

FY26 Safe Routes to School Safety Assessment Report

Glenallan Elementary School



October 2026

Introduction and Study Overview

The Montgomery County Department of Transportation's (MCDOT) Safe Routes to School (SRTS) Safety Assessments partner with schools and communities to improve walking and biking conditions for students attending Montgomery County Public Schools (MCPS). Each assessment combines community engagement with a technical review of pedestrian and bicycle infrastructure, along with on-site observations of student arrival and dismissal, to develop actionable recommendations.

Key elements of the assessment include:

- **School Engagement:** Interviews with principals and staff to understand student travel modes, arrival and dismissal procedures, common walking routes, and existing safety concerns.
- **Infrastructure Inventory:** Documentation of existing pedestrian and bicycle facilities within the school walkshed, including sidewalks, crosswalks, and curb ramps.
- **On-site Observation:** Observation of school arrival and dismissal to evaluate travel mode volumes and behaviors, confirm key student walking routes, and identify safety issues.
- **Walk Audits:** Field studies of key student walking routes to identify safety issues and opportunities to enhance pedestrian and bicycle connectivity to school.

Recommendations in this report are organized into two categories:

- **Key Safety and Access Recommendations:** Improvements to enhance safety and connectivity along student walking routes and at key crossings.
- **Inventory Recommendations:** Maintenance or upgrades to existing sidewalk, crosswalk, or curb ramp facilities.

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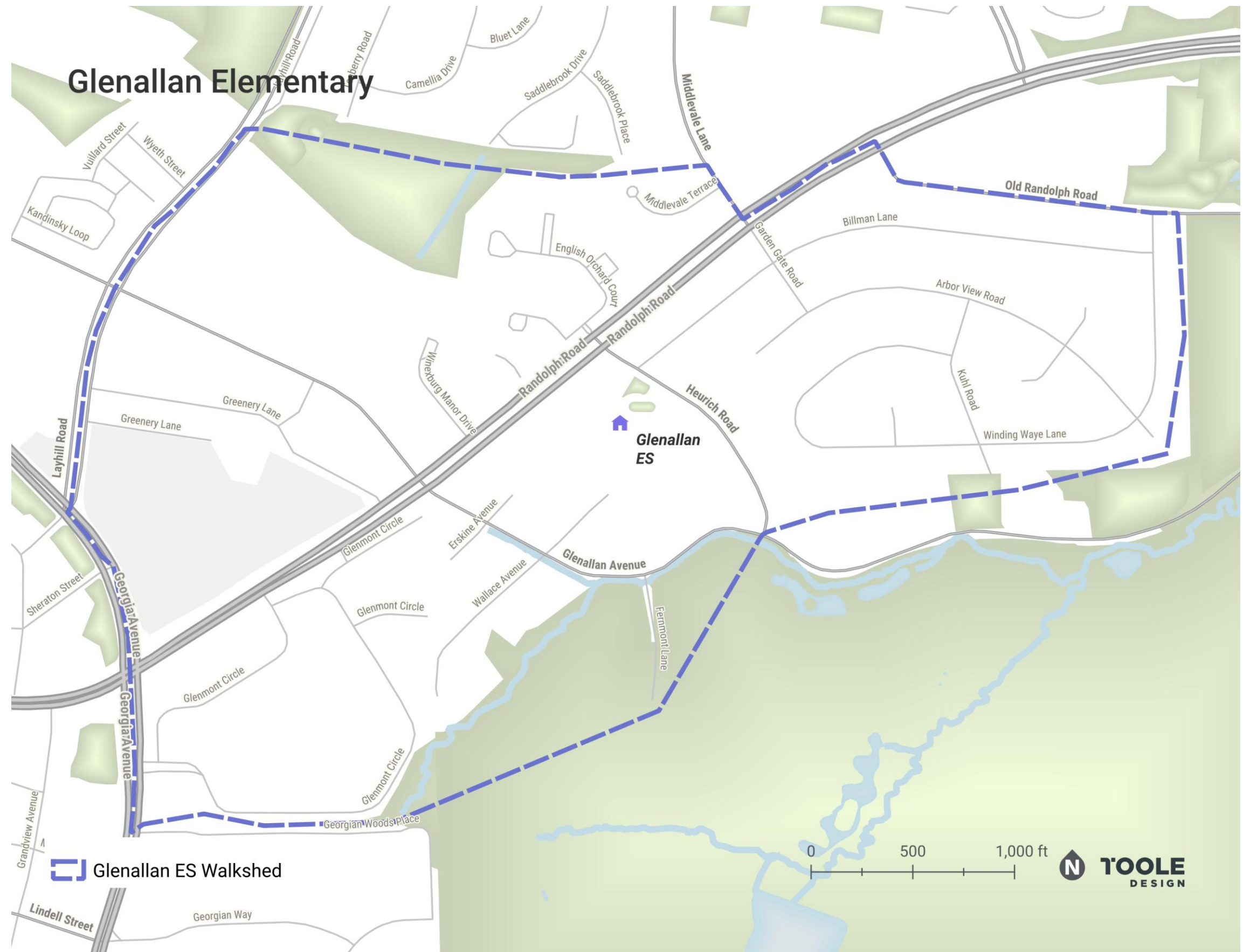
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Study School Walkshed

- Glenallan Elementary School



Walkshed areas are defined as the portion of a school's attendance area without school bus service, as determined by MCPS.



Walkshed Infrastructure Inventory

Families walking along Randolph Road towards the school during arrival.

Existing Sidewalk Network

Glenallan Elementary School Walkshed

- Roadways abutting school property, including Randolph Road and Heurich Road, have sidewalk on both sides of the road.
- The residences located in the northeast side of the walkshed, from Billman Lane and Winding Way Lane, generally have sidewalk on one side of the road, with some cul-de-sacs having none.
- Some segments of Glenallan Avenue do not have sidewalk on one side, while Old Randolph Road, does not have sidewalk on either side.
- Much of the walkshed is comprised of privately owned and maintained streets. While those areas were not formally inventoried, there generally appeared to be sidewalk on at least one side of the road.
- Multiple obstacles were observed along sidewalks in the walkshed, including mailboxes and utilities, often reducing available width and accessibility.



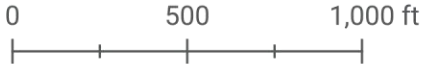
Glenallan Avenue sidewalk with utility and mailbox obstructions.

Existing Sidewalk Network



Inventory does not include private developments.

- Existing Sidewalk
- Sidewalk Gaps
- Glenallan ES Walkshed



Existing Curb Ramps

- Intersections with sidewalks generally have curb ramps for side street crossings.
- Some curb ramps did not appear to be ADA compliant. This includes curb ramps that do not meet high contrast requirements or lack grade separation.

Note: Assessments of curb ramp condition were based on visual inspection. Slope measurements were beyond the scope of this effort.

