

ADA TRANSITION PLAN

FOR THE PUBLIC RIGHT-OF-WAY



Final

Osceola County

Department of Transportation and Transit

Author

HDR

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Osceola County ADA Transition Plan

for the Public Right-of-Way

Contents

1.0	Mandate & Background	1
1.1	ADA and its Relationship to Other Laws	1
2.0	Transition Plan Requirements	1
3.0	Designation of Officials Responsible	2
4.0	Policies, Plans, and Procedures	3
4.1	ADA in Comprehensive Planning	3
4.2	ADA in Land Development	3
4.3	ADA in Design Standards and Roadway Construction	4
5.0	Self-Evaluation	5
5.1	Approach to Self-Evaluation	5
5.2	ADA Barrier Mitigation Assessment	10
6.0	Prioritization for Mitigating Identified ADA Barriers	32
6.1	Approach to Candidate Projects Prioritization	32
7.0	Implementation	37
7.1	Osceola County Capital Improvement Program and Operating Budget	37
7.2	Implementation Schedule	40
8.0	Funding for ADA Barrier Mitigation	43
8.1	Osceola County Funding Sources	43
9.0	Next Steps and Monitoring	48
9.1	Establish ADA Core Team	48
9.2	Formal Review Procedure	49
9.3	Organizational Strategies	49
9.4	ADA Compliance Monitoring Procedure	50
10.0	Public Involvement and Outreach	54
10.1	Public Involvement	54
10.2	Ongoing Public Engagement	54
11.0	Appendix A. ADA in Comprehensive Planning	59
12.0	Appendix B. ADA in Land Development	63
13.0	Appendix C. Self-Evaluation Roadway Corridor Prioritization	68
14.0	Appendix D. Self-Evaluation Results – GIS Inventory	77
15.0	Appendix E. Public Involvement Notification	86

Osceola County ADA Transition Plan

for the Public Right-of-Way

List of Figures

Figure 1: ADA Self-Evaluation Roadway Corridor Prioritization Quantitative Analysis	6
Figure 2: Priority Areas Heat Map	36
Figure 3: ADA Facility Self Evaluation and Implementation Framework.....	42

List of Tables

Table 1: Explanation of ADA Barrier Mitigation Features.....	7
Table 2: Summary of Identified ADA Features.....	8
Table 3: ADA Barrier Types and Suggested Mitigation Strategies	9
Table 4: Total Cost Multipliers	10
Table 5: Unit Cost Per Barrier Type	12
Table 6: Self-Evaluation Area Cost Estimate	19
Table 7: Per Sidewalk Mile Cost for Roadways with 1, 2, or 3 Through Lanes	22
Table 8: Per Sidewalk Mile Cost for Roadways with 4 or More Through Lanes	25
Table 9: Barriers and Mitigation Costs by Roadway Size for the County Maintained Roadway Network by Sidewalk Miles.....	28
Table 10: Total Barriers and Mitigation Costs for the County Maintained Roadway Network	30
Table 11: ADA Barrier Mitigation Prioritization Score Methodology	33
Table 12: Recommended CIP ADA Supportive Statements	38
Table 13: Fifty Year Implementation and Funding Schedule	41
Table 14: Summary of County Funding Practices.....	44
Table 15: Funding Sources Descriptions	46
Table 16: ADA in Comprehensive Planning: Key Supporting Policies and Recommended Updates for Improving ADA in the Osceola County Comprehensive Plan.....	59
Table 17: Osceola County – Land Development Code Chapter 3 Recommendations	63
Table 18: Osceola County – Land Development Code Chapter 4 Recommendations.....	67
Table 19: ADA Self-Evaluation Roadway Corridor Prioritization by Road Name.....	68
Table 20: ADA Self-Evaluation Roadway Corridor Prioritization by Sidewalk Priority	72
Table 21: ADA Transportation Network Inventory – GIS Field Data Sample Table for Sidewalks	77
Table 22: ADA Transportation Network Inventory – GIS Field Data Sample Table for Curb Ramps	79
Table 23: ADA Transportation Network Inventory – GIS Field Data Sample Table for Handrails	81
Table 24: ADA Transportation Network Inventory – GIS Field Data Sample Table for Obstacles	82
Table 25: ADA Transportation Network Inventory – GIS Field Data Sample Table for Hazards	84
Table 26: ADA Transportation Network Inventory – GIS Field Data Sample Tables for Damages	85

Osceola County ADA Transition Plan

for the Public Right-of-Way

1.0 Mandate & Background

The Americans with Disabilities Act (ADA) was enacted on July 26, 1990. The ADA is a civil rights statute created to provide persons with disabilities protection against discrimination in all areas of public life. This includes jobs, schools, transportation, and all other places that are open to the general public.

Under the ADA, there are five titles, which address each of these different public life areas:

- Title I. Employment
- Title II. State and Local Government Services
- Title III. Public Accommodations
- Title VI. Telecommunications
- Title V. Miscellaneous Provisions

Title II – State and Local Government Services, prohibits state and local governments from discriminating against persons with disabilities in any programs, services, and activities operated by the agency.

1.1 ADA and its Relationship to Other Laws

Title II of ADA is companion legislation to two other previous federal statutes and regulations: The Architectural Barriers Act of 1968 and Section 504 of the Rehabilitation Act of 1973.

The Architectural Barriers Act of 1968 is a federal law that requires facilities that are designed, built, altered, or leased with federal funds to be accessible. This Act was one of the first efforts made to ensure accessibility in the built environment.

Section 504 of the Rehabilitation Act of 1973 is a federal law that protects individuals who qualify to be protected from discrimination based on their disability. The nondiscrimination requirements of the law apply to employers and organizations that received federal financial assistance from any department or agency. Title II of the ADA extends this coverage to all state and local government entities, regardless of whether or not they receive federal funding.

2.0 Transition Plan Requirements

This Transition Plan has been developed in accordance with ADA Title II, which requires state and local public agencies to develop a transition plan that provides for the mitigation of barriers to accessibility in county programs, services, and activities. This initial Osceola County ADA Transition Plan in the Public Right-of-Way (PROW) is limited to infrastructure services provided in the PROW. Future updates of the ADA Transition Plan will expand the self-evaluation locations to incorporate additional programs, services, and activities that are located outside of the PROW.

This document will discuss county program and facility accessibility, designate the officials responsible for the implementation of the Transition Plan, implement a self-evaluation and prioritization of mitigating identified ADA barriers as well as provide an implementation schedule and funding for ADA barrier mitigation within the PROW. Next steps and monitoring will be detailed at the end of the document.

Osceola County ADA Transition Plan

for the Public Right-of-Way

Future updates and expansions to Osceola County ADA Transition Plan will be published as separate addenda.

3.0 Designation of Officials Responsible

The Federal Government, in compliance with Title II of the ADA, requires a public entity or government agency with 50 or more employees to designate, at minimum, one employee to ensure ADA compliance. This employee is often referred to as the ADA Coordinator.

An ADA Coordinator is beneficial to both the agency and the community, as their responsibility is to serve as the specific contact for other agency staff and the general public regarding accessibility for programs or services offered by the governing agency. The ADA Coordinator also works to implement compliance measures within the agency, and to uphold compliance moving forward from the implementation of the Transition Plan. Additionally, having an ADA Coordinator allows members of the public to easily identify someone to help them with their questions and concerns about the agency's programs or services.

ADA Coordinators should have familiarity with the agency's structure, their activities, and other departments and employees. The Coordinator should have knowledge of the ADA, as well as any state or local laws that work in congruence with ADA or the rights of people with disabilities. An effective ADA Coordinator should have skills and training in negotiation, mediation, organization, and analytics.

The ADA Coordinator will be chair of the ADA Core Team, established in order to implement, coordinate, and monitor the Osceola County ADA Transition Plan for the PROW. The role of the ADA Core Team will be explained further in Section 9.0.

Information regarding the current ADA Coordinator for Osceola County may be located by visiting the Osceola County ADA webpage, or contacting the following office:

Hind Huda, Diversity Programs Manager
Human Resources Department
Osceola County
1 Courthouse Sq., Ste. 4200,
Kissimmee, FL
hind.huda@osceola.org
(407) 742-1200
[Human Resources \(osceola.org\)](https://www.osceola.org/human-resources)

Changes to the Osceola County ADA Coordinator position will be published on the Osceola County ADA webpage and in addenda at the end of this document.

Osceola County ADA Transition Plan

for the Public Right-of-Way

4.0 Policies, Plans, and Procedures

The Osceola County ADA Transition Plan for the PROW is guided by additional policies, plans, and procedures that have been previously implemented and adopted by Osceola County. A review of this guiding documentation, including the Comprehensive Plan, County Ordinances, and Design Standards was performed, and opportunities for enhancements were identified to further ADA compliance efforts within Osceola County.

4.1 ADA in Comprehensive Planning

The Osceola County 2040 Comprehensive Plan was adopted in 2018, with amendments made in 2019. This planning document provides goals, objectives, and policies for the county to follow over a set period of time through a number of elements. In the previous ADA Framework assessment, it was determined that three elements of the Comprehensive Plan would be reviewed for currently existing policies that support ADA improvements, as well as allow for proposed updates for future comprehensive planning efforts to support ADA compliant implementation and design.

With the development of this ADA Transition Plan, there are opportunities to enhance the language in the Comprehensive Plan's goals to strengthen ADA-ready infrastructure. Specifically, three elements with overarching objective or policy adjustments were recommended to guide planning considerations for Osceola's long-term ADA compliance efforts in the Comprehensive Plan during the ADA Framework assessment. The three elements include the Transportation, Capital Improvements, and Parks and Recreation elements. Appendix A includes Table 16, which includes specific comments and recommended updates from the ADA Framework assessment.

4.2 ADA in Land Development

The Osceola County Land Development Code (LDC) serves as an implementation document for the 2040 Comprehensive Plan.

In the LDC, the ADA Framework Project reviewed Chapter 3: Performance and Siting Standards and Chapter 4: Site Design & Development Standards for current support for implementing ADA compliant infrastructure. Chapter 3 and Chapter 4 of the LDC include detailed guidance for the county in land use siting, development, and zoning requirements. In addition to the specific recommendations based on Chapters 3 and 4, overall recommendations were made to update the LDC.

Overall recommendations for the LDC include:

- **Include additional design guidance for ADA Compliance:** Include the US Access Board's Public Rights-of-Way Accessibility Guidelines (PROWAG) by reference for consistency with Florida Department of Transportation (FDOT) design standards.
- **Update LDC Language:** Replace "handicap" and "handicapped" throughout the code with "disability" and "persons with disabilities," respectively.
- **Provide Consistent and Clear Terminology for Pedestrian Infrastructure:** Commit to consistent terminology for 1) a description of a route designed for pedestrian use (such as "pedestrian access route") and 2) specific pedestrian facilities (sidewalk, crosswalk, and

Osceola County ADA Transition Plan

for the Public Right-of-Way

multi-use/shared-use path are common terms for Florida communities). Choose community descriptions (pedestrian-scale, pedestrian-oriented, etc.) that can be clearly defined through an existing design standard, specific design guide, or include a simple definition within the code.

- **Caution for 5' Sidewalk Minimum:** Develop supplemental pedestrian design guidance for situations where a minimum 5' sidewalk is technically infeasible along with an accompanying approval process within the county.
- **General Statement Requiring ADA Compliance:** Include an overarching statement that requires all facilities in the PROW to be ADA compliant per referenced guidance in Chapter 4.
- **Parking Requirements:** Update Chapter 4 of the code to reflect appropriate on-street and off-street parking requirements per PROWAG (R214, R211.4, R309). Additional accessible parking spaces may be provided where appropriate/applicable.

The Chapter 3: Performance and Siting Standards review identified areas of support and opportunities for improvement for Osceola County to implement and achieve ADA compliant infrastructure within the PROW. Specific section references with comments and recommendations are made in Appendix B.

4.3 ADA in Design Standards and Roadway Construction

On August 17, 2015, the Osceola County Board of County Commissioners adopted Resolution #15-058R, which implemented the Osceola County Road Construction Specifications Manual. This manual includes specifics for the construction of public roadways and drainage infrastructure within the county. The manual also serves as a primary tool for the county to implement the 2040 Comprehensive Plan in addition to the LDC.

The ADA Framework Project review provided five overall recommendations to accommodate ADA compliance within the PROW. These recommendations were made to support Osceola County as the Manual is updated.

1. Continue to reference FDOT indexes for specifications of detectable warnings
2. Ensure Appropriate Surface Material Standards
3. Increase Standards for Minimum Widths for Multi-Use Trails
4. Provide Additional References/Resources for Maintenance of Traffic (MOT) / Temporary Traffic Control Plan Implementation
5. Regular Review & Updates

Osceola County ADA Transition Plan

for the Public Right-of-Way

5.0 Self-Evaluation

ADA barriers are infrastructure items that inhibit mobility for persons with disabilities. The self-evaluation of county infrastructure within the PROW was performed to identify barriers, if present, and document the evaluated infrastructure's compliance with current ADA standards. The self-evaluation should be updated in the future as projects are completed, additional data becomes available, and as cost information related to ADA-specific projects changes over time.

5.1 Approach to Self-Evaluation

Osceola County has an existing sidewalk inventory within a Geographic Information Systems (GIS) database maintained by the County. This data may be used to identify the scope and scale of the ADA infrastructure to be evaluated on county-maintained facilities.

The self-evaluation involves assessing existing infrastructure for compliance with ADA standards. A first phase was evaluated along 34 centerline-miles of county-maintained roadways. The existing sidewalk layer developed during the Osceola County ADA Framework project was utilized as the initial sidewalk network for this effort. The 34-mile road network sample was selected based upon priority scores, continuous segments representing roadway conditions throughout the county, and a qualitative review for consistency with other transportation plans, projects, and upcoming resurfacings with complete scoring shown in Appendix C.

The selected corridors for the first phase self-evaluation are listed below, with the letters corresponding to the corridor identifiers shown in Figure 1. This figure also shows the relative prioritization of the corridors included in the self-evaluation sample.

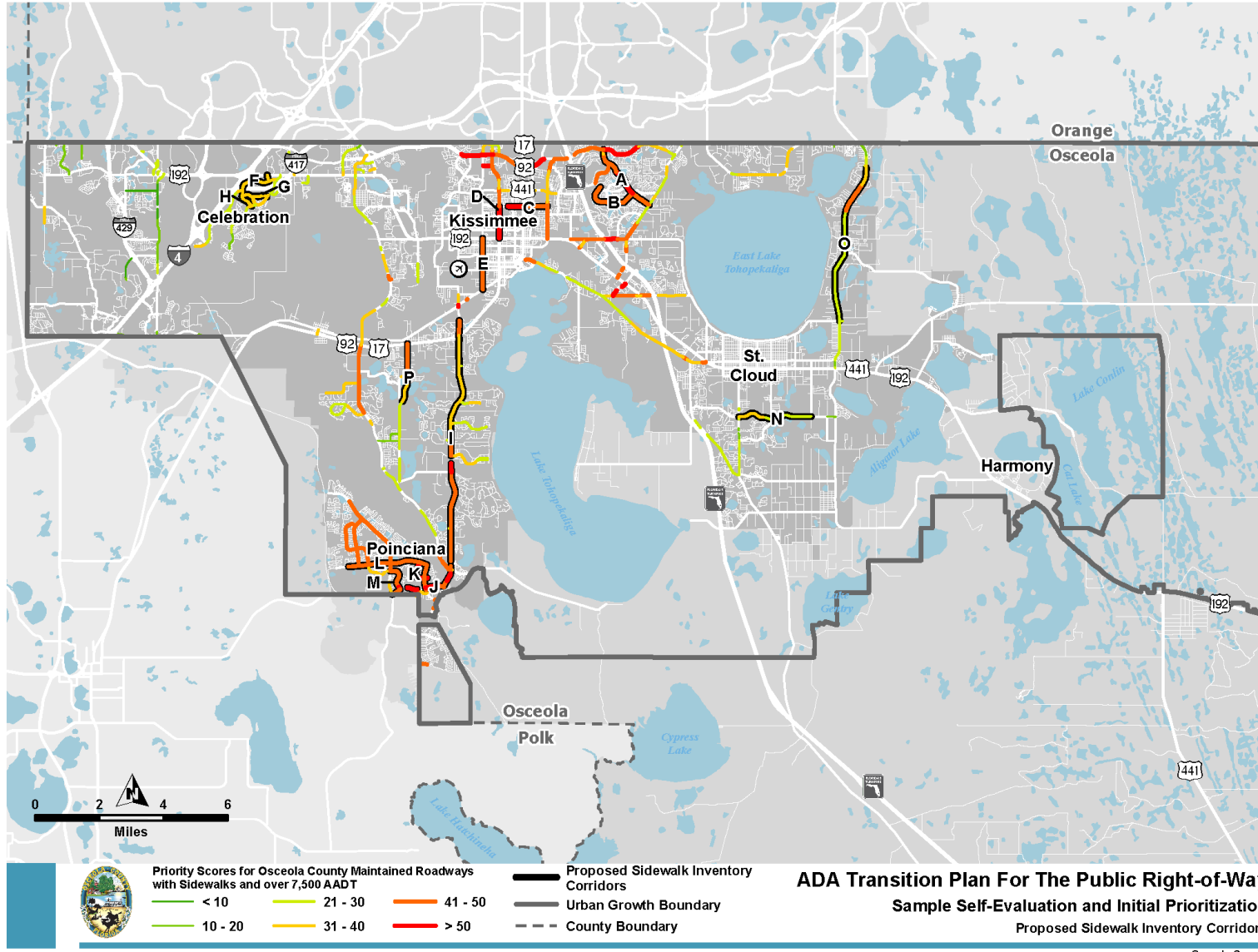
- | | |
|---------------------------|----------------------------------|
| A. Buenaventura Boulevard | I. Pleasant Hill Road |
| B. Royal Palm Drive | J. Cypress Parkway |
| C. Donegan Avenue | K. San Remo Road |
| D. John Young Parkway | L. Koa Street / Doverplum Avenue |
| E. Thacker Avenue | M. Cypress Branch Road |
| F. Celebration Place* | N. Nolte Road |
| G. Golfpark Drive* | O. Narcoossee Road |
| H. Campus Street* | P. Ham Brown Road |

**Sidewalks in Celebration are maintained by the Celebration Community Development District (CCDD), and the findings from the first phase of Osceola County's self-evaluation for these facilities will be provided to the CCDD.*

Osceola County ADA Transition Plan

for the Public Right-of-Way

Figure 1: ADA Self-Evaluation Roadway Corridor Prioritization Quantitative Analysis



Osceola County ADA Transition Plan

for the Public Right-of-Way

5.1.1 Data Collection and Inventory

To provide an encompassing inventory of ADA features throughout county-maintained roadways, information was collected through data imagery using a Mobile Mapping Vehicle (MMV) that incorporated high speed digital imaging with a global positioning system (GPS). The MMV data collection provided low altitude, street level imagery using six cameras that were mounted on the vehicle. The high-quality panoramic imagery allowed for the observation and assessment of ADA features within the PROW.

Osceola County stored the self-evaluation results into a GIS-based inventory, hereby referenced as the ADA Transportation Network Inventory. This inventory database documents the county-maintained ADA features within the PROW which were previously assessed and maintains records of continued compliance towards implementing barrier removal over time. ADA features were identified with characteristics including their location, condition, and defining attributes. ADA features within the studied area should be identified by location, condition and feature specific attributes as described in Table 1. A more detailed description of the database structure and definitions of each feature attribute are included in the Appendix D.

Table 1: Explanation of ADA Barrier Mitigation Features

Item	Feature Definition	Role in ADA Barrier Mitigation
Sidewalks	Sidewalks are corridors or pedestrian access routes (PAR) that constitute the portion of the pedestrian system typically located within the right-of-way between the edge of the roadway and the edge of the right-of-way (i.e., property line), and generally along the sides of streets, between street corners.	<i>Sidewalk feature requirements exist to provide individuals with mobility devices or disabilities to safely access and travel the sidewalk. Sidewalk infrastructure is very common and run alongside roads and street corridors.</i>
Curb Ramps	Sloped part of the sidewalk that transitions from the curb height (typically 6 inches) to the elevation of the roadway.	<i>Curb ramps are critical to providing access between the sidewalk and the street for people with limited mobility. Curb ramps are most commonly found at intersections, but they may also be used at other locations such as on-street parking, loading zones, transit stops, and midblock crossings. According to Title II implementing regulations, priorities for the installation of curb ramps in existing facilities should include access to government facilities, transportation, public accommodations, and for employees to access their place of employment (U.S. Department of Justice, 1991a).</i>
Handrails	A handrail is a narrow railing located on sidewalks, in pedestrian walkways, bridges, and along ADA access ramps.	<i>Handrails are commonly used to help people maintain stability, facilitate mobility, and mitigate risk where sidewalks or other paths are adjacent to drop-off edges.</i>

Osceola County ADA Transition Plan

for the Public Right-of-Way

Item	Feature Definition	Role in ADA Barrier Mitigation
Obstacles	Protruding objects or significant ponding that may impede mobility access.	<i>Removal of obstacles in the pedestrian way commonly has the goal of ensuring access and turnaround space for a wheelchair.</i>
Hazards	Excessive cross slope or running slopes on sidewalks or drop-off areas that may impede mobility.	<i>Addressing other potential hazards has the goal of providing access, space for all forms of pedestrian mobility, and provisions to safely interact with other pedestrian movement and infrastructure in an area or corridor.</i>
Damages	Examples include: shattered sidewalks, trip edges, loose bricks, etc.	<i>Repairing damaged accessible features restores mobility, stability and access for all users.</i>

5.1.2 Identification of Facilities and Self-Evaluation

A summary of the ADA features identified within the first phrase of the self-evaluation is provided in Table 2. The evaluation of compliant and noncompliant features is based upon current ADA standards, and does not include adjustments for facilities previously compliant based on the Safe Harbor Provision (28 C.F.R. 35.150(b)(2)(i)). The Safe Harbor Provision allows for facilities that do not meet current standards to remain, provided that they were compliant with the ADA standards in effect when they were installed. Field review of the study corridors identified 9,047 total ADA deficiencies, which includes 75,713 linear feet of sidewalk gaps. Sidewalk gaps were identified on 12 roadways, with Pleasant Hill Road and Buenaventura Boulevard representing 36% and 26% of the identified sidewalk gaps, respectively. Aside from missing sidewalk, the most predominant barrier identified within existing infrastructure were damages.

