2020

Americans with Disabilities Act Transition Plan





6601 East Highway 22 Callaway, Florida 32404

City of Callaway Florida

12/14/2020

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Section 1: Executive Summary

Introduction

The main purpose of the Americans with Disabilities Act (ADA) Transition Plan is to develop policies and practices for implementing physical pedestrian improvements within the public right-of-way of the City of Callaway. The goal is to optimize the pedestrian experience, to provide safe and usable pedestrian facilities for all pedestrians, and to assure compliance with all federal, state and local regulations and standards.

The ADA Transition Plan is intended to represent both the legal and functional goals and objectives of the City to make the existing pedestrian facilities within the City right-of-way accessible and usable for persons with disabilities.

The ADA requires all public agencies to develop an ADA Transition Plan for the installation of curb ramps or other sloped areas at all locations where walkways cross curbs. The plan must include a schedule for curb ramp installation and for other improvements necessary to achieve programmatic accessibility for persons with disabilities. The main purpose of this ADA Transition Plan is to describe the curb ramp and other pedestrian facility needs in the City, and to outline the recommended procedures for implementing and scheduling remedial work to provide a complying system of curb ramps, pedestrian signals and sidewalks.

The ADA Transition Plan covers the City of Callaway in its entirety. The City has a wide variety of facilities within the public right-of-way. These facilities include streets and roadways, bridges, underground and above-ground utilities, vehicular and pedestrian signal systems, signage systems, walkways, sidewalks with curb ramps at intersections, pedestrian activity areas and unimproved open spaces.

Public Participation

The draft ADA Transition Plan will be presented to the City Commission meeting and provide opportunity for the public to provide input. Callaway residents will be able to submit formal comments about this ADA Transition Plan, either in written form or at the City Commission meeting. A copy of ADA Transition Plan will also be posted on the City's website for public review and input.

ADA Codes and Standards

State and federal ADA Codes and Standards will be used for all facilities within the public right-of-way. The standards are intended to apply to all construction undertaken within the public right- of way after the final approval of the ADA Transition Plan.

Inventory Efforts

The inventory efforts have been initiated as part of development of the City of Callaway's ADA Transition Plan to survey and document existing conditions of pedestrian facilities within the public rights-of-way. These data are used to recommend improvements to pedestrian facilities and to comply with ADA and State Title 24 requirements. A detailed survey of the sites by a trained accessibility surveyor, and obtaining measurements, dimensions, gradients or other visual determinations will be accomplished during the design phase of the projects.

ADA Capital Improvement Plan

The ADA Capital Improvement Plan describes the projects necessary to implement the ADA Transition Plan within the public rights-of-way. Types of projects included in the ADA Capital Improvement Plan can be categorized as follows:

- Curb ramp construction or replacement projects based upon resident requests.
- Curb ramp, sidewalk and intersection retrofit projects included with street overlay or other street or sidewalk construction projects.
- Curb ramp, sidewalk and intersection retrofit projects, in conjunction with construction by private parties.
- Curb ramp, sidewalk and intersection retrofit projects deemed essential for mitigation of barriers based upon the finalized ADA Transition Plan.
- Street and sidewalk construction or retrofit projects planned for the improvement of overall pedestrian facilities.
- Signal retrofit projects.
- Roadway widening projects.

Several existing and potential programs and funding sources for capital improvement projects will be evaluated. These programs include on-going capital improvement and maintenance programs as well as specific projects and funding sources allocated in the City's and Transportation Planning Organization (TPO) Transportation Improvement Plan (TIP). The ADA Capital Improvement Plan uses, to the maximum extent possible, existing and prospective funding programs and sources. The plan recommends specific goals for the construction of accessibility improvements. While specifying locations and the scope of work required at these locations, the plan also is intended to serve as a conceptual plan whereby the extent of future projects can be evaluated prior to preparing detailed cost estimates. Once an overall scope of work and its fiscal impact is established, annual projects can be finalized, and the exact number of specified improvements can be set as project goals.

Curb ramps should be installed at all locations where they are missing and necessary for the full usage of the overall pedestrian path of travel, including at mid-block crosswalks. Older non-conforming curb ramps that pose potential hazards to wheelchair users should be repaired, upgraded or replaced. Some of these curb ramps may be ineffective or even dangerous due to steep slopes, narrow widths, high gutter lips and offset locations that require users to enter and exit streets outside of crosswalks. In addition to curb ramp construction and replacement, crosswalks, pedestrian signals and sidewalks serving each selected intersection will be evaluated for compliance with the ADA Codes and Standards and upgraded where necessary.

Monitoring and Status Reporting

The City is currently engaged in an on-going effort to construct sidewalk facilities at several major corridors. This construction activity involves several types of projects, including street overlay projects, street beautification projects, utility construction projects and other capital improvement projects in the public right-of-way. While it is important to assure that codes and standards used to design and construct curb ramps, and related improvements, are up-to-date, it is equally important that improvements are constructed properly and in compliance with all applicable codes and standards. Therefore, the monitoring of construction activities and the reporting of the status of improvements is vital in assuring an effective overall compliance program.

The ADA Transition Plan details the methods and procedures for monitoring these construction activities and for tracking the status of compliance with the plan at all construction locations within the City.

