



Town of Franklin
Sidewalk Capital Improvement Plan
&
Condition Survey

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1.0 INTRODUCTION

1.1 BACKGROUND

In 2015 the Town of Franklin was granted a combination Bicycle and Pedestrian planning grant from the North Carolina Department of Transportation (NCDOT). In 2016 the BikeWalk Franklin plan was developed and adopted by the Town Council. One of the implementation action steps adopted by the town was to develop a capital improvement plan with a condition survey. During the development of the BikeWalk Franklin plan the community expressed the need for Franklin to be more walkable and bike friendly, and Town Council has expressed similar desires.

One of the biggest obstacles in the way of a comprehensive sidewalk maintenance program was the lack of accurate sidewalk inventory and condition assessment. Therefore, the planning department, with assistance from the public works department, started the data collection process for all Town-maintained sidewalks.

1.2 OBJECTIVES

Here are the objectives identified in the planning phase for the creation of this plan.

- Develop a ranking system for sidewalks and ramps with definitions.
- Inventory all Town-maintained sidewalks.
- Using GIS mapping, map all sidewalks with conditions.
- Physically walk, measure and photograph all sidewalks.
- Note the conditions and widths of all sidewalks.
- Inventory every sidewalk approach and endpoint and assess preliminary ADA compliance.
- Inventory curb ramps for preliminary ADA compliance with the needs for crosswalks.
- Finally, to develop recommendations for the maintenance of existing sidewalks and ramps and future replacement projects.

2.0 Existing Public Sidewalk Assessment

2.1 Project Phases

Phase one was to identify all sidewalks within the town limits, in order to have an accurate inventory. This was achieved by using ESRI GIS mapping software with aerial photography. A sidewalk and ramp database was created in ESRI. Then center lines of all sidewalks were mapped and named to have a basic starting point to reference. Phase one also included the development of a ranking system that could be used when field inventory began.

Phase two would include field data collection of all sidewalks and ramps. During the field data collection phase, town staff used the inventory and basic map created in phase one to visit every sidewalk within the town limits. Staff walked every sidewalk to note the physical conditions present – condition, width, any obstructions and trip hazards – and took pictures of sections. Staff also noted deficiencies that weren't developed for future projects in the BikeWalk Franklin plan. For example where crosswalks and ADA-compliant ramps are needed.

Figure 2.1
Aerial Photography



Figure 2.2
Aerial Photography with Sidewalk Centerlines



2.2 Sidewalk Defect Categories

Toe Trips – Where a vertical offset of $\frac{1}{2}$ " or greater is present.

Sunken – Where surface is broken and sunken a minimum of $\frac{1}{4}$ ".

Spalling – Surface deterioration of $\frac{1}{4}$ " or greater on the sidewalk.

Obstructions – Any obstructions that restrict the operating width of the sidewalk to less than 48".

Cracking - Four or more surface cracks in the sidewalk panel.

Cross Slope – Greater than a 1-in-12 cross slope on the sidewalk.

Ponding – Standing water or evidence of standing water on the sidewalk.

Cleanliness – Excessive debris and/or poor cleanliness on the sidewalk.

Figure 2.3 provides photographic examples of defect categories collected in the field.

Figure 2.3
Sidewalk Defect Categories Examples



Toe Trip (Bidwell St)



Sunken (White Oak ST)



Spalling



Obstruction (White Oak ST)



Cracking



Cross Slope (Driveway Cuts)



Ponding & Cleanliness (W Main ST)

2.3 Curb Ramps

Curb Ramps were broken into three different categories. These categories were created to show where defective, non-ADA-compliant ramps and ADA-compliant ramps are located. Ramps were only mapped at intersections of named streets and state roads. Driveway ramps were not mapped except in the downtown district.

- ADA-compliant with detectable domes.
- Ramp present but without detectable domes.
- No ramp present: not ADA-compliant.

Figure 2.4 shows examples of the different curb ramps.

Figure 2.4

Curb Ramp Examples



ADA-compliant Ramp with Detectable Domes



Ramp Present but without Detectable Domes



No Ramp Present: not ADA-Compliant

3.0 Ranking System

3.1 Ranking Criteria

When developing this plan, it was decided to have a basic ranking system that would be easy to understand and grade. This system would have three different categories that would be defined. By using the definitions, staff would be able to rank the sidewalks during physical inspections. The ranking system would use the sidewalk-defect categories and widths to develop the definitions for the three tiers.

3.2 Ranking Tiers

Good – A sidewalk classified as good will be at least 5 feet wide and without any major defects.

Fair – A sidewalk classified as fair might have some defects but not multiple defects within the section. A 4-foot sidewalk or smaller would automatically qualify for “fair” designation. In 2018 Town Council adopted new standards in the Unified Development Ordinance (UDO) that all new sidewalks must be built to the 5-foot standard as recommended in the BikeWalk Franklin Plan.

Poor – A poor sidewalk is a sidewalk many major defects in a section. A sidewalk with multiple non-ADA-compliant hazards would qualify as poor.

3.3 Replacement Time Frames

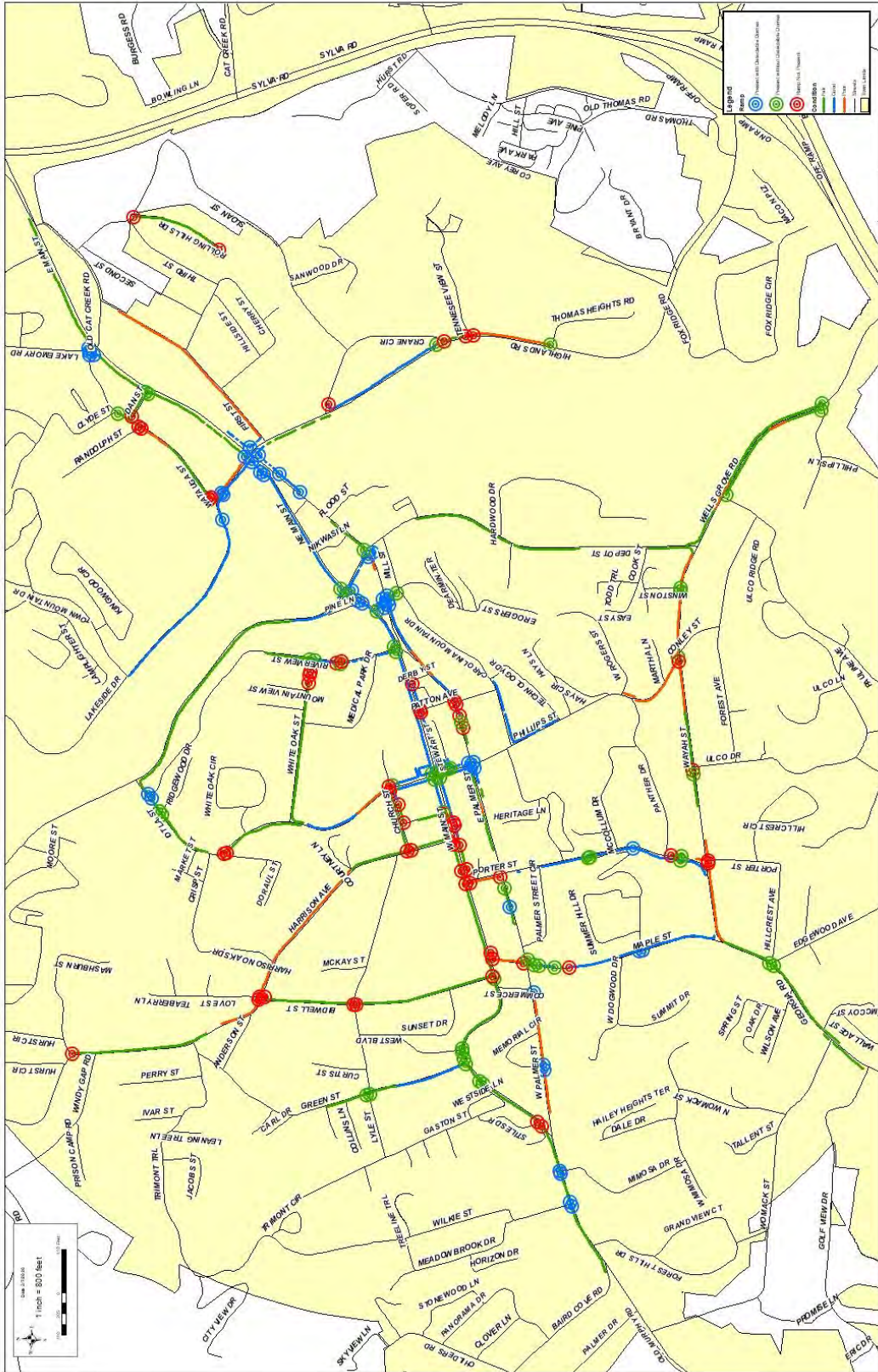
A sidewalk ranked as a good sidewalk doesn't need replacement in the near future. Maintenance should still be performed on an annual basis. A sidewalk ranked as fair should be replaced in the next 5-to-10 years. A fair sidewalk's life might be extended if maintenance or repairs are performed. A sidewalk that is ranked as fair, but meets the 5-foot requirement, could possibly be moved to the good tier with maintenance or repairs. A sidewalk ranked poor should be budgeted for replacement as soon as possible. *A sidewalk ranked poor holds the highest priority and is a liability to the town.*

3.4 Material Costs

These prices are based on an approved NCDOT contract costs. These are estimates for a contractor to be hired and perform all the work.

