City of Reno
Public Works Department

ADA Transition Plan
City of Reno Right-of-Way

March 30, 2021

CONTENTS

1 INTRODUCTION

The City of Reno, as a local government, is responsible for roadways and pedestrian facilities that do not discriminate on the basis of disability in any roadway transportation program, activity, service or benefit provided to the general public; and to ensure that people with disabilities have equitable opportunities to use the public rights-of-way (ROW) system.

Laws and regulations require accessible planning, design, and construction to integrate people with disabilities into mainstream society. Implementing Regulations are set through Section 504 of the 1973 Rehabilitation Act (*49 CFR 27*) and Title II of the Americans with Disabilities Act (ADA) (*28 CFR 35*).

The purpose of the following Transition Plan is to provide City staff, local partners, and the citizens of Reno with the City of Reno policies, procedures, and practices to fulfill the requirements of Section 504 of the Rehabilitation Act of 1973 and Title II of the Americans with Disabilities Act of 1990 in regards to City ROW.

1.1 BACKGROUND/REQUIREMENTS

1.1.1 Section 504 of the Rehabilitation Act of 1973

Section 504 of the Rehabilitation Act makes it illegal for the federal government, federal contractors, and state and local governments receiving federal funds to discriminate on the basis of disability. It requires state and local governments ensure persons with disabilities have equal access to any programs, services, or activities that receive federal funding. It also requires them to ensure their employment practices do not discriminate on the basis of disability.

1.1.2 Americans with Disabilities Act of 1990

The Americans with Disabilities Act (ADA) was signed into law in 1990. The ADA builds upon the requirements of Section 504 of the Rehabilitation Act and is an important civil rights legislation that prohibits discrimination against people on the basis of disability. This act ensures people with disabilities have equal rights and opportunities as able-bodied people. The ADA is comprised of the following five titles that cover different aspects of public life:

- Title I (Employment)
- Title II (State and Local Government)
- Title III (Public Accommodations)
- Title IV (Telecommunications)
- Title V (Miscellaneous Provisions)

The focus of this Transition Plan is Title II of the ADA as it applies to the public right of way.

The City must meet the following requirements:

- Designate an ADA Coordinator to oversee compliance
- Complete a self-assessment
- Adopt and publish a grievance procedure
- Develop a Transition Plan
- Make information available to the public

1.2 STATEMENT OF POLICY

The City of Reno is committed to full compliance with Title II of the Americans with Disabilities Act of 1990, Section 504 of the Rehabilitation Act of 1973 and all related regulations, laws, executive orders and directives.

2 ADA COMPLIANCE ADMINISTRATION

Requests for accommodation or complaints should be directed to the following individuals depending on the nature of the inquiry.

2.1 ADA COORDINATION FOR THE PUBLIC RIGHT OF WAY

2.1.1 Contact for Public Right of Way

Kerrie Koski
Assistant Public Works Director/City Engineer
Public Works Department
PO Box 1900
Reno, NV 89505
O: (775) 334-2458
TTY: (775) 331-7701
F: (775) 334-1226
E-mail: koskik@reno.gov

2.2 ADA COORDINATION FOR OTHER PROGRAM AREAS

2.2.1 Contact for City Facilities

Frank Avera
Manager of Facility Maintenance
Public Works Department
PO Box 1900
Reno, NV 89505
O: (775) 334-2243
TTY: (775) 331-7701
F: (775) 334-2491
E-mail: averaf@reno.gov

2.2.2 Contact for Employment and Program Coordinator

Andrena Arreygue
Department of Human Resources
PO Box 1900
Reno, NV 89505
O: (775) 334-2285
TTY: (775) 331-7701
F: (775) 334-2045
E-mail: Arreyguea@reno.gov

2.2.3 Contact for Parks and Recreation Programs and Service

April Wolfe
Therapeutic Recreation Specialist
Department of Parks, Recreation, and Community Services
PO Box 1900
Reno, NV 89505
O: (775) 333-7765
TTY: (775) 3317701
F: (775) 321-8338
E-mail: wolfea@reno.gov

2.3 COORDINATION WITH OTHER STATE/LOCAL PLANS

The City of Reno communicates and coordinates accessibility needs within public ROW with other public agencies to improve and maintain safe and accessible facilities along City routes.

Within the City of Reno limits there are two other agencies that provide services or facilities which include improvements to the public ROW. Nevada Department of Transportation (NDOT) owns and maintains roadways on the state highway system and the Regional Transportation Commission (RTC) provides funding for projects which affect regional roadways within Reno, Sparks and Washoe County. NDOT has completed an ADA Transition Plan and ADA GIS Feature Inventory which can be found at https://www.nevadadot.com/doing-business/external-civil-rights/ada-program.

The RTC completed the Reno/Sparks Bicycle and Pedestrian Plan ADA Transition Plan in October of 2011 which includes data collected for regional roadways including those in Reno, Sparks and Washoe County jurisdiction. It can be found at https://www.rtcwashoe.com/mpo-projects/ada-transition-plan/.

Related transition plans include:

Reno ADA Transition Plan for Parks & Recreation Facilities 2010
https://www.reno.gov/home/showdocument?id=59021

Reno/Sparks Bicycle & Pedestrian ADA Transition Plan October 2011
https://www.reno.gov/home/showdocument?id=45823

Nevada Department of Transportation Americans with Disabilities Act Transition Plan
https://www.nevadadot.com/doing-business/external-civil-rights/ada-program

3 ADA GRIEVANCE PROCEDURE

28 CFR 35.107(b) requires a public entity that employs more than 50 people to adopt and publish a grievance procedure providing for the prompt and equitable resolution of complaints alleging discrimination on the basis of disability access to any governmental services provided by the entity.

The resolution of any complaint or inquiry will require reviewing the nature of the noncompliance, establishing governing entities, and reviewing options for accommodating remedies to the location of interest. In determining possible solutions to the issue, the City will consider:

- Health and safety of others
- Feasibility of alterations
- Cost of the possible solutions
- Availability of funding
- Ease of implementation
- How the solution compares in priority to other proposed ADA projects

The resolution of any one complaint or inquiry by the City does not constitute a precedent upon which the City is bound to or which the informant party shall solely rely.

3.1 PROCEDURE

Complaints pertaining to disability based discrimination and requests for accommodation shall be processed through the following formal procedures established by the City of Reno.

3.1.1 Filing a Complaint

All complaints should be submitted to City of Reno within 90 calendar days after the alleged discrimination. A complaint may be submitted via the online Complaint Form, in writing via e-mail or the US Postal Service, or via telephone. To ensure prompt and equitable resolution of complaints, the City allows for multiple methods of filing a complaint regarding disability based discrimination, outlined in the following sections.

3.1.1.1 On-Line Complaint Form

A disability based discrimination complaint may be submitted using the Complaint Form available from Reno's website at https://www.reno.gov/government/accessibility. An individual submitting the complaint form shall complete it to the fullest extent possible.

3.1.1.2 Telephone/Teletypewriter (TTY)

A verbal complaint may be submitted to a Coordinator via telephone communication. A teletypewriter (TTY) machine is also available for the hearing impaired at (775) 331-7701. As a result of the telephone/TTY conversation, the City ADA Coordinator representative shall fill out a Complaint Form on behalf of the calling party.

