



START CROSSING  
Watch for  
Vehicles

DON'T START  
Flash Crossing

If Started  
TIME REMAINING  
To Flash Crossing

DON'T CROSS

PUSH BUTTON  
TO CROSS  
MIRAMAR PI WY.



The City of Miramar  
**ADA Self-Evaluation  
 & Transition Plan**

August 28, 2018  
 (updated 05/12/26)

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## Abbreviations

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ADA - Americans with Disabilities Act

ADAAG - Americans with Disabilities Act Accessibility Guidelines

CFR - Code of Federal Regulations

CIP - Capital Improvement Projects

DOJ - United States Department of Justice

FHWA - Federal Highway Administration

MUTCD - Manual on Uniform Traffic Control Devices

PROWAG - Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way

PSA – Program, Services, and Activities

TTY – Teletypewriter



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## 1.0 Purpose

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The purpose of this Americans with Disabilities Act (ADA) Self-Evaluation and Transition Plan is to summarize the activities completed to-date related to ADA compliance and to create a roadmap for the City of Miramar to update their ADA Transition Plan. Prioritization methodology for evaluating and implementing improvements was developed based on the applicable 2010 ADA Standards, Title 24 of the 2012 Florida Accessibility Code for Building Construction, 2011 Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG), and the details are provided in this document.

This document includes an overview of the ADA and provides recommendations for the City of Miramar based on guidance from the Federal Highway Administration (FHWA) and U.S. Department of Justice (DOJ) to improve accessibility for the public.



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## 2.0 Introduction

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### 2.1 Legislative Mandate

The Americans with Disabilities Act (ADA) is a civil rights law that mandates equal opportunity for individuals with disabilities. The ADA prohibits discrimination in access to jobs, government services, public transportation, public accommodations, and telecommunications. There are five titles of the ADA including:

- Title I: Employment
- Title II: State and Local Government
- Title III: Public Accommodations and Commercial Facilities
- Title IV: Telecommunications Relay Services
- Title V: Miscellaneous Provisions

The City of Miramar is obligated to observe all requirements of Title I in its employment practices; Title II in its programs, services, and activities (PSAs); any parts of Titles IV and V that apply to the City and its programs, services, or facilities; and all requirements specified in the 2010 ADA Standards, Title 24 of the 2012 Florida Accessibility Code for Building Construction, and 2011 Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) that apply to facilities and other physical holdings.

Title IV of the ADA requires that telephone companies provide telecommunication relay services that allow individuals with hearing or speech impairments to communicate using a teletypewriter (TTY) or another non-voice device. It also requires that all television public service announcements produced or funded in whole or in part by the federal government include closed captioning. Title IV would not apply to the City of Miramar unless they are receiving funds from the federal government for television service announcements.

Title V is a miscellaneous section. It includes provisions that do not allow the ADA to invalidate or override other laws (federal, state, and local) to provide equal or greater protections or remedies for people with disabilities. It includes exclusions of conditions from the definition of accessibility. Title V also includes protection of individuals from retaliation, intimidation, coercion, threats, or interference with people who seek to exercise their rights, or who encourage or aid others to do so, as these actions are prohibited.

The City of Miramar will undertake a comprehensive evaluation of its PSAs and facilities to determine the extent that individuals with disabilities may be restricted in their access.

### 2.2 ADA Self-Evaluation and Transition Plan Development Requirements and Process

Title II requires the operation of each service, program or activity so that, when viewed in its entirety, is readily accessible to and usable by individuals with disabilities.<sup>1</sup> It is firmly stated that no qualified individual with a disability may be excluded from participating in, or denied the benefits of, the services, programs, or activities provided by a public entity because of a disability.<sup>2</sup>

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<sup>1</sup> 28 C.F.R. §§ 35.149-150

<sup>2</sup> 42 U.S.C. § 12132; 42 U.S.C § 12102(2)(B) & (C)



Title II has the broadest impact on the City. Included in Title II are administrative requirements for all government entities employing more than 50 people. These administrative requirements are:

1. To notify applicants, participants, beneficiaries, and other interested people of their rights and the public entity's obligations under Title II<sup>3</sup>
2. To designate a responsible employee (ADA Coordinator) to coordinate its efforts to comply with and carry out the public entity's ADA responsibilities<sup>4</sup>
3. To establish a grievance procedure for resolving complaints related to Title II<sup>5</sup>
4. To conduct a Self-Evaluation<sup>6</sup>
  - A Self-Evaluation is an assessment of the public entity's services, programs, and activities and the policies and practices that govern the administration of them. This can include laws, ordinances, regulations, and manuals. The goal is to determine if the policies and practices adversely affect full participation of individuals with disabilities.
5. To develop a Citywide Transition Plan<sup>7</sup>
  - In the event that structural changes to facilities will be undertaken to achieve program accessibility, a Citywide Transition Plan setting forth the steps necessary to complete such changes must be developed.

The City of Miramar's ADA Transition Plan documents the City adherence to these administrative requirements and describes the process that will be used to complete the Self-Evaluation of the City of Miramar's PSAs and facilities. The resulting Self-Evaluation will include possible solutions to remove programmatic barriers and be used to update the City's Transition Plan for the modification of facilities and public rights-of way to improve accessibility, which will guide the planning and implementation of necessary program and facility modifications over the next several years. The ADA Self-Evaluation and Transition Plan is significant in that it establishes the City's ongoing commitment to the development and maintenance of PSAs and facilities that accommodate all of its citizenry.

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<sup>3</sup> 28 C.F.R. § 35.106

<sup>4</sup> 28 C.F.R. § 35.107(a)

<sup>5</sup> 28 C.F.R. § 35.107(b)

<sup>6</sup> 28 C.F.R. § 35.105

<sup>7</sup> 28 C.F.R. § 35.150

## 2.3 Discrimination and Accessibility

Program accessibility means that, when viewed in its entirety, each program is readily accessible to and usable by individuals with disabilities. Program accessibility is necessary not only for individuals with mobility needs, but also to individuals with sensory and cognitive disabilities.

Accessibility applies to all aspects of a program or service, including but not limited to physical access, advertisement, orientation, eligibility, participation, testing or evaluation, provision of auxiliary aids, transportation, policies, and communication.

The following are examples of elements that should be evaluated for barriers to accessibility:

### 2.3.1 Physical Barriers

- Parking
- Path of travel to, throughout, and between buildings and amenities
- Doors
- Service counters
- Restrooms
- Drinking fountains
- Public telephones
- Path of travel along sidewalk corridors within the public rights-of-way
- Access to pedestrian equipment at signalized intersections

### 2.3.2 Programmatic Barriers

- Building signage
- Customer communication and interaction
- Non-compliant sidewalks or curb ramps
- Emergency notifications, alarms, and visible signals
- Participation opportunities for City-sponsored events

### 2.3.3 Ongoing Accessibility Improvements

City PSAs and facilities evaluated during the Self-Evaluation will continue to be evaluated on an ongoing basis, and the ADA Transition Plan will be revised to account for changes that have been or will be completed since the initial Self-Evaluation. This Plan will be posted on the City's website for review and consideration by the public.

### 2.3.4 City of Miramar Approach

The purpose of the Transition Plan is to provide the framework for achieving equal access to the City of Miramar's programs, services, activities, and facilities within a reasonable timeframe. The City's elected officials and staff believe that accommodating persons with disabilities is essential to good customer service, ensures the quality of life Miramar residents seek to enjoy, and guides future improvements.

The City of Miramar should make reasonable modifications in PSAs when the modifications are necessary to avoid discrimination based on disability, unless the City can demonstrate that making the modifications would fundamentally alter the nature of the program, service, or activity. The City of Miramar will not place surcharges on individuals with disabilities to cover the cost involved in making PSAs accessible.

## 2.4 Exceptions and Exemptions

A municipality is not required to take any action that would create any undue financial or administrative burden for the public entity, create a hazardous condition for other people, or threaten or destroy the historic significance of a historic property.

In determining whether an alteration would impose an undue financial or administrative burden on a covered entity, factors to be considered include: (i) the nature and cost of the alteration needed under this chapter; (ii) the overall financial resources of the facility or facilities involved in the provision of the reasonable accommodation; the number of persons employed at such facility; the effect on expenses and resources, or the impact otherwise of such accommodation upon the operation of the facility; (iii) the overall financial resources of the covered entity; the overall size of the business of a covered entity with respect to the number of its employees; the number, type, and location of its facilities; and (iv) the type of operation or operations of the covered entity, including the composition, structure, and functions of the workforce of such entity; the geographic separateness, administrative, or fiscal relationship of the facility or facilities in question to the covered entity.

In determining whether an alteration would threaten or destroy the historic significance of a historic property, the City should first confirm if the property is on the National Register of Historic Places. Based on a search of the National Register of Historic Places NPGallery Database (<https://npgallery.nps.gov/nrhp>) and the associated geodatabase (<https://irma.nps.gov/DataStore/Reference/Profile/2210280>), there are no registered historical places within the City of Miramar, but there may be other documentation available not provided on these websites.

The City has established the Historic Miramar Advisory Board. The purpose of the Board is to act in an advisory capacity to the City Commission in matters relating to issues affecting the historic part of the City, and to make recommendations concerning necessary infrastructure improvements and the priority of such improvements, beautification, health and welfare issues, maintenance, future development, and/or other issues geared towards improving the quality of the life of City residents. The Historic Miramar Advisory Board should take the ADA into consideration when providing recommendations to ensure the current standards are being met when facilities are altered.

A municipality is not necessarily required to make each of its existing facilities accessible to and usable by individuals with disabilities. In the event the City determines a proposed action would generate undue financial or administrative burden, create a hazardous condition for other people, or threaten or destroy the historic significance of a historic property, a municipality has a responsibility to communicate and document the decision and the methodology used to reach it. If an action would result in such an alteration or such burdens, a municipality shall take any other actions that would not result in such an alteration or such burdens but would nevertheless ensure that individuals with disabilities receive the benefits or services provided by the City.

## 2.5 New Construction and Alterations

If the start date for construction is on or after March 15, 2012, all newly constructed or altered state and local government facilities must comply with the 2010 ADA Standards for Accessible Design. Before that date, the 1991 Standards (without the elevator exemption), the Uniform Federal Accessibility Guidelines, or the 2010 ADA Standards may be used for such projects when the start of construction commences on or after September 15, 2010.

The most recent standard is the 2010 ADA Standards for Accessible Design, which sets the minimum requirements – both scoping and technical – for newly designed and constructed or altered state and local government facilities, public accommodations, and commercial facilities to be readily accessible to and usable by individuals with disabilities. It is effectuated from 28 CFR 35.151 and the 2004 Americans with Disabilities Act Accessibility Guidelines (ADAAG). However, the FHWA and DOJ recommend using the *Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way* (PROWAG) for designing facilities within the public rights-of-way as a



best practice until it is adopted at the federal level. The Manual of Uniform Traffic Control Devices (MUTCD) is also incorporated by reference within PROWAG. As of November 2016, the Florida Department of Transportation (FDOT) has not officially adopted PROWAG, but according to their current ADA Coordinator, FDOT has incorporated criteria from PROWAG into the design standards and Plans Preparation Manual. It is recommended that the City of Miramar adopt PROWAG so that it becomes an enforceable document for all City projects within the public rights-of-way, regardless of its adoption status at the state and federal level.

#### **2010 ADA Standards for Accessible Design**

The Department of Justice's revised regulations for Titles II and III of the Americans with Disabilities Act of 1990 (ADA) were published in the Federal Register on September 15, 2010. These regulations adopted revised, enforceable accessibility standards called the 2010 ADA Standards for Accessible Design, "2010 Standards." On March 15, 2012, compliance with the 2010 Standards was required for new construction and alterations under Titles II and III. March 15, 2012, is also the compliance date for using the 2010 Standards for program accessibility and barrier removal.

#### **PROWAG**

The U.S. Access Board is developing new guidelines for public rights-of-way that will address various issues, including access for blind pedestrians at street crossings, wheelchair access to on-street parking, and various constraints posed by space limitations, roadway design practices, slope, and terrain. The new guidelines will cover pedestrian access to sidewalks and streets, including crosswalks, curb ramps, street furnishings, pedestrian signals, parking, and other components of public rights-of-way. The Board's aim in developing these guidelines is to ensure that access for persons with disabilities is provided wherever a pedestrian way is newly built or altered, and that the same degree of convenience, connection, and safety afforded the public generally is available to pedestrians with disabilities. Once these guidelines are adopted by the Department of Justice, they will become enforceable standards under Title II of the ADA. However, in a memorandum date January 23, 2006 from the Federal Highway Administration, the draft PROWAG is the recommended best practice and can be considered the state of the practice that could be followed for areas not fully addressed by the 2010 ADA Standards for Accessible Design.

#### **MUTCD**

Traffic control devices shall be defined as all signs, signals, markings, and other devices used to regulate, warn, or guide traffic, placed on, over, or adjacent to a street, highway, pedestrian facility, bikeway, or private road open to public travel by authority of a public agency or official having jurisdiction, or, in the case of a private road, by authority of the private owner or private official having jurisdiction. The Manual on Uniform Traffic Control Devices is incorporated by reference in 23 Code of Federal Regulations (CFR), Part 655, Subpart F and shall be recognized as the national standard for all traffic control devices installed on any street, highway, bikeway, or private road open to public travel in accordance with 23 U.S.C. 109(d) and 402(a). The policies and procedures of the Federal Highway Administration (FHWA) to obtain basic uniformity of traffic control devices shall be as described in 23 CFR 655, Subpart F.

## 2.6 Maintenance Versus Alterations

The United States Department of Justice (DOJ) has issued a briefing memorandum on clarification of maintenance versus projects. Information contained in the briefing memorandum is below. We recommend this clarification with regard to when curb ramp installation is required as part of a project be distributed to the appropriate City of Miramar staff.

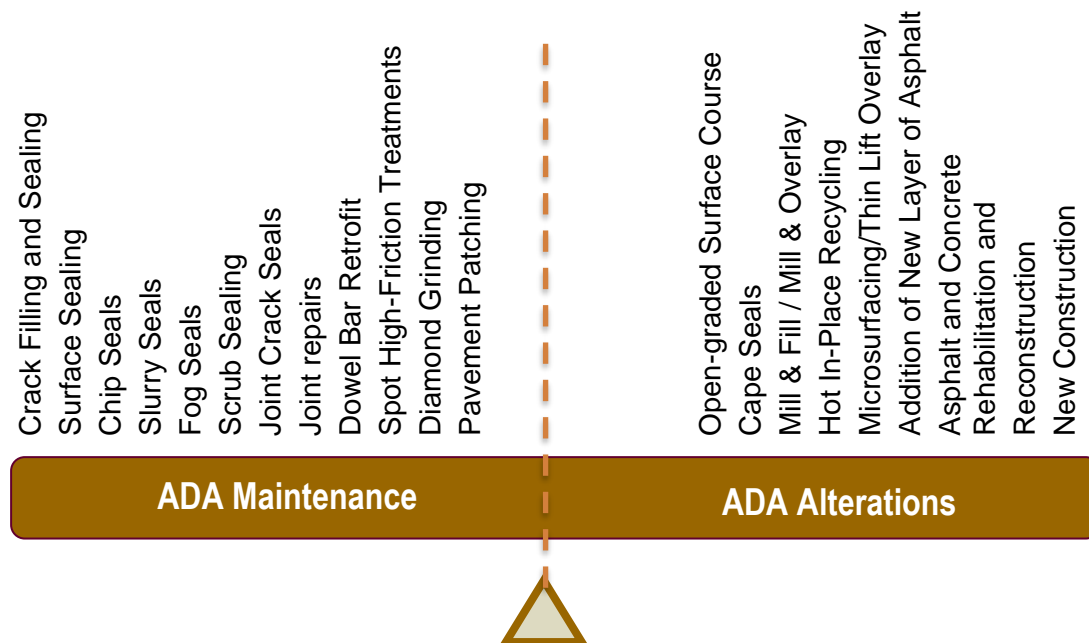
The Americans with Disabilities Act of 1990 (ADA) is a civil rights statute prohibiting discrimination against persons with disabilities in all aspects of life, including transportation, based on regulations promulgated by the United States Department of Justice (DOJ). DOJ's regulations require accessible planning, design, and construction to integrate people with disabilities into mainstream society. Further, these laws require that public entities responsible for operating and maintaining the public rights-of-way do not discriminate in their programs and activities against persons with disabilities. FHWA's ADA program implements the DOJ regulations through delegated authority to ensure that pedestrians with disabilities have the opportunity to use the transportation system's pedestrian facilities in an accessible and safe manner.

*FHWA and DOJ met in March 2012 and March 2013 to clarify guidance on the ADA's requirements for constructing curb ramps on resurfacing projects. Projects deemed to be alterations must include curb ramps within the scope of the project.*

*This clarification provides a single Federal policy that identifies specific asphalt and concrete-pavement repair treatments that are considered to be alterations – requiring installation of curb ramps within the scope of the project – and those that are considered to be maintenance, which do not require curb ramps at the time of the improvement. Figure 1 provides a summary of the types of projects that fall within maintenance versus alterations.*

*This approach clearly identifies the types of structural treatments that both DOJ and FHWA agree require curb ramps (when there is a pedestrian walkway with a prepared surface for pedestrian use and a curb, elevation, or other barrier between the street and the walkway) and furthers the goal of the ADA to provide increased accessibility to the public right-of-way for persons with disabilities. This single Federal policy will provide for increased consistency and improved enforcement.*

**Figure 1. Maintenance versus Alteration Projects**



Source: DOJ Briefing Memorandum on Maintenance versus Alteration Projects

## 2.7 FHWA Guidance on Closing Pedestrian Crossings

An alteration that decreases or has the effect of decreasing the accessibility of a facility below the requirements for new construction at the time of the alteration is prohibited. For example, the removal of an existing curb ramp or sidewalk (without equivalent replacement) is prohibited. However, the FHWA has indicated a crossing may be closed if an engineering study (performed by the City and not included in the scope of this Transition Plan) determines the crossing is not safe for any user. The crossing should be closed by doing the following:

- A physical barrier is required to close a crossing at an intersection. FHWA has determined that a strip of grass between the sidewalk and the curb IS acceptable as a physical barrier.
- A sign should be used to communicate the closure.

The agency wishing to close certain intersection crossings should have a reasonable and consistent policy on when to do so written in their Transition Plan or as a standalone document. If safety concerns are established by an engineering study, a pedestrian crossing should not be accommodated for any user. The City of Miramar should also develop and implement a policy on how to close those crossings that are accommodated based on the existing conditions at the crossing location (e.g. existing sidewalk leading up to the curb in the direction of the crossing or existing curb ramp or crosswalk serving the crossing) but should not be due to safety concerns.

## 2.8 Existing City Programs that Implement ADA Upgrades

The City of Miramar currently implements ADA compliant designs through the following efforts:

- The Public Works Department Street Maintenance Program encompasses curb and gutter, pavement, and sidewalk maintenance, all which improve the pedestrian path of travel in the public rights-of-way and help maintain accessible routes within the City of Miramar in an accessible condition.
- The City's Sidewalk Replacement Plan is a Capital Improvement Project (CIP) that began in 2017 and will include the replacement of approximately two (2) miles of sidewalk adjacent to and within proximity of schools, parks, and community centers in the City, including sidewalk adjacent to major and collector roadways and local neighborhood streets.



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## 3.0 Public Outreach

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The City plans to establish an external ADA Advisory Committee consisting of representatives from local disability organizations. The City intends to meet with the ADA Advisory Committee to introduce the ADA Self-Evaluation and Transition Plan process, seek feedback from the committee how the City is doing regarding accessibility, and to identify high priority areas within the City where programs, services, activities, or facilities that have barriers to access. Local organizations that will be contacted for participation include:

- Agency for Persons with Disabilities (APD)
- Arc Broward
- Best Buddies of America
- Brain Injury Association of Florida, Inc.
- Disables American Veterans
- Florida Alliance for Assistive Services and Technology (FAAST), Inc.
- Florida Coordinating Council for the Deaf and Hard of Hearing (FCCDHH)
- Florida Independent Living Council
- Lighthouse of Broward County
- Paralyzed Veterans of America

The City also intends to host a public workshop on to provide a summary of the ADA Transition Plan and receive feedback on the Transition Planning process and any other concerns related to accessibility.



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## 4.0 Self-Evaluation and Summary of Findings

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The City of Miramar's Americans with Disabilities Act (ADA) Transition Plan will include the results of a comprehensive review of the programs, services, and activities provided to employees and the public. The Plan will also include the findings from facility evaluations of all City-owned/maintained buildings and associated parking lots, parks and associated parking lots, park sidewalk and associated curb ramps, signalized intersections, public rights-of-way sidewalks and associated curb ramps, and transit stops.

### 4.1 Programs, Services, and Activities Review

Under the ADA, the City of Miramar is required to complete a Self-Evaluation of the City's programs, policies, and practices. The Self-Evaluation identifies and provides possible solutions to those policies and practices that are inconsistent with Title II requirements. To be compliant, the Self-Evaluation should consider all the City's programs, services, and activities, as well as the policies and practices the City uses to implement its various programs and services.

To comply with requirements of the plan, the City must take corrective measures to achieve program accessibility through several methods, including, but not limited to:

- (1) Relocation of programs to accessible facilities;
- (2) Modifications to existing programs so they are offered in an accessible manner;
- (3) Structural methods such as altering an existing facility in which a program is administered;
- (4) Policy modifications to ensure nondiscrimination; and
- (5) Auxiliary aids needed to provide effective communication.

When choosing a method of providing program access, the City should attempt to give priority to the method that promotes inclusion among all users, including individuals with disabilities.

Programs, services, and activities offered by the City to the public must be accessible. Accessibility applies to all aspects of a program, services, or activity, including advertisement, orientation, eligibility, participation, testing or evaluation, physical access, provision of auxiliary aids, transportation, policies, and communication.

However, the City does not have to take any action that would result in a fundamental alteration in the nature of a program or activity, create a hazardous condition for other people, or result in an undue financial and/or administrative burden. This determination can only be made by the ADA/504 Coordinator and/or an authorized designee of the City, such as the City Manager or his designee, and must be accompanied by a written statement detailing the reasons for reaching the determination.

The determination of undue burden must be based on an evaluation of all resources available for use. If a barrier removal action is judged unduly burdensome, the City must consider all other options for providing access that would ensure that individuals with disabilities receive the benefits and services of the program or activity. This process must be fully documented.



#### 4.1.1 ADA/504 Coordinator (Title I / Title II)

Under the ADA Title II, when a public entity has 50 or more employees based on an entity-wide employee total count, the entity is required to designate at least one (1) qualified responsible employee to coordinate compliance with ADA requirements. The name, office address, and telephone number of this individual must be available and advertised to employees and the public. This allows for someone to assist with questions and concerns regarding disability discrimination to be easily identified.

##### ADA/504 Coordinator: Self-Evaluation Findings

The City of Miramar has appointed Kanika Stampf as ADA/504 Coordinator for Title I and Title II. Below is her contact information:

Kanika Stampf, ADA Coordinator  
Chief HR Officer / Director of Human Resources  
2300 Civic Center Place  
Miramar, FL 33025  
Office: 954-602-3062  
krstampf@miramarfl.gov

When searching the City website for “ADA Coordinator”, the City of Miramar ADA Notice, City of Miramar Grievance Procedure under the ADA, and the ADA Disability Accommodations webpage are returned in the search results; however, Kanika's full name and contact information is only provided on the grievance procedure.