Table 2: Summary of Identified ADA Features

Inventory Features	Number of Compliant Inventoried Features	Number of Noncompliant Inventoried Features	Total Features Inventoried
Sidewalk Gaps (LF)	26,078 (257,710 LF)	7,614 (75,713 LF)	33,692 (333,423 LF)
Insufficient Passing Distance	51	51	102
Curb Ramps	891	477	1368
Obstacles	0	82	82
Hazards	36	98	134
Damages	0	725	725
Total	27,056	9,047	36,103

Osceola County ADA Transition Plan

for the Public Right-of-Way

5.1.3 Barrier Classification and Mitigation

Each identified ADA feature should be evaluated to determine if it meets current ADA standards. If an identified feature is found to be compliant with current standards, it should be monitored in the future to maintain compliance. If a feature is found noncompliant with current standards, it should be classified as a barrier to mobility (ADA barrier). Common barriers are identified in Table 3, along with potential strategies to mitigate the barrier. This is not a comprehensive list of mitigation strategies but represents the typical strategies that the county may utilize to address identified barriers. As mentioned previously, the evaluation of compliant and noncompliant features is based upon current ADA standards, and does not include adjustments to the Safe Harbor Provisions (28 C.F.R. 35.150(b)(2)i)). The Safe Harbor Provision allows for facilities that do not meet current standards to remain, provided they were compliant with the ADA standards in effect when they were installed.

Table 3: ADA Barrier Types and Suggested Mitigation Strategies

ADA Barrier	Suggested Mitigation Strategies
<i>Gap in sidewalk</i>	Install new sidewalk
<i>Insufficient passing distance</i>	Remove sidewalk panel(s) and add compliant panel(s) for passing/turn around
<i>Missing curb ramp</i>	Install new curb ramp
<i>Structurally deficient curb ramp</i>	Remove and replace curb ramp
<i>Curb ramp missing detectable warning</i>	Add detectable warning
<i>Missing or faded crosswalk marking</i>	Add or repaint pavement markings
<i>Tree, bush, and/or shrub branches blocking path</i>	Trim obstacle
<i>Vegetation blocking path</i>	Trim obstacle
<i>Utility pole blocking path</i>	Relocate utility pole or sidewalk
<i>Sign or mailbox in walkway</i>	Relocate or replace sign or mailbox
<i>Excessive water collecting on pathway during rain events (ponding)</i>	Regrade soil and remove/replace sidewalk panels as needed
<i>Sidewalk vault or uneven transition</i>	Regrade and replace sidewalk panels as needed
<i>Immovable object blocking path</i>	Remove and replace sidewalk panels as needed
<i>Excessive cross slope on sidewalk</i>	Remove and replace sidewalk panels as needed
<i>Excessive running slope on sidewalk</i>	Remove and replace sidewalk panels as needed

Osceola County ADA Transition Plan

for the Public Right-of-Way

ADA Barrier	Suggested Mitigation Strategies
<i>Drop off</i>	Install handrail
<i>Heaving or settlement of sidewalk</i>	Remove and replace sidewalk panels as needed
<i>Shattering of sidewalk</i>	Remove and replace sidewalk panels as needed
<i>Trip edge</i>	Grind pavement at each occurrence
<i>Inaccessible transit stops</i>	Install connections to sidewalks, streets and pedestrian paths; remove obstructions; enhance loading area; or enhance clear zone

5.2 ADA Barrier Mitigation Assessment

Estimated unit costs for each barrier mitigation strategy to address the identified ADA barriers from the self-evaluation are shown in Table 5. The estimated costs are based upon current FDOT District 5 Historical Costs and use 2021 dollars and loaded cost rates. The unit cost is the sum of the components required to implement a mitigation strategy. The total cost is the unit cost multiplied by several factors listed in Table 4. The combined total cost multiplier is 70%, which was then incorporated into the cost estimates by multiplying each project’s unit cost by a factor of 1.70.

Table 4: Total Cost Multipliers

Total Cost Multipliers	Percent
<i>Maintenance of Traffic</i>	15%
<i>Mobilization</i>	10%
<i>Project Unknowns & Contingencies</i>	20%
<i>Surveying, Design, & Permitting</i>	15%
<i>Construction, Engineering, & Inspection (CEI)</i>	10%
Total	70%

Mitigation quantities are based on predetermined standard sizes. For example, if 7 linear feet of sidewalk was observed to be shattered, the mitigation strategy to replace the sidewalk would require replacing 10 linear feet to account for connections to the existing sidewalk and potential contingencies.

Two Osceola County planned development communities, Celebration and Harmony, are required to maintain and mitigate their own ADA barriers. While their roadways will be incorporated into the initial self-evaluation process, these communities will be responsible for the implementation of ADA barrier mitigation within their boundaries.

Osceola County ADA Transition Plan

for the Public Right-of-Way

Additionally, while the cost of moving utility poles for ADA barrier mitigation is included in the cost estimate analysis, Chapter 337.401 Florida Statutes (F.S.) (2020) states that “upon notice by the department that the property is needed for expansion or improvement of the transportation facility, the electric utility transmission line will be removed or relocated at the electric utility’s sole expense.” Therefore, Osceola County should work with utility companies within the region when necessary for ADA barrier mitigation.

Osceola County ADA Transition Plan

for the Public Right-of-Way

Table 5: Unit Cost Per Barrier Type

Occurrence	Mitigation Strategy	Units	Quantity ¹	Item Cost	Unit Cost	Total Cost	Notes ²
Sidewalks							
<i>Gap in Sidewalk</i>	New 5' Sidewalk	Each	1.0		\$305.33	\$519	Based on 4" thick, 5' W x 10' L
	Concrete	SY	5.6	\$40.95	\$227.50		
	Erosion Control	SY	5.6	\$3.49	\$19.39		
	Excavation	CY	0.9	\$9.12	\$8.44		
	Embankment	CY	5.6	\$6.10	\$33.89		
	Sod	SY	5.6	\$2.90	\$16.11		
<i>Insufficient Passing Distance</i>	Remove sidewalk panel & Add 5' Wide Panel for passing/turn around	Each Sidewalk Panel	1.0		\$414.00	\$704	Based on 4" thick, 5' W x 10' L
	Concrete	SY	5.6	\$40.95	\$227.50		
	Erosion Control	SY	5.6	\$3.49	\$19.39		
	Excavation	CY	0.9	\$9.12	\$8.44		
	Embankment	CY	5.6	\$6.10	\$33.89		
	Sod	SY	5.6	\$2.90	\$16.11		
	Demolition	SY	5.6	\$19.56	\$108.67		
Curb Ramps							
<i>Missing Curb Ramp</i>	New Curb Ramp	Each	1.0		\$2,060.48	\$3,503	Based on Curb Ramp Type CR-B, 6" thick.
	Concrete	SY	23.0	\$40.95	\$941.85		

Osceola County ADA Transition Plan

for the Public Right-of-Way

Occurrence	Mitigation Strategy	Units	Quantity ¹	Item Cost	Unit Cost	Total Cost	Notes ²
<i>Missing Curb Ramp (cont)</i>	Erosion Control	SY	23.0	\$3.49	\$80.27		
	Excavation	CY	4.7	\$9.12	\$42.56		
	Embankment	CY	28.0	\$6.10	\$170.80		
	Sod	SY	7.0	\$2.90	\$20.30		
	Detectable Warning	SF	10.0	\$28.66	\$286.60		
	Curb & Gutter	LF	22.0	\$23.55	\$518.10		
<i>Structurally Deficient Curb Ramp</i>	Remove and Replace Curb Ramp	Each	1.0		\$2,158.28	\$3,669	Based on Curb Ramp Type CR-B, 6" thick.
	Concrete	SY	23.0	\$40.95	\$941.85		
	Erosion Control	SY	23.0	\$3.49	\$80.27		
	Excavation	CY	4.7	\$9.12	\$42.56		
	Embankment	CY	28.0	\$6.10	\$170.80		
	Sod	SY	7.0	\$2.90	\$20.30		
	Detectable Warning	SF	10.0	\$28.66	\$286.60		
	Curb & Gutter	LF	22.0	\$23.55	\$518.10		
	Demolition	SY	5.0	\$19.56	\$97.80		
<i>Curb Ramp Missing Detectable Warning (not structurally deficient)</i>	Missing Detectable Warning = Add Detectable Warning	Each	1.0		\$286.60	\$487	Based on 10 SF
	Detectable Warning	SF	10.0	\$28.66	\$286.60		

Osceola County ADA Transition Plan

for the Public Right-of-Way

Occurrence	Mitigation Strategy	Units	Quantity ¹	Item Cost	Unit Cost	Total Cost	Notes ²
<i>Missing or Faded Crosswalk Marking</i>	Add or Repaint Crosswalk Pavement Markings	LF	1.0	\$7.41	\$7.41	\$10	
Obstacles							
<i>Tree, Bush, or Shrub Branches Blocking Path</i>	Trim Obstacle	Each	1.0	\$100.00	\$100.00	\$170	
<i>Vegetation Blocking Path</i>	Trim Obstacle	Each	1.0	\$100.00	\$100.00	\$170	
<i>Utility Pole Blocking Path</i>	Relocate Pole	Each	1.0	\$3,750.00	\$3,750.00	\$6,375	
<i>Sign or Mailbox in Walkway</i>	Relocate/Replace Sign/Mailbox	Each	1.0	\$100.00	\$100.00	\$170	
<i>Excessive Water Collecting on Pathway During Rain Events (ponding)</i>	Regrade & Remove/Replace 20 LF	Each	1.0		\$828.00	\$1,408	Based on 4" thick, 5' W x 20' L
	Concrete	SY	11.1	\$40.95	\$455.00		
	Erosion Control	SY	11.1	\$3.49	\$38.78		
	Excavation	CY	1.9	\$9.12	\$16.89		
	Embankment	CY	11.1	\$6.10	\$67.78		
	Sod	SY	11.1	\$2.90	\$32.22		
<i>Sidewalk Vault or Uneven Transition</i>	Demolition	SY	11.1	\$19.56	\$217.33		
	Regrade & Remove/Replace 20 LF	Each	1.0		\$828.00	\$1,408	Based on 4" thick, 5' W x 20' L

Osceola County ADA Transition Plan

for the Public Right-of-Way

Occurrence	Mitigation Strategy	Units	Quantity ¹	Item Cost	Unit Cost	Total Cost	Notes ²
	Concrete	SY	11.1	\$40.95	\$455.00		
<i>Sidewalk Vault or Uneven Transition (cont)</i>	Erosion Control	SY	11.1	\$3.49	\$38.78		
	Excavation	CY	1.9	\$9.12	\$16.89		
	Embankment	CY	11.1	\$6.10	\$67.78		
	Sod	SY	11.1	\$2.90	\$32.22		
	Demolition	SY	11.1	\$19.56	\$217.33		
		Remove & Replace 20 LF of Sidewalk for Each	Each	1.0		\$828.00	\$1,408
<i>Immovable Object Blocking Path</i>	Concrete	SY	11.1	\$40.95	\$455.00		
	Erosion Control	SY	11.1	\$3.49	\$38.78		
	Excavation	CY	1.9	\$9.12	\$16.89		
	Embankment	CY	11.1	\$6.10	\$67.78		
	Sod	SY	11.1	\$2.90	\$32.22		
	Demolition	SY	11.1	\$19.56	\$217.33		
	Hazards						
<i>Excessive Cross Slope on Sidewalk</i>	Remove & Replace 10 LF of Sidewalk for Each	Each	1.0		\$414.00	\$704	Based on 4" thick, 5' W x 10' L
	Concrete	SY	5.6	\$40.95	\$227.50		
	Erosion Control	SY	5.6	\$3.49	\$19.39		
	Excavation	CY	0.9	\$9.12	\$8.44		
	Embankment	CY	5.6	\$6.10	\$33.89		

Osceola County ADA Transition Plan

for the Public Right-of-Way

Occurrence	Mitigation Strategy	Units	Quantity ¹	Item Cost	Unit Cost	Total Cost	Notes ²
	Sod	SY	5.6	\$2.90	\$16.11		
	Demolition	SY	5.6	\$19.56	\$108.67		
<i>Excessive Running Slope on Sidewalk</i>	Remove & Replace 20 LF of Sidewalk for Each	Each	1.0		\$828.00	\$1,408	Based on 4" thick, 5' W x 20' L
	Concrete	SY	11.1	\$40.95	\$455.00		
	Erosion Control	SY	11.1	\$3.49	\$38.78		
	Excavation	CY	1.9	\$9.12	\$16.89		
	Embankment	CY	11.1	\$6.10	\$67.78		
	Sod	SY	11.1	\$2.90	\$32.22		
	Demolition	SY	11.1	\$19.56	\$217.33		
	<i>Drop Off</i>	Install handrail	Each	1.0		\$635.80	\$1,081
Handrail		LF	10.0	\$63.58	\$635.80		
Damages							
<i>Heaving or Settlement of Sidewalk</i>	Remove & Replace 10 LF of Sidewalk for Each	Each	1.0		\$414.00	\$704	Based on 4" thick, 5' W x 10' L
	Concrete	SY	5.6	\$40.95	\$227.50		
	Erosion Control	SY	5.6	\$3.49	\$19.39		
	Excavation	CY	0.9	\$9.12	\$8.44		
	Embankment	CY	5.6	\$6.10	\$33.89		

Osceola County ADA Transition Plan

for the Public Right-of-Way

Occurrence	Mitigation Strategy	Units	Quantity ¹	Item Cost	Unit Cost	Total Cost	Notes ²
	Sod	SY	5.6	\$2.90	\$16.11		
	Demolition	SY	5.6	\$19.56	\$108.67		
Shattering of Sidewalk	Remove & Replace 10 LF of Sidewalk for Each	Each	1		\$414.00	\$704	Based on 4" thick, 5' W x 10' L
	Concrete	SY	6	\$40.95	\$227.50		
	Erosion Control	SY	6	\$3.49	\$19.39		
	Excavation	CY	1	\$9.12	\$8.44		
	Embankment	CY	6	\$6.10	\$33.89		
	Sod	SY	6	\$2.90	\$16.11		
	Demolition	SY	6	\$19.56	\$108.67		
	Trip Edge	Grind Each Occurrence	Each	1	\$100.00	\$100.00	\$170

SF = Square Feet, SY = Square Yard, CY = Cubic Yard

¹Quantity displayed is rounded to the nearest tenth.

²Quantity is based on standard mitigation technique described in the Notes column.

Osceola County ADA Transition Plan

for the Public Right-of-Way

5.2.1 Barriers Addressed Separately

Several barrier types are excluded from the self-evaluation and are outlined with recommended approaches in this section.

5.2.1.1 Mitigation at Traffic Signals

The installation of pedestrian signals at an existing signalized intersection where none currently exist should be evaluated on a case-by-case basis. Evaluations should also include each pedestrian approach to the intersection with cost projections for improvements, based upon a particular location's needs, potentially including curb ramps and other improvements in addition to pedestrian detectors, such as accessible pedestrian signal features.

5.2.1.2 Mitigation at Transit Stops

Osceola County should coordinate with local transit authorities to inventory and evaluate existing transit stops for compliance with ADA and applicable design criteria. Design criteria and guidance vary based upon several factors, including functional classification of the road, presence of curb, available right-of-way, and maintaining agency (e.g. FDOT, Osceola County, City of Kissimmee).

5.2.1.3 Mitigation for Shared Streets

Shared streets are a unique area where pedestrians, bicyclists, and vehicles utilize the same travel spaces. Context-sensitive treatments that provide ADA mobility cues will need to be implemented on an individual basis.

Providing shared spaces accommodating to people with disabilities, specifically those with visual impairments, involves a comprehensive approach. Visual impairment ranges widely in the type of cues to include in a corridor and the U.S. Federal Highway Administration (FHWA) recommends a layering approach of navigational and environmental information for pedestrians to access.

Navigational cues can be provided by the following streetscape elements, and should be used in combination where possible:

- Alignment of the pedestrian access route and other streetscape features;
- Tactile walking surface indicators, detectable edges, and detectable changes in surface texture;
- Appropriate and consistent use of detectable warning surfaces;
- Materials and texture, in addition to color and tonal contrast;
- Signs and pavement markings/treatments; and
- Electronic wayfinding information or tactile maps (i.e., maps with raised features that people who are blind can use for interpretation).

5.2.2 Quantities and Cost for ADA Barriers on the Sample Self Evaluation Corridors

Barrier mitigations are applied to those barriers identified through data collection in order to establish cost estimates for mitigating the known ADA barriers. Table 6 applies the quantities identified in the sample area of the self-identification to estimate a cost to mitigate the known ADA barriers. The known barriers are projected to require approximately \$7 million dollars in project cost including design and construction to mitigate.

Osceola County ADA Transition Plan

for the Public Right-of-Way

Table 6: Self-Evaluation Area Cost Estimate

Occurrence	Mitigation Strategy	Units	Quantity ¹	Total Unit Cost	Candidate Projects Cost Estimate	Notes ²
Sidewalks						
<i>Gap in Sidewalk</i>	New 5' Sidewalk	Each	7,614 ³	\$519	\$3,952,200	Based on 4" thick, 5' W x 10' L
<i>Insufficient Passing Distance</i>	Remove sidewalk panel & Add 5' Wide Panel for passing/turn around	Each Sidewalk Panel	51	\$704	\$35,900	Based on 4" thick, 5' W x 10' L
Curb Ramps						
<i>Missing Curb Ramp</i>	New Curb Ramp	Each	14	\$3,503	\$49,100	Based on Curb Ramp Type CR-B, 6" thick.
<i>Structurally Deficient Curb Ramp</i>	Remove and Replace Curb Ramp	Each	97	\$3,669	\$356,000	Based on Curb Ramp Type CR-B, 6" thick.
<i>Curb Ramp Missing Detectable Warning (not structurally deficient)</i>	Missing Detectable Warning = Add Detectable Warning	Each	252	\$487	\$122,800	Based on 10 SF
<i>Missing or Faded Crosswalk Marking</i>	Add or Repaint Crosswalk Pavement Markings	LF	6,434 ⁴	\$10	\$64,400	
Obstacles						
<i>Tree, Bush, or Shrub Branches Blocking Path</i>	Trim Obstacle	Each	2	\$170	\$400	
<i>Vegetation Blocking Path</i>	Trim Obstacle	Each	16	\$170	\$2,800	
<i>Utility Pole Blocking Path</i>	Relocate Pole	Each	7	\$6,375	\$44,700	
<i>Sign or Mailbox in Walkway</i>	Relocate/Replace Sign/Mailbox	Each	2	\$170	\$400	

Osceola County ADA Transition Plan

for the Public Right-of-Way

Occurrence	Mitigation Strategy	Units	Quantity ¹	Total Unit Cost	Candidate Projects Cost Estimate	Notes ²
<i>Excessive Water Collecting on Pathway During Rain Events (ponding)</i>	Regrade & Remove/Replace 20 LF	Each	19	\$1,408	\$26,800	Based on 4" thick, 5' W x 20' L
<i>Sidewalk Vault or Uneven Transition</i>	Regrade & Remove/Replace 20 LF	Each	11	\$1,408	\$15,500	Based on 4" thick, 5' W x 20' L
<i>Immovable Object Blocking Path</i>	Remove & Replace 20 LF of Sidewalk for Each	Each	28	\$1,408	\$39,500	Based on 4" thick, 5' W x 10' L every 200'
Hazards						
<i>Excessive Cross Slope on Sidewalk</i>	Remove & Replace 10 LF of Sidewalk for Each	Each	456	\$704	\$321,000	Based on 4" thick, 5' W x 10' L
<i>Excessive Running Slope on Sidewalk</i>	Remove & Replace 20 LF of Sidewalk for Each	Each	4	\$1,408	\$5,700	Based on 4" thick, 5' W x 20' L
<i>Drop Off</i>	Install handrail	Each	1,253	\$1,081	\$1,354,400	Based on aluminum handrail per FDOT specification
Damages						
<i>Heaving or Settlement of Sidewalk</i>	Remove & Replace 10 LF of Sidewalk for Each	Each	101	\$704	\$71,100	Based on 4" thick, 5' W x 10' L
<i>Shattering of Sidewalk</i>	Remove & Replace 10 LF of Sidewalk for Each	Each	493	\$704	\$347,000	Based on 4" thick, 5' W x 10' L
<i>Trip Edge</i>	Grind Each Occurrence	Each	131	\$170	\$22,300	
Total Self-Evaluation Cost Estimate					\$6,832,000	

SF = Square Feet, SY = Square Yard, CY = Cubic Yard

¹Quantity displayed is a whole number.

