

Introduction

Transition Plan Need and Purpose

The Americans with Disabilities Act (ADA) of 1990, enacted on July 26, 1990, is a civil rights law prohibiting discrimination against individuals on the basis of disability. The ADA consists of the following five (5) titles:

- Title I – Employment
- Title II – State and local government services
- Title III – Public accommodations
- Title IV – Telecommunications
- Title V – Miscellaneous Provisions

Title II of ADA pertains to the programs, activities and services public entities provide. As a provider of public transportation services and programs, the City of Franklin must comply with this title of the Act as it specifically applies to public service agencies. Title II of ADA provides that, “...no qualified individual with a disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any such entity.” (**42 USC. Sec. 12132; 28 CFR. Sec. 35.130**)

As required by Title II of **ADA, 28 CFR. Part 35 Sec. 35.105 and Sec. 35.150**, the City of Franklin has conducted a self-evaluation of its facilities within public rights of way and has developed this Transition Plan detailing how the organization will ensure that all of those facilities are accessible to all individuals.

ADA and its Relationship to Other Laws

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

The Architectural Barriers Act of 1968 is a Federal law that requires facilities designed, built, altered or leased with Federal funds to be accessible. The Architectural Barriers Act marks one of the first efforts to ensure access to the built environment.

Section 504 of the Rehabilitation Act of 1973 is a Federal law that protects qualified individuals from discrimination based on their disability. The nondiscrimination requirements of the law apply to employers and organizations that receive financial assistance from any Federal

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department or agency. Title II of ADA extended this coverage to all state and local government entities, regardless of whether they receive federal funding or not.

Agency Requirements

Under Title II, the City of Franklin must meet these general requirements:

- Must operate their programs so that, when viewed in their entirety, the programs are accessible to and useable by individuals with disabilities (**28 C.F.R. Sec. 35.150**).
- May not refuse to allow a person with a disability to participate in a service, program or activity simply because the person has a disability (**28 C.F.R. Sec. 35.130 (a)**).
- Must make reasonable modifications in policies, practices and procedures that deny equal access to individuals with disabilities unless a fundamental alteration in the program would result (**28 C.F.R. Sec. 35.130(b) (7)**).
- May not provide services or benefits to individuals with disabilities through programs that are separate or different unless the separate or different measures are necessary to ensure that benefits and services are equally effective (**28 C.F.R. Sec. 35.130(b)(iv) & (d)**).
- Must take appropriate steps to ensure that communications with applicants, participants and members of the public with disabilities are as effective as communications with others (**29 C.F.R. Sec. 35.160(a)**).
- Must designate at least one responsible employee to coordinate ADA compliance [**28 CFR Sec. 35.107(a)**]. This person is often referred to as the "ADA Coordinator." The public entity must provide the ADA coordinator's name, office address, and telephone number to all interested individuals [**28 CFR Sec. 35.107(a)**].
- Must provide notice of ADA requirements. All public entities, regardless of size, must provide information about the rights and protections of Title II to applicants, participants, beneficiaries, employees, and other interested persons [**28 CFR Sec. 35,106**]. The notice must include the identification of the employee serving as the ADA coordinator and must provide this information on an ongoing basis [**28 CFR Sec. 104.8(a)**].
- Must establish a grievance procedure. Public entities must adopt and publish grievance procedures providing for prompt and equitable resolution of complaints [**28 CFR Sec. 35.107(b)**]. This requirement provides for a timely resolution of all problems or conflicts related to ADA compliance before they escalate to litigation and/or the federal complaint process.

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This document has been created to specifically cover accessibility within the public rights of way and does not include information on City's programs, practices, or building facilities not related to public rights of way.

Self-Evaluation

Overview

The City of Franklin is required, under Title II of the Americans with Disabilities Act (ADA) and 28CFR35.105, to perform a self-evaluation of its current transportation infrastructure policies, practices, and programs. This self-evaluation will identify what policies and practices impact accessibility and examine how the City implements these policies. The goal of the self-evaluation is to verify that, in implementing the City's policies and practices, the department is providing accessibility and not adversely affecting the full participation of individuals with disabilities.

