" w/bevel	Exceeds Max Protrusion of 4" betw elev 2.25" to 6.7'	Severity	Lat	Long	Notes	Segment Length (ft)	Area (SY)	Approx. Cost to Comply	Cost of High Severity	Cost of Medium Severity	Cost of Low Severity
109	Petticoat Ln	FAIL	7.10	5.42	3.75	N	Y	LOW	-86.77326	33.48326	Narrows. Lamppost in way.	217.38	171.5	\$ 17,149	\$ -	\$ -	\$ 17,149
115	Canterbury Rd	FAIL	3.50	6.50	3.60	N	Y	MEDIUM	-86.77231	33.48352	vegetation. 3.5' clear width.	128.28	49.9	\$ 4,989	\$ -	\$ 4,989	\$ -
117	Montevallo Rd	FAIL	5.00	4.50	0.35	Y	Y	LOW	-86.77308	33.48402		150.13	83.4	\$ 8,340	\$ -	\$ -	\$ 8,340
118	Petticoat Ln	FAIL	6.50	5.30	1.40	N	Y	LOW	-86.77320	33.48372	pole. 6.5' clear width.	96.54	69.7	\$ 6,972	\$ -	\$ -	\$ 6,972
119	Canterbury Rd	FAIL	3.75	6.70	2.30	Y	Y	MEDIUM	-86.77288	33.48353	flowerpot.	164.63	68.6	\$ 6,860	\$ -	\$ 6,860	\$ -
126	Culver Rd	FAIL	8.30	11.55	1.12	Y	Y	MEDIUM	-86.77211	33.48323	protrusions reduce width to 2.3ft	213.81	197.2	\$ 19,718	\$ -	\$ 19,718	\$ -
128	Culver Rd	FAIL	6.85	8.47	1.56	Y	Y	MEDIUM	-86.77202	33.48258	protrusions reduce width to 3.95 ft	180.10	137.1	\$ 13,707	\$ -	\$ 13,707	\$ -
135	Cahaba Rd	FAIL	5.00	6.12	3.66	Y	Y	MEDIUM	-86.77279	33.48235	protrusions reduce Width to 3 Ft	201.67	112.0	\$ 11,204	\$ -	\$ 11,204	\$ -
138	Cahaba Rd	FAIL	4.00	6.20	1.47	N	Y	LOW	-86.77314	33.48280	Protrusions reduce width to 3.75 ft / hole	150.69	67.0	\$ 6,697	\$ -	\$ -	\$ 6,697
141	Petticoat Ln	FAIL	5.30	7.07	9.86	Y	Y	MEDIUM	-86.77392	33.48340		210.78	124.1	\$ 12,413	\$ -	\$ 12,413	\$ -
152	Cahaba Rd	FAIL	4.30	10.10	6.30	Y	Y	LOW	-86.77326	33.48248	cs evens out to 2.2%	142.77	68.2	\$ 6,821	\$ -	\$ -	\$ 6,821
160	Cahaba Rd	FAIL	4.00	8.70	4.60	N	N	MEDIUM	-86.77185	33.48172		156.93	69.7	\$ 6,975	\$ -	\$ 6,975	\$ -
161	Cahaba Rd	FAIL	7.90	3.60	1.00	Y	Y	LOW	-86.77221	33.48198	holes.	137.61	120.8	\$ 12,080	\$ -	\$ -	\$ 12,080
162	Lane Park Rd	FAIL	5.00	4.30	1.90	Y	N	MEDIUM	-86.77424	33.49034		92.11	51.2	\$ 5,117	\$ -	\$ 5,117	\$ -
163	Lane Park Rd	FAIL	3.90	0.61	1.80	N	N	LOW	-86.77427	33.48935		127.25	55.1	\$ 5,514	\$ -	\$ -	\$ 5,514
165	Lane Park Rd	FAIL	3.90	3.50	3.00	Y	N	LOW	-86.77427	33.48886	levels out in some areas	134.95	58.5	\$ 5,848	\$ -	\$ -	\$ 5,848
171	Montevallo Rd	FAIL	5.00	1.30	5.16	N	N	LOW	-86.77236	33.48457	hole	181.73	101.0	\$ 10,096	\$ -	\$ -	\$ 10,096
172	Montevallo Rd	FAIL	5.00	0.90	6.00	Y	Y	LOW	-86.77147	33.48527	bushes cover portion. road steep.	178.46	99.1	\$ 9,915	\$ -	\$ -	\$ 9,915
