

**Seminole County  
Public Works**

**Americans with Disabilities Act  
Transition Plan  
for Public Rights-of-Way  
June 2021**



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## **Section 1: Executive Summary**

### **Introduction**

The main purpose of the Seminole County Americans with Disabilities Act Transition Plan for Public Rights-of-Way (ADA ROW Transition Plan) is to determine if the Seminole County Public Works (SCPW) facilities in the public rights-of-way meet the intent of the rule of the Americans with Disabilities Act (ADA) of 1990 and if not, what is to be done to bring the facilities in compliance. The typical SCPW facilities are limited to sidewalks, curb ramps and traffic signals. The ADA Transition Plan is intended to represent both the legal and functional goals and objectives of the County to make the existing pedestrian facilities within the County right-of-way accessible and usable for persons with disabilities. 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, planting strips and buffers, pedestrian activity areas and unimproved open spaces. 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 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 pedestrian facility needs and to outline the recommended procedures for implementing and scheduling remedial work to provide a complying system of curb ramps, pedestrian signals, and sidewalks within the County rights-of-way.

There are numerous phases required to be included in the development of an ADA Transition Plan. The phases include criteria development, inventory, public outreach, remedial work programming, and monitoring. An implementation plan is provided to identify the procedures for completing the mitigation projects and a preliminary schedule. The plan is to continually expand the ADA transportation network inventory to encompass all of Seminole County along with methods of continued communication with the public and a grievance process. The Seminole County ADA ROW Transition Plan is an ongoing process and may be amended to meet the needs of the citizens of Seminole County during annual reviews of the Plan.

## **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, and 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 must 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.

Additional Federal and State reference material is available at the following Florida Department of Transportation (FDOT) web site: <http://www.fdot.gov/roadway/ada>

### **Section 2.2: Seminole County Public Works ADA Responsibilities**

SCPW 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 qualified individual with disabilities will be discriminated against under any program or activity receiving federal financial assistance solely by reason of disability.

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 for Seminole County that designated person is:

Bill Wharton  
ADA ROW Program Coordinator  
Seminole County Public Works Department  
100 E 1<sup>st</sup> Street  
Sanford, FL 32771  
Office 407-665-5730  
Fax 407-665-5786  
[wwharton@seminolecountyfl.gov](mailto:wwharton@seminolecountyfl.gov)  
TTY Dial 7-1-1 then 407-665-5715

### **Section 2.3: ADA Transition Plan Requirements**

Public Agencies are required to prepare an ADA ROW Transition Plan if physical or structural modifications to facilities are required to provide access to programs or services.

The Seminole County ADA Transition Plan documents what actions SCPW will take to alter its facilities to bring them into compliance. 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 identifies existing barriers in the public rights-of-way under the SCPW's jurisdiction, and sets a schedule for identified barriers to be removed to provide access for individuals with disabilities.

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 must 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 must 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 must describe the methods that will be used to make the facilities accessible; and
- (4) The ADA Transition Plan must 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 physical barrier surveys of streets, curb ramps, signals, and related facilities. These surveys are contained in a computer database, and document barriers present at the time of the survey.

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. The ADA states that it does not override requirements of other state and local requirements.

The purpose of this ADA Transition Plan is to evaluate each facility or site area based on the most stringent requirements of the 1991 ADA Accessibility Guidelines or 2001 Title 24 and FDOT design criteria. It is the intent of the SCPW to address all physical barriers identified in the Plan and continue to survey for other possible barriers.

In creating priorities, it is SCPW's intent to continue 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.

The SCPW will coordinate with other agencies who have jurisdiction over their respective rights-of-way if barriers are identified during the course of implementing the SCPW Plan. These agencies can include:

- Central Florida Regional Transportation Authority (LYNX)
- Florida Department of Transportation
- Cities located within Seminole County
- SunRail

## **Section 3: Public Participation and Grievance Procedures**

### **Section 3.1 Introduction**

The ADA states that a public entity is required to make available to applicants, participants, residents and other interested parties information regarding the ADA Transition Plan and its applicability to the services, programs or activities of the public entity, and to apprise the public of the protections against discrimination afforded to them by the ADA. A public entity also is required to provide an opportunity for interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the development of the ADA Transition Plan by submitting comments and making specific recommendations. The ADA also requires that a copy of the draft ADA Transition Plan be made available for public inspection during a formal public review period.

The ADA Transition Plan project is set up to encourage and facilitate the maximum degree of participation from Seminole County residents. This process is to include persons with disabilities and those representing disability service organizations. This section describes the public participation and outreach efforts made by the study team. The main objective of the outreach effort was to ensure that the ADA Transition Plan is one that truly represents the local disability community. Because of the public restrictions in place due to the COVID-19 pandemic some participation activities have been suspended. When possible, these activities will be resumed during the annual review process of the ADA ROW Transition Plan.

### **Section 3.2: Community Participation Introduction**

A comprehensive community involvement plan is required to encourage and facilitate the maximum degree of public participation. This process includes persons with disabilities and those representing disability service organizations. The outreach efforts can include the following components and described in more detail below:

- Advisory Groups
- Outreach to Persons who are Visually Impaired
- Web Site
- Brochures
- Electronic Newsletter
- Press Releases

- Social Media Platforms (NextDoor, FaceBook, etc.)
- Community Planning Advisory Councils

Seminole County residents and stakeholder supporting agencies are able to submit formal comments about this ADA Transition Plan in either in written or verbal form to the .

## **Advisory Agencies**

As part of the ADA public participation process, advisory agencies will be contacted to allow for additional input from key stakeholders, planning professionals, policy makers and the general public. The advisory agencies act as a sounding board for the ADA study team. Advisory agencies will be asked to review and provided feedback on the draft ADA ROW Transition Plan.

The following advisory agencies will be asked to review and provide feedback on the Transition Plan as well as recommend additional agencies and individuals to include in the Plan review:

### **Stakeholder Advisory Agencies**

- Seminole County Community Services
- Lighthouse of Central Florid (Persons with Disability)
- Inspire SWAP (Persons with Disability)
- Meals on Wheels (Senior Citizens)
- Seniors First (Senior Citizens)
- Seminole County Public Schools
- MetroPlan Orlando
- Lynx
- SunRail

### **Technical Advisory Agencies**

- Florida Department of Transportation
- City of Altamonte Springs
- City of Casselberry
- City of Lake Mary
- City of Longwood
- City of Oviedo
- City of Sanford
- City of Winter Springs
- Seminole County – Leisure Services
- Seminole County – Facilities
- Seminole County – Planning Department
- Seminole County - Sheriff's Department

## **Outreach to Persons who are Visually Impaired**

The ADA Transition Plan will be made available to persons who are visually impaired via large print text document. Persons with visual impairments who have access to software that converts text to audio may access the Plan on the SCPW web site. The Sidewalk and Intersection Database will be available for review by appointment at the ADA ROW Program Coordinator's office.

## **ADA ROW Transition Plan Web Site**

The SCPW web site set up for the ADA ROW Transition Plan will provide the draft and final Plan and provide opportunity to comment on the Plan. The ADA ROW Transition Plan web site may be found here: <http://www.seminolecountyfl.gov/departments-services/public-works/engineering-division/ada-transition-plan.shtml>

The web site provides the public information on the project's purpose, schedule, and timeline, and will continuously take comments on the Plan. Because of the public restrictions in place due to the COVID-19 pandemic some participation activities have been suspended. When possible, these activities will be resumed during the annual review process of the ADA ROW Transition Plan.

## **Section 3.3: ADA ROW Transition Plan Public Review and Comment Period**

A public entity that employs 50 or more people is required to seek public input on its ADA Transition Plan. Beyond the legal requirements, public input is vital to assure that those affected understand the scope and nature of the responsibilities for providing equal access to the public and to receive valuable feedback from those most affected by the ADA ROW Transition Plan.