The self-evaluation also examines the condition of the City's Pedestrian Circulation Route/Pedestrian Access Route) (PCR/PAR) and identifies potential need for PCR/PAR infrastructure improvements. This will include the sidewalks, curb ramps, bicycle/pedestrian trails, traffic control signals and transit facilities that are located within the City rights of way. Any barriers to accessibility identified in the self-evaluation and the remedy to the identified barrier are set out in this transition plan.

Summary

In 2018 and 2019, the City of Franklin conducted an inventory of pedestrian facilities within its public right of way consisting of the evaluation of the following facilities:

- 350 miles of sidewalks
- 1,829 curb ramps
- 117 traffic control signals
- 100 bus stops
- Multiple structures, trails, and parking lots.

A detailed evaluation on how these facilities relate to ADA standards is found in Appendix A and will be updated periodically.

Policies and Practices

Previous Practices

Since the adoption of the ADA, the City of Franklin has striven to provide accessible pedestrian features as part of the City's capital improvement projects and as a part of regular maintenance operations. As additional information was made available about the methods of providing accessible pedestrian features, the City updated their procedures to accommodate these methods.

Policy

The City of Franklin's goal is to continue to provide accessible pedestrian design features as part of the City capital improvement projects and with regular maintenance operations. The City has established ADA design standards and procedures as listed in Appendix F. These standards and procedures will be kept up to date with nationwide and local best management practices.

The City will consider and respond to all accessibility improvement requests. All accessibility improvements that have been deemed reasonable will be scheduled consistent with transportation priorities. The City will coordinate with external agencies to ensure that all new or altered pedestrian facilities within the City jurisdiction are ADA compliant to the maximum extent feasible.

Maintenance of pedestrian facilities within the public right of way will continue to follow the policies set forth by the City.

Requests for accessibility improvements can be submitted to the Sara E. Sylvis, ADA Coordinator. Contact information for ADA Coordinator is located in Appendix D.

Improvement Schedule

Priority Areas

The City of Franklin has identified specific locations as priority areas for planned accessibility improvement projects. These areas have been selected due to their proximity to specific land uses such as schools, government offices and medical facilities, as well as from the receipt of public comments. The priority areas, as identified in the self-evaluation are as follows:

- Citizen Requests
- Downtown Franklin
- High Pedestrian Activity Areas
- Remaining Franklin Area Sidewalks and Curb Ramps

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Additional priority will be given to any location where an improvement project or alteration was constructed after January 26, 1991, and accessibility features were omitted.

External Agency Coordination

Other agencies, primarily private property owners, are also responsible for pedestrian facilities within the jurisdiction of the City of Franklin. The City will coordinate with those agencies to track and assist in the facilitation of the elimination of accessibility barriers along their routes.

Schedule

The City of Franklin has set the following schedule goals for improving the accessibility of its pedestrian facilities within the City jurisdiction:

- After twenty (20) years, 100% of accessibility features that were constructed after January 26, 1991, would be ADA compliant.

ADA Coordinator

In accordance with 28 CFR 35.107(a), the City of Franklin has identified an ADA Title II Coordinator to oversee the City policies and procedures. Contact information for this individual is located in Appendix E.

Implementation Schedule

Methodology

The City of Franklin will utilize three (3) methods for upgrading pedestrian facilities to the current ADA standards. The first and most common of the three (3) methods is ADA accessibility upgrades as a part of regularly scheduled street and utility improvement projects. All pedestrian facilities impacted by these projects will be upgraded to current ADA accessibility standards. The second method will be to address specific accessibility issues as they are requested by the general public. The third method is stand-alone sidewalk & ADA accessibility improvement project. These projects will be incorporated into the Capital Improvement Program (CIP) on a case-by-case basis as determined by City of Franklin staff. The City CIP, which includes a detailed schedule and budget for specific improvements, is included in Appendix B.

Public Outreach

The City of Franklin recognizes that public participation is an important component in the development of this document. Input from the community has been gathered and used to help define priority areas for improvements within the jurisdiction of City of Franklin.

