

Alabama Department of Transportation

Americans with Disabilities Act (ADA) Transition Plan



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Background

The Alabama Department of Transportation (ALDOT) completed its original Americans with Disability Act (ADA) Transition Plan in late 2008. This plan was signed by Director D. J. McInnes and was submitted to the Federal Highway Administration (FHWA) on January 28, 2009. (A copy of the transmittal letter is attached as Appendix A.) The plan was developed from a self-assessment ALDOT employees made of all DOT facilities including: the Central Office Complex, Division Offices, District Offices, Welcome Centers and Rest Areas. It found “there is at least one accessible route into each building.” It further reiterated that all ALDOT facilities were in need of some modifications to minimize and manage remaining obstacles in areas such as restrooms, telephones, drinking fountains, and offices. The evaluation of exterior paths between buildings included features such as: curb ramps, sidewalks, handrails and striping on stairways. It further revealed some exterior improvements were needed.

The self-assessment was performed under the direction of the Statewide ADA Coordinator, who was assisted by ALDOT employees within each of the 9 Division Offices that existed at that time throughout the State. He also utilized ALDOT employees from the Central Office in Montgomery to assist in the Central Office Complex evaluation. The assessment was divided into 5 categories. They were:

- 1). Parking
- 2). Curbs
- 3). Access
- 4). Entrances
- 5). Interior

ALDOT’s engineering staff provided cost estimates for the various modifications that were needed to comply with ADA guidelines. At the time, this 2008 Transition Plan was submitted to FHWA, some modifications at the Central Office Complex had already been completed and others were in the process of being completed.

The 2008 Transition Plan established Division and District representatives responsible for ADA compliance in their respective locations. It further determined that an ADA Policy and Complaint procedure should be distributed and posted in all ALDOT facilities. It also committed that all new construction

would be designed to meet ADA standards. Each of the 9 Division Offices throughout the State was assigned the responsibility for ensuring that all new construction met ADA standards and for monitoring all ADA issues performed at the Division level. It further reiterated that the monitoring of ADA compliance would be conducted on a quarterly basis with possible random site reviews being conducted.

The 2008 Transition Plan established short-term goals such as:

- 1). Striping and signage of parking areas
- 2). Signage and grab bars within restrooms
- 3). Provide TTY phones
- 4). Retread stairways
- 5). Replacing door handles

The projected completion date for these short-term goals was December 2008.

The plan further established long-term goals such as:

- 1). Installation of automatic doors
- 2). Provide curb ramps and curb cuts
- 3). Provide accessible drinking fountains
- 4). Provide accessible lavatories
- 5). Make available an accessible website for people with disabilities
- 6). Provide a process to monitor sub-recipients

The projected completion date for these long-term goals was December 2009 but was contingent upon budgetary allowances.

The 2008 Transition Plan was made available for review at the Central Office in Montgomery and at each of the District Offices located throughout the State. A Public Notice was published, indicating that comments should be submitted to the Department no later than August 15, 2008. (A copy of the Public Notice is attached as Appendix B.)

In October 2010, a follow-up or 2nd self-assessment was conducted by ALDOT employees of all DOT facilities, to again include the Central Office Complex, Division Offices, District Offices, Welcome Centers and Rest Areas. This update further documented and verified improvements that had been made to date and outlined what work was remaining to be done. (A link to the original 2008 Transition Plan, including the October 2010 updates shown in red, is shown in Appendix C.)

Introduction

Between mid-2008 when ALDOT's original ADA Transition Plan was being developed and mid-2015, the Department had 4 different Statewide ADA Coordinators. The 2008 Transition Plan assigned the responsibility for ensuring that all new construction meets ADA standards and for monitoring all ADA improvements to each of the 9 Division Offices located throughout the State. In January 2015, ALDOT restructured the State from 9 Division Offices to 5 Regional Offices.

The 2008 Transition Plan indicated that the self-assessment ALDOT employees conducted identified that it would take \$1.742 million to make improvements to all of ALDOT's facilities to become fully ADA compliant. In October 2015 ALDOT retained the services of a consultant to assist in performing "An Assessment of ADA Accessibility for ALDOT Welcome Centers & Rest Areas (Phase 1)." The consultant selected had extensive experience in ADA compliance and provided trained civil engineers to assist in performing the outside assessment of "civil-type" facilities and also provided trained architects to assist in performing the internal building assessment. This assessment was completed in April 2016 and indicated that \$16.7 million is needed at ALDOT's 26 older Welcome Centers/Rest Areas alone to achieve full ADA compliance.

Because of the discrepancy between the cost indicated in ALDOT's 2008 Transition Plan and the cost indicated in the April 2016 re-assessment that was performed at the 26 older Welcome Centers/Rest Areas, ALDOT made the determination that a complete re-evaluation was needed of all of ALDOT's facilities to better define and document what improvements are still needed and to determine the cost required to achieve full ADA compliance. The same team of engineers and architects was utilized to re-evaluate all of ALDOT's facilities. ALDOT has completed this effort and has set target dates for re-evaluating all of ALDOT's facilities as shown in Table 4 on page 25.

