Public Rights-of-Way
ADA Self-Evaluation
Summary of Findings

April 2024

Prepared by:

cole

1. Introduction

The City of Ozark is a part of the Springfield Metro area located in Greene and Christian Counties, Missouri. The City takes pride in providing access to its many community assets through its connected sidewalk network, pedestrian and bike trails, and on-street parking facilities. In an effort to improve access for all, the City has evaluated some of its pedestrian facilities in the public rights-of-way, facilities, and parks to determine the physical barriers that may restrict access for people with disabilities. The information gathered from this self-evaluation, along with public input, will allow the City to update its ADA Transition Plan with data specific to pubic rights-of-way, facilities, and parks to further the City's ongoing commitment to all residents, employers, businesses, and visitors for creating an inclusive and accessible place to live, work, and play.

The City of Ozark strives to do its part in removing physical barriers and improving accessibility throughout the city for residents and visitors. According to the Center for Disease Control, it is estimated that as of 2018, 26% or 1 in 4 adults has a disability that impacts major life activities such as walking and climbing stairs (13.7%), independent living (6.8%), difficultly hearing (5.9%), and vision difficulty (4.6%). These percentages are likely underreported and do not account for people that experience temporary disabilities.

The City of Ozark has chosen a multiple phase approach to update their ADA Self-Evaluation and Transition Plan, including schedule development for implementing improvements and identifying the method of barrier removal. Phase 1 included an ADA Self-Evaluation of the City's Policy & Practices, outlining an evaluation by department of programs, policy, and procedures. Three (3) buildings were evaluated throughout the City of Ozark (see Table 1 & Exhibit A), along with the public right-of-way facilities for the area near and around downtown Ozark (see Exhibit A). This report details the first phase of the evaluation of the physical assets noted above.

A second phase has been scheduled for 2025 to continue evaluating facilities and public right-of-way facilities within the City of Ozark and to update the ADA Transition Plan.

2. Report Overview / Public Outreach & Next Steps

This report provides an overview of the ADA Self-Evaluation process and a high-level review of findings. The Table of Contents provides an outline of the content included in the ADA Self-Evaluation process and this Summary of Findings Report. The City of Ozark chose a multiple phase approach to update their ADA Self-Evaluation and Transition Plan. The self-evaluation process creates the opportunity for public entities to identify barriers to accessibility and develop action plans to remove existing barriers and mitigate future barriers. This process will assist the City of Ozark staff in identifying physical barriers to accessibility and in developing barrier removal solutions that will facilitate the opportunity of improved access to all individuals within the City of Ozark over time.

The next step in the process will be a public comment period. In an effort to gain valuable feedback from interested citizens as the City prepares to prioritize needs for barrier removal and to update the City's Transition Plan, while being conscious of the current public health concerns, the City will be providing virtual opportunities for the public to review and provide feedback on the ADA Self-Evaluation Summary of Findings Report.

Available on the City's website at **https://www.ozarkmissouri.com/CivicAlerts.aspx?AID=440** is a link for providing comment and feedback via a public survey. The full Summary of Findings Report will be available for download or viewing. Other forms of effective communication can be requested by contacting:

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Planning & Development Coordinator
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417-581-59.76 Ext. 1114

Once the Summary of Findings report and public survey are posted, the City will begin a comment period of 30 days for members of the public to provide feedback. Once the public comment period has closed, the City will be ready to prioritize the data collected and develop an implementation plan for improvements.

This report describes the overall scope of the project, the methodology used to assess facilities in the public rights-of-way, and an overview of the findings. All the information collected, after public input, will be utilized to develop final prioritization, schedules for implementation for areas of the City requiring improvement, and costs involved in such improvements. These action items will be reported through the ADA Transition Plan.

3. Project Scope Summary

The scope of the Self-Evaluation includes review of policy and procedures of City departments, as well as a review of select physical assets. The policy review of 10 departments was performed by Direct Access and Cole during Phase 1 of the project. For physical asset review, self-evaluation of existing 3 City buildings, 33 miles of sidewalks, 314 curb ramps, and 12 pedestrian signal pushbuttons was performed within Phase 1 to identify potential barriers that might reduce their use by people who have disabilities. The information collected will better inform decision makers on how to plan and budget for improvements through the City's ADA Transition Plan.

In 2024, Cole, along with Direct Access, performed a thorough physical assessment, also known as a "self-evaluation", of selected buildings, parks, trails, sidewalks, curb ramps, and pedestrian signals within the public right-of-way. These facilities are being evaluated per the applicable ADA regulations and guidelines.

See Exhibit A on the next page for the boundary map of sites collected.