173	Montevallo Rd	FAIL	4.10	2.16	3.75	Y	Y	LOW	-86.77190	33.48484		124.72	56.8	\$ 5,682	\$ -	\$ -	\$ 5,682
174	Montevallo Rd	FAIL	4.75	7.70	4.30	N	Y	MEDIUM	-86.77185	33.48507	bushes cover portion.	92.26	48.7	\$ 4,869	\$ -	\$ 4,869	\$ -
177	Lane Park Rd	FAIL	4.75	2.80	1.70	N	N	LOW	-86.77426	33.48555	no ramp at end	199.44	105.3	\$ 10,526	\$ -	\$ -	\$ 10,526
184	Lane park Rd	FAIL	7.25	5.10	1.80	N	Y	LOW	-86.77424	33.48630		150.60	121.3	\$ 12,132	\$ -	\$ -	\$ 12,132
185	Cahaba Rd	FAIL	5.75	3.66	0.86	N	N	LOW	-86.76920	33.47988		205.03	131.0	\$ 13,099	\$ -	\$ -	\$ 13,099
187	Lane Park Rd	FAIL	5.20	1.11	3.20	Y	N	LOW	-86.77424	33.48745	Only needs vert gap repair	196.66	113.6	\$ 11,369	\$ -	\$ -	\$ 11,369
189	Cahaba Rd	FAIL	5.00	2.50	9.60	Y	N	MEDIUM	-86.76970	33.48028	cracks/ multiple vertical gaps	211.23	117.4	\$ 11,735	\$ -	\$ 11,735	\$ -
190	Cahaba Rd	FAIL	4.90	4.11	4.73	Y	N	MEDIUM	-86.77024	33.48063	multiple vertical gaps	209.58	114.1	\$ 11,410	\$ -	\$ 11,410	\$ -
191	Cahaba Rd	FAIL	5.00	3.30	7.50	N	N	LOW	-86.77077	33.48098		206.36	114.6	\$ 11,465	\$ -	\$ -	\$ 11,465
192	Cahaba Rd	FAIL	5.00	4.11	4.99	Y	N	LOW	-86.77127	33.48132		195.75	108.8	\$ 10,875	\$ -	\$ -	\$ 10,875
193	Montevallo Rd	FAIL	6.00	5.51	13.62	Y	Y	MEDIUM	-86.77456	33.48343		200.23	133.5	\$ 13,348	\$ -	\$ 13,348	\$ -
194	Montevallo Rd	FAIL	5.95	3.48	4.11	N	Y	MEDIUM	-86.77524	33.48332	driveways not level/protrusionreduces width to 3.5	217.74	144.0	\$ 14,395	\$ -	\$ 14,395	\$ -
195	Montevallo Rd	FAIL	4.80	6.12	9.81	Y	N	LOW	-86.77586	33.48319	steep road/ manhole is cracked	176.17	94.0	\$ 9,396	\$ -	\$ -	\$ 9,396
367	Jemison Ln	PASS	7.75	0.70	1.90	N	N	N/A	-86.77402	33.48617		140.68	121.1	\$ -	\$ -	\$ -	\$ -
368	Lane Park Rd	PASS	7.90	0.26	0.52	N	N	N/A	-86.77422	33.48684		168.88	148.2	\$ -	\$ -	\$ -	\$ -
369	Jemison Ln	FAIL	9.00	4.30	1.30	Y	Y	LOW	-86.77324	33.48615		221.36	221.4	\$ 22,136	\$ -	\$ -	\$ 22,136
370	Rele St	PASS	4.25	1.18	0.84	N	N	N/A	-86.77361	33.48636	4.25 at narrowest point.	153.74	72.6	\$ -	\$ -	\$ -	\$ -
372	Rele St	PASS	4.00	0.94	1.51	N	N	N/A	-86.77388	33.48651		244.70	108.8	\$ -	\$ -	\$ -	\$ -
373	Lane Park Rd	PASS	5.00	2.00	6.10	N	N	N/A	-86.77423	33.48812		294.58	163.7	\$ -	\$ -	\$ -	\$ -
377	Rele St	FAIL	5.00	2.60	0.14	N	N	LOW	-86.77301	33.48717		360.71	200.4	\$ 20,039	\$ -	\$ -	\$ 20,039
378	Rele St	PASS	5.00	1.42	0.52	N	N	N/A	-86.77220	33.48741		285.62	158.7	\$ -	\$ -	\$ -	\$ -
382	Rele St	FAIL	5.00	2.10	1.18	N	N	LOW	-86.77285	33.48835		128.21	71.2	\$ 7,123	\$ -	\$ -	\$ 7,123