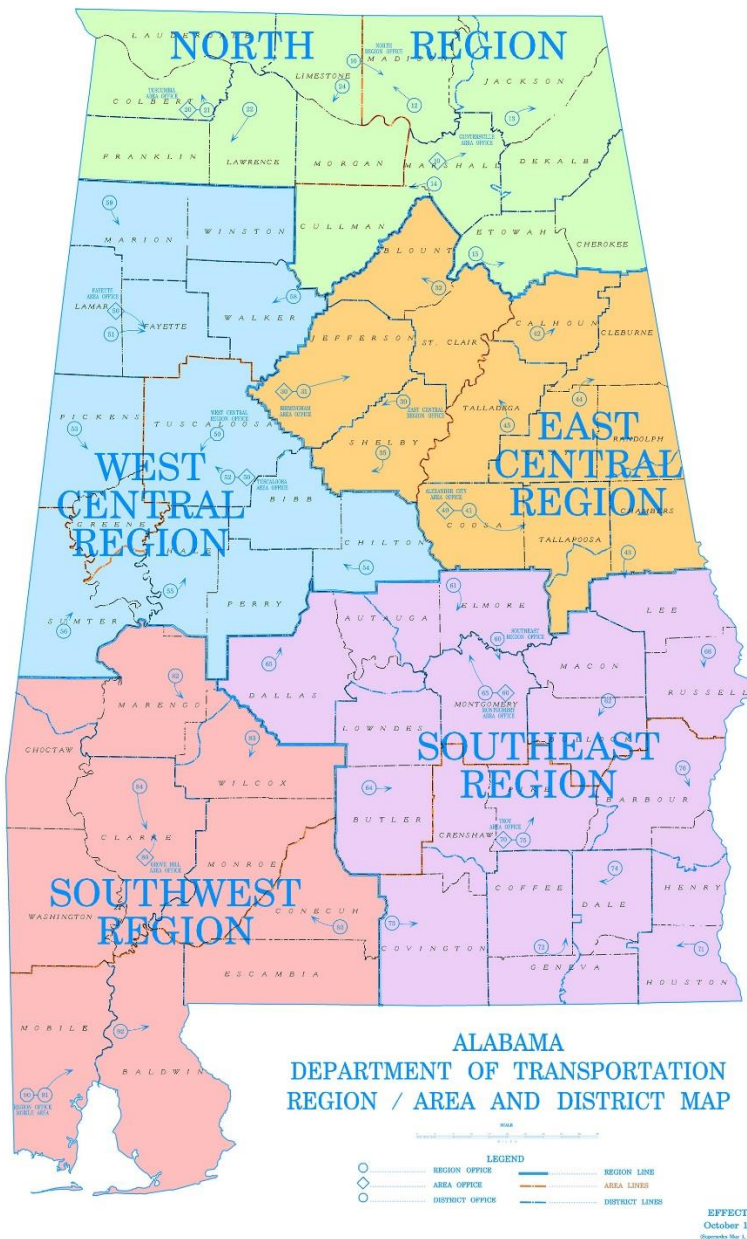
Statewide ADA Coordinator/Regional ADA Coordinators

The official responsible for implementation of ALDOT's ADA Transition Plan is:

Edward N. Austin
Chief Engineer, Alabama Department of Transportation
1409 Coliseum Boulevard
Montgomery, Alabama 36110
Phone: (334) 242-6319
Email: austine@dot.state.al.us

The Statewide ADA Coordinator position within ALDOT falls under the Office of the Chief Engineer. The Regional ADA Coordinator positions fall under each of the 5 Regional Engineers located throughout the State. The Statewide ADA Coordinator's contact information, as well as the Regional ADA Coordinators contact information is shown on pages 6 through 11.

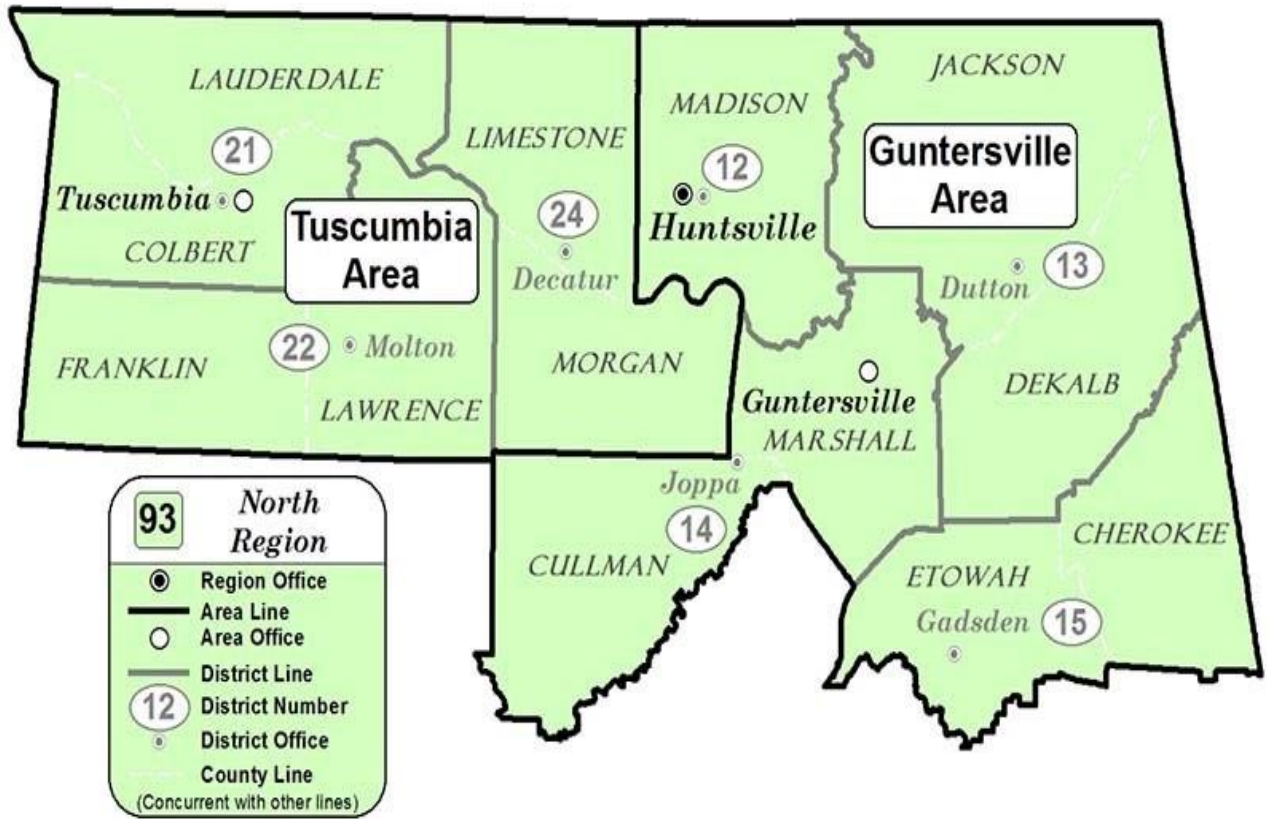
Statewide ADA Coordinator



Brian Davis
Statewide ADA Coordinator
100 Corporate Parkway, Suite 450
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Phone: (205) 327-4968
Email: davisb@dot.state.al.us