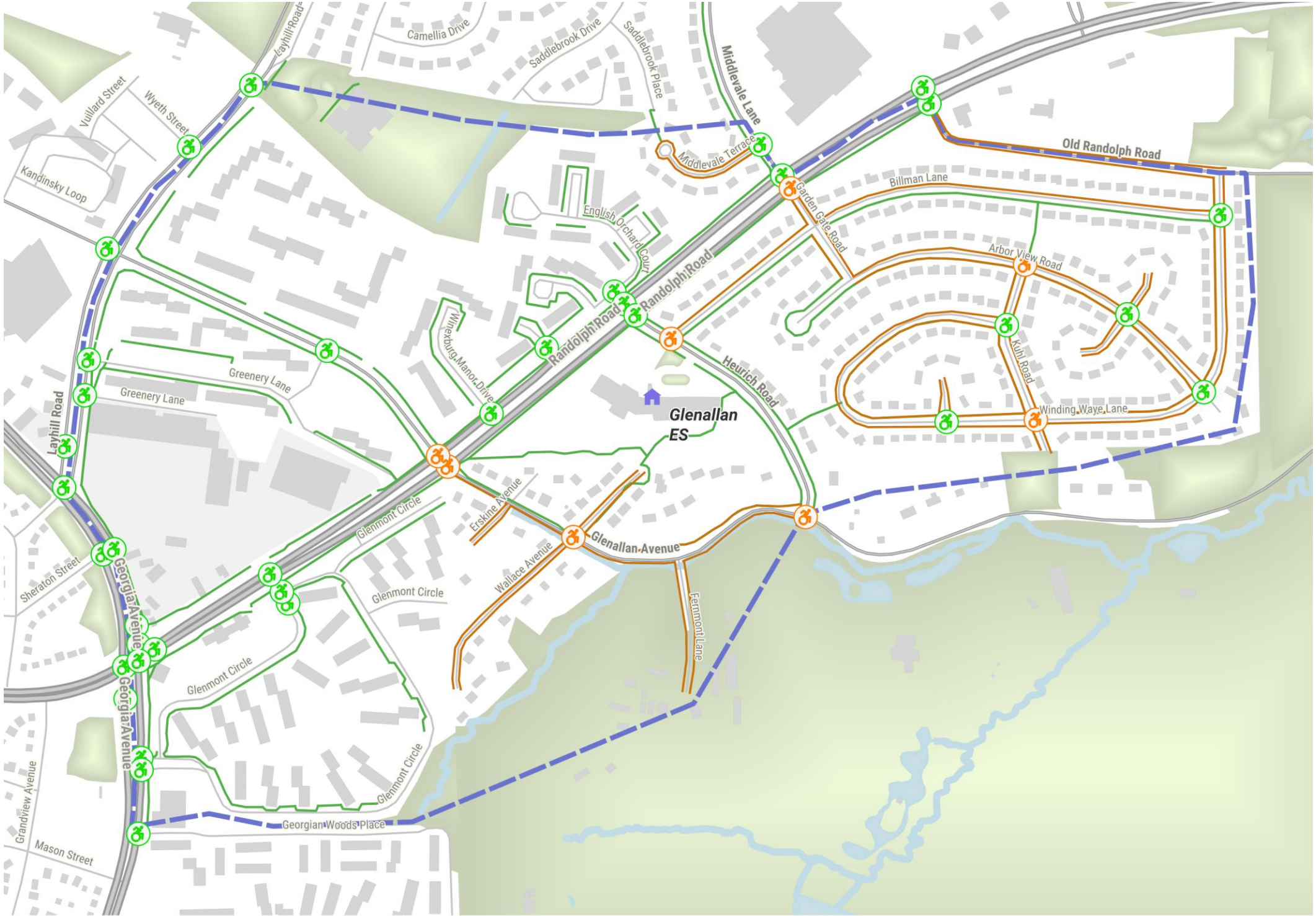
Existing Crosswalks

- Marked crosswalks are generally present at intersections with existing pedestrian infrastructure. Only three locations within the walkshed were identified as unmarked crossings.
- The majority of existing crosswalks are not high-visibility but are striped using the standard traverse crosswalk style.
- Although stop bars were present at stop-controlled locations throughout the walkshed, many were faded.



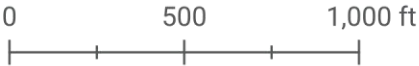
Grey detectable warning surface on curb ramps at Arbor View Rd & Kuhl Rd do not meet high-contrast requirements outlined by ADA.

