

Special Public Works Committee Meeting
Wednesday, August 30, 2023
1:00 p.m.
Town Hall

1. Call meeting to order
2. Review of Dr. Eck's and Marcy Barlett's sidewalk reports
3. Adjournment



THOUGHTS FROM ADA WALKABOUT TOWN OF SHEPHERDSTOWN JEFFERSON COUNTY, WEST VIRGINIA

TECHNICAL ASSISTANCE REPORT

Prepared by

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West Virginia Local Technical Assistance Program



wvltap.org

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The West Virginia Local Technical Assistance Program (WV LTAP) is a grant program funded by the Federal Highway Administration and the West Virginia Division of Highways and housed at West Virginia University. One function of the WV LTAP is to serve as a resource for West Virginia entities responsible for local roads. Ron Eck is a professional engineer in the state of West Virginia with nearly 50 years of experience with traffic and transportation engineering topics including roadway safety, low-volume road maintenance and pedestrian safety and accessibility; he is also a professor emeritus with West Virginia University.

Disclaimer

The suggestions and recommendations presented in this report are based on Mr. Eck's personal experience and generally accepted practices. The information included in this report is based on a walkabout around the Town with elected officials, Town employees and interested residents, review of photographs and review of technical literature and relevant accessibility criteria. It is the author's intent to provide accurate assessments, recommendations, and assistance based on this visit. Please contact WV LTAP should there be follow-up questions or concerns or if any information contained in this report seems to not be accurate.

I. Introduction and Background

During 2022, Councilman Marty Amerikaner, reached out to WV LTAP requesting assistance with Americans with Disabilities Act requirements. In December 2022, Ron Eck delivered a virtual 6-hour training session (three 2-hour sessions over consecutive weeks) on “ADA for Local Governments.” After this session, Mr. Amerikaner contacted WV LTAP about visiting the Town to do a group walkabout to examine existing conditions and to offer thoughts/suggestions for the Town to consider. A walkabout covering much of the community was conducted on May 4, 2023 with up to 8 local individuals participating at any particular point in time. Note that during the walkabout, no cross slope measurements were made on walkways and no curb ramps were measured for width, grade or cross slope.

This report presents findings from the walkabout and offers suggestions for consideration. First, general topics are presented, namely curb ramps, surface discontinuities, obstacles and alleys. This is followed by discussion of several specific issues and locations in the Town.

During the walkabout, there was discussion of both accessibility issues and safety issues. This report discusses both. While certainly related, safety and accessibility are not the same thing. The U.S. Access Board’s Public Rights-of-Way Accessibility Guidelines (PROWAG) presents accessibility criteria. These criteria are intended to permit individuals with mobility, sensory or other impairments to access the same programs, services and facilities as able-bodied individuals. However, just because a facility is accessible, does not mean that it is safe. It is up to designers, constructors and maintainers to use their training and experience to see that safety considerations are included when designing, building or maintaining pedestrian facilities in the public right-of-way.

II. General Observations and Suggestions

A. Curb Ramps

The US Department of Justice (USDOJ) and the courts, through their rulings and decisions, have made it clear that they consider curb ramps to be the basic element of accessibility. Therefore, curb ramps should be the highest priority when it comes to accessibility in a community. During the walkabout, several situations were noted. A number of locations appeared to have compliant curb ramps. A number of other locations had curb ramps (or flush connections to the street) but the connections did not comply with current criteria. A small sample of locations is identified here.



Sidewalk to street transitions on northwest corner of E. High and N. Mill Street are shown here. The transitions lack detectable warning surfaces and the sediment accumulated at the end of the sidewalk along High makes the transition impassible. The new curb recently installed along Mill Street could be considered to an alteration to the street; therefore, the ramps along Mill should have been brought into compliance with current criteria.

Sidewalk to street transitions on southeast corner of S. Church and W. New Streets are depicted here. The gradients are too steep. Since the curb is missing around the entire corner, detectable warning surfaces are needed around the entire corner to advise visually impaired pedestrians that they are about to enter the street.



Sidewalk to street transitions on southwest corner of S. Church and W. New Streets can be seen here. The gradients are too steep and the grade breaks too sharp. There are no detectable warnings where the ramped surface meets the street.

Sidewalk to street transitions on southwest corner of E. New and S. King Streets are shown here. There are concerns with ramp gradients and surface condition, including a drainage grate with large (non-compliant openings) in the path of travel. Wheels of a manual wheelchair or a walker could easily drop into the openings. Since the curb is missing, detectable warnings are needed at the bases of the ramped surfaces.



In a few cases, corners with no curb ramps were observed, as the samples included here illustrate.



As shown, there are no curb ramps at intersection of W. High Street and N. Maiden Lane. The lack of ramps here is a concern given that Bane Harris Community Park (a destination) is adjacent to this corner. Parks should be accessible to all.

No curb ramps at northeast corner of S. Church and W. New Streets.



Corners with non-compliant transitions and corners lacking curb ramps are a concern from a liability exposure standpoint since it is difficult or not possible for someone in a wheelchair to move between the sidewalk and the street. Where curbs are missing but there are no detectable warnings, it is possible for a visually impaired pedestrian to enter the street without being aware of it.