Grievance Procedure

Under the Americans with Disabilities Act, each agency is required to publish its responsibilities in regard to the ADA. A draft of this public notice is provided in Appendix D. If users of City of Franklin’s facilities and services believe the City has not provided reasonable accommodation, they have the right to file a grievance.

In accordance with 28 CFR 35.107(b), the City of Franklin has developed a grievance procedure for the purpose of the prompt and equitable resolution of citizens’ complaints, concerns, comments, and other grievances. This grievance procedure is outlined in Appendix D.

Monitor the Progress

This document will continue to be updated as conditions within the City evolve.

The appendices in this document will be updated periodically, while the main body of the document will be updated as needed with a future updated schedule to be developed at that time. With each main body update, a public comment period will be established to continue the public outreach.

Appendices

- A. Self-Evaluation Results**
- B. Schedule / Budget Information**
- C. Grievance Procedure**
- D. Contact Information**
- E. Agency ADA Design Standards and Procedures**
- F. Glossary of Terms**
- G. Detailed Self Evaluation Results**

Appendix A – Self-Evaluation Results

This initial self-evaluation of pedestrian facilities yielded the following results:

- 96.7 % of sidewalks met accessibility criteria
- 90 % of curb ramps met accessibility criteria
- 80 % of traffic control signals had push buttons that are accessible, or had the pedestrian indications on recall
- 0 % of bus stops met accessibility criteria

(See Appendix G for detailed self-evaluation results)

Appendix B – Schedule / Budget Information

Cost Information

Unit Prices

Construction costs for upgrading facilities can vary depending on each individual improvement and conditions of each site. Costs can also vary on the type and size of project the improvements are associated with. Listed below are representative 2011 costs for some typical accessibility improvements based on if the improvements are included as part of a retrofit type project, or as part of a larger comprehensive capital improvement project.

Intersection corner ADA improvement retrofit: +/- \$4,000 per corner

Intersection corner ADA improvement as part of adjacent capital project: +/- \$1,500 per corner

Traffic control signal APS upgrade retrofit: +/- \$ 15,000

Traffic control signal APS upgrade as part of full traffic control signal installation: +/- \$10,000

Sidewalk / Trail ADA improvement retrofit: +/- \$5.00 per SF

Sidewalk / Trail ADA improvement as part of adjacent capital project: +/- \$3.50 per SF

Bus Stop ADA improvement retrofit: +/- \$400 per stop

Bus Stop ADA improvement as part of adjacent capital project: +/- \$250 per stop

Priority Areas

Based on the results of the self-evaluation, the estimate costs associated with eliminating accessibility barriers within the targeted priority areas is as follows:

- \$6,208,983.33 (2019 Cost Estimate)

Entire Jurisdiction

- Based on the results of the self-evaluation, the estimate costs associated with providing ADA accessibility within the entire jurisdiction is \$6,208,983.33 (in 2019 dollars). This amount signifies a significant investment that the City of Franklin is committed to making in the upcoming years. A systematic approach to providing accessibility will be taken in order to absorb the cost into the City of Franklin budget for improvements to the public right of way.
- Using a projected inflation rate of 1.7%, the yearly investment from the City of Franklin is going to be \$368,816.95 over a period of twenty (20) years.

Appendix C – Grievance Procedure

As part of the ADA requirements the City/County has posted the following notice outlining its ADA requirements:

Public Notice

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

Employment: The City does not discriminate on the basis of disability in its hiring or employment practices and complies with all regulations promulgated by the U.S. Equal Employment Opportunity Commission under title I of the Americans with Disabilities Act (ADA).

Effective Communication: The City will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in the City programs, services, and activities, including qualified sign language interpreters, documents in Braille, and other ways of making information and communications accessible to people who have speech, hearing, or vision impairments.

Modifications to Policies and Procedures: The City will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all City programs, services, and activities. For example, individuals with service animals are welcomed in City offices, even where pets are generally prohibited.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a City program, service, or activity, should contact the office of ADA Coordinator, as soon as possible but no later than 48 hours before the scheduled event.