Section 2: Introduction and Administrative Information

Section 2.1: Introduction to the ADA

The Americans with Disabilities Act (ADA), enacted on July 26, 1990, provides comprehensive civil rights protections to persons with disabilities in the areas of employment, state and local government services, access to public accommodations, transportation and telecommunications. The ADA is companion civil rights legislation with the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973. This legislation mandates that qualified disabled individuals shall not be excluded from participation in, denied the benefit of, or be subjected to discrimination under any program or activity. The Act also protects employees with disabilities, with certain protections and requires employers to make reasonable accommodation for applicants and employees with disabilities.

The ADA is divided into five parts, covering the following areas:

Title I: Employment

Under Title I, employers, including governmental agencies, must ensure that their practices do not discriminate against persons with disabilities in the application, hiring, advancement, training, compensation or discharge of an employee, or in other terms, conditions and rights of employment.

Title II: Public Services

Title II prohibits state and local governments from discriminating against persons with disabilities or from excluding participation in or denying benefits of programs, services or activities to persons with disabilities. It is under this Title that this ADA Transition Plan has been prepared. The ADA Transition Plan is intended to outline the methods by which physical or structural changes will be made to affect the non-discrimination policies described in Title II.

Title III: Public Accommodations

Title III requires places of public accommodation to be accessible to and usable by persons with disabilities. The term public accommodation as used in the definition often is misinterpreted as applying to public agencies, but the intent of the term is to refer to any privately funded and operated facility serving the public.

Title IV: Telecommunications

Title IV covers regulations regarding private telephone companies, and requires common carriers offering telephone services to the public to increase the availability of interstate and intrastate telecommunications relay services to individuals with hearing and speech impairments.

Title V: Miscellaneous Provisions

Title V contains several miscellaneous regulations, including construction standards and practices, provisions for attorney's fees and technical assistance provisions.

Title II of the ADA dictates that a public entity must evaluate its services, programs, policies and practices to determine whether they are in compliance with the nondiscrimination regulations of the ADA. The regulations detailing compliance requirements were issued in July 1991. A self-evaluation also is required. It is intended to examine activities and services, identify problems or barriers that may limit accessibility by persons with disabilities, and describe potential compliance solutions. The entity then must proceed to make the necessary changes resulting from the self-evaluation. The ADA further requires that an ADA transition plan be prepared to describe any structural or physical changes required to make programs accessible. In the ADA, the term disability means, with respect to an individual:

- 1. A physical or mental impairment that substantially limits one or more of the major life activities of such individual;
- 2. A record of such an impairment; or
- 3. Being regarded as having such an impairment.

If an individual meets any one of these three tests, that person is considered to be an individual with a disability for purposes of coverage under the Americans with Disabilities Act. The Final Rules of the ADA describe in greater detail the conditions included and excluded as disabilities under the ADA. These rules are available upon request from the study team and are incorporated by reference as part of this ADA Transition Plan.

Section 2.2: City of Callaway ADA Responsibilities

The City has various responsibilities under Title II of the ADA. Title II of the ADA is similar to Section 504 of the Rehabilitation Act of 1973 but differs in that Section 504 applies only to government agencies that receive federal financial assistance. The purpose of Section 504 is to ensure that no otherwise qualified individual with disabilities shall, solely by reason of disability, be discriminated against under any program or activity receiving federal financial assistance. The City has been subject to and operating under the requirements of Section 504 for many years.

The ADA states an intent not to apply lesser standards than are required under other federal, state or local laws; therefore, the law that is the most stringent has precedence. This intent has particular application with respect to the City's obligations under Section 504 or under Title 24 of the California Code of Regulations, which in some cases, exceed ADA requirements with respect to structural and physical changes.

Title II also mandates that City governments may not require eligibility criteria for participation in programs and activities that would screen persons with disabilities, unless it can be proven that such requirements are necessary for the mandatory provision of the service or program. A public entity must reasonably modify its policies and procedures to avoid discrimination toward disabled residents. Nevertheless, if the public entity can demonstrate that a modification fundamentally would alter the nature of its service, it would not be required to make that modification. Title II also discusses the use of auxiliary aids necessary to enable persons who have visual, hearing, mobility or similar impairments to gain access to programs and activities provided by the City so as to make an appropriate reasonable accommodation.

The lone exception to these requirements would be because of undue hardship. Undue hardship is defined in the ADA as an "action requiring significant difficulty or expense" when considering the nature and cost of the accommodation in relation to the size, resources and structure of the specific operation. Undue hardship is determined on a case- by-case basis.

A public entity also is required to designate a person to be responsible for coordinating the implementation of ADA requirements and for investigating complaints of alleged noncompliance. At the time of the ADA Transition Plan preparations, for the intent of this portion of the ADA Transition Plan that relates to streets, sidewalks and public rights-of- way, that designated person is Janice Peters. All questions must be in writing and can be sent to Janice Peters by mail at 6603 E. Hwy 22, Callaway, FL 32404 or by email at jpeters@cityofcallaway.com. No verbal questions will be addressed.