It is suggested that the Town perform a self-evaluation of all of its corners with sidewalks to identify locations where curb ramps exist (and determine whether the sidewalk to street connection is in compliance with current PROWAG criteria) and to identify corners without curb ramps. Then a prioritized list of curb ramps to be installed and retrofitted should be developed along with a schedule of when these barriers will be removed.

B. Surface Discontinuities

Surface discontinuities are surface irregularities that limit or affect the movement of individuals with assistive devices and that can adversely affect the safety of all users. Two main categories of discontinuities are changes in level and deteriorated surface condition.

Under ADA criteria, the maximum vertical elevation change in accessible route is 1/4-inch. Vertical elevation changes between 1/4-inch and 1/2-inch must be beveled at a slope of no steeper than 2H to 1V, i.e., 50%. The situation can be corrected by rebuilding the slabs to create a flush joint. Alternatively, the higher surface can be grinded down to create a ramped surface or a wedge of concrete can be placed between the higher and lower surface.



A significant number of changes in level, like that shown here, were observed in walkway surfaces. Such elevation differences often occur at joints in the sidewalk or, as depicted here, at the intersection of different surface types.

At a number of locations, limestone “inserts” were noted in brick sidewalks. The purpose of these features is not known. Nor is it known if they represent historical artifacts. In many instances, as shown here, the height of the “insert” exceeded ¼-inch vertical, creating an accessibility barrier for the mobility impaired and could facilitate trips and falls for all pedestrians,



Depending on the magnitude of the irregularity, deteriorated surface condition can create a barrier to accessibility and/or a safety concern. A large number of locations, both on concrete sidewalks and brick sidewalks, were observed where surface discontinuities existed. Two representative locations are depicted here



E. High Street



W. Washington Street

As part of the aforementioned self-evaluation, it is suggested that the Town identify the locations of surface discontinuities, both changes in level and deteriorated surface condition, which represent barriers to mobility. Then a prioritized list of the locations needing barrier removal along with the modifications necessary should be developed including a schedule of when the barriers will be removed.

C. Obstacles

For the purposes of this report, obstacles are considered to be features such as utility poles or trees, which block all or part of a pedestrian path, significant vertical elevation differences, including steps in sidewalks and at curb ramps, and steep grades. Each of these can be barriers to pedestrians with disabilities.



At a number of locations, there were utility poles in the middle of the sidewalk. In some cases, as shown here on E. German Street, there were “double” poles with the poles not lined up with each other, thus blocking more of the sidewalk. This is an inaccessible sidewalk.

At some locations, such as shown here in the northeast corner of E. Washington Street and South Princess Street, the area of concrete that had been removed was significantly larger than the pole itself, reducing the width of the pedestrian access route even more. This situation should be communicated to the utility responsible for the pole.



Under PROWAG, a sidewalk adjacent to a street can be the same grade as the street, regardless of steepness. Sidewalk gradients steeper than the street grade are not permitted. A short section of sidewalk on the north side of E. High Street was observed to have a grade steeper than the street grade. The grade and grade break present an obstacle for those with mobility impairments.



Also on High Street, at Rocky, was a vertical elevation difference due to multiple street resurfacings. This elevation difference is a significant obstacle for individuals with mobility impairments,



As part of the aforementioned self-evaluation, it is suggested that the Town identify the locations of obstacles in the sidewalk, such as utility poles, steep grades and large vertical elevation differences, which represent barriers to mobility. Then a prioritized list of the locations needing barrier removal along with the modifications necessary should be developed including a schedule of when the barriers will be removed.

D. Alleys

Like many communities, Shepherdstown has a number of alleys. Alleys serve a variety of important functions and can be a real asset in terms of pedestrian and bicycle connectivity in the community. Similar to streets and driveways, it is important that sidewalk crossings of alleys be accessible.



At a few alley locations, curbs or other vertical surface irregularities meant that there was not an accessible sidewalk crossing of the alley. In these cases, a smooth surface should ramp down flush with the alley.



In other cases, the sidewalk ramped down flush with the alley, however, the alley surface was not accessible. The image shows the intersection of E. Back Alley with S. Princess Street. Note that while ramps and detectable warning surfaces are present, the surface of the crosswalk consists of bricks and is very rough with cross slopes (in both directions) steeper than 2 percent at some locations. This is not an accessible crosswalk.

As just noted, one of the questions to be addressed at alleys, is: are detectable warning surfaces needed. The general rule is to use detectable warning surfaces where the curb is missing at a street crossing. Some alleys look and act like streets, others do not. Each alley-sidewalk intersection must be evaluated individually. Factors to consider in making the decision about whether or not to install a detectable warning surface at driveways include: presence of traffic control (e.g., a STOP sign) where the alley intersects the street, motor vehicle traffic volumes on the alley and sight distances. The decision on whether or not to use detectable warning surfaces should be documented.



When detectable warning surfaces are installed, they need to comply with the PROWAG requirements. This means 24 inches (2 feet) of truncated domes in the path of pedestrian travel everywhere the curb is missing. The detectable warning surface shown at the directional curb ramp in the southwest corner of the intersection of W. High Street and Brown's Alley does not comply with the criteria.

