

City of Hapeville

Americans with Disability Act (ADA)

TRANSITION PLAN



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Prepared by:



Keck & Wood, Inc.

3090 PREMIERE PARKWAY
SUITE 200
DULUTH, GEORGIA 30097
(678)417-4000 www.keckwood.com

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1. SUMMARY

1.1 City Background

Hapeville grew out of individual farm settlements owned by the Thrailkill, Cash, Mangum, Sims and Hape families. In 1871, Dr. Samuel Hape and other investors purchased 500 acres of wooded land on the Macon and Western Central Georgia Railroad, eight miles south of Atlanta. The Village of Hapeville was chartered on September 16, 1891 by Dr. Samuel Hape, Hapeville's first Mayor. Dr. Hape was a native of Middlebury, Maryland who came to Atlanta prior to the Civil War.

The most significant impact on Hapeville's future occurred when Asa G. Candler, Jr. allowed the center of his oval race track to be used as a landing field for aircraft. The City of Atlanta purchased this area in 1929 and founded its municipal airport, which eventually became the world's busiest known as Hartsfield-Jackson International Airport. Hapeville is also home to Delta Air Lines, Inc. Corporate Headquarters.

The current mayor of Hapeville is Allan Hallman, who was first elected in 2003, and has been re-elected twice (2011 and 2015). The city is comprised of two wards, with each ward being represented by a councilman. The city council is also comprised of one councilman at large and one alderman at large. Hapeville has a population of 6,627 as of 2016, and the city has an area of 2.4 square miles.

1.2 Purpose

The Americans with Disabilities Act (ADA) was signed into law on July 26, 1990. In general, the law protects the rights of the physically and mentally disabled by preventing discrimination with regard to employment and public facility access. Title I of the Act addresses the prevention of discrimination within the workplace. Title II addresses the prevention of discrimination with regard to public facility access. As part of Title II, all local agencies are required to prepare and adopt an ADA Transition Plan to identify accessibility obstacles and barriers and provide methods and a plan for removing the identified obstructions. A grievance procedure is also required as part of Title II, which will provide a means for individuals to request corrections and/or improvements to facilities which are non-compliant. A designated staff member shall serve as ADA coordinator to oversee the program and keep track of grievances.

In response to the Title II requirements, the City of Hapeville has actively upgraded City-owned facilities in an effort to meet ADA compliance. Public buildings including the Community Services Building, the Train Depot, the Hapeville Police Station, and the Hoyt Smith Center facility have been recently upgraded to make the facilities handicapped accessible. Parks including Jess Lucas Y-Teen Park, Master Park, Moreland Park, and Lake Park have also been upgraded within the last decade to improve handicapped accessibility. It is standard City procedure to incorporate new ramps with truncated domes, wider sidewalks, and other ADA improvements into all streetscape and road improvement projects. Recent streetscape improvements along North Avenue, Dogwood Drive, the Railroad Corridor (South Central and North Central Avenues), and North Fulton Avenue have rehabilitated existing sidewalk and access systems to ensure the streets are in compliance. Additionally, construction is currently taking place along Atlanta Avenue, which will include further improvements for ADA accessibility.

1.3 2018 ADA Transition Plan

As part of the ADA Transition Plan, City staff and consultants conducted an assessment of all City-owned and City-maintained streets, parks, trails, and public facilities. The ADA Transition Plan includes an evaluation of these facilities, including an inventory, cost estimate for improving the facilities, proposed schedule for upgrading, and proposed funding for addressing non-compliant facilities.

The ADA Transition Plan includes the following:

- 1) An updated inventory of public facilities and improvements subject to ADA compliance.
- 2) An assessment of the updated inventory against current ADA standards.
- 3) A list of non-compliant features and the proposed improvements needed to achieve compliance.
- 4) A cost estimate of proposed improvements.
- 5) Prioritization and scheduling of the proposed improvements.
- 6) Identification of possible funding sources and a proposed funding plan to complete the improvements.

The ADA Transition Plan does not bring the City into compliance with ADA standards, but shall instead; serve as a guide and a useful tool in completing upgrades to City-owned facilities. Through implementation of the Plan, City facilities will become compliant over a period of many years. In keeping with current regulations and guidelines, the ADA Transition Plan shall be updated as needed through the following years to stay in conformance with new and updated information.

2. ASSESSMENT AND INSPECTIONS

2.1 Assessment

An initial assessment of City-owned buildings and parks was completed in 2012. The assessment of buildings included an evaluation of building interiors (e.g. door access, signage, travel paths, counter accessibility, and restrooms) and an evaluation of building exteriors (e.g. travel paths, parking, ramp access, and railing). The assessment of parks and trails included an evaluation of travel paths, street access, ramps and railings.

City staff and consultants conducted an assessment of City streets. As part of the assessment, sidewalks within the public right-of-way were evaluated along all streets within the city limits. In consideration of jurisdictional restrictions, privately-owned and maintained streets or streets owned and/or maintained by other entities (i.e. Hartsfield-Jackson Atlanta International Airport) were not included in the assessment and evaluation.

The assessment of sidewalks included an inventory and evaluation of curb ramps along sidewalks and at intersections. As part of the assessment, the curb ramps were evaluated based on the need for detection warning surfaces (e.g. truncated domes) and/or the need for full ramp reconstruction based on access, location, condition, and slope. Path of travel between intersections was also assessed, including path obstructions (e.g. signs, hydrants, poles, mailboxes, trees), damaged or broken

sidewalks, gaps within sidewalks, driveway and sidewalk grades (not to exceed ADA maximum of 2%), and sidewalk widths (a minimum of 5 feet).

The 2018 ADA Transition Plan revisited the ADA barriers that were found in the 2012 assessment of public sidewalks and facilities. This transition plan accounts for any barriers that have been removed between 2012 and 2018.