##### ADA/504 Coordinator: Possible Solutions

Kanika Stampf's name and full contact information should be prominently displayed in common areas that are accessible to all employees and areas open to the public, as well as the City website. The ADA/504 Coordinator contact information must be included in all materials that are distributed from the City. The City should consider adding Kanika's name and email address to the ADA Disability Accommodations webpage (<https://www.miramarfl.gov/directory.aspx?did=13>).

#### 4.1.2 Roles and Responsibilities of the ADA/504 Coordinator

Below is a list of qualifications for ADA Coordinators that are recommended by U.S. Department of Justice:

- Familiarity with the entities structures, activities, and employees;
- Knowledge of the ADA and other laws addressing the rights of people with disabilities, such as Section 504 of the Rehabilitation Act;
- Experience with people with a broad range of disabilities;
- Knowledge of various alternative formats and alternative technologies that enable individuals with disabilities to communicate, participate, and perform tasks;
- Ability to work cooperatively with local entities and people with disabilities;
- Familiarity with any local disability advocacy groups or other disability groups;
- Skills and training in negotiation and mediation; and
- Organizational and analytical skills.

#### Roles and Responsibilities of the ADA/504 Coordinator: Self-Evaluation Findings

No information regarding the roles and responsibilities of the ADA/504 Coordinator has been developed by the City.

#### Roles and Responsibilities of the ADA/504 Coordinator: Possible Solutions

The City should develop roles and responsibilities for the ADA/504 Coordinator. These roles and responsibilities should be consistent with the Department of Justice's guidance for "An Effective ADA Coordinator" (<https://www.ada.gov/pccatoolkit/chap2toolkit.htm>).

### 4.1.3 ADA Grievance Procedure and Grievance Form with Appeal Process

#### ***Title I***

Title I of the ADA prohibits private employers, state and local governments, employment agencies, and labor unions from discriminating against qualified individuals with disabilities in job application procedures, hiring, firing, advancement, compensation, job training, and other terms, conditions, and privileges of employment. The ADA covers employers with 15 or more employees based on an entity-wide employee total count, including state and local governments.

The purpose of the ADA grievance procedure is to provide a mechanism for the resolution of discrimination issues at the city level, rather than require the complainant to resort to resolution at the federal level.

#### ADA Grievance Procedure and Grievance Form with Appeals Process (Title I): Self-Evaluation Findings

Employment-related grievance of disability discrimination are governed by the City of Miramar's Administrative Policies, Directives and Procedures (APDP).

#### ADA Grievance Procedure and Grievance Form with Appeals Process (Title I): Possible Solutions

The City should review the Title I grievance procedure contained within the APDP.

#### ***Title II***

Local governments with 50 or more employees are required to adopt and publish procedures for resolving grievances in a prompt and fair manner that may arise under Title II of the ADA. Neither Title II nor its implementing regulations describe what ADA grievance procedures must include; however, the U.S. Department of Justice suggests the follow content:

- A description of how and where a complaint under Title II may be filed with the government entity;
- If a written complaint is required, a statement notifying potential complainants that alternative means of filing will be available to people with disabilities who require such an alternative;
- A description of the time frames and processes to be followed by the complainant and the government entity;
- Information on how to appeal an adverse decision; and
- A statement of how long complaint files will be retained.



### ADA Grievance Procedure and Grievance Form with Appeals Process (Title II): Self-Evaluation Findings

The City of Miramar Grievance Procedure Under the Americans with Disabilities Act (ADA) is posted on the City's website. The grievance procedure includes all elements suggested by the DOJ, with the exception of a statement of how long the grievances will be retained. A copy of the City of Miramar Grievance Procedure under the Americans with Disabilities Act is provided in **Appendix A-1**.

### ADA Grievance Procedure and Grievance Form with Appeals Process (Title II): Possible Solutions

Below is sample language provided by the DOJ that could be added to the existing grievance procedure:

*All written complaints received by Kanika Stampf or her designee, appeals to the City Manager or his designee, and responses from these two offices will be retained by the City of Miramar for at least three (3) years.*

In addition to being posted on the City's website, the grievance procedure should be distributed to all City leadership and posted in public spaces of public buildings.

While a grievance form is not required, the City should consider the use of a form to help facilitate the information gathering process needed to address complaints. A draft grievance form is provided in the **Appendix A-2**.

#### 4.1.4 Public Notice Under the ADA

The ADA public notice requirement applies to all state and local governments covered by Title II, including entities with fewer than 50 employees. The target audience for the public notice includes applicants, beneficiaries, and other people interested in the entities programs, services, and activities. This notice is required to include information regarding Title II of the ADA and how it applies to the programs, services, and activities of the public entity. The Department of Justice suggests including brief statements about:

- Employment;
- Effective communication;
- Making reasonable modifications to policies and programs;
- Not placing surcharges on modifications or auxiliary aids and services; and
- Filing complaints.

The notice should also include the name and contact information of the ADA/504 Coordinator. Publishing and publicizing the ADA notice is not a one-time requirement. State and local government entities should provide the information on an ongoing basis, whenever necessary.

### Public Notice Under the ADA: Self-Evaluation Findings

The City of Miramar Notice Under the Americans with Disabilities Act is posted on the City's website. The notice includes statements about effective communication and filing complaints. However, statements about employment, making reasonable modifications to policies and programs, and not placing surcharges on modifications or auxiliary aids and services are not included. A copy of the City of Miramar Notice under the Americans with Disabilities Act is provided in **Appendix B**.



## Public Notice Under the ADA: Possible Solutions

Below is sample language provided by the DOJ that could be added to the existing City notice:

### **Employment**

*The City of Miramar does not discriminate on the basis of disability in its hiring or employment practices and complies with all regulations promulgated by the U.S. Equal Employment Opportunity Commission under Title I of the ADA.*

### **Modifications to Policies and Procedures**

*The City of Miramar will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all of its programs, services, and activities. For example, individuals with service animals are welcomed in City Hall, even where pets are generally prohibited.*

### **Surcharges**

*The City of Miramar will not place a surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids/services or reasonable modifications of policy, such as retrieving items from locations that are open to the public but are not accessible to persons who use wheelchairs.*

## 4.1.5 ADA Liaison Committee

The City of Miramar has established an internal ADA Liaison Committee. This committee is comprised of a representative from each City department. These representatives are tasked with serving as the ADA contact for their department and will consult with the ADA/504 Coordinator regarding all ADA issues impacting their department. Each representative is responsible for keeping a detailed log for all ADA inquiries within their department. This log shall be shared with ADA/504 Coordinator and shall be retained for at least three (3) years.

## 4.2 Program, Services, and Activities Inventory

The City of Miramar has compiled a list of all City programs, services, and activities (PSAs) required to be reviewed for compliance with Title II of the ADA. The City will evaluate current status regarding ADA requirements including eligibility requirements, participation requirements, facilities used, staff training, tours, transportation, communication, notifications, public meetings, the use of contracted services, purchasing, maintenance of accessible features, and emergency procedures.

The Self-Evaluation of these PSAs will be completed over an estimated one (1) year period and updates to the City's Transition Plan will be made to including findings and possible solutions for identified barriers. The following sections detail the identified PSAs for review.

### Boards and Commissions

- Affordable Housing Board
- Blasting Citizen Advisory Committee
- Civil Service Board
- Cultural Center Arts Park Advisory Board
- Economic Development Advisory Board

- Education Advisory Board
- Firefighter Pension Board
- G.E. Pension Board
- Historic Miramar Advisory Board
- Management Retirement Plan Board
- Parks & Recreation Advisory Board
- Planning & Zoning Board
- Police Pension Board
- Teen Council Advisory Board
- Development Review Committee (DRC)

#### Departments

- Office of the City Manager
- City Clerk
- Community & Economic Development
- Construction & Facilities Management
- Cultural Affairs
- Finance
- Fire Rescue
- Human Resources
- Information Technology
- Management & Budget
- Parks & Recreation
- Police
- Procurement Department
- Public Works
- Social Services
- Utilities

#### Policy / Procedures / Guidelines

- City of Miramar Administrative Policy Directives and Procedures Manual (for Title II compliance)
- City of Miramar Title VI Non-Discrimination Policy

The City does not have policies, procedures, or guidelines related to the following and should consider the development of these documents:

- Reasonable Accommodation Procedure and Request Form
- Reasonable Modification Procedure and Request Form
- Service Animal Guidance for Reasonable Accommodations
- Service Animal Guidance for Reasonable Modification in Public Places
- Policy and Procedure for Updates to ADA Transition Plan
- Guidance for City-wide ADA Training

#### Employment Practices

- City of Miramar Administrative Policy Directives and Procedures Manual
- City of Miramar Manager Guide: Talent Acquisition – The Hiring Manager Resource
- City of Miramar job descriptions



### Design Standards

The City of Miramar has adopted the Florida Building Code 2017 and the International Building Code. The City is not responsible for these codes. The following City standards should be evaluated for consistency with the 2010 ADA Standards for Accessible Design, Title 24 of the 2012 Florida Accessibility Code for Building Construction, and 2011 Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG):

- City of Miramar 1998 Engineering Standards for Public Works & Utilities Systems
- City of Miramar Utility Standard Details (Sheets 1 – 11)

### Website

A review of the City website for compliance with Section 508 of the Rehabilitation Act of 1973 and Web Content Accessibility Guidelines (WCAG) 2.0 should be completed.

### Emergency Operations Plan

The City of Miramar 2015 Emergency Operations Plan should be evaluated for employee evacuation and emergency operations for consistency with current accessibility requirements and standards.

### Ordinances

- Chapter 1: General Provisions
- Chapter 2: Administration
- Chapter 3: Alarm Systems
- Chapter 4: Alcoholic Beverages
- Chapter 5: Amusement Devices
- Chapter 6: Animals
- Chapter 7: Cable Television
- Chapter 8: Elections
- Chapter 9: Fire Prevention and Protection
- Chapter 10: Health, Sanitation and Nuisances
- Chapter 11: Business Taxes, Permits and Business Regulations
- Chapter 12: Marine Activities and Ways
- Chapter 13: Miscellaneous Offenses
- Chapter 14: Community Services
- Chapter 15: Pensions
- Chapter 16: Civil Service Rules and Regulations
- Chapter 17: Police
- Chapter 18: Solid Waste
- Chapter 18.5: South Florida Sports and Entertainment Special District
- Chapter 19: Taxation
- Chapter 20: Traffic and Motor Vehicles
- Chapter 21: Utilities
- Chapter 22: Buildings and Building Structure Regulations
- Chapter 22.5: Planning and Development
- Chapter 23: Streets and Sidewalks
- Chapter 24: Reserved
- Chapter 25: Vegetation
- Chapter 26: Reserved

## 4.3 Facilities Review

The Federal Highway Administration (FHWA) has provided guidance on the ADA Transition Plan process in their “INFORMATION AND ACTION: ADA Transition Plan Process” memo dated November 17, 2015 (see **Appendix C**). While this memo specifically addresses State Departments of Transportations, FHWA also recommends this guidance for local municipalities until municipality-specific guidance is developed by FHWA. Provided in the memo is a checklist for elements to be included in an ADA Transition Plan and other ADA requirements that agencies must fulfill.

Items included in the FHWA checklist related to the public rights-of-way are:

- **Inventory of Barriers** (identification of physical obstacles)
  - Identify intersection information, including curb ramps and other associated accessibility elements.
  - Require an Action Plan to develop an inventory of sidewalks (slopes, obstructions, protruding objects, changes in level, etc.), signals (including accessible pedestrian signals), bus stops (bus pads), buildings, parking, rest areas (tourist areas, picnic areas, visitor centers, etc.), mixed use trails, linkages to transit.
  - Discuss jurisdictional issues/responsibilities for sidewalks.
- **Schedule**
  - Show a strong commitment toward upgrading ADA elements identified in the inventory of barriers in the short-term (planned capital improvement projects).
  - Show a strong commitment over time toward prioritizing curb ramps at walkways serving entities covered by the ADA.
  - Schedule should include prioritization information, planning, and investments directed at eliminating other identified barriers over time.
  - Dedicate resources to eliminate identified ADA deficiencies.
- **Implementation Methods**
  - Describe the methods that will be used to make the facilities accessible and include the governing standard (e.g., 2010 ADA Standards, 2011 PROWAG).

The City of Miramar has compiled a list of all City-owned and/or maintained facilities to be evaluated for compliance with 2010 ADA Standards for Accessible Design, Title 24 of the 2012 Florida Accessibility Code for Building Construction, and 2011 Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG). The City’s Action Plan to complete the evaluation of these facilities will be completed an estimated six (6) year period and updates to the City’s Transition Plan will be made to including findings and possible solutions for identified barriers.

## 4.4 Existing Facility Inventory

The first step in completing a Self-Evaluation is understanding what facilities the City is responsible for maintaining and where each of these facilities is located. The City completed a facility inventory in 2018 and the results are documented in the following sections.

### 4.4.1 Buildings

**Table 1** is a list of all City of Miramar-owned buildings with public access and **Table 2** is a list of all City of Miramar-owned buildings that do not have public access.

**Table 1. Summary of Buildings to be Reviewed**

Buildings	
Location Name	Property Address
1. Adult Daycare Center	8915 Miramar Pkwy.
2. Ansin Park Community Center	10801 Miramar Blvd.
3. Aquatics Center	6920 SW 35 <sup>th</sup> St.
4. Fairway Park Child Care Center	3700 Largo Dr.
5. Fairway Park Community Center	
6. Fire Station #19	6700 Miramar Pkwy.
7. Fire Station #70	9001 Miramar Pkwy.
8. Fire Station #84	14801 SW 27 <sup>th</sup> St.
9. Fire Station #100	2801 SW 184 <sup>th</sup> Ave.
10. Fire Station #107	11811 Miramar Pkwy.
11. Miramar Town Center	
<i>Cultural Arts Center</i>	2400 Civic Center Pl.
<i>City Hall (Building "A")</i>	2300 Civic Center Pl.
<i>Development Building (Building W")</i>	2200 Civic Center Pl.
<i>Parking Garage</i>	2201 Civic Center Pl.
<i>Transportation Hub</i>	2201 Civic Center Pl.
12. Miramar East Regional Multi-Service Center (MSC) – Main Complex	6700 Miramar Pkwy.
13. Police Department Headquarters	11765 City Hall Promenade
14. Police Department West District Station	2811 SW 186 <sup>th</sup> Ave.
15. Silver Lakes Sports Complex	17450 SW 23 <sup>rd</sup> St.
16. Silver Lakes Tennis Complex	3302 SW 178 <sup>th</sup> Ave.
17. Silver Shores Park Child Care Center	15700 Pembroke Rd.
18. Sunset Lakes	2801 SW 186 <sup>th</sup> Ave.
<i>Child Care Center</i>	
<i>Community Center</i>	
19. Vicki Coceano Child Care / Youth Center	2001 Douglas Rd.
20. Vizcaya Park Community Center	14200 SW 55 <sup>th</sup> St.
21. West Police Sub Station	2811 SW 186 <sup>th</sup> Ave.
22. Vernon E. Hargray Youth Enrichment Center / Police Athletic League (PAL) Facility	7000 Miramar Pkwy.

**Table 2. Summary of Buildings without Public Access**

Buildings	
Location Name	Property Address
1. Waste Water Reclamation Plant <i>(Buildings A – N)</i>	13900 Pembroke Rd.
2. East Water Treatment Plant	2600 SW 66 <sup>th</sup> Ter.
3. Main West Water Treatment Plant <i>Main Building (for staff)</i>	4100 S. Flamingo Rd.
<i>Main Process Area (for equipment)</i>	
4. Miramar Booster Pump Station	11190 Miramar Blvd.
5. West Water Storage Tank – Pump Station	15200 SW 29 <sup>th</sup> St.

All buildings with public access (see **Table 1**) will be evaluated for compliance with the 2010 ADA Standards for Accessible Design and Title 24 of the 2012 Florida Accessibility Code for Building Construction, including parking lots, path of travel from the parking lot to the building, access into the building, signage, drinking fountains, telephones, bathrooms, and counter heights. Approximately two (2) miles of on-site sidewalk and all associated curb ramps, ramps, stairs, and other paths of travel required to be ADA compliant will also be evaluated.

If a City of Miramar employee requests an accommodation to be able to work at one of the buildings without public access (see **Table 2**), the City will evaluate the property at the time of the request.

*[Remainder of page intentionally left blank]*

## 4.4.2 Parks

**Table 3** is a list of all City of Miramar-owned parks.

**Table 3. Summary of Parks to be Reviewed**

Parks	
Location Name	Property Address
1. Ansin Park	10801 Miramar Blvd.
2. Beauty Park	64 <sup>th</sup> Ave. & Miramar Pkwy.
3. Beekman Park	Tara Rd. & Beekman Dr.
4. Bernard Park	2350 S. Sherman Cir.
5. Coceano Youth Center	2001 Douglas Rd.
6. Country Club Ranches	4700 SW 143 Ave.
7. Fairway Park	3700 Largo Dr.
8. Flamingo Estates Park	2000 SW 137 <sup>th</sup> Wy.
9. Forcina Field	8001 Miramar Pkwy.
10. Forzano Field	2100 Douglas Rd.
11. Harbour Lakes Park	18441 SW 25 <sup>th</sup> St.
12. Huntington Park Entrance	14850 Bass Creek Rd.
13. Huntington Park North	14850 Bass Creek Rd.
14. Huntington Park South	14850 Bass Creek Rd.
15. Island Park	2925 SW 178 Ave.
16. Lakeshore Park	8501 S. Sherman Cir.
17. Linear Park North	Between Pembroke Rd. and Miramar Pkwy., along Utopia Dr./canal
18. Linear Park South	Between Miramar Pkwy. And Riviera Blvd., along Utopia Dr./canal
19. Miramar Aquatic Complex	6920 SW 35 <sup>th</sup> St.
20. Miramar Athletic Park (MAP)	SW 62 <sup>nd</sup> Ave. & SW 33 St.
21. Miramar Civic Center Park	7000 SW 35 <sup>th</sup> St.
22. Miramar Isles Park	SW 63 <sup>rd</sup> Ave. & SW 35 <sup>th</sup> St.
23. Miramar Regional Park	16801 Miramar Pkwy.
24. Monarch Lakes Park	2150 S.W. 136 Ave.
25. Perry Park / Wellman Field	6801 SW 34 <sup>th</sup> St.
26. Progress Park	64 <sup>th</sup> Ave. & Miramar Pkwy.
27. River Run Park	9400 Miramar Blvd.
28. Sawyer Park	Venetian St. & Island Dr.
29. Sheraton Park	8500 Sheraton Dr.
30. Shirley Branca Park	6900 Miramar Pkwy.
31. Silver Lakes Sports Complex	17450 SW 23 <sup>rd</sup> St.
32. Silver Lakes Tennis Complex	3302 SW 176 <sup>th</sup> Terrace
33. Silver Shores Park	15700 Pembroke Rd.
34. Sunset Lake Community Center	2801 SW 186 <sup>th</sup> Ave.

**Table 3. Summary of Parks to be Reviewed (cont.)**

Parks	
Location Name	Property Address
35. Vernon H. Hargray Youth Enrichment Center	7000 Miramar Pkwy.
36. Veterans Memorial Park	SW 64 <sup>th</sup> Ave. & SW 33 <sup>rd</sup> St.
37. Vizcaya Park	14200 SW 55 <sup>th</sup> St.
38. SW 19 <sup>th</sup> Street Park	6020 SW 19 <sup>th</sup> St.

All existing parks (see **Table 3**) will be evaluated for compliance with the 2010 ADA Standards for Accessible Design and Title 24 of the 2012 Florida Accessibility Code for Building Construction, including parking lots, path of travel from the parking lot to the park amenities, access into facilities, signage, drinking fountains and restrooms. A complete list of park facilities and amenities are provided in **Appendix D**. Approximately 15 miles of on-site sidewalk and all associated curb ramps, ramps, stairs, and other paths of travel required to be ADA compliance will also be evaluated. The City does not own or maintain any unpaved pedestrian travel or pedestrian bridges within these parks.

Country Lakes Park – East and Country Lakes Park – West are future parks and ADA compliance will be addressed during the design of any facilities and/or amenities within these parks. Miramar Pinelands and Snake Warrior Island are Broward County Parks and are not the responsibility of the City of Miramar.

#### 4.4.3 Signalized Intersections

The City of Miramar owns and maintains one (1) signalized intersection. An additional 59 signalized intersections located within the City limits are owned and maintained by the Broward County Traffic Engineering Division (BCTED). Based upon the Maintenance Agreement with the BCTED, the ADA compliance of these additional 59 signalized intersections is the responsibility of the BCTED. A copy of the Traffic Engineering Agreement between Broward County and City of Miramar is provided in **Appendix E**.

Improvements to the signalized intersection of Pembroke Road and Silver Shores Boulevard are anticipated in the near future and any required accessibility improvements at this location will be made at the time of construction.

A map of the signalized intersections within the City of Miramar are included in **Appendix F-1**.

#### 4.4.4 Sidewalk Corridors

Using aerial imagery, the City developed a GIS-based inventory of City-maintained sidewalk corridors and cross street locations along these corridors. Based on the inventory, the City of Miramar maintains approximately 136 miles of sidewalk corridors, including pedestrian street and driveway crossings. There are approximately 528 unsignalized intersections along the City-maintained sidewalk corridors. However, at approximately 141 of the unsignalized intersections, the existing sidewalk does not cross the curbs at the intersections and there are no existing curb ramps. There are also an estimated 490 driveways along the City-maintained sidewalk corridors.

All City-maintained pedestrian paths of travel will be evaluated for compliance with PROWAG based on the conditions and measurements along the pedestrian path of travel, which includes the sidewalk, curb ramps, pedestrian crossings at driveway openings, and pedestrian crossings at unsignalized intersections with cross streets. At intersections where existing sidewalk does not cross the curb and curb ramps are not installed, no evaluations are



needed. Locations where curb ramps are missing, but are required, will also be identified and included in the Transition Plan.

The ADA of 1990, Section 35.150, Existing Facilities, requires that the Transition Plan include a schedule for providing curb ramps or other sloped area at existing pedestrian walkways, which applies to all facilities constructed prior to 1992. For any sidewalk installations constructed from 1992 to March 15, 2012, the curb ramps should have been installed as part of the sidewalk construction project per the 1991 Standards for Accessible Design, Section 4.7 Curb Ramp, which states, “curb ramps complying with 4.7 shall be provided wherever an accessible route crosses a curb.” For sidewalk installations constructed on or after March 15, 2012, similar guidance is provided in the 2010 Standards for Accessible Design, Section 35.151 of 28 CFR Part 35, New Construction and Alterations, which states, “newly constructed or altered street level pedestrian walkways must contain curb ramps or other sloped area at any intersection having curb or other sloped area at intersections to streets, roads, or highways.”

A map of the sidewalk corridors to be evaluated is included in **Appendix F-2**. A map of the intersections without pedestrian facilities is included in **Appendix F-3**.