3.1.1.3 Email Communications

A complaint may be submitted to an ADA Coordinator via email.

3.1.1.4 Alternative Methods

Alternative means of submitting a complaint are available to persons whom require additional assistance. Requests may include: documents in different formats; large print, translators, audio recordings, etc. Requests for alternative methods of submitting a complaint or inquiry should be made through the ADA Coordinator via the telephone/TTY or an email.

Requests should include the following information:

- Applicant's name, mailing address, telephone number, and email address.
- A description of what accommodation(s) may be needed.
- What format(s) of accommodations are preferred, if applicable.
- Whether a specific program or service typically used by applicant is preferred.

3.1.2 Complaint Investigation and Resolution

The ADA Coordinator or designated representative will contact the party initiating the grievance process (complainant) and will confirm the complaint details.

Once the complaint details are verified through phone coordination and/or an in-person meeting with the complainant, the ADA Coordinator or designated representative will verify jurisdiction, investigate the accessibility issue, and provide a response to the complainant using the most appropriate format, outlining the investigation findings and proposed solution. If the accessibility issue is not within the City's jurisdiction, then the ADA Coordinator will contact and forward the complaint to the associated agency and notify the complainant.

3.1.3 Appealing the Resolution

If the complainant is not satisfied with the final decision made by the ADA Coordinator, the complainant may appeal the decision to the City Manager. The appeal must be filed within 15 calendar days of receiving the final decision. Within 15 calendar days of receiving the appeal, the City Manager will contact the individual filing the appeal to

discuss the matter. The City Manager will review the grievance file and complete any additional investigation required to address the appeal. After completing the review of the file and investigating the matter, the City Manager shall provide a response in the most appropriate format. The response shall be provided within 15 working days after the City Manager initially contacted the individual about the appeal. The response to the appeal shall be documented and kept on file for a minimum of three (3) years.

4 SELF ASSESSMENT OF THE PUBLIC RIGHT OF WAY

The first step to developing an ADA Transition Plan is to identify the existing conditions that create access barriers in the public ROW.

Barriers in the City of Reno ROW include items such as:

- Missing or inaccessible pedestrian ramps
- Missing sidewalk sections
- Sidewalk discontinuities
- Excessive cross slopes
- Obstacles in the sidewalk decreasing the width to less than 48 inches
- Lack of audible signals at traffic signal locations

4.1 DATA COLLECTION PUBLIC RIGHT-OF-WAY

4.1.1 Data Collection Priorities

The citywide data collection will focus on key accessibility features for city maintained pedestrian access routes. All data will be collected and inventoried into a database and displayed in our Geographic Information Systems (GIS) map.

The data collection will include:

- Pedestrian Ramp Inventory – **Completed in 2015**
- Accessible Route Inventory – **Estimated Completion in 2021**
- Accessible Pedestrian Signals (APS) & Pushbuttons at Traffic Signals

4.1.2 Database

The resulting data from the survey will be organized in an ADA Feature Inventory database. The raw data will be used to determine compliance with ADA accessibility. The ADA Feature Inventory will be a Geographic Information Systems (GIS) map.

4.1.2.1 Data Maintenance

The field data will be used to update the database and reflect improvements constructed by the City or installed via private development projects. The ADA Feature Inventory Database and GIS map will be reviewed and updated annually, at a minimum, to reflect facility improvements and any new ADA accessibility issues.

4.1.3 Accessibility Status – Self Assessment Summary

Over 10,000 ADA feature points were collected citywide detailing required accessibility attributes for the City's public ROW. We have analyzed this data and determined the following compliance levels:

Reno Accessibility Features (Citywide)							
ADA Access Feature	Compliant	Ramps w/ Obstruction	Ramps w/ Excessive Slopes	Other[1]	Ramps Required[2]	Total[3]	% Compliant[4]
Ramps*	4691	98	1072	5448	909	11,773	40

*data obtained from City of Reno Information Management System (IMS)

1 Other non-compliant issues include missing truncated domes and vertical offset (lip) at curb.

2 Locations where ramps are required, but do not exist.

3 Total includes existing ramps only. This does not include locations where curb ramps are required, but do not exist.

4 Percent Compliant compares Compliant with Total.

We completed the first phase of the sidewalk data collection in 2019. The second phase will include sidewalk accessibility status.

Audible signal inventory data collection is complete and will continue to be updated on a yearly basis.

The Self-Assessment inventory provides the City with a baseline of compliance/non-compliance with which to measure its progress through the implementation of this Transition Plan. As projects are completed, this data will be updated to directly translate progress as the Compliant Count totals increase and the Non-Compliant Count totals decrease.

5 TRANSITION PLAN

As a requirement of the Americans with Disabilities Act, this Transition Plan provides the City a method to define, schedule, and implement ADA-required improvements. This plan is a living document, looking to the future, to develop accessible transportation infrastructure. The City's vision of a transportation system that is accessible to all people, regardless of ability, is considered in the design and construction of all projects. With this plan, the City's goal is to bring its facilities into compliance and provide for continuity and consistency throughout its system.

5.1 CITY OF RENO ACTIONS FOR ACHIEVING ADA COMPLIANCE

It is the intent of this Transition Plan to further the City's efforts toward ADA compliance by incorporating a holistic approach to its projects. As a general practice, in addition to curb ramps, the City of Reno considers pedestrian accessible routes of travel during design and construction of the Neighborhood Street Rehabilitation projects, where feasible. Capacity projects also include curb ramps and accessible routes as part of the project scope.

The City will address curb ramps on capacity projects and on alteration projects, as technically feasible (see Section **5.1.4**). Additionally, ADA specific projects will be developed to address ADA issues over a particular stretch of roadway. These ADA projects may be completed as independent projects or may be combined with other projects to maximize the use of the available funding and minimize impacts to the public.

5.1.1 Prioritization Criteria

The City will evaluate the following criteria in planning and developing ADA projects:

- Citizen requests for accommodation or complaints.
- Safety – factors considered include number and/or type of pedestrian crashes, traffic volume and the functional classification of the roadway.
- Existing Conditions – such as curb ramps, sidewalk vertical irregularities, horizontal gaps, location of pedestrian push buttons, pedestrian access route, cross slopes and driveways.
- Pedestrian Generators – services or facilities that attract pedestrian traffic, such as government services, hospitals, schools, transit stops, shopping, recreational facilities, libraries, parks and residential developments.

5.1.2 Budget (Program Target + Other Projects)

As a part of the City's commitment to meeting ADA and Title II requirements, a targeted allocation range of $200,000 to $300,000 a year for ADA improvement projects has been predicted. This two to three hundred thousand dollars is in addition to funding planned or expended through the construction activities of other City programs, such as rehabilitation, capacity, safety, private development, etc.

5.1.3 Timing

The City is in the process of surveying pedestrian facilities within its ROW. The data from this survey will be used to generate a map capable of displaying noncompliant locations. The map will identify areas with ADA deficiencies where potential projects can be developed to bring those deficiencies into compliance. As potential projects are identified, they will be evaluated using the established criteria to determine their priority in the program and to generate a list of proposed projects for future years.

This list will be further refined to consider other factors that impact project delivery such as environmental requirements, ROW requirements, constructability, and a logical sequence to the projects to maximize the funding provided for ADA projects.