²Quantity is based on standard mitigation technique described in the Notes column.

³Quantity in table represents 781 individual sidewalk gaps.

⁴Quantity in table represents 405 individual missing or faded crosswalks.

Osceola County ADA Transition Plan

for the Public Right-of-Way

5.2.3 Sidewalk Miles

The cost per sidewalk mile of ADA barrier mitigation is established based on the self-assessment roadways. The influence of sidewalk on one or both sides of the roadway was analyzed to determine if the additional sidewalk had any influence on the total number of barriers per mile. Based on this analysis, it was determined that conducting the extrapolation based on 'per sidewalk mile' cost would more accurately represent that facilities with sidewalks on both sides have more barriers per mile than roadways with a sidewalk only on one side.

It was recognized that the sample data collected along Osceola County roadways over-represents roads with four or more through lanes relative to their proportion in the county as a whole. To adjust for this, per sidewalk mile barriers and costs were split into two categories: per mile costs for roadways under four through lanes and per mile costs for roadways with four or more through lanes.

This per sidewalk mile cost for smaller roadways, those with one, two or three lanes is presented in Table 7. The per sidewalk mile cost for larger roadways, those with four or more through lanes is presented in Table 8. Table 9 shows the total barriers and mitigation costs by sidewalk miles for the county-maintained networks on small and large roads combined. The countywide quantities and cost consider the total miles of sidewalk on the respective small and large roadways.

Osceola County ADA Transition Plan

for the Public Right-of-Way

Table 7: Per Sidewalk Mile Cost for Roadways with 1, 2, or 3 Through Lanes

Occurrence	Mitigation Strategy	Units	Quantity per mile ¹	Total Unit Cost	Candidate Projects Cost Estimate per mile	Notes ²
Sidewalks						
<i>Gap in Sidewalk</i>	New 5' Sidewalk	Each	113.2	\$519	\$58,800	Based on 4" thick, 5' W x 10' L
<i>Insufficient Passing Distance</i>	Remove sidewalk panel & Add 5' Wide Panel for passing/turn around	Each Sidewalk Panel	1.8	\$704	\$1,300	Based on 4" thick, 5' W x 10' L
Curb Ramps						
<i>Missing Curb Ramp</i>	New Curb Ramp	Each	0.6	\$3,503	\$2,100	Based on Curb Ramp Type CR-B, 6" thick.
<i>Structurally Deficient Curb Ramp</i>	Remove and Replace Curb Ramp	Each	3.3	\$3,669	\$12,100	Based on Curb Ramp Type CR-B, 6" thick.
<i>Curb Ramp Missing Detectable Warning (not structurally deficient)</i>	Missing Detectable Warning = Add Detectable Warning	Each	10.2	\$487	\$5,000	Based on 10 SF
<i>Missing or Faded Crosswalk Marking</i>	Add or Repaint Crosswalk Pavement Markings	LF	168.4	\$10	\$1,700	
Obstacles						
<i>Tree, Bush, or Shrub Branches Blocking Path</i>	Trim Obstacle	Each	0.1	\$170	\$100	
<i>Vegetation Blocking Path</i>	Trim Obstacle	Each	0.3	\$170	\$100	

Osceola County ADA Transition Plan

for the Public Right-of-Way

Occurrence	Mitigation Strategy	Units	Quantity per mile ¹	Total Unit Cost	Candidate Projects Cost Estimate per mile	Notes ²
<i>Utility Pole Blocking Path</i>	Relocate Pole	Each	0.2	\$6,375	\$1,200	
<i>Sign or Mailbox in Walkway</i>	Relocate/Replace Sign/Mailbox	Each	0.0	\$170	\$0	
<i>Excessive Water Collecting on Pathway During Rain Events (ponding)</i>	Regrade & Remove/Replace 20 LF	Each	0.5	\$1,408	\$700	Based on 4" thick, 5' W x 20' L
<i>Sidewalk Vault or Uneven Transition</i>	Regrade & Remove/Replace 20 LF	Each	0.1	\$1,408	\$200	Based on 4" thick, 5' W x 20' L
<i>Immovable Object Blocking Path</i>	Remove & Replace 20 LF of Sidewalk for Each	Each	0.7	\$1,408	\$1,100	Based on 4" thick, 5' W x 10' L every 200'
Hazards						
<i>Excessive Cross Slope on Sidewalk</i>	Remove & Replace 10 LF of Sidewalk for Each	Each	17.3	\$704	\$12,200	Based on 4" thick, 5' W x 10' L
<i>Excessive Running Slope on Sidewalk</i>	Remove & Replace 20 LF of Sidewalk for Each	Each	0.0	\$1,408	\$0	Based on 4" thick, 5' W x 20' L
<i>Drop Off</i>	Install handrail	Each	41.0	\$1,081	\$44,300	Based on aluminum handrail per FDOT specification

Osceola County ADA Transition Plan

for the Public Right-of-Way

Occurrence	Mitigation Strategy	Units	Quantity per mile ¹	Total Unit Cost	Candidate Projects Cost Estimate per mile	Notes ²
Damages						
Heaving or Settlement of Sidewalk	Remove & Replace 10 LF of Sidewalk for Each	Each	5.1	\$704	\$3,600	Based on 4" thick, 5' W x 10' L
Shattering of Sidewalk	Remove & Replace 10 LF of Sidewalk for Each	Each	19.0	\$704	\$13,400	Based on 4" thick, 5' W x 10' L
Trip Edge	Grind Each Occurrence	Each	5.1	\$170	\$900	

SF = Square Feet, SY = Square Yard, CY = Cubic Yard

¹Quantity displayed is rounded to the nearest tenth.

²Quantity is based on standard mitigation technique described in the Notes column.

Osceola County ADA Transition Plan

for the Public Right-of-Way

Table 8: Per Sidewalk Mile Cost for Roadways with 4 or More Through Lanes

Occurrence	Mitigation Strategy	Units	Quantity ¹	Total Unit Cost	Candidate Projects Cost Estimate	Notes
Sidewalks						
<i>Gap in Sidewalk</i>	New 5' Sidewalk	Each	160.0	\$519	\$83,100	Based on 4" thick, 5' W x 10' L
<i>Insufficient Passing Distance</i>	Remove sidewalk panel & Add 5' Wide Panel for passing/turn around	Each Sidewalk Panel	0.6	\$704	\$400	Based on 4" thick, 5' W x 10' L
Curb Ramps						
<i>Missing Curb Ramp</i>	New Curb Ramp	Each	0.1	\$3,503	\$400	Based on Curb Ramp Type CR-B, 6" thick.
<i>Structurally Deficient Curb Ramp</i>	Remove and Replace Curb Ramp	Each	1.2	\$3,669	\$4,400	Based on Curb Ramp Type CR-B, 6" thick.
<i>Curb Ramp Missing Detectable Warning (not structurally deficient)</i>	Missing Detectable Warning = Add Detectable Warning	Each	2.3	\$487	\$1,200	Based on 10 SF
<i>Missing or Faded Crosswalk Marking</i>	Add or Repaint Crosswalk Pavement Markings	LF	101.0	\$10	\$1,100	
Obstacles						
<i>Tree, Bush, or Shrub Branches Blocking Path</i>	Trim Obstacle	Each	0.0	\$170	\$0	
<i>Vegetation Blocking Path</i>	Trim Obstacle	Each	0.3	\$170	\$100	

Osceola County ADA Transition Plan

for the Public Right-of-Way

Occurrence	Mitigation Strategy	Units	Quantity ¹	Total Unit Cost	Candidate Projects Cost Estimate	Notes
<i>Utility Pole Blocking Path</i>	Relocate Pole	Each	0.1	\$6,375	\$800	
<i>Sign or Mailbox in Walkway</i>	Relocate/Replace Sign/Mailbox	Each	0.1	\$170	\$100	
<i>Excessive Water Collecting on Pathway During Rain Events (ponding)</i>	Regrade & Remove/Replace 20 LF	Each	0.3	\$1,408	\$500	Based on 4" thick, 5' W x 20' L
<i>Sidewalk Vault or Uneven Transition</i>	Regrade & Remove/Replace 20 LF	Each	0.3	\$1,408	\$400	Based on 4" thick, 5' W x 20' L
<i>Immovable Object Blocking Path</i>	Remove & Replace 20 LF of Sidewalk for Each	Each	0.4	\$1,408	\$700	Based on 4" thick, 5' W x 10' L every 200'
Hazards						
<i>Excessive Cross Slope on Sidewalk</i>	Remove & Replace 10 LF of Sidewalk for Each	Each	4.6	\$704	\$3,300	Based on 4" thick, 5' W x 10' L
<i>Excessive Running Slope on Sidewalk</i>	Remove & Replace 20 LF of Sidewalk for Each	Each	0.1	\$1,408	\$200	Based on 4" thick, 5' W x 20' L
<i>Drop Off</i>	Install handrail	Each	15.8	\$1,081	\$17,200	Based on aluminum handrail per FDOT specification

Osceola County ADA Transition Plan

for the Public Right-of-Way

Occurrence	Mitigation Strategy	Units	Quantity ¹	Total Unit Cost	Candidate Projects Cost Estimate	Notes
Damages						
Heaving or Settlement of Sidewalk	Remove & Replace 10 LF of Sidewalk for Each	Each	0.4	\$704	\$400	Based on 4" thick, 5' W x 10' L
Shattering of Sidewalk	Remove & Replace 10 LF of Sidewalk for Each	Each	4.9	\$704	\$3,500	Based on 4" thick, 5' W x 10' L
Trip Edge	Grind Each Occurrence	Each	1.3	\$170	\$300	

SF = Square Feet, SY = Square Yard, CY = Cubic Yard

¹Quantity displayed is rounded to the nearest tenth.

²Quantity is based on standard mitigation technique described in the Notes column.

Osceola County ADA Transition Plan

for the Public Right-of-Way

Table 9: Barriers and Mitigation Costs by Roadway Size for the County Maintained Roadway Network by Sidewalk Miles

Occurrence	Small Roads (>7500 ADT) Countywide Projects Quantity Estimate	Small Roads (>7500 ADT) Countywide Projects Cost Estimate	Large Roads (≤ 7500 ADT) Countywide Projects Quantity Estimate	Large Roads (≤ 7500 ADT) Countywide Projects Cost Estimate
Sidewalks				
<i>Gap in Sidewalk</i>	53,050	\$27,536,400	14,586	\$7,571,100
<i>Insufficient Passing Distance</i>	865	\$608,900	51	\$36,000
Curb Ramps				
<i>Missing Curb Ramp</i>	279	\$977,600	10	\$35,800
<i>Structurally Deficient Curb Ramp</i>	1,535	\$5,631,500	107	\$393,500
<i>Curb Ramp Missing Detectable Warning (not structurally deficient)</i>	4,772	\$2,325,000	207	\$100,800
<i>Missing or Faded Crosswalk Marking</i>	78,891	\$789,000	9,209	\$92,100
Obstacles				
<i>Tree, Bush, or Shrub Branches Blocking Path</i>	56	\$9,500	0	\$0
<i>Vegetation Blocking Path</i>	140	\$23,800	28	\$4,800
<i>Utility Pole Blocking Path</i>	84	\$533,800	10	\$65,200
<i>Sign or Mailbox in Walkway</i>	0	\$0	5	\$900

Osceola County ADA Transition Plan

for the Public Right-of-Way

Occurrence	Small Roads (>7500 ADT) Countywide Projects Quantity Estimate	Small Roads (>7500 ADT) Countywide Projects Cost Estimate	Large Roads (≤ 7500 ADT) Countywide Projects Quantity Estimate	Large Roads (≤ 7500 ADT) Countywide Projects Cost Estimate
<i>Excessive Water Collecting on Pathway During Rain Events (ponding)</i>	223	\$314,300	28	\$39,600
<i>Sidewalk Vault or Uneven Transition</i>	56	\$78,600	23	\$32,400
<i>Immovable Object Blocking Path</i>	335	\$471,400	41	\$57,500
Hazards				
<i>Excessive Cross Slope on Sidewalk</i>	8,093	\$5,695,800	424	\$298,300
<i>Excessive Running Slope on Sidewalk</i>	0	\$0	10	\$14,400
<i>Drop Off</i>	19,199	\$20,752,000	1,442	\$1,559,200
Damages				
<i>Heaving or Settlement of Sidewalk</i>	2,372	\$1,669,500	41	\$28,800
<i>Shattering of Sidewalk</i>	8,902	\$6,265,300	444	\$312,700
<i>Trip Edge</i>	2,400	\$408,000	115	\$19,600
Total ADA Barrier Mitigation Cost:		\$74,090,400		\$10,662,700

Osceola County ADA Transition Plan

for the Public Right-of-Way

5.2.4 Assessment of Cost to Mitigate

Table 10 shows the total of these roadway types to determine a cost for countywide ADA barrier mitigation. Using this method, the countywide cost associated with mitigating the estimated number of ADA barriers in Osceola County is approximately \$85 million for design and construction in 2021 dollars.

Table 10: Total Barriers and Mitigation Costs for the County Maintained Roadway Network

Occurrence	Countywide Projects Quantity Estimate	Countywide Projects Cost Estimate
Sidewalks		
<i>Gap in Sidewalk</i>	67,635	\$35,107,400
<i>Insufficient Passing Distance</i>	916	\$644,800
Curb Ramps		
<i>Missing Curb Ramp</i>	289	\$1,013,300
<i>Structurally Deficient Curb Ramp</i>	1,642	\$6,024,900
<i>Curb Ramp Missing Detectable Warning (not structurally deficient)</i>	4,979	\$2,425,800
<i>Missing or Faded Crosswalk Marking</i>	88,100	\$881,000
Obstacles		
<i>Tree, Bush, or Shrub Branches Blocking Path</i>	56	\$9,500
<i>Vegetation Blocking Path</i>	168	\$28,500
<i>Utility Pole Blocking Path</i>	94	\$598,900
<i>Sign or Mailbox in Walkway</i>	5	\$900
<i>Excessive Water Collecting on Pathway During Rain Events (ponding)</i>	251	\$353,800
<i>Sidewalk Vault or Uneven Transition</i>	79	\$111,000
<i>Immovable Object Blocking Path</i>	376	\$528,900

Osceola County ADA Transition Plan

for the Public Right-of-Way

Occurrence	Countywide Projects Quantity Estimate	Countywide Projects Cost Estimate
Hazards		
<i>Excessive Cross Slope on Sidewalk</i>	8,517	\$5,994,000
<i>Excessive Running Slope on Sidewalk</i>	10	\$14,400
<i>Drop Off</i>	20,642	\$22,311,100
Damages		
<i>Heaving or Settlement of Sidewalk</i>	2,413	\$1,698,200
<i>Shattering of Sidewalk</i>	9,346	\$6,578,000
<i>Trip Edge</i>	2,515	\$427,600
Total ADA Barrier Mitigation Cost:		\$84,752,000

Osceola County ADA Transition Plan

for the Public Right-of-Way

6.0 Prioritization for Mitigating Identified ADA Barriers

Once an ADA mitigation project has been identified, it must be prioritized prior to being implemented. The prioritization methodology described in this section primarily accounts for types of land use, proximity of land uses to pedestrian facilities, street classifications, and socio-economic equity. Other factors Osceola County is to consider in the identification of priority areas include:

- Available right-of-way
- Proximity to other planned / programmed projects
- Citizen requests / complaints
- Actions that would result in a fundamental alteration in the nature of the program, service or activity

6.1 Approach to Candidate Projects Prioritization

The ADA barrier mitigation prioritization methodology, as detailed in Table 11, facilitates the determination of priority areas for ADA barrier mitigation. The methodology creates an overall weighted priority score ranging from 1 (lowest priority) to 100 (highest priority) by analyzing several factors, as listed below:

Proximity to Land Uses and Services	Osceola County Street Classifications	Census Factors
<ul style="list-style-type: none">• Hospitals and assisted living facilities• Parks, libraries, and educational facilities• Transit stops	<ul style="list-style-type: none">• Premium transit corridors• Boulevards• Avenues• Local Roads	<ul style="list-style-type: none">• Total population density• Disabled persons population density• Equity score

The land uses and services included in the analysis are associated with higher levels of pedestrian activity. The Osceola County street classifications are utilized to prioritize transit corridors, as well as to prioritize pedestrian facilities along higher traffic roadways. The census factors aid in prioritizing population centers which may generate additional pedestrian activities. The disabled persons population density is a stand-alone category in this priority score to provide a greater emphasis on serving the needs of the disabled community, thereby reemphasizing the county's commitment to implementing the ADA. An equity analysis was also incorporated to consider areas which have a high density of historically underserved populations. Figure 2 illustrates Osceola County's priority areas through a heat map.

Osceola County ADA Transition Plan

for the Public Right-of-Way

Table 11: ADA Barrier Mitigation Prioritization Score Methodology

Weighted % by Category	Category
15%	Equity Analysis (see Section 6.1.1)
	7 = 100 points
	6 = 80 points
	5 = 60 points
	3-4 = 40 points
	1-2 = 20 points
15%	Disabled Population (Percent of Population)
	Density > 10 = 100 points
	Density > 5-10 = 80 points
	Density > 2.5-5 = 60 points
	Density > 0.5-2.5 = 40 points
	Density < 0.5 = 20 points
15%	Residential Population Density (Pop. per Acre)
	Density > 30 = 100 points
	Density > 15-30 = 80 points
	Density > 5-15 = 60 points
	Density 1-5 = 40 points
	Density < 1 = 20 points
20%	Parks, Libraries, Educational Facilities
	1/8 mi of a park/library/school = 100 points
	1/4 mi of a park/library/school = 80 points
	1/2 mi of a park/library/school = 60 points
	3/4 mi of a park/library/school = 40 points
	1 mi of a park/library/school = 20 points
10%	Hospitals & Assisted Living Facilities
	1/8 mi of Hospital/Retirement Home = 100 points

Osceola County ADA Transition Plan

for the Public Right-of-Way

Weighted % by Category	Category
	1/4 mi of Hospital/Retirement Home = 70 points
	1/2 mi of Hospital/Retirement Home = 50 points
	3/4 mi of Hospital/Retirement Home = 20 points
10%	Osceola Street Classifications
	Premium Transit Corridor = 100 points
	Boulevards = 80 points
	Avenues = 60 points
15%	Transit
	1/8 mi of a Bus Stop with ridership > 100 = 100 points
	1/4 mi of a Bus Stop with ridership 50 -100 = 80 points
	1/2 mi of a Bus Stop with ridership 10-50 = 60 points
	3/4 mi of a Bus Stop with ridership 5-10 = 40 points
	1 mi of a Bus Stop with ridership < 5 = 20 points
100%	Total

6.1.1 Equity Analysis

The equity analysis considers areas which have a high density of historically underserved populations. The equity component incorporates seven socio-economic indicators which identify the underserved population areas. These include:

- Poverty: Percentage of population below poverty level
- Minority: Percentage of minority population
- Limited English Proficiency: Percentage of population with limited English proficiency
- Over 65: Percentage of population age 65 or above
- 18 or Below: Percentage of population 18 or below
- Zero-Vehicle: Percentage of zero-vehicle households
- Other Means of Travel to Work: Percentage of means of transportation to work other than personal motor vehicle

The analysis used a threshold for each of the above indicators, so that those census block groups that had a greater value than the countywide mean value for any given indicator was given a score of one. The scores for the individual categories were then summed across the seven socio-economic indicators to generate a composite equity score. For example, if a census block group had an above average number of people below poverty level and an above average number of people 65 years of age or

Osceola County ADA Transition Plan

for the Public Right-of-Way

older, the census block group was given a score of two. The Equity Score range has a maximum possible high score of seven, indicating above average values for each of the seven socio-economic indicators, and a minimum possible low equity score of zero, which would indicate no above average values.