383	Rele St	FAIL	5.00	2.70	0.13	N	N	LOW	-86.77332	33.48835		155.45	86.4	\$ 8,636	\$ -	\$ -	\$ 8,636
384	Rele St	PASS	5.00	0.39	1.59	N	N	N/A	-86.77357	33.48805		275.78	153.2	\$ -	\$ -	\$ -	\$ -
385	Rele St	PASS	5.00	1.38	2.50	N	N	N/A	-86.77358	33.48738		204.53	113.6	\$ -	\$ -	\$ -	\$ -
386	Rele St	FAIL	6.00	0.32	3.10	N	Y	LOW	-86.77391	33.48852	driveway not level. minor obstruction (stop sign)	196.72	131.1	\$ 13,115	\$ -	\$ -	\$ 13,115
387	Montevallo Rd	FAIL	4.75	7.30	0.10	N	Y	LOW	-86.77328	33.48415	widens. hole	115.96	61.2	\$ 6,120	\$ -	\$ -	\$ 6,120
388	Rele St	FAIL	4.75	2.20	0.61	N	Y	LOW	-86.77323	33.48702	widens to 8'	208.63	110.1	\$ 11,011	\$ -	\$ -	\$ 11,011
389	Cahaba Rd	FAIL	5.00	4.20	5.00	Y	N	LOW	-86.77342	33.48280		138.64	77.0	\$ 7,702	\$ -	\$ -	\$ 7,702
390	Cahaba Rd	FAIL	4.90	3.93	1.90	Y	N	MEDIUM	-86.77358	33.48316	deterioration of brick pavement/ ramp obstructs	83.06	45.2	\$ 4,522	\$ -	\$ 4,522	\$ -
391	Culver Rd	FAIL	4.00	4.56	1.38	Y	Y	MEDIUM	-86.77229	33.48219	protrusions reduce width to 3.7 ft	88.21	39.2	\$ 3,921	\$ -	\$ 3,921	\$ -
392	Culver Rd	FAIL	3.80	5.60	0.86	Y	Y	MEDIUM	-86.77216	33.48278	protrusions reduce width to 2.35 Ft	118.82	50.2	\$ 5,017	\$ -	\$ 5,017	\$ -
393	Culver Rd	PASS	6.00	0.00	1.64	N	N	N/A	-86.77246	33.48232	See "other features" for steel plate failure	95.39	63.6	\$ -	\$ -	\$ -	\$ -
394	Rele St	PASS	5.80	0.46	1.05	N	N	N/A	-86.77398	33.48702	narrows.	149.93	96.6	\$ -	\$ -	\$ -	\$ -
395	Rele St	FAIL	7.70	3.20	1.20	N	N	LOW	-86.77360	33.48682	7.7' at narrowest point	146.04	124.9	\$ 12,495	\$ -	\$ -	\$ 12,495
396	Rele St	FAIL	4.00	1.40	0.44	N	Y	LOW	-86.77344	33.48661	FDC protrudes into walkway	95.09	42.3	\$ 4,226	\$ -	\$ -	\$ 4,226
397	Rele St	PASS	5.00	0.14	4.50	N	N	N/A	-86.77328	33.48682		158.83	88.2	\$ -	\$ -	\$ -	\$ -
398	Rele St	PASS	5.00	1.66	5.20	N	N	N/A	-86.77254	33.48815	need crack repair	196.99	109.4	\$ -	\$ -	\$ -	\$ -
399	Rele St	FAIL	6.00	4.10	1.68	N	N	LOW	-86.77372	33.48805	cross slope less in some areas.	189.39	126.3	\$ 12,626	\$ -	\$ -	\$ 12,626
400	Rele St	FAIL	4.80	2.40	0.81	N	N	LOW	-86.77190	33.48813		194.55	103.8	\$ 10,376	\$ -	\$ -	\$ 10,376
401	Rele St	FAIL	6.00	2.50	0.60	N	N	LOW	-86.77375	33.48735		237.13	158.1	\$ 15,809	\$ -	\$ -	\$ 15,809

**SIDEWALKS**

ID	Street Name	Condition	Width (ft); Min 4'	Cross Slope (%) Max 2%	Running Slope (%); Max 5% or rdway grade	Exceeds Max Gap of .25" or .5" w/bevel	Exceeds Max Protrusion of 4" betw elev 2.25' to 6.7'	Severity	Lat	Long	Notes	Segment Length (ft)	Area (SY)	Approx. Cost to Comply	Cost of High Severity	Cost of Medium Severity	Cost of Low Severity