Regional ADA Coordinators

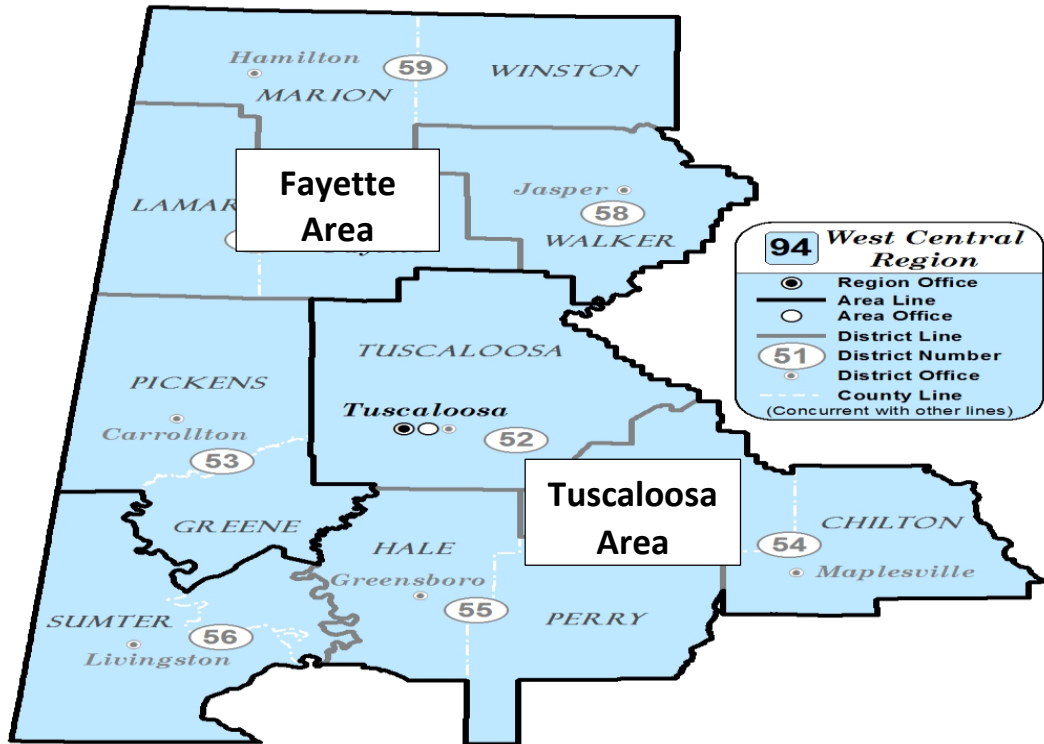
North Region



Cathy Dixon
Equal Employment Officer
1525 Perimeter Pkwy, Suite 400
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Regional ADA Coordinators

West Central Region



Sabrina Thomason
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Tuscaloosa, Alabama 35405
Phone: (205) 507-4464
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Regional ADA Coordinators

East Central Region



Birmingham Area

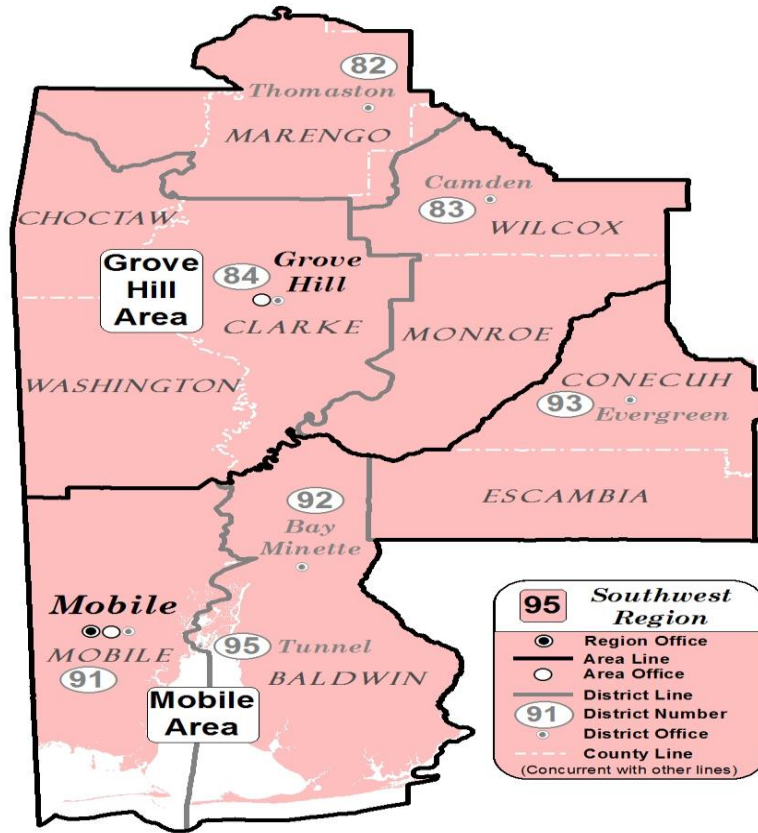
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Regional ADA Coordinators