The draft ADA Transition Plan will be available on the SCPW web page at: <http://www.seminolecountyfl.gov/departments-services/public-works/engineering-division/ada-transition-plan.shtml>, Comments may be received in any format chosen by respondents. All public comments received will be included in their entirety in an exhibit section of the final ADA Transition Plan. All public comments will be reviewed and incorporated into the text of the final ADA ROW Transition Plan as deemed to be appropriate. The ADA Transition Plan will be provided in various alternative formats upon written request. The review and comment period will be open for 30 days. Review and comments are still encouraged after the formal comment period closes as these comments will be reviewed for the annual update to the Plan.

## **Public Input Requests**



Comments and complaints on deficient ADA facilities (sidewalks, ramps, traffic signals, intersections, etc.) may be submitted directly to the ADA ROW Program Coordinator who will present it to the Oversight Committee for prioritization for corrective work.

Requests for copies of the ADA Transition Plan and public comments should be directed to the ADA ROW Program Coordinator.

Bill Wharton  
ADA ROW Program Coordinator  
Seminole County Public Works Department  
100 E 1<sup>st</sup> Street  
Sanford, FL 32771  
Office 407-665-5730  
Fax 407-665-5786  
[wwharton@seminolecountyfl.gov](mailto:wwharton@seminolecountyfl.gov)  
TTY Dial 7-1-1 then 407-665-5715

## **Section 3.4: ADA ROW Grievance Procedures**

### **Introduction**

The ADA states that a public entity is required to apprise the public of the protections against discrimination afforded to them by Title II of the ADA, including information about how Title II requirements apply to its particular programs, services, and activities [28 C.F.R. § 35.106]. A public entity also is required to provide an opportunity for interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the development of policies and procedures that affect the implementation of an ADA transition plan by submitting comments and making specific recommendations.

A public entity that employs 50 or more persons is required by the ADA to adopt and publish grievance procedures providing for prompt and equitable resolution of complaints or grievances alleging any action that would be prohibited by Title II of the ADA. The grievance procedure is described below. Any person with a disability or any parent or guardian who represents a minor person with a disability, who believes that they have been the subject of disability-related discrimination on the basis of the denial of access to facilities, programs, or services, may file a grievance or complaint.

## **Grievance Procedures and Instructions**

### ***Step 1: File a Grievance Form***

The complainant should fill out the ADA Complaint / Grievance Form shown below, providing all of the information requested. The ADA Complaint / Grievance Form should be filed in writing with the ADA ROW Program Coordinator within 60 days of the alleged disability-related discrimination. Upon request, reasonable accommodations will be provided in completing the form, or alternative formats of the form will be provided. The ADA Complaint / Grievance Procedure and Form may be found on the ADA Transition Plan web site or by

contacting the ADA ROW Program Coordinator. The ADA Complaint / Grievance Procedure Form is to be sent to:

**Send to**

Bill Wharton  
ADA ROW Program Coordinator  
Seminole County Public Works Department  
100 E. 1<sup>st</sup> Street  
Sanford, FL 32771  
Office 407-665-5730  
Fax 407-665-5786  
[wwharton@seminolecountyfl.gov](mailto:wwharton@seminolecountyfl.gov)  
TTY Dial 7-1-1 then 407-665-5715

***Step 2: An Investigation is Conducted***

A notice of receipt will be mailed to the complainant by registered mail within five days of the receipt of the complaint or grievance. The ADA Program Coordinator or another authorized representative shall begin an investigation into the merits of the complaint or grievance within 60 days of its receipt. If necessary, the ADA ROW Program Coordinator or another authorized representative may contact the complainant directly to obtain additional facts or documentation relevant to the grievance. If the complainant alleges misconduct on the part of the ADA ROW Program Coordinator, another authorized representative will be appointed by the County Engineer to undertake the investigation if the allegations can be substantiated. If the complainant does not wish to be contacted personally, he or she should indicate it on the ADA Complaint / Grievance Procedure Form.

After the complaint or grievance is received, it will be brought before the ADA Oversight Committee, chaired by the ADA ROW Program Coordinator.

***Step 3: A Written Decision is Prepared and Forwarded to the Complainant***

The ADA Program Coordinator shall prepare a written decision, after full consideration of the grievance merits, no later than 75 days following the receipt of the complaint or grievance. If the complaint or grievance alleges misconduct on the part of the ADA Program Coordinator, another authorized representative may be appointed by the County Engineer to prepare the written decision if the allegations can be substantiated. A copy of the written decision will be mailed to the complainant by registered mail no later than five days after issuance of the written decision.

***Step 4: A Complainant May Appeal the Decision***

If the complainant is dissatisfied with the written decision, the complainant may file a written appeal with the County Manager no later than 30 days from the date that the decision was mailed. The appeal must contain a statement of the reasons why the complainant is dissatisfied with the written decision, and must be signed by the complainant, or by someone authorized to sign on the complainant's behalf. A notice of receipt will be mailed to the

complainant by registered mail within five days of the receipt of the appeal. The appeal reviewers, consisting of the ADA ROW Program Coordinator the County Engineer and other members of the ADA Oversight Committee, shall act upon the appeal no later than 60 days after receipt of the appeal. A copy of the appeal reviewers' written decision shall be mailed to the complainant by registered mail no later than five days after issuance of the decision. The decision of the appeal reviewer shall be final.

The ADA Program Coordinator, the County Engineer and other members of the ADA Oversight Committee shall maintain the confidentiality of all files and records relating to grievances filed, unless disclosure is authorized or required by law. Any retaliation, coercion, intimidation, threat, interference or harassment for the filing of a grievance, or used to restrain a complainant from filing, is prohibited and should be reported immediately to the ADA ROW Program Coordinator or other members of the Oversight Committee depending on the case.



**Seminole County Public Works - ADA Complaint / Grievance Form**

Complainant: \_\_\_\_\_

Person Preparing Complaint (if different from Complainant): \_\_\_\_\_

Relationship to Complainant (if different from Complainant): \_\_\_\_\_

Street Address & Apt. No.: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: (\_\_\_\_\_) \_\_\_\_\_ E-mail: \_\_\_\_\_

Please provide a complete description of the specific complaint or grievance:

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Please specify any location(s) related to the complaint or grievance (if applicable):

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Please state what you think should be done to resolve the complaint or grievance:

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Please attach additional pages as needed.

☐ Please do not contact me personally.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Return to: Bill Wharton ADA ROW Program Coordinator, Seminole County Public Works, 100 E First St, Sanford, FL 32771

Upon request, reasonable accommodation will be provided in completing this form, or copies of the form will be provided in alternative formats. Contact the ADA ROW Program Coordinator at the address listed above, via telephone Office 407-665-5730, Fax 407-665-5782, [WWharton@seminolecountfl.gov](mailto:WWharton@seminolecountfl.gov) TTY Dial 7-1-1 then 407-665-5782.

## **Section 4.0: ADA ROW Transition Plan**

### **Introduction**

A key to ensuring timely and effective implementation of the SCPW's ADA ROW 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 Coordinator, is established. Its purpose is to ensure 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 Seminole County Director of Public Works on the status of ADA and accessibility improvements to the public right-of-way, as well as costs incurred to date and projected cost estimates for other components of the ADA ROW Transition Plan.

The recommended composition of the committee is as follows:

- County Engineer or designee
- County Traffic Engineer or designee
- Director of Development Services or designee
- ADA ROW Program Coordinator
- Pavement Program Project Manager
- Financial (Business) Administrator, Public Works

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 ROW Transition Plan Oversight Committee.

Specific tasks that the ADA ROW 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 or modifications to the policy to implement the ADA ROW Transition Plan, to handle public requests, to discuss variances and deviations to the standards and to determine technical infeasibility.

The Committee should review the 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 also should be closely monitored.