6.1.2 Mitigation Project Prioritization

Once candidate mitigation projects are identified, Osceola County may apply the prioritization methodology referenced for developing the original sample. Upon calculating the priority score for mitigation projects, Osceola County should consider other factors including:

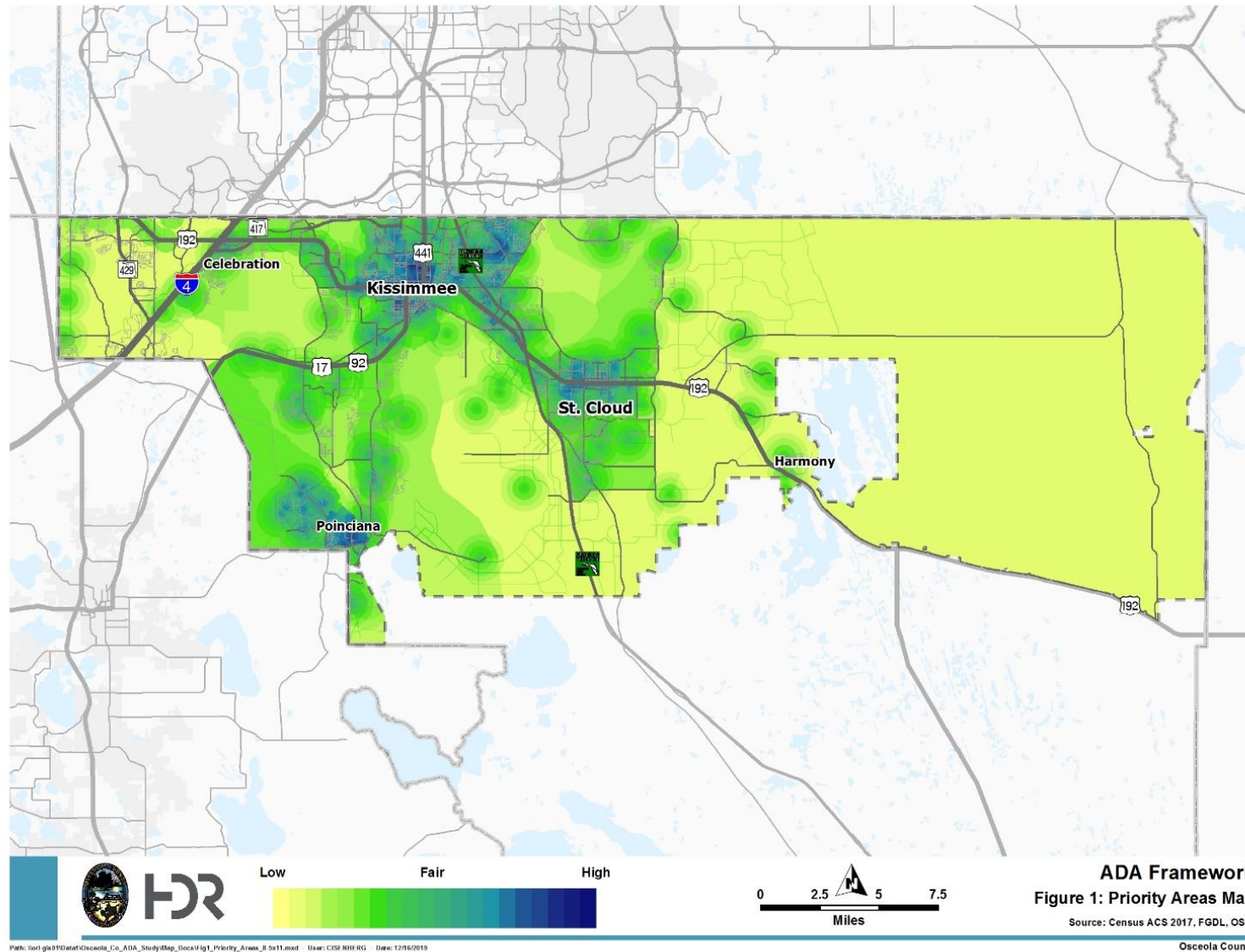
- Available right-of-way
- Proximity to other planned/programmed projects
- Citizen requests / complaints
- Actions that would result in a fundamental alteration in the nature of the program, service, or activity

The final programming and scheduling of projects will be performed on a case-by-case basis in order to maximize the benefit to the public.

Osceola County ADA Transition Plan

for the Public Right-of-Way

Figure 2: Priority Areas Heat Map



Osceola County ADA Transition Plan

for the Public Right-of-Way

7.0 Implementation

Implementing projects to mitigate ADA barriers identified begins with selecting the appropriate mitigation strategy. Once the appropriate strategy is identified, the mitigation projects should be incorporated into the Capital Improvement Program (CIP) and/or the Operating Budget for programming and implementation.

7.1 Osceola County Capital Improvement Program and Operating Budget

The CIP and Operating Budget provides the county with a systematic and transparent process for planning, budgeting, and programming projects to meet the infrastructure needs of the county. The CIP is developed as a five-year program that enables the county to allocate fiscal resources to address capital needs. The Operating Budget is developed annually for the operations of the County for the upcoming fiscal year. As the county develops mitigation projects for the CIP and Operating Budget, such as resurfacing, new sidewalks, sidewalk repairs, and corridor improvements, the ADA infrastructure needs of individual projects will need to be assessed using the recommended ADA procedures described in the following sections.

7.1.1 Osceola County Public Development Capital Projects

Typically, project descriptions in the CIP Adopted Budget include information related to the primary purpose of the project, but do not explicitly detail the project that will be performed. Osceola County should publish short project descriptions for each project in the CIP and Operating Budget. For applicable projects, this includes a statement that focuses on providing ADA compliance.

Examples of ADA commitment statements are included in Table 12. The presence of these statements in project descriptions will assist the county's efforts to ensure that ADA features are reviewed and implemented prior to and during initial construction in the PROW.

Osceola County ADA Transition Plan

for the Public Right-of-Way

Table 12: Recommended CIP ADA Supportive Statements

PARK RENOVATIONS
“The playground equipment will be designed and installed by a professional company to include age specific units, creative and challenging heights, slides, and will provide ADA compliant accessibility including the installation of safety surfacing below components in accordance with Consumer Product Safety Guidelines.”
“Sidewalks are necessary for ADA access.”
“...ADA access for this type of equipment is desirable.”
TRAIL IMPROVEMENTS
“Introduction of new ADA sidewalks for accessibility.”
CURB RAMP RETROFIT(S)
“...bring current ADA curb ramps up to federal and FDOT standards in accordance with Osceola County’s ADA Transition Plan.”
SIDEWALK RECONSTRUCTION
“...reconstruct sidewalks...which will include upgrades to ADA features such as ramps, handrail and sidewalk cross slopes.”
FACILITIES RENOVATIONS, UPGRADES, AND REPLACEMENTS
“This program provides for the systematic repair, renovation, and replacement of key operating systems, equipment, and components of County operated facilities. Individual projects will include items such as...ADA upgrades and remodels...”
MOBILITY INFRASTRUCTURE REHABILITATION AND RENOVATIONS
“...renovate or upgrade infrastructure to meet ADA standards and provide guard rail upgrades/renovations to meet new DOT code standards.”
“...enhance ADA access to the facility.”

As a temporary alternative until the CIP format is updated to include these project descriptions, Osceola County should identify projects with ADA components in the CIP using footnotes. Projects containing ADA components may be identified using an asterisk (*), or another identifying character, with the following text in the page footer:

“Project contains ADA components, as identified in the Osceola County ADA Transition Plan for the Public Right-of-Way.”

This footnote identification of projects with ADA components will assist the county with reiterating the commitment to provide accessible infrastructure until the project descriptions, as previously described, are incorporated into the CIP.

7.1.2 Osceola County Private Development Capital Projects

Private development projects may include improvements to the existing PROW, such as sidewalks around a building, or may include improvements to the main entrance to the facility. These areas are typically either dedicated right-of-way or private areas that the public will access. Developers also often develop new roadway corridors accepted by the county into the PROW system, and they must meet

Osceola County ADA Transition Plan

for the Public Right-of-Way

Title II State and Local Government requirements. Privately owned/operated/maintained areas must meet Title III Public Accommodations requirements.

Developers must go through a development review process with the Osceola County Development Review Staff and Planning Commission and the Board of County Commissioners (BCC), evaluating compliance and/or consistency with:

- Project Management
- Engineering Review
- Construction Inspections
- Environmental Planning
- Development Review Processes
- Landscape and Tree Regulations
- Wetlands
- Land Development Codes
- Comprehensive Plan or Comprehensive Plan Element

The review of ADA compliance may be included within the scope of responsibilities for the DRC, which is established to evaluate all site plans. A chairman of the committee is chosen by the County Manager and is comprised of any county departments as determined by the County Manager.

Most of the detailed ADA reviews may take place at the site permit phase prior to receiving BCC approval for the development. During the construction phase, engineering and building inspectors may also review that the infrastructure installations meet the ADA details in the approved design plans. A field checklist for ADA compliance reviews is recommended to aid inspectors while in the field. A sample checklist is available through the [ADA National Network](#).

7.1.3 Relationship to Resurfacing Projects

Once the county totals the cost projections for identified ADA barriers on a countywide basis, the relationship of this to costs spent on annual roadway resurfacing projects should be reviewed. This should include a review of how many centerline miles of roadway are resurfaced per year compared to how many centerline miles are maintained by Osceola County. This analysis should identify the average roadway resurfacing schedule or year cycle, for example a 15-year cycle. This will result in an estimate of how long it should take the county to mitigate all of the ADA barriers identified, if present, by aligning the retrofit projects with the resurfacing schedule. As discussed previously, the plan should continue to be refined as additional inventories are completed, cost information is updated, and any potential changes to priorities based upon the Safe Harbor Provision.

7.1.4 Programing of ADA Projects

The county should address ADA improvements by programming the projects into existing programs that, either directly or indirectly, include ADA components. The five programs and brief descriptions of how they may incorporate ADA improvements to right-of-way infrastructure are as follows:

- **Resurfacing Program** – Corridors that are candidates for resurfacing projects in the Operating Budget should be reviewed with an ADA self-evaluation completed for the

Osceola County ADA Transition Plan

for the Public Right-of-Way

existing pedestrian infrastructure in the right-of-way of each individual project. The result of the evaluation should be a documented list of ADA barriers along the candidate resurfacing corridors. The barriers should then be addressed as either a part of the resurfacing project or through a companion project or program that will complete or implement the identified improvements.

- **Sidewalk Program** – As new sidewalk locations are identified and sidewalks are developed, existing sidewalks and ramps immediately adjacent to the new pedestrian facilities should be assessed by the staff managing the completion of the new sidewalks. Staff should identify ADA deficiencies in these locations, and improvements to address the deficiencies should be included as part of the new sidewalk projects.
- **Traffic Signal Maintenance Program** – County maintained traffic signal inspections should identify signal components that do not meet current standards.
- **New Capital/Roadway Reconstruction Projects** – A primary purpose of the CIP process is to assist in the coordination of roadway reconstruction or widening projects with maintenance improvement projects to avoid rework and ensure efficient use of resources. This is also true for ADA improvements, as specific ADA improvements would not be planned or implemented on a corridor that is scheduled for reconstruction. Staff should identify ADA barriers in these locations, and then incorporate the mitigation projects as part of the overall capital or reconstruction project.
- **Development Projects** - As new publicly accessible pedestrian areas are developed, existing ADA features adjacent to the new development locations should be evaluated by the staff managing the overall development project.
- **ADA Retrofit Projects** – stand-alone ADA projects for mitigation.

Distributing the ADA improvements allows for individual ADA barriers to be mitigated in a timely and fiscally responsible manner, while still providing flexibility to Osceola County to address high priority areas and specific retrofit projects as needed.

Once each ADA retrofit project has been distributed amongst the programs/projects, each program/project is then responsible for identifying the project timeframe to completion and developing a self-evaluation process/schedule to ensure that the retrofit project will comply with current ADA standards. Each program/project will then document the funding source(s) for the retrofit improvements. Upon completion of these items, the project can be formally adopted into the Osceola County CIP or Operating Budget.

7.2 Implementation Schedule

The mitigation schedule to implement the ADA Transition Plan for the PROW, once adopted by Osceola County, should span multiple fiscal years, and include the installation, repair, and replacement of identified ADA barriers on a biennially or every other year basis. Figure 3 provides a graphical summary of the infrastructure self-evaluation and implementation for ADA. Detailed descriptions of the strategies for mitigating the identified ADA barriers are located in Table 3 at the beginning of this plan.

Osceola County ADA Transition Plan

for the Public Right-of-Way

A preliminary annual implementation and funding schedule for ADA barrier mitigation throughout the county, based on countywide estimates of ADA mobility barriers is located in Table 13.

The exact locations and detailed schedule of work will be determined based on the precise mitigation projects being implemented and are subject to review and recommendations by the county and the public. The implementation schedule may also be adjusted in the future after a more detailed review by project and program managers, which will include additional analyses with the Safe Harbor Provision (28 C.F.R. 35.150(b)(2)(i)).

Table 13: Fifty Year Implementation and Funding Schedule

Mobility Barrier	Annual Funding Schedule (50 Years) ¹
<i>Osceola County Mobility Barrier Mitigation</i>	~\$1,695,040

While the annual funding schedule in Table 13 is a collective of all of the potential mobility barrier mitigation within the county, there are some communities and developments within the county that are responsible for their own mitigation. For example, planned developments such as Celebration and Harmony, among others, are required to maintain and mitigate their own ADA barriers.

The exact locations and detailed schedule of work will be determined based on the precise mitigation projects being implemented and are subject to review and recommendations by the county and the public. The implementation schedule may also be adjusted in the future after a more detailed review by project and program managers, which will include additional analyses with the Safe Harbor Provision (28 C.F.R. 35.150(b)(2)(i)).

An ongoing assessment of funding versus implementation and needs will be completed by various county departments such as Growth Management, Public Works, and Transportation & Transit. The ongoing assessment will be included in the updates to the ADA Transition Plan and during upcoming CIP and operating budgeting by the county.

¹ Annual funding schedule shows 2021 dollars projected evenly across 50 years without adjustment. The value is based on cost estimates in Table 5 through Table 10. The estimated costs are based upon current FDOT District 5 Historical Costs from 2020/21.

Osceola County ADA Transition Plan

for the Public Right-of-Way

Figure 3: ADA Facility Self Evaluation and Implementation Framework

ADA for the Public Rights-of-Way Facility Self Evaluation and Implementation Framework



Osceola County ADA Transition Plan

for the Public Right-of-Way

8.0 Funding for ADA Barrier Mitigation

This section details the process of implementing ADA improvements throughout the county efficiently, with regard to time and fiscal resources. As the Osceola County CIP is updated each year, updates to the ADA infrastructure needs, completed projects, and proposed projects should also be updated and reported. This document should be monitored and updated regularly, including infrastructure assessments and cost projections, maintenance needs of the infrastructure, and any revisions to adopted ADA standards. The ADA Transition Plan is expected to establish a process for ongoing monitoring, outreach and improvement of ADA infrastructure. This should also include a funding assessment to identify potential funding sources to assist with mitigating ADA barriers.

8.1 Osceola County Funding Sources

Osceola County Public Works has multiple sources of funding for capital improvement projects, which in turn fund most ADA improvement projects. A few of the funding sources for Osceola County's CIP's² transportation-related projects are listed below:

- General Fund (001)
- Transportation Trust Fund (102)
- Mobility Fee East Zone (142)
- Mobility Fee West Zone (143)
- West 192 Development Authority (150)
- Federal and State Grants Fund (156)
- Local Option Sales Tax Fund (306)
- Capital Improvement Revenue Bond Series 2009 (236)
- Local Agency Program (LAP)

8.1.1 Comparable Florida County Funding Processes & Funding Sources – Transportation

A comparison of ADA project funding practices was performed with two other Florida counties to identify: (a) funding practices for CIP transportation-related projects in 2019, (b) each county's development/completion of an ADA Transition Plan or ADA renovations taking place in fiscal year 2019 and (c) the levels of ADA project funding. The counties selected were ones that had recently worked on their respective ADA transition plans. Summaries of these practices are shown in Table 14. It should be noted that funding for ADA enhancements are often included within the budgets of larger projects.

² https://www.osceola.org/core/fileparse.php/2731/urlt/091918_Resolution_18-102R.PDF

Osceola County ADA Transition Plan

for the Public Right-of-Way

Table 14: Summary of County Funding Practices

CIP Funding Category	Osceola County	Orange County ³	Charlotte County ⁴
FUNDING SOURCES FOR CAPITAL IMPROVEMENT PROJECTS - TRANSPORTATION			
<i>General Fund</i>	IP		
<i>Local Option Sales Surtax</i>	IP		X
<i>Transportation Trust Fund</i>	IP	X	
<i>Local Option Gas/Fuel Tax</i>	IP	X	X
<i>Tourist Development Tax</i>			
<i>Capital Projects Fund</i>	IP	X	X
<i>Tax Increment</i>			
<i>Impact Fees</i>	IP	X	X
<i>Grants</i>			X
<i>Service Charges/ Special Assessments</i>			X
<i>Revenue Bonds</i>	IP	X	
<i>Other</i>	IP		X
<i>Enterprise Funds</i>			
<i>Special Revenue Funds</i>	IP		X
Key: X represents that the funding source is in use or that the ADA Transition Plan is complete. IP represents that the ADA Transition Plan is under development or in progress.			

³ https://www.ocfl.net/Portals/0/resource%20library/open%20government/FY2021_Adopted_Budget.pdf#search=fy%202019%20adopted%20small%20budget

⁴ <https://www.charlottecountyfl.gov/core/fileparse.php/332/urlt/adopted-cip-2020-2021.pdf>

Osceola County ADA Transition Plan

for the Public Right-of-Way

8.1.2 General Funding Sources

Counties in Florida have potential access to various sources of local funding for Capital Improvement Projects. Some of these opportunities include:

- Bond Issue
- Allocation of annual departmental budgets – Requests for larger share to address needs in a timely fashion
- Federal and State Grants
- Impact Fees
- Special Taxing Districts
- Maintenance Funds
- Special Taxing Districts
- 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
- Sidewalk or Access Improvement Fee
- Transportation User Fee
- Scheduled/Funded CIP projects that are funded through bonds and sales tax
- Community Development Block Grants (CDBG)

8.1.3 Potential State and Federal Funding Sources

To begin implementation, the most immediate funding available to address ADA Transition Plan items would be through planned maintenance and remediation projects, such as road resurfacing projects. Major projects include typical ADA compliance measures, such as curb ramp upgrades, which may cause projects to incur higher expenses. As a result, addressing ADA features may result in the ability to complete fewer projects. However, the positive aspect would be that the resurfacing projects completed would address ADA compliance issues. Additional language in CIP project descriptions and Operating Budget related to mitigating ADA barriers, if present, could also be incorporated into future projects, ensuring a focus on ADA occurs as the projects are completed.

Other potential sources of funding from various types of federal and state funding could include those in the list following this paragraph. Detailed descriptions of each of these programs, descriptions of competitive projects to receive the grants, and funding applications/uses are presented in Table 15.

- Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant program
- Federal Transit Administration Capital Funds
- Associated Transit Improvement
- Highway Safety Improvement Program
- National Highway Performance Program/National Highway System
- Recreational Trails Program
- Surface Transportation Block Grant Program
- Transportation Alternatives Program/Transportation Enhancement Activities
- Statewide or Metropolitan Planning
- Safe Routes to School Program

Osceola County ADA Transition Plan

for the Public Right-of-Way

The receipt of any of the additional funding sources mentioned above would increase Osceola County's fiscal strength and allow the county to allocate more funding to ADA retrofit projects.

Table 15 provides descriptions of the potential funding sources, the agency providing the funding opportunity, and a link to the program's webpage for current application requirements.

Table 15: Funding Sources Descriptions

Funding Source	Summary	Funding Agency	Current Application Requirements Webpage
<i>Better Utilizing Investments to Leverage Development Discretionary Grant program (BUILD Grant program, formerly TIGER)</i>	Funds capital investments in surface transportation infrastructure with a focus on capital projects that generate economic development and improve access to reliable, safe and affordable transportation for disconnected communities both urban and rural, while emphasizing improved connection to employment, education, services and other opportunities, workforce development or community revitalization.	U.S. DOT FHWA	https://www.transportation.gov/BUILDgrants
<i>Federal Transit Administration Capital Investment Grants Program</i>	Finances the construction, operation, and maintenance of public transportation systems.	FTA	http://www.transit.dot.gov/CI_G
<i>Associated Transit Improvement</i>	Appropriation of Federal Transit Administration Capital Funds.	FTA	http://www.fta.dot.gov/13747_14400.html https://www.transit.dot.gov/funding/grants/urbanized-area-formula-grants-5307
<i>Highway Safety Improvement Program</i>	Funding supports projects that achieve a significant reduction in traffic fatalities and serious injuries on all public roads.	FHWA	http://safety.fhwa.dot.gov/hsip/resources/fhwasa15011/
<i>National Highway Performance Program/National Highway System</i>	Provide support for the condition and performance of the National Highway System	FHWA	http://www.fhwa.dot.gov/specialfunding/nhpp/160309.cfm
<i>Surface Transportation Program</i>	Provide support to preserve or improve conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for non-motorized transportation, transit capital projects, and public bus terminals and facilities.	FHWA	http://www.fhwa.dot.gov/specialfunding/stp/160307.cfm
<i>Transportation Alternatives Program</i>	Provides support for programs and projects defined as transportation alternatives.	FHWA	http://www.fhwa.dot.gov/environment/transportation_alternatives/

Osceola County ADA Transition Plan

for the Public Right-of-Way

Funding Source	Summary	Funding Agency	Current Application Requirements Webpage
Transportation Enhancement Activities	Provides funding opportunities to help expand transportation choices and enhance the transportation experience related to surface transportation.	FHWA	http://www.fhwa.dot.gov/environment/transportation_enhancements/
Recreational Trails Program	Provides funds to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail users.	FHWA	http://www.fhwa.dot.gov/environment/recreational_trails/
Safe Routes to School Program	Provides funds to support communities to make walking and bicycling to school a safe and routine activity (funding awarded after 2012 is offered through the TAP program through MAP-21)	FHWA	http://www.fhwa.dot.gov/environment/safe_routes_to_school/
Statewide or Metropolitan Planning	Provide support for the development of planning maps, safety brochures/books, bicycle and pedestrian system planning training, etc.	FHWA	http://www.fhwa.dot.gov/planning/
State and Community Highway Safety Grant Program	Provides grants to states to improve driver behavior and reduce deaths and injuries from motor vehicle-related crashes.	GHSA	http://www.ghsa.org/about/federal-grant-programs/402
Federal Lands and Tribal Transportation Programs (Federal Lands Access Program, Federal Lands Transportation Program, Tribal Transportation Program)	Provides support to improve the transportation infrastructure owned and maintained by the National Park Service (NPS), US Fish and Wildlife Service (FWS), USDA Forest Service (Forest Service), Bureau of Land Management (BLM), and US Army Corps of Engineers (USACE).	FHWA	http://flh.fhwa.dot.gov/programs/fltp/

U.S. DOT = United States Department of Transportation, FHWA = Federal Highway Administration, FTA = Federal Transit Administration, GHSA = Governor's Highway Safety Association

Osceola County ADA Transition Plan

for the Public Right-of-Way

9.0 Next Steps and Monitoring

After the implementation of the Transition Plan, the next steps and monitoring include establishing:

- An ADA Core Team
- A formal review procedure
- Organizational strategies
- An ADA Compliant Monitoring procedure

Each of these processes will aid Osceola County with continued ADA compliance as design standards and best practices evolve over time. The purpose and/or responsibilities for each of these items is detailed in the remainder of this section.