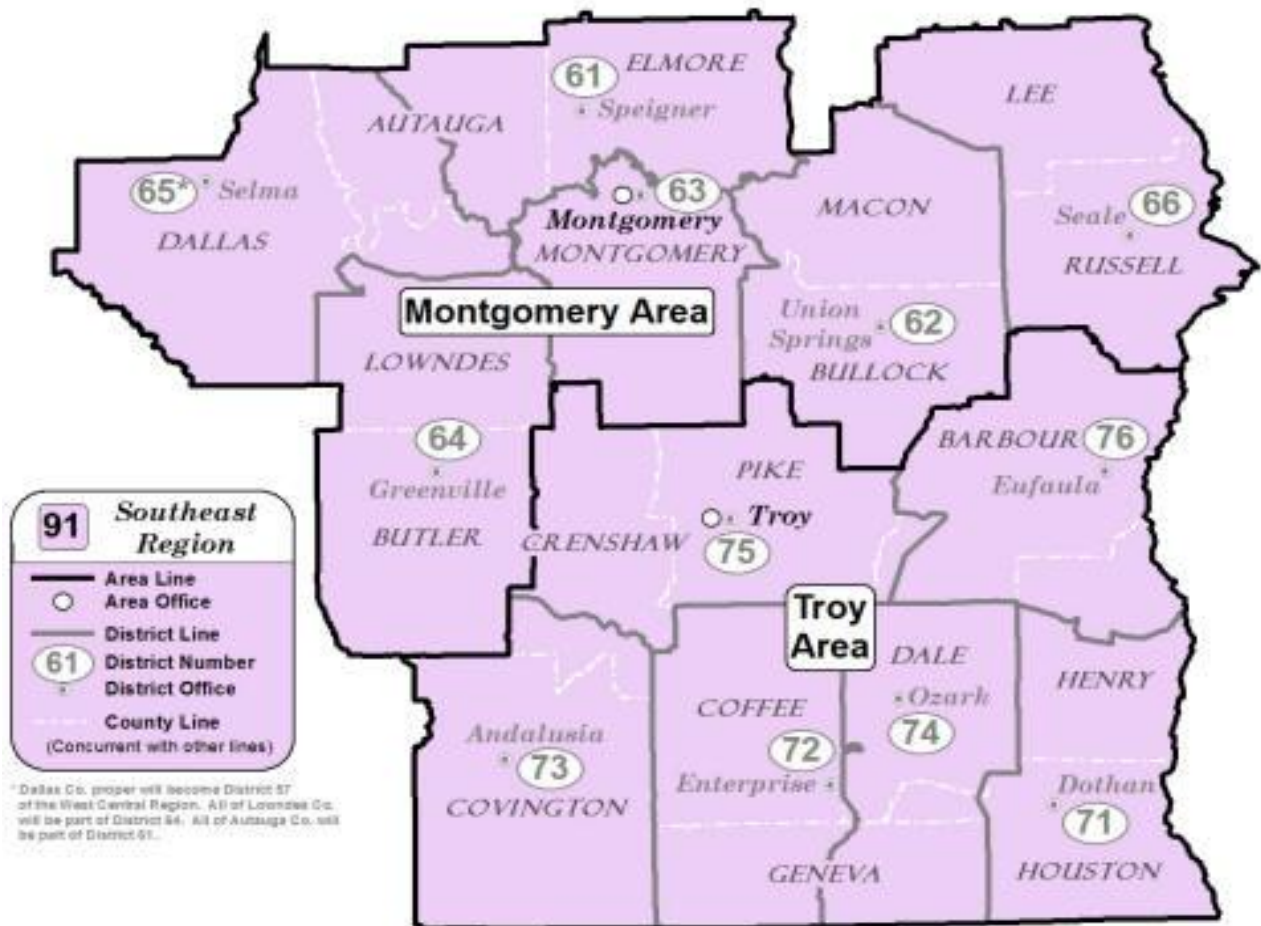
Southwest Region



LaToya Mills
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Regional ADA Coordinators

Southeast Region



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Central Office Complex

ALDOT's Central Office Complex in Montgomery was evaluated in mid-2008 and was included as a part of ALDOT's original 2008 Transition Plan. A second evaluation of this complex was performed in October 2010. Due to all the changes that have occurred within the Department since the original 2008 Transition Plan was developed, ALDOT has made the determination that a complete re-evaluation was needed of all of ALDOT's facilities to better define and document what improvements are still needed and to determine the cost required to achieve full ADA compliance. (See Table 4 on page 25 for an update of each facility.)

When each re-evaluation is complete, ALDOT will develop a comprehensive plan for upgrades required at each facility and will update its Transition Plan to include those improvements.

Regional Offices

In January 2015, ALDOT restructured the State from 9 Division Offices to 5 Regional Offices. Most of the newly created Regional Engineers and their primary assistants were relocated to new Regional Offices throughout the State. Four of the five Regional Offices are non-DOT owned, non-DOT maintained facilities that are rented from various landlords. These 4 Regional facilities were not evaluated as a part of ALDOT's original 2008 Transition Plan. These 4 Regional facilities have since been evaluated, and the findings presented to the various landlords, to address any deficiencies toward becoming fully ADA compliant. The 5th Regional facility is owned and maintained by ALDOT and was also re-evaluated. (See Table 4 on page 25 for an update on each facility.)

When each re-evaluation is complete, ALDOT will develop a comprehensive plan for up-grades required at each facility and will up-date its Transition Plan to include those improvements.

Area Offices

ALDOT's Area Offices (old Division offices) located throughout the State were evaluated in mid-2008 and were also included as a part of ALDOT's original 2008 Transition Plan. A second evaluation of these facilities was also performed in October 2010. Due to all the changes that have occurred within the Department since the original 2008 Transition Plan was developed, ALDOT has made the determination that a complete re-evaluation was needed of all of ALDOT's facilities, to better define and document what improvements are still needed and to determine the cost required to achieve full ADA compliance. (See Table 4 on page 25 for an update of each facility.)

When each re-evaluation is complete, ALDOT will develop a comprehensive plan for upgrades required at each facility and will update its Transition Plan to include those improvements.

District Offices

ALDOT's District Offices located throughout the State were evaluated in mid-2008 and were also included as a part of ALDOT's original 2008 Transition Plan. A second evaluation of these facilities was also performed in October 2010. Due to all the changes that have occurred within the Department since the original 2008 Transition Plan was developed, ALDOT has made the determination that a complete re-evaluation was needed of all of ALDOT's facilities, to better define and document what improvements are still needed and to determine the cost required to achieve full ADA compliance. (See Table 4 on page 25 for an update of each facility.)

When each re-evaluation is complete, ALDOT will develop a comprehensive plan for upgrades required at each facility and will update its Transition Plan to include those improvements.

Welcome Centers/Rest Areas

ALDOT maintains and operates 8 Welcome Centers and 19 Rest Areas located throughout the State. (See Table 1 on page 17 and Figure 1 on page 18.) The Department has initiated a three-phase plan to address ADA accessibility at these facilities: Phase 1 – Accessibility Assessment, Phase 2 – Emergency Restroom Renovations, and Phase 3 – Major Renovations/Full Replacement.

Phase 1 – Accessibility Assessment

ALDOT retained the services of a consultant in October 2015 to assist in performing “An Assessment of ADA Accessibility for ALDOT Welcome Centers and Rest Areas” (Phase 1). The assessment was completed in April 2016. This assessment evaluated 26 of the 27 Welcome Centers and Rest Areas for compliance with accessibility standards as defined by the Americans with Disabilities Act (ADA). The Grand Bay Welcome Center in Mobile County was under construction as part of a full replacement of this facility until June 2016 and was evaluated under a separate report which identified all non-compliant elements requiring correction. These corrections were made as part of the construction closeout process.