- Curb and Gutter replacement: \$30.00 per linear foot
- 5' Wide Sidewalk replacement: \$25.00 per linear foot
- Removal of sidewalk: \$15.00 per linear foot
- 1 ADA-compliant curb ramp: \$2,200

3.5 Map of Ranked Sidewalks & Ramps



4.0 Sidewalk Detail Descriptions

4.1 Bidwell Street

Ranking Fair



Bidwell Street sidewalk ranks **Fair**. There are six sections from West Main Street to Harrison Avenue:

- Three sections from W Main St to Lyle St intersections.
 - Bidwell Street starts with a non-ADA ramp with curb at West Main Street. *A new ramp and crosswalk are recommended for the West Main Street intersection.*
 - In these sections, the sidewalk starts at 5-foot in width and tapers to 4' 6" wide at Lyle Street intersection. Bidwell Street has a utility strip through the length of the street. Spalling is present in some locations along the first three sections. The sidewalk is flush with the road throughout and has standing water present in many locations.
- Three sections from Lyle St to Harrison Ave.
 - No ADA ramp or crosswalk is present at the Lyle St intersection.
 - The sidewalk has a few major toe trips and a major broken/sunken section.
 - The width of the last sections varies from 5' to 4' 8".
 - The sidewalk ends at the stairs of a real estate office and does not have a crosswalk to the sidewalk on the north side of Harrison Avenue. *A crosswalk and ADA ramp is recommended for the end of Bidwell St to Harrison Avenue.*

Recommendations: Upgrade to 5-foot standard; install ADA curb ramps.

Cost Estimate to complete all recommendations.

- Four ADA-Compliant curb ramps: \$ 8,800
- 2200' of 5-foot-elevated sidewalk with curb and gutter: \$154,000
- One Crosswalk

4.2 Church Street (North Side)

Ranking Fair



The north side of Church Street sidewalk ranks **Fair**; it has no ADA-curb ramps on either end of the street. Sidewalk width varies from 5-to-4 feet, and even to 3.5 feet and 2 feet at driveway entrances to the churches. There is a utility strip from Lotla St to the first church driveway entrance. Utility poles stand in the sidewalk along Church Street.

A ramp is recommended at the Harrison Avenue end to connect the Harrison Avenue sidewalk to the Church Street sidewalk.

Another crosswalk is recommended at the Lotla Street intersection to connect the north side to the east side of Lotla Street, by the Baptist Church.

Another crosswalk is recommended for Church Street, north side, to the south side at Lotla Street, heading south to Main Street.

Cost Estimate to complete all recommendations.

- 2 ADA-compliant curb ramps \$ 4,400
- 600' of 5' sidewalk with curb and gutter \$42,000
- 3 Crosswalks

4.3 Church Street (South Side)

Ranking Good & Fair



The South side of Church Street ranks **Good** in the section by the law office of Sloan & Vanhook, and **Fair** along the section on the courthouse property. The first section is 5-foot wide with no utility strip and a curb. There are no ADA-curb ramps at the courthouse entrance. As this is a very busy parking area, an ADA ramp is recommended at the entrance on both sides. The sidewalk along the courthouse property is 4-foot wide with no utility strip and a curb. This section could be increased to 5 feet very easily as the courthouse property has 4 feet of a flat grassy area to the parking lot. The south side walk ends at Macon Avenue, where there is no sidewalk to Harrison Avenue or down Macon Avenue.

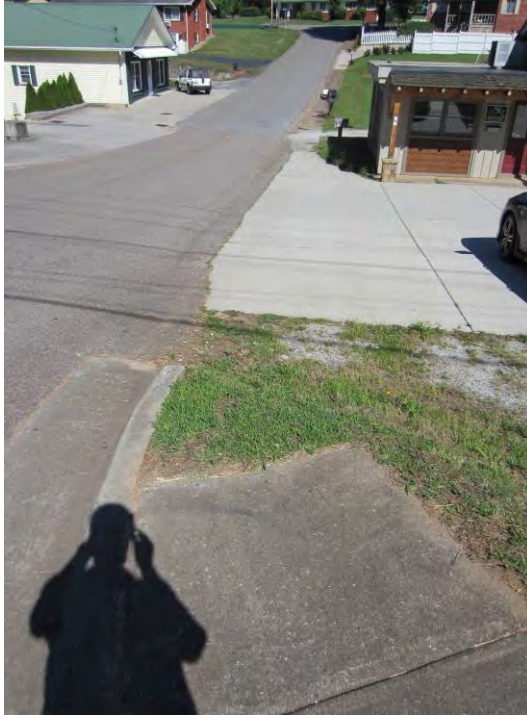
Recommendations: Upgrade section ranked Fair to 5-foot-wide standard; install ADA curb ramps.

Cost Estimate to complete all recommendations.

- 2 ADA-compliant curb ramps \$4,400
- 180' 5' sidewalk with curb and gutter \$12,600

4.4 Dan Street

Ranking Fair



Dan Street sidewalk ranks **Fair**. It is 4-foot wide with a small gap at the East Main Street intersection ramp as shown above. The sidewalk has curbing but no utility strip. The sidewalk has an obstruction at the mailboxes located behind Wind River Construction. The obstruction restricts the sidewalk to 2.5-foot wide as shown. Dan Street ends at Watauga Street, where there is no ramp or crosswalk to Watauga Street sidewalk.

Recommendations: install ADA-compliant ramp; extend sidewalk to 5 feet wide; relocate mailboxes to remove obstacle.

Cost Estimate to complete all recommendations.

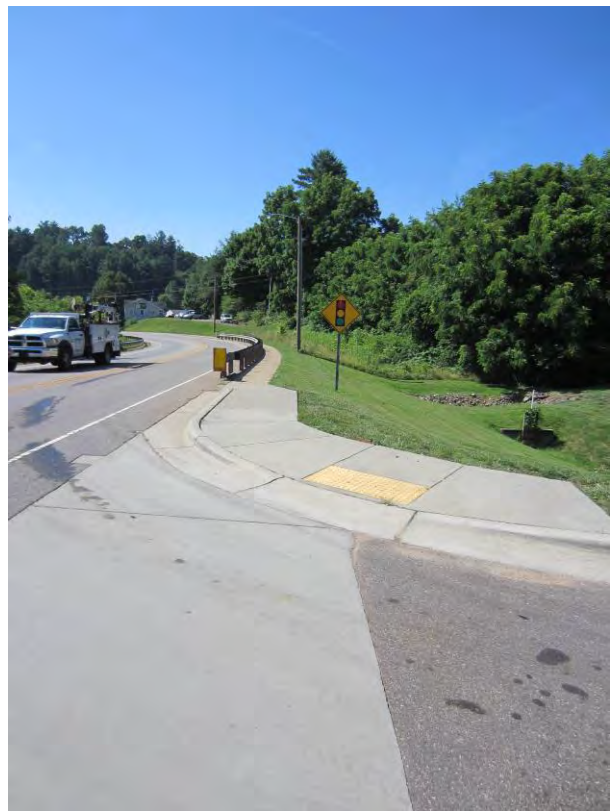
- One ADA-compliant curb ramp: \$ 2,200
- 200' of 5-foot sidewalk with curb and gutter and fill gap: \$14,000
- Relocate mailboxes across street at residences.

4.5 Depot Street Ranking Fair



Depot Street Sidewalk ranks **Fair**. It starts just past 560 Depot Street on the right (west) side of the street. The sidewalk has many large gaps. It is 5-foot wide with curb and guttering but no utility strips. There are many cracks throughout the concrete. It is also very dirty and needs to have debris cleaned from it. As NCDOT is in the development phase to upgrade Depot Street sidewalks to fill gaps, upgrade facilities along the right side of the street and add new sidewalk on the left side, there is no need for further recommendations.

4.6 Depot St Extension Ranking Good & Fair



Depot St extension ranks **Good** from its beginning at NE Main Street to the Mission cancer center entrance. It is 5-foot wide in this section (Section 1), with curb and guttering but no utility strip. Section 2 starts at the cancer center and goes to Riverview Street; it ranks **Fair**. This section is 4-foot wide and has no curb and guttering. It is located behind a guardrail that is maintained by NCDOT. Some parts of Section 2 need cleaning and edging. The sidewalk ends at Riverview Street, with an ADA-compliant ramp and a crosswalk to Iotla Street.

Recommendation: Upgrade sidewalk to 5-foot standard; install curb and gutter.

Cost Estimate to complete all recommendations.

- 2500' of 5-foot, elevated sidewalk with curb and gutter \$175,000

4.7 East Main Street (Lake Emory RD to 1320 E Main St) Ranking Fair



East Main Street sidewalks ends at 1320 E. Main. This section ranks **Fair**. The sidewalk is 4-foot wide. It is in good shape other than the driveway entrances, which have some toe trips. The oak tree at the church is pushing the sidewalk up. This section has a 1-foot utility strip and curb and guttering that is in good shape. It ends at Lake Emory Road, where NCDOT updated the curb ramps with ADA-compliant ramps and a pedestrian island with crosswalks. The section has multiple curb cuts for driveways.

Recommendation: Upgrade sidewalk to 5-foot standard.

Cost Estimate to complete all recommendations.

- 1000' of 5' Sidewalk without replacing curb and gutter \$50,000

4.8 E Main Street (Lake Emory Road to Dan Street) Ranking Fair



This section ranks **Fair**, as it is 4-foot wide, but it is smooth and in good shape. There is a 1-foot utility strip and curb and guttering. A sewer manhole is located in this section of sidewalk. The section ends at Dan Street with a ramp without detectable domes that needs to be upgraded to ADA compliance.

Recommendations: Upgrade sidewalk to 5-foot standard; install ADA-compliant ramp; install crosswalk at Dan Street crossing.

Cost Estimate for complete all recommendations.

- 500' 5' sidewalk without curb and gutter \$25,000
- 1 ADA-compliant curb ramp \$ 2,200
- 1 Crosswalk

4.9 East Main Street (Dan Street to Lakeside Drive) Ranking Fair



This section of East Main Street sidewalk ranks **Fair**. It is 4-foot wide with a utility strip and curb and guttering. The ramp at Dan Street is without detectable domes and is not ADA-compliant. There is a pole obstruction at the Dan Street ramp. The sidewalk then becomes cracked and sunken at the furniture store as shown. This section ends at Lakeside Drive, with ADA-compliant curb ramps.

Recommendations: Upgrade sidewalk to 5-foot standard; install ADA-compliant ramp at Lakeside Drive.

Cost Estimate to complete all recommendations.

- 1000' 5' sidewalk without replacing curb and gutter \$50,000
- 1 ADA-compliant curb ramp \$ 2,200

4.10 East Main Street (Highlands Road to Big Bear Lane) Ranking Good



The sidewalk on East Main Street, from Highlands Road intersection to Big Bear Lane, ranks **Good**. Most of the sidewalk was been replaced by NCDOT in 2018, in conjunction with the bridge replacement. The sidewalk is 5-foot wide along the road, and 9-foot wide on the bridge. The bridge sidewalk is planned for the future expansion of the Little Tennessee Greenway route. The sidewalk on the bridge has a protect wall to protect pedestrians from vehicle traffic. The sidewalk ends at Frog's Quarters' driveway.