9.1 Establish ADA Core Team

Staff from Development Review, Public Works, and Transportation & Transit of Osceola County (henceforth referred to as the ADA Core Team or the Team) will implement, coordinate, and monitor the Osceola County ADA Transition Plan for the PROW. Responsibilities for the team include:

- Scheduling and monitoring ADA improvement projects
- Addressing public involvement
- Addressing community requests
- Developing biennial Project Status Memos
- Securing funding for stand-alone ADA retrofit projects
- Reviewing, revising, and approving suggested updated to the Standard Operating Procedure for ADA improvements
- Brings forward recommendations to be discussed at the DRC
- Auditing accessibility compliance of projects during planning, construction, and closeout

Additionally, the Team is responsible for presenting suggested revisions to the Osceola County ordinances, checklists, other relevant documents, and/or procedures necessary for the member's respective department.

9.1.1 Project Status Meetings

The ADA Core Team shall meet biennially (every other year) and each team member shall be responsible for presenting suggested revisions to the Osceola County Code of Ordinances, checklists, other relevant documents, and/or procedures necessary for that member's respective department. The team member presenting will also develop the final and approved changes for submission to the ADA Coordinator for adoption into the appropriate document/procedure.

The subsequent items shall be completed following each meeting date:

- A project status memorandum (memo) that summarizes the projects discussed at the ADA Core Team meeting
- A technical memo detailing the recommended revisions to the Osceola County Code of Ordinances, checklists, other relevant documents, and/or procedures
- Team meeting summary to be published on the Osceola County website

Osceola County ADA Transition Plan

for the Public Right-of-Way

The Chair will organize and coordinate the Team meetings and serve as the primary developer for the ADA project status memos and meeting minutes.

9.1.2 Project Status Memos

The ADA project status memoranda (memos) shall summarize the status of the ADA Transition Plan implementation at the time of the memo's development. The memos will be used by the Osceola County ADA Coordinator to document the progress made within the past year to implement the Osceola County ADA Transition Plan.

Additionally, the ADA project status memos will be used to update the Osceola County ADA Transportation Network Inventory in GIS. Lists of prioritized projects should be presented and every project should be described in the ADA project status memo with the following information at minimum:

- Project title
- Description and location of ADA features constructed/retrofit
- Status (current, upcoming or completed project)
- Special notes or remarks about the development of the project
 - Project funding status (either anticipated or secured) and funding source
 - Anticipated dates of project start and end
 - Project initiated by (future development, ADA Transition Plan retrofit, grievance procedure request, etc.)

9.2 Formal Review Procedure

The formal review procedure is used for existing county documents, including the Osceola County Code of Ordinances, the Land Development Code, contract documents, and checklists. Each ADA Core Team representative shall coordinate with their department to review the Osceola County Code, specifications, and details that relate to their agency on a biennial basis. Proposed changes will be presented by the team member representative at the specific Team meeting for the final review and/or revisions.

When the final recommendations are approved by the ADA Core Team, if applicable, the ADA Coordinator will compile all of the changes presented by the agencies. The recommended changes will be brought forward by the applicable department director and/or project manager to present the compilation to the Osceola County Board of County Commissioners for adoption. Upon the approval of the final documents by the County Commissioners, the changes will be incorporated into the agency's respective documents and an announcement about the changes will be posted on Osceola County's website.

9.3 Organizational Strategies

With the implementation of the ADA Transition Plan, the ADA Coordinator will be responsible for documenting Osceola County's continuing efforts towards ADA compliance. The ADA Coordinator will establish responsibilities for Osceola County staff in order to coordinate the efforts of the departments to implement and maintain the ADA Transition Plan.

Osceola County ADA Transition Plan

for the Public Right-of-Way

Organizational strategies recommended for consideration include:

- **Capital Improvement Plan:** The ADA Coordinator shall work with the appropriate Department Directors to incorporate ADA improvements into the Osceola County Operating Budget and CIP. The improvements should be incorporated into planned maintenance, remediation projects, and future projects for efficiency and to reduce the need for additional retrofit funding. The ADA Coordinator shall also arrange for the CIP and Operating Budget to implement the recommended ADA project prioritization offered within the Osceola County ADA Project Prioritization and complete specific ADA retrofit projects.
- **Project Monitoring:** Monitoring an ADA project throughout the conceptual planning and construction document review phases shall be coordinated with County staff in charge of conducting the project scope review, project plan review, construction engineering inspection (CEI), and final construction compliance review. The results of the reviews and inspections should be communicated in writing to the Team for incorporation into the ADA Transportation Network Inventory.
- **Agency Coordination:** The ADA Coordinator and Team should maintain open communication with the other Osceola County agencies and departments to maintain ADA features in the PROW, and to assist in efforts to update and monitor the ADA Transition Plan.
- **Release Public Information:** The ADA Coordinator shall monitor and update the ADA Transition Plan on a biennial basis. The ADA Transition Plan shall be published on the Osceola County website. Additionally, the Team project status memos, which serve as biennial monitoring reports, will be published to the Osceola County website as addenda to the ADA Transition Plan.
- **Grievance Procedure:** The ADA Coordinator shall monitor the Osceola County grievance procedure to resolve requests and grievances from the public, in addition to monitoring the procedure to address large-scale projects. If a requested project has a considerable scope and cost, and planning is necessary, the request could be incorporated into future capital improvement projects.

9.4 ADA Compliance Monitoring Procedure

Compliance monitoring is listed as one of the responsibilities for the ADA Core Team, which includes scheduling/monitoring ADA projects and continuing to implement the Osceola County ADA Transition Plan. The following should be reviewed on a biennial basis:

- Osceola County ADA Transition Plan in Public Right-of-Way
- Osceola County ADA Transportation Network Inventory
- Accessibility Compliance Planning Review
- Certified Engineering Inspections (CEI)

Additionally, Osceola County is committed to maintaining the Transition Plan three years after all identified mitigation efforts have been completed.

Osceola County ADA Transition Plan

for the Public Right-of-Way

9.4.1 ADA Transition Plan Monitoring

The Osceola County ADA Transition Plan in PROW shall be reviewed biennially (every other year) and updated by publishing the Project Status Memos, written by the ADA Core Team, as addenda to the ADA Transition Plan. The purpose of the update is to:

- Identify ADA projects for budgeting and alignment with identified capital improvement projects.
- Document the progress towards mitigating ADA barriers for ongoing projects.
- Document the completion of ADA barrier mitigation as projects are finished.

ADA project status memos developed by the Team and the data collection efforts to expand the ADA Transportation Network Inventory should aid with the updates needed to maintain the ADA Transition Plan. Once the Transition Plan has been updated by the Team, it shall be published online on the Osceola County website. Additional formats, such as hard-copies, copies with large font, or copies in different languages, will be made available upon request. Electronic versions of the ADA Transition Plan should comply with ADA standards in Section 508.

9.4.2 ADA Transportation Network Inventory

The Osceola County ADA Transportation Network shall be updated biennially (every other year) by the Team. Updates should include:

- Completed mitigation of ADA barriers.
- Ongoing efforts to mitigate identified ADA barriers.
- ADA projects identified in the ADA project status memos within the year prior.
- New ADA features contrasted as part of public and private development within the year prior.

9.4.2.1 Data Collection Procedures

The ADA Transportation Network Inventory shall be expanded on a biennial (every other year) basis until all roadways owned and/or maintained by Osceola County are included in the inventory network. Future inventory expansions should maintain a consistent method of data collection as described in Section 5.0.

Documents used for public and private design and construction improvements to the PROW shall undergo reviews and inspections with a focus on addressing ADA facilities. Two main types of improvements regarding the PROW shall be completed:

- Public Infrastructure Plans and Construction Improvements: Plans designed and constructed by Osceola County or other government agencies such as FDOT. The design can be completed by engineering consultants, while the construction can be completed by a private contractor. The client is the public agency.
- Private Development Plans and Construction Improvements: Plans designed by engineers working for a private development community. Construction is typically completed by a private contractor who works for a developer. Improvements address either existing or future PROW.

Osceola County ADA Transition Plan

for the Public Right-of-Way

For both types of plans and construction improvements, a design exception process should be utilized if accessibility is technically or structurally infeasible within the scope of each project. Both private and public developments must coordinate with Osceola County's ADA Coordinator to determine the appropriate methods and strategies for development if infeasible scenarios arise.

9.4.2.2 Content of ADA Compliance Design Reviews and Inspections

All accessibility compliance reviews and inspections should follow the ADA Compliance Checklists, and include the following elements in the review:

- Primary functions alteration project requirement
- Scope of work review
- Sidewalks
- Curb ramps
- Crosswalks
- Accessible pedestrian signals (such as push-button signals)
- Signage
- Public transportation stops
- Streetscape features (such as benches, vending machines, third party vendors, etc.)
- Railroad crossings
- Other elements as necessary

The plan reviewers and inspectors completing ADA Compliance Checklists and Inspections should include an Accessibility Inspector/Plans Examiner Certified by the International Code Council.

9.4.2.3 Development Review Committee and Construction Inspections

The Development Review Committee reviewing staff should take the lead on the design review and construction inspection for projects completed by private development. The ADA Core Team shall provide technical assistance to the reviewers and inspectors, and complete audits of reviews and inspections to verify that reviewers and inspectors are using ADA checklists and properly commenting on ADA features. In addition, the ADA Coordinator has the right to request audits as needed.

Each reviewer/inspector involved in the Development Review Committee should have three projects audited on a biennial basis by the ADA Coordinator or a member of the ADA Core Team. The results of the audits should be shared with the employee and their supervisor. The results of the audit should be used as a basis for improving and learning. Records of these audits shall be maintained by a member of the ADA Core Team, with the results of the audits being shared at the Team meetings.

9.4.2.4 Public Infrastructure Plan Reviews and Construction Engineering Inspections

The Transportation and Transit Department shall be responsible for the programming and tracking of public infrastructure projects completed by the county and other agencies within the county's jurisdiction. The responsibilities of the Transportation and Transit Department include ensuring that road and bridge construction follows local, FDOT, and safety standards. Additionally, the Transportation and Transit Department reviews plans, issues permits, and conducts inspections of any new road and

Osceola County ADA Transition Plan

for the Public Right-of-Way

new bridge project, including additions, alterations, and associated components for horizontal construction.

9.4.2.5 Plan Reviews of Infrastructure Projects Completed by Public Works

The Public Works Department shall be responsible for the programming and tracking of public infrastructure projects completed by the county and other agencies within the county's jurisdiction. The responsibilities of the Public Works Department include ensuring that road and bridge construction follows local, FDOT, and safety standards. Additionally, the Public Works Department reviews plans, issues permits, and conducts inspections of any new road and new bridge project, including additions, alterations, and associated components for horizontal construction.

9.4.2.6 Plan Reviews of Infrastructure Projects Completed by Other Agencies

The Transportation and Transit Department shall designate one staff member to serve as the lead coordinator with other agencies completing infrastructure projects. The assigned staff member shall distribute the infrastructure project plans to the appropriate member(s) of the Team. The member reviewing the plans should complete reviews for their technical areas including a review of ADA features. Written comments and marked-up plans shall be provided to the lead coordinator of reviews who should provide the comments and mark-ups to the responsible agency. The lead review coordinator for other agency reviews should also provide a copy to the ADA Core Team for their review. The ADA Coordinator will retain a record of the agency reviews and contributions of the Core Team. The comment/resolution process shall be followed for the review of these plans and projects with issues being escalated to the Director of Transportation and Transit as necessary.

Osceola County's role in these projects is related to coordination and not implementation. Osceola County only has a formal inspection role of these projects if the items are already maintained by Osceola County.

Osceola County ADA Transition Plan

for the Public Right-of-Way

10.0 Public Involvement and Outreach

Public entities are required to make available to applicants, participants, residents, and other interested parties and stakeholders the information regarding the ADA Transition Plan. This information includes the ADA's application to services, programs, and activities of the public entity, and to inform the public of the protections against discrimination given to them by the ADA. Public involvement will be utilized during the entirety of the ADA Transition Plan enactment, including the development process and after adoption of the Plan.

10.1 Public Involvement

Public engagement during the development of the Osceola County ADA Transition Plan was vital to meeting the needs of the community served by the Osceola County government. Recommended methods of communication with the public included a virtual public comment period, the Osceola County website, newsletters, press releases, a postcard, and partnering with local advocacy groups.

10.1.1 Public Comment Period

In lieu of a standard public meeting due to the impacts of the COVID-19 pandemic, the Osceola County Transportation and Transit Department held a virtual public comment period for the Osceola County ADA Transition Plan on the Osceola County website (<https://www.osceola.org/go/ADATransitionPlan>). The purpose of the public comment period was to engage the public in the involvement and support of the ADA Transition Plan, as well as answer any questions or concerns regarding the Plan. Topics included a video overview of what an ADA Transition Plan is, the county facilities and public right-of-way being evaluated, and improvements necessary to comply with ADA accessibility standards. During the public comment period, there were 53 unique page views.

The public comment period notices are located in Appendix E.

10.1.2 Public Review

Prior to approval and adoption, the Osceola County ADA Transition Plan was made available for two (2) weeks, fourteen (14) calendar days, on the Osceola County government website for public review and comment.

10.2 Ongoing Public Engagement

Following the approval and adoption of the Osceola County ADA Transition Plan, the document will be made available on the Osceola County government website through the duration of its enactment. Public engagement for the Transition Plan will continue after its implementation and will include maintaining and updating the Osceola County government website as well as publishing a grievance procedure.

10.2.1 Publishing the ADA Transition Plan

The approved and adopted ADA Transition Plan will be made available to the public on the Osceola County government website throughout the duration of its enactment. Federal regulations require it be available for a period of at least three (3) years, with additional formats of the Transition Plan available

Osceola County ADA Transition Plan

for the Public Right-of-Way

upon request (such as hard copies of the Transition Plan, copies with large fonts, additional languages, etc.).

10.2.2 Osceola County Website Development

The Osceola County ADA Transition Plan will be published on the Osceola County government website, as stated in Section 9.0. In addition, Osceola County will provide information to the public about county resources available to residents with disabilities. The development of the website must include:

- The ADA Transition Plan
- Grievance Procedure
 - Grievance Form
- Title II Requirements

Additionally, it is recommended the website include the following additional information as outlined in ADA Section 508:

- Accessibility Policy for Public Rights-of-Way
- ADA Coordinator Information
- ADA Core Team Information
 - Contact Information
 - Revisions to documents
 - ADA Project Status Memos
- Accommodation Request Form
- ADA Grievance Appeals Representative Contact Information
- Resources for Osceola County residents
- Resources for Developers
 - ADA Feature Design Standard Documents and Details
 - Checklists for Compliance
 - FDOT and Federal Highway Administration (FHWA) ADA memos and information

If the recommended website information is to be published on another portion of the Osceola County website, outside of the ADA homepage, a hyperlink will be provided on the ADA homepage to facilitate ease of access to this information.

10.2.3 Osceola County Notice under the Americans with Disabilities Act

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990, Osceola County government will not discriminate against qualified individuals on the basis of disability in its services, programs, or activities [28 C.F.R. Sec.35, 106].

Osceola County ADA Transition Plan

for the Public Right-of-Way

Employment: Osceola County government 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 [28 C.F.R. Sec.35, 140].

Effective Communication: Osceola County government will generally, upon request, provide appropriate aids and services leading to effective communication for qualified person with disabilities so they can participate equally in Osceola County 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 [28 C.F.R. Sec.35, 160(a)].

Modifications to Policies and Procedures: Osceola County government will make all reasonable modifications to policies, practices, or procedures to ensure that people with disabilities have an equal opportunity to participate in and enjoy Osceola County government, services, programs and activities [28 C.F.R. Sec.35, 130(b) (7)]. For example, individuals with service animals are welcomed in Osceola County programs and services, even where pets are generally prohibited.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in an Osceola County program, service, or activity, should contact the Osceola County ADA Coordinator at Hind.Huda@osceola.org, or (407) 742-1200, as soon as possible, but no later than 48 hours before the scheduled event.

The ADA does not require the Osceola County government to take any action that would fundamentally alter the nature of its programs, services, or activities or impose an undue financial or administrative burden. Complaints that Osceola County's program, service, or activity is not accessible to persons with disabilities should be directed to the ADA Coordinator at Hind.Huda@osceola.org or (407) 742-1200.

The Osceola County government 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.

10.2.3.1 Grievance Procedure

Title II of the ADA requires procedures to be adopted and published for resolving grievances. This Grievance Procedure is a formal channel of communication for the community to utilize to file requests or complaints regarding the ADA and its compliance in Osceola County. The county's grievance procedure process provides guidelines for expectations regarding the grievance process schedule and resolution timeline, as well as directions on how to contact the ADA Coordinator.

10.2.3.1.1 Federal Guidance

The ADA Best Practices Tool Kit for State and Local Governments (2007) provides guidance for establishing the grievance procedure. These recommendations include:

Osceola County ADA Transition Plan

for the Public Right-of-Way

- 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 ways of filing a grievance will be made available to people with disabilities who require one
- A description of the process and time frames to be followed by the complainant and the government entity
- Information on how to appeal an adverse decision
- A statement of how long grievances filed will be retained

It is also recommended that the grievance procedure be distributed to Osceola County leadership, be included in the spaces of public buildings, on the government's website and available in more than one form to accommodate all persons with disabilities. This ensures consistency and accountability in the entirety of Osceola County.

10.2.3.1.2 Grievance Form

Employee-related grievances of disability discrimination will be handled under Osceola County's Civil Rights Program.

This Grievance Procedure may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the provision of services, activities, programs, or benefits by the county.

The complaint should be in writing and contain information about the alleged discrimination such as name, address, phone number of complainant and location, date, and description of the problem. Alternative means of filing complaints, such as personal interviews or a tape recording of the complaint, will be made available for persons with disabilities upon request.

- A grievance regarding infrastructure should be submitted by the grievant and/or their designee as soon as possible, but no later than sixty (60) calendar days after the alleged violation.
- Within fifteen (15) calendar days after receiving the complaint, the ADA Coordinator or designee will meet with the grievant and/or their designee to discuss the complaint and the possible resolutions.
- With fifteen (15) calendar days of the meeting, the ADA Coordinator will respond in writing, or in a format accessible to the grievant when appropriate. The response will explain the position of the Osceola County government and offer options for substantive resolution of the complaint.
- If the response by ADA Coordinator or designee does not satisfactorily resolve the issue, the grievant and/or their designee may appeal the decision within fifteen (15) calendar days after receipt of the response to the Human Resources Director or designee.
- Within fifteen (15) calendar days after receipt of the appeal, the Human Resources Director or designee will meet with the grievant to discuss the complaint and possible resolutions.

Osceola County ADA Transition Plan

for the Public Right-of-Way

- Within fifteen (15) calendar days after the meeting, the Human Resources Director or designee will respond in writing, and, where appropriate, in a format accessible to the grievant, with a final resolution of the complaint.