## ***(2) Sidewalks and Pedestrian Islands Evaluation***

The Oversight Committee should review and monitor curbs, sidewalks and pedestrian island construction, and should recommend revisions or modifications to the policy to implement the ADA ROW Transition Plan, to handle public requests, to discuss variances and deviations to the standards, and to determine technical infeasibility. The on-going retrofitting of 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 transit 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) Detectable Warnings (Truncated Domes) Evaluation***

The Oversight Committee should oversee the needs for tactile guide strip installation and should recommend revisions or modifications to the policy.

## ***(5) Private Developers' Improvements Evaluation***

The Committee should identify private projects, both residential and commercial, either completed or planned, where the County retains sufficient right-of-way options to require or 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 County has granted variances to developers on access improvements. Where a variance that impacts access for the disabled is allowed, the variance should be looked at to determine if the County preserves the option to do future improvements such as installing sidewalks.

## **Section 4.2: Phase 1 Methodology and Findings**

The purpose of the inventory is to provide a baseline of existing pedestrian facilities in the County. This data will be used to improve pedestrian facilities and to comply with ADA and Title 24 requirements and County approved policies.

The County 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, improved planting strips, buffers, 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, and to ensure compliance with all federal, state, and local regulations and standards.

The County is currently conducting a desktop analysis of all pedestrian attributes (sidewalks, curb ramps, and similar structures) to develop a database of existing assets. As roadways are identified for resurfacing or at the request of a citizen, a survey of pedestrian facilities will be undertaken to document existing conditions within the public rights-of-way. As funding is available, additional surveying will be conducted based on the priority identified in Section 4.3. Surveying, as used in this section, refers to visiting the particular location by a trained accessibility inspector, and obtaining measurements, dimensions, gradients or other visual determinations as may be appropriate depending on the particular location.

### **Inventory Methodology**

In order to complete the inventory, each inspector will be trained on equipment, data collection methods, procedures and ADA principles, including class and in-field instruction. Full-time supervisors will direct the inspectors' efforts, including preparing survey routes, handling assignments and personnel matters, answering questions and spot checking inspectors' completed data.

Prior to beginning all survey work, inspectors will be given time goals to complete each type of survey. Time records for all inspectors and their activities will be kept by supervisors throughout the survey process, and Inspectors as a group will meet their time allotments to keep the project on schedule. Inspectors will typically worked in teams of two persons, with one person being the lead driver and navigator and the other person being the main operator. Both Inspectors will take measurements and collect data.

Completed data will be downloaded into the master GIS database program at regular intervals. Data will be consolidated into tables sorted by data types and transferred into the database.

## **Section 4.3: Summary of Areas Surveyed and Priorities**

All intersections and roadway segments in the survey area will be classified as Priority Level 1 (High Priority), Priority Level 2 (Medium Priority) or Priority Level 3 (Lower Priority) based upon the criteria contained in these documents. A summary of these priorities and a description of each are as follows:

### **High Priority Intersections and Roadway Segments (Priority Level 1)**

- ♦ Major roadways (Arterials or thoroughfares with a minimum 80-foot wide right-of-way) and intersections along these arterials or thoroughfares;
- ♦ Intersections and roadway segments serving Level 1 facilities including:
  - County-owned facilities;
  - Public schools (approximately one-quarter mile radius from the main streets);
  - Hospitals, health clinics and health centers (public and private);
  - Public housing and homeless shelters, including senior facilities and rehabilitation facilities;
  - Sheriff's facilities;
  - Transportation hubs (includes bus lines and transit stations);
  - Department of Motor Vehicles offices;
  - County parks; and
  - Prisons.

### **Medium Priority Intersections and Roadway Segments (Priority Level 2)**

- ♦ Collectors (streets with minimum 50-foot wide right-of-way) and other roadways, and intersections along these highways;
- ♦ Intersections and roadway segments serving Level 2 facilities including:
  - Shopping malls, supermarkets and strip retail centers;
  - Major employment sites; and
  - Housing complexes, including apartments.

### **Lower Priority Intersections and Roadway Segments (Priority Level 3)**

- Single-family residential areas;
- Industrial areas; and
- Other areas not classified as Priority Level 1 and 2.



## Section 4.4: ADA Data Collection Items

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

**Crosswalks:** Whether crosswalks are present at any or all crossings at signalized intersections and the condition of pavement markings and signage.

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

**Islands:** If present, then presence of curb ramps and existing condition.

**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, and existing condition.

**Detectable Warnings/Truncated Domes:** Whether tactile guidestrips are present at any crosswalk. If present, the location, height, width, and color of the tactile guidestrips, and existing condition.

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

**Transit Stop:** Indication of any bus (LYNX) stop and access to any adjacent sidewalks.

**Curb/Pavement Slope:** Slope in percent of the gutter or street transition, as documented inspection notes.

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

**Main Slope:** Main slope of the curb ramp or level landing in percent adjacent to and perpendicular to the street, as documented inspection notes.

**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, as documented inspection notes.

**Top Landing Depth:** Whether a 48 inch deep level landing is present.

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

## **Section 4.5: ADA Public Rights-of-Way Database Preparation and Contents**

All survey findings are contained in a GIS. The database is designed to be user-friendly, with interactive screens available to access to the public through an information request or through the web interface, when the programming is completed.

## **Section 5: ADA Codes and Standards**

### **Introduction**

The ADA Codes and Standards were developed as part of an extensive process to propose applicable guidelines, codes, and standards as they relate to the accessibility of all facilities within the public right-of-way.

### **Section 5.1: Applicability of County ADA Standards**

This section describes how the ADA codes and standards impact are applied for the ADA ROW Transition Plan.

**1.1 New Development:** All areas of newly designed and newly constructed facilities in the right-of-way must comply with the ADA standards.

**1.2 Additions and Widening in the Public Right-of-Way:** Additions and widening in the right-of-way must comply with the applicable provisions of these standards. Where the addition connects with existing construction, the connection must comply with Alterations, as described in the next subsection.

**1.3 Modifications in the Public Right-of-Way:** Where existing elements or spaces in the right-of-way are altered, each altered element or space shall comply with the applicable provisions of these standards.

**1.3.1 Exception:** In modifications, where compliance with applicable provisions is technically infeasible, the modifications must comply to the maximum extent feasible.

**1.3.2 Prohibited Reduction in Access.** Any modifications that decreases or has the effect of decreasing the accessibility in the right-of-way is prohibited.

**1.4 Approval Procedures for Exceptions, Equivalent Facilitation and Technically Infeasible Conditions:** The ADA Program Coordinator's main duties are to review all aspects of compliance with the ADA Codes and Standards contained in this document. The ADA Program Coordinator shall report directly to the County Engineer, and the County

Engineer may delegate such approval authority and responsibility contained in these standards.

**1.5 Dimensional Tolerances:** All dimensions and numerical requirements contained in these standards are absolute and requirements have been derived taking into account construction practices and constraints, and no dimensional tolerances beyond the maximum or minimum dimensions are allowed, unless otherwise stated.

**1.6 Inclusion and Incorporation into Existing County Improvement Standards:** The intent of the listing of these standards is that all standards will be included and incorporated into the County's design Standards. Written requirements as included in these standards will take precedence over any drawings should there be any discrepancies in the requirements.

**1.7 Future Applicable Federal and State Code Revisions:** All future enactments and revisions to legally applicable federal or state accessibility codes, standards or guidelines, must be incorporated into these ADA Codes and Standards.

## **Section 5.2: Applicable Reference Codes and Standards**

The following codes and standards are referenced as applicable by law or statute. Nothing in these standards will have the effect of reducing any specific requirements of the referenced standards or any other codes or standards required by applicable law or statute.

(1) **The Americans with Disabilities Act Accessibility Guidelines (ADAAG)**, published by the U.S. Architectural and Transportation Barriers Compliance Board in July 1991, binding regulatory law in 1992, with several revisions through July 1998.

(2) **Draft Guidelines for Public Rights-of-Way**, published by the U.S. Architectural and Transportation Barriers Compliance Board on June 17, 2002.