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

The City will not place a surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids/services or reasonable modifications of policy, such as retrieving items from locations that are open to the public but are not accessible to persons who use wheelchairs.

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Title VI Discrimination Complaint Form

Case Number _____

Note: We are asking for the following information to assist us in processing your complaint. If you need help in completing this form, please let us know. If you are not able to complete the form personally, the Title VI Coordinator will assist you to do so at a mutually convenient time. Simply call 615-791-3277 to make your request. If the Title VI Coordinator assists you in completing the form, you will still need to sign it to validate the information provided. Form shall be submitted to the Title VI Coordinator; 109 Third Avenue South Franklin, TN 37064.

1.

Complainant's Name _____

Street Address _____

City, State and Zip Code _____

Telephone Number – home (____) _____

business (____) _____

2. Person discriminated against (if someone other than the complainant)

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Name _____

Street Address _____

City, State, and Zip Code _____

Telephone Number (____) _____

3. What is the name and location of the person/entity that you believe discriminated against you?

Name _____

Location _____

4. Which of the following best describes the reason you believe discrimination took place? Was it because of your:

a. Race (specify why)

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b. Color (specify why)

c. National Origin (specify why)

d. What date did the alleged discrimination take place?

(Must be within the past 180 days)

5. In your own words, describe the alleged discrimination. Explain what happened, and whom you believe was responsible.

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(Use more sheets or the back of this page, if needed)

6. Have you tried to resolve this complaint through internal grievance procedures elsewhere? _____ Yes _____ No

If yes, what is the status of the grievance? _____

Name and title of the person who is handling the grievance procedure.

Name _____ Title _____

7. Have you filed this complaint with any other federal, state, or local agency; or with any federal or state court? _____ Yes _____ No

If yes, check all that apply:

Federal agency _____

Federal court _____

State agency _____

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State court _____

Local agency _____

8. Please provide information about a contact person at the other agency/court where the complaint was filed.

Name _____

—

Street
Address _____

—

City, State, and Zip
Code _____

Telephone Number (_____) _____

9. Do you intend to file this complaint with another agency?

_____ Yes _____ No

If yes, when and where do you plan to file the complaint?

Date _____

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Agency _____

Street Address _____

City, State, and Zip Code _____

Telephone Number (_____) _____

10. Has the complaint been filed with The City of Franklin before?

_____ Yes _____ No

If yes, when? Date _____

11. Have you filed any other discrimination complaints with The City of Franklin?

_____ Yes _____ No

If yes, when and against who were they filed?

Date _____

Agency _____

Street Address _____

City, State, and Zip Code _____

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Telephone Number (_____) _____

12. Please sign and date this form below. You may attach any written materials or other information that you think is relevant to your complaint.

Complainant's Signature

Date

If this form was completed by someone other than the complainant, please provide information about who assisted the citizen with this document:

<https://www.franklinton.gov/home/showdocument?id=24949>

Appendix D – Contact Information

ADA Title II Coordinator

Name: Sara E. Sylvis
ADA Coordinator
Risk/Benefits Manager

Address: 109 3rd Avenue South
Suite 102
Franklin, TN 37064

Phone: 615-791-3277

Fax: 615-550-1965

E-mail: sara.sylvis@franklinton.gov

Appendix E – Agency ADA Design Standards and Procedures

Design Procedures

Intersection Corners

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

Sidewalks / Trails

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

Traffic Control Signals

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

Bus Stops

Bus stops will attempt to be constructed or upgraded to achieve compliance within all capital improvement projects. There may be limitations which make it technically infeasible for individual bus stop locations to achieve full accessibility within the scope of any project. Those limitations will be noted and those locations will remain on the transition plan. As future projects or opportunities arise, those locations shall continue to be incorporated into future

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work. Regardless on if full compliance can be achieved or not, each bus stop location shall be made as compliant as possible in accordance with the judgment of City staff.

Other Transit Facilities

Additional transit facilities are present within the limits of City of Franklin. Those facilities fall under the jurisdiction of TMA. The City of Franklin will work with TMA to ensure that those facilities meet all appropriate accessibility standards.