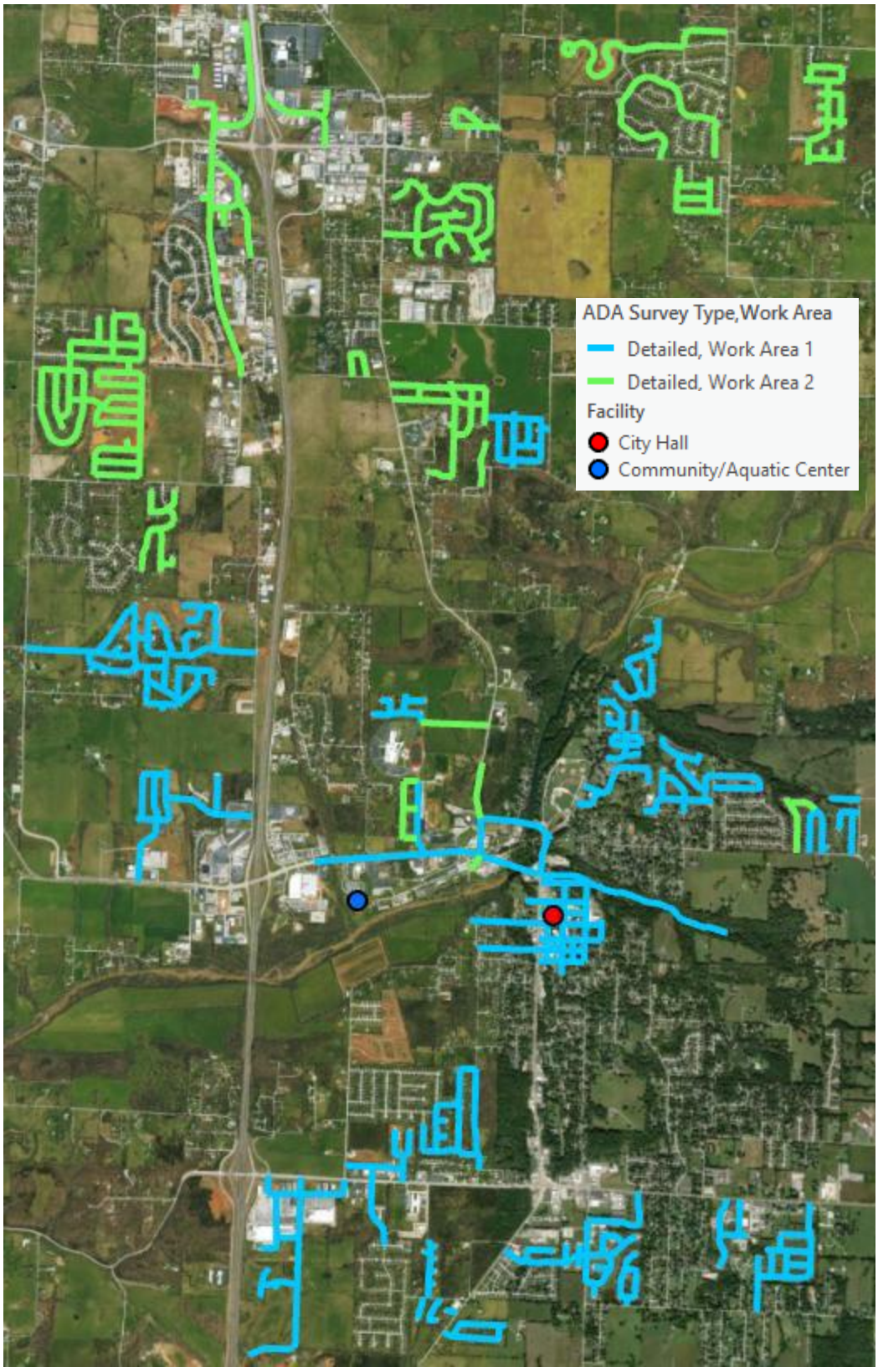

ADA Survey Type,Work Area
Detailed, Work Area 1
Detailed, Work Area 2
Facility
City Hall
Community/Aquatic Center

Exhibit A

ADA Self-Evaluation
Public Rights-of-Way Boundary Map

City Facilities:

a. Aquatic Center
b. City Hall
c. Community Center

The inventory includes 33 miles of sidewalk, 314 curb ramp locations, 12 pedestrian signal pushbutton locations, and 3 building facilities. An overview of the data collected, and the cost summaries of the inventory analyzed for ADA compliance within the public right-of-way facilities and building facilities is located in Section 5 of this report. Once completed, detailed reports of the City's facilities is available upon request.

Data collected from this assessment will enable City staff to:

1. Determine if facilities and parking areas comply with ADA Standards
2. Determine if sidewalks, curb ramps, and pedestrian signals comply with the PROWAG and MUTCD (Manual on Uniform Traffic Control Devices)
3. Identify portions of facilities, sidewalks or pedestrian access areas requiring modifications
4. Quantify the extent of the work required
5. Assign planning level cost estimates
6. Include the data in the City's Geographic Information Systems (GIS) database

The City of Ozark's self-evaluation process will provide the information needed for the City to determine the proper prioritization of non-standard buildings, and pedestrian facilities. These are being evaluated thoroughly and documented in the self-evaluation inventory report to identify corrective measures. The City will also seek public input on this decision-making process to rank the barriers to be removed, and in what order. While the prioritization methodology to evaluate the severity of barriers and the level of pedestrian use of the facilities is robust (as described in Section 4.6), the opportunity to gain public input is of great importance, as well. Recognizing that the City of Ozark has limited funds and cannot make all barriers identified with the building, and public right-of-way facilities fully accessible immediately, the Implementation Schedule within the upcoming Transition Plan will set forth the priorities for making access modifications over time.