There is no sidewalk along E Main St until you reach the sidewalk along Nikwasi Mound.

4.11 East Main Street (Flood Street to Depot Street) Ranking Fair



This section of East Main Street sidewalk ranks **Fair**. It is 4-foot wide with no curb or utility strip. The sidewalk itself is smooth and in good shape. There is no ADA-compliant ramp at Nikwasi Lane. The sidewalk then travels over the entrance to the building at 454 East Main Street, using the parking lot. The sidewalk ends at Depot Street, where there is a ramp without detectable domes to a crosswalk that is faded and in need of restriping.

Recommendations: add sidewalk in front of the 454 East Main Street location to help limit road access; upgrade sidewalk to 5' standard; install ADA-compliant ramps.

Cost Estimate to complete all recommendations.

- 425' of 5' sidewalk with curb and gutter \$14,000
- 3 ADA-compliant curb ramps \$ 6,600

4.12 East Main Street (Depot Street to East Rogers Street) Ranking Poor



Sidewalk on this section of East Main Street ranks **Poor**. The section is 6-foot wide but has no curb or guttering as it is flush with the road. A large amount of debris has accumulated on the surface and needs to be cleaned off. It is also cracked and broken. The sidewalk starts with an ADA-compliant curb ramp at Depot Street, where a crosswalk crosses to Depot Street. It has a utility pole obstruction at 368 East Main Street. It ends at East Rogers Street where, in 2019, NCDOT upgraded the curb ramps to ADA compliance. A short gap at the address of 340 E Main Street should be built to help with walkability. *Recommendations: Upgrade to standard, clean, and repair; build sidewalk in gap.*

Cost Estimate to complete all recommendations.

- 165' of 5'-Elevated Sidewalk with curb and gutter \$11,900

4.13 East Main Street (East Rogers St. to 473 Palmer St.) Ranking Good



The sidewalk on this section of East Main Street ranks **Good**. It is 5-foot wide with a utility strip and curb and guttering. It has a crosswalk from the north side of East Main Street to an ADA-compliant curb ramp. The sidewalk only needs annual maintenance performed.

4.14 East Main Street (Riverview to West Main Street)

Ranking Good



East Main Street from Riverview Street to West Main Street Ranks **Good** on both sides of the street. The sidewalk starts at a curb ramp without detachable domes at Riverview Street on the north side. On the north side, the sidewalk is 5-foot wide with utility strip until it reaches Town Hall, where it becomes 9-foot wide. A 5-foot-wide sidewalk starts at Derby Street on the south side of East Main Street and becomes 9-feet wide at Patton Avenue. There are no ADA curb ramps at the intersections of Derby Street and Patton Avenue. From Patton Avenue and Town Hall heading west to West Main Street, sidewalk width varies from 9 feet to 8 feet at utility poles and trash cans. Farther down, width narrows to 5 feet and 4 feet at benches and signs. The sidewalk ends for this section at Iotla and Phillips Streets, where brick pavers at the curb ramps are signaled without detectable domes. Two mid-block crosswalks in this section cross East Main Street. NCDOT plans to upgrade these crosswalks soon with bulb-outs for pedestrian safety and new crosswalks.

Recommendations: Install ADA curb ramps where needed.

Cost Estimate to complete all recommendations.

- 8 New ADA-compliant curb ramps \$17,600

4.15 East Palmer St. (Porter St. to Phillips St.) Rankings Fair, Poor and Good



The rank of this section of East Palmer Street varies from **Fair** to **Poor** and back to **Fair** on the north side. Please refer to master map to see more details of location:

- The sidewalk starts at the 29 East Palmer Street driveway exit. This part has spalling and cracks and is 4-foot wide until it reaches an empty lot behind 88 West Main Street. Here the sidewalk is only 3.5-foot wide with a cross slope for driveway access as shown above. This is the section ranked **Poor**.
- Past that area, the sidewalk is 4' wide without a utility strip and ranks **Fair**. A wall along the sidewalk will make it difficult to widen. The section ends at an ADA-compliant curb ramp at the Phillips Street intersection.
- The sidewalk on the south side is 5-foot wide from Phillips Street back to 149 East Palmer Street, with an ADA curb ramp at Phillips Street. This area ranks **Good**.
- The final section, 4-foot wide, ranks **Fair**. A short gap separates it from the previous section, in front of 149 East Palmer Street.

Recommendations: Upgrade where possible to 5-foot wide standard.

Cost Estimate to complete all recommendations.

- 900' of 5-foot sidewalks along north and south sides with curb and gutter \$35,000

4.16 East Palmer Street (Phillips St. to South Patton Ave.) Ranking Fair and Good



This section of East Palmer Street ranks **Fair** along the section in front of 261 East Palmer Street. The sidewalk is 4-foot wide with curb and guttering and no utility strip. A crosswalk in this section crosses to no ramp, but NCDOT plans to replace this feature in 2020. There is a driveway entrance that is not needed, as shown in the above picture. This section ends at South Patton Avenue, where it is 5-foot wide, without a utility strip, and in good condition. There is no ADA ramp at South Patton Ave.

Recommendations: Upgrade sidewalk to 5-foot standard; install ADA curb ramps.

Cost Estimate to complete all recommendations.

- 4 New ADA-compliant curb ramps \$ 8,800
- 200' 5' sidewalk with curb and gutter \$14,000

4.17 East Palmer Street (South Patton Avenue to East Main Street) Ranking Good and Poor



This sidewalk section starts at South Patton Avenue, where it ranks **Good**. There is no ADA ramp at South Patton, but the sidewalk here is 5-foot wide. It has curb and guttering but no utility strip. It has a guardrail that is maintained by NCDOT. This section turns to **Poor** condition at 399 East Palmer Street, where the sidewalk is 5-foot wide but has many broken areas, spalling, and many toe-trip hazards. Across from Derby Street, a storm drain in the sidewalk is in major need of repair.

Recommendations: Upgrade Poor section to standard; install ADA curb ramps.

Cost Estimate to complete all recommendations.

- 1 New ADA-compliant curb ramp \$ 2,200
- 300' of 5' sidewalk and curb and gutter \$21,000

4.18 East Rogers Street

Ranking Good and Fair



East Rogers Street sidewalk ranks **Good** on the section between NE Main Street and East Main Street. This section is 5-foot wide with curb and guttering and a utility strip. It has ramps, two of which are ADA-compliant. The ramp on NE Main Street is without detectable domes. This ramp goes to no mid-block crosswalk on NE Main Street.

The section along East Rogers Street, between East Main Street and Mill Street ranks **Fair**. It is 4-foot wide with no utility strip but with curb and guttering. It ends at Carolina Drive, where a ramp is present but without detectable domes.

Recommendations: Upgrade Fair section to 5-foot standard; install ADA curb ramps where needed.

Cost Estimate to complete all recommendations.

- 2 New ADA-compliant curb ramps \$4,400
- 100' 5' sidewalk with curb and gutter \$7,000

4.19 First Street

Ranking Poor



The First Street sidewalk ranks **Poor**. It starts with a pole obstruction at the driveway to Grace Presbyterian Church on the Old Cat Creek Road end, as shown. The sidewalk is 4-foot wide, with major toe trips, sunken places and no utility strip, but with curb and guttering. At 200 First Street driveway, the sidewalk has no ramps but a major step. The curb ends at this address, but sidewalk continues. At 154 First Street, a utility strip begins and continues to Highlands Road. This last section from 154 First Street to Highlands Road is in major need of edging to remove debris. Sidewalk is 3-foot wide because of overgrowth. Sidewalk is very dirty because it is almost flush with the road. Cars routinely park on the sidewalk at tire shop near Highlands Road intersection. Sidewalk is 5-foot wide past the tire shop to the intersection. NCDOT has a project in the planning phase to connect sidewalk from East Main Street up Old Cat Creek Road to First Street to complete a loop.

Recommendations: Upgrade sidewalk to 5-foot standard; remove one utility pole obstruction.

Cost Estimate to complete all recommendations.

- 1800' of 5' sidewalk with curb and gutter \$126,000
- 1 Utility pole removed from sidewalk

4.20 Georgia Road

Ranking Fair and Good



Sidewalks on Georgia Road are evolving as NCDOT makes road upgrades. Currently, the sidewalks rank **Fair** from Maple Street to the new roundabout at Womack Street, then **Good** from the roundabout to Golfview Drive. The section from Maple Street to the new roundabout ranks **Fair**; it is 4-foot wide with no utility strip but with curb and guttering. The concrete condition is good. Curb ramps at Edgewood Avenue are present but are without detectable domes and not ADA-compliant. A plant obstruction at 220 Georgia Road requires trimming or removal. At the roundabout, much new 5-foot-wide sidewalk has been built with utility strips and curb and guttering.

Recommendations: Upgrade narrow sidewalk to 5-foot standard; install ADA curb ramps.

Cost Estimate to complete all recommendations.

- 2 New ADA-compliant curb ramps \$ 4,400
- 1000' of 5' sidewalk with curb and gutter \$70,000

4.21 Green Street

Ranking Good and Fair



Green Street ranks **Good** from its start at the intersection of West Main Street to 142 Green Street. There is no ADA-compliant curb ramp at West Main Street but, in this section, the sidewalk is 5-foot wide with curb and guttering but no utility strip.

After 142 Green Street, the sidewalk is 4-foot wide, with no curb, and ranks **Fair**. There is a handrail along the sidewalk from 152 Green Street to the intersection of Lyle Street, as seen pictured above. The intersection with Lyle Street does not have a crosswalk or ADA-compliant curb ramps. The sidewalk continues along the left side of Green Street, to where it ends at Wild Mint Road. There is no ADA-compliant curb ramp at this location.