2.2 Inspections

2.2.1 Sidewalk, Curb Ramp, and Driveway Inspections

City staff traveled all streets within the city limits and recorded the condition of all City-maintained sidewalks located within the public right-of-ways, based on the amount of sidewalk damage and gaps. In February 2012, the initial condition assessment was concluded. In October 2018, the condition assessment was revised to account for sidewalk improvements made between 2012 and 2018. The results are provided in the attached Appendix A - Sidewalk Condition Inventory Map. Conditions of each sidewalk are illustrated on the Map as either “Good”, “Fair”, “Poor”, or “Very Bad”. Typically, sidewalks of “Good” condition had recently been upgraded or rehabilitated as part of City capital improvement projects. The majority of those sidewalks were considered ADA compliant, including width, slope, condition, access, and warning indicators. Sidewalks of “Fair” condition had not been upgraded or rehabilitated, but were generally in acceptable condition to be utilized by pedestrians. The majority of those sidewalks require minor upgrades to become ADA compliant, including widening, removal of obstructions, and installation of warning strips on curb ramps. There were no sidewalks considered to be in “Very Bad” condition. However, sidewalks evaluated as in “Poor” condition were noted for upgrading and improving by full removal and replacement as part of future capital improvement projects.

In March 2012, City staff conducted an assessment of City sidewalks based on ADA compliance factors (e.g. slope of 2% or less, width of 5 feet or more, and obstructions to travel paths). The sidewalks were listed by street and categorized as either “Compliant”, “Non-Compliant”, or “Not Applicable” (meaning the streets contained no sidewalks). As part of the assessment, sidewalks with “Good” conditions may have been listed as “Non-Compliant” based on minor ADA compliance considerations.

Curb ramps and driveways were also evaluated as part of the sidewalk assessment. Curb ramps were evaluated for ADA compliance, including slope and warning indicators (truncated domes). Driveways were evaluated for slope, ramps, and warning indicators. Curb ramps and driveways along “Non-Compliant” street sidewalks were also considered “Non-Compliant”, and were considered for potential improvement and upgrading.

Utilizing this information, a City consultant evaluated each “Non-Compliant” street to inventory existing sidewalks, ramps, and driveways in need of potential improvement and upgrading. Assuming a worst-case scenario, all sidewalks, ramps, and driveways along “Non-Compliant” streets were assumed to be in need of improving and upgrading, and were included in the inventory. This improving and upgrading could range from widening sidewalks 1 foot and installing warning strips to fully replacing sidewalk and curb ramps depending on the condition. The inventory results are provided in Table 1 (next page).

The inventory allowed further evaluations and production of a cost estimate for improvements need to upgrade all ramps, sidewalk, and driveways. Curb ramps inventoried included ramps at all driveways, intersections, MARTA accesses, and curb cuts. Driveways inventoried included commercial, residential, and large parking lot driveways.

Table 1: Potentially Non-Compliant Sidewalk, Driveway, & Ramp Inventory			
STREET	SIDEWALKS (LINEAR FEET)	CURB RAMPS (EACH)	DRIVEWAYS (EACH)
Arnold Street	500	8	3
Atlanta Avenue	2,700	23	9
Birch Street	1,300	49	23
Central Park Drive	2,650	90	45
Chestnut Street	1,050	14	5
Claire Drive	1,450	7	1
Coleman Street	400	6	3
College Street	1,650	17	6
Colville Avenue	250	7	4
Custer Street	2,650	48	18
Dearborn Plaza	270	1	1
Dogwood Drive/US 41	3,100	165	36
Dorsey Road	850	19	9
Elkins Street	1,950	28	10
Estelle Street	1,050	28	12
Fifth Street	150	3	0
Forrest Avenue	500	8	3
Forrest Hills Drive	250	0	0
Georgia Avenue	1,650	15	6
Grady Place	400	4	1
Grove Circle	700	21	11
Hamilton Avenue	400	6	3
Harding Avenue	1,700	40	16
Henry Ford II Boulevard	1,200	14	6
Hope Street	1,200	30	17
International Boulevard	1,200	14	6
Jackson Street	2,250	45	22
King Arnold Street	5,250	101	46
Lake Drive	3,500	95	45
Lavista Drive	200	1	0
Lilly Street	150	1	0
Maple Street	1,450	48	24
Margaret Street	750	11	1
Marina Street	900	2	7
Meadow Road	350	1	0

Table 1: Potentially Non-Compliant Sidewalk, Driveway, And Curb Ramp Inventory (Continued)			
STREET	SIDEWALKS (LINEAR FEET)	CURB RAMPS (EACH)	DRIVEWAYS (EACH)
Moreland Way	1,900	50	24
Mount Zion Road	2,800	64	29
Myrtle Street	2,450	82	42
Norman Berry Drive	1,300	7	3
North Avenue	4,900	132	65
North Central Avenue	5,300	141	52
North Central Avenue Ext.	650	7	3
North Fulton Avenue	1,600	67	16
North Whitney Avenue	3,100	70	36
Oak Drive	3,500	76	39
Oak Street	100	2	0
Oakdale Road	950	28	11
Old Jonesboro Road	2,000	55	23
Orchard Street	1,350	33	15
Parkview Place	680	12	5
Parkway Drive	1,350	7	4
Perkins Court	1,000	10	5
Rainey Avenue	1,800	46	19
Russell Street	1,500	28	17
Scout Street	950	6	0
Sherman Road	150	4	1
Sims Street	2,000	50	26
South Central Avenue	3,850	54	18
South Fulton Avenue	1,700	9	4
South Whitney	300	1	0
Spring Street	600	16	7
Springhaven Avenue	1,250	8	2
Stillwood Drive	1,800	23	9
Sunset Avenue	500	6	3
Sylvan Road	2,550	30	8
Union Avenue	1,850	31	10
Victoria Lane	50	1	0
Walnut Street	2,000	62	30
Wheeler Street	900	23	17
Willingham Drive	2,150	8	2
Woodrow Avenue	1,700	39	15
TOTAL	108,500	2,258	959

2.2.2 Public Facility Assessment

In 2012, City staff conducted an assessment of City-owned and maintained buildings and parks. The facilities were assessed for wheelchair and disabled accessibility to determine ADA compliant and non-compliant facilities, and to identify potential areas of improvement. Between 2012 and 2018, facilities were reassessed and several of the ADA deficiencies noted in the 2012 assessment have been resolved. The facility assessment results are provided in Tables 2 and 3 (below).