The current ADA Coordinator's contact information is available online or by contacting the following office:

Hind Huda, Diversity Programs Manager
Human Resources Department
Osceola County
1 Courthouse Sq., Ste. 4200,
Kissimmee, FL
Hind.Huda@osceola.org
(407) 742-1200
[Human Resources \(osceola.org\)](http://HumanResources(osceola.org))

Maria Colon, Director of Human Resources
Human Resources Department
Osceola County
1 Courthouse Sq., Ste. 4200,
Kissimmee, FL
Maria.Colon@osceola.org
(407) 742-1200
[Human Resources \(osceola.org\)](http://HumanResources(osceola.org))

This Grievance Procedure shall be construed to protect the substantive rights of interested persons and to assure that the county meets the spirit and guidelines of the Americans with Disabilities Act, as amended. Alternative means of filing complaints, such as personal interviews or a recording of the complaint will be made available for persons with a disability(s) upon request.

All grievances received by the ADA Coordinator, and the appeals sent to the ADA Grievance Appeals Representative, as well as responses from these offices will be retained by Osceola County Government for at least three (3) years.

Changes to the Osceola County ADA Coordinator and the ADA Grievance Appeals Representative will be published in addenda at the end of this document.

Osceola County ADA Transition Plan

for the Public Right-of-Way

11.0 Appendix A. ADA in Comprehensive Planning

Table 16 below represents recommendations and suggestions made for the Osceola County Comprehensive Plan to implement more ADA standards into comprehensive planning efforts.

Table 16: ADA in Comprehensive Planning: Key Supporting Policies and Recommended Updates for Improving ADA in the Osceola County Comprehensive Plan

Transportation Element, Goal 1: Internal Coordination. To coordinate the components of the transportation system in support of the Future Land Use Element and Map Series, as well as the other elements of this Comprehensive Plan.

Objective	Comment	Recommended Updates
<i>Objective 1.1: Coordination of Future Land Use and Transportation Planning</i>	<p>Policy 1.1.1 references the importance of land use and transportation working together to implement the Future Land Use Element.</p> <p>Policy 1.1.2 points to the “new vision” for a system that reduces reliance on automobile travel, Osceola’s growth, and a balanced jobs to housing ratio. These policies set the tone for a holistic approach an improved transportation network.</p>	None
<i>Objective 1.2: Coordination of Transportation Planning with the Comprehensive Plan</i>	<p>Policy 1.2.1 sets the stage for transportation system improvements that are consistent with the Comprehensive Plan prior to inclusion in the Capital Improvements Element, conceptual design and/or permitting.</p> <p>Policy 1.2.3 is an opportunity to track ADA improvements through mobility indicators defined in Goal 4, Objective 4.1.</p>	<p>Goal 1 can support ADA compliance by reference.</p> <p>See Goal 3 and Goal 4 recommendations that tie back to this policy.</p>

Transportation Element, Goal 2: Intergovernmental Coordination. To support continued coordination of transportation planning efforts with the county’s local partners and municipalities, and its applicable regional and state agencies.

Objective	Comment	Recommended Updates
<i>Objective 2.1: State Mandated Coordination</i>	<p>The policies supporting this objective include reference to state agencies that are often stewards of federal funding for project. Projects receiving federal funds must comply with ADA.</p>	<p>Recommend adopting a policy to consider regional specifics of statewide plans/policies. Add specific mention of the state and regional active transportation plans/policy guidance for ADA-supportive efforts, such as Complete Streets. State a commitment to engaging and coordinating with these planning efforts.</p>

Osceola County ADA Transition Plan

for the Public Right-of-Way

Objective	Comment	Recommended Updates
Objective 2.2: Intergovernmental Coordination	Policies supporting this objective urge active coordination with transportation system decision-makers and stakeholders.	Objective 2.2 could be strengthened by stating specific ADA-related efforts in regional and state policy/planning efforts. Recommend adding a policy statement to support and coordinate with specific efforts, such as active engagement with the MPO's Transportation Disadvantaged Local Coordinating Board and support for the goals/objectives of the most recent Transportation Disadvantaged Service Plan.

Transportation Element, Goal 3: Establishment of a Multimodal Transportation System. To establish safe and convenient multimodal transportation system, supporting livable communities and economic development, where access and travel choices are increased through new and enhanced public transit, bicycle, pedestrian, and roadway systems.

Objective	Comment	Recommended Updates
Objective 3.1: Integrated Transportation Network	Policy 3.1.2, Land Development Code Update, could support an overarching objective and policies for ADA compliance. Policy 3.1.3 generally references Complete Streets.	See Objective 3.4
Objective 3.2: Public Transit	Objective 3.2 specifically calls for accommodating the transportation disadvantaged, which includes persons with disabilities.	See Objective 3.4
Objective 3.3: Bicycle/Pedestrian Facilities	This objective commits Osceola to ensuring bicycle and pedestrian facility connections for various system benefits.	See Objective 3.4
Objective 3.4: Roadway Access Management & Maximization of System Efficiency	This objective states "...the County shall adopt implementing regulations" to achieve a balance of access and mobility.	Add broad objective to reflect the County's commitment to users of all abilities. Add supporting policies to direct the County's actions to direct implementing this objective. (See Memo Section 2.1.1 for more details.) Include a policy or revise Policy 3.4.4 (Role of FDOT Standards) to state the County's commitment to utilizing PROWAG guidance for ADA compliance in the public right-of-way.

Osceola County ADA Transition Plan

for the Public Right-of-Way

Transportation Element, Goal 4: Management of the Multimodal Transportation System. To implement and sustain the county’s long-term land use vision by establishing mobility standards consistent with adopted Goals, Objectives, and Policies for the Future Land Use and Conceptual Master Plan Elements.

Objective	Comment	Recommended Updates
<i>Objective 4.1: Mobility Indicators</i>	The indicators are stated to measure the functional effectiveness of the transportation network annually. This is an opportunity to add indicators for evaluation of ADA compliance.	ADA compliant transportation systems aid in the overall mobility of all users, not just persons with disabilities. Focused mobility indicators to measure ADA compliance and setting targets for a completed system for all users and abilities is recommended.
<i>Objective 4.4: Best Practices for Bicycle/Pedestrian/Trail System</i>	This objective calls for establishing best practices for prioritizing the bicycle/pedestrian/trail system within the Capital Improvement Plan (CIP) and Land Development Code.	Add a policy that programs or prioritizes ADA upgrades throughout the system through the CIP. Recommendations for the Land Development Code updates are found in a separate memo.

Transportation Element, Goal 5: Funding & Implementation. To prioritize and establish sustainable funding mechanisms which meet the mobility needs of county residents now and in the future.

Objective	Comment	Recommended Updates
<i>Objective 5.1: Sustainable, Coordinated, and Equitable Funding</i>	This objective supports funding that will continue to support a multimodal system for planned growth through 2080.	Funding equity in the system as stated in Objective 5.1 points to equity in what entity pays for the implementation. Funding equity can also describe how funding is programmed per project type. Recommend defining funding equity as both which entity is contributing and how much, as well as how much of the total dollars spent on capital improvements is committed to upgrading existing facilities to be ADA compliant.

Capital Improvement Element (CIE), Goal 1: Provision of Public Facilities. Osceola County shall coordinate its urban growth strategy with the capital financing strategies of the county’s multiple facility providers to ensure public facilities needed for the year 2040 are provided in a timely and efficient manner.

Objective	Comment	Recommended Updates
<i>Objective 1.2: Accommodating Future Growth & Addressing Facility Improvements</i>	See Objective 1.3	See Objective 1.3
<i>Objective 1.3: Financial Feasibility of Public Facilities</i>	Policies 1.2.1, 1.2.2, and 1.3.8 support the Comprehensive Plan and its policies as a part of the development and	The annual CIE update is an opportunity to consider the urgency of funding ADA updates. It should be noted that ADA is an unfunded mandate; however, new

Osceola County ADA Transition Plan

for the Public Right-of-Way

Objective	Comment	Recommended Updates
	ranking of the CIP and CIE annual update.	facilities should be compliant. Planning for full ADA compliance costs as well as retrofitting existing infrastructure should be a regular practice during the CIE update.

Capital Improvement Element, Goal 2: Concurrency Management System. The county shall monitor its public facilities and services on an ongoing basis to ensure that public facilities and services needed to support existing and future development are available concurrent with the impacts associated with such development.

Objective	Comment	Recommended Updates
Objective 2.1: Concurrency Management System	Policy 2.1.6 related to mobility indicators as outlined in the Transportation Element. The policy states that best practices “as outlined in the Transportation Element” are to be used for overall strategies in all modes *roadway, mass transit, bicycle/pedestrian/trail.)	None. Policy 2.1.6 states clearly to continue to provide adequate infrastructure through measurable standards as outlined in the Transportation Element. The Transportation Element should include a specific direction to PROWAG and other best practices to ensure adequate infrastructure to comply with ADA.

Parks and Recreation Element, Goal 1: The Provision of Parks and Recreation Facilities. The county will provide leisure facilities to improve the community’s physical health, promote relaxation, and enhance the quality of life for all county residents and visitors.

Objective	Comment	Recommended Updates
Objective 1.4: Public Access	Policy 1.4.1, 1.4.2 specifically notes the County’s commitment to development of parks and recreational areas that are accessible for all citizens, regardless of ability.	None. This Goal, Objective, and Policies in the Parks & Recreation Element are specific and clear regarding access for all abilities.

Osceola County ADA Transition Plan

for the Public Right-of-Way

12.0 Appendix B. ADA in Land Development

Recommendations and suggestions made for the Osceola County Land Development Code to implement more ADA standards into comprehensive planning efforts are represented in Table 17 and Table 18.

Table 17: Osceola County – Land Development Code Chapter 3 Recommendations

Section	Comment & Recommendation	Referenced Standard / Best Practice
3.2.2. – B.2.b: Multi-Family Districts	This section provides an overarching “shall” statement for multi-family districts to include a “continuous pedestrian circulation system” throughout the site’s amenities. This section could update the terminology to “pedestrian access route” and reference PROWAG guidance for ADA-compliance design solutions.	PROWAG R204.
3.2.2 – E.3: Driveways	This section references the Road Construction Specifications Manual for guidance on sidewalks and driveway aprons. In reviewing the Manual, FDOT Index 304 is incorporated by reference as the current specifications for curb cuts and ramps, including a 2% cross slope, 5’ x 5’ landings, and detectable warnings, which comply with proposed ADA guidance.	PROWAG R302.6, Osceola County Road Construction Specification Manual, FDOT Index 522-002 (previously FDOT Index 304).
3.5.1 – A.2 (Agricultural Uses: Agricultural Stands/Products)	Notes parking areas should be reviewed by the DRC. Referencing ADA guidance for parking facilities within Chapter 4 of the LDC will be key for providing guidance for the County Engineer’s review.	PROWAG for Block Perimeters, ADA for On-Site Facilities, Passenger Loading Zones (503), Bus Boarding and Alighting Areas (810.2)
3.5.1 – B.6 (Agricultural Uses: Agritourism or Eco-tourism Activities)	This section encourages pervious parking areas where appropriate. PROWAG R302.7 states that the surfaces of pedestrian access routes “[...] shall be firm, stable, and slip resistant.” When developing pervious pavement for parking areas, note the anticipated or known pedestrian activity and consider how this may impact the ability for persons with disabilities to safely access the land use or building.	PROWAG R302.7
3.5.1 – E.3.c (Agricultural Uses: Community Gardens)	The term “accessible” (for a raised planting bed) may indicate the surrounding development may need additional attention for appropriate access to the site if planting beds are built specifically for accessibility to persons of all abilities. Need to define “accessible planting beds.”	
3.5.1 – F.6: Open Space and/or Recreation (Agricultural Uses)	Consider if applicable open space requirements are partially fulfilled if pedestrian access route provides connectivity or a final destination. Need to update terminology to “pedestrian access route.”	

Osceola County ADA Transition Plan

for the Public Right-of-Way

Section	Comment & Recommendation	Referenced Standard / Best Practice
3.5.1 – F.12.a <i>(Agricultural Uses: Conservation Subdivisions)</i>	<p>If access to open space, recreational, and connectivity-oriented land uses is within public rights-of-way, this is an opportunity to reference ADA design guidance for all-ability access. Recommend adding PROWAG in Chapter 4 References.</p>	PROWAG
3.5.1 – F.12.a and b, F.14 (NOTE) <i>(Student Waiting Areas)</i>	<p>If access to or the site of the student waiting area is in the public right-of-way, it is appropriate to require ADA compliance pedestrian access routes to these facilities.</p> <p>F.14 “Note” includes a statement regarding federal regulations required to bus “exceptional students.” Confirm if this terminology should be “students with disabilities” or otherwise define “exceptional students.”</p>	PROWAG
3.5.1 – F.3 (Greenhouse or nursery)	<p>Reference specific parking standards found in Chapter 4. Include a parking standard overarching statement that requires compliance with ADA guidance in Chapter 4.</p>	
3.6.1 (C) <i>(Residential Community Homes)</i>	<p>Residential Community Homes, if a service, program, or activity of Osceola County, may require ADA compliant parking spaces for employees or residents. Confirm ADA parking requirements for publicly subsidized organizations.</p>	
3.6.1 – F.6 & F.7 Recreation Areas <i>(Residential Uses: Mobile Home/ Manufactured Home and Recreational Vehicle Park)</i>	<p>The terms “easily accessible” and “safe and convenient access” do not clearly indicate the type of access required. Define terms or provide specific language that includes accessible facilities for all users.</p>	
3.6.1 – F.11 Parking <i>(Residential Uses: Mobile Home/ Manufactured Home and Recreational Vehicle Park)</i>	<p>See comment regarding parking requirements in the introductory section of this memo.</p>	See the introduction of this section for specific PROWAG references.
3.6.1 – F.12 Pedestrian Systems <i>(Residential Uses: Mobile Home/ Manufactured Home and Recreational Vehicle Park)</i>	<p>This is an opportunity to improve clarity in terminology (see introductory section of this memo). Define “safe, convenient” pedestrian systems to include all users of all abilities.</p>	See Section 4.2
3.6.1 – G.4 <i>(Residential Uses: Model Home and Pre-Construction Sales Office)</i>	<p>This is one of the few sections of the code that directly requires a dedicated parking space per ADA.</p>	See Section 4.2

Osceola County ADA Transition Plan

for the Public Right-of-Way

Section	Comment & Recommendation	Referenced Standard / Best Practice
3.6.1 – H <i>(Residential Uses: Nursing Home or Assisted Living)</i>	See comment regarding parking requirements in the introductory section of this memo.	See introduction of this section for specific PROWAG references.
3.7.1 – D Bus or Train Stations <i>(Institutional Uses)</i>	Public transportation systems are often subsidized by federal, state, and local funds. Programs, services, and activities of Osceola County are required to be accessible for persons with disabilities. This is an excellent opportunity to provide a clear, overarching statement regarding the County’s commitment to ADA compliant facilities and access for all not only in the public rights-of-way, but also in publicly subsidized transportation facilities.	PROWAG R308.1
3.7.1 – J.3 <i>(Institutional Uses: Educational Facilities - Private)</i>	“Pedestrian Walkway” is not a clear facility term, consider “pedestrian access route.”	
3.8.1 – A Bed and Breakfast/Boarding House Lodging <i>(Commercial Uses)</i>	See comment regarding parking requirements in the introductory section of this memo.	See Section 4.2
3.8.1 – B.1 Parking Lot/Structured Parking <i>(Commercial Uses: Big Box Retail/Wholesale Stores)</i>	See comment regarding parking requirements in the introductory section of this memo.	See Section 4.2
3.8.1 – C.3 <i>(Commercial Uses: Campgrounds or RV Parks)</i>	If the campground’s bicycle and pedestrian facilities referenced are in the public rights-of-way, this is an opportunity to note guidance for design of facilities can be found in Chapter 4. Recommend adding PROWAG as a reference in Chapter 4.	PROWAG
3.10 (School Siting Standards)	This section provides an opportunity to truly integrate ADA compliance in the public rights-of-way. Overall, update terminology to include “children of all abilities” vs. “children and children with disabilities,” and look for opportunities to provide more strict language to prioritize pedestrian safety over all other modes.	FHWA’s Guidance on Safe Routes to Schools Programs
3.11 – A Purpose & Intent (Planned developments)	The terms “bicycle and pedestrian friendly” are unclear. Recommend providing strong language that prioritizes non-motorized users of all ages and abilities over vehicular traffic.	

Osceola County ADA Transition Plan

for the Public Right-of-Way

Section	Comment & Recommendation	Referenced Standard / Best Practice
3.11 – A.10 <i>(Planned Developments: Purpose and Intent)</i>	Sidewalks and bicycle lanes are clearly defined facilities; Walkways and bicycle paths are unclear. Recommend updating terms “walkways” and “bicycle paths” to either “shared-use path” or “multi-use paths” as appropriate.	
3.11 – E.1 Transportation and Access <i>(Planned Developments: Development and Design Standards)</i>	The reference to “points of safety, convenience and access” is unclear. Define convenience and access by user (“for all users of all abilities”) to demonstrate commitment to convenience and access for all. Recommend updating terminology to replace “bike paths” and “walkways” with either “shared-use path” or “multi-use path,” as appropriate, and use stronger language to prioritize non-motorized modes (“prioritize” vs. “encourage”).	
3.11 – G Parking <i>(Planned Developments)</i>	See comment regarding parking requirements in the introductory section of this memo.	See Section 4.2
3.12.2 – D.4 <i>(Centers Framework: Historic Town Goals and Objectives)</i>	This section refers to “comfortable pedestrian environment” which is undefined. Recommend updating terminology from “comfortable pedestrian environment” to more clearly defined terms that include all abilities’ comfort as pedestrians. For example, “A comfortable pedestrian environment for all abilities.”	
3.12.2 - D.5.2.a.iii & D.5.2.b.i & E.1.c <i>(Centers Framework)</i>	If sidewalk is in the public right-of-way, ADA requires a minimum 4’ continuous width, 5’ recommended, where applicable. Areas with sidewalk encroachments should be aware of their neighbors and provide appropriate access widths of at least 4’, 5’ recommended, where applicable.	PROWAG R302.3
3.13.1 – B.2.a.iii <i>(General Provisions: Purpose)</i>	This section eloquently supports the County’s commitment to all users and all abilities by including a statement directed at those who “cannot or choose not” to drive an automobile.	
3.13.3 – B.1.b.vi <i>(Public Realm Strategies: Streetscape: Building facades on multifamily, mixed use, and non-residential buildings)</i>	Encroachments in the public right-of-way, even when permitted, should be aware of the 4’ continuous clear width required for ADA compliance.	PROWAG R302.3

Osceola County ADA Transition Plan

for the Public Right-of-Way

Section	Comment & Recommendation	Referenced Standard / Best Practice
3.14.1 – G.3.a <i>(General Provisions: Architectural Design Standards for Urban Infill Centers: Building articulation)</i>	Encroachments in the public right-of-way, even when permitted, should be aware of the 4' continuous clear width required for ADA compliance.	PROWAG R302.3

Chapter 4: Site Design and Development, provides more detailed design standards than the other chapters of the LDC. The ADA Framework project review Chapter 4 by section to identify areas of support and opportunities for improvement to achieve ADA compliant infrastructure in the PROW.

Table 18: Osceola County – Land Development Code Chapter 4 Recommendations

Section	Comment & Recommendation	Referenced Standard / Best Practice
Site Design and Development Standards	Include an overarching ADA statement that covers on-site facilities and pedestrian facilities in the public right-of-way for both state & local government services & public accommodations and commercial facilities.	28 CFR Part 35 150, 151 & Part 36, 401, 402. PROWAG
4.4.3 – D (Access Islands)	Access Islands as described in Chapter 4 does not specify pedestrian access through the islands. Although the intent of the island is to control right in/right out access, placement of curb cuts and pedestrian access should be in compliance with PROWAG.	PROWAG R302.3.1
4.4.3 – J (Access Grades)	This section refers to FDOT Index 330-001 (previously FDOT Index 515), which is currently in compliance with PROWAG. Recommend referencing PROWAG in this section for design guidance on ADA compliance in the public rights-of-way.	PROWAG
4.7.1 – A (Roadway Design Standards)	This section refers to other guidance that is incorporated by reference, including the County's Road Construction Specification Manual. Recommend referencing PROWAG in this section for design guidance on ADA compliance in the public rights-of-way.	PROWAG
4.7.5 – K 4.7.6 – A.1 4.7.8	Term "handicapped" is no longer in use in reference to persons with disabilities or a facility type. Update the term "handicapped parking spaces" to "accessible parking spaces."	
4.7.6 4.7.7 4.7.8 (Parking)	See comment regarding parking requirements in the introductory section of this memo.	See Section 4.2

Osceola County ADA Transition Plan

for the Public Right-of-Way

13.0 Appendix C. Self-Evaluation Roadway Corridor Prioritization

The ADA Self-Evaluation Roadway Corridor Prioritization for the Osceola County ADA Transition Plan GIS data collection is detailed below in Table 19 by road name and Table 20 by sidewalk priority score.