The goal of this process is to develop a five year plan of projects. This project list will be used to incorporate the deficient areas into the City's work program. The progress and schedule of the ADA projects will be updated, at a minimum, annually. The list may be adjusted as projects proceed through the delivery process and issues arise.

5.1.4 Technically Infeasible Locations

Any existing City of Reno pedestrian facility or features being altered shall be made accessible to the maximum extent feasible within the scope of the alteration.

The City recognizes that there are locations where it is "technically infeasible" to bring the facilities or features into full compliance due to existing physical site constraints. Alterations to features, spaces, or facilities within public ROW are considered technically infeasible when existing physical site constraints such as underlying terrain, ROW availability, underground structures, adjacent developed facilities, drainage, or the presence of a notable natural or historic feature make it impracticable to bring the altered elements into compliance. (United States Access Board (PROWAG), 2011, p. 20)

For locations such as these, the City will address as many deficiencies to accessibility as possible to ensure maximum compliance is achieved on the alteration project. Alterations that are deemed technically infeasible to achieve ADA compliance shall be documented with justification.

Technical infeasibility does not apply for new construction. All new construction projects, including pedestrian facilities or features, shall meet current ADA standards unless it is structurally impracticable (See 28 CFR 35.151(a)(2)).

5.2 MONITORING COMPLIANCE PROGRESS

5.2.1 Annual Performance

This Transition Plan is a living document and will be updated annually to reflect ADA program projects and processes as well as report on the progress of the Department's citywide ADA compliance for its facilities and ROW.

5.3 TECHNICAL COMPLIANCE – DESIGN STANDARDS

The following are the guides and standards the City uses to ensure ADA compliance as we design and construct improvements to the ROW:

- Public Right-of-Way Accessibility Guidelines (PROWAG) http://www.access-board.gov/guidelines-and-standards/streets-sidewalks/public-rights-of-way/proposed-rights-of-way-guidelines

6 APPENDIXES

6.1 ADDITIONAL REFFERENCE INFORMATION

6.1.1 Web-Links

The following website links provide further information pertaining to Title II ADA and Section 504:

- USDOJ and USDOT Joint Technical Assistance on when curb ramps are required with resurfacing
  http://www.fhwa.dot.gov/civilrights/programs/doj_fhwa_ta.cfm
- Glossary of Terms for Resurfacing
  http://www.fhwa.dot.gov/civilrights/programs/doj_fhwa_ta_glossary.cfm
- FHWA's Accessibility Resource Library
  http://www.fhwa.dot.gov/accessibility/index.cfm
- U.S. Access Board's Proposed Guidelines for Pedestrian Facilities in the Public Rights-of-way Public Rights-of-Way Accessibility Guidelines (PROWAG) Notice of Proposed Rule Making, July 26, 2011
- Federal regulations containing ADA standards
  http://www.gpo.gov/fdsys/pkg/CFR-2012-title49-vol1/pdf/CFR-2012-title49-vol1-part37.pdf
- U.S. Access Board's ADA standards
  http://www.access-board.gov/guidelines-and-standards/buildings-and-sites/about-the-ada-standards/ada-standards
- Questions and Answers for ADA/Section 504
  http://www.fhwa.dot.gov/civilrights/programs/ada_sect504qa.cfm

6.2 CITY OF RENO WEBSITE

Reno's ADA program information can be found on the website via the following internet link:

https://www.reno.gov/government/accessibility

The website provides ADA Coordinator contact information, Complaint Form for Disability Based Discrimination, Request for Accommodation Form, and ADA resource/information links.

6.3 GLOSSARY OF TERMS

Accessible: Describes a site, building, facility, or portion thereof that complies with the Americans with Disabilities Act and Section 504 of the Rehabilitation Act.

Accessible Pedestrian Signal (APS): A communication device located at traffic signals allowing for pedestrian walk phases using non-visual cues such as, audible tones, vibrotactile features or auditory announcements.

Accessible Route: An unobstructed, continuous route for pedestrian travel along a public sidewalk, crosswalk or ramp.

Civil Rights Act of 1991: To amend the Civil Rights Act of 1964 to strengthen and improve Federal Civil Rights laws, to provide for damages in cases of intentional employment discrimination, to clarify provisions regarding disparate impact actions, and for other purposes.

Cross Slope: The slope that is perpendicular to the direction of travel. (See running slope)

Curb: A vertical or rolled transition from the roadway or gutter to the sidewalk or planting strip.

Curb Ramp: A short ramp cutting through a curb or built up to it.

Detectible Warning: A standardized surface feature built in or applied to a walking surface or other elements along a public access path to warn visually impaired persons of a hazard.

Driveway: A vehicular path serving as an access point to public roadway from adjacent properties.

Facility: All or any portion of buildings, structures, site improvements, equipment, roads, walks, passageways, parking lots or other real or personal property located on a public rights-of-way.

Grade: The slope that is parallel to the direction of travel expressed as a ratio of rise to run, usually expressed in percent.

Pedestrian Access Route (PAR): Any walk or path intended for pedestrian movement or activity.

Public Rights-of-way (ROW): A type of easement granted or reserved over the land for transportation purposes, this can be for highway, public footpath, bike trails or electrical transmission lines.

Public Right of Way Accessibility Guidelines (PROWAG): Used by Reno as its primary design standard for accessibility design within Reno public right-of-way. Contains the scoping and technical requirements for accessibility to facilities for pedestrian circulation and use located in the public right-of-way.

Ramp: A sloped portion of walkway with a running slope greater than 1:20 or 5%.

Running Slope: The slope which is parallel to the direction of travel expressed as a ratio of rise to run, usually expressed in percent.

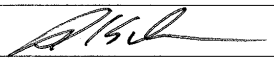
Sidewalk: The portion within the public rights-of-way which is improved for use by pedestrians.

Structurally Impracticable: Full compliance will be considered structurally impracticable only in those rare circumstances when the unique characteristics of the terrain prevent the incorporation of accessibility features. Any portion of a facility that can be made accessible shall be made accessible to the extent that it is not structurally impracticable. (See 28 CFR 35.151(a)(2))

Tactile: Describes an object which can be perceived using the sense of touch.

TTY (Tele-Typewriter): A device similar to a typewriter which has a small readout. Employs interactive text based communications through the transmission of coded signals across the standard telephone network. Text telephones are also sometimes referred to as TTD (telecommunication devices for deaf persons) machines, however not common.

6.4 COMPLIANCE WITH AMERICANS WITH DISABILITIES ACT - PROJECTS AFFECTING THE PUBLIC RIGHT-OF-WAY

CITY OF RENO – MANAGEMENT POLICIES AND PROCEDURES	
Compliance with Americans with Disabilities Act – Projects Affecting the Public Right-of-Way	
Approved by: Andrew Clinger, City Manager	**Number: 610**
	**Effective Date: 04-28-15**

I. PURPOSE

The purpose of this policy is to provide guidance to staff for the purposes of planning and designing projects in the public right-of-way in compliance with Americans with Disabilities Act (ADA).

II. REVISION HISTORY

04-28-15 Adopted

III. REFERENCES

A. Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG), July 26, 2011, United States Access Board

B. Nevada Revised Statutes (NRS) 278.02313 - Maintenance, reconstruction, and repair of sidewalks: Circumstances under which governing body may compel action by owner of property

C. Reno Municipal Code (RMC) Sec. 12.20.005 - Duty to maintain sidewalk, curb and gutter, or trail

IV. SCOPE

This policy shall apply to all private and public projects in the public right-of-way which are an alteration to an existing facility.