402	Rele St	PASS	5.00	0.24	0.97	N	N	N/A	-86.77159	33.48773		274.69	152.6	\$ -	\$ -	\$ -	\$ -
403	Rele St	PASS	6.20	2.00	2.60	N	N	N/A	-86.77399	33.48696		180.22	124.2	\$ -	\$ -	\$ -	\$ -
404	Lane Park Rd	FAIL	7.00	1.17	5.00	Y	N	LOW	-86.77426	33.48970		83.39	64.9	\$ 6,486	\$ -	\$ -	\$ 6,486
405	Culver Rd	FAIL	5.10	2.70	1.40	Y	Y	LOW	-86.77346	33.48466	hole.Goes down to 3.5'	86.59	49.1	\$ 4,907	\$ -	\$ -	\$ 4,907
406	Montevallo Rd	FAIL	4.25	4.00	6.30	N	N	LOW	-86.77205	33.48494	road steep	14.63	6.9	\$ 691	\$ -	\$ -	\$ 691
407	Petticoat Ln	FAIL	4.75	5.70	5.00		Y	LOW	-86.77348	33.48403		65.59	34.6	\$ 3,462	\$ -	\$ -	\$ 3,462
408	Cahaba Rd	FAIL	8.67	5.00	1.80	Y	Y	LOW	-86.77388	33.48421		170.38	164.1	\$ 16,413	\$ -	\$ -	\$ 16,413
471	Heathermoor Rd	FAIL	5.00	2.20	13.80	N	N	LOW	-86.77126	33.48168		202.87	112.7	\$ 11,271	\$ -	\$ -	\$ 11,271
472	Heathermoor Rd	FAIL	4.50	3.80	5.80	Y	N	LOW	-86.77083	33.48214		227.07	113.5	\$ 11,354	\$ -	\$ -	\$ 11,354
474	Heathermoor Rd	FAIL	4.90	2.30	0.60	N	N	LOW	-86.77035	33.48248	widens/cracks	147.46	80.3	\$ 8,028	\$ -	\$ -	\$ 8,028
<b>CHEROKEE BEND</b>																	
259	Wilderness Rd	FAIL	4.00	9.40	5.90	Y	N	HIGH	-86.72005	33.50829	portion is just gravel	189.84	84.4	\$ 8,437	\$ 8,437	\$ -	\$ -
260	Wilderness Rd	FAIL	4.00	7.90	8.80	Y	N	MEDIUM	-86.72044	33.50862		145.02	64.5	\$ 6,445	\$ -	\$ 6,445	\$ -
261	Kennesaw Dr	FAIL	4.00	4.00	5.60	Y	N	MEDIUM	-86.72034	33.50895		205.66	91.4	\$ 9,141	\$ -	\$ 9,141	\$ -
262	Kennesaw Dr	FAIL	4.00	7.10	5.20	Y	Y	MEDIUM	-86.71999	33.50943	narrows to 3.25'	202.11	89.8	\$ 8,983	\$ -	\$ 8,983	\$ -
263	Kennesaw Dr	FAIL	3.70	11.30	4.80	Y	N	MEDIUM	-86.71956	33.50984	gaps	201.76	82.9	\$ 8,295	\$ -	\$ 8,295	\$ -
264	Kennesaw Dr	FAIL	4.00	13.20	3.40	Y	N	LOW	-86.71908	33.51021		201.73	89.7	\$ 8,966	\$ -	\$ 8,966	\$ -
265	Kennesaw Dr	FAIL	4.00	2.80	2.30	Y	N	LOW	-86.71845	33.51046		221.92	98.6	\$ 9,863	\$ -	\$ 9,863	\$ -
266	Kennesaw Dr	FAIL	4.00	2.80	1.70	N	N	LOW	-86.71781	33.51068		200.62	89.2	\$ 8,917	\$ -	\$ 8,917	\$ -
267	Battery Ln	FAIL	3.90	7.59	6.38	Y	Y	HIGH	-86.70206	33.51723	Width reduces to 1 ft	205.12	88.9	\$ 8,889	\$ 8,889	\$ -	\$ -
268	Battery Ln	FAIL	4.00	1.56	4.47	Y	Y	MEDIUM	-86.70252	33.51681	width reduces to 2ft	214.58	95.4	\$ 9,537	\$ -	\$ 9,537	\$ -
270	Fair Oaks Dr	FAIL	4.30	1.64	2.51	Y	N	LOW	-86.71716	33.51066	large gaps	211.86	101.2	\$ 10,122	\$ -	\$ 10,122	\$ -