Table 19: ADA Self-Evaluation Roadway Corridor Prioritization by Road Name

MAP ID	ROUTE ID	ROAD NAME	FROM ROAD	TO ROAD	THROUGH LANES	AADT	MAINTENANCE AGENCY	LENGTH MILES	SIDEWALK PRIORITY
A	619	Buenaventura Blvd	Royal Palm Dr	Oakwood Dr	4	24,000	Osceola County	0.56	43.76
A	418	Buenaventura Blvd	Oakwood Dr 200ft E	Simpson Rd	3	24,000	Osceola County	0.03	41.11
A	618	Buenaventura Blvd	Oakwood Dr	Simpson Rd 150ft W	4	24,000	Osceola County	0.04	42.00
A	635	Buenaventura Blvd	Osceola Pkwy 800ft S	Lakepointe Cir	4	29,000	Osceola County	0.06	41.00
A	636	Buenaventura Blvd	Osceola Pkwy	Lakepointe Cir 300ft N	4	29,000	Osceola County	0.15	38.47
A	634	Buenaventura Blvd	Lakepointe Cir	Wagon Cir	4	29,000	Osceola County	0.66	45.17
A	633	Buenaventura Blvd	Wagon Cir	Trotters Cir	4	29,000	Osceola County	0.29	55.49
A	632	Buenaventura Blvd	Trotters Cir	Florida Pkwy	4	29,000	Osceola County	0.26	56.00
A	620	Buenaventura Blvd	Florida Pkwy	Royal Palm Dr	4	24,000	Osceola County	0.31	52.33
H	145	Campus St	Celebration Ave	Celebration Blvd	2	< 10,000	Osceola County	0.64	35.80
F	372	Celebration PI	Celebration PI	Irlo Bronson Memorial Hwy 0.2m S	3	< 10,000	Osceola County	0.09	36.00
F	373	Celebration PI	Celebration PI 600ft N	Irlo Bronson Memorial Hwy 400ft S	3	< 10,000	Osceola County	0.09	37.54
F	569	Celebration PI	Celebration Blvd	Parkway Blvd	4	18,000	Osceola County	1.02	39.32
M	375	Cypress Branch Rd	Cypress Pkwy	Oak Branch Cir 200ft S	3	< 10,000	Osceola County	0.04	53.00
M	376	Cypress Branch Rd	Oak Branch Cir 200ft S	Oak Branch Cir	3	< 10,000	Osceola County	0.05	53.00

Osceola County ADA Transition Plan

for the Public Right-of-Way

MAP ID	ROUTE ID	ROAD NAME	FROM ROAD	TO ROAD	THROUGH LANES	AADT	MAINTENANCE AGENCY	LENGTH MILES	SIDEWALK PRIORITY
M	155	Cypress Branch Rd	Marigold Ave	Oak Branch Cir	2	< 10,000	Osceola County	0.74	48.63
J	679	Cypress Pkwy	Marigold Ave	Cypress Branch Rd	4	42,500	Osceola County	0.31	49.08
J	681	Cypress Pkwy	Cypress Branch Rd 0.2m E	Cypress Dr	4	42,500	Osceola County	0.31	59.54
J	680	Cypress Pkwy	Doverplum Ave	Old Pleasant Hill Rd 400ft W	4	42,500	Osceola County	0.50	56.74
J	752	Cypress Pkwy	Doverplum Ave 0.5m E	Old Pleasant Hill Rd	5	42,500	Osceola County	0.08	47.61
C	196	Donegan Ave	Coral Ave 120ft E	US 441/ US17/ N Orange Blossom Trl	2	10,200	Osceola County	0.46	60.53
C	221	Donegan Ave	US 441/ US17/ N Orange Blossom Trl	Michigan Ave	2	13,200	Osceola County	0.76	44.51
G	161	Golfpark Dr	Campus St	Celebration Ave	2	< 10,000	Osceola County	0.81	34.51
P	309	Ham Brown Rd	Cattle Dr S	Cattle Dr N	2	9,200	Osceola County	0.80	32.73
P	216	Ham Brown Rd	Cattle Dr N	S Orange Blossom Trl	2	11,900	Osceola County	1.02	41.17
L	293	Koa St / Doverplum Ave	Berkshire Rd	Cypress Pkwy	2	8,200	Osceola County	3.28	48.62
O	544	Narcoossee Rd	Rummell Rd	Chisholm Park Trl 330ft S	4	16,400	Osceola County	0.77	26.30
O	545	Narcoossee Rd	Chisholm Park Trl 330ft S	Star Line Dr	4	16,400	Osceola County	0.26	28.28
O	546	Narcoossee Rd	Star Line Dr	Lilian Black Rd 350ft S	4	16,400	Osceola County	0.28	25.00
O	547	Narcoossee Rd	Lilian Black Rd 350ft S	Sunset Rd	4	16,400	Osceola County	0.30	21.04

Osceola County ADA Transition Plan

for the Public Right-of-Way

MAP ID	ROUTE ID	ROAD NAME	FROM ROAD	TO ROAD	THROUGH LANES	AADT	MAINTENANCE AGENCY	LENGTH MILES	SIDEWALK PRIORITY
O	548	Narcoossee Rd	Sunset Rd	East Lake Reserve Blvd 375ft S	4	16,400	Osceola County	0.18	26.00
O	549	Narcoossee Rd	East Lake Reserve Blvd 375ft S	Jones Rd	4	16,400	Osceola County	0.42	26.21
O	550	Narcoossee Rd	Jones Rd	Lake Park Ave 325ft N	4	16,400	Osceola County	0.51	26.81
O	551	Narcoossee Rd	Lake Park Ave 325ft N	Thompkins Rd 740ft S	4	16,400	Osceola County	0.81	27.18
O	552	Narcoossee Rd	Carson St 700ft N	Constance Blvd	4	16,400	Osceola County	0.94	40.23
O	553	Narcoossee Rd	Constance Blvd	Cyrils 0.2m S	4	16,400	Osceola County	0.24	37.98
O	555	Narcoossee Rd	Deerfield St 200ft N	Hammock Cir 300ft S	4	17,200	Osceola County	0.32	33.69
N	733	Nolte Rd	Canoe Creek Rd	St Cloud City Limits	4	8,900	Osceola County	0.81	30.91
N	731	Nolte Rd	St Cloud City Limits	Michigan Ave	4	8,900	Osceola County	0.26	27.00
N	730	Nolte Rd	Michigan Ave	Old Hickory Rd	4	8,900	Osceola County	1.29	21.79
I	674	Pleasant Hill Rd	Sun Cove Dr	Merry D RV	4	41,500	Osceola County	0.36	49.00
I	675	Pleasant Hill Rd	Merry D RV	Orange Branch Bay Blvd	4	41,500	Osceola County	0.66	44.42
I	676	Pleasant Hill Rd	Orange Branch Bay Blvd	Village Shoppes Dr	4	41,500	Osceola County	0.51	44.03
I	751	Pleasant Hill Rd	Village Shoppes Dr	Bellalago Dr 0.1m S	5	41,500	Osceola County	0.07	49.00
I	677	Pleasant Hill Rd	Village Shoppes Dr 350ft N	Southwood Blvd	4	41,500	Osceola County	0.99	47.64
I	678	Pleasant Hill Rd	Southwood Blvd	Reaves Rd	4	41,500	Osceola County	0.23	46.66

Osceola County ADA Transition Plan

for the Public Right-of-Way

MAP ID	ROUTE ID	ROAD NAME	FROM ROAD	TO ROAD	THROUGH LANES	AADT	MAINTENANCE AGENCY	LENGTH MILES	SIDEWALK PRIORITY
I	685	Pleasant Hill Rd	Reeves Rd	Grasmere View Pkwy 0.25m S	4	48,000	Osceola County	0.26	51.38
I	686	Pleasant Hill Rd	Grasmere View Pkwy	Stewart Blvd	4	48,000	Osceola County	0.37	41.97
I	687	Pleasant Hill Rd	Stewart Blvd	Alamo Blvd	4	48,000	Osceola County	0.25	38.72
I	688	Pleasant Hill Rd	Alamo Blvd	Eagle Lake Blvd	4	48,000	Osceola County	0.38	35.69
I	689	Pleasant Hill Rd	Eagle Lake Blvd	Granada Blvd	4	48,000	Osceola County	0.40	35.00
I	690	Pleasant Hill Rd	Granada Blvd	Pineridge Cir	4	48,000	Osceola County	0.28	35.00
I	691	Pleasant Hill Rd	Pineridge Cir	Windmill Point Blvd	4	48,000	Osceola County	0.11	35.00
I	692	Pleasant Hill Rd	Windmill Point Blvd	Rosemarie Dr 200ft S	4	48,000	Osceola County	0.83	33.79
I	695	Pleasant Hill Rd	Rosemarie Dr 200ft S	Rosemarie	4	48,000	Osceola County	0.08	32.00
I	696	Pleasant Hill Rd	Rosemarie	Old Hammock Preserve Blvd	4	48,000	Osceola County	0.22	32.00
I	697	Pleasant Hill Rd	Old Hammock Preserve Blvd	Chad 350ft S	4	48,000	Osceola County	0.05	32.00
I	698	Pleasant Hill Rd	Chad 350ft S	Chad 170ft N	4	48,000	Osceola County	0.10	32.00
I	699	Pleasant Hill Rd	Chad 170ft N	Green Tree Dr	4	48,000	Osceola County	0.31	33.78
I	700	Pleasant Hill Rd	Green Tree Dr	S John Young Pkwy	4	48,000	Osceola County	0.50	36.26
I	510	Pleasant Hill Rd	S John Young Pkwy	Village Oak Ln 250ft N	4	11,700	Osceola County	0.12	42.00
I	212	Pleasant Hill Rd	Village Oak Ln 250ft N	Shingle Creek Bridge	2	11,700	Osceola County	0.34	46.62
I	833	Pleasant Hill Rd	Ready Creek Bridge S	Southport Rd 0.1m S	6	65,100	Osceola County	0.24	50.04

Osceola County ADA Transition Plan

for the Public Right-of-Way

MAP ID	ROUTE ID	ROAD NAME	FROM ROAD	TO ROAD	THROUGH LANES	AADT	MAINTENANCE AGENCY	LENGTH MILES	SIDEWALK PRIORITY
I	763	Pleasant Hill Rd	Ready Creek Bridge N	Southport Rd	5	65,100	Osceola County	0.13	47.49
I	673	Pleasant Hill Rd	Southport Rd	Sun Cove Dr 0.2m S	4	41,500	Osceola County	0.11	46.16
I	762	Pleasant Hill Rd	Old Pleasant Rd	Ready Creek Bridge S	5	65,100	Osceola County	0.17	49.92
B	186	Royal Palm Dr	Florida Pkwy	Buenaventura Blvd	2	< 10,000	Osceola County	1.72	46.69
K	188	San Remo Rd	Koa St	Doverplum Ave 500ft W	2	< 10,000	Osceola County	0.84	56.11
D	754	SR 600 / CR 525 / John Young Pkwy	US 192/ W Vine St	US 192/ W Vine St 500ft N	5	43,500	Osceola County	0.11	61.54
D	793	SR 600 / CR 525 / John Young Pkwy	US 192/ W Vine St 500ft N	Donegan Ave	6	43,500	Osceola County	0.89	56.55
E	210	Thacker Ave	Clay St	Sunny St 200ft S	2	11,700	Osceola County	0.18	44.49
E	214	Thacker Ave	Sunny St 200ft S	Bruce St	2	11,700	Osceola County	0.31	41.56
E	215	Thacker Ave	Bruce St	US 192/ W Vine St	2	11,700	Osceola County	1.10	49.37

Table 20: ADA Self-Evaluation Roadway Corridor Prioritization by Sidewalk Priority

MAP ID	ROUTE ID	ROAD NAME	FROM ROAD	TO ROAD	THROUGH LANES	AADT	MAINTENANCE AGENCY	LENGTH MILES	SIDEWALK PRIORITY
D	754	SR 600 / CR 525 / John Young Pkwy	US 192/ W Vine St	US 192/ W Vine St 500ft N	5	43,500	Osceola County	0.11	61.54
C	196	Donegan Ave	Coral Ave 120ft E	US 441/ US17/ N Orange Blossom Trl	2	10,200	Osceola County	0.46	60.53
J	681	Cypress Pkwy	Cypress Branch Rd 0.2m E	Cypress Dr	4	42,500	Osceola County	0.31	59.54

Osceola County ADA Transition Plan

for the Public Right-of-Way

MAP ID	ROUTE ID	ROAD NAME	FROM ROAD	TO ROAD	THROUGH LANES	AADT	MAINTENANCE AGENCY	LENGTH MILES	SIDEWALK PRIORITY
J	680	Cypress Pkwy	Doverplum Ave	Old Pleasant Hill Rd 400ft W	4	42,500	Osceola County	0.5	56.74
D	793	SR 600 / CR 525 / John Young Pkwy	US 192/ W Vine St 500ft N	Donegan Ave	6	43,500	Osceola County	0.89	56.55
K	188	San Remo Rd	Koa St	Doverplum Ave 500ft W	2	< 10,000	Osceola County	0.84	56.11
A	632	Buenaventura Blvd	Trotters Cir	Florida Pkwy	4	29,000	Osceola County	0.26	56
A	633	Buenaventura Blvd	Wagon Cir	Trotters Cir	4	29,000	Osceola County	0.29	55.49
M	375	Cypress Branch Rd	Cypress Pkwy	Oak Branch Cir 200ft S	3	< 10,000	Osceola County	0.04	53
M	376	Cypress Branch Rd	Oak Branch Cir 200ft S	Oak Branch Cir	3	< 10,000	Osceola County	0.05	53
A	620	Buenaventura Blvd	Florida Pkwy	Royal Palm Dr	4	24,000	Osceola County	0.31	52.33
I	685	Pleasant Hill Rd	Reeves Rd	Grasmere View Pkwy 0.25m S	4	48,000	Osceola County	0.26	51.38
I	833	Pleasant Hill Rd	Ready Creek Bridge S	Southport Rd 0.1m S	6	65,100	Osceola County	0.24	50.04
I	762	Pleasant Hill Rd	Old Pleasant Rd	Ready Creek Bridge S	5	65,100	Osceola County	0.17	49.92
E	215	Thacker Ave	Bruce St	US 192/ W Vine St	2	11,700	Osceola County	1.1	49.37
J	679	Cypress Pkwy	Marigold Ave	Cypress Branch Rd	4	42,500	Osceola County	0.31	49.08
I	674	Pleasant Hill Rd	Sun Cove Dr	Merry D RV	4	41,500	Osceola County	0.36	49
I	751	Pleasant Hill Rd	Village Shoppes Dr	Bellalago Dr 0.1m S	5	41,500	Osceola County	0.07	49
M	155	Cypress Branch Rd	Marigold Ave	Oak Branch Cir	2	< 10,000	Osceola County	0.74	48.63
L	293	Koa St / Doverplum Ave	Berkshire Rd	Cypress Pkwy	2	8,200	Osceola County	3.28	48.62

Osceola County ADA Transition Plan

for the Public Right-of-Way

MAP ID	ROUTE ID	ROAD NAME	FROM ROAD	TO ROAD	THROUGH LANES	AADT	MAINTENANCE AGENCY	LENGTH MILES	SIDEWALK PRIORITY
I	677	Pleasant Hill Rd	Village Shoppes Dr 350ft N	Southwood Blvd	4	41,500	Osceola County	0.99	47.64
J	752	Cypress Pkwy	Doverplum Ave 0.5m E	Old Pleasant Hill Rd	5	42,500	Osceola County	0.08	47.61
I	763	Pleasant Hill Rd	Ready Creek Bridge N	Southport Rd	5	65,100	Osceola County	0.13	47.49
B	186	Royal Palm Dr	Florida Pkwy	Buenaventura Blvd	2	< 10,000	Osceola County	1.72	46.69
I	678	Pleasant Hill Rd	Southwood Blvd	Reaves Rd	4	41,500	Osceola County	0.23	46.66
I	212	Pleasant Hill Rd	Village Oak Ln 250ft N	Shingle Creek Bridge	2	11,700	Osceola County	0.34	46.62
I	673	Pleasant Hill Rd	Southport Rd	Sun Cove Dr 0.2m S	4	41,500	Osceola County	0.11	46.16
A	634	Buenaventura Blvd	Lakepointe Cir	Wagon Cir	4	29,000	Osceola County	0.66	45.17
C	221	Donegan Ave	US 441/ US17/ N Orange Blossom Trl	Michigan Ave	2	13,200	Osceola County	0.76	44.51
E	210	Thacker Ave	Clay St	Sunny St 200ft S	2	11,700	Osceola County	0.18	44.49
I	675	Pleasant Hill Rd	Merry D RV	Orange Branch Bay Blvd	4	41,500	Osceola County	0.66	44.42
I	676	Pleasant Hill Rd	Orange Branch Bay Blvd	Village Shoppes Dr	4	41,500	Osceola County	0.51	44.03
A	619	Buenaventura Blvd	Royal Palm Dr	Oakwood Dr	4	24,000	Osceola County	0.56	43.76
A	618	Buenaventura Blvd	Oakwood Dr	Simpson Rd 150ft W	4	24,000	Osceola County	0.04	42
I	510	Pleasant Hill Rd	S John Young Pkwy	Village Oak Ln 250ft N	4	11,700	Osceola County	0.12	42
I	686	Pleasant Hill Rd	Grasmere View Pkwy	Stewart Blvd	4	48,000	Osceola County	0.37	41.97
E	214	Thacker Ave	Sunny St 200ft S	Bruce St	2	11,700	Osceola County	0.31	41.56

Osceola County ADA Transition Plan

for the Public Right-of-Way

MAP ID	ROUTE ID	ROAD NAME	FROM ROAD	TO ROAD	THROUGH LANES	AADT	MAINTENANCE AGENCY	LENGTH MILES	SIDEWALK PRIORITY
P	216	Ham Brown Rd	Cattle Dr N	S Orange Blossom Trl	2	11,900	Osceola County	1.02	41.17
A	418	Buenaventura Blvd	Oakwood Dr 200ft E	Simpson Rd	3	24,000	Osceola County	0.03	41.11
A	635	Buenaventura Blvd	Osceola Pkwy 800ft S	Lakepointe Cir	4	29,000	Osceola County	0.06	41
O	552	Narcoossee Rd	Carson St 700ft N	Constance Blvd	4	16,400	Osceola County	0.94	40.23
F	569	Celebration PI	Celebration Blvd	Parkway Blvd	4	18,000	Osceola County	1.02	39.32
I	687	Pleasant Hill Rd	Stewart Blvd	Alamo Blvd	4	48,000	Osceola County	0.25	38.72
A	636	Buenaventura Blvd	Osceola Pkwy	Lakepointe Cir 300ft N	4	29,000	Osceola County	0.15	38.47
O	553	Narcoossee Rd	Constance Blvd	Cyrils 0.2m S	4	16,400	Osceola County	0.24	37.98
F	373	Celebration PI	Celebration PI 600ft N	Irlo Bronson Memorial Hwy 400ft S	3	< 10,000	Osceola County	0.09	37.54
I	700	Pleasant Hill Rd	Green Tree Dr	S John Young Pkwy	4	48,000	Osceola County	0.5	36.26
F	372	Celebration PI	Celebration PI	Irlo Bronson Memorial Hwy 0.2m S	3	< 10,000	Osceola County	0.09	36
H	145	Campus St	Celebration Ave	Celebration Blvd	2	< 10,000	Osceola County	0.64	35.8
I	688	Pleasant Hill Rd	Alamo Blvd	Eagle Lake Blvd	4	48,000	Osceola County	0.38	35.69
I	689	Pleasant Hill Rd	Eagle Lake Blvd	Granada Blvd	4	48,000	Osceola County	0.4	35
I	690	Pleasant Hill Rd	Granada Blvd	Pineridge Cir	4	48,000	Osceola County	0.28	35
I	691	Pleasant Hill Rd	Pineridge Cir	Windmill Point Blvd	4	48,000	Osceola County	0.11	35
G	161	Golfpark Dr	Campus St	Celebration Ave	2	< 10,000	Osceola County	0.81	34.51
I	692	Pleasant Hill Rd	Windmill Point Blvd	Rosemarie Dr 200ft S	4	48,000	Osceola County	0.83	33.79

Osceola County ADA Transition Plan

for the Public Right-of-Way

MAP ID	ROUTE ID	ROAD NAME	FROM ROAD	TO ROAD	THROUGH LANES	AADT	MAINTENANCE AGENCY	LENGTH MILES	SIDEWALK PRIORITY
I	699	Pleasant Hill Rd	Chad 170ft N	Green Tree Dr	4	48,000	Osceola County	0.31	33.78
O	555	Narcoossee Rd	Deerfield St 200ft N	Hammock Cir 300ft S	4	17,200	Osceola County	0.32	33.69
P	309	Ham Brown Rd	Cattle Dr S	Cattle Dr N	2	9,200	Osceola County	0.8	32.73
I	695	Pleasant Hill Rd	Rosemarie Dr 200ft S	Rosemarie	4	48,000	Osceola County	0.08	32
I	696	Pleasant Hill Rd	Rosemarie	Old Hammock Preserve Blvd	4	48,000	Osceola County	0.22	32
I	697	Pleasant Hill Rd	Old Hammock Preserve Blvd	Chad 350ft S	4	48,000	Osceola County	0.05	32
I	698	Pleasant Hill Rd	Chad 350ft S	Chad 170ft N	4	48,000	Osceola County	0.1	32
N	733	Nolte Rd	Canoe Creek Rd	St Cloud City Limits	4	8,900	Osceola County	0.81	30.91
O	545	Narcoossee Rd	Chisholm Park Trl 330ft S	Star Line Dr	4	16,400	Osceola County	0.26	28.28
O	551	Narcoossee Rd	Lake Park Ave 325ft N	Thompkins Rd 740ft S	4	16,400	Osceola County	0.81	27.18
N	731	Nolte Rd	St Cloud City Limits	Michigan Ave	4	8,900	Osceola County	0.26	27
O	550	Narcoossee Rd	Jones Rd	Lake Park Ave 325ft N	4	16,400	Osceola County	0.51	26.81
O	544	Narcoossee Rd	Rummell Rd	Chisholm Park Trl 330ft S	4	16,400	Osceola County	0.77	26.3
O	549	Narcoossee Rd	East Lake Reserve Blvd 375ft S	Jones Rd	4	16,400	Osceola County	0.42	26.21
O	548	Narcoossee Rd	Sunset Rd	East Lake Reserve Blvd 375ft S	4	16,400	Osceola County	0.18	26