4. Methodology of the Assessment

4.1 Accessibility Standards and Guidelines

Methodology of assessment for the City of Ozark is broken into two components:

a. Review of current programs, policies, and services

b. Review of physical assets which include features within the public right-of-way and City buildings.

The method of conducting the self-evaluation for review of its current programs, activities, and services that govern its administration followed a best practice. With some specific exceptions unique to the DOJ's 2010 ADA Title II revised regulations, the basis of the self-evaluation process was the worksheets and questionnaires provided in the ADA Title II Action Guide technical assistance document published 1992 by Adaptive Environments Center, Inc. This resource, specifically reviewed by the DOJ for accuracy, is still an outstanding tool for conducting an ADA self-evaluation process.

The method of conducting the self-evaluation for the City of Ozark for physical assets will include field data collection to determine compliance with the following standards and guidelines:

1. 1991 ADA Standards
2. 2010 ADA Standards for Accessible Design
3. Section 504 of the Rehabilitation Act (504)
4. Public Right-of-Way Accessibility Guidelines, 2023 (PROWAG)
5. Manual on Uniform Traffic Control Devices (MUTCD)
6. Missouri Department of Transportation Standards
7. Federal Highway Administration Manual on Uniform Traffic Control Devices for Streets & Highways
8. U.S. Department of Transportation Regulations for transit and sidewalks.
9. Web Content Accessibility Guidelines by Web Accessibility Initiative

These documents are used to define the methods used to make facilities accessible.

The United States Access Board provides standards and guidance documents for the design and alteration of accessible pedestrian facilities. These guidelines are known as the 2010 ADA Standards and the 2023 Pedestrian Facilities in the Public Rights-of-way (PROWAG). PROWAG guidelines have been recognized by the Federal Highway Administration (FHWA) as guidance and best practice for pedestrian facilities within the public rights-of-way.

The FHWA and the US Department of Justice have also issued a joint memorandum that provides guidance regarding street alterations that require curb ramp upgrades when a street undergoes defined resurfacing activities. A combination of the standards and guidelines noted above are used for compliance evaluation to ensure compliance with adopted and enforceable standards and recognized best practices. These documents also provide guidance on defining the methods used to make facilities accessible. The vast majority of the projects undertaken in Ozark are not classified as new construction, but rather as alterations. Alterations are required to meet the new construction standards to the maximum extent practicable within the scope of the project.

4.2 Approach to Sidewalk & Curb Ramp Inventory Collection

The traditional accessibility inventory process in public rights-of-way can be labor-intensive. Many public entities rely on collection methods that provide limited information or assess barriers intermittently. This does not offer comprehensive data or allow for adequate cost estimates for the planning of barrier removal. The City of Ozark indicated an interest in utilizing a technology that would quickly and adequately document more information, such as the type, severity, and location of sidewalk, and curb ramp barriers within the scope boundary. The City contracted with Cole and Associates, Inc. to utilize an exclusive technology called the ULIP-ADA to allow for an efficient and effective process to complete the City's assessment for pedestrian infrastructure within the public rights-of-way.

ULIP-ADA

The technology was originally developed through a pilot program funded by the Federal Highway Administration. The Ultra-Light Inertial Profiler (ULIP) is mounted on a Segway. The device's displacement laser, three accelerometers, optical trigger, distance measurement instrument, and gyroscope are designed to measure the sidewalk surface at a rate of 10,000 records per second. Together, these devices capture detailed information about cross and running slope and small surface variations. A mounted computer offers an interactive display during data collection. The technical approach offered by this technology was identified as a best practice in *ADA Compliance at Transportation Agencies: A Review of Practices* (NCHRP 20-07 Task 249), a National Cooperative Highway Research Program study.

Field Data Specialists also collected the required information for the curb ramps throughout the defined project area. Based on inspection and measurements of the existing features, Field Specialists entered data directly into the data collectors, ensured that all relevant characteristics were recorded and that photos and videos were properly linked with location data logged into the database, as described in the next section.

Throughout the collection process, data collection, data validation, and linking to location and digital photo files happened automatically as the Field Data Specialists entered data and moved from point to point. The Field Data Specialists then accessed the data entry, validation forms, and aerial orthophoto images along with rights-of-way, utility, topographic, or other feature data sets that were preloaded and appeared on the data collectors for easy reference in the field. Digital photos were automatically logged for location and linked to the database, based on synchronized time and date stamps.

4.3 Approach to Buildings & Facility Inventory Collection

Each facility is evaluated beginning at the public sidewalk, including sidewalks and routes to building entrances, accessible parking, curb ramps and ramps. Building interior elements includes transaction counters, meeting and community rooms, classrooms, assembly spaces, library stacks, gymnasiums, pools, childcare areas, exhibits, detention areas and any other areas where City programs are offered. Support spaces such as public restrooms, locker rooms, shower rooms, drinking fountains and alarm systems are also evaluated for compliance.

Surveyors use electronic data collectors to collect and process data efficiently and effectively to a database of information.