Existing Curb Ramps

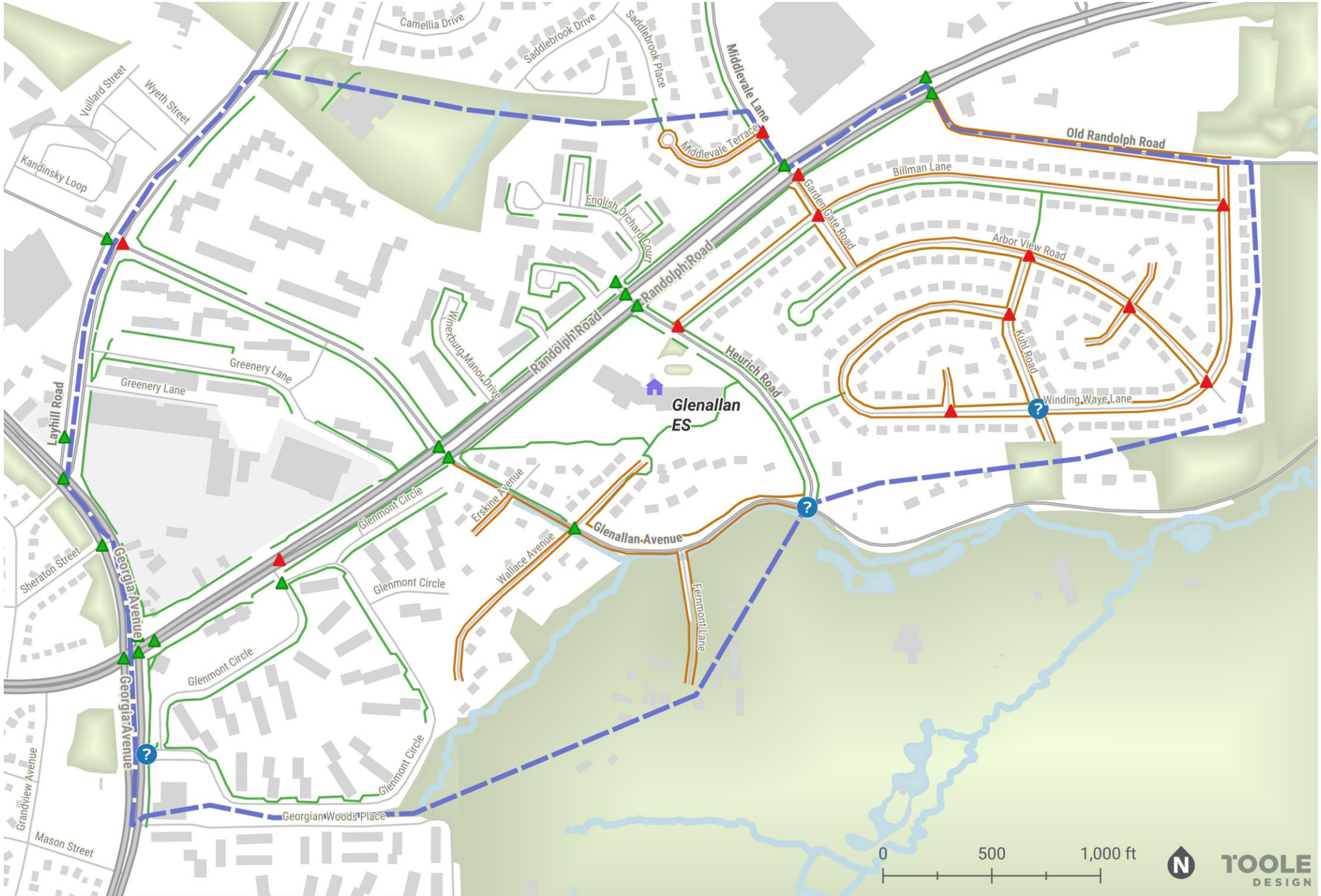


Inventory does not include private developments.

- ADA Compliant
- Non-ADA Compliant
- Existing Sidewalk
- Sidewalk Gaps
- Glenallan ES Walkshed



Existing Crosswalks



Inventory does not include private developments.

- Glenallan ES Walkshed
- Sidewalk Gaps
- Existing Sidewalk
- Faded, Transverse, or Hatched
- Unmarked Crosswalk
- Marked High-Visibility

Walkshed Inventory Takeaways



Curb ramp lacks grade separation at Glenallan Avenue and Randolph Road.



Crosswalk at Billman Lane and Garden Gate Road is not high-visibility.



The detectable warning surface is not high-contrast on the receiving curb ramp at Heurich Road and Billman Lane.

- There was pedestrian infrastructure generally present throughout the walkshed, though non-compliant ramps and low visibility crosswalks were noted throughout.

Crash History

Glenallan Elementary School Walkshed* Reported Crashes 2021-2025

Vulnerable Road User (VRU) Involved Crashes

32 total VRU crashes

22 Pedestrian-involved crashes
10 Bicycle or scooter-involved
crashes

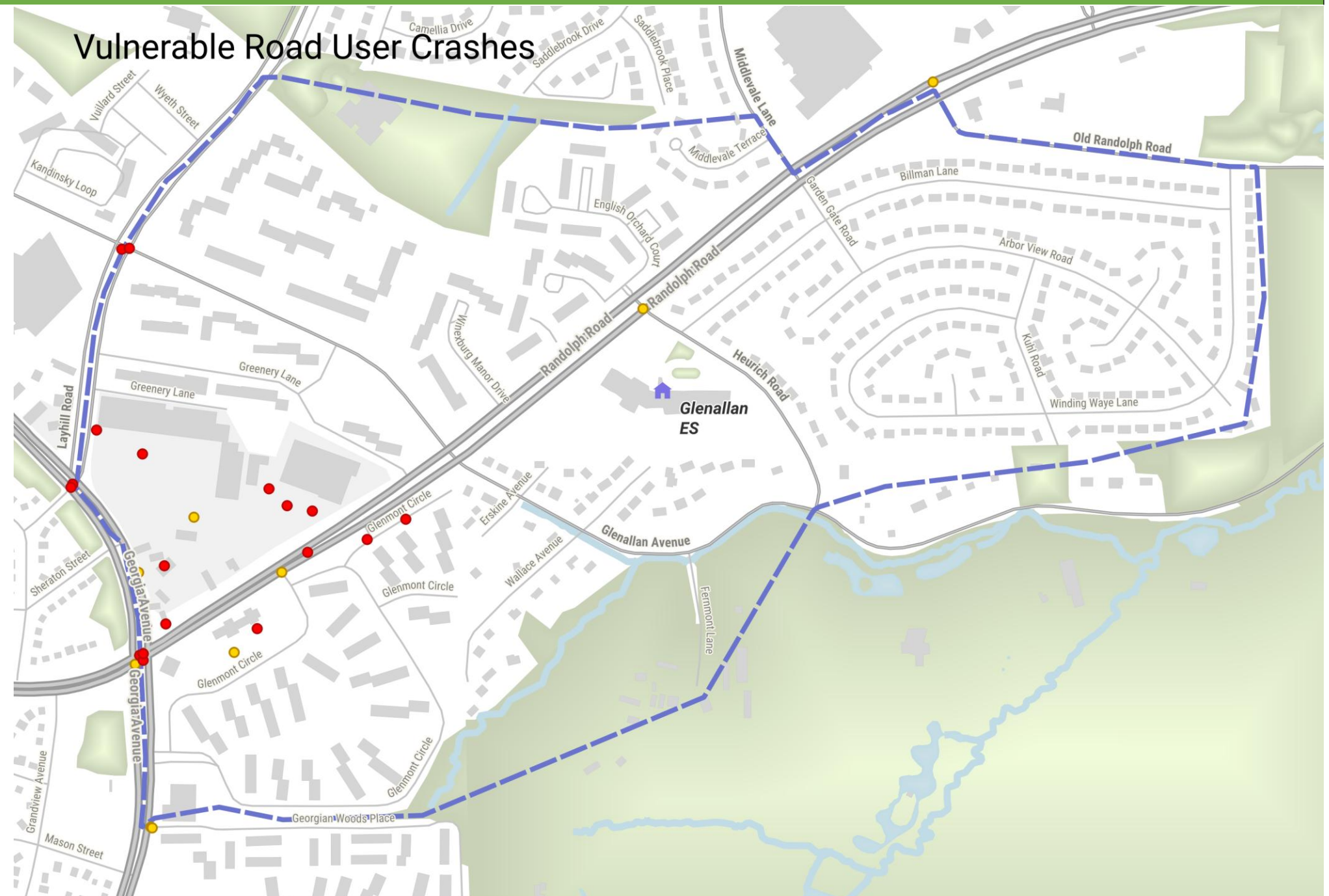
None of the crashes resulted in a fatality

* Data includes crashes on the edge of the school walkshed areas.

Data source:

<https://mdsp.maryland.gov/Pages/Dashboards/CrashDataDownload.aspx>

Pedestrian and bicyclist crashes appear to be concentrated along higher speed and volume roadways, including Randolph Road and Georgia Avenue.