The Phase 1 assessment identified all non-compliant elements and developed a complete summary of corrective actions required along with a corrections budget for each facility. The assessment included evaluation of parking areas, sidewalks, vending areas, picnic tables, as well as building elements including restrooms, water coolers, public telephones, signage, and tourism counters. The estimated budget for corrections at each location included design, construction, construction oversight, and administrative costs. The corrections identified in this assessment related **only** to ADA compliance and did not address aesthetic or functional deficiencies which may exist.

While many of the elements evaluated in Phase 1 did not fully meet ADA Accessibility Requirements, most elements still provide accessibility for the majority of users. The Phase 1 assessment identified an estimated \$16.7 million in corrections required to attain full ADA compliance. It did not seem prudent to invest millions of dollars when many of the facilities have reached the end of their useful service life. Over 55% of the Welcome Centers/Rest Areas (15/27) are 38

Table 1

Alabama Welcome Centers/Rest Areas

(8 Welcome Centers/19 Rest Areas)

ID	Name / Location	Region	Year Built	Year Renovated	2015 Average Daily Traffic (ADT)*
RA 1	Cullman County Rest Area, I-65 SB & NB (MP 300/301)	North	1990	2008	1767
WC 1	Ardmore Welcome Center, I-65 SB, Limestone County (MP 363)	North	New facility construction began April 2023		
WC 2	Dekalb County Welcome Center, I-59 SB (MP 240)	North	1983	N/A	593
RA 2	Chilton County Rest Area, I-65 SB (MP 213)	West Central	1974	2010	1554
RA 3	Chilton County Rest Area, I-65 NB (MP 212)	West Central	1974	2010	1345
RA 10	Tuscaloosa County Rest Area, I-59 SB (MP 85)	West Central	1978	2000	1296
RA 11	Tuscaloosa County Rest Area, I-59 NB (MP 84)	West Central	1978	2000	974
RA 12	Greene County Rest Area, I-59 SB (MP 39)	West Central	1983	1995	902
RA 13	Greene County Rest Area, I-59 NB (MP 37)	West Central	1983	1995	798
RA 16	Chilton County Rest Area, US-82 EB/WB (MP 105)	West Central	1968	N/A	149
WC 8	Sumter County Welcome Center, I-59 NB (MP 0.1)	West Central	1982	2002	1051
RA 8	St. Clair County Rest Area, I-59 SB (MP 167)	East Central	1973	1995	801
RA 9	St. Clair County Rest Area, I-59 NB (MP 164)	East Central	1973	1995	803
WC 3	Robert S. Hardy Welcome Center, I-20 WB, Cleburne County (MP 213)	East Central	1985	N/A	1218
WC 4	Lanett Welcome Center, Chambers County, I-85 SB (MP 78)	East Central	New facility completed in January 2022		
RA 6	Conecuh County Rest Area, I-65 SB (MP 89)	Southwest	1967	1997	992
RA 7	Conecuh County Rest Area, I-65 NB (MP 84)	Southwest	1967	1997	1207
WC 6	Baldwin County Welcome Center, I-10 WB (MP 65)	Southwest	1974	1995	1023
WC 7	Grand Bay Welcome Center, I-10 EB, Mobile County (MP 0.5)	Southwest	New facility completed in June 2016		
RA 4	Butler County Rest Area, I-65 SB (MP 133)	Southeast	1986	N/A	1414
RA 5	Butler County Rest Area, I-65 NB (MP 132)	Southeast	1986	N/A	1418
RA 14	Macon County Rest Area, I-85 SB (MP 44)	Southeast	1986	N/A	831
RA 15	Macon County Rest Area, I-85 NB (MP 43)	Southeast	1986	N/A	855
RA 17	Dale County Rest Area, US-231 NB & SB (MP 37)	Southeast	1976	2001	313
RA 18	Covington County Rest Area, US-331 NB & SB (MP 8)	Southeast	1977	N/A	368
RA 19	Barbour County Rest Area, US-431 NB & SB (MP 58)	Southeast	1988	2009	389
WC 5	Houston County Welcome Center, US-231 NB & SB (MP 0.7)	Southeast	1969	1990	416

*Daily Traffic (ADT) represents total vehicles (cars and trucks) entering facility (2015 counts provided by ALDOT Maintenance Bureau)

**Figure 1 Alabama Welcome Centers/Rest Areas
(8 Welcome Centers/19 Rest Areas)**



to 48 years old and are in need of major renovations or full replacement. Because the time and funding required to implement major renovations or full replacements are significant, a plan for interim improvements was needed quickly to address the greatest barriers to accessibility.

Phase 2 – Emergency Restroom Renovations

ALDOT believes the primary function of Welcome Centers and Rest Areas is to provide restroom facilities. The Phase 1 assessment identified 13 facilities (4 Welcome Centers and 9 Rest Areas) that did not provide an accessible restroom due to non-compliant doorway, interior path, or toilet stall dimensions. (See Table 2 on page 20.) These deficiencies (non-compliant doorway, interior path, or stall dimensions) have the potential to limit access for users with special needs and were therefore established as the criteria for determining where Phase 2 Emergency Restroom Renovations should be performed. The Phase 2 Emergency Restroom Renovations corrected these deficiencies and provided accessible restrooms at each facility listed in Table 2, until such time that Major Renovations/Full Replacement can be accomplished (Phase 3).

The initial thought was to prioritize the Phase 2 Emergency Restroom Renovations in order of the greatest number of visitors based on 2015 Average Daily Traffic (ADT). Due to a citizen complaint related to toilet stall dimensions, the two Butler County Rest Areas were moved to the top of the priority list. ALDOT issued an Emergency Letter to expedite restroom renovations to the two Butler County Rest Areas. ALDOT was committed to take all reasonable steps to expedite Emergency Restroom Renovations for the remaining Phase 2 sites. The two Macon County Rest Areas were selected second because these buildings are identical to the two Butler County buildings, thus allowing reuse of documents to speed the design/construction process. The Ardmore and Lanett Welcome Centers were removed from Phase 2 because of their overall condition and were advanced to Phase 3 as priority numbers 1 and 2. The remaining facilities were prioritized in order of the greatest number of visitors. This Phase 2 plan for Emergency Restroom Renovations assumes that restroom accessibility can be accomplished without major renovations requiring extensive electrical, mechanical, or structural modifications.