III. Observations and Suggestions About Specific Locations

A. Town Hall Area

Residents and visitors need ready access to Town Hall to conduct official business and participate in municipal governance. There is also a public restroom just inside the front door which represents another reason why the Town Hall area should be a priority area for accessibility. It was observed that there is no automatic door at the main entrance to Town Hall. Thus, there must be someone inside the building who can push the door open so an individual in a wheelchair can enter Town Hall. This issue should be addressed as soon as possible.

On the north side of Town Hall, where the sidewalk in front of Town Hall meets Old Queen Alley, the sidewalk is light gray concrete. As shown in the photograph, the detectable warning surface is also white/light gray in color. Thus, the required contrast between the detectable warning surface and the background is not present, making it difficult for a low-vision pedestrian to detect the warning surface. The detectable warning surface needs to be a contrasting color such as yellow or brick red.



As shown here, while there is a detectable warning surface on the Town Hall side of Old Queen Alley, there is no corresponding surface on the opposite side of the Alley. For consistency in terms of the warning function, detectable warning surfaces are needed on both sides of the Alley.

The photograph shows the sidewalk in the area of Town Hall. The sidewalk itself has adequate width. However, notice in the background that shrubs overhang the sidewalk. These create a protruding object hazard for visually impaired pedestrians since the vegetation cannot be detected with a long cane. Beyond the shrubs, ground-type vegetation in the form of lilies, extends a significant distance over the sidewalk. Both the shrubs and the ground cover vegetation reduce the effective width of the sidewalk to less than the required 4 feet for all pedestrians. Property owners should be required to trim/prune vegetation as needed to maintain an accessible sidewalk width, without protruding objects.



As shown here, there is a drop box located in front of Town Hall. However, the drop box is set back from the sidewalk and is too high to be accessible to an individual in a wheelchair. The box should be lowered and located immediately adjacent to a hard surface.

B. Street Furniture

Street furniture (such as planters, seating, trash receptacles, bicycle racks and signs) is a desirable part of an active, vibrant streetscape. Outdoor dining, which has increased nationally since the Covid pandemic, is also considered to be street furniture. However, it is necessary that street furniture be located so that at least a 4-foot-wide clear unobstructed path of travel is maintained for the mobility impaired.



It is important to educate merchants and property owners about the need to maintain a 4-foot-wide clear path of travel (free from permanent and temporary obstructions) on sidewalks.

C. Sidewalk Work Areas

A related type of obstacle in the sidewalk can be created when construction, maintenance or utility work takes place on or near a sidewalk (including such vehicles parking on the sidewalk). Every effort should be made to keep the sidewalk open, however this may not always be possible.

While these activities are temporary, they can and do block pedestrian travel paths and create safety issues for all pedestrians. PROWAG and the *Manual on Uniform Traffic Control Devices* require that sidewalk temporary traffic control be detectable and accessible



It is important that property owners, public works crews, contractors and utilities be advised of these requirements. Permits should be required when a sidewalk is blocked, even temporarily. The provisions of the permit should require that a detectable and accessible pedestrian route be maintained while the sidewalk is closed.



D. Guidance for Property Owners

Since property owners are responsible for maintenance of sidewalks, it is critical that the Town's criteria for sidewalk construction and maintenance are consistent with the PROWAG criteria (in terms of width, allowable vertical change in elevation, cross slope, joints and openings) and that these criteria be clearly communicated to property owners and contractors performing sidewalk construction/reconstruction.



While the use of brick for sidewalks is attractive and relates to the history of the Town, to keep a brick sidewalk in accessible condition, like the one shown here on W. German Street, requires considerable maintenance. A brick surface (or even a stamped concrete surface) creates vibration for people in manual wheelchairs which can be excruciatingly painful to individuals with certain types of spinal cord injuries. Thus, the best practice is to make travel surfaces smooth concrete and place any color or texture in border areas.



Sidewalk sections that have become inaccessible due to lack of maintenance.



While individual preferences allow property owners to personalize their sidewalks, the lack of a consistent surface along a block or street can create issues such as shown on page 4, where vertical changes in level are created at property lines. A policy calling for a consistent surface type when a sidewalk is reconstructed would minimize such occurrences.



The importance of maintaining adequate sidewalk width was discussed earlier with respect to the Town Hall area. However, such maintenance is important throughout the community, including residential areas. This shrub, adjacent to the sidewalk on the north side of Martinsburg Parkway, enhances aesthetics, however, it reduces the effective width of the sidewalk to less than the required four feet. Vegetation management should be part of the sidewalk policy information provided to property owners.

Another element to be included in the sidewalk reconstruction policy is detectable warning surfaces. These truncated dome surfaces are required at curb ramps anywhere the curb is missing at a street crossing. It was noted earlier that some corners in town do not have detectable warning surfaces at the curb ramps. There should be a plan for remediating this situation. One instance where detectable warnings need to be installed is as part of projects where sidewalks are reconstructed.

It appeared that sidewalks along N. Mill Street and E. High Street had recently been reconstructed. A section of the sidewalk along N. Mill St. is shown here. However, where the new sidewalk sections intersect in the southwest corner of the intersection, no detectable warnings were installed on N. Mill or on E. High. This corner should be high priority in terms of detectable warning installation. In addition, the requirement for detectable warning surface installation at curb ramps should be part of the sidewalk reconstruction specifications provide to property owners.