(3) **Southern Standard Building Code (Latest edition)**

(4) **Seminole County Development Standards (Latest edition)**

(5) **FDOT Standard Plans for Road and Bridge Construction (Latest edition)**  
<https://www.fdot.gov/design/standardplans/>

(6) **Florida Accessibility Code for Building Construction (Latest edition)**  
The FDOT Design Standards are available at the following link:

## **Section 6: ADA Capital Implementation Plan**

### **Section 6.1: Introduction**

The ADA Capital Implementation Plan will be the final step in determining the extent of County-operated and other participants' projects necessary to implement the ADA ROW Transition Plan in the 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 ROW Transition Plan.
- Street and sidewalk construction or retrofit projects planned for the improvement of overall pedestrian facilities.
- Signal retrofit projects.
- Roadway widening projects.

A number of existing and potential programs and funding sources for capital improvement projects are described in this section. These programs include on-going County capital improvement and maintenance programs, as well as specific projects and funding sources allocated in the five year Capital Improvement Plan (CIP). The ADA Capital Improvement Plan will include 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 financial impact is established, annual projects can be finalized and the exact number of specified improvements can be set as project goals.

### **Section 6.2: 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. Most recommended capital improvements will be comprehensive in their approach. 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; new complying sidewalk paving to meet existing sidewalks and other sidewalk improvements to provide access to 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.
- (2) Complete ADA retrofit of controlled intersection: eight new curb ramps, two per corner 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; new complying sidewalk paving to meet existing sidewalks and other sidewalk improvements to provide access to the path of travel.

- (3) 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; 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; new complying sidewalk paving to meet existing sidewalks and other sidewalk improvements to provide access to the path of travel. Scope may include providing new islands with cut-through or curb ramps, if required by the standards or at the design engineer's discretion.
- (4) 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.
- (5) 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.
- (6) 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.
- (7) One or more new single curb ramps where other curb ramps at the intersection are complying.
- (8) Renovation of existing curb ramp to remove hazardous conditions.
- (9) Installation of new curb, gutter, and concrete sidewalk (Installation of sidewalk should be on a case-by-case basis).
- (10) Partial curb, gutter and sidewalk installation to provide programmatic access (Installation of sidewalk should be on a case-by-case basis).
- (11) Miscellaneous sidewalk or walkway repair or replacement.
- (12) Selected sidewalk and bus pad pavement as required for transit access (Installation of sidewalk should be on a case-by-case basis).
- (13) Selected sidewalk and transit pad pavement as required for new mid-block crosswalk with pedestrian signals (Installation of sidewalk should be on a case-by-case basis).

- (14) Roadway widening or installation of required asphalt conforms for accessible pedestrian access routes.
- (15) Removal of sidewalk barriers (either moving or removing the barrier or reconstructing the pedestrian walkway around the barrier, or the reconstruction of driveways).

## **Section 6.3: Prioritization Criteria for ADA Work**

During the Capital Improvement Project (CIP) development, capital improvement projects will be prioritized to determine which projects should be undertaken first.

The deficiencies identified in the priority categories below will be refined and scheduled using the below guidelines.

### **Condition 1:**

The highest priority is to reconstruct curb ramps at locations where existing curb ramps have an unsafe condition that may cause a trip and fall. Examples are vertical displacement of the curb ramp, steep side slopes, deteriorated conditions, and similar configurations.

### **Condition 2:**

A new curb ramp will be installed at locations where there is no curb ramp to provide accessibility.

### **Condition 3:**

When a corner has one existing curb ramp and conditions allow for the construction of an additional curb ramp at the same corner, and provided that traffic controls allow for a safe path of travel, an additional curb ramp will be installed. (This condition applies only to corners at intersections on arterial and thoroughfare streets, and that it would not apply to signalized locations on major streets for which the geometry of the intersection makes it impossible to install an eight-phase signal operation.)

### **Condition 4:**

A curb ramp is constructed or reconstructed at a location with difficult physical conditions such as major utility conflicts, physical barriers, or other constraints, which would create a hardship situation on the entity. (At rare locations, existing conflicting facilities or intersection geometry may make installation of a curb ramp technically infeasible.)

### **Condition 5:**

An existing curb ramp will be reconstructed where it does not meet current federal and state accessibility standards (i.e. steep slopes, improper landings, lack of detectable warnings, and similar situations.)

## **Use Priority A: Public Input Requests**

The County will maintain a program of public input requests for constructing curb ramps, installing accessible pedestrian signals and for providing other accessibility improvements on an annual basis. Requests for improvements come from community members who wish to access shopping areas, medical facilities, transit stops, transportation, and other facilities or areas to accommodate their activities of daily living. These requests should continue to be handled as the first line of priority.

When the requests come into the County's ADA ROW Program Coordinator, an evaluation for construction or reconstruction is undertaken. If a curb ramp is requested, the evaluation consists of the requested curb ramp and the entire intersection at which the curb ramp is located. Any existing curb ramp is evaluated for usability and safety to determine the usable path of travel through that intersection.

## **Use Priority 1: State and Local Governmental and Public Use**

Priority 1 areas are those within the public right-of-way that abut or serve public and governmental agencies and offices, and include the following in the recommended order of priority:

1. State, county, and local government buildings located within the County.
2. Public hospitals, health clinics, medical clinics, mental health clinics and therapy centers.
3. Public housing projects and public homeless shelters.
4. Sheriff neighborhood service centers.
5. Employment Training Agency facilities.
6. County parks.
7. Public schools.
8. State and local district offices with high public traffic.

## **Use Priority 2: Public Accommodations**

Priority 2 areas are those within the public right-of-way that abut or serve places of public accommodations that are privately owned, including, but not limited to, the following in the recommended order of priority:

1. Private hospitals, doctors' offices, and medical and mental health offices.
2. Senior facilities.
3. Major shopping malls.
4. Large housing complexes.
5. Major employment sites.
6. Supermarkets.
7. Retail strip centers.
8. Small apartment facilities.
9. Service sites of disability organizations.
10. Rehabilitation facilities.

## **Use Priority 3: Low-Density Residential and Other Uses**

Priority 3 areas are those within the public right-of-way that abut or serve:

1. Single-family residential areas.
2. Industrial areas.
3. Areas that have not fallen into any of the above groups.

## **Section 6.4: Types of Projects and Funding Sources**

There are a number of existing and potential programs and funding sources for capital improvement projects included in the ADA Capital Implementation Plan. These programs are described in this section.

### **On-Going Capital Improvement Programs**

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

#### **(1) *New Sidewalk Program***

The County continues to construct new sidewalks in areas where they are needed. These sidewalks and ramps are constructed in accordance with ADA criteria. A study was recently completed to update the existing sidewalk inventory and identify areas where sidewalks are still needed.

#### **(2) *Pavement Maintenance Program***

The County operates an annual Pavement Management Program. The annual pavement maintenance program covers a five-year fiscal year period and is updated the fifth year annually. This program prioritizes streets to be milled and repaved with new asphalt. It is during this pavement maintenance program that ADA facilities contiguous to the new asphalt pavement are inspected, repaired, or installed when feasible.

#### **(3) *FDOT Construction Projects***

FDOT construction and renovation of roadways and facilities along state highways within the County typically includes new curb ramps, or rehabilitation of existing deficient facilities and other accessibility-related improvements. While the County does not directly manage these projects, it coordinates locations and details of the work with FDOT.

#### **(4) *Private Developer Projects***

Private construction projects have direct impact on improvements within the County right-of-way. Private developers are required to install, or improve any existing sidewalk, in the public right-of-way that is adjacent to the developer's site. These sidewalks are to be constructed to ADA standards. An ADA accessible path is also required from the site's



main building entrance to the right-of-way. For larger projects, developers may be required to construct complete intersections to accommodate their project, including traffic signals and ADA compliant facilities as part of the intersection.