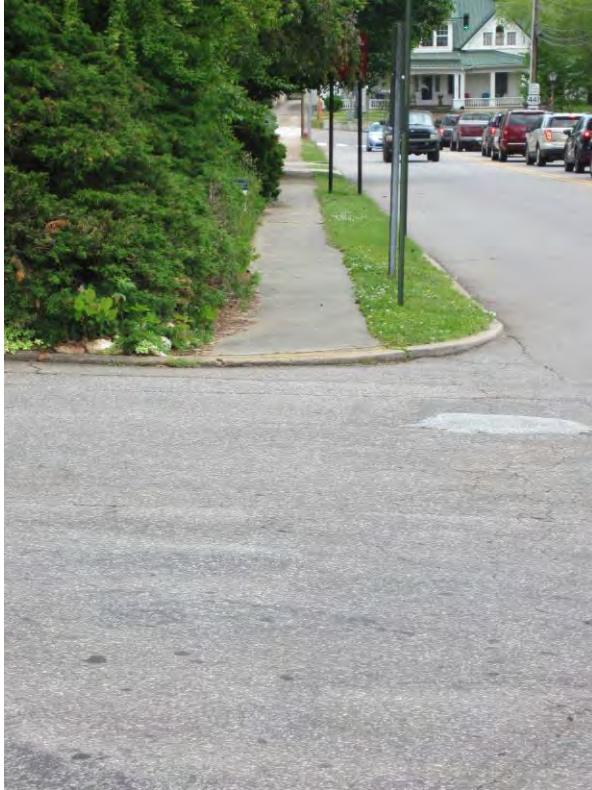
Recommendations: Upgrade sidewalk to 5-foot standard; install ADA-compliant ramps.

Cost Estimate to complete all recommendations.

- 3 ADA-compliant curb ramps \$ 6,600
- 600' of 5' sidewalk with curb and gutter \$42,000

4.22 Harrison Avenue (West Main St. to Callahan St.)

Ranking Fair



This section of Harrison Avenue ranks **Fair**. It starts at West Main Street with steps down to the crosswalk. No ADA ramp is present. The sidewalk is elevated a couple feet above the roadway and is 4-foot wide with 3-foot utility strip, curb and guttering. This section ends at Church Street, with no ADA curb ramps or crosswalk. The sidewalk continues from Church Street, still 4-foot wide with some minor sunken places and cracks, ending at Callahan Street. As shown, there is room to easily accommodate a 5-foot wide sidewalk.

Recommendations: Upgrade to 5' foot standard, install ADA curb ramps.

Cost Estimate to complete all recommendations.

- 2 New ADA-compliant curb ramps \$ 4,400
- 950' 5' sidewalk \$47,500

4.23 Harrison Avenue (Callahan St. to 587 Harrison Ave.) Ranking Poor



This section of Harrison Avenue sidewalk ranks **Poor**. It is 4-foot wide with a utility strip that varies in width. Curbing is almost non-existent, and sidewalk is flush with the road. The sidewalk has many toe trips, cracks, broken places, and obstructions from poles and plants. At some places, it is only 3.5-foot wide and even narrower at obstructions. The intersection with Love Street doesn't have ADA-compliant curb ramps.

Recommendations: Upgrade sidewalk to 5-foot standard, install ADA curb ramps.

Cost Estimate to complete all recommendations.

- 2 ADA-compliant curb ramps \$ 4,400
- 2000' elevated 5' sidewalk \$140,000

4.24 Harrison Avenue (587 Harrison Ave. to Mashburn St.) Ranking Fair



This section of Harrison Avenue sidewalk ranks **Fair**. It is 4-foot wide with curb and guttering but no utility strips. The curb is broken and cracked in many places. The sidewalk has a few cracked and sunken places. Debris has built up in the stretch near Mashburn Street. The sidewalk ends at Mashburn Street with no ADA-compliant curb ramp. Sidewalk needs cleaning and edging.

Recommendations: Upgrade to 5-foot standard; install ADA curb ramp; clean.

Cost Estimate to complete all recommendations.

- 1 ADA-compliant curb ramp \$ 2,200
- 1300' of 5' sidewalk with curb and gutter \$91,000

4.25 Highlands Road (East Main Street to Crane Circle) Ranking Fair



Sidewalk on this section of Highlands Road ranks **Fair**. It is 4-foot wide and in need of edging and cleaning. Overgrowth in some areas reduces effective width to 3 feet, but edging can resolve that. This section has a utility strip and curb and guttering. The last 40 feet are flush with the road before the sidewalk ends at Crane Circle. There is no mid-block crosswalk to continue on the sidewalk on the opposite side of Highlands Road.

Recommendations: Upgrade to 5-foot standard; install ADA curb ramp; install crosswalk; clean and trim.

Cost Estimate to complete all recommendations.

- 400' of 5' sidewalk \$20,000
- 1 ADA-compliant curb ramp \$ 2,200
- 1 Crosswalk to Crane Circle

4.26 Highlands Road (Crane Circle to Crane Circle)

Ranking Good



This section of Highlands Road sidewalk ranks **Good**. It is 5-foot wide without a utility strip but with curb and guttering and guardrail. The concrete is smooth and in good condition. It starts with no ADA-compliant curb ramp at the north end of Crane Circle. It ends at the south end of Crane Circle where there is a curb ramp without detectable domes. This ramp is also angled to the Highlands Road travel lane and not towards the sidewalk on the opposite side of Crane Circle. Some minor edging needs to be performed along this section.

Recommendations: Install ADA curb ramps.

Cost Estimate to complete all recommendations.

- 2 ADA-compliant curb ramps \$4,400

4.27 Highlands Road (Crane Circle to Thomas Heights Rd) Ranking Fair and Poor



This section of Highlands Road ranks **Fair** and **Poor**. The sidewalk is 5-foot wide without a utility strip but with curb and guttering. The curb is in poor shape in many places. The sidewalk has many broken and sunken places. It begins at Crane Circle with no crosswalk across Crane Circle and no ADA-compliant curb ramp at the Circle or at either side of Tennessee View Street. There is also no crosswalk at Tennessee View Street. Edging and debris cleaning need to be performed on this section of sidewalk. The sidewalk ends at Thomas Heights Road, where there is a curb ramp but without detectable domes.

Recommendations: Replace inferior sidewalk and install ADA curb ramps and crosswalks.

Cost Estimate to complete all recommendations.

- 4 ADA-compliant curb ramps \$ 8,800
- 2 Crosswalk
- 1000' of 5' sidewalk with curb and gutter \$70,000

4.28 Iotla Street (East Main Street to Church Street)

Ranking Good



Iotla Street sidewalk from East Main Street to Church Street ranks **Good**. Width varies from 5-foot to 9-foot. There is sidewalk on both sides of the street with curb and guttering. Some utility-pole obstructions occur within the sidewalks, but these have 5-foot sidewalk around them. An area with steps also has ADA-compliant sidewalk, as shown. Two curb ramps at the intersection on East Main and Iotla Streets are present but without detectable domes. This is also the case at the intersection of Iotla and Church Streets. Sidewalk is built with concrete pavers and stamped, colored concrete in this area, as shown.

Recommendations: Install ADA curb ramps.

Cost Estimate to complete all recommendations.

- 3 ADA-compliant curb ramps \$6,600

4.29 Iotla Street (Church Street to 261 Iotla Street) Ranking Poor and Good



Iotla Street from Church Street to the funeral home entrance at 261 Iotla Street ranks **Poor** and **Good**. Starting at Church Street on the right side of the road, there is no ADA-compliant curb ramp or crosswalk. A utility pole obstruction occurs where an ADA-compliant ramp should be installed, as shown. The sidewalk is 4-foot wide and flush with the road, with no curb or guttering; it is broken and cracked until it reaches to the point where Town of Franklin public works has been replacing the sidewalk. At that point, the sidewalk turns to good condition: 5-foot wide, with curb and guttering, and elevated above the road for proper drainage.

Recommendations: Upgrade remaining Poor section to 5-foot standard; install ADA ramp and crosswalk.

Cost Estimate to complete all recommendations.

- 1 ADA-compliant curb ramp \$ 2,200
- 1 Crosswalk across Church Street
- 400' of new 5' elevated sidewalk with curb and gutter \$28,000

4.30 Iotla Street (White Oak Street to Doraul Street) Ranking Fair



The Iotla Street sidewalk in this section ranks **Fair**. It crosses Iotla Street at 261 Iotla Street without a mid-block crosswalk. The sidewalk then continues on the left side of the street. It is 5-foot wide with a utility strip that varies in width. It starts flush with the road, with a curb in poor condition. Once to the intersection of White Oak Street, the sidewalk becomes 4-foot wide. The sidewalk then travels through residential yards and is 6-to-10 feet from the road. It encounters a limb obstruction at 318 Iotla Street, then comes back to the road and is flush with the road with no curb. Sidewalk ends at Doraul Street, with no ADA-compliant curb ramp. This section is also in need of edging in parts.

Recommendations: Upgrade to 5' sidewalk standard; install ADA curb ramps; install crosswalk.

Cost Estimate to complete all recommendations.

- 3 ADA-compliant curb ramps \$ 6,600
- 800' of 5' sidewalk with curb and gutter \$56,000
- 1 crosswalk

4.32 Lakeside Drive (Town Mountain Dr. to NE Main St.) Ranking Good



Lakeside Drive sidewalk, was replaced in 2016 by the Town of Franklin, ranks **Good**. It is 5-foot wide with curb and guttering. The sidewalk has an ADA-compliant curb ramp at 100 Lakeside Drive, across to the east side or right side of Lakeside Drive, with a crosswalk. No repairs are needed now other than regular maintenance such as edging and weed eating. The sidewalk ends at NE Main Street with an ADA-compliant curb ramp to cross NE Main Street and East Main Street to Highlands Road.

4.33 Lakeside Drive (East Main St. to Watauga St.) Ranking Poor and Fair



The section of Lakeside Drive on the right side of the street ranks **Poor** and **Fair**. It starts with an ADA-compliant curb ramp at the East Main Street intersection. Here, the ranking is **Poor**. The sidewalk has curb and guttering but is broken and sinking in places with toe trips. This section also needs edging as its 4-foot width is reduced to 3.5-foot wide from overgrowth from the bank and plants. After the crosswalk, it ends with a short section ranked **Fair** at Watauga Street. There is no ADA-compliant curb ramp here.

Closeness to the bank will make it hard to create a 5-foot sidewalk without major engineering or a retaining wall. *Recommendations, therefore, call for Upgrade sidewalk to 5-foot standard; install ADA curb ramps; install crosswalks.*

Cost Estimate to complete all recommendations.