Table 2: City Facility Assessment - Buildings	
BUILDINGS	ADA CONDITIONS/ASSESSMENT
City Hall and Annex (Central Cashiering)	Constructed: 1948
	Last Updated: N/A
	Recent Improvements: N/A
	Needed Improvements:
	- Automatic opening doors at City Hall entrance - Automatic flushing devices in selected bathrooms - Lowered counters for front desk public access - Upgrade various signs in public areas
	Comments: N/A
Community Service Building	Constructed: 1976
	Last Updated: 2018
	Recent Improvements:
	- Installed automatic opening door - Installed ADA accessible parking - Upgraded various signs in public areas
	Needed Improvements:
	Automatic flushing devices in selected bathrooms
	Comments: N/A
Public Works Shop	Constructed: 1940's
	Last Updated: N/A
	Recent Improvements: N/A
	Needed Improvements: N/A
	Comments: City employee access only; no public access.
Fire Station No. 1	Constructed: 1948
	Last Updated: N/A
	Recent Improvements: N/A
	Needed Improvements: N/A
	Comments: City employee access only; no public access.
Fire Station No. 2	Constructed: 1969
	Last Updated: N/A
	Recent Improvements: N/A
	Needed Improvements: N/A
	Comments: City employee access only; no public access.

Table 2: City Facility Assessment – Buildings (Continued)	
BUILDINGS	ADA CONDITIONS/ASSESSMENT
Scout Hut Facility	Constructed: 1960-1970's
	Last Updated: 2009
	Recent Improvements: N/A
	Needed Improvements:
	• Automatic opening doors
	Comments: N/A
Parks Shop	Constructed: 2001
	Last Updated: N/A
	Recent Improvements: N/A
	Needed Improvements: N/A
	Comments: City employee access only; no public access.
Parks Concession	Constructed: 2001
	Last Updated: N/A
	Recent Improvements: N/A
	Needed Improvements:
	• Automatic flushing devices in selected bathrooms • Upgrade various signs in public areas
	Comments: N/A
Train Depot	Constructed: Prior to 1900
	Last Updated: 2012
	Recent Improvements:
	• Installed ADA accessible parking • Installed wheelchair accessible ramps and handrails
	Needed Improvements:
	• Automatic flushing devices in selected bathrooms • Automatic opening doors • Upgrade various signs in public areas
Police Station and Courthouse	Constructed: 1990
	Last Updated: 2018
	Recent Improvements:
	• Installed automatic opening doors
	Needed Improvements:
	• Automatic flushing devices in selected bathrooms
Jess Lucas “Y” Teen Facility	Constructed: 2001
	Last Updated: N/A
	Recent Improvements: N/A
	Needed Improvements:
	• Automatic flushing devices in selected bathrooms
	Comments: N/A

Table 2: City Facility Assessment – Buildings (Continued)	
BUILDINGS	ADA CONDITIONS/ASSESSMENT
Hoyt Smith Center	Constructed: 1949
	Last Updated: 2018
	Recent Improvements:
	Installed automatic opening doors
	Needed Improvements:
	Automatic flushing devices in selected bathrooms
	Comments: N/A
Christ’s Church	Constructed: 1895
	Last Updated: 2010
	Recent Improvements: N/A
	Needed Improvements: N/A
	Comments: Relocated in 2010.
Christ’s Church Carriage House	Constructed: 2011
	Last Updated: N/A
	Recent Improvements: N/A
	Needed Improvements: N/A
	Comments: Facility is new and meets ADA requirements.
Economic Development Building	Constructed: 1960’s
	Last Updated: 2005
	Recent Improvements: N/A
	Needed Improvements:
	- Automatic opening doors - Automatic flushing devices in selected bathrooms
	Comments: N/A

Table 3: City Facility Assessment - Parks	
BUILDINGS	ADA CONDITIONS/ASSESSMENT
Jess Lucas “Y” Teen Park	Constructed: 2001
	Last Updated: 2011
	Recent Improvements: N/A
	Needed Improvements:
	- Upgrade and pave walking track surfaces for wheelchair accessibility - Install and improve wheelchair accessible ramp entrances to park
	Comments: Gazebo, playground, restroom, carriage house, and covered benches are all handicapped accessible.
Master Park	Constructed: N/A
	Last Updated: N/A
	Recent Improvements:
	Upgraded and paved trail system for entire park to meet ADA standards
	Needed Improvements: N/A
	Comments: N/A

Table 3: City Facility Assessment – Parks (Continued)	
BUILDINGS	ADA CONDITIONS/ASSESSMENT
Tommy Morris Sports Complex	Constructed: N/A
	Last Updated: 2012
	Recent Improvements: N/A
	Needed Improvements:
	• Install wheelchair access ramp to park • Pave and improve trails and sidewalks • Install wheelchair access ramps to tennis courts and volleyball
	Comments: N/A
Moreland Park	Constructed: N/A
	Last Updated: 2012
	Recent Improvements: N/A
	Needed Improvements:
	• Install wheelchair ramp access to playground from sidewalk
	Comments: N/A
Lake Park	Constructed: N/A
	Last Updated: N/A
	Recent Improvements: N/A
	Needed Improvements:
	• Install sidewalk wheelchair ramp access to park
	Comments: N/A
Cofield Park	Constructed: N/A
	Last Updated: N/A
	Recent Improvements: N/A
	Needed Improvements:
	• Install wheelchair access ramp to park • Regrade park area to lessen slopes for access to picnic tables • Install ADA compliant walking track entrance ramp • Pave and grade walking tracks for ADA accessibility
	Comments: N/A

2.2.3 Streets and Audible Signals

In 2012, the City’s consultant identified potential intersections for audible signal installations. Intersections that could potentially benefit from audible signals include intersections with traffic signals and crosswalks. As of 2018, there are no audible signals installed within the City limits. Table 4 (next page) contains a list of intersections that could potentially benefit from audible signal installations.