#### 4.4.5 Transit Stops

The City of Miramar owns and maintains 101 transit stops. An additional 178 stops within the City are owned and maintained by Broward County Transit (BCT) and are not the responsibility of the City of Miramar. The City-owned transit stops will be evaluated for compliance with PROWAG based upon the conditions and measurements at the stops and within each shelter.

A map and list of the transit stops to be evaluated are included in **Appendix F-4** and **Appendix F-5**.

#### 4.5 Self-Evaluation Action Plan

The second step in completing a Self-Evaluation is developing an Action Plan to evaluate all existing buildings, parks, signalized intersections, sidewalk corridors, unsignalized intersections along the sidewalk corridor path of travel (including cross streets and driveways), and transit stops based on the 2010 ADA Standards for Accessible Design, Title 24 of the 2012 Florida Accessibility Code for Building Construction, and the most recent version of PROWAG. This Action Plan should include the identification of evaluation criteria, the development of evaluation methodology and reporting output, and a schedule to complete the evaluations. Best practices for each of these items are detailed in the following sections. Once an Action Plan has been developed, the existing facility Self-Evaluations should be started.

##### ***Evaluation Criteria***

For each facility type, the following elements should be evaluated for consistency with 2010 ADA Standards for Accessible Design, Title 24 of the 2012 Florida Accessibility Code for Building Construction, PROWAG, and the 2009 Manual on Uniform Traffic Control Devices (MUTCD), where incorporated into PROWAG by reference.

##### ***Evaluation Methodology***

Several technologies are currently available to aid in the data collection process. At a minimum, it is recommended that the equipment used to collect the data be capable of the following:

- Measuring slopes to the nearest tenth of a percent;
- Measuring sidewalk, curb ramp, and crosswalk dimensions to the nearest inch;
- Measuring cross street widths, driveway widths, and sidewalk segment lengths to the nearest foot;
- Isolating the measurements for each element listed in the 2010 ADA Standards for Accessible Design, Title 24 of the 2012 Florida Accessibility Code for Building Construction, PROWAG, and the 2009 MUTCD; and
- Output should be available in GIS shapefile format with geospatially referenced photos of evaluated elements.

##### ***Reporting Capabilities***

When selecting a technology to aid with data collection, the City should take into consideration whether a reporting system has been developed to process the raw data. For the data to be readily usable by the City for developing their Citywide ADA Transition Plan, the reporting system should provide the following output:

- Compliance status of each element evaluated based on the 2010 Standards for Accessible Design, Title 24 of the 2012 Florida Accessibility Code for Building Construction, and PROWAG;
- Recommended improvement to remove any barriers and bring the element into compliance;
- Estimated cost of recommended improvement; and
- Prioritization of the individual facility, independent of other locations of the same facility type.

The City should also establish a working database that will allow staff to track and monitor progress as projects are implemented and barriers are removed. The database should also allow staff to report progress by facility type on a periodic basis, which could be used in support of any mobility related performance metrics.

The progress monitoring database should incorporate existing City programs currently in place to implement ADA improvements, including:

- Bringing required elements into ADA compliance during road reconstructions and widenings;
- Bringing required elements into ADA compliance as new developments are constructed;
- Reviewing design plans for all new facilities to ensure ADA required elements are included and designed to meet the ADA standards; and
- Inspecting all new construction to ensure facilities were built per the design plans.

There is not a one size fits all solution to progress monitoring and the City should make a citywide collaborative effort to understand what existing City project information needs to be integrated with the ADA Self-Evaluation reporting data, or vice versa, to make the progress monitoring useable by City Staff in maintaining the City's ADA Transition Plan.

### ***Phased Self-Evaluation Approach***

The deadline set by DOJ to have a Citywide ADA Transition Plan completed, including the Self-Evaluations, was January 26, 1992. Therefore, the Self-Evaluation of existing facilities should be completed as soon as practical. The DOJ does not have any requirements or guidelines on how to prioritize which facilities should be evaluated first if the City plans to phase the data collection over time. Ultimately, all facilities must be evaluated for an agency's Citywide ADA Transition Plan to be complete.

However, minimizing risk for litigation and risk for pedestrians should be the goal when determining the order in which to evaluate facilities. Several factors can increase risk at a location, including:

- **Number of existing complaints** – Locations with complaints identified by the public as problem areas should be evaluated as soon as possible to determine if the complaints are valid.
- **Proximity to pedestrian attractors** – Locations near pedestrian attractors (e.g., hospitals, retirement facilities, medical offices, parking garages, major employers, disability service providers, event facilities, bus or transit stop/routes, schools, government and public facilities, parks, libraries, and churches) are more likely to have a higher risk compared to those locations without pedestrian attractors.
- **Proximity to residential areas** – Locations near residential areas are more likely to have a higher risk than those locations adjacent to industrial areas where pedestrians are less likely to travel.
- **Number of crashes** – Locations with pedestrian-related crashes should be evaluated to determine if there is a design reason for the crashes.
- **Age of facility** – Facilities constructed after July 26, 1991 are a higher risk than those constructed before the 1991 Standards for Accessible Design were published since they were constructed out of compliance.
- **Roadway functional classification** – Arterials typically have higher pedestrian activity than local roadways and may be a higher risk.

- **Pedestrian/vehicle volumes** – Higher pedestrian/vehicle volume roadways are more likely to have higher risk than lower volume pedestrian/vehicle roadways. Pedestrian volumes may be quantified using indicators such as number of pedestrian actuations at signalized intersections.
- **Existing sidewalks** – The ADA does not require sidewalks to be installed, but existing sidewalks must be compliant and the accessible route must be maintained in an accessible condition. Locations with existing sidewalks are a higher risk than locations without existing sidewalks.
- **Public input** – Receiving and taking into consideration feedback from the public to better understand their concerns is recommended. While formal complaints may not have been filed, areas of concern to the public are more likely to have a higher risk for litigation if an issue exists and the City does not respond and/or doesn't make any improvements.

Other factors to consider include:

- **Spatial distribution of facilities** – Selecting facilities to be evaluated evenly across different areas of the City or Council Districts might be more well-received by the public, assuming all the risk factors above are equal.
- **Facility type** – Selecting a variety of different facilities to be evaluated during each phase, instead of all of the same facility type, may provide a better understanding of your high-risk areas. If the sidewalks evaluated are determined to be mostly compliant and the curb ramps evaluated are determined to be mostly non-compliant, the City may want to consider including a higher percentage of curb ramps during the next phase of evaluations.

**Upcoming Capital Improvement Projects (CIP)** – If curb ramps will be completely removed and replaced as part of an upcoming project, the ADA compliance of the new construction should be confirmed during construction inspections and resources would be better spent evaluating curb ramps that are not planned for reconstruction.

The final step is to execute the Self-Evaluation Action Plan. The Action Plan may be modified as needed during and in between Self-Evaluation phases to account for lessons learned or budget changes.

## 4.6 Schedule and Implementation Methods

It is acceptable for the City to phase the Self-Evaluation over several fiscal years; however, the DOJ and FHWA will not consider the initiative to be complete until all evaluations have been completed. The City should determine and document in the Transition Plan the anticipated number of years required to complete the Self-Evaluation of City programs, services, activities, and facilities identified in **Section 3.2 Program, Services, and Activities Inventory** and **Section 3.4 Existing Facility Inventory**.

After the Self-Evaluation is complete, possible solutions have been identified, and cost estimates have been determined for each improvement, an implementation plan can be developed. Depending on the estimated cost of improvements, a typical implementation plan for an entity the size of the City of Miramar can range from 10 to 15 years. The implementation plan needs to show both a strong commitment toward upgrading ADA elements identified in the inventory of barriers in the short-term (planned capital improvement projects) and a strong commitment over time toward prioritizing curb ramps at walkways serving entities covered by the ADA. The implementation plan should also include prioritization information, planning, and investments directed at eliminating other identified barriers over time.



To aid in the development of the implementation plan, prioritization information should be provided for each facility with identified compliance issues. **Table 4**, **Table 5**, and **Table 6** provide proposed prioritization criteria for buildings/parks, intersections (both signalized and unsignalized), sidewalk corridors, and transit stops. All compliance elements included in the prioritization schedule are based on requirements from the 2010 ADA Standards for Accessible Design, Title 24 of the 2012 Florida Accessibility Code for Building Construction, and PROWAG. While every effort will be made to design and implement improvements to be consistent with the 2010 ADA Standards for Accessible Design and PROWAG, the City will provide access to the maximum extent feasible where full compliance is technically infeasible. The priorities were assigned based on DOJ priorities for facility access, previous project experience, and case law with respect to the severity of non-compliance. FHWA and DOJ have not provided any guidance on how to prioritize issues, only that prioritization information should be included as part of the schedule; however, best practices suggest that the prioritization methodology and resulting thresholds be first based on the severity of non-compliance (i.e., dangerous condition) and then second based on the barrier's proximity to pedestrian attractors (e.g., adjacent to a hospital or governmental facility with high daily pedestrian traffic). Since raw data is recommended to be collected during the Self-Evaluation, all data needed for prioritization should already be contained in the database with the exception of known complaints and proximity to pedestrian attractors. To streamline the prioritization of each facility, the proximity to pedestrian attractors should be collected when the elements contained within the 2010 ADA Standards for Accessible Design, Title 24 of the 2012 Florida Accessibility Code for Building Construction, and PROWAG are evaluated.

Sidewalk corridors include the entire pedestrian path of travel, including sidewalk, cross streets, and driveways. When prioritizing a sidewalk corridor, priorities for the entire pedestrian path of travel should be reported together. However, for project design and costing purposes, the recommended improvements for cross streets are more appropriately reported with the rest of the intersection improvements.

It should also be noted that sidewalks are not required by the ADA, but if they are installed, sidewalks must be compliant. Therefore, missing sidewalk segments are given a low priority.

To determine the priority for each facility, the raw data should be compared to the criteria in **Table 4**, **Table 5**, and **Table 6**. To do this, start at Priority 1 and determine if any of the criteria apply. If yes, assign the facility a priority of 1. If no, move to Priority 2 and determine if any of the criteria apply. This process should be repeated until a priority has been assigned to all intersection and each sidewalk corridor segment.

**Table 4. Prioritization Factors for Buildings/Parks**

Priority	Criteria
<b>1 (high)</b>	Complaint known or imminent danger present
<b>2 (high)</b>	<ul style="list-style-type: none"> <li>• Element is more than twice the allowable requirement. No known complaint.</li> <li>• AND (for exterior conditions) location is near a hospital, school, transit stop, government building, or other pedestrian attractor.</li> </ul>
<b>3 (high)</b>	<ul style="list-style-type: none"> <li>• Element is more than twice the allowable requirement. No known complaint.</li> <li>• AND (for exterior conditions) location is not near a hospital, school, transit stop, government building, or other pedestrian attractor.</li> </ul>
<b>4 (high)</b>	Issues with parking or exterior conditions (DOJ level 1) – moderately out of compliance
<b>5 (medium)</b>	Issues with access to goods and services (DOJ level 2) – severely out of compliance
<b>6 (medium)</b>	Issues with: <ul style="list-style-type: none"> <li>• Access to goods and services (DOJ level 2) – moderately out of compliance;</li> <li>• Parking or exterior conditions (DOJ level 1) – minimally out of compliance; OR</li> <li>• Restrooms (DOJ level 3) – severely out of compliance</li> </ul>
<b>7 (medium)</b>	Issues with: <ul style="list-style-type: none"> <li>• Access to goods and services (DOJ level 2) – minimally out of compliance;</li> <li>• Restrooms (DOJ level 3) – moderately out of compliance; OR</li> <li>• Drinking fountains or public phones (DOJ level 4 &amp; 5) – severely out of compliance</li> </ul>
<b>8 (medium)</b>	Issues with drinking fountains or public phones (DOJ level 4 & 5) - moderately out of compliance
<b>9 (low)</b>	Issues with restrooms (DOJ level 3) – minimally out of compliance
<b>10 (low)</b>	Issues with drinking fountains or public phones (DOJ level 4 & 5) - minimally out of compliance
<b>11 (low)</b>	<ul style="list-style-type: none"> <li>• Client is a Title II agency; AND</li> <li>• Elements out of compliance but may be able to be handled programmatically or do not need to be handled unless or until the agency hires a person with a disability</li> </ul>
<b>12 (low)</b>	Element is fully compliant with an older standard (safe-harbored) but will need to be brought into compliance with current standards if altered

**Table 5. Prioritization Factors for Signalized and Unsignalized Intersections**

Priority	Criteria
<b>1 (high)</b>	Complaint filed on curb ramp or intersection or known accident/injury at site
<b>2 (high)</b>	Existing curb ramp with any of the following conditions: <ul style="list-style-type: none"> <li>• Running slope &gt; 12%</li> <li>• Cross slope &gt; 7%</li> <li>• Obstruction to or in the curb ramp or landing</li> <li>• Level change &gt; ¼ inch at the bottom of the curb ramp</li> <li>• No detectable warnings</li> </ul> AND within a couple of blocks of a hospital, retirement facility, medical facility, parking garage, major employer, disability service provider, event facility, bus/transit stop, school, government facility, public facility, park, library, or church, based on field observations.
<b>3 (high)</b>	<ul style="list-style-type: none"> <li>• No curb ramp where sidewalk or pedestrian path exists</li> </ul> AND within a couple of blocks of a hospital, retirement facility, medical facility, parking garage, major employer, disability service provider, event facility, bus/transit stop, school, government facility, public facility, park, library, or church, based on field observations.
<b>4 (high)</b>	No curb ramps but striped crosswalk exists
<b>5 (medium)</b>	Existing curb ramp with any of the following conditions: <ul style="list-style-type: none"> <li>• Running slope &gt; 12%</li> <li>• Cross slope &gt; 7%</li> <li>• Obstruction to or in the curb ramp or landing</li> <li>• Level change &gt; ¼ inch at the bottom of the curb ramp</li> <li>• No detectable warnings</li> </ul> AND NOT within a couple of blocks of a hospital, retirement facility, medical facility, parking garage, major employer, disability service provider, event facility, bus/transit stop, school, government facility, public facility, park, library, or church, based on field observations.
<b>6 (medium)</b>	<ul style="list-style-type: none"> <li>• No curb ramp where sidewalk or pedestrian path exists</li> </ul> AND NOT within a couple of blocks of a hospital, retirement facility, medical facility, parking garage, major employer, disability service provider, event facility, bus/transit stop, school, government facility, public facility, park, library, or church, based on field observations.
<b>7 (medium)</b>	One curb ramp per corner and another is needed to serve the other crossing direction
<b>8 (medium)</b>	Existing curb ramp with any of the following conditions: <ul style="list-style-type: none"> <li>• Cross slope &gt; 5%</li> <li>• Width &lt; 36 inches</li> <li>• Median/island crossings that are inaccessible</li> </ul>
<b>9 (low)</b>	Existing curb ramp with either running slope between 8.3% and 11.9% or insufficient landing
<b>10 (low)</b>	Existing diagonal curb ramp without a 48-inch extension in the crosswalk
<b>11 (low)</b>	Existing pedestrian push button is not accessible from the sidewalk and/or curb ramp
<b>12 (low)</b>	Existing curb ramp with returned curbs where pedestrian travel across the curb is not protected
<b>13 (low)</b>	All other intersections not prioritized above

**Table 6. Prioritization Factors for Sidewalk Corridors**

Criteria	Priority		
	1 (high)	2 (medium)	3 (low)
Cross slope of sidewalk is greater than 2%	Value > 3.5	3.5 ≥ Value > 2.0	
Width of sidewalk is less than 48 inches	Value ≤ 36.0	36.0 < Value < 42.0	42.0 < Value < 48.0
Obstruction present along sidewalk	Obstruction - Permanent	Obstruction - Temporary	
Heaving, sinking, or cracking present on sidewalk	Heaving Sinking Cracking		
Ponding on sidewalk		Ponding	
Missing sidewalk			Missing Sidewalk
Signalized cross street cross slope is greater than 5%	Value > 9.0	9.0 ≥ Value ≥ 7.0	7.0 > Value > 5.0
Unsignalized cross street cross slope is greater than 2%	Value > 6.0	6.0 ≥ Value ≥ 4.0	4.0 > Value > 2.0
Cross street running slope is greater than 5%	Value > 7.0	7.0 ≥ Value ≥ 6.0	6.0 > Value > 5.0
Driveway sidewalk width is less than 48 inches	Value ≤ 36.0	36.0 < Value < 42.0	42.0 < Value < 48.0
Driveway (or sidewalk if applicable) cross slope is greater than 2%	Value > 6.0	6.0 ≥ Value ≥ 4.0	4.0 > Value > 2.0
Driveway (or sidewalk if applicable) condition is poor or poor dangerous	Elevation change greater than 1/4 inch or gaps greater than 1 inch)	Elevation change between 1/4 inch and 1/2 inch or gaps between 1/2 inch and 1 inch)	

#### 4.7 Action Log

As the evaluations are completed, the City will institute an ADA Action Log to confirm follow-up on corrective actions required under the Transition Plan and documenting City efforts at compliance with the ADA. At a minimum, the Action Log will identify items that are not ADA compliant and will include anticipated completion dates. The ADA Action Log will be updated on an annual basis and should be available to the public upon request. See example of ADA Action Log provided in **Appendix G**.



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## 5.0 Funding Opportunities

Several alternative funding sources are available to the City to complete the improvements in this Transition Plan. The funding opportunities include applying for resources at the federal and state level, consideration of local options, and leveraging private resources. The following sections detail some different funding source options.

### 5.1 Federal and State Funding

**Table 7** depicts the various types of federal and state funding available for the City to apply for funding for various improvement. The following agencies and funding options are represented in the chart.

- BRI – Bridge - Highway Bridge Replacement and Rehabilitation (HBRRP)
- CMAQ – Congestion Mitigation/Air Quality
- FLH – Federal Lands Highways Program
- HSIP – Highway Safety Improvement Program
- NHPP – National Highway Performance Program
- RHC – Railway-Highway Crossing
- SRTS – Safe Routes to School (Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) now under TAP)
- STBG – Surface Transportation Block Grant
- TAP – Transportation Alternatives Program

The majority of these programs are competitive type grants; therefore, the City of Miramar is not guaranteed to receive these funds. It will be important for the City to track these programs to apply for the funds.

**Table 7. Funding Opportunities**

Activity	BRI	CMAQ	FLH	HSIP	NHPP	RHC	SRTS	STBG	TAP
Pedestrian plan		X		X				X	
Paved shoulders	X	X	X	X	X	X		X	X
Shared-use path/trail	X	X	X	X	X		X	X	X
Recreational trail			X						X
Spot improvement program		X		X			X	X	X
Maps		X		X			X	X	
Trail/highway intersection		X	X	X	X		X	X	X
Sidewalks, new or retrofit	X	X	X	X	X	X	X	X	X
Crosswalks, new or retrofit		X	X	X	X	X	X	X	X
Signal improvements		X		X	X	X	X	X	X
Curb cuts and ramps		X		X	X	X	X	X	X
Traffic calming				X		X	X	X	X
Safety brochure/book		X		X			X	X	X
Training		X		X	X		X	X	X

## 5.2 Local Funding

There are several local funding options for the City to consider, including:

- Community Development Block Grants (CDBG)
- Community Improvement District (CID) – A geographically defined district in which commercial property owners vote to impose a self-tax. Funds are then collected by the taxing authority and given to a board of directors elected by the property owners.
- General fund (sales tax and bond issue)
- Scheduled/funded CIP projects that are funded through bonds
- Sidewalk or Access Improvement Fee
- Special tax districts – A district with the power to provide some governmental or quasi-governmental service and to raise revenue by taxation, special assessment, or charges for services.
- Tax Allocation District (TAD) – A defined area where real estate property tax monies gathered above a certain threshold for a certain period of time (typically 25 years) to be used a specified improvement. The funds raised from a TAD are placed in a tax-free bond (finance) where the money can continue to grow. These improvements are typically for revitalization and especially to complete redevelopment efforts.
- Tax Increment Financing District (TIF) – A TIF allows cities to create special districts and to make public improvements within those districts that will generate private-sector development. During the development period, the tax base is frozen at the predevelopment level. Property taxes continue to be paid, but taxes derived from increases in assessed values (the tax increment) resulting from new development either go into a special fund created to retire bonds issued to originate the development, or leverage future growth in the district.
- Transportation Reinvestment Zone
- Transportation User Fee / Street Maintenance Fee

## 5.3 Private Funding

Private funding may include local and national foundations, endowments, private development, and private individuals. While obtaining private funding to provide improvements along entire corridors might be difficult, it is important for the City to require private developers to improve pedestrian facilities to current ADA requirements, whether it by new development or redevelopment of an existing property.

## 6.0 Next Steps

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This document serves as the Americans with Disabilities Act (ADA) Transition Plan for the City of Miramar. The City intends to complete the Self-Evaluation of programs, services, activities, and facilities identified in this document over the next seven (7) years, with an approximated \$100,000 annual budget. The City will make an effort to increase the annual Self-Evaluation budget in future years to potentially shorten the anticipated completion schedule.

The next steps for the City of Miramar are:

1. Develop an Action Plan for completing a Self-Evaluation for all City programs, services, activities, and facilities. The first phase will begin in fiscal year 2019 with a \$99,000 budget to begin evaluation of pedestrian facilities in the public rights-of-way.
2. Complete a Self-Evaluation for all City programs, services, activities, and facilities. Facility evaluations should also include the following:
  - a. Facility reports with the compliance status of each element evaluated based on the 2010 ADA Standards for Accessible Design, Title 24 of the 2012 Florida Accessibility Code for Building Construction, and PROWAG;
  - b. Possible solutions to remove any barriers and bring the element into compliance;
  - c. Estimated costs of possible solutions; and
  - d. Prioritization of the individual facility, independent of other locations of the same facility type.
3. Develop an Implementation Plan, including schedule for completing the recommended facility improvements and funding sources to be used.
4. If a phased Self-Evaluation approach is used, complete remaining Self-Evaluation phases and update the City's ADA Transition Plan after each additional phase.
5. Continue to update the City's ADA Transition Plan as projects are implemented and citizen requests/complaints are received.
6. Determine the best approach for receiving public input on the ADA Transition Plan.



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## Appendix

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Appendix A: Grievance Procedure

A-1: City of Miramar Title II Grievance Procedure

A-2: City of Miramar Title II Grievance Form

Appendix B: Notice under the Americans with Disabilities Act

Appendix C: Federal Highway Administration ADA Transition Plan Process Memo

Appendix D: Park Facility and Amenity Inventory

Appendix E: Traffic Engineering Agreement between Broward County and City of Miramar

Appendix F: Facility Maps

F-1: Signalized Intersections

F-2: Sidewalk Corridors

F-3: Intersections without Pedestrian Facilities

F-4: Transit Stops

F-5: Transit Stop Inventory

Appendix G: Sample Action Log



## Appendix A: Grievance Procedure

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A-1: City of Miramar Title II Grievance Procedure

A-2: City of Miramar Title II Grievance Form

# **City of Miramar Grievance Procedure The Americans with Disabilities Act (ADA)**

This Grievance Procedure is established to meet the requirements of the Americans with Disabilities Act of 1990 ("ADA"). It may be used by anyone who wishes to file a grievance alleging discrimination on the basis of disability in the provision of services, activities, programs, or benefits by the City of Miramar. The City of Miramar's Administrative Policies, Directives and Procedures (APDP) governs the City's employment-related grievances of disability discrimination.