4.4 Geographic Information System (GIS) Database Analysis

The Consultant team created and utilized a geodatabase using the ESRI ArcGIS system. The customized fields for Geodatabase include location, directions, size, features, and obstruction size. The data structure was pre-programmed for data collection, as described above. Data was then logged into a project database and analyzed for compliance.

City of Ozark's pedestrian rights-of-way data provides staff geographic data with:

- Positional information: the digital representation of a barrier conforms to the location found in the field.
- Attribute information: the digital representation of a barrier is represented in a manner that best represents the conditions found in the field (% running slope, % cross-slope, inches of vertical separation, etc.).

Guidance for public rights-of-way facilities in defining the method with which to assess the data was found in *Designing Sidewalks and Trails for Access* (FHWA, 1999). This report advises that grade and cross-slope "should be measured over 2 ft. intervals, the approximate length of a wheelchair wheelbase, or a single walking pace."

Adherence to FHWA's interpretation of features in the data set provided quality assurance in the attributes of the resulting database.

Once the field data collection and validity checks were performed, the raw data was processed so it could be stored in the City's centralized GIS database for analysis and reporting. GIS played a pivotal role in the project from data acquisition (organizing the millions of data points generated during the study) to create an ArcPad user interface for asset management and compliance monitoring. Additional available data point attributes can be used for compliance tracking. Compliance reporting capabilities are available to deploy and to track progress.

5. Self-Evaluation - Summary of Findings

5.1 Introduction

The Summary of Findings provides a high-level overview of the results of the self-evaluation for both policy review as well as the physical assessment of City buildings, facilities, and public right-of-way. Please see Section 3 for information regarding the scope included; please see Section 4 for details on the methodology used to complete the assessments for ADA compliance. Each rights-of-way facility has detailed compliance reports with all of the data collected for that facility. Due to the magnitude of the reports and data, this Summary of Findings provides an overview of the results evaluated. More detailed reports are available upon request.

5.2 Self-Evaluation – Policy/Procedures & Website

An evaluation of the City's current services, policies, and practices was completed as part of the update to the ADA Self-Evaluation. It identifies policies, procedures and practices that may not meet, or are inconsistent with, the requirements of the Title II regulations. To the extent modifications of the services, policies, and practices are required; the City is expected to make such modifications.

Following approval of this Update, non-structural policy modifications are expected to be made as soon thereafter as is reasonably possible.

An overview of typical findings identified are summarized below:

ADA Coordinator & ADA Liaisons

- Provide official title of ADA Coordinator
- Introduce and provide ADA Coordinator Training through the ADA National Network
- Establish central databases for complaints, accommodation requests and training
- Establish coalition of 2 ADA Liaisons in each Department/Division

Policies & Procedures

- Establish a procedure for providing accessible detours for street closures and/or providing notifications.
- Maintain a list of pre-qualified City contractors that ensure ADA compliance.
- Evaluate City leased properties to ensure ADA compliance.

Program Access & Communication

- Identify alternate, accessible locations for facilities that are non-compliant.
- Provide interpreters and captioning for City meetings.
- Provide assistive listening devices for all public meetings.
- Ensure the Reasonable Accommodations Request Form is easily found on the City's website and is accessible.

Staff Training

- Training developed to all learning levels
- Provide follow-up/refresher training
- Establish a Disability Resource page on the City's intranet

- Showcase case law (litigation) relevant to each department/division

Website WAVE evaluation

- Providing a single shared standard for web content accessibility that meets the needs of individuals, organizations, and governments
- Identify key access functions of a website that need to be updated to match the current accessibility standards

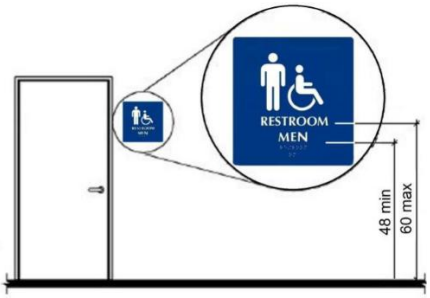
5.3 Self-Evaluation – Facilities

Almost every facility has some issues with the accessible routes from public sidewalks and accessible parking – cross slope, running slope and/or changes in level along sidewalks due to heaving. Curb Ramps are also commonly found to have cross slope and running slope issues.

Common interior issues include inaccessible transaction counters and protruding objects in circulation paths. Toilet rooms typically have a wide variety of issues, both large and small, including inoperable stall door closers, baby changing stations that are too high, lavatories with missing drainpipe insulation or inadequate knee space, coat hooks that are too high, water closets with center line issues, and grab bars improperly installed.