Table 4: Intersections for Potential Audible Signal Installations

INTERSECTIONS
Virginia Avenue and South Central Avenue
South Central Avenue and Atlanta Avenue
North Central Avenue and North Fulton Avenue
Virginia Avenue and International Boulevard
Virginia Avenue and Rainey Avenue
Virginia Avenue and Oakridge Avenue
Virginia Avenue and Doug Davis Drive
Doug Davis Drive and Atlanta Avenue
North Central Avenue and Sunset Avenue
North Avenue and Dogwood Drive
King Arnold Street and North Fulton Avenue
King Arnold Street and Dogwood Drive

The City proposes to only install audible signals only upon request. If a request to install audible signals is received, the City will defer seven curb ramps in the fiscal year to adjust the budget to include the installation of the requested features. Installation of audible signals is estimated at \$5,000 per intersection. The lifespan of each audible signal is estimated at approximately 5 years before requiring replacement.

3. COST ESTIMATE

3.1 Sidewalk, Curb Ramps, and Driveway Cost Estimate

A cost estimate has been developed to evaluate the cost of repairing and/or replacing sidewalk, curb ramps, and driveways on streets not in compliance with ADA standards; see Table 1. The severity of replacements and repairs necessary varies significantly from street to street.

Sidewalk repair or replacement estimates can range from \$5 per linear foot for installing a 1 foot width extension to \$30 per linear foot for removing and replacing sidewalks entirely. Additional costs for utility pole relocations (estimated at \$8,000 per pole), fire hydrant relocations (estimated at \$1,500 per hydrant), concrete/brick/stone wall removal and replacement (estimate at \$70 per foot), and fence relocations (estimated at \$20 per foot), required to provide additional sidewalk widths, can increase the sidewalk widening and replacement cost estimates even further.

Curb ramp repair and replacement estimates can range from \$100 per ramp for installing truncated dome warning indicators to \$800 per ramp for a complete removal and replacement of curb ramps. Likewise, driveway cost estimates can vary depending on the driveway involved. Commercial driveways are estimated at \$4,000 each, residential driveways at \$2,000 each, and long length, parking lot access driveways at \$6,000 each.

In consideration of all these factors, an accurate estimate is not possible without analyzing each specific street in detail. These detailed analyses will occur at the time of budgeting for capital improvements for each street. However, to provide an estimate for scheduling and prioritizing purposes, a cost estimate has been provided for the non-compliant streets in Table 5 (next page). The cost estimate assumes that “Good” and “Fair” condition streets on the Sidewalk Condition Inventory will require only truncated dome warning indicators to be installed on ramps, 1 foot width

additions to sidewalks, and associated utility and fence/wall relocations. It is assumed that all drives are acceptable for “Good” and “Fair” condition streets. However, it is also assumed that “Poor” streets will require a full rehabilitation, including removal and replacement of all sidewalk, drives, and ramps, including relocation of utilities and fences/walls. If an ADA improvement has been completed to one of the deficient sidewalk sections between the initial assessment in 2012 and current 2018 assessment, the year of the improvement completion has been provided.

Table 5: Sidewalk, Driveway, and Ramp Improvement Cost Estimate			
STREET	CONDITION	ESTIMATED COST	YEAR IMPROVEMENT COMPLETED
Arnold Street	Poor	\$47,000	N/A
Atlanta Avenue	1/3 Good, 1/3 Fair, 1/3 Poor	\$210,000*	2019 (currently under construction)
Birch Street	Fair	\$48,000	N/A
Central Park Drive	Good	\$28,000	N/A
Chestnut Street	1/2 Good, 1/2 Poor	\$81,000	N/A
Claire Drive	Fair	\$72,000	N/A
Coleman Street	Poor	\$37,000	N/A
College Street	3/4 Good, 1/4 Poor	\$151,000	N/A
Colville Avenue	Good	\$33,000	N/A
Custer Street	Fair	\$168,000	N/A
Dearborn Plaza	Poor	\$82,000	N/A
Dogwood Drive/US 41	1/4 Good, 1/2 Fair, 1/4 Poor	\$962,000*	2018
Dorsey Road	Fair	\$35,000	N/A
Elkins Street	1/2 Good, 1/2 Fair	\$53,000	N/A
Estelle Street	Fair	\$60,000	N/A
Fifth Street	Fair	\$1,000	N/A
Forrest Avenue	1/2 Fair, 1/2 Poor	\$17,000	N/A
Forrest Hills Drive	Fair	\$14,000	N/A
Georgia Avenue	Poor	\$113,000	N/A
Grady Place	Fair	\$31,000	N/A
Grove Circle	Fair	\$8,000	N/A
Hamilton Avenue	Good	\$5,000	N/A
Harding Avenue	1/2 Fair, 1/2 Poor	\$134,000	N/A
Henry Ford II Boulevard	Fair	\$98,000	N/A
Hope Street	Poor	\$163,000	N/A
International Boulevard	2/3 Good, 1/3 Fair	\$31,000	N/A
Jackson Street	Fair	\$143,000	N/A
King Arnold Street	1/4 Good, 1/2 Fair, 1/2 Poor	\$536,000	N/A
Lake Drive	1/3 Fair, 2/3 Poor	\$488,000	N/A
Lavista Drive	Fair	\$17,000	N/A
Lilly Street	Fair	\$1,000	N/A
Maple Street	Fair	\$123,000	N/A
Margaret Street	Fair	\$74,000	N/A
Marina Street	Fair	\$40,000	N/A

Table 5: Sidewalk, Driveway, and Ramp Improvement Cost Estimate (Continued)