Section 2.3: ADA Transition Plan Requirements

According to ADA, a public agency is required to prepare an ADA Transition Plan if physical or structural modifications to facilities are required to provide access to programs or services. Title II of the ADA regulates government agencies, with its primary goal being to ensure that all of their programs and services are accessible to individuals with disabilities. The ADA Transition Plan is limited to evaluating physical barriers; however, an analysis of the programs and services rendered by the City also is important to determine what physical changes are necessary. The ADA Transition Plan documents what actions the City will take to alter its facilities. The ADA requires that the ADA Transition Plan be submitted for public review before final approval and adoption by the appropriate regulatory agency.

Generally, the ADA Transition Plan lists existing barriers in the public rights-of-way under the City's jurisdiction, and schedules which barriers to remove to provide access for individuals with disabilities to City programs. The City is required to provide access to all of its programs, but is not required to remove all architectural barriers in all of its facilities. In addition to making physical improvements, government agencies can choose among various administrative solutions, such as relocating or modifying a particular program, to obtain overall program access.

The ADA Transition Plan is required by Department of Justice rules to address the following aspects of accessibility:

- 1. If a public entity has responsibility or authority over streets, roads or walkways, its ADA Transition Plan shall include a schedule for providing curb ramps or other sloped areas where pedestrian walks cross curbs, giving priority to walkways serving entities covered by the ADA, including State and local government offices and facilities, transportation, places of public accommodation, and employers, followed by walkways serving other areas;
- 2. The ADA Transition Plan shall identify physical obstacles in the public entity's facilities that limit the accessibility of its programs or activities to individuals with disabilities;
- 3. The ADA Transition Plan shall describe the methods that will be used to make the facilities accessible; and
- 4. The ADA Transition Plan shall specify the schedule for taking the steps necessary to achieve compliance with the ADA and, if the time period of the ADA Transition Plan is longer than one year, identify steps that will be taken during each year of the transition period.

The ADA Transition Plan contains detailed physical barrier surveys of City streets, curb ramps and related facilities. These surveys are contained in a comprehensive computer database, and document barriers present at the time of the survey. The survey does not provide a complete listing of complying architectural or physical features. It also is important to note that improvements made to facilities after the date of the survey are not included as part of this ADA Transition Plan.

The ADA does not designate a specific code or standard for evaluating access to existing facilities. Title II gives government agencies a choice between the Uniform Federal Access Standards (UFAS) and the Americans with Disabilities Act Accessibility Guidelines (ADAAG) as a standard for renovations. Since the ADA states that it does not override requirements of other state and local requirements, the Florida Department of Transportation (FDOT) access regulations also must be applied. Therefore, for this ADA Transition Plan, each facility or site area will be evaluated based on the most stringent requirements of the 1991 ADA Accessibility Guidelines or the FDOT requirements.

In creating priorities, it is the City's intent to evaluate all areas of potential deficiency, and to make structural changes where necessary. The assignment of priorities is intended to facilitate public review and to address specific concerns of the local disabled community. It must be emphasized that it is the intent for all individuals with disabilities to be reasonably accommodated by the City.

Section 2.4: Description of Program Accessibility

The final Rules and Regulations of the ADA describe the requirements for program accessibility (Code of Federal Regulations, Title 28, Part 35, Subpart D). A public entity shall operate each service, program or activity, when viewed in its entirety, so that it is accessible to and usable by individuals with disabilities. The ADA does not require the public entity to make all its existing facilities accessible, nor does it require a public entity to take any action that would fundamentally alter the nature of a service, program or activity. Also, it does not require implementation of the ADA that would result in undue financial and administrative burdens. In such cases where documentation is provided in keeping with strict procedures outlined in the ADA, there are various methods that may be appropriate for providing program accessibility in lieu of making actual physical changes to facilities.

With these facts in mind, the first step in determining what structural changes to existing facilities are necessary is to develop an understanding of the specific public programs and activities occurring at existing facilities within the City. This section attempts to describe the programs and activities in the public right-of-way. It should be noted that this section is not intended to be a self-evaluation, as described in the ADA. A self-evaluation includes an analysis of *all* programs and services offered by a public entity. The self-evaluation may include communications, publications, employment and many other factors that are separate from proposed structural or physical modifications to facilities.

The activity of using the public right-of-way may be considered a program in two different ways:

- 1. Streets, sidewalks and curb ramps may be part of a continuous path of travel between activities or programs, at various public and private facilities located on adjacent properties, such as public offices, schools, parks and recreational facilities, public service agencies, hospitals and health clinics, police facilities and public housing uses.
- 2. Streets, sidewalks and curb ramps may themselves represent a program of public pedestrian activities that are essential to the usage and enjoyment of a city's built-environment.

The Department of Justice's Title II Technical Assistance Manual points out that a public entity's programs related to streets, sidewalks and curb ramps may be prioritized with respect to relative importance and frequency of usage. It further describes that program accessibility would not require all streets, sidewalks and curb ramps to be fully accessible as required by current codes. A determination of what public rights-of-way are programmatically required to be accessible may vary from jurisdiction to jurisdiction.