All ADA Grievances will be forwarded to the City's ADA Coordinator, the Assistant Director of Human Resources. Grievances can be filed by the aggrieved party (the individual who was affected or their personal representative); in-person, telephone, emailed, or by written letter to:

Human Resources-Kanika Stamp, ADA Coordinator  
2300 Civic Center Place, Miramar, FL 33025,  
Telephone 954-602-3062  
krstamp@miramamarfl.gov

Upon receipt of an ADA Grievance, the ADA Coordinator will:

- A. Contact the aggrieved party and get clarification of the issue and the remedy sought within five (5) business days of receipt.
- B. Discuss the grievance with the Director of Human Resources.
- C. Coordinate a resolution, if possible, with the aggrieved party.
- D. Coordinate any required City policy changes.
- E. Communicate the resolution, in writing and/or the appropriate format with the aggrieved party within fifteen (15) business days of receipt.
- F. If the aggrieved party is not satisfied, the party can contact the City Manager within fifteen (15) business days upon receipt of the ADA Coordinator's resolution.
- G. Within fifteen (15) business days of receipt, the City Manager's Office will communicate in writing and/or the appropriate format, with the aggrieved party the City's resolution of the issue.

Resolution of any one grievance does not constitute a precedent upon which the City or any grieving parties may rely.



OFFICE USE ONLY  
DATE COMPLAINT OPENED: \_\_\_\_\_  
DATE COMPLAINT CLOSED: \_\_\_\_\_

## City of Miramar ADA Grievance Form

**Instructions: Please complete and sign the form and email or mail it to the city within 60 calendar days of any incident to:**

**ADA Coordinator – Kanika Stamp**

*Physical address:*

Kanika Stamp, ADA Coordinator  
2300 Civic Center Place  
Miramar, FL 33025

Phone - (954) 602-3062

Email – [krstamp@miramarfl.gov](mailto:krstamp@miramarfl.gov)

### 1. Type of Grievance (check all that apply):

- Accommodation Request
  - Program/Service
  - Facility Accessibility
  - Other: \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_

### CONTACT INFORMATION

### 2. Reporting Individual:

Full Name:	
Address:	
City, State, Zip code:	
Phone:	Alternate Phone:
Email:	

**3. Authorized Representative of Reporting Individual (if any):**

Full Name:	
Address:	
City, State, Zip code:	
Phone:	Alternate Phone:
Email:	

**DETAILS OF COMPLAINT / INCIDENT**

**4. Date/Time of Incident:** \_\_\_\_\_

**5. Department/Facility/Location Involved:**

**6. Describe the incident/complaint with enough detail so the nature of the grievance can be understood. Add additional pages if necessary:**

**7. Have attempts been made to resolve the complaint through a City Department?  
If yes, please describe the efforts that have been made.**

**8. Remedy Sought. What action do you want taken?**

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Signature

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Date

Attach additional pages as necessary. If you need assistance, require an accessible format, or have questions about this form, please contact ADA Coordinator at:

*Physical address:*

Kanika Stamp, ADA Coordinator  
2300 Civic Center Place  
Miramar, FL 33025

Phone - (954) 602-3062

Email – [krstamp@miramarfl.gov](mailto:krstamp@miramarfl.gov)



# Appendix B: Notice under the Americans with Disabilities Act

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## **NOTICE UNDER THE AMERICANS with DISABILITIES ACT**

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 (ADA), the City of Miramar will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities.

The City of Miramar will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in City of Miramar programs, services, and activities, including qualified sign language interpreters, documents in Braille, and other ways of making information and communications accessible to people who have speech, hearing, or vision impairments.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of the City of Miramar, should contact Kanika Stamp, ADA Coordinator, at 954-602-3062 or [krstamp@miramarfl.gov](mailto:krstamp@miramarfl.gov) as soon as possible but no later than one (1) week before the scheduled event.

The ADA does not require the City of Miramar to take any action that would fundamentally alter the nature of its programs or services, or impose an undue financial or administrative burden. The City of Miramar will strive to provide its services, programs and activities in the most accessible manner that is feasible.

Complaints that a program, service, or activity of the City of Miramar is not accessible to persons with disabilities should be directed to Kanika Stamp, ADA Coordinator, at 954-602-3062 or [krstamp@miramarfl.gov](mailto:krstamp@miramarfl.gov).



# Appendix C: Federal Highway Administration ADA Transition Plan Process Memo

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U.S. Department  
of Transportation  
**Federal Highway  
Administration**

# Memorandum

Subject: **INFORMATION AND ACTION:**  
ADA Transition Plan Process

Date: NOV 17 2015

From: Irene Rico   
Acting Associate Administrator for  
Civil Rights

In Reply Refer To:  
HCR-20

To: Division Administrators  
Division Civil Rights Specialists

**THIS MEMORANDUM SUPERSEDES THE OFFICE OF CIVIL RIGHTS' (HCR)  
NOVEMBER 17, 2014 MEMORANDUM ("INFORMATION AND ACTION:  
SUBMISSIONS OF STATE ADA TRANSITION PLANS") IN ITS ENTIRETY.**

## **Purpose and Background:**

The purpose of this memorandum is to describe the process that the Federal Highway Administration (FHWA) has developed to review Americans with Disabilities Act (ADA) transition plans prepared by State Departments of Transportation (DOTs) and to facilitate State DOTs' compliance with the ADA transition plan requirements. In particular, this memorandum:

- 1) Describes the Working Group and Review Team framework within which the FHWA ADA transition plan review process was developed and next steps to achieve ADA transition plan compliance by all State DOTs;
- 2) Identifies the minimum required attributes that need to be included in a State's ADA transition plan;
- 3) Describes the review process FHWA will implement for determining the status of a State's ADA transition plan;
- 4) Explains FHWA's jurisdictional authority to review State DOT ADA transition plans; and
- 5) Describes the connection between a State's Statewide Transportation Improvement Program (STIP) and the transition plan regulatory requirement.

As background, on November 17, 2014, the FHWA's Office of Civil Rights (HCR) issued a memorandum titled "**INFORMATION AND ACTION: Submissions of State ADA Transition Plans.**" That memorandum sought to clarify FHWA's policies and procedures with regard to State DOT ADA transition plan requirements and requested that FHWA Division Offices review their State's transition plan for compliance with regulatory requirements. As State DOTs

submitted their ADA transition plans, HCR began receiving questions from Division Administrators concerning a transition plan's required attributes.

### **ADA Transition Plan Working Group and Review Team:**

With the amount of interest in the topic, the Associate Administrator for the Office of Civil Rights and the Chair of the Division Administrator (DA) Civil Rights Advisory Group agreed that it would be beneficial to create a Working Group to develop guidance on the transition plan attributes that are consistent with regulatory requirements. The Working Group was established in the Summer of 2015 with the following members: Tom Smith, DA West Virginia; James Christian, DA Florida; Joe Werning, DA Nebraska; Karla Petty, DA Arizona; Amy Jackson-Grove, DA Connecticut; Gary Corino, DA Oklahoma; Joseph Daily, DA Wyoming; Jim Esselman, FHWA Office of Chief Counsel; Warren Whitlock, AA Office of Civil Rights; Candace Groudine, HCR; Nichole Mcwhorter, HCR; Connie Yew, HCR; Elizabeth Hilton, Office of Infrastructure; Patrick Gomez, Resource Center (RC).

The effort began with two, all-day face-to-face meetings in July 2015 to discuss in depth, the broad range of challenges faced by States in completing their ADA transition plans, as well as the need to clarify for the States what is required by the regulations to ensure compliance with the ADA. Shortly after those meetings, a smaller, break-out team (referred to as the "ADA transition plan Review Team," hereinafter, "Review Team") was created by the Working Group and charged with the responsibility to identify minimum attributes that FHWA should evaluate in determining the adequacy of a State's ADA transition plan. This team also discussed how to address the large number of transition plans that had already been reviewed and accepted by Divisions. The Review Team consists of the following individuals: Tom Smith, DA West Virginia; Amy Jackson-Grove, DA Connecticut; Jim Esselman, Office of Chief Counsel; Elizabeth Hilton, Office of Infrastructure; Candace Groudine, Office of Civil Rights; and Patrick Gomez, RC. Each team member had also been a member of the larger Working Group.

In August 2015, the "What's Hot Webinar" hosted by the Division Administrators' Council (DAC) included discussion about the ADA Transition Plan Working Group and Review Team and a high level summary of what was emerging from the team's work.

At the September 2015 Fall Business Meeting's DAC Session, HCR provided an update on the efforts from the Working Group and Review Team, and requested feedback from all the Division Administrators.

### **Minimum Required Attributes:**

The Review Team has identified a list of minimum required attributes that need to be included within a State's ADA transition plan. Each of these minimum required attributes corresponds with the minimum transition plan requirements set forth in the U.S. Department of Justice's (DOJ's) ADA Title II regulations at 28 CFR 35.150(d).

The attributes that are required to be included in a State's ADA transition plan consist of the following:

- 1) Identification of the official responsible for implementation of the transition plan (See 28 CFR 35.150(d)(3)(iv));
- 2) An inventory of barriers (i.e., identification of physical obstacles); (See 28 CFR 35.150(d)(3)(i) & 28 CFR 35.150(a));
- 3) A prioritized schedule of when barriers will be eliminated and deficiencies corrected (See 28 CFR 35.150(d)(2) & 28 CFR 25.150(d)(3)(iii)); and
- 4) A description of the methods that will be used to make facilities accessible (See 28 CFR 35.150(d)(3)(ii)).

More details about each attribute is provided in the attached “State DOT Transition Plan Attributes Review Guide” (Review Guide) that was presented during the October 13, 2015 webinar about the review process for Division Administrators and Civil Rights Specialists.

### **Review Process:**

The following is a brief overview of the review process that FHWA will employ, using the Review Guide as a tool, for determining the status of a State’s ADA transition plan:

- After a State DOT submits its ADA transition plan to the State’s FHWA Division Office, the Division’s Civil Rights Specialist will conduct an initial review based on the Review Guide and brief the Division Administrator on his or her assessment.
- If the Division Administrator and Civil Rights Specialist believe the State’s transition plan does not meet the minimum attributes, they should work with the State DOT to address the identified deficiencies.
- When the Division Administrator and the Civil Rights Specialist are satisfied with the condition of the transition plan, the Division Administrator will then submit the transition plan to HCR.
- Upon receipt, HCR will convene the transition plan Review Team to review the plan; and
- The Review Team will meet with the Division Administrator and the Civil Rights Specialist to discuss the plan and provide recommendations, if needed. The Civil Rights Specialist will work with the State DOT to ensure that its plan contains the minimum attributes, to reconcile any recommendations, to finalize the plan, and then forward the plan to HCR for tracking purposes.

For States that previously submitted a transition plan that its FHWA Division Office accepted prior to the issuance of this memorandum, the Review Team will develop a schedule to review those plans in Fiscal Year 2016. If a State needs to make additional efforts to achieve consistency with the minimum attributes, the Review Team will advise the Division Administrator accordingly, but the Review Team does not anticipate changing the accepted status of those plans.

### **FHWA’s Jurisdictional Authority:**

The DOJ is the Federal agency responsible for coordinating the activities of Federal agencies with respect to State and local government compliance with Title II of the ADA. The DOJ,

through its regulations at 28 CFR 35.190, has delegated authority to the U.S. Department of Transportation (DOT) to oversee and implement ADA compliance for all State and local governments that regulate or administer services, programs, or activities relating to transportation. The DOT has further delegated authority to FHWA to oversee and implement ADA compliance for State and local governments for issues affecting transportation in the public right-of-way. In addition, under 49 CFR 27.19, DOT recipients must comply with DOJ's ADA regulations to be considered in compliance with DOT's regulations under Section 504 of the Rehabilitation Act of 1973 (Section 504).

FHWA Division Offices work with State DOTs to ensure that the ADA and Section 504 requirements are incorporated in all program activities for projects within the public rights-of-way. The Section 504 regulations, at 49 CFR 27.11, require FHWA to monitor a State DOT's compliance with the ADA, including DOJ and DOT regulations that address self-evaluation and transition plans.

**Requirements for Certifying that the State has an ADA Transition Plan that is Consistent with the Regulations:**

At least every four years, States are required to submit an updated State Transportation Improvement Program (STIP) concurrently to the FHWA and the FTA for joint approval. At the time the STIP or STIP amendments are submitted, States are required to certify that the transportation planning process is being carried out in accordance with all applicable requirements of the provisions of the ADA and Section 504. (See 23 CFR 450.218(a)(6),(10)). Therefore, every four years, the State DOTs are certifying that they meet the requirements of the ADA and Section 504, which in the planning process would include transition plans. The Division can use the Federal approval of the STIP as an opportunity to discuss the ADA transition plan's consistency with the minimum transition plan attributes.

**Technical Assistance for Division Offices and States:**

HCR and the Resource Center will provide the Division Offices and States with any technical assistance or training that is needed to ensure that States are submitting final draft products that meet the minimum required attributes.

A webinar similar to the one conducted on October 13<sup>th</sup> will be held for the States within the next several weeks. In the meantime, please note that Division Civil Rights Specialists may share the minimum attributes with Local Public Agencies (LPAs) as needed.

If you have any questions, please contact Nichole McWhorter at [nichole.mcwhorter@dot.gov](mailto:nichole.mcwhorter@dot.gov) or (202) 366-1396.

Attachment

cc: Directors of Field Services

State \_\_\_\_\_

**State DOT Transition Plan Attributes Review Guide:**

All Elements posted conspicuously on website, for internal and external use

Transition Plan Attribute	Review Comments
<p>Official responsible for implementation of the TP, i.e., Executive Director, Secretary, Commissioner, Chief Engineer, etc. 28 CFR 35.150(d)(3)(iv)</p>	
<p>Inventory of barriers (identification of physical obstacles) 28 CFR 35.150(d)(3)(i); 28 CFR 35.105 (a) – State demonstrates good faith by identifying intersection information, including curb ramps and other associated accessibility elements, as a starting point and showing movement and commitment toward developing a full inventory.</p> <p>Require an Action Plan to develop an inventory of sidewalks (slopes, obstructions, protruding objects, changes in levels, etc.), signals (AP5), bus stops (bus pads), buildings, parking, rest areas (tourist areas, picnic areas, visitor centers, etc.), mixed use trails, linkages to transit.</p> <p>Best practice - have discussion of jurisdictional issues/responsibilities for sidewalks</p>	
<p>Schedule – Show a strong commitment toward upgrading ADA elements identified in the inventory of barriers in the short term (planned capital improvement projects) and a strong commitment over time toward prioritizing curb ramps at walkways serving entities covered by the ADA. 28 CFR 35.150(d)(2) This would also include prioritization information, planning, and investments directed at eliminating other identified barriers over time. 28 CFR 35.150(d)(3)</p> <p>Best practice - dedicate resources to eliminate identified ADA deficiencies</p>	
<p>Describe in detail the Methods that will be used to make the facilities accessible. 28 CFR 35.150(d)(3)(ii)</p> <p>Best practice – include the Standard that the STA is following (i.e., 2010 ADAAG, 2011 PROWAG)</p>	
Other ADA Requirements	Review Comments
<p>Public Involvement – Description of process to allow public to readily access and submit comments for both self-evaluation and transition plan. 28 CFR 35.150(d)(1); 28 CFR 35.105(b)</p> <p>Best practices: a) detailed list of individuals consulted posted conspicuously on website, does not have to be in actual TP, but must be documented and available; b) have both electronic and hard copy notice. 28 CFR 35.105(c)</p>	
<p>ADA policy statement is a requirement of State Agencies, but does not have to be in the TP per se, but it is a good practice and needs to be easily accessible by the public. 28 CFR 35.106</p> <p>Best practice - post conspicuously on website, for internal and external use</p>	
<p>Clear identification of the ADA Coordinator (dedicated trained staff) with contact information (i.e., name, office address, telephone number, email address, fax number) 28 CFR 35.107(a)</p>	
<p>Clear Complaint/Grievance Process to receive and address complaints/grievances from the public (is a requirement of State Agencies, but does not have to be in the TP per se, but it is a good practice and needs to be easily accessible by the public). 28 CFR 35.107(b)</p>	

REVIEWER \_\_\_\_\_

DATE \_\_\_\_\_



## Appendix D: Park Facility and Amenity Inventory

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# Appendix E: Traffic Engineering Agreement between Broward County and City of Miramar

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12/27/84

TRAFFIC ENGINEERING AGREEMENT

Between

BROWARD COUNTY

and

CITY OF MIRAMAR

TRAFFIC ENGINEERING AGREEMENT

THIS AGREEMENT, made and entered into this 27 day of November, A.D. 1994, by and between:

BROWARD COUNTY, Florida, a political subdivision of the State of Florida, hereinafter referred to as "COUNTY;" and

CITY OF MIRAMAR, a municipal corporation existing under the laws of the State of Florida, hereinafter referred to as "CITY;"

W I T N E S S E T H:

WHEREAS, Section 316.006(2), Florida Statutes, grants municipalities original jurisdiction over all streets and highways located within their boundaries, except state roads, and grants said cities authority to place and maintain traffic control devices which conform to the manual and specifications of the State Department of Transportation upon all streets and highways under their original jurisdiction, as they shall deem necessary, to indicate and to carry out the provisions of Chapter 316 or to regulate, warn, or guide traffic; and

WHEREAS, Miramar, presently has a traffic engineering function authorized and directed to carry out the matters authorized by Section 316.006(2), Florida Statutes; and

WHEREAS, the Broward County Charter, Section 1.050, provides that county government shall have the power and authority to assume and perform all functions and obligations now or hereinafter performed by any municipality whenever such municipality shall request the performance or transfer of the function to the COUNTY; and

WHEREAS, it has been determined that a centralized agency responsible for the installation, operation and maintenance of traffic control devices, throughout Broward County, Florida, is the most economical and efficient means of providing such needed service; and

WHEREAS, as part of this centralization of functions, CITY and COUNTY have agreed to transfer the functions, authority, powers, responsibilities and duties of the CITY'S Traffic Engineering function pertaining to the planning, installation, operation and maintenance of traffic control devices to the COUNTY pursuant to terms and conditions of this Agreement; and

WHEREAS, as a part of the consideration for the entering into of this Agreement, the COUNTY has agreed to assume the current funding obligation for the operation transferred hereunder, pursuant to the terms of this Agreement; and

WHEREAS, as part of the consideration for this Agreement, CITY has agreed to transfer to COUNTY certain equipment, materials and supplies enumerated hereunder; and

WHEREAS, Florida Statutes, Section 125.01(3), authorizes the COUNTY to enter into agreements with other governmental agencies within or outside the boundaries of the COUNTY for the performance of the COUNTY of certain of the CITY'S authorized functions.

NOW, THEREFORE, IN CONSIDERATION of the premises and mutual covenants hereinafter contained, the parties do agree as follows:

1. TRANSFER OF FUNCTIONS AND DUTIES.

CITY agrees to transfer to COUNTY, and the COUNTY agrees to accept, and perform the following functions and duties in order to protect the welfare of the public, which functions and duties were formerly performed by CITY:

- (a) Install stop or yield signs necessary to govern traffic.
- (b) Install and maintain traffic signals where necessary.
- (c) Prohibit or restrict left, right and U-turns.
- (d) Designate crosswalks, establish safety zones and mark traffic lanes.
- (e) Designate one-way streets.
- (f) Establish no-parking, no-standing and no-stopping regulations.
- (g) Establish play streets.
- (h) Establish emergency and experimental regulations.
- (i) Establish on-street truck and passenger loading zones.
- (j) Establish speed limits.
- (k) Establish no passing zones.
- (l) Designate public carrier stands.
- (m) Establish traffic control guidelines for all roadway construction and maintenance operations.
- (n) Prohibit use of streets by trucks.

(o) Prohibit use of streets by bicycles.

The COUNTY shall perform the above-described functions and duties through its Division of Traffic Engineering or any successor division which may be created. The COUNTY shall be fully responsible for all repair and maintenance concerning the items delineated in paragraphs (a) through (o) above, but it is understood and agreed that CITY shall have the duty and obligation to notify COUNTY promptly when CITY receives actual notice of any and all defects, malfunctions, failings or imperfections in the installation or operation of traffic regulation equipment, signs, and signals as encompassed under this Agreement or if any said equipment, signs and signals are in need of repair, replacement, or maintenance.

All regulations established by the Traffic Engineering Department of COUNTY shall be made only after an engineering study has shown that the regulation is proper. All signs, signals and markings and the placement thereof shall be in conformance with the manual on Uniform Traffic Control Devices published by the State Department of Transportation. No regulation will be effective unless proper signs, signals and/or markings are in place.

2. ENCROACHMENTS.

It is understood and agreed that CITY shall retain the power to grant encroachments as provided by its Code of Ordinances subject, however, to the right of the COUNTY Traffic Engineering Division to review any proposed encroachments in order to ascertain whether the same will constitute a traffic hazard. If the COUNTY Traffic Engineering Division determines that said encroachment agreement will constitute a traffic hazard, then such encroachment agreement shall not be executed. With regard to existing encroachment agreements, the COUNTY Traffic Engineering Division shall review the same at the request of the CITY or may review the same at its own option in order to determine whether or not the same constitute traffic hazards. If the COUNTY Traffic Engineering Division does so determine that any of such encroachment agreements do in fact constitute a traffic hazard or hazards, the COUNTY Traffic Engineering Division shall notify the CITY and CITY shall take such steps as may be necessary to effect the removal of such encroachments at CITY expense.

3. RETENTION BY CITY OF FUNCTIONS AND DUTIES NOT TRANSFERRED.

It is specifically understood and agreed that all rights and powers as may be vested in the CITY pursuant to Chapter 316 of the Florida Statutes or any other law or ordinance or Charter provision of CITY and not specifically transferred to COUNTY hereunder shall be retained by CITY. It is further understood and agreed that CITY is not transferring any of its traffic enforcement functions, rights or duties by the

execution of this Agreement, and CITY shall fully retain such traffic enforcement functions, rights and duties together with all rights of enforcement of CITY traffic ordinances or state traffic statutes.

4. TRANSFER OF MATERIALS, SUPPLIES AND EQUIPMENT.

The CITY transfers ownership to the COUNTY of those materials, supplies and equipment contained within and used exclusively by the CITY'S traffic engineering function, such materials, supplies, and equipment being those itemized and described in the list attached hereto as Exhibit "A" and made a part of this Agreement; and, the CITY shall execute a Bill of Sale Absolute for transfer of title to the COUNTY, and shall transfer possession of these materials, supplies and equipment.

5. TRANSFER OF OWNERSHIP OF TRAFFIC CONTROL DEVICES.

The CITY transfers ownership to the COUNTY of all traffic control devices presently installed within and owned by the CITY; and, the CITY shall execute a Bill of Sale Absolute for the transfer of title to the COUNTY of these devices.

6. PAYMENT OF UTILITIES FOR TRAFFIC CONTROL DEVICES.

As part of the assumption of the CITY'S traffic engineering functions, duties and responsibilities, COUNTY agrees to be responsible for and to pay utility bills for traffic control devices located within the CITY limits, but said responsibility shall not include responsibility for utility bills for street lights.