E. Locations on East German Street

During the walkabout, three locations on E. German Street were examined: a) Sage Place; b) the crossing at Viola Devonshire Commemorative Park and c) at-grade crossing of Norfolk Southern Railroad tracks. Each of these will be discussed below.

Sage Place--There are a number of relatively new homes on Sage Place, on the east side of Town. Sage Place intersects E. German Street on the south side. There are no sidewalks at this location on the south side of E. German and the sidewalk on the north side ends just west of Sage Place. Note that while there are sidewalks in front of the homes on Sage Place, there is no connection to E. German Street. In the future, consideration should be given to requiring developers to not only connect their sidewalks to the main street or roadway but also to construct sidewalks along the main roadway within the limits of the property. Such small sections are critical to creating a connected sidewalk system.



Given the current lack of a sidewalk on the south side of E. German Street, Sage Place residents must cross E. German to access the sidewalk on the north side. However, at this location, there is a sharp crest curve in the alignment of E. German (partially shown here) which prevents pedestrians from seeing oncoming westbound vehicles and prevents westbound drivers from seeing crossing pedestrians, creating serious safety concerns. Design of a sidewalk along the south side of E. German from Sage Place to the Christ Reformed Church should be explored.

Crossing at Viola Devonshire Commemorative Park—On the south side of E. German Street, near the intersection with College Street, is Viola Devonshire Commemorative Park.



As can be seen in the May 2021 Google image, at that time, there was a marked crosswalk on E. German and curb cuts on both the south and north sides of the street. Both ramps lacked detectable warning surfaces and the ramp on the north side was inaccessible due to the presence of a guy wire for the utility pole on the corner.

At the time of the walkabout, this section of E. German Street had been resurfaced and a new curb ramp, with detectable warning surface, installed on the south side of the street.



However, the resurfacing resulted in the ramp on the north side of E. German being removed. In addition, the crosswalk striping was not renewed. Note that, as shown here, the signing of this location (pedestrian warning sign with a downward arrow) indicates that this is a crosswalk. The arrangement is confusing and raises liability concerns. The situation should be discussed with the WVDOH. If nothing else, it appears that the downward arrow plaque should be removed.

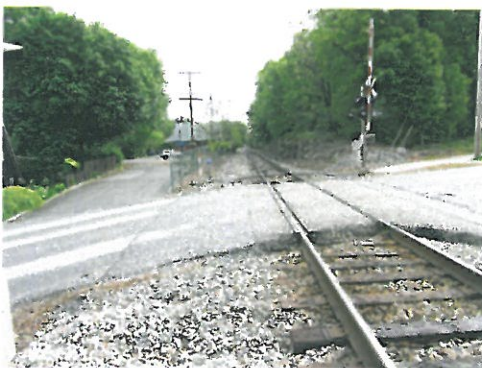


At-grade crossing of Norfolk Southern Railroad Tracks—West of Sage Place and the Park, E. German Street crosses Norfolk Southern Railroad tracks at-grade.



On the west side of the crossing, the roadway and south sidewalk grade are very steep, making a difficult traversal for all pedestrians but especially difficult for individuals with mobility impairments. Furthermore, due to periodic track raises by the Railroad, the walking surface at the tracks is humped and irregular.

Although the grades are more favorable on the east side of the crossing and south side of E. German Street, there are still surface condition issues attributable to the track raises.



As shown here, due to the gradients involved, the crossing condition is no better on the north side of E. German Street. While not desirable from a safety standpoint, the best route over the crossing for an individual in a wheelchair would be to use the street.

Thus, the E. German Street grade crossing presents a real challenge for all pedestrians. To create an accessible route up to the tracks on the west side, also presents an engineering challenge. Such a route would require a switchback arrangement that may or may not be possible depending on right-of-way availability and the cooperation of Norfolk Southern. Other options for connecting the east side of Town with that west of the tracks should be explored.



E. High Street is one block north of E. German Street. While there are sidewalks on both sides of E. High Street, west of the railroad, the sidewalks end just prior to the tracks. While the topography on the west side of the crossing is relatively flat, the roadway gradient on the east side of the tracks is comparable to that on E. German, i.e., not a suitable pedestrian crossing.

The third grade crossing in Town is at E. Washington Street. While this crossing is not as convenient to downtown or to campus as the E. German and E. High Streets crossings, as shown here, the topography is much more favorable. However, there is currently no sidewalk on E. Washington. There are also right-of-way issues, utility poles and railroad-related hardware that present challenges in creating a pedestrian crossing of the tracks at this location. In addition, a pedestrian facility would need to be created along S. Mill Street to connect this crossing location with E. German and E. High Streets



F. High Street Connector

During the walkabout, a potential W. High Street connector was discussed. This would be a pedestrian facility between the west end of High Street and University Drive, which would allow access to multiple destinations on the west campus of Shepherd University.



As illustrated here, while the street is gated, there is an opening in the fence which allows pedestrian access. Based on the “goat path” visible in the grass, it appears that this route is regularly used by pedestrians. Thus, it would be desirable to create a formal connection to University Drive.

Currently, the sidewalk on the south side of W. High ends prior to the termination of the street. This would be the starting point for any connection. The connection would need to meet ADA criteria, i.e., smooth, hard surface, desired minimum width of 5 feet, no more than 2% cross slope and maximum grade of 5%.