VRU Crash

- Person Riding a Bicycle or Scooter
- Pedestrian

Glenallan ES Walkshed



FY26 SRTS Safety Assessment Report: Glenallan ES

Additional Information

Master Plan of Highways and Transitways

Boulevard

- Randolph Road
- Georgia Avenue

Neighborhood Connectors

- Heurich Road
- Glenallan Avenue
- Middlevale Lane

Transit Service – Ride On

- Route 26
- Route 31
- Route 39
- Route 49

Bicycle Master Plan

Proposed Sidepaths

- Randolph Road
- Glenallan Avenue
- Saddlebrook Connector
- Middlevale Lane/Garden Gate Road
- Georgia Avenue
- Layhill Road

Proposed Separated Bike Lanes

- Glenallan Avenue
- Layhill Road (Conventional, Separated)

Proposed Trails

- Saddlebrook Drive Ext



Eastbound bus stop on Randolph Road near Glenallan Avenue intersects walkway leading to the back entrance of the school.



Overview

Glenallan Elementary School – 12520 Heurich Rd, Silver Spring, MD

Glenallan Elementary School Site

- Glenallan Elementary School is located at 12520 Heurich Rd in Glenmont, Maryland, an unincorporated Montgomery County community.
- The school is located within a residential area and is bounded by Heurich Rd on the northeast, Randolph Rd on the northwest and residences to the south.
- Randolph Rd and Heurich Rd are classified in the County's Master Plan of Highways and Transitways as a boulevard and neighborhood connector, respectively.
- Randolph Rd has a posted speed limit of 40 mph.

Enrollment & Travel

- For the 2024-2025 school year, Montgomery County Public Schools reports a total enrollment of 698 students, of which 393 reside within the school walkshed.
- According to the principal and staff interviewed for this report:
 - Approximately 50% of students walk to school and 10 students ride bikes or scooters.
 - Approximately 20% of students are typically driven to and from school.
 - 10 school bus serve the school: 5 special-education buses and 5 pre-k buses.
 - No students use public transit.



Arrival and Dismissal Operations

School Hours:

9:00 am – 3:25 pm

Crossing Guard:

- There is one crossing guard at Heurich Road and Billman Road intersection and two crossing guards at Randolph Road and Glenallan Avenue (one on the northeast leg and one on the southwest leg).

Pedestrians:

- Pedestrians access the school from either Heurich Road or the pathway that leads to the back of the school from Randolph Road.

Buses:

- Buses use a designated loop driveway at the front of the building.

Parent Drop-Off/Pick-Up:

- The official drop-off area is a designated at loop at the front of the school building, northwest of the bus loop. There is also unofficial drop-off/pick-up activity on Heurich Road.



Arrival and Dismissal Observations

- Arrival observations took place on Tuesday, May 12, 2026, from 8:30 am – 9:00 am. Dismissal observations took place on Tuesday, May 12, 2026, from 3:20 pm – 3:50 pm.
- Observation locations were identified based on description of procedures provided during school interviews.
- Arrival and dismissal were observed at the following intersections:
 - Billman Lane and Heurich Road
 - Randolph Road and Glenallan Avenue
- Following observation of school arrival, a walk audit of key student walking routes was conducted to assess safety and access issues along the route and at crossings.



Walkway on Randolph Road near Glenallan Avenue that leads to the back entrance of the school.

Arrival Observations

- No student bicyclists were observed.
- A substantial amount of student walkers were observed. Generally, all were accompanied by a parent or guardian.
- There were crossing guards present to help students cross Billman Lane and Randolph Road from 8:30 am – 9:00 am. Although most students crossed during this window, students were observed arriving both before and after crossing guards were present.
- Parents and guardians were observed parking their cars at two offsite locations and walking students to the school front entrance:
 - On both sides of Heurich Road - the majority parked on the west side of the street so that students did not have to cross Heurich Road to reach the school. Parents who parked on the east side of the street used the crosswalk near the school bus driveway.
 - On Billman Road – caregivers and students crossed the Billman Lane and Heurich Road intersection at the location with the crossing guard.
- Although left turns are restricted when exiting the car loop, drivers were observed frequently making this turn.
- More than 100 students were observed crossing Randolph Road at Glenallan Avenue. Students crowd on the street corners waiting for the signal to change. Parents and students generally complied with the traffic signal when crossing Randolph Road; occasionally, students were observed attempting to cross before the signal but were stopped by the crossing guard.
- Heavy traffic on Randolph Road, limited waiting space for pedestrians, and lack of buffer made the intersection feel unsafe.