7. ASSIGNMENT OF CITY'S OUTSTANDING AGREEMENTS.

The CITY hereby assigns to the COUNTY all the rights and duties of existing outstanding agreements of the CITY Traffic Engineering function, and the COUNTY hereby assumes all performance required by the CITY in said contracts, a list of which is attached to this Agreement as Exhibit "B", and made a part hereof. No Agreement shall be assumed which is not enumerated in Exhibit "B".

8. COUNTY TO PROVIDE NECESSARY FINANCIAL SUPPORT UNDER AGREEMENT.

The COUNTY agrees to provide in its annual budget the financial support necessary for the purposes set forth in this Agreement.

9. APPLICATION FOR STATE AND FEDERAL GRANTS BY COUNTY.

The CITY agrees to allow the COUNTY to apply for and accept any State- or Federal grants, loans, or other programs, which may become available to the COUNTY by virtue of the transfer of this function from the CITY to the COUNTY.

10. CITY ORDINANCES TO CONFORM TO AGREEMENT.

The CITY agrees to make whatever changes to its code of ordinances that are necessary to fully implement the provisions of this Agreement.

11. REASONABLE REQUESTS OF CITY.

The COUNTY and the Traffic Engineering Division of COUNTY agree to accede to and to implement all reasonable written requests of CITY promulgated by either the CITY Manager of CITY or by Resolution of the CITY Commission of CITY for the installation, retention, or removal of traffic control devices within the CITY, and further agree to accede to and to implement all reasonable requests of the CITY with regard to any of the duties and functions specified in paragraph 1 above, so long as such requests accord with the manual and specifications of the State Department of Transportation and commonly accepted standards of traffic engineering. No request of CITY as set forth herein shall alter or affect the provisions of paragraph 13 below.

12. INDEMNIFICATION.

COUNTY shall indemnify, hold harmless and defend CITY for all claims and damages incurred as a result of work performed by COUNTY, its agents or employees pursuant to the terms of this Agreement to the extent allowed by law. It is specifically understood and agreed that COUNTY does not indemnify CITY for the negligent acts or omissions of CITY'S agents or employees or the neglect or omission of CITY to notify COUNTY promptly when CITY receives actual notice of any and all defects, imperfections, malfunctions, or failings of the traffic regulation equipment, signs or signals or any required repairs, replacement or maintenance of the traffic regulation equipment, signs or signals provided under the terms of this Agreement.

13. CANCELLATION.

This Agreement may be cancelled by CITY or COUNTY upon formal written notice given at least ninety (90) days prior to the next succeeding October 1st and said October 1st shall be the effective date of such cancellation. On or before the effective date of such cancellation, the COUNTY shall transfer to the CITY an inventory comparable to that described in paragraphs 5 and 6 hereinabove and the exhibits related thereto, or at the option of the CITY will make a lump sum payment to the CITY in an amount equal to the value of the above-referenced inventory as of the date the lump sum payment is to be made.

IN WITNESS WHEREOF, the parties hereto have made and executed this Agreement on the respective dates under each signature: BROWARD COUNTY through its BOARD OF COUNTY COMMISSIONERS, signing by and through its Chairman, authorized to execute same by Board action on the

27 day of Nov, 1984, and CITY OF MIRAMAR  
signing by and through its Mayor duly authorized to execute same.

COUNTY

ATTEST:

Cleen Burre  
County Administrator and Ex-  
Officio Clerk of the Board of  
County Commissioners of  
Broward County, Florida

BROWARD COUNTY, through its  
BOARD OF COUNTY COMMISSIONERS

By [Signature]  
SCOTT I. COWAN, Chairman

27 day of dec, 1984

Approved as to form and legality by  
Office of General Counsel  
for Broward County, Florida  
SUSAN F. DELEGAL, General Counsel  
Room 248, Courthouse  
Fort Lauderdale, Florida 33301

By [Signature]  
RENE' A. FOGLIA  
Assistant General Counsel

APPROVED AS TO FORM:

[Signature]  
City Attorney

CITY

CITY OF Miramar

By [Signature]  
Mayor-Commissioner

29th day of May, 1984

ATTEST:

[Signature]  
City Clerk

By \_\_\_\_\_  
City Manager

\_\_\_\_\_ day of \_\_\_\_\_, 19\_\_

(CORPORATE SEAL)

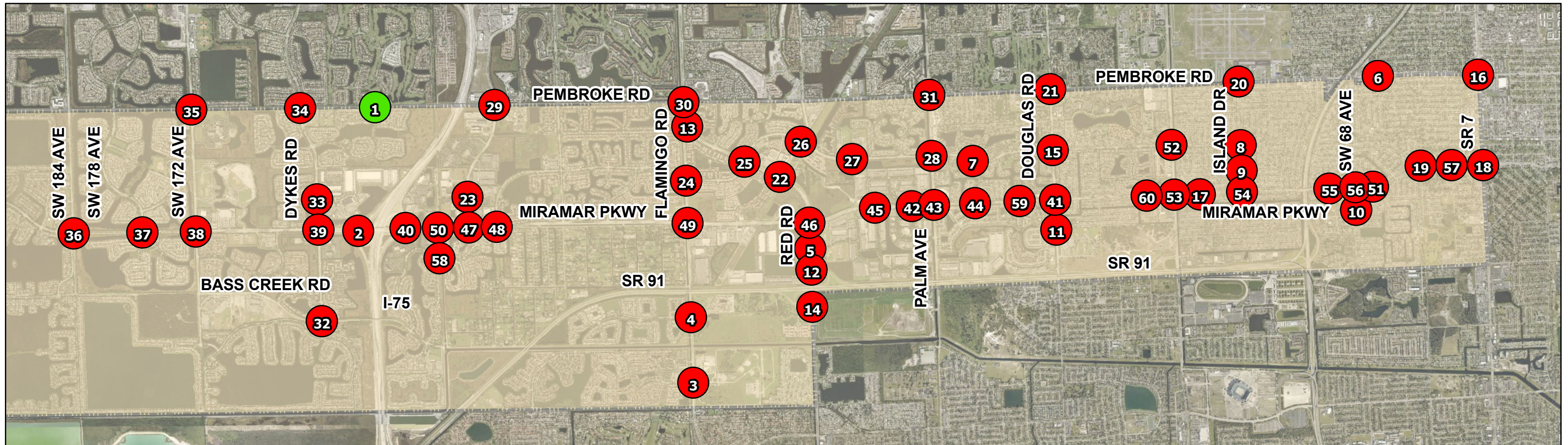
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A140-E  
5/25/84  
#83-171  
Standard



## Appendix F: Facility Maps

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- F-1: Signalized Intersections
- F-2: Sidewalk Corridors
- F-3: Intersections without Pedestrian Facilities
- F-4: Transit Stops
- F-5: Transit Stop Inventory



**Legend**

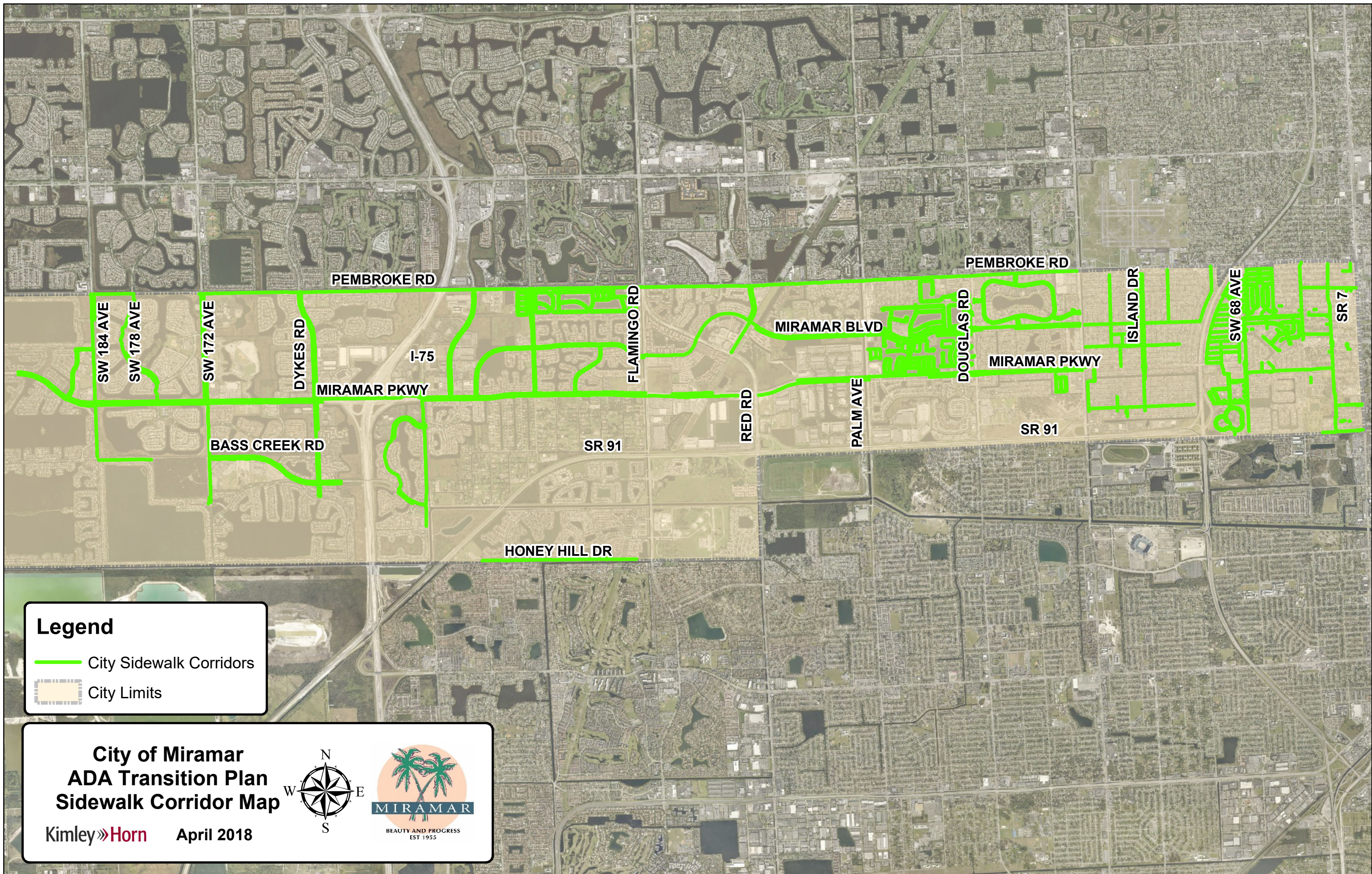
**Signalized Intersections**

- City of Miramar Maintained
- Broward County Maintained
- City Limits



ID	Name	ID	Name
1	Pembroke Rd and Silver Shores Blvd	31	Palm Ave and Pembroke Rd
2	Miramar Pkwy and I-75 SB Ramp	32	Dykes Rd and Bass Creek Rd
3	Flamingo Rd and Somerset Blvd	33	Dykes Rd and SW 29 St
4	Flamingo Rd and Silver Falls Blvd	34	Dykes Rd and Pembroke Rd
5	Red Rd and Marks Way	35	SW 172 Ave and Pembroke Rd
6	Pembroke Rd and SW 66 Ave	36	Miramar Pkwy and SW 184 Ave
7	Miramar Blvd and Sea Castle Elementary School	37	Miramar Pkwy and SW 178 Ave
8	Island Dr and South of Miramar Blvd	38	Miramar Pkwy and SW 172 Ave
9	Island Dr and South of La Salle Blvd	39	Miramar Pkwy and Dykes Rd / SW 160 Ave
10	SW 68 Ave and South of SW 34 St	40	Miramar Pkwy and I-75 NB Ramp
11	Douglas Rd and Miramar High School	41	Miramar Pkwy and Douglas Rd
12	Red Rd and FL Turnpike SB Ramp	42	Miramar Pkwy and Commerce Pkwy
13	Red Rd and Flamingo Rd	43	Miramar Pkwy and Palm Ave
14	Red Rd and FL Turnpike NB Ramp	44	Miramar Pkwy and Fairmont Ave
15	Douglas Rd and Miramar Blvd	45	Miramar Pkwy and Executive Way
16	SR 7 and Pembroke Rd	46	Miramar Pkwy and Red Rd
17	Miramar Pkwy and Tarpon Dr	47	Miramar Pkwy and SW 145 Ave
18	SR 7 and Hallandale Beach Blvd	48	Miramar Pkwy and Monarch Lakes Blvd / SW 143 Ave
19	Miramar Pkwy and SW 64 Ave	49	Miramar Pkwy and Flamingo Rd
20	Pembroke Rd and West Island Dr	50	Miramar Pkwy and SW 148 Ave
21	Pembroke Rd and Douglas Rd	51	Miramar Pkwy and SW 67 Terrace
22	Red Rd and Hiatus Rd	52	University Dr and Miramar Blvd
23	SW 145 Ave and SW 29 St	53	Miramar Pkwy and University Dr
24	Flamingo Rd and Monarch Lakes Blvd / Miramar Blvd	54	Miramar Pkwy and West Island Dr
25	Red Rd and Miramar Blvd	55	Miramar Pkwy and SW 69 Way / 69 Ave
26	Hiatus Rd and Miramar Blvd	56	Miramar Pkwy and SW 68 Ave
27	Miramar Blvd and SW 107	57	Miramar Pkwy and SW 62 Ave
28	Palm Ave and Miramar Blvd	58	SW 148 Ave and Lakeside Dr
29	Pembroke Rd and SW 145 Ave	59	Miramar Pkwy and Fire Station #70
30	Flamingo Rd and Pembroke Rd	60	Miramar Pkwy and east of Knolls Rd

**City of Miramar  
ADA Transition Plan  
Signalized Intersection Map**



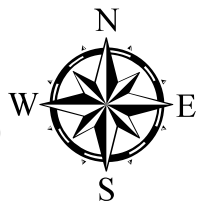


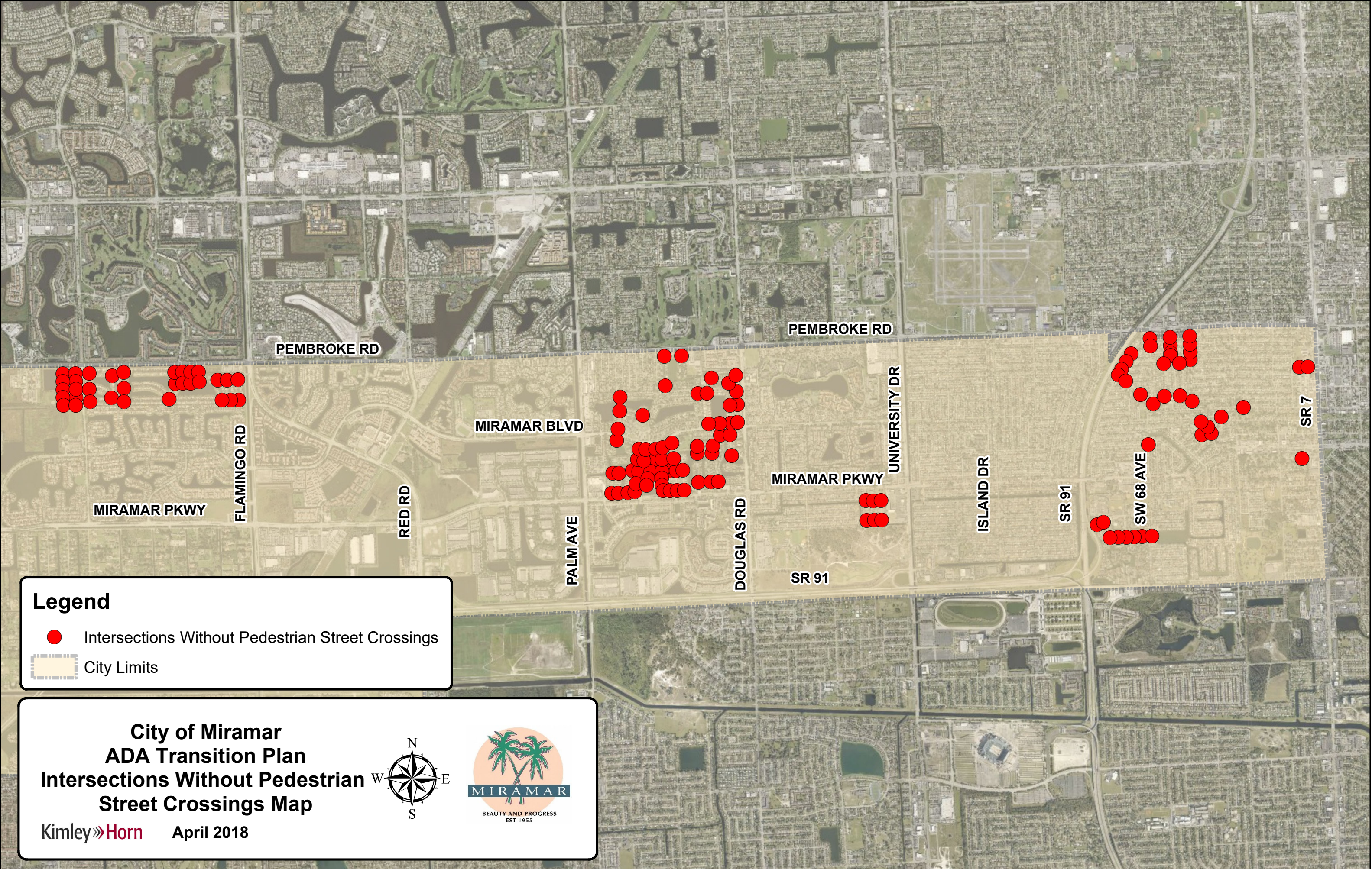
**Legend**

-  City Sidewalk Corridors
-  City Limits

**City of Miramar  
ADA Transition Plan  
Sidewalk Corridor Map**

Kimley»Horn April 2018






**Legend**

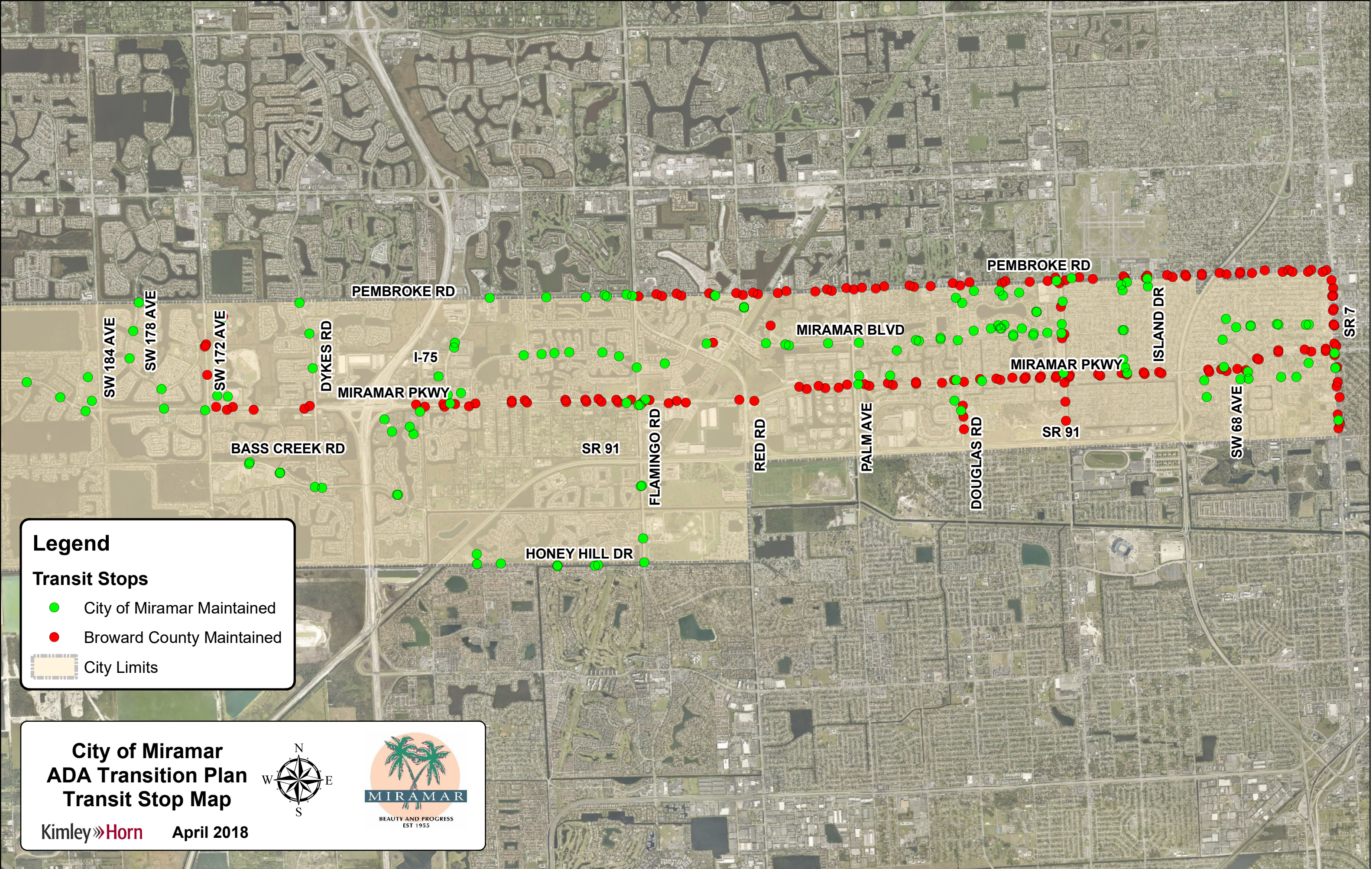
- Intersections Without Pedestrian Street Crossings
- City Limits