Table 2
Phase 2 – Emergency Restroom Renovations

Priority	ID	Name/Location	2015 Average Daily Traffic (ADT) *	Proposed Schedule	Estimated Budget
1	RA 5	Butler County Rest Area, I-65 NB	1418	2017	\$140,000
2	RA 4	Butler County Rest Area, I-65 SB	1414	2017	\$130,000
3	RA 15	Macon County Rest Area, I-85 NB	855	2017	\$140,000
4	RA 14	Macon County Rest Area, I-85 SB	831	2017	\$140,000
5	RA 1	Cullman County Rest Area, I-65 NB/SB	1767	2017	\$120,000
	WC 1	Ardmore Welcome Center, I-65 SB	1610		\$170,000
	WC 4	Lanett Welcome Center, I-85 SB	1165		\$160,000
6	WC 3	Robert S. Hardy Welcome Center, I-20 WB	1218	2018	\$120,000
7	WC 5	Houston County Welcome Center, US-231 NB/SB	416	2018	\$130,000
8	RA 19	Barbour County Rest Area, US-431 NB/SB	389	2018	\$130,000
9	RA 18	Covington County Rest Area, US-331 NB/SB	368	2018	\$140,000
10	RA 17	Dale County Rest Area, US-231 NB/SB	313	2018	\$120,000
11	RA 16	Chilton County Rest Area, US-82 EB/WB	149	2018	\$240,000


WC = Welcome Center, RA = Rest Area

*Average Daily Traffic (ADT) represents total vehicles (cars and trucks) entering facility (2015 counts provided by ALDOT Maintenance Bureau)

*Items shown in Blue have been removed from Phase 2

*Items shown in Red have been completed

Figure 2 Phase 2 - Emergency Restroom Renovations by Priority

 Emergency Restroom Renovations by Priority



Phase 3 – Major Renovations/Full Replacement

ALDOT is implementing a long-range program which dedicates up to \$20 million annually to perform Major Renovations/Full Replacement at Welcome Centers or Rest Areas. In June 2016 the Department completed a full replacement of the Grand Bay Welcome Center in Mobile County and has developed a priority list for the remaining 7 Welcome Centers and 19 Rest Areas for Major Renovations/Full Replacement as Phase 3. (See Table 3 on pages 23 and 24.) The priority list for Major Renovations/Full Replacement (Table 3) was developed with consideration of building age, average number of visitors, and overall building condition. Extensive input on overall building condition was provided by ALDOT's Maintenance Bureau, which performs quarterly inspections of each facility.

Each facility will be evaluated in the future to determine if it is practical to renovate the facility or if full replacement is necessary. Until this evaluation is completed, a reasonable budget for Major Renovations/Full Replacement cannot be determined. This third phase will address all remaining accessibility issues identified in Phase 1, as well as aesthetic and functional deficiencies that currently exist.

Table 3
Phase 3 – Major Renovations/Full Replacement

Priority	ID	Name/Location	Region	Year Built	Year Renovated	2015 Average Daily Traffic (ADT)*	Proposed Schedule **	Estimated Budget
1	WC 7	Grand Bay Welcome Center, I-10 EB, Mobile County	Southwest	New facility completed in June 2016				
2	WC 4	Lanett Welcome Center, Chambers County, I-85 SB	East Central	New facility completed in January 2022				
3	WC 1	Ardmore Welcome Center, I-65 SB, Limestone County	North	New facility construction began April 2023				
4	RA 5	Butler County Rest Area, I-65 NB	Southeast	1986	N/A	1418	2024-2026	TBD
5	RA 4	Butler County Rest Area, I-65 SB	Southeast	1986	N/A	1414	2024-2026	TBD
6	WC 3	Robert S. Hardy Welcome Center, I-20 WB, Cleburne County	East Central	1985	N/A	1218	2025-2027	TBD
7	WC 2	Dekalb County Welcome Center, I-59 SB	North	1983	N/A	593	2025-2027	TBD
8	RA 15	Macon County Rest Area, I-85 NB	Southeast	1986	N/A	855	2026-2028	TBD
9	RA 14	Macon County Rest Area, I-85 SB	Southeast	1986	N/A	831	2026-2028	TBD
10	WC 6	Baldwin County Welcome Center, I-10 WB	Southwest	1974	1995	1023	2027-2029	TBD
11	WC 8	Sumter County Welcome Center, I-59 NB	West Central	1982	2002	1051	2027-2029	TBD
12	RA 12	Greene County Rest Area, I-59 SB	West Central	1983	1995	902	2028-2030	TBD
13	RA 13	Greene County Rest Area, I-59 NB	West Central	1983	1995	798	2028-2030	TBD
14	RA 9	St. Clair County Rest Area, I-59 NB	East Central	1973	1995	803	2029-2031	TBD
15	RA 8	St. Clair County Rest Area, I-59 SB	East Central	1973	1995	801	2029-2031	TBD
16	RA 10	Tuscaloosa County Rest Area, I-59 SB	West Central	1978	2000	1296	2030-2032	TBD

*Average Daily Traffic (ADT) represents vehicles entering facility (2015 counts provided by ALDOT Maintenance Bureau)

**Schedule assumes a 3 year process for design and construction (18 month design/18 month construction)

WC = Welcome Center, RA = Rest Area

TBD = To Be Determined

*Items shown in Red have been completed

Table 3 (cont.)
Phase 3 – Major Renovations/Full Replacement

Priority	ID	Name/Location	Region	Year Built	Year Renovated	2015 Average Daily Traffic (ADT)*	Proposed Schedule **	Estimated Budget
17	RA 11	Tuscaloosa County Rest Area, I-59 NB	West Central	1978	2000	974	2030-2032	TBD
18	WC 5	Houston County Welcome Center, US-231 NB/SB	Southeast	1969	1990	416	2031-2033	TBD
19	RA 2	Chilton County Rest Area, I-65 SB	West Central	1974	2010	1554	2031-2033	TBD
20	RA 3	Chilton County Rest Area, I-65 NB	West Central	1974	2010	1345	2032-2034	TBD
21	RA 7	Conecuh County Rest Area, I-65 NB	Southwest	1967	1997	1207	2032-2034	TBD
22	RA 6	Conecuh County Rest Area, I-65 SB	Southwest	1967	1997	992	2033-2035	TBD
23	RA 1	Cullman County Rest Area, I-65 NB/SB	North	1990	2008	1767	2033-2035	TBD
24	RA 19	Barbour County Rest Area, US-431 NB/SB	Southeast	1988	2009	389	2034-2036	TBD
25	RA 18	Covington County Rest Area, US-331 NB/SB	Southeast	1977	N/A	368	2034-2036	TBD
26	RA 17	Dale County Rest Area, US-231 NB/SB	Southeast	1976	2001	313	2035-2037	TBD
27	RA 16	Chilton County Rest Area, US-82 EB/WB	West Central	1968	N/A	149	2035-2037	TBD