271	Fair Oaks Dr	FAIL	5.00	6.98	2.42	Y	Y	MEDIUM	-86.71698	33.51009	bushes	227.09	126.2	\$ 12,616	\$ -	\$ 12,616	\$ -
272	Battery Ln	FAIL	3.95	0.34	4.73	Y	N	MEDIUM	-86.70306	33.51645		200.78	88.1	\$ 8,812	\$ -	\$ 8,812	\$ -
273	Battery Ln	FAIL	4.00	8.38	4.28	Y	N	HIGH	-86.70359	33.51613	width reduces to 3ft/ driveway not level	206.55	91.8	\$ 9,180	\$ 9,180	\$ -	\$ -
274	Battery Ln	FAIL	3.80	1.56	6.20	Y	N	HIGH	-86.70416	33.51581	driveway not level	209.19	88.3	\$ 8,833	\$ 8,833	\$ -	\$ -
276	Battery Ln	FAIL	3.90	4.11	5.34	Y	Y	HIGH	-86.70474	33.51547	width reduces to 2.25ft, pine needles, moss	212.85	92.2	\$ 9,224	\$ 9,224	\$ -	\$ -
277	Battery Ln	FAIL	3.75	11.73	7.76	Y	N	HIGH	-86.70555	33.51526	pine needles/moss/width reduces to 3ft/driveway	309.91	129.1	\$ 12,913	\$ 12,913	\$ -	\$ -
279	Fair Oaks Dr	FAIL	4.00	2.70	12.30	Y	Y	MEDIUM	-86.71955	33.50825	decreases to 3.5'	202.03	89.8	\$ 8,979	\$ -	\$ 8,979	\$ -
280	Fair Oaks Dr	FAIL	4.00	3.10	8.00	Y	Y	MEDIUM	-86.71901	33.50858		203.59	90.5	\$ 9,048	\$ -	\$ 9,048	\$ -
281	Fair Oaks Dr	FAIL	3.90	2.60	11.40	Y	N	LOW	-86.71848	33.50892		203.98	88.4	\$ 8,839	\$ -	\$ 8,839	\$ -
282	Fair Oaks Dr	FAIL	4.00	4.80	12.50	Y	Y	MEDIUM	-86.71800	33.50921	road steep. driveways don't level out.	164.28	73.0	\$ 7,301	\$ -	\$ 7,301	\$ -
283	Fair Oaks Dr	FAIL	4.30	3.57	8.47	Y	N	MEDIUM	-86.71744	33.50925	cracks/ gaps / driveway doesn't level out	194.06	92.7	\$ 9,272	\$ -	\$ 9,272	\$ -
284	Fair Oaks Dr	FAIL	5.75	1.38	0.78	Y	N	LOW	-86.71687	33.50925	deterioration	182.40	116.5	\$ 11,653	\$ -	\$ 11,653	\$ -
285	Fair Oaks Dr	FAIL	5.30	0.78	7.50	Y	N	LOW	-86.71683	33.50965	width reduces to 4.4 feet	127.87	75.3	\$ 7,530	\$ -	\$ 7,530	\$ -
286	Round Forest Dr	FAIL	4.00	5.60	9.81	Y	Y	HIGH	-86.70615	33.51659	width reduces to 3ft, driveways not level	209.03	92.9	\$ 9,290	\$ 9,290	\$ -	\$ -
287	Round Forest Dr	FAIL	4.00	5.42	13.44	Y	N	HIGH	-86.70586	33.51711	road steep	203.14	90.3	\$ 9,028	\$ 9,028	\$ -	\$ -
288	Kennesaw Dr	FAIL	3.95	0.52	1.99	N	N	LOW	-86.71703	33.51106		194.83	85.5	\$ 8,551	\$ -	\$ 8,551	\$ -
289	Round Forest Dr	FAIL	3.80	2.60	15.90	Y	N	MEDIUM	-86.70535	33.51745	Width reduces to 3.75 ft/steeproad/driveway not lev	210.51	88.9	\$ 8,888	\$ -	\$ 8,888	\$ -
290	Round Forest Dr	FAIL	3.80	2.96	12.61	Y	Y	MEDIUM	-86.70465	33.51748		223.92	94.5	\$ 9,454	\$ -	\$ 9,454	\$ -
291	Kennesaw Dr	FAIL	4.00	0.43	1.90	Y	Y	LOW	-86.71648	33.51135	driveway not flush / bushes	201.99	89.8	\$ 8,977	\$ -	\$ 8,977	\$ -