**City of Miramar  
ADA Transition Plan  
Intersections Without Pedestrian  
Street Crossings Map**





Kimley»Horn April 2018



**Legend**

**Transit Stops**

- City of Miramar Maintained
- Broward County Maintained
- City Limits

**City of Miramar  
ADA Transition Plan  
Transit Stop Map**

Kimley»Horn April 2018



**City of Miramar  
Bus Stops**

Count	BCT Stop ID	Address	Existing Bench	Existing Shelter	City Stop	Conc. Pad	Comments
1	5539	441 (SR7)/MIRAMAR PKWY	Y		Y	Y	
2	6084	BASS CREEK RD/EVERGLADES HIGH SCH			Y		South side Bass Creek Rd Everglades HS
3	6087	BASS CREEK RD/SW 160 AV			Y		Private adult daycare facility
4	6086	BASS CREEK RD/SW 165 AV	Y		Y		
5	6098	DE SOTO DR/TROPICANA ST			Y		
6	6093	DOUGLAS RD S/YOUTH CENTER #2001			Y		
7		DOUGLAS RD/MIRAMAR BLVD			Y		
8		FAIRMONT AV/BOULDER ST			Y		
9	6059	FAIRMONT AV/HUDSON ST			Y		
10		FLAMINGO RD/MONARCH LAKES BLVD			Y		
11		ISLAND DR/INDIGO ST			Y		
12		ISLAND DR/KISMET ST			Y		
13		ISLAND DR/MIRAMAR BLVD			Y		
14		ISLAND DR/TROPICANA ST			Y		
15	8901	ISLAND DR/VENETIAN ST			Y		
16	6095	JODI LN/SHERMAN CIR N	Y	Y	Y		
17		LAKESIDE DR/BASS CREEK RD			Y		
18		LAKESIDE DR/SW 149 AVE (GATEHOUSE) (SOUTH SIDE)			Y		
19		LAKESIDE DR/SW 48 ST			Y		
20		MEMORIAL HOSPITAL MIRAMAR	Y		Y	Y	
21		MEMORIAL HOSPITAL WEST			Y	Y	
22		MIRAMAR BLVD/APT CONSTRUCTION			Y		
23	6054	MIRAMAR BLVD/AVALON BLVD			Y		
24	6057	MIRAMAR BLVD/BUTTONWOOD AV			Y		
25	6058	MIRAMAR BLVD/DUPONT LN			Y		
26	6067	MIRAMAR BLVD/MURANO			Y		
27	6060	MIRAMAR BLVD/NEW RENAISSANCE AT MIRMAR			Y		
28	6053	MIRAMAR BLVD/NEW RENAISSANCE MID SCHL			Y		
29		MIRAMAR BLVD/PALM AV			Y		
30	6052	MIRAMAR BLVD/SW 121 AV (MARTINIQUE)	Y	Y	Y		
31		MIRAMAR PKWY/ SW 129 AV			Y	Y	
32		MIRAMAR PKWY/#11800			Y	Y	
33		MIRAMAR PKWY/#12000			Y		
34		MIRAMAR PKWY/#12650			Y	Y	
35		MIRAMAR PKWY/DOLPHIN DR			Y		
36		MIRAMAR PKWY/FAIRMONT AV			Y	Y	
37		MIRAMAR PKWY/FLAMINGO RD (KOHL'S PLAZA)	Y	Y	Y	Y	
38		MIRAMAR PKWY/ISLAND DR	Y		Y		
39		MIRAMAR PKWY/ISLAND DR	Y		Y		
40		MIRAMAR PKWY/KNOLLS RD			Y		
41		MIRAMAR PKWY/KNOLLS RD (IN FRONT SUNTRUST BANK)	Y	Y	Y	Y	
42		MIRAMAR PKWY/MEADOWS OF MIRAMAR			Y		
43		MIRAMAR PKWY/MEADOWS OF MIRAMAR			Y		
44		MIRAMAR PKWY/NEWPORT RD			Y		
45		MIRAMAR PKWY/NEWPORT RD			Y	Y	
46		MIRAMAR PKWY/PALM AVE (RIVER RUN SHOPPING CENTER)	Y	Y	Y	Y	
47		MIRAMAR PKWY/RED RD			Y		
48		MIRAMAR PKWY/SHOPPES OF SUNSET LAKES (SOUTHSIDE)	Y		Y		
49		MIRAMAR PKWY/SW 119 AV (NORHT SIDE)		Y	Y	Y	
50		MIRAMAR PKWY/SW 119 AV (SOUTH SIDE)	Y	Y	Y	Y	
51		MIRAMAR TOWN CENTER	Y		Y		
52		MONARCH LAKES B/SW 126 AV			Y		
53		MONARCH LAKES B/SW 129 AV			Y		
54		MONARCH LAKES B/SW 131 TER			Y		
55		MONARCH LAKES B/SW 132 TER			Y		
56		MONARCH LAKES B/SW 134 AV			Y		
57		MONARCK LAKES B/SW 136 AV			Y		
58		NW 4 ST/FLAMINGO RD			Y		
59		PEMBROKE LAKES MALL/SEARS (NORTH SIDE MALL)	Y		Y		
60		PEMBROKE RD/FLAMINGO R BRAVO	Y		Y		
61	6087	PEMBROKE RD/JODI LN			Y	Y	
62		PEMBROKE RD/SW 172 AV (ACROSS FROM HOSPITAL)	Y	Y	Y	Y	Miramar Memorial Hospital
63		RED ROAD/SW 117 AVE	Y	Y	Y	Y	
64	6999	SENIOR CENTER VENETIAN ST/ISLAND DR	Y		Y	Y	

**City of Miramar  
Bus Stops**

Count	BCT Stop ID	Address	Existing Bench	Existing Shelter	City Stop	Conc. Pad	Comments
65		SHERMAN CIR/HERON POINT APT	Y		Y	Y	
66	6089	SHERMAN CIR/NEW PARK TOWERS			Y	Y	
67	6088	SHERMAN CIR/SW 83 PL			Y	Y	
68	6090	SHERMAN CIR/SW 83 TER			Y	Y	
69	6091	SHERMAN CIR/SW 86 AV			Y	Y	
70	6092	SHERMAN CIR/SW 87 TER			Y	Y	
71		SHERMAN CIR/YOUTH CENTER			Y		
72		STACEY LN/SHERMAN CIR S	Y	Y	Y	Y	
73		SUNSET LAKES COMMUNITY CENTER	Y		Y		
74		SUNSET LKS MUNICIPAL COMPLEX	Y		Y	Y	
75		SUNSET LKS PUBLIX	Y		Y	Y	
76		SW 145 AV/FBI BUILDING	Y	Y	Y	Y	
77		SW 172 AV (REGIONAL PARK)	Y	Y	Y	Y	
78		SW 178 AV/SW 21 ST			Y		
79		SW 178 AV/SW 26 ST			Y		
80		SW 178 AV/SW 30 ST			Y		
81		SW 25 ST/SW 62 AV			Y	Y	
82		SW 25 ST/SW 64 AV			Y	Y	
83	6106	SW 25 ST/SW 64 AV			Y	Y	
84		SW 25 ST/SW 66 AV			Y	Y	
85	1605	SW 25 ST/SW 66 AV			Y	Y	
86		SW 25 ST/SW 67 AV			Y	Y	
87	6121	SW 33 ST/SW 63 AV			Y	Y	
88	6120	SW 33 ST/SW 64 AV			Y	Y	
89	6116	SW 33 ST/SW 67 AV (HIBISCUS PLACE)			Y	Y	
90	6115	SW 33 ST/SW 67 TER			Y	Y	
91		SW 55 ST (HONEY HILL RD)/FLAMINGO RD			Y	Y	
92		SW 55 ST (HONEY HILL RD)/SOMERSET PKWY			Y		
93		SW 55 ST (HONEY HILL RD)/SW 133 AV			Y		
94		SW 55 ST (HONEY HILL RD)/SW 139 AV			Y		
95		SW 55 ST (HONEY HILL RD)/SW 49 AV			Y		
96		SW 62 AV/SW 31 ST			Y	Y	
97		SW 68 AV/SW 68 TER			Y		
98		THE COMMONS SHOPPING CTR			Y	Y	
99		THE COMMONS SHOPPING CTR			Y	Y	
100		TOWN CENTER (TRANSIT HUB)	Y		Y	Y	
101		VIZCAYA PARK			Y	Y	



## Appendix G: Sample Action Log

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**City of Metropolis**  
**ADA Self-Evaluation and Transition Plan**  
**Action Log**  
**4/30/2018**

Facility Type	GPS ID	Project Name	Cost Projection	Priority	Funding Year	Year Completed
Building	8	Service Center	\$ 32,025	2	High	
Building	9	Stone Cottage	\$ 2,100	2	High	
Building	11	City Hall	\$ 24,675	2	High	
Building	2	Athletic Club	\$ 5,250	3	High	
Building	5	Finance Building	\$ 165,900	3	High	
Building	9	Stone Cottage	\$ 4,725	3	High	
Building	11	City Hall	\$ 168,525	3	High	
Building	2	Athletic Club	\$ 32,603	4	High	
Building	3	Central Fire Station	\$ 71,400	4	High	
Building	4	Conference Centre	\$ 2,625	4	High	
Building	5	Finance Building	\$ 11,025	4	High	
Building	6	Fire Station No. 2	\$ 66,675	4	High	
Building	7	Police & Courts Building	\$ 406,875	4	High	
Building	8	Service Center	\$ 32,025	4	High	
Building	9	Stone Cottage	\$ 4,725	4	High	
Building	10	Theatre Centre	\$ 182,700	4	High	
Building	11	City Hall	\$ 41,475	4	High	
Building Sidewalk	100	Service Center	\$ 6,149	1	High	
Building Sidewalk	101	Police and Courts	\$ 2,442	1	High	
Building Sidewalk	102	Central Fire Station	\$ 4,715	1	High	
Building Sidewalk	103	Conference Center / Theatre Center / Stone Cottage	\$ 781	1	High	
Building Sidewalk	104	Central Fire Station	\$ 1,231	1	High	
Building Sidewalk	105	Athletic Club	\$ 14,800	1	High	
Building Sidewalk	107	TreeHouse	\$ 4,344	1	High	
Building Sidewalk	108	City Hall	\$ 3,189	1	High	
Building Sidewalk	109	Finance Building	\$ 5,258	1	High	
Building Unsignalized Intersection	90013	Intersection of Athletic Club and parking lot (Lat. 32.9505; Long. -96.8486)	\$ 1,000	2	High	
Building Unsignalized Intersection	90017	Intersection of Athletic Club and parking lot (Lat. 32.9496; Long. -96.8482)	\$ 3,000	2	High	
Building Unsignalized Intersection	90023	Intersection of Police and Courts and parking lot (Lat. 32.9664; Long. -96.8308)	\$ 7,000	2	High	
Building Unsignalized Intersection	90024	Intersection of Central Fire Station and parking lot (Lat. 32.9659; Long. -96.8303)	\$ 3,000	2	High	
Building Unsignalized Intersection	90026	Intersection of Service Center and parking lot (Lat. 32.9809; Long. -96.8392)	\$ 5,000	2	High	
Building Unsignalized Intersection	90027	Intersection of Finance Building and parking lot (Lat. 32.9535; Long. -96.8138)	\$ 8,000	2	High	
Building Unsignalized Intersection	90010	Intersection of TreeHouse and parking lot (Lat. 32.9478; Long. -96.8405)	\$ 3,000	3	High	
Building Unsignalized Intersection	90025	Intersection of Central Fire Station and parking lot (Lat. 32.9654; Long. -96.8303)	\$ 3,000	3	High	
Park	7	Vitruvian Park	\$ 2,363	2	High	
Park	2	Addison City Park	\$ 4,200	3	High	
Park	5	Redding Dog Trail Park	\$ 3,150	3	High	
Park	6	Spruill Park	\$ 3,150	3	High	
Park	7	Vitruvian Park	\$ 2,625	3	High	
Park	2	Addison City Park	\$ 5,250	4	High	
Park	4	Les Lacs Park	\$ 11,550	4	High	
Park	5	Redding Dog Trail Park	\$ 11,550	4	High	

Facility Type	GPS ID	Project Name	Cost Projection	Priority	Funding Year	Year Completed
Park	7	Vitruvian Park	\$ 5,250	4	High	
Park Sidewalk	200	Spruill Park	\$ 8,089	1	High	
Park Sidewalk	201	Addison Circle Park	\$ 10,432	1	High	
Park Sidewalk	202	Beckert Park	\$ 14,154	1	High	
Park Sidewalk	203	Les Lacs Park	\$ 30,299	1	High	
Park Sidewalk	205	Addison City Park	\$ 21,558	1	High	
Park Sidewalk	206	Vitruvian Park	\$ 15,464	1	High	
Park Sidewalk	207	Redding Trail	\$ 33,630	1	High	
Park Unsignalized Intersection	90001	Intersection of Vitruvian Park and parking lot (Lat. 32.9339; Long. -96.8499)	\$ 9,000	2	High	
Park Unsignalized Intersection	90002	Intersection of Vitruvian Trail and parking lot (Lat. 32.9339; Long. -96.8508)	\$ 4,000	2	High	
Park Unsignalized Intersection	90003	Intersection of Vitruvian Trail and roundabout (Lat. 32.9340; Long. -96.8496)	\$ 13,000	2	High	
Park Unsignalized Intersection	90009	Intersection of Addison City Park and parking lot (Lat. 32.9423; Long. -96.8526)	\$ 8,000	2	High	
Park Unsignalized Intersection	90011	Intersection of Redding Trail and Le Grande Dr access point (Lat. 32.9471; Long. -96.8433)	\$ 6,000	2	High	
Park Unsignalized Intersection	90018	Intersection of Redding Trail and midblock crossing (Lat. 32.9462; Long. -96.8474)	\$ 13,000	2	High	
Park Unsignalized Intersection	90021	Intersection of Addison Circle Park and Festival Way	\$ 3,000	2	High	
Park Unsignalized Intersection	90022	Intersection of Addison Circle Park and ramp (Lat. 32.9612; Long. -96.8264)	\$ 3,000	2	High	
Signalized Intersection	1	Intersection of Addison Rd and Sojourn Dr	\$ 63,000	2	High	
Signalized Intersection	4	Intersection of Quorum Dr and Keller Springs Rd	\$ 69,000	2	High	
Signalized Intersection	5	Intersection of Addison Rd and Airport Pkwy	\$ 60,000	2	High	
Signalized Intersection	8	Intersection of Arapaho Rd and Quorum Dr	\$ 29,000	2	High	
Signalized Intersection	9	Intersection of Arapaho Rd and Spectrum Dr	\$ 33,000	2	High	
Signalized Intersection	11	Intersection of Arapaho Rd and Edwin Lewis Dr	\$ 54,000	2	High	
Signalized Intersection	12	Intersection of Quorum Dr and Edwin Lewis Dr	\$ 90,000	2	High	
Signalized Intersection	14	Intersection of Belt Line Rd and Midway Rd	\$ 96,000	2	High	
Signalized Intersection	16	Intersection of Vitruvian Way and Ponte Ave	\$ 25,000	2	High	
Signalized Intersection	18	Intersection of Spring Valley Rd and Greenhill School St	\$ 53,000	2	High	
PROW Sidewalk	1	Keller Springs Rd	\$ 99,644	1	High	
PROW Sidewalk	2	Quorum Dr	\$ 107,564	1	High	
PROW Sidewalk	3	Airport Pkwy	\$ 81,148	1	High	
PROW Sidewalk	4	Morris Ave	\$ 39,533	1	High	
PROW Sidewalk	5	Addison Cir	\$ 80,182	1	High	
PROW Sidewalk	6	Spectrum Dr	\$ 93,757	1	High	
PROW Sidewalk	7	Addison Rd	\$ 36,334	1	High	
PROW Sidewalk	8	Arapaho Rd	\$ 85,459	1	High	
PROW Sidewalk	9	Edwin Lewis Dr	\$ 30,759	1	High	
PROW Sidewalk	10	Belt Line Rd	\$ 199,826	1	High	
PROW Sidewalk	11	Arapaho Rd	\$ 408	1	High	
PROW Sidewalk	12	Beltway Dr	\$ 119,601	1	High	
PROW Sidewalk	13	Quorum Dr	\$ 112,051	1	High	
PROW Sidewalk	14	Oaks N Dr	\$ 135,520	1	High	
PROW Sidewalk	15	Paladium Dr	\$ 87,156	1	High	
PROW Sidewalk	16	Montford Dr	\$ 14,840	1	High	
PROW Sidewalk	17	Proton Rd	\$ 107,039	1	High	
PROW Sidewalk	18	Les Lacs Ave	\$ 131,937	1	High	
PROW Sidewalk	19	Woodshadow Ln	\$ 81,421	1	High	
PROW Sidewalk	20	Longfellow Ct	\$ 33,876	1	High	
PROW Sidewalk	21	Brookwood Ln	\$ 107,796	1	High	
PROW Sidewalk	22	Brookwood Ln Trail	\$ 274	1	High	
PROW Sidewalk	23	Beau Park Ln	\$ 15,282	1	High	
PROW Sidewalk	24	Brookwood Ln	\$ 30,138	1	High	

Facility Type	GPS ID	Project Name	Cost Projection	Priority	Funding Year	Year Completed
PROW Sidewalk	25	Spring Valley Rd	\$ 61,372	1	High	
Railroad Crossing	2	Quorum Dr 500' south of Addison Cir	\$ 44,000	1	High	
Railroad Crossing	6	Spectrum Dr 475' south of Addison Cir	\$ 75,000	1	High	
Railroad Crossing	10	Belt Line Rd 150' west of Addison Rd	\$ 75,000	1	High	
Unsignalized Intersection	100	Intersection of Keller Springs Rd and driveway (Lat. 32.9686; Long. -96.8290)	\$ 11,000	2	High	
Unsignalized Intersection	101	Intersection of Keller Springs Rd and driveway (Lat. 32.9686; Long. -96.8288)	\$ 12,000	2	High	
Unsignalized Intersection	103	Intersection of Keller Springs Rd and driveway (Lat. 32.9686; Long. -96.8272)	\$ 13,000	2	High	
Unsignalized Intersection	104	Intersection of Keller Springs Rd and driveway (Lat. 32.9686; Long. -96.8270)	\$ 12,000	2	High	
Unsignalized Intersection	105	Intersection of Keller Springs Rd and driveway (Lat. 32.9686; Long. -96.8268)	\$ 11,000	2	High	
Unsignalized Intersection	106	Intersection of Keller Springs Rd and driveway (Lat. 32.9686; Long. -96.8253)	\$ 8,000	2	High	
Unsignalized Intersection	107	Intersection of Keller Springs Rd and driveway (Lat. 32.9686; Long. -96.8241)	\$ 9,000	2	High	
Unsignalized Intersection	108	Intersection of Keller Springs Rd and driveway (Lat. 32.9686; Long. -96.8239)	\$ 11,000	2	High	
Unsignalized Intersection	109	Intersection of Keller Springs Rd and driveway (Lat. 32.9685; Long. -96.8231)	\$ 11,000	2	High	
Unsignalized Intersection	110	Intersection of Keller Springs Rd and Mary Kay Way	\$ 38,000	2	High	
Unsignalized Intersection	112	Intersection of Quorum Dr and driveway (Lat. 32.9673; Long. -96.8257)	\$ 15,000	2	High	
Unsignalized Intersection	117	Intersection of Quorum Dr and Parkview Pl	\$ 33,000	2	High	
Unsignalized Intersection	118	Intersection of Quorum Dr and Goodman Ave	\$ 6,000	2	High	
Unsignalized Intersection	119	Intersection of Quorum Dr and Morris Ave	\$ 33,000	2	High	
Unsignalized Intersection	121	Intersection of Airport Pkwy and driveway (Lat. 32.9660; Long. -96.8294)	\$ 5,000	2	High	
Unsignalized Intersection	122	Intersection of Airport Pkwy and driveway (Lat. 32.9660; Long. -96.8287)	\$ 11,000	2	High	
Unsignalized Intersection	123	Intersection of Airport Pkwy and driveway (Lat. 32.9660; Long. -96.8284)	\$ 18,000	2	High	
Unsignalized Intersection	124	Intersection of Airport Pkwy and driveway (Lat. 32.9660; Long. -96.8278)	\$ 5,000	2	High	
Unsignalized Intersection	125	Intersection of Airport Pkwy and driveway (Lat. 32.9660; Long. -96.8274)	\$ 23,000	2	High	
Unsignalized Intersection	126	Intersection of Airport Pkwy and driveway (Lat. 32.9660; Long. -96.8271)	\$ 11,000	2	High	
Unsignalized Intersection	131	Intersection of Morris Ave and Artist Way	\$ 41,000	2	High	
Unsignalized Intersection	132	Intersection of Morris Ave and Artist Way	\$ 20,000	2	High	
Unsignalized Intersection	134	Intersection of Spectrum Dr and Morris Ave	\$ 32,000	2	High	
Unsignalized Intersection	135	Intersection of Addison Rd and Addison Cir	\$ 29,000	2	High	
Unsignalized Intersection	138	Intersection of Spectrum Dr and driveway (Lat. 32.9587; Long. -96.8247)	\$ 14,000	2	High	
Unsignalized Intersection	139	Intersection of Edwin Lewis Dr and Spectrum Dr	\$ 38,000	2	High	
Unsignalized Intersection	140	Intersection of Spectrum Dr and driveway (Lat. 32.9561; Long. -96.8245)	\$ 11,000	2	High	
Unsignalized Intersection	141	Intersection of Spectrum Dr and driveway (Lat. 32.9557; Long. -96.8233)	\$ 11,000	2	High	
Unsignalized Intersection	146	Intersection of Arapaho Rd and driveway (Lat. 32.9585; Long. -96.8272)	\$ 18,000	2	High	
Unsignalized Intersection	147	Intersection of Arapaho Rd and driveway (Lat. 32.9590; Long. -96.8250)	\$ 9,000	2	High	
Unsignalized Intersection	148	Intersection of Arapaho Rd and driveway (Lat. 32.9590; Long. -96.8241)	\$ 11,000	2	High	
Unsignalized Intersection	149	Intersection of Arapaho Rd and driveway (Lat. 32.9592; Long. -96.8235)	\$ 23,000	2	High	
Unsignalized Intersection	150	Intersection of Arapaho Rd and driveway (Lat. 32.9594; Long. -96.8224)	\$ 15,000	2	High	
Unsignalized Intersection	152	Intersection of Addison Rd and driveway (Lat. 32.9597; Long. -96.8298)	\$ 5,000	2	High	
Unsignalized Intersection	171	Intersection of Edwin Lewis Dr and driveway (Lat. 32.9577; Long. -96.8251)	\$ 13,000	2	High	
Unsignalized Intersection	172	Intersection of Belt Line Rd and driveway (Lat. 32.9543; Long. -96.8380)	\$ 11,000	2	High	
Unsignalized Intersection	175	Intersection of Belt Line Rd and driveway (Lat. 32.9542; Long. -96.8370)	\$ 15,000	2	High	
Unsignalized Intersection	177	Intersection of Belt Line Rd and driveway (Lat. 32.9541; Long. -96.8363)	\$ 8,000	2	High	
Unsignalized Intersection	178	Intersection of Belt Line Rd and driveway (Lat. 32.9541; Long. -96.8361)	\$ 4,000	2	High	
Unsignalized Intersection	180	Intersection of Belt Line Rd and driveway (Lat. 32.9541; Long. -96.8355)	\$ 35,000	2	High	
Unsignalized Intersection	181	Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8347)	\$ 13,000	2	High	
Unsignalized Intersection	182	Intersection of Belt Line Rd and driveway (Lat. 32.9541; Long. -96.8343)	\$ 21,000	2	High	
Unsignalized Intersection	188	Intersection of Belt Line Rd and driveway (Lat. 32.9541; Long. -96.8294)	\$ 3,000	2	High	
Unsignalized Intersection	189	Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8291)	\$ 9,000	2	High	
Unsignalized Intersection	191	Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8277)	\$ 8,000	2	High	
Unsignalized Intersection	194	Intersection of Belt Line Rd and driveway (Lat. 32.9541; Long. -96.8268)	\$ 13,000	2	High	