STREET	CONDITION	ESTIMATED COST	YEAR IMPROVEMENT COMPLETED
Meadow Road	Fair	\$18,000	N/A
Moreland Way	1/3 Good, 2/3 Fair	\$168,000	N/A
Mount Zion Road	Fair	\$190,000	N/A
Myrtle Street	Fair	\$175,000	N/A
Norman Berry Drive	Fair	\$13,000	N/A
North Avenue	Mostly Fair	\$587,000	2014
North Central Avenue	1/3 Good, 1/3 Fair, 1/3 Poor	\$826,000*	2015
North Central Avenue Ext.	Fair	\$12,000	N/A
North Fulton Avenue	2/3 Fair, 1/3 Poor	\$468,000*	2015
North Whitney Avenue	1/2 Good, 1/2 Fair	\$198,000	N/A
Oak Drive	Fair	\$335,000	N/A
Oak Street	Fair	\$9,000	N/A
Oakdale Road	Good	\$108,000	N/A
Old Jonesboro Road	Fair	\$196,000	N/A
Orchard Street	Fair	\$60,000	N/A
Parkview Place	Good	\$5,000	N/A
Parkway Drive	Fair	\$53,000	N/A
Perkins Court	2/3 Good, 1/3 Poor	\$103,000	N/A
Rainey Avenue	Fair	\$105,000	N/A
Russell Street	Poor	\$160,000	N/A
Scout Street	1/4 Good, 3/4 Fair	\$30,000	N/A
Sherman Road	Good	\$27,000	N/A
Sims Street	Fair	\$141,000	N/A
South Central Avenue	Mostly Good	\$300,000	N/A
South Fulton Avenue	1/3 Good, 2/3 Fair	\$73,000	N/A
South Whitney Avenue	Fair	\$1,000	N/A
Spring Street	Fair	\$22,000	N/A
Springhaven Avenue	Poor	\$106,000	N/A
Stillwood Drive	Poor	\$197,000	N/A
Sunset Avenue	Fair	\$11,000	N/A
Sylvan Road	1/2 Fair, 1/2 Poor	\$268,000	N/A
Union Avenue	Mostly Poor	\$208,000	N/A
Victoria Lane	Fair	\$1,000	N/A
Walnut Street	1/2 Fair, 1/2 Poor	\$191,000	N/A
Wheeler Street	Fair	\$54,000	N/A
Willingham Drive	Fair	\$35,000	N/A
Woodrow Avenue	Fair	\$163,000	N/A

TOTAL**\$7,255,000**

**Projects that have been completed or that are currently under construction are excluded from the total improvement cost estimate*

The total cost estimate for rehabilitating all sidewalks, drives, and ramps within the city limits of Hapeville is \$7,255,000. However, given a more detailed analysis during preliminary engineering and design phases for capital improvement projects, the cost could be significantly reduced for each street.

3.2 Public Facility Cost Estimate

A cost estimate has been developed for renovating City-owned buildings and parks not currently in compliance with ADA standards. The cost estimate, in Table 6 (below), contains approximate amounts for updating the facilities' bathrooms, doors, access, parking, sidewalks, trails, signage, and counter access. Similarly to the sidewalks, ramps, and driveways evaluation, each facility will require a detailed review and cost estimate as part of preliminary engineering and design as part of capital improvement projects. Upon further, more detailed evaluation, the cost for improving each facility could be decreased significantly.

Table 6: Building and Park Improvement Cost Estimate		
BUILDINGS/PARKS AND IMPROVEMENTS	ESTIMATED UNIT PRICE	ESTIMATED TOTAL COST
City Hall and Annex		
• 1 Single Auto-Opening Door	\$4,000	\$4,000
• 5 Auto-Flushing Toilets	\$700	\$3,500
• Lowered Front Counter (6 LF)	\$100	\$600
• Upgrade Signs (5 total)	\$40	\$200
	Subtotal	\$8,300
Community Services Building		
• 2 Auto-Flushing Toilets	\$700	\$1,400
	Subtotal	\$1,400
Scout Hut Facility		
• 1 Double Auto-Opening Door	\$7,000	\$7,000
	Subtotal	\$7,000
Parks Concession		
• 2 Auto-Flushing Toilets	\$700	\$1,400
• Upgrade Signs (5 total)	\$40	\$200
	Subtotal	\$1,600
Train Depot		
• 1 Single Auto-Opening Door	\$4,000	\$4,000
• 2 Auto-Flushing Toilets	\$700	\$1,400
• Upgrade Signs (5 total)	\$40	\$200
	Subtotal	\$5,600
Police Station and Courthouse		
• 2 Auto-Flushing Toilets	\$700	\$1,400
	Subtotal	\$1,400

Table 6: Building and Park Improvement Cost Estimate (Continued)		
BUILDINGS/PARKS AND IMPROVEMENTS	BUILDINGS/PARKS AND IMPROVEMENTS	BUILDINGS/PARKS AND IMPROVEMENTS
Jess Lucas “Y” Teen Facility and Park		
• 4 Auto-Flushing Toilets	\$700	\$2,800
• Pave Approx. 200 LF of paths	\$20	\$4,000
• 2 Curb Ramps for park access	\$800	\$1,600
	Subtotal	\$8,400
Hoyt Smith Center		
• 6 Auto-Flushing Toilets	\$700	\$4,200
	Subtotal	\$4,200
Economic Development Building		
• 1 Single Auto-Opening Door	\$4,000	\$4,000
• 1 Auto-Flushing Toilet	\$700	\$700
	Subtotal	\$4,700
Tommy Morris Sports Complex		
• Pave Approx. 50 LF of paths	\$20	\$1,000
• 1 Curb Ramp for park access	\$800	\$800
• 2 Medium Size Ramps to Tennis Court and Volley Ball Court	\$5,000	\$10,000
	Subtotal	\$11,800
Moreland Park		
• 1 Curb Ramp for park access	\$800	\$800
	Subtotal	\$800
Lake Park		
• 1 Curb Ramp for park access	\$800	\$800
	Subtotal	\$800
Cofield Park		
• Pave Approx. 400 LF of paths	\$20	\$8,000
• Regrade Park for Access	\$15,000	\$15,000
• 1 Large Size Ramp Access	\$15,000	\$15,000
	Subtotal	\$38,000
	TOTAL	\$94,000

3.3 Funding Plan

The City has utilized several sources for funding the necessary sidewalk, ramp, and driveway improvements, including but not limited to, the General Fund, CDBG funding, LCI project funding, TE project funding, MARTA offset funding, GDOT funding, HAT funding, and other funding and grant programs.

As required through the Code of Ordinances and development regulations, all new or renovated buildings and facilities will require sidewalk and facilities that are ADA compliant. As a result,

many additional locations throughout the City may become ADA compliant through future development and re-development.