292	Kennesaw Dr	FAIL	3.80	5.86	7.68	Y	Y	MEDIUM	-86.71586	33.51152	bushes	200.91	84.8	\$ 8,483	\$ -	\$ 8,483	\$ -
293	Kennesaw Dr	FAIL	3.90	0.43	10.59	Y	N	MEDIUM	-86.71530	33.51152	steep road	141.08	61.1	\$ 6,114	\$ -	\$ 6,114	\$ -
294	Kennesaw Dr	FAIL	3.95	1.90	8.65	Y	N	MEDIUM	-86.71503	33.51129		163.86	71.9	\$ 7,192	\$ -	\$ 7,192	\$ -
295	Kennesaw Dr	FAIL	3.90	2.08	4.56	Y	N	MEDIUM	-86.71493	33.51130	driveway exceeds slope max.	174.01	75.4	\$ 7,541	\$ -	\$ 7,541	\$ -
296	Kennesaw Dr	FAIL	3.95	2.25	11.02	Y	Y	MEDIUM	-86.71456	33.51153	steep road/ drive way doesn't level / bushes	203.71	89.4	\$ 8,940	\$ -	\$ 8,940	\$ -
297	Kennesaw Dr	FAIL	4.00	1.21	9.46	Y	Y	MEDIUM	-86.71391	33.51153	bushes / driveway doesn't level / holes/Steep road	196.23	87.2	\$ 8,721	\$ -	\$ 8,721	\$ -
298	Kennesaw Dr	FAIL	4.00	1.38	11.73	Y	N	MEDIUM	-86.71326	33.51153	steep road / many vertical gaps	197.95	88.0	\$ 8,798	\$ -	\$ 8,798	\$ -
299	Corinth Dr	FAIL	4.00	3.60	7.50	Y	Y	MEDIUM	-86.71319	33.51366	narrows to 3.25'	204.14	90.7	\$ 9,073	\$ -	\$ 9,073	\$ -
300	Corinth Dr	FAIL	3.75	4.80	0.69	Y	N	MEDIUM	-86.71272	33.51406	gaps/holes	204.23	85.1	\$ 8,510	\$ -	\$ 8,510	\$ -
301	Corinth Dr	PASS	4.00	1.90	4.00	N	N	N/A	-86.71225	33.51448	driveways don't level out, passing spaces needed	215.50	95.8	\$ -	\$ -	\$ -	\$ -
302	Gaines Mill Rd	FAIL	4.00	2.60	3.10	N	N	LOW	-86.71307	33.51348	decreases to 3.25'	92.80	41.2	\$ 4,124	\$ -	\$ 4,124	\$ -
303	Gaines Mill Rd	FAIL	4.00	0.70	7.30	Y	N	MEDIUM	-86.71293	33.51310	sudden change in slope	200.16	89.0	\$ 8,896	\$ -	\$ 8,896	\$ -
304	Gaines Mill Rd	FAIL	3.80	1.60	9.10	Y	N	MEDIUM	-86.71292	33.51253		204.79	86.5	\$ 8,647	\$ -	\$ 8,647	\$ -
306	Gaines Mill Rd	FAIL	4.00	3.90	8.40	N	N	LOW	-86.71292	33.51195	road steep. driveways don't level out	218.79	97.2	\$ 9,724	\$ -	\$ 9,724	\$ -





**SIDEWALKS**

ID	Street Name	Condition	Width (ft); Min 4'	Cross Slope (%); Max 2%	Running Slope (%); Max 5% or rdway grade	Exceeds Max Gap of .25" or .5" w/bevel	Exceeds Max Protrusion of 4" betw elev 2.25' to 6.7'	Severity	Lat	Long	Notes	Segment Length (ft)	Area (SY)	Approx. Cost to Comply	Cost of High Severity	Cost of Medium Severity	Cost of Low Severity				
455	Mountain Brook Pkwy	FAIL	5.00	4.10	5.50	N	N	MEDIUM	-86.75911	33.48115	cs increases to 21%/manhole/driveway not level	201.04	111.7	\$ 11,169	\$ -	\$ 11,169	\$ -				
456	Mountain Brook Pkwy	FAIL	5.00	5.00	2.80	N	N	LOW	-86.75870	33.48159		203.76	113.2	\$ 11,320	\$ -	\$ -	\$ 11,320				