Section 3: ADA Transition Plan Oversight Committee

Introduction

A key to ensuring timely and effective implementation of the City's ADA Transition Plan is coordination among the various departments, divisions, offices and committees involved in this effort. To this end, an ADA Transition Plan Oversight Committee, chaired by the ADA Program Access Coordinator, shall be established. Its purpose is to assure that a reasonable work schedule is maintained and to monitor any additional work or costs as they are identified. The Committee should meet, at a minimum, quarterly and report annually to the Callaway City Council on the status of ADA and accessibility improvements to the public right-of-way, as well as on costs incurred to date and projected cost estimates for other components of the ADA Transition Plan. A Committee representative also should meet with the City's Pedestrian Advisory Committee, as described in Section 6.4, on a quarterly basis. The recommended composition of the committee is as follows:

- Representative from Public Works Department
- Representative from Utility Department
- Representative from Planning/Building
- ADA Program Access Coordinator

The Oversight Committee should evaluate the need for additional funding and look for new funding opportunities, including funding to assist with the tasks performed by the ADA Transition Plan Oversight Committee.

Specific tasks that the ADA Transition Plan Oversight Committee should undertake and oversee would include the following:

(1) Curbs and Curb Ramps Evaluation

The Oversight Committee should monitor the status of curb ramp construction and should recommend revisions/modifications to the policy to implement the ADA Transition Plan, to handle public requests, to discuss variances and deviations to the standards and to determine technical infeasibility.

The Committee should evaluate the City's current curb ramp designs on an on-going basis to ensure that they provide the appropriate degree of access, in accordance with the ADA Codes and Standards included in the ADA Transition Plan. Where the public right-of-way allows, alternative curb ramp designs should be investigated to ensure the appropriate complying level of access. Information from the Public Right-of-way Advisory Committee of the U. S. Access Board should be continually evaluated for purposes of determining that current curb ramp designs reflect the latest access trends. Current studies and code changes related to state regulations also should be closely monitored.

(2) Individual Intersection Curbs, Sidewalks and Pedestrian Islands Evaluation

The Oversight Committee should review the monitor curbs, sidewalks and pedestrian island construction, and should recommend revisions/modifications to the policy to implement the ADA Transition Plan, to handle public requests, to discuss variances and deviations to the standards, and to determine technical infeasibility.

The on-going retrofitting of curbs, sidewalks and pedestrian islands should be in accordance with the ADA Transition Plan and all applicable federal and state laws and regulations, with the highest priority first and the lowest priority last.

Areas around bus stops, transportation, public and medical facilities, shopping areas and other facilities should have the highest priority. When a curb ramp is evaluated for construction or reconstruction, the whole intersection should be evaluated for safety and usability by persons with disabilities to determine usable paths of travel.

(3) Accessible Pedestrian Signals Evaluation

The Oversight Committee should monitor accessible pedestrian signal installation and recommend revisions/modifications to the policy to implement the ADA Transition Plan. When accessible pedestrian signals are installed, they should be equipped with all features that are required by the ADA Codes and Standards and should be in compliance with the outlined policy. Accessible pedestrian signal installations also should be evaluated to reflect any new Federal guidelines contained in the FHWA Manual on Uniform Traffic Control Devices, along with advances in accessible signal technology.

(4) Tactile Guide Strips Evaluation

The Oversight Committee should oversee the needs for tactile guide strip installation and should recommend revisions/modifications to the policy in cooperation with the Pedestrian Advisory Committee.

(5) Private Developers' Improvements Evaluation

The ADA Transition Plan Oversight Committee should obtain from the City's Planning Department proposed plans for private developments, both residential and commercial, and evaluate the scope and impact of such plans on access improvements to streets and sidewalks in unincorporated areas.

The Committee should, through the Planning Department, identify private projects, both residential and commercial, either completed or planned, where the City retains sufficient right-of-way options to provide enhanced access improvements, such as the installation of sidewalks. Distinction should be made between those private developments where the responsibility for access improvements rests with the developer, and those situations where the City has granted variances to developers on access improvements. Where the City has allowed a variance that impacts access for the disabled, the variance should be looked at to determine if the City preserves the option to do future improvements such as installing sidewalks. On an as-needed basis, a representative of the Planning Department should be included in the Oversight Committee to discuss Council approved variances for access improvement.

Section 4: Inventory Methodology and Findings

The purpose of the inventory is to show a baseline of existing pedestrian facilities in the City of Callaway. These data are used to improve pedestrian facilities and to comply with ADA and Title 24 requirements and City approved policies.

The City has a wide variety of facilities within the public right-of-way. These facilities include streets and roadways, vehicular and pedestrian bridges, underground and above- ground utilities, vehicular and pedestrian signal systems, signage systems, on-street parking facilities, walkways, sidewalks with curb ramps at intersections, and pedestrian activity areas, and unimproved open spaces or natural areas. The goal of the overall project is to optimize the pedestrian experience and to provide safe and usable pedestrian facilities for all pedestrians in Callaway, and to assure compliance with all federal, state, and local regulations and standards.

Section 4.1: ADA Data Collection Items

For detailed measurements at or near intersections, the survey team will collect and analyze the following data:

Crosswalks: Whether crosswalks are present at any or all crossings. If present, the width, type, alignment, presence of tactile guides trips, presence of islands and disabled access.

Curb Ramps: Whether existing curb ramp(s) are present at any of the corners within the intersection.

Directional Corner of Intersection: NE, SE, SW and NW. (Note: All corners will be referred to by one of these compass points. If the street is not perfectly aligned north and south, the direction will be assigned within the nearest 45 degrees.)

Intersection Geometry: Whether the intersection is standard right angle, T-shaped, Y-shaped, skewed, or any other irregular geometry. Whether there are pedestrian island(s) or right turn lanes.