IV. Additional Assistance

Should there be any questions about any of these topics or further clarification needed, please feel free to contact Ron Eck at WV LTAP.

Sidewalk Survey 2023

Mill St. – West Side – Going South

1. Bjorlie House – OK
2. 302 Mill – OK
3. 300 Mill - Meeker House – section has a 2” drop-off and hole
4. 206 Mill - “Bucky” Carpenter – Sidewalk cracked
5. 208 Mill – Alexander’s– Raised sections need replacing
6. Mill House – Some patching needed – One section very bad
7. 214 E. High & Mill St. (Tom Winter) – All new
8. Sidewalk at alley - OK
9. Corner of Mill & German – OK

Mill St. – East Side – Going North

1. 301 E High St. & Mill St. (Tracey Eastman Apts.) – 4 sections cracked
2. 103 Mill – Lisa Long - 10 Bad sections – Very bad. - Hazardous
3. 105 Mill – 10 Bad sections – Small 1” rise by tree.
4. 107 Mill – Rise at tree
5. 109 Mill (Paul Davis House) – OK
6. 111 Mill (Paul Davis) – 2 1” sunken areas – one area has a 5” raise that is painted red and 1” lip
7. 300 E. High & Mill St. – 7 Sections cracked – needs sidewalk replaced
8. 301 E. High – 5 cracked sections.
9. 201 Mill St. - Toby Wilson – Section of curbing missing – 2 Sections cracked – 1 Section raised 1”- Hole
10. 4 Sections cracked and 2 bad sections around water meter – not sure who owns.
11. 205 Mill - Brick House – OK
12. 207 Mill - White House – OK
13. Cullison Park – OK

College St. East Side – Going North

1. 112 College – OK
2. 114 College – 1” Rise
3. 116 College – small crack but OK

King St. – West Side – Going South

1. 112 King (Lutheran Church) – 1” rise
2. 104 King (Town Hall) – OK
3. 102 King (China Kitchen Building) – OK
4. 101 W. German St. & King (China Kitchen) – OK
5. 100 W. German & King (Bakery) – Brick – OK 1 Bad Section – Concrete
6. 102 King – OK
7. 104 King – OK
8. 110 W. New & King (Bach House) – OK
9. 100 New – New sidewalk - OK
10. Nancy Craun – New sidewalk - OK
11. 204 King – New Sidewalk - OK
12. 206 King – Small section of brick needs re-laid
13. 100 W Washington & King (Presbyterian Church) – OK

Sidewalk Survey 2023

King St. – East Side – Going North

1. 303 King - House beside Post Office – Bach's – OK
2. Post Office – OK
3. Bisher House – OK
4. 205 King - Parmesano – 2 1" rises – 2 bad sections
5. 203 King – OK
6. Old Fire Hall – OK
7. 109 King – Pitting
8. Tony Price – OK
9. Reynolds Hall – McMurrin Hall – OK
10. Knutti – Minor cracking and pitting

New St. – South Side – Going East

1. Corner of New & Duke – 1 cracked section – 3 rises in concrete, 1", 2", & 4" (Severe)
2. 210 New – Minor cracking – 3 – 1" Rises
3. 208 New – Brick – OK
4. 206 New – OK
5. 204 New – OK
6. Methodist Church – Concrete – 1" lip
7. 106 New – OK
8. Trinity Episcopal Rectory – Some minor cracking – 2 sections need replaced – Burial Ground – Rocks uneven - Hazardous
9. 102 New – Concrete – OK
10. Old Fire Hall – Needs patched – 5 Bad sections – Bad drain
11. 102 New – OK
12. 106 New – OK
13. 108 New – OK
14. 110 New – OK
15. 112 New – OK
16. Carlos Garage – OK
17. 116 New – OK
18. Free School – Minor cracking – 1" Lip
19. Secrist Apts. – OK

New St. – North Side – Going West

1. 215 New – OK
2. 213 New – OK
3. 113 S. Princess & New – Minor Cracking
4. 114 S. Princess & New – OK
5. 111 New – OK
6. 109 New – OK
7. 107 New – OK
8. 105 New – OK

Sidewalk Survey 2023

9. 103 New – OK
10. Corner of New & King – (Egle) – 1" Rise
11. (Bach's) – Brick – OK – Concrete – OK
12. 103 New – 2" Lip
13. 105 New – OK
14. Corner of New & Church – Sunken areas in brick – Grass overtaken bricks
15. Corner (West Side) – (Struna) - Tree roots raising bricks – Grass overtaken bricks
16. 203 New – OK
17. 205 New – 4 Sections – 1" rise (2)
18. 207 New – 1 Very small patch – 1" Rise
19. 209 New – Brick needs re-laid
20. 211 New – (Kernek's) – OK
21. 213 New – OK
22. Corner of New & Duke – (Gatz) – Pitted and cracked