The City anticipates supplementing government funding and grants with City financial contributions to sidewalk, driveway, and ramp improvements through the City's General Fund. Repairs of damaged sidewalks and upgrading of ramps within public right-of-ways inside the city limits shall be funded through the General Fund as necessary.

4. PUBLIC OUTREACH PROGRAM

4.1 Public Outreach Program

The goal of the City's ADA public outreach program is to further involve the community in the process of upgrading the City facilities to be ADA compliant. Citizens are encouraged to identify public facilities and areas of concern that do not currently have handicapped accessibility. The City's ADA Transition Plan Implementation Coordinator is the public point of contact for ADA compliance related topics. Citizens can contact the coordinator and notify him/her of handicapped inaccessible areas identified throughout the City.

The City has made the ADA Transition Plan available to the public for review and comments on the City's website www.hapeville.org.

The City will use results collected from the outreach program to prioritize areas that require the most urgent attention. Community input will serve as a vital tool in upgrading the City's facilities.

4.2 Public Notice of ADA Requirements and Grievance Procedure

Under the Americans with Disabilities Act, each agency is required to publish its responsibilities with regard to ADA compliance. A draft of this public notice is provided in Appendix B. If users of the City of Hapeville facilities and services believe the City has not provided a reasonable accommodation, they have the right to file a grievance. In accordance with [28 CFR Sec. 35.107\(b\)](#), the City has developed a grievance procedure for the purpose of the prompt and equitable resolution of citizens' complaints or concerns. This grievance procedure is outlined in Appendix B.

5. PRIORITIZATION AND SCHEDULING

5.1 Prioritization

City-owned buildings and parks are used by the general public on a daily basis. Therefore, those facilities will be given top priority for improvements. Upgrades to those facilities will have the greatest impact and most immediate benefit to the community.

Secondary priority, after buildings and parks, shall be given to improvements to sidewalks, drives, and ramps within City right-of-ways for major thoroughfares. Priority shall be given to routes that provide access to major commercial areas, schools, parks, and public facilities. Such routes will contain the highest volume of pedestrian traffic.

Third priority, after major thoroughfares, shall be given to improvements of sidewalks, drives, and ramps within City right-of-ways along secondary streets, primarily within residential neighborhoods. It is anticipated that pedestrian traffic will be far less for these lower volume areas. However, priority shall be given to residential areas having a known senior citizen and disabled persons population, and priority shall be given to residential areas identified by citizens for improvement as part of the public outreach program.

5.2 Current and Pending Projects

The City is currently involved in upgrades and improvements to several streets within public right-of-ways. These projects shall be completed within the next year and shall address ADA compliance within those corridors. The projects are listed in Table 7 (below).

Table 7: Current and Pending Improvement Projects		
PROJECT/STREET	FUNDING	START/FINISH DATES
Loop Road Streetscape Project	Federal Aid	September 2018 – October 2019
Railroad Corridor Improvements Project (South Central and North Central Avenues)	Federal Aid	December 2010 – May 2019

5.3 Prioritized Areas/Scheduling

If the City is unable to procure additional grant and government funding to improve the remaining buildings, parks, and facilities within right-of-ways after 2019, the improvements will need to be funded through the City's General Fund. It is reasonable to assume the City can only fund a maximum of about \$175,000 per year out of the annual budget to address the necessary improvements. In consideration of this, the improvements would likely need to be scheduled over the subsequent 35 years; until year 2055. Table 8 provides an approximate schedule for the remaining improvements, (2020-2055).

Table 8: Proposed Schedule of Facility Upgrades		
FISCAL YEAR	STREET/FACILITY	ESTIMATED COST
2020	City Buildings/Parks	\$94,000
	Old Jonesboro Road (Part 1)	\$81,000
2021	Old Jonesboro Road (Part 2)	\$115,000
	Atlanta Avenue (Part 1)	\$36,000
2022	Atlanta Avenue (Part 2)	\$174,000
2023	Oak Drive (Part 1)	\$175,000
2024	Oak Drive (Part 2)	\$160,000
	Mount Zion Road (Part 1)	\$15,000
2025	Mount Zion Road (Part 2)	\$175,000
2026	Sylvan Road (Part 1)	\$175,000

Table 8: Proposed Schedule of Facility Upgrades (Continued)		
FISCAL YEAR	STREET/FACILITY	ESTIMATED COST
2027	Sylvan Road (Part 2)	\$93,000
	Claire Drive	\$72,000
	Grove Circle	\$8,000
2028	Rainey Avenue	\$105,000
	Marina Street	\$40,000
	International Boulevard	\$31,000
2029	Henry Ford II Boulevard	\$98,000
	Margaret Street	\$74,000
2030	South Whitney Avenue	\$1,000
	Custer Street	\$168,000
	Hamilton Avenue	\$5,000
2031	Parkway Drive	\$53,000
	Coleman Street	\$37,000
	Scout Street	\$30,000
	Elkins Street	\$53,000
2032	Estelle Street	\$60,000
	Orchard Street	\$60,000
	Wheeler Street	\$54,000
2033	Harding Avenue	\$134,000
	Sherman Road	\$27,000
	Norman Berry Drive	\$13,000
2034	Meadow Road	\$18,000
	Spring Street	\$22,000
	Sunset Avenue	\$11,000
	Perkins Court	\$103,000
	Oak Street	\$9,000
	North Central Avenue Ext.	\$12,000
2035	North Whitney (Part 1)	\$176,000
2036	North Whitney (Part 2)	\$22,000
	South Fulton Avenue	\$73,000
	Chestnut Street	\$81,000
2037	Union Avenue (Part 1)	\$175,000
2038	Union Avenue (Part 2)	\$33,000
	Sims Street	\$141,000
2039	College Street	\$151,000
	Forrest Avenue	\$17,000
	Parkview Place	\$5,000
2040	Georgia Avenue	\$113,000
	Colville Avenue	\$33,000
	Central Park Drive	\$28,000
2041	Stillwood Drive (Part 1)	\$175,000
2042	Stillwood Drive (Part 2)	\$22,000
	Walnut Street (Part 1)	\$153,000