Islands: If present, then presence of curb ramps and push buttons.

Obstructions and Obstacles: The general presence and nature of abrupt changes in sidewalk level of greater than one-half inch, paving obstructions or accessibility obstacles immediately adjacent to the corner. The following obstacles near a corner will be recorded: utility pole, traffic light pole, drain inlet, fire hydrant, street furniture and newsstand.

Pedestrian Signals: Whether visual or accessible pedestrian signals are present. If present, the type, size, height and location of actuator buttons. The location parameters are "at curb," "on landing," "on ramp slope – arm length" and "on ramp slope – not arm length." Another location question asks if the pedestrian push button is parallel to the crosswalk alignment.

Sidewalk Present: Whether a sidewalk leading to and from the curb is present. If present, the paved sidewalk width at the intersection.

Tactile Guide strips: Whether tactile guides trips are present at any crosswalk. If present, the location, height, width and color of the tactile guides trips.

Traffic Control: Whether traffic signals, stop signs (all way vs. two-way vs. one-way), yield control, roundabout or no control.

Transit Stop Type: The parameters of the transit stop type are none, light rail, bus and other. If a curb ramp is not present at a corner, the following data was collected:

Curb Type: Whether a curb is present, and if present, the type (vertical or rolled).

Flush Corner: If there is no curb, whether a flush transition from the street to the sidewalk is present.

If a curb ramp is present (either one or two at a corner), the following data was collected for each curb ramp:

Car Obstruction: Curb ramp not located so that it could be obstructed by parked vehicle.

Common Landing: Dimensions of any common landing for two curb ramps.

Curb Ramp Type: A general description of the curb ramp: flared, pan, chute, blended corner or built-up.

Detectable Warnings/Truncated Domes: Whether truncated domes are present. If present, the dome location, size, type (e.g., plastic, concrete, concrete tile, brick or other) and color. Truncated domes are placed at level landings to alert visually-impaired individuals of a transition between the sidewalk and the street or railroad tracks.

Grooved Border: Whether a 12-inch grooved border around all sides is present and its width.

Gutter Slope: Slope in percent of the gutter or street transition.

Lip: Whether a lip is present at the bottom of the curb ramp, and if present, the height to the nearest 0.25 inch.

Location in Crosswalk: Curb ramp wholly contained in marked crosswalk, if applicable.

Main Slope: Main slope of the curb ramp or level landing in percent adjacent to and perpendicular to the street.

Main Cross Slope: Cross slope of the main slope of the curb ramp or level landing, parallel to the street. The cross slope is perpendicular to the main slope of a curb ramp.

Side Slope(s): Whether a side slope or parallel slope is present, and if present, the slope of each sloping side or flare parallel to the street in percent.

Slip-resistant Surface: Whether the surface is slip-resistant.

Street the curb ramp is facing, or if facing the intersection (diagonal).

Top Landing Depth: Whether a 48-inch deep level landing is provided at the top of the curb ramp, or at the top of each slope of a parallel curb ramp.

Transition Slope: Slope of the transition to the sidewalk, verifying slope of five percent or less for the right and left sides.

Width: Width of the curb ramp or pan. A pan or level landing exists when there is a lack of vertical separation between the sidewalk and the street.

Section 5: ADA Capital Improvement Plan

Section 5.1: Introduction

The ADA Capital Improvement Plan is a last step in determining the extent of City- operated and other participants' projects necessary to implement the ADA Transition Plan within the City of Callaway public right-of-way.

Types of projects included can be categorized as follows:

- Curb ramp construction or replacement projects based upon resident request.
- Curb ramp, sidewalk and intersection retrofit projects, included with street overlay or other street or sidewalk construction projects.
- Curb ramp, sidewalk and intersection retrofit projects, in conjunction with construction by private parties.
- Curb ramp, sidewalk and intersection retrofit projects deemed essential for mitigation of barriers based upon the finalized ADA Transition Plan.
- Street and sidewalk construction or retrofit projects planned for the improvement of overall pedestrian facilities.
- Signal retrofit projects.
- Roadway widening projects.

Several existing and potential programs and funding sources for capital improvement projects are described in this section. These programs include on-going City capital improvement and maintenance programs, as well as specific projects and funding sources allocated in the five-year Transportation Improvement Plan (TIP). The ADA Capital Improvement Plan uses, to the maximum extent possible, existing and prospective funding programs and sources. The plan recommends specific goals for the construction of accessibility improvements. While specifying locations and the scope of work, the plan also is intended to serve as a conceptual plan whereby the extent and goals of future projects will be evaluated prior to preparing detailed cost estimates. Once an overall scope of work and its fiscal impact is established, annual projects can be finalized, and the exact number of specified improvements can be set as project goals.

The ADA Capital Improvement Plan includes a preliminary list of potential project locations and items of work, which will be further reviewed by the City during the design phase of the projects. Additional ADA work, such as new construction and additional curb ramps beyond the minimum program access requirements will continue.

Section 5.2: Extent of Required ADA Work

The extent of work included in the ADA Transition Plan includes the types of capital improvements that should be made to intersections, streets and sidewalks. The extent of work included in the plan has been the result of an extensive process that has included review and recommendations of all basic elements of the ADA Transition Plan by the City of Callaway, the ADA CAG and the TAC. These basic elements include the ADA Codes and Standards, the ADA Monitoring Program and the ADA Prioritized Capital Improvement Plan. The general types and extent of ADA work that is required for the City to transition into compliance with the programmatic access requirements of Title II of the ADA are included in this section.