## **Specific Funding Programs and Projects**

The ADA Capital Implementation Program is envisioned as one that will use, to the maximum extent possible, existing and prospective funding programs and sources. The ADA improvements will be funded by a variety of funding sources either as standalone projects or as a minor component of a transportation improvement project. These programs and sources include local funding for the Seminole County Penny Sales Tax Program, in addition to State and Federal Funding.

As part of the ADA ROW Transition Plan, it is foreseen that an ADA ROW Transition Plan Retrofit Projects will be recommended to provide funding for required ADA improvements. The annual budget for these improvements will be determined on an annual basis.

## **Section 6.5: Description of ADA Capital Implementation Plan**

The ADA Capital Implementation Plan of the ADA ROW Transition Plan includes specified goals for the construction of accessibility improvements. The ADA Capital Implementation 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. The capital improvement plan will be updated on an annual basis to reflect actual costs and completed projects.

The mitigation schedule to implement this ADA Transition Plan throughout Seminole County will span multiple fiscal years, and shall include the installation, repair, and replacement of identified ADA barriers on an annual basis. The exact locations and detailed schedule of work will be determined based on the mitigation projects being implemented, and are subject to review and recommendations by the County and the public. This schedule may also be adjusted in the future after a more detailed review by project and program managers. It should also be noted that the preliminary schedules do not account for projects, or portions of projects, which may be incorporated into other County programs for mitigation. An ongoing assessment of funding vs. implementation and needs will be completed in the updates to the ADA ROW Transition Plan and during upcoming Capital Improvement Plan (CIP) budgeting by the County. The CIP process is completed by October 1st of each year. The mitigation schedule is representative of the current estimated fiscal allocations and does not represent the complete ADA infrastructure needs. This schedule is subject to change following results of the CIP budgeting. The CIP is a Plan and not a funding authorization document. Funding of the CIP is totally dependent on the annual budget adopted by the County Commission each year, and can choose to fund or not fund any item in the CIP.

## **Section 7: Monitoring and Status Reporting**

### **Section 7.1: Introduction**

The County currently is engaged in an on-going effort to construct curb ramps, sidewalks, and other pedestrian facilities at numerous locations. This construction activity involves several types of projects, including street overlay projects, developer projects, utility construction projects, and other capital improvement projects in the public right-of-way. In addition, when this ADA ROW Transition Plan is approved and implemented, more curb ramps and related improvements will be constructed.

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.

This section details the methods and procedures for monitoring these construction activities and for tracking the status of compliance with the ADA Transition Plan for the public right-of-way at all construction locations within the County.

### **Section 7.2: Field Inspections**

All projects under the jurisdiction of the County will be required to design and construct required sidewalks and associated curb ramps in compliance with ADA standards, and finished construction will be inspected by the County. These types of projects include:

1. County capital improvement projects that include sidewalks and associated curb ramps construction or rehabilitation, and any other construction projects requiring sidewalks and curb ramps;
2. Curb ramp or sidewalk construction as part of any private development.

### **Section 7.3 Implementation and Mitigation Schedule**

Seminole County addresses deficient ADA facilities primarily in two programs. The first is through Public Input Requests. Comments and complaints on deficient ADA facilities (sidewalks, ramps, traffic signals, intersections, etc.) are submitted by the public directly to the ADA ROW Program Coordinator who will present it to the Oversight Committee for prioritization to correct or install new ADA facilities as necessary. The second is the annual Pavement Management Program. This Program covers a five-year fiscal year period and the fifth year is updated annually. This program prioritizes streets to be milled and repaved with new asphalt. It is during this pavement maintenance program that ADA facilities contiguous to the new asphalt pavement are inspected, repaired, or installed when feasible. Table 1 provides the FY 2019/2020 through 2024/2025 Pavement Management Program. Funding for this program is approved through the Public Works Capital Improvements Program (CIP) for each fiscal year.

The mitigation schedule to implement this ADA ROW Transition Plan throughout Seminole County will span multiple fiscal years, and will include the installation, repair, and replacement of identified ADA barriers on an annual basis. Figure 1 provides a geographical summary of the surveyed infrastructure assessment and implementation process for ADA for sidewalks and ramps for County Roadways. It should be noted that these schedules will be amended and potentially extended to account for the completion of projects, additional projects, new construction cost information, and additional financial resources/funding. The exact locations and detailed schedule of work will be determined based on the precise mitigation projects being prioritized, and are subject to review and recommendations by the County and the public. It should also be noted that the information shown in Figure 1 and Table 1 do not account for projects, or portions of projects, which may be incorporated into other County programs for mitigation. An ongoing assessment of funding vs. implementation and needs will be completed in the annual updates to the ADA ROW Transition Plan and during each annual Public Works CIP budgeting by the County. The CIP process is completed by October 1st of each year. The mitigation schedule, as currently illustrated, is representative of the current estimated fiscal allocations and does not represent the complete estimated ADA infrastructure needs. This schedule is subject to change following results of the CIP budgeting process.

The CIP includes both anticipated funding sources and proposed uses of those funds. However, the CIP is a plan and not a funding authorization document. Funding of the CIP is totally dependent on the annual budget adopted by the Board of County Commissioners (BCC) each year. The BCC, at their sole discretion, can choose to fund or not to fund any item in the CIP each year.

## Appendix A: Glossary

**Accessible Pedestrian Signal.** A device that communicates information about the pedestrian walk phase in non-visual formats such as audible tones, vibrotactile features or auditory announcements.

**Island.** Curbed or painted area outside of the vehicular path that is provided to separate and direct traffic movement, and which also may serve as a refuge for pedestrians.

**Crosswalk.** That part of a roadway at an intersection that is included within the extensions of the lateral lines of the sidewalks on opposite sides of the roadway, measured from the curb line or, in the absence of curbs, from the edges of the roadway or, in the absence of a sidewalk on one side of the roadway, the part of the roadway included within the extension of the lateral lines of the sidewalk at right angles to the centerline.

**Detectable Warning.** A surface feature built in or applied to walking surfaces or other elements to warn of roadway or driveway crossing hazards on a pedestrian access path.

**Driveway.** A vehicular path serving a single parcel of private property.

**Element.** An architectural or mechanical component of a facility, space, site or public right-of-way.

**Equivalent Facilitation.** A departure from a particular technical or scoping requirement of these standards by the use of other designs and technologies, where the alternative designs and technologies used provide substantially equivalent or greater access to and usability of the element.

**Facility.** All or any portion of structures, improvements, elements, and pedestrian or vehicular routes located on a site or in a public right-of-way.

**Pedestrian Access Route (Path).** Any walk or path intended for pedestrian movement or activity.

**Public Right-of-Way.** Land or property owned by a public entity and usually is acquired for or devoted to transportation or pedestrian purposes.

**Ramp.** A sloping portion of a walkway with a running slope exceeding five percent.

**Sidewalk.** That portion of a public right-of-way between the curb line or lateral line of a roadway and the adjacent property line that is improved for use by pedestrians.

**Sidewalk Ramp.** See Curb Ramp.

**Tactile Guidestrip.** A horizontal strip applied to the walking surface along an accessible pedestrian access route that provides directional cues for persons with low vision or persons who are blind and use a cane.

**Technical Infeasibility.** With respect to an alteration of an existing element, that it has little likelihood of being accomplished because existing physical or site constraints prohibit modification or addition of elements, spaces or features that are in full and strict compliance with the minimum requirements for new construction and that are necessary to provide accessibility.

