AMERICANS WITH DISABILITIES ACT

Self-evaluation and Transition Plan

CITY OF
OPELIKA
alabama

204 South 7th Street
Opelika, AL 36801

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1.0 Introduction

1.1 Executive Summary

This ADA Self-Evaluation and Transition Plan is being prepared to partially fulfill the requirements set forth in Title II of the Americans with Disabilities Act. The ADA states that a public entity must reasonably modify its policies, practices, or procedures to avoid discrimination against people with disabilities. This report will assist the City of Opelika, and related public entities governed by the same five individuals who sit as City Council, to identify policy, program, and physical barriers to accessibility and to develop barrier removal solutions that will facilitate the opportunity of access to all individuals.

The City of Opelika has a long history of providing accessible services to the community. Accessible pedestrian improvements, accessible building renovations and the inclusive delivery of services have been accomplished with consideration of the needs of people with disabilities. Maintenance of existing accessible features has been and will continue to be a priority in City of Opelika facilities.

Title II of the ADA emphasizes the accessibility of programs, activities and services. This Plan addresses these issues by providing recommendations for action steps based on a comprehensive review of current practices including an on-line questionnaire that was completed by City staff regarding the delivery of services to the public. This process included every office, department and division that provides services to the public.

As noted in Chapter 2.0, many City staff members report making modifications to City practices and procedures to assist people with disabilities in receiving the services provided by the City including providing materials in alternate formats, and holding meetings in accessible locations to ensure that people with disabilities have an opportunity to participate in civic life.

When it is not feasible to provide accessible City programs, activities and services by relocating these activities to accessible facilities or providing auxiliary aids and services, the ADA requires that the City complete a Transition Plan describing the physical modifications to facilities that will support accessible programs.

The Transition Plan described in Chapter 3 is the result of a detailed evaluation of all City of Opelika municipal facilities where programs, activities and services are available to the public. Municipal facilities include City buildings, parks,

public parking lots, and city owned and managed facilities operated by private or County entities. Facilities that are not addressed in this ADA Title II Plan include private businesses and offices, private schools, County, State or Federal facilities, places of worship or private clubs.

The facility evaluations were conducted using the most recent ADA 2010 Standards, and Alabama Building Codes. The resulting facility reports for City buildings, parks, and downtown parking lots are contained in the Appendices to this report. Each facility report lists potential barriers, includes a planning level cost estimate to remove the barrier, and indicates a barrier removal solution.

The Transition Plan is intended to provide a framework for the continuous improvement of City facilities for people with disabilities. Barriers in City facilities will be removed systematically, City-wide, based on established program priorities. It is the intent of the City to address and remove barriers to accessibility in public buildings and parks based upon on the immediate necessity of programmatic access, degree of complexity, and overall cost.

A table contained in Chapter 3 describes the schedule for barrier removal in public facilities owned by the City of Opelika. This preliminary schedule represents a 5-year plan for barrier removal and has a total estimated cost of 4 Million dollars. It is the City's intent to review all barriers during the first year of the implementation of this plan and address those barriers that can be resolved through programmatic modifications.

Many of the potential barriers identified are associated with facilities that currently have accessibility features that serve people with disabilities such as designated parking, accessible restrooms, access ramps, accessible door hardware and other code compliant and usable features.

The Transition Plan also contains reports of potential barriers observed in the pedestrian rights-of-way (PROW) adjacent to City facilities, parks, and public schools. The City has established a 5-year time frame to remove PROW barriers that limit program accessibility with a total estimated cost of 1.4 Million dollars.

The City of Opelika has designated the Human Resources Director as its primary ADA Coordinator. The ADA Coordinator is responsible for coordinating the efforts of the City to comply with Title II and for investigating any complaints that the City has violated Title II of the ADA. The ADA Coordinator is also responsible for coordinating the efforts of the City to comply with Title 24 and all other applicable State and Federal physical and program accessibility requirements.

A public meeting was held on **April 26, 2018** to introduce the project and receive questions and comments related to the ADA Plan. Meeting minutes and presentations materials for all community meetings related to the project are located in Appendix B. After the draft plan was internally reviewed by staff, the City met with, the Parks and Recreation Board and the Library Board.

1.2 Legislative Mandate

The American with Disabilities Act (ADA) is a comprehensive civil rights law for persons with disabilities in both employment and the provision of goods and services. The ADA states that its purpose is to provide a "clear and comprehensive national mandate for the elimination of discrimination against individuals with disabilities." Congress emphasized that the ADA seeks to dispel stereotypes and assumptions about disabilities and to assure equality of opportunity, full participation, independent living, and economic self-sufficiency for people with disabilities.

The development of a Transition Plan is a requirement of the federal regulations implementing the Rehabilitation Act of 1973, which requires that all organizations receiving federal funds make their programs available without discrimination toward people with disabilities. The Act, which has become known as the "civil rights act" of persons with disabilities, states that:

> *No otherwise qualified handicapped individual in the United States shall, solely by reason of handicap, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. (Section 504)*

Subsequent to the enactment of the Rehabilitation Act, Congress passed the Americans with Disabilities Act on July 26, 1990. Title II of the ADA covers programs, activities, and services of public entities. The Department of Justice's Title II regulation adopts the general prohibitions of discrimination established under Section 504 and incorporates specific prohibitions of discrimination for the ADA. Title II provides protections to individuals with disabilities that are at least equal to those provided by the nondiscrimination provisions of Title V of the Rehabilitation Act.

Specifically, the City may not, either directly or through contractual arrangements, do any of the following:

- Deny persons with disabilities the opportunity to participate as members of advisory boards and commissions.
- Deny persons with disabilities the opportunity to participate in services, programs, or activities that are not separate or different from those

offered others, even if the City offers permissibly separate or different activities.

- In determining the location of facilities, make selections that have the effect of excluding or discriminating against persons with disabilities.

Title II of the ADA provides that public entities must identify and evaluate all programs, activities, and services and review all policies, practices, and procedures that govern administration of the entity's programs, activities, and services. This report and certain documents incorporated by reference, establishes the City's ADA Self-Evaluation and Transition Plan.

1.3 ADA Self-Evaluation and Transition Plan Requirements and Process

The Self-Evaluation is the City's assessment of its current policies, practices, and procedures. The Self-Evaluation identifies and makes recommendations to correct those policies and practices that are inconsistent with Title II requirements. As part of the Self-Evaluation, the City:

- Identified the City's programs, activities, and services; and
- Reviewed the policies, practices, and procedures that govern the administration of the City's programs, activities, and services.

The ADA sets forth specific requirements for preparation of an acceptable Transition Plan. This plan includes:

- A list of the physical barriers in the City's facilities that limit the accessibility of its programs, activities, or services to individuals with disabilities;
- A detailed outline of the methods to be used to remove these barriers and make the facilities accessible;
- Planning level cost estimates for their removal;
- A schedule for taking the steps necessary to achieve compliance with the ADA, Title II; and
- The name of the individual responsible for the plan's implementation.

1.4 Discrimination and Accessibility

There are two kinds of accessibility:

- Program accessibility; and

- Physical accessibility

Absence of discrimination requires that both types of accessibility be provided. Program accessibility includes physical accessibility, but also entails all of the policies, practices, and procedures that permit people with disabilities to participate in programs and to access important information. Physical accessibility requires that a facility be barrier-free. Barriers include any obstacles that prevent or restrict the entrance to or use of a facility. Program accessibility requires that individuals with disabilities be provided an equally effective opportunity to participate in or benefit from a public entity's programs and services. Program accessibility may be achieved by either structural or non-structural methods. Non-structural methods include acquisition or redesign of equipment, assignment of aides to beneficiaries, and provision of services at alternate sites.

Programs offered by the City to the public must be accessible. Accessibility includes advertisement, orientation, eligibility, participation, testing or evaluation, physical access, provision of auxiliary aids, transportation, policies, and communication.

The City may achieve program accessibility by a number of methods:

- Structural methods such as altering an existing facility;
- Acquisition or redesign of equipment;
- Assignment of aides; and
- Providing services at alternate accessible sites.

When choosing a method of providing program access, the City will give priority to the one that results in the most integrated setting appropriate to encourage interaction among all users, including individuals with disabilities. In compliance with the requirements of the ADA, the City must provide equality of opportunity.

1.5 Undue Burden

The City is not required to take any action that it can demonstrate would result in a fundamental alteration in the nature of its program or activity, would create a hazardous condition resulting in a direct threat to the participant or others, or would represent an undue financial and administrative burden.

The determination that an undue burden would result must be based on an evaluation of all resources available for use in the City. For example, if a barrier

removal action is judged unduly burdensome, the City must consider other options for providing access to the benefits and services of the program or activity by individuals with disabilities.

1.6 Facility Survey

In 2016 and 2017, the City completed a physical audit of facilities to identify facility barriers and identify recommendations and alterations in order to meet state and federal accessibility standards. The list of facilities surveyed included:

- City-owned parks
- City-owned buildings
- City-owned parking lots
- City-owned public-rights-of-way adjacent to City-owned facilities and schools

1.7 Self-Evaluation

In 2017, the City of Opelika evaluated its policies, programs, and procedures to determine current levels of service and the extent to which its policies and programs created barriers to accessibility for persons with disabilities.

An online questionnaire administered to department staff provided information on the nature of the program, forms and methods used to

advertise the program's services and activities, a profile of current participants, the types of equipment and materials used, testing and entrance requirements, the level of staff training, and any special modifications provided. Questionnaires were distributed and received from the following:

- Building Inspections
- Administration – Mayor's Office, Legal, and, Municipal Court, Community Relations
- Opelika Power Services
- Purchasing/Revenue
- Human Resources
- Library
- Planning and Engineering
- Police
- Public Works – ESG and Opelika Environmental Services
- Parks & Recreation

Information provided in the completed questionnaires and meetings with City staff revealed that the City's existing policies, programs, and procedures may present barriers to accessibility for people with disabilities. It is the intent of the City to address the programmatic accessibility barriers in the following areas:

Customer Service – Policies and practices that ensure individuals with disabilities can participate in the programs, activities, and services provided by the City.

Outreach and Information – Notices, printed information, televised and audiovisual information, the City website, public telephones, and communication devices.

Training and Staffing – The current level of training and experience of City staff with policies and procedures regarding providing services to individuals with disabilities.

Programs and Activities – Program eligibility and admission, public meetings, tours and trips, transportation services, the use of consultants or contractors to provide city services, emergency evacuation procedures, special events and private events on City properties, maintenance of accessible programs, and ongoing accessibility improvements.

Accessible/Adaptive Equipment – The use of automated electronic equipment and auxiliary aids to assist individuals with disabilities participate in City programs.

Findings from each program provider's responses can be found in section 2.3. A copy of the survey questionnaire can be found in Appendix A.

1.8 Public Outreach

A public meeting was held on April 26, 2018 to introduce the project and receive questions and comments related to the ADA Plan. Meeting minutes and presentations materials for all community meetings related to the project are located in Appendix B. The draft plan was internally reviewed by the appropriate City staff. The Plan will be released for the general public to review in an online format. All comments received will be incorporated into the Final Plan, Appendix B.

The Final Plan will be presented to the City Council for adoption.

2.0 Policies & Programmatic Accessibility Findings & Actions

2.1 Introduction

Programs, activities, and services offered by the City of Opelika to the public must be accessible. Accessibility applies to all aspects of a program or service, including advertisement, orientation, eligibility, participation, testing or evaluation, physical access, provision of auxiliary aids, transportation, policies, and communication.

This section details the review of current City-wide policies, services, programs, and activities based on meetings with City staff and responses to the program accessibility questionnaire from the following:

- Building Inspections
- Administration – Mayor's Office, Legal, Municipal Court, Community Relations and City Clerk
- Opelika Power Services
- Purchasing/Revenue
- Human Resources
- Library
- Planning and Engineering
- Police
- Public Works – ESG and Opelika Environmental Services
- Parks and Recreation

The findings and recommendations contained in this section will serve as a basis for the implementation of specific improvements for providing access to City programs as required by law. Detailed department reports can be found in section 2.5.

2.2 Programmatic Modifications

The ADA Coordinator, or designee, will follow-up with each department to review the recommendations contained in this Self-Evaluation Report. In those situations, where a policy, program, or procedure creates a barrier to accessibility that is unique to a department or a certain program, the ADA Coordinator, or designee, will coordinate with the department head or program manager to address the removal of the barrier in the most reasonable and accommodating manner in accordance with applicable law.

2.3 Findings and Recommended Actions – City-Wide Programs, Activities, and Services

This section is organized into categories based on the requirements of Title II of the ADA.

- Accessible/Adaptive Equipment
- Customer Service
- Notice Requirements
- Printed Information
- Televised and Audiovisual Public Information
- Website
- Communication Devices
- Training and Staffing
- Program Eligibility and Admission
- Public Meetings
- Transportation Services
- Tours and Trips
- Use of Consultants for Delivering Program Services
- Emergency Evacuation Procedures
- Facilities
- Special Events on Public Properties

Accessible / Adaptive Equipment

Adaptive aids are devices, controls, appliances, or items that make it possible for persons with disabilities to improve their ability to function independently and participate in programs, services, and activities offered by the City. For example, a pen and clip board for a person with a hearing or speech impairment to write notes on or accessible electronic equipment such as accessible computer stations.

Self-Evaluation Findings:

One department reported allowing the public to use or access electronic equipment such as photocopiers and computers. Eight departments reported providing adaptive aids such as pen, paper, and clipboards. One department reported providing a personal computer to the public.

Recommended Actions:

1. Provide standard equipment at each site where programs are administered to facilitate basic communications access using alternative formats. Equipment may include, but is not limited to, paper and

pencil, an enlarging copy machine, and access to TTY or relay service (711) technology.

2. Collaborate with community organizations that serve people with disabilities to develop and maintain a current resource list of assistive technology equipment and sources.

3. The contact information for the ADA Coordinator will be published in advertisements and listed on the City's website with links to the Plan and additional information. Included will be information about the availability of specific equipment and/or individuals who are available to provide special services (e.g., ASL translation) in public information materials such as brochures and the City's website.

4. The Purchasing department will include accessibility as a criterion for purchasing equipment in bid and RPF documents. Whenever possible, evaluate furniture and building materials purchases for compatibility with a wide range of disabilities and sensitivities. Select items that are easily adjustable or can be modified to accommodate a variety of physical and ergonomic needs when purchasing items such as furniture, site furnishings, and office systems. Consultation with disability organizations and persons with disabilities (see Section 6.0 for Disability Resources) may assist in this task.

5. Maintain accessible equipment already in place.

Customer Service

In-person interaction with the public is one of the primary functions of most City departments.

Self-Evaluation Findings:

Two departments reported that they tracked accessibility requests however departments reported that requests are received and responded to on an individual basis. No department reported charging an additional fee for modifying a program for a person with a disability. Two departments indicated that they have a partnership with an outside organization that provides services to the elderly. Few departments have a policy or procedure for making informal changes to standard operating procedures to accommodate people with disabilities.

Recommended Actions:

1. Continue to make appropriate modifications to regular practices to accommodate the needs of individuals with disabilities when providing customer service.

2. Develop Departmental criteria for determining reasonable modifications to provide program accessibility, which may include acquisition or redesign of equipment, assignment of aides to persons with disabilities, and provision of services at alternative accessible sites. An approach should include:

- Requests for reasonable modification in programs or services should be made to the department responsible for the program or service.
- The department offering the program or service should meet with the individual with a disability to identify which aspects of the program limit participation and what modifications can be made.
- The department offering the program or service should consult with the relevant program or service staff to determine the reasonable modification. The department offering the program or service may also consult with the City's ADA Coordinator or other resources providing services or information regarding persons with disabilities as appropriate.
- The department offering the program or service should document the modification(s) that was offered and the response of the person with the disability to the modification(s) offered. This documentation should be filed with the City ADA Coordinator's office. All accessibility requests should be tracked. The ADA requests should be analyzed periodically to look for global issues that can be addressed and problems than can be solved proactively.
- If individuals with a disability are not satisfied with the results of this process, they should be directed to the City's ADA Grievance Procedures.

3. Assess the composition and needs of the population of people with disabilities. Take the necessary steps to improve communication and outreach to increase the effective participation of community members with disabilities in all City programs and activities.

4. Create partnerships with organizations that provide services to people with disabilities to assist in communicating about accessible City programs. Keep programs up-to-date through increased community

involvement and partnerships with organizations that offer services to persons with disabilities.

5. Publicize efforts to increase participation by persons with disabilities, which might include activities such as distributing program brochures to members of the disability community.

6. Continue the policy of not charging an additional fee for program modifications or alternative formats.

Notice Requirements

Title II regulations require the City to inform the public of the rights and protections provided by the ADA for access to public programs, services, and activities.

Self-Evaluation Findings:
Most departments are aware that the City has a nondiscrimination statement that includes persons with disabilities. Five departments reported posting a nondiscrimination statement in a location that maximizes public exposure. The nondiscrimination statement includes information about how to reach the City's ADA coordinator. Some departments notify all persons that meetings, hearings, and conferences will be held in accessible locations and that adaptive aids such as assistive listening devices will be provided upon request to participants with disabilities. Non-discrimination language is not included on agendas.

Two departments reported notifying all persons about how and with whom to file a disability complaint.

Recommended Actions:

1. Increase outreach to persons with disabilities and the organizations that serve them. The City should inform the public of the possible modifications that can be provided to make services, programs, and activities accessible.

2. Include the following or similar notice regarding the City's commitment to providing accessible services in all City publications that provide

   information about City services, programs, or activities. The notice should also be placed in all City departments in a location that will maximize public exposure.

   > *In accordance with the Americans with Disabilities Act, it is the policy of the City of Opelika to offer its public programs, services and*

meetings in a manner that is readily accessible to everyone, including individuals with disabilities. If you are a person with a disability and require information or materials in an appropriate alternative format; or if you require any other accommodation, please contact department staff. Advance notification within this guideline will enable the City to make reasonable arrangements to ensure accessibility. The City ADA Coordinator can be reached at (334) 705-5130 or by email: hr@opelika-al.gov

3. Non-discrimination language should appear on both hard copies and documents posted on the web. Include the following or similar notice regarding the City's non-discrimination policy in all City publications that provide general information about City services, programs, or activities.

POLICY ON NON-DISCRIMINATION
ON THE BASIS OF DISABILITY

The City of Opelika does not discriminate on the basis of disability in the admissions or access to its programs or activities. An ADA Coordinator has been designated to coordinate compliance with the non-discrimination requirements contained in the Department of Justice regulations implementing Subtitle A of Title II of the Americans with Disabilities Act (42 U.S.C. 12131), which prohibits discrimination on the basis on disability by public agencies.

City of Opelika
ADA Coordinator
(334) 705-5130
Email: hr@opelika-al.gov

4. Ensure that the ADA Coordinator can communicate to the hearing impaired with a TTY system. As an interim solution, consider using the 711 Relay Service.

5. Develop a statement regarding accessible locations and the availability of auxiliary aids upon request that is included on all public announcements, postings for City programs, and applications, including:

   - The notice of non-discrimination;
   - Information regarding site accessibility, including the accessible bus route serving the program, facility, or event;
   - The department's text telephone (TTY) number and/or 711 Relay Service information, and the phone number and email address of

the person who can provide assistance in meeting special needs; and

- A notice that information is available in alternative formats with 72 hours notice.

Printed Information

In order to meet the ADA's communication standards, City departments must be able to provide information, when requested, in alternative formats such as using easy-to-understand language, Braille, large-print format, audiotape or CD, computer disk, or other formats as requested.

Self-Evaluation Findings:
Most departments provide printed information to the public. Some departments reported that they provided printed materials in alternative formats upon request. Some departments reported including pictures of people with disabilities in their printed materials. Most departments reported that they provide materials in easy to understand language for people with learning disabilities.

Recommended Actions:

1. Provide information to each department on how to produce printed information in alternative formats for persons with various disabilities to ensure that requests are handled in a uniform and consistent manner.

2. Publicize the City's commitment to provide program information in alternative formats on an individual basis as requested.

3. Ensure the uniformity of charges for a publication for all formats of that publication.

4. Include the following notice on all materials printed by the City that are made available to the public:

   This publication can be made available in alternative formats, such as Braille, large print, audiotape, or computer disk. Requests can be made by calling the ADA Coordinator at (334) 705-5130. Please allow 72 hours for your request to be processed.

5. Handle all requests for other alternative formats or lengthy documents on an individual basis.

6. Provide program, facility, permit, and reservation information in a variety of formats upon request (for example, enlarged print format for persons with visual disabilities or in simple language for persons with cognitive disabilities). Provide programmatic changes (e.g., staff

assistance), upon request to assist in filling out forms or when alternative formats are unavailable or infeasible.

7. Produce meeting agendas and other public information distributed at meetings in alternative formats when requested.

8. When photos are provided, consider including photos of persons with disabilities.

Audiovisual Public Information

Audiovisual information is a means for disseminating public information through presentations produced by City departments. All Audiovisual information must be accessible to persons with disabilities. As more and more communication is being done remotely via the rapidly changing internet, it will be increasingly important that all communication tools maintain accessibly as technology changes.

Self-Evaluation Findings:
The few departments that reported providing audiovisual presentations do not provide alternative formats upon request. No departments reported showing pictures of people with disabilities in their audiovisual presentations.

Recommended Actions:

1. Use closed captioning or other alternatives to audio presentations for City programs and for audiovisual presentations produced by the City (including videos, films, and City Council meetings) in order to ensure that persons with hearing impairments can benefit from these presentations.

2. When presenting PowerPoint presentations read all slides and describe all graphics. This will allow the blind and visually impaired to fully understand the information being presented.

3. When including images in audiovisual information, consider including pictures of people with disabilities.

Website – City and Departmental Websites

As people turn to the Internet as their primary source of information regarding services, programs, activities, and facilities, the City's website www.opelika-al.gov takes on increased importance as a communications tool.

Providing public access to City publications online is an effective means of reaching persons with disabilities. New accessibility standards for electronic and information technology covered by Section 508 of the Rehabilitation Act

Amendments of 1998 have set forth the technical and functional performance criteria necessary for such technology to be accessible.

Self-Evaluation Findings:

Most departments provide information about their programs on the City's website. However, no department reported including information about access for people with disabilities, such as locations of accessible parking and restrooms. No departments note that they verified their web pages as accessible to people with visual impairments that use speaking browsers. Content is managed by various departments.

Recommended Actions:

1. Increase outreach to persons with disabilities by having the website include more information about the City's commitment to providing accessible services.

2. Publish the City's Policy of Non-Discrimination, including on the Basis of Disability, on the City's website.

3. Provide information regarding programs, facilities, permits, and reservations on the City's website in an accessible format. This information should be easily found by new web users.

4. Include the City's statement regarding accessible locations and the availability of auxiliary aids upon request on the website.

5. Continually improve the accessibility of web pages through the use of web accessibility analysis to meet and/or exceed Section 508 of the Rehabilitation Act guidelines for accessibility of electronic information. Acquire the technological resources necessary to create accessible PDF and graphics files as described in ADAAG standards for electronic and information technology.

6. Assign one department the authority to provide standards and oversight for outside vendors who create pages and for departments who post their own documents. This will support consistent and accessible web pages. Monitor web pages for continued compliance with accessible web page standards.

7. Provide training to City staff members in creating accessible PDF and other electronic files for posting on City or departmental websites.

8. Use services that help web page authors provide an accessible website by identifying and repairing barriers to access for individuals with disabilities.

Public Telephones and Communication Devices

Self-Evaluation Findings:
No departments reported that they offer TTY services and have TTY device numbers listed in their publications. Two departments stated that have trainings on how to communicate with people with hearing and/or speech impairment.

Recommended Actions:

1. Train staff members in the use of TTY equipment or other means of communicating over the telephone with a person with a hearing or speech impairment.

2. All publications that list phone numbers should also include information on how people with hearing and/or speech impairment can communicate with departments by phone.

3. Consider Video Remote Interpreting Services (VRI) for communicating with people with hearing and/or speech impairment. There are many situations where a live interpreter is required, such as in medical situations, but RVI is a convenient, flexible, lower-cost alternative to live interpreters.

Training and Staffing

Self-Evaluation Findings:
Two Departments reported that staff receives regular training for interacting with persons with a disability.

Recommended Actions:

1. Provide all City staff members with on-going awareness and sensitivity training.

2. Provide training to City staff members who have contact with the public about how to provide modifications and use assistive devices to make their programs, activities, and services accessible. Ensure that customer service training includes information about communicating with and providing modifications for persons with a variety of disabilities.

3. Develop a comprehensive disability access training program. Educate all City staff about their responsibilities under the ADA. The City's ADA Coordinator and department supervisors should be responsible for ensuring that staff members receive training. Reference materials that address special modifications should be included in this training.

4. Develop standard guidelines for training materials. These guidelines should include standard language that appropriately describes the City's policy on inclusion and non-discrimination, and staff members should receive training in using the guidelines effectively.

5. Whenever staff has contact with the public and depending on operational needs, consider offering training to employees who wish to learn basic American Sign Language (ASL) communication skills. This training should emphasize basic communication skills and should not be viewed as a substitute for utilizing qualified ASL interpreters when requested.

6. Train Maintenance Services staff with respect to accessibility compliance and building codes to maintain facilities in an accessible condition.

7. Provide City staff members with training in general building evacuation procedures for assisting persons with hearing, speech, visual, mobility, and learning disabilities in an emergency.

8. Designate one manager in each department to serve as the department's Disability Access Liaison. The Liaison will be required to complete a training program and attend periodic retraining regarding accessibility issues.

Program Eligibility and Admission

The public should be able to access all programs, service, and activities, regardless of disability. Admission criteria, ability to complete forms and participation in interviews should be available to all members of the public by providing reasonable accommodations.

Self-Evaluation Findings:

No departments reported having limitations or ratios requirements that would exclude persons with disabilities. A couple of departments reported that they have eligibility requirements. These requirements were residency requirements. Most forms used by programs do not contain a nondiscrimination statement.

Recommended Actions:

1. Ensure that individuals with disabilities are not excluded from regular programs or are required to accept special services or benefits. Involve individuals with disabilities in regular programs to the maximum extent possible.

2. Modify policies, practices, or procedures to avoid discrimination unless the modification would fundamentally alter the nature of the program or create a hazardous situation.

3. Ensure that when specific requirements the exclude or limit the participation of persons with disabilities are necessary for the safe operation of programs, those requirements are based on real risks, not on speculation, stereotypes, or generalizations.

4. Include a nondiscrimination statement on all forms.

5. When interviews are required for program participation, ensure that the meetings are held in an accessible location and that auxiliary aids are provided upon request.

Public Meetings

Self-Evaluation Findings:

Most departments hold public meetings. All meetings are required to be held in accessible locations. Some departments reported that they provide auxiliary aids upon request to allow people with disabilities to fully participate in meetings.

Recommended Actions:

1. Continue to schedule public meetings at accessible locations. An accessible location includes, but is not limited to, the following: wheelchair accessible path-of-travel to the meeting room, accessible restrooms, accessible parking, an accessible route from transit and parking to the meeting facility, temperature control, signage, and the ability to provide access to fresh air for persons with chemical sensitivities.

2. Maintain a list of on-call American Sign Language interpreters who may be brought to meetings to assist individuals with hearing impairments (see Section 6).

3. When a fully accessible site is not available, then make reasonable modification so that an individual with a disability can participate.

4. Make information available to City staff on the types of modification requests that may be made by persons with different types of disabilities. Provide information about auxiliary aids such as different types of assistive listening systems, sign language interpreters, readers, descriptive services, and other assistive technologies like "real-time captioning." Provide guidance in the layout of the room, sign-in table and refreshments table, to insure that these features are accessible.

5. Display a notice o meeting agendas indicating the availability of accessibility modifications.

6. Provide agendas and other meeting materials in alternative formats, when requested.

7. Consider assigning a staff member to be a greeter at public meetings and events. Identify the staff member as a resource for persons who may require assistance.

8. Provide flexibility in the time limits on speaking for individuals with communication difficulties.

9. Provide assistive listening devices at public meetings, when requested.

10. Develop a checklist for creating accessible meetings and selecting accessible meeting spaces, and make the list available to all City departments and programs.

11. Prepare a list of already accessible meeting spaces to facilitate the scheduling of meetings and/or the relocation of meetings upon request.

Transportation Services

Self-Evaluation Findings:

One department reported providing transportation services to the public. That department reported not having procedures to make transportation accessible to persons who have mobility disabilities.

Recommended Actions:

1. Ensure that transportation services are provided in a way that allows people with mobility, visual, speech, hearing and cognitive disabilities to fully participate.

2. Provide information about accessibility of the transportation on the program's website.

Tours and Trips

Self-Evaluation Findings:
One department reported that they provide tours and trips to the public. Assistance is offered for people with disabilities.

Recommended Actions:

1. Ensure that tours are provided in a way that allows people with mobility, visual, speech, hearing and cognitive disabilities to fully participate.

2. Evaluate the destination of the tour or trip in order to determine the level of accessibility and any accommodations or modifications that may be required.

3. If a tour route or a portion of a route is not accessible, the City will continue the practice of rerouting the tour or providing alternate accommodation (e.g., photographs, close-captioned videos, etc.) that will allow the tour to be experienced.

4. Provide information to participants in advance of a tour or trip regarding the destination, transportation, and other characteristics of the event so that informed requests for accommodations can be made.

5. Provide information about accessibility of the tour on the program's website.

Use of Consultants for Delivering Program Services

Self-Evaluation Findings:
No department reported the use of consultants for delivering program services.

Emergency Evacuation Procedures

Self-Evaluation Findings:

Two departments reported having emergency evacuation procedures and if they were available for people with disabilities.

Recommended Actions:

1. Develop guidelines for the evacuation of persons with disabilities in various types of emergency situations. Each department, division, or program should use these guidelines to create emergency evacuation plans. These plans should:

    - Address what to do when an alarm is triggered;
    - Establish meeting places for assistance and evacuation chairs;
    - Provide direction on what to do if assistance is not available; and
    - Establish floor captains.

2. Specific suggestions for evacuation plans and procedures can be found through the US Access Board:

    http://www.ada.gov/emergencyprepguide.htm

    and the Emergency Procedures for Employees with Disabilities in Office Occupancies document published by FEMA and the US Fire Administration.

3. Train City staff regarding emergency evacuation procedures with periodic drills, both announced and unannounced.

4. Review existing procedures dealing with emergencies to ensure that persons with disabilities can be alerted and that they can alert emergency service providers. Provide all evacuation policies and procedures in alternative formats when requested. Work with disability organizations to explore the use of other technologies such as audible exit signs for orientation and direction and vibrating paging systems.

5. Provide training for public safety personnel to enable them to communicate in basic American Sign Language in the event that there is an emergency condition and the area is being evacuated. For example, this training would be provided to police, firefighters, lifeguards, and building inspectors involved in post-disaster emergencies.

6. Take the necessary steps to ensure that emergency teams are aware of persons with disabilities in their communities who may require special assistance in the event of an emergency.

7. Provide American Sign Language interpreters at emergency facilities, on an as-needed basis. To accomplish this, form a pool of interpreters as a resource from which to draw upon (see Section 6).

Facilities

Self-Evaluation Findings:

One department reported that they tracked accessibility complaints related to City facilities.

Recommended Actions:

1. Provide information about facility accessibility on department publications including the department's website.

2. All requests relating to facility access should be tracked. The ADA requests should be analyzed periodically to look for global issues that can be addressed and problems than can be solved proactively.

Special Events on Public Properties

Self-Evaluation Findings:

Several departments reported that they offer special events on City property. These departments do not have a policy in place to ensure that the events are accessible to people with disabilities.

Recommended Actions:

1. In situations where private organizations sponsor events in City facilities, the City will inform private organizations about applicable ADA requirements.

2. The City will provide a checklist and information during the application process to inform organizers of their responsibility for accessibility under the ADA. The checklist and information will be available on the City's website.

2.4 Policy Review:

Overall Recommendations:

- Provide meeting agendas, handouts, forms, and other written materials including information that is sent via postal mail in alternative formats upon request. Alternative formats may include large print, audio tape, CD, Braille, etc.

- All public meetings must be held in accessible locations. Auxiliary aids such as American Sign Language interpreters or captioning must be provided upon request.

- When forms are required for applications, provide alternative accessible formats for a person with disabilities, when requested.

- When signatures are needed, give an alternative for a person with a disability to providing a written signature such as a signature stamp.

Other Recommendations:

Add language that accessibility be considered as a factor when purchasing equipment.

2.5 Department Reports

The following are survey summaries based on answers to the Programs, Services, and Activities Questionnaire (see appendix A).

This section documents the ways in which the City is currently providing accessible programs, activities, and services to the public.

- Building Inspections
- Administration – Mayor's Office, Legal, Municipal Court, Community Relations, City Clerk.
- Opelika Power Services
- Purchasing/Revenue
- Human Resources
- Library
- Planning and Engineering
- Police
- Public Works Public Works – ESG and Opelika Environmental Services
- Parks and Recreation

Building Inspection

Description of Programs and Services

Building Inspection is responsible for performing architectural and structural plan checks, scheduling and performing building inspections, and providing general customer information services. The Division is responsible for administering the State of Alabama Building Codes and other applicable development regulations. Building staff also work with the Code Enforcement Officers when necessary to document and correct building violations.

Customer Service

- Building Inspection has no policies or practices that could have the direct or indirect effect of excluding or limiting the participation of individuals with disabilities.
- Services provided by Building Inspection can be carried out at the counter.
- There are no circumstances in which a person with a disability would be asked to pay a fee or meet any other requirement not imposed on other program participants.
- The City does not have any policies which exclude service animals.
- Building Inspection does not track accessibility requests, however the City makes accommodations for people with disabilities upon request on an individual basis.

Printed Information

- Building Inspection produces printed materials

Website

- Building Inspection has a page on the City's website.

Public Telephones and Communication Devices

- Building Inspection does not communicate by telephone with people with a hearing or speech impairment using TTY.
- Building Inspection staff are not trained in how to use TTY to communicate with a person with a hearing or speech impairment.

Training and Staffing

- Building Inspection has contact with the public.

Public Meetings

- Building Inspection does not hold regular public meetings

Tours and Trips

- Building Inspection does not provide tours and trips.

Facilities

- Public Works

Administration – Mayor's Office, Legal, Municipal Court, City Clerk and Community Relations

Description of Programs and Services

The Mayor's and City Administrator's office is responsible for the management of all City functions in the City. The City Attorney's office provides legal services for the City. The City Clerk's office coordinates and maintains the legislative history, including preparation of City Council minutes, resolutions and ordinances, and coordinates the municipal elections, and is the custodian of the City Seal.. The Municipal Court adjudicates misdemeanor cases. The Community Relations office is responsible for coordinating all media for the City of Opelika.

Customer Service

- The Administration Office has no policies or practices that could have the direct or indirect effect of excluding or limiting the participation of individuals with disabilities.
- City Council agendas should include the language:

  "*In compliance with the Americans with Disabilities Act, the City of Opelika will make reasonable arrangements to ensure accessibility to this meeting. If you need special assistance to participate in this meeting, please contact the ADA Coordinator 72 hours prior to the meeting at (334)705-5130.*"
- There are no circumstances in which a person with a disability would be asked to pay a fee or meet any other requirement not imposed on other program participants.
- The Administration Office does not have any policies which exclude service animals.

Notice Requirements

- Notice is n o t included in meeting agendas regarding the accessibility of meeting locations and the availability of modifications provided for persons with disabilities.

Printed Information

- The Administration Office produces printed materials

Website

- The Administration Offices have a page on the City's website.

- Material for The Administration Office web page is produced by The Administration Office.

Training and Staffing

- The Administration Office has contact with the public.

Program Eligibility Requirements and Admission

- There are no circumstances in which the participation of a person with a disability participating in Administration's Office programs, services or activities would be restricted or excluded.

Public Meetings

- The Administration Office holds public meetings.
- Public meetings are held in accessible locations.
- Auxiliary aids and services are available at public meetings, interviews, and conferences with 72 hours notice.

Tours and Trips

- The Administration Office provides tours and trips.

Facilities

- Opelika City Hall.

Opelika Power Services

Description of Programs and Services

Opelika Power Services is responsible for performing Electric and Telecom services and customer information services.

Customer Service

- Opelika Power Services has no policies or practices that could have the direct or indirect effect of excluding or limiting the participation of individuals with disabilities.
- Services provided by Opelika Power Service can be carried out at multiple counters in the Customer Service section.
- There are no circumstances in which a person with a disability would be asked to pay a fee or meet any other requirement not imposed on other program participants.
- The City does not have any policies which exclude service animals.
- Opelika Power Services does not track accessibility requests, however the City makes accommodations for people with disabilities upon request on an individual basis.

Printed Information

- Opelika Power Services produces printed materials

Website

- Opelika Power Services has a page on the City's website.

Public Telephones and Communication Devices

- Opelika Power Services does not communicate by telephone with people with a hearing or speech impairment using TTY.
- Opelika Power Services staff are not trained in how to use TTY to communicate with a person with a hearing or speech impairment.

Training and Staffing

- Opelika Power Services staff does have contact with the public.
- Opelika Power Services does have training on interacting with people with disabilities.

Program Eligibility Requirements and Admission

- There are no technical and/or educational requirements applicable to particular positions.

Public Meetings

- Opelika Power Services does not hold public meetings.

Facilities

Purchasing / Revenue Department

Description of Programs and Services

Purchasing/Revenue Department is responsible for performing Purchasing and Revenue activities.

Customer Service

- Purchasing/Revenue Department has no policies or practices that could have the direct or indirect effect of excluding or limiting the participation of individuals with disabilities.
- Services provided by the Purchasing/Revenue Department can be carried and multiple counters.
- There are no circumstances in which a person with a disability would be asked to pay a fee or meet any other requirement not imposed on other program participants.
- The City does not have any policies which exclude service animals.
- Purchasing/Revenue Department does not track accessibility requests, however the City makes accommodations for people with disabilities upon request on an individual basis.

Printed Information

- Purchasing/Revenue Department produces printed materials

Website

- Purchasing/Revenue Department has a page on the City's website.

Public Telephones and Communication Devices

- Purchasing/Revenue Department does not communicate by telephone with people with a hearing or speech impairment using TTY.
- Purchasing/Revenue Department staff are not trained in how to use TTY to communicate with a person with a hearing or speech impairment.

Training and Staffing

- Purchasing/Revenue Department staff does have contact with the public.
- Purchasing/Revenue Department does not have training on interacting with people with disabilities.

Program Eligibility Requirements and Admission

- There are no technical and/or educational requirements applicable to particular positions.

Public Meetings

- Purchasing/Revenue Department does hold public meetings.

Facilities

- Meetings are held at the City Hall Conference room and occasionally, on private properties.

Human Resources

Description of Programs and Services

Human Resources provides employment support to all City departments. The office coordinates employee recruitment and hiring and provides ongoing salary and benefits support to the City's employees. The office works to promote positive employee and labor relations, to maximize the use of City resources toward a competitive salary and benefit program and to minimize potential losses through a comprehensive risk management program.

Customer Service

- Human Resources is not aware of policies or practices that would require physical ability as an eligibility requirement.
- Human Resources does not consult or work with any outside organizations or groups that assist people with disabilities.
- The City, including Human Resources does not have any policies which exclude service animals

Notice Requirements

- The City, including Human Resources, has a non-discrimination statement that includes persons with disabilities.
- A non-discrimination statement and information about how to reach the ADA coordinator are included in Human Resources recruitment flyers.
- Human Resources will notify all persons that meetings, hearings, interviews, and conferences will be held in accessible locations and that adaptive/auxiliary aids (such as assistive listening devices, readers for the blind, pen and paper) will be provided, upon request, to participants with disabilities.
- Human Resources has a procedure for filing a disability discrimination complaint and will notify all members of the public on how and with whom to file a disability discrimination complaint.

Printed Information

- Human Resources produces and manages printed materials.
- The content of documents and publications are available in simple, easy-to-understand language for individuals with learning disabilities.

- Human Resources has ensured that all individuals with hearing disabilities who do not read sign language can participate effectively in meetings, conferences, and hearings via assistive listening devices or other means.
- Human Resources does not use consultants to conduct programs on their behalf.

Transportation Services

- Human Resources does not provide transportation to its programs.

Tours and Trips

- *Human Resources* does not provide tours and trips to the public.

Facilities

- City Hall
- Human Resources has not received requests for improving accessibility to department programs or facilities.

Website

- Human Resources has a page on the City's website.
- Human Resources provides information about job descriptions, salary information, benefits, and memorandums of understanding.
- The website will provide information about the accessibility of facilities.
- Information regarding Human Resources facilities, programs, and services are created and managed by the office and in collaboration with other employees.

Public Telephones and Communication Devices

- Human Resources does not communicates by telephone with individuals with hearing and speech impairment.

Training and Staffing

- Human Resources staff has contact with the public.
- Human Resources informs the staff of their obligations and policies that enable persons with disabilities to participate in services through training, webinars, and publications.
- Human Resources does not provide emergency services.

- There are no limitations or ratios for the number of people with disabilities who may participate in or be admitted to any department program.
- Human Resources uses minimum qualifications and requirements described in job announcements for employment criteria.
- There are no forms required for admission to a program.
- Human Resources requires interviews for employment.

Public Meetings

- Human Resources does not provide American Sign Language interpreters, readers, or adaptive equipment when requested for meetings, interviews, and conferences.

Library

Description of Programs and Services

Lewis Cooper Memorial Library is responsible for performing Library services and customer information services.

Customer Service

- The Library has no policies or practices that could have the direct or indirect effect of excluding or limiting the participation of individuals with disabilities.
- Services provided by the Library can be carried out at the circulation desk.
- There are no circumstances in which a person with a disability would be asked to pay a fee or meet any other requirement not imposed on other program participants.
- The City does not have any policies which exclude service animals.
- The Library does not track accessibility requests, however the City makes accommodations for people with disabilities upon request on an individual basis.

Printed Information

- The Library produces printed materials

Website

- The Library has a page on the City's website.

Public Telephones and Communication Devices

- The Library does not communicate by telephone with people with a hearing or speech impairment using TTY.
- The Library staff are not trained in how to use TTY to communicate with a person with a hearing or speech impairment.

Training and Staffing

- The Library staff does have contact with the public.
- The Library does not have training on interacting with people with disabilities.

Program Eligibility Requirements and Admission

- There are no technical and/or educational requirements applicable to particular positions.

Public Meetings

- The Library does public meetings.

Facilities

- Meetings are held at Lewis Cooper Memorial Library.

Planning & Engineering

Description of Programs and Services

The Planning and Engineering Departments are responsible for the development and administration of programs to guide the physical development of Opelika, utilizing the City of Opelika Master Plan 2030, individual neighborhood plans and the City's Zoning Ordinance for policy guidance. These departments also provide design and environmental review of development and transportation proposals and general public information services. Planning provides staffing to the Zoning Board of Adjustments, the Planning Commission, the Historic Preservation Commission, and the City Council with analyses and recommendations on development applications. Planning staff also works with the Building Inspection Division and Code Enforcement Officer when necessary to document and correct building and zoning violations.

Customer Service

- There are no eligibility requirements for participation.
- There are no circumstances in which a person with a disability would be asked to pay a fee or meet any other requirement not imposed on other program participants.
- There is no policy or formal procedure, but changes to standard operating procedures are allowed when necessary to accommodate a need.
- Planning and Engineering does not track accessibility requests, however Planning receives requests and makes accommodations for people with disabilities on an individual basis.
- Planning and Engineering does not have any policies which exclude service animals
- Planning and Engineering does consult with outside organizations or groups that assist people with disabilities.

Notice Requirements

- Planning and Engineering is aware of a non-discrimination statement that includes persons with disabilities.
- Planning and Engineering will notify all persons that meetings, hearings, interviews, and conferences will be held in accessible locations and that adaptive/auxiliary aids (such as assistive listening devices, readers for the blind, pen and paper) will be provided, upon request, to participants with disabilities.
- Planning and Engineering is unaware of the procedure for filing a disability discrimination complaint or whom to file it with.

Printed Information

- Planning and Engineering produces printed materials.
- Planning and Engineering is unaware of publications being available to individuals with visual disabilities.
- Planning and Engineering produces printed materials with content that is in simple, easy-to-understand language for individuals with learning disabilities.

Website

- Planning and Engineering has a page on the City's website.
- The Planning and Engineering web page contains information relating to Planning, Design, and Building.
- The Planning and Engineering's web page does not contain information relating to facility accessibility.
- Planning and Engineering is unaware of documents being accessible for download to persons with visual disabilities.
- Information on the web page is managed by the Planning, Engineering and other City staff.

Public Telephones and Communication Devices

- Planning and Engineering staff communicates by telephone with persons with a hearing or speech impairment using a 711 operator.

Training and Staffing

- Departmental staff has contact with the public.

- Planning and Engineering meets regularly and stress providing customer service including accommodating disabilities in whatever way possible.
- Planning and Engineering staff is trained with how to interact with people with disabilities including periodic seminars.
- Planning and Engineering does not provide emergency services.
- There are no limitations or ratios for the number of people with disabilities who may participate in or be admitted to any department program.
- There are no criteria or tests used for an admissions process.
- There are no forms required for admission to Planning programs.
- Forms contain a notice that the City does not discriminate against people with disabilities.
- Interviews are required prior to an applicant's entrance into the program.

Public Meetings

- Planning and Engineering holds public meetings.
- Planning and Engineering Department meetings are held in accessible locations.
- Planning and Engineering is unaware of accommodations provided to those with hearing disabilities.
- Planning and Engineering does not provide transportation.

Tours and Trips

- Planning and Engineering does not provide tours and trips.

Facilities

- Planning and Engineering Commission Chambers at the Public Works Facility.

Police

Description of Programs and Services

The Police Department provides law enforcement and public safety services to the Opelika Community. It is responsible for the protection of life and property, the maintenance of order, the control and prevention of crime, and the enforcement of motor vehicle laws and regulations. Primary activities related to these responsibilities include enforcement of the laws of the state and the city, investigation of crimes, apprehension of criminals, and maintenance of a crime prevention program.

Police Administration

Customer Service

- Police Administration has no policies or practices that could have the direct or indirect effect of excluding or limiting the participation of individuals with disabilities.
- Police Administration does not track accessibility requests.
- There are no circumstances in which a person with a disability would be asked to pay a fee or meet any other requirement not imposed on other program participants.
- Police Administration does not consult or work with any outside organizations that assist people with disabilities.
- Police Administration does not have any policies which exclude service animals

Printed Information

- Police Administration produces printed materials.
- Police Administration does not provide alternative formats of printed materials.

Website

- Police Administration has a page on the City's website.
- The Police Administration web page has general law enforcement information and statistics.

Public Telephones and Communication Devices

- Police Administration communicates by telephone with persons with a hearing or speech impairment using accessible technology.
- Police Administration dispatch is trained in how to use accessible technology to communicate with a person with a hearing or speech impairment.

Training and Staffing

- Police Administration staff have contact with the public.
- The public is informed on an individual basis about the department's obligation and policies that enable a person with disabilities to participate in Police Administration programs.
- Police Administration staff are trained regarding their obligation and policies that enable persons with disabilities to participate in programs and activities.
- Police Administration provides emergency services.

Public Meetings

- Police Administration holds public meetings
- Public meetings, hearings, and conferences are held in accessible locations. American Sign Language interpreters are not available for meetings, interviews, and conferences.

Tours and Trips

- Police Administration does not provide tours and trips.

Special Events and Private Events on Public Properties

- Police Administration provides public safety services for special events on City properties.

Facilities

- The Police Department.

Police Services

Customer Service

- There are no eligibility requirements for participants in Police Services programs.
- Police Services has a formal procedure for making changes to standard operating procedures. Recommendations are made to the Manager and then implemented. There is also an annual review of the policies and procedures.
- Police Services does not have any policies which exclude service animals.

Printed Information

- Police Services produces printed materials.
- Police Services does not provide alternative formats of printed materials.
- Documents and publications produced by Police Services are available with easy-to-understand language for individuals with learning disabilities.

Website

- Police Services has a page on the City's website.
- The Police Services web page is not usable by individuals with disabilities, including those who use speaking browsers.

Public Telephones and Communication Devices

- Police Services communicates by telephone with persons with a hearing or speech impairment using accessible technology.
- Police Services dispatch does not use a Relay Service (711).
- Police Services dispatch staff are trained on accessible means of communication.

Training and Staffing

- Police Services staff have contact with the public.

- The public is informed on an individual basis about the department's obligation and policies that enable a person with disabilities to participate in Police Services programs, activities, and services.
- Police Department staff training is provided regarding their obligation and policies that enable persons with disabilities to participate in programs, services, and activities.

Public Meetings

- Police Services does not hold public meetings

Tours and Trips

- Police Services does not provide tours for community groups.

Police Operations, Patrol, Traffic and Investigations

Customer Service

- There are no eligibility requirements for participants in Police Operations programs.
- Police Operations has a formal procedure for making changes to standard operating procedures.
- Police Operations consults with the Lee County District Attorney's Office for victims of financial elder abuse and physical abuse.
- Police Operations has a general complaint procedure which would cover a disability discrimination complaint

Printed Information

- Police Operations produces printed materials.
- Documents and publications produced by Police Operations are available with easy-to-understand language for individuals with learning disabilities.

Website

- Police Operations has a page on the City's website.
- The Police Operations website has general information, contact information, and services provided.

Public Telephones and Communication Devices

- Police Operations communicates by telephone with persons with a hearing or speech impairment using accessible technology.
- Police Operations dispatch does not use a Relay Service (711).
- Police Operations dispatch staff is trained on using accessible technology to communicate with a person with a hearing or speech impairment.

Training and Staffing

- Police Operations staff has contact with the public.

- The public is informed on an individual basis about the Police Operation's obligation and policy that enables a person with disabilities to participate in Police Department programs, activities, and services.
- Police Operations staff training is provided regarding the obligation and policy that enables a person with disabilities to participate in programs, activities, and services.
- Police Operations provides emergency services to the public.

Public Meetings

- Police Operations Services does hold public meetings
- Police Department public meetings, hearings, and conferences are held in accessible locations.

Tours and Trips

- Police Operations does not provide tours.
- There is no procedure to make tours and trips accessible to persons who have visual, hearing, mobility, or learning disabilities.
- Police Operations does not have a specific program to notify individuals with visual, hearing, mobility, or learning disabilities about emergency or evacuation procedures.

Facilities

- Police Operations is not typically used for department programs. Front lobby is used for questions, reports etc.

Public Works

ESG and Opelika Environmental Services

Public Works oversees the City's long-range capital improvement program and provides engineering, bidding, and construction administration for City infrastructure. Opelika Environmental Services provides garbage and trash pickup and disposal and recycling services to the citizens of Opelika.

Customer Service

- Public Works does not track accessibility requests, however Public Works does respond to requests and addresses accommodations for a person with disabilities on an individual basis.
- There are no circumstances in which a person with a disability would be asked to pay a fee or meet any other requirement not imposed on other program participants.
- The City, including Public Works does not have any policy which exclude service animals.
- The City, including Public Works has a non-discrimination statement that includes persons with disabilities.
- Public Works does not have procedures for making an accessibility complaint.

Notice Requirements

- Public Works has a non-discrimination statement that includes persons with disabilities.
- Public Works staff will notify all persons that meetings, hearings, interviews, and conferences will be held in accessible locations and that adaptive/auxiliary aids (such as assistive listening devices, readers for the blind, pen and paper) will be provided, upon request, to participants with disabilities.

Printed Information

- Public Works produces printed materials for the public.
- Public Works will enlarge documents upon request.

- Public Works makes the content of documents available in simple, easy-to-understand language for individuals with learning disabilities.

Website

- Public Works has a page on the City's website that provides City standard details, guidance specifications, information related to various Public Works and OES projects. The content is managed by both Public Works and other City staff.

Public Telephones and Communication Devices

- Public Works staff does not communicate by telephone with persons with hearing or speech impairments using a 711 interpreter.

Public Meetings

- The Public Works Department does not provide American Sign Language interpreters, but would send a request to The Administration Office if one is requested.

Television and Audiovisual Public Information

- Public Works does not prepare audiovisual presentations.
- Public Works does not provide alternative formats to the audiovisual presentations.

Training and Staffing

- Public Works staff has contact with the public.
- Public Works staff has not received training on interacting with people with disabilities.

Tours and Trips

- Public Works does not provide tours.

Transportation Services

- Public Works does not provide transportation to the public.

Parks and Recreation

Description of Programs and Services

The Recreation Department offers a variety of programs to the public of all ages including special interest classes, camps, athletic programs, and special events.

Accessible/Adaptive Equipment

- Personal computers, tablets, and printers are available for public use at the Senior Center.
- Electronic equipment is accessible at low counters and computers can swivel for viewing. The area is wheelchair accessible.
- Adjustable tables accommodate all age levels. Paper and pen are provided.

Customer Service

- Recreation has no policies or practices that could have the direct or indirect effect of excluding or limiting the participation of individuals with disabilities.
- Recreation will make reasonable accommodations to standard operating procedures for participants and their attendants.
- There is not a formal procedure in place for making changes to standard operating procedures through the registration process.
- Recreation does not track accessibility requests, however, does modify programs for people with disabilities.
- There are no circumstances in which a person with a disability would be asked to pay a fee or meet any other requirement not imposed on other program participants.
- Recreation consults with the Lee Russell Council of Governments on Aging.
- The City, including Recreation does not have any policy which exclude service animals.

Notice Requirements

- Recreation has a non-discrimination statement that includes persons with disabilities for employment application purposes.

Printed Information

- Recreation produces printed materials.
- Printed materials are managed by both Recreation and central management.

Television and Audiovisual Public Information

- Parks and Recreation Department Board meetings are recorded. Formats include audio tape and typed minutes.
- Recreation does not provide alternative formats to audiovisual presentations.

Website

- Recreation has a page on the City's website. The web page is managed by Recreation staff.
- Recreation provides information about classes, events, and programs.
- Recreation provides information about facility amenities and access.

Public Telephones and Communication Devices

- Recreation communicates by telephone with individuals with hearing or speech difficulties.

Training and Staffing

- Recreation staff has contact with the public.
- Recreation informs the staff of their obligation and policies that enable persons with disabilities to participate in services at staff meetings.
- Recreation trains staff on interacting with people with disabilities.
- Recreation uses contracted instructors for most classes.
- Recreation will inform class instructors of any special needs or accommodations required when contacted by an individual with a disability.

- Recreation will monitor this obligation with a follow up with the instructor.

Public Meetings

- Recreation holds public meetings in accessible locations.

Transportation Services

- Recreation does not provide transportation services.

Tours and Trips

- Recreation provides tours and trips.
- Recreation Department will provide assistance, as needed, to persons with disabilities

Special Events and Private Events on Public Properties

- Recreation organizes special annual events on City property including summer concerts, fun runs, Easter activities, harvest festivals, the Reindeer Express in the park, and luncheons for seniors.
- Recreation ensures that these events are accessible to people with disabilities.
- Recreation does ensure that both private entities and staff are aware of their obligations to facilitate participation of individuals with disabilities on a case-by-case basis.
- Recreation does not provide transportation services.
- Recreation does ensure that both private entities and staff are aware of their obligations to facilitate participation of individuals with disabilities on a case-by-case basis.

3.0 ADA Transition Plan

Title II of the ADA requires that public entities having responsibility for or authority over facilities, streets, roads, sidewalks, and/or other areas meant for public use to develop a Transition Plan to make their facilities meet the standards for Program Accessibility. Program Accessibility means that a program, activity and/or service are accessible when viewed in its entirety. Simply put, a]Transition Plan transitions inaccessible facilities into environments that are accessible to and functional for individuals with disabilities.

This Transition Plan combines the findings of the facility surveys, public rights-of-way surveys, policy assessments, and program evaluations. Specific policy and program recommendations can be found in Section 2.0. The specific architectural modifications required to make programs accessible are listed in the City of Opelika—Facility Reports (please see Appendix C). Each facility report contains a list of architectural barriers and barrier removal actions. Not all of these barriers must be removed in order to provide program access. The first priority is to remove those barriers limiting access to programs.

This Transition Plan is divided into two parts: facilities, which includes buildings, parks, and their related grounds; and the public pedestrian rights-of-way, which includes sidewalks and curb ramps in front of City-owned facilities and public schools, as well as Downtown parking lots.

In compliance with the requirements of the ADA, the City will maintain in working order equipment and features that are required to provide access to individuals with disabilities.

3.1 Facilities

A. Program Barrier Removal Priorities

Prioritization meetings were conducted with City staff on December 14, 2017 and January 11, 2018. All facilities in which the City provides programs, activities, and services were reviewed and ranked based on the following criteria. Each of these criteria is deemed by the City to have equal importance with no single criteria having priority over another:

- Level of use by the public: Does the facilities receive a high level of public use?
- Program uniqueness: Some programs are unique to a building, facility, or park and cannot occur at another location.

- Geographic distribution: By selecting a range of facilities that are distributed throughout the City, the City can ensure maximum access for all residents.
- Citizen rights: Facilities where services are provided to exercise citizen rights– voting, right to a trial, access to elected officials, etc.
- Citizen responsibilities: Facilities where taxes are paid, permits and licenses are obtained, and where services are obtained.
- Social need: Facilities that meet social needs such as homeless shelters, health clinics, etc.
- Identified complaints: Efforts should focus on identified accessibility complaints.

B. Prioritizing Access to Programs, activities, and services

City staff from each department listed the programs, activities, and services provided to the public and locations where the programs are provided. Each program was evaluated using the criteria listed above.

C. Priorities for Barrier Removal within Facilities

Prioritization meetings were held on December 14th, 2017 and January 11, 2015. The following guidelines will assist the City to prioritize barriers found in City facilities:

1. Priority One: The highest priority is placed on those barrier removal items that provide accessibility at the main entrance of a facility or improve a path of travel to the portion of the facility where program activities take place.

Examples:

- Connection to the public right-of-way
- Parking and passenger loading
- Entrance walks
- Entrance ramps
- Entrance stairs
- Entrance doors

2. Priority Two: A second level priority is placed on those barrier removal items that improve or enhance access to program use areas. Examples:

- Transaction counters
- Conference and meeting rooms
- Public offices
- Recreation environments/features
- Public restrooms

3. Priority Three: A third level priority is placed on those barrier removal items that improve access to amenities serving program areas. Examples:

- Drinking fountains
- Public telephones
- Vending machines

4. Priority Four: A fourth level of priority is assigned to areas or features that are not required to be modified because there are no public programs located in the facility or portion of the facility, or because there are other locations that provide access to the program.

D. Transition Plan for Facilities

The Transition Plan for the removal of architectural barriers to program access must contain the following information:

- Identification of the barriers to program access
- Identification of the specific barrier removal action(s)
- Identification of a schedule for barrier removal and
- Identification of responsibility for ensuring barrier removal

The facility reports appended to this document provide the identification of barriers and the specific barrier removal actions. The City will accomplish barrier removals based on two strategies: policy and procedure modifications to remove programmatic barriers; and construction projects to remove architectural barriers.

The responsibility for ensuring barrier removal will reside with the City of Opelika's ADA Coordinator.

E. Phasing Schedule for Facilities

Barriers in City facilities will be removed systematically, City-wide, based on established program priorities. It is the intent of the City to address and remove barriers to accessibility in public buildings and parks based upon on the immediate necessity of programmatic access, degree of complexity, and overall cost.

The City of Opelika reserves the right to modify barrier removal priorities in order to allow flexibility in accommodating community requests, petitions for reasonable modifications from persons with disabilities, changes in City programs, and funding opportunities and constraints. It is the goal of this Transition Plan to provide access to the programs, activities, and services provided by the City. Interim measures will be explored and implemented in order to provide programmatic access to the public pending the implementation of physical barrier removal projects.

The following tables describe the priorities and schedule for barrier removal in public facilities owned by the City of Opelika. This preliminary schedule represents a 5-year plan for barrier removal. It is the City's intent to review all barriers during the first year of the implementation of this plan and address those barriers that can be resolved through programmatic modifications. The City will then revise the following schedule for the removal of the remaining barriers.

Table of barrier removal schedule for City owned facilities.

Time Frame:

1-3 Years

City Hall
Municipal Court-Probations-Legal
Opelika Power Services
Lewis Cooper Memorial Library
Opelika Sportsplex
Covington Recreation Center
Public Works Administration
Garden Hills Cemetery
Municipal Park
West Ridge Park
Bandy Park

4 Years

Sportsplex Soccer Complex
Springvilla Park
Moore Stadium
Floral Park
Shady Park

5 Years

Chamber of Commerce
Keep Opelika Beautiful
Health and Wellness Center
Depot
Opelika Firing Range
Sportsplex Maintenance Building
Calhoun Tennis Center
Dallas B. Smith Building – Old Armory
Opelika Arts Center
All existing sidewalks

Final Priority - Non-Public Buildings

Denson Maintenance Center
OFD Station 2
OFD Station 3
OFD Station 4
Fire Training Facility
Public Works Auto Shop
Public Works Building Maintenance
Public Works Groundskeeping
Public Works Opelika Environmental Services
Public Works Sign Shop
Public Works Street Department
Public Works Welding Shop
Eastside Wastewater Facility
Westside Wastewater Facility
Sewer Lab
OES Recycling Building

3.2 Pedestrian Rights-of-Way (PROW)

A. Overview of the PROW

The ADA addresses accessible pedestrian rights of way where sidewalks are provided by the City of Opelika. The ADA does not mandate the installation of sidewalks, but does require curb ramps at intersections where existing sidewalks are provided. There are many neighborhoods and roadways in Opelika that do not have sidewalks or a need for curb ramps.

The Circulation chapter in the City's General Plan includes recommendations on pedestrian improvements. The plan outlines the City's desire to provide safe and convenient pedestrian connections to and between Downtown, neighborhoods, commercial districts and major activity centers within the City.

The City is currently working on a Pedestrian Master Plan that will provide an inventory of all the existing sidewalks, as well as potential locations of new sidewalks. The plan will also include areas where the existing sidewalks do not meet current ADA standards and will identify these areas with a schedule and cost of repair or replacement. The Pedestrian Master Plan will be continually updated until all the ADA deficiencies are corrected within five (5) years.

B. Surveys of Existing PROW Conditions

For the ADA Transition Plan, the City completed a study that included sidewalks and curb ramps associated with the PROW of City-owned facilities and public schools. Additionally, the study analyzed the designated accessible parking spaces in the City-owned parking lots located in the Downtown area.

C. Accessible Pedestrian Signals Evaluations

The City shall monitor accessible pedestrian signal installation and recommend modifications to the policy to implement the ADA Transition Plan. When pedestrian signals are installed, they should be equipped with all features that are required by the ADA Codes and Standards, and shall be in compliance with the outlined policy. Accessible pedestrian signal installations should also be evaluated to reflect any new Federal guidelines contained in the FHWA Manual on Uniform Traffic Control Devices, along with advances in accessible signal technology.

All existing signal-controlled intersections, where sidewalks are present, have been inventoried and evaluated. The signal controls, where pedestrian paths exist, shall be upgraded to included pedestrian controls as required by the ADA Codes and Standards and as outlined in the policy. Crosswalks, ramps, and other upgrades that may be necessary to complete the accessibility of the intersections shall be installed and shall meet all codes, standards, and regulations.

Signalized Intersection with Pedestrian Path	Pedestrian Controls Present
1st Avenue & 14th Street	No
2nd Avenue & 6th Street	No
2nd Avenue & 8th Street	Yes
2nd Avenue & 10th Street	No
2nd Avenue & Pleasant Street	No
2nd Avenue & Simmons Street	No
10th Street &1st Avenue	No
10th Street & Avenue B	No
10th Street & Avenue C	No
Columbus Parkway & 7th Street	No
Downtown Signals	No
Enterprise Drive & Tigertown Parkway	Yes
Frederick Road & Cunningham Drive	Yes
Frederick Road & Corporate Park Drive	Yes
Frederick Road & Enterprise Drive	Yes
Geneva Street & MLK Drive	Yes
Pepperell Parkway & E Thomason Circle	No
Pepperell Parkway & N 20th Street	Yes
US 431 & OHS Entrance	Yes

D. Pedestrian Rights-of-Way Prioritization

Under Title II of the ADA, a City is not necessarily required to construct curb ramps at every point where a sidewalk intersects a curb. Traffic safety considerations may make construction of ramps at some locations undesirable. Alternative routes to buildings that make use of existing curb ramps may be acceptable under the concept of program accessibility in the limited circumstances where individuals with disabilities need only travel a marginally longer route. In addition, the undue financial or administrative burden limitation recognized by Title II of the ADA may limit the number of curb ramps that the City is required to provide.

The City will prioritize PROW projects in the following order:

1. Government offices and facilities
2. Bus stops and transportation facilities
3. Places of public accommodation such as commercial and business areas
4. Facilities containing employers
5. Other areas such as residential neighborhoods and underdeveloped regions of the City.

Additional criteria for prioritization may be developed for replacing existing curb ramps. For example:

- Repair of hazardous conditions
- Level of pedestrian traffic
- Proximity to a facility serving disabled clients
- Distance from a City-operated program or building
- Lack of feasible alternate routes
- Distance from non-City owned public facilities
- Distance from a bus stop

E. Time Period for Pedestrian Rights-of-Way Improvements

The City should establish 5-year time frame to remove PROW barriers that limit program accessibility. Funding improvements for pedestrian facilities is costly and competitive for State and Federal funding sources. Pedestrian improvements are often paired with other roadway improvements, Safe routes to School projects and Capital Improvement Projects. The ADA Title II regulations states that if a Transition Plan will take more than one year to fully implement, it must contain interim steps that will be done to provide program accessibility.

F. PROW Construction Details

The City of Opelika' standard construction details are available on the City's website:

http://www.opelika.org

The plans and specifications are consistent with state and federal accessibility requirements. Standard details pertaining to PROW standards can be found in Appendix F.

G. Street or Sidewalk Closure for Special Events

When there is special event that requires street or sidewalk closure, an encroachment permit is required. The applicant is then responsible to ensure accessibility at their event.

H. Signage in PROW's

The City restricts most signs from being located within the public right-of-way to include the PROW. There are allowances for temporary A-Frame" or T-Frame located in the PROW in commercial zones including the Downtown area. These signs are limited in size and width and may only occupy 1/3rd of the public sidewalk. These temporary signs are also restricted from intersections as well.

The City should revise the regulations and provide specific guidance to ensure that required pedestrian pass ways and other clearances related to providing ADA compliance in the PROW.

I. Citizen Request Process

See Section 4 for the City's formal grievance procedure.

J. Street-Related Capital Improvement Projects

The City engages in annual maintenance efforts to repair cracked or heaved sidewalks and to address sidewalk improvements based on citizen requests and/or needs at specific locations as budget allows. Street overlay and street reconstruction projects include repair of sidewalk and construction of ADA compliant curb ramps. Other CIP projects with ADA components are completed every year and there is a requirement for developers to install ADA compliant driveways, sidewalks, and curb ramps through conditions of

approval. Additionally, the City has an annual concrete maintenance program that focuses on the installation of high priority sidewalks along school routes and other areas. This includes methods such as grinding to help mitigate trip hazards, as well as replace damaged sidewalks.

Some recently completed and/or funded ADA PROW projects are as follows:

Sidewalk Placed/Replaced or Sheduled to be Replaced											
					Conforming		Non Conforming				
Roadway	Side	From	To	Width	Length	Area	Length	Area	Year	Quad	Notes
South Railroad											
	north	S 9th Street	S 8th Street	7	420.00	326.67			2008	Southeast	
	north	S 8th Street	S 7th Street	5	435.00	241.67			2008	Southeast	
	south	Depot	10th Street	7	355.00	276.11	20.00	15.56	2008	Southeast	Road Access
	south	S 10th Street	S 9th Street	7	410.00	318.89		0.00	2008	Southeast	
	south	S 9th Street	S 8th Street	7	420.00	326.67		0.00	2008	Southeast	
	south	S 8th Street	S 7th Street	10	420.00	466.67		0.00	2008	Southeast	
	south	S 7th Street	S 6th Street	10	415.00	461.11		0.00	2008	Southeast	
	south	S 6th Street	S 5th Street	4.5	400.00	200.00	30.00	15.00	2008	Southeast	Road Access
	south	S 5th Street	S 4th Street	4.5	400.00	200.00		0.00	2017	Southeast	
	south	S 4th Street	Jeter Street	4.5	1175.00	587.50		0.00	2017	Southeast	
	south	Jeter Street	Plum	4.5	560.00	280.00		0.00	2017	Southeast	
Samford Avenue	south	Plum Ave	Dover Street	4.5	670.00	335.00			2017	Southeast	
	south	Dover St	Clifford St	4.5	460.00	230.00			2017	Southeast	
	south	Cilfford St	Samford Ct	4.5	700.00	350.00			2017	Southeast	
	south	Samford Ct	Fox Run Pkwy	4.5	1730.00	865.00			2017	Southeast	
Auburn Street	east	Avenue B	Fruitland Ave	5	510	283.33			2017	Southwest	
	east	Fruitalnd Ave	Grove Ave	5	470	261.11			2017	Southwest	
	east	Grove Ave	Orchard Ave	4	290	128.89			2018	Southwest	
	east	Orchard	Hurst Street	4			900	400.00	2018	Southwest	
Auburn Street	west	Avenue B	Fruitland Ave	5	525	291.67			2017	Southwest	
	west	Fruitland Ave	Grove Ave	5	460	255.56			2017	Southwest	
	west	Grove Ave	Orchard Ave	4	260	115.56	30	13.33	2017	Southwest	
	west	Orchard Ave	Auburn Pl	4			675	300.00	2018	Southwest	
	west	Orchard Ave	Hurst Street	4			430	191.11	2018	Southwest	
ML King Blvd	north	Hurst Street	Magnolia Street	4			1900	844.44	2018	Southwest	
	north	Magnolia Stree	Clanton Street	4			430	191.11	2018	Southwest	
2nd Avenue	south	Hurst Street	Branch Street	4			750	333.33	2018	Southwest	
	south	Branch Street	South Street	4			430	191.11	2018	Southwest	
	south	South Street	Elm Street	4			430	191.11	2018	Southwest	
	south	Elm Street	Magnolia Street	4			260	115.56	2018	Southwest	
	south	Magnolia Stree	Clanton Street	4			420	186.67	2018	Southwest	
2nd Avenue	north	N 10th Street	N 9th Street	4.5	350.00	175.00	75.00	37.50	2016	Northeast	
	north	N 9th Street	N 8th Street	4.5	370.00	185.00	60.00	30.00	2016	Northeast	
	north	N 8th Street	N 7th Street	4.5	380.00	190.00	50.00	25.00	2016	Northeast	
	north	N 7th Street	N 6th Street	4.5	355.00	177.50	75.00	37.50	2016	Northeast	
	north	N 6th Street	N 5th Street	4.5	110.00	55.00	220.00	110.00	2016	Northeast	
	north	N 5th Street	N 4th Street	4.5	415.00	207.50	15.00	7.50	2017	Northeast	
	south	N 9th Street	N 8th Street	4.5	390.00	195.00	40.00	20.00	2016	Northeast	
	south	N 8th Street	N 7th Street	4.5	390.00	195.00	30.00	15.00	2016	Northeast	
N 22nd Street	east	1st Avenue	2nd Avenue	4	500	222.22			2017	Northwest	
1st Avenue	north	N 24th Street	N 22nd Street	4	350	155.56			2017	Northwest	

4.0 ADA Policy and Complaint Procedure

ADA Grievance Procedure

If a public entity has 50 or more employees, it is required to designate at least one responsible employee to coordinate Americans with Disabilities Act (ADA) compliance. The City of Opelika has designated the Human Resources Director as its primary ADA Coordinator. The ADA Coordinator is responsible for coordinating the efforts of the City to comply with Title II and for investigating any complaints that the City has violated Title II of the ADA. The ADA Coordinator is also responsible for coordinating the efforts of the City to comply with Title 24 and all other applicable State and Federal physical and program accessibility requirements.

All complaints or grievances submitted to the City of Opelika must be in writing on the designated form and contain specific information about the alleged violation or discrimination including: name; address; telephone number of the complainant; and the location, date, and a complete description of the problem. Anonymous complaints or grievances will not be accepted. Complaints or grievances will be kept confidential to the greatest extent possible, unless ordered released by a court of competent jurisdiction. Alternative means of filing complaints or grievances may be accepted at the discretion of the ADA Coordinator. These may be submitted by telephone, e-mail (confidentiality cannot be assured), letter, personal interview, or tape recording, upon request. However, all complaints or grievances must provide all the information required consistent with the format of the official complaint form. *See Appendix G.*

All complaints must be submitted by the complainant or his/her designee to the ADA Coordinator at the below location or, upon approval of a request to submit in an alternative method, by telephone at (334) 705-5130 (voice); or via e-mail at: hropelika@opelika-al.gov. Complaints should be submitted as soon as possible, but no later than 60 calendar days, after the date of the alleged violation or discriminatory act.

City of Opelika
ADA Coordinator
204 S. 7th Street
Opelika, AL 36801

If a complaint is regarding building or facility inaccessibility, the ADA Coordinator will forward the complaint within 5 business days to the City of Opelika's Public Works Division for investigation and will formally acknowledge receipt of the complaint to the complainant.

For all other complaints or grievances, the ADA Coordinator will contact the complainant to discuss the complaint or grievance within 10 business days after receipt of the complaint or grievance. Within 30 calendar days of this contact, the ADA Coordinator will respond in writing and, where appropriate, in an alternative format accessible to the complainant. The response will explain the position of the City of Opelika and offer options for substantive and reasonable resolution of the complaint or grievance.

If the response by the ADA Coordinator does not satisfactorily resolve the issue, the decision may be appealed to the City Administrator or his/her designee within 30 calendar days following receipt of the response.

Within 10 business days after receipt of an appeal, the City Administrator or his/her designee will contact the complainant to discuss the complaint or grievance and possible resolutions. Within 15 business days of this contact, the City Administrator will respond in writing and, where appropriate, in a reasonable format accessible to the complainant, with a final resolution of the complaint or grievance.

Every reasonable attempt will be made by the City of Opelika to remedy the disability complaints or grievances in a timely manner subject to staff and budget constraints.

If any ADA complaint or grievance resides under the jurisdiction of another public entity, the complainant will be notified that the City of Opelika lacks jurisdiction and will be referred to the appropriate jurisdiction.

5.0 Definitions

The following is a summary of many definitions found in the ADA. Please refer to the Americans with Disabilities Act for the full text of definitions and explanations (http://www.ada.gov/).

5.1 Auxiliary Aids and Services

The term *auxiliary aids* and services include:

1. Qualified interpreters or other effective methods of making orally delivered materials available to individuals with hearing impairments;
2. Qualified readers, taped texts, or other effective methods of making visually delivered materials available to individuals with visual impairments; and
3. Acquisition or modification of equipment or devices; and other similar services and actions.

5.2 Complaint

A *complaint* is a claimed violation of the ADA.

5.3 Disability

The term *disability* means, with respect to an individual:

1. A physical or mental impairment that substantially limits one or more of the major life activities of such individual;
2. A record of such impairment; or
3. Being regarded as having such impairment.

5.4 Discrimination on the Basis of Disability

Discrimination on the basis of disability means to:

- Limit, segregate, or classify a citizen in a way that may adversely affect opportunities or status because of the person's disability;
- Limit, segregate, or classify a participant in a program or activity offered to the public in a way that may adversely affect opportunities or status because of the participant's disability;

- Participate in a contract that could subject a qualified citizen with a disability to discrimination;
- Use any standards, criteria, or methods of administration that have the effect of discriminating on the basis of disability;
- Deny equal benefits because of a disability;
- Fail to make reasonable accommodations to known physical or mental limitations of an otherwise qualified individual unless it can be shown that the accommodation would impose an undue burden on the City's operations;
- Use selection criteria that exclude otherwise qualified people with disabilities from participating in the programs or activities offered to the public; and
- Fail to use tests, including eligibility tests, in a manner that ensures that the test results accurately reflect the qualified applicant's skills or aptitude to participate in a program or activity.

5.5 Having a Record of Impairment

An individual is disabled if he or she has a history of having an impairment that substantially limits the performance of a major life activity; or has been diagnosed, correctly or incorrectly, as having such impairment.

5.6 Physical or Mental Impairments

Physical or mental impairments may include, but are not limited to: vision, speech, and hearing impairments; emotional disturbance and mental illness; seizure disorders; mental retardation; orthopedic and neuromotor disabilities; learning disabilities; diabetes; heart disease; nervous conditions; cancer; asthma; Hepatitis B; HIV infection (HIV condition); and drug addiction if the addict has successfully completed or is participating in a rehabilitation program and no longer uses illegal drugs.

The following conditions are not physical or mental impairments: transvestitism; illegal drug use; homosexuality or bisexuality; compulsive gambling; kleptomania; pyromania; pedophilia; exhibitionism; voyeurism;

pregnancy; height; weight; eye color; hair color; left-handedness; poverty; lack of education; a prison record; and poor judgment or quick temper if not symptoms of a mental or physiological disorder.

5.7 Qualified Individual with a Disability

A *qualified individual* with a disability means an individual with a disability who, with or without reasonable modification to rules, policies, or practices; the removal of architectural, communication, or transportation barriers; or the

provision of auxiliary aids and services, meets the essential eligibility requirements for the receipt of services or the participation in programs or activities provided by the City.

5.8 Reasonable Program Modifications

If the individual's disabilities prevent them from performing the essential functions of the program or activity, it is necessary to determine whether reasonable program modifications would enable an individual to perform the essential functions of the program or activity.

Reasonable program modification is any change in program or activity or in the way things are customarily done that enables an individual with a disability to enjoy equal program opportunities. Accommodation means modifications or adjustments:

1. To a registration or application process to enable an individual with a disability to be considered for the program or activity;

2. To the program or activity environment in which the duties of a position are performed so that a person with a disability can perform the essential functions of the program or activity; and

3. That enables individuals with disabilities to enjoy equally the benefits of the program or activity as other similarly situated individuals without disabilities enjoy.

Modification includes making existing facilities and equipment used by individuals readily accessible and usable by individuals with disabilities.

Modification applies to:

- All decisions and to the application or registration process;
- All services provided in connection with the program or activity; and
- Known disabilities only.

Modification is not required if:

- It changes the essential nature of a program or activity of the person with a disability;
- It creates a hazardous situation;
- Adjustments or modifications requested are primarily for the personal benefit of the individual with a disability; or
- It poses an undue burden on the City.

5.9 Regarded as Having a Disability

An individual is *disabled* if she or he is treated or perceived as having an impairment that substantially limits major life activities, although no such impairment exists.

5.10 Substantial Limitations of Major Life Activities

An individual is disabled if she or he has a physical or mental impairment that (a) renders her or him unable to perform a major life activity, or (b) substantially limits the condition, manner, or duration under which she or he can perform a particular major life activity in comparison to other people.

Major life activities are functions such as caring for oneself, performing manual tasks, walking, seeing, hearing, speaking, breathing, learning, and working.

In determining whether physical or mental impairment substantially limits the condition, manner, or duration under which an individual can perform a particular major life activity in comparison to other people, the following factors shall be considered:

1. The nature and severity of the impairment;
2. The duration or expected duration of the impairment; and
3. The permanent or long-term impact (or expected impact) of or resulting from the impairment.

5.11 Undue Burden

The City of Opelika shall not provide an accommodation that imposes an undue burden on the operation of the City's business.

Undue burden means significant difficulty or expense incurred in the provision of accommodation. Undue burden includes, but is not limited to, financial difficulty. Undue burden refers to any modification that would be unduly costly, extensive, substantial, or disruptive, or that would fundamentally alter the nature of operation of the business of the City.

Whether a particular accommodation will impose an undue hardship is determined on a case-by-case basis. If a particular modification is determined to cause an undue burden to the City of Opelika, the City shall attempt to identify another modification that would not pose such a burden. If cost causes the undue burden, the City must consider whether funding for the modification is available from an outside source. If no such funding is available, the City must give the person with a disability the opportunity to

provide the modification or to pay for that portion of the modification that constitutes an undue burden.

The following factors shall be considered in determining whether a program modification would create an undue burden: the nature and cost of the modification; the financial resources of the City available to make the modification; the impact the expense of the accommodation will have on the affected City operation; and the permanence of the alterations affecting the site.

6.0 Program Accessibility Guidelines, Standards & Resources

6.1 Introduction

In order to facilitate access to all City programs and departments, the City will maintain these program accessibility guidelines, standards and resources. This information is available to all employees and volunteers. The City will add to these guidelines when necessary to address its needs and include information and technological devices that help staff and volunteers members communicate with individuals with a variety of disabilities. The City will periodically review the components of this section, as new technologies are developed in order to ensure that the best types of modifications are included. This section also contains the accessibility standards of care that govern new construction and alterations to facilities.

6.2 Federal Accessibility Standards and Regulations

There are both State and Federal regulations for accessible facilities. Below are resources for both the State of Alabama and Federal facility regulations.

U.S. Department of Justice

The U.S. Department of Justice provides many free ADA materials including the Americans with Disability Act (ADA) text. Printed materials may be ordered by calling the ADA Information Line [(800) 514-0301 (Voice) or (800) 514-0383 (TTY)]. Publications are available in standard print as well as large print, audiotape, Braille, and computer disk for people with disabilities. Documents, including the following publications, can also be downloaded from the Department of Justice website (http://www.ada.gov/).

- ADA Regulation for Title II: This publication describes Title II of the

Americans with Disabilities Act, Pub. L. 101-336, which prohibits discrimination on the basis of disability by public entities. Title II of the ADA protects qualified individuals with disabilities from discrimination on the basis of disability in the services, programs, or activities of all state and local governments. This rule adopts the general prohibitions of discrimination established under section 504, as well as the requirements for making programs accessible to individuals with disabilities and for providing equally effective communications. It also sets forth standards for what constitutes discrimination on the basis of mental or physical disability, provides a definition of disability and qualified individual with a

disability, and establishes a complaint mechanism for resolving allegations of discrimination.

- Title II Technical Assistance Manual (1993) and Yearly Supplements. This 56-page manual explains in lay terms what state and local governments must do to ensure that their services, programs, and activities are provided to the public in a nondiscriminatory manner. Many examples are provided for practical guidance.

- Accessibility of State and Local Government Websites to People with Disabilities. A 5-page publication providing guidance on making state and local government websites accessible.

- ADA Information for Law Enforcement. This page contains compliance assistance materials to help state and local law enforcement officers understand how to interact with victims, witnesses, suspects, and others who have disabilities.

U.S. Access Board Publications

The full texts of federal laws and regulations that provide the guidelines for the design of accessible facilities and programs are available from the U.S. Access Board. Single copies of publications are available free and can be downloaded or ordered by completing a form available on the Access Board's website (http://www.access-board.gov/). In addition to regular print, publications are available in: large print; disk; audiocassette; and Braille.

Communications & IT

Access to information and communication technology (ICT) is addressed by Board standards and guidelines issued under Section 508 of the Rehabilitation Act and Section 255 of the Telecommunications Act.

- Section 508 Standards: http://www.access-board.gov/guidelines-and-standards/communications-and-it/about-the-section-508-standards

- Refresh of the Section 508 Standards and the Telecommunications Act Guidelines: http://www.access-board.gov/guidelines-and-standards/communications-and-it/about-the-ict-refresh

- Telecommunications Act Accessibility Guidelines : http://www.access-board.gov/guidelines-and-standards/communications-and-it/about-the-telecommunications-act-guidelines

Buildings & Sites

Standards issued under the Americans with Disabilities Act (ADA) address access to buildings and sites nationwide in new construction and alterations.

- 2010 ADA Standards for Accessible Design: This document contains scoping and technical requirements for accessibility to buildings and facilities by individuals with disabilities under the Americans with Disabilities Act (ADA) of 1990. These scoping and technical requirements are to be applied during the design, construction, and alteration of buildings and facilities covered by Titles II and III of the ADA to the extent required by regulations issued by federal agencies, including the Department of Justice and the Department of Transportation, under the ADA. This document must be used in conjunction with Title 24 of the Alabama Building Code (see State of Alabama Accessibility Standards and Regulations).

- 2010 ADA Standards: http://www.access-board.gov/guidelines-and-standards/buildings-and-sites/about-the-ada-standards

Recreation Facilities

Access to recreation facilities, including play areas, swimming pools, sports facilities, fishing piers, boating facilities, golf courses, and amusement rides is addressed in the ADA and ABA standards. New provisions will cover access to trails, picnic and camping sites, and beach access routes.

- Recreation Facilities: http://www.access-board.gov/guidelines-and-standards/recreation-facilities/about-recreation-facilities

- Outdoor Developed Areas: http://www.access-board.gov/guidelines-and-standards/recreation-facilities/outdoor-developed-areas

Streets and Sidewalks

New guidelines the Board is developing will cover access to public rights-of-way, including sidewalks, intersections, street crossings, and on-street

parking. The Board is also addressing access to shared use paths providing off-road means of transportation and recreation.

- Public Rights-of-Way: http://www.access-board.gov/guidelines-and-standards/streets-sidewalks/public-rights-of-way

- Shared Use Paths: http://www.access-board.gov/guidelines-and-standards/streets-sidewalks/shared-use-paths/about-this-rulemaking

6.3 Title II: U.S. Department of Justice Publications

Title II Technical Assistance Manual | Supplement

A 56-page manual that explains in lay terms what State and local governments must do to ensure that their services, programs, and activities are provided to the public in a nondiscriminatory manner. (1993)

http://www.ada.gov/taman2.html

The ADA and City Governments: Common Problems | PDF

A 9-page document that contains a sampling of common problems shared by city governments of all sizes, provides examples of common deficiencies and explains how these problems affect persons with disabilities. (2000)

http://www.ada.gov/comprob.htm

ADA Guide for Small Towns | PDF

A 21-page guide that presents an informal overview of some basic ADA requirements and provides cost-effective tips on how small towns can comply with the ADA. (2000)

http://www.ada.gov/comprob.htm

Accessibility of State and Local Government Websites to People with Disabilities | PDF

A 5-page publication providing guidance on making State and local government websites accessible. (2003)

http://www.ada.gov/websites2.htm

ADA Checklist for Polling Places | PDF

This 39-page checklist is a self-help survey that voting officials can use to determine whether a polling place has basic accessible features needed by most voters with disabilities. (2004)

http://www.ada.gov/votingchecklist.htm

An ADA Guide for Local Governments: Making Community Emergency Preparedness and Response Programs Accessible to People with Disabilities | PDF

A 11-page illustrated publication that provides guidance on preparing for and carrying out emergency response programs in a manner that results in the services being accessible to people with disabilities. (2006)

http://www.ada.gov/emergencyprep.htm

Access for 9-1-1 and Telephone Emergency Services | PDF

A 10-page publication explaining the requirements for direct, equal access to 9-1-1 for persons who use teletypewriters (TTYs). (1998)

http://www.ada.gov/911ta.htm

Commonly Asked Questions About the ADA and Law Enforcement

A 12-page publication providing information for law enforcement agencies in a simple question and answer format. (2006)

http://www.ada.gov/q&a_law.htm

Communicating with People Who Are Deaf or Hard of Hearing: ADA Guide for Law Enforcement Officers | PDF

This 8-panel pocket guide provides basic information for officers about ADA requirements for communicating effectively with people who are deaf or hard of hearing. (2006)

http://www.ada.gov/lawenfcomm.htm

Model Policy for Law Enforcement on Communicating with People Who Are Deaf or Hard of Hearing | PDF

This 4-page document serves as a model for law enforcement agencies when adopting a policy on effective communication with people who are deaf or hard of hearing. Agencies are encouraged to download and adapt the policy to suit their needs. (2006)

http://www.ada.gov/lawenfmodpolicy.htm

Questions and Answers: The ADA and Hiring Police Officers

A 5-page publication providing information on ADA requirements for interviewing and hiring police officers. (1997)

http://www.ada.gov/copsq7a.htm

6.4 State of Alabama Accessibility Guidelines for Buildings and Facilities: State and Local Governments (ADAAG).

Chapter 170-X-2 Alabama State Building Code

The State of Alabama has also adopted a set of design guidelines for accessible facilities, which can be found the Building Commission Chapter 170-X-2, ALABAMA BUILDING COMMISION ADMINISTRATIVE CODE. Alabama Building Code(ABC) contains general building design and construction requirements relating to fire and life safety, structural safety, and access compliance. ABC provisions provide minimum standards to safeguard life or limb, health, property and public welfare by regulating and controlling the design, construction, quality of materials, use and occupancy, location and maintenance of all buildings and structures and certain equipment. Although Alabama has adopted most of the ADAAG requirements, there are some differences. In general, the more restrictive requirement (whether federal or state) should be applied when designing accessible facilities. The complete Title 24 or any of its parts is available for purchase from the International Code Council (ICC), Eastern Regional Office (BIR), 900 Montclair Road, Birmingham, AL 35213. Phone – 888-422-7233 and press 0. (http://www.iccsafe.org) or at various bookstores that carry technical books.

The City should have an ongoing program of regularly reviewing these changes and updating policies and procedures related to accessibility to keep them current.

Resources for Providing Accessible Programs and Facilities

- ADA Document Portal: This website provides links to an ADA Collection consisting of more than 7,400 documents on a wide range of topics. The ADA Document Portal is supported by the ten ADA & IT Technical Assistance Centers (http://www.adaportal.org/).

- American Association of Museums: Accessible exhibit design publications are available for purchase from AAM's website, including Everyone's Welcome (available in a variety of formats), which addresses

  museum programs and the ADA, The Accessible Museum, which offers model programs of accessibility for older people and people with disabilities, and What Museum Guides Need to Know to provide access to blind and visually impaired visitors (http://www.aam-us.org).

  - Beneficial Design: Beneficial Designs works toward universal access through research, design, and education. Beneficial Designs develops assistive and adaptive technology, performs rehabilitation research,

contract design, legal consultation, standards development, and serves as a rehabilitation information resource. Contact Beneficial Designs, Inc. at 2240 Meridian Blvd, Suite C, Minden, NV 89423-8628, (775) 783-8822), (http://www.beneficialdesigns.com/).

- Outdoor Alabama an Alabama Department of Conservation & Natural Resources site: A State network of public and private recreational sites throughout the state providing accessible fishing, shooting, and hunting opportunities for individual with physical disabilities: (http://www.outdooralabama.com).

- DisabilityInfo.Gov: A one-stop interagency portal for information on Federal programs, services, and resources for people with disabilities, their families, employers, service providers, and other community members.

- National Center on Accessibility: The Center is a cooperative project between the National Park Service and Indiana University to provide information and technical assistance, primarily on recreation access. An example of the research activities of the NCA is the National Trails Surface Study. This study is primarily the result of questions that NCA has, for many years and continues to receive from organizations, agencies and individuals who desire to make their trails accessible; are interested in an unobtrusive surface that blends and is friendly to the environment; and provides a quality trail experience for people with and without disabilities. NCA also publishes 'What is an Accessible Trail?' which summarizes the federal guidelines for outdoor developed areas and is available for downloading from its website. The NCA website also has information on campground accessibility, accessible picnic tables, access to beaches, and inclusion of people with disabilities in aquatic venues. (http://www.ncaonline.org/)

- National Center on Physical Activity and Disability: The Center provides information and resources on physical activity to help people with disabilities find ways to become more active and healthier. The Center also provides information on how to provide access to fitness centers, schools, recreation facilities, camps, and health and leisure services (http://www.ncpad.org/).

- Smithsonian Institution: The Accessibility Program has developed the Smithsonian Guidelines for Accessible Exhibition Design (1996), which are available for downloading from their website: (http://accessible.si.edu)

- Further information is available from the Smithsonian Accessibility Program at the Arts and Industries Building, Room 1239 MRC 426, Washington, D.C. 20560 (202) 786-2942.

Resources for Assistive Technologies (General)

The City should utilize the many disability-related resources available through the Internet.

ABLEDATA

- The National Institute on Disability and Rehabilitation Research of the U.S. Department of Education maintains a national web-based service which provides up-to-date links to assistive technologies and disability-related resources (http://www.abledata.com/).

ALABAMA ASSISTIVE TECHNOLOGY SYSTEM (STAR)

- STAR is a statewide project of the Alabama Department of Rehabilitation services that promotes access to assistive technologies, related services, and information to enable people with disabilities to be successful, independent, and productive. STAR maintains several directories on their website (http://www.rehab.alabama.gov/individuals-and-families) or (www.startraining.org) including:

    - Switches
    - adaptive toys
    - daily living aids
    - communication aids
    - iPad and Android accessories
    - adaptive computer accessories

    UCP Technology & Training Center 256-859-4900

ALTERNATIVE FORMAT COMMUNICATIONS

- Resources to produce standardized publications such as applications and registration forms in Braille, audiotape, large-print text, and accessible electronic media will be assembled. Information regarding Braille Services and other accommodations for people with visual disabilities is available by contacting:

    - American Council of the Blind: ACB (http://www.acb.org/) is a national organization advocating on behalf of persons who are blind or have low vision. ACB also publishes A Guide to Making Documents Accessible to People Who Are Blind or Visually Impaired, which is available online, in regular print, large print, Braille, or on cassette tape. ACB is located at 1155 15th St. NW, Suite 1004, Washington, DC 20005 (800) 424-8666 or by email at info@acb.org.

- National Center on Accessibility: NCA publishes 'What are Alternative Formats? How Do They Apply to Programs and Services?' which is available for downloading from their website (http://www.ncaonline.org/).

- National Center for Accessible Media: NCAM is a research and development facility dedicated to the issues of media and information technology for people with disabilities in their homes, schools, workplaces, and communities. Developers of Web- and CD- ROM-based multimedia need an authoring tool for making their materials accessible to persons with disabilities. NCAM has developed two such tools, version 1.0 and 2.01 of the Media Access Generator (MAGpie), for creating captions and audio descriptions for rich media. Media Access Generator (MAGpie) is available for downloading from NCAM's website (http://ncam.wgbh.org).

American Sign Language Interpreters

A pool of on-call American Sign Language interpreters should be developed. This list should be routinely updated to ensure their availability. Some programs may need to have a pool of interpreters who are available on a twenty-four-hour basis to handle emergency procedures.

The required qualifications of these interpreters should be established. Many non-certified interpreters provided by local services may have excellent skills and be qualified to handle most circumstances. However, certain circumstances, such as the provision of emergency medical services, may require interpreters who are approved by the courts and can ensure a level of confidentiality.

You may want to contact each agency in advance of a need for services to determine their rates so that you are prepared to cover the communication expenses, should the need arise.

You should always request RID certified interpreters. Only in the event that certified interpreters are unavailable should you rely on non-certified interpreters.

Individuals who are hard of hearing generally do not use ASL interpreters. Always ask the individual requesting an accommodation what type of accommodation works best for them. Determining what accommodation(s) will be provided is an interactive process. Depending on the situation, accommodating an individual who is hard of hearing may include note writing, use of assistive listening devices, and/or provision of Computer Assisted Real-Time (CART) captioning.

Assistive Listening Systems and Devices

Systems and devices to amplify sound for persons with hearing disabilities should be available for public meetings and events. Various technologies exist for these devices. Different types of devices are more suitable for different types of hearing disabilities. Devices should be chosen to accommodate the greatest number of individuals.

- See the on-line directory of augmentative and assistive communications manufacturers and vendors available at the Alabama Assistive Technology System website (www.startraining.org)
- See also the Assistive Listening Systems Technical Bulletins available on the U.S. Access Board's website (http://www.access-board.gov/).

Closed Caption Machine

To the extent practical, City departments should have access to a device for encoding closed captioning on films and videotapes used for training and other programs.

- See the on-line directory of augmentative and assistive communications manufacturers and vendors available at the Alabama Assistive Technology System website (www.startraining.org).

Optical Readers

Equipment that can translate printed information into an audio format should be available to the City programs.

Text Telephone (TTY)

City programs should have access to a text telephone or have access to a telephone transfer service as required by the law and offered by public telephone companies.

- TDI: TDI's (formerly known as Telecommunications for the Deaf, Inc.) mission is to promote equal access in telecommunications and media for people who are deaf, hard of hearing, late deafened, or deaf blind. TDI's

  on-line resources include information about telecommunications access such a TTY, pagers, telephony, VoIP, and more (http://tdiforaccess.org/).
- See the Text Telephones Technical Bulletin available on the U.S. Access Board's website (http://www.access-board.gov/).

Video Relay Services (VRS)

Video Relay Service (VRS) is a form of Telecommunications Relay Service (TRS) that enables persons with hearing disabilities who use American Sign Language to communicate with voice telephone users through video equipment, rather than through typed text. Video equipment links the VRS user with a TRS operator – called a "communications assistant" (CA) – so that the VRS user and the CA can see and communicate with each other in signed conversation. Because the conversation between the VRS user and the CA flows much more quickly than with a text-based TRS call, VRS has become a popular form of TRS (www.fcc.gov/guides/video-relay-services).

- Hands on Video Relay Service: (877) 467-4877 English or (877) 467-4875 Spanish
- Sorenson Video Relay: Using a standard telephone, simply call the toll-free number 1-(866)-327-8877. Have the contact information of the deaf or hard-of-hearing individual (i.e. name, videophone number or IP address) ready. Remain on hold until the call is answered by the next available interpreter.
- Sprint VRS Directions: (877)709-5776 or website www.sprintvrs.com

Enlarging Printed Materials

A copy machine capable of enlarging printed materials should be available for staff.

Guide to Disabilities and Disability Etiquette

A guide to disabilities and disability etiquette should be assembled and distributed to staff and volunteers. The guide will ensure that staff and volunteers are familiar with a variety of types of disabilities and that they are sensitive to the abilities and needs of people with disabilities in order not to offend or demean them. The guide should be periodically updated to ensure that it includes current acceptable language for talking about disabilities.

- Disability Etiquette: Interacting with People with Disabilities is available on-line at the City of Opelika's web page at (www.opelika-al.gov)

Lending Library of Assistive Technology Equipment

The City should establish a "Resources Toolkit" of adaptive aids and resources that will be available for use by staff and volunteers without the means to assemble their own. It is recommended that the City explore local sources of assistive technology.

- DisabilityInfo.gov's online resources for High School: Guidelines for Accessing Alternative Format, inclusion materials, educational technology,

a comprehensive list including college preparatory materials, transition issues for children with special needs and more (https://www.disability.gov/education).

• American Association of People with Disabilities: The American Association of People with Disabilities is the largest nonprofit, nonpartisan, cross-disability organization in the United States (http://www.aapd.com/).

• American Foundation for the Blind: The American Foundation for the Blind is committed to improving accessibility in all aspects of life—from cell phones to ATMs, on web sites and in workplaces. Services include assistance in making products and services accessible to people with visual impairments. AFB offers expert consulting services and accessible media production. AFB provides objective product evaluations of adaptive technologies through its assistive technology product database (http://www.afb.org/). Local assistance is available through the American Foundation for the Blind-West, 44 Montgomery Street, Suite 1305, San Francisco, CA 94040 (415) 392-4845 or by email at sanfran@afb.net.

• Adaptive Environments: This educational non-profit organization is committed to advancing the role of design in expanding opportunity and enhancing experience for people of all ages and abilities. Adaptive Environments provides education and consultation to public and private entities about strategies, precedents and best practices that go beyond legal requirements to design places, things, communication and policy that integrate solutions to the reality of human diversity (http://www.adaptenv.org/).

• The Arc: The Arc (formerly Association for Retarded Citizens of the United States) is the country's largest voluntary organization committed to the welfare of all children and adults with mental retardation and their families (http://www.thearc.org). Phone 1-800-433-5255. Or The Arc of Alabama, (http://thearcofal.org) Phone 334-262-7688.

• Disability Resources, Inc.: Disability Resources, Inc. is a national nonprofit organization that provides information about resources for independent living. DRI maintains an on-line directory of assistive technology resources (http://www.disabilityresources.org/).

• National Association of the Deaf: NAD is a national consumer organization representing people who are deaf and hard of hearing. NAD provides information about standards for American Sign Language Interpreters and the Captioned Media Program on its website (http://www.nad.org/).

• National Federation of the Blind: NFB is a national organization advocating on behalf of persons who are blind or have low vision. NFB provided on-line

resources for technology for the blind, including a technology resource list, a computer resource list, screen access technology, sources of large print software for computers, and sources of closed circuit TV (CCTV's) (http://www.nfb.org/).

- National Organization on Disability: The National Organization on Disability promotes the full and equal participation and contribution of America's 54 million men, women and children with disabilities in all aspects of life. NOD maintains an on-line directory of information and links including transportation-related resources (http://www.nod.org/).

- Paralyzed Veterans of America: PVA is a national advocacy organization representing veterans. PVA's Sports and Recreation Program promotes a range of activities for people with disabilities, with special emphasis on activities that enhance lifetime health and fitness. PVA's website: (http://www.pva.org) provides information on useful sports publications and a list of contacts.

- State of Alabama Council on Developmental Disabilities, RSA Union Building, 100 North Union Street, Montgomery, AL 36104. Phone 1-800-232-2158. (http://www.acdd.org)

- Office of Deaf Services – Alabama Department of Public Health. (http://www.mh.alabama.gov) Phone 1-800-367-0955.

- Alabama Institute for Deaf and Blind (AFB) 205 East South Street, Talladega, AL 35160 256-761-3200 (http://www.aidb.org/)

- United Cerebral Palsy Association: UCP's mission is to advance the independence, productivity and full citizenship of people with cerebral palsy and other disabilities, through our commitment to the principles of independence, inclusion and self-determination. UCP's Sports and Leisure Channel is designed for people with disabilities who are interested in sports and other leisure activities and proposes creative ideas for inclusive community recreation programs, including outdoor adventure activities for people with disabilities. Information about the Sports and Leisure Channel is available on UCP's website (http://www.ucp.org).

- United Spinal Association: United Spinal Association is a membership organization serving individuals with spinal cord injuries or disease. Formerly known as the Eastern Paralyzed Veterans Association, the organization expanded its mission to serve people with spinal cord injuries or disease regardless of their age, gender, or veteran status. Information on accessibility training and consulting services and recreational opportunities for people with spinal cord injuries or disease is available on their website (http://www.unitedspinal.org).

- World Institute on Disability: WID is an international public policy center dedicated to carrying out research on disability issues. WID maintains an online information and resource directory on technology, research, universal design, and ADA (http://www.wid.org/resources/).

Resources for Persons with Disabilities in the City of Opelika

Alabama Department of Rehabilitation Services VRS District Office – Opelika, 520 West Thomason Circle, Opelika, AL 36801, Contact Steve Smith, 334-705-2037, TTY: 800-499-1816.

Achievement Center – Easter Seals, Opelika, www.achievement-center.org 510 West Thomason Circle Opelika, AL 36801-5499. Phone 334-745-3501.

East Alabama Mental Health Center, Opelika. www.eamhc.org 2506 Lambert Drive, Opelika, AL. Phone 1-800-815-0630.

Evaluation, Treatment, and Social Skills

Auburn University Applied Behavior Analysis Clinic Sacha Pence, Ph.D., BCBA-D 101 Cary Hall Auburn, AL 36849 (334) 844-6482 sachapence@auburn.edu

Smith Group Behavioral Consulting, LLC Kim Smith, Ph.D., BCBA-D 2006 Executive Park Drive, Suite A Opelika, AL 36801 (334) 332-9077 http://www.smithgroupbehavioralconsulting.com/

Speech-Language Pathology

ALL for Children, 2290 Moores Mill Road Auburn, AL 36830 (334) 209-2009

Auburn University Speech and Hearing Clinic 1199 Haley Center Auburn, AL 36849 (334) 844-9600 http://www.cla.auburn.edu/speechandhearingclinic/

School Programs The Little H.A.P.I.E. Tree Preschool Auburn Early Education Center 721 E. University Dr. Auburn, AL 36830 (334) 850-8550

Other Programs

Autism Society of Alabama www.autism-alabama.org

Expressions of a Brave Heart Fine Arts Program for Youth with Special Needs.

Angie Colvin Burque, MSW, LCSW Opelika, AL (334) 844-2834

Lee County Autism Support Group Julie Brown (334) 887-3909
www.AuburnNetworkingGroup@autism-alabama.org

Storybook Farm Equine-assisted program for youth with physical, mental, social, and emotional challenges. 300 Cusseta Rd Opelika, AL 36801 (334) 444-5966. info@HopeOnHorseback.org

Lee County – Alabama Department of Veterans Affairs (ADVA) helps veterans with disabilities get the compensation they earned. Veteran Service Officers (VSOs) have one focus—the veteran. VSOs help the veteran and/or family members fill out all the paperwork needed to get VA benefits. This service is free to the veteran. Location: Lee County Courthouse, Room B-120, 215 South 9th Street, Opelika, AL 36801. (334)737-3626, www.va.state.al.us/county

Lee-Russell Council of Governments , 2207 Gateway Drive, Opelika, AL 36801, (334)749-5264, www.lrcog.com

Southern Union Campus ADA Coordinators, Opelika Campus. Contact Cydney Mathews, Coordinator, Student Success Center/Retention. Office Location: Business and Technology Center, Room 110, Email: cmathews@suscc.edu , Phone: (334) 745-6437, Extension 5488

Auburn University Office of Accessibility, Contact: Trace Donald, Director, Phone (334) 844-2096. Scott Renner, Assistant Director, (334) 844-2096.

Appendices

Appendix A: Program Accessibility Questionnaire

Appendix B: Public Meeting Minutes

Appendix C: Facility Reports for City Buildings and Parks

Appendix D: Facility Reports for Downtown Parking Lots

Appendix E: Public Rights-of-Way Reports for City Facilities

Appendix F: City of Opelika Public Works Manual Reference

Appendix G: Grievance Form

Appendix A: Program Accessibility Questionnaire:

ORIGINAL QUESTIONNAIRES ON FILE

Appendix B: Public Meeting Notice and Minutes

CITY OF OPELIKA
ADA TRANSITION PLAN PUBLIC OUTREACH AND PUBLIC HEARING NOTICE

Please take notice that the City of Opelika, Alabama is in the process of updating its current ADA (Americans with Disabilities) Self-Evaluation and Transition Plan. This update was led by City staff, City department heads, and field staff assigned to assist with the project. Staff was responsible for assessing, documenting, collecting, and organizing the self-evaluation from facility accessibility assessments, identifying existing deficiencies, creating a comprehensive barrier database and planning corrective actions. The City also self-evaluated its policies, programs and procedures to determine current levels of service and the extent to which its policies and programs created barriers to accessibility for persons with disabilities.

Title II of the ADA prohibits local governments from discriminating against people with disabilities by excluding participation or denying benefits of programs, services or activities to persons with disabilities. The Self-Evaluation and Transition Plan are part of the City of Opelika's overall efforts to address accessibility throughout the City of Opelika.

COMMENTS AND PLAN RECOMMENDATIONS

The City of Opelika invites the public to become involved in this process through written comments. Those interested persons, including individuals with disabilities or organizations representing individuals with disabilities, are requested to participate in the development of the ADA Transition Plan. Please submit comments or specific recommendations for modification to City facilities, programs, services and activities to Lisa McLeod, the City's ADA Coordinator. She can be reached at 334-705-5130 or writing to Human Resources Department, City of Opelika, P.O. Box 390, Opelika, AL 36803, or by email at hr@opelika-al.gov. The ADA Coordinator will respond to any complaint or request. The public comment period will be held from April 12, 2018 to April 26, 2018.

PUBLIC MEETING

The City of Opelika will host a public meeting and public hearing to receive input regarding the ADA Transition Plan. This meeting is scheduled for April 26, 2018, at 2:00 P.M. in the City Council Chambers of City Hall located at 204 South 7th Street, Opelika, Alabama. For requests for reasonable accommodations or to learn more about the City's Transition Plan to create equal access for all, contact Lisa McLeod, ADA Coordinator, at the above address and/or telephone number.

CITY OF OPELIKA
SELF-EVALUATION AND TRANSITION PLAN
Minutes of
PUBLIC OUTREACH AND PUBLIC HEARING HELD AT CITY HALL ON APRIL 26, 2018

The following are minutes of the Public Hearing of the City of Opelika held on Thursday, April 26, 2018. The Hearing convened at 2:00 p.m. CDT. The Hearing adjourned at 2:30 p.m. CDT.

WELCOMING REMARKS

Lisa McLeod, ADA Coordinator, opened the Public Hearing and stated that this meeting was called to allow all citizens to provide input concerning the City's ADA Self-Evaluation and Transition Plan. Ms. McLeod noted that notice of the Public Hearing was duly published in The Opelika Observer and advertised on the City's website. A copy of the proposed Transition Plan was posted on the City's website. Citizens were encouraged to submit written comments or specific recommendations for modifications to City facilities, programs, services and activities. The Public comment period was held from April 12, 2018 to April 26, 2018. Computer thumb drives containing the proposed Transition Plan were made available to participants at the Public Hearing.

Ms. McLeod stated that the process of updating the City's current ADA (Americans With Disabilities) Self-Evaluation and Transition Plan began in 2016. This update was led by City staff, City department heads and field staff assigned to assist with the project. Ms. McLeod introduced the members of the City's ADA Advisory Committee, consisting of Joey Motley, Guy Gunter, John Gwin, Jeff Kappelman, Matt Mosley and Scott Parker.

Ms. McLeod explained that Title II of the ADA requires that municipalities develop and adopt a transition plan which documents physical barriers to accessibility, proposes modifications to remove those barriers and a schedule to complete the modifications. An outline (summary) of the proposed Self-Evaluation and Transition Plan was distributed to participants. Ms. McLeod explained that the Self-Evaluation is the City's assessment of its current policies, practices and procedures. Self-evaluation addresses both program accessibility and physical accessibility.

Ms. McLeod explained that the ADA sets forth specific requirements for preparation of an acceptable Transition Plan. The Plan requirements include:

- A list of the physical barriers in the City's facilities that limit the accessibility of the City's programs, activities or services to individuals.
- A detailed outline of the methods to be used to remove these barriers and make facilities accessible.
- Cost estimates for their removal.
- A schedule for taking the steps necessary to achieve compliance with ADA Title II.
- The name of the individual responsible for the Plan's implementation.

Ms. McLeod noted that it will cost approximately $4,000,000 to bring all City facilities and programs into compliance with the ADA. Forms for requests for accommodation and grievance procedures were discussed. The City's new website, which is ADA compliant, was also discussed.

Finally, Ms. McLeod stated that the proposed ADA Self-Evaluation and Transition Plan will be presented to the City Council for adoption at its regular meeting on May 15, 2018.

QUESTIONS AND ANSWERS/COMMENTS

Ms. McLeod then asked for any comments, questions and concerns from the audience. The only questions came from Mayor Gary Fuller and Steve Alberts.

Mayor Gary Fuller wanted to know what does it mean for the website to be ADA compliant.

Lisa McLeod and Leigh Krehling, Community Relations Director, responded that the information and user interface must be presentable to users with vision impairments. Also, colors on the website are important and must have enough contrast for users to discern.

Steve Alberts asked the following questions:

(1) Does the City ensure when new subdivisions are developed that the sidewalks and public infrastructure are ADA compliant?

(2) Is there a set of codes establishing guidelines for development?

(3) Does the City's ADA Transition Plan encourage private business owners to make changes and upgrades to be ADA compliant?

Lisa McLeod and Guy Gunter, City Attorney, answered his questions.

Ms. McLeod responded that a number of local businesses have brought their buildings into compliance during a remodel. A building permit is issued by the City and when work is completed, the City's Building Inspections Department inspects for ADA Compliance.

Mr. Gunter also responded that "the short answer is that the City's Plan does not cover private businesses and residences. There is a separate completion schedule prioritizing each of the City's sidewalks and intersections. The ADA Plan also identifies programs as opposed to facilities and public ways that can be improved. It is a very broad program."

There were no more comments, and the hearing was adjourned at 2:30 p. m.

Appendix C: Facility Reports for City Buildings and Parks

BARRIER REMOVAL SCHEDULE FOR

CITY OWNED FACILITIES

1-3 Years

City Hall
Municipal Court-Probations-Legal
Opelika Power Services
Lewis Cooper Memorial Library
Opelika Sportsplex
Denson Community Center
Covington Recreation Center
Public Works Administration
Garden Hills Cemetery
Municipal Park
West Ridge Park
Bandy Park
Opelika Police Department

Appendix L – Self-Evaluation of City Maintained Facilities

CITY HALL

204 S. 7th Street

Deficiency Found

Access
Parking
Signage

Priority 1- Approach and Entrance

1.2 Parking	2 assessible instead of 3
1.5 Access space	Space - 9" 4" " instead 11' wide.
1.21 Cross Slope	1 1/4:48 instead of 1:48
	Front .83:20
1.25 Ramp	Ramp is not 60 inches long at the bottom
	Ramp is 34" wide instead of 36"
1.28, 1.29 Curb landing	landing 55: instead of 60. Bottom is 47.5 instead of 60.
1.31 Handrail	Top of Handrail is 32 inches instead of 34 to 38.
1.35 Handrail extension	Handrail extends 3" instead of 12"
1.36 Surface ramp	Ramp extends 2 3/4 inches instead of 12"
1.39, 1.40 Signage	No Signage
1.43 Threshold	Threshold is 1 1/4" instead of 1/2"
1.49 Mats	Edges of mat not secure

Priority 2- Access to Goods and Services	
2.8 Path	Fire ext 3"
2.38 Signage	no signage
2.12 Ramp	Ramp is 34" wide instead of 36"
2.45: Door Pressure	Door pressures on all doors need to be 5 lb or less
2.46: Door closer	Door closers on all doors need to be set at 5 seconds or more
2.52, 2.56, 2.57, 2.58	No wheelchair spaces available.
	Wheel Chair space in chambers
2.76, 2.77, 2.78, Service Counter	Counters higher than 36".
2.79, 2.80	
Priority 3- Toilet Rooms	
There are no restrooms in City Hall that are ADA Compliant	
There are assessments completed on each restroom in City hall for specifics	
Priority 4- Additional Access	
4.1. 4.2 Water fountain	Replace water fountain to code
Estimated Cost	
Unknown at this time.	
Estimated Completion	
Subject to available funding.	

MUNICIPAL COURT, PROBATIONS, LEGAL

608 Avenue A

Deficiency Found	
Parking	
Access	
Signage	
Priority 1- Approach and Entrance	
1.5 Access	Van access isle not correct
1.10 Spaces sign	54 1/4" from bottom of sign instead of 60"
1.43 Threshold	1/2" instead of 1/4"
1.44 Door Hardware	Pull lever button, not easy gripping
1.46 Closer	closes in 2 seconds instead of 5 seconds
1.49 Carpet	Edges of carpet or mats not secured
Priority 2- Access to Goods and Services	
2.38 Signage	No signage
2.45 Force	7 lbs pressure instead of 5 lb
2.46 Closer	Closes in 3 seconds instead of 5 seconds
2.74 Surface	Surface is 35 3/4 inches instead of no more than 34"
2.80 Approach	Forward approach is 11 1/4" instead of no less than 17"
Priority 3- Toilet Rooms	

3.2, 3.3 Signage	Incorrect signage	Ladies
3.5 Signage	Not correct	Both
3.7 Approach	less than 18" x 32" clear space	Both
3.10 Hardware	48" to 53 1/2" high instead of between 34" and 48"	Ladies
3.11 Pressure	6 lb instead of 5 lb	Ladies
3.12 Closer	No closer	Family
	Closes in 3 seconds instead of 5	Ladies
3.17 Clearance	47" x 84" instead of 60"x60"	Ladies
3.19 Mirror	42 1/2" instead of 35"	Family
	40" instead of 35"	Ladies
3.20 Coat Hook	Coat hook is 67" instead of 48"	Family
	Coat hook is 671/2" instead of 48"	Ladies
3.21 Clearance	30" x 25 1/2" instead of 30"x48"	Ladies
3.26 Insulated pipes	Not insulated	Both
3.29 Obstruction	Dispenser 52 1/2" instead of no higher than 48"	Ladies
3.30 stalls	Center line of water closet is 21" instead of 16" to 18"	Both
3.31 Clearance	58 1/4" x 45" instead of 56" x 60"	Ladies
3.33, 3.34 Grab bars	Grab bars incorrect	Both
3.36 Fluch control	6 lbs pressure instead of no more than 5 lbs	Ladies
	8 lbs pressure instead of no more than 5 lbs	Family
3.38 Dispenser	Dispenser is 2 1/2" instead between 7" and 9"	Family
	Dispenser is 13" instead between 7" and 9"	Ladies
3.39 Dispenser	Behind grab bar	Family
3.41 Stalls	31" clearance instead of 32"	Ladies
3.42 Approach	18" x 46" instead of 18" x 60"	Ladies
3.43 Closer	No closer	Both
3.46 Height	48 3/4" instead of no greater than 48"	Ladies
3.47 Clearance	44" instead of 60"	Ladies
3.49 Clearance	58 1/2" instead of 60"	Ladies
Priority 4- Additional Access		
4.20 Alarm	No Fire Alarm	

OPELIKA POWER SERVICES

600 FOX RUN PARKWAY

Deficiency Found

None

Priority 4- Additional Access

None

Estimated Cost

None

Estimated Completion

None

LEWIS COOPER JR. MEMORIAL LIBRARY

200 S. 6th Street

Deficiency Found

Access
Parking
Signage

Priority 1- Approach and Entrance

1.9 Access Isles	One access aisle does not adjoin an accessible route.
1.19 See above	
1.39 Signage	No sign at the non-accessible entrance indicating location of nearest accessible entrance.
1.45 Door Hardware	The door hardware in question is within the ADA standards.
	The button to activate the automatic door opener is off the ground by 27" outside and 38" inside.
	instead of no less than 34" and no more than 48"

Priority 2- Access to Goods and Services

2.4 Route 36"	Path is 36" but tight around circulation desk. Could be made more easiliy accessible.
	The size of the circulation desk causes problems in other areas of ADA.
2.8 Protrusion	The fire extinguisher cabinet in the 1st floor protrudes by more than 6".
	We will add a tactile warning to correct the issue.
2.43 Door Hardware	Tutor room doors on 2nd floor, Conference room door, Genealogy room door,
	and door to bottom stairwell are not in compliance

2.45: Door Pressure			Pressure is 22 lbs instead of 5	Bottom of Stairs									
			Pressure is 15 lbs instead of 5	Kids room									
			Pressure is 12 lbs instead of 5	Front entrance									
			Pressure is 12 lbs instead of 5	Men's bathroom	upstairs								
			Pressure is 14 lbs instead of 5	Ladies bathroom	upstairs								
			Pressure is 14 lbs instead of 5	Men's bathroom	down stairs								
			Pressure is 14 lbs instead of 5	Ladies bathroom	down stairs								
			Pressure is 10 lbs instead of 5	Side Entrance									
2.46: Door closer			Closes in 7 seconds instead of 5 seconds				Front entrance						
			Closes in 8 seconds instead of 5 seconds closure is faulty				Side entrance						
			Closer is faulty door is propped open				Bottom of stairs						
			Closes in 7 seconds both sides instead of 5 seconds				Childrens						
2.50: Controls			Circulation desk in way of clear floor space surrounding fire alarm on 2nd floor.										
			All three fire alarms are at 54" high, but were constructed prior to 2012.										
2.51: Controls			(2) tutor rooms on 2nd floor, (1) meeting room first floor light controls not compliant.										
2.67: Clear floor space			Knee space at computer tables is only 25"high instead of 30" 48"										
			Will remove the unused keyboard trays to correct.										
2.76. Counter Height & Width			Low section of circulation counter is only 35.5" wide instead of required 36" wide.										
Priority 3- Toilet Rooms													
3.37: Flush control			Flush control is not on the open side of the water closet.										
			flush is 8 lbs of pressure instead of 5 lbs			Both restrooms downstairs							
			flush is 13 lbs of pressure instead of 5 lbs			Both restrooms upstairs							
3.43: Door Self Closing			Door is not self-closing. In Upstairs Women's and Men's toilets			Both restrooms upstairs							
3.44: Hardware			Outside handle is in compliance, but there is no inside handle										
			Door is pre-2012 and a handle does not have to be added.										
Estimated Cost													
Unknown at this time.													
Estimated Completion													
Subject to available funding.													

OPELIKA SPORTSPLEX

1001 Andrews Road

Deficiency Found

Access
Parking
Signage
Communication

Priority 1- Approach and Entrance

1.4 Accessible spaces		
	Space #2 95" x 60 3/8"	
	Space #4 95" x 96 ½ "	
	Space #5 94 ½" x 96 ½ "	
	Space #8 92 ½" x 60 ½"	
	Space #9 95 ½ x 60 ½"	
	Space #10 95" x 60 ½"	Will reconfigure by repainting lines
	Space #11 95 ¾" x 60 ¼"	
	Space #12 95 ¾" x 60	
	Space #16 92 ½" x 97"	
	Space #17 95 ½" x 97"	
	Space #18 95 ¾" x 59"	
	Space #15 Space #15	Will install signage "Van Accessible"
1.9 Curb Ramps	Ramps are not as shown	Photo 007
1.29 Ramps	No level landing 60" x 60". Photo 123, 124, 126, 132, 133, 134	
1.27 Ramps Slope	Slope. 1 ¼" per foot. Photo 125	

Priority 2- Access to Goods and Services	
2.8 Access	Consession Counter 11 ¾"
	Defib (1) 50"
	Defib (2) 7"
	Counter 29 ½"
	Water Cooler 30"
	Water Fountain 2nd Floor 5 ½"
2.36. End door	Door measures 29". Photo #150. Will alter door width.
2.38. Signage	Men's restroom Measures 14". Will adjust signage.
	Women's restroom Measures 16 ¼ ". Will adjust signage.
	Room 116 Measures 17 ". Will adjust signage.
	Room 138 Measures 14 ¼ ". Will adjust signage.
Priority 3- Toilet Rooms	
3.15 Clearance	47 ½" instead of 48" Photo 371
	47 ½" instead of 48" Rm 113
3.17 Clearance	59"x72" instead of 60"x60". Photo 401
	54"x63" instead of 60"x60". Rm 104
3.12 Door closer	Door closes in 4 seconds instead of 5. Adjust closure. Rm 147
	Door closes in 4 seconds instead of 5. Adjust closure. Rm 203
	Door closes in 4 seconds instead of 5. Adjust closure. Rm 104
3.42 Clearance	22 ¼"x 50" instead of 18"x60". Photo 395
	23" x 55" instead of 18"x60". Photo 409
	22 ¼" x 45 ½" instead of 18"x60". Rm 177
3.21 Lavatories	47" inches long instead of 48". Photo 406
	Obstruction higher than 48". 48 ½" . Photo 406
	47" inches long instead of 48" long. Rm 176
	46 ½" inches long instead of 48". Rm 113
3.30 Water Closet	Center line 18 ½" instead of 18. Photo 411
	Center line 19" instead of 18 Rm 204
3.43 Door	Door not self-closing. Will add closer.
3.23 Surface height	34 ½ " instead of 34" Rm 204
	34 ½ " instead of 34" Rm 177
	35 ¼" instead of 34" Rm 104
3.11 Door open force	7 pounds instead of 5. Will adjust or replace closer. Rm 203
	7 pounds 4 oz instead of 5. Will adjust or replace closer. Rm 176
	8 pounds 3 oz instead of 5. Will adjust or replace closer. Rm 105
3.42 Clearance	36" of clear depth instead of 60" Rm 176
	46 ½" of clear depth instead of 60" Rm 113
	44" of clear depth instead of 60" Rm 104

3.5 Signage	No sign on toilet room. Rm. 105. Will install tactile sign.
	No sign on toilet room. Rm. 104. Will install appropriate signage.
Priority 4- Additional Access	
4.15. TTY Telephone	No TTY Telephone
Pools -	
P17. Lift Seat	No footrest that moves with seat. Photo P050. Install a footrest.
P26. Slope on landings	Slope is 1.25:12 instead of 1:12.
P27. Running Slope	See P26.
S.2. Bench	Bench depth 18" instead of 20". Does not have back affixed to wall. Replace bench.
Estimated Cost	
Unknown at this time.	
Estimated Completion	
Subject to available funding.	

DENSON COMMUNITY CENTER

1120 Denson Drive

Deficiency Found	
Access	
Parking	
Signage	
Priority 1- Approach and Entrance	
1.5 Van Accessible spaces	Van accessible space not correct. Will reconfigure to provide appropriate size van accessible spaces.
1.41 Entrance door opening	28 ½" opening instead of 32 inches.
1.49 Carpet	Edges of carpet or mats not attached. Will secure or remove mats.
Priority 2- Access to Goods and Services	
2.1 Access	28 ½" opening instead of 32 inches.
2.38. Signage	No signage. Will install appropriate signage.
2.40. Door opening	28 ¼" opening instead of 32 inches. Door #3
2.45 Door open force	8 pounds 3 oz instead of 5. Will adjust or replace closer. Door #3
	7 pounds 3 oz instead of 5. Will adjust or replace closer. Door #4

	7 pounds 3 oz instead of 5. Will adjust or replace closer. Door #3 Gym
2.46 Door Closure	Closes in 3 seconds instead of 5. Adjust closure. Door #3 , Door #3 Gym, Door #4
2.43 Door hardware	Hardware not operable with one hand. Door #4, Door #3Gym
2.42 Threshold	1 ½" high instead of ¾". Door #3 Gym
Priority 3- Toilet Rooms	
3.5 Signage	No sign on toilet room. Will install tactile sign.
3.6 Entrance	Width is 26 ½" instead of 32.
	Width is 26 ¾" instead of 32.
3.7 Clearance	43" instead of 60.
	8" of maneuvering clearance instead of 18" Men's restroom lobby.
3.11 Door open force	8 pounds instead of 5 (both restrooms)
3.12 Door closer	Door closes in 3 seconds instead of 5.
	Door closes in 2 seconds instead of 5.
3.17 Clearance	55"x55" instead of 60"x60".
	43 ½" x 43 ½" instead of 60"x60".
3.15 Clearance	36" instead of 48"
	34" instead of 48" Ladies restroom lobby
3.16 Clearance	34" instead of 36" Ladies restroom lobby
3.18 Floor space	27"x36" instead of 30"x48"
	27 ½"x33" instead of 30"x48"
3.24 Clearance	25 ½" instead of 27" clearance from floor to counter. 8 ¾" instead of 8
	inches of knee clearance.
3.25 Toe clearance	8 ½"x 12" instead of 6"x9". Men's restroom lobby.
	11 ¾"x 9" instead of 6"x9". Men's restroom lobby.
3.26 Insulated pipes	Not insulated (all restrooms). Will insulate and/or install cover panels.
3.27 Faucet	Faucet cannot be operated without tight grasping (both restrooms)
	Replace faucets.
3.29 Obstruction	60" instead of 48". Adjust dispensers.
	65 ½" instead of 48"
	64" instead of 48" Men's restroom lobby
	51" instead of 48" Ladies restroom lobby
3.30 Water Closet	Center line 19 ¾" instead of 18.
	Center line 21 ¼" instead of 18. Men's restroom lobby
	Center line 18 ¾" instead of 18. Ladies restroom lobby
3.31 Clearance	55 ¾"x41 ½" instead of 56"x60"
	54 ½" x39 ½" instead of 56"x60"
3.32 Water closet height	16" instead of 17 to 19 inches.
	16 ½" instead of 17 to 19 inches
3.42 Clearance	56" of clear depth instead of 60"

	53" of clear depth instead of 60"
3.43 Door Closure	Door not self-closing. Will add closer. Men's restroom lobby
	Will add closer. Ladies restroom lobby
3.45 Lock	Not operable with one hand without grasping. Men's restroom lobby
	Not operable with one hand without grasping. Ladies restroom lobby
3.47 Width	41" instead of 60"
	39 ½" instead of 60"
3.49 Floor depth	51 ½" instead of 59"
	54 ½" instead of 59"
3.9 Hardware	Pull is on wrong side of door.
Estimated Cost	
Unknown at this time.	
Estimated Completion	
Subject to available funding.	

COVINGTON RECREATION CENTER

1201 Clanton Avenue

Deficiency Found

Parking
Assessable Route
Signage

Priority 1- Approach and Entrance

1.4 Accessible Spaces	Space #2 118"	and should be 156".
	Space #3 111"	and should be 156".
1.5 Van Accessible spaces	Space #1	
1.7 Access	Aisles are not marked properly. Space #1	
	Space #2	
	Space #3	
1.9 Ramps	Ramp is too steep that adjoins accessible route. Space #1	
	Space #2	
	Space #3	
1.11 Van accessible signs	Space #3. Will install signs	
1.17 Running slope	2 5/8":12" instead of 1:20	Suggest alternate route.
1.27 Slope	2 5/8":12" instead of 1:20	Suggest alternate route.
1.30 Ramp handrails	Rise is for 4'10"	
1.46 Door closer	Door closes in 4 seconds instead of 5.	
1.49 Carpet	Edges of carpet or mats not attached.	

Priority 2- Access to Goods and Services	
2.38. Signage	Main spaces do not have signage. Will add appropraite signage.
2.70 Benches	Bench has no back support affixed to wall. Top of bench 16" instead of 17".
	Replace bench.
Priority 3- Toilet Rooms	
3.2. Toilet room signage	No signs. (Ladies & Men's) (Men's Locker Room)
	(Ladies Locker room &Ladies hall)
3.5 Signage	Sign is too low, 46" instead of 48" (Ladies)
	45 ¾" instead of 48" (Men's)
	Sign is too high 62 ¾" instead of no more than 60" (Ladies Locker room)
	Sign not posted correctly (Ladies Locker room& Men's & Ladies Hall restrooms
3.6 Entrance Door opening	28 ½" instead of 32" (Men's Hall restroom)
	26 ½" instead of 32" (Ladies Hall restroom)
3.9 Hardware	Not correct hardware. (Ladies Locker room & Men's & Ladies Hall restrooms
3.11 Door open force	7 pounds 2 ounces instead of 5 (Ladies)
	7 pounds instead of 5 (Mens)
3.12 Door closer	Door closes in 3 seconds instead of 5. (Mens)
3.15 Clearance	45" x 39 1/2" instead of 24"x48" (Men's Locker room)
	7" x 92" instead of 24" x 48" 32 1/2" clearance instead of 48"
	(Ladies Locker room)
	40" x 36" instead of 24" x48" 37 ½" clearance instead of 48"
	(Ladies hall restroom)
3.16 Clearance	32" instead of 36" (Ladies Locker room)
3.17 Clearance	45" instead of 60" (Ladies hall restroom)
3.18 Clearance	23"x33" instead of 30"x48" (Men's Locker room)
	24" X 33 ½" instead of 30" x 48" (Ladies Locker room)
	26" x 36" instead of 30" x 48" (Men's hall restroom)
	24" X 37" instead of 30" x 48" (Ladies hall restroom)
3.19 Mirror height	50 inches above floor instead of 40 inches.
	(Men's & Ladies Locker rooms & Men's & Ladies hall restrooms)
3.20 Coat hook	Too high. 65 ½" instead of no greater than 48"
3.21 Lavatories	floor space. 42" instead of 48". (Ladies)
	29 ½" instead of 30 (Ladies hall restroom)
3.22, 3.23, 3.24,3.25, 3.26, 3.27	Lavatory is not complaint in all areas.
	(Men's Locker room, Men's & Ladies Hall restrooms, Ladies Locker room)

3.25 Toe clearance	Incorrect clearance instead of 6"x9". (Ladies Locker room).
3.26 Insulated pipes	Not insulated (Ladies Locker room).
3.27 Faucet	Faucet cannot be operated without tight grasping (Ladies Locker room)
	Replace faucets.
3.30 Water Closet	Center line 18 ½" instead of 18. (Ladies restroom)
	Center line 17" instead of 18. (Ladies Locker room)
	Center line 17 ½" instead of 18. (Ladies hall restroom)
3.31 Clearance	58x58 ½" instead of 56"x60" (Ladies)
	38 ½" x 56 ½" (Men's locker room)
	55 ½" x 39 ½" (Ladies locker room)
	58" x 35" (Men's hall restroom)
3.32 Water closet height	16" instead of 17 to 19 inches. (Men's & Ladies locker rooms & Ladies hall restroom)
	15 ½" instead of 17 to 19 inches (Men's Hall restroom)
	Obstruction 56" instead of 48" (Ladies hall restroom)
3.33, 3.34 Grab Bar	No Grab Bar (Men's, Men's & Ladies Hall restrooms & Ladies Locker
	Grab Bar incorrect (Ladies Locker room & Ladies hall restroom)
3.37 Flush control.	Not on open side of water closet. (Ladies Locker room & Men's hall restroon (Men's locker room)
3.38 Toilet paper dispenser	14 ½" from front of water closet instead of between 7-9 in.
	3 ½" (Ladies locker room & Men's hall restroom)
	2" (Ladies hall restroom)
3.41 Stall width	29 ½" clearance instead of 32" (Ladies Locker room)
	21 ½" clearance instead of 32" (Men's hall restroom)
	22" clearance instead of 32" (Ladies hall restroom)
3.42 Clearance	41" of clear depth instead of 60" (Ladies & Men's restroom & Men's hall restroom)
	45" of clear depth instead of 60" (Ladies hall restroom)
3.43 Door Closer	Door not self-closing. Will add closer. (Ladies rest room and Ladies Locker room & Men's hall restroom)
3.44 Door pulls	Door pull only on one side of door. (Ladies Locker room & Men's & Ladies hall restrooms)
3.45 Lock	Not operable with one hand without grasping. (Ladies Locker room)
3.47 Width	39 ½" instead of 60" (Men's & Ladies locker rooms)
	35" instead of 60" (Men's hall restroom)
	37" instead of 60" (Ladies hall restroom)
3.49 Floor depth	58" instead of 59" (Ladies restroom & Men's hall restrooms)
	56 ½" instead of 59" (Men's Locker room)
	55" instead of 59" (Ladies Locker room)
	56" instead of 59" (Ladies hall restroom)
Estimated Cost	
Unknown at this time.	
Estimated Completion	
Subject to available funding.	

PUBLIC WORKS COMPLEX

700 Fox Trail

Administration Building

Deficiency Found	
Access	
Parking	
Signage	
Priority 1- Approach and Entrance	
1.20 Running Slope	1 1/4":12 instead of 1:12
1.23 Curb Ramp Top	No level landing at top of curb ramp
1.24 Curb ramp flares	2 1/2" of flare for 10" run
1.49 Carpet mat	mats not securely attached
Priority 2- Access to Goods and Services	
2.8 Path	objects protrude in path 18 1/2" instead of 4"
	protrudes more than 27"off of floor
2.38 Signage	Signage at 15" instead of 18"
2.43 Hardware	door hardware knobs instead of correct hardware
2.46 Closer	Door closes in 3 seconds instead of 5 or more.
2.76 Counter access	Counter 42 1/2" instead of 36"

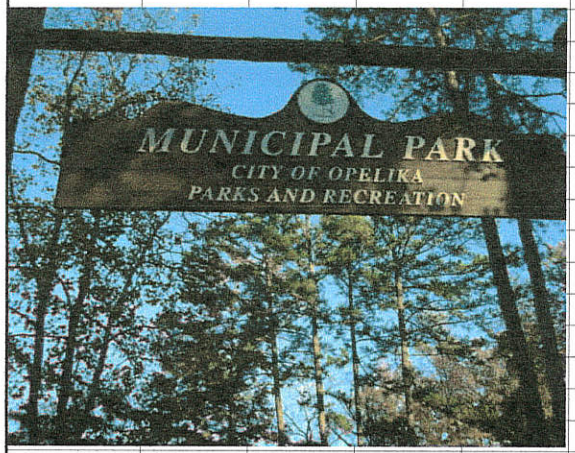
Priority 3- Toilet Rooms					
3.5 Signage	Signage is improper height	Mens			
3.7 Approach	12 1/2" instead of 18" on pull side	Ladies			
3.11, 3.12 Closer	All doors must be set to open with 5 lbs of force or less	All			
	Door closes in 3 seconds instead of 5 or more	All			
3.19 Mirror	Mirror at 44 1/2" instead of 40 inches	All			
3.2 Coat Hook	66 1/2" instead of between 15" and 48"	Ladies			
3.22 Clearance	27 1/2" of clear floor space instead of 25"	Mens			
3.25 Toe Clearance	13 3/4" instead 9"	Ladies			
3.27 Pressure	All faucets should be set to less than 5 lbs of pressure to activate	All			
3.28 Dispensers	12" x 50" instead of 20" x 44"	Ladies			
3.29 Obstruction	dryer or towel dispenser is 48 1/2" instead of 48	Mens	Ladies		
3.31 Clearance	37"x71" instead of 60"x56"	Mens	Ladies		
3.32 Toilet	16 1/2" instead of 17-19"	Mens	Ladies		
3.36 Flush control	Flush controls should be no greater than 5 pounds in all restrooms	All			
3.37 Flush control	Flush control is not on the open side of the water closet.	Mens			
	There is no open side on water closet.	Mens	Ladies		
3.38 Dispenser	Too close to toilet	Mens	Ladies		
3.41 Stalls	30 1/4" clear space insteasd of 32"	Mens	Ladies		
3.42 Approach	Not atleast 18" of maneuvering clearance	Mens	Ladies		
3.43 Closer	There is no door closer on door.	Mens	Ladies		
3.47 Width	Less than 60 inches compartment width	Mens	Ladies		
3.50 Area	Less than 60"x56" of clearance	Mens	Ladies		
Priority 4- Additional Access					
4.4 Drinking Fountain	18 1/2" deep instead of 20"				
Estimated Cost					
Unknown at this time.					
Estimated Completion					
Subject to available funding.					

GARDEN HILLS CEMETERY

1229 Frederick Road

Deficiency Found	
Access	
Parking	
Signage	
Priority 1- Approach and Entrance	
1.4, 1.5, 1.7, 1.10, 1.11 Access	No access isle on space, not van accessible
	Not marked and no signs
1.46 Closer	Closes in 2 seconds instead of 5
Priority 2- Access to Goods and Services	
2.46 Closer	Door closes in 2 seconds instead of 5 or more.
Priority 3- Toilet Rooms	
3.33 Grab Bar	Mounted at 36 3/8" instread of 33".
3.36 Flush control	Flush controls should be no greater than 5 pounds in all restrooms
3.37 Flush control	Flush control is not on the open side of the water closet.
3.38 Dispenser	Dispenser is 12 1/2" instead of between 7-9 inches

Priority 4- Additional Access	
4.49 Drinking Fountain	27 1/2" high with a 18" protrusion instead of 4" or less
Estimated Cost	
Unknown at this time.	
Estimated Completion	
Subject to available funding.	



MUNICIPAL PARK

1101 Denson Drive

Deficiency Found

Access
Parking
Signage
Communication

Priority 1- Approach and Entrance

1.10 Signage	#1 = Sign is 60 3/4" instead of 60"
	#2 = Sign is 62" instead of 60 "
1.27 Slope	1 1/4":12 instead of 1:12
1.35 Handrail	Extends 3 1/2" instead of 12"
1.37 Main Entrance	Not acessible to park at main entrance
1.38 Access	Alternative entrance not open the same hours as entrance
1.39, 1.40 Signage	All entrances do not have appropriate signage

Priority 3- Toilet Rooms

3.1 Access	Route to facility is too steep 1.25:12	Both
3.5 Signage	No signage at restrooms	All
3.12 Closer	Closes in 2 seconds instead of 5 seconds	All
3.19 Mirror	Mirror at 41" instead of 40 inches	Ladies
	Mirror at 40 1/2" instead of 40 inches	Mens
3.23 Lavatory	Front lavatory is 35 1/2" instead of 34"	Mens
3.26 Insulation	Pipes are not insulated to protect against contact	Both
3.30 Water Closet	Centerline of water closet is 14 1/2" instead of between 16" and 18"	Mens
3.34 Grab Bars	Extends 11" from the centerline of water closet instead of atleast 12	Both
	1/2" clearance between the grab bar and protruding objects instead of 1 1/2"	Ladies
3.37 Flush control	Flush control is not on the open side of the water closet.	Both
3.38 Dispenser	12" from water closet instead of between 7 to 9 inches	Ladies
	16" from water closet instead of between 7 to 9 inches	Mens
3.43 Closer	There is no door closer on door.	Both

Priority 4- Additional Access

4.20 Fire Alarm	Only 1 pull station, no flashing	

Play Areas

P1 Access	Not an accessible route.	
P2 Components	Not an accessible route.	
P3 Elevated Play Components	Not accessible	
P4 Dispersed	Not accessible	

Estimated Cost

Unknown at this time.

Estimated Completion

Subject to available funding.

WEST RIDGE PARK

1600 Covington Avenue

Deficiency Found

Access
Parking
Signage
Communication

Priority 1- Approach and Entrance

1.4 Space width	Space not correct width.			Will add access isle between spaces	
	Space #	1	No access isle		Boy's & Girl's fields
	Space #	2	No access isle	12'6"	Boy's & Girl's fields
	Space #	5	No access isle	12'6"	Boy's & Girl's fields
	Space #	6	No access isle	12'6"	Boy's & Girl's fields
	Space #	7	No access isle	12'6"	Boy's & Girl's fields
	Space #	8	No access isle	12'6"	Boy's & Girl's fields
	Space #	9	No access isle	12'6"	Boy's & Girl's fields
	Space #	10	No access isle	12'6"	Boy's & Girl's fields
	Space #	12	No access isle	9'	Boy's & Girl's fields
	Space #	8	No access isle		Miracle Field
	Space #	9	No access isle	8'6"	Miracle Field
1.7 Access	Aisles are not marked properly.			Will repaint and mark correctly.	
	Space #	1	Not marked		Boy's & Girl's fields
	Space #	2	Not marked		Boy's & Girl's fields

	Space # 5	Not marked	Boy's & Girl's fields
	Space # 6	Not marked	Boy's & Girl's fields
	Space # 7	Not marked	Boy's & Girl's fields
	Space # 8	Not marked	Boy's & Girl's fields
	Space # 9	Not marked	Boy's & Girl's fields
	Space # 10	Not marked	Boy's & Girl's fields
	Space # 12	Not marked	Boy's & Girl's fields
	Space # 8	Not Marked	Miracle Field
	Space # 9	Not Marked	Miracle Field
Priority 2- Access to Goods and Services			
2.9 Elevator	No concession stands have lifts or elevators.		
	The second floor is not used by the public. Coaches and score keepers use this floor.		
Priority 3- Toilet Rooms			
3.11 Door open force	6 lbs instead of 5 lbs Ladies -BG softball		
	5 lbs instead of 5 lbs Men's -BG softball		
3.12 Door closer	Door closes in 3 seconds instead of 5. Mens Fd 5-8		
	Door closes in 4 seconds instead of 5. Ladies BG softball		
3.17 Clearance	54" instead of 60" Ladies Fd 5-8		
	56 1/2" instead of 60" Men's Fd 5-8		
	57" instead of 60" Ladies - BG Softball		
	56" instead of 60" Ladies - BG Softball		
3.23 Height	34 1/2" instead of 34" Ladies Fd 1-4		
3.24 Clearance	26.25" instead of 27" Ladies BG softball		
3.26 Pipes	Pipes are not insulted Ladies Fd 1-4		
	Pipes are not insulted Men's Fd 1-4		
	Pipes are not insulted Ladies Fd 5-8		
	Pipes are not insulted Men's Fd 5-8		
	Pipes are not insulted Ladies BG Softball		
	Pipes are not insulted Men's BG Softball		
3.27 Faucet	Faucet cannot be operated without tight grasping Ladies Fd 1-4		
3.29 Obstruction	52" instead of 48" Ladies Fd 1-4		
	49 1/2" instead of 48" Ladies Fd 5-8		
	49" instead of 48" Men's GB Softball		
3.30 Space	18 inches instead of 16 -18 inches Ladies fd 5-8		
	19 inches instead of 16 inches Ladies BG Softball		
	18 1/2 inches instead of 16 inches Men's BG Softball		

3.32 Water closet height	19 1/2" instead of 17 to 19 inches. Ladies Fd 1-4	Will adjust or replace toilets
	20" instead of 17 to 19 inches. Men's Fd 1-4	
3.33 Grab Bar	incorrect. Ladies Fd 5-8	
	incorrect. Men's 5-8	
	incorrect. Ladies BG Softball	
	incorrect. Men's BG Softball	
3.34 Grab Bar	incorrect. Ladies Fd 5-8	
	incorrect. Ladies BG Softball	
	incorrect. Men's BG Softball	
3.37 Flush Control	Flush control is not on the open side of the water closet. Ladies Fd 1-4	We will move control.
	Flush control is not on the open side of the water closet. Ladies Fd 5-8	We will move control.
	Flush control is not on the open side of the water closet. Ladies BG Softball	We will move control.
3.38 Toilet paper dispenser	0" from front of water closet instead of between 7-9 in. Men's Fd 1-4	
	6" from front of water closet instead of between 7-9 in. Men's Fd 5-8	
3.42 Approach	6" instead of 18" Men's BG Softball	Reverse Latch to make door swing in
3.43 Door	Door not self-closing. Will add closer. Ladies Fd 1-4	
	Door not self-closing. Will add closer. Men's Fd 1-4	
	Door not self-closing. Will add closer. Ladies Fd 5-8	
	Door not self-closing. Will add closer. Men's Fd 5-8	
	Door not self-closing. Will add closer. Ladies B&G Softball	
	Door not self-closing. Will add closer. Men's BG Softball	
3.44 Pulls	No door pulls on both side of door Ladies Fd 1-4	Install proper pulls
	No door pulls on both side of door Men's Fd 1-4	Install proper pulls
	No door pulls on both side of door Ladies Fd 5-8	Install proper pulls
	No door pulls on both side of door Men's Fd 5-8	Install proper pulls
	No door pulls on both side of door Ladies BG Softball	Install proper pulls
	No door pulls on both side of door Men's BG Softball	Install proper pulls
3.5 Signs	Signs are missing from restrooms	Install proper signs at all restrooms

Estimated Cost

Unknown at this time.

Estimated Completion

Subject to available funding.

BANDY PARK

214 Jeter Avenue

Deficiency Found

Parking	
Assessable Route	
Signage	

Priority 1- Approach and Entrance

1.4 Access	15' - No isle
1.5 Van	15' - No isle
1.7 Marking	No isle

Priority 3- Toilet Rooms

3.1 Access	No Accessible toilet Both toilets
3.2 Signage	No signs Both toilets
3.3 Signage	No signs Both toilets
3.6 Entrance	30" instead of 32" Both toilets
3.15 Swing	0" x 42" x 48" instead of 24" x 48" x 48" Both toilets
3.16 Clearance	No 36" clear path Men's
3.26 Pipes	Pipes are not insulted Both toilets
3.30 Space	14 1/2 inches instead of 16 inches Both toilets

3.32 Water closet height			15 1/2" instead of 17 to 19 inches. Both Toilets																
3.33 - 3.34 Grab bar			No grab bar		Both toilets														
3.41 Compartments			30" instead of 32" Both toilets																
3.43 Door Self Closing			Door is not self-closing. Both toilets																
3.8 Threshold			3/8" instead of 1/4"																
Estimated Cost																			
Unknown at this time.																			
Estimated Completion																			
Subject to available funding.																			

POLICE DEPARTMENT

501 S. 10th Street

Deficiency Found

Access
Parking
Signage

Priority 1- Approach and Entrance

1.2 Parking	Should have 4 accessible spaces. Only has 3.
1.25 Ramps	Handrail 90"
1.27 Slope	Slope is 1:6 instead o f 1:12
1.28 Landing	Landing is 48" at bottom of ramp instead of 60"
1.39 Signage	No signage
1.35 Handrail	Ramp does not extend 12 inches beyond top and bottom of ramp.
1.4 Space width	Space not correct width.
1.40 Signage	No signage
1.46 Door closer	Door closes in 4.5 seconds instead of 5.
1.5 Van Access	Space 10' 3" instead of 11 feet

Priority 2- Access to Goods and Services

2.28 Elevator controls	Not centered properly
2.3 Elevator	No audible signals for floors
2.31 Elevator	No tactile star on both jambs
2.76 Counter	42" Counter Lower section of counter
	Lobby, Records,
2.77 Counter depth	3" counter depth - Lobby
	6" counter depth - Records
2.80 Floor Space	4" space instead of 17" - Lobby
	0" space instead of 17" - Records
Priority 3- Toilet Rooms	
3.12 Door closer	Door closes in 4 seconds instead of 5. Adjust closure.
	Day Room Men's
	Door closes in 3 seconds instead of 5. Day Room - Ladies, Jail
3.15 Clearance	19 1/2" instead of 24" Lobby Men's and Ladies
3.16 Clearance	34" instead of 36" Day Room - Men's and Ladies, Jail
	23" instead of 36" Chief off
3.17 Floor space	42" instead of 60" Lobby Men's and Ladies
	58" x 43" instead of 60"x60" Day Room Men's and Ladies
	52" x 84" instead of 60 x 60" Jail
	23" instead of 60" Chief off
3.18 Floor space	32"x36" instead of 30"x48" Day Room Men's and Ladies
	17" x 37" instead of 30" x 48" Jail
	less than 30" x 48" Chief off
3.19 Mirror	52" instead of 40" Lobby Men's and Ladies, Jail
	42" instead of 40" 2nd floor Ladies
	48" instead of 40" Day Room Men's
	53" instead of 40" Day Room Ladies
	55" instead of 40" Chief off
3.2 Signage	No signage to accessible toilet rooms
	Lobby Men's & Ladies, 2nd Floor both
	Day Room Men's & Ladies
	Jail, Chief's off
3.20 Coat Hook	68 1/2" inches instead of 48 inches Day Room Men's
	69" inches instead of 48 inches Day Room Ladies
	72" inches instead of 48 inches Jail
3.21 Lavatories	42" inches long instead of 48". Lobby Men's
	less than 30" clear floor space Day Room Men's and Ladies
	and Chief off
3.23 Height	30 1/2" instead of 34 inches Chief off

3.24 Clearance	0" instead of 27" Chief off
3.25 Toe Clearance	0 instead of 9" Chief off
3.26 Pipes	Pipes are not insulated Lobby Men's and Ladies, 2nd floor Ladies
	Day Room - Men's and Ladies, Jail
3.27 Faucet	Faucet cannot be operated without tight grasping (all restrooms)
	Replace faucets.
3.28 Dispensers	50" above floor instead of 48" Lobby Men's
	54" above floor instead of 48" 2nd Floor Mens
	51" above floor instead of 48" Day Room - Ladies
	68" above floor instead of 48" Chief off
3.29 Obstruction	58" instead of 48" Lobby Men's and Ladies
	55" instead of 48" 2nd flloor Men's and Ladies, Jail, Chief off
	57 1/1" instead of 48" Day Room - Men's
	56" instead of 48" Day Room - Ladies
3.30 Space	14 inches instead of 16 inches Day Room - Men's
	13 1/2 inches instead of 16 inches Day Room - Men's
	27" inches instead of 18 inches Jail
	21" inches instead of 18 inches Chief off
3.31 Clearance	36" x 60" instead of 56"x60" Lobby Men's and Ladies
	35 1/2" x 97" instead of 56" x 60" 2nd floor Men's
	36" x 97" instead of 56" x 60" 2nd floor Ladies
	36" x 72" instead of 56" x 60" Day Room Men's and Ladies
	52" x 84" instead of 56" x 60" Jail
	43" x 112" instead of 56" x 60" Chief off
3.32 Water closet height	16" instead of 17 to 19 inches.
	Lobby Men's and Ladies, Jail
	14" instead of 17 to 19 inches. Day Room - Ladies
	15" instead of 17 to 19 inches. Chief off
3.33 - 3.34 Grab bar	No grab bar Lobby Men's and Ladies
	Day Room - Men's and Ladies, Jail, Chief off
	Grab bars incorrect 2nd floor Men's and Ladies
3.37 Flush control	Not on open side of water closet. Lobby Men's and Ladies
	No open side in stall. 2nd floor Men's and Ladies
	Not on open side of water closet. Day Room - Men's
3.38 Dispenser	1" from front of water closet instead of between 7-9 in. Lobby Ladies
	0" from front of water closet instead of between 7-9 in. Lobby Men's
	Located center of toilet instead of between 7-9 in. 2nd floor Men's
	less than 6" instead of between 7-9 in.. 2nd floor Ladies
	less than 3" instead of between 7-9 in. Day Room - Men's
	less than 2" instead of between 7-9 in. Day Room - Ladies
	6" instead of between 7-9 in. Chief off
3.39 Width	30" instead of 32" 2nd floor Men's and Ladies

3.41 Compartments	22" instead of 32"
	Lobby Men's & Ladies
3.42 Clearance.	42" instead of 60". Lobby Men's and Ladies
3.43 Door	Door not self-closing. Will add closer. Lobby Men's and Ladies
	2nd floor Men's and Ladies
3.44 Pulls	No door pulls on both side of door
	Lobby Men's and Ladies, 2nd floor Ladies
3.47 Width	36" instead of 60" Lobby Men's and Ladies
	35 1/2" instead of 60" 2nd floor Men's and Ladies
3.5 Signs	Incorrect height. Old Jail area
3.50 Swing	56" x 36" instead of 60" x 56" Lobby Ladies
	57" x 36" instead of 60" x 56" Lobby Men's
	35 1/2" x 60" instead of 60" x 56" 2nd floor Men's
	36" x 90" instead of 60" x 56" 2nd floor Ladies stall 1
	36" x 60" instead of 60" x 56" 2nd floor Ladies stall 2
3.6 Width	25" instead of 36" clearance
	Lobby Men's and Ladies, Day Room - Ladies, Jail
	29" instead of 36 clearance 2nd floor both, Chief off
	24 1/2" instead of 32, Day Room - Men's
3.7 Approach	12" x 58" instead of 18" x 60" Day Room - Men's
	13" x 58" instead of 18" x 60" Day Room - Ladies
	17" x 58" instead of 18" x 60" Jail
	34" instead of 60" Chief off
3.9 Hardware	Pull not correct
Priority 4- Additional Access	
4.1 Clearance	incorrect clearance instead of 30"x48" 2nd floor -Officer day room
4.2 Approach -Fountain	0" instead of required 17-25
4.3 Depth	37" instead of 20"
4.6 Spout	39" instead of 36" 2nd Floor
	40" instead of 36" Officer day room
	41" instead of 36" Jail
4.7 Spout	10 1/2" instead of 15
4.9 Protrude	Fountain in path Jail
Estimated Cost	
Unknown at this time.	
Estimated Completion	
Subject to available funding.	

4 Years

Sportsplex Soccer Complex
Springvilla Park
Moore Stadium
Floral Park
Shady Park
Wood Duck Heritage Preserve & Siddique Nature Park

SPORTSPLEX
SOCCER BLDG

Deficiency Found

Assessable Route
Signage

Priority 3- Toilet Rooms

3.15 Clearance	36" instead of 48" Men's
3.19 Mirror height	42 inches above floor instead of 40 inches. Men's
3.23 Height	34 1/2" instead of 34 inches Men's

Estimated Cost

Unknown at this time.

Estimated Completion

Subject to available funding.

SPRINGVILLA PARK

1471 Lee Road 148

Deficiency Found

Parking
Assessable Route
Signage

Priority 1

1.17 Running slope	7/8":12" and 1.46":12 instead of 1:12	Photo 242		(Lodge)
1.2 Parking	Dirt parking lot. Photo 240 (Lodge)			
1.32 Handrail gripping surface	Photo 243 (Lodge)			
1.33 Handrail diameter	2x6 Handrail greater than 2 inches in diameter. (Lodge)			
1.34 Non circular handrail	2x6 handrail (Lodge)			
1.36 Ramp extend	5 ½" instead of 12 inches.			
	Curb barrier. 3 ½" instead of 4"	Photo 247 (Lodge)		
1.37 Main entrance accessibility	Not accessible. 2" threshold. Photo 252 (Lodge)			
1.39 and 1.40 Signage	No sign at accessible point. Photo 243 (Lodge)			
1.43 Threshold	2" high instead of 1/4" height	Photo 250 (Lodge)		
1.44 Door Hardware	Non lever.	Photo 250	(Lodge)	

Priority 3	
3.1 Accessibility	No ADA Restroom available (Campground & Meet Rm & Ladies Campground)
3.16 Clearance	32" instead of 36" (Ladies Campground)
3.17 Clearance	53" instead of 60". Photo 258 (Ladies Lodge)
	24 ½" x 66" instead of 60"x 60". (Campground)
	38" x 48" instead of 60"x 60". (Meet Rm)
	48" instead of 60" (Men's Campground)
3.18 Floor space	24 ½"x 40" instead of 30"x48" (Meeting Rm)
	28" x 33" instead of 30" x 48" (Men's Campground)
	32 ½"x 27" instead of 30"x48" (Ladies Campground)
3.19 Mirror height	47 ½" inches above floor instead of 40 inches. Photo 258 (Ladies Lodge & Campground Meeting Rm
	46" inches above floor instead of 40. Photo 263 (Men's Lodge & Meeting Rm)
3.2 Signage	No signage to accessible toilets. (Campground & Meet Rm)
3.20 Coat hook	Too high. 68" instead of no greater than 48"
3.21, 3.22 3.23, 3.24,3.25, 3.26, 3.27	Lavatory is not complaint in all areas
	Non Lever Faucets
	(Campground & Meet Rm& Men's Campground)
3.26 Insulated pipes	Not insulated Photo 259 (Men's & Ladies Lodge).
3.28 Soap dispenser	No obstruction 46 ½" instead of 48" height. (Ladies Campground restroom)
3.29 Obstruction	53" instead of 48". Photo 258 (Mens & Ladies Lodge)
3.30 Clearance	Center line 19" from partition instead of 16" to 18" Photo 261 (Ladies Lodge & Campground)
	Center line 14" from partition instead of 16" to 18" (Men's Campground)
3.31 Clearance	57"x 59" instead of 56"x60" Photo 261 (Ladies Lodge)
	54"x 63" instead of 56"x60" (Campground)
	56"x 33" instead of 56"x60" (Men's Campground)
	57 ½"x 33 ½" instead of 56"x60" (Ladies Campground)
3.32 Water closet height	15" instead of 17 to 19 inches. (Campground)
	16" instead of 17 to 19 inches (Ladies Campground & Meeting Rm)
3.33, 3.34	Grab Bar incorrect (Men's & Ladies Lodge) Photo 261
	No grab Bar (Campground & Men's Campground) (Ladies Campground & Meet Rm)
3.37 Flush control	Is not on the open side of the water closet.
	(Men's Lodge & Ladies & Men's Campground & Campground & Meet Rm)
3.38 Toilet paper dispenser	11" from front of water closet instead of between 7-9 inches.
	(Ladies Lodge & Campground)
	Less than 16" from grab bar (Meet Rm)
	18" from front of water closet instead of between 7-9 inches. (Ladie Campground)
3.4 Assessible route	No accessible route to accessible toilet room. (Men's Campground & Meet Rm)
3.41 Stall width	22" clearance instead of 32" (Men's Campground)
	22 ½" clearance instead of 32" (Ladies Campground)
3.42 Clearance	72"x 53 ½" instead of 18"x60". (Ladies Lodge)
	18" x 47 ½" instead of 18" x 60" (Men's Lodge)

3.43 Door	Is not self-closing. (Men's & Ladies Lodge & Men's Campground & Ladies Campground)
3.44 Door pulls	Only on one side. (Men's & Ladies Lodge& Men's & Ladies Campground)
3.45 Lock	Not operable with one hand without grasping. (Ladies Campground)
3.47 Width	59" instead of 60" Photo 261 (Ladies Lodge)
3.5 Signs & Clearance	Door swing is 11" instead of 18" Signs Incorrect on latch side (Men's & Ladies Lodge & Meet Rm)
3.6 Entrance Door opening	24" width instead of 32" (Meet Rm)
3.7 Entrance Clearance	Not 60" of clear depth at refrigerator. (Ladies Lodge)
	15" instead of 60 (Men's Lodge)
3.9 Hardware	Non-lever. (Men's & Ladies Lodge) Photo 264
	(Ladies & Men's Campground& Meet Rm & Campground)
Estimated Cost	
Unknown at this time.	
Estimated Completion	
Subject to available funding.	

MOORE STADIUM

7th Avenue

Deficiency Found		
Parking		
Assessable Route		
Signage		
Priority 1- Approach and Entrance		
1.3 Parking	Not enough accessable spaces	
1.4 Spaces	12" with no aisle instead of atleast 8' and 5' aisle	
1.5 Van access	12" no aisle	
1.11 Signage	No signage	
1.17 Slope	1 1/4 ":12 instead of 1:12	
1.27 Slope ramp	1 1/4":12 instead of 1:12	
1.28 Landing	less than at least 60 inches long at to of ramp	
1.30 Rise	rise is 9" and has no handrails	
Priority 3- Toilet Rooms		
3.2-3.5 Signage	No signage	Both Restrooms
3.9 Hardware	Inapproprate hardware	Both Restrooms
3.10 Hardware	Hardware mounted incorrectly	Both Restrooms
3.11 Force	Greater than 5 lbs pressure.	Restroom 1

3.18 Clearance	32" x 40" instead of 30" x 48" clearance	Both Restrooms
3.19 Mirror	44 1/2" instead of no higher than 40 inches	Restroom 1
3.26 Pipes	Pipes are not insulted	Both Restrooms
3.27 Faucet.	Faucet cannot be operated without tight grasping	Both Restrooms
3.28 Dispensers	46" instead of 44".	Restroom 1
3.29 Obstruction	dryer or towel dispenser is 62" instead of 48"	Restroom 1
3.30 Water closet	18 1/2" away from stall instead of between 16" and 18"	Restroom 1
3.31 Clearance	Less than 60" X 56" clearance	Restroom 2
3.33-3.34 Grabars	No Grab Bars	Both Restrooms
3.37 Flush control	Flush control is not on the open side of the water closet.	Both Restrooms
3.38 Dispenser	10" from water closet instead of between 7" and 9"	Restroom 2
3.41 Approach	Less than 18" front approach	Restroom 2
3.43 Closer	Not self closing	Both Restrooms
3.44 Hardware	Not correct door pulls	Both Restrooms
3.47 Depth	52" deep instead of 59"	Restroom 2
3.50 Clearance	35" clearance instead of 60"	Restroom 1

Estimated Cost

Unknown at this time.

Estimated Completion

Subject to available funding.

FLORAL PARK

Floral Street

Deficiency Found

Parking
Assessable Route
Signage

Priority 1- Approach and Entrance

1.4 Access	13.5' - No isle
1.7 Marking	No isle
1.17 Slope	3/4":12" and 5/8":12" @ rear ramp

Priority 3- Toilet Rooms

3.1 Access	No Accessible toilet Both toilets
3.2 Signage	No signs Both toilets
3.3 Signage	No signs Both toilets
3.5 Signage	No signs Both toilets
3.18 Clearance	23" x 36" instead of 30" x 40" Men's
	22" x 34" instead of 30" x 40" Ladies
3.19 Mirror	44" instead of 40" Both toilets
3.24 Clearance	less than 8" knee clearance Both toilets
3.26 Pipes	Pipes are not insulted Both toilets

3.27 Faucet	Faucet cannot be operated without tight grasping Both Toilets
3.29 Obstruction	49 1/2" instead of 48" Men's
	49" instead of 48" Ladies
3.31 Clearance	36" x 56" instead of 56"x60" Men's
	37" x 54 1/2" instead of 56"x60" Ladies
3.32 Water closet height	15 1/2" instead of 17 to 19 inches. Both Toilets
3.33 - 3.34 Grab bar	No grab bar Both toilets
	Grab bars not correct Both Toilets
3.41 Compartments	30 1/2" instead of 32" Men's
3.42 Clearance	63" x 45" instead of 18" x 60" Men's
3.43 Door Self Closing	Door is not self-closing. Men's
3.47 Width	36" instead of 60" Men's
3.48 Depth	55 1/2" instead of 56" Men's
	1 1/2" instead of between 7-9 inches Men's
3.49 Floor depth	55 ½" instead of 59" Men's
3.8 Threshold	1 1/2 " instead of 3/4" Both toilets
Estimated Cost	
Unknown at this time.	
Estimated Completion	
Subject to available funding.	

SHADY PARK

Pepperell Village

NOTE: Shady Park is a grassy park with park benches and one pavilion. There are no sidewalks or paved areas. The Pavilion does not have a ramp. There are no restrooms.

Deficiency Found

Parking	
Assessable Route	
Signage	

Priority 1- Approach and Entrance

1.3 Access	Gravel parking
1.4 Spaces	No paved parking
1.9 Aisles	Gravel no sidewalks
1.11 Signage	No Signs

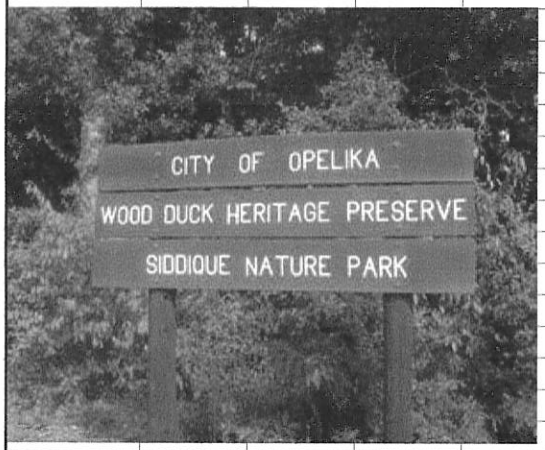
Estimated Cost

Unknown at this time.

Estimated Completion

Subject to available funding.

WOOD DUCK HERITAGE PRESERVE & SIDDIQUE NATURE PARK



3600 Waverly Parkway

Deficiency Found

Parking
Assessable Route
Signage

Priority 1- Approach and Entrance

1.4 - 1.5 - 1.7 Spaces	No Ground markings
1.8 Slope	7.70%
1.9 Aisles	Gravel no sidewalks
1.13 Exterior Route	Not firms and slip resistant route.
1.17 Slope	running slope is 5.9 %
1.18 Cross Slope	cross slope is 2.8% instead of 1:48
1.39 - 1.40 Signage	No correct signage
1.43 Threshold	Threshold is 1 1/2" instead of 1/4"

Priority 3- Toilet Rooms

3.2-3.3 Signage	No Signage
3.7 Approach	Maneuvering clearance level is 7% instead of 1:48
3.30 Stalls	Centerline of water closet is 20 1/2" instead of between 16 and 18 inches

5 Years

Chamber of Commerce
Keep Opelika Beautiful
CareHere Health and Wellness Center
Depot
Opelika Firing Range
Sportsplex Maintenance Building
Calhoun Tennis Center
Dallas B. Smith Building – Old Armory
Opelika Arts Center
All existing sidewalks

CHAMBER OF COMMERCE

601 Avenue A

Deficiency Found	
Access	
Parking	
Signage	
Priority 1- Approach and Entrance	
1.5 Access space	Space - 10" 7 1/2" instead 11' wide. Aisle - 4" 4 1/2" instead of 8 feet wide.
1.23 Curb Ramp	3:48 instead of 1:48 Flares: 2:10 instead of 1:10
1.28, 1.29 Curb landing	landing 50 1/4 instead of 60. bottom area not level
1.39, 1.40 Signage	No Signage
1.42 Approach	exterior ramp 1:12 instead of 1:48
1.45 Hardware	28" -35" instead of 34"-to 48"
1.46 Closer	closes in 4 seconds instead of 5 seconds
1.49 Mats	Edges of carpet or mats not attached.
Priority 2- Access to Goods and Services	
2.2 Route floors	2 flights of stairs to upstairs offices
2.9 Elevator	no elevator

		unable to install -Historic building
2.38 Signage	no signage present	
2.45: Door Pressure	Pressure is 12 lbs	Front entrance
	Pressure is 8 lbs	Back entrance
2.46: Door closer	Closes in 6 seconds instead of 5 seconds	Front entrance

Priority 3- Toilet Rooms, Upstairs Women's Toilet

3.2, 3.3 Signage	no signage	
3.4 Route	route is not accessible	unable to install -Historic building
3.9 Hardware	round door handle	
3.11 Pressure	No closer	
3.19 Mirror	53" instead of 40"	
3.29 Lavatory	58" instead of 48"	
3.32 Toilet	20" instead of between 17-19	
3.33, 3.34 Grab bars	All not correct.	
3.38 Dispenser	toilet paper dispenser 5" to toilet instead of 7-9 inches	

Estimated Cost

Unknown at this time.

Estimated Completion

Subject to available funding.

OPELIKA MAIN STREET
KEEP OPELIKA BEAUTIFUL

205 S. 6th Street

Deficiency Found	
Parking	
Access	
Signage	
Priority 1- Approach and Entrance	
1.2 Spaces	No handicap space, needs 1
1.19 Curb Ramp	No curb ramp
1.39 Signage	No signage
1.43 Threshold	3/4" instead of 1/4"
1.44 Door Hardware	Knob instead of correct hardware
1.49 Carpet	Edges of carpet or mats not secured
Priority 2- Access to Goods and Services	
2.50 Controls	28 1/2 x 50 1/2 instead of at least 30 inches of clear floor space
Priority 3- Toilet Rooms	
3.16 Path	Path is 35" x 37" instead of 36" wide
3.17 Clearance	Less than 60 space
3.19 Mirror	44" instead of 35"
3.21 Clearance	32"x41" instead of 30" x 48"
3.22 Clearance	9" of clearance instead of between 17" and 25"
3.23 Lavatory	height is 35 1/2" instead of no more than 34"

3.25 Toe Clearance						3" instead of required spacing											
3.30 Stalls						Center line of water closet is 14" instead of 16" to 18"											
3.31 Clearance						35" x 66 1/2" instead of 56" x 60"											
3.32 Height						water closet is 16" instead of between 17" to 19"											
3.33, 3.34 Grab bars						No Grab bars											
3.38 Dispenser						Dispenser is 5 1/2" instead between 7" and 9"											

CAREHERE HEALTH & WELLNESS CENTER

105 N. 10th Street, Suite D

Deficiency Found	
Parking	
Access	
Signage	
Priority 1- Approach and Entrance	
1.3 Van Accessible	No Van accessible
1.4 Aisle	Space is 9" with no aisle
1.10 - 1.11 - 1.12 Signage	No Signage for spaces
1.17 Running Slope	Slope is 8.7% instead of 1:12
1.23 Landing	No Landing
1.27 Running Slope	Slope is 8.7% instead of 1:12
1.28 Ramp	47 1/2" instead of 60"
1.43 Threshold	1 1/2" instead of 1/4"
1.46 Closer	closes in 1 second instead of 5
1.49 Carpet	Edges of carpet or mats not secured
Priority 2- Access to Goods and Services	
2.8 Protrusion	16 1/2" instead of 4", bottom edge is 33 1/2" instead of 27"
2.38 Signage	Signage not correct, clear floor space is 7 1/2" instead of 18"
2.50 Controls	50" instead of 48"

Priority 3- Toilet Rooms	
3.5 Signage	Signage is incorrect.
3.11 Closer	8 lbs force instead of 5
3.12 Closer	closes in 2 seconds instead of 5
3.19 Mirror	42" instead of 35"
3.26 Pipes	Pipes are not insulated
3.28 Dispensers	48" instead of 44"
3.33, 3.34 Grab bars	Grab Bars are incorrect
3.37 Flush Control	Not on open side of water closet.
3.38 Dispenser	Dispenser is 5 1/2" instead between 7" and 9"

DEPOT

Railroad Avenue

Deficiency Found

Access
Signage

Priority 1- Approach and Entrance

1.40 Signage	Signage is not correct	

Priority 2- Access to Goods and Services

2.8 Clear Path	Protusion is 17" instead of 4"	
	Protusion is 35" instead of no more than 27" above floor	
2.38 Signage	Signs are incorrect	
2.51 Controls	Dimmer switch is not correct	

Priority 3- Toilet Rooms

3.11 Pressure	7 lbs of pressure instead of 5	Mens
	10 lbs of pressure instead of 5	Ladies
3.12 Closure	closes in 4 seconds instead of 5	Mens
3.19 Mirror	40 1/2" instead of 40	Ladies
3.21 Clearance	30" x 42" instead of 30" x 48"	Mens
3.22 Clearance	16 1/2" clearance instead of no less than 17	Ladies
3.23 Counter	Surface is 34 3/4" instead of no more than 34	Unisex

3.33 Grab Bar						10" instead of no less than 12 for protusions					Ladies					
3.39 Dispenser						Behind grab bar					Unisex					
Priority 4- Additional Access																
4.20 Alarm						No Fire Alarm										

POLICE FIRING RANGE

3809 Saugahatchee Lake Road

Deficiency Found

Access
Parking
Signage

Priority 1- Approach and Entrance

1.2 Parking	No Accessible spaces, 25 spots, need to add 1
1.3 Van	See 1.2
1.1 Signage	No signage
1.39 Signage	No sign at the non-accessible entrance indicating location of nearest accessible entrance.
1.40 Signage	No signage

Priority 3- Toilet Rooms

3.5 Signage	62" instead of 60" Both restrooms
3.26 Insulated pipes	Not insulated.
3.28 Soap dispenser	No obstruction 58" instead of 48" height. Men's
	No obstruction 55 1/2" instead of 48" height. Men's
3.37 Flush control	Not on open side of water closet. Ladies
3.38 Dispenser	1" from front of water closet instead of between 7-9 in. Both restrooms

Estimated Cost

Unknown at this time.

Estimated Completion

Subject to available funding.

SPORTSPLEX
MAINTENANCE BLDG

Deficiency Found

Access
Parking
Signage

Priority 1- Approach and Entrance

1.3 Parking	Not enough accessable spaces
1.4 Width	Cannot measure lines - missing line
1.5 Van Accessible space	No Van access
1.11 Signage	No Van signage

Priority 3- Toilet Rooms

3.5 Signage	No Signage
3.29 Obstruction	49 1/2" instead of no higher than 48"
3.34 Grab Bar	Mounted at 36 3/4" instead of no greater than 36"
3.37 Controls	The control is not on an open side. No open side.

Estimated Cost

Unknown at this time.

Estimated Completion
Subject to available funding.

CALHOUN TENNIS CENTER

1102 Denson Drive

Deficiency Found	
Assessable Route	
Signage	
Priority 1- Approach and Entrance	
1.27 Ramps	Slope. 1 ¼" per foot.
1.43 Threshold	Threshold 1" high instead of 3/4" height
Priority 2- Access to Goods and Services	
2.13 Level landing	Landing width not equal to ramp width. 54" x56" to 60" x60"
2.14 Level landing at ramp	Not level.
2.16 Handrail gripping surface	33 ¼" instead of 34"
2.17 Handrail gripping	surface continuous. 8%
2.19 Handrail gripping	surface non-circular no greater than 6 ½" x 2 ¼" - 10" x 3.25" diameter
2.21 Ramp extends	7" instead of required 12"
2.42 Threshold	1 ¾" high instead of ¾" high
2.6 Running Slope	7/8":12 1 3/8":20"

Priority 3- Toilet Rooms	
3.5 Signage	Sign is too high 71" instead of no more than 60" (Ladies restroom)
	Incorrect signage (Men's restroom)
3.8 Threshold	1" high instead of ¾" (Ladies and Men's restrooms)
3.11 Door open force	10 pounds instead of 5. (Ladies restroom)
	7 pounds 3 oz instead of 5 (Men's restroom)
3.12 Door closer	Door closes in 3 seconds instead of 5. (Men's & Ladies restroom)
3.16 Clearance	33 ½" instead of 36" (Ladies restroom)
3.17 Clearance	42"x42" instead of 60"x60". (Ladies restroom)
3.18 Floor space	20"x30" instead of 30"x48" (Ladies restroom)
3.19 Mirror height	47 inches above floor instead of 40 inches. (Ladies restroom)
3.27 Faucet	Faucet cannot be operated without tight grasping (Ladies restroom)
3.28 Soap dispenser	No obstruction 53" instead of 48" height. (Men's restroom)
3.29 Height	55 1/2" instead of 44" (Ladies restroom)
3.30 Water Closet	Center line 15 ½" instead of 18". (Ladies restroom)
3.31 Clearance	54 ½" x35 ½" instead of 56"x60" (Ladies restroom)
3.32 Water closet height	15 ¼" instead of 17 to 19 inches. (Ladies restroom)
3.33, 3.34 Grab Bar	Incorrect. (Ladies restroom)
3.37 Flush Control	Flush control is not on the open side of the water closet.
3.41 Stall width	28" clearance instead of 32" (Ladies restroom)
3.44 Door pulls	Need door pulls. (Ladies restroom)
3.47 Width	35" instead of 60" (Ladies restroom)
3.49 Floor depth	54 ½" instead of 59" (Ladies restroom)
Estimated Cost	
Unknown at this time.	
Estimated Completion	
Subject to available funding.	

DALLAS B. SMITH BUILDING

604 7th Avenue

Deficiency Found

Parking
Assessable Route
Signage

Priority 1- Approach and Entrance

1.5 Van accessible	7'11" instead of 11'5"
1.39 Signs	No signs posted
1.44 Hardware	Incorrect Hardware on door
1.46 Closer	less than 5 seconds closing
1.49 Mats	Edges not secured

Priority 2- Access to Goods and Services

2.2 Route	No accessible route
2.50 Controls	Controls 51" instead of no higher than 48"

Priority 3- Toilet Rooms	
3.1 Access	No accessible toilet rooms
3.2 Signage	No signage
3.4 Route	No accessible route
3.5 Signage	No signate
3.17 Clearance	50"x60" instead of 60"x60".
3.29 Dispenser Height	58" instead of no more than 48"
3.33, 3.34 Grab Bar	incorrect.
3.37 Flush Control	Flush control is not on the open side of the water closet.
3.38 Dispenser	10" from water closet instead of between 7" to 9"
3.43 Closer	Not self closing
3.45 Locks	Lock not operable with one hand without grasping
Estimated Cost	
Unknown at this time.	
Estimated Completion	
Subject to available funding.	

Final Priority - Non-Public Buildings

Denson Maintenance Center
OFD Station 2
OFD Station 3
OFD Station 4
Old OFD Stations 1 and 3
Fire Training Facility
Public Works Auto Shop
Public Works Building Maintenance
Public Works Groundskeeping
Public Works Opelika Environmental Services
Public Works Sign Shop
Public Works Street Department
Public Works Welding Shop
Eastside Wastewater Facility
Westside Wastewater Facility
Sewer Lab
OES Recycling Building

DENSON MAINTENANCE BUILDING

1100 Denson Drive

Deficiency Found

Access

THIS BUILDING IS NOT OPEN TO THE PUBLIC. THIS IS STORAGE FACILITY

Priority 1- Approach and Entrance

1.43 Threshold	Threshold is 1 1/4" high instead of 1/4"
1.49 Carpet Edge	Edges of carpet or mats are not securely attached to minimize trippping

Priority 2- Access to Goods and Services

2.8 Clearance	Circulation path protrudtion more than 4"
2.5 Controls	Controls 49 1/2" instead of 48.

Priority 3- Toilet Rooms

3.6 Entrance	Width is 27 ½" instead of 32.
3.9 Hardware	Door equiped with knob. Not accessible.
3.12 Door closer	None

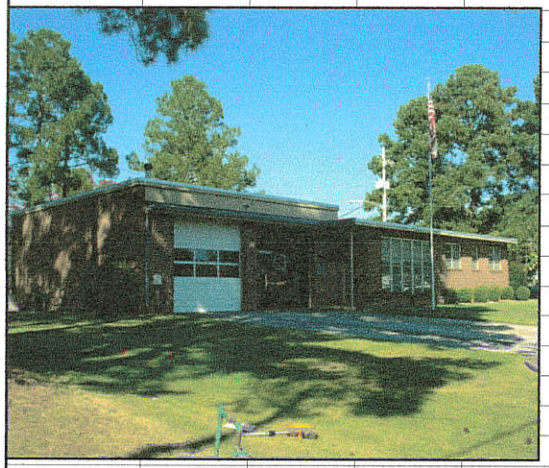
3.16 Clearance	less than 36 inch clear path.
3.17 Clearance	46 3/4 "x 79 1/4" instead of 60"x60".
3.18 Floor space	less than 30" x 48" clearn floor space
3.19 Mirror Height	47 1/2" inches above floor instead of 40 inches.
3.22 Lavatory	11 1/2" instead of 17"
3.26 Insulated pipes	Not insulated
3.27 Faucet	Faucet cannot be operated without tight grasping
	Replace faucets.
3.31 Clearance	55 ¾"x41 ½" instead of 56"x60"
	54 ½" x39 ½" instead of 56"x60"
3.32 Water closet height	16" instead of 17 to 19 inches.
	16 ½" instead of 17 to 19 inches
3.31 Clearance	32" x 56" of clear depth instead of 60"
3.32 Height	14 1/2" instead of 17 inches
3.37 Controls	The control is not on an open side. No open side.
3.38 Dispenser	More than 7 inches from toilet.

Estimated Cost

Unknown at this time.

Estimated Completion

Subject to available funding.



FIRE STATION II

1918 Pepperell Parkway

Deficiency Found

Parking
Assessable Route
Signage

This building was built in 1960.
It is not ADA compliant and cannot be made ADA compliant.
This building is not open to the public.
Only employees are housed at this location.
All employees at this location must meet minimum physical standards
to be employed, therefore, there are no other ADA issues that must be corrected.

Priority 1- Approach and Entrance

1.3 -1.11 Accessible Spaces	Does not have appropriate accessible spaces
1.4 – 1.37	Accessible spaces. There are no ADA spaces for parking. No ramps at this location.
1.37-1.49 Entrance	The rear entrance is accessible with an adjustment to the door closer.

Priority 2- Access to Goods and Services	
2.38 Signage	There is no ADA signage in the building nor the parking lot. The kitchen areas are not ADA complaint.
2.6-2.7 Slope	Slope incorrect
2.8 Space	Protuding objects more than 4 inches.
2.10-2.21	No ramps and/or handrails
2.38-2.39	No signage
2.42 Threshold	Threshold not correct
2.43 Door hardware	Hardware not operable with one hand.
2.45 Force	More than 5 pounds force
2.46 Closer	Door closes in less than 5 seconds
2.48-2.49 Carpet	floor not non-slip, carpet not correct
2.50 Clearance	Less than 30"x48" clearance
2.51 Control	Cannot be operated with one hand.
Priority 3- Toilet Rooms	
3.1-3.3, 3.5 Signage	No Signage
3.4 Access	No accessible route
3.7 Approach	Less than 18" x 60" clearance
3.8. Threshold	Not correct height nor beveled
3.9 Hardware	Not correct hardware.
3.12. Closer	Closes in less than 5 seconds
3.13 Width	Width less than 48" for 2-door series
3.14-3.20 Clearance	Does not meet standards.
3.26 Pipes	Pipes are not insulted.
3.27 Faucet	Faucet cannot be operated without tight grasping (all restrooms)
3.28. Dispenser	Obstruction
3.29 Dispenser	Not correct height
	Lavatories more tbhan 20" and/or higher than 48"
3.31 Clearance.	less than 56"x60"
3.33- 3.34 Grab Bars	Incorrect
3.38- 3.39 Dispenser	Not correctly located.
3.41-3.43 Stalls	less than 32 inches clearance
	Less than 18" x 60" clearance
	Not self closing
3.44 Door pulls	Needs correct door pulls
3.45 Lock	Not operable with one hand without grasping. Ladies restroom lobby
3.47 Width	Width less than 60"
3.48 Depth	Less than 56" deep
3.49 Depth	Less than 59"

3.5 Swing	Less than 60" x 56"
Priority 4- Additional Access	
4.9 Protrude	protrudes more than 4"
Estimated Cost	
Unknown at this time	
Estimated Completion	
Subject to available funding.	

FIRE STATION III

1900 Palin Avenue

Deficiency Found

Assessable Route
Signage

This building is not open to the public. Only employees are housed at this location.
All employees at this location must meet minimum physical standards to be employed,
therefore, there are no other ADA issues that must be corrected.

Priority 1- Approach and Entrance

1.4 -1.9 Accessible Spaces	Does not have appropriate accessible spaces
1.11-1.17 Spaces	Incorrect spaces
1.31-1.40 Entrance	Entrance does not meet standards
1.48-1.49 Edges	Edges of carpets/mats are not secured and/or more than 1/2 thick
	Remove Carpets

Priority 2- Access to Goods and Services

2.5-2.6 Route-Slope	Not compliant
	slope not correct
2.8 Space	Protuding objects more than 4 inches.
2.14-2.21 Ramps	Not compliant
2.39 Signage	No signage

2.44 Hardware	Hardware height not correct
2.45 Force	More than 5 pounds force
2.48-2.49 Mats	floor not non-slip, carpet not correct
2.51 Control	Cannot be operated with one hand.
Priority 3- Toilet Rooms	
3.2 Signage	No signage directing to accessible restroom
3.4 Access	No accessible route
3.7 Approach	Less than 18" x 60" clearance
3.8. Threshold	Not correct height nor beveled
3.9 Hardware	Not correct hardware.
3.11 Force	More than 5 pound of force to open door
3.12. Closer	Closes in less than 5 seconds
3.13 Width	Width less than 48" for 2-door series
3.17 Clearance	Less than 60" clearance
3.20 Coat Hook	Coat hook not correct height
3.33- 3.34 Grab Bars	Incorrect
Estimated Cost	
Unknown at this time	
Estimated Completion	
Subject to available funding.	

FIRE STATION IV

200 Lake Condy Road

Deficiency Found	
Parking	
Assessable Route	
Signage	
	This building was built in 1960.
	It is not ADA compliant and cannot be made ADA compliant.
	This building is not open to the public.
	Only employees are housed at this location.
	All employees at this location must meet minimum physical standards
	to be employed, therefore, there are no other ADA issues that must be corrected.
Priority 1- Approach and Entrance	
1.1 -1.11 Accessible Spaces	Does not have appropriate accessible spaces
1.4 – 1.37 Access	Accessible spaces. There are no ADA spaces for parking. No ramps at this location.
1.37-1.49 Entrance.	The side entrance could accessible if ramps are added.
	Correct hardware and closers would need to be added.
Priority 2- Access to Goods and Services	
2.1 Access	No ADA entrance
2.5 Route	Not correct measurement
2.6-2.7 Slope	No ramps and/or handrails

2.8 Obstruction	Items do protrude more than 4"
2.38 Signage	There is no ADA signage in the building nor the parking lot. The kitchen areas are not ADA complaint.
2.6-2.7 Slope	Slope incorrect
2.8 Space	Protuding objects more than 4 inches.
2.10-2.21	No ramps and/or handrails
2.38-2.39	No signage
2.42 Threshold	Threshold not correct
2.43-2.44 Door hardware	Hardware not operable with one hand.
2.45 Force	More than 5 pounds force
2.46 Closer	Door closes in less than 5 seconds
2.48-2.49	floor not non-slip, carpet not correct
2.50 Clearance	Less than 30"x48" clearance
2.51 Control	Cannot be operated with one hand.
Priority 3- Toilet Rooms	
3.3- 3.5 Signage	No Signage
3.7 Approach	Clearance level is steeper than 1:48
3.8. Threshold	Not correct height nor beveled
3.9 Hardware	Not correct hardware.
3.11 - 3.12. Closer	Closes in less than 5 seconds
3.13 Width	Width less than 48" for 2-door series
3.14-3.20 Clearance	Does not meet standards.
3.26 Pipes	Pipes are not insulted.
3.27 Faucet	Faucet cannot be operated without tight grasping (all restrooms)
3.28. Dispenser	Obstruction
3.29 Dispenser	Not correct height
	Lavatories more than 20" and/or higher than 48"
3.30 Stalls	Centerline not correct space
3.31 Clearance	less than 56"x60"
3.33- 3.34 Grab Bars	Incorrect
3.35-3.37 Flush	Flush controls are not correct
3.38- 3.39 Dispenser	Not correctly located.
3.41-3.43 Stalls	less than 32 inches clearance
	Less than 18" x 60" clearance
	Not self closing
3.47 Width	Width less than 60"
3.48 Depth	Less than 56" deep
3.50 Swing	Less than 60" x 56"

Priority 4- Additional Access	
4.1 Drinking Fountains	Drinking fountain was installed prior to 3/15/12.
4.4 Depth	Not correct depth
4.6 Spout	Higher than 36"
4.9 Protrude	protrudes more than 4"
Estimated Cost	
Unknown at this time.	
Estimated Completion	
Subject to available funding.	

Old Fire Department Station 1

1015 Avenue B

Deficiency Found

Parking
Assessable Route
Signage

This building was built in 1961.
It is not ADA compliant and cannot be made ADA complaint.
The City of Opelika is in the process of building a new Fire Department Headquarters.
The present building will be closed when the new station opens.

Priority 1- Approach and Entrance

1.3 -1.11 Accessible Spaces	Does not have appropriate accessible spaces
1.15 Route	Route is 60" x 60"
1.17 Slope	Slope too steep
1.22- 1.36	Curbs, surface and ramps no correct.
1.37 - Main Entrance	Not accessible
1.38 - 1.40 Alternate Entrance	No alternate entrance
1.42 - Clearance	Clearance not 18" x 60"
1.43- 1.47 Threshold	Threshold not appropriate height or beveled

1.49 Edges	Edges of carpets/mats are not secured and/or more than 1/2" thick
Priority 2- Access to Goods and Services	
2.1 - 2.2 Access	No direct access
2.4 Width	less than 36" wide
2.5 Space	less than 60" x 60"
2.6-2.7 Slope	Slope incorrect
2.8 Space	Protuding objects more than 4 inches.
2.10-2.21	No ramps and/or handrails
2.38-2.39	No signage
2.40-2.42 Door opening	Less than 32 inches, threshold not correct
2.43 Door hardware	Hardware not operable with one hand.
2.46 Closer	Door closes in less than 5 seconds
2.48-2.49	Floor not non-slip, carpet not correct
2.50 Clearance	Less than 30"x48" clearance
	Controls higher than 48"
2.51 Control	Cannot be operated with one hand.
Priority 3- Toilet Rooms	
3.1-3.3, 3.5 Signage	No Signage
3.4 Access	No accessible route
3.7 Approach	Less than 18" x 60" clearance
3.8. Threshold	Not correct height nor beveled
3.9 Hardware	Not correct hardware.
3.12. Closer	Closes in less than 5 seconds
3.13 Width	Width less than 48" for 2-door series
3.14-3.23 Clearance	Does not meet standards.
3.26 Pipes	Pipes are not insulted.
3.27 Faucet	Faucet cannot be operated without tight grasping (all restrooms)
3.28. Dispenser	Obstruction
3.29 Dispenser	Not correct height
	Lavatories more tbhan 20" and/or higher than 48"
	Force greater than 5 pounds to operate.
3.31 Clearance.	less than 56"x60"
3.33- 3.34 Grab Bars	Incorrect
3.36 Flush control	greater than 5 pounds force to operate
3.38- 3.39 Dispenser	Not correctly located.
3.41-3.43 Stalls	less than 32 inches clearance
	Less than 18" x 60" clearance

	Not self closing
3.44 Door pulls	Needs correct door pulls
3.45 Lock	Not operable with one hand without grasping. Ladies restroom lobby
3.47 Width	Width less than 60"
3.48 Depth	Less than 56" deep
3.49 Depth	Less than 59"
3.5 Swing	Less than 60" x 56"
Priority 4- Additional Access	
4.9 Protrude	protrudes more than 4"
Estimated Cost	
Unknown at this time	
Estimated Completion	
Unknown at this time	

CLOSED FIRE STATION III

605 N 7th Avenue

This is a closed unused Fire Station.

It is not ADA compliant and cannot be made ADA compliant.
This building is not open to the public.
Only employees are housed at this location.
All employees at this location must meet minimum physical standards
to be employed, therefore, there are no other ADA issues that must be corrected.

FIRE TRAINING FACILITY

1601 Talladega Street

Deficiency Found

Assessable Route
Signage

It is not ADA compliant and cannot be made ADA compliant.
This building is not open to the public accept for 1 time a year to children Fire Academy
Only employees are housed at this location.
All employees at this location must meet minimum physical standards
to be employed, therefore, there are no other ADA issues that must be corrected.

Priority 3- Toilet Rooms

The restroom in the brick building must be completely remodeled to become ADA complaint.

Estimated Cost

Unknown at this time

Estimated Completion

Subject to available funding.

	Automotive Shop
Deficiency Found	
Access	
Signage	
Communication	
Priority 1- Approach and Entrance	
1.39, 1.40 Signage	No handicap signage
1.41 Clearance	30" instead of 32"
1.43 Threshold	1" inch instead 1/4"
1.44 Hardware	Knob instead of correct hardware
Priority 2- Access to Goods and Services	
2.3 Stable Route	Concrete finish floor
2.8 Path	Objects protrude in path more than 4"
Priority 3- Toilet Rooms	
Restroom is not ADA complaint.	This restroom is off limits to the public
Priority 4- Additional Access	
4.2 - 4.9 Fountain	Floor mounted fountain
	Not ADA Complaint in any way
4.20 Fire Alarm	Only 1 pull station, no flashing
Estimated Cost	
Unknown at this time.	
Estimated Completion	
Subject to available funding.	

	Building Maintenance
Deficiency Found	
Access	
Parking	
Signage	
Communication	
Priority 1- Approach and Entrance	
1.2, 1.3 Accessible parking	No handicap parking
1.17 Slope	14.19" of route run instead of 20"
1.39, 1.40 Signage	No Signage
1.41 Clearance	30" instead of 32"
1.43 Threshold	1" inch instead 1/4"
1.44 Hardware	Knob intead of correct hardware
1.46 Closer	Door closes in 3 seconds instead of 5 or more.
Priority 2- Access to Goods and Services	
2.38 Signage	No Signage
2.43 Hardware	door hardware knobs instead of correct hardware
2.49 Carpet	Carpet higher than 1/2"
2.50 Controls	53 1/2" instead of 48"
Priority 3- Toilet Rooms	
3.1 Access	One toilet, not available to the public
3.2-3.5 Signage	No Signage
3.7 Approach	No Front Approach
3.11, 3.12 Closer	15 lb of pressure instead of 5 lb
	Door closes in 2 seconds instead of 5 or more
3.19 Mirror	Mirror at 52 3/4" instead of 40 inches
3.20 Coat Hook	67 1/2" instead of between 15" and 48"
3.26 Insulation	Pipes are not insulated.
3.28 Dispensers	45 1/2" instead of 44".
3.29 Obstruction	Dryer or towel dispenser is 53 1/2" instead of 48"
3.31 Clearance	35"x55 3/4" instead of 60"x56"
3.33-3.34 Grab Bars	None

3.36 Flush control	Flush control is 6 pounds instead of 5 pounds.
3.37 Flush control	Flush control is not on the open side of the water closet.
	There is no open side on water closet.
3.41 Stalls	21" clear space insteasd of 32"
3.42 Approach	No Front approach
3.43 Closer	There is no door closer on door.
3.44 Hardware	There are no handles on door
3.45 Lock	Lock not operable wihtout tight grasping
3.47 Width	35" instead of 60 inches compartment width
3.49 Clearance	55 3/4" instead of 59"
3.50 Area	8"x30" instead of 60"x56" of clearance
Priority 4- Additional Access	
4.20 Fire Alarm	Pull Station only, no flashing
Estimated Cost	
Unknown at this time.	
Estimated Completion	
Subject to available funding.	

	Grounds Keeping
Deficiency Found	
Access	
Parking	
Signage	
Priority 1- Approach and Entrance	
1.2, 1.3 Accessible parking	No handicap parking
1.39, 1.40 Signage	No Signage
1.41 Clearance	30" instead of 32"
1.42 Approach	No front approach
1.43 Threshold	1" inch instead 1/4"
1.44 Hardware	Knob intead of correct hardware
1.46 Closer	Door closes in 2 seconds instead of 5 or more.
Priority 2- Access to Goods and Services	
2.38 Signage	No Signage
2.41 Approach	No Front approach
2.43 Hardware	door hardware knobs instead of correct hardware
2.46 Closer	No Closer
2.50 Controls	49 1/2" instead of 48"
Priority 3- Toilet Rooms	
3.1 Access	One toilet, not available to the public
3.2-3.5 Signage	No Signage
3.7 Approach	Door swings in
3.9 Handle	Knob instead of correct hardware
3.19 Mirror	Mirror at 53 1/2" instead of 40 inches
3.26 Insulation	Pipes are not insulated to protect against contact
3.27 Faucet	Faucet cannot be operated without grasping
3.29 Obstruction	dryer or towel dispenser is 63 1/2" instead of 48".
3.30 Water closet	18 1/2" away from stall instead of 18"
3.33-3.34 Grab Bars	None

3.36 Flush control	Flush control is 7 pounds instead of 5 pounds.
3.37 Flush control	Flush control is not on the open side of the water closet.
3.38 Dispenser	11 1/2" instead of between 7 and 9"
3.42 Approach	No Front approach
3.45 Lock	Lock not operable wihtout tight grasping
Estimated Cost	
Unknown at this time.	
Estimated Completion	
Subject to available funding.	

	Opelika Environmental Services
Deficiency Found	
Access	
Parking	
Signage	
Communication	
Priority 1- Approach and Entrance	
1.2, 1.3 Accessible parking	No handicap parking
1.17 Slope	Slope is 14.7% instead of 1:12
1.39, 1.40 Signage	No Signage
1.41 Clearance	30" instead of 32"
1.42 Approach	No front approach
1.43 Threshold	1 1/2" inch instead 1/4"
1.44 Hardware	Knob intead of correct hardware
1.46 Closer	Door closes in 3 seconds instead of 5 or more.
1.49 Mat	Matt not secured on floor
Priority 2- Access to Goods and Services	
2.8 Protude	Fire extinguisher protrudes 5" instead of no more than 4"
2.38 Signage	No Signage
2.41 Approach	No Front approach
2.43 Hardware	knobs instead of correct hardware
2.46 Closer	No Closer
2.50 Controls	54 1/4" instead of 48"
Priority 3- Toilet Rooms	
3.1 Access	One toilet, not available to the public
3.2-3.5 Signage	No Signage
3.7 Approach	No Front approach
3.11 - 3.12 Closer	10 lb instead of 5 lbs of pressure
	Door closes in 2 seconds instead of 5
3.19 Mirror	Mirror at 53 3/4" instead of 40 inches
3.20 Coat Hook	66 3/4" instead of between 15" and 48"

3.26 Insulation	Pipes are not insulated.
3.27 Faucet	Faucet cannot be operated without grasping
3.29 Obstruction	Dryer or towel dispenser is 45" high instead of 48".
	Dispenser cannot be used without tight grasping
3.31 Clearance	34"x55 1/2" instead of 56"x60 "
3.33-3.34 Grab Bars	None
3.37 Flush control	Flush control is not on the open side of the water closet.
3.41 Stalls	21" clearance instead of 32"
3.42 Approach	No Front approach
3.43 Closer	There is no door closer on door.
3.44 Hardware	There are no handles on door
3.45 Lock	Lock not operable wihtout tight grasping
3.47 Width	34" instead of 60"
3.49 Water closet	55 1/2" instead of 59 inches deep
3.50 Clearance	9"x30" instead of 60" x 59"
Priority 4- Additional Access	
4.20 Fire Alarm	Only 1 pull station, no flashing
Estimated Cost	
Unknown at this time.	
Estimated Completion	
Subject to available funding.	

Sign Shop

Deficiency Found

Access
Parking
Signage

Priority 1- Approach and Entrance

1.2, 1.3 Accessible parking	No handicap parking
1.39, 1.40 Signage	No Signage
1.41 Clearance	30" instead of 32"
1.42 Approach	No front approach
1.43 Threshold	1" inch instead 1/4"
1.44 Hardware	Knob intead of correct hardware
1.46 Closer	closes in 7 seconds instead of 5

Priority 2- Access to Goods and Services

2.1 Access	No direct access
2.4 Route	less than 36" route
2.38 Signage	No Signage
2.40 Width	28" instead of 32"
2.41 Approach	No Front approach
2.43 Hardware	door hardware knobs instead of correct hardware
2.46 Closer	No Closer
2.50 Controls	54" instead of 48"

Estimated Cost

Unknown at this time.

Estimated Completion

Subject to available funding.

	Street Division
Deficiency Found	
Access	
Parking	
Signage	
Communication	
Priority 1- Approach and Entrance	
1.2, 1.3 Accessible parking	No handicap parking
1.17 Slope	13.5% instead of 1:12
1.39, 1.40 Signage	No Signage
1.42 Approach	No front approach
1.43 Threshold	1" inch instead 1/4"
1.44 Hardware	Knob instead of correct hardware
Priority 2- Access to Goods and Services	
2.8 Protude	Fire extinguisher protrudes 6" instead of no more than 4"
	Bottom edge of protrusion is 43 1/4" instead of 27" or less
2.38 Signage	No Signage
2.41 Approach	No Front approach
2.43 Hardware	door hardware knobs instead of correct hardware
2.50 Controls	53 1/2" instead of 48"
Priority 3- Toilet Rooms	
3.1 Access	One toilet, not available to the public
3.2-3.5 Signage	No Signage
3.7 Approach	Door swings in
3.11 Pressure	Door pressure is 13 lbs instead of less than 5 lbs
3.19 Mirror	Mirror at 53 1/2" instead of 40 inches
3.20 Coat Hook	69" instead of between 15" and 48"
3.26 Insulation	Pipes are not insulated.
3.27 Faucet	Faucet cannot be operated without grasping

3.28 Dispensers	8" deep and 59 1/2" above the floor instead of no less 20" and no higher than 44"
3.29 Obstruction	Dryer or towel dispenser is 60" instead of 48".
3.31 Clearance	35" x 56" instead of 60" x 56"
3.33-3.34 Grab Bars	None
3.37 Flush control	Flush control is not on the open side of the water closet.
	No Open side
3.41 Stalls	21" clear space insteasd of 32"
3.42 Approach	No Front approach
3.44 Hardware	There are no handles on door
3.45 Lock	Lock not operable wihtout tight grasping
3.47 Width	34" x 56" instead of 60"
3.49 Clearance	56" instead of 59"
3.50 Area	9"x30" instead of 60"x56" of clearance
Priority 4- Additional Access	
4.20 Fire Alarm	Pull stations, no flashing
Estimated Cost	
Unknown at this time.	
Estimated Completion	
Subject to available funding.	

	Welding Shop
Deficiency Found	
Access	
Parking	
Signage	
Priority 1- Approach and Entrance	
1.2, 1.3 Accessible parking	No handicap parking
1.39, 1.40 Signage	No Signage
1.41 Clearance	30" instead of 32"
1.43 Threshold	1" inch instead 1/4"
1.44 Hardware	Knob instead of correct hardware
1.46 Closer	Door closes in 2 seconds instead of 5 or more.
Priority 2- Access to Goods and Services	
2.38 Signage	No Signage
2.41 Approach	No Front approach
2.50 Controls	54" instead of 48"
Priority 3- Toilet Rooms	
3.1 Access	One toilet, not available to the public
3.2-3.5 Signage	No Signage
3.7 Approach	No Front approach
3.9 Handle	Knob instead of correct hardware
3.19 Mirror	Mirror at 53 1/2" instead of 40 inches
3.26 Insulation	Pipes are not insulated.
3.27 Faucet	Faucet cannot be operated without grasping
3.33-3.34 Grab Bars	None
3.38 Dispenser	13" instead of between 7" and 9"
Estimated Cost	
Unknown at this time.	
Estimated Completion	
Subject to available funding.	

EASTSIDE WASTEWATER FACILITY

3010 Columbus Parkway

Deficiency Found	
Access	
Signage	
THIS FACILITY IS NOT OPEN TO THE PUBLIC	
Priority 1- Approach and Entrance	
1.2 Access	Parking space not marked
1.3 Access	No Van accessible space
1.20 Slope	Slope at 19%
1.21 Cross slope	4.40%
1.23 curb ramp	No landing
1.39, 1.40 Signage	No signage
1.43 Threshold	1" instead of 1/4"
1.49 Mats	Edges of mats not secured
Priority 2- Access to Goods and Services	
2.8 Protrusion	Protrusion 19 1/4" instead of no more than 4"
	Bottom edge is not 80" or higher above the floor.
2.38 Signage	No signage
2.69 Benches	No bench
Priority 3- Toilet Rooms	

3.2, 3.3 Signage	no signage
3.5 Signage	no signage
3.6 Width	25" instead of 32"
3.9 Hardware	knob instead of correct hardware
3.12 Closer	Closer unhooked, inoperable
3.19 Mirror	43.5" instead of 35"
	53" instead of 35"
3.20 Coat Hook	Coat hook is 61.5" instead of 48"
3.24 Clearance	26 3/4" instead of 27"
3.26 Insulated pipes	Not insulated
3.27 Faucet	Faucet cannot be operated without tight grasping
3.28 Dispensers	54" instead of 48"
	18 1/2" x 44" instead of 20" x 44"
3.29 Obstruction	Dispenser 54" instead of no higher than 48"
3.32 Toilet	14.5" instead of between 17-19
3.33, 3.34 Grab bars	No Bars
3.38, 3.39 Dispenser	Dispenser is 35" and mounted behind the toilet.
	Dispenser is 15" instead between 7" and 9"
Priority 4- Additional Access	
4.2 Approach	12" instead of no less than 17"
4.6 Fountain	Spout 43" instead of no higher than 36"
4.7 Fountain	Spout 11" instead of atleast 15"
4.9 Clearance	Protrusion 14" instead of 4"
4.20 Alarm	No Fire Alarm
Estimated Cost	
Unknown at this time.	
Estimated Completion	
Subject to available funding.	

WESTSIDE WASTEWATER FACILITY

1017 Grand National Parkway

Deficiency Found

Access
Signage
Communication

THIS FACILITY IS NOT OPEN TO THE PUBLIC

Priority 1- Approach and Entrance

1.4 Access	Van access isle not correct	
1.7 Access aisle	Not marked correctly	
1.43 Threshold	1/2" instead of 1/4"	
1.44 Door Hardware	Pull Handle	
1.46 Closer	closes in 4 seconds instead of 5 seconds	

Priority 2- Access to Goods and Services

2.8 Protrusion	Fire Extinguisher is 5" and Water Fountain is 20" into path instead of no more than 4"	
2.38 Signage	No signage	
2.43 Door Hardware	Knobs instead of correct hardware	

Priority 3- Toilet Rooms

3.2, 3.3 Signage	no signage	Both
3.5 Signage	Not correct	Both
3.8 Threshold	1/2"instead of 1/4"	Both

3.11 Pressure	12 lb instead of 5 lb	Ladies
	13 lb instead of 5 lb	Mens
3.17 Clearance	58" x 46" instead of 60"x60"	Ladies
	46" instead of 60"	Mens
3.18 Clearance	Not enough space for inside door swing	Ladies
3.19 Mirror	51" instead of 35"	Ladies
	53" instead of 35"	Mens
3.20 Coat Hook	Coat hook is 68" instead of 48"	Ladies
	Coat hook is 67" instead of 48"	Mens
3.26 Insulated pipes	Not insulated	Both
3.27 Faucet	Faucet cannot be operated without tight grasping	Both
3.28 Dispensers	18" x 40" instead of 20" x 44"	Ladies
	18 1/2" x 44" instead of 20" x 44"	Mens
3.29 Obstruction	Dispenser 54" instead of no higher than 48"	Both
3.30 Stalls	Center line of water closet is 13" instead of 16" to 18"	Mens
3.31 Clearance	37" x 63" instead of 56" x 60"	Ladies
	32" x 63" instead of 56" x 60"	Mens
3.32 Toilet	15" instead of between 17-19	Ladies
	14" instead of between 17-19	Mens
3.33, 3.34 Grab bars	NO Bars	Both
3.36 Flush control	6 lbs pressure instead of no more than 5 lbs	Ladies
	8 lbs pressure instead of no more than 5 lbs	Mens
3.38 Dispenser	Dispenser is 11" instead between 7" and 9"	Ladies
	Dispenser is 15" instead between 7" and 9"	Mens
3.41 Stalls	22 1/2" clearance instead of 32"	Both
3.42 Approach	37" x 38" instead of 18" x 60"	Ladies
3.43 Closer	No closer	Both
3.44 Hardware	Knobs Men's broken	Both
3.45 Lock	Not correct - not working	Both
3.47 Clearance	37" instead of 60"	Ladies
	32" instead of 60"	Mens
3.50 Clearance	38" instead of 60"	Ladies
	37" instead of 60"	Mens
Priority 4- Additional Access		
4.20 Alarm	No Fire Alarm	
Estimated Cost		
Unknown at this time.		
Estimated Completion		
Subject to available funding.		

SEWER LAB

101 Uniroyal Road

Deficiency Found

Access
Signage

THIS FACILITY IS NOT OPEN TO THE PUBLIC

Priority 1- Approach and Entrance

1.13 Route	The parking is loose gravel
1.44 Door Hardware	Knob on one side.
1.49 Mats	Edges of mat on secure

Priority 2- Access to Goods and Services

2.43 Door Hardware	Knob on one side. Will replace knob with lever, loop or push hardware.

Priority 3- Toilet Rooms

3.2, 3.3 Signage	no signage	Both	
3.6 Clearance	22" instead of 32"	office	
	21" instead of 32"	Warehouse	
3.9 Hardware	Knob on one side.		Both

3.19 Mirror	51.5" instead of 35"	office
	52" instead of 35"	Warehouse
3.20 Coat Hook	Coat hook is 74.5" instead of 48"	office
	Coat hook is 70" instead of 48"	Warehouse
3.22 Lavatory	16 3/4" instead of 17"	office
3.26 Insulated pipes	Not insulated	Both
3.27 Faucet	Faucet cannot be operated without tight grasping	Both
3.29 Obstruction	Dispenser 53" instead of no higher than 48"	Warehouse
3.30 stalls	Center line of water closet is 14" instead of 16" to 18"	office
3.31 Clearance	33 1/4" x 97" instead of 56" x 60"	Warehouse
3.32 Toilet	16" instead of between 17-19	Both
3.33, 3.34 Grab bars	All not correct.	Both
3.36 Fluch control	6 lbs pressure instead of no more than 5 lbs	Warehouse
3.37 Flush control	Flush control is not on the open side of the water closet.	Warehouse
Priority 4- Additional Access		
4.6 Fountain	Spout 39.5" instead of 36"	
4.7 Fountain	Spout10" from rear of drinking fountain instead of 15"	
Estimated Cost		
Unknown at this time.		
Estimated Completion		
Subject to available funding.		

OPELIKA ENVIRONMENTAL SERVICES
JETER RECYCLING CENTER

765 JETER AVENUE

THIS BUILDING IS TO BE CLOSED WHEN ALL RECYCLING IS TRANSFERRED TO ANOTHER LOCATION
THE PUBIC DROPS OFF RECYCLING MATERIALS AND MOST DO NOT EXIT HIS/HER VEHICLE

Deficiency Found

Parking
Assessable Route
Signage
Communication

Priority 1 –

1.2 Parking	Parking not needed. Employees will meet and greet citizens as they pull in and remove recycling material for them. No one should exit the vehicle.
1.13 Route	Exterior Accessible Route not firm. This area will be paved when new building is built. Will replace gravel with asphalt or other surface.
1.19 Curb Ramps	No curb ramps. Will install curb ramp when new building is built.
1.44 Hardware.	Knob on one side. Will replace knob with lever, loop or push hardware.
1.46 Closer	Door closes in more than 5 seconds. Must correct pressure

Priority 2 –

2.38 Signage	There are no signage. This building consists of 2 rooms in the building other than an open area, rest room, and office.
2.50 Controls	One light switch is too high. Will change height of control.

Priority 3 –	
3.1 Toilet Rooms	No public restroom are available to the public. A sign will be posted to direct the public to a toilet room in another building on the compound that will be accessible.
Priority 4 –	
4.1 Drinking Fountains	Drinking fountain was installed prior to 3/15/12.
4.20 Fire Alarm Systems	No system.
Estimated Cost	
Unknown at this time.	
Estimated Completion	
Subject to available funding.	

Appendix D: Facility Reports for Downtown Parking Lots

Downtown Parking Inventory
2018

Public On-Street

Street	From	To	Total	ADA
No. Railroad Ave.	10th Street	9th Street	34	1
	9th Street	8th Street	41	1
	8th Street	7th Street	43	0
	7th Street	6th Street	47	1
So. Railroad Ave.	Depot	10th Street	28	2
	10th Street	9th Street	26	1
	9th Street	8th Street	88	3
	8th Street	7th Street	42	0
	7th Street	6th Street	29	0
Avenue A	10th Street	9th Street	27	0
	9th Street	8th Street	28	0
	8th Street	7th Street	23	2
	7th Street	6th Street	17	2
Avenue B	10th Street	9th Street	0	0
	9th Street	8th Street	22	0
	8th Street	7th Street	25	0
	7th Street	6th Street	0	0
Avenue C	10th Street	9th Street	0	0
	9th Street	8th Street	18	0
	8th Street	7th Street	9	0
	7th Street	6th Street	0	0
South 10th Street	RR Avenue	Avenue A	7	0
	Avenue A	Avenue B	0	0
	Avenue B	Avenue C	0	0
South 9th Street	RR Avenue	Avenue A	19	1
	Avenue A	Avenue B	21	3
	Avenue B	Avenue C	0	0
South 8th Street	RR Avenue	Avenue A	24	3
	Avenue A	Avenue B	23	2
	Avenue B	Avenue C	27	1
South 7th Street	RR Avenue	Avenue A	11	0
	Avenue A	Avenue B	14	1
	Avenue B	Avenue C	0	0
Subtotal			693	24

Public Off-Street		
Depot	13	0
10th Street Bridge	31	0
Courthouse Square	108	2
Avenue A	21	1
City Hall	86	2
Chamber of Commerce	21	2
Beside FUMC	22	2
Courthouse	133	9
Subtotal	435	18
Private Off-Street		
First Baptist Church	535	17
First Methodist Church	55	4
Event Center	28	1
Southern Union	15	2
Lee County EMA	9	1
Auburn Bank	28	2
Compass Bank	23	1
Whittelsey Law	4	0
Frank Jones, CPA	5	0
Jeff Hilyer, CPA	21	0
Tatum Dental	12	0
J. Smith Lanier	28	0
Brown Agency	10	0
AT&T	20	0
Federal Courthouse	15	0
Subtotal	808	28
Total	1936	70

Appendix E: Public Right of Way Reports Sidewalks

	Conforming		Non Conforming	
	Length (FT)	Area (SY)	Length (FT)	Area (SY)
Southeast Quad	69,330	38,170	9,968	4,638
Southwest Quad	38,560	18,239	7,785	3,404
Northeast Quad	37,697	20,968	3,753	1,945
Northwest Quad	24,250	10,989	14,660	6,516
	169,837	88,366	36,166	16,502

Miles	Acres	Miles	Acres
32.17	18.26	6.85	3.41

	Unit Price	Quantity	Cost
Removal Price per SY	$ 10.00	16,502	$ 165,018.33
Install Price per SY	$ 50.00	16,502	$ 825,091.67
			$ 990,110.00

Southeast Quadrant from S. Railroad and 10th Street/Geneva Street								
					Conforming		Non Conforming	
Roadway	Side	From	To	Width	Length	Area	Length	Area
South Railroad								
	north	S 9th Street	S 8th Street	7	420.00	326.67		
	north	S 8th Street	S 7th Street	5	435.00	241.67		
	south	Depot	10th Street	7	355.00	276.11	20.00	15.56
	south	S 10th Street	S 9th Street	7	410.00	318.89		0.00
	south	S 9th Street	S 8th Street	7	420.00	326.67		0.00
	south	S 8th Street	S 7th Street	10	420.00	466.67		0.00
	south	S 7th Street	S 6th Street	10	415.00	461.11		0.00
	south	S 6th Street	S 5th Street	4.5	400.00	200.00	30.00	15.00
	south	S 5th Street	S 4th Street	4.5	400.00	200.00		0.00
	south	S 4th Street	Jeter Street	4.5	1175.00	587.50		0.00
	south	Jeter Street	Plum	4.5	560.00	280.00		0.00
Samford Avenue	south	Plum Ave	Dover Street	4.5	670.00	335.00		
	south	Dover St	Clifford St	4.5	460.00	230.00		
	south	Cilfford St	Samford Ct	4.5	700.00	350.00		
	south	Samford Ct	Fox Run Pkwy	4.5	1730.00	865.00		
Byrd Ave	south	S 4th Street	S 3rd Street	4.5	450.00	225.00	8.00	4.00
Avenue A	north	S 10th Street	S 9th Street	4.5	390.00	195.00	40.00	20.00
	north	S 9th Street	S 8th Street	10	430.00	477.78		0.00
	north	S 8th Street	S 7th Street	8	420.00	373.33		0.00
	north	S 7th Street	S 6th Street	5.5	460.00	281.11	10.00	6.11
	north	S 6th Street	S 5th Street	4.5	290.00	145.00	50.00	25.00
	north	S 5th Street	S 4th Street	4.5	350.00	175.00	30.00	15.00
	north	S 4th Street	S 3rd Street	4.5	400.00	200.00	20.00	10.00
	south	S 10th Street	S 9th Street	4.5	310.00	155.00	120.00	60.00
	south	S 9th Street	S 8th Street	7	530.00	412.22		0.00
	south	S 8th Street	S 7th Street	12	420.00	560.00		0.00
	south	S 7th Street	S 6th Street	5.5	460.00	281.11	10.00	6.11
	south	S 6th Street	S 4th Street	4.5	330.00	165.00	415.00	207.50
	south	S4th Street	S 3rd Street	4.5			420.00	210.00
Avenue B	north	Auburn Street	S 10th Street	4.5	940.00	470.00		0.00
	north	S 10th Street	S 9th Street	4.5	420.00	210.00	10.00	5.00
	north	S 9th Street	S 8th Street	4.5	430.00	215.00		0.00
	north	S 8th Street	S 7th Street	4.5	430.00	215.00		0.00
	north	S 7th Street	S 6th Street	4.5	440.00	220.00	10.00	5.00
	south	Auburn Street	S 10th Street	4.5	850.00	425.00		0.00
	south	S 10th Street	S 9th Street	4.5	420.00	210.00	10.00	5.00
	south	S 9th Street	S 8th Street	4.5	430.00	215.00		0.00
	south	S 8th Street	S 7th Street	4.5	430.00	215.00		0.00
	south	S 7th Street	S 6th Street	4.5	440.00	220.00	10.00	5.00
Avenue C	north	Clanton Street	S 10th Street	4	400.00	177.78	200.00	88.89

	north	S 10th Street	S 9th Street	4.5	80.00	40.00	350.00	175.00
	north	S 9th Street	S 8th Street	4.5	200.00	100.00	20.00	10.00
	north	S 8th Street	S 7th Street	4	175.00	77.78		0.00
	north	S 7th Street	S 6th Street	4.5	270.00	135.00	60.00	30.00
	north	S 6th Street	end			0.00		0.00
	south	Clanton Street	S 10th Street	4	120.00	53.33	480.00	213.33
	south	S 10th Street	S 9th Street					
	south	S 9th Street	Geneva Street	4.5	110.00	55.00	40.00	20.00
	south	Geneva Street	S 8th Street	4.5	220.00	110.00	30.00	15.00
	south	S 8th Street	S 7th Street	4.5	265.00	132.50	65.00	32.50
	south	S 7th Street	S 6th Street	4.5	310.00	155.00	20.00	10.00
	south	S 6th Street	S 5th Street	4.5	210.00	105.00	180.00	90.00
	south	S 5th Street	S 4th Street	4.5	375.00	187.50	35.00	17.50
	south	S 4th Street	S 3rd Street	4.5	400.00	200.00	20.00	10.00
	south	S 3rd Street	Lee Street	4.5	400.00	200.00	10.00	5.00
	south	Lee Street	Darden Street	4.5	950.00	475.00	150.00	75.00
Avenue D	north	Geneva Street	S 8th Street	4	250.00	111.11	250.00	111.11
	north	S 8th Street	S 7th Street	4	200.00	88.89	130.00	57.78
	north	S 7th Street	S 6th Street	4	85.00	37.78	30.00	13.33
	south	Geneva Street	S 8th Street	4	250.00	111.11	250.00	111.11
	south	S 8th Street	S 7th Street	4	280.00	124.44	50.00	22.22
	south	S 7th Street	S 6th Street	4	360.00	160.00	60.00	26.67
Torbert Blvd	north	Geneva Street	S 8th Street	4	590.00	262.22	100.00	44.44
	south	Geneva Street	S 8th Street	4	490.00	217.78	30.00	13.33
Columbus Pkwy	north	S 10th Street	S 8th Street	4.5	910.00	455.00		
		S 8th Street	S 7th Street	4.5	480.00	240.00	20.00	10.00
	south	S 10th Street	S 8th Street	4.5	850.00	425.00		
		S 8th Street	S 7th Street	4.5	470.00	235.00	20.00	10.00
East Avanue	south	ML King	S 10th Street	4			500.00	222.22
Vaughn Avenue	north	Geneva Street	Glaen Street	4	500.00	222.22	40.00	17.78
W. Johnson Ave	north	Glenn Street	end	4	300.00	133.33	80.00	35.56
	south	Glenn Street	end	4	300.00	133.33	80.00	35.56
Jeter Street	north	Easy Street	Hamer Place	4	1270.00	564.44		
	north	Hamer Place	Woodrow Pl	4	435.00	193.33		
	north	Woodrow Pl	Jeter Primary	4	1020.00	453.33		
Cilfford St	south	Samford Ave	Easy Street	4	545.00	242.22		
Chester Ave	north	Easy Street	Samford Ct	4	740.00	328.89	60.00	26.67
Samford Ct	north	Samford Ave	Alice Pl	4	700.00	311.11	120.00	53.33

	south	Samford Ave	Chester Ave	4	420.00	186.67	40.00	17.78
S 10th Street	west	1st Avenue	Avenue A	5	810.00	450.00	40.00	22.22
	west	Avenue A	Avenue B	6	380.00	253.33	20.00	13.33
	west	Avenue B	Avenue C	4	405.00	180.00	20.00	8.89
	west	Avenue C	ML King Drive	4	960.00	426.67	60.00	26.67
	east	1st Avenue	Avenue A	5	810.00	450.00	40.00	22.22
	east	Avenue A	Avenue B	6	400.00	266.67	20.00	13.33
	east	Avenue B	Avenue C	4	350.00	155.56	75.00	33.33
	east	Avenue C	Short Street	4.5	490.00	245.00	50.00	25.00
	east	Short Street	Columbus Pkwy	4.5	340.00	170.00		
Geneva Street	west	Columbus Pkwy	Stowe Ave	4.5	1060.00	530.00	80.00	40.00
	east	Columbus Pkwy	Vaughn Ave	4.5	240.00	120.00		
	east	Vaughn Ave	Stowe Ave	4.5	835.00	417.50	40.00	20.00
S 9th Street	west	railroad	S. Railroad	10	85.00	94.44		
	west	S. Railroad	Avenue A	10	330.00	366.67		
	west	Avenue A	Avenue B	7	415.00	322.78		
	west	Avenue B	Avenue C	4	350.00	155.56	80.00	35.56
	west	Avenue C	Geneva Street	4	80.00	35.56	160.00	71.11
	east	railroad	S. Railroad Ave	10	85.00	94.44		
	east	S Railroad Ave	Avenue A	10	350.00	388.89		
	east	Avenue A	Avenue B	7	435.00	338.33		
	east	Avenue B	Avenue C	4.5	430.00	215.00		
	east	Avenue C	Geneva Street	4	100.00	44.44	80.00	35.56
Geneva Street	west	S 9th Street	Short Ave	4	505.00	224.44		
	west	Short Ave	Columbus Pkwy	4	335.00	148.89	40.00	17.78
	east	S. 9th Street	Avenue D	4	210.00	93.33	20.00	8.89
	east	Avenue D	Torbert Blvd	4	40.00	17.78	40.00	17.78
	east	Torbert Blvd	Columbus Pkwy	4	510.00	226.67		
	west	railroad	S Railroad Ave	8	45.00	40.00		
S 8th Street	west	S Railroad Ave	Avenue A	10	380.00	422.22		
	west	Avenue A	Avenue B	10	425.00	472.22		
	west	Avenue B	Avenue C	7	180.00	140.00		
	west	Avenue C	Avenue D	4	345.00	153.33	80.00	35.56
	west	Avenue D	Avenue E	4	375.00	166.67	60.00	26.67
	west	Avenue E	Columbus Pkwy	4	80.00	35.56	20.00	8.89
	east	railroad	S Railroad Ave	8	50.00	44.44		
	east	S Railroad Ave	Avenue A	10	390.00	433.33		
	east	Avenue A	Avenue B	10	425.00	472.22		
	east	Avenue B	Avenue C	5	415.00	230.56	10.00	5.56
	east	Avenue C	Avenue D	4	350.00	155.56	80.00	35.56
	east	Avenue D	Avenue E	4	355.00	157.78	80.00	35.56
	east	Avenue E	Columbus Pkwy	4	130.00	57.78		

	west	railroad	S Railroad Ave	10	40.00	44.44		
S 7th Street	west	S Railroad Ave	Avenue A	5	385.00	213.89		
	west	Avenue A	Avenue B	5	425.00	236.11		
	west	Avenue B	Avenue C	5	415.00	230.56	10.00	5.56
	west	Avenue C	Avenue D	4	405.00	180.00	20.00	8.89
	west	Avenue D	Avenue E	4	415.00	184.44	15.00	6.67
	east	railroad	S Railroad Ave	10	40.00	44.44		
	east	S Railroad Ave	Avenue A	5	385.00	213.89		
	east	Avenue A	Avenue B	8	425.00	377.78		
	east	Avenue B	Avenue C	5	330.00	183.33	100.00	55.56
	east	Avenue C	Avenue D	4.5	410.00	205.00	20.00	10.00
	east	Avenue D	Avenue E	4.5	400.00	200.00	15.00	7.50
	east	Avenue E	Columbus Pkwy	4	350.00	155.56	150.00	66.67
S 6th Street	west	1st Avenue	Avenue A	5	825.00	458.33		
	west	S Railroad	Avenue A	10	350.00	388.89	20.00	22.22
	west	Avenue A	Avenue B	4.5	390.00	195.00	20.00	10.00
	west	Avenue B	Avenue C	4.5	385.00	192.50	20.00	10.00
	west	Avenue C	Avenue D	4.5	390.00	195.00	20.00	10.00
	east	1st Avenue	Avenue A	5	825.00	458.33		
	east	S Railroad	Avenue A	10	350.00	388.89	20.00	22.22
	east	Avenue A	Avenue B	4.5	390.00	195.00	20.00	10.00
	east	Avenue B	Avenue C	4.5	385.00	192.50	20.00	10.00
	east	Avenue C	Avenue D	4.5	390.00	195.00	20.00	10.00
S 5th Street	west	S Railroad Ave	Avenue A	4			370.00	164.44
		N. Railroad Ave	S Railroad Ave	4.5	130.00	65.00		
	east	S Railroad Ave	Avenue A	4	15.00	6.67	390.00	173.33
S 4th Street	west	S Railroad Ave	Avenue A	4	395.00	175.56	130.00	57.78
	west	Avenue A	Avenue B	4	160.00	71.11	270.00	120.00
	west	Avenue B	Avenue C	4	325.00	144.44	90.00	40.00
	west	Avenue C	Avenue D	4	360.00	160.00	70.00	31.11
	west	Avenue D	Avenue E	4	290.00	128.89	140.00	62.22
	west	Avenue E	Columbus Pkwy	4	1200.00	533.33	450.00	200.00
	east	S Railroad Ave	Avenue A	4	450.00	200.00	75.00	33.33
	east	Avenue A	Avenue B	4	160.00	71.11	250.00	111.11
	east	Avenue B	Avenue C	4	235.00	104.44	190.00	84.44
	east	Avenue C	Avenue D	4	340.00	151.11	100.00	44.44
	east	Avenue D	Avenue E	4	320.00	142.22	110.00	48.89
	east	Avenue E	Roden Ct	4	600.00	266.67	30.00	13.33
	east	Roden Ct	Bedell Ave	4	430.00	191.11	120.00	53.33
	east	Bedell Ave	Columbus Pkwy	4	250.00	111.11	190.00	84.44
Darden Street	east	Jeter Avenue	Brannon Ave	4	440.00	195.56	100.00	44.44
	east	Brannon Ave	Palmer Ave	4	260.00	115.56	80.00	35.56

Easy Street	east	Chester Ave	Vero Ct	4	350.00	155.56	60.00	26.67
	east	Vero Ct	Jeter Ave	4	600.00	266.67	30.00	13.33
Raintree Street	west	Jeter Street	Brannon Ave	4	460.00	204.44	45.00	20.00
	west	Brannon Street	Palmer Street	4	220.00	97.78	10.00	4.44
	west	Palmer Street	Maple Ave	4	450.00	200.00	250.00	111.11
Lafayette Pkwy	east	Samford Ave	OHS	4	1130.00	502.22		

Southwest Quadrant from 1st Avenued and 10th Street/Geneva Street

					Conforming		Non Conforming	
Roadway	Side	From	To	Width	Length	Area	Length	Area
Auburn Street	east	Avenue B	Fruitland Ave	5	510	283.33		
	east	Fruitalnd Ave	Grove Ave	5	470	261.11		
	east	Grove Ave	Orchard Ave	4	290	128.89		
	east	Orchard	Hurst Street	4			900	400.00
Auburn Street	west	Avenue B	Fruitland Ave	5	525	291.67		
	west	Fruitland Ave	Grove Ave	5	460	255.56		
	west	Grove Ave	Orchard Ave	4	260	115.56	30	13.33
	west	Orchard Ave	Auburn Pl	4			675	300.00
	west	Orchard Ave	Hurst Street	4			430	191.11
ML King Blvd	north	Hurst Street	Magnolia Street	4			1900	844.44
	north	Magnolia Street	Clanton Street	4			430	191.11
	south	Hurst Street	Branch Street	4			750	333.33
	south	Branch Street	South Street	4			430	191.11
	south	South Street	Elm Street	4			430	191.11
	south	Elm Street	Magnolia Street	4			260	115.56
	south	Magnolia Street	Clanton Street	4			420	186.67
Carver Ave	south	South Street	Toomer Street	4	210	93.33		
	south	Toomer Street	Carver Primary	4	600	266.67		
Elm Street	south	ML King Blvd	Elm Ct	3.5	440	171.11	250	97.22
	south	Elm Ct	Magnolia Street	3.5	150	58.33	160	62.22
Magnolia Street	north	ML King Blvd	Harper Street	3.5	275	106.94	40	15.56
	north	Harper Street	Carver Ave	3.5	960	373.33	180	70.00
Toomer Street	east	Carver Ave	Cherry Ave	4	820	364.44	40	17.78
		Cherry Ave	Spring Hill Ave	4	490	217.78	40	17.78
Spring Hill Ave	north	Toomer Street	Linsey Ct	4	330	146.67		
W.E. Morton Ave	south	Hurst Street	S. Antioch Circle	3.5	350	136.11	280	108.89
	south	S. Antioch Circle	S. Antioch Circle	3.5	150	58.33		
	south	S. Antioch Circle	Toomer Street	3.5	350	136.11	100	38.89
	north	N. Antioch Circle	N. Antioch Circle	4	160	71.11	40	17.78
		N. Antioch Circle	Toomer Street	4	460	204.44		
Century Blvd	north	Thomason Drive	Centry Lane	4	1030	457.78		
	north	Century Lane	Cul-de-sac	4	1840	817.78		
Century Lane	east	Centruy Blvd	Cul-de-sac	4	600	266.67		
Solustus Circle	outer	Centry Blvd	Centruy Blvd	4	1640	728.89		
	inner	Centry Blvd	Solstice Ct	4	640	284.44		
	inner	Solicstice Ct	Solstice Ct	4	1470	653.33		
Frederick Rd	south	City Limits	Watson St	4	1390	617.78		
	south	Watson St	Talley Ave	4	760	337.78		
	south	Talley Ave	Corporate Park Dr	4	1330	591.11		
	south	Corporate Park Dr	Hair Expo	4	500	222.22		

	south	Hair Expo	Enterprise Drive	4	1170	520.00		
	south	Enterprise Drive	Lambert Loop	4	800	355.56		
Interstate Drive	south	cul-de-sac	Enterprise Dr	5	750	416.67		
Corporate Park Dr	east	Interstate Dr	Frederick Rd	5	250	138.89		
Enterprise Drive	west	Frederick Rd	Tiger Town Pkwy	6	1160	773.33		
	west	Tiger Town Pkwy	Interstate Dr	6	1100	733.33		
Tigertown Pkwy	north	Enterprise Dr	Gateway Drive	6	930	620.00		
	south	Enterprise Dr	Gateway Drive	6	950	633.33		
Gwynne's Way	south	Tara Ct	Matsu Ln	4	330	146.67		
	south	Matsu Ln	Samantha Ln	4	240	106.67		
	south	Samantha Ln	Wyndham Gates Blvd	4	200	88.89		
	south	Wyndham Gates Blvd	Jennifer Ct.	4	600	266.67		
	south	Jennifer Ct	Cul-de-sac	4	200	88.89		
Tara Ct	west	Lori Lane	Dingo Drive	4	435	193.33		
	west	Dingo Drive	Gwynne's Way	4	720	320.00		
Matsu Ln	west	Lori Lane	Gwynne's Way	4	1000	444.44		
Samatha Ln	west	Lori Lane	Gwynne's Way	4	870	386.67		
Wyndham Gate Blvd	west	Lori Lane	Gwynne's Way	4	700	311.11		
Jennifer Ct	west	cul-de-sac	Gwynne's Way	4	240	106.67		
Mckinley Lane	south	cul-de-sac	Stillwood Way	4	250	111.11		
	south	Stillwood Way	Elington Lane	4	840	373.33		
	south	Elington Lane	Emory Ln	4	1090	484.44		
Stillwood Way	south	McKinley Ln	Elington Ln	4	1050	466.67		
	south	Elington Ln	Emory Ln	4	850	377.78		
Elington Ln	east	Stillwood Way	McKinley Dr	4	275	122.22		
Edgemont St	west	Ballard Ave	Southridge Ct	4	330	146.67		
Southridge Ct	south	Edgemont St	Hillside Circle	4	120	53.33		
	south	Hillside Circle	Cul-de-sac	4	210	93.33		
Hillside Circle	east	Southridge Ct	cul-de-sac	4	220	97.78		
Waterford Blvd	west	Crawford Rd	Lismore Dr	4	130	57.78		
Lismore Dr	north	Arlee Ave	Lismore Ct	4	100	44.44		
	north	Lismore Ct	Britany Ln	4	110	48.89		
Britany Ln	east	Lismore Dr	end	4	880	391.11		

Northeast Quadrant from North RR Avenued and 10th Street/Oak Bowery								
					Conforming		Non Conforming	
Roadway	Side	From	To	Width	Length	Area (SY)	Length	Area(SY)
North Railroad	north	N 10th Street	N 9th Street	6	425.00	283.33		
	north	N 9th Street	N 8th Street	15	415.00	691.67		
	north	N 8th Street	N 7th Street	15	420.00	700.00		
	north	N 7th Street	N 6th Street	15	435.00	725.00		
1st Avenue	south	N 10th Street	N 9th Street	4.5	295.00	147.50	120.00	60.00
	south	N 9th Street	N 8th Street	4.5	400.00	200.00	15.00	7.50
	south	N 8th Street	N 7th Street	4.5	315.00	157.50	100.00	50.00
	south	N 7th Street	N 6th Street	5	200.00	111.11	240.00	133.33
	south	N 6th Street	N 5th Street	4.5	285.00	142.50	105.00	52.50
	south	N 5th Street	N 4th Street	4.5	405.00	202.50	25.00	12.50
	north	N 10th Street	N 9th Street	4.5	345.00	172.50	70.00	35.00
	north	N 9th Street	N 8th Street	4.5	355.00	177.50	60.00	30.00
	north	N 8th Street	N 7th Street	4.5	215.00	107.50	200.00	100.00
	north	N 7th Street	N 6th Street	4.5	390.00	195.00	25.00	12.50
	north	N 6th Street	N 5th Street	4.5	415.00	207.50	25.00	12.50
	north	N 5th Street	N 4th Street	4.5	340.00	170.00	50.00	25.00
2nd Avenue	south	N 10th Street	N 9th Street	4.5	400.00	200.00	15.00	7.50
	south	N 9th Street	N 8th Street	4.5	390.00	195.00	40.00	20.00
	south	N 8th Street	N 7th Street	4.5	390.00	195.00	30.00	15.00
	south	N 7th Street	N 6th Street	4.5	410.00	205.00	0.00	0.00
	south	N 6th Street	N 5th Street	4.5	405.00	202.50	0.00	0.00
	south	N 5th Street	N 4th Street	6	382.00	254.67	48.00	32.00
	south	N 4th Street	N 3rd Street	6	410.00	273.33	0.00	0.00
	south	N 3rd Street	Samford Ave	6	570.00	380.00	100.00	66.67
	north	N 10th Street	N 9th Street	4.5	350.00	175.00	75.00	37.50
	north	N 9th Street	N 8th Street	4.5	370.00	185.00	60.00	30.00
	north	N 8th Street	N 7th Street	4.5	380.00	190.00	50.00	25.00
	north	N 7th Street	N 6th Street	4.5	355.00	177.50	75.00	37.50
	north	N 6th Street	N 5th Street	4.5	110.00	55.00	220.00	110.00
	north	N 5th Street	N 4th Street	4.5	415.00	207.50	15.00	7.50
	north	N 4th Street	N 3rd Street	4.5	400.00	200.00	25.00	12.50
	north	N 3rd Street	N 2nd Street	4.5	410.00	205.00	15.00	7.50
	north	N 2nd Street	Samford Ave	4.5	150.00	75.00	15.00	7.50
3rd Avenue	south	N 10th Street	N 9th Street					
	south	N 9th Street	N 8th Street					
	south	N 8th Street	N 7th Street					
	south	N 7th Street	N 6th Street					
	south	N 6th Street	N 5th Street					
	south	N 5th Street	N 4th Street					
	south	N 4th Street	N 3rd Street					
	south	N 2nd Street	N 1st Street					

	north	N 10th Street	N 9th Street					
	north	N 9th Street	N 8th Street					
	north	N 7th Street	N 6th Street					
	north	N 6th Street	N 5th Street					
	north	N 5th Street	N 4th Street					
	north	N 4th Street	N 3rd Street					
4th Avenue	south	N 10th Street	N 9th Street					
	south	N 9th Street	N 8th Street					
	south	N 8th Street	N 7th Street					
	south	N 7th Street	N 6th Street					
	south	N 6th Street	N 5th Street					
	north	N 10th Street	N 9th Street					
	north	N 9th Street	N 8th Street					
5th Avenue	south	N 10th Street	N 9th Street					
	south	N 9th Street	N 8th Street					
	south	N 8th Street	N 7th Street					
	north	N 10th Street	N 9th Street					
	north	N 9th Street	N 8th Street					
	north	N 8th Street	N 7th Street					
6th Avenue	south	N 5th Street	N 4th Street					
	north	N 8th Street	N 7th Street					
	north	N 6th Street	N 5th Street					
	north	N 5th Street	N 4th Street					
7th Avenue	south	N 8th Street	N 7th Street					
		N 7th Street	N 6th Street					
		N 6th Street	N 5th Street					
	north	N 8th Street	N 7th Street					
N 10th Street	east	N Railroad Ave	1st Avenue					
	east	1st Aveneu	2nd Avenue					
	east	2nd Avenue	3rd Avenue					
	east	3rd Avenue	4th Avenue					
	east	4th Avenue	5th Avenue					
	east	5th Avneue	Renfro Avenue					
	west	N Railroad Ave	1st Avenue					
	west	1st Aveneu	2nd Avenue					
	west	2nd Avenue	3rd Avenue					
	west	3rd Avenue	4th Avenue					
	west	4th Avenue	5th Avenue					
	west	5th Avenue	6th Avenue					

	west	6th Avenue	Victoria Ave					
	west	Victoria Ave	Sunset Drive					
	west	Sunset Drive	Bonita Ave					
	east	RR Tracks	N Railroad Ave	8	45.00	40.00		
N 9th Street	east	N Railroad Ave	1st Avenue	5	155.00	86.11	75.00	41.67
	east	1st Aveneu	2nd Avenue	5	390.00	216.67	25.00	13.89
	east	2nd Avenue	3rd Avenue	4.5	430.00	215.00		0.00
	east	3rd Avenue	4th Avenue	4.5	405.00	202.50	25.00	12.50
	east	4th Avenue	5th Avenue	4.5	415.00	207.50	15.00	7.50
	west	RR Tracks	N Railroad Ave	8	45.00	40.00		
	west	N Railroad Ave	1st Avenue	5	250.00	138.89	50.00	27.78
	west	1st Aveneu	2nd Avenue	4.5	340.00	170.00	75.00	37.50
	west	2nd Avenue	3rd Avenue	4.5	320.00	160.00	110.00	55.00
	west	3rd Avenue	4th Avenue	4.5	430.00	215.00		0.00
	west	4th Avenue	5th Avenue	4.5	430.00	215.00		0.00
	east	RR Tracks	N Railroad	8	45.00	40.00		
N 8th Street	east	N Railroad Ave	1st Avenue	8	230.00	204.44		
	east	1st Aveneu	2nd Avenue	4.5	370.00	185.00	50.00	25.00
	east	2nd Avenue	3rd Avenue	4.5	430.00	215.00		0.00
	east	3rd Avenue	4th Avenue	4.5	415.00	207.50	15.00	7.50
	east	4th Avenue	5th Avenue	4.5	430.00	215.00		0.00
	east	5th Avenue	6th Avenue	4.5	430.00	215.00		0.00
	east	6th Avenue	7th Avenue	4.5	430.00	215.00		0.00
	west	RR Tracks	N Ralroad Ave	8	45.00	40.00		0.00
	west	N Railroad Ave	1st Avenue	8	180.00	160.00	50.00	44.44
	west	1st Aveneu	2nd Avenue	4.5	390.00	195.00	30.00	15.00
	west	2nd Avenue	3rd Avenue	4.5	430.00	215.00		0.00
	west	3rd Avenue	4th Avenue	4.5	430.00	215.00		0.00
	west	4th Avenue	5th Avenue	4.5	380.00	190.00	50.00	25.00
	west	5th Avenue	6th Avenue	4.5	430.00	215.00		0.00
	west	6th Avenue	7th Avenue	4.5	415.00	207.50	15.00	7.50
	east	RR Tracks	N Railroad Ave	8	40.00	35.56		0.00
N 7th Street	east	N Railroad Ave	1st Avenue	5	220.00	122.22	20.00	11.11
	east	1st Aveneu	2nd Avenue	4.5	400.00	200.00	20.00	10.00
	east	2nd Avenue	3rd Avenue	4.5	400.00	200.00	30.00	15.00
	west	RR Tracks	N Railroad Ave	8	40.00	35.56		0.00
	west	N Railroad Ave	1st Avenue	5	220.00	122.22	20.00	11.11
	west	1st Aveneu	2nd Avenue	4.5	400.00	200.00	20.00	10.00

	west	2nd Avenue	3rd Avenue	4.5	350.00	175.00	80.00	40.00
N 6th Street	east	north bridge	1st Avenue	4.5	150.00	75.00	20.00	10.00
	east	1st Aveneu	2nd Avenue	4.5	375.00	187.50	10.00	5.00
	east	2nd Avenue	3rd Avenue	4.5	375.00	187.50	35.00	17.50
	east	3rd Avenue	4th Avenue	4.5	250.00	125.00	100.00	50.00
	east	4th Avenue	5th Avenue	4.5	270.00	135.00	30.00	15.00
	west	north bridge	1st Avenue	4.5	150.00	75.00	20.00	10.00
	west	1st Aveneu	2nd Avenue	4.5	350.00	175.00	35.00	17.50
	west	2nd Avenue	3rd Avenue	4.5	400.00	200.00	15.00	7.50
	west	3rd Avenue	4th Avenue	4.5	380.00	190.00	50.00	25.00
	west	4th Avenue	5th Avenue	4.5	270.00	135.00	30.00	15.00
N 5th Street	east	N Railroad Ave	1st Avenue	4.5	220.00	110.00	10.00	5.00
	east	1st Aveneu	2nd Avenue	4.5	370.00	185.00	50.00	25.00
	east	2nd Avenue	3rd Avenue	4.5	280.00	140.00	150.00	75.00
	east	3rd Avenue	4th Avenue	4.5	300.00	150.00	130.00	65.00
	east	4th Avenue	5th Avenue	4.5	430.00	215.00		0.00
	east	5th Avenue	6th Avenue	4.5	430.00	215.00		0.00
	east	6th Avenue	Park Road	4.5	430.00	215.00		0.00
	east	7th Avenue	8th Avenue	4.5	520.00	260.00		0.00
	west	N Railroad Ave	1st Avenue	4.5	100.00	50.00	130.00	65.00
	west	1st Aveneu	2nd Avenue	4.5	400.00	200.00	20.00	10.00
	west	2nd Avenue	3rd Avenue	4.5	400.00	200.00	30.00	15.00
	west	3rd Avenue	4th Avenue	4.5	390.00	195.00	40.00	20.00
	west	4th Avenue	5th Avenue	4.5	430.00	215.00		0.00
	west	5th Avenue	6th Avenue	4.5	430.00	215.00		0.00
	west	6th Avenue	7th Avenue	4.5	430.00	215.00		0.00
N 4th Street	east	N Railroad Ave	1st Avenue	4.5	50.00	25.00	15.00	7.50
	east	1st Aveneu	2nd Avenue	4.5	415.00	207.50	15.00	7.50
	east	2nd Avenue	3rd Avenue	4.5	380.00	190.00	50.00	25.00
	east	3rd Avenue	4th Avenue	4.5	275.00	137.50	15.00	7.50
	west	1st Aveneu	2nd Avenue	4.5	415.00	207.50	15.00	7.50
	west	2nd Avenue	3rd Avenue	4.5	300.00	150.00	130.00	65.00
N 1st street	west	3rd Avenue	4th Avenue	4.5	50.00	25.00		
Denson Drive	west	8th Avenue	Mclure Avenue	4.5	915.00	457.50	15.00	7.50
Calcutta Drive	east	Delhi Drive	Grestone Ln	4.5	1325.00	662.50		
	east	Greyston Ln	Rockledge Cir	4.5	480.00	240.00		
	west	Delhi Drive	Calcutta Ct	4.5	470.00	235.00		
	west	Calcutta Ct	Greenbriar St	4.5	935.00	467.50		

Northwest Quadrant from 1st Avenue and 10th Street/Oak Bowery

					Conforming		Non Conforming	
Roadway	Side	From	To	Width	Length	Area	Length	Area
1st Avenue	north	N 26th Street	N 25th Street	4			290	128.89
	north	N 25th Street	N 24th Street	4			280	124.44
	north	N 24th Street	N 22nd Street	4	350	155.56		
	south	N 28th Street	N 24th Street	4	230	102.22	900	400.00
								0.00
	north	Simmons Street	N 14th Place	4	340	151.11		
	north	N 14th Place	N 14th Street	4			90	40.00
	north	N 14th Street	N 13th Street	4			200	88.89
	north	N 13th Street	N 11th Street	4			720	320.00
	north	N 11th Street	N 10th Street	4			330	146.67
	south	N 14th Street	N 13th Street	4	160	71.11	250	111.11
	south	N 13th Street	N 11th Street	4			450	200.00
	south	N 11th Street	N 10th Street	4			430	191.11
2nd Avenue	north	N 28th Street	N 27th Street	4	30	13.33	60	26.67
	north	N 26th Street	N 25th Street	4			300	133.33
	north	N 25th Street	N 24th Street	4	200	88.89	80	35.56
	north	N 24th Street	N 23rd Street	4	90	40.00	200	88.89
	north	N 23rd Street	N 22nd Street	4			200	88.89
	south	N 25th Street	N 24th Street	4	200	88.89	80	35.56
	north	Pleasant Drive	N 16th Place	4	420	186.67	250	111.11
	north	N 16th Place	N 16th Street	4	310	137.78	90	40.00
	north	N 16th Street	Simmons Street	4	510	226.67	530	235.56
	north	Simmons Street	N 11th Street	4	1400	622.22	1000	444.44
	north	N 11th Street	N 10th Street	4	350	155.56	50	22.22
	south	N 17th Place	N 16th Place	4	550	244.44	320	142.22
	south	N 16th Place	N 16th Street	4			145	64.44
	south	N 16th Street	Simmons Street	4	650	288.89	370	164.44
	south	Simmons Street	N 14th Place	4	100	44.44	300	133.33
	south	N 14th Place	N 14th Street	4	50	22.22	200	88.89
	south	N 14th Street	N 11th Street	4	1000	444.44	400	177.78
	south	N 11th Street	N 10th Street	4	60	26.67	330	146.67
3rd Avenue	north	N 26th Street	N 25th Street	4	180	80.00	100	44.44
	north	N 25th Street	N 24th Street	4	260	115.56	40	17.78
	north	N 24th Street	N 23rd Street	4	230	102.22	50	22.22
	north	N 23rd Street	N 22nd Street	4	310	137.78	50	22.22
	south	N 26th Street	N 25th Street	4	180	80.00	100	44.44
	south	N 25th Street	N 24th Street	4	260	115.56	40	17.78
	south	N 24th Street	N 23rd Street	4	230	102.22	50	22.22
	south	N 23rd Street	N 22nd Street	4	300	133.33	40	17.78
	north	N 13th Street	N 12th Street	4	240	106.67	175	77.78
	north	N 12th Street	N 11th Street	4	380	168.89	30	13.33
	north	N 11th Street	N 10th Street	4	390	173.33	20	8.89

	south	N 13th Street	N 12th Street	4	250	111.11	160	71.11
	south	N 12th Street	N 11th Street	4	390	173.33	30	13.33
	south	N 11th Street	N 10th Street	4	400	177.78	20	8.89
Fitzpatric Ave	north	Westwood Street	Floral Street	4	900	400.00	80	35.56
	south	Westwood Street	Floral Street	4	810	360.00	200	88.89
4th Avenue	north	Floral Street	N 11th Street	4	350	155.56	60	26.67
	north	N 11th Street	N 10th Street	4	315	140.00	100	44.44
	south	N 12th Street	N 11th Street	4	270	120.00	145	64.44
	south	N 11th Street	N 10th Street	4	360	160.00	65	28.89
N 11th Street	east	1st Avenue	2nd Avenue	4			215	95.56
	east	2nd Avenue	3rd Avenue	4	200	88.89	220	97.78
	east	3rd Avenue	4th Avenue	4	390	173.33	40	17.78
	west	1st Avenue	2nd Avenue	4			415	184.44
	west	2nd Avenue	3rd Avenue	4	185	82.22	100	44.44
	west	3rd Avenue	4th Avenue	4	390	173.33	40	17.78
N 12th Street	west	2nd Avenue	3rd Avenue	4			140	62.22
	west	3rd Avenue	4th Avenue	4	120	53.33	300	133.33
Pleasant Drive	east	5th Avenue	railroad tracks	4	740	328.89		
N 20th Street	east	1st Avenue	Pepperell Pkwy	5	950	527.78		
	west	1st Avenue	Pepperell Pkwy	5	950	527.78		
N 22nd Street	east	1st Avenue	2nd Avenue	4	500	222.22		
N 24th Street	east	1st Avenue	2nd Avenue	4			500	222.22
	west	1st Avenue	2nd Avenue	4			500	222.22
	west	2nd Avenue	3rd Avenue	4	490	217.78	10	4.44
	west	3rd Avenue	Pepperell Pkwy	4	515	228.89		
N 25th Street	east	1st Avenue	2nd Avenue	4	20	8.89	480	213.33
	west	1st Avenue	2nd Avenue	4	30	13.33	470	208.89
	west	2nd Avenue	3rd Avenue	4	300	133.33	70	31.11
	west	3rd Avenue	Pepperell Pkwy	4	480	213.33	20	8.89
N 26th Street	east	1st Avenue	2nd Avenue	4	75	33.33	100	44.44
	east	2nd Avenue	3rd Avenue	4	460	204.44	40	17.78
	east	3rd Avenue	Pepperell Pkwy	4	200	88.89	300	133.33
	west	2nd Avenue	3rd Avenue	4	450	200.00	50	22.22
	west	3rd Avenue	Pepperell Pkwy	4	200	88.89	250	111.11
Live Oak Circle	Outer	loop		4	2600	1155.56		

Southeast Quadrant from S. Railroad and 10th Street/Geneva Street								
					Conforming		Non Conforming	
Roadway	Side	From	To	Width	Length	Area	Length	Area
South Railroad								
	north	S 9th Street	S 8th Street	7	420.00	326.67		
	north	S 8th Street	S 7th Street	5	435.00	241.67		
	south	Depot	10th Street	7	355.00	276.11	20.00	15.56
	south	S 10th Street	S 9th Street	7	410.00	318.89		0.00
	south	S 9th Street	S 8th Street	7	420.00	326.67		0.00
	south	S 8th Street	S 7th Street	10	420.00	466.67		0.00
	south	S 7th Street	S 6th Street	10	415.00	461.11		0.00
	south	S 6th Street	S 5th Street	4.5	400.00	200.00	30.00	15.00
	south	S 5th Street	S 4th Street	4.5	400.00	200.00		0.00
	south	S 4th Street	Jeter Street	4.5	1175.00	587.50		0.00
	south	Jeter Street	Plum	4.5	560.00	280.00		0.00
Samford Avenue	south	Plum Ave	Dover Street	4.5	670.00	335.00		
	south	Dover St	Clifford St	4.5	460.00	230.00		
	south	Cilfford St	Samford Ct	4.5	700.00	350.00		
	south	Samford Ct	Fox Run Pkwy	4.5	1730.00	865.00		
Byrd Ave	south	S 4th Street	S 3rd Street	4.5	450.00	225.00	8.00	4.00
Avenue A	north	S 10th Street	S 9th Street	4.5	390.00	195.00	40.00	20.00
	north	S 9th Street	S 8th Street	10	430.00	477.78		0.00
	north	S 8th Street	S 7th Street	8	420.00	373.33		0.00
	north	S 7th Street	S 6th Street	5.5	460.00	281.11	10.00	6.11
	north	S 6th Street	S 5th Street	4.5	290.00	145.00	50.00	25.00
	north	S 5th Street	S 4th Street	4.5	350.00	175.00	30.00	15.00
	north	S 4th Street	S 3rd Street	4.5	400.00	200.00	20.00	10.00
	south	S 10th Street	S 9th Street	4.5	310.00	155.00	120.00	60.00
	south	S 9th Street	S 8th Street	7	530.00	412.22		0.00
	south	S 8th Street	S 7th Street	12	420.00	560.00		0.00
	south	S 7th Street	S 6th Street	5.5	460.00	281.11	10.00	6.11
	south	S 6th Street	S 4th Street	4.5	330.00	165.00	415.00	207.50
	south	S4th Street	S 3rd Street	4.5			420.00	210.00
Avenue B	north	Auburn Street	S 10th Street	4.5	940.00	470.00		0.00
	north	S 10th Street	S 9th Street	4.5	420.00	210.00	10.00	5.00
	north	S 9th Street	S 8th Street	4.5	430.00	215.00		0.00
	north	S 8th Street	S 7th Street	4.5	430.00	215.00		0.00
	north	S 7th Street	S 6th Street	4.5	440.00	220.00	10.00	5.00
	south	Auburn Street	S 10th Street	4.5	850.00	425.00		0.00
	south	S 10th Street	S 9th Street	4.5	420.00	210.00	10.00	5.00
	south	S 9th Street	S 8th Street	4.5	430.00	215.00		0.00
	south	S 8th Street	S 7th Street	4.5	430.00	215.00		0.00
	south	S 7th Street	S 6th Street	4.5	440.00	220.00	10.00	5.00
Avenue C	north	Clanton Street	S 10th Street	4	400.00	177.78	200.00	88.89

	north	S 10th Street	S 9th Street	4.5	80.00	40.00	350.00	175.00
	north	S 9th Street	S 8th Street	4.5	200.00	100.00	20.00	10.00
	north	S 8th Street	S 7th Street	4	175.00	77.78		0.00
	north	S 7th Street	S 6th Street	4.5	270.00	135.00	60.00	30.00
	north	S 6th Street	end			0.00		0.00
	south	Clanton Street	S 10th Street	4	120.00	53.33	480.00	213.33
	south	S 10th Street	S 9th Street					
	south	S 9th Street	Geneva Street	4.5	110.00	55.00	40.00	20.00
	south	Geneva Street	S 8th Street	4.5	220.00	110.00	30.00	15.00
	south	S 8th Street	S 7th Street	4.5	265.00	132.50	65.00	32.50
	south	S 7th Street	S 6th Street	4.5	310.00	155.00	20.00	10.00
	south	S 6th Street	S 5th Street	4.5	210.00	105.00	180.00	90.00
	south	S 5th Street	S 4th Street	4.5	375.00	187.50	35.00	17.50
	south	S 4th Street	S 3rd Street	4.5	400.00	200.00	20.00	10.00
	south	S 3rd Street	Lee Street	4.5	400.00	200.00	10.00	5.00
	south	Lee Street	Darden Street	4.5	950.00	475.00	150.00	75.00
Avenue D	north	Geneva Street	S 8th Street	4	250.00	111.11	250.00	111.11
	north	S 8th Street	S 7th Street	4	200.00	88.89	130.00	57.78
	north	S 7th Street	S 6th Street	4	85.00	37.78	30.00	13.33
	south	Geneva Street	S 8th Street	4	250.00	111.11	250.00	111.11
	south	S 8th Street	S 7th Street	4	280.00	124.44	50.00	22.22
	south	S 7th Street	S 6th Street	4	360.00	160.00	60.00	26.67
Torbert Blvd	north	Geneva Street	S 8th Street	4	590.00	262.22	100.00	44.44
	south	Geneva Street	S 8th Street	4	490.00	217.78	30.00	13.33
Columbus Pkwy	north	S 10th Street	S 8th Street	4.5	910.00	455.00		
		S 8th Street	S 7th Street	4.5	480.00	240.00	20.00	10.00
	south	S 10th Street	S 8th Street	4.5	850.00	425.00		
		S 8th Street	S 7th Street	4.5	470.00	235.00	20.00	10.00
East Avanue	south	ML King	S 10th Street	4			500.00	222.22
Vaughn Avenue	north	Geneva Street	Glaen Street	4	500.00	222.22	40.00	17.78
W. Johnson Ave	north	Glenn Street	end	4	300.00	133.33	80.00	35.56
	south	Glenn Street	end	4	300.00	133.33	80.00	35.56
Jeter Street	north	Easy Street	Hamer Place	4	1270.00	564.44		
	north	Hamer Place	Woodrow Pl	4	435.00	193.33		
	north	Woodrow Pl	Jeter Primary	4	1020.00	453.33		
Cilfford St	south	Samford Ave	Easy Street	4	545.00	242.22		
Chester Ave	north	Easy Street	Samford Ct	4	740.00	328.89	60.00	26.67
Samford Ct	north	Samford Ave	Alice Pl	4	700.00	311.11	120.00	53.33

	south	Samford Ave	Chester Ave	4	420.00	186.67	40.00	17.78
S 10th Street	west	1st Avenue	Avenue A	5	810.00	450.00	40.00	22.22
	west	Avenue A	Avenue B	6	380.00	253.33	20.00	13.33
	west	Avenue B	Avenue C	4	405.00	180.00	20.00	8.89
	west	Avenue C	ML King Drive	4	960.00	426.67	60.00	26.67
	east	1st Avenue	Avenue A	5	810.00	450.00	40.00	22.22
	east	Avenue A	Avenue B	6	400.00	266.67	20.00	13.33
	east	Avenue B	Avenue C	4	350.00	155.56	75.00	33.33
	east	Avenue C	Short Street	4.5	490.00	245.00	50.00	25.00
	east	Short Street	Columbus Pkwy	4.5	340.00	170.00		
Geneva Street	west	Columbus Pkwy	Stowe Ave	4.5	1060.00	530.00	80.00	40.00
	east	Columbus Pkwy	Vaughn Ave	4.5	240.00	120.00		
	east	Vaughn Ave	Stowe Ave	4.5	835.00	417.50	40.00	20.00
S 9th Street	west	railroad	S. Railroad	10	85.00	94.44		
	west	S. Railroad	Avenue A	10	330.00	366.67		
	west	Avenue A	Avenue B	7	415.00	322.78		
	west	Avenue B	Avenue C	4	350.00	155.56	80.00	35.56
	west	Avenue C	Geneva Street	4	80.00	35.56	160.00	71.11
	east	railroad	S. Railroad Ave	10	85.00	94.44		
	east	S Railroad Ave	Avenue A	10	350.00	388.89		
	east	Avenue A	Avenue B	7	435.00	338.33		
	east	Avenue B	Avenue C	4.5	430.00	215.00		
	east	Avenue C	Geneva Street	4	100.00	44.44	80.00	35.56
Geneva Street	west	S 9th Street	Short Ave	4	505.00	224.44		
	west	Short Ave	Columbus Pkwy	4	335.00	148.89	40.00	17.78
	east	S. 9th Street	Avenue D	4	210.00	93.33	20.00	8.89
	east	Avenue D	Torbert Blvd	4	40.00	17.78	40.00	17.78
	east	Torbert Blvd	Columbus Pkwy	4	510.00	226.67		
	west	railroad	S Railroad Ave	8	45.00	40.00		
S 8th Street	west	S Railroad Ave	Avenue A	10	380.00	422.22		
	west	Avenue A	Avenue B	10	425.00	472.22		
	west	Avenue B	Avenue C	7	180.00	140.00		
	west	Avenue C	Avenue D	4	345.00	153.33	80.00	35.56
	west	Avenue D	Avenue E	4	375.00	166.67	60.00	26.67
	west	Avenue E	Columbus Pkwy	4	80.00	35.56	20.00	8.89
	east	railroad	S Railroad Ave	8	50.00	44.44		
	east	S Railroad Ave	Avenue A	10	390.00	433.33		
	east	Avenue A	Avenue B	10	425.00	472.22		
	east	Avenue B	Avenue C	5	415.00	230.56	10.00	5.56
	east	Avenue C	Avenue D	4	350.00	155.56	80.00	35.56
	east	Avenue D	Avenue E	4	355.00	157.78	80.00	35.56
	east	Avenue E	Columbus Pkwy	4	130.00	57.78		

	west	railroad	S Railroad Ave	10	40.00	44.44		
S 7th Street	west	S Railroad Ave	Avenue A	5	385.00	213.89		
	west	Avenue A	Avenue B	5	425.00	236.11		
	west	Avenue B	Avenue C	5	415.00	230.56	10.00	5.56
	west	Avenue C	Avenue D	4	405.00	180.00	20.00	8.89
	west	Avenue D	Avenue E	4	415.00	184.44	15.00	6.67
	east	railroad	S Railroad Ave	10	40.00	44.44		
	east	S Railroad Ave	Avenue A	5	385.00	213.89		
	east	Avenue A	Avenue B	8	425.00	377.78		
	east	Avenue B	Avenue C	5	330.00	183.33	100.00	55.56
	east	Avenue C	Avenue D	4.5	410.00	205.00	20.00	10.00
	east	Avenue D	Avenue E	4.5	400.00	200.00	15.00	7.50
	east	Avenue E	Columbus Pkwy	4	350.00	155.56	150.00	66.67
S 6th Street	west	1st Avenue	Avenue A	5	825.00	458.33		
	west	S Railroad	Avenue A	10	350.00	388.89	20.00	22.22
	west	Avenue A	Avenue B	4.5	390.00	195.00	20.00	10.00
	west	Avenue B	Avenue C	4.5	385.00	192.50	20.00	10.00
	west	Avenue C	Avenue D	4.5	390.00	195.00	20.00	10.00
	east	1st Avenue	Avenue A	5	825.00	458.33		
	east	S Railroad	Avenue A	10	350.00	388.89	20.00	22.22
	east	Avenue A	Avenue B	4.5	390.00	195.00	20.00	10.00
	east	Avenue B	Avenue C	4.5	385.00	192.50	20.00	10.00
	east	Avenue C	Avenue D	4.5	390.00	195.00	20.00	10.00
S 5th Street	west	S Railroad Ave	Avenue A	4			370.00	164.44
		N. Railroad Ave	S Railroad Ave	4.5	130.00	65.00		
	east	S Railroad Ave	Avenue A	4	15.00	6.67	390.00	173.33
S 4th Street	west	S Railroad Ave	Avenue A	4	395.00	175.56	130.00	57.78
	west	Avenue A	Avenue B	4	160.00	71.11	270.00	120.00
	west	Avenue B	Avenue C	4	325.00	144.44	90.00	40.00
	west	Avenue C	Avenue D	4	360.00	160.00	70.00	31.11
	west	Avenue D	Avenue E	4	290.00	128.89	140.00	62.22
	west	Avenue E	Columbus Pkwy	4	1200.00	533.33	450.00	200.00
	east	S Railroad Ave	Avenue A	4	450.00	200.00	75.00	33.33
	east	Avenue A	Avenue B	4	160.00	71.11	250.00	111.11
	east	Avenue B	Avenue C	4	235.00	104.44	190.00	84.44
	east	Avenue C	Avenue D	4	340.00	151.11	100.00	44.44
	east	Avenue D	Avenue E	4	320.00	142.22	110.00	48.89
	east	Avenue E	Roden Ct	4	600.00	266.67	30.00	13.33
	east	Roden Ct	Bedell Ave	4	430.00	191.11	120.00	53.33
	east	Bedell Ave	Columbus Pkwy	4	250.00	111.11	190.00	84.44
Darden Street	east	Jeter Avenue	Brannon Ave	4	440.00	195.56	100.00	44.44
	east	Brannon Ave	Palmer Ave	4	260.00	115.56	80.00	35.56

Easy Street	east	Chester Ave	Vero Ct	4	350.00	155.56	60.00	26.67
	east	Vero Ct	Jeter Ave	4	600.00	266.67	30.00	13.33
Raintree Street	west	Jeter Street	Brannon Ave	4	460.00	204.44	45.00	20.00
	west	Brannon Street	Palmer Street	4	220.00	97.78	10.00	4.44
	west	Palmer Street	Maple Ave	4	450.00	200.00	250.00	111.11
Lafayette Pkwy	east	Samford Ave	OHS	4	1130.00	502.22		

Appendix F: Public Right of Way City Standard Details

PUBLIC WORKS MANUAL

OPELIKA, ALABAMA

THE CITY OF OPELIKA, ALABAMA
&
THE OPELIKA CITY PLANNING COMMISSION

LIST OF TABLES

LIST OF FIGURES

SECTION I

AUTHORITY AND JURISDICTION

1.1 AUTHORITY

From and after the date of adoption, the regulations contained herein shall be known as the City of Opelika Public Works Manual. Said regulations shall govern are related works occurring within the corporate limits of the City of Opelika and its Planning Jurisdiction as it relates to the development of new subdivisions as now or hereafter established. These regulations supersede any and all regulations in conflict with any part of these regulations or public works performed by the City or intended for public maintenance.

Any owner of land within the limits of said jurisdiction as stated above wishing to develop or improve his property in such a way as to require any construction improvements regulated herein, shall submit plans and specifications as required to the City Engineer for his review and approval. No such improvements shall be accepted for public maintenance unless constructed to the standards contained herein and accepted and approved by the City Engineer.

If any approved improvements are not completed and accepted for maintenance by the City of Opelika within two (2) years from the date of plan approval by the City Engineer, then the plans must be resubmitted to the City Engineer for approval prior to construction. All improvement plans submitted for approval must comply with current Public Works Manual requirements.

1.2 PENALTIES

Failure to comply with these regulations will result in the denial of acceptance for maintenance by the City of Opelika until such improvements comply with the requirements contained herein. In addition, no utilities shall be connected, no building permit, certificate of occupancy, or equivalent shall be issued until such time as the improvements have been approved by the City Engineer and accepted by the City of Opelika.

1.3 SEVERABTLITY

If any section, subsection, clause or phrase of this regulation is for any reason held to be unconstitutional, void or invalid, the validity of the remaining portions of this regulation shall not be affected thereby, it being the intent of the Planning Commission in adopting these regulations that no portion hereof or provision of the regulations contained herein shall become inoperative or failed by reason of the unconstitutionality or invalidity of any section, subsection, sentence, clause, phrase, or provisions of these regulations.

SECTION II

TRAFFIC CONSIDERATIONS IN SUBDIVISION PLANNING AND LAYOUT

NOTE: The majority of Sections II and III are taken from the Institute of Transportation Engineers (ITE) "Recommended Guidelines for Subdivision Streets." These requirements are intended as minimum standards. However, the City Engineer is empowered to review other methods of application that meet as equal standards, and to approve their use.

2.1 OBJECTIVES IN SUBDIVISION PLANNING

The primary objective of subdivision design is to provide maximum livability. This requires a safe and efficient access and circulation system connecting homes, schools, playgrounds, shops, and other subdivision activities for people living there.

Transportation considerations in subdivision design may be classified in two general areas: (a) the actual layout of the streets and pedestrian systems as related to land use, and (b) the engineering dimensions for vehicular, pedestrian, and any bicycle facilities. However, neither the street system nor the individual design element should be analyzed separately. They must both be considered in order to design a safe and efficient transportation system.

2.2 CLASSIFICATION OF STREETS

There are three broad functional classifications of streets within urban areas, as reviewed below:

2.2.1 Residential

Residential streets represent the lowest category. Their primary function is to serve abutting land use and provide access to residential uses. All residential streets are intended to accommodate relatively low traffic volumes at slow speeds in order to minimize the basic incompatibility of vehicles and the pedestrians and children who characterize residential neighborhoods. Residential streets have historically been considered homogeneous. Depending upon the type and density of development served by these streets, however, they are more accurately subcategorized as follows:

a. **Lane:** a residential street or cul-de-sac which serves a maximum of six (6) dwelling units or has an Average Daily Traffic (ADT) of fewer than sixty (60) vehicles (whichever is less).

b. **Court:** a residential street which provides access for individual units. A court serves fewer than fifteen (15) dwelling units or has an ADT of one hundred and fifty (150) vehicles (whichever is less). Courts may be cul-de-sacs, loops, or small cross-streets in a block system.

c. **Way:** a residential street which provides access for individual dwelling units. It serves sixteen (16) to thirty (30) dwelling units or has an ADT of three hundred (300) vehicles (whichever is less). Ways may be cul-de-sacs, loops, or minor cross-streets. They do not function as collector roads.

d. **Minor Street:** a residential street which collects traffic from courts or ways, as well as to give access to individual dwelling units. A minor street serves from thirty-one (31) to one hundred fifteen (115) dwelling units or has an ADT of twelve hundred (1200) vehicles (whichever is less).

e. **Major Street:** a street to which individual residential streets take direct access. It provides access to minor streets, ways, and courts and serves from one hundred sixteen (116) to one hundred sixty (160) dwelling units or has an ADT of sixteen hundred (1600) vehicles (whichever is less).

The following rules and procedures shall be applied in order to determine the number of dwelling units served by a street. This number shall then be used to determine the residential street subtype and, therefore, the standards which shall be applied.

a. A street segment is the length of a street between intersections or between points which define a change in street configuration.

b. The number of dwelling units served by a street segment includes all units having frontage on that street segment and all units which have frontage on other segments of that street or other streets which contribute to the traffic volume of that segment.

c. When more than one route of access is available to a dwelling unit, that unit shall be counted as served by the street segments most likely to provide the access point for that unit. In order to determine this, either of the following methods may be used: (1) a direction-preference analysis shall be conducted to determine directional preference for trips, or (2) the development shall be divided into trip areas based on the shortest exit route, taking into account any directional preferences.

2.2.2 Collector

Collector streets have the primary purpose of intercepting traffic from intersecting residential streets and handling this movement to the nearest arterial roads. A secondary function is service to abutting land use. Collector streets form barriers between neighborhoods and are designed for higher speeds and traffic volumes than residential streets. Collector streets are classified into two types as follows:

a. Minor Collector: A minor collector is a local collector street which may be residential, commercial, or industrial in character and on which parking may be permitted. ADTs for minor collectors are between sixteen hundred (1600) and thirty-two hundred (3200) vehicles and include any street serving more than one hundred sixty (160) dwelling units.

b. Major Collector: This road services major regional facilities and may carry non-local traffic. ADTs are between thirty-two hundred (3200) and seven thousand (7000) vehicles, and no parking is permitted.

2.2.3 Arterial

Arterial streets are intended to provide for high-speed travel between or within communities or to and from collectors and expressways. Access is controlled so that only regionally significant land uses may take direct access to these streets. ADTs are usually over seven thousand (7000) vehicles.

These guidelines are limited to design characteristics of local and collector type streets in residential subdivisions. The street needs to service other types of denser uses, such as retail, office, or industrial, vary widely in operational requirements. Theft design shall be based upon detailed traffic analyses, which more closely approximates design procedures for major streets except for lower speeds and strong emphasis on access to abutting properties. All ranges in ADT may, of course, overlap, and the above figures are not intended as absolute design criteria.

2.3 PRINCIPLES OF SYSTEMS LAYOUT

Basic principles exist that should be recognized and used in designing circulation and access systems in new residential subdivisions of conventional layout. These principles concern the design of entire street systems rather than individual elements of the system, and so express concepts rather than specific dimensions. In applying them, however, specific guidelines for pavement widths, intersection design, and related design features are desirable.

The design of local transportation systems must recognize the factors of: (a) safety - for both vehicular and pedestrian traffic. (b) efficiency of service for all users, (c) livability or amenities especially as affected by traffic elements in the circulation system, and (d) economy of land use, construction, and maintenance, again as affected by or related to the circulation system.

Each of the following principles is an elaboration on one or more of these four factors. Although instances may occur where certain principles conflict, each principle shall be considered as a criteria for design. The principles should, therefore, be used as concepts for proper systems layout, as illustrated in Figure 1.

FIGURE 2.1
STREET LAYOUT PRINCIPLES

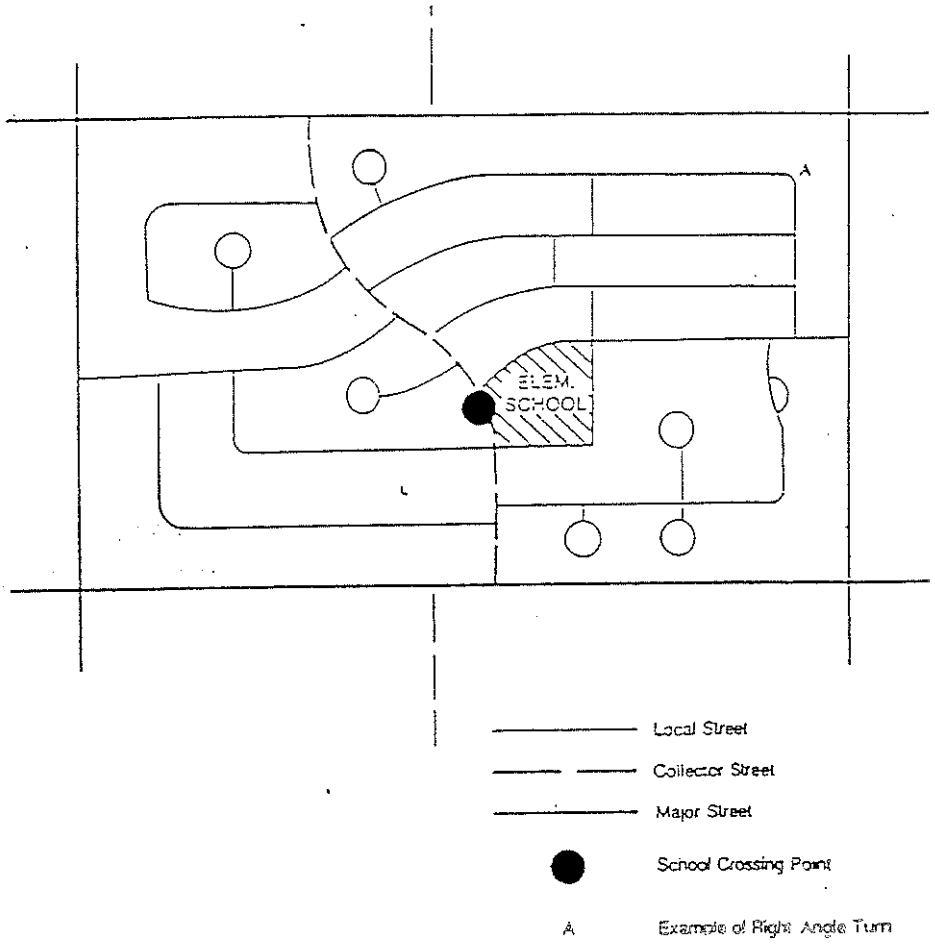


FIGURE 1. Illustration of Layout Principles

1. Adequate Vehicular and Pedestrian Access Shall Be Provided to All Parcels.

The primary function of local streets is service to abutting properties. Street widths, placement of sidewalks, pattern of streets, and number of intersections are related to safety and efficiency of access to abutting lands.

2. Local Street Systems Shall Be Designed to Minimize Through Traffic Movements.

Through traffic on residential and collector streets increases the average speed and volume and thus the accident potential, thereby reducing residential amenities. This can be attributed sometimes to inadequate peripheral major street capacity, but often the fault lies with improper residential street design. Through traffic may be discouraged by creating discontinuities in the local street pattern, by offsetting local street intersections, and by channelizing or controlling median crossings along peripherals major streets. (See Table 3.4 - Intersection Design Guidelines, for limitations.)

3. Street Patterns Shall Minimize Excessive Vehicular Travel.

Ideally, every part of a residential area should be interconnected with every other part, and with peripheral developments, as directly as possible. Although strict application of this principle may conflict with other principles, excessive indirect travel is annoying to the individual area's livability. Moreover, the added vehicle miles of travel within the neighborhood increases gasoline consumption and air pollution. It also increases midblock frictions, such as with parked cars, driveways, and pedestrians, with resultant increased hazards.

Street layout and location of access points along abutting major traffic streets should include consideration of the expected directional distribution of at least peak hour volumes. To the extent consistent with other planning principles, orientation should favor the minimum vehicle miles of travel to reach home sites.

4. Local Street Systems Shall Be Logical and Comprehensible and Systems of Street Names and House Numbers Shall Be Simple, Consistent, and Understandable.

The pattern of local streets, their names, and the house-numbering system shall be designed to satisfy the needs of visitors, delivery trucks, and emergency vehicles as well as local residents. A reasonable repetition in the street pattern, or conformance to topography can help in achieving an understandable street system. Streets which wander directionally or which turn back on themselves tend to be confusing, and should be avoided, except in small cluster developments.

5. Local Circulation Systems and Land-Development Patterns Shall Not Detract from the Efficiency of Bordering Major Streets.

This principle may involve control of driveways, intersection placement, and full or partial control of access. Ideally, land development should occur so that no parcels require direct access to major streets. Intersections of collector streets along major streets should be properly placed to facilitate signal progression.

6. Elements in the Local Circulation System Shall Not Have to Rely on Extensive Traffic Regulations in Order to Function Efficiently and Safely.

Consideration of the type and intensity of land use, off-street parking areas, zoning and subdivision requirements, off-street maneuver areas, and other accessory circulation elements concurrently with street design guidelines will minimize the need for traffic regulation and enforcement. Development controls should be sufficient to provide the circulation amenities necessary to keep the need for enforcement to a minimum.

7. Traffic Generators Within Residential Areas Shall Be Considered in the Local Circulation Pattern.

Schools, shopping facilities, and churches may cause traffic congestion on the local street system. To the extent necessary, they should serve as focal points for circulation, not only from within the area but from adjacent neighborhoods as well.

8. Planning and Construction of Residential Streets Shall Clearly Indicate Their Local Function.

These streets should have an appearance commensurate with their function as local streets. They should not be over-designed or overbuilt. Appurtenances should be in keeping with the residential character.

9. The Local Street System Shall Be Designed for a Relatively Uniform Low Volume of Traffic.

To the extent possible, the design of the residential and collector street system should recognize the need for residential amenities along all streets in the neighborhood. This suggests that the street system should be designed for uniformly low volumes on all streets after contiguous land development is complete. Where traffic volumes tend naturary to be higher, as along collectors, then variations in the land development pattern (i.e., permissible land uses, building setbacks, etc.) might be considered to compensate for the reduction in amenities.

10. Local Streets Shall be Designed to Discourage Excessive Speeds.

Residential streets should be designed to discourage fast movement (more than 25 to 30 MPH) through the use of curvilinear alignment and discontinuities in the street system.

11. Pedestrian-Vehicular Conflict Points Shall Be Minimized.

Pedestrian travel within the area (such as home to school) or from within the area to points outside should require a minimum of street crossings. Sometimes this may be achieved through proper design of street patterns, land-use arrangements, school district boundaries, and pedestrian routes. Typical methods include use of cul-de-sac and looped streets, special pedestrian routes or walkways, and the proper placement of high pedestrian traffic generators. In general, while

vehicular flow must be outward-oriented to the peripheral major streets, pedestrian travel should be inward-oriented to avoid these heavier vehicular flows.

12. A Minimum Amount of Space Shall Be Devoted to Street Uses.

It is desirable to minimize local street mileage and pavement area to reduce construction and maintenance costs, as well as to permit the most economic land use.

13. There Shall Be a Minimum Number of Intersections.

Within the subdivision and especially along abutting major streets, intersections pose an accident potential. The fewer intersections there are, consistent with other requirements, the fewer accidents there will be. From the standpoint of hazards, however, the use of two T-type intersections with proper offset is preferable to using one cross-type, within the subdivision.

14. The Arrangement of Local Streets Shall Permit Economical and Practical Patterns, Shapes, and Sizes of Development Parcels.

Streets as a function of land use must not unduly hinder the development of land. Distances between streets, angles of intersections, numbers of streets, and related elements all have a bearing on efficient lot layout of an area.

15. Local Streets Shall Be Related to Topography from the Standpoint of Both Economics and Amenities.

Local streets will be more attractive and economical (minimize cut and fill) if they are constructed to closely adhere to topography.

16. Utilities necessary to serve users of streets shall be carefully planned.

Streets and Intersections must be designed to allow present and future instillation of drainage, sanitary sewer, water, gas, phone, cable and electricity within the existing right-of-way.

SECTION III

DESIGN ELEMENTS FOR SUBDIVISION STREETS

3.1 INTRODUCTION

Standards for residential subdivision street design vary with terrain and with population densities. They address three general groupings: local (or residential) street, collector (or feeder) street, and intersection.

3.2 RESIDENTIAL STREET DESIGN

Recommended dimensions are shown in Tables 3.1 and 3.2. The following explanatory notes are intended to amplify and clarify specific values. They may also guide the designer in his or her individual interpretation and evaluation.

3.2.1 Right-of-Way Width

Sufficient right-of-way is required to contain the elements:

a. Pavement and curbing, where required.

b. Sidewalks, where required.

c. Street utilities customarily installed in border areas, such as street lights, traffic signs, street trees, utility lines (overhead and underground).

d. A moderate amount of cross-section grading, including shoulders where utilized

A 60-foot minimum basic right-of-way width shall be used for all residential streets where the width of the asphalt is greater than twenty-four (24) feet. A fifty (50) foot minimum basic right-of-way width shall be used for all residential streets where the width of the asphalt is twenty-four (24) feet or less. In no case is it recommended that full grading of the entire right-of-way width be mandatory.

TABLE 3.1
PAVEMENT WIDTHS FOR RESIDENTIAL STREETS

STREET TYPES	LANE	COURT	WAY	MINOR STREET	MAJOR STREET
Number of D.U.s:	1-6	7-14	15-30	31-115	116-160
Design Speed:	25 MPH	25 MPH	25 MPH	30 MPH	35 MPH
Street Frontage of Abutting Lots:					
120 Feet or More:	22’ (50’)	22’ (50’)	22’ (50’)	22’ (50’)	22’ (50’)
90-119 Feet:	22’ (50’)	22’ (50’)	23’ (50’)	25’ (50’)	27’ (50’)
60-89 Feet:	22’ (50’)	23’ (50’)	24’ (50’)	26’ (60’)	28’ (60’)
Less Than 60 Feet:	22’ (50’)	31’ (60’)	32’ (60’)	34’ (60’)	36’ (60’)

NOTE: D.U. = Dwelling Unit
(Number) = Minimum Right-of-Way Width

TABLE 3.2
RESIDENTIAL STREET DESIGN STANDARDS

STREET TYPE:	LANE	COURT	WAY	MINOR ST.	MAJOR ST.
Design Speed (MPH)	25	25	25	30	35
Right-of-way Width			See Table 3.1		
Pavement Width			See Table 3.1		
Type of Curb C = Curb & Gutter V = Valley Gutter N = None	C/V/N	C/V/N	C/V/N	C/V	C/V
Sidewalks & Bicycle Paths (Feet)	4	4	4	4-6	4-6
Sidewalk Distance from Curb Face (Feet)	6	6	6	6	6
Minimum Sight Distance (Feet)			See Section 3.2.6		
Maximum Grade (Percentage)	15	10	10	8	8
Maximum Cul-de-Sac Length (Feet)	1000	1000	700	N/A	N/A
Maximum Cul-de-Sac Radius (right-of-way)(Feet)	50	50	50	N/A	N/A
Minimum Centerline Radius of Curves (Feet)	175	175	175	250	350
Minimum Centerline Raduis of Non-Superelevated Curves (Feet)	280	280	280	430	580
Minimum Tangent Between Reverse Curves (Feet)	50	50	50	100	100
Alley Policy and Width			See Section 3.2.10		
Off-Street Parking			See Section 3.2.14		
Street Lighting			See Section 3.2.15		
Driveways			See Section 3.6		

3.2.2 Pavement Width

A minimum pavement width must allow safe passage of moving traffic in each direction exclusive of other interferences, such as conventional curb parking. Curb parking will occur occasionally within all residential subdivisions. The rate of occurrence will be a function of density, off-street parking code requirements, and local ordinances. In very low-density developments, large lots with two-car garages and circular driveways are commonplace. However, vehicle breakdowns and occasional overflow parking indicate that even in the low-density area, provision should be made for the occasional standing vehicle. This can be done by means of a shoulder on one or both sides of the street. Such shoulder development requires that curbs either be omitted or be of the mountable or role-type, when a narrow – such as 22-foot – road is used.

A second function of the shoulder is to provide for pedestrians and bicycle riders. Curb parking is infrequent in very low-density areas and conflict should not normally develop between shoulder parking and pedestrian or bicycle rider usage.

When a school or park is located within a single-family residential area, the adjacent street may require a greater width to accommodate increased traffic and possibly added curb parking.

Pavement widths for residential streets are a function of the number of dwelling units served and the street frontage width of abutting lots. Widths for various conditions are shown in Table 3.1.

If a developer builds a residential street where the Engineering Department has determined the need for that street to be possibly widened in the future due to reclassification as a collector or arterial, or even a higher classification of residential street, then the cost for any additional widening of the street beyond the width necessary to serve in its present use shall be paid by the City of Opelika.

3.2.3 Type of Curb

As may be expected, a wide divergence of opinion exists with respect to curb design. The advantages of vertical curb are:

a. Pedestrians, street trees, utilities, and signs are best protected by the vertical curb.

b. A positive limit of vehicle encroachment on the border area is established. This minimizes parkway erosion and also reduces the probability of vehicles sliding off the roadway under unfavorable pavement and weather conditions.

c. Depression of curb is required at driveways. Such depression is desirable for clear identification of driveway, which minimizes blockage by curb parkers.

d. Excellent drainage control may be maintained by either variable height or standard height curb.

e. Provides improved control of potential parked runaway vehicles.

Advantages of the roll-type curb are:

a. It is slightly less expensive than the vertical type.

b. Some persons feel that the roll-type is the more aesthetically pleasing.

c. Cheap driveway construction can be employed without curb depression. This allows the subdivider and developer certain flexibilities in their construction, in that driveway locations are not required to be determined prior to curb installation.

A discussion of curb types would not be complete without consideration of gutter design. In Table 3.1, the term "Pavement Width" is intended to be a practical driving width available within the width of the paved asphalt area. This width does not include any gutter surface area. In the case of large V-gutters or high-slope gutters, the width also must be measured across only the pavement area within which the average driver operates.

The complete elimination of curbs poses a number of disadvantages as follows:

a. No protection is given to pedestrians, street trees, and utilities.

b. Border area erosion is prevalent.

c. The roadway is poorly defined at night under rainy weather conditions when asphalt surfacing is used.

d. Positive control of drainage is totally lacking. Open ditch-type adjacent drainage facilities are customarily employed, which leaves the subdivision with a rural appearance.

e. Where asphalt surface is used, pavement edge raveling poses a maintenance problem.

Curb and gutter or varey gutter on residential streets shall be required in all zoning districts, except for lanes, courts, or ways in rural residential zones with lot sizes of one (1) acre or greater, in which the curb and gutter or valley gutter is optional.

3.2.4 Sidewalks and Bicycle Paths

In today's typical subdivision, sidewalks have the following function:

a. Providing for maximum safety of children playing on their block.

b. Protection of children walking to and from schools and neighborhood parks.

c. Provision for adults to walk to and from neighborhood shopping and transit stops (if any).

Sidewalks should ordinarily be provided along streets used for pedestrian access to schools, parks, shopping areas, and transit stops. Paved sidewalks should also be provided within pedestrian ways giving midblock access to these types of generators. Wider sidewalks may be considered next to higher density pedestrian generators, such as schools, transit stops, and churches.

In the very low-density subdivisions, walking distance to regular elementary schools is often excessive. In communities where all such travel is by way of school buses, there will be less need for sidewalk construction as a standard policy.

The need for bicycle paths is a function of subdivision density, area of the country, and proximity to bicycle-oriented generators such as educational institutions or parks.

3.2.5 Sidewalk Distance from Curb Face (See Figure 3.1)

Maintain a standard location for sidewalks one (1) foot from right-of-way line. This location has the following advantages where proper right-of-way width and attendant border area of five (5) foot minimum remain between the street edge of sidewalk and curb face:

a. Children walking and playing side-by-side have increased safety from street traffic.

b. Conflict between the pedestrians and garbage or trash cans awaiting pickup at the curb is eliminated by using the border area for such temporary storage.

c. The warped area necessary for a proper driveway gradient is minimized by having a major portion of this gradient fall within the border area.

d. Danger of collision by runoff-road vehicles is minimized by placement of the walk at maximum practical distance from the curb, and with further separation by tree plantings.

e. Pedestrians are less likely to be "splashed" by passing vehicles.

When right-of-way restrictions result in a sidewalk next to the curb, an additional width of one (1) to two (2) feet is desirable.

Depending on utility placement, a meandering of the sidewalk placement within the border area may be considered. Such alignment may be more visually appealing, and may allow saving of trees or other major plantings, avoid rock outcroppings, etc. However, this should not be regarded as a justification for locating long sections of walk near the street edge.

In addition to sidewalk width and placement, several physical factors should be considered:

a. Provide proper transaction by use of a roughened surface.

b. Establish a maximum grade consistent with local conditions.

c. Provide a minimum lateral drainage slope (normally one (1) to two (2) percent).

d. Avoid use of steps where sidewalk ramps can be substituted.

e. Provide proper access from street for handicapped.

FIGURE 3.1
TYPICAL STREET CROSS-SECTION

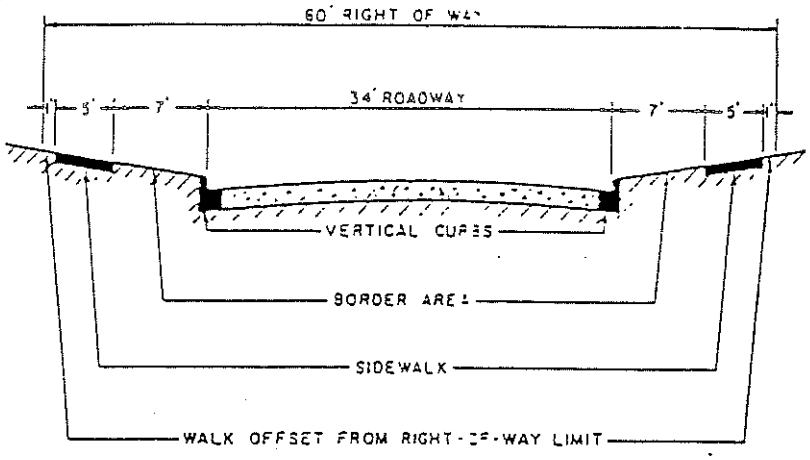


FIGURE 2. Typical Cross-Section
1 ft. = 0.3m

3.2.6 Minimum Sight Distance

Minimum design values for safe stopping sight distance are as shown below. They are calculated for wet pavement conditions at the various design speeds listed in Tables 3.1 and 3.2. These sight distances should be provided on both horizontal and vertical curves. For horizontal curves, the distance is normally checked by direct scale from the midpoint of the curb lane. The minimum vertical curve length required is readily calculated by multiplying the algebraic difference in grades times a K factor. Rounded K factors for the speed ranges in Tables 3.1 and 3.2 are as follows:

25 MPH, K = 20 for crest and 20 for sag curve

30 MPH, K = 28 for crest and 35 for sag curve (with proper street lighting, K = 20 for sag)

35 MPH, K = 40 for crest and 45 for sag curve (with proper street lighting, K = 27 for sag)

3.2.7 Maximum Grade

The maximum permissible grade represents a compromise between construction costs and traffic safety. This allowable grade is allowed to increase as average daily traffic and speed limits decrease. The eight (8) percent for minor and major streets, ten (10) percent for ways and courts, and fifteen (15) percent for lanes are provided as minimum design values.

3.2.8 Maximum Cul-de-Sac Length

A 1,000-foot length is allowed as a maximum for cul-de-sacs on lanes and courts and 700 feet for ways. This is proposed for the ordinary type of subdivision layout, and obviously does not apply to a cluster-type development, nor to one involving a single road winding up a mountain, for example.

Research suggests that cul-de-sacs be designed for ADTs of up to 200. For a typical single-family subdivision, each home has been found to generate an average of about ten (10) trips per day. A 200 ADT is equivalent to a 20-home generation. If an average lot width of 70 feet is assumed, with development along both sides of the street, a length of 700 is produced. A 100-foot lot width gives a length of 1,000 feet, and is typical of low-density development.

A high-density cluster development may involve several apartment buildings with hundreds of total dwelling units. Use of only a single roadway to provide access to such sites should be allowed only after a careful consideration of alternative treatments, and with fur regard for the potential problems. As the number of persons exclusively served by a given roadway increases, the potential hazard of temporary roadway blockage also increases. Blockages can result from numerous causes, such as vehicular accident, utility break, falling tree or pole, and pavement repairs. While such occurrences are exceptional, they must still be regarded in terms of their effect on access to the development by emergency police, fire, or ambulance equipment. In addition to this problem, it is even possible to run into capacity limitations. As an extreme example, consider a 1,000-unit development. Daily weekday trips would likely range from six (6) to ten (10) per unit. If only five (5) percent of this traffic would be expected to exit during the peak hour, the flow would reach 300 to 500 vehicles per hour. Depending on characteristics of

the boundary roadway, signal control warrants might be reached. In this case, consolidation of exit traffic at a single point would be a desirable design feature.

Joint consideration of the factors of both emergency access and capacity suggest alternative layouts for access to a high-density development, as follows:

a. Provide at least two separate roadways, fully connected to the internal system of roadways or parking access drives, or

b. Provide a divided-type entrance roadway, with median of sufficient width to largely ensure freedom of continued emergency access by lanes on one side. Depending on location and height of nearby poles or trees, the required median width would range between twelve (12) and thirty (30) feet.

3.2.9 Minimum Cul-de-Sac Radius

The minimum right-of-way radius for circular cul-de-sac design is fifty (50) feet. The desirable outside turning radius for passenger cars is thirty (30) feet. For the smaller truck, and a small piece of fire apparatus, a forty- (40-) foot curb radius shall be required. Within cul-de-sacs, sidewalks may be placed slightly closer to the curb, with attendant reduction in border area dimensions. Similarly, curb parking is often prohibited by the community, or is artificially inhibited by the pie-shaped lot construction and small distances between adjacent driveways. On very large lots, frontage space may exist for curb parking. When this occurs, the design may call for a larger radius cul-de-sac right-of-way and curb, in order to accommodate parking plus the necessary movement of service trucks and fire equipment. Curb radii of forty (40) feet or greater create large expanses of pavement which may be unsightly. The use of center islands may be considered, but care must be given to keep adequate maneuver space around the island. The minimum pavement width around the island shall be twenty-five (25) feet.

Under certain conditions, a "hammerhead" or "tee"-type of turnaround may be considered. This is most applicable where blocks are very short and the number of dwelling units to be served is very small. Furthermore, lots are usually not platted at the cap or ends of the turnaround.

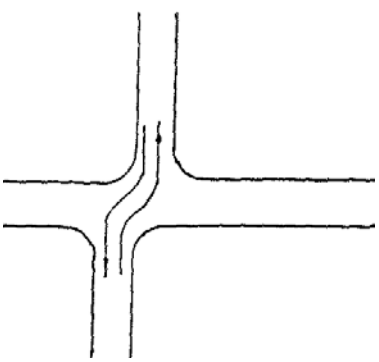
3.2.10 Alley Policy and Width

In modern subdivision design, there is a strong trend to eliminate alleys. In lower density areas of 4.0 and lesser dwelling units per acre, lot widths are ample to provide building width plus side drives to open pads, carports, or garages. As density increases, such construction becomes progressively more difficult. At a density of between 5.5 and 6 dwelling units per acre, with 10 percent sideyards, buildable width is reduced to 30 to 34 feet. A mandatory provision for front driveways, therefore, would impose severe architectural limitations. Common driveways and off-center home construction on lots may not be particularly desirable solutions. The use of alleys is a preferable alternative.

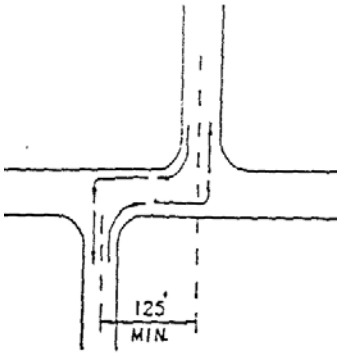
In higher density and conventional apartment developments, alleys may provide access to rear lot parking spaces, becoming, in effect, a common driveway. The alley also affords secondary access for fire equipment, service trucks, and maintenance access to rear line overhead utilities. The alley may be an asset if provided with proper width of twenty- (20-) foot minimum,

adequate radii at street intersections of twenty (20) feet, an all weather (paved) surface, and protected by building and parking bay setback limits. Alleys meeting these minimum standards may be approved by the Engineer and Planning Commission.

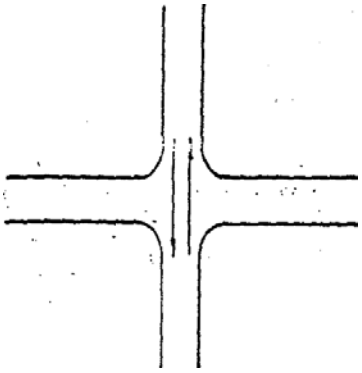
FIGURE 3.2
STREET GEOMETRY STANDARDS



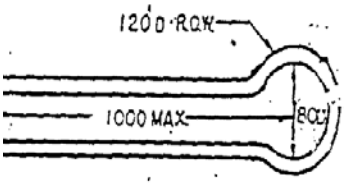
NOT PERMITTED



MINIMUM PERMITTED

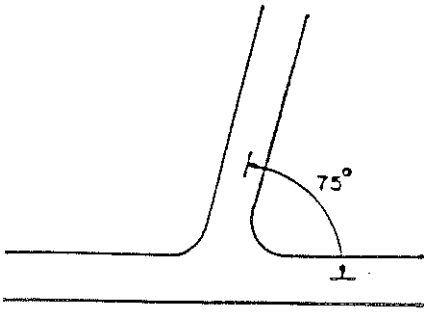


IDEAL CONDITION

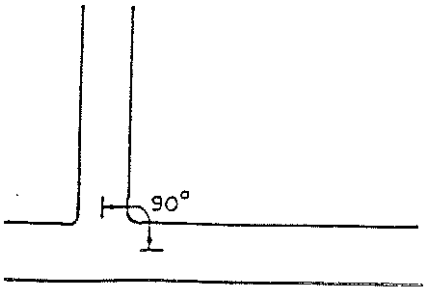


PERMAMENT TURN-AROUND
(CUL-DE-SAC)

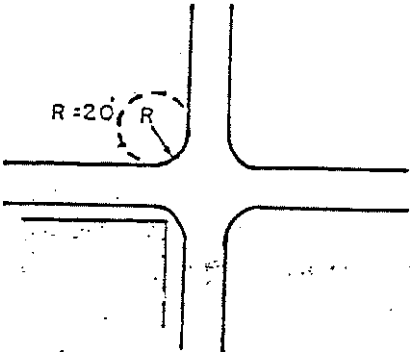
FIGURE 3.3
STREET GEOMETRY STANDARDS



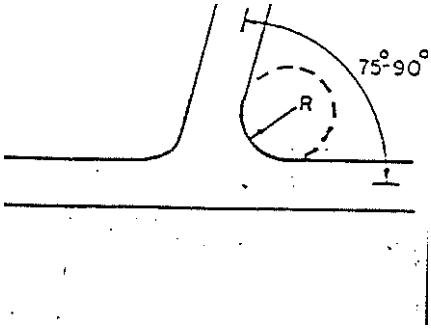
LESS THAN 75° NOT PERMITTED



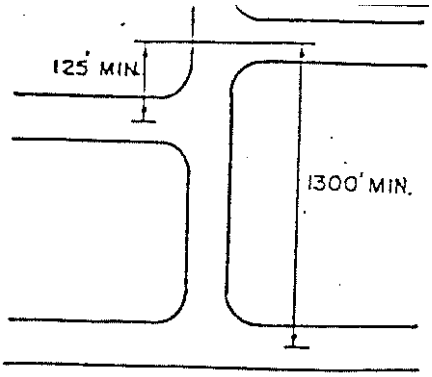
A 90° INTERSECTION IS IDEAL



MINIMUM RADIUS OF 20° IS REQUIRED FOR BOTH PAVEMENT AND PROPERTY LINES



GREATER THAN 20° RADIUS MAY BE REQUIRED



MINIMUM INTERSECTION SEPERATION
FOR COLLECTOR OR MAJOR ARTERIAL STREETS

3.2.11 Design Speed

The following minimum design speeds shall be used when determining horizontal and vertical alignment on residential streets: 35 MPH for major streets, 30 MPH for minor streets, and 25 MPH for lanes, courts, and ways. Higher design speeds are desirable for the additional safety provided to the motorists and pedestrians. Actual speed limits shall be set by local ordinance.

3.2.12 Minimum Centerline Radius of Curves

The values shown are based on a super elevation rate not to exceed 0.08 feet per foot. This allows use of super elevation without danger of side sliding under icy pavement conditions. A side friction factor ranging from 0.15 at 35 MPH to 0.16 at 30 MPH and 0.17 at 25 MPH is recommended in the formula:

$$R = \frac{V^2}{15(f \pm e)}$$

Where V = speed in MPH
e = super elevation in foot per foot
f = side friction factor
R = radius in feet

The centerline values relate to midblock curves and not to intersection radii. When a street makes a right-angle-type turn, much shorter radii will apply. See point "A" on Figure 1.

If the curves are not super elevated, then the appropriate radii for the adverse crown are 580 feet for 35 MPH, 430 feet for 30 MPH, and 280 feet for 25 MPH.

3.2.13 Minimum Tangent Between Reverse Curves

A minimum tangent of fifty (50) feet on 25 MPH design streets and one hundred (100) feet on 30 MPH and 35 MPH design streets is required between reverse curves to facilitate steering and control.

3.2.14 Off-Street Parking

The minimum width of twenty-two (22) feet for a curbed roadway in a low-density area is predicated upon no off-street parking spaces being provided per dwelling unit.
In the high-density developments, parking demand per dwelling unit will vary with locale, size of dwelling unit, and convenience of public transportation.

Typical needs for off-street parking are:

a. 1.5 spaces per dwelling unit for duplexes and apartments having less than two bedrooms.

b. 2.0 spaces per dwelling unit for larger apartments and single-family homes.

Angle parking along the curbs of local streets shall not be allowed. Accidents tend to be much higher than with parallel parking, when the through traffic lanes are used for parking and unparking maneuvers. Therefore, all such bays and lots allowing any parking other than parallel shall be physically separated from the roadway and confined by barrier curbing beyond the house side of the sidewalks.

A serious restriction of off-street parking use will occur unless access to each stall is unobstructed. Thus, a requirement of two spaces is met only by a two-car garage or parking pad twenty (20) feet or more wide, if serving a single-family home.

3.2.15 Street Lighting

Modern street lighting is required at every intersection. In medium- and high-density areas, midblock street lighting also is desirable in accordance with the latest recommendations of the Illuminating Engineering Society. These are published from time to time as an American National Standard Practice. The 1977 edition of this Practice provides for 0.4 horizontal footcandle (4 lux) maintained average, with a maximum uniformity ratio of one to six. Design guides for such illumination values may be found in the referenced text. A simple specification for a given number of lights of a given size is inadequate. The effectiveness of illumination is a direct product of the distribution type selected for the luminaire, coupled with mounting height, bracket length, and luminaire orientation with respect to the geometries of the roadway.

As a general rule, the use of underground wiring installed by the subdivider during construction of the subdivision is the preferred method of providing energy to the lights. This design should be prepared in consultation with the City of Opelika Light and Power Department with review by the City Engineer.

3.3 COLLECTOR STREET DESIGN

Collector street dimensions will vary from those of local streets. Collector streets are intended to serve traffic moving between connecting residential streets and peripheral arterials. Therefore, increased traffic volumes and slightly higher speeds are to be expected. Data in Table 3.3 are predicated upon these variations where they exist.

3.3.1 Right-of-Way Width

The minor collector street right-of-way width shall be sixty (60) feet and the ma: collector street right-of-way width shall be eighty (80) feet. These widths shall be used when curb and gutter is constructed at the edge of the asphalt. When curb and gutter is not used, then the minimum right-of-way width shall be increased an additional twenty (20) feet to allow for proper drainage ditches on both sides of the road.

3.3.2 Pavement Width

Minimum pavement widths of twenty-eight (28) feet and forty-eight (48) feet are required on minor and major collector streets, respectively. When a median is constructed between each direction of travel, the minimum width shall be twelve (12) feet. When the centerline radius is less than 600 feet, consideration should be given to increase the minor collector street width to thirty-two (32) feet, unless curb parking is prohibited.

The minor collector street provides space for one (1) lane of moving traffic in each direction plus accommodation for curb parking and, by prohibiting curb parking, the provision of an added turn lane at points where required. Examples of such points include approaches to intersections along major traffic routes and sections between adjacent offset intersections, so that through traffic would not be impeded by left-turning vehicles. Curb parking shall not be allowed on minor collector streets with a center median.

3.3.3 Type of Curb

When used, a vertical curb approximately six (6) inches high is required for all collector streets to ensure positive drainage control.

3.3.4 Sidewalk Width

Sidewalks shall be placed along all collector streets where curb and gutter is also used. These form natural walking routes to pedestrian generators such as schools and neighborhood shopping.

3.3.5 Sidewalk Distance from Curb Face

A minimum border area of ten (10) feet between curb and sidewalk edge is required as a practical method of retaining setback of residential property from the street.

3.3.6 Minimum Sight Distance

Stopping sight distance is required to conform with the design speeds shown in Table 3.3. The rounded K factors for 35 MPH are 40 for crest and 45 for sag curves (27 for sag if good street lighting is available). The rounded K factors for 40 MPH are 60 for both sag and crest curves.

3.3.7 Minimum Spacing Along Major Traffic Route

Collector streets frequently generate traffic volumes requiring signalization at intersections with arterial roads. Such points of signalization should be established in terms of providing progressive traffic flow. A 1,300-foot spacing will provide progressive flow at a design speed of approximately 30 MPH. If higher adjacent major route speeds are desired, the minimum intersection spacing may be increased.

In the larger-scale developments, when tracts on both sides of major streets are concurrently planned, collector street volumes can be held below signal requirements by providing more intersections. Such intersections can be channelized for high efficiency entry and exit. They can also be made discontinuous by a barrier median on the artery.

TABLE 3.3

COLLECTOR STREET DESIGN STANDARDS

COLLECTOR TYPE:	**MINOR COLLECTOR**	**MAJOR COLLECTOR**
Design Speed (MPH)	35	40
Right-of-Way Width with Curb & Gutter (Feet)	60	80
Right-of-Way Width without Curb & Gutter (Feet)	80	100
Pavement Width (Feet)	28	48
Type of Curb (see notes for key)	C/N	C/N
Sidewalk Width (Feet)	4-6	4-6
Sidewalk Distance from Curb Face (Feet)	10	10
Minimum Sight Distance (Feet)	See Section 3.3.6	
Maximum Grade (Percent)	8	6
Minimum Spacing Along Major Traffic Route (Feet)	1300	1300
Minimum Centerline Radius of Curves (Feet)	350	480
Minimum Centerline Radius of Non-Superelevated Curves (Feet)	580	N/A
Minimum Tangent Between Reverse Curves (Feet)	100	150
Street Lighting	See Section 3.3.11	

NOTES: C= Curb & Gutter and N=None

3.3.8 Design Speed

Design speed shall be 35 MPH for minor collectors and 40 MPH for major collectors. These design speeds will more nearly reflect desires on the part of drivers for improved movement. Higher speed posting will encourage use of the collectors for access to and from the adjacent major traffic routes.

3.3.9 Minimum Centerline Radius

Increases shown in the minimum curvature are predicated upon the increased design speed recommendation. If super elevation is not used, the 35 MPH minimum radius shall be 580 feet. All curves with 40 MPH design speed or greater shall be super elevated.

3.3.10 Minimum Tangent Between Reverse Curves

Minimum distance is one hundred (100) feet for 35 MPH street design and one hundred fifty (150) feet for 40 MPH street design.

3.3.11 Street Lighting

Because of the higher traffic volumes on the collector streets, adequate street lighting is desirable. The 1977 edition of the American National Standard Practice for Roadway Light- in recommendation of 0.6 maintained horizontal footcandles (6 lux), and a uniformity not to exceed one in three (low point not less than one-third average) is the minimum allowed.

3.4 INTERSECTION DESIGN

Recommended design standards are shown in Table 3.4. These standards shall govern for all residential-residential, residential-collector, and collector-collector intersections.

3.4.1 Approach Speed

A minimum approach design speed of 25 MPH is desirable for all intersections. The safe approach speed involves safe stopping distance on vertical and horizontal curves, beginning about one hundred (100) feet from the intersection, plus clear sight distance.

3.4.2 Clear Sight Distance

The intersection of two (2) streets shall be theoretically designed to operate without any control device. The best way to achieve this is to design and maintain proper sight distance. This usually can be attained at intersections by restrictions on height of lot embankment, location of buildings and any screening shrubbery, fences, or low-growing trees. Minimum sight triangle distances as shown in Table 4 are required at all intersections.

3.4.3 Vertical Alignment Within Intersection Area

Intersection areas shall be designed with a flat grade. In the more difficult terrains, this becomes economically impractical. An allowance of two (2) percent in hilly terrain is permitted with approval of the City Engineer.

In addition, approach grades within fifty (50) feet of the intersection shall be considered, with three (3) percent representing the maximum approach grade for rolling terrain.

3.4.4 Minimum Angle of Intersection

It is desirable for all intersection approaches to meet at approximately a 90-degree angle. Skewed intersections should be avoided, and in no case shall the angle be less' than seventy-five (75) degrees.

3.4.5 Minimum Curb Radius

As the curb radius is increased, paving costs and intersection area required for a pedestrian to traverse are increased, and higher turning speeds are encouraged. Substandard radii result in unnecessary lane encroachment and increased traffic conflict and accident potential. Reasonable design values of twenty (20) feet are allowed for intersection radii of two (2) residential streets, based on curb clearance of three (3) feet, and without lane encroachment for a typical width street, using the AASHTO design passenger vehicle. This design will also accommodate garbage trucks and moving vans, with wide swings. An increased radius of twenty-five (25) feet for the residential-collector or collector-collector intersection is predicated upon a desire to slightly improve the driving speed of a vehicle in entering or leaving the collector. A collector intersection with an arterial shall have a thirty- (30-) foot radius.

TABLE 3.4

INTERSECTION DESIGN STANDARDS

INTERSECTION TYPE	RES/RES	RES/COL	COL/COL
Approach Speed (Each Leg)(MPH)	25/25	25/30	30/30
Clear Sight Distance (Length Along Each Approach)(Feet)	90/90	90/120	120/120
Vertical Alignment Within Intersection Area (Percent)	4	2	0
Minimum Angel of Interdection (Degrees)		75 (90 Preferred)	
Minimum Curb Radius (Feet)	20	25	25
Minimum Centerline Offset of Adjacent Intersection (Feet)	125	150	200
Minimum Tangent Length Approaching Intersection (Each Leg)(Feet)	50/50	50/75	75/75
Drainage Structures		See Section 3.4.8	

NOTES: RES= Residential Street & COL=Collector Street

3.4.6 Minimum Centerline Offset of Adjacent Intersection

Several studies of intersection design types have shown T-type intersections to be far safer than cross-type. Extensive use of T-type intersections in residential subdivisions is strongly recommended. One disadvantage, however, is "corner-cutting" when inadequate offset exists between adjacent intersections. To reduce this hazardous practice, offsets of at least 125 feet between centerlines shall be required. In the case of two collector-street intersections, this offset shall be increased to at least 150 feet in order to allow for left-turn storage between intersections.

Offset intersections have disadvantages when one or both such streets is a collector intersecting an arterial, if volumes will be such to warrant traffic signals. Operations at such locations are more complicated than those for normal cross-type intersections. Therefore, other design solutions shall be sought if signalization might otherwise be required. When offset intersections are used at an arterial, they should be located to avoid conflicting left turns (this is especially important where 2-way left-turn slots are used in a fairly narrow median). Such left-turn conflicts exist when an intersection offsets to the right rather than to the left.

Multi-leg intersections (over four) are undesirable from a control and safety standpoint and shall not be used.

3.4.7 Minimum Tangent Length Approaching Intersection

It is desirable to provide a tangent section of roadway approaching intersections, when the street leg has a minimum or near-minimum radius curve. The guideline values in Table 3 would not apply to a collector, for example, with a 1,000-foot radius that is intersected by a residential street. It would apply to an intersecting residential street with a 200-foot radius leg.

3.4.8 Drainage Structures

Inlets or catch basins shall not be located within the corner radius or within six (6) feet of either end. Clearance is needed to keep the area relatively dry and to allow space for streetlights, name signs, utility poles, etc. All grates shall provide for safety of bicycle traffic.

3.5 TURNOUT REQUIREMENTS[1]

All entrance and exit driveways shall be located to afford maximum safety to traffic, provide for safe and convenient ingress and egress to and from the site, and to minimize conflict with the flow of traffic.

Where commercial or residential turnouts access Federal or State Highways, turnout design and permit information shall also be as required for approval by the Alabama Department of Transportation.

3.5.1 Sight Distance

All exit driveways or driveway lanes shall be so designed in profile and grading and shall be located to provide the following minimum sight distance measured in each direction along the roadway. The measurements shall be from the driver’s seat (3-1/2 feet above the pavement) of a

[1] Date Amended: July 1,1997
Ordinance # 114-97

vehicle positioned on the portion of the exit driveway that is immediately outside the edge of the road right-of-way.

Roadway Speed	Required Sight Distance
25 MPH	150 ft.
30 MPH	200 ft.
35 MPH	250 ft.
40 MPH	300 ft.
45 MPH	350 ft.
50 MPH	400 ft.
55 MPH	450 ft.

3.5.2 Turnout and Street Intersection Spacing

The minimum spacing between adjacent turnouts for private commercial or residential turnouts along the same side of the street shall be as follows:

Street Classification	Turnout Spacing (feet)
Arterial	400
Major Collector	200
Minor Collector	100
Local	(See Below)

Note: Connection spacing on local streets shall be dependent upon zoning densities and lot widths.

Spacing distance shall be measured from the projected edge of the turnout to the closest projected edge of the neighboring turnout, and shall be measured along the edge of street pavement.

3.5.3 Corner Clearance at Intersections for Isolated Corner Properties

For commercial parcels located at the intersection of two streets, the minimum distance from the turnout to the intersection on a principal arterial, minor arterial, or collector shall be as follows:

Position	Access Allowed	Spacing (feet)
Without Restrictions:		
Approaching Intersection	Full Access	125
Approaching Intersection	Right In Only	100
Departing Intersection	Full Access	125
Departing Intersection	Right Out Only	100
With Restrictions:		
Approaching Intersection	Right In/Out	100
Approaching Intersection	Right In Only	75
Departing Intersection	Right In/Out	200
Departing Intersection	Right In Only	100

The minimum distance from the turnout to the intersection on a local street, for both commercial and residential land parcels, shall be 125 feet.

Note: Distances shall be measured from the closest projected edge of the turnout connection to the closest projected edge of the parallel roadway, and shall be measured along the edge of roadway.

Access restrictions are raised concrete medians, grassed medians, and stacking lanes at intersections for left turns. The minimum length of the left turn stacking lane at an intersection shall be 200 feet (100' taper + 100' vehicle storage), and shall be measured from the stop bar in the stacking lane. A reversible left turn lane in the center of the roadway shall not be considered as an access restriction, except where a stacking lane is marked for left turns.

3.5.4 Turnout Width

The dimensions of turnouts shall be designed to adequately accommodate the volume and character of vehicles anticipated to be attracted daily onto the land development for which a site plan is prepared. The required maximum and minimum dimensions for turnouts are indicated below. Driveways serving large volumes of daily traffic or traffic with over fifteen percent (15%) truck traffic shall be required to utilize maximum dimensions.

Type of Development	Two-Way Operation Driveway Width	One-Way Operation Driveway Width
Commercial	24-36 ft.	15-24 ft.
Multi-Family Residential	24-36 ft.	15-24 ft.
Single-Family Residential	(Not Allowed)	10-12 ft.

3.5.5 Turnout Radius Entering Commercial Developments

The minimum curb radius for a perpendicular turnout entering a commercial development shall be as follows:

Street Classification	Radius
Arterial	30 feet
Major Collector	25 feet
Minor Collector	20 feet
Local/Residential	15 feet

For non-perpendicular turnouts where the vehicle must maneuver a turn greater than 90 degrees, the radius of the acute angle shall be increased by one foot per degree from perpendicular. The maximum acute angle shall be 75 degrees, which shall require a 45-foot curb radius.

3.5.6 Turnout Radius Exiting Commercial Developments

The minimum curb radius for a perpendicular turnout exiting a commercial development shall be as follows:

Street Classification	Radius
Arterial	20 feet
Major Collector	20 feet
Minor Collector	15 feet
Local/Residential	15 feet

For non-perpendicular turnouts, the radius shall be increased as specified above for turnout radii into the development.

3.5.7 Deceleration Lanes into Commercial Developments

A full deceleration lane shall be required at the approach to a turnout when the peak right turn traffic volume exceeds 60 vehicles per hour (vph). A taper between the edge of pavement and the turnout radius shall be required at the approach to a turnout when the peak right turn traffic volume exceeds 30 vph. The minimum taper length shall be 50 feet and the taper width shall be one full traffic lane.

3.5.8 Exclusive Left Turn Lanes into Commercial Developments

An exclusive lane for left turns shall be required at the approach to a commercial turnout when one or more of the following conditions are present:

1. Left turn volumes exceed 20 percent of the total approach volume.

2. Left turn volumes exceed 100 vehicles per hour in the peak hour.

3. Intersection geometrics result in inadequate stopping sight distance. Minimum stopping sight distances are listed in Section 3.5.1.

3.5.9 Turnout Throat Lengths into Commercial Developments

Turnouts into commercial developments shall provide a throat, or a restricted access lane area. A throat reduces the probability of inbound traffic blocking the intersection, which reduces confusion and indecision for both entering and exiting drivers. Throat lengths shall be established at the rate of 20 feet (one passenger car length) per 20,000 square feet of gross leasable floor space in the development. The minimum throat length shall be 40 feet (2 passenger car lengths), while the maximum throat length shall be 200 feet (10 passenger car lengths). The throat length may be adjusted at the discretion of the Engineer if unusual site conditions warrant a reduction.

3.5.10 Turnout Grades

Turnouts shall be designed so a vehicle will rest on a fairly even grade where the turnout connects into the street. The turnout grade within the right-of-way area shall not exceed eight (8) percent. To avoid bumper scraping on the pavement, sag curves in turnouts shall be designed so the change in grade shall not exceed twelve (12) percent within any ten (10) feet of distance. To avoid bottoming on the pavement, crest curves in turnouts shall be designed so the change in grade shall not exceed eight (8) percent within any ten (10) feet of distance. These grade changes are minimum standards for passenger cars and small trucks; grade changes for large trucks and buses shall be less.

3.5.11 Driveways for Single-Family Residences

The minimum width for driveways into single-family residential lots shall be ten (10) feet. The maximum width of the driveway at the street shall be twelve (12) feet. The minimum driveway radius at the connection to the street shall be six (6) feet. A flare width of five (5) feet may be used in place of the radius. "Loop-type" driveways on residential lots shall be allowed when their spacing meets the minimum requirements in Section 3.5.

Where commercial and industrial turnouts access State or' Federal Highways, driveway design and permits shall also be as required by the Alabama Highway Department.

A P P E N D I X
STREET CLASSIFICATION SYSTEM
ADOPTED MARCH, 1997

Arterials:

2nd Avenue - 16th Street to 6th Street
6th Street - 2nd Avenue to ~~Torbert Boulevard~~ Columbus Parkway
10th Street - 2nd Avenue to ~~East Avenue~~ Columbus Parkway

Birmingham Highway - western city limits to Pepperell Parkway Geneva Street
Columbus Parkway - ~~South 4th Street~~ to eastern city limits
Crawford Road - Marvyn Parkway to southern city limits
Fox Run Parkway - Columbus Parkway to Samford Avenue
Gateway Drive - Pepperell Parkway to I-85 Columbus Parkway
Geneva Street - ~~East Avenue~~ to McCoy Street
Interstate Highway 85 - western city limits to northern city limits
Lafayette Parkway - Samford Avenue to northern city limits
Marvyn Parkway - McCoy Street to Crawford Road
Veterans Parkway ~~"Oak Bowery Connector Road[2]"~~-Pepperell Parkway to Oakbowery Road
Pepperell Parkway - western city limits to 16th Street
~~"Perimeter Road[3]" - complete ro~~ Sportsplex Drive???
~~Torbert Boulevard - South 6th Street to South 4th Street~~

Major Collectors:

1st Avenue - 30th Street to 6th Street
2nd Avenue - 6th Street to South Railroad Avenue
N. 3rd Street - 2nd Avenue to 6th Avenue
4th Avenue - Fitzpatrick Avenue to North 3rd Street
N. 10th Street - 2nd Avenue to Bonita Avenue
30th Street - First Avenue to Pepperell Parkway

Auburn Street - South Long Street to Magazine Avenue
~~Avenue B - Magazine Avenue to South 10th Street~~
~~East Avenue - Clanton Street to Geneva Street~~
Fitzpatrick Avenue - Pleasant Drive to 4th Avenue
Frederick Road - western city limits ~~to South Long Street~~ M L King Boulevard
Gateway Drive - Interstate 85 to Society Hill Road
Hamilton Road - western city limits to Gateway Drive
S. Long Street - Williamson Avenue to Auburn Street
Marvyn Parkway - southern city limits to Crawford Road
M. L. King Boulevard - Auburn Street to Clanton Street

[2] Under construction. Official name to be adopted.
[3] 'Proposed with segments under construction. Official name to be adopted.

Major Collectors (Continued):

Morris Avenue - Oakbowery Road to Lafayette Parkway
Oakbowery Road - Bonita Avenue to Morris Avenue
Old Columbus Road - Marvyn Parkway to eastern city limits
Rocky Brook Road - 6th Avenue to Morris Avenue
Samford Avenue - South Railroad Avenue to Fox Run Parkway
Society Hill Road - southern city limits to Williamson Avenue
S. Uniroyal Road - Columbus Parkway to southern city limits
Waverly Parkway - Birmingham Highway to Pleasant Drive
West Point Parkway - Fox Run Parkway to eastern city limits

Minor Collectors:

S. 4th Street - Avenue E to South Railroad Avenue
5th Street - 2nd Avenue to Denson Drive
6th Avenue - 10th Street to 3rd Street
7th Street - Torbert Boulevard to 2nd Avenue
8th Street - Torbert Boulevard to Renfro Avenue
14th Street - 2nd Avenue to Magazine Avenue
20th Street - Pepperell Parkway to 1st Avenue

Airport Road - Pepperell Parkway to Old Opelika Road
Avenue A - 10th Street to 4th Street
Avenue B - 10th Street to 4th Street
Avenue C - 6th Street to Darden Street
Avenue E - South 6th Street to South 4th Street
Bonita Avenue - Laurel Street to Oakbowery Road
Collinwood Street - Oakbowery Road to McLure Avenue
Country Club Road - western city limits to Airport Road
Cunningham Drive - Frederick Road to 30th Street
Darden Street - Avenue C to Jeter Avenue
Denson Drive - 5th Street to McLure Avenue
S. Fox Run Parkway - McCoy Street to Columbus Parkway
Grand National Parkway - Birmingham Highway to Oakbowery Road
Jeter Avenue - Darden Street to Fox Run Parkway
Magazine Avenue - 14th Street to Auburn Street
McCoy Street - Geneva Street to Torbert Boulevard
McLure Avenue - Collinwood Street to Rocky Brook Road
Oakbowery Road - Morris Avenue to Grand National Parkway
Old Opelika Road - Airport Road to Frederick Road
Pleasant Drive - Pepperell Parkway to Fitzpatrick Avenue
Priester Road - Waverly Parkway to West Thomason Circle
S. Railroad Avenue - South 4th Street to Samford Avenue
Renfro Avenue - 8th Street to Oakbowery Road
Ridge Road - North Uniroyal Road to eastern city limits

Minor Collectors (Continued):

Stonewall Road - western city limits to Grand National Parkway
Terracewood Drive - Waverly Parkway to Laurel Street
West Thomason Circle - Priester Road to Pepperell Parkway
Torbert Boulevard - South 6th Street to Geneva Street
N. Uniroyal Road - Columbus Parkway to West Point Parkway
Williamson Avenue - South Long Street to Marvyn Parkway

Notes:

1. All streets not listed are classified as local/residential streets.
2. All street classifications taken from 1992 Functional Classification System Map, as prepared by the Alabama Department of Transportation. The following classification name changes were made to conform with the City's Public Works Manual:

Opelika Name	ALDOT Name
Arterial	Principal Arterial
Major Collector	Minor Arterial
Minor Collector	Collector

3.6 DRIVEWAYS

Because they are deceptively simple in appearance, driveways often do not receive the design consideration that they merit. Common deficiencies include:

a. Inadequate radii at street.

b. Excessive grades and grade differences (breakover angles).

c. Inadequate width.

The typical residential driveway shall be designed for passenger-car operation only. For a 90-degree turn, an inside radius of eighteen (18) feet and an outside swept path of a 30-foot radius are required.

A minimum width of ten (10) feet is required for single-lane driveways. At the narrowest street width of 22 feet, such a driveway will require 12-foot radii to avoid lane encroachment. At a 34-foot street width, the radius required to avoid lane encroachment drops to only four (4) feet. Temporary encroachment on the wrong side of a minor street while entering or leaving a private driveway is generally considered allowable. This suggests a design value of about six (6) feet for the driveway radius. At higher volume driveways of school or apartment parking lots, increased widths, plus radii requirements of ten (10) to fifteen (15) feet are required.

The common design fault of excessive break over angle (see Figure 3) and rear bumper dragging at the gutter line can be avoided by proper grading of right-of-way cross section. The driveway grade should not exceed eight (8) percent within the right-of-way area. Of greater importance is the change in grade, which shall not exceed twelve (12) percent within any ten (10) feet of distance. Car "bottoming" on the crest can be avoided by use of eight (8) percent maximum change per ten (10) feet as required.

FIGURE 3.4
RESIDENTIAL DRIVEWAY DETAILS

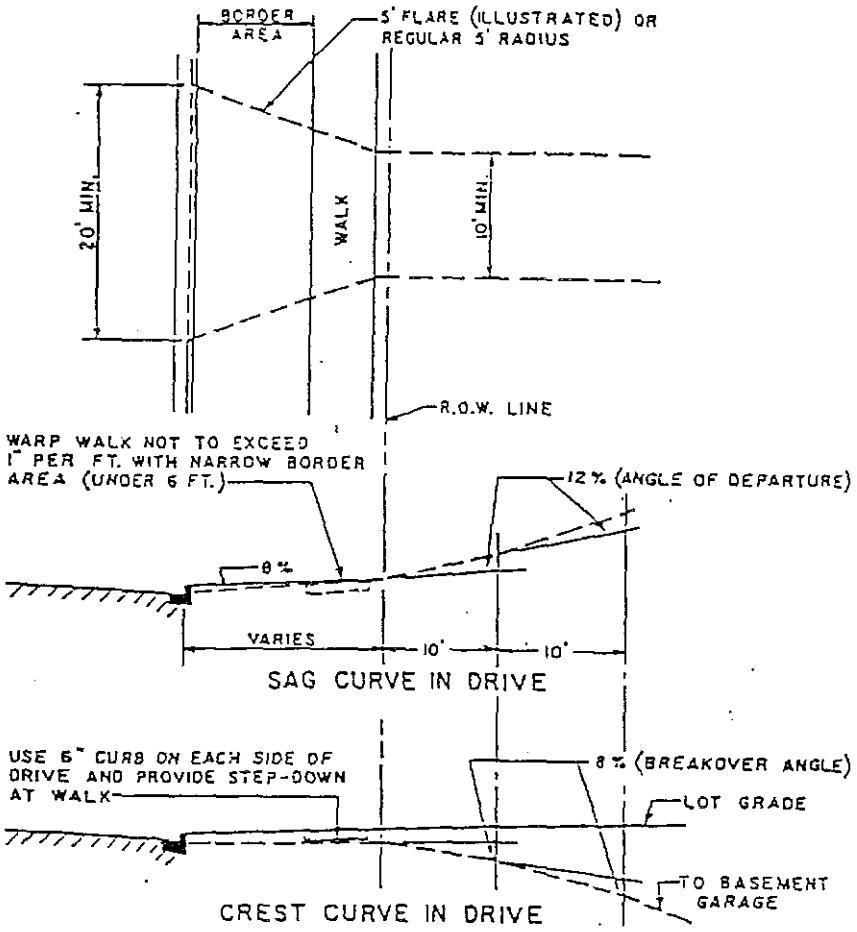
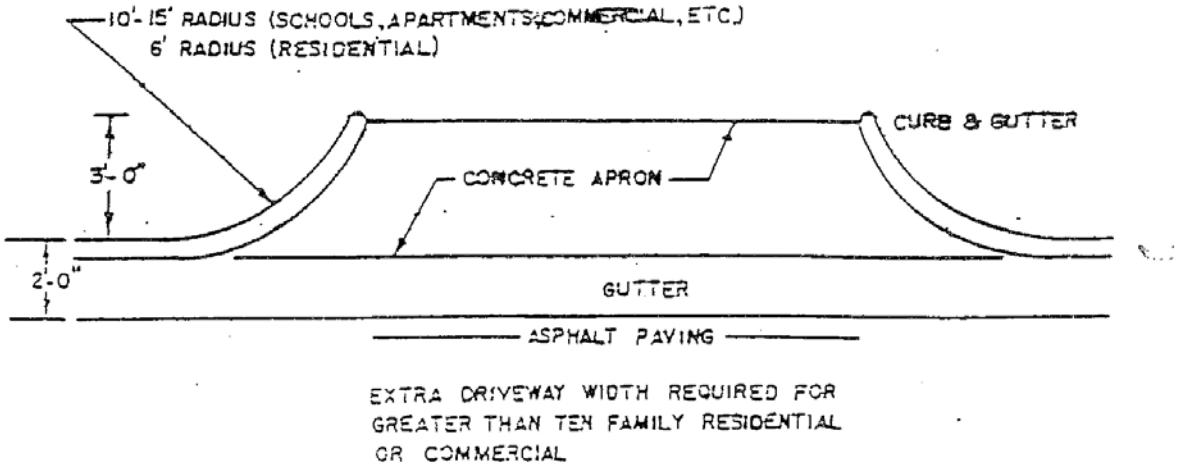


FIGURE 3. Residential Driveway Details

FIGURE 3.5
TYPICAL DRIVEWAY TURNOUT



TYPICAL DRIVEWAY TURNOUT

SECTION IV

STREET CONSTRUCTION STANDARDS

4.1 ASPHALT ROAD SPECIFICATIONS

The specifications for construction of roads within the City of Opelika include the latest edition of the Alabama Highway Department (AHD) Standard Specifications for Highway Construction. The following is a general discussion of these standards, as well as additional standards determined by the City. If any conflict exists, the stricter standards shall apply.

4.1.1 Site Work and Grading

All streets, roads and service drives shall be graded so that the entire right-of-way can be constructed to the required cross section. Before grading is started, the entire right-of-way shall be first cleared of all stumps, roots, brush and other objectionable materials, along with all trees and other topographic features not intended for preservation.

The stumps, boulders, and other obstructions shall be removed to a minimum depth of four (4) feet below existing grade when encountered and scarified to a depth of twelve (12) inches below the sub grade.

Stump holes and trenches shall be carefully backfilled and tamped. Heavy sod and all soft, yielding, or otherwise unsuitable materials shall be removed and replaced with acceptable fill material.

All suitable materials from roadway cuts may be used in the construction of fills, approaches, or at other places as needed. The fill shall be spread in layers and compacted. Compacted layers shall not exceed six (6) inches in thickness. Firs shall be rolled in accordance with Alabama Highway Department standards. The top twelve (12) inches of soil in both cut and fill sections shall have a dry weight density equal to or greater than ninety-five (95) percent of that obtained by AASHTO Designation T-99, Method A or C.

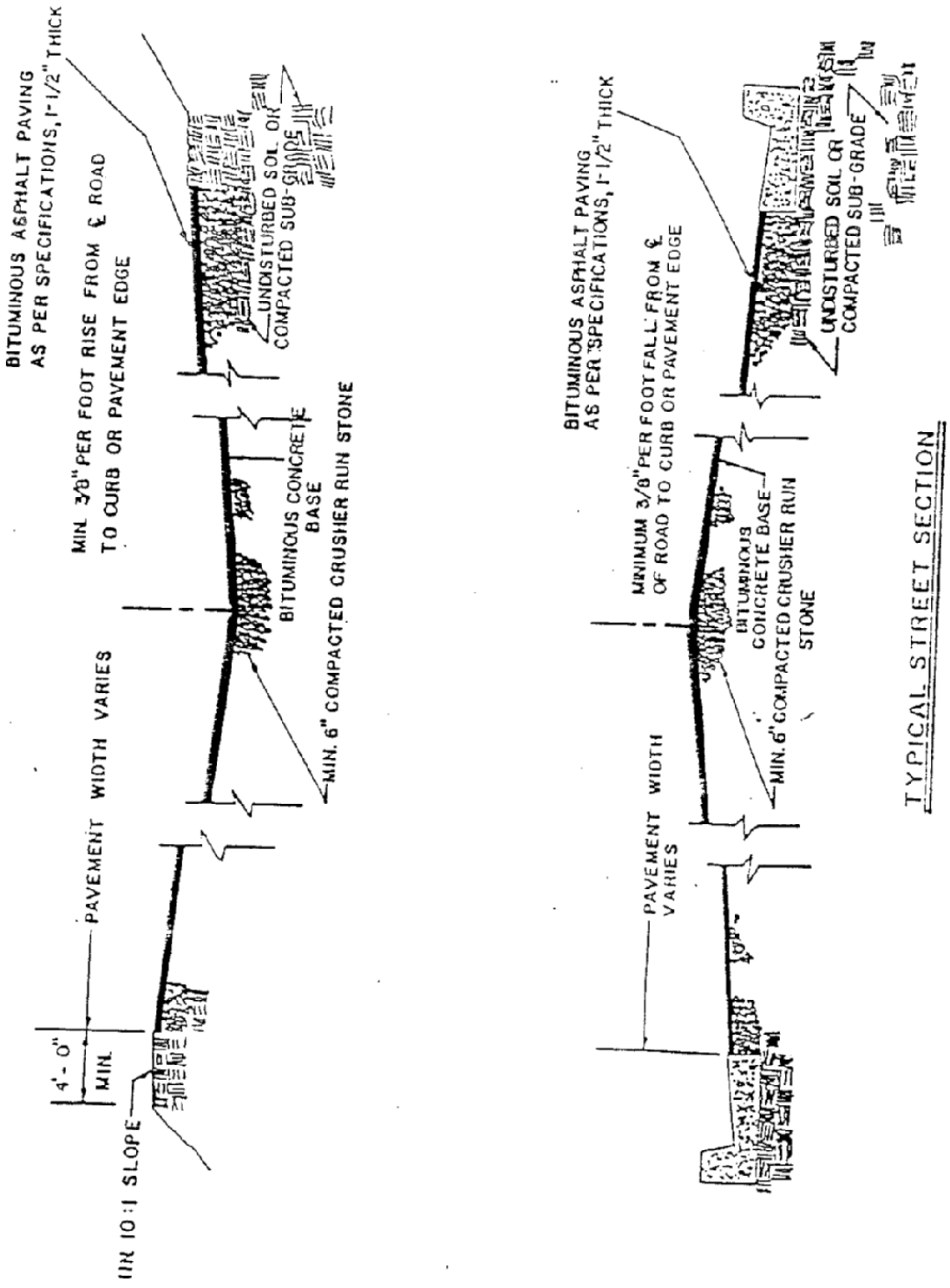
All compaction testing shall be performed to the satisfaction of the Engineer, and no base materials shall be placed over the subgrade until all test results have been approved by the Engineer.

Grading shall progress so as to insure good drainage and prevent formation of depressions where water may collect.

A transverse slope or crown shall be provided to expedite surface drainage. On residential streets, up to one-half (1/2) inch per foot is permissible. As traffic speeds increase, the crown shall be decreased, but a minimum of one-eighth (1/8) inch per foot shall be maintained. When the natural soil cannot be made stable enough to support construction traffic, sub grade modification shall be accomplished by incorporating course graded crushed stone in the top six-(6-) inch layer and recompacting. The sub grade shall have provisions to intercept groundwater from springs and seepage plains that prevent saturation of the sub grade. The finished sub grade shall be true to grade, free from roots, and uniformly firm.

All underground utilities crossing paved streets shall be installed prior to final grading. Electrical and telephone cables crossing public streets shall be placed in adequately-sized conduits.

FIGURE 4.1
TYPICAL STREET SECTION



4.1.2 Material Thicknesses

The Contractor shall have the option of constructing the base with either a crusher run stone layer, a bituminous concrete layer, or a combination of both the crusher run and bituminous concrete layers. The crusher run layer shall be compacted to one hundred (100) percent density and placed on the prepared sub grade, while the bituminous concrete layer shall consist of a hot-mix, hot-laid bituminous base constructed on the prepared underlying primed base or sub grade.

Thicknesses of the crusher run, bituminous base, and bituminous surfacing layers proposed to be used shall be multiplied by strength factors and added to create a structural number (SN), which determines the relative strength of the pavement. This calculated SN must exceed the minimum SN for the type of road to be constructed. The minimum SNs for each type of street are:

Residential: SN = 1.70

Collector: SN = 2.40

Arterial: SN = 2.80

where SN = (0.14)(Thickness of crusher run layer, inches) +

(0.44)(Thickness of bituminous base, inches) +

(0.44)(Thickness of bituminous surfacing, inches).

In no case shall there be less than six (6) inches of crusher run, when used, or less than two (2) inches of bituminous material in the pavement design.

For residential streets, the minimum SN can be achieved through the construction of a six-(6-) inch layer of crusher run base overlaid with a two- (2-) inch layer of bituminous wearing surface. The Contractor may substitute a two- (2-) inch layer of bituminous base in place of the six- (6-) inch layer of crusher run base, if he chooses to do so.

All proposed material thicknesses shall be submitted to the City Engineer for approval prior to construction. No placement of materials shall commence until the City Engineer has granted approval.

4.1.3 Aggregate Base Course

The aggregate base course shall consist of a dense graded aggregate material placed upon a compacted subgrade and overlain with a bituminous base course or and/or a bituminous wearing surface course. Aggregate for crushed aggregate base course shall meet the requirements as specified in Section 825 of the Alabama Highway Department Standard Specifications. The aggregates shall be well graded between the limits specified and shall conform to the following gradation requirements:

Sieve	Percent Passing by Weigh Type A	Type B
2 Inch		100
1-1/2 Inch		90-100
1 Inch	100	75-95
¾ Inch	86-100	
½ Inch		60-85
No. 4 Mesh	26-55	40-65
No. 8 Mesh	15-41	28-54
No. 16 Mesh		19-42
No. 50 Mesh	3-18	9-27
No. 200 Mesh	0-10	4-18

For Type "A", the fraction passing the No. 40 Sieve shall not have a liquid limit in excess of 25. For Type "B", the fraction passing the No. 40 Sieve shall not have a plasticity index in excess of 6 nor a liquid limit in excess of 25, and contain not more than 2/3 by weight passing the No. 200 Sieve.

Crushed stone base material shall be placed in layers of uniform thickness with an approved spreader. Layer thicknesses generally shall not exceed six (6) inches after compaction. When vibrating or other approved types of special compacting equipment are to be used, approval may be given to increasing the permissible thickness of layers, provided the ability of such equipment to achieve acceptable compaction to the full layer depth is demonstrated. When the base course is constructed in more than one layer, the previously constructed layers shall be cleaned of loose and foreign matter. The water content of the material shall be maintained during the placing method at the optimum percentage ($\pm$1.5%) as determined by ASTM D-1557.

While at the optimum moisture ($\pm$1.5%) the crushed stone base shall be compacted with equipment capable of obtaining the desired density to the full depth. The rolling shall continue until the base is compacted to not less than one hundred percent (100%) of the maximum laboratory density as determined by ASTM D-1557, Method D. In-place density shall be measured by ASTM D-2167 or other approved methods.

The surface of the compacted crushed stone base shall be finished by balding or with automated equipment especially designed for this purpose and rolled. In no case will thin layers of fine materials be added to the top layer of the base course in order to meet the grade.

The surface of the completed base shall not show any deviation in excess of one-half (1/2) inch when tested with a ten- (10-) foot straightedge. The completed thickness of the base shall be within +3/4 inch or -1/2 inch of the thickness indicated, and the average thickness shall not be less than the design thickness.

The base shall be maintained in a condition that will meet all specification requirements until the work is accepted.

4.1.4 Bituminous Base Course

The blended mineral aggregate shall be graded and combined to meet the general composition limits by weights for the dry mix. Fine aggregate shall be local sand and gravel, crushed limestone or crushed slag.

Course aggregate shall be local or commercial gravel, crushed gravel, crushed slag, crushed stone, or a combination of these.

The blend of course and fine aggregate shall meet the following gradation, combined so as to produce a mix that will develop not less than 1,000 pounds Marshall Stability at 75 blows, or as shown on the approved plans or specified in the proposal. This aggregate gradation is equivalent to "Mix A" standards in Section 327 of the AHD Standard Specifications.

Sieve	Percent Passing by Weight
1-1/2 Inch Sieve	100
3/4 Inch Sieve	70 - 100
3/8 Inch Sieve	45 - 90
No. 4 Mesh Sieve	25 - 70
No. 8 Mesh Sieve	20 - 57
No. 50 Mesh Sieve	7 - 24
No, 100 Mesh Sieve	2 - 14
No. 200 Mesh Sieve	0 - 8
Bitumen (AC-20) 85-100 Penn 4	3.5 - 6.5

Local source material (pit run) shall have a P.I. of 6.0 or less.
The proportion of bitumen to total aggregate by weight will be fixed in the job mix formula. The grade of asphalt shall be (AC-20) 85-100 penetration as directed by the Engineer.

Sampling and testing by an independent testing firm may be required at the discretion of the Engineer.

All placement equipment of bituminous mixture, rollers, and other required equipment shall be approved by the Engineer.

No bituminous mixture shall be placed unless the temperature is at least forty (40) degrees Fahrenheit and rising in the shade or during any severe weather conditions or seasons unless approved by the Engineer.

The depth of the base courses shall be as determined in Section 4.1.2 utilizing sound engineering practices based on the following:

1. Soil Support - The inherent ability of the native subgrade soil to support loads transmitted through the pavement.

2. Traffic Intensity - The weight and relative frequency of anticipated wheel loads.

For satisfactory run-off, 3/8 inch rise per foot of pavement width is the minimum required crown.

4.1.5 Prime Coat

Prime shall not be applied until the base has been approved by the Engineer. Before applying the prime, the surface shall be swept and prepared.

Loose material, dust, dirt, caked clay, and any foreign material that might prevent proper bond with the existing surface shall be removed for the full width of the treatment by means of revolving brooms, mechanical sweepers and blowers. Dust and other loose material not removed by mechanical means shall be removed with hand brooms. All sweeping shall be removed before any bituminous material is applied.

The base shall be sprinkled with water if the Engineer so directs.

Prime shall be applied at the rate of 0.25 gallons per square yard consisting of grades MC, RC, or RT, as approved by the Engineer. Prime coats shall be applied at the following temperatures:

Cut-back Asphalt: 70 degrees - 180 degrees

Emulsified Asphalt: 60 degrees - 140 degrees

Cleaning equipment, pressure distributor and bitumen heating equipment for application of prime coats and tack coats shall be approved by the Engineer.

4.1.6 Wearing Surface

The wearing surface shall consist of a hot-mix, hot-laid bituminous concrete pavement wearing layer. It shall be constructed in one layer, at not less than an average weight of 162 pounds per square yard, on a designated surface, to conform to the lines, grades, cross sections, and at a minimum average finished thickness of one and one-half (1-1/2) inches.

The mineral aggregate shall be limited to siliceous aggregates such as crushed gravel, crushed granite, crushed slag, natural sand, slag screening, or a combination of the proper size of these materials that will produce an acceptable job mix within the gradation limits shown. The aggregate fines shall contain concrete sand in an amount equal to at least thirty (30) percent by weight of the total mineral aggregate. If local fine sand is not available in the immediate vicinity of the project, the addition of aggregate of limestone or stone screening will be allowed in an amount of not greater than ten (10) percent by weight of the total mineral aggregate to provide additional fines, if needed. The use of limestone is permitted; however, the use of carbonate stone such as dolomite or other aggregates that tend to polish under traffic will not be permitted.

The blended mineral aggregate shall be combined to meet the general limits by weights. Mineral aggregate shall be submitted to the Testing Laboratory for a job mix formula and no bituminous mixture shall be produced until the job mix formula has been approved by the Engineer; no

bituminous material is to be produced during the absence of an inspector assigned by the Laboratory. The Contractor shall give the Laboratory at least twenty-four (24) hours notice prior to producing aggregate mixtures.

The following bitumen mixture shall be proportioned to total aggregate by weight:

Sieve	**Percent Passing by Weight**
3/4-Inch Sieve	100
1/2 Inch Sieve	95 - 100
3/8 Inch Sieve	75 - 95
No. 4 Mesh Sieve	52 - 80
No. 8 Mesh Sieve	36 - 64
No. 50 Mesh Sieve	6 - 24
No. 100 Mesh Sieve	4 - 14
No. 200 Mesh Sieve	2 - 8
Bitumen (AC-20) 85-10 Penn 4	5-10

This aggregate gradation is equivalent to "Mix A" standards in Section 416 of the Alabama Highway Department Standard Specifications.

Crushed gravel for use in the bituminous mixture noted above shall be crushed from aggregate retained on a 3/4-inch screen.

Slag shall consist of clean, tough, durable pieces of air-cool blast or electric furnace slag, reasonably uniform in density and quality, free from thin or elongated pieces, and free from deleterious substances. The use of "open-hearth" slag re-drained from cold piles and processed use shall be allowed.

Aggregate for bituminous mixture shall be graded, or a combination of the aggregate specified for the type of bituminous mixture involved. It shall be uniformly graded so as to meet the gradation required for the size designated to be used. The aggregate shall be of such nature that when once thoroughly dried and coated with the bituminous materials proposed for construction, the coating will not strip off upon contact with water. All aforementioned aggregates and minerals shall meet ASTM requirements (latest edition) unless specified elsewhere.

Asphalt cement shall be AC-20, 85-100 Penetration, or other grades approved by the Engineer. Tack coat bitumen shall be the same type and grade used in the mix, except that a lighter grade may be used with written permission from the Engineer.

Preparation of the bituminous mixture shall be subject to sampling and plant inspection as determined by the testing firm under the direction of the Engineer.

A tack coat shall be applied to the binder course, including all contact surfaces such as curbs, manholes, and adjacent pavement edges wherever encountered, and to the extent as directed by the Engineer.

Tack coat material shall be heated or otherwise prepared to insure uniform distribution as directed by the Engineer in the amount specified and shall be distributed as directed by the Engineer in an amount of 0.1 gallons per square yard on a clean, dry prepared surface. Tack coat material shall be applied only far enough in advance to permit construction to progress uniformly and continuously after the curing period. Tack coat material shall not be applied so far in advance that the viscous quality will be reduced by traffic before being covered. Tack coat that has lost its viscous quality before being covered shall be renewed and any which has been damaged shall be replaced.

Loads will be dumped into the spreader and immediately spread and screened to such uniformity that the average depths or weight per square yard of the mixture will be secured. Spreading shall proceed at a speed adjusted to the output of the plant so that spreading shall be as nearly continuous as possible and so that the adjacent spread can be made before the edge of the prior spread hardens or cools, and before hardening occurs under the stopped spreader. In cases where delay is unavoidable, the transverse and longitudinal joints shall be treated utilizing an overlap rolling technique, followed by compaction with a vibrating roller Alignment of the outside edge of the paving shall be controlled by pre-set control lines, gutters, or cords.

For areas inaccessible to other spreading equipment, and when approved by the Engineer, hand spreading of bituminous mixture will be permitted. When hand spreading is permitted or becomes necessary due to project conditions, the mixture shall be dumped on approved steel dump sheets outside of the area which is to be spread, and shall be distributed immediately and in a uniform loose layer of such depth as will result in a compacted layer having the weight and depth required. In lieu of the use of steel dump sheets, the mixture may be shoveled by hand directly from the truck into place, or the Engineer may direct that other means of placing be used to insure better control of the depth of mixture and the surface finish.

The finished surface of the base and surface layer shall not vary more than 1/4 inch from a ten-(10-) foot straight edge and not more than 3/8 inches from a taut string twenty-five (25) feet in length placed parallel to the center line at points where directed. The rate of variance from the straight edge and string shall not exceed 1/16 inches per foot. The finished general surface shall not vary more than 1/2 inches at any point of the required grade elevation taken from the Engineer's elevation stakes. These tests for surface smoothness shall be made continuously during and immediately after rolling so that irregularities may be eliminated to the extent possible by rolling while the mixture is still hot. Otherwise, difference in smoothness shall be by removing or adding material as needed.

Hot bituminous surface layers shall be thoroughly compacted to not less than ninety-five (95) percent of density as established by the Seventy-Five Blow Marshall Test. The required Seventy-Five Blow Marshall Test will be determined by the average of a minimum of three (3) test specimens. After the mixture and spreading operation has started, the City may elect to establish the required density by performing the Seventy-Five Blow Marshall Test on material taken from the spreading hopper or loaded truck.

The submission of the job mix formula shall, upon approval and thereafter, require the furnishing of the type paving mixture not only in the master range given, but as a further requirement also

meeting the exact formula set up for the project within the following job tolerances:

Plus or Minus 7 Percent for the No. 4 and larger screen requirements.

Plus or Minus 4 percent from No. 8 through No. 100 Sieve requirements.

Plus or Minus 2 percent for the No. 200 Sieve requirements.

Plus or Minus 20 degrees Fahrenheit for temperature of mixture at the plant.

Plus or Minus 0.4 percent for Bitumen Content.

The temperature of the mixture shall, in no case, be outside the following limits unless otherwise specified:

325 degrees Fahrenheit Maximum

225 degrees Fahrenheit Minimum for asphalt cement

The desired temperature within these limits shall be specified and each batch shall be within twenty (20) degrees Fahrenheit of the specified temperatures. Should a change in source of material be made, a new job mix formula shall be established before the new material is used. When unsatisfactory results or other conditions make it necessary, a new job mix formula will be established. No change in the properties or proportion of any ingredient of the mix shall be made without written permission of the Engineer.

4.1.7 Widening

The subgrade should be prepared as carefully for the widening of pavement as it is for new construction. It should be compacted adequately and graded to a smooth surface before the asphalt mixture is placed.

Materials and construction procedures used for widening are the same as used for any other asphalt pavement construction. The equipment, however, is different, unless full-width lanes ten (10) feet or more are being added.

For narrow widening, trenchers should be used to excavate to the depth and width required by the pavement design. This should be done, if possible, after the leveling course is applied to the old pavement in order to achieve uniform thickness of the widening. Small self-propelled pavers, or attachments to full-sized paver and motor graders, should be used for placing the mixture. Special trench rollers or vibratory rollers usually should be used for the compaction of mixes in narrow widening.

4.1.8 Overlays for Asphalt Roads

The major reasons for overlaying otherwise adequate pavements are excessive permeability, surface raveling, surface roughness, and surfaces with low skid resistance. The overlay thickness is designed to correct a below-average pavement condition, not to provide the extra structural strength needed for localized weak areas.

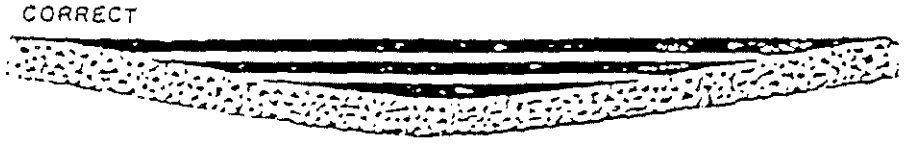
All weak areas should be repaired with proper patches. Structural patches should be designed and constructed with full-depth asphalt concrete to ensure strength equal to or exceeding that of the surrounding pavement structure. When the surface is distorted, the constructions of leveling courses or leveling wedges is required to restore proper lines and cross-sections. Leveling wedges are patches of asphalt plant-mix used to level sags and depressions in an old pavement prior to the surfacing operation.

In placing multiple layers, the shortest length layer should be placed first, with the successive layer or layers extending over or covering the short ones. If the correct method were reversed, as shown in the illustration, there would be a tendency for a series of steps to develop at each joint because of the difficulty of feathering-out asphalt mixtures at the beginning and end of a layer. Where wedging of dips requires multiple layers, sufficient levels should be taken to plot profiles and cross-sections accurately. From these, the grade of the proposed correction and lineal limits of the successive layers can be given definite stationing for starting and terminating the spreader or motor grader passes.

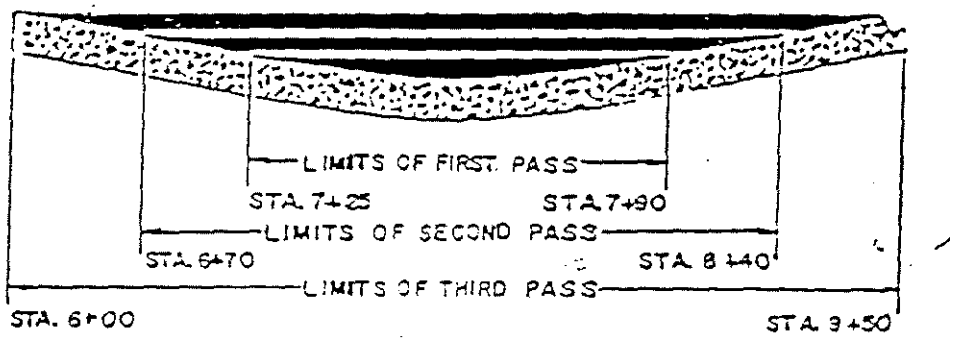
When repairs are completed, the surface to be overlaid must be thoroughly cleaned. A tack coat of asphalt must then be applied to ensure uniform and complete adherence of the overlay.

Vertical faces of pavement, curbs, gutters, drainage gratings, manholes, and other contact surfaces should be sprayed or painted with a uniform coating of asphalt, preferably emulsified asphalt. This work shall be done in such a way as not to stain exposed curb or gutter surfaces. Asphalt coatings on vertical surfaces share be protected from dust and dirt. This should be done immediately prior to pavement construction. When the pavement has been prepared, placing the overlay to the predetermined thickness, whether for surface improvement or structural improvement, should proceed without delay. Construction procedures for asphalt overlays are the same as for asphalt pavement construction described earlier.

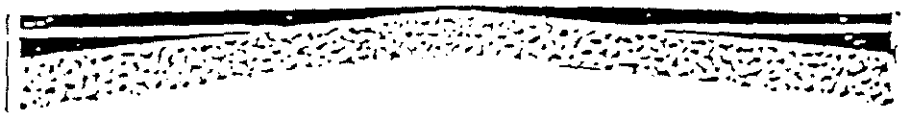
FIGURE 4.2
PAVEMENT LEVELING



CORRECTLY PLACED LEVELING WEDGES
ENSURE SMOOTHER PAVEMENTS



LIMITS FOR MULTIPLE-LAYER LEVELING WEDGES
SHOULD BE DETERMINED BY LEVEL



CORRECTLY PLACED LEVELING WEDGES FOR
OVERCOMING EXCESSIVE CROWN

4.2 CONCRETE ROAD SPECIFICATIONS

4.2.1 Site Work and Grading

All streets, roads, and service drives shall be graded in the same manner as previously described for asphalt roads. The area shall be cleared of any unsuitable materials and filled with suitable materials. Compaction shall be accomplished in layers as described, with the grading progressing so as to ensure good drainage. Before placing concrete, the subgrade shall be checked for conformity with the cross-section shown on the plans. If necessary, adjust the subgrade to the correct elevation and recompact if required. Concrete shall not be placed on any portion of the subgrade which has not been checked. Concrete shall not be placed around manholes or other structures until they have been brought to the required grade and alignment. Concrete shall not be placed on soft, spongy, frozen, or otherwise unsuitable subgrade. The subgrade shall be moist when the concrete is placed. All underground utility crossing paved streets shall be installed prior to final grading. If possible, all utilities should be placed in the right-of-way outside the pavement area.

4.2.2 Pavement Design

The design and depth of concrete pavement shall be determined by utilizing sound engineering practices based on soil support and traffic intensity. For satisfactory run-off, 3/8 inch rise per foot of pavement width is recommended.

The following references are recommended for concrete design:

1. U.S. Army Technical Manual TM-5-822-6, April, 1977. "Rigid Pavements for Roads, Streets, Walks & Open Storage Areas."

2. Portland Cement Association Publications, "The Design of Concrete Pavements for City Streets, R 153-3, 1963.

The City Engineer shall review all concrete pavement design prior to construction.

4.2.3 Concrete

Concrete shall be manufactured and delivered in accordance with the latest revised Standard Specification for Ready Mixed Concrete, ASTM C-94.

a. All concrete shall have a minimum 28-day compressive strength of 3,500 psi.

b. The air content of the plastic concrete shall be 5.5 percent plus or minus 1.5 percent.

c. Slumps shall be maintained so as not to exceed 4.5 inches for non-vibrated placement and 3.0 inches for vibrated placement.

d. Cement shall conform to requirements for ASTM C-150. Aggregates shall conform to requirements of ASTM C-33. Air-entraining admixture shall conform to requirements of ASTM C-260. Water-reducing admixtures shall conform to

requirements of ASTM C-494. Fly ash shall conform to requirements of ASTM C-618, Class F, except that the loss of ignition shall not exceed 6.0 percent.

e. The actual proportions of cement, water, fine aggregate, course aggregate, and admixtures to be used for various mixes shall be determined by an approved testing laboratory, in accordance with the latest edition of ACI Standard 318.

4.2.4 Forming

Forms shall be of such cross-section and strength and so secured as to resist the pressure of the concrete when placed and the impact and vibration of any equipment they support, without springing or settlement. The method of connection between sections shall be such that the joint formed shall be free from play or movement. When set to grade and staked in place, the maximum deviation of the top surface of any section shall not exceed one-eighth inch (1/8") in ten (10) feet from a straight line. The alignment and grade elevations of the forms shall be checked and the necessary corrections be made before placing the concrete. Forms shall be cleaned after each use and coated with a form release agent to ensure separation from concrete without damage.

As an alternate to using fixed forms, concrete may be placed with a slipform paver designed to spread, consolidate, screed, and float-finish the freshly placed concrete in one complete pass of the machine. If any traffic is allowed to use the prepared subgrade, it shall be checked and corrected immediately ahead of the placing of the concrete.

4.2.5 Placing, Finishing, Texturing, and Curing

The concrete shall be deposited on the grade in such a manner as to require as little rehandling as possible. Placing shall be continuous between transverse joints without the use of intermediate bulkheads. Concrete shall be thoroughly consolidated against and along the face of the forms and along the fur length and on both sides of all joint assemblies.

The sequence of finishing operations shall be the strikeoff and consolidation, floating (if necessary), straightedging, and surfacing texturing.

The pavement shall be struck-off and consolidated with a mechanical finishing machine, vibrating screed, or hand finishing methods when approved by the Engineer. A slipform paver may also be used. After the pavement is struck-off and consolidated, and joints formed, it shall be checked with a ten- (10-) foot long straight-edge having a handle to permit operation from the edge of the pavement. The straightedge shall be operated parallel the center line of the pavement and shall be moved forward one-half its length after each pass. Irregularities shall be corrected by adding or removing concrete. The use of long handle bullfloats shall be kept to a minimum; they may be used in areas not accessible to finishing equipment and for compacting concrete in the vicinity of formed joints. In general, adding water to the surface of the concrete to assist in finishing operations shall not be permitted. If permitted, it shall be applied as a fog spray.

Before final finishing is completed and before the concrete has taken its initial set, the edges of the slab and curb shall be carefully finished with an edger of the radius shown in the plans.

A burlap drag or broom shall be used for texturing. The burlap drag shall be at least three (3) feet wide and long enough to cover the entire pavement width. It shall be kept clean and saturated while in use. It shall be laid on the pavement and dragged in the direction in which the pavement is being placed. For a broom finish, brooming shall generally be parallel to transverse joints by drawing a stiff-bristled broom from the center to the edge of the pavement with adjacent strokes slightly overlapping to produce surface corrugations of uniform appearance approximately 1/16 inch in depth.

After finishing operations have been completed and immediately after the free water has left the surface, the entire pavement surface shall be covered with a white pigmented liquid membrane curing compound complying with ASTM C-309 at the rate specified by the manufacturer, or by the three- (3-) day coverage with waterproof paper or white polyethylene sheeting complying with ASTM C-171. When forms are removed, curing compound shall be applied to the sides of the pavement.

4.2.6 Joints

Unless shown on the plans, a jointing plan shall be prepared and approved by the Engineer before paving begins. All control joints, isolation (expansion) joints, and construction joints shall be placed as indicated on the approved plans or approved jointing plan.

Isolation (expansion) joints shall be used to isolate fixed objects abutting or within the paved area. Isolation joints shall contain premolded joint filler for the fur depth of the slab and shall be installed only where specifically shown on the plans or approved jointing plan.

Control (contraction) joints shall be formed by one of the following methods:

1. Forming by hand

2. Forming by approved insert or sawing

Joint depth shall be a minimum of one-fourth the slab thickness. Hand-formed joints shall have a maximum edge radius of one-fourth (1/4) inch. Sawing of the joints shall begin as soon as the concrete has hardened sufficiently to permit sawing without excessive raveling, usually four (4) to eighteen (18) hours. All jointing shall be completed before uncontrolled shrinkage cracking occurs.

Transverse construction joints of the type shown on the plans shall be installed whenever the placing of concrete is suspended a sufficient length of time that the concrete may begin to harden.

FIGURE 4.3
TYPICAL JOINT PLAN

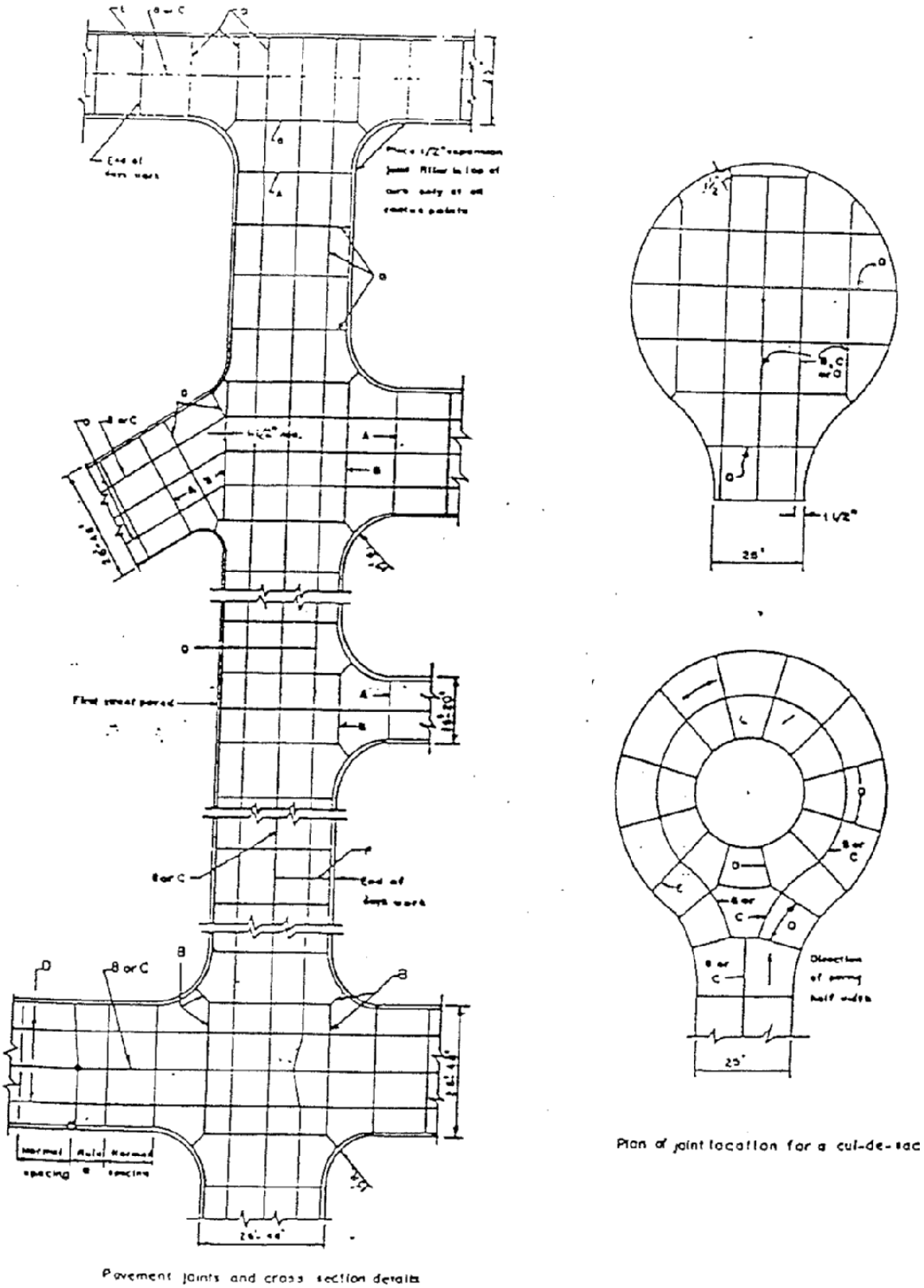


FIGURE 4.4
TYPICAL JOINT SECTION

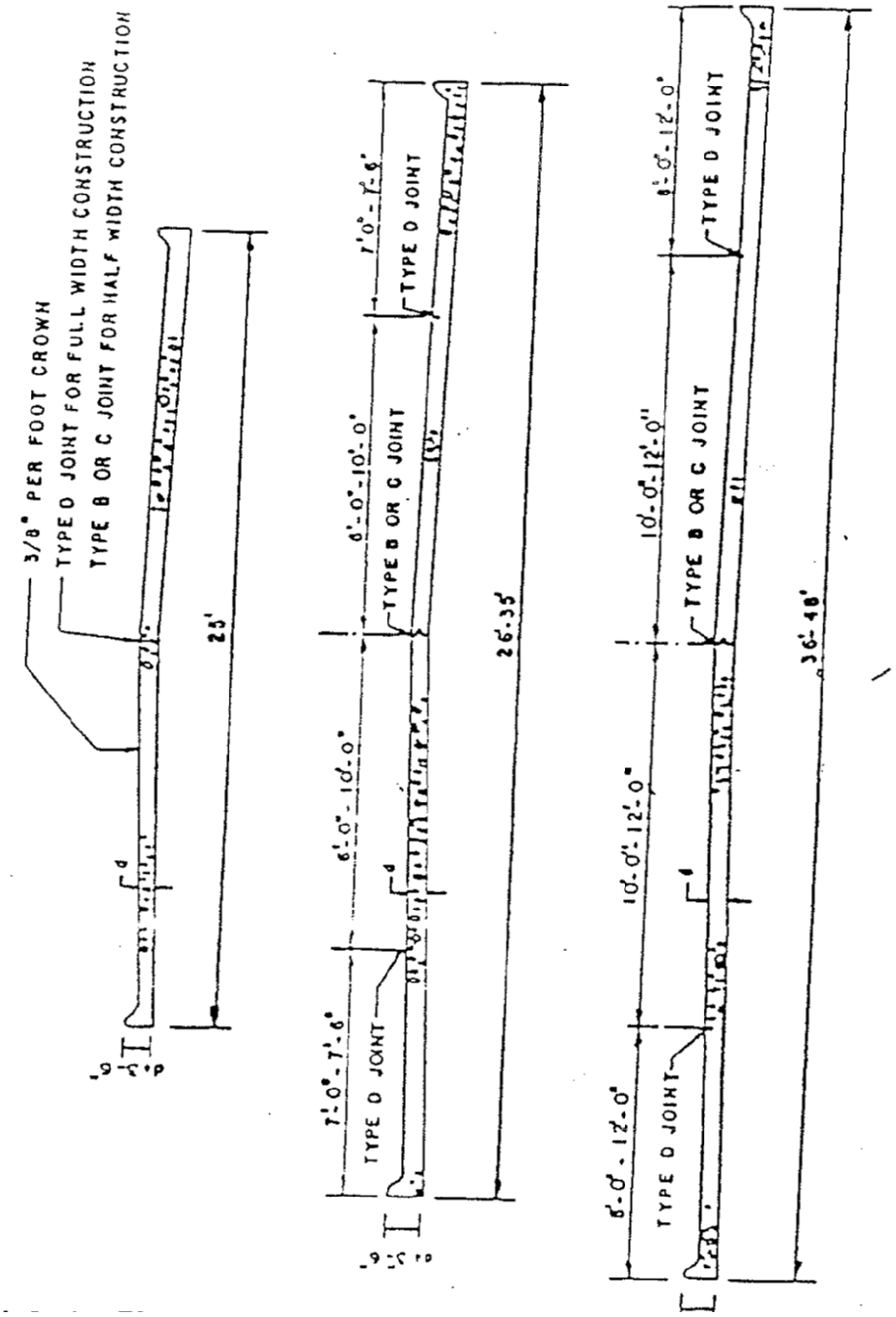


FIGURE 4.5
TYPICAL JOINT DETAILS

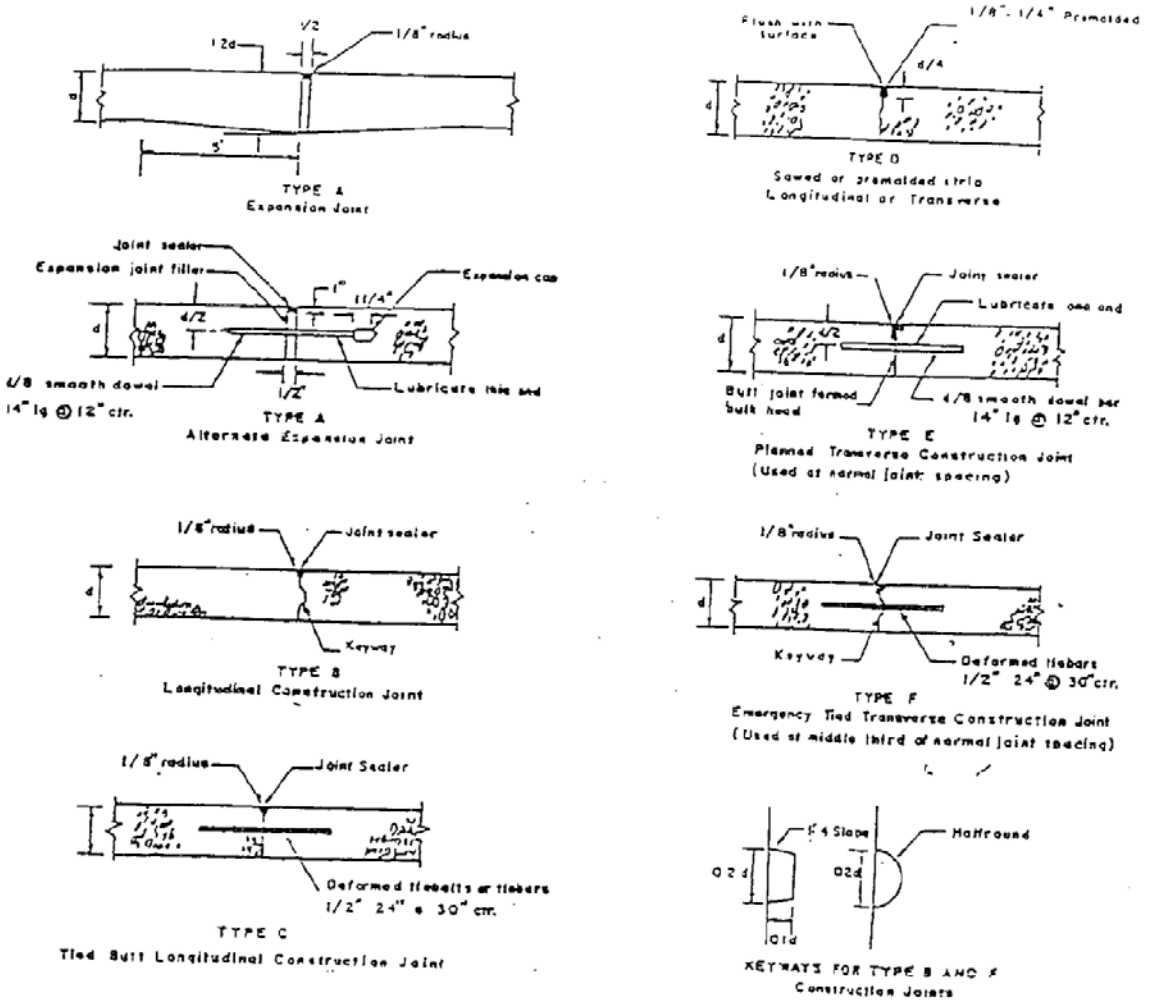
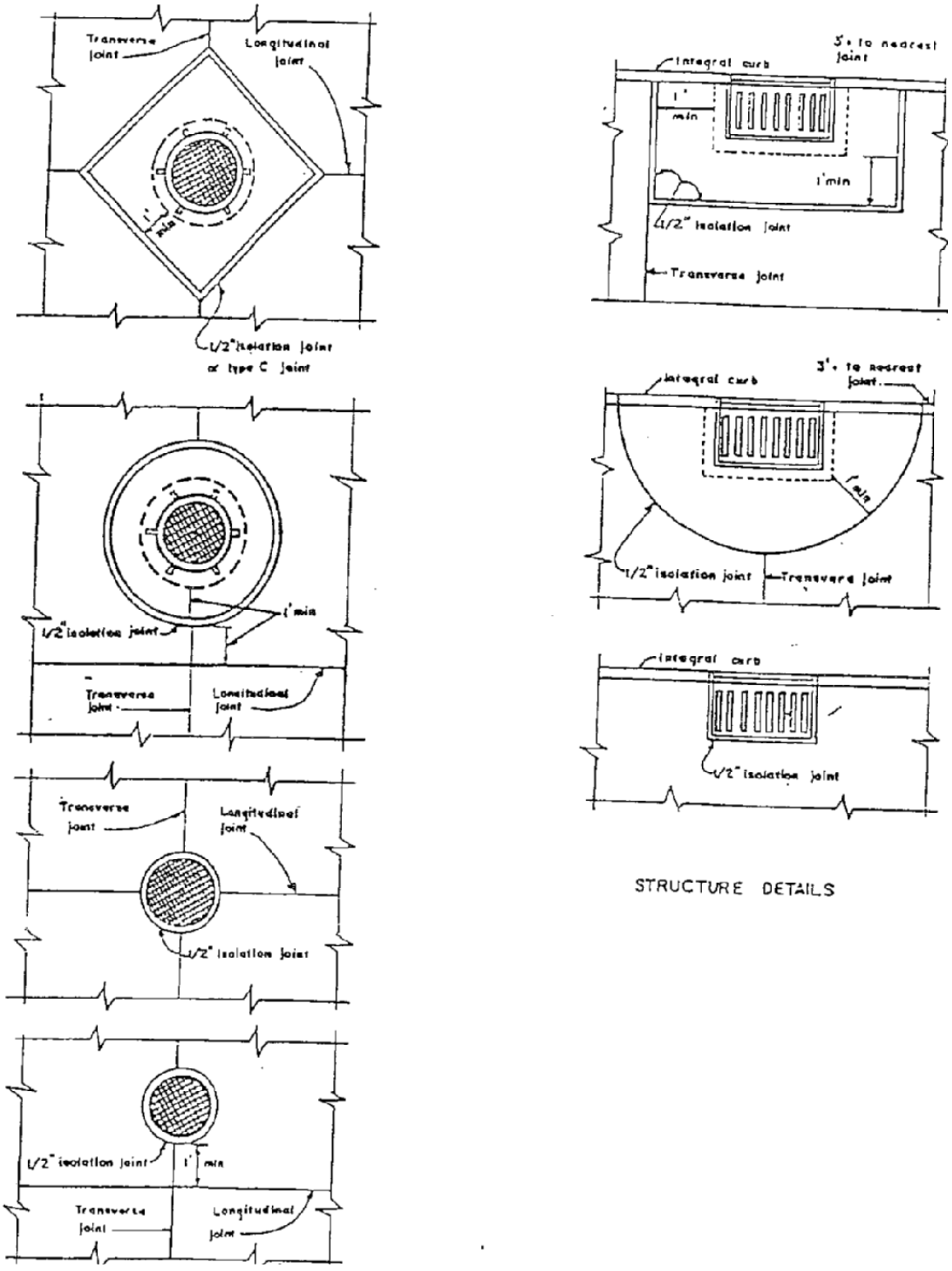


FIGURE 4.6
TYPICAL STRUCTURE DETAILS



STRUCTURE DETAILS

Longitudinal joints shall be installed to control longitudinal cracking. They should be spaced to coincide with lane markings at eight (8) to twelve- (12-) foot intervals. Joint spacing should not be greater than thirteen (13) feet unless local experience has shown that the pavements will perform satisfactorily.

Transverse joint spacing shall be at regular intervals of approximately twelve (12) to fifteen (15) feet. Where required, joint spacing may vary slightly to make them coincide with drainage or other structures. Joints shall be continuous across the slab, unless interrupted by full-depth premolded joint filler.

Joints shall extend completely through the curb. In general, load-transfer devices are not required for the recommended joint spacing.

In general, joints do not require sealing. Where required, joints shall be filled with a joint-sealing material that conforms to the requirements of ASTM D-1190. Other types approved by the Engineer may be used.

The pavement shall be closed to passenger-car traffic for at least three (3) days. Traffic shall be restricted to passenger cars and light trucks for at least seven (7) days after concrete is placed. In all cases, approval of the Engineer shall be obtained prior to opening of the pavement to traffic.

4.2.7 Replacing Concrete Pavement

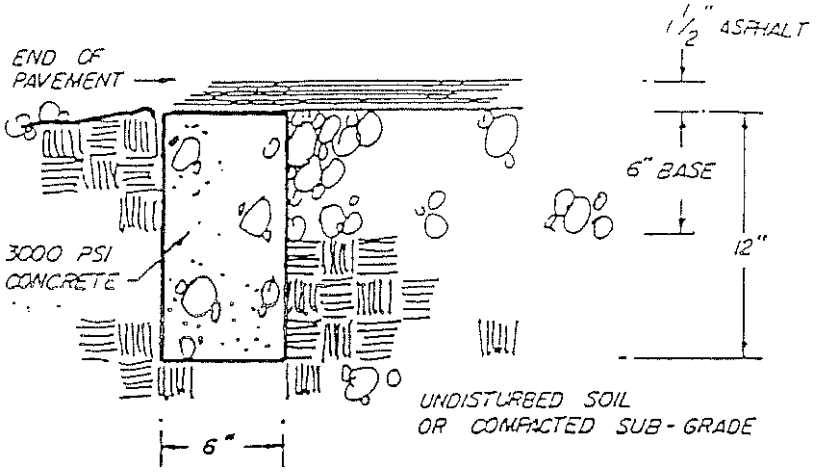
Where concrete pavement in streets, sidewalks, paved ditches or other areas is removed, it shall be replaced with the same type and thickness as that removed, including finish. A six- (6-) inch compacted base course shall be provided under new concrete paving subject to vehicular traffic as specified above. Existing pavement shall be cut back a minimum of nine (9) inches from edge of trench.

4.3 CURB AND GUTTER

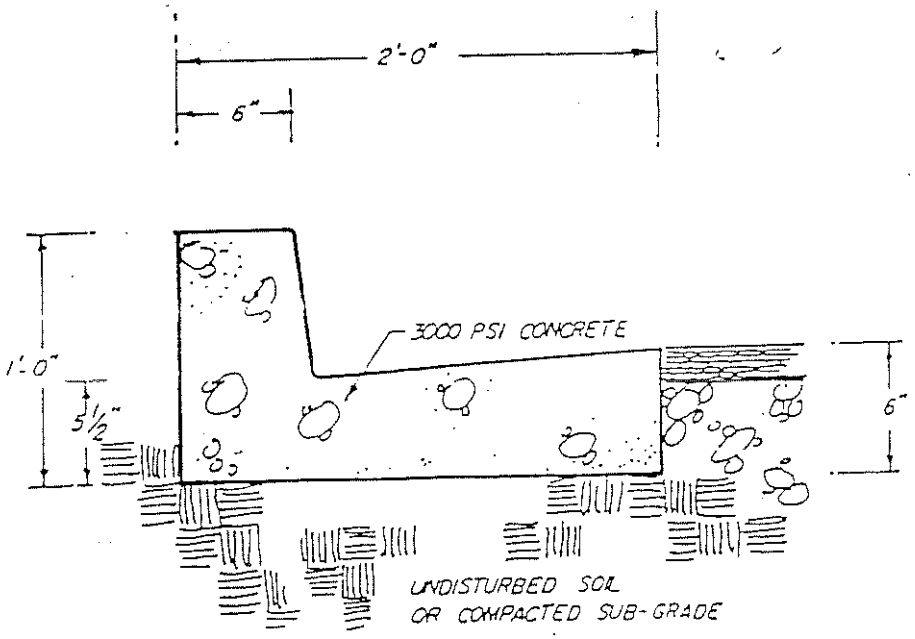
As required, curbs and gutters shall be placed along the edges of all street pavements and shall be formed to the cross-section shown on the plans. Whenever practical, the curbs shall be constructed integrally with the pavement using slipform or extrusion equipment, or placed immediately after finishing operations by hand forming or using face forms.

Curbs shall be constructed of Portland Cement Air-entrained Concrete, Class B, having a standard strength of three thousand (3,000) pounds per square inch. If it is not feasible to install curb and gutter, the Engineer may allow valley curb to be installed at the pavement edge.

FIGURE 4.7
CURB & GUTTER DETAIL



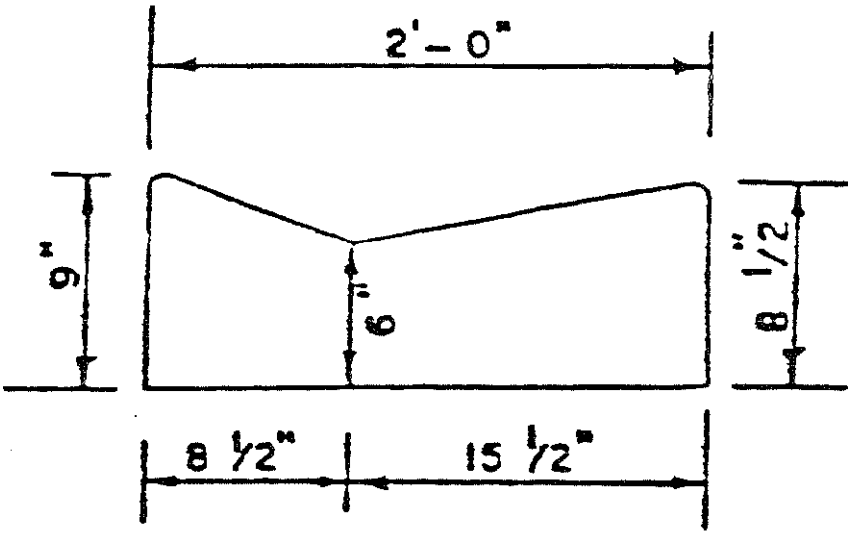
HEADER CURB DETAIL



CURB & GUTTER DETAIL

FIGURE 4.8

VALLEY CURB DETAIL



4.3.1 Joints

Weakened plane joints shall be straight and shall be at regular intervals not to exceed twenty (20) feet. Where curb and gutter is adjacent to concrete pavement, the joints shall be aligned with the pavement joints where practical.

Expansion joints shall be filled with premolded joint firer and the firer shall completely fill the joints to within one-fourth (1/4) inch of any surface of the concrete. Excess filler material shall be trimmed off to the specified dimension in a neat and workmanlike manner. All expansion joints shall be installed vertically and perpendicular to the line of the curb. No expansion joints shall be constructed in access ramps or driveways, except as may be approved by the Engineer.

4.3.2 Driveway Entrances

Driveway entrances shall be provided in new curb at all existing driveways along the line of work, at locations shown on the plans, and at such other locations as may be designated by the Engineer.

The fury-depressed curb opening at driveway entrances shall be one (1) inch above gutter flowline at the curb face. The top of the fully-depressed portion of the curb shall be finished to a transverse slope toward the gutter of 3/4 inch.

4.4 SIDEWALKS

4.4.1 Construction Specifications

Sidewalks shall be constructed on compacted subgrade with Portland Cement Air-Entrained Concrete, Class B, having a standard strength of three thousand (3,000) pounds per square inch (psi). All sidewalks shall be scored at five- (5-) foot intervals with expansion joints at a maximum spacing of thirty (30) feet. Cross-slopes shall be a minimum of 1/8 inch per foot to prevent puddling or ponding of water. The concrete surface shall be finished with a nonslip broom finish immediately after trowel finishing.

For design criteria and location policy, see Section III - "Design Elements for Subdivision Streets."

4.4.2 Standards for Handicap Access

All sidewalks constructed shall be accessible to the handicapped. At least one accessible walk having no steps or abrupt changes in level, and complying with all criteria specified within this section, shall be provided from a parking space for disabled people. An accessible walk shall also be provided from a public sidewalk and a public transportation stop, if provided, into each accessible primary building entrance. Accessible walks shall also be provided between buildings on a common site.

Accessible walks shall have a minimum clear width of forty-eight (48) inches. The slope of an accessible walk shall not exceed one (1) in twenty (20) or five (5) percent gradient; otherwise the walk is considered to be a ramp. The cross-slope of an accessible walk shall not exceed 1:48. Accessible walks less than sixty (60) inches in width shall have level zones, suitable for wheelchair passage or rest, spaced at no more than two hundred (200) feet apart, and measuring a minimum of 60" x 60"

Wherever accessible walks cross other walks, driveways, or parking lots, they shall blend to a common level, by use of grading, curb cuts or ramps. Level changes greater than 1/4 inches and less than 1/2 inches shall be beveled with a slope no greater than 1:2. Level changes exceeding 1/2 inches shall be treated as a ramp.

Whenever possible, gratings should not be located within or along walks. When gratings must be located in accessible walks, the clear openings shall not exceed 1/2 inches in one direction. If grating openings are elongated, the long dimension shall be perpendicular to the predominant direction of travel.

Doors swinging onto or away from walks shall have level areas. Walk surfaces shall be stable, firm and of sufficient texture to resist slippage.

4.4.3 Curb Ramps

A curb ramp shall be provided whenever a walk crosses a curb. Curb ramps at street intersections shall be located within and to one side of marked crossings, unless adequate and safe maneuvering space (48 inches minimum clear space), permits positioning of curb ramps at diagonal corner locations. Curb ramps shall be located or protected to prevent their obstruction by parked vehicles or street furnishings.

The maximum slope of curb ramps shall be 1:12, except for existing sidewalks, where a maximum slope of 1:8 may be used if it is impractical to install a more gradual slope.

A flush, smooth transition shall be provided at the juncture of a curb ramp with grade or street level. The minimum width of a curb ramp shall be 36 inches, exclusive of flared sides. If a curb ramp is positioned where pedestrian traffic is likely to walk across the ramp, then it shall have flared sides with a maximum slope of 1:8. Where pedestrians are prevented from walking across the ramp, flared sides may be omitted.

Built-up curb ramps are the least preferred method of curb ramping, and should only be used when no other alternative is available. Built-up curb ramps shall be located so they do not project into vehicular traffic lanes. Built-up curb ramps shall have flared sides.

The surface of curb ramps shall be the same as for walking surfaces.

FIGURE 4.9
HANDICAP ACCESS DETAILS

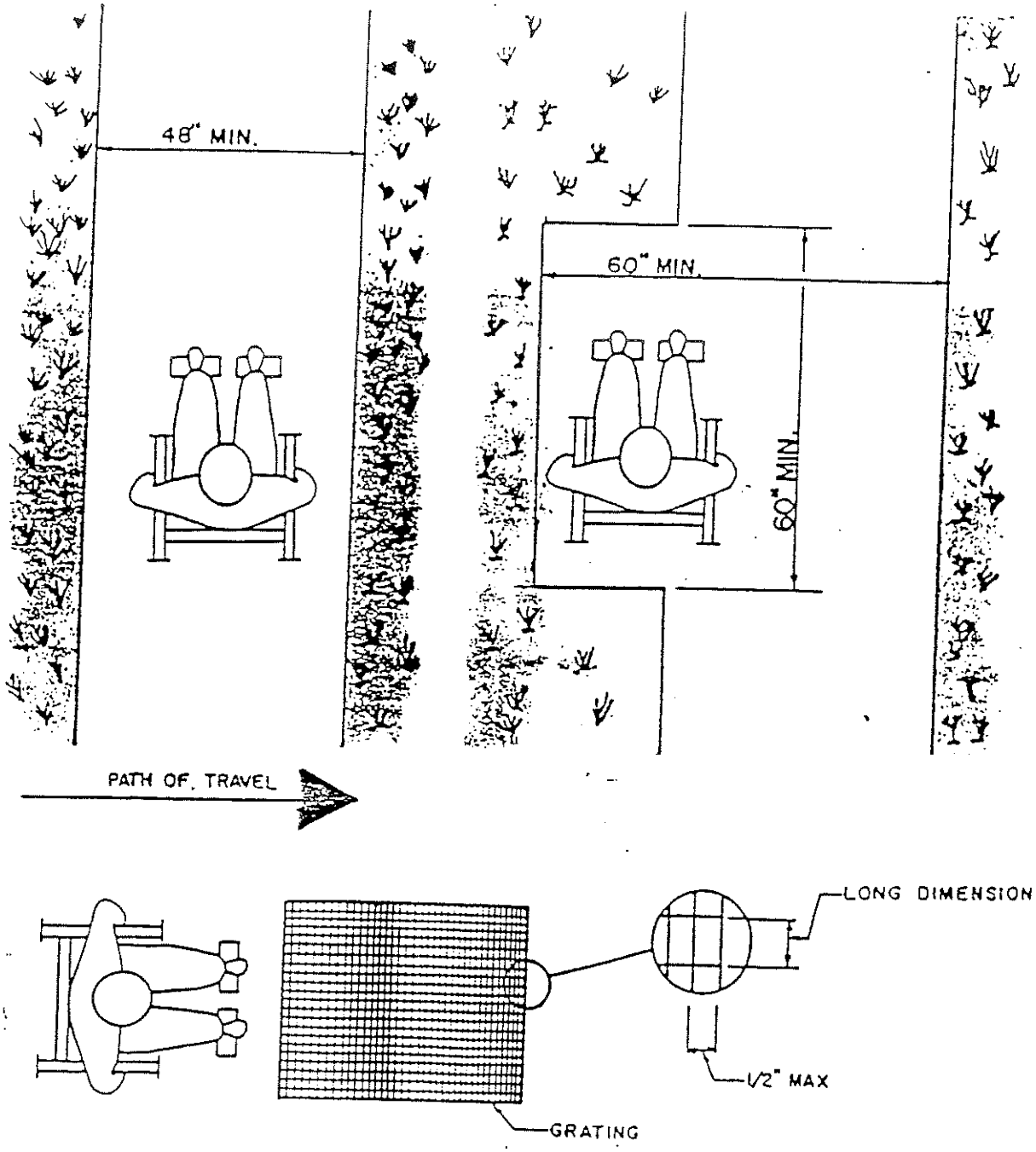
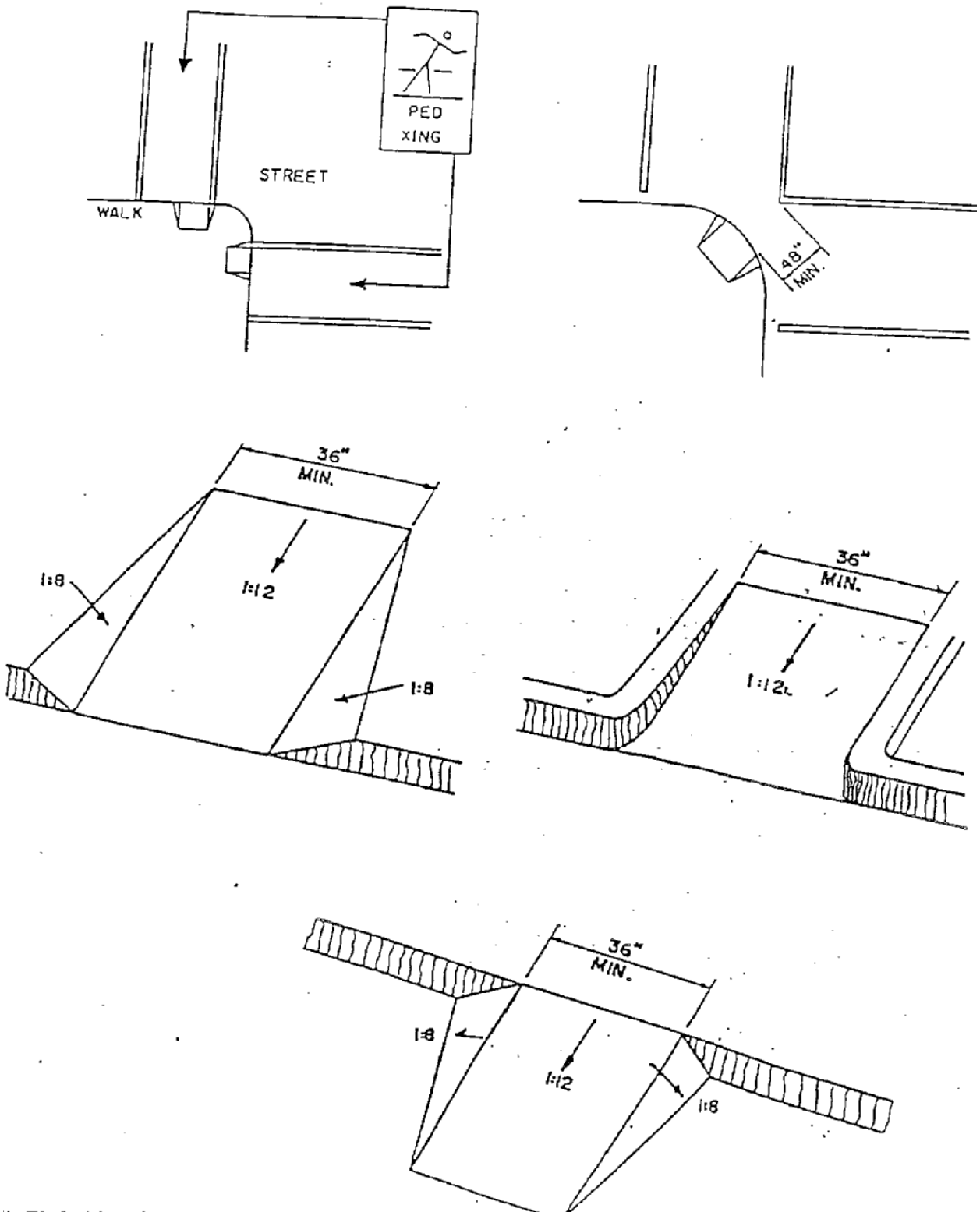


FIGURE 4.10
HANDICAP RAMP DETAILS



4.5 SAFETY REQUIREMENTS

Obviously, every street should be designed and constructed in the safest possible manner. Every precaution shall be taken both during the construction and operation phases of each street to insure the safety of the public. The safe operation of a roadway depends, to an increasingly important degree, on the proper use of traffic control devices. These devices include:

1. Pavement markings

2. Traffic signs

3. Traffic signals

4. Temporary signs utilized during construction, etc.

Since the motorized traveler should and does depend upon traffic devices as a guide in their driving, it is important that these devices be used uniformly, whether they be new highways, detours or temporary routes. Traffic devices shall be completely installed or constructed before the roadway is open to traffic. Devices which are no longer applicable or those that may create confusion in the mind of vehicle operators shall be removed as soon as possible. Other devices required by road conditions or restrictions shall be removed when those conditions cease to exist or the restrictions are withdrawn.

The application of all types of traffic devices, whether they be of a permanent or temporary nature, shall be governed by the requirements and principles set forth in the Alabama Manual of Uniform Traffic. Control Devices (AMUTCD).

4.5.1 Pavement Markings

Pavement, curb, and object markings may utilized a variety of materials. The basic requirements of the materials are that they provide the specified colors both during daylight and night hours and that they maintain the required visibility throughout their lifetime. All pavement marking shall be completed prior to the acceptance of the street by the City.

For night visibility of pavement markings, glass "beads" shall be embedded in the pavement marking material to produce a retrodirective reflecting surface. All pavement markings, except parking space markings, shall be reflectorized.

Plastic markings should be used where heavy traffic rapidly destroys painted markings.

Permanent built-in pavement markings in white or colored concrete or inlaid bricks or blocks shall not be used.

Large "mushroom" buttons or bars of cast iron or concrete several inches high, with or without reflectors, light, symbols or messages, shall not be used. They may be used designate pedestrian islands or to assist in channelizing traffic. In these applications they function as curbs or islands and they should be restricted to each application.

Pavement markings shall be white, yellow or red in color. Through consistent use of markings, the colors should transmit to vehicle operators a consistent meaning. Yellow shall be used to delineate the separation of traffic flows in opposite directions, to mark left edge lines on divided highways, one-way roads and ramps or to mark objects that traffic must pass on the right. The use of yellow markings shall include:

1. Center lines that separate traffic flows in opposite direction
2. Left pavement edge lines on multi-lane divided highways and interchange ramps
3. No-passing zone lines on two-lane and three-lane two-way roadways
4. Pavement width transitions (only between opposing lanes of traffic and the no-passing zone line)
5. Approaches to obstructions (only between opposing lanes of traffic)
6. Approaches to railroad crossings (only the no-passing zone line or center line portion)
7. Curb markings to indicate parking prohibitions covered by signs and/or ordinances
8. Curb markings to outline islands in the line of traffic.

White markings shall be used to delineate the separation of traffic flows in the same direction or to mark objects that can be passed on the left or on both sides. The use of white markings shall include:

1. Lane lines
2. Right pavement edge lines
3. Paved shoulder markings (unless otherwise specified)
4. Pavement width transitions (except transitions between traffic in opposing directions)
5. Channelizing lines
6. Approaches to obstructions (if obstruction is between lanes where travel is in the same direction)
7. Turn markings
8. Stop lines
9. Crosswalk lines

10. Approaches to railroad crossings (except center lines and no-passing zone lines)

11. Parking space limits

12. Word and symbol markings

13. Lane use control markings.

Red delineators may be used to indicate that the vehicle operator is traveling in the wrong direction. The use of red markings shall include:

1. Delineation of roadways that shall not be centered or used by the viewer of those markings.

Stop lines shall be used where it is desirable to indicate the point at which vehicle operators are required to stop in compliance with a stop sign, traffic control signal or other legal requirements. Stop lines shall be placed five (5) feet in advance of, and parallel to, the near crosswalk line. In the absence of a marked crosswalk, the stop line shall be placed at the required or desired stopping point. In no case shall it be placed more than thirty (30) feet or less than five (5) feet from the nearest edge of the intersecting roadway.

If a stop line is used in conjunction with a stop sign, it should ordinarily be placed in line with the stop sign. If the sign cannot be located exactly where vehicles are expected to stop, the stop line should be placed at the correct stopping point. Stop lines shall not be used with yield signs.

4.5.2 Traffic Signs

Traffic signs shall be used only where necessary and where justified by facts and field studies. Each sign shall conform to the standards set forth in the Alabama Manual on Uniform Traffic Control Devices. Each standard sign shall be displayed only for the specific purpose described in the manual. A conservative use of regulatory and warning signs is strongly recommended. Non-standard signs shall be replaced with standard signs as soon as possible.

Traffic signs should ordinarily be located on the right side of the road where the vehicle operator is in the habit of looking for them. Under some circumstances, signs may advantageously be placed on channelizing islands and, for sharp curves to the right, signs may be placed on the left shoulder of the road directly in front of approaching vehicles. A supplementary sign located on the left of the road is often helpful on a three- (3-) or four- (4-) lane road, or on a one-way roadway, where traffic in the right lane interferes with the vehicle operator's view to the right. In these cases, the supplementary signs should be definitely more conspicuous than the signs normally placed.

FIGURE 4.11
PAVEMENT STRIPING STANDARDS

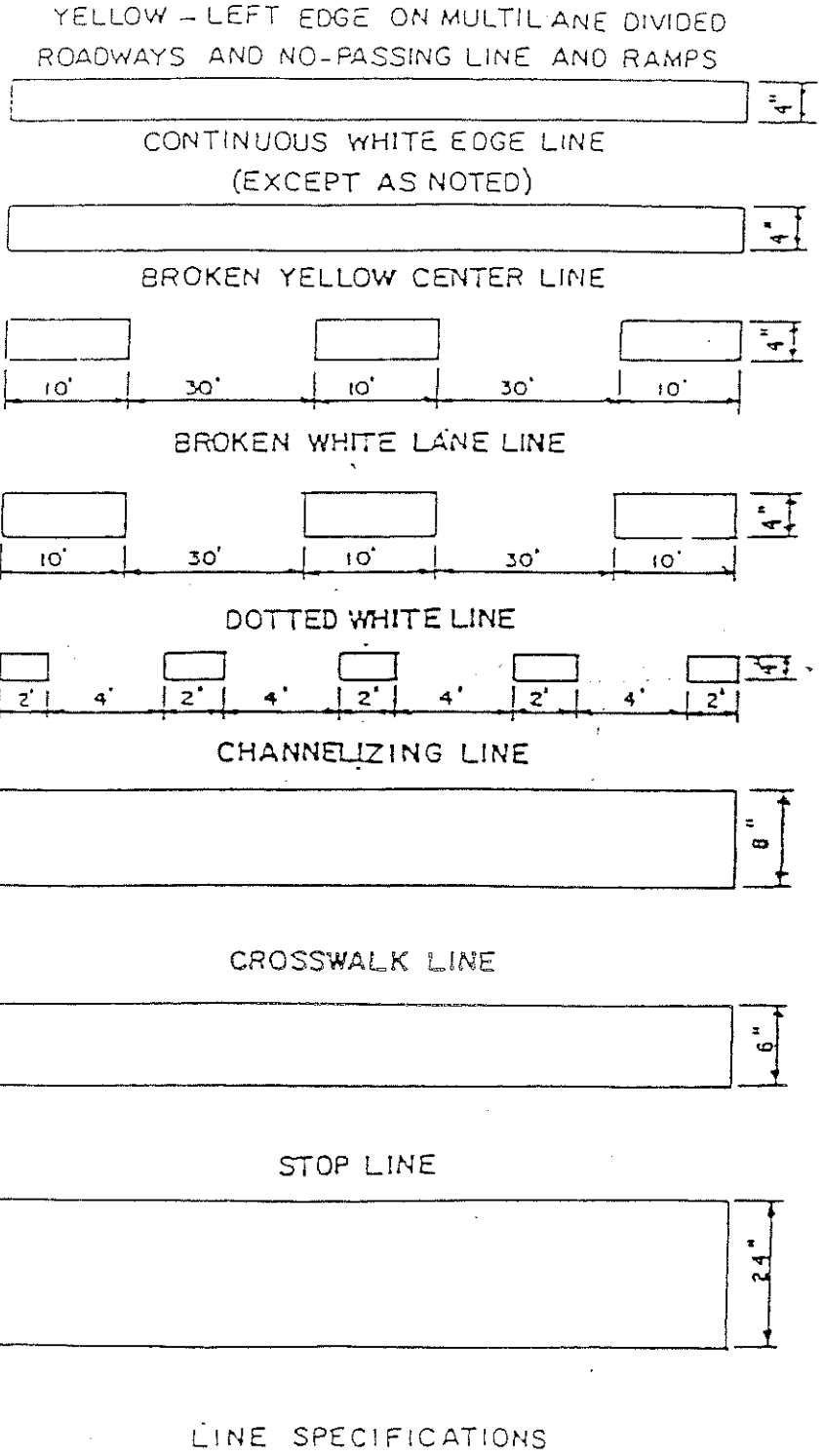
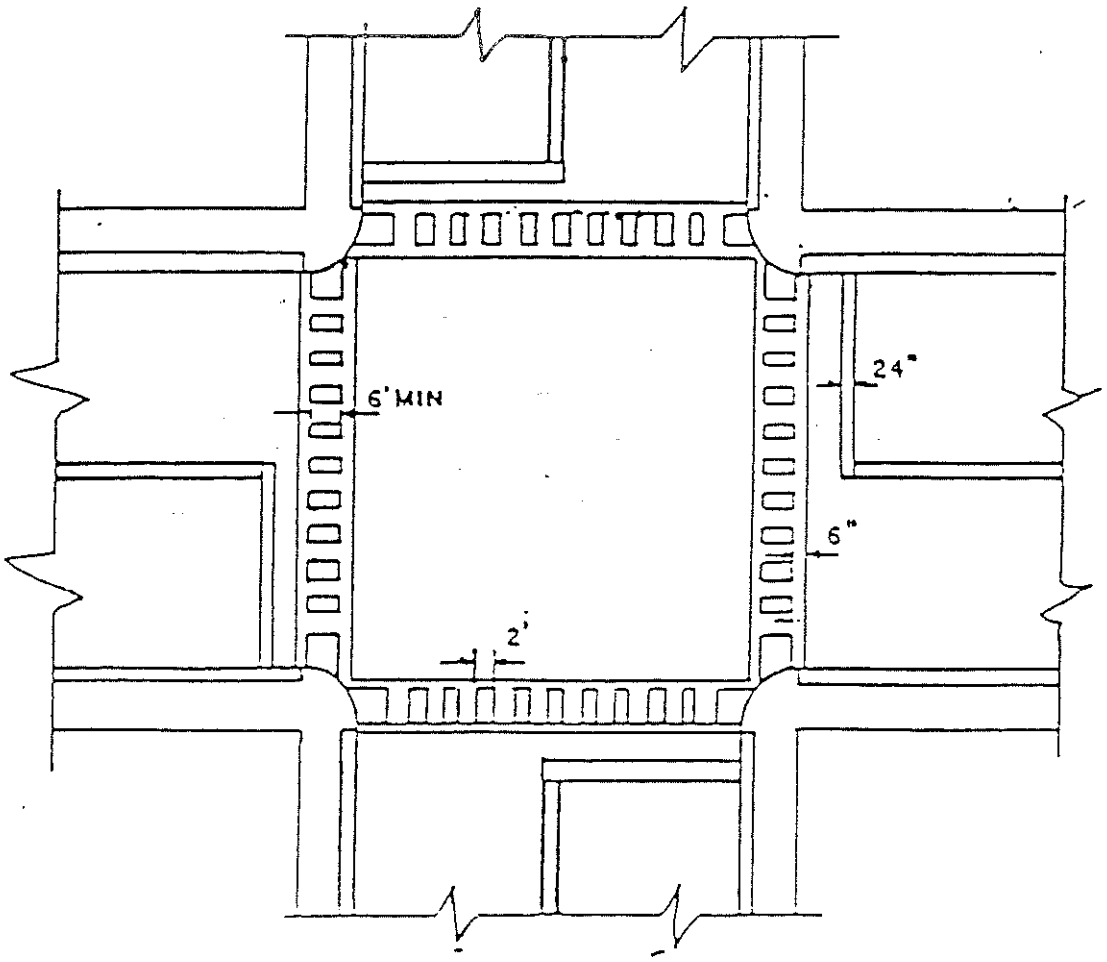


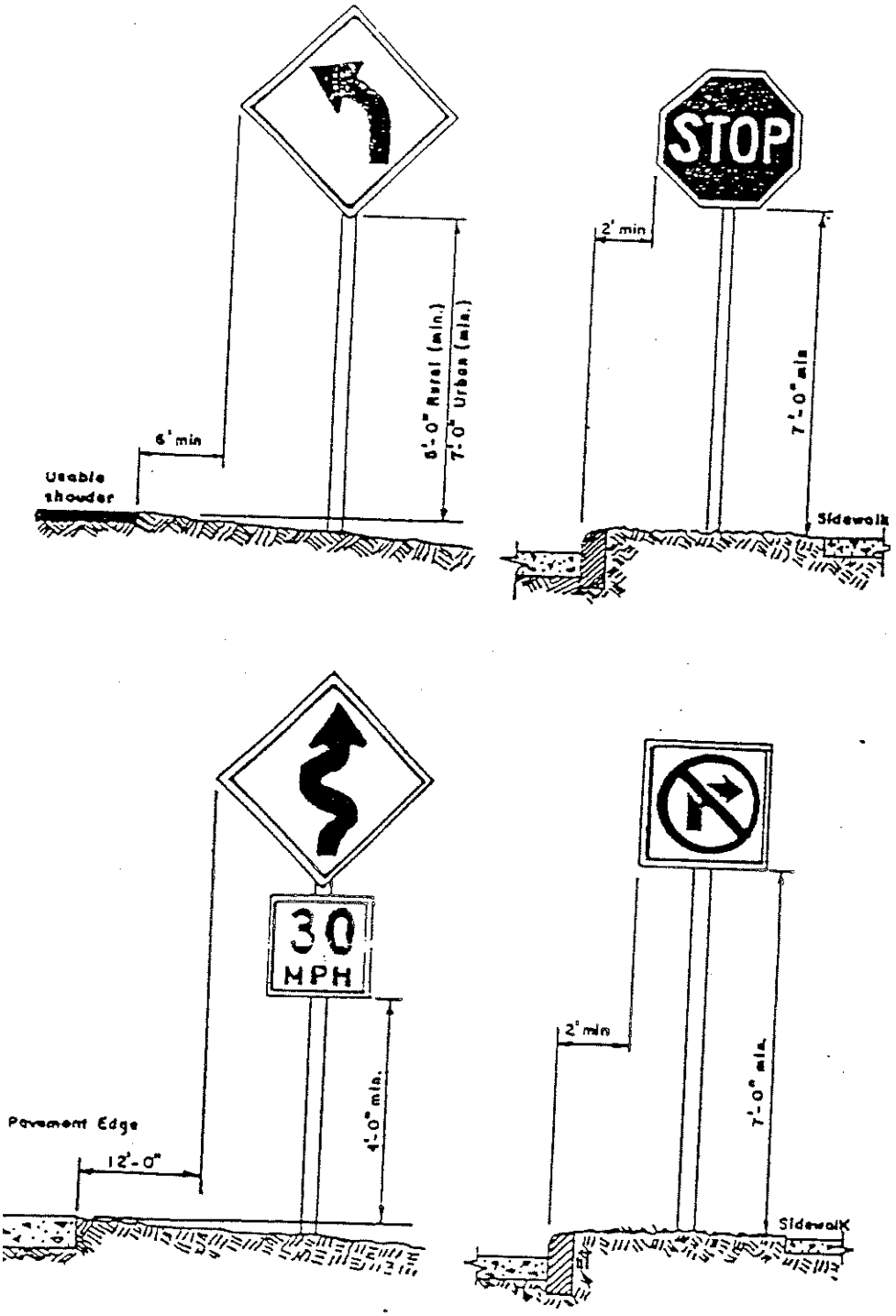
FIGURE 4.12

CROSSWALK & STOP MARKINGS



CROSSWALK AND STOP MARKINGS

FIGURE 4.13
TRAFFIC SIGN PLACEMENT



HEIGHT AND LATERAL CLEARANCE OF SIGNS

Signs should be located to optimize night visibility and in conformance with safety factors related to fixed obstacles near the roadway. Signs shall not be located where they may obscure other signs or where they may be hidden from view by roadside objects. Signs requiring different decisions by vehicle operators shall be spaced sufficiently far apart for the required decisions to be made safely. The spacing shall be determined in units of time as determined by the expected vehicle approach speed.

Stop signs shall not be erected at intersections controlled by traffic control signals.

Normally, signs should be individually erected on separate posts or mountings, except where one sign supplements another, or where route or directional signs must be grouped. Signs erected at the side of the road where rural conditions exist shall be mounted at a height of at least five (5) feet above the level of the near roadway edge of pavement measured to the bottom of the sign. In business and residential areas, and in cases where there are other obstructions to the view, the height shall be at least seven (7) feet.

Signs should have the maximum practical lateral clearance from the edge of the traveled way for the safety of vehicles who might leave the roadway and strike the sign supports. Normally, signs should not be closer than six (6) feet from the edge of the shoulder, or if no shoulder exists, twelve (12) feet from the edge of the traveled way, except where physical conditions prevent such placement. Where a raised curb, a guardrail, or a paved shoulder is present, a sign shall be placed with its nearest edge at least two (2) feet from the vertical face of the curb, guardrail or paved shoulder. (See diagrams included in this section).

Sign posts and their foundations and sign mountings shall be constructed to hold signs in a proper and permanent position, to resist swaying in the wind, and to resist displacement by vandalism.

Special care shall be taken to see that weeds, shrubbery, and construction materials are not allowed to obscure the face of any sign.

4.5.3 Street Name Signs

Street name signs of the type normally existing within the City shall be installed by the developer and should be installed at an intersection corner not containing a stop sign (unless the intersection is controlled by a 4-Way stop). Street name signs shall be installed prior to the acceptance of the street for public use. These signs may be constructed by the City at the expense of the developer.

4.5.4 Traffic Signals

Traffic signals shall be installed only after a thorough engineering study of the roadway and traffic conditions, and careful consideration of the warrants described in the Alabama Manual of Uniform Traffic Control Devices. When the engineering study has determined that a street or development requires the installation of a traffic signal for safe traffic operation, then the developer or contractor shall be responsible for all costs associated with the installation of the signal equipment.

To ensure that drivers are provided with a clear unmistakable indication of a right-of-way assignment, the use of more than one signal head on each approach shall be mandatory. The use of more than one signal face for each approach will provide a signal indication in the event of bulb burnout and obstruction of the vehicle operator's view of a particular signal head by some obstacle such as overhanging tree limbs or large trucks.

4.5.5 Temporary Safety Requirements

All temporary traffic control devices shall be governed by the following basic principles described in the Alabama Manual of Uniform Traffic Control Devices:

1. Traffic safety in work areas shall be an integral part and high-priority element of every project from planning through design and construction. Similarly, maintenance work shall be planned and conducted with the safety of vehicle operators, pedestrians and workers kept in mind at all times.

2. Traffic movement shall be inhibited as little as practicable.

3. Traffic movement shall be guided in a clear and positive manner while approaching and traversing work areas.

4. To insure acceptable levels of operation, routine inspection of traffic control elements shall be performed.

5. The maintenance of roadside safety requires constant attention during the life of a construction work area due to the potential increase of hazard.

The closing of portions of any street shall be coordinated with the Engineering, Public Works, and Public Safety Departments so as to interfere with traffic as little as possible. Suitable barricades and signs to direct traffic shall be provided and appropriately placed and maintained as long as necessary. Such barricades and signs shall be promptly removed when no longer needed. The City Fire Department and Police Department shall be notified in advance of the closing and of the re-opening of any street.

Specific criteria described in the manual (AMUTCD) for the temporary closing of streets shall be strictly adhered to.

4.6 STREET DRAINAGE

All gutters, drains, culverts, sewers and inlets shall be kept clean and open at all times for surface drainage. No damming or ponding of water in gutters or other waterways will be permitted, except to a very limited extent where the City Engineer shall consider the same necessary. Flow of water across or over public streets, except through approved pipe or properly constructed troughs, shall not be allowed. Inlets shall be located at the upgrade side of all public road intersections.

The ultimate pipe drainage system should begin where the quantity of water in the street gutter approximately equals the capacity of a curb opening inlet. Thereafter, inlets shall be placed where projected flow exceeds gutter capacity. The City of Opelika requires the use of an "S" type inlet as shown on the following pages. Both single-wing and double-wing inlets shall be used to meet the required drainage needs.

All pipe shall be laid on straight lines and grades. The grade of the main pipe shall be carried through the invert of structures unless a greater drop is required by hydraulic conditions. A minimum drop of 0.1 feet shall be provided through the invert of any structure. (Also See Section VII - "STORM DRAINAGE SYSTEM").

4.7 ON-STREET PARKING

In addition to the minimum required pavement widths, an additional eight (8) feet of pavement shall be constructed for each side of the street in which the City of Opelika permits or requires on-street parking. However, this policy may not be applied to residential streets where driveways are typically utilized. See Section 3.2.2 for minimum pavement widths on residential streets.

Parking is prohibited for a minimum distance of thirty (30) feet from any signalized intersection and twenty (20) feet from any other intersection and must also comply with sight triangle restrictions noted earlier. Distances from intersections shall be measured from the convergence point of the roadway edges.

The City of Opelika encourages the use of well designed off-street parking in lieu of on-street parking whenever feasible.

4.8 STREET NAMES

Proposed streets obviously in alignment with existing and named streets shall bear the names of existing streets. New street names shall not duplicate or be similar to existing street names. Naming shall be consistent with the directional line of the street as follows:

Through streets lying east and west	Avenues
Through streets lying north and south	Street
Through streets lying other thatn what can be determined north, south, east, or west	Roads
Cul-de sacs running east and west	Courts
Cul-de-sacs running north and south	Places
Cul-de-sacs winding	Lanes
Multi-directional (continuous)	Drives and Parkways
Semi-circles and wind loops	Circles

The Planning Commission, based upon recommendations from the Police and Fire Departments, shall approve all street names or changes to names.

4.9 STREET LIGHTING

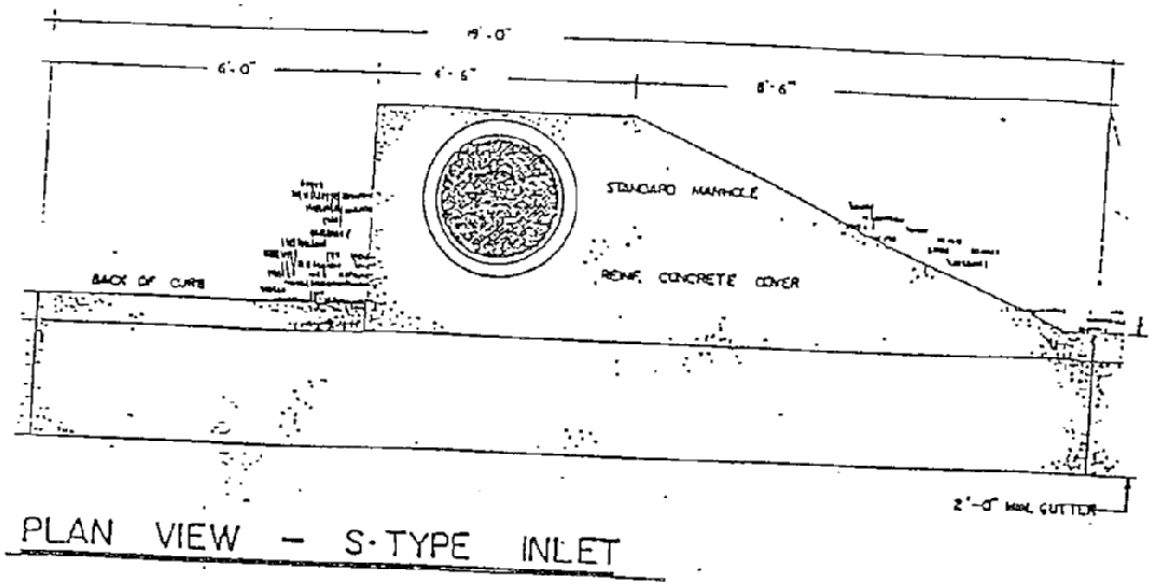
Street lighting should be installed at every intersection. In medium and high density areas, mid-block street lighting also is highly desirable.

Street lighting design and standards shall be in accordance with the latest recommendations of the Illuminating Engineering Society, as well as the Opelika Light and Power Department. Additional information on Street Lighting can be found under Sections 3.2.15 and 3.3.11.

4.10 THOROUGHFARE PLAN

All proposed streets, roads, and developments must conform with the City of Opelika Thoroughfare Plan, which is a part of the Opelika Comprehensive Plan. This plan should be consulted prior to any development. Copies of the Opelika Comprehensive Plan may be examined or obtained at the office of the Opelika City Planner.

FIGURE 4.14
S-TYPE INLET - PLAN VIEW



PLAN VIEW - S-TYPE INLET

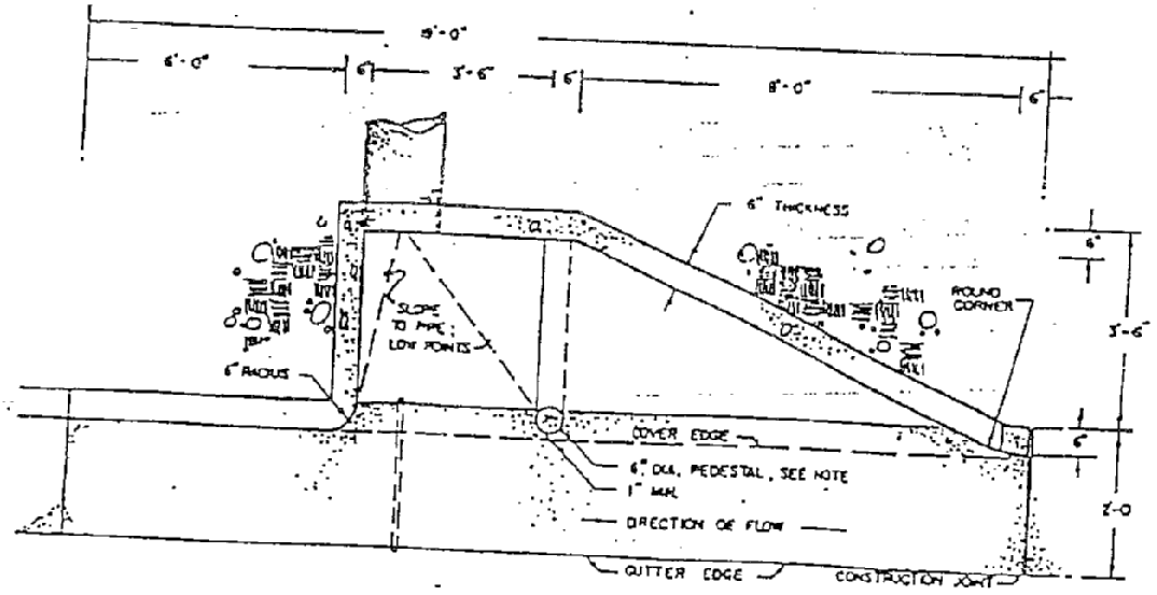
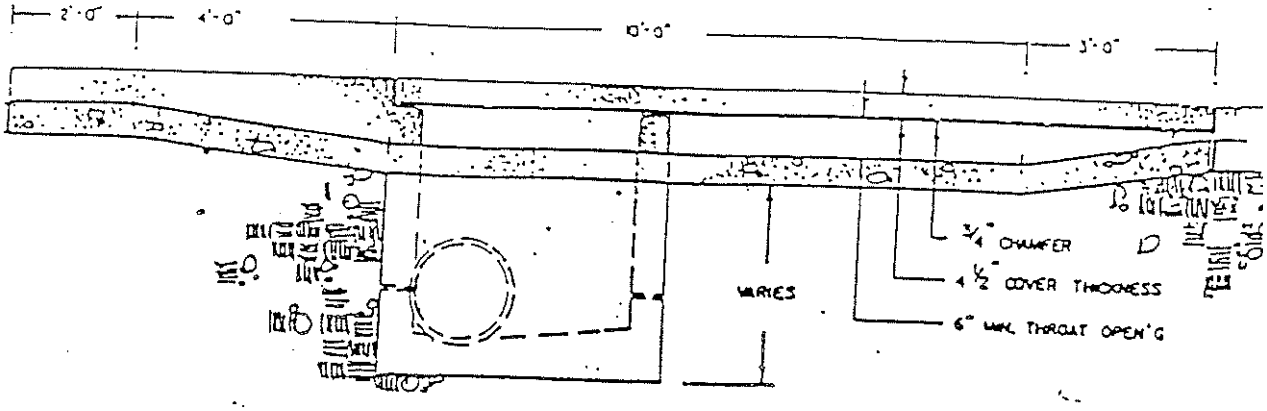
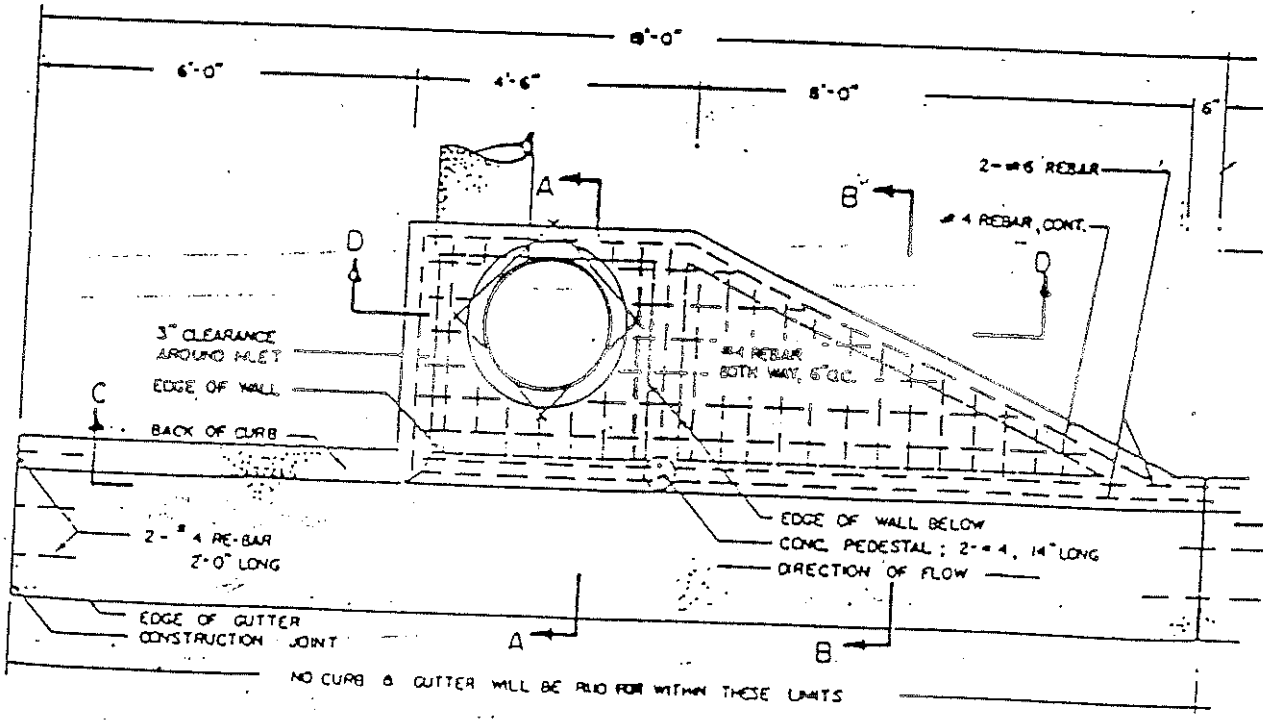


FIGURE 4.15
S-TYPE INLET – RE-BAR PLAN

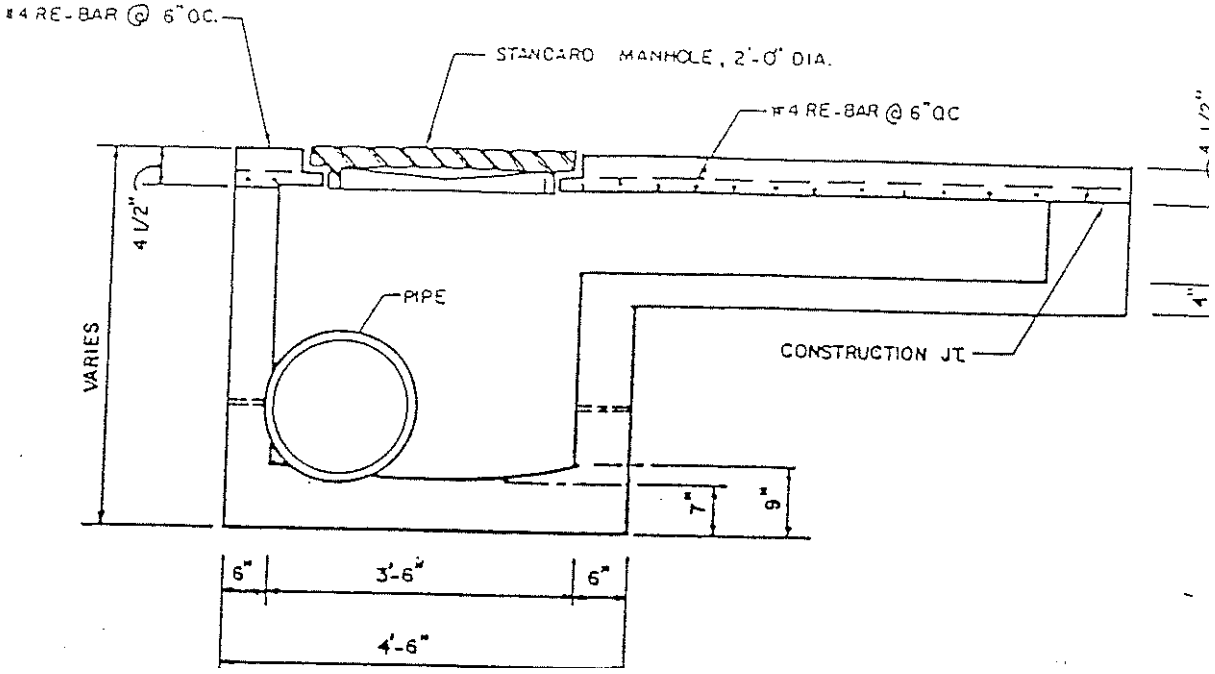


SECTION C-C

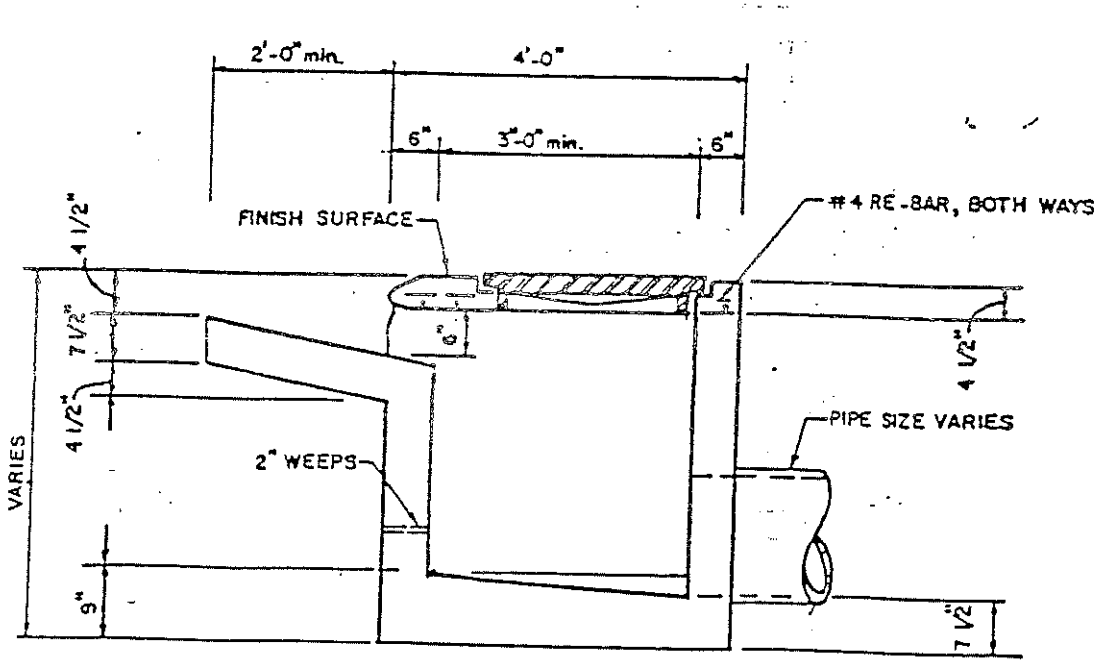


RE-BAR PLAN

FIGURE 4.16
S-TYPE INLET – SECTIONS

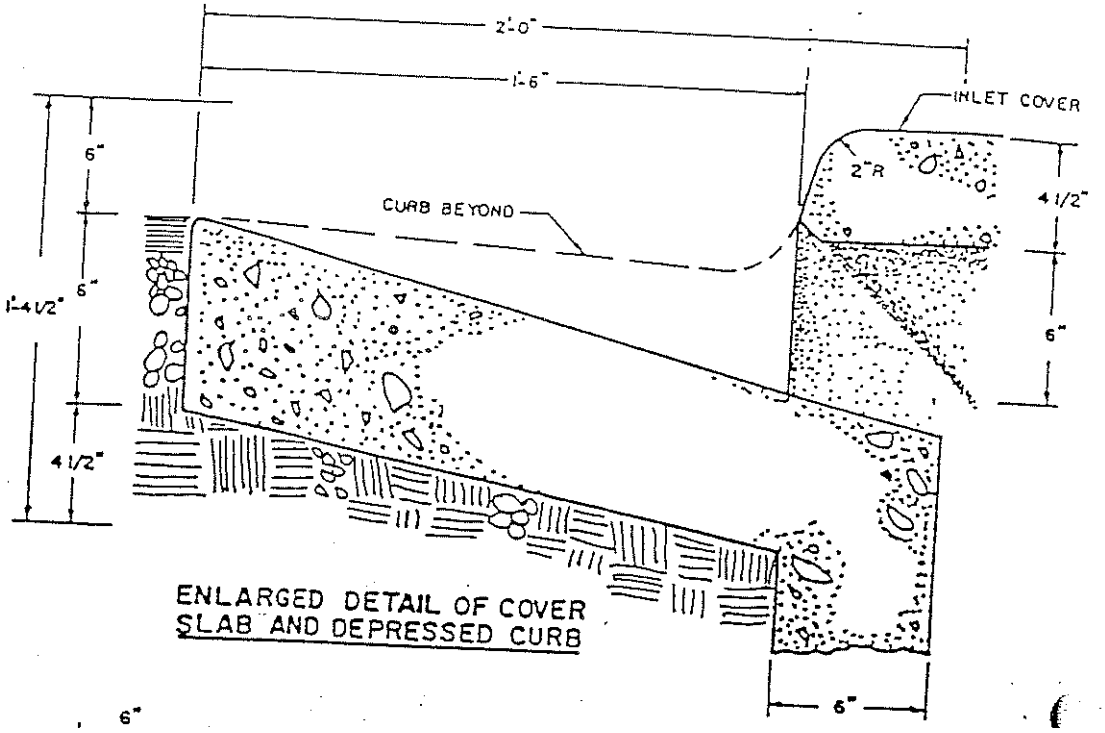