*Average Daily Traffic (ADT) represents vehicles entering facility (2015 counts provided by ALDOT Maintenance Bureau)

**Schedule assumes a 3 year process for design and construction (18 month design/18 month construction)

WC = Welcome Center, RA = Rest Area

TBD = To Be Determined

Table 4
Facility Re-Evaluation Schedule

Facility to be Re-evaluated	Perform ADA Condition Assessment	Develop Long Range Implementation Program
Welcome Centers/ Rest Areas	2015 (completed)	2016 (completed)
District Offices	2020 (completed)	Fall 2023
Area Offices	2020 (completed)	Fall 2023
Regional Offices	2020 (completed)	Fall 2023
Central Office Complex	2020 (completed)	Fall 2023

*Items shown in Red have been completed.

(Facilities will be re-evaluated to determine the overall risk to the State of Alabama and to the users of each facility. Facilities in the worst condition, which pose the greatest risk to the State and to its users, will be addressed first. Facilities in the best condition, which pose the least risk to the State and to its users, will be addressed last.)

Curb Ramps

In early January 2012, ALDOT began the process of inventorying all non-compliant curb ramps on ALDOT maintained roadways throughout the State. At that time, ALDOT still operated with 9 Division Offices located throughout the State. Each of the 9 Division Offices performed or had performed an inventory of all non-compliant curb ramps on State-Routes within their jurisdiction. This process lasted approximately 12 months.

Toward the end of 2012, each of the 9 Divisions submitted their complete inventory to the Statewide ADA Coordinator in Montgomery to compile a State-wide summary. Due to the sheer size of the inventory that had been performed, it took approximately 6 months to verify and document the Division summaries that were submitted. The total curb ramp summary was developed in June of 2013.

On September 6, 2013, ALDOT's Chief Engineer, Ronnie Baldwin, submitted a letter to Mark Bartlett, Division Administrator for the Federal Highway Administration over the State of Alabama. Mr. Baldwin's letter indicated that ALDOT had completed its inventory of non-compliant curb ramps statewide. His letter indicated there were 5,536 non-compliant curb ramps statewide. ALDOT's bid history data indicated that it would cost approximately \$2,500 on average per curb ramp. Mr. Baldwin's letter indicated that it would cost \$13.84 million to make the needed improvements and committed to spend \$2.5 million per year until all of the improvements were made. He indicated that the curb ramp installation/modification would occur as a part of ALDOT's regular maintenance resurfacing program and would be supplemented by separate curb ramp installation projects where needed. He further indicated that these improvements would be constructed over the following 5-year period and submitted a preliminary outline of ALDOT's plan to perform these improvements. (A copy of Mr. Baldwin's September 6, 2013 letter is attached as Appendix D.)

On July 24, 2014, ALDOT developed its Curb Ramp Priorities Program that would be implemented beginning in FY 2015 and ending in FY 2020. This program allocated an average of \$2.5 million per year to make the needed improvements statewide, to become fully ADA compliant for curb ramps on State maintained

facilities.

Since the time the original curb ramp inventories were completed, several Regions have discovered discrepancies in the original numbers submitted. Due to the discrepancies, ALDOT made the decision to re-evaluate all roadway features (curb ramps, sidewalks, pedestrian signals, and pedestrian overpasses/underpasses) throughout the state. This effort is underway and the status can be seen in Table 10 on page 32.

Sidewalks

Overall, the State of Alabama would be considered rural in nature. Most lane-miles of State, U.S. and National Highway System (NHS) routes exist in very rural sections of the State with low traffic volumes and high speeds. Although Alabama does have urbanized areas, they are few when compared to other more urbanized States. Because of the overall rural nature of the State, ALDOT maintains very few miles of sidewalks.

Most sidewalks that do exist in the State are on non-State Routes and are maintained by the cities and counties that constructed them. These non-State roadways have lower speeds and offer more safe conditions for sidewalks in the higher density areas they traverse.

A great number of National Highway System, State and US Routes that traverse through urbanized areas in Alabama are classified as “Connecting Link Routes.” Connecting Link Routes are State maintained roadways that have been placed on top of existing City or County right-of-way. Where this occurs, the platted right-of-way with existing infrastructure such as, urban drainage systems and sidewalks existed before the State route. These right-of-ways are merely used to house the State roadway as it traverses through an urbanized area. By law, the Alabama Department of Transportation is required to maintain only its roadway from face-of-curb to face-of-curb, with all other right-of-way features outside those limits being maintained by the jurisdiction that owns the right-of-way. For that reason, many sidewalks that would appear to belong to the State in an urbanized area are actually maintained by the local City or County. This condition further explains why the State of Alabama maintains very few miles of sidewalk.

Sidewalks were not evaluated as a part of ALDOT’s original 2008 Transition Plan. Sidewalks are being evaluated to define and document what improvements are needed and to determine the cost required to achieve full ADA compliance. (See Table 10 on page 32 for an update on each facility.)

When each evaluation is complete, ALDOT will develop a comprehensive plan for upgrades required to each roadway feature and will update its Transition Plan to include those improvements.

Until the time when sidewalks are evaluated and a comprehensive plan for upgrades is developed, ALDOT will make every effort to improve sidewalks as opportunities arise. When maintenance resurfacing projects are let to contract that do contain sidewalks on State maintained right-of-ways, upgrades will be performed as a part of the resurfacing program. In doing this, ALDOT will be able to make continual progress toward becoming fully ADA compliant.