**Table 1**  
**FY 2019/2020 through 2024/2025**  
**Pavement Management Program**

**2020-2021 Pavement Management Program**

<u>Arterial &amp; Collector Roads</u>		<u>Notes</u>		
<u>Road Name</u>	<u>From</u>	<u>To</u>	<u>Lane Miles</u>	<u>CURRENT Budget Amount</u>
LAKE EMMA RD	SAND POND RD	W. LAKE MARY BLVD	3.20	\$620,000
RED CLEVELAND BLVD	E. LAKE MARY BLVD	MARQUETTE AVE	2.40	\$540,000
S COUNTRY CLUB RD	CR-427 (RONALD REGAN BLVD)	W LAKE MARY BLVD	4.20	\$520,000
W. AIRPORT BLVD 2021 (w/ Portions of 46-A)	SR 417 OVERPASS	COUNTRY CLUB RD	6.50	\$1,220,000
DEAN ROAD	ORANGE CO LINE	ALOMA /CR 426	2.00	\$500,000
McNeil Road			2.00	\$280,000
			18.30	\$3,680,000

Pavement Management - Local Roads / Neighborhood Areas

<u>Neighborhood</u>	<u>Mean PCI</u>	<u>Lane Miles</u>	<u>Budget Estimate</u>
W. Lake Brantley Area (Jennifer Hope Ests, etc.)		5.00	\$650,000
Pearl Lake Heights Area		4.10	\$550,000
Sterling Park		3.20	\$450,000
Pine Way (Sanford Ave to Sipes)		4.00	\$530,000
Tee N Green Estates (Upsala @ 46-A)		0.70	\$120,000
Roseland Park		1.50	\$220,000
Spring Valley Chase		1.70	\$240,000
CR 46A (Casa Verde to Old Lake Mary Rd)		3.40	\$430,000
Grand Ave (Casselberry)		1.90	\$260,000
Marquette, Ohio and Onora Ave (Sanford Airport)		3.90	\$500,000
Misc. Locations		29.40	\$3,950,000

**Table 1  
FY 2019/2020 through 2024/2025  
Pavement Management Program  
Continued**

**2021-2022 Pavement Management Program**

Arterial & Collector Roads

<u>Road Name</u>	<u>From</u>	<u>To</u>	<u>Lane Miles</u>	<u>CURRENT Budget Amount</u>
LAKE DRIVE	SEMINOLA BLVD	E. LAKE DR	2.60	\$500,000
N. RONALD REAGAN BLVD (CR427) 2022	LONGWOOD LAKE MARY RD	S. COUNTRY CLUB RD	7.00	\$1,400,000
W. LAKE MARY BLVD 2022	INTERNATIONAL PKWAY	RINEHART RD	8.00	\$1,500,000
			17.60	\$3,400,000

Pavement Management - Local Roads / Neighborhood Areas

<u>Neighborhood</u>	<u>Mean PCI</u>		<u>Lane Miles</u>	<u>Budget Estimate</u>
Myrtle Lake Hills 2021 (Ridge & Overlook Rd)				\$90,000
Sweetwater Oaks (S of Wekiva Spgs Rd)			5.30	\$650,000
Sterling Meadows			2.80	\$370,000
Foxwood			1.50	\$240,000
Sunrise			3.80	\$500,000
Lafayette Forest			2.00	\$300,000
Geneva Area			5.90	\$750,000
Old Lockwood Road			2.80	\$370,000
W. 27th Street and Wyly Ave			2.00	\$300,000
I-4 Industrial Park (Hickman Dr, Powers Ct., etc)			3.00	\$400,000
Misc. Locations			29.10	\$4,280,000

**Total Lane Miles      46.70**

<u>Arterial &amp; Collector Roads</u>	\$3,400,000
<u>Local Roads:</u>	\$4,280,000
<u>Total</u>	<b>\$7,680,000</b>

**Table 1**  
**FY 2019/2020 through 2024/2025**  
**Pavement Management Program**  
**Continued**

2022-2023 Pavement Management Program				
Arterial & Collector Roads				
Road Name	From	To	Lane Miles	CURRENT Budget Amount
S. RONALD REAGAN BLVD (CR 427) 2023	SR 436 E Altamonte Dr	Dog Track Rd	7.10	\$1,300,000
BEAR LAKE RD 2023	Bunnell Rd	SR 436	4.30	\$900,000
General Hutchinson Pkwy	CR 427 N. Ronald Reagan Blvd	US 17/92	2.10	\$400,000
Red Bug Lake Rd 2023	Hollow Pine DR	417 Expressway	4.50	\$800,000
Palm Springs Dr (EXISTING - FUNDED PROJ)	North Street	SR 434	2.10	
			20.10	\$3,400,000
Pavement Management - Local Roads / Neighborhood Areas				
Neighborhood	Mean PCI		Lane Miles	Budget Estimate
Hidden Estates / Benton Woods			4.60	\$570,000
Brumley Rd (east end)			2.00	\$270,000
Lake Mills Rd (Curreyville to Brumley)			2.50	\$320,000
The Woodlands			5.30	\$660,000
Midway (from FY16/17 and 17/18)			6.30	\$780,000
Myrtle Lake Hills (Remaining Area)			1.20	\$170,000
River's Edge (off Snow Hill Rd)			1.50	\$200,000
Spring Ave Area (S of Lake Jesup)			2.00	\$270,000
Van Arsdale (Black Hammock)			1.10	\$160,000
Misc. Locations			26.50	\$4,280,000
Total Lane Miles			46.60	
Arterial & Collector Roads				\$3,400,000
Local Roads:				\$4,280,000
Total				\$7,680,000



**Table 1**  
**FY 2019/2020 through 2024/2025**  
**Pavement Management Program**  
**Continued**

### 2023-2024 Pavement Management Program

#### Arterial & Collector Roads

<u>Road Name</u>	<u>From</u>	<u>To</u>	<u>Lane Miles</u>	<u>CURRENT Budget Amount</u>
N. Ronald Reagan Blvd (CR27) 2024	Palmetto Ave	Longwood Hills Rd	4.00	\$900,000
W. 25th St	W. Airport Blvd	US17/92	6.00	\$1,200,000
Wekiva Springs Rd 2024	N.Hunt Club Blvd	Fox Valley Dr	4.50	\$1,300,000
			14.50	\$3,400,000

#### Pavement Management - Local Roads / Neighborhood Areas

<u>Neighborhood</u>	<u>Mean PCI</u>		<u>Lane Miles</u>	<u>Budget Estimate</u>
Midway			11.00	\$1,400,000
Rolling Hills 2024 (add-on Victoria Park?)			4.50	\$600,000
Lake Harriett Ests Area			8.80	\$1,000,000
CAMERON AVE* (Base Reconst/Widen)	NYAHWHITE COVE	CELERY AVE	1.80	\$400,000
Misc. Locations			26.10	\$4,280,000

Total Lane Miles      40.60

<u>Arterial &amp; Collector Roads</u>	\$3,400,000
<u>Local Roads:</u>	\$4,280,000
<u>Total</u>	\$7,680,000

**Table 1**  
**FY 2019/2020 through 2024/2025**  
**Pavement Management Program**  
**Continued**

**2024-2025 Pavement Management Program**
Arterial & Collector Roads

<u>Road Name</u>	<u>From</u>	<u>To</u>	<u>Lane Miles</u>	<u>CURRENT Budget Amount</u>
MARKHAM WOODS RD	ENCLAVE COVE	MARKHAM RD	3.50	\$650,000
MARKHAM WOODS RD	W. LAKE MARY BLVD	ENCLAVE COVE	4.20	\$750,000
E. LAKE MARY BLVD	US 17/92	CR 427	5.60	\$1,000,000
SANFORD AVE	LEMON ST	HIBISCUS DR	3.10	\$600,000
BEARDALL AVE* (Base Reconst/Widen)	EUDELL DR	CELERY AVE	2.70	\$400,000
			19.10	\$3,400,000