Table 8: Proposed Schedule of Facility Upgrades (Continued)		
FISCAL YEAR	STREET/FACILITY	ESTIMATED COST
2043	Walnut Street (Part 2)	\$38,000
	Grady Place	\$31,000
	Springhaven Avenue	\$106,000
2044	Lake Drive (Part 1)	\$175,000
2045	Lake Drive (Part 2)	\$175,000
2046	Lake Drive (Part 3)	\$138,000
	Hope Street (Part 1)	\$37,000
2047	Hope Street (Part 2)	\$126,000
	Birch Street	\$48,000
2048	Oakdale Road	\$108,000
	Russell Street (Part 1)	\$67,000
2049	Russell Street (Part 2)	\$93,000
	Dearborn Plaza	\$82,000
2050	Myrtle Street	\$175,000
2051	Moreland Way	\$168,000
	Woodrow Avenue (Part 1)	\$7,000
2052	Woodrow Avenue (Part 2)	\$156,000
	Lavista Drive	\$17,000
2053	Jackson Street	\$143,000
	Forrest Hills Drive	\$14,000
	Maple Street (Part 1)	\$18,000
2054	Maple Street (Part 2)	\$105,000
	Willingham Drive	\$35,000
	Dorsey Road	\$35,000
2055	Arnold Street	\$47,000
	Fifth Street	\$1,000
	Lilly Street	\$1,000
	Victoria Lane	\$1,000

Due to current economic variables, the time frame for completing the ADA Transition Plan could increase or decrease. If the City is able to procure additional grant and government funding each fiscal year, it is likely the timeframe could be reduced by several years. However, if grant and government funding does not continue and the current reduced revenues continue for several more years, the timeframe may require an extension.

City representatives will evaluate the ADA Transition Plan progress each year. Should significant variations in the schedule, cost estimates, requirements, or funding occur over a period of several years; City representatives will update the ADA Transition Plan accordingly to reflect the changes.

City representatives will evaluate all city-owned facilities (buildings and parks), sidewalks, crosswalks, and driveways within the City's limits on an annual basis to verify that ADA compliance is maintained for features that are currently within compliance. Any feature that is found to be out of compliance will be documented and resolved.

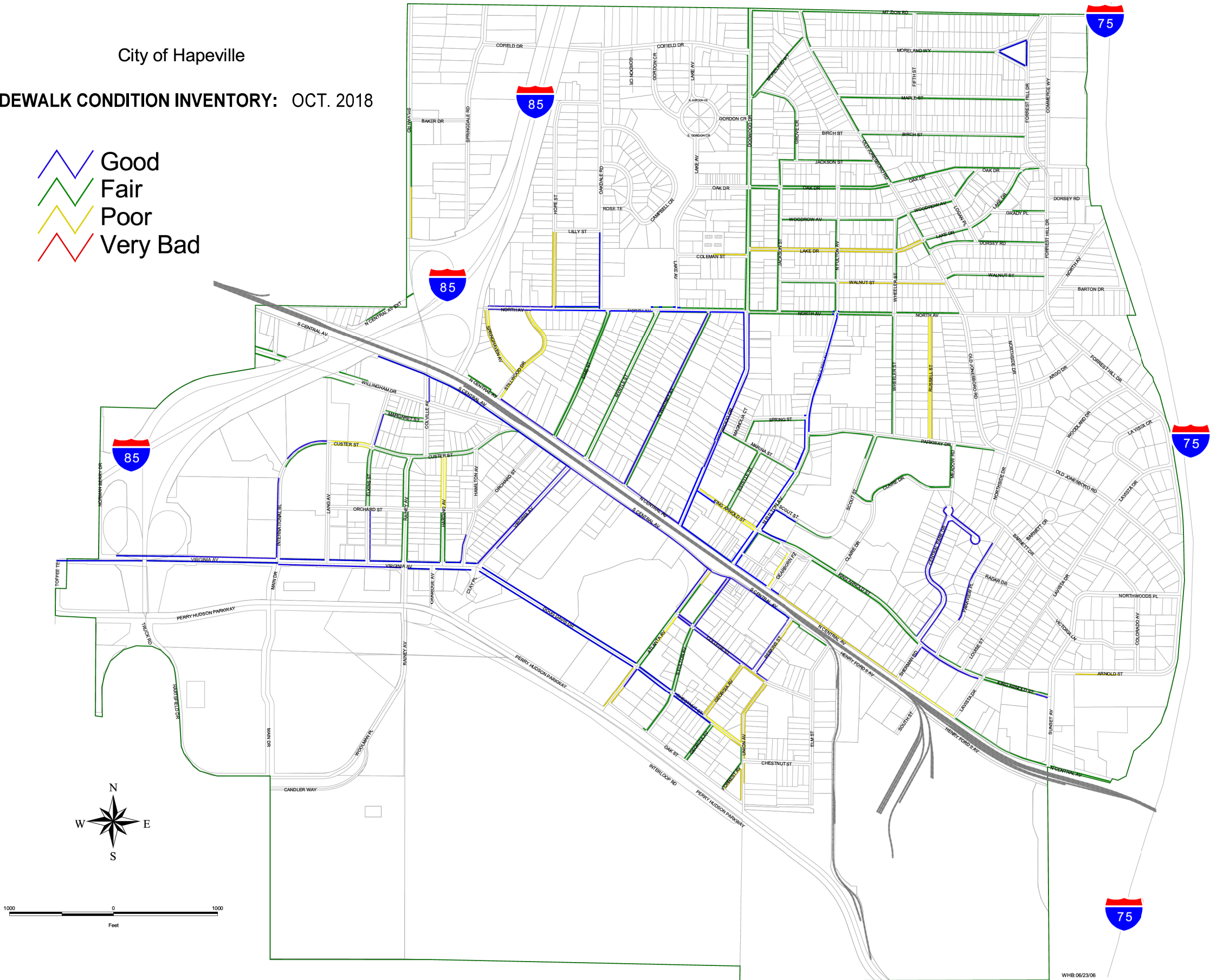
APPENDIX A

SIDEWALK CONDITION INVENTORY

City of Hapeville

SIDEWALK CONDITION INVENTORY: OCT. 2018

- Good
- Fair
- Poor
- Very Bad



APPENDIX B
PUBLIC NOTICE OF ADA
REQUIREMENTS AND GREIVANCE
PROCEDURE

PUBLIC NOTICE OF ADA REQUIREMENTS AND GREIVANCE PROCEDURE

As required by the Americans with Disabilities Act, the City of Hapeville has posted the following notice outlining its responsibilities with regard to ADA compliance.