Other policies, practices and programs

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

Design Standards

The City of Franklin has PROWAG, as adopted by the Tennessee Department of Transportation (TDOT), as its design standard. This document is available through TDOT's website.

Appendix F– Glossary of Terms

ABA: See Architectural Barriers Act.

ADA: See Americans with Disabilities Act.

ADA Transition Plan: TDOT’s transportation system plan that identifies accessibility needs, the process to fully integrate accessibility improvements into the Statewide Transportation Improvement Program (STIP), and ensures all transportation facilities, services, programs, and activities are accessible to all individuals.

ADAAG: See Americans with Disabilities Act Accessibility Guidelines.

Accessible: A facility that provides access to people with disabilities using the design requirements of the ADA.

Accessible Pedestrian Signal (APS): A device that communicates information about the WALK phase in audible and vibrotactile formats.

Alteration: A change to a facility in the public right-of-way that affects or could affect access, circulation, or use. An alteration must not decrease or have the effect of decreasing the accessibility of a facility or an accessible connection to an adjacent building or site.

Americans with Disabilities Act (ADA): The Americans with Disabilities Act; Civil rights legislation passed in 1990 and effective July 1992. The ADA sets design guidelines for accessibility to public facilities, including sidewalks and trails, by individuals with disabilities.

Americans with Disabilities Act Accessibility Guidelines (ADAAG): contains scoping and technical requirements for accessibility to buildings and public facilities by individuals with disabilities under the Americans with Disabilities Act (ADA) of 1990.

APS: See Accessible Pedestrian Signal.

Architectural Barriers Act (ABA): Federal law that requires facilities designed, built, altered or leased with Federal funds to be accessible. The Architectural Barriers Act marks one of the first efforts to ensure access to the built environment.

Capital Improvement Program (CIP): The CIP for the Transportation Department includes an annual capital budget and a five-year plan for funding the new construction and reconstruction projects on the county’s transportation system.

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Detectable Warning: A surface feature of truncated domes, built in or applied to the walking surface to indicate an upcoming change from pedestrian to vehicular way.

DOJ: See United States Department of Justice

Federal Highway Administration (FHWA): A branch of the US Department of Transportation that administers the federal-aid Highway Program, providing financial assistance to states to construct and improve highways, urban and rural roads, and bridges.

FHWA: See Federal Highway Administration

Pedestrian Access Route (PAR): A continuous and unobstructed walkway within a pedestrian circulation path that provides accessibility.

Pedestrian Circulation Route (PCR): A prepared exterior or interior way of passage provided for pedestrian travel.

PROWAG: An acronym for the *Guidelines for Accessible Public Rights-of-Way* issued in 2005 by the U. S. Access Board. This guidance addresses roadway design practices, slope, and terrain related to pedestrian access to walkways and streets, including crosswalks, curb ramps, street furnishings, pedestrian signals, parking, and other components of public rights-of-way.

Right of Way: A general term denoting land, property, or interest therein, usually in a strip, acquired for the network of streets, sidewalks, and trails creating public pedestrian access within a public entity's jurisdictional limits.

Section 504: The section of the Rehabilitation Act that prohibits discrimination by any program or activity conducted by the federal government.

Uniform Accessibility Standards (UFAS): Accessibility standards that all federal agencies are required to meet; includes scoping and technical specifications.

United States Access Board: An independent federal agency that develops and maintains design criteria for buildings and other improvements, transit vehicles, telecommunications equipment, and electronic and information technology. It also enforces accessibility standards that cover federally funded facilities.

United States Department of Justice (DOJ): The United States Department of Justice (often referred to as the Justice Department or DOJ), is the United States federal executive department responsible for the enforcement of the law and administration of justice.