- 1 ADA-compliant curb ramp \$ 2,200
- 550' of 4' sidewalk with curb and gutter \$38,500

4.34 Macon Avenue Ranking Fair



Macon Avenue sidewalk ranks **Fair**. This is a 4-foot wide sidewalk, starting at 68 Macon Avenue. It does not connect to the Church Street sidewalk. Concrete is in good condition, but there is no curbing. The sidewalk ends at West Main Street, with steps to the Russell Bowling law office. Widening of this sidewalk could be tricky, as it abuts a building and a raised mulch bed, as shown above.

Recommendations: Upgrade to 5-foot sidewalk standard.

Cost Estimate to complete all recommendations.

- 260' of 5' sidewalk with curb and gutter \$18,200

4.35 Maple Street (Georgia Road to East Dogwood Road) Ranking Good



This section of Maple Street ranks **Good**. A roundabout with new sidewalks and ADA-compliant curb ramps is in construction at the intersection of Maple Street and Georgia Road, with completion planned for 2020. The sidewalk is 5-foot wide with curb and guttering. This section ends at East Dogwood Drive with an ADA-compliant curb ramp.

4.36 Maple Street (East Dogwood Drive to West Palmer St.) Ranking Good



This section of Maple Street ranks **Good**. It begins at the other side of East Dogwood Drive, with an ADA-compliant curb ramp but no crosswalk to East Dogwood. It continues down the hill, with some minor cracks in the sidewalk curb at the entrance of the Ingles driveway. The sidewalk is 5-foot wide along this section, with curb and guttering. It ends at West Palmer Street, with no ADA-compliant curb ramp to cross West Palmer, and no crosswalk for safe crossing to continue walking on Maple Street.

Recommendations: Install ADA curb ramp and crosswalk.

Cost Estimate to complete all recommendations.

- 1 ADA-compliant curb ramp \$2,220
- 1 Crosswalk

4.37 Maple Street (West Palmer St. to West Main St.)

Ranking Poor



Maple Street from West Palmer to West Main Street ranks **Poor**. The sidewalk at West Palmer Street has no ADA-compliant curb ramp. It is 4-foot wide, very broken and cracked. It has curb and guttering but no utility strip. A large portion is a driveway entrance to a mechanic shop. The sidewalk continues up Maple Street to West Main Street, with a pole obstruction at the intersection. It ends at West Main Street with no crosswalk or ADA curb ramp to cross West Main Street.

Recommendations: Upgrade to 5-foot wide, standard sidewalk; install ADA curb ramps.

Cost Estimate to complete all recommendations.

- | | |
|--|----------|
| • 2 ADA-compliant curb ramps | \$ 4,400 |
| • 350' of 5' sidewalk with curb and gutter | \$24,500 |

4.38 Northeast Main Street (Riverview St. to Depot St.)

Ranking Good



The Northeast Main Street sidewalk ranks **Good**. It starts at Riverview Street and travels along the north side of the street. It is 5-foot wide with curb and guttering and a 2-foot utility strip. The sidewalk has two curb ramps without detectable domes at Riverview Street and Depot Street. The East Rogers Street sidewalk does not cross to a ramp.

Recommendations: Another ADA-compliant curb ramp and mid-block crosswalk is recommended at the intersection of East Rogers Street.

Cost Estimate to complete all recommendations.

- 3 ADA-compliant curb ramps \$6,600
- 1 Crosswalk

4.39 Northeast Main Street (Depot St. to Lakeside Dr.)

Ranking Good



The Northeast Main Street sidewalk ranks **Good**. It crosses Depot Street with a crosswalk to a curb ramp without detectable domes. The sidewalk continues along the north side of the street only. The sidewalk is 5-foot wide with curb and guttering and a utility strip. A few driveway cuts could be replaced with curb and guttering. These cuts are unlikely to ever be used as the area is a wetland and owned by Macon County. Only a few squares at the first entrance to Big Bear Park that are cracked and broken need to be replaced. The sidewalk then crosses Ed Henson Bridge and ends at Lakeside Drive.

Recommendations: Install ADA curb ramp.

Cost Estimate to complete all recommendations.

- 1 ADA-compliant curb ramp \$2,200
- 40' of 5' sidewalk \$2,000

4.40 Phillips Street (Panther Drive to Wayah Street)

Ranking Poor



Phillips Street, from Panther Drive to Wayah Street, ranks **Poor**. The sidewalk starts at Panther Drive with no ADA-compliant curb ramp and continues down Phillips Street on the right (east) side of the street. It is 4-foot wide with no curb and guttering and is flush with the street. The concrete of the sidewalk is cracked and broken in places. At the bottom of the hill, at the lowest point, considerable rock and sand stands on the sidewalk. The sidewalk ends on the hill at Wayah Street, with no ADA-compliant curb ramp. Because of the angle and steepness of the intersection at Wayah Street, an ADA-compliant curb ramp might be very difficult to achieve.

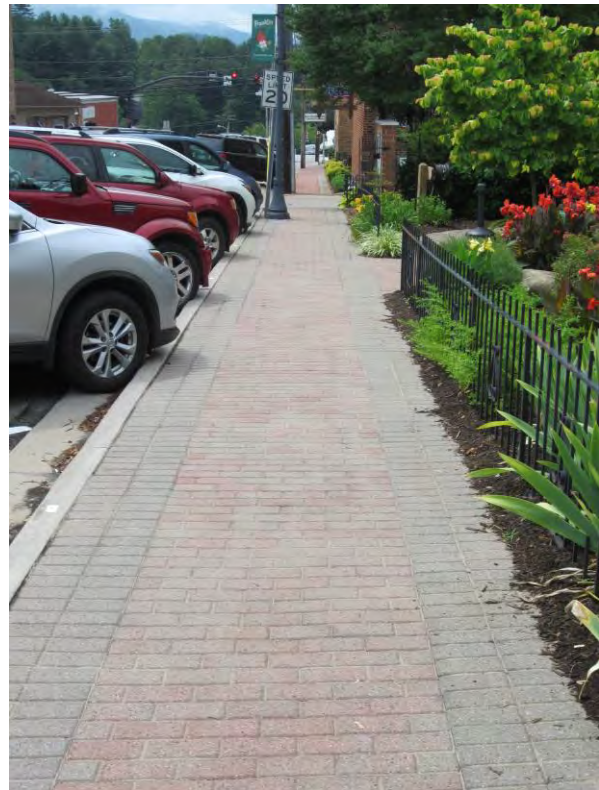
Recommendations: Upgrade sidewalk to 5-foot standard; install ADA curb ramps where possible.

Cost Estimate to complete all recommendations.

- 2 ADA-compliant curb ramps \$ 4,400
- 615' of 5' elevated sidewalk with curb and gutter \$43,050

4.41 Phillips Street (East Main St. to East Palmer St.)

Ranking Good



This section of Phillips Street ranks **Good**. It has sidewalks on both sides of the street, varying in width from 6-foot to 5-foot wide. It is paved with brick pavers and dyed concrete. The Intersections are marked with crosswalks, and ADA-compliant curb ramps are present at East Palmer Street intersection. East and West Main Street intersection curb ramps are present but without detectable domes. The street has curb and guttering on both sides. Utility poles and streetlights are present on both sides, which causes the width to vary. There is a short section of utility strip along the Clock Tower parcel on the east of the street. The intersections are signalized for pedestrians.

Recommendations: Install ADA-compliant ramps.

Cost Estimate to complete all recommendations.

- 2 ADA-compliant curb ramps \$4,400

4.42 Porter Street (West Main St. to West Palmer St.)

Ranking Poor



This section of Porter Street ranks **Poor**. It starts with a crosswalk across West Main Street to no ADA-Compliant curb ramp on either side and continues down Porter Street on the west side with guttering for only a short distance. The sidewalk is 4-foot wide with curb and guttering and a guardrail maintained by NCDOT. The guardrail would have to be moved to upgrade to 5-foot width. The sidewalk ends with another short section of guttering only and no sidewalk at West Palmer Street. There is no ADA-compliant curb ramp at the intersection of West Palmer Street.

Recommendations: Upgrade sidewalk to 5-foot standard; install ADA curb ramps; move guardrail. Note that the Bike Walk Franklin plan also recommended upgrading the West Palmer Street intersection.

Cost Estimate to complete all recommendations.

- 2 ADA-compliant curb ramps \$ 4,400
- 1 New guardrail, moved back 1'
- 300' of 5' sidewalk with curb and gutter \$21,000

4.43 Porter Street (West Palmer St. to Panther Dr.) Ranking Good and Fair



This section of West Palmer Street sidewalk ranks **Good** and **Fair**.

When pedestrians cross West Palmer, they do not cross to a curb ramp or with a crosswalk. The sidewalk starts after the intersection and is 5-foot wide with curb and guttering but no utility strip. The sidewalk ranks **Good** in this section; it has no flaws, but it does from time become covered with pine needles that need to be monitored and removed. There is a utility pole obstruction at Panther Drive, which is also where the sidewalk becomes 6-foot wide. There is a mid-block crosswalk just after Panther Drive that crosses to the east side of the street, to the sidewalk on the Franklin High School parking lot side. The sidewalk on this side ranks **Fair**; it has some toe trips but is 5-foot wide. There is no curb or guttering, but there is a 6-foot-wide utility strip. This side ends at Panther Drive with no ADA-compliant curb ramps at the crosswalk or the end at Panther Drive.

Recommendations: Upgrade Fair portion to 5-foot standards; install ADA curb ramps.

Cost Estimate to complete all recommendations.

- 3 ADA-compliant curb ramps \$6,600
- 100' of 5' sidewalk with curb and gutter \$7,000

4.44 Porter Street (Panther Dr. to Wayah St.) Ranking Good and Poor



Shown on left above is the section of Porter Street sidewalk along the Franklin High School Parking lot, which is described in section 4.43. The second picture shows Porter Street sidewalk after Panther Drive to Wayah Street. This side of the street sidewalk ranks **Good**. The opposite side of the street has a short section that intersects with Wayah Street. It ranks **Poor**. NCDOT plans to remove and replace both sections in the summer of 2020, during construction of a new roundabout at this intersection. There are no further recommendations at this time.