Generally speaking, this policy will apply in the following circumstances including, but not limited to: street reconstruction, structural overlay, pedestrian access projects, traffic signal construction, traffic signal modifications, right-of-way adjacent to private developments which change the use of the land.

This policy will not apply to maintenance activities including, but not limited to: slurry seal, crack seal, micro-seal, traffic signal maintenance, street lighting, sidewalk repair, asphalt patching, underground utility work, traffic calming.

V. POLICY

PROWAG shall be used as guidance for the development and design of projects. During the planning stages, each project scope of work shall be evaluated and efforts made to incorporate accessibility features to the maximum extent feasible.

No projects shall be approved which reduce accessibility in the right-of-way. Street furniture, fences, walls, benches, bus stops, shelters, signs, poles, utility covers, landscaping and other impediments to accessibility shall not be placed on the public sidewalk or in the public right-of-way in a manner which impedes the required continuous width of the pedestrian access route.

VI. RESPONSIBILITIES

It shall be the responsibility of the project engineer or architect to ensure compliance with PROWAG for the project.

VII. PROCEDURES

During the planning and design of projects in the public right-of-way efforts shall be made to incorporate appropriate elements which create an accessible path of travel through the project to the maximum extent feasible in compliance with PROWAG. In each circumstance where it is determined that the addition of an accessible path of travel is not feasible, a statement shall be prepared and stamped by the engineer or architect responsible for the design of the project. The statement shall include, at a minimum, the options considered, the reasoning behind the decision and the cost analysis of the additional cost(s) associated with the alterations required to provide the accessible path of travel.

Priorities for addressing accessible path of travel are lack of curb ramps, obstructions to travel path, excessive cross slopes on driveways, excess cross slope in sidewalk, and deteriorated surface with less than .5 inch surface discontinuity.

Traffic signal projects requiring major modifications to the traffic signal, installation of new traffic signals, or replacement of existing traffic signals shall incorporate accessible pushbuttons and audible signals.

In areas where on-street parking spaces are marked or metered, accessible parking spaces in compliance with PROWAG shall be added during street rehabilitation projects.

U.S. Department of Justice
Civil Rights Division
Disability Rights Section

U.S. Department of Transportation
Federal Highway Administration

Department of Justice/Department of Transportation Joint Technical Assistance[1] on the Title II of the Americans with Disabilities Act Requirements to Provide Curb Ramps when Streets, Roads, or Highways are Altered through Resurfacing

Title II of the Americans with Disabilities Act (ADA) requires that state and local governments ensure that persons with disabilities have access to the pedestrian routes in the public right of way. An important part of this requirement is the obligation whenever streets, roadways, or highways are ALTERED to provide curb ramps where street level pedestrian walkways cross curbs.[2] This requirement is intended to ensure the accessibility and usability of the pedestrian walkway for persons with disabilities.

An alteration is a change that affects or could affect the usability of all or part of a building or facility.[3] Alterations of streets, roads, or highways include activities such as reconstruction, rehabilitation, RESURFACING, widening, and projects of similar scale and effect.[4] Maintenance activities on streets, roads, or highways, such as filling potholes, are not alterations.

Without curb ramps, sidewalk travel in urban areas can be dangerous, difficult, or even impossible for people who use wheelchairs, scooters, and other mobility devices. Curb ramps allow people with mobility disabilities to gain access to the sidewalks and to pass through center islands in streets. Otherwise, these individuals are forced to travel in streets and roadways and are put in danger or are prevented from reaching their destination; some people with disabilities may simply choose not to take this risk and will not venture out of their homes or communities.

Because resurfacing of streets constitutes an alteration under the ADA, it triggers the obligation to provide curb ramps where pedestrian walkways intersect the resurfaced streets. See Kinney v. Yerusalim, 9 F 3d 1067 (3rd Cir. 1993). This obligation has been discussed in a variety of technical assistance materials published by the Department of Justice beginning in 1994.[5] Over the past few years, state and local governments have sought further guidance on the scope of the alterations requirement with respect to the provision of curb ramps when streets, roads or highways are being resurfaced. These questions have arisen largely due to the development of a variety of road surface treatments other than traditional road resurfacing, which generally involved the addition of a new layer of asphalt. Public entities have asked the Department of Transportation and the Department of Justice to clarify whether particular road surface treatments fall within the ADA definition of alterations, or whether they should be considered

maintenance that would not trigger the obligation to provide curb ramps. This Joint Technical Assistance addresses some of those questions.

Where must curb ramps be provided?

Generally, curb ramps are needed wherever a sidewalk or other pedestrian walkway crosses a curb. Curb ramps must be located to ensure a person with a mobility disability can travel from a sidewalk on one side of the street, over or through any curbs or traffic islands, to the sidewalk on the other side of the street. However, the ADA does not require installation of ramps or curb ramps in the absence of a pedestrian walkway with a prepared surface for pedestrian use. Nor are curb ramps required in the absence of a curb, elevation, or other barrier between the street and the walkway.

When is resurfacing considered to be an alteration?

Resurfacing is an alteration that triggers the requirement to add curb ramps if it involves work on a street or roadway spanning from one intersection to another, and includes overlays of additional material to the road surface, with or without milling. Examples include, but are not limited to the following treatments or their equivalents: addition of a new layer of asphalt, reconstruction, concrete pavement rehabilitation and reconstruction, open-graded surface course, micro-surfacing and thin lift overlays, cape seals, and in-place asphalt recycling.

What kinds of treatments constitute maintenance rather than an alteration?

Treatments that serve solely to seal and protect the road surface, improve friction, and control splash and spray are considered to be maintenance because they do not significantly affect the public's access to or usability of the road. Some examples of the types of treatments that would normally be considered maintenance are: painting or striping lanes, crack filling and sealing, surface sealing, chip seals, slurry seals, fog seals, scrub sealing, joint crack seals, joint repairs, dowel bar retrofit, spot high-friction treatments, diamond grinding, and pavement patching. In some cases, the combination of several maintenance treatments occurring at or near the same time may qualify as an alteration and would trigger the obligation to provide curb ramps.

What if a locality is not resurfacing an entire block, but is resurfacing a crosswalk by itself?

Crosswalks constitute distinct elements of the right-of-way intended to facilitate pedestrian traffic. Regardless of whether there is curb-to-curb resurfacing of the street or roadway in general, resurfacing of a crosswalk also requires the provision of curb ramps at that crosswalk.

1 The Department of Justice is the federal agency with responsibility for issuing regulations implementing the requirements of title II of the ADA and for coordinating federal agency compliance activities with respect to those requirements. Title II applies to the programs and activities of state and local governmental entities. The Department of Justice and the Department of Transportation share responsibility for enforcing the requirements of title II of the ADA with respect to the public right of way, including streets, roads, and highways.

2 See 28 CFR 35.151(I)(1) (Newly constructed or altered streets, roads, and highways must contain curb ramps or other sloped areas at any intersection having curbs or other barriers to entry from a street level pedestrian walkway) and 35.151(i)(2) (Newly constructed or altered street level pedestrian walkways must contain curb ramps or other sloped areas at intersections to streets, roads, or highways).