457	Mountain Brook Pkwy	FAIL	6.20	4.40	4.10	N	N	LOW	-86.75823	33.48198	driveway	203.38	140.1	\$ 14,011	\$ -	\$ -	\$ 14,011				
458	Mountain Brook Pkwy	FAIL	5.00	7.90	9.00	N	N	MEDIUM	-86.75768	33.48218		209.86	116.6	\$ 11,659	\$ -	\$ 11,659	\$ -				
459	Mountain Brook Pkwy	FAIL	5.00	4.20	1.20	N	N	LOW	-86.75731	33.48264		187.12	104.0	\$ 10,396	\$ -	\$ -	\$ 10,396				
460	Mountain Brook Pkwy	PASS	5.00	1.70	3.30	N	N	N/A	-86.75682	33.48295		197.12	109.5	\$ -	\$ -	\$ -	\$ -				
461	Mountain Brook Pkwy	FAIL	5.00	2.30	0.90	Y	N	LOW	-86.75633	33.48334	deterioration	209.35	116.3	\$ 11,631	\$ -	\$ -	\$ 11,631				
462	Mountain Brook Pkwy	FAIL	5.00	3.70	4.40	N	N	LOW	-86.75581	33.48369		202.86	112.7	\$ 11,270	\$ -	\$ -	\$ 11,270				
463	Mountain Brook Pkwy	FAIL	5.00	4.10	1.70	N	N	LOW	-86.75530	33.48405	dirt build up	204.21	113.5	\$ 11,345	\$ -	\$ -	\$ 11,345				
464	Mountain Brook Pkwy	FAIL	5.00	8.60	4.20	N	N	LOW	-86.75478	33.48440	dirt build up	209.00	116.1	\$ 11,611	\$ -	\$ -	\$ 11,611				
465	Mountain Brook Pkwy	FAIL	5.00	5.00	0.00	N	N	HIGH	-86.75427	33.48471	turns into stepping stones/roots/dividers/blockpath	202.88	112.7	\$ 11,271	\$ 11,271	\$ -	\$ -				
466	Mountain Brook Pkwy	FAIL	5.00	10.20	14.10	N	N	MEDIUM	-86.75385	33.48511		202.31	112.4	\$ 11,240	\$ -	\$ 11,240	\$ -				
467	Mountain Brook Pkwy	FAIL	5.00	8.00	1.60	N	N	LOW	-86.75353	33.48560		205.10	113.9	\$ 11,395	\$ -	\$ -	\$ 11,395				
468	Mountain Brook Pkwy	FAIL	5.00	11.00	2.60	N	N	MEDIUM	-86.75319	33.48610		212.05	117.8	\$ 11,780	\$ -	\$ 11,780	\$ -				
469	Mountain Brook Pkwy	FAIL	5.00	6.10	13.50	Y	N	HIGH	-86.75290	33.48635	footprints in concrete cause vert gaps. no ramp.	52.26	29.0	\$ 2,903	\$ 2,903	\$ -	\$ -				
470	Overbrook Rd	FAIL	3.80	3.50	0.70	N	N	LOW	-86.75266	33.48682		157.32	66.4	\$ 6,642	\$ -	\$ -	\$ 6,642				
<b>MOUNTAIN BROOK HIGH SCHOOL</b>																					
223	Oakdale Dr	FAIL	4.00	4.70	4.40	N	N	LOW	-86.71536	33.49068	No Passing Zones	205.32	91.3	\$ 9,125	\$ -	\$ -	\$ 9,125				
224	Oakdale Dr	PASS	4.00	0.50	1.00	N	N	N/A	-86.71538	33.49010	No Passing Zones	212.10	94.3	\$ -	\$ -	\$ -	\$ -				
225	Oakdale Dr	PASS	5.00	1.50	0.50	N	N	N/A	-86.71540	33.48949		227.03	126.1	\$ -	\$ -	\$ -	\$ -				
226	Oakdale Dr	FAIL	4.00	3.70	3.60	N	N	LOW	-86.71543	33.48887	No Passing Zones	222.83	99.0	\$ 9,904	\$ -	\$ -	\$ 9,904				
231	Oakdale Dr	PASS	4.00	1.60	4.00	N	N	N/A	-86.71574	33.48689	No Passing Zones	207.73	92.3	\$ -	\$ -	\$ -	\$ -				