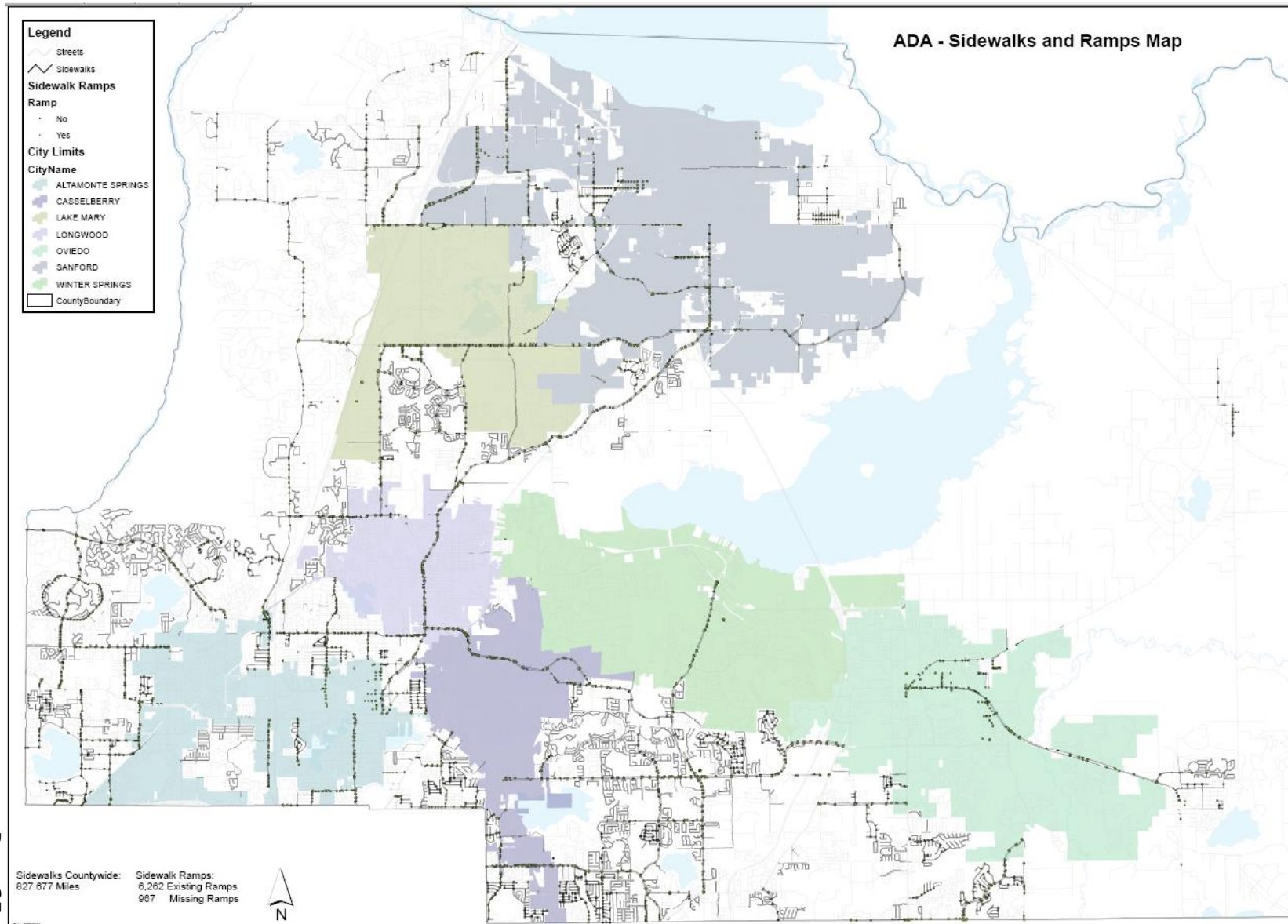
Pavement Management - Local Roads / Neighborhood Areas

<u>Neighborhood</u>	<u>Mean PCI</u>		<u>Lane Miles</u>	<u>Budget Estimate</u>
Lakewood Shores (Lake of the Woods near 17/92)			0.76	\$140,000
Wekiva Hills Area			4.00	\$550,000
Sleepy Hollow Area			5.30	\$680,000
Winter Woods Area			5.00	\$650,000
Deleon Ave			1.40	\$200,000
OTHER WORK				\$1,180,000
Misc. Locations			16.46	\$4,280,000

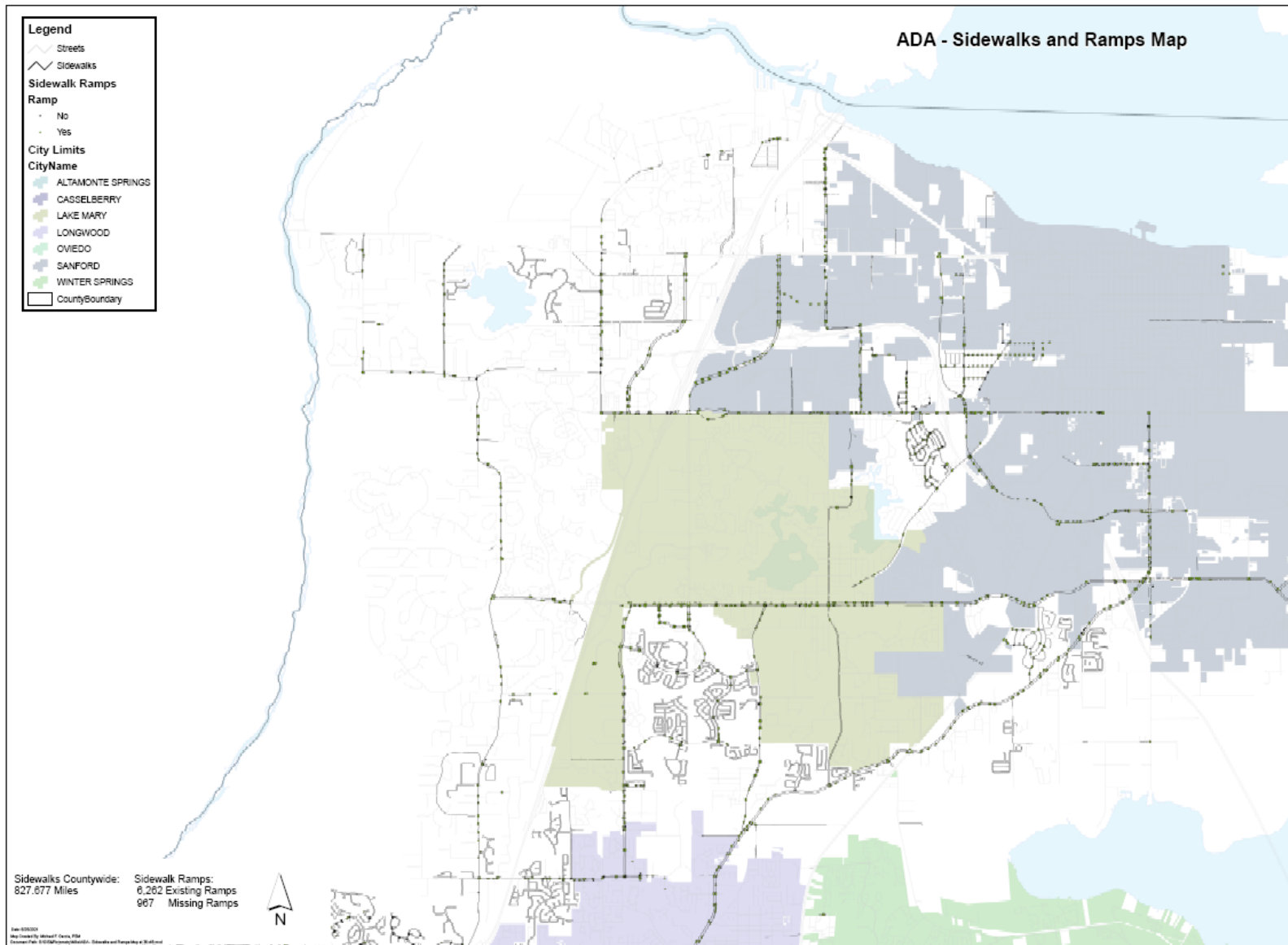
Total Lane Miles 35.56

<u>Arterial &amp; Collector Roads</u>	\$3,400,000
<u>Local Roads:</u>	\$4,280,000
<u>Total</u>	\$7,680,000