4.45 Riverview Street (East Main St. to White Oak St.) Ranking Good & Fair



The first section of the Riverview Street sidewalk ranks **Good**: it is 5-foot wide at the intersection of East Main Street, with curb and guttering and a utility strip. The sidewalk widens to 6-foot at the entrance to Angel Medical Center. It ranks **Fair** where it narrows to 4-foot wide, past White Oak Street. There are multiple steps at curb cuts for driveway entrances to the hospital that are not ADA-compliant. A mid-block crosswalk is marked at the hospital entrance. A ramp for the crosswalk is present, but without detectable domes. The crosswalk goes to the parking lot across the street, and there is no ADA-compliant curb ramp in the parking lot. At the intersection of White Oak Street, ramps are present for the crosswalks but no detectable domes. After White Oak Street, the sidewalk doesn't have curbing. The concrete as a whole is in good condition.

Recommendations: Upgrade Fair portion of sidewalk to 5-foot wide standard; install ADA curb ramps.

Cost Estimate to complete all recommendations.

- | | |
|--|----------|
| • 5 ADA-Compliant curb ramps | \$11,000 |
| • 425' of 5' sidewalk with curb and gutter | \$29,750 |

4.46 Rolling Hills Drive

Ranking Fair



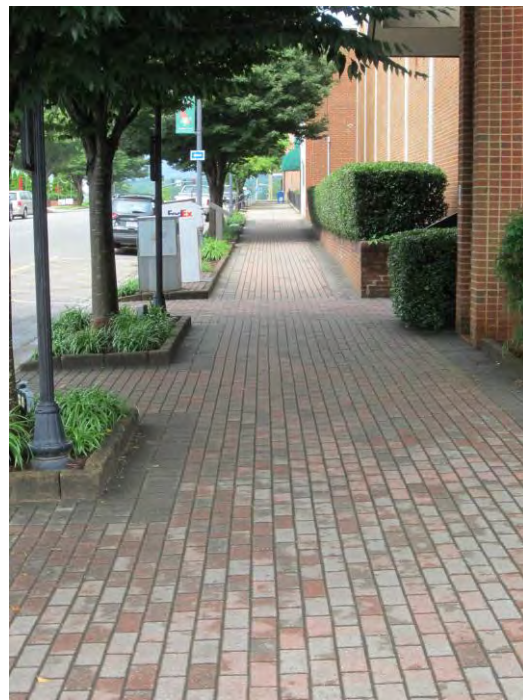
The sidewalk along Rolling Hills Drive ranks **Fair**. It is 4-foot wide; there are no curbs and no utility strips. The sidewalk is very dirty in many places and covered with debris. Multiple locations along the 900-foot sidewalk have obstructions from mailboxes, plants, and trees. These obstructions choke the sidewalk down to 2-foot and less in width. The concrete is in good condition. Neither end of the street has ADA-compliant curb ramps. Edging and cleaning of the sidewalk would be a major help to the residents of Rolling Hills Drive.

Recommendations: Clean; upgrade sidewalk to 5-foot standard; install ADA curb ramps; move mailboxes.

Cost Estimate to complete all recommendations.

- 2 ADA-compliant curb ramps \$ 4,400
- 900' of 5' sidewalk with curb and gutter \$63,000
- Contact USPS about having mailboxes moved

4.47 West Main Street (Iotla St. to Harrison Ave.) Ranking Good and Fair



West Main Street, from Iotla Street to Harrison Avenue, has sidewalk on both sides. It ranks **Good** on the left (south) side and is also **Good** on the right side, until the Macon Avenue to Harrison Avenue portion, which ranks **Fair**. Much of the sidewalk is paved with concrete and brick pavers. There are utility strips, curb and guttering throughout. Width varies from 8-to 5 feet. A mid-block crosswalk at Macon Avenue has no ADA-compliant curb ramps. At Macon Avenue, you must take steps to continue on sidewalk (shown). Concrete on the Fair section is spalled and cracked. The sidewalk ends at Harrison Avenue with steps to the crosswalk.

Recommendations: Install ADA curb ramps.

Cost Estimate to complete all recommendations: 4 ADA-compliant curb ramps, \$8,800

4.48 West Main Street (Harrison Ave. to Porter St.) Ranking Poor and Fair



West Main Street in this section has sidewalks on both sides. The left (south) side ranks **Poor** for the first 50 feet. From that point, the sidewalk ranks **Fair** to Porter Street. This side has a utility strip and curb and guttering. Spalling is starting to occur and the sidewalk is 4-foot wide. There are no ADA-compliant curb ramps at the Harrison Avenue intersection.

The right side of the street is 4-foot wide and ranks **Fair**. There are stairs in the sidewalk path at 124 West Main Street. This side has curb and guttering but no utility strip. There is a wall with a handrail at the 188 West Main Street parking lot. The sidewalk ends at 188 West Main Street, at the mid-block crosswalk, which does not have an ADA-compliant curb ramp. There is also no ADA-compliant curb ramp at the West Main Street crossing to the north side of the street.

Recommendations: Upgrade sidewalks to 5-foot standard; install ADA-compliant ramps.

Cost Estimate to complete all recommendations.

- 5 ADA-compliant curb ramps \$11,000
- 365' of 5' sidewalk with curb and gutter (Southside) \$25,550
- 415' of 5' sidewalk with curb and gutter (Northside) \$29,050
- Bypass sidewalk in front of 124 W Main St and move to street level.

4.49 West Main Street (Porter St. to Bidwell St.)

Ranking Fair



The sidewalk on this section of West Main Street ranks **Fair**. It has curb and guttering and a 2-foot utility strip, but is 4-foot wide, with some cracking and spalling. Water running down the sidewalk is an issue about halfway down the hill. A storm-drain outlet from the First United Methodist Church parking lot dumps water onto the sidewalk. No crosswalk or curb ramp is present mid-block, at Maple Street. The sidewalk ends at Bidwell Street with no ADA-compliant curb ramp.

Recommendations: Upgrade sidewalk to 5-foot standard; install ADA curb ramps and a mid-block crosswalk.

Cost Estimate to complete all recommendations.

- 2 ADA-compliant curb ramps \$ 2,200
- 1 Crosswalk
- 925' of 5' sidewalk with curb and gutter \$64,750

4.50 West Main Street (Bidwell St. to Green St.)

Ranking Fair



The West Main Street sidewalk in this section ranks **Fair**. The sidewalk continues along the right side of the street after Bidwell Street, starting with no ADA-compliant curb ramp, as shown. The sidewalk is 6-foot wide with some utility pole obstructions along the way. It has curb and guttering but no utility strips. Some tree-limb obstructions hang below 6 feet in height. The sidewalk is covered with plant debris, restricting width to an effective 4 feet in places. The sidewalk crosses West Boulevard and Green Street with no ADA-compliant curb ramps or marked crosswalks. (More photos on next pages)

Recommendations: Upgrade sidewalk to 5-foot standard; install ADA curb ramps; install crosswalks.

Cost Estimate to complete all recommendations.

- 3 Crosswalks
- 4 ADA-compliant curb ramps \$ 8,800
- 910' 5' sidewalk with curb and gutter \$63,700
- Remove debris from sidewalk and trim trees for height clearance.





4.51 West Main Street (Green St. to West Palmer St.)

Ranking Fair



This last section of West Main Street sidewalk ranks **Fair**. It starts at Green Street with no ADA-compliant curb ramp. It is 5-foot wide with curb and guttering but no utility strip. The sidewalk has cracks where patching has been performed. A utility pole obstruction at 587 West Main Street (shown) restricts the sidewalk to 2'6"-wide. There are no ADA-compliant curb ramps at any of the street intersections on this section. The sidewalk continues onto West Palmer Street after West Main Street comes to an end. (More photos on next pages)

Recommendations: Upgrade sidewalk to 5-foot standard; install ADA curb ramps.

Cost Estimate to complete all recommendations.

- 5 ADA-compliant curb ramps \$11,000
- 1120' of 5' sidewalk with curb and gutter \$78,400





4.52 West Palmer Street (Commerce St. to West Main St.) Ranking Poor



This section of West Palmer Street sidewalk ranks **Poor**. It is 5-foot wide at the beginning, at the Franklin Police Department, with curb and guttering but no utility strip. The curb and guttering is much deteriorated and almost non-existent. In the 5-foot section, the sidewalk itself has some cracks. After the driveway for 368 West Palmer Street, the sidewalk becomes 4-foot wide and ranks **Poor** condition. This section runs over an embankment that is starting fall off the bank. Horizontal gaps are forming where it is separating from the curb, as shown. For this section to be widened to 5-foot, a wall would have to be engineered and constructed. This section of sidewalk crosses over Crawford Branch. There are three ADA-compliant curb ramps on this section of sidewalk.

Recommendations: Upgrade sidewalk to 5-foot standard; install an engineered retaining wall.

Cost Estimate to complete all recommendations.

- 1130' of 5' sidewalk with curb and gutter \$79,100
- 1 Engineered Retaining Wall

4.53 West Palmer Street (West Main St. to Baird Cove Rd.) Ranking Fair



West Palmer Street sidewalk in this section ranks **Fair**. The sidewalk is 4-foot wide with curb and guttering but no utility strip. In 2017, NCDOT updated multiple intersections and driveway entrances with ADA-compliant curb ramps as shown. The sidewalk has debris on it in various places and needs edging in places. The concrete has some cracks throughout. The driveway to the Duke Power transmission lines is broken and needs replacement. There is a utility pole obstruction the intersection of West Main Street and West Palmer Street. No crosswalk is marked at the intersection with Wilkie Street.

Recommendations: Upgrade sidewalk to 5-foot standard; mark crosswalk.

Cost Estimate to complete all recommendations.

- 1300' of 5' sidewalk with curb and gutter \$91,000
- 1 Crosswalk

4.54 Watauga Street (Clyde St. to East Franklin School) Ranking Fair & Poor



Watauga Street sidewalk from Clyde Street to Randolph Street ranks **Fair**. It is 4-foot wide, with curb and guttering but no utility strip. The sidewalk starts at Clyde Street with a curb ramp, but it doesn't have detectable domes. There is a storm drain at the entrance of to the ramp, as shown. The concrete has very few defects or cracks in this section. There is no ADA-compliant curb ramp at Randolph Street on either side, nor is there a marked crosswalk. After Randolph Street, the sidewalk is still 4-foot wide but becomes poor in condition until it reaches East Franklin Elementary School. A tree obstructs the sidewalk at Randolph Street and concrete is broken in many places. Also, Watauga Street is not designated a school zone.