Osceola County ADA Transition Plan

for the Public Right-of-Way

14.0 Appendix D. Self-Evaluation Results – GIS Inventory

Table 21: ADA Transportation Network Inventory – GIS Field Data Sample Table for Sidewalks

<i>Attribute</i>	<i>Attribute Definition</i>	<i>Example Values</i>
<i>Feature ID</i>	Incrementing unique feature ID's aid in classifying and organizing sidewalk assets.	
<i>Photo ID</i>	A unique ID number of the sidewalk image that corresponds with the image frame	
<i>Functional Classification</i>	Identifies the category of the road's functional classification. The functional classification of a road is the class or group of roads to which the road belongs.	Arterial, Collector, or Local.
<i>Construction / Renovation Date</i>	Date of most recent construction or major renovation.	
<i>Inspection Date</i>	Image date of the assessed feature.	
<i>Source</i>	Identifies the source of the primary reference that the GIS data was obtained from.	Orthorectified Aerial Photo, Street Level Imagery, or Field Location.
<i>Inventory Area</i>	A unique ID number that identified the assets that are associated with a specific inventory area.	Residential Neighborhoods, Commercial Areas, or Individual Roadways.
<i>Street Name</i>	Name of road that runs parallel along the sidewalk segment.	
<i>Latitude</i>	The angular distance of a location North or South of the earth's equator, measured in degrees, minutes, and seconds.	
<i>Longitude</i>	The angular distance of a location East or West of the meridian at Greenwich, England measured in degrees, minutes, and seconds.	
<i>Status</i>	The current standing position or condition of the sidewalk feature that has been field identified.	Present, Missing, Under Construction, Obscured, or Unknown.
<i>Material</i>	Material is the physical element that the sidewalk is constructed.	
<i>Cross Slope Compliance</i>	The cross slope is the slope perpendicular to [across] the direction of pedestrian travel.	Percent Cross Slope.
<i>Running Slope Compliance</i>	Running-slope (longitudinal) is defined as the average cross-slope of a contiguous section of sidewalk following the direction of pedestrian travel.	Percent Running Slope.
<i>Width</i>	Total width of walkway corridor in inches.	24, 30, 36, 42, 48, ..., 144, or Unknown.
<i>Shape Length</i>	Numeric values within specific range representing the total length of sidewalk.	
<i>Passing Distance</i>	Presence of space in which two wheelchairs can travel adjacent to each other. Passing space should occur every 200 feet.	Y/N

Osceola County ADA Transition Plan

for the Public Right-of-Way

<i>Attribute</i>	<i>Attribute Definition</i>	<i>Example Values</i>
<i>Segment Rating</i>	Overall completion rating of all ADA compliant infrastructures that pertains to an individual segment of sidewalk.	Complete, Complete w/Barriers, Partial Infrastructure, or No Infrastructure.
<i>Photo Folder</i>	The directory folder where images of the ADA feature are being stored.	
<i>Photo Hotlink</i>	Defines the path and file name of the photo file linked to the sidewalk.	
<i>Additional Notes</i>	Any additional information pertaining to the sidewalk feature.	

Osceola County ADA Transition Plan

for the Public Right-of-Way

Table 22. ADA Transportation Network Inventory – GIS Field Data Sample Table for Curb Ramps

<i>Attribute</i>	<i>Attribute Definition</i>	<i>Example Values</i>
Feature ID	Incrementing unique feature ID's aid in classifying and organizing assets.	
Photo ID	A unique ID number of the feature image that corresponds with the image frame number from the field imaging camera.	
Functional Classification	Identifies the category of the road's functional classification. The functional classification of a road is the class or group of roads to which the road belongs.	Arterial, Collector, or Local.
Construction / Renovation Date	Date of most recent construction or major renovation.	
Inspection Date	Image date of the assessed feature.	
Source	Identifies the source of the primary reference that the GIS data was obtained from.	Orthorectified Aerial Photo, Street Level Imagery, or Field Location.
Inventory Area	A unique ID number that identified the assets that are associated with a specific inventory area.	Residential Neighborhoods, Commercial Areas, or Individual Roadways.
Street Name	Name of street that runs perpendicular to the curb ramp.	
Crossroad Name	Name of road that runs perpendicular to the main road.	
Latitude	The angular distance of a location North or South of the earth's equator, measured in degrees, minutes, and seconds.	
Longitude	The angular distance of a location East or West of the meridian at Greenwich, England measured in degrees, minutes, and seconds.	
Status	The current standing position or condition of the feature that has been field identified and assessed.	Present, Missing, Under Construction, Obscured, or Unknown.
Cross Slope Compliance	The cross slope is the slope perpendicular to [across] the direction of pedestrian travel.	Percent Cross Slope.
Running Slope Compliance	Running-slope (longitudinal) is defined as the average cross-slope of a contiguous section of sidewalk following the direction of pedestrian travel.	Percent Running Slope.
Type	The ramp type is determined by the location and design.	Perpendicular, One Way Directional, Diagonal, Parallel, Combined, Blended Transition, Built-Up, Other: See Notes, None, or Unknown.
Detectable Warning Surface Type	Warning surfaces that are detectable under foot that indicate the boundary between a pedestrian route and a vehicular route.	None, Synthetic Tactile Mats, Cast In Place Tactile Pavers, Precast Brick/Pavers, Precast Tile, Other: See Notes, or Unknown.

Osceola County ADA Transition Plan

for the Public Right-of-Way

<i>Attribute</i>	<i>Attribute Definition</i>	<i>Example Values</i>
Sides	Identified side type associated with pedestrian ramp.	Flared, Returned Curb, Other: See Notes, None, Unknown, or N/A.
Landing	A 4 ft. x 4 ft. minimum level area of walkway at the top or bottom of a ramp that allows wheeled users a space to orient their direction before and after using a ramp.	Y/N
Marked Crossing	Clearly marked zones found at intersections where pedestrians are crossing.	Y/N
Curb Extensions	An extension of the curb line in a bulb-like rounding radius that incorporates curb ramps. Its purpose is to shorten the crossing distance for pedestrians.	Y/N
Midblock Crossing	Midblock crossings are pedestrian crossings that do not occur at intersections. Often installed in areas with high pedestrian traffic to provide additional crossing opportunities.	Y/N
Island	Raised concrete refuge usually found between right turns and through-fare travel lanes.	Y/N
Pedestrian Signal	Devices that communicate information about the WALK and DON'T WALK intervals at signalized intersections in visual or non-visual formats.	Y/N
Cross Slope Compliant	The cross slope is the slope perpendicular to [across] the direction of pedestrian travel on the ramp run.	Y/N
Running Slope Compliant	Running-slope (longitudinal) is the average cross-slope of a contiguous section of curb ramp.	Y/N
Gutter Transition Compliance	Gutter transition is the transition from curb ramp to the gutters and street.	Y/N
Intersection Quadrant	One of the eight principal directions associated with the location of the curb ramp: N, NE, E, SE, S, SW, W, NW.	
Direction	Approach direction of the pedestrians: N, NE, E, SE, S, SW, W, NW.	
Photo Folder	The directory folder where images of the ADA feature are being stored.	
Photo Hotlink	Defines the path and file name of the photo file linked to the curb ramp.	
Additional Notes	Any additional information pertaining to the curb ramp feature.	

Osceola County ADA Transition Plan

for the Public Right-of-Way

Table 23: ADA Transportation Network Inventory – GIS Field Data Sample Table for Handrails

<i>Attribute</i>	<i>Attribute Definition</i>	<i>Example Values</i>
<i>Feature ID</i>	Incrementing unique feature ID's aid in classifying and organizing assets.	
<i>Photo ID</i>	A unique ID number of the feature image that corresponds with the image frame number from the field imaging camera.	
<i>Functional Classification</i>	Identifies the category of the road's functional classification. The functional classification of a road is the class or group of roads to which the road belongs.	Arterial, Collector, or Local.
<i>Construction / Renovation Date</i>	Date of most recent construction or major renovation.	
<i>Inspection Date</i>	Image date of the assessed feature.	
<i>Source</i>	Identifies the source of the primary reference that the GIS data was obtained from.	Orthorectified Aerial Photo, Street Level Imagery, or Field Location.
<i>Inventory Area</i>	A unique ID number that identified the assets that are associated with a specific inventory area.	Residential Neighborhoods, Commercial Areas, or Individual Roadways.
<i>Street Name</i>	Name of road that runs parallel along handrail.	
<i>Location</i>	The handrail's geographic location description.	Ramp, Bridge, Stairs, Walkway, Other: See Notes, Unknown, or N/A
<i>Latitude</i>	The angular distance of a location North or South of the earth's equator, measured in degrees, minutes, and seconds.	
<i>Longitude</i>	The angular distance of a location East or West of the meridian at Greenwich, England measured in degrees, minutes, and seconds.	
<i>Status</i>	The current standing position or condition of the feature that has been field identified and identified.	Present, Missing, Under Construction, Obscured, or Unknown.
<i>Hazard</i>	Anything that can potentially cause a level of threat to life or health within an environment.	Slope, Drop Off, Curb, Traffic, Rough Surface, Other: See Notes, or Unknown.
<i>Shape Length</i>	Numeric values within specific range representing the total length of handrail.	
<i>Photo Folder</i>	The directory folder where images of the ADA feature are being stored.	
<i>Photo Hotlink</i>	Defines the path and file name of the photo file linked to the handrail.	
<i>Additional Notes</i>	Any additional information pertaining to the handrail feature.	

Osceola County ADA Transition Plan

for the Public Right-of-Way

Table 24: ADA Transportation Network Inventory – GIS Field Data Sample Table for Obstacles

<i>Attribute</i>	<i>Attribute Definition</i>	<i>Example Values</i>
Feature ID	Incrementing unique feature ID's aid in classifying and organizing assets.	
Photo ID	A unique ID number of the feature image that corresponds with the image frame number from the field imaging camera.	
Functional Classification	Identifies the category of the road's functional classification. The functional classification of a road is the class or group of roads to which the road belongs.	Arterial, Collector, or Local.
Construction / Renovation Date	Date of most recent construction or major renovation.	
Inspection Date	Image date of the assessed feature.	
Source	Identifies the source of the primary reference that the GIS data was obtained from.	Orthorectified Aerial Photo, Street Level Imagery, or Field Location.
Inventory Area	A unique ID number that identified the assets that are associated with a specific inventory area.	Residential Neighborhoods, Commercial Areas, or Individual Roadways.
Type	Any obstacle that can restrict an individual's ability to physically move along or within an environment. They may limit the individual's movement from one place to another, or cause a barrier or hindrance.	No Curb Ramp, Uneven Transition, Drainage Grate, Grate (Other), Manhole, Fire Hydrant, Sign Pole, Utility Box, Street Light Pole, Utility Pole, Traffic Sign Pole, Signal Control Box, Landscaping, Planter, Mailbox, Tree, Bush, Shrub Branches, Vegetation, Railroad Tracks, Tree Grates, Grooves, Vault, Guy Wire, Roots, Small Steps, Transit Shelter, Trash Can, Parking Meter, Business Sign, Awnings, Bench, Bike Rack, Bollard, Tables And Chairs, Drinking Fountain, Narrow Path, Gutters, Ponding, Vending Machine, Street Sculpture, Public Telephone, Other: See Notes, or Unknown.
Source	Identifies the source or the primary reference that the GIS data was obtained from.	Orthorectified Aerial Photo, Street Level Imagery, or Field Location.
Street Name	Name of parallel road along obstacle.	
Location	The obstacle's geographic location description.	Ramp, Bridge, Stairs, Walkway, Driveway, Other: See Notes, Unknown, or N/A.
Latitude	The angular distance of a location North or South of the earth's equator, measured in degrees, minutes, and seconds.	
Longitude	The angular distance of a location East or West of the meridian at Greenwich, England measured in degrees, minutes, and seconds.	
Photo Folder	The directory folder where images of the ADA feature are being stored.	

Osceola County ADA Transition Plan

for the Public Right-of-Way

<i>Attribute</i>	<i>Attribute Definition</i>	<i>Example Values</i>
<i>Photo Hotlink</i>	Defines the path and file name of the photo file linked to the obstacle.	
<i>Additional Notes</i>	Any additional information pertaining to the obstacle feature.	

Osceola County ADA Transition Plan

for the Public Right-of-Way

Table 25: ADA Transportation Network Inventory – GIS Field Data Sample Table for Hazards

<i>Attribute</i>	<i>Attribute Definition</i>	<i>Example Values</i>
<i>Feature ID</i>	Incrementing unique feature ID's aid in classifying and organizing assets.	
<i>Photo ID</i>	A unique ID number of the feature image that corresponds with the image frame number from the field imaging camera.	
<i>Functional Classification</i>	Identifies the category of the road's functional classification. The functional classification of a road is the class or group of roads to which the road belongs.	Arterial, Collector, or Local.
<i>Construction / Renovation Date</i>	Date of most recent construction or major renovation.	
<i>Inspection Date</i>	Image date of the assessed feature.	
<i>Inventory Area</i>	A unique ID number that identified the assets that are associated with a specific inventory area.	Residential Neighborhoods, Commercial Areas, or Individual Roadways.
<i>Type</i>	Hazard types are potential areas in a pedestrian access route (PAR) that can cause a level of threat, to health or life, within that environment.	Unstable Surface, Protruding Rail, Ramp Transition Grade, Excessive Cross Slope, Excessive Running Slope, Construction, Drop Off, Other: See Notes, Unknown, or N/A.
<i>Source</i>	Identifies the source of the primary reference that the GIS data was obtained from.	Orthorectified Aerial Photo, Street Level Imagery, or Field Location.
<i>Street Name</i>	Name of parallel road along hazard.	
<i>Location</i>	The hazard's geographic location description.	Ramp, Bridge, Stairs, Walkway, Driveway, Other: See Notes, Unknown, or N/A.
<i>Latitude</i>	The angular distance of a location North or South of the earth's equator, measured in degrees, minutes, and seconds.	
<i>Longitude</i>	The angular distance of a location East or West of the meridian at Greenwich, England measured in degrees, minutes, and seconds.	
<i>Photo Folder</i>	The directory folder where images of the ADA feature are being stored.	
<i>Photo Hotlink</i>	Defines the path and file name of the photo file linked to the hazard.	
<i>Additional Notes</i>	Any additional information pertaining to the hazard feature.	

Osceola County ADA Transition Plan

for the Public Right-of-Way

Table 26: ADA Transportation Network Inventory – GIS Field Data Sample Tables for Damages

<i>Attribute</i>	<i>Attribute Definition</i>	<i>Example Values</i>
<i>Feature ID</i>	Incrementing unique feature ID's aid in classifying and organizing assets.	
<i>Photo ID</i>	A unique ID number of the feature image that corresponds with the image frame number from the field imaging camera.	
<i>Functional Classification</i>	Identifies the category of the road's functional classification. The functional classification of a road is the class or group of roads to which the road belongs.	Arterial, Collector, or Local.
<i>Construction / Renovation Date</i>	Date of most recent construction or major renovation.	
<i>Inspection Date</i>	Image date of the assessed feature.	
<i>Inventory Area</i>	A unique ID number that identified the assets that are associated with a specific inventory area.	Residential Neighborhoods, Commercial Areas, or Individual Roadways.
<i>Type</i>	Type of damage caused by the environmental conditions.	Raised/Uneven Edge, Heaving And Settlement, Shattering, Other: See Notes, Unknown, and N/A.
<i>Source</i>	Identifies the source or the primary reference that the GIS data was obtained from.	Orthorectified Aerial Photo, Street Level Imagery, or Field Location.
<i>Street Name</i>	Name of road parallel to the damage.	
<i>Location</i>	The damages geographic location description.	Ramp, Bridge, Stairs, Walkway, Driveway, Other: See Notes, Unknown, or N/A.
<i>Latitude</i>	The angular distance of a location North or South of the earth's equator, measured in degrees, minutes, and seconds.	
<i>Longitude</i>	The angular distance of a location East or West of the meridian at Greenwich, England measured in degrees, minutes, and seconds.	
<i>Photo Folder</i>	The directory folder where images of the ADA feature are being stored.	
<i>Photo Hotlink</i>	Defines the path and file name of the photo file linked to the damage.	
<i>Additional Notes</i>	Any additional information pertaining to the damage feature.	

Osceola County ADA Transition Plan

for the Public Right-of-Way

15.0 Appendix E. Public Involvement Notification

ONLINE PUBLIC COMMENT PERIOD

OSCEOLA COUNTY ADA TRANSITION PLAN

OPEN COMMENT PERIOD:

SEPTEMBER 30-OCTOBER 15, 2021

Visit osceola.org/go/ADATransitionPlan to view the full Transition Plan, a video overviewing the plan and its purpose, along with a digital downloadable brochure.

Learn how we're creating a more accessible and pedestrian-friendly community.

What is an Americans with Disabilities Act (ADA) Transition Plan? It is a formal approach and process to evaluate and improve Osceola County facilities.

Public comments regarding the ADA Transition Plan will be collected online for two weeks, beginning September 30 and ending October 15. Comments received during this period will become part of the record.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns relative to the County's compliance with Title VI may do so by contacting the Osceola County ADA Coordinator by phone at 407-742-1200 (TTY: 800-955-8771) or by email at hind.huda@osceola.org.

Persons with disabilities who require accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact the Osceola County ADA Coordinator by phone at 407-742-1200 (TTY: 800-955-8771) or by email at hind.huda@osceola.org at least 72 hours prior to the end of the comment period.



ONLINE PUBLIC COMMENT PERIOD

OSCEOLA COUNTY ADA TRANSITION PLAN

OPEN COMMENT PERIOD:

SEPTEMBER 30-OCTOBER 15, 2021

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Learn about and comment on the ADA Transition Plan on osceola.org/go/ADAtransitionplan.

PERIODO DE COMENTARIOS PUBLICOS POR INTERNET

CONDADO DE OSCEOLA PLAN DE TRANSICION ADA

PERIODO ABIERTO PARA COMENTARIOS:

SEPTIEMBRE 30 - OCTUBRE 15, 2021

Visit osceola.org/go/ADAtransitionplan para ver el Plan de Transición completo y un video que resume el plan y su propósito, junto con un folleto digital descargable.

Descubra cómo estamos creando una comunidad más accesible y amigable para los peatones.

¿Qué es un Plan de Transición de la Ley de Estadounidenses con Discapacidades (ADA)? Es un enfoque y proceso formal para evaluar y mejorar las instalaciones del Condado de Osceola.

Los comentarios públicos sobre el Plan de Transición ADA se recopilarán en línea durante dos semanas, comenzando el 30 de Septiembre y terminando el 15 de Octubre. Los comentarios recibidos durante este período pasarán a formar parte del registro.

Aprenda más y haga sus comentarios sobre el Plan de Transición ADA en osceola.org/go/ADAtransitionplan.



Osceola County

Department of Transportation & Transit
1 Courthouse Square, Suite 3100
Kissimmee, FL 3471

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns relative to the County's compliance with Title VI may do so by contacting the Osceola County ADA Coordinator by phone at 407-742-1200 (TTY: 800-955-8771) or by email at hind.huda@osceola.org.

Persons with disabilities who require accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact the Osceola County ADA Coordinator by phone at 407-742-1200 (TTY: 800-955-8771) or by email at hind.huda@osceola.org at least 72 hours prior to the end of the comment period.

Se solicita la participación pública sin distinción de raza, color, nacionalidad, edad, sexo, religión, discapacidad o estado familiar. Las personas que deseen expresar sus preocupaciones en relación con el cumplimiento del Título VI por parte del Condado pueden hacerlo comunicándose con el Coordinador de la ADA del Condado de Osceola por teléfono al 407-742-1200 (TTY: 800-955-8771) o por correo electrónico a hind.huda@osceola.org.

Las personas con discapacidades que requieren adaptaciones según la Ley de Estadounidenses con Discapacidades o las personas que requieren servicios de traducción (sin cargo) deben comunicarse con el Coordinador de la ADA del condado de Osceola por teléfono al 407-742-1200 (TTY: 800-955-8771) o por correo electrónico. en hind.huda@osceola.org al menos 72 horas antes de la reunión.

Questions? Contact the Project Manager.
Preguntas? Contacte al Gerente del Proyecto.



407-742-0332  [Osceola.org](https://www.osceola.org)



Justin.Eason@osceola.org