Public Notice

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990, the City of Hapeville will not discriminate against qualified individuals on the basis of disability in the City's services, programs or activities.

Employment:

The City of Hapeville 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 Americans with Disabilities Act (ADA).

Effective Communication:

The City will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in the City's 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.

Modifications to Policies and Procedures:

The City will make all reasonable modifications to policies and procedures to ensure that people with disabilities have an equal opportunity to enjoy all City programs, services and activities. For example, individuals with service animals are welcomed in City offices, 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 a City program, service or activity, should contact the office of the ADA Coordinator as soon as possible but no later than 48 hours before the scheduled event.

The ADA does not require the City to take any action that would fundamentally alter the nature of its programs or services, or impose an undue financial or administrative burden.

The City 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.

Requests for Accessibility Improvements:

The City will consider and respond to all accessibility improvement requests. All accessibility improvements that are deemed reasonable will be scheduled consistent with transportation

priorities. The City will coordinate with external agencies to ensure that all new or altered pedestrian facilities within the City jurisdiction are ADA compliant to the maximum extent feasible.

Maintenance of pedestrian facilities within the public rights-of-way will continue to follow the policies set forth by the City. Examples of typical maintenance items relating to accessibility include: sidewalk repairs, renewal of crosswalk markings, and ADA ramp maintenance. Requests for accessibility improvements can be submitted to the ADA Transition Plan Implementation Coordinator.

Grievance Procedure

This grievance procedure is established to meet the requirements of the Americans with Disabilities Act of 1990 (ADA). It may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the provision of service, activities, programs, or benefits by the City of Hapeville Mayor and Council. The City of Hapeville Personnel Policies and Procedures govern employment related complaints of disability discrimination. The application form is included. Grievances should be filed with the ADA Coordinator at:

City of Hapeville
Community Services Department
3474 North Fulton Avenue
Hapeville, Georgia 30354

The Grievance Procedure consists of the following:

1. A complaint should be filed in writing (but can be submitted in alternate format due to the needs on an individual's disability), containing the name and address of the person filing it, and briefly describing the alleged violation of the regulations or discriminatory act.
2. A complaint should be filed within 30 calendar days after the complainant becomes aware of the alleged violation. Complaints for alleged violations prior to the adoption of this plan shall be determined on a case by case basis by the ADA Coordinator.
3. An investigation, as may be appropriate, will follow the filing of a complaint and will be conducted by the City's ADA Coordinator. Technical and legal expertise will be consulted as needed. A thorough investigation will be conducted, affording all interested parties and their representatives a chance to submit evidence relevant to the complaint.
4. The City's ADA Coordinator, or his designee, will provide a written report to the City Manager of the complaint. This will include a recommendation on the appropriate way to respond to the complaint.
5. The Mayor and Council will determine which action, if any, the City of Hapeville will take.

6. The City's ADA Coordinator will maintain the files and records relating to all ADA Coordinator will maintain the files and records relating to all ADA grievances/complaints filed.
7. The right of a person to a prompt and equitable resolution of the complaint filed thereunder will not be impaired by the person's pursuit of other remedies such as the filing of an ADA complaint with the responsible federal department or state department or agency. This grievance process is not a prerequisite to the pursuit of other remedies.
8. These rules will be construed to protect the substantive rights of interested persons to meet appropriate due process standards, and to assure the City of Hapeville complies with the ADA and implementing regulations.

This information can be made available in an alternate format and the grievance can be submitted in an alternate format.

APPENDIX C
ADA COORDINATOR CONTACT
INFORMATION

ADA Transition Plan Implementation Coordinator

Name: Lee Sudduth

Job Title: Director of Community Services

Office Address: 3474 North Fulton Avenue, Hapeville, Georgia 30354

Phone: 404-669-2120

E-mail: lsudduth@hapeville.org

Attended GDOT ADA Training: March 14, 2018



APPENDIX D

AGENCY ADA DESIGN STANDARDS AND PROCEDURES

Hapeville ADA Design Procedures

Intersection Corners

Curb ramps or blended transitions will attempt to be constructed or upgraded to achieve compliance within all capital improvement projects. There may be limitations which make it technically infeasible for an intersection corner to achieve full accessibility within the scope of any project. Those limitations will be noted and those intersection corners will remain on the transition plan. As future projects or opportunities arise, those intersection corners shall continue to be incorporated into future work. Regardless on if full compliance can be achieved or not, each intersection corner shall be made as compliant as possible in accordance with the judgment of City staff.

Sidewalks / Trails

Sidewalks and trails will attempt to be constructed or upgraded to achieve compliance within all capital improvement projects. There may be limitations which make it technically infeasible for segments of sidewalks or trails to achieve full accessibility within the scope of any project. Those limitations will be noted and those segments will remain on the transition plan. As future projects or opportunities arise, those segments shall continue to be incorporated into future work. Regardless on if full compliance can be achieved or not, every sidewalk or trail shall be made as compliant as possible in accordance with the judgment of City staff.

Traffic Control Signals

Traffic control signals will attempt to be constructed or upgraded to achieve compliance within all capital improvement projects. There may be limitations which make it technically infeasible for individual traffic control signal locations to achieve full accessibility within the scope of any project. Those limitations will be noted and those locations will remain on the transition plan. As future projects or opportunities arise, those locations shall continue to be incorporated into future work. Regardless on if full compliance can be achieved or not, each traffic signal control location shall be made as compliant as possible in accordance with the judgment of City staff.

Other policies, practices and programs

Policies, practices and programs not identified in this document will follow the applicable ADA standards.

Hapeville ADA Design Standards

The City of Hapeville complies with the design standards established by the Georgia Department of Transportation (GDOT).