3 28 CFR 35.151(b)(1).

4 2010 ADA Accessibility Standards, section 106.5.

5 See 1994 Title II Technical Assistance Manual Supplement, Title II TA Guidance: The ADA and City Governments: Common Problems; and ADA Best Practices Tool Kit for State and Local Governments: Chapter 6, Curb Ramps and Pedestrian Crossings under Title II of the ADA, available at ada.gov.

July 8, 2013

Glossary of Terms for DOJ/DOT Joint Technical Assistance on the ADA Title II Requirements to Provide Curb Ramps When Streets Roads or Highways are Altered Through Resurfacing

This glossary is intended to help readers understand certain road treatments referenced on page 2 of the DOJ/FHWA Joint Technical Assistance on the ADA Title II Requirements to Provide Curb Ramps When Streets Roads or Highways are Altered Through Resurfacing. The definitions explain the meaning of these terms from an engineering perspective and are provided in the order in which they appear in the Technical Assistance document.

Treatments that are considered alterations of the road surface

Reconstruction – Reconstruction refers to removing all or a significant portion of the pavement material and replacing it with new or recycled materials. This may include full-depth reclamation, where the pavement surface is demolished in place and new pavement surface is applied. In addition, reconstruction may also include grinding up a portion of the pavement surface, recycling it and placing it back, and then adding a wearing surface, such as in cold in-place asphalt recycling. Reconstruction often includes widening or geometrical changes to the roadway profile.

Rehabilitation - Rehabilitation refers to significant repairs made to a road or highway surface, including activities such as full slab replacement, filling voids under slabs (slabjacking), widening, and adding additional structural capacity.

Open-graded surface course – Open-graded surface course, also known as "open-graded friction course," involves a pavement surface course that consists of a high-void, asphalt concrete mix that permits rapid drainage of rainwater through the course and off the shoulder of the road. The mixture consists of either Polymer-modified or rubber-modified asphalt binder, a large percentage of one-sized coarse aggregate, and a small amount of fibers. This treatment prevents tires from hydroplaning and provides a skid-resistant pavement surface with significant noise reduction.

Microsurfacing – Microsurfacing involves spreading a properly proportioned mixture of polymer modified asphalt emulsion, mineral aggregate, mineral filler, water, and other additives, on a paved surface. Microsurfacing differs from slurry seal in that it can be used on high volume roadways to correct wheel path rutting and provide a skid resistant pavement surface.

Thin lift overlays – Thin lift overlays are thin applications of mixtures of hot mix asphalt. Thin lift overlays may also require some milling along curbs, manholes, existing curb cuts, or other road structures to assure proper drainage and cross slopes.

Cape seal – A cape seal is a thin surface treatment constructed by applying a slurry seal or microsurfacing to a newly constructed chip seal. It is designed to be an integrated system where the primary purpose of the slurry is to fill voids in the chip seal.

In-place asphalt recycling - In-place asphalt recycling is a process of heating and removing around 1-2 inches of existing asphalt and remixing the asphalt with the addition of a binder additive and possible aggregate to restore the wearing surface for placement and compaction. All of this is performed in a train of equipment.

Treatments that are considered <u>maintenance</u> of the road surface

Crack filling and sealing – Crack filling and sealing involves placing elastomeric material directly into cracks in pavement.

Surface sealing - Surface sealing involves applying liquid sealant to pavement surface in order to stop water penetration and/or reduce oxidation of asphalt products. Sand is sometimes spread over liquid to absorb excess material.

Chip seals – Chip Seals involve placing graded stone (chips) on liquid emulsified asphalt sprayed on pavement surface. The surface is rolled to enable seating of chips.

Slurry seal – Slurry seals involve spraying a mixture of slow setting emulsified asphalt, well graded fine aggregate, mineral filler, and water on the pavement surface. It is used to fill cracks and seal areas of old pavements, to restore a uniform surface texture, to seal the surface to prevent moisture and air intrusion into the pavement, and to improve skid resistance.

Fog seals – Fog seals are a type of surface sealing.

Scrub sealing – Scrub sealing is type of surface sealing

Joint crack seals – Joint crack seals are usually associated with concrete pavement. This work consists of routing and cleaning existing cracks and joints and resealing to prevent water and non-compressibles from entering into the pavement joints and subgrade materials.

Joint repairs – Joint repairs are usually associated with concrete pavement. This work consists of selectively repairing portions of the pavement where the slabs are generally in good condition, but corners or joints are broken. The depth of the patch could be full depth or partial depth.

Dowel retrofit – Dowel retrofits are usually associated with concrete pavement. This work involves the installation of dowel bars connecting slabs in existing pavements. Pavement with dowel bar retrofits can have life extensions of as much as 20 years. Its application is almost exclusively on high-speed Interstate highways.

Spot high-friction treatments – Spot high-friction treatments involve using epoxy based resin liquids as a binder for an aggregate with high-friction properties. These are used in locations where drivers are frequently braking and the pavement surface has less resistance to slipping.

Diamond grinding – Diamond grinding involves using a gang saw to cut grooves in the pavement surface to restore smoothness and eliminate any joint faulting.

Pavement patching – Pavement patching involves selectively repairing portions of the pavement where the slabs are generally in good condition, but corners or joints are broken. The depth of the patch could be full depth or partial depth.

6.6 NOTICE TO THE PUBLIC

City of Reno

ADA NOTICE TO THE PUBLIC

Notice Under The Americans With Disabilities Act of 1990, as amended by the Americans with Disabilities Act Amendments of 2008 (ADAAA):

In compliance with 28 CFR 35.106 this notice is posted on the City's website at: Reno.Gov/Government/Accessibility, at all City facilities, and included with job applications and program schedules. The City also periodically publishes this notice with various media outlets.

In accordance with the requirements of Title II of the ADAAA no qualified individual with a disability shall, on the basis of disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of the City, access to City facilities, or be subjected to discrimination by the City.

Employment

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

Effective Communication

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

Requests for Accommodation

The City of Reno will make all reasonable modifications to policies and programs to ensure that individuals with disabilities have an equal opportunity to enjoy all of its facilities, programs, services, and activities. For example, service animals are welcome in the City of Reno 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 program, service, and/or activity of the City of Reno, should contact the ADAAA Employment and Program Coordinator as soon as reasonable, but no later than 48 hours, before the scheduled event. Anyone requesting an auxiliary aid or service or a

modification of policies or procedures is encouraged to submit a Request for Reasonable Accommodation Form.

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

Grievance Procedure

Complaints that a facility, program, service, or activity of the City of Reno is not accessible to individuals with disabilities should be directed to the designated ADAAA Employment and Program Coordinator. The ADAAA Employment and Program Coordinator will process all ADAAA related complaints and retain (as appropriate) or refer the complaint to the appropriate designated ADAAA Coordinator as described below. You may also submit a ADA Complaint Form online.