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Appendix G– Detailed Self Evaluation Results

| PRELIMINARY ESTIMATE FOR ADA UPGRADES AT SIGNALIZED INTERSECTIONS | | | | | | | | | | | | |
|---|------------------------|----------------------|------------|------------------|---------------|------------|-----------------------------|----------|--------------------|-------------|-------------|-------------|
| Main Street | Side Street | Ped. Pole/Foundation | Ped. Head | Push Button (PB) | PB Controller | ADA Ramp | Side walk Segment (5' x 5') | Pull Box | Conduit/Cable (LF) | Subtotal | Contingency | Total |
| | | \$2,500.00 | \$1,200.00 | \$1,000.00 | \$1,800.00 | \$2,500.00 | \$450.00 | \$600.00 | \$28.00 | | 25% | |
| Columbia Ave | Parkway Commons Access | 2 | 2 | 4 | 1 | 2 | 0 | 1 | 0 | \$18,800.00 | \$4,700.00 | \$23,500.00 |
| Columbia Ave | Shadow Green Drive | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Columbia Ave | Granbury St | 4 | 4 | 8 | 1 | 4 | 0 | 1 | 100 | \$38,000.00 | \$9,500.00 | \$47,500.00 |
| Columbia Ave | Fowlkes St | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Columbia Ave | 9th Ave | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Columbia Ave | S Margin S | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Columbia Ave | Church St | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Columbia Ave | Main St | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| 5th Ave N | Fair St | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| 5th Ave N | Hwy 96 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| 5th Ave N | 3rd Ave | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Hillsboro Road | Del Rio | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Hillsboro Road | Granville Rd | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |

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| | | | | | | | | | | | | |
|--------------------------|---------------------|---|---|---|---|---|----|---|-----|-------------|-------------|-------------|
| Hilsboro Road | Claude Yates | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Hilsboro Road | Black Horse Pkwy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Hilsboro Road | Lexington Pkwy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Mack Hatcher Pkwy | Noah/Donelson Creek | 4 | 4 | 8 | 1 | 4 | 5 | 1 | 200 | \$43,050.00 | \$10,762.50 | \$53,812.50 |
| Mack Hatcher Pkwy | S Royal Oaks Blvd | 4 | 4 | 8 | 1 | 4 | 3 | 1 | 480 | \$49,990.00 | \$12,497.50 | \$62,487.50 |
| Mack Hatcher Pkwy | Murfreesboro Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Mack Hatcher Pkwy | Liberty Pike | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Mack Hatcher Pkwy | Coolsprings Blvd | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Mack Hatcher Pkwy | Franklin Rd. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Mack Hatcher Pkwy | Spencer Creek Rd. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Murfreesboro Rd | Arno Rd. | 3 | 3 | 6 | 1 | 3 | 10 | 1 | 100 | \$34,300.00 | \$8,575.00 | \$42,875.00 |
| Murfreesboro Rd | Clovercroft Rd | 2 | 2 | 4 | 1 | 2 | 10 | 1 | 50 | \$24,700.00 | \$6,175.00 | \$30,875.00 |
| Murfreesboro Rd | Carothers Pkwy | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | \$10,000.00 | \$2,500.00 | \$12,500.00 |
| Murfreesboro Rd | Edward Curd Lane | 4 | 4 | 8 | 1 | 4 | 10 | 1 | 200 | \$45,300.00 | \$11,325.00 | \$56,625.00 |
| Murfreesboro Rd | S Royal Oaks Blvd | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Murfreesboro Rd | Center Point Place | 4 | 4 | 8 | 1 | 4 | 10 | 1 | 360 | \$49,780.00 | \$12,445.00 | \$62,225.00 |
| Murfreesboro Rd | Southwinds Dr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |

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| | | | | | | | | | | | | |
|-------------------------------|-----------------------|---|---|---|---|---|---|---|-----|-------------|-------------|-------------|
| Murfreesboro Rd | Sugartr ee Lane | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Murfreesboro Rd | Ralston Lane | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Murfreesboro Rd | Eddy Lane | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Murfreesboro Rd | S Margin St | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| 3rd Ave | Church St | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| 3rd Ave | Bridge St | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| TN 96 | Carlisle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| TN 96 | Downs Blvd | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| TN 96 | Boyd Mill Ave | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| TN 96 | 11th Ave | 2 | 2 | 4 | 0 | 2 | 0 | 0 | 100 | \$19,200.00 | \$4,800.00 | \$24,000.00 |
| Boyd Mill | Downs Blvd | 4 | 4 | 8 | 1 | 4 | 0 | 1 | 200 | \$40,800.00 | \$10,200.00 | \$51,000.00 |
| Old Carters Creek Pike | Downs Blvd | 4 | 4 | 8 | 1 | 4 | 0 | 1 | 200 | \$40,800.00 | \$10,200.00 | \$51,000.00 |
| Battle Ave | Cannon St | 4 | 4 | 8 | 1 | 4 | 0 | 1 | 200 | \$40,800.00 | \$10,200.00 | \$51,000.00 |
| Goose creek Bypass | Captain Freeman Pkwy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Goose creek Bypass | I65 Ramp | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Goose creek Bypass | I65 Ramp #2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Goose creek Bypass | Long Lane | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Royal Oaks Blvd | Forrest Crossing Blvd | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Royal Oaks Blvd | Creekstone Blvd | 3 | 3 | 6 | 1 | 1 | 0 | 1 | 200 | \$27,600.00 | \$6,900.00 | \$34,500.00 |

City of Franklin – ADA Self-Evaluation & Transition Plan

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|------------------------|--------------------------------|---|---|---|---|---|----|---|-----|-------------|-------------|-------------|
| Royal Oaks Blvd | Oak Meadow Drive | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Royal Oaks Blvd | Center Point Place | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Royal Oaks Blvd | Lakeview Dr | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | \$5,000.00 | \$1,250.00 | \$6,250.00 |
| Mallory lane | Liberty Pike | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Mallory lane | McEwen Dr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Mallory lane | Spring Creek Drive | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Mallory lane | Jordan Rd | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Mallory lane | Coolsprings Blvd | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Mallory lane | Galleria Mall Access rd/Kroger | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Mallory lane | Mallory Station Rd | 4 | 4 | 8 | 1 | 0 | 0 | 1 | 450 | \$37,800.00 | \$9,450.00 | \$47,250.00 |
| Mallory lane | Nichol Mill | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Mallory Lane | Crossroads Blvd | 4 | 4 | 8 | 1 | 6 | 0 | 1 | 400 | \$51,400.00 | \$12,850.00 | \$64,250.00 |
| Mallory lane | Baker Bridge Ave | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | \$10,000.00 | \$2,500.00 | \$12,500.00 |
| Mallory Lane | Seaboard Lane | 0 | 0 | 0 | 0 | 2 | 10 | 0 | 0 | \$9,500.00 | \$2,375.00 | \$11,875.00 |
| McEwen Dr. | Aspen Grove | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| McEwen Dr. | Access Rd/Druary Plaza Hotel | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| McEwen Dr. | Town Cir | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| McEwen Dr. | Carothers Pkwy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| McEwen Dr. | Ovation Pkwy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |

City of Franklin – ADA Self-Evaluation & Transition Plan

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|----------------------------------|-------------------------------------|---|---|---|---|---|---|---|---|-----------------|----------------|-----------------|
| Coolsp rings Blvd | Windcr oss Ct. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Coolsp rings Blvd | Aspen Grove | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Coolsp rings Blvd | Frazier Drive | 3 | 3 | 6 | 1 | 4 | 0 | 1 | 0 | \$29,5 00.00 | \$7,37 5.00 | \$36,8 75.00 |
| Coolsp rings Blvd | 165 S | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Coolsp rings Blvd | 165 N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Coolsp rings Blvd | Carothe rs Pkwy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Coolsp rings Blvd | Access Rd/Exp erian Health | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | \$2,50 0.00 | \$625. 00 | \$3,12 5.00 |
| Caroth ers Pkwy | Liberty Pike | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Caroth ers Pkwy | Ovation Pkwy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Caroth ers Pkwy | Pacific Dr. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Caroth ers Pkwy | Resourc e Pkwy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Caroth ers Pkwy | Nissan Way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Caroth ers Pkwy | Cresent Centre Dr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Caroth ers Pkwy | Corpor ate Centre Dr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Caroth ers Pkwy | Meridia n Blvd | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Caroth ers Pkwy | Mayfiel d Dr. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |

City of Franklin – ADA Self-Evaluation & Transition Plan

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|----------------------------|--|---|---|---|---|---|---|---|-----|-------------|-------------|-------------|
| Carothers Pkwy | Baker Bridge Ave | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Galleria Blvd | Baker Bridge Ave | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Galleria Blvd | Access Rd/Davids Bridal E and Target W | 4 | 4 | 8 | 1 | 6 | 0 | 1 | 200 | \$45,800.00 | \$11,450.00 | \$57,250.00 |
| Galleria Blvd | Ramp from I65 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Clovercroft | Oxford Glen | 2 | 2 | 4 | 1 | 2 | 0 | 1 | 70 | \$20,760.00 | \$5,190.00 | \$25,950.00 |
| Franklin Rd | Liberty Pike/Winslow Rd | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | \$11,400.00 | \$2,850.00 | \$14,250.00 |
| Mallory Station Rd. | Gen Geo Patton | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Mallory Station Rd. | Duke Dr. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Mallory Station Rd. | Seaboard Lane | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Columbia Ave | Cleburne St | 4 | 4 | 8 | 1 | 4 | 0 | 1 | 200 | \$40,800.00 | \$10,200.00 | \$51,000.00 |
| Battle Ave | W Main | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Hilsboro Road | Fieldstone Pkwy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Main Street | 4th Ave | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Main Street | 2nd Ave | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Main Street | 1st Ave | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| Baker Bridge Ave | Market Exchange | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |

City of Franklin – ADA Self-Evaluation & Transition Plan

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|---------------------|-------------|---|---|---|---|---|---|---|---|--------------|--------------|--------------|
| Del Rio Pike | Magnolia Dr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0.00 | \$0.00 | \$0.00 |
| TOTALS: | | | | | | | | | | \$747,580.00 | \$186,895.00 | \$934,475.00 |

Table 1: Intersection Upgrades Estimate

| | | | REMOV AL OF SIDEW ALK SQ YD | COST | NEW CONCR ETE SIDEW ALK 4" SQ FT | COST | TOTAL COST |
|---|--------------|-------|---|--------------|---|----------------|----------------|
| SIDEWALK VERTICAL DROP GREATER THAN 1/2" | LINE AR FEET | 8320 | \$5.00 | \$23,111.11 | \$5.00 | \$208,000.00 | \$231,111.11 |
| SIDEWALK CROSS SLOPE > 2% | LINE AR FEET | 53300 | \$5.00 | \$148,055.56 | \$5.00 | \$1,332,500.00 | \$1,480,555.56 |

City of Franklin – ADA Self-Evaluation & Transition Plan

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|--|------|------|--|--|--|---------------------|-----------------------|
| DETECTABLE WARNING PAD MISSING OR OUT OF COMPLIANCE | | | | | | Per Pad | |
| REFUGE ISLANDS | EACH | 41 | | | | \$500.00 | \$20,500.00 |
| RAMPS | EACH | 1638 | | | | \$500.00 | \$819,000.00 |
| | | | | | | | |
| RAMPS WITH CROSS SLOPE > 2% | EACH | 21 | | | | \$2,500.00 | \$52,500.00 |
| | | | | | | | |
| NO RAMP IN PLACE | EACH | 94 | | | | \$2,500.00 | \$235,000.00 |
| | | | | | | | |
| RAMP < 4 FT WIDTH | EACH | 5 | | | | \$2,500.00 | \$12,500.00 |
| | | | | | | | |
| RAMP RUNNING SLOPE > 8.3% | EACH | 28 | | | | \$2,500.00 | \$70,000.00 |
| | | | | | | | |
| RAMP TURNING SPACE < THAN 4'X4' | EACH | 41 | | | | \$2,500.00 | \$102,500.00 |
| | | | | | | | |
| | | | | | | GRAND TOTAL: | \$3,023,666.67 |

Table 2: Final Sidewalk Cost Estimate