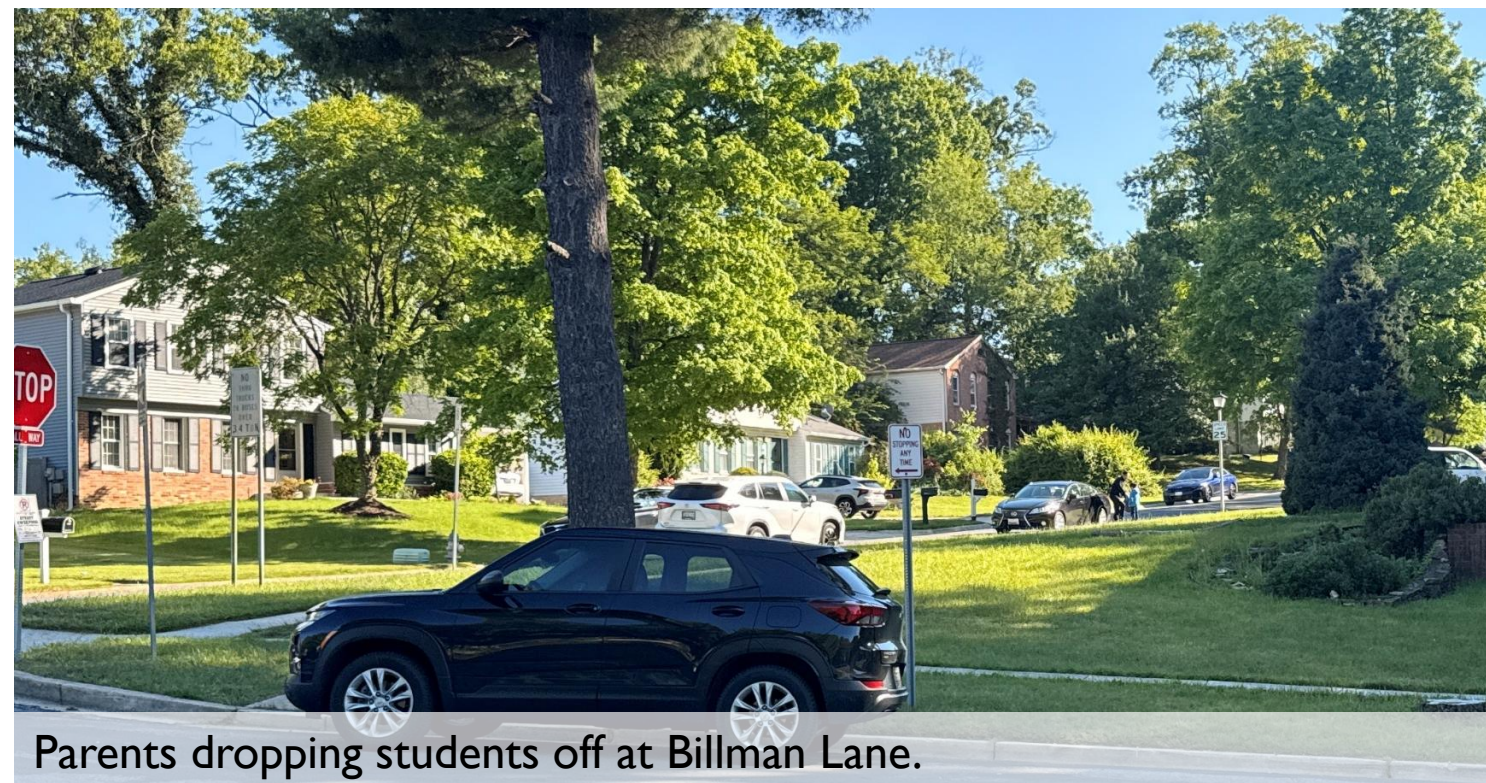


Vehicle drop-off queue blocks the crosswalk during arrival.

Arrival Observations: Photos



Students crossing the eastern leg of Randolph Road.



Parents dropping students off at Billman Lane.



Crossing guard aids students crossing at the intersection of Billman Lane and Heurich Road.

Dismissal Observations

- Crossing guards were present from 3:20 pm – 3:45 pm.
- Siblings were observed picking up students on scooters.
- Drivers were again observed making restricted left turns out of the car loop. The crossing guard said this has become a significant concern at this location.
- Drivers were observed parking on Billman Lane and Heurich Road to pick up students.
- Drivers were observed rolling through the newly installed all-way stop at Heurich Road and Billman Lane. The crossing guard stated that this is a common occurrence.
- Cars in the pick-up queue consistently block the school driveway crosswalk, especially during peak times when students are crossing.
- Greater number of students were observed crossing Randolph Road all at once. With some running to cross Randolph Road immediately after exiting the pathway - bypassing the sidewalk and curb ramp. This is a major safety concern given visibility issues for vehicles turning right from Glenallan Avenue and traveling eastbound on Randolph Road.



Student cutting across Randolph Road to make the crossing.



Crossing guard crosses the street with students to prevent vehicular left turns.



Student cutting across Randolph Road to make crossing.



Recommendations

Existing school zone speed limit signage seen travelling east on Randolph Road.

Safe Routes to School Recommendation Categories

Recommendations in this report are organized into two categories:

- **Key Safety and Access Recommendations** – Improvements to enhance safety and connectivity along student walking routes and at key crossings.
- **Inventory Recommendations** – Maintenance or upgrades to existing sidewalk, crosswalk, or curb ramp facilities.

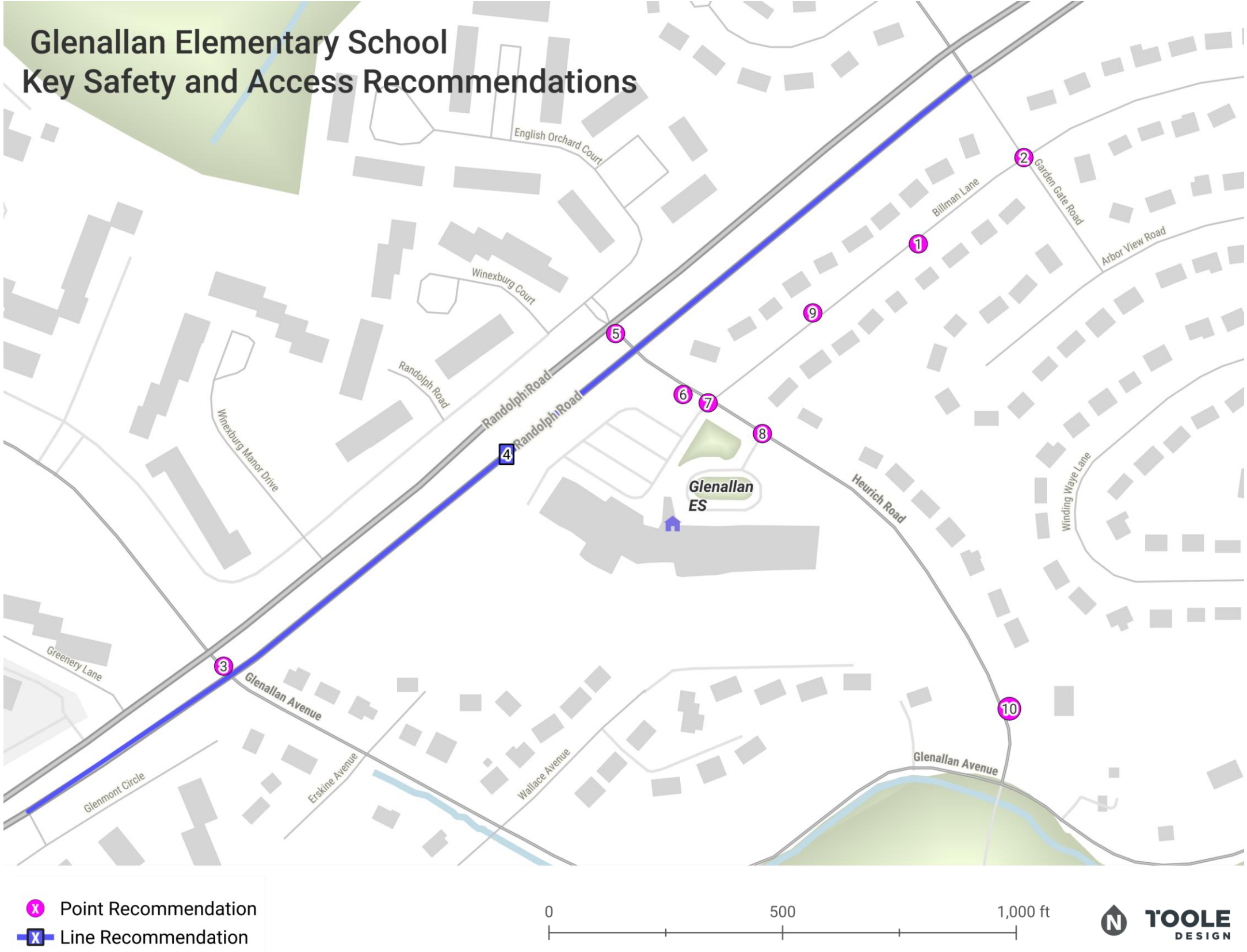
The following pages detail these recommendations, starting with key safety and access recommendations.