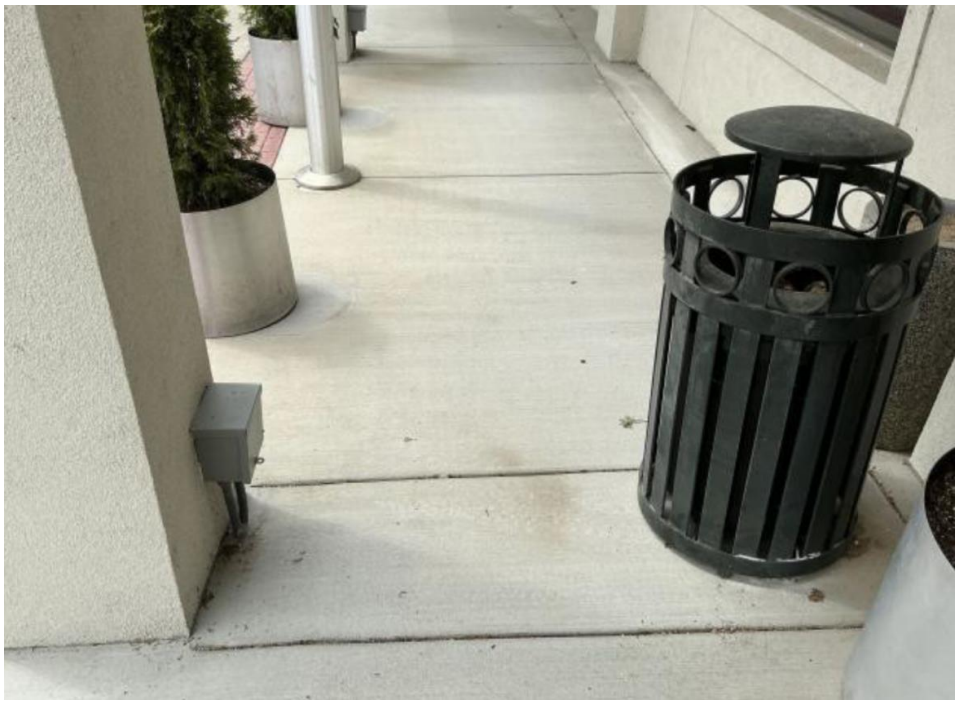
a. Facilities-Counter Height

b. Sign is Missing on the Strike Side of the Door

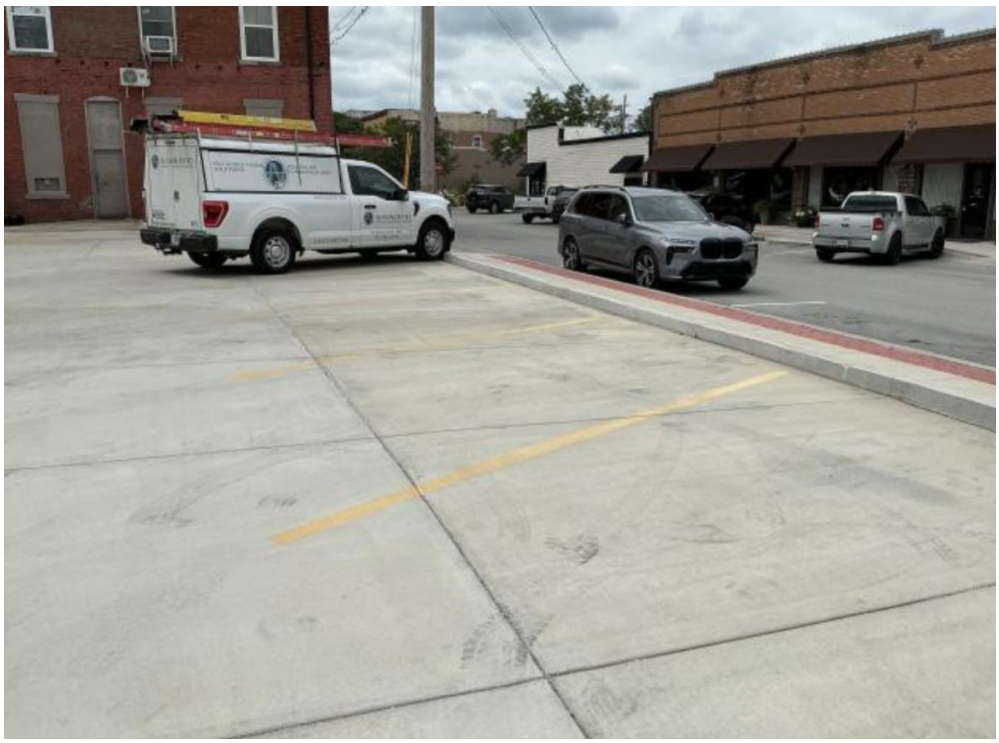


c. Missing Handrails

d. Obstruction causing clear width issues



e. Missing Accessible Parking



f. Lack of Clear Space at Automatic Door

Wheelchair space at controls must be outside the door swing

5.4 Self-Evaluation – Public Rights-of-Way

The City of Ozark 's public rights-of-way assessment generated a significant amount of information regarding the accessibility within the defined boundaries. A total of 33 miles of, 314 curb ramps (including 45 missing curb ramps) were evaluated.