Facility Type	GPS ID	Project Name	Cost Projection	Priority	Funding Year	Year Completed
Unsignalized Intersection	195	Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8252)	\$ 22,000	2	High	
Unsignalized Intersection	196	Intersection of Belt Line Rd and driveway (Lat. 32.9541; Long. -96.8249)	\$ 12,000	2	High	
Unsignalized Intersection	197	Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8243)	\$ 15,000	2	High	
Unsignalized Intersection	198	Intersection of Belt Line Rd and driveway (Lat. 32.9541; Long. -96.8234)	\$ 11,000	2	High	
Unsignalized Intersection	199	Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8228)	\$ 26,000	2	High	
Unsignalized Intersection	200	Intersection of Quorum Dr and driveway (Lat. 32.9531; Long. -96.8260)	\$ 23,000	2	High	
Unsignalized Intersection	202	Intersection of Quorum Dr and driveway (Lat. 32.9528; Long. -96.8260)	\$ 13,000	2	High	
Unsignalized Intersection	203	Intersection of Quorum Dr and driveway (Lat. 32.9521; Long. -96.8255)	\$ 28,000	2	High	
Unsignalized Intersection	204	Intersection of Quorum Dr and driveway (Lat. 32.9519; Long. -96.8253)	\$ 18,000	2	High	
Unsignalized Intersection	205	Intersection of Quorum Dr and driveway (Lat. 32.9513; Long. -96.8252)	\$ 5,000	2	High	
Unsignalized Intersection	206	Intersection of Quorum Dr and driveway (Lat. 32.9510; Long. -96.8252)	\$ 18,000	2	High	
Unsignalized Intersection	207	Intersection of Quorum Dr and driveway (Lat. 32.9508; Long. -96.8251)	\$ 8,000	2	High	
Unsignalized Intersection	208	Intersection of Quorum Dr and driveway (Lat. 32.9505; Long. -96.8252)	\$ 13,000	2	High	
Unsignalized Intersection	211	Intersection of Quorum Dr and driveway (Lat. 32.9500; Long. -96.8254)	\$ 28,000	2	High	
Unsignalized Intersection	212	Intersection of Quorum Dr and driveway (Lat. 32.9499; Long. -96.8255)	\$ 5,000	2	High	
Unsignalized Intersection	213	Intersection of Quorum Dr and driveway (Lat. 32.9495; Long. -96.8256)	\$ 6,000	2	High	
Unsignalized Intersection	214	Intersection of Quorum Dr and midblock crossing (Lat. 32.9493; Long. -96.8256)	\$ 45,000	2	High	
Unsignalized Intersection	215	Intersection of Quorum Dr and Landmark PI (west)	\$ 22,000	2	High	
Unsignalized Intersection	216	Intersection of Quorum Dr and Landmark PI (east)	\$ 16,000	2	High	
Unsignalized Intersection	217	Intersection of Landmark PI and driveway (Lat. 32.9486; Long. -96.8246)	\$ 5,000	2	High	
Unsignalized Intersection	224	Intersection of Montfort Dr and driveway (Lat. 32.9502; Long. -96.8179)	\$ 5,000	2	High	
Unsignalized Intersection	225	Intersection of Montfort Dr and driveway (Lat. 32.9498; Long. -96.8177)	\$ 8,000	2	High	
Unsignalized Intersection	226	Intersection of Montfort Dr and driveway (Lat. 32.9495; Long. -96.8176)	\$ 11,000	2	High	
Unsignalized Intersection	228	Intersection of Beltway Dr and Proton Dr	\$ 33,000	2	High	
Unsignalized Intersection	229	Intersection of Beltway Dr and driveway (Lat. 32.9504; Long. -96.8491)	\$ 24,000	2	High	
Unsignalized Intersection	232	Intersection of Beltway Dr and driveway (Lat. 32.9511; Long. -96.8477)	\$ 5,000	2	High	
Unsignalized Intersection	248	Intersection of Proton Dr and Redding Trail	\$ 2,000	2	High	
Unsignalized Intersection	255	Intersection of Proton Dr and driveway (Lat. 32.9460; Long. -96.8417)	\$ 11,000	2	High	
Unsignalized Intersection	257	Intersection of Proton Dr and driveway (Lat. 32.9459; Long. -96.8410)	\$ 8,000	2	High	
Unsignalized Intersection	301	Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8523)	\$ 10,000	2	High	
Unsignalized Intersection	303	Intersection of Spring Valley Rd and driveway (Lat. 32.9398; Long. -96.8511)	\$ 6,000	2	High	
Unsignalized Intersection	304	Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8502)	\$ 6,000	2	High	
Unsignalized Intersection	306	Intersection of Spring Valley Rd and driveway (Lat. 32.9398; Long. -96.8494)	\$ 4,000	2	High	
Unsignalized Intersection	90019	Intersection of Brookwood Ln and midblock ramp (Lat. 32.9442; Long. -96.8530)	\$ 17,000	2	High	
Unsignalized Intersection	90020	Intersection of Les Lacs Park and parking lot (Lat. 32.9508; Long. -96.8491)	\$ 10,000	2	High	
Unsignalized Intersection	90061	Intersection of Quorum Dr and midblock crossing (Lat. 32.9508; Long. -96.8251)	\$ 16,000	2	High	
Unsignalized Intersection	90063	Intersection of Addison Cir and driveway (Lat. 32.9614; Long. -96.8292)	\$ 13,000	2	High	
Unsignalized Intersection	90064	Intersection of Addison Cir and Circle Dr (Lat. 32.9615; Long. -96.8283)	\$ 33,000	2	High	
Unsignalized Intersection	90065	Intersection of Addison Cir and driveway (Lat. 32.9614; Long. -96.8276)	\$ 8,000	2	High	
Unsignalized Intersection	90066	Intersection of Addison Cir and Witt PI	\$ 25,000	2	High	
Unsignalized Intersection	90067	Intersection of Addison Cir and Quorum dr	\$ 42,000	2	High	
Unsignalized Intersection	90068	Intersection of Quorum Dr and ramp (Lat. 32.9619; Long. -96.8258)	\$ 3,000	2	High	
Unsignalized Intersection	90069	Intersection of Addison Cir and ramp (Lat. 32.9614; Long. -96.8267)	\$ 4,000	2	High	
Unsignalized Intersection	90070	Intersection of Quorum Dr and ramp (Lat. 32.9625; Long. -96.8258)	\$ 11,000	2	High	
Unsignalized Intersection	90072	Intersection of Quorum Dr and ramp (Lat. 32.9633; Long. -96.8258)	\$ 3,000	2	High	
Unsignalized Intersection	90073	Intersection of Morris Ave and driveway (Lat. 32.9627; Long. -96.8242)	\$ 14,000	2	High	
Unsignalized Intersection	90075	Intersection of Morris Ave and driveway (Lat. 32.9627; Long. -96.8254)	\$ 18,000	2	High	
Unsignalized Intersection	90076	Intersection of Morris Ave and ramp (Lat. 32.9627; Long. -96.8275)	\$ 6,000	2	High	
Unsignalized Intersection	90077	Intersection of Morris Ave and Witt PI	\$ 14,000	2	High	
Unsignalized Intersection	90082	Intersection of Spectrum Dr and driveway (Lat. 32.9582; Long. -96.8247)	\$ 8,000	2	High	

Facility Type	GPS ID	Project Name	Cost Projection	Priority	Funding Year	Year Completed
Unsignalized Intersection	90114	Intersection of Addison Cir and Lewis Pl	\$ 19,000	2	High	
Unsignalized Intersection	90115	Intersection of Addison Rd and Festival Way	\$ 19,000	2	High	
Unsignalized Intersection	90116	Intersection of Addison Cir and Spectrum Dr (south)	\$ 25,000	2	High	
Unsignalized Intersection	90117	Intersection of Addison Cir and Spectrum Dr (north)	\$ 46,000	2	High	
Unsignalized Intersection	90118	Intersection of Addison Cir and Mildred Pl	\$ 20,000	2	High	
Unsignalized Intersection	90119	Intersection of Addison Cir and east crossing (Lat. 32.9620; Long. -96.8233)	\$ 12,000	2	High	
Unsignalized Intersection	90120	Intersection of Addison Cir and driveway (Lat. 32.9621; Long. -96.8227)	\$ 9,000	2	High	
Unsignalized Intersection	90121	Intersection of Addison Cir and west crossing (Lat. 32.9616; Long. -96.8250)	\$ 11,000	2	High	
Unsignalized Intersection	111	Intersection of Quorum Dr and driveway (Lat. 32.9677; Long. -96.8257)	\$ 5,000	3	High	
Unsignalized Intersection	113	Intersection of Quorum Dr and driveway (Lat. 32.9668; Long. -96.8257)	\$ 5,000	3	High	
Unsignalized Intersection	116	Intersection of Quorum Dr and Marcus Ave	\$ 22,000	3	High	
Unsignalized Intersection	153	Intersection of Addison Rd and driveway (Lat. 32.9593; Long. -96.8298)	\$ 5,000	3	High	
Unsignalized Intersection	90040	Intersection of Brookwood Ln and driveway (Lat. 32.9443; Long. -96.8496)	\$ 5,000	3	High	
Unsignalized Intersection	235	Intersection of Beltway Dr and Surveyor Blvd	\$ 35,000	4	High	
Building	1	Addison Circle Park Pavilion	\$ 840	5	Medium	
Building	2	Athletic Club	\$ 19,216	5	Medium	
Building	3	Central Fire Station	\$ 23,993	5	Medium	
Building	4	Conference Centre	\$ 17,325	5	Medium	
Building	5	Finance Building	\$ 7,980	5	Medium	
Building	6	Fire Station No. 2	\$ 10,054	5	Medium	
Building	7	Police & Courts Building	\$ 38,194	5	Medium	
Building	8	Service Center	\$ 41,318	5	Medium	
Building	10	Theatre Centre	\$ 31,369	5	Medium	
Building	11	City Hall	\$ 13,992	5	Medium	
Building	1	Addison Circle Park Pavilion	\$ 630	6	Medium	
Building	2	Athletic Club	\$ 13,125	6	Medium	
Building	3	Central Fire Station	\$ 4,200	6	Medium	
Building	5	Finance Building	\$ 1,575	6	Medium	
Building	6	Fire Station No. 2	\$ 2,310	6	Medium	
Building	7	Police & Courts Building	\$ 20,738	6	Medium	
Building	8	Service Center	\$ 15,226	6	Medium	
Building	10	Theatre Centre	\$ 2,625	6	Medium	
Building	11	City Hall	\$ 6,563	6	Medium	
Building	2	Athletic Club	\$ 3,308	7	Medium	
Building	3	Central Fire Station	\$ 4,200	7	Medium	
Building	6	Fire Station No. 2	\$ 1,050	7	Medium	
Building	7	Police & Courts Building	\$ 6,143	7	Medium	
Building	8	Service Center	\$ 10,921	7	Medium	
Building	9	Stone Cottage	\$ 4,725	7	Medium	
Building	10	Theatre Centre	\$ 21,210	7	Medium	
Building	11	City Hall	\$ 4,200	7	Medium	
Building	2	Athletic Club	\$ 3,150	8	Medium	
Building	3	Central Fire Station	\$ 5,250	8	Medium	
Building	7	Police & Courts Building	\$ 15,750	8	Medium	
Building	9	Stone Cottage	\$ 5,250	8	Medium	
Building	11	City Hall	\$ 1,050	8	Medium	
Building Sidewalk	101	Police and Courts	\$ 3,386	2	Medium	
Building Sidewalk	102	Central Fire Station	\$ 1,644	2	Medium	
Building Sidewalk	103	Conference Center / Theatre Center / Stone Cottage	\$ 8,729	2	Medium	
Building Sidewalk	105	Athletic Club	\$ 36,346	2	Medium	

Facility Type	GPS ID	Project Name	Cost Projection	Priority	Funding Year	Year Completed
Building Sidewalk	107	TreeHouse	\$ 4,354	2	Medium	
Building Sidewalk	108	City Hall	\$ 378	2	Medium	
Building Unsignalized Intersection	90111	Intersection of Finance Building and driveway (Lat. 32.9533; Long. -96.8140)	\$ 6,000	5	Medium	
Park	1	Addison Circle Park	\$ 4,200	5	Medium	
Park	2	Addison City Park	\$ 1,050	5	Medium	
Park	4	Les Lacs Park	\$ 2,625	5	Medium	
Park	4	Les Lacs Park	\$ 5,513	6	Medium	
Park	5	Redding Dog Trail Park	\$ 2,625	6	Medium	
Park	7	Vitruvian Park	\$ 2,730	6	Medium	
Park	2	Addison City Park	\$ 7,350	7	Medium	
Park	3	Beckert Park	\$ 2,100	7	Medium	
Park	6	Spruill Park	\$ 525	7	Medium	
Park	7	Vitruvian Park	\$ 525	7	Medium	
Park Sidewalk	200	Spruill Park	\$ 31,288	2	Medium	
Park Sidewalk	201	Addison Circle Park	\$ 31,002	2	Medium	
Park Sidewalk	202	Beckert Park	\$ 36,948	2	Medium	
Park Sidewalk	203	Les Lacs Park	\$ 120,816	2	Medium	
Park Sidewalk	204	Redding Trail Dog Park	\$ 988	2	Medium	
Park Sidewalk	205	Addison City Park	\$ 47,032	2	Medium	
Park Sidewalk	206	Vitruvian Park	\$ 72,966	2	Medium	
Park Sidewalk	207	Redding Trail	\$ 181,732	2	Medium	
Signalized Intersection	2	Intersection of Addison Rd and Westgrove Dr	\$ 82,000	5	Medium	
Signalized Intersection	3	Intersection of Addison Rd and Keller Springs Rd	\$ 40,000	5	Medium	
Signalized Intersection	6	Intersection of Quorum Dr and Airport Pkwy	\$ 61,000	5	Medium	
Signalized Intersection	10	Intersection of Arapaho Rd and Addison Rd	\$ 47,000	5	Medium	
Signalized Intersection	13	Intersection of Belt Line Rd and Quorum Dr	\$ 94,000	5	Medium	
PROW Sidewalk	1	Keller Springs Rd	\$ 71,007	2	Medium	
PROW Sidewalk	2	Quorum Dr	\$ 165,461	2	Medium	
PROW Sidewalk	3	Airport Pkwy	\$ 62,258	2	Medium	
PROW Sidewalk	4	Morris Ave	\$ 74,748	2	Medium	
PROW Sidewalk	5	Addison Cir	\$ 63,884	2	Medium	
PROW Sidewalk	6	Spectrum Dr	\$ 94,322	2	Medium	
PROW Sidewalk	7	Addison Rd	\$ 57,172	2	Medium	
PROW Sidewalk	8	Arapaho Rd	\$ 85,949	2	Medium	
PROW Sidewalk	9	Edwin Lewis Dr	\$ 26,521	2	Medium	
PROW Sidewalk	10	Belt Line Rd	\$ 154,454	2	Medium	
PROW Sidewalk	11	Arapaho Rd	\$ 8,509	2	Medium	
PROW Sidewalk	12	Beltway Dr	\$ 153,525	2	Medium	
PROW Sidewalk	13	Quorum Dr	\$ 80,320	2	Medium	
PROW Sidewalk	14	Oaks N Dr	\$ 20,555	2	Medium	
PROW Sidewalk	15	Paladium Dr	\$ 14,809	2	Medium	
PROW Sidewalk	16	Montford Dr	\$ 11,104	2	Medium	
PROW Sidewalk	17	Proton Rd	\$ 88,893	2	Medium	
PROW Sidewalk	18	Les Lacs Ave	\$ 75,888	2	Medium	
PROW Sidewalk	19	Woodshadow Ln	\$ 12,545	2	Medium	
PROW Sidewalk	20	Longfellow Ct	\$ 3,603	2	Medium	
PROW Sidewalk	21	Brookwood Ln	\$ 31,453	2	Medium	
PROW Sidewalk	23	Beau Park Ln	\$ 3,392	2	Medium	
PROW Sidewalk	24	Brookwood Ln	\$ 1,721	2	Medium	
PROW Sidewalk	25	Spring Valley Rd	\$ 43,688	2	Medium	

Facility Type	GPS ID	Project Name	Cost Projection	Priority	Funding Year	Year Completed
Unsignalized Intersection	7	Intersection of Addison Rd and Lindbergh Dr / Broadway St	\$ 83,000	5	Medium	
Unsignalized Intersection	15	Intersection of Landmark Pl and Landmark Blvd	\$ 31,000	5	Medium	
Unsignalized Intersection	114	Intersection of Quorum Dr and Meridian Ln	\$ 17,000	5	Medium	
Unsignalized Intersection	115	Intersection of Quorum Dr and Calloway Dr	\$ 50,000	5	Medium	
Unsignalized Intersection	120	Intersection of Quorum Dr and McEntire Pl	\$ 23,000	5	Medium	
Unsignalized Intersection	127	Intersection of Airport Pkwy and driveway (Lat. 32.9660; Long. -96.8261)	\$ 11,000	5	Medium	
Unsignalized Intersection	129	Intersection of Airport Pkwy and Dallas Pkwy	\$ 16,000	5	Medium	
Unsignalized Intersection	130	Intersection of Addison Rd and Morris Ave	\$ 38,000	5	Medium	
Unsignalized Intersection	133	Intersection of Morris Ave and Mildred Pl	\$ 22,000	5	Medium	
Unsignalized Intersection	136	Intersection of Addison Cir and Dallas Pkwy	\$ 36,000	5	Medium	
Unsignalized Intersection	137	Intersection of Spectrum Dr and McEntire Pl	\$ 27,000	5	Medium	
Unsignalized Intersection	142	Intersection of Spectrum Dr and Dallas Pkwy	\$ 11,000	5	Medium	
Unsignalized Intersection	143	Intersection of Arapaho Rd and driveway (Lat. 32.9577; Long. -96.8294)	\$ 13,000	5	Medium	
Unsignalized Intersection	144	Intersection of Arapaho Rd and driveway (Lat. 32.9578; Long. -96.8290)	\$ 18,000	5	Medium	
Unsignalized Intersection	145	Intersection of Arapaho Rd and driveway (Lat. 32.9582; Long. -96.8280)	\$ 11,000	5	Medium	
Unsignalized Intersection	154	Intersection of Addison Rd and driveway (Lat. 32.9592; Long. -96.8298)	\$ 7,000	5	Medium	
Unsignalized Intersection	155	Intersection of Addison Rd and driveway (Lat. 32.9585; Long. -96.8298)	\$ 16,000	5	Medium	
Unsignalized Intersection	156	Intersection of Addison Rd and driveway (Lat. 32.9572; Long. -96.8298)	\$ 8,000	5	Medium	
Unsignalized Intersection	157	Intersection of Addison Rd and driveway (Lat. 32.9570; Long. -96.8298)	\$ 8,000	5	Medium	
Unsignalized Intersection	158	Intersection of Addison Rd and driveway (Lat. 32.9567; Long. -96.8298)	\$ 10,000	5	Medium	
Unsignalized Intersection	159	Intersection of Addison Rd and driveway (Lat. 32.9563; Long. -96.8298)	\$ 6,000	5	Medium	
Unsignalized Intersection	160	Intersection of Addison Rd and driveway (Lat. 32.9559; Long. -96.8298)	\$ 6,000	5	Medium	
Unsignalized Intersection	161	Intersection of Addison Rd and driveway (Lat. 32.9557; Long. -96.8298)	\$ 6,000	5	Medium	
Unsignalized Intersection	162	Intersection of Addison Rd and driveway (Lat. 32.9555; Long. -96.8298)	\$ 4,000	5	Medium	
Unsignalized Intersection	163	Intersection of Addison Rd and driveway (Lat. 32.9554; Long. -96.8298)	\$ 6,000	5	Medium	
Unsignalized Intersection	164	Intersection of Addison Rd and driveway (Lat. 32.9552; Long. -96.8298)	\$ 8,000	5	Medium	
Unsignalized Intersection	166	Intersection of Addison Rd and driveway (Lat. 32.9548; Long. -96.8298)	\$ 6,000	5	Medium	
Unsignalized Intersection	167	Intersection of Edwin Lewis Dr and driveway (Lat. 32.9577; Long. -96.8280)	\$ 18,000	5	Medium	
Unsignalized Intersection	168	Intersection of Edwin Lewis Dr and driveway (Lat. 32.9578; Long. -96.8271)	\$ 9,000	5	Medium	
Unsignalized Intersection	169	Intersection of Edwin Lewis Dr and driveway (Lat. 32.9577; Long. -96.8269)	\$ 9,000	5	Medium	
Unsignalized Intersection	173	Intersection of Belt Line Rd and driveway (Lat. 32.9543; Long. -96.8377)	\$ 11,000	5	Medium	
Unsignalized Intersection	174	Intersection of Belt Line Rd and driveway (Lat. 32.9543; Long. -96.8374)	\$ 17,000	5	Medium	
Unsignalized Intersection	176	Intersection of Belt Line Rd and driveway (Lat. 32.9542; Long. -96.8366)	\$ 6,000	5	Medium	
Unsignalized Intersection	179	Intersection of Belt Line Rd and driveway (Lat. 32.9542; Long. -96.8360)	\$ 13,000	5	Medium	
Unsignalized Intersection	183	Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8327)	\$ 5,000	5	Medium	
Unsignalized Intersection	184	Intersection of Belt Line Rd and E Beltwood Pkwy	\$ 35,000	5	Medium	
Unsignalized Intersection	185	Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8316)	\$ 11,000	5	Medium	
Unsignalized Intersection	186	Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8310)	\$ 8,000	5	Medium	
Unsignalized Intersection	187	Intersection of Belt Line Rd and Inwood Rd (west offset)	\$ 20,000	5	Medium	
Unsignalized Intersection	190	Intersection of Belt Line Rd and Landmark Blvd	\$ 63,000	5	Medium	
Unsignalized Intersection	192	Intersection of Belt Line Rd and driveway (Lat. 32.9541; Long. -96.8275)	\$ 11,000	5	Medium	
Unsignalized Intersection	193	Intersection of Belt Line Rd and driveway (Lat. 32.9540; Long. -96.8269)	\$ 14,000	5	Medium	
Unsignalized Intersection	201	Intersection of Quorum Dr and driveway (Lat. 32.9529; Long. -96.8259)	\$ 16,000	5	Medium	
Unsignalized Intersection	218	Intersection of Oaks N Dr and driveway (Lat. 32.9533; Long. -96.8143)	\$ 11,000	5	Medium	
Unsignalized Intersection	219	Intersection of Oaks N Dr and midblock crossing (Lat. 32.9527; Long. -96.8143)	\$ 8,000	5	Medium	
Unsignalized Intersection	227	Intersection of Beltway Dr and Les Lacs Ave	\$ 52,000	5	Medium	
Unsignalized Intersection	234	Intersection of Beltway Dr and driveway (Lat. 32.9512; Long. -96.8473)	\$ 13,000	5	Medium	
Unsignalized Intersection	236	Intersection of Beltway Dr and driveway (Lat. 32.9512; Long. -96.8452)	\$ 11,000	5	Medium	
Unsignalized Intersection	237	Intersection of Beltway Dr and driveway (Lat. 32.9512; Long. -96.8445)	\$ 5,000	5	Medium	
Unsignalized Intersection	238	Intersection of Beltway Dr and driveway (Lat. 32.9512; Long. -96.8438)	\$ 5,000	5	Medium	