Recommendation location maps are followed by a table with corresponding Map ID numbers and descriptions of the issue and recommendation identified.

All recommendations are intended to provide planning-level guidance for implementation goals of the Safe Routes to School program. Subsequent efforts may involve feasibility evaluation, analysis, calculations, data collection, engineering, survey, utility and property research, permitting, interagency coordination, public engagement, and other needed processes that vary by activity. Lower intensity construction projects may be implemented in the short-term with little additional coordination and process. Higher intensity projects may require a formal public process or permitting for intermediate-term implementation. The highest intensity efforts may require additional engineering, interagency coordination, verification of property lines, utility investigation, and special funding.

MD 97 (Georgia Avenue) is along the boundary of the study area and is owned and maintained by the State Highway Administration (SHA). MCDOT will coordinate and share this study with SHA for its consideration of implementing recommendations within SHA rights-of-way.

Key Safety and Access Recommendations



Key Safety Recommendations

MAP ID	LOCATION	ISSUE	RECOMMENDATION	COST	TERM	JURISDICTION
I	Billman Ln (just southwest of Garden Gate Rd)	• Billman Ln is a key student route with school crossings at either end. • School advance warning sign and school speed limit signs are missing for drivers headed southwest towards the school.	• Install new school advance warning sign. • Install new school speed limit sign.	\$	Short	MCDOT
2	Billman Ln & Garden Gate Rd	• Parents expressed concern about fast vehicle speeds and drivers failing to yield as they approach the intersection after turning onto Garden Gate Rd from Arbor View Rd. • Existing pedestrian crossing signage on this key student walking route does not reflect the school context. Additionally, this school crossing likely also serves students from JFK High School. • Crosswalk markings are not high-visibility across Billman Ln on both sides of Garden Gate Rd. • Both curb ramps for the crossing across Billman Ln on the east side of Garden Gate Rd are missing. Both curb ramps for the crossing across Garden Gate Rd on the south side of Billman Ln do not appear to be ADA compliant due to a lack of grade separation. All existing curb ramps have DWS that are not a contrasting color.	• Install curb extensions on Garden Gate Rd at both southern corners of the intersection. • Replace pedestrian crossing signs with school crossing signs with downward pointing arrows. • Remark existing crosswalk with high-visibility markings • Install new curb ramps and reconstruct or repair existing curb ramp	\$\$	Mid	MCDOT

Key Safety Recommendations

MAP ID	LOCATION	ISSUE	RECOMMENDATION	COST	TERM	JURISDICTION
3	Glenallen Ave & Randolph Rd	• This intersection connects to a school pathway located at the back of the school that is used by 110+ students. At this intersection, the Randolph Rd crossing has seven lanes including turn lanes; high vehicle speeds and fast turning movements were observed. The school crossing guard noted that vehicles constantly run red lights. • Pedestrian standing space at all four corners is limited, and students were observed standing close to vehicular traffic at the northeast and southeast corners during arrival and dismissal waiting for the signal. • The pedestrian signal is not on auto recall, and the pedestrian cycle appears to be too short for elementary school age children to safely cross in one-stage. Older caretakers were also observed having difficulty crossing the road within the cycle length. • Landscaping obscures visibility of stairway located west of the southwest corner of the intersection, limiting the ability of the crossing guard to anticipate student needs. • The pavement for both crosswalks across Randolph Rd has large holes that present substantial tripping hazards. • Curb ramps on the southeast and southwest corner do not appear to be ADA compliant due to a lack of grade separation.	• If feasible, install curb radii reductions at all four corners of the intersection to reduce vehicle turning speeds and provide students additional standing room at a greater distance from the travel lanes. • Put pedestrian signal on auto recall and increase the pedestrian cycle for crossings across Randolph Rd. • Install a median crossing island for both crossings across Randolph Rd. • Trim back landscaping to improve visibility of southwest corner. • Repave crosswalk surface area and remark crosswalk. • Reconstruct or repair existing curb ramp.	\$\$\$	Long	MCDOT

Key Safety Recommendations

MAP ID	LOCATION	ISSUE	RECOMMENDATION	COST	TERM	JURISDICTION
4	Randolph Rd (Glenmont Cir to Garden Gate Rd)	- Existing speed limit may not be appropriate to neighborhood or school zone context. Randolph Rd has a posted speed limit of 40 mph. According to the Montgomery County Complete Streets Design Guide, the target speed for this road is 25 mph west of Heurich Rd (Town Center Boulevard), and 35 mph east of Heurich Rd (Boulevard). Additionally, Randolph Rd has six lanes and vehicles were observed traveling at speeds that appear to far exceed the posted speed limit. This stretch of road contains Glenallan Elementary and JFK High School and is in a mostly residential context. - Existing school zone speed limit sign is not fluorescent yellow/green per MUTCD or otherwise deficient, and school advance warning sign is missing. - Existing school speed limit is posted at 35 mph and not aligned with Montgomery County Complete Streets Design Guide target speed.	- Conduct speed study to consider speed management measures such as a reduced speed limit, a road diet or other traffic calming modifications. - Reduce school zone speed limit to 20 mph and update signage. - Install new school advance warning sign.	\$\$\$	Long	MCDOT

Key Safety Recommendations

MAP ID	LOCATION	ISSUE	RECOMMENDATION	COST	TERM	JURISDICTION
5	Randolph Rd & Heurich Rd	- Students crossing Randolph Rd must cross 7-lanes of traffic, including a turn lane. The northeast crossing of Randolph Rd lacks a pedestrian refuge, increasing their exposure to fast moving traffic. - Concern about driver turning movements or speeds at the south corner of the intersection (drivers turning right onto Heurich Rd from Randolph Rd).	- Install a pedestrian refuge island for the northeast crossing across Randolph Rd. - Install curb radius reduction on the south corner of the intersection.	\$\$\$	Long	MCDOT
6	Heurich Rd (Just south of Randolph Rd)	- Existing school speed limit is not aligned with Montgomery County Complete Streets Design Guide target speeds. - SCHOOL pavement marking missing.	- Reduce school zone speed limit to 20 mph and update signage. - Install new SCHOOL pavement marking.	\$	Short	MCDOT