High St. – South Side – Going East

1. From gate at Rt. 45 to Maiden Lane – 3 Bad sections of curb – 1" Rise – Needs ramp at Maiden Lane – Needs new sidewalk from gate to manhole
2. From Maiden to Youth Center – 1 Cracked section – Needs ramp at Maiden
3. 312 High Corner House – OK
4. Between 312 & 310 High – 1" Rise
5. 310 High – 1" Rise – Cracked Sections
6. 308 High – (Clarks) – OK
7. 306 High – OK
8. 304 High – OK
9. 302.5 High – OK
10. 302 High – 2 Cracked sections
11. 300 High – 2 Cracked sections
12. Moershel's – 2 Very bad sections – Minor cracking
13. Parish House – 1- 1" Rise – 1- 2" Rise
14. 210 High – OK
15. 208 High – 4 Bad sections - Hazardous
16. 206 High – (Mays) – OK
17. 202 High – (Robinson) – OK
18. Corner of High & Church – (Stellas) – 2 - 1" Rises
19. Church – OK
20. 104 High – (Upton) – 5 Sections cracked and crumbling – 1" Rise
21. 100 High – (Sprouse) – OK
22. Lutheran Church – OK
23. University sidewalk between King & Princess – Minor Cracking & Pitting – 1 sunken spot
24. Blue Moon – OK
25. 202 High – (Janssen) – OK
26. 206 High – 3 Minor patches – Minor cracking – 1 – 2" Rise
27. 208 High – Minor Cracking
28. 210 High – Minor patching – Small piece of curb missing
29. 212 High – 4 Cracked sections - Hazardous

Sidewalk Survey 2023

- 30. Tom Weners – OK
- 31. Corner of High & Mill – 9 Bad Sections
- 32. Town Owned – Minor Cracking

High St. – North Side – Going West

- 1. Railroad Maint. Shed – 2- 1” Rises – Minor Cracking
- 2. 303 High – OK
- 3. 301 High – OK
- 4. Corner of High & Mill – (Zenias) – 1” Rise at trees –3” Rise
- 5. Upton Martin House – 2 Sections bad – Minor cracking
- 6. Heysers – 1 – 1” Rise – 2 Sections could use work
- 7. Commercial – OK
- 8. Corner of High & Princess - OK
- 9. University Parking – OK
- 10. University (Greenhouses) – 2-1” Rises
- 11. University (To King) – Curb cracked - Pitted
- 12. Stutzman to Slonaker – Curb cracked – Minor cracking
- 13. 101 High – OK
- 14. 103 High (Mitchells) – Brick – Sunken
- 15. 105 High (Longs) – OK
- 16. 109 High (Bonds) – 5 Cracked sections – 2- 2” Rises – 1-1” Rise
- 17. 201 & 203 High – OK
- 18. 205 High – OK
- 19. 207 High (Balliett) – OK
- 20. 209 High (Browns) – OK
- 21. 213 High – 2” Rise
- 22. 333 High – Needs replaced

Church St. – West Side – Going South

- 1. 112 Church – Sidewalk cracked – needs minor patching - Hole
- 2. 108 Church – 8 Sections of sidewalk cracked – Hole – 3 – Bad sections
- 3. 106 Church (Williams) – Minor cracking
- 4. 104 Church (Mills) – Brick – OK
- 5. Corner of Church & German (Snyder) – Brick sunk in one area – Some relaying needed
- 6. Trinity Episcopal Church – Brick sunk in areas – Needs Relayed
- 7. Trinity House – Limestone Sticking up between sidewalks – Tripping hazard at alley – Some brick sunken
- 8. 106 Church – Brick – OK but overgrown with grass
- 9. Corner of Church & New – Brick – OK
- 10. Methodist Church – Concrete – OK
- 11. Alley – OK
- 12. Ed Ringoot’s House – Brick – OK – new curbing
- 13. Catholic Church – Brick – OK

Sidewalk Survey 2023

Church St. – East Side – Going North

1. 303 Church – OK – Minor pitting
2. Corner of Church & Wash. – Sidewalk cracked – 5 Sections bad – 1" Rise needs repaired - Hazardous
3. Lolly Martin's House – 1" Rise
4. 201 Church (Joe) – OK
5. Corner of Church & New (Struna) - Brick needs re-laid – Concrete has minor cracking – some patching needed – 2 Bad sections
6. Mary Tyler Moore Center – Some pitting & cracking
7. Shaharazade's – OK
8. 107 Church (Cox) – Brick – OK
9. Graveyard – Has stone and grass covering sidewalk – Needs replaced – Hazardous
10. Church – Concrete – OK

Washington St. – South Side – Going East

1. 214 Wash. – Brick – Small amount of bricks need re-laid
2. 210 Wash. – Brick – OK
3. 208 Wash. – Some bricks need re-laid – Transition bad
4. 204 Wash. (Crooked House) – Brick – OK
5. 202 Wash. – OK
6. 200 Wash. (Judy Robertson) – OK
7. Corner of Wash. & Church – OK – Needs ramp at corner
8. 110 Wash. – Concrete – 2" - Rise
9. 108 Wash. – 1" rise
10. 106 Wash. – 2 Sections need replaced
11. 104 Wash. – 2" Rise – Needs patched – 1 Section needs minor patching – 4 1" Rises – Replace sidewalk
12. 102 Wash. – 2" Rise – Some cracking - Hole
13. Presbyterian Church – Brick – OK
14. Post Office – OK
15. Town Run – OK
16. JSB (Parking area) – OK – Curb needs replaced
17. Hardware Store – OK