Contact Information:

ADAAA Employment and Program Coordinator
Andrena Arreygue
Department of Human Resources
City of Reno
P.O. Box 1900
Reno, NV 89505
Telephone: 775-334-2285
Fax: 775-334-2045

ADAAA City Facility Access Coordinator
Frank Avera, Facility Manager
Department of Public Works
City of Reno
P.O. Box 1900
Reno, NV 89505
Telephone: 775-334-2243
Fax: 775-334-2491

ADAAA Coordinator for Public Sidewalks, Streets and Traffic Signals:
Kerrie Koski, Assistant Public Works Director/City Engineer
Department of Public Works
City of Reno
P.O. Box 1900
Reno, NV 89505

Telephone: 775-334-2548
Fax: 775-334-1226

ADAAA Coordinator for Parks and Recreation Programs and Services
April Wolfe, Therapeutic Recreation Specialist
Department of Parks, Recreation, and Community Services
City of Reno
P.O. Box 1900
Reno, NV 89505
Telephone: 775-333-7765
Fax: 775-321-8338

6.7 FORMS

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Request for Accommodation Form

Complete this form to request accommodation for programs, services activities or facilities. Click here to complete the form online.

Name (First & Last): _____

Address: _____ Apt./Bldg. # _____

City/State/Zipcode: _____

Phone Number: _____ Alt. Phone Number: _____

Email: _____

Preferred Method of Contact: _____

Please select all accommodation requests that apply:

☐ I am requesting an accommodation that will allow me to participate in a program or activity offered by the City.

Please specify the department, program, service or activity: _____

☐ I am requesting an accommodation by asking for an exception to a rule, policy or procedure.

Please specify the rule, policy, or procedure: _____

☐ Other accommodation

Please specify other accommodation: _____

Describe the accommodation that you are requesting, as well as list as many alternative modifications that you can think of: _____

Describe how this accommodation will assist you: _____

ADAAA Complaint Form

Complete this form to complain of an alleged violation of Title II of the ADAAA by the City of Reno. Please contact the City's ADAAA Employment and Program Coordinator to file a complaint based upon an employment-related decision. Click here to complete the form online.

Name (First & Last):_____

Address:_____ Apt./Bldg. #_____

City/State/Zipcode:_____

Phone Number:_____ Alt. Phone Number_____

Email:_____

Preferred Method of Contact:_____

Provide a detailed explanation of the accessibility barrier or discrimination: ___

Select each of the following that are applicable to the access barrier or discrimination complaint:

- ☐ Employment
- ☐ Facility
- ☐ Program, activity or service
- ☐ Public rights-of-way

Please provide suggested solution to the complaint:_____

Has any other agency been contacted regarding this request? Yes ☐ No ☐
If yes, what agency or agencies did you contact?_____

If you spoke to an agency or agencies, who were the agents you spoke with?_____

6.8 COMPLETED PROJECTS

Project Name	Year	Audible Signals (Number of Locations)	Project Total Cost	Ramps (SF)	Ramps (EA)	Ramps Total Cost	Sidewalk (SF)	Sidewalk Total Cost
CDBG & 1994/1995 Neighborhood Street Rehabilitation Projects	1995		$1,066,988.73	1,980	34	$25,704.00	50	$1,050.00
CDBG & REDEV 1996 Neighborhood Street Rehabilitation Projects	1996		$1,197,686.42	1,654	27	$13,436.00	6,665	$46,034.00
1997 CDGB Neighborhood Street Rehabilitation Program (862)	1997		$1,995,965.00	2,655	44	$36,330.00	8,526	$74,709.00
1997 Neighborhood Street Rehabilitation Program -- Unit 4 (863)	1997		$1,097,995.00	1625	27	$25,025.00	6,240	$34,320.00
Neighborhood Street Rehabilitation Program -- Unit 1 (860)	1997		$619,794.00		5	$660.00	610	$4,453.00
Neighborhood Street Rehabilitation Program (861)	1997		$718,457.00		0	$0.00	5,540	$27,700.00
1998 Neighborhood Street Rehabilitation Program (Estimate Only	1998		$1,061,132.45	480	8	$7,152.00	1,562	$13,526.00
1999 Neighborhood Street Rehabilitation Program -- Unit 1	1999		$675,698.00	832	14	$11,772.00	1,185	$7,358.00
1999 Neighborhood Street Rehabilitation Program -- Unit 2	1999		$507,243.00		4	$4,760.00	598	$4,580.00
1999 Neighborhood Street Rehabilitation Program -- Unit 3	1999		$2,500,007.00		34	$27,200.00	8,500	$43,605.00
1999 Neighborhood Street Rehabilitation Program -- Unit 4	1999		$1,147,777.00	480	8	$10,924.00	1,562	$24,992.00
Totals for 1995-1999			$12,588,743.60	9,706	205	$162,963.00	41,038	$282,327.00
2000 No data	2000							
2001 Neighborhood Street Rehabilitation Program -- Unit 1	2001		$996,426.00		15	$14,910.00	693	$4,442.00
2001 Neighborhood Street Rehabilitation program -- Unit 2	2001		$782,326.00	1,800	30	$26,046.00	1,680	$11,121.00
2001 Neighborhood Street Rehabilitation program -- Unit 3	2001		$782,326.00		0	$0.00	510	$3,697.00
2001 Neighborhood Street Rehabilitation program -- Unit 4	2001		$1,492,120.00		24	$25,050.00	7,220	$28,880.00
2002 Neighborhood Street Rehabilitation program -- Unit 1	2002		$818,375.00		4	$3,520.00	231	$2,887.00

Project Name	Year	Audible Signals (Number of Locations)	Project Total Cost	Ramps (SF)	Ramps (EA)	Ramps Total Cost	Sidewalk (SF)	Sidewalk Total Cost
2002 Neighborhood Street Rehabilitation program -- Unit 2	2002		$1,057,007.00		26	$19,500.00	5,260	$36,820.00
2002 Neighborhood Street Rehabilitation program -- Unit 3	2002		$1,156,331.00		20	$24,400.00	11,523	$103,707.00
2002 Neighborhood Street Rehabilitation program -- Unit 4	2002		$1,616,007.00		6	$4,900.00	2,191	$18,819.00
2002 Neighborhood Street Rehabilitation program -- Unit 5	2002		$873,870.07		11	$13,200.00	1,070	$6,420.00
2003 Neighborhood Street Rehabilitation program -- Unit 1	2003		$2,078,544.00		32	$13,920.00	30,000	$195,000.00
2003 Neighborhood Street Rehabilitation program -- Unit 2	2003		$1,662,007.00		17	$12,750.00	23,500	$141,000.00
2003 Neighborhood Street Rehabilitation program -- Unit 3	2003		$622,101.00		22	$14,300.00	3,784	$29,515.00
2003 Neighborhood Street Rehabilitation program -- Unit 4	2003		$875,555.00	1,680	15	$2,680.00	240	$1,320.00
2004 Neighborhood Street Rehabilitation program -- Unit 1	2004		$1,137,007.00		21	$25,200.00	6,973	$55,784.00
2004 Neighborhood Street Rehabilitation program -- Unit 2	2004		$893,007.00		4	$4,400.00	11,093	$83,197.00
2004 Neighborhood Street Rehabilitation program -- Unit 3	2004		$1,152,237.84		25	$31,875.00	10,659	$66,618.00
2004 Neighborhood Street Rehabilitation program -- Unit 4	2004		$721,748.00		10	$12,000.00	5,857	$40,999.00
2004 Ped Ramp Project	2004		$58,490.10		32	$41,713.00	634	$6,934.00
2005 CDBG Pedestrian Ramp Project	2005		$56,400.00		19	$51,900.00	0	$0.00
2005 Neighborhood Street Rehabilitation program -- Unit 1	2005		$497,124.35		0	$0.00	0	$0.00
2005 Neighborhood Street Rehabilitation program -- Unit 2	2005		$1,242,007.00		28	$49,000.00	7,500	$56,250.00
2005 Neighborhood Street Rehabilitation program -- Unit 3	2005		$1,567,007.00		7	$12,250.00	4,500	$38,250.00
2005 Neighborhood Street Rehabilitation program -- Unit 4	2005		$1,760,701.00		41	$92,250.00	19,000	$161,500.00
2005 Neighborhood Street Rehabilitation program -- Unit 5	2005		$677,007.00		0	$0.00	900	$7,200.00
Totals for 2000-2005		**0**	**$24,575,731.36**	**3,480**	**409**	**$495,764**	**155,018**	**$1,100,360.00**