Key Safety Recommendations

MAP ID	LOCATION	ISSUE	RECOMMENDATION	COST	TERM	JURISDICTION
7	Heurich Rd & Billman Ln	- The car pick-up and drop-off queue often blocks the crosswalk across the school driveway while students are actively crossing. - Concerns about driver turning movements and speeds. Cars were observed making fast-speed turns both when entering and exiting the school driveway and when turning from Billman Ln onto Heurich Rd. Vehicles park east of the intersection along the north and south side of Heurich Rd, impacting sightlines for students crossing Heurich Rd. - Crosswalk markings are not high-visibility for crossing across Billman Ln on the north side of Heurich Rd. - Curb ramps for crossing across Heurich Rd on the east side of Billman Ln do not appear to be ADA compliant. - School crossing sign at the southeast corner is not fluorescent yellow/green per MUTCD.	- Install high visibility crosswalk across school driveway. - Install curb radii reductions on the north corner of the intersection and the west corners of the school driveway. - Install curb extensions on Heurich Rd on the east and south corners of the intersection, at the existing marked crosswalk. This will prevent parking near the intersection and improve sightlines for students crossing Heurich Rd. A large catch basin located on the south side of Heurich Rd may impact ability to install a concrete curb extension; consider a paint and flexpost curb extension as an alternative. - Install new high-visibility crosswalk. - Reconstruct or repair existing curb ramp. - Update school crossing sign.	\$\$	Mid	
8	Heurich Rd & School Bus Loop	- Northern curb ramp for crossing across Heurich Rd is missing. - Crossing across Heurich Rd lacks appropriate crossing signage.	- Install new curb ramp. May require short sidewalk extension to connect to existing sidewalk. - Install school crossing signs with downward pointing arrows.	\$\$	Mid	

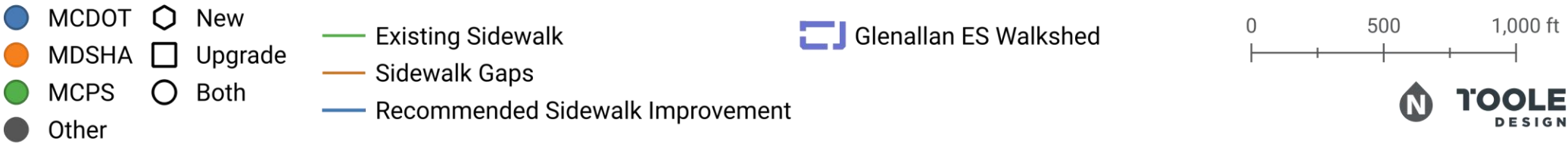
Key Safety Recommendations

MAP ID	LOCATION	ISSUE	RECOMMENDATION	COST	TERM	JURISDICTION
9	Billman Ln (Just northeast of Heurich Rd)	School advance crossing sign is missing to alert drivers to student crossing at Billman Ln and Garden Gate Rd.	Install new school advance crossing sign.	\$	Short	
10	Heurich Rd (just north of Glenallen Ave)	- Existing school speed limit not aligned with Montgomery County Complete Streets Design Guide target speed and existing school zone sign is not fluorescent yellow/green per MUTCD or otherwise deficient. - SCHOOL pavement marking missing.	- Reduce school zone speed limit to 20 mph and update signage. - Install new SCHOOL pavement marking.	\$	Short	

Inventory Recommendations - Sidewalks



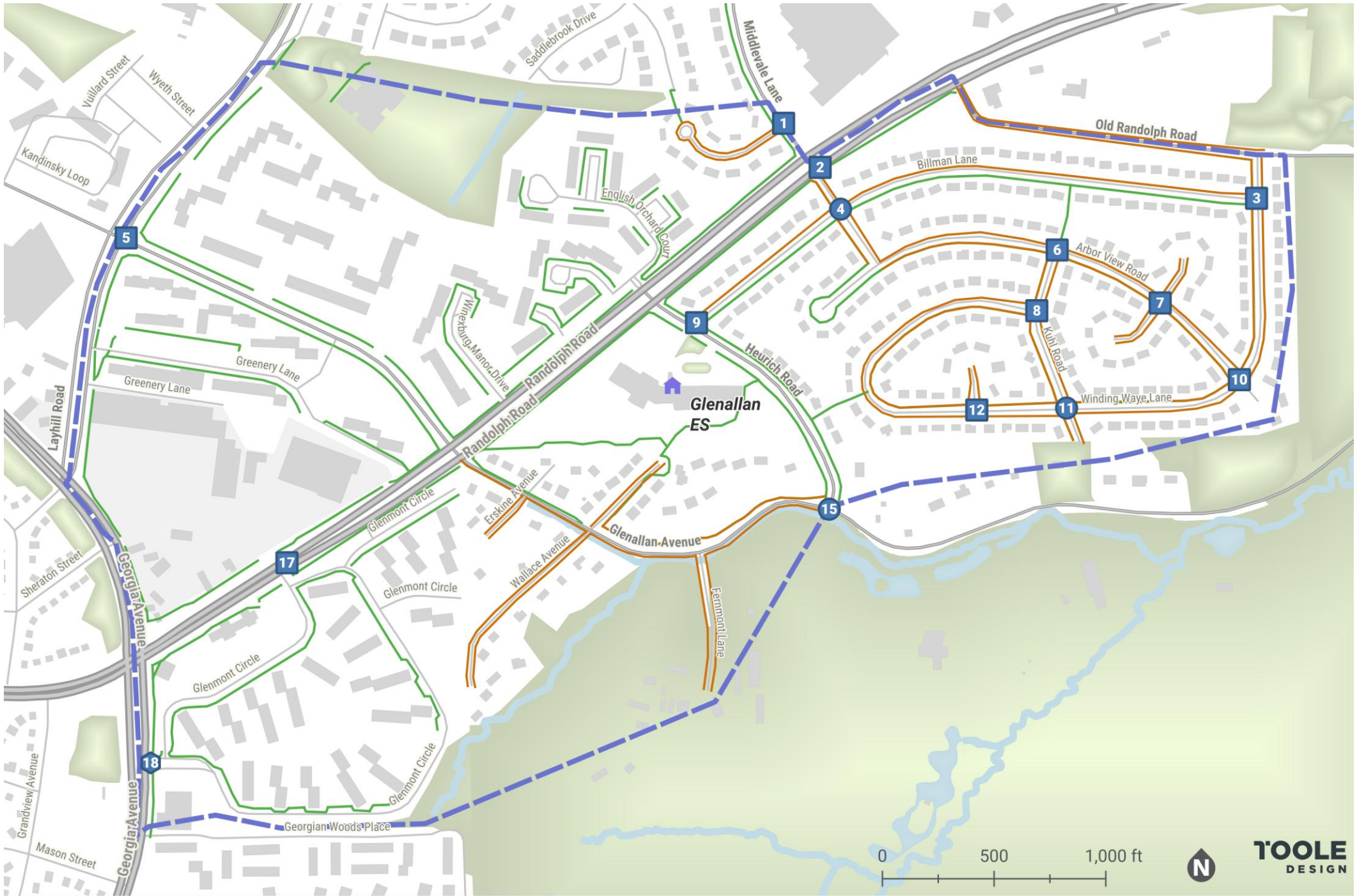
* Note that at all locations where installation of new sidewalks is recommended, high-visibility crosswalks, ADA compliant curb ramps, and stop bars should be installed at intersecting streets to facilitate crossings and encourage drivers to stop for pedestrians.