234	Knightsbridge Rd	FAIL	4.00	2.20	0.40	Y	N	LOW	-86.71540	33.48661		206.86	91.9	\$ 9,194	\$ -	\$ -	\$ 9,194				
240	Oakdale Dr	PASS	4.92	0.50	6.80	N	N	N/A	-86.71522	33.48524		212.20	116.0	\$ -	\$ -	\$ -	\$ -				
241	Oakdale Dr	PASS	5.00	2.00	6.00	N	N	N/A	-86.71496	33.48470		210.84	117.1	\$ -	\$ -	\$ -	\$ -				
243	Oakdale Dr	PASS	4.92	0.10	5.80	N	N	N/A	-86.71469	33.48416		211.70	115.7	\$ -	\$ -	\$ -	\$ -				
245	Oakdale Dr	FAIL	4.58	3.80	5.00	N	N	LOW	-86.71452	33.48379		70.73	36.0	\$ 3,599	\$ -	\$ -	\$ 3,599				
251	Oakdale Dr	FAIL	4.88	2.50	4.80	N	N	LOW	-86.71429	33.48332		211.46	114.7	\$ 11,466	\$ -	\$ -	\$ 11,466				
252	Oakdale Dr	FAIL	5.00	4.50	6.50	Y	N	LOW	-86.71403	33.48278	the dropoff is between 3413 & 3419	212.59	118.1	\$ 11,811	\$ -	\$ -	\$ 11,811				
253	Oakdale Dr	FAIL	5.00	2.40	7.30	N	N	LOW	-86.71377	33.48225		205.82	114.3	\$ 11,434	\$ -	\$ -	\$ 11,434				
254	Oakdale Dr	PASS	5.00	0.70	4.40	N	N	N/A	-86.71362	33.48191		55.01	30.6	\$ -	\$ -	\$ -	\$ -				
311	Bethune Dr	FAIL	4.00	5.10	11.30	N	N	LOW	-86.71504	33.49102	Bethune Dr has 11.3% grade. No Passing Zones	202.15	89.8	\$ 8,984	\$ -	\$ -	\$ 8,984				
475	Oakdale Drive	PASS	4.00	0.10	1.40	N	N	N/A	-86.71555	33.48827	No Passing Zones	215.76	95.9	\$ -	\$ -	\$ -	\$ -				
476	Oakdale Drive	PASS	4.00	0.50	2.40	N	N	N/A	-86.71571	33.48747	No Passing Zones	210.30	93.5	\$ -	\$ -	\$ -	\$ -				
477	Oakdale Drive	FAIL	4.00	3.60	11.50	N	N	LOW	-86.71559	33.48610	Slope of Oakdale Drive is 12.0%. No Passing Zones	201.62	89.6	\$ 8,961	\$ -	\$ -	\$ 8,961				
478	Oakdale Drive	PASS	5.00	7.30	10.40	N	N	LOW	-86.71547	33.48574	Slope of Oakdale Drive is 12.1%	68.98	38.3	\$ 3,832	\$ -	\$ -	\$ 3,832				
<b>TOTALS</b>			<b>PASSING SIDEWALKS =</b>	<b>1.38</b>	<b>Miles</b>												<b>TOTAL COSTS =</b>	<b>\$ 2,713,145</b>	<b>\$ 246,314</b>	<b>\$ 1,040,567</b>	<b>\$ 1,426,264</b>
			<b>FAILING SIDEWALKS =</b>	<b>10.00</b>	<b>Miles</b>																

## **Appendix D**

### **Log of Public Comments Received**

# ADA Public Comment Form for City of Mountain Brook Transition Plan

Date		Provide Sketch if helpful
Name		
Address		
Phone		
Email		
City building, program, service, or street location		
Building, program, service or location detail		
Describe the current issue:		
How should this issue be corrected?		
Submit to: Steve Boone, City Clerk ADA Coordinator 56 Church Street Mountain Brook, AL 35213 boones@mtnbrook.org	Date Received:	
	Reviewed by:	
	Results:	