Project Name	Year	Audible Signals (Number of Locations)	Project Total Cost	Ramps (SF)	Ramps (EA)	Ramps Total Cost	Sidewalk (SF)	Sidewalk Total Cost
2006 CDBG Pedestrian Ramp Project	2006		$59,440.00		15	$52,200.00	80	$1,040.00
2006 Neighborhood Street Rehabilitation program -- Unit 1	2006		$2,316,316.00		2	$2,400.00	2,000	$30,000.00
2006 Neighborhood Street Rehabilitation program -- Unit 2	2006		$844,443.15		8	$18,744.00	13,000	$92,950.00
2006 Neighborhood Street Rehabilitation program -- Unit 3	2006		$2,873,007.00		22	$50,600.00	18,500	$203,500.00
2006 Neighborhood Street Rehabilitation program -- Unit 4	2006		$1,573,007.00		25	$55,000.00	10,000	$110,000.00
West 4th Street Enhancement	2006		$1,080,411.00		12	$41,100.00	5,930	$64,630.00
2007 CDBG Pedestrian Ramp Project	2007		$97,108.00		26	$89,700.00	0	$0.00
2007 Neighborhood Street Rehabilitation program -- Unit 1	2007		$2,996,996.00		29	$29,000.00	66,600	$399,600.00
2007 Neighborhood Street Rehabilitation program - Unit 2 Neil Road	2007		$876,007.00		16	$25,600.00	1,800	$14,400.00
2008 CDBG Pedestrian Ramp Project	2008		$55,968.50		23	$55,968.50	0	$0.00
2008 Neighborhood Street Rehabilitation program -- Unit 1	2008		$3,474,474.00		25	$25,000.00	35,000	$105,000.00
2009 Neighborhood Street Rehabilitation program -- Unit 1	2009		$3,550,550.00		134	$93,800.00	98,000	$294,000.00
2009 Neighborhood Street Rehabilitation program -- Unit 2	2009		$1,548,007.00		28	$30,800.00	16,000	$104,000.00
2009 Neighborhood Street Rehabilitation program -- Unit 3	2009		$1,501,104.85		27	$27,527.00	7,000	$41,090.00
2009 Ped Ramp Project	2009							
2009-2010 Concrete Replacement On-call Contract	2009		$119,598.80	900	3	$21,952.00	2,900	$26,177.00
2010 Neighborhood Street Rehabilitation program -- Unit 1	2010		$1,740,000.00		30	$42,000.00	11,825	$11,825.00
2010 Neighborhood Street Rehabilitation program -- Unit 2	2010		$1,589,589.00		22	$18,700.00	25,500	$51,000.00
2010 Neighborhood Street Rehabilitation program -- Unit 3	2010		$1,363,333.00		18	$18,540.00	12,400	$24,800.00
2010 Ped Ramp Project	2010							
East 4th Street Enhancement	2010		$283,507.00		0	$0.00	13,000	$94,250.00
Totals for 2006-2010		**0**	**$27,942,867.30**	**900**	**465**	**$698,631.50**	**339,535**	**$1,668,262.00**

Project Name	Year	Audible Signals (Number of Locations)	Project Total Cost	Ramps (SF)	Ramps (EA)	Ramps Total Cost	Sidewalk (SF)	Sidewalk Total Cost
2010-11 CDBG Pedestrian Ramp Project	2011		$113,210.00		45	$103,210.00		
2011 Neighborhood Street Rehabilitation program -- Unit 1	2011		$1,895,007.00		30	$24,000.00	30,000	$180,000.00
2011 Neighborhood Street Rehabilitation program -- Unit 2	2011		$2,172,444.00		11	$9,900.00	5,000	$15,000.00
2011 Neighborhood Street Rehabilitation program -- Unit 3	2011		$3,284,521.71		60	$48,000.00	56,800	$113,800.00
2011-2012 On-call Concrete Replacement	2011		$129,000.00	900	3	$30,000.00	2,900	$25,200.00
2012 CDBG Northwest Sidewalk Construction Project	2012		$144,888.00		11	$18,555.00	13,000	$75,780.00
2012 Neighborhood Street Rehabilitation program -- Unit B,C&E	2012		$2,521,444.00		38	$45,600.00	24,000	$144,000.00
2012 Neighborhood Street Rehabilitation program -- Unit G	2012		$2,157,007.00		10	$13,000.00	6,800	$81,600.00
2012 Neighborhood Street Rehabilitation program -- Unit H	2012		$1,614,444.00		10	$12,000.00	7,100	$85,200.00
2012-13 CDBG Pedestrian Ramp Project	2013		$124,800.00		36	$91,400.00	750	$7,500.00
2013 Concrete On-Call Replacement	2013		$210,169.00		1	$1,704.00	12,400	$99,200.00
2013 Neighborhood Street Rehabilitation program -- Unit A	2013		$2,220,220.00		16	$14,400.00	70,000	$280,000.00
2013 Neighborhood Street Rehabilitation program -- Unit B	2013		$689,012.60		12	$14,000.00	6,200	$43,400.00
ReTrac Enhancement Project Phase II	2013		$699,600.00		5	$11,100.00	9,990	$141,300.00
2014 Sewer Rehab	2014		$6,760,000.00		25	$36,900.00		
2014-15 CDBG Pedestrian Ramp Project	2014							
2015 Sewer Rehab	2015		$4,824,444.00		3	$10,000.00		
2016 Annual Concrete Replacement	2015		$470,235.00		5	$20,500.00	21,000	$174,650.00
Totals for 2011-2015		**0**	**$30,030,446.31**	**900**	**321**	**$504,269.00**	**265,940**	**$1,466,630.00**
2016 Sewer Rehab Phase 1A	2016		$4,753,007.00		7	$24,000.00		
2016 Sewer Rehab Phase 1B	2016		$8,021,006.69		5	$15,000.00		
2016 Street Rehabilitation & Sidewalk Project (College & 15th) (Montello Area & Valley Rd)	2016		$2,922,444.00		58	$114,700.00	32,950	$262,500.00
2016-17 CDBG Pedestrian Ramp Project	2016							