Recommendations: Upgrade sidewalk to 5-foot standard; mark crosswalk; install ADA curb ramps; designate Watauga Street a school zone.

Cost Estimate to complete all recommendations.

- 550' of 5' sidewalk with curb and gutter \$38,500
- 1 Crosswalk
- 3 ADA-Compliant curb ramps \$ 6,600
- Designate Watauga Street a School Zone

4.55 Watauga Street (East Franklin School to Lakeside Dr.) Ranking Fair



This section of Watauga Street sidewalk ranks **Fair**. It is 4-foot wide with curb and guttering but no utility strip. The sidewalk has multiple toe trips and is sinking below the curb. The sidewalk ends at the stop sign for Watauga Street, with no ADA-compliant curb ramps to cross Watauga Street to the south side, to continue on the sidewalk on Lakeside Drive. A crosswalk is needed at the stop sign for Watauga Street as well. A handrail is also recommended at the stop sign for the sidewalk, as there is a culvert entrance under the road with a 3-foot drop to the culvert. See picture of this issue on the following page.

Recommendations: Upgrade sidewalk to 5-foot standard; install ADA curb ramps; install handrail; mark crosswalk.

Cost Estimate to complete all recommendations.

- 2 ADA-compliant curb ramps \$ 4,400
- 650' 5' sidewalk with curb and gutter \$45,500
- 1 Handrail
- 1 Crosswalk



Photo showing the need for ADA-compliant curb ramps, handrail and marked crosswalk in front of stop bar for stop sign on Watauga St.

4.56 Wayah Street (244 Wayah St. to Phillips St.)

Ranking Fair and Poor



Wayah Street sidewalk ranks **Fair** where it starts at 244 Wayah Street. The sidewalk is 4-foot wide with curb and guttering but no utility strip. It sits on top of a bank above the student parking lot for Franklin High School. There is no guardrail above the parking lot. A curb ramp at the entrance to the student parking lot does not have detectable domes. A crosswalk to Ulco Drive does not have ADA-compliant curb ramps.

The sidewalk stays in fair condition until it reaches the gated entrance to the football field. After that point the sidewalk ranks **Poor**. Here, the sidewalk is above the bank for the band practice field and is very broken and cracked. At the location of the utility pole shown above, the ground is eroding away from under the sidewalk. Horizontal gaps are starting to show in the section as well. Wayah Street is a designated school zone.

Recommendations: Upgrade sidewalk to 5-foot standard; install ADA curb ramps.

Cost Estimate for complete all recommendations.

- 1380' of 5' sidewalk with curb and gutter \$96,600
- 2 ADA-compliant curb ramps \$4,400

4.57 Wayah Street (Phillips St. to Depot St.) Ranking Poor



This section of Wayah Street sidewalk ranks **Poor**. It is 5-foot wide with curb and guttering but no utility strip. The sidewalk has many broken and sunken sections and the curb is starting to deteriorate in this section. Edging needs to be done on this section and debris should be cleaned from the sidewalk. There are no ADA-compliant curb ramps at Phillips Street or Winston Avenue. The sidewalk ends where it currently connects to Depot Street at the new roundabout, where new sidewalk facilities have been built by NCDOT.

Recommendations: Upgrade sidewalk to 5-foot standard; install ADA curb ramps; mark crosswalk.

Cost Estimate to complete all recommendations.

- 3 ADA-compliant curb ramps \$ 6,600
- 1020' of 5' sidewalk with curb and gutter \$78,400
- 1 Crosswalk

4.58 Wayah Street (Maple Street to Porter Street)

Ranking Poor



This section of Wayah Street sidewalk ranks **Poor**. It is 3'10"-wide and elevated above the road. It is very broken and has sunken places along the sidewalk. It has curb and guttering on the Maple Street end, but no curb and guttering on the Porter Street end. The entire section is slated to be replaced by NCDOT in 2020 with the construction of two new roundabouts at the intersections of Porter Street and Wayah Street, and Maple Street and Georgia Road. The sidewalk is currently only on the south side of the street but will be on both sides of the street after NCDOT finishes construction on this section of Wayah St.

4.59 Wells Grove Road (Depot St. to Phillips Bridge) Ranking Fair & Poor



Some of this sidewalk has been replaced by NCDOT with the construction the new roundabout. The remaining sidewalk ranks **Fair** and **Poor**. It is 5-foot wide with curb and guttering but no utility strip. Multiple driveway entrances are not being used. The sidewalk after the entrance to the flooring plant ranks **Poor**. It is broken and sinking at a storm drain. A large amount of debris and dirt on the sidewalk needs to be cleaned off.

Recommendations: Upgrade sidewalk to 5-foot standard; clean.

Cost Estimate to complete all recommendations.

- 400' of 5' Sidewalk with curb and gutter \$28,000

4.60 Wells Grove Road (Phillips Bridge to Old Phillips Bridge Road)

Ranking Fair and Poor



This section of Wells Grove Road sidewalk ranks **Fair** and **Poor**. The sidewalk on the river side of the road ranks **Fair**. Here, it is 5-foot wide with curb and guttering but no utility strip. It has spider cracks throughout. The south-side sidewalk is 5-foot wide and ranks **Fair** also, except for the portion in front of 291 Wells Grove Road, which ranks **Poor**. It is also very dirty here, from large trucks driving over the sidewalk. The sidewalk ends at Old Phillips Bridge Road with a curb ramp without detectable domes.

Recommendations: Upgrade sidewalks to 5-foot standard; install ADA curb ramps.

Cost Estimate to complete all recommendations.

- 2500' of 5' Sidewalk with curb and gutter \$175,000
- 3 ADA-compliant curb ramps \$6,600

4.61 White Oak Street (Riverview St. to Iotla St.)

Ranking Good and Fair

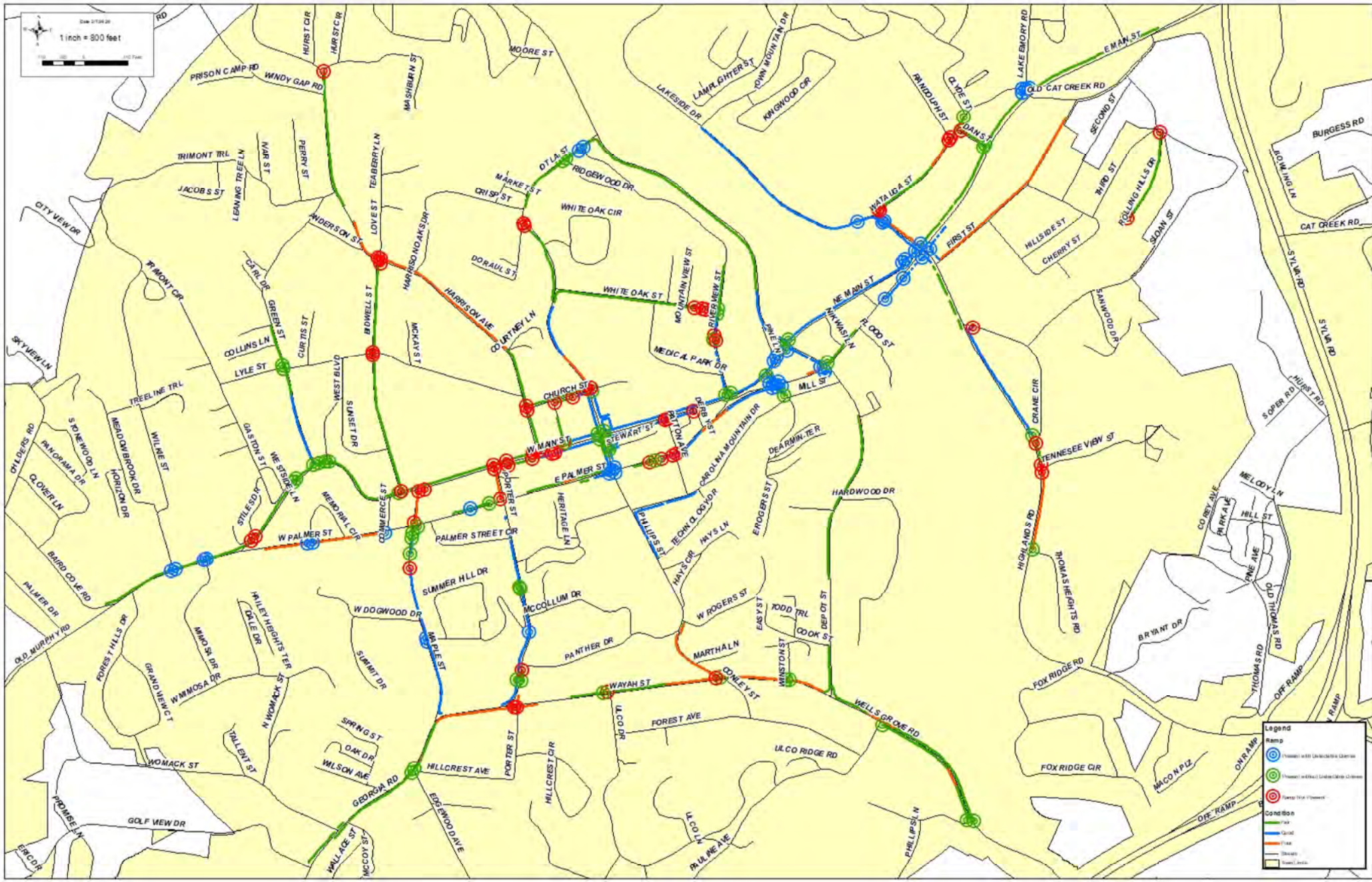


White Oak Street sidewalk ranks **Good** for its first 100 feet at Riverview Street. Here, it is 6-foot wide and has guttering, but no curb or utility strip. The sidewalk then become 5-foot wide for another 175 feet, and ranks **Fair**. This section has curb and guttering but still no utility strip. It has some cracks in the concrete. The remainder of the sidewalk is 4-foot wide with a 2.5-foot utility strip and curb and guttering. This last section ranks **Fair**, as it has multiple cracks and sunken places with toe trips. There is a tree obstruction by the physician parking lot. Multiple curb cuts lack ADA-compliant curb ramps at the entrances to parking lots, as on the Riverview Street sidewalk. The sidewalk ends at Iotla Street, almost flush with the road.