Obstruction Type	Count
Vegetation Side	172
Vegetation Overhead	171
Utility, Storm Grate	30
Traffic Signal Obstruction	0
Other, Temp Private	20
Uneven Heaving	51
Signs	2
Power Pole Obstruction	0
Total	**446**

5.5 Sidewalk Inventory Data

The sidewalk corridors were evaluated for:

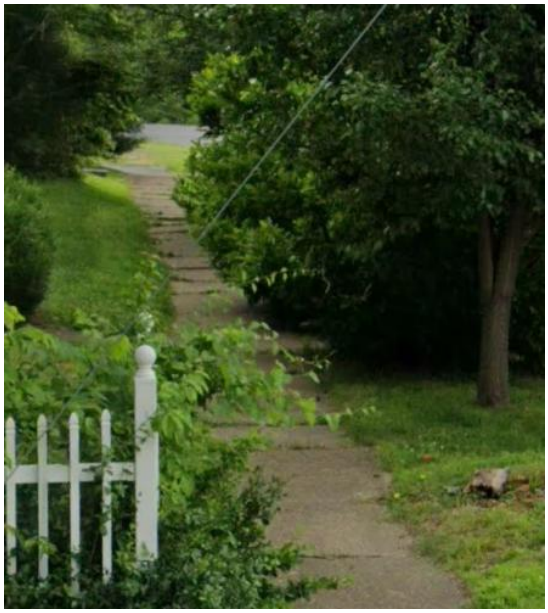
- Run slope
- Cross slope
- Obstructions
- Joint heaving
- Driveway crossings
- Driveway cross-slope
- Gaps in connectivity
- Missing sidewalk

Observations showed that although many sidewalks comply with the accessibility standards and guidelines, some common issues are outlined throughout the report. For each of these elements assessed, findings are summarized in tables on the following pages.

a. Sidewalk Obstructions

Common Issues:

- Vegetation growing overhead or alongside the sidewalk represent the two highest factors in barriers to the sidewalk.
- Utilities and power poles/posts/hydrants represent 30 locations combined. These types of obstructions are costly to relocate and/or require challenging design solutions. In some cases, obstruction removal may be the responsibility of other agencies (such as MoDOT, a utility company, etc.) and require more coordination and time to correct.



Sidewalk Obstruction – Overhead Vegetation Protrusion

b. Sidewalk Changes in Levels (Heaves)

Vertical Displacement (Heave)	Count
<=1”	1,127
>1”	138
Total	**1,265**

Notes on Uneven Heaving:

- Changes in level, or heaves, are common issues found in sidewalks for every community.
- Heaves are caused by many factors, including but not limited to tree root growth and changing soil conditions over time.
- Uneven heaving in the sidewalk concrete is a common occurrence of obstruction counts, as previously reported.
- Heaves of a certain dimension can often be addressed by cutting or grinding sidewalks.
- Only 11% of heaves are 1” or higher.
- Over 89% of the heaves measured fall between ¼” and ½”, which often represent an opportunity for remediation without replacing an entire sidewalk segment. While not compliant, these are also found to be far less severe.

Sidewalk Heaving

c. Poor Surface Condition

	Square Yards
Poor Surface Condition	945

Common Issues:

- Poor Surface Condition is multiple measurements of vertical displacement in close proximity, consistent with broken/cracked panels, spalling, or other surface roughness.
- Heaving clusters are distinguished from panel joint heaves, where remediation can be grinding.
- Remediation of this type of accessibility issue is typically sidewalk replacement.
- Locations with other issues requiring sidewalk replacement are not counted in this total.

Poor Surface Condition

d. Sidewalk Cross Slope

% Cross Slope	Miles	Status
0-2.00	29.25	Compliant
2.01-3.00	1.73	ADA Concerns
3.01-4.00	0.97	ADA Concerns
4.01-5.00	0.46	ADA Concerns
5.01+	0.59	ADA Concerns
Total	33.00	

Sidewalk Cross Slope, as depicted by arrows

e. Sidewalk Run Slope

% Slope	Miles	Status
0-5.00	24.05	Compliant
5.01-8.33*	5.72	ADA Concerns
8.34-10.00*	1.56	ADA Concerns
10.01-12.00*	1.09	ADA Concerns
12.01-25.00*	0.58	ADA Concerns
Total	33.00	

Sidewalk Run Slope, as depicted by the arrow

Common Issues for Slope:

- 17% of the cross slope issues fall in the 2-3% range and many of these fall to just above the 2% maximum allowable standard. This is considered a less severe violation unless additional compliance issues are present.
- 3% of cross slope issues fall in the 3-4% range, and 3% of the remaining violations are above 4% cross slope, where the slope may become very visible.
- Sidewalk cross-slope violations are a common issue at driveway crossings.
- Run slope issues were less common compared to cross slope.
- 9% of the issues fell above 8.33% run slope grade, which is considered more severe than the 29.77 miles at 0-8.3% grade.

*Where the Sidewalk is contained within the street or highway rights-of-way, Sidewalk Run Slope is permitted to match the general grade of the adjacent street or highway, according to PROWAG.

f. Sidewalk Connectivity

Sidewalk	SY
Connectivity Gaps-Missing	4881
Buried Sidewalk	25
Narrow Sidewalk (less than 48”)	0

Sidewalk Connectivity

g. Driveways

Driveway Type	Miles
Commercial	0.58
Residential	4.92
Total	**5.5**

Sidewalk built through a driveway

Common Issues:

- Sidewalk Connectivity represents a gap in service (missing sidewalk between two unconnected sections / buried sidewalks, bus stops) or inadequate service (buried, narrow).
- Driveway Crossings: Cross slopes of driveway crossings often exceed the 2% maximum allowable per the standards for cross slope; this can present a challenge if sidewalk connectivity utilized the driveway to continue the sidewalk path.