Facility Type	GPS ID	Project Name	Cost Projection	Priority	Funding Year	Year Completed
Unsignalized Intersection	239	Intersection of Beltway Dr and driveway (Lat. 32.9514; Long. -96.8432)	\$ 5,000	5	Medium	
Unsignalized Intersection	240	Intersection of Beltway Dr and Citye Lake Cir	\$ 11,000	5	Medium	
Unsignalized Intersection	242	Intersection of Beltway Dr and driveway (Lat. 32.9519; Long. -96.8396)	\$ 11,000	5	Medium	
Unsignalized Intersection	243	Intersection of Proton Dr and Ridgelake Ct	\$ 19,000	5	Medium	
Unsignalized Intersection	244	Intersection of Proton Dr and Lakeview Ct	\$ 25,000	5	Medium	
Unsignalized Intersection	245	Intersection of Proton Dr and Weller Run Ct	\$ 20,000	5	Medium	
Unsignalized Intersection	246	Intersection of Proton Dr and Canot Ln	\$ 18,000	5	Medium	
Unsignalized Intersection	247	Intersection of Les Lacs Ave and Proton Dr	\$ 41,000	5	Medium	
Unsignalized Intersection	249	Intersection of Proton Dr and Lexus Ave	\$ 36,000	5	Medium	
Unsignalized Intersection	250	Intersection of Proton Dr and Lakecrest Dr	\$ 29,000	5	Medium	
Unsignalized Intersection	251	Intersection of Proton Dr and Heritage Ln	\$ 27,000	5	Medium	
Unsignalized Intersection	252	Intersection of Proton Dr and Vintage Ln	\$ 36,000	5	Medium	
Unsignalized Intersection	253	Intersection of Proton Dr and Azure Ln	\$ 19,000	5	Medium	
Unsignalized Intersection	254	Intersection of Proton Dr and Berklee Dr	\$ 12,000	5	Medium	
Unsignalized Intersection	256	Intersection of Proton Dr and driveway (Lat. 32.9460; Long. -96.8415)	\$ 19,000	5	Medium	
Unsignalized Intersection	258	Intersection of Proton Dr and driveway (Lat. 32.9459; Long. -96.8402)	\$ 13,000	5	Medium	
Unsignalized Intersection	260	Intersection of Proton Dr and driveway (Lat. 32.9459; Long. -96.8395)	\$ 4,000	5	Medium	
Unsignalized Intersection	261	Intersection of Proton Dr and driveway (Lat. 32.9459; Long. -96.8393)	\$ 11,000	5	Medium	
Unsignalized Intersection	262	Intersection of Les Lacs Ave and Chatham Ct Dr	\$ 59,000	5	Medium	
Unsignalized Intersection	263	Intersection of Les Lacs Ave and Lakeway Ct	\$ 23,000	5	Medium	
Unsignalized Intersection	264	Intersection of Les Lacs Ave and Waterside Ct	\$ 35,000	5	Medium	
Unsignalized Intersection	265	Intersection of Les Lacs Ave and Waterford Dr	\$ 37,000	5	Medium	
Unsignalized Intersection	266	Intersection of Les Lacs Ave and Beau Park Ln	\$ 54,000	5	Medium	
Unsignalized Intersection	267	Intersection of Les Lacs Ave and Meadowcreek Cir	\$ 36,000	5	Medium	
Unsignalized Intersection	268	Intersection of Les Lacs Ave and Waterford Dr	\$ 37,000	5	Medium	
Unsignalized Intersection	269	Intersection of Les Lacs Ave and Brookwood Ln	\$ 21,000	5	Medium	
Unsignalized Intersection	270	Intersection of Les Lacs Ave and Wayside Ct	\$ 52,000	5	Medium	
Unsignalized Intersection	271	Intersection of Les Lacs Ave and Bentwater Ct	\$ 59,000	5	Medium	
Unsignalized Intersection	272	Intersection of Woodshadow Ln and Flanders Ct	\$ 36,000	5	Medium	
Unsignalized Intersection	273	Intersection of Woodshadow Ln and Windsor Ct	\$ 33,000	5	Medium	
Unsignalized Intersection	274	Intersection of Woodshadow Ln and Stratford Ct	\$ 40,000	5	Medium	
Unsignalized Intersection	275	Intersection of Woodshadow Ln and Dickenson Ct	\$ 23,000	5	Medium	
Unsignalized Intersection	276	Intersection of Brookwood Ln and Flanders Ct	\$ 26,000	5	Medium	
Unsignalized Intersection	277	Intersection of Brookwood Ln and Ponder Ct	\$ 46,000	5	Medium	
Unsignalized Intersection	278	Intersection of Brookwood Ln and Poe Ct	\$ 38,000	5	Medium	
Unsignalized Intersection	279	Intersection of Brookwood Ln and Walden Ct	\$ 33,000	5	Medium	
Unsignalized Intersection	280	Intersection of Brookwood Ln and Princeton Ct	\$ 38,000	5	Medium	
Unsignalized Intersection	281	Intersection of Brookwood Ln and Dove Ct	\$ 47,000	5	Medium	
Unsignalized Intersection	282	Intersection of Brookwood Ln and Whitman Ct	\$ 36,000	5	Medium	
Unsignalized Intersection	284	Intersection of Brookwood Ln and Hawthorne Ct	\$ 26,000	5	Medium	
Unsignalized Intersection	285	Intersection of Brookwood Ln and Blueberry Ct	\$ 38,000	5	Medium	
Unsignalized Intersection	286	Intersection of Brookwood Ln and Hemmingway Ct	\$ 28,000	5	Medium	
Unsignalized Intersection	287	Intersection of Brookwood Ln and Parker Ct	\$ 18,000	5	Medium	
Unsignalized Intersection	288	Intersection of Brookwood Ln and Cambridge Ct	\$ 17,000	5	Medium	
Unsignalized Intersection	289	Intersection of Brookwood Ln and Evergreen Ct	\$ 28,000	5	Medium	
Unsignalized Intersection	290	Intersection of Brookwood Ln and Dartmouth Ct	\$ 31,000	5	Medium	
Unsignalized Intersection	291	Intersection of Brookwood Ln and Camelot Ct	\$ 32,000	5	Medium	
Unsignalized Intersection	292	Intersection of Brookwood Ln and Aspen Ct	\$ 20,000	5	Medium	
Unsignalized Intersection	293	Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8552)	\$ 15,000	5	Medium	
Unsignalized Intersection	294	Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8550)	\$ 18,000	5	Medium	

Facility Type	GPS ID	Project Name	Cost Projection	Priority	Funding Year	Year Completed
Unsignalized Intersection	297	Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8545)	\$ 9,000	5	Medium	
Unsignalized Intersection	298	Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8543)	\$ 15,000	5	Medium	
Unsignalized Intersection	299	Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8533)	\$ 5,000	5	Medium	
Unsignalized Intersection	300	Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8531)	\$ 15,000	5	Medium	
Unsignalized Intersection	90028	Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8544)	\$ 8,000	5	Medium	
Unsignalized Intersection	90030	Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8537)	\$ 11,000	5	Medium	
Unsignalized Intersection	90031	Intersection of Beau Park Ln and Woodshadow Ln	\$ 30,000	5	Medium	
Unsignalized Intersection	90035	Intersection of Brookwood Ln and Greenleaf Ct	\$ 37,000	5	Medium	
Unsignalized Intersection	90039	Intersection of Brookwood Ln and Emerald Ct	\$ 25,000	5	Medium	
Unsignalized Intersection	90060	Intersection of Belt Line Rd and driveway (Lat. 32.9541; Long. -96.8330)	\$ 8,000	5	Medium	
Unsignalized Intersection	90071	Intersection of Quorum Dr and driveway (Lat. 32.9650; Long. -96.8257)	\$ 5,000	5	Medium	
Unsignalized Intersection	90074	Intersection of Morris Ave and Seabolt Pl	\$ 14,000	5	Medium	
Unsignalized Intersection	90078	Intersection of Morris Ave and driveway (Lat. 32.9627; Long. -96.8289)	\$ 7,000	5	Medium	
Unsignalized Intersection	90079	Intersection of Airport Pkwy and driveway (Lat. 32.9659; Long. -96.8241)	\$ 11,000	5	Medium	
Unsignalized Intersection	90081	Intersection of Keller Springs Rd and Ledgemont Ln	\$ 25,000	5	Medium	
Unsignalized Intersection	90113	Intersection of Addison Rd and driveway (Lat. 32.9543; Long. -96.8298)	\$ 3,000	5	Medium	
Unsignalized Intersection	90122	Intersection of Quorum Dr and driveway (Lat. 32.9595; Long. -96.8260)	\$ 8,000	5	Medium	
Unsignalized Intersection	90123	Intersection of Spectrum Dr and driveway (Lat. 32.9612; Long. -96.8239)	\$ 6,000	5	Medium	
Unsignalized Intersection	220	Intersection of Oaks N Dr and Trafalgar Ct	\$ 41,000	6	Medium	
Unsignalized Intersection	221	Intersection of Oaks N Dr and Paladium Dr	\$ 28,000	6	Medium	
Unsignalized Intersection	222	Intersection of Paladium Dr and Lochinvar Dr	\$ 22,000	6	Medium	
Unsignalized Intersection	223	Intersection of Paladium Dr and Lochinvar Dr	\$ 17,000	6	Medium	
Unsignalized Intersection	241	Intersection of Beltway Dr and driveway (Lat. 32.9517; Long. -96.8409)	\$ 5,000	6	Medium	
Unsignalized Intersection	259	Intersection of Proton Dr and driveway (Lat. 32.9459; Long. -96.8399)	\$ 5,000	6	Medium	
Unsignalized Intersection	295	Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8549)	\$ 3,000	6	Medium	
Unsignalized Intersection	90029	Intersection of Spring Valley Rd and driveway (Lat. 32.9399; Long. -96.8547)	\$ 5,000	6	Medium	
Unsignalized Intersection	90032	Intersection of Beau Park Ln and driveway (Lat. 32.9444; Long. -96.8527)	\$ 5,000	6	Medium	
Unsignalized Intersection	90033	Intersection of Beau Park Ln and driveway (Lat. 32.9443; Long. -96.8527)	\$ 5,000	6	Medium	
Unsignalized Intersection	90036	Intersection of Brookwood Ln and driveway (Lat. 32.9442; Long. -96.8525)	\$ 5,000	6	Medium	
Unsignalized Intersection	90037	Intersection of Brookwood Ln and driveway (Lat. 32.9442; Long. -96.8513)	\$ 5,000	6	Medium	
Unsignalized Intersection	90038	Intersection of Brookwood Ln and driveway (Lat. 32.9442; Long. -96.8503)	\$ 5,000	6	Medium	
Unsignalized Intersection	90041	Intersection of Brookwood Ln and driveway (Lat. 32.9446; Long. -96.8496)	\$ 5,000	6	Medium	
Unsignalized Intersection	90042	Intersection of Brookwood Ln and driveway (Lat. 32.9447; Long. -96.8496)	\$ 5,000	6	Medium	
Unsignalized Intersection	90043	Intersection of Brookwood Ln and driveway (Lat. 32.9442; Long. -96.8537)	\$ 5,000	6	Medium	
Unsignalized Intersection	90044	Intersection of Brookwood Ln and driveway (Lat. 32.9442; Long. -96.8543)	\$ 5,000	6	Medium	
Unsignalized Intersection	90045	Intersection of Woodshadow Ln and driveway (Lat. 32.9443; Long. -96.8551)	\$ 9,000	6	Medium	
Unsignalized Intersection	90046	Intersection of Woodshadow Ln and driveway (Lat. 32.9446; Long. -96.8552)	\$ 5,000	6	Medium	
Unsignalized Intersection	90047	Intersection of Woodshadow Ln and driveway (Lat. 32.9447; Long. -96.8551)	\$ 5,000	6	Medium	
Unsignalized Intersection	90048	Intersection of Woodshadow Ln and driveway (Lat. 32.9449; Long. -96.8549)	\$ 5,000	6	Medium	
Unsignalized Intersection	90049	Intersection of Woodshadow Ln and driveway (Lat. 32.9449; Long. -96.8548)	\$ 9,000	6	Medium	
Unsignalized Intersection	90050	Intersection of Woodshadow Ln and driveway (Lat. 32.9449; Long. -96.8543)	\$ 5,000	6	Medium	
Unsignalized Intersection	90051	Intersection of Woodshadow Ln and driveway (Lat. 32.9449; Long. -96.8541)	\$ 5,000	6	Medium	
Unsignalized Intersection	90052	Intersection of Woodshadow Ln and driveway (Lat. 32.9447; Long. -96.8529)	\$ 9,000	6	Medium	
Unsignalized Intersection	90053	Intersection of Woodshadow Ln and driveway (Lat. 32.9448; Long. -96.8531)	\$ 9,000	6	Medium	
Unsignalized Intersection	90054	Intersection of Woodshadow Ln and driveway (Lat. 32.9448; Long. -96.8532)	\$ 5,000	6	Medium	
Unsignalized Intersection	90055	Intersection of Woodshadow Ln and driveway (Lat. 32.9449; Long. -96.8535)	\$ 5,000	6	Medium	
Unsignalized Intersection	90056	Intersection of Woodshadow Ln and driveway (Lat. 32.9449; Long. -96.8536)	\$ 5,000	6	Medium	
Unsignalized Intersection	90057	Intersection of Woodshadow Ln and driveway (Lat. 32.9449; Long. -96.8538)	\$ 5,000	6	Medium	
Unsignalized Intersection	90058	Intersection of Les Lacs Ave and driveway (Lat. 32.9474; Long. -96.8536)	\$ 5,000	6	Medium	
Unsignalized Intersection	90083	Intersection of Paladium Dr and driveway (Lat. 32.9490; Long. -96.8170)	\$ 9,000	6	Medium	

Facility Type	GPS ID	Project Name	Cost Projection	Priority	Funding Year	Year Completed
Unsignalized Intersection	90084	Intersection of Paladium Dr and driveway (Lat. 32.9491; Long. -96.8168)	\$ 9,000	6	Medium	
Unsignalized Intersection	90085	Intersection of Paladium Dr and driveway (Lat. 32.9491; Long. -96.8166)	\$ 9,000	6	Medium	
Unsignalized Intersection	90086	Intersection of Paladium Dr and driveway (Lat. 32.9492; Long. -96.8164)	\$ 9,000	6	Medium	
Unsignalized Intersection	90087	Intersection of Paladium Dr and driveway (Lat. 32.9493; Long. -96.8163)	\$ 5,000	6	Medium	
Unsignalized Intersection	90088	Intersection of Paladium Dr and driveway (Lat. 32.9494; Long. -96.8161)	\$ 5,000	6	Medium	
Unsignalized Intersection	90089	Intersection of Paladium Dr and driveway (Lat. 32.9496; Long. -96.8160)	\$ 9,000	6	Medium	
Unsignalized Intersection	90090	Intersection of Paladium Dr and driveway (Lat. 32.9500; Long. -96.8155)	\$ 5,000	6	Medium	
Unsignalized Intersection	90091	Intersection of Paladium Dr and driveway (Lat. 32.9498; Long. -96.8158)	\$ 5,000	6	Medium	
Unsignalized Intersection	90092	Intersection of Paladium Dr and driveway (Lat. 32.9499; Long. -96.8157)	\$ 5,000	6	Medium	
Unsignalized Intersection	90093	Intersection of Oaks N Dr and driveway (Lat. 32.9504; Long. -96.8156)	\$ 9,000	6	Medium	
Unsignalized Intersection	90094	Intersection of Oaks N Dr and driveway (Lat. 32.9501; Long. -96.8154)	\$ 5,000	6	Medium	
Unsignalized Intersection	90095	Intersection of Oaks N Dr and driveway (Lat. 32.9505; Long. -96.8157)	\$ 9,000	6	Medium	
Unsignalized Intersection	90096	Intersection of Oaks N Dr and driveway (Lat. 32.9506; Long. -96.8157)	\$ 5,000	6	Medium	
Unsignalized Intersection	90097	Intersection of Oaks N Dr and driveway (Lat. 32.9507; Long. -96.8158)	\$ 9,000	6	Medium	
Unsignalized Intersection	90098	Intersection of Oaks N Dr and driveway (Lat. 32.9509; Long. -96.8160)	\$ 9,000	6	Medium	
Unsignalized Intersection	90099	Intersection of Oaks N Dr and driveway (Lat. 32.9508; Long. -96.8159)	\$ 5,000	6	Medium	
Unsignalized Intersection	90100	Intersection of Oaks N Dr and driveway (Lat. 32.9510; Long. -96.8160)	\$ 5,000	6	Medium	
Unsignalized Intersection	90101	Intersection of Oaks N Dr and driveway (Lat. 32.9512; Long. -96.8158)	\$ 5,000	6	Medium	
Unsignalized Intersection	90102	Intersection of Oaks N Dr and driveway (Lat. 32.9513; Long. -96.8156)	\$ 9,000	6	Medium	
Unsignalized Intersection	90103	Intersection of Oaks N Dr and driveway (Lat. 32.9511; Long. -96.8159)	\$ 5,000	6	Medium	
Unsignalized Intersection	90104	Intersection of Oaks N Dr and driveway (Lat. 32.9514; Long. -96.8154)	\$ 9,000	6	Medium	
Unsignalized Intersection	90105	Intersection of Oaks N Dr and driveway (Lat. 32.9516; Long. -96.8151)	\$ 5,000	6	Medium	
Unsignalized Intersection	90106	Intersection of Oaks N Dr and driveway (Lat. 32.9516; Long. -96.8150)	\$ 5,000	6	Medium	
Unsignalized Intersection	90107	Intersection of Oaks N Dr and driveway (Lat. 32.9519; Long. -96.8146)	\$ 9,000	6	Medium	
Unsignalized Intersection	90108	Intersection of Oaks N Dr and driveway (Lat. 32.9520; Long. -96.8145)	\$ 5,000	6	Medium	
Unsignalized Intersection	90109	Intersection of Oaks N Dr and driveway (Lat. 32.9521; Long. -96.8145)	\$ 5,000	6	Medium	
Unsignalized Intersection	90110	Intersection of Oaks N Dr and driveway (Lat. 32.9522; Long. -96.8144)	\$ 5,000	6	Medium	
Unsignalized Intersection	90112	Intersection of Oaks N Dr and driveway (Lat. 32.9524; Long. -96.8143)	\$ 3,000	6	Medium	
Building	2	Athletic Club	\$ 525	9	Low	
Building	3	Central Fire Station	\$ 3,675	9	Low	
Building	8	Service Center	\$ 5,775	9	Low	
Building	11	City Hall	\$ 368	9	Low	
Building	7	Police & Courts Building	\$ 525	10	Low	
Building	8	Service Center	\$ 105	10	Low	
Building	2	Athletic Club	\$ 525	11	Low	
Building	5	Finance Building	\$ 525	11	Low	
Building	1	Addison Circle Park Pavilion	\$ 10,500	12	Low	
Building	2	Athletic Club	\$ 29,925	12	Low	
Building	4	Conference Centre	\$ 2,835	12	Low	
Building	5	Finance Building	\$ 105	12	Low	
Building	8	Service Center	\$ 3,990	12	Low	
Building	10	Theatre Centre	\$ 525	12	Low	
Building Sidewalk	105	Athletic Club	\$ 3,253	3	Low	
Building Unsignalized Intersection	90012	Intersection of Fire Station and parking lot (Lat. 32.9508; Long. -96.8482)	\$ 1,000	9	Low	
Building Unsignalized Intersection	90014	Intersection of Athletic Club and parking lot (Lat. 32.9503; Long. -96.8488)	\$ 8,000	9	Low	
Building Unsignalized Intersection	90015	Intersection of Athletic Club and parking lot (Lat. 32.9498; Long. -96.8492)	\$ 3,000	9	Low	
Building Unsignalized Intersection	90016	Intersection of Athletic Club and parking lot (Lat. 32.9496; Long. -96.8490)	\$ 1,000	9	Low	
Park	4	Les Lacs Park	\$ 263	9	Low	
Park	2	Addison City Park	\$ 105	10	Low	
Park	7	Vitruvian Park	\$ 1,260	11	Low	

Facility Type	GPS ID	Project Name	Cost Projection	Priority	Funding Year	Year Completed
Park	1	Addison Circle Park	\$ 525	12	Low	
Park Sidewalk	201	Addison Circle Park	\$ 6,225	3	Low	
Park Sidewalk	206	Vitruvian Park	\$ 6,733	3	Low	
Park Sidewalk	207	Redding Trail	\$ 26,644	3	Low	
Park Unsignalized Intersection	90004	Intersection of Vitruvian Trail and Ponte Ave crossing (Lat. 32.9346; Long. -96.8503)	\$ 2,000	9	Low	
Park Unsignalized Intersection	90005	Intersection of Vitruvian Trail and Bella In	\$ 2,000	9	Low	
Park Unsignalized Intersection	90006	Intersection of Vitruvian Trail and Ponte Ave	\$ 4,000	9	Low	
PROW Sidewalk	1	Keller Springs Rd	\$ 16,437	3	Low	
PROW Sidewalk	2	Quorum Dr	\$ 5,976	3	Low	
PROW Sidewalk	3	Airport Pkwy	\$ 39,787	3	Low	
PROW Sidewalk	4	Morris Ave	\$ 7,863	3	Low	
PROW Sidewalk	5	Addison Cir	\$ 9,708	3	Low	
PROW Sidewalk	7	Addison Rd	\$ 33,586	3	Low	
PROW Sidewalk	8	Arapaho Rd	\$ 9,739	3	Low	
PROW Sidewalk	9	Edwin Lewis Dr	\$ 5,057	3	Low	
PROW Sidewalk	10	Belt Line Rd	\$ 42,404	3	Low	
PROW Sidewalk	12	Beltway Dr	\$ 20,576	3	Low	
PROW Sidewalk	13	Quorum Dr	\$ 11,592	3	Low	
PROW Sidewalk	14	Oaks N Dr	\$ 6,951	3	Low	
PROW Sidewalk	18	Les Lacs Ave	\$ 3,428	3	Low	
PROW Sidewalk	19	Woodshadow Ln	\$ 328	3	Low	
PROW Sidewalk	20	Longfellow Ct	\$ 797	3	Low	
PROW Sidewalk	23	Beau Park Ln	\$ 1,681	3	Low	
PROW Sidewalk	24	Brookwood Ln	\$ 3,622	3	Low	
PROW Sidewalk	25	Spring Valley Rd	\$ 13,772	3	Low	
Unsignalized Intersection	17	Intersection of Spring Valley Rd and Vitruvian Way	\$ 17,000	9	Low	
Unsignalized Intersection	165	Intersection of Addison Rd and driveway (Lat. 32.9549; Long. -96.8298)	\$ 3,000	9	Low	
Unsignalized Intersection	170	Intersection of Edwin Lewis Dr and driveway (Lat. 32.9577; Long. -96.8254)	\$ 8,000	9	Low	
Unsignalized Intersection	230	Intersection of Beltway Dr and driveway (Lat. 32.9509; Long. -96.8483)	\$ 6,000	9	Low	
Unsignalized Intersection	231	Intersection of Beltway Dr and driveway (Lat. 32.9510; Long. -96.8482)	\$ 3,000	9	Low	
Unsignalized Intersection	305	Intersection of Spring Valley Rd and driveway (Lat. 32.9398; Long. -96.8500)	\$ 1,000	9	Low	
Unsignalized Intersection	90059	Intersection of Beltway Dr and fire station parking driveway (Lat. 32.9510; Long. -96.8483)	\$ 8,000	9	Low	
Unsignalized Intersection	302	Intersection of Spring Valley Rd and Woodway Dr	\$ 9,000	13	Low	
<b>TOTAL</b>			<b>\$ 12,022,195</b>			