Washington St. – North Side – Going West

1. Commercial Center (Secrist) – OK
2. Jefferson Security Bank – 1" rise
3. Mrs Bishers House – OK
4. Corner of Wash. & King – Bricks need re-laid around tree – 2" rise at garage – Needs re-laid near steps and pole - Hazardous
5. 103 Wash. – 5 Sections raised – Need repaired
6. 105 Wash. – OK
7. 107 Wash. + 109 Wash. – Sidewalk very old – Needs Replaced
8. 111 Wash. – Concrete needs patching or replacement – Replace bad sections
9. Lolly Martin's House – OK

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10. St. Agnes Catholic Church – Brick – OK
11. 205 Wash. – Brick – OK
12. 207 Wash. – Brick – 1" Rise by roof drain – Curb falling apart
13. 209 Wash. – Brick – OK – Curb needs work
14. 211 Wash. – OK
15. 213 Wash – OK
16. Commercial Center – OK

German St. – South Side – Going East

1. 338 German – Concrete – 1" Rise
2. 336 German – Concrete – 1 Bad Section – 2 – 1" Rises
3. 334 German – Concrete – 2 – 1" Rises
4. 332 German – Concrete - OK – Some Cracking
5. 330 German – Brick – OK
6. 328 German – Brick – OK
7. Corner of German & Maiden – Brick – OK
8. 322 German – Brick – OK
9. 320 German – Brick – OK
10. Baptist Church – Brick missing by steps – Raised at water meter
11. 316 German – Brick – OK
12. 314 German – OK
13. Betty Wang Lot – Brick raised by tree needs re-laid
14. 310 German – Brick Sunken – 1" Rise – Weeds – Rise at transition
15. 308 German – Brick Sunken – 1" Rise
16. 306 German – Brick Sunken
17. Apartments – 2 – 1" Rises – Transition Bad – Replace 6 bad sections
18. 302 German – Brick – OK
19. 300 German – Brick – OK
20. 220 German – Brick sunken – Small area by Tree
21. 216 German – Brick needs re-laid by water meter – Rise at down spout
22. 214 German – Brick – OK
23. 210 German – OK
24. Trinity Episcopal – OK
25. 136 German – Brick – OK
26. 134 German – Brick – OK
27. McAteer – Brick – OK
28. 130 German – Brick – OK
29. 128 German – Concrete – OK
30. 126 German – Concrete – OK
31. 124 German – Brick – OK
32. 122 German – Concrete – OK
33. 120 German – Concrete – OK
34. 118 German – Concrete – OK
35. 116 German – Concrete – OK
36. 112 German – Concrete – OK
37. 112 German – Concrete – Minor cracking

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38. 110 German – Small Hole
39. 108 German – Concrete – OK
40. 106 German – Concrete – OK
41. Bakery – Brick – OK
42. Men's Club – Brick – OK
43. 102 German – Concrete – OK
44. 104 German – Concrete – OK – Minor cracking
45. 106 German – Concrete – OK
46. 108 German – Concrete – OK
47. 110 German – Concrete – OK
48. 112 German – Concrete – OK
49. 114 German (Betty's) – Concrete – OK
50. 116 German (Caldwell) – Brick – OK
51. 118 German – Brick – OK
52. 120 German – Brick – OK
53. 122 German – Brick - OK
54. 124 German – Brick – OK
55. 128 German – Brick – OK
56. 130 German – Needs patched at water meter
57. 132 German – Concrete – OK
58. Lost Dog – Concrete – OK
59. 136 German – Concrete – OK
60. 138 German – Concrete – OK
61. Corner of German & Princess – Brick –OK
62. Corner of German & Princess – Brick – OK – Concrete - OK
63. 200 German – Concrete – OK – Asphalt – OK
64. 202 German – Concrete – OK – Bad transition
65. 204 German – Concrete – OK – Asphalt – OK
66. 206 German – Concrete cracking – Minor patching needed – 2 Sections need replaced - Rise
67. Tommy's Pizza – Concrete – OK
68. Railroad – Concrete – Needs patching
69. Church – Concrete – OK – 2-1" Rises

German St. – North Side – Going West

1. 407 German – Concrete – OK
2. 405 German – Concrete – OK – Weeds – Patch at driveway
3. 403 German – Concrete has minor cracking
4. 401 German – Concrete – OK
5. Corner of German & College – Concrete – OK
6. Lutheran Graveyard – OK
7. Railroad – Concrete - OK
8. Eastman Apartments – Concrete – OK
9. 213 German – 2" Rise – Concrete – OK
10. 211 German – Concrete – OK – Brick – OK
11. 207 German – 2- 1" Rises – Patched
12. 205 German – Brick sunken- Overgrown with grass

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13. 203 German – Brick sunken needs re-laid