Recommendations: Upgrade sidewalk to 5-foot standard; install ADA curb ramps.

Cost Estimate to complete all recommendations.

- 1450' of 5' Sidewalk \$65,250
- 3 ADA-compliant curb ramps at entrances to Hospital \$6,600



Legend	
	Ramp
	Thruway or Exit Underpass/Overpass
	Thruway or Exit Underpass/Overpass
	Good
	Fair
	Poor
	Severe
	Street/Artery

OBJECTID	Name	Width	Recommendation	Notes	Condition	Length	Curb Ramps Needed	Total Cost
4.1	Bidwell St	5' -4'6"	Upgrade to 5-foot standard; install ADA curb ramp and crosswalk.	Broken into 6 sections no crosswalks	Fair	2,200	4	\$162,800
4.2	Church St (North Side)	5'- 2'	Upgrade section ranked Fair to 5-foot-wide standard; install ADA curb ramps and 3 crosswalk.s	Obstructions width varies	Fair	600	2	\$46,400
4.3	Church St (South Side)	4'	Upgrade section ranked Fair to 5-foot-wide standard; install ADA curb ramps.	Part is good, part along county fair	Fair	180	2	17,000
4.4	Dan St	4'	Install ADA-compliant ramp; extend sidewalk to 5 feet wide; relocate mailboxes to remove obstacle.	Mailbox obstructions, gaps	Fair	200	1	\$16,200
4.5	Depot St	5'		NCDOT is going to replace	Fair	5600		
4.6	Depot St Ext	4'	Upgrade sidewalk to 5-foot standard; install curb and gutter.	Part is 5' and is good.	Fair	2500		\$175,000
4.7	E Main St	4'	Upgrade sidewalk to 5-foot standard.		Fair	1000		\$50,000
4.8	E Main St	4'	Upgrade sidewalk to 5-foot standard; install ADA-compliant ramp; install crosswalk at Dan Street crossing.		Fair	500	1	\$27,200
4.9	E Main St	4'	Upgrade sidewalk to 5-foot standard; install ADA-compliant ramp at Lakeside Drive.		Fair	1000	1	52,200
4.1.0	E Main St	5'-9'		Gap needs to connect to Depot St	Good			
4.11	E Main St	4'	add sidewalk in front of the 454 East Main St upgrade sidewalk to 5' standard; install ADA-compliant ramps.	No curb	Fair	425	3	\$20,600
4.12	E Main ST	6'	Upgrade to standard, clean, and repair; build sidewalk in gap.	Has been fixed 2020 still needs gap fixed	Poor	165		\$11,900
4.13	E Main St	5'			Good			
4.14	E Main St	5'-9'	Install ADA curb ramps where needed.		Good		8	\$17,600
4.15	E Palmer ST	5'-3.5'	Upgrade where possible to 5-foot wide standard. Refer back to page 26 for more details	Some has been upgraded	Fair	900		\$35,000
4.16	E Palmer ST	4'	Upgrade sidewalk to 5-foot standard; install ADA curb ramps.		Fair	200	4	\$22,800
4.17	E Palmer St	5'	Upgrade Poor section to standard; install ADA curb ramps.	1 Section is good	Poor	300	1	\$23,200
4.18	E Roger St	4'	Upgrade Fair section to 5-foot standard; install ADA curb ramps where needed.	1 Section is good	Fair	100	2	\$11,400
4.19	First St	4'	Upgrade sidewalk to 5-foot standard; remove one utility pole obstruction.	Edging needed	Poor	1800		\$126,000
4.2.0	Georgia Rd	4'	Upgrade narrow sidewalk to 5-foot standard; install ADA curb ramps.	Some upgraded to 5' by NCDOT	Fair	1000	2	\$74,400
4.21	Green St	4'	Upgrade sidewalk to 5-foot standard; install ADA-compliant ramps.	1 Section is good	Fair	600	3	\$48,600
4.22	Harrison Ave	4'	Upgrade to 5' foot standard, install ADA curb ramps.		Fair	950	2	\$51,900
4.23	Harrison Ave	4'	Upgrade to 5' foot standard, install ADA curb ramps.		Poor	2000	2	144,400
4.24	Harrison Ave	4'	Upgrade to 5-foot standard; install ADA curb ramp; clean.	Needs cleaning & Edging	Fair	1300	1	\$93,200
4.25	Highlands Rd	4'	Upgrade to 5-foot standard; install ADA curb ramp; install crosswalk; clean and trim.	Needs edging	Fair	400	1	\$22,200
4.26	Highlands Rd	5'	Install ADA curb ramps.		Good		2	\$4,400
4.27	Highlands Rd	5'	Replace inferior sidewalk and install ADA curb ramps and crosswalks.	Some is ranked fair	Poor	1000	4	\$78,800
4.28	lotla St	5'-9'	Install ADA curb ramps.		Good		3	\$6,600
4.29	lotla ST	4'	Upgrade remaining Poor section to 5-foot standard; install ADA ramp and crosswalk.	Some fixed in 2019 by town	Poor	400	1	\$30,200
4.3.0	lotla St	4'-5'	Upgrade to 5' sidewalk standard; install ADA curb ramps; install crosswalk.		Fair	800	3	\$62,600
4.31	lotla St	4'	Upgrade sidewalk to 5-foot standard; install ADA curb ramps; install crosswalks.	Some is ranked fair	Poor	700	5	\$60,000
4.32	Lakeside DR	5'			Good			
4.33	Lakeside DR	4'	Upgrade sidewalk to 5-foot standard; install ADA curb ramps; install crosswalks.	Some is ranked fair & Edging needed	Poor	550	1	\$40,700
4.34	Macon Ave	4'	Upgrade to 5-foot sidewalk standard.		Fair	260		\$18,200
4.35	Maple St	5'			Good			
4.36	Maple St	5'	Install ADA curb ramp and crosswalk.		Good		1	\$2,200
4.37	Maple St	4'	Upgrade to 5-foot wide, standard sidewalk; install ADA curb ramps.		Poor	350	2	\$28,900
4.38	NE Main St	5'	ADA-compliant curb ramp and mid-block crosswalk is recommended at the intersection of East Rogers Street.		Good		3	\$6,600
4.39	NE Main St	5'	Install ADA curb ramp and sort section of sidewalk	Short section near Big Bear park	Good	40	1	\$4,200
4.4.0	Phillips St	4'	Upgrade sidewalk to 5-foot standard; install ADA curb ramps where possible.	Elevate sidewalk	Poor	615	2	\$47,450
4.41	Phillips St	5'-6'	Install ADA-compliant ramps.	Trees pulling brick pavers up	Good		2	\$4,400
4.42	Porter St	4'	Upgrade sidewalk to 5-foot standard; install ADA curb ramps; move guardrail.	Town upgraded in 2020	Poor	300	2	\$25,400
4.43	Porter St	5'-6'	Upgrade Fair portion to 5-foot standards; install ADA curb ramps.	Some sections is good	Fair	100	3	\$13,600
4.44	Porter St	5'		Being replaced by NCDOT	Poor			
4.45	Riverview ST	4'-6'	Upgrade Fair portion of sidewalk to 5-foot wide standard; install ADA curb ramps.	Curb ramps around Hosp	Fair	425	5	\$40,750
4.46	Rolling Hills Dr	4'	Clean; upgrade sidewalk to 5-foot standard; install ADA curb ramps; move mailboxes.	Edge & move mailboxes	Fair	900	2	\$67,400
4.47	W Main St	5'-8'	Install ADA curb ramps.	Downtown Both fair and good	Fair		4	\$8,800
4.48	W Main St	4'	Upgrade sidewalks to 5-foot standard; install ADA-compliant ramps.	Both sides of Street fair & poor	Poor	780	5	\$65,600
4.49	W Main St	4'	Upgrade sidewalk to 5-foot standard; install ADA curb ramps and a mid-block crosswalk.		Fair	925	2	\$66,950
4.5.0	W Main St	6'	Upgrade sidewalk to 5-foot standard; install ADA curb ramps; install crosswalks.	Clean sidewalk and trim trees	Fair	910	4	\$72,500
4.51	W Main St	5'	Upgrade sidewalk to 5-foot standard; install ADA curb ramps.	Remove pole obstruction clean sidewalk	Fair	1120	5	\$89,400
4.52	W Palmer ST	4'-5'	Upgrade sidewalk to 5-foot standard; install an engineered retaining wall.	Over crawford branch	Poor	1130		\$79,100
4.53	W Palmer ST	4'	Upgrade sidewalk to 5-foot standard; mark crosswalk.	1 pole obstruction, clean sidewalk	Fair	1300		\$91,000
4.54	Watauga ST	4'	Upgrade sidewalk to 5-foot standard; mark crosswalk; install ADA curb ramps; designate Watauga Street	Mark school zone	Poor	550	3	\$45,100
4.55	Watauga ST	4'	Upgrade sidewalk to 5-foot standard; install ADA curb ramps; install handrail; mark crosswalk.		Fair	650	2	\$49,900
4.56	Wayah St	4'	Upgrade sidewalk to 5-foot standard; install ADA curb ramps.	Some sections is fair, High School	Poor	1380	2	\$101,000
4.57	Wayah St	5'	Upgrade sidewalk to 5-foot standard; install ADA curb ramps; mark crosswalk.	Edging needed	Poor	1020	3	\$85,000
4.58	Wayah St	3'10"		NCDOT is going to replace	Poor			
4.59	Wells Grove RD	5'	Upgrade sidewalk to 5-foot standard; clean.	Clean sidewalk	Poor	400		\$28,000
4.6.0	Wells Grove RD	5'	Upgrade sidewalks to 5-foot standard; install ADA curb ramps.	Clean Sidewalk, some fair	Poor	2500	3	\$181,600
4.61	White Oak St	4'-6'	Upgrade sidewalk to 5-foot standard; install ADA curb ramps.	Remove obstructions, some good	Fair	1450	3	\$71,850
Quick fix Items						44,475	118	\$2,828,200