Most recommended capital improvements will be comprehensive in their approach. A comprehensive approach refers to making a series of related improvements at each particular location of work in an effort to bring the entire location and any public uses (as described in the Use Priority 1 list on a subsequent page), if they occur, into compliance with the applicable ADA Codes and Standards. For example, at a typical four-way signalized intersection, the extent of work would include not only the construction of curb ramps at each corner, but it also would include removing accessibility barriers along the pedestrian route from any Priority 1 use leading to the curb ramps, and installing accessible pedestrian signals, crosswalk striping; accessible islands, if required; and appropriate signage. It is probable that some capital improvement projects may, to a lesser degree, include only specific elements that represent physical barriers that need to be removed at a location, or that are specifically funded by an existing program.

The typical extent and scope of work for the most common types of capital improvements, listed from most to least comprehensive, is shown below:

- 1) Complete ADA retrofit of signalized four-way intersection: eight new curb ramps, two per corner (unless infeasible due to existing conditions such as utility conflicts or geometry or an exception as described in Section 5.4); new complying sidewalk paving to meet existing sidewalks and other sidewalk improvements to provide access to Priority 1 uses along the path of travel; new accessible pedestrian signals with push buttons; and crosswalk striping (if not existing, including removal and replacement of crosswalk striping where in poor condition) for all crossing directions where crosswalks are required by the ADA Codes & Standards. Scope may include new islands with cutthroughs or curb ramps, if required by the standards or at the design engineer's discretion.
- 2) Complete ADA retrofit of controlled intersection: eight new curb ramps, two per corner (unless infeasible due to existing conditions such as utility conflicts or geometry or an exception as described in Section 5.4); and crosswalk striping (if not existing, including removal and replacement of crosswalk striping where in poor condition) for all crossing directions where crosswalks are required by the ADA Standards; new complying sidewalk paving to meet existing sidewalks and other sidewalk improvements to provide access to Priority 1 uses along the path of travel. Scope may include providing new
- 3) At signalized intersections, installation of new accessible pedestrian signals with push buttons and crosswalk striping (if not existing, including removal and replacement of crosswalk striping where in poor condition) for all crossing directions where crosswalks are required by the ADA Codes and Standards.
- 4) islands with cut-throughs or curb ramps, if required by the standards or at the design engineer's discretion.
- 5) Complete ADA retrofit of signalized T-intersection: six new curb ramps with two per corner, except only one on either side of the top of the T (unless infeasible due to existing conditions such as utility conflicts or geometry or an exception as described in Section 5.4); new accessible pedestrian signals with push buttons; and crosswalk striping (if not existing, including removal and replacement of crosswalk striping where in poor condition) for all crossing directions where crosswalks are required by the ADA Standards; new complying sidewalk paving to meet existing sidewalks and other sidewalk improvements to provide access to Priority 1 uses along the path of travel. Scope may include providing new islands with cut-throughs or curb ramps, if required by the standards or at the design engineer's discretion.

- 6) Partial ADA retrofit at four-way intersection, single-family residential area: four new curb ramps (one per corner); crosswalk striping at all signalized or stop-controlled intersections, for crossing directions where a crossing is not prohibited.
- 7) Partial ADA retrofit at T-intersection, single-family residential area: two new curb ramps to cross main street at one location of T-intersection, and at least one and preferably two new curb ramps to cross secondary street.
- 8) One or more new single curb ramps where other curb ramps at the intersection are complying.
- 9) Renovation of existing curb ramp to remove hazardous conditions.
- 10) Installation of new curb, gutter and concrete sidewalk (Installation of sidewalk should be on a case-by-case basis).
- 11) Partial curb, gutter and sidewalk installation to provide programmatic access (Installation of sidewalk should be on a case-by-case basis).
- 12) Miscellaneous sidewalk or walkway repair or replacement.
- 13) Selected sidewalk and bus pad pavement as required for transit access (Installation of sidewalk should be on a case-by-case basis).
- 14) Selected sidewalk and bus pad pavement as required for new mid-block crosswalk with pedestrian signals (Installation of sidewalk should be on a case-by-case basis).
- 15) Roadway widening, or installation of required asphalt conforms for accessible pedestrian access routes.
- 16) Removal of sidewalk barriers (either moving or removing the barrier or reconstructing the pedestrian walkway around the barrier, or the reconstruction of driveways).
- 17) Again, the above list is for project planning purposes only, and represents an attempt to categorize the general extent of work at each location. The exact extent of all ADA work is described in the ADA Codes and Standards.

Section 5.3: Types of Projects and Funding Sources

There are several existing and potential programs and funding sources for capital improvement projects included in the ADA Capital Improvement Plan. These programs are described in this section.