- 14. 201 German – Brick – OK – Concrete – OK
- 15. 120 German – Brick – OK
- 16. Good Shop – Brick – OK
- 17. Dickinson & Wait Gallery – Brick – OK
- 18. 117 German – Concrete – OK
- 19. 111 German – Concrete – OK
- 20. 109 German – Concrete – OK
- 21. Shepherd – Concrete – OK – Minor pitting – Brick – OK
- 22. China Kitchen – Brick – OK
- 23. 103 German – Brick – OK – Sunken hole in brick
- 24. 107 German – Concrete – OK
- 25. 109 German – Concrete – OK
- 26. 111 German – Brick – OK
- 27. 113 German – Concrete – OK
- 28. 115 German – Concrete – OK
- 29. Mellow Moods – Concrete – OK
- 30. 121 German – Brick – OK – Overgrown with grass
- 31. 123 German – Brick – OK
- 32. 125 German – Brick – OK
- 33. 129 German – Concrete – OK
- 34. Opera House – Concrete – OK
- 35. Source – Concrete – OK
- 36. Admiral – Concrete – OK
- 37. 135 German – Concrete – OK
- 38. 137 German – Brick – OK
- 39. 139 German – Brick – OK
- 40. 141 German – Brick – OK
- 41. Corner of German & Church – Brick – OK

42. 203 German (Will Miller) – Brick sunken – Needs re-laid

- 43. 209 German – Concrete – OK – Some Pitting
- 44. 211 German – Concrete – OK
- 45. 213 German – Concrete – OK – Needs patched by water meter – 2" Rise
- 46. 215 German – Concrete – Minor cracking
- 47. 219 German – Concrete – OK
- 48. 301 German – Brick - OK
- 49. 303 German – Brick - Sunken
- 50. 305 German – Brick – Sunken
- 51. 307 German – Brick - OK
- 52. 309 German – Concrete - OK
- 53. 311 German – Brick – Sunk at transition
- 54. Corner of German & Shoe – Brick - OK
- 55. 313 German – Concrete - OK
- 56. 315 German – Concrete - OK

57. Corner of German & Brown's Alley – Concrete – 2 – 1" Rises – Some Cracking

58. Corner of German & Brown's Alley – Brick – Portion of Brick Missing

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59. 323 German – Brick -Portion of Brick Missing

60. 325 German – Brick - OK

61. 327 German – Brick - OK

62. 329 German – Brick - OK

63. 331 German – Brick – OK – Some grass covering

64. 333 German – Brick - OK

65. 335 German – Concrete – 2 - 1" Rises – Some Cracking

66. 337 German – Concrete – OK – Some Cracking

67. 339 German – Concrete – OK – Bedding Under 2 Sections Eroding

68. 345 German – Concrete – OK – Some Cracking – 2" - Rise

69. 347 German – Concrete – 1" Rise

70. 349 German – Concrete - OK

Duke St. – East Side – Going North

1. Corner of Duke and Wash. – Brick – OK

2. Lowe's Commercial – Parking area patched

3. From Alley to first lot – OK

4. Corner of Duke and New – OK

5. Gatz – Bad Hole

6. Wenner - 101 Duke – OK

7. Corner of German + Duke – OK

8. 219 German – OK

9. 103 Duke – Needs minor brick work

10. Duke and High – Repair - Rise

11. Montivan – OK

12. 203 Duke – Hillary Lo – OK

13. 205 Duke - Bob Keller – OK

14. Shepherd University – New - OK

Duke St. – East side – Going South

1. Miller Hall – OK

2. Dr. Moreshel – Minor patching needed

3. 102 Duke – 1" rise

4. 100 Duke – Brick - OK

5. 105 Duke – Siegle – Brick - OK

6. Bed + Breakfast – Brick needs re-laid by curb

7. 104 Duke – Francine Phillips – OK

8. St Agnes Parish House – 7 sections need replaced

9. 216 Duke – Brick – Half of sidewalk needs re-laid

10. 218 Duke – Brick

11. Tak + Jak Apts. – OK

12. 300 + 302 – No sidewalk

13. 408 Duke – 3 sections need replaced

Sidewalk Survey 2023

Princess St. – West Side – Going South

1. No Sidewalk from boat ramp to High St.
2. White Hall – Patch needed around electric pole
3. Entler – Brick – OK
4. Green Pineapple – OK
5. Alley – Needs Patching
6. 108 Princess - OK
7. 110 Princess – OK
8. Corner of Princess & New – Brick – OK
9. 200 Princess (Carlo's Apts.) – OK
10. Old Garage – OK
11. Alley – 1" - Rise
12. Jefferson Security – OK

Princess St. – East Side – Going North

1. Liquor Store – Sidewalk – OK
2. Old Town Center – OK
3. Messemer Apts. – 1 section needs replacing
4. 203 Princess – OK
5. 201 Princess – OK
6. 113 Princess – Minor Cracking
7. Specialty Business – Minor Cracking
8. 109 Princess – OK
9. 107 Princess (Devonshire) – OK
10. Studio 105 – Water meter needs repair
11. Corner of Princess & German – Minor Cracking – 7 Sections need replaced
12. Yellow Brick Bank – OK
13. Hank Willard – OK
14. 103 Princess – Brick – OK
15. 107 Princess (Pump House) – Limestone Curbs Sticking up – 7 sections need replaced
16. 109 Princess – Brick – OK
17. 113 Princess (David Collins) – OK
18. Blue Moon – OK
19. 201 Princess – 1" – Rise by gate
20. 203 Princess – 2" – Rise
21. 205 Princess – 7 sections need replaced – Overgrown – Replace missing section by tree – No handicap access between sidewalks
22. 207 Princess – 2" – Rise by Tree