Project Name	Year	Audible Signals (Number of Locations)	Project Total Cost	Ramps (SF)	Ramps (EA)	Ramps Total Cost	Sidewalk (SF)	Sidewalk Total Cost
Audible Signals	2016	38						
2017 Annual Concrete Replacement	2017		$135,000.00		0	$0.00	3,200	$68,000.00
2017 Sewer Rehab Phase 1	2017		$2,068,229.46		6	$8,670.00		
San Mateo Ave & Norman Dr (SW Area) NSB	2017		$2,716,007.00		18	$42,000.00	21,806	$176,000.00
Audible Signals	2017	19						
2018 Concrete Replacement Project	2018		$49,900.00		1	$5,500.00	1,745	$26,225.00
2017 Sewer Rehab Phase 2	2018		$5,669,741.70		6	$13,800.00		
2018 Neighborhood Street Rehabilitation Project	2018		$3,284,007.00		5	$13,000.00	32,500	$308,750.00
2018-19 CDBG Pedestrian Ramp Project	2018		$149,250.00		17	$147,308.00	80	$1,942.00
Marthiam Ave Rehabilitation Project	2018		$1,063,933.00		6	$17,000.00	2,047	$26,791.00
Audible Signals	2018	22						
2019 Sidewalk Replacement Program	2019		$69,000		0	$0.00	2,300	$69,000
Gordon/Marsh Rehabilitation Project	2019		$3,786,000.00		58	$121,800.00	36,062	$351,604.50
2019 Sewer Rehabilitation Project	2019							
2019 EAE	2019		Paid by Permittee		8	Paid by Permittee	222	Paid by Permittee
Audible Signals	2019	11						
2019 Pedestrian Ramp Project	2020		$120,388.54	1,220	13	$79,133.95		
2020 Ambassador Drive Area	2020		$2,519,519.00	3,220	17	$66,700.00	7,009	$69,227.50
2020 Royal Drive Area	2020		$3,190,195.05	2,283	23	$54,792.00	34,238	$376,618.00
2020 Eleventh Street Area	2020		$5,363,444.00	4,135	37	$68,400.00	18,058	$216,696.00
2020 Sidewalk Replacement Program	2020		$160,040.00		2	$17,000.00	2,483	$143,040.00
2020 9th Street Improvements	2020		$24,915.00		3	$22,915.00		
2020 Edgewater and Mayberry Crosswalk	2020		$18,250.00		2	$18,250.00		
2020 EAE	2020		Paid by Permitee		9	Paid by Permitee	100	Paid by Permitee
Cyan Park Phase II	2020		$3,140,000.00		11	$15,400.00	18,225	$118,462.50
Totals for 2016-2020		**90**	**$49,224,277.44**	**10,858**	**312**	**$865,368.95**	**213,025**	**$2,214,856.50**

6.9 PRIORITY PROJECTS

Below is a list of projects that include ADA improvements planned to be delivered over the next five (5) years. The list outlines the project location, scope of work, the projected year for construction, and the estimated project cost. This list will be updated annually.

PROJECT NAME	PROJECT SCOPE	EST BUDGET	RAMPS (SF)	RAMPS (EA)	SIDEWALK (SF)	AUDIBLE SIGNALS
2021 CONSTRUCTION YEAR						
2021 Bartlett Area Neighborhood Street Rehabilitation Project	Street reconstruction, including curb, gutter, driveways, sidewalks, curb ramps, sewer and storm drain structures, manholes, pipe, and striping.	$2,732,444	4,060	29	24,673	0
2021 Stewart Street & East Taylor Street Water Main Replacement	Street reconstruction, including curb, gutter, driveways, sidewalks, curb ramps, sewer and storm drain structures, manholes, pipe, and striping.	$12,813,007		50	16,300	0
2021 Roberts/Wilson Neighborhood Street Rehabilitation Project	Street reconstruction, including curb, gutter, driveways, sidewalks, curb ramps, sewer and storm drain structures, manholes, pipe, and striping.	$2,189,189	2,064	23	2,700	0
2021 Reno Consolidated Sewer Rehabilitation Phase 1-Oddie/ Citicenter/ Lemmon	Improvements and repairs to sanitary and storm drain sewer system.	$3,089,759		6	1,082	0
2021 Rocky Mountain Stead Sewer Capacity Project	Improvements and repairs to sanitary and storm drain sewer system.	$6,772,029		2	3,800	0
2020 CDBG Pedestrian Ramp Project (to be constructed in 2021)	Construction or replacement of existing pedestrian curb ramps, curb, gutter, and sidewalk as necessary for ADA compliance.	$111,500	1,070	12	0	0
2021 Sidewalk Replacement Program	Replacement of sidewalk panels, sections, or segments, tree root mitigation, pedestrian curb ramps, and other misc. work.	$50,000				
2022 CONSTRUCTION YEAR						
2022 Watt Street Area Neighborhood Rehabilitation Project	Street reconstruction, including curb, gutter, driveways, sidewalks, curb ramps, sewer and storm drain structures, manholes, pipe, and striping.	$2,500,000				
2022 Swope Area Neighborhood Rehabilitation Project	Street reconstruction, including curb, gutter, driveways, sidewalks, curb ramps, sewer and storm drain structures, manholes, pipe, and striping.	$2,600,000				
2022 Humboldt-Lander North Area Neighborhood Rehabilitation Project	Street reconstruction, including curb, gutter, driveways, sidewalks, curb ramps, sewer and storm drain structures, manholes, pipe, and striping.	$2,100,000				

PROJECT NAME	PROJECT SCOPE	EST BUDGET	RAMPS (SF)	RAMPS (EA)	SIDEWALK (SF)	AUDIBLE SIGNALS
2022 Humboldt-Lander South Area Neighborhood Rehabilitation Project	Street reconstruction, including curb, gutter, driveways, sidewalks, curb ramps, sewer and storm drain structures, manholes, pipe, and striping.	$2,700,000				
2021 CDBG Pedestrian Ramp Project	Construction or replacement of existing pedestrian curb ramps, curb, gutter, and sidewalk as necessary for ADA compliance.	$50,000				
2022 Sidewalk Replacement Program	Replacement of sidewalk panels, sections, or segments, tree root mitigation, pedestrian curb ramps, and other misc. work.	$1,300,000				
2023 CONSTRUCTION YEAR						
2023 Talus and Moraine Area Neighborhood Street Rehabilitation Project	Street reconstruction, including curb, gutter, driveways, sidewalks, curb ramps, sewer and storm drain structures, manholes, pipe, and striping.	$4,800,000				
2023 Akard-Frontier Area Neighborhood Rehabilitation Project	Street reconstruction, including curb, gutter, driveways, sidewalks, curb ramps, sewer and storm drain structures, manholes, pipe, and striping.	$1,100,000				
2023 Van Ness Area Neighborhood Rehabilitation Project	Street reconstruction, including curb, gutter, driveways, sidewalks, curb ramps, sewer and storm drain structures, manholes, pipe, and striping.	$2,600,000				
2022 CDBG Pedestrian Ramp Project	Construction or replacement of existing pedestrian curb ramps, curb, gutter, and sidewalk as necessary for ADA compliance.	$50,000				
2023 Sidewalk Replacement Program	Replacement of sidewalk panels, sections, or segments, tree root mitigation, pedestrian curb ramps, and other misc. work.	$330,000				
2024 CONSTRUCTION YEAR						
2023 CDBG Pedestrian Ramp Project	Construction or replacement of existing pedestrian curb ramps, curb, gutter, and sidewalk as necessary for ADA compliance.	$50,000				
2024 Sidewalk Replacement Program	Replacement of sidewalk panels, sections, or segments, tree root mitigation, pedestrian curb ramps, and other misc. work.	$330,000				