On-Going Capital Improvement Programs

These programs are operated by or coordinated with the City on an on-going, annual basis. The extent of funding levels may be fixed or may vary yearly. These programs include the following:

- Curb, Gutter and Sidewalk Maintenance
- Sidewalk Improvement Projects
- TPO Elderly and Disabled Accessibility Projects
- Pavement Maintenance Program (Street Overlay Projects)
- FDOT Construction Projects
- Private Developer Construction Projects adjacent to the City Right-of Way

Section 5.4: Specific Funding Programs and Projects

To the maximum extent possible, existing and prospective funding programs and sources will be used to implement the ADA Capital Improvement Projects. These projects will be funded either as standalone projects or as a minor component of a transportation improvement project. Potential funding programs and sources include the following:

1) Funding Programs

- Current ½ Cent Sales Tax Program
- Development Fee Program
- State Funding Programs
- STIP- State Transportation Improvement Program
- SR2S- Safe Routes to School Program
- TCRP- Traffic Congestion Relief Program
- Federal Funding
- CMAQ- Congestion Mitigation and Air Quality Program
- HBRR- Highway Bridge Replacement & Rehabilitation Program
- HES- Hazard Elimination & Safety Program RSTP-Regional Surface Transportation Program TEA-Transportation Enhancement Activities

2) Specific City Construction Projects

Section 5.5: Description of ADA Capital Improvement Plan

The ADA Capital Improvement Plan of the ADA Transition Plan includes specified goals for the construction of accessibility improvements. The exact goals should consider all the various items of work required under the plan, including curb ramps, accessible pedestrian signals, sidewalk barrier removal and sidewalk installation, crosswalk markings and other work necessary to comply with the ADA Codes and Standards. The ADA Capital Improvement Plan lays the groundwork for concepts concerning the extent of ADA work required, prioritization, locations and potential funding sources. Until exact funding sources are finalized, the annual work and expenditures proposed must be of a preliminary nature.

It is recommended that the City commit to an aggressive schedule to bring Callaway into ADA compliance. This work should include installation, repair and replacement of curb ramps, together with other specified improvements, on an annual basis. An evaluation of existing annual ADA work is presented on the following page as Table 3.

The Elderly and Disabled Program annual funding will be used to implement the highest priority locations of the ADA Capital Improvement Plan. In addition, the existing funding sources will continue to fund locations within the plan. The above table assumes that sidewalk repair will include the items described in Section 6.4 as part of the Curb, Gutter and Sidewalk Maintenance Program, plus the removal of other barriers that may be subsequently determined as part of the ADA. Likewise, sidewalk repair work would include the retrofit of existing driveways that have excessive cross slope, by using methods presented in the Pedestrian Design Guidelines and other criteria to be subsequently determined as part of the ADA.

Section 6: Monitoring and Status Reporting

The City is currently engaged in an on-going effort to construct sidewalks, street overlay projects, street beautification projects, utility construction projects and other capital improvement projects in the public right-of- way. While it is important to assure that codes and standards used to design, and construct curb ramps and related improvements are up-to-date, it is equally important that ADA improvements are constructed properly and in compliance with all applicable codes and standards. Therefore, the monitoring of construction activities and the reporting of the status of improvements is vital in assuring an effective overall compliance program.

Section 7: ADA Capital Improvement Plan

The map below depicts the locations of intersections along major corridors throughout the City being evaluated and considered for improvements.



Legend

- HWY 22A/ Bob Little Road & HWY 22/Wewa Hwy
- HWY 22A/ Bob Little Road & Cherry Street
- 2.1 HWY 98/ Tyndall Parkway & Seventh Street
- 2.2 HWY 98/ Tyndall Parkway & HWY 22/ Wewa Hwy
- 2.3 HWY 98/ Tyndall Parkway & Cherry Street
- 2.4 HWY 98/ Tyndall Parkway & Hickory Street
- 2.5 HWY 98/ Tyndall Parkway & Boat Race Road
- 2.6 HWY 98/ Tyndall Parkway & Pitts Bayou Road 3.1 Kimbrel Avenue & HWY 22/Wewa Hwy
- 3.1 Kimbrel Avenue & HWY 22/Wewa Hwy3.2 Kimbrel Avenue & Cherry Street
- 4.1 Comet Avenue & HWY 22/Wewa Hwy
- 4.2 Comet Avenue & Cherry Street
- 5.1 Berthe Avenue & HWY 22/Wewa Hwy
- 5.2 Berthe Avenue & Cherry Street
- 6.1 Star Avenue & HWY 22/Wewa Hwy
- 6.2 Star Avenue & Cherry Street

1.2

Star Avenue & Yellow Bluff Road

Section 8: Capital Improvement Projects

Below is the list of ADA capital improvement projects identified as part of a preliminary evaluation of the roadways throughout the City of Callaway, which includes current conditions and estimated costs to bring each of these intersections in compliance with the ADA requirements.