Sidewalk Recommendations

MAP ID	LOCATION	ISSUE	RECOMMENDATION	COST	TERM	JURISDICTION
I4	Glenallan Ave (Wallace Ave to Randolph Rd)	North side of Glenallan Ave has continuous mailbox obstructions that narrow the sidewalk to <4 feet.	Relocate or remove obstacle.	\$	Short	MCDOT

Inventory Recommendations - Crosswalks



- MCDOT ⬡ New
- MDSHA ⬡ Upgrade ⬡ Glenallan ES Walkshed
- MCPS ○ Both
- Other

Inventory Recommendations - Crosswalks

MAP ID	LOCATION	ISSUE	RECOMMENDATION	COST	TERM	JURISDICTION
1	Middlevale Ln & Middlevale Tr/JFK HS Driveway	Stop bar is faded on school driveway for John F. Kennedy High School.	Remark existing stop bar on school driveway for John F. Kennedy High School.	\$	Short	MCDOT
2	Randolph Rd & Garden Gate Rd/Middlevale Ln	Crosswalk is faded across Randolph Rd on both sides of Garden Gate Rd/Middlevale Ln. Crosswalk across Randolph Rd on the south side of Middlevale Ln/Garden Gate Rd has deep potholes.	Remark existing crosswalk with existing marking style. Repave crosswalk surface area and remark crosswalk.	\$	Short	MCDOT
3	Billman Ln & Winding Waye Ln	Crosswalk is not high-visibility across Winding Waye Ln on the west side of Billman Ln.	Remark existing crosswalk with high-visibility markings.	\$	Short	MCDOT
5	Billman Ln & Garden Gate Rd	Crosswalks are not high-visibility across Billman Ln on both sides of Garden Gate Rd.	Remark existing crosswalk with high-visibility markings.	\$	Short	MCDOT
6	Glenallan Ave & Layhill Rd	Crosswalks are not high-visibility across Glenallan Ave on both sides of Garden Gate Rd.	Remark existing crosswalk with high-visibility markings.	\$	Short	MCDOT
7	Arbor View Rd & Kuhl Rd	Crosswalk is not high-visibility across Arbor View Rd on the east side of Kuhl Rd and across Kuhl Rd on the south side of Arbor View Rd. Stop bar is faded on Kuhl Rd.	Remark existing crosswalk with high-visibility markings and remark existing stop bar.	\$	Short	MCDOT
8	Arbor View Rd & Arbor View Tr	Crosswalk is not high-visibility across Arbor View Tr on the south side of Arbor View Rd. Stop bar is faded on Arbor View Rd.	Remark existing crosswalk with high-visibility markings and remark existing stop bar.	\$	Short	MCDOT

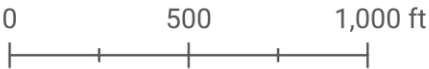
Inventory Recommendations - Crosswalks

MAP ID	LOCATION	ISSUE	RECOMMENDATION	COST	TERM	JURISDICTION
9	Heurich Rd & Billman Ln	Crosswalk is not high-visibility across Billman Ln on north side of Heurich Rd.	Remark existing crosswalk with high-visibility markings.	\$	Short	MCDOT
10	Winding Way Ln & Arbor View Rd	Crosswalk is not high-visibility across Arbor View Rd on the north side of Winding Way Ln.	Remark existing crosswalk with high-visibility markings.	\$	Short	MCDOT
11	Winding Way Ln & Kuhl Rd	Crossing is unmarked across Winding Way Ln on the west side of Kuhl Rd and crosswalk is faded across Kuhl Rd on the north side of Winding Way Ln.	Install new high-visibility crosswalk and remark existing crosswalk with high-visibility markings.	\$	Short	MCDOT
12	Winding Way Ln & Winding Way Ct	Crosswalk is not high-visibility across Winding Way Ct on the north side of Winding Way Ln.	Remark existing crosswalk with high-visibility markings.	\$	Short	MCDOT
15	Glenallan Ave & Heurich Ave	Crossing is unmarked across Heurich Rd on the north side of Glenallan Ave.	Install new high-visibility crosswalk.	\$	Short	MCDOT
17	Randolph Rd & Glenmont Cir	Crosswalk is faded across Randolph Rd on the east side of Glenmont Cir/Shopping Center Rd and crosswalk is not high-visibility across Glenmont Cir/Shopping Center Rd.	Install new high-visibility crosswalk and remark existing crosswalk with existing marking style.	\$	Short	MCDOT
18	Glenmont Cir Driveways & Georgia Ave	Crossings are unmarked across Glenmont Cir driveways.	Install new high-visibility crosswalk.	\$	Short	MCDOT

Inventory Recommendations - Curb Ramps



- | | | | |
|---------|-----------|-------------------------|---------------------|
| ● MCDOT | ⬡ New | ⬡ Glenallan ES Walkshed | — Sidewalk Gaps |
| ● MDSA | ⬡ Upgrade | | — Existing Sidewalk |
| ● MCPS | ○ Both | | |
| ● Other | | | |



Inventory Recommendations - Curb Ramps

MAP ID	LOCATION	ISSUE	RECOMMENDATION	COST	TERM	JURISDICTION
2	Randolph Rd & Garden Gate Rd	Curb ramps on the southeast and southwest corner do not appear to be ADA compliant.	Reconstruct or repair existing ramp.	\$	Short	MCDOT
4	Billman Ln & Garden Gate Rd	Curb ramps on the southwest corner do not appear to be ADA compliant.	Reconstruct or repair existing ramp.	\$	Short	MCDOT
6	Arbor View Rd & Kuhl Rd, Crosswalk, Curb ramp	All existing curb ramp do not appear to be ADA compliant.	Reconstruct or repair existing ramp.	\$	Short	MCDOT
9	Heurich Rd & Billman Ln	Receiving curb ramps for crossing across Billman Ln on the north side of Heurich Rd do not appear to be ADA compliant.	Reconstruct or repair existing ramp.	\$	Short	MCDOT
11	Winding Waye Ln & Kuhl Rd	All existing curb ramp do not appear to be ADA compliant.	Reconstruct or repair existing ramp.	\$	Short	MCDOT
13	Glenallan Ave & Randolph Rd	Curb ramps on the southeast and southwest corner do not appear to be ADA compliant.	Reconstruct or repair existing ramp.	\$	Short	MCDOT
15	Glenallan Ave & Heurich Ave	All existing curb ramp do not appear to be ADA compliant.	Reconstruct or repair existing ramp.	\$	Short	MCDOT