**Figure 1 – County Wide**



**Figure 1 – Northwest County**



**Figure 1 – Northeast County**

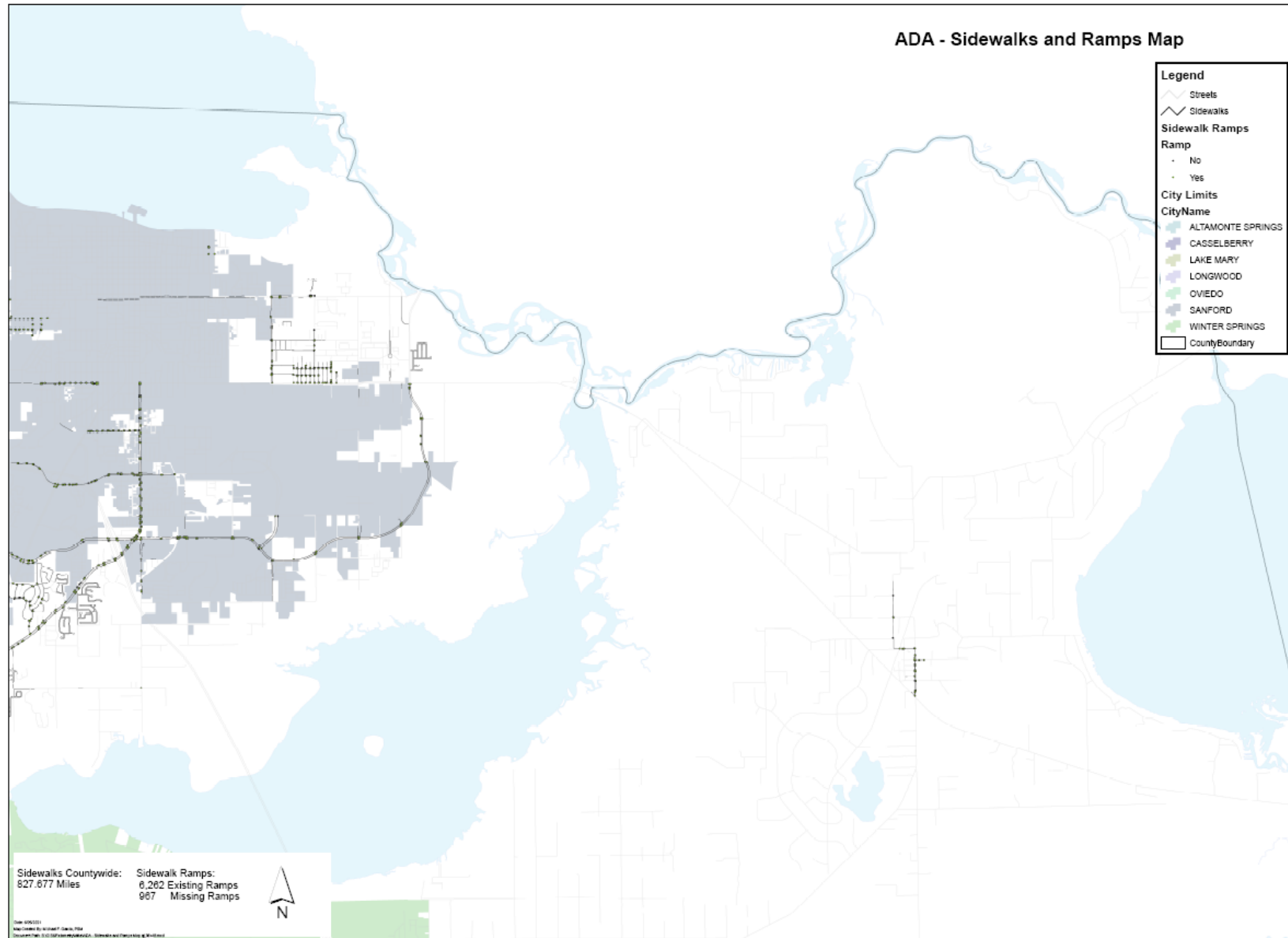


Figure 1- Southeast County

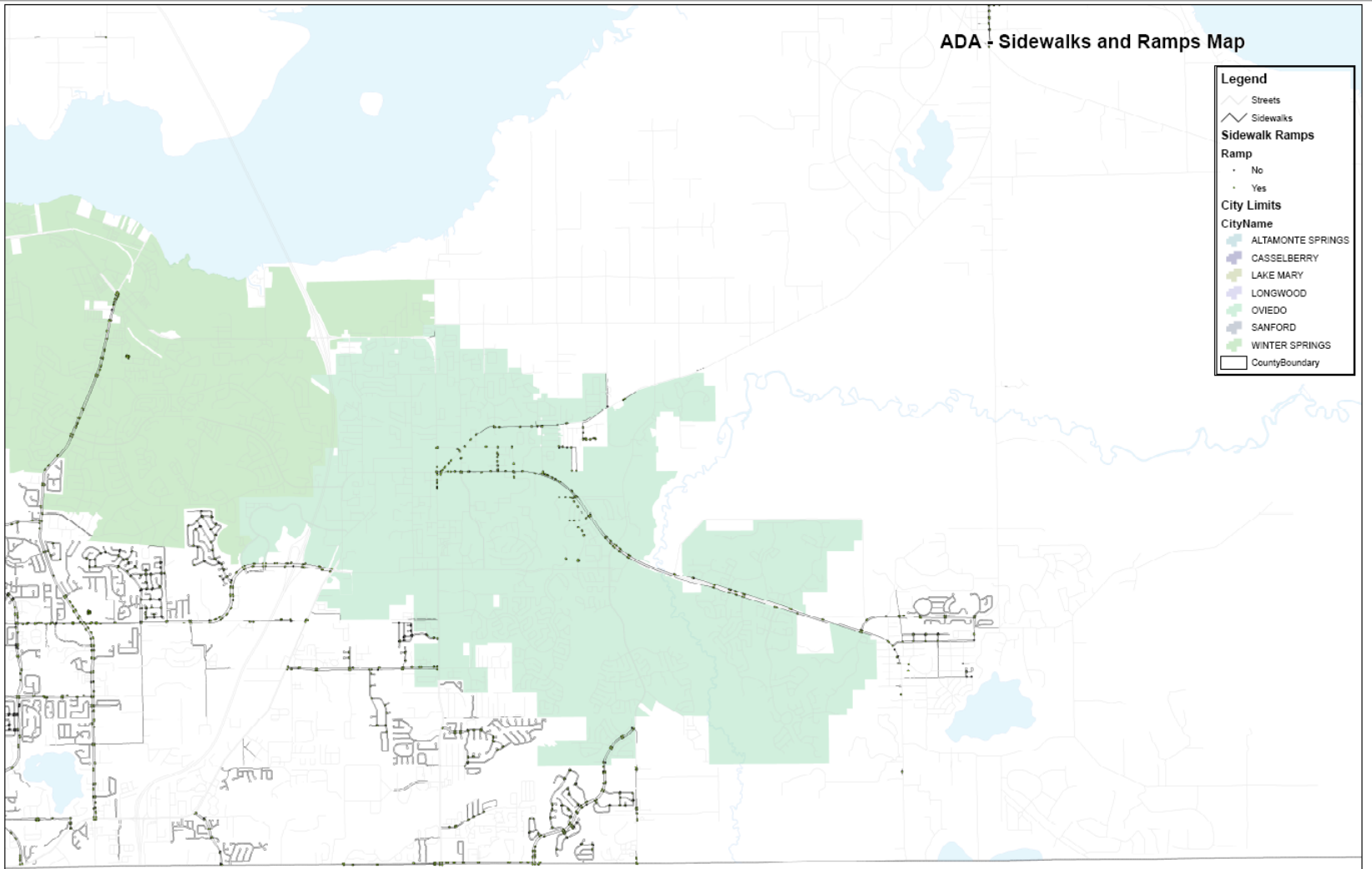




Figure 1 - Southwest County