Section 8.1: Capital Improvement Projects Description

1.1 Bob Little Road (Hwy 22A) and SR 22 (Wewa Hwy)

- Signalized
- No Sidewalks
- PED features at each corner

Estimated Cost of Improvements: \$ 14,212.13

1.2 Bob Little Road/Hwy 22A & Cherry Street

- Signalized
- SW Sidewalks
- No PED features
- Existing sidewalk on SW stretch of S Hwy 22A, not connected to intersection

Estimated Cost of Improvements: \$ 19,961.32



2.1 US 98/Tyndall Pkwy & Seventh Street

- Signalized
- NE and NW Sidewalks
- PED features at SE, SW, and NW corners
- Potential need for curb inlet and manhole modify

Estimated Cost of Improvements: \$ 16,888.32



2.2 US 98/Tyndall Pkwy & SR 22/Wewa Highway

- Signalized
- Sidewalks at each corner
- PED features at each corner
- New sidewalk along the North side of HWY 22
- Tyndall Pkwy only has sidewalk South of this intersection
- Manhole modify needed at NW corner

Estimated Cost of Improvements: \$ 5,417.64



2.3 US 98 /Tyndall Pkwy & Cherry Street

- Signalized
- Sidewalks at each corner
- PED features at each corner
- Sidewalk runs along Tyndall Parkway, no sidewalk exists along Cherry Street

Estimated Cost of Improvements: \$ 32,969.60

2.4 US 98 / Tyndall Pkwy & Hickory Street

- Signalized
- Sidewalks at each corner
- PED features at each corner
- PED features on each corner, sidewalk runs along Tyndall Parkway, no sidewalk along Hickory Street

Estimated Cost of Improvements: \$5,153.96

2.5 US 98 / Tyndall Pkwy & Boat Race Road

- Signalized
- Sidewalks at each corner
- PED features at each corner
- No sidewalk exists along Tyndall
- Existing sidewalk along Boat Race Road

Estimated Cost of Improvements: \$7,389.68

2.6 US 98 / Tyndall Pkwy & Pitts Bayou Road

- Signalized
- Sidewalks at NE and NW corner
- Sidewalk along south side of Pitts Bayou Rd
- Sidewalk along east side of HWY 98

ADA improvements exist, will be verified for compliance









3.1 Kimbrel Avenue & SR 22/Wewa Highway

- Residential, unsignalized
- Sidewalk at NE and NW corners
- No PED features
- Drains in close proximity
- Sidewalk exists along north side of Wewa Hwy, not Kimbrel

Estimated Cost of Improvements: \$ 16,880.55

3.2 Kimbrel Avenue & Cherry Street

- Not Signalized
- No Sidewalks
- No PED features
- Drains in close proximity
- Sidewalk exists along S. Kimbrel on East side

Estimated Cost of Improvements: \$ 29,255.55

4.1 Comet Avenue & Wewa Highway

- Residential, unsignalized
- No Sidewalks
- No PED features

Estimated Cost of Improvements: \$ 33,380.55

4.2 Comet Avenue & Cherry Street

- Not Signalized
- No Sidewalks along Comet
- No PED features
- Bike lane along North & South Cherry

Estimated Cost of Improvements: \$ 25,130.55

5.1 Berthe Avenue & Wewa Highway

- Signalized
- Sidewalks at NE, SE, SW corners
- PED features at each corner
- Sidewalk along NE, SE, and SW side of HWY 22

Estimated Cost of Improvements: \$ 23,992.72











5.2 Berthe Avenue & Cherry Street

- Signalized
- Sidewalks at SE and NW corners
- PED features at each corner
- Worn PED striping
- Sidewalk along NE edge of Berthe
- Bike/sidewalk combo along SE side of Cherry

Estimated Cost of Improvements: \$14,688.20

6.1 Star Avenue & SR 22/Wewa Highway

- Signalized
- Sidewalk at NW corner
- PED features at each corner
- NW corner has long sidewalk

ADA improvements exist, will be verified for compliance

6.2 Star Avenue & Cherry Street

- Not Signalized
- No Sidewalks
- No PED features
- No sidewalks
- Drains in close proximity

Estimated Cost of Improvements: \$ 12,530.63

6.3 Star Avenue & Yellow Bluff Road

- Not Signalized
- No Sidewalk
- No PED features
- Residential intersection

Estimated Cost of Improvements: \$12,224.53









Section 8.2: ADA Capital Improvement Cost Estimate

Total estimated cost of the ADA Capital Improvement Projects including design (10%), construction, and contingencies (15%) is approximately \$323,000.

Corridor		Intersection	Corridor Total	
HWY 22A/ Bob Little Road			\$	34,173.45
1.	.1	HWY 22/Wewa Hwy		14,212.13
1.	.2	Cherry Street		19,961.32
HWY 98/ Tyndall Parkway			\$	67,819.20
2.	.1	Seventh Street		16,888.32
2.	.2	HWY 22/ Wewa Hwy		5,417.64
2.	.3	Cherry Street		32,969.60
2.	.4	Hickory Street		5,153.96
2.	.5	Boat Race Road		7,389.68
2.	.6	Pitts Bayou Road		Updated
Kimbrel Avenue			\$	46,136.10
3.	.1	HWY 22/Wewa Hwy		16,880.55
3.	.2	Cherry Street		$29,\!255.55$
Comet Avenue			\$	58,511.10
4.	.1	HWY 22/Wewa Hwy		33,380.55
4.	.2	Cherry Street		25,130.55
Berthe Avenue			\$	23,992.72
5.	.1	HWY 22/Wewa Hwy		23,992.72
5.	.2	Cherry Street		14,688.20
Star Avenue			\$	24,755.16
6.	.1	HWY 22/Wewa Hwy		Updated
6.	.2	Cherry Street		12,530.63
6.	.3	Yellow Bluff Road		12,224.53
Subtotal		\$	255,387.73	
10% Design		\$	25,538.77	
15% Conting	ger	ncies	\$	42,138.98
Total			\$	323,065.48