Pedestrian Signals

Overall, the State of Alabama would be considered rural in nature. Most lane-miles of State, U.S. and National Highway System (NHS) routes exist in very rural sections of the State with low traffic volumes and high speeds. Although Alabama does have urbanized areas, they are few when compared to other more urbanized states. Because of the overall rural nature of the State, ALDOT maintains very few pedestrian signals.

Most traffic signals in the State are maintained by cities and counties. Most pedestrian signals that do exist in the State are on non-State Routes and are maintained by the cities and counties that constructed them. These non-State roadways have lower speeds and offer safer conditions for pedestrians in the higher density areas they traverse.

Pedestrian signals were not evaluated as a part of ALDOT's original 2008 Transition Plan. Pedestrian signals are being evaluated to define and document what improvements are needed and to determine the cost required to achieve full ADA compliance. (See Table 10 on page 32 for an update on each facility.)

When each evaluation is complete, ALDOT will develop a comprehensive plan for upgrades required to each roadway feature and will update its Transition Plan to include those improvements.

Until the time when pedestrian signals are evaluated and a comprehensive plan for upgrades is developed, ALDOT will make every effort to improve pedestrian signals as opportunities arise. When traffic signal upgrade projects are let to contract that do contain pedestrian signals on State maintained right-of-ways, upgrades will be performed as a part of the signal upgrade project. In doing this, ALDOT will be able to make continual progress toward becoming fully ADA compliant.

Pedestrian Overpasses/Underpasses

Overall, the State of Alabama would be considered rural in nature. Most lane-miles of State, U.S. and National Highway System (NHS) routes exist in very rural sections of the State with low traffic volumes and high speeds. Although Alabama does have urbanized areas, they are few when compared to other more urbanized states. Because of the overall rural nature of the State, ALDOT maintains very few pedestrian overpasses/underpasses.

Most pedestrian overpasses/underpasses that do exist in the State are on non-State routes and are maintained by the cities and counties that constructed them. These non-State roadways have lower speeds and offer safer conditions for pedestrians in the higher density areas they traverse.

Pedestrian overpasses/underpasses were not evaluated as a part of ALDOT's original 2008 Transition Plan. Pedestrian overpasses/underpasses are being evaluated to define and document what improvements are needed and to determine the cost required to achieve full ADA compliance. (See Table 10 on page 32 for an update on each facility.)

When each evaluation is complete, ALDOT will develop a comprehensive plan for upgrades required to each roadway feature and will update its Transition Plan to include those improvements.

Table 10
Roadway Feature Inventory Schedule

Region	ROADWAY FEATURE				Condition Assessment		Develop Long Range Implementation Program
	Curb Ramps (EA)	Sidewalks (EA)	Ped. Signals (Miles)	Ped. Overpasses/ Underpasses (EA)	Target Start Date	Target Completion Date	
North	2,434	44.4	97	5	Early 2024	Late 2024	Mid 2025
West Central	1,321	21.9	28	4	Early 2024	Late 2024	Mid 2025
East Central	2,653	38.1	147	10	Early 2023	Late 2023	Mid 2024
Southwest	2,379	40.8	118	4	Early 2025	Late 2025	Mid 2026
Southeast	2,231	27.6	45	3	Early 2025	Late 2025	Mid 2026
Total	11,018	172.8	435	26			

*Items shown in Red have been completed.

(Roadway features will be inventoried to determine the overall risk to the State of Alabama and to the users of each feature. Features in the worst condition, which pose the greatest risk to the State and to its users, will be addressed first. Features in the best condition, which pose the least risk to the State and to its users, will be addressed last.)

ADA Policy/Information Technology Standard

A copy of the Alabama Department of Transportation Americans with Disabilities (ADA) Employee Accommodation, Public Access, Access to Programs and Activities, and Genetic Information Policy and Complain Procedure as well as the Information Technology Standard are attached. (These documents can be found in Appendix E.)

Public Involvement

The Alabama Department of Transportation (ALDOT) is currently in the process of finalizing the development of its Long-Range Implementation Program for facilities (district offices, area offices, regional offices, and the Central Office Complex in Montgomery). It is also in the process of performing a re-evaluation (condition assessment) at all roadway features (curb ramps, sidewalks, pedestrian signals, pedestrian overpasses/underpasses) throughout the State. When this re-evaluation and plan development for facilities (buildings) are complete, ALDOT will develop a proposed implementation schedule to improve these facilities and features over time. When that proposed schedule is developed, ALDOT will hold a series of public involvement meetings throughout the State. These meetings will solicit input from the general public and from the disabled/special needs community to fine-tune the proposed Long-Range Implementation Program.

Conclusion

The Alabama Department of Transportation (ALDOT) completed its original Americans with Disability Act (ADA) Transition Plan in late 2008. In 2015, ALDOT retained the services of a consultant to assist in performing “An Assessment of ADA Accessibility for ALDOT Welcome Centers and Rest Areas” (Phase 1). This assessment re-evaluated all 26 of ALDOT’s older Welcome Centers and Rest Areas for compliance with accessibility standards as defined by the Americans with Disability Act (ADA). From this assessment, ALDOT developed a Phase 2 – Emergency Restroom Renovation Program. This program addressed 11 facilities (2 Welcome Centers and 9 Rest Areas) that did not provide an accessible restroom due to non-compliant doorway, interior path or toilet stall dimensions. These Phase 2 Emergency Restroom Renovations corrected deficiencies found and provided accessible restrooms at each facility, until such time that Major Renovations/Full Replacement can be accomplished as a part of ALDOT’s Phase 3 Program.

ALDOT has also developed a Phase 3 – Major Renovations/Full Replacement Program for its 27 Welcome Centers and Rest Areas statewide. The first of those facilities was completed in June 2016 when ALDOT completed a full replacement of the Grand Bay Welcome Center on I-10 in Mobile County. ALDOT has made a commitment of up to \$20 million per year to perform major renovations/full replacement at Welcome Centers or Rest Areas.

ALDOT has developed a Facility Re-Evaluation Schedule (Table 4) and a Roadway Feature Inventory Schedule (Table 10) to better inventory and document all remaining deficiencies at all of ALDOT’s facilities as well as its roadway features statewide. These re-evaluations and inventories will identify all remaining needs and give ALDOT the information necessary to develop a construction program to address those needs. At the time each re-evaluation and inventory are completed and the construction program is developed, ALDOT will submit an updated version of its Transition Plan, to document its statewide progress.