5.6 Curb Ramp Evaluation

The consultant teams evaluated 271 existing curb ramp locations.

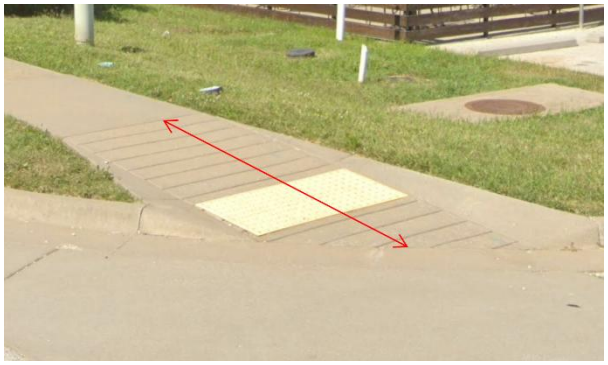
The curb ramps were evaluated for many different elements of compliance. The following highlights the major elements evaluated:

- Run slope
- Cross slope
- Length
- Width
- Curb slope
- Obstructions
- Surface conditions
- Landings
- Gutter slope/gutter lip
- Detectable warning surface (DWS)
- Flare slope

Observations showed that many of the curb ramps that do not comply with the accessibility standards share some common issues. The following tables summarize the findings for curb ramps.

a. Curb Ramp Run Slope

% Slope	Count	Status
0.00 - 5.00	66	Compliant
5.01-8.33	82	Compliant*
8.34-10.00	51	ADA Concerns
10.01-12.50	35	ADA Concerns
12.50+	37	ADA Concerns
Total*	**271**	**(Excludes 45 Missing Ramps)**



Curb Ramp Run Slope

Common Issues:

- 45% of all curb ramps had run slope issues.

*Maximum Ramp Run Slopes of 8.33% is permitted for a length of fifteen feet per PROWAG.

b. Curb Ramp Cross Slope

% Slope	Count	Status
0.00 - 2.00	126	Compliant
2.01 - 3.00	45	ADA Concerns
3.01 - 4.00	20	ADA Concerns
4.01 - 7.00	50	ADA Concerns
7.01+	30	ADA Concerns
Total	**271**	**(Excludes 45 Missing Ramps)**

Common Issues:

- 46% of Curb Ramps met cross slope requirements.
- 54% of Curb Ramps had cross slope issues. Of these, 31% fell into a 2-3% cross slope range, generally considered less severe than higher ranges.

Curb Ramp Cross Slope

c. Detectable Warning Surfaces (DWS)

Type	Count
Compliant	56
Non-Compliant	16
Missing	22
Failed Initial Evaluation	177
Total (Excludes 45 Missing Ramps)	**271**

Common Issues:

- DWS falling in the Non-Compliant count were most often due to the DWS not extending for the full width of the ramp

**Of the 177 which failed at an early Initial Pass/Fail scenario, the ramps failed for other non-compliant ramp component reasons, and there is most often some degree of reconstruction necessary. For these ramps, any DWS concern will be addressed when the ramp is corrected for compliance.

Curb Ramp Detectable Warning Surface

d. Missing Curb Ramp

Missing Ramp	Non-Compliant
Missing Ramps	45

Common Issues:

- Missing Curb Ramps are ramps that are not present in locations where they are required.
- T-Intersections can sometimes be the cause of a report of missing curb ramps. These locations most often must be reviewed closely by the City to determine if an alternate approach can be taken to rectify the concern.

Missing Curb Ramp

5.7 Pedestrian Signal Evaluation

The consultant teams evaluated 12 pedestrian signal pushbuttons. The majority of the pedestrian signal push buttons were non-APS pushbuttons (Accessible Pedestrian Signal). The number of push buttons vs. pedestrian signal posts will vary. The pedestrian signal pushbutton findings are summarized below:

a. Pedestrian Signal

Pedestrian Signal

Pedestrian Pushbuttons	Count
APS	0
Non-APS	12
Total	**12**

b. Pedestrian Signal Height

Signal

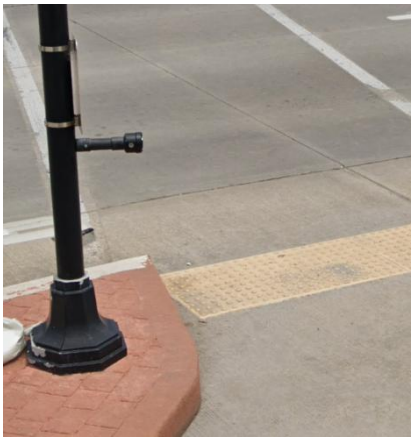
*Pedestrian Pushbuttons	Count
Height <48 in. Compliant	6
Height> 48 in. Non-Compliant	6
Total	**12**

c. Pushbutton - Clear Floor Space & Slope

Pedestrian Signal – Clear Space Slope

Clear Floor Space	Count
Compliant Slopes	1
Non-Compliant Slopes	6
No Clear Floor Space	5
Total	**12**

d. Pushbutton Side Reach



Pedestrian Signal – Pushbutton Side Reach

Pushbutton Side Reach	Count
0” to 10” Compliant	8
>11” Non-Compliant	4
Total	**12**

Common Issues:

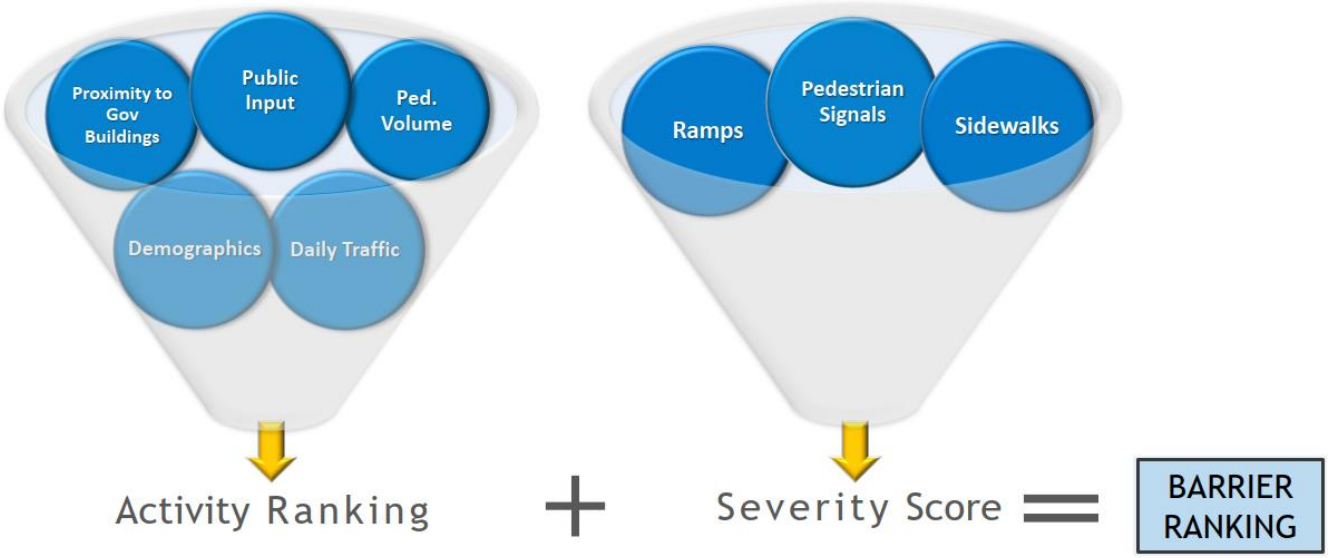
- 66% of the pedestrian signal pushbuttons were non-APS signals.
- 91% of the existing pedestrian pushbutton clear floor spaces had slope issues.
- Side reach exceeding 10 inches.

*Does not include buttons that require replacement for reasons.

5.8 Prioritizing the Findings

As depicted in this report, some compliance issues are more severe than others. The sidewalks and curb ramps were reviewed in their entirety to determine the level of compliance and the degree of severity for all the data collected and analyzed. It is important to consider not only the number and severity of issues with a pedestrian facility but also the level of use by persons with disabilities. The City plans to utilize a sophisticated quantitative ranking system to review the severity of each of these locations, combined with the level of activity or use. The ranking system will also integrate specific public input from people with disabilities who live, work, and visit within the City of Ozark, to prioritize pedestrian facilities for remediation.

Public input from the accessibility community, prior to the prioritization of the data collected, is a priority for the City of Ozark.



6. Planning Level Cost Estimates

Planning level cost estimates will be utilized by the City for scheduling barrier removal. It is not financially feasible to immediately remove all barriers to access. The City may choose to modify barrier removal priorities to allow flexibility in accommodating community requests, petitions for reasonable modifications from persons with disabilities, and funding constraints and opportunities. It is the goal of the City with the updated ADA Transition Plan to provide access to the programs, activities, and services provided by the City. The City of Ozark has on-going programs that monitor proposed alteration projects, and all maintenance projects include the review and upgrades of curb ramps to PROWAG standards.

Where technical infeasibility exists, the City designs and constructs pedestrian facilities to the maximum extent feasible, as is allowable per the ADA. The City plans to remove barriers within the sidewalk corridors and intersections through programs such as Ozark Walks and the Transportation Action Plan. Sidewalk corridors and barriers will be addressed based on their priority, as established by the City through a public outreach process, and available funding.

Cost Summary

Public Rights-of-Way

Facility Type	Preliminary Cost Barrier Estimate
Sidewalk	**$ 270,302.88**
Curb Ramps	**$770,570.00**
Signals	**$9,546.00**
Curb Cuts (Medians)	**$18,000.00**
Total	**$ 1,068,418.88**

Facilities

See Estimates in Facility Reports

Facility	Preliminary Cost Barrier Estimate
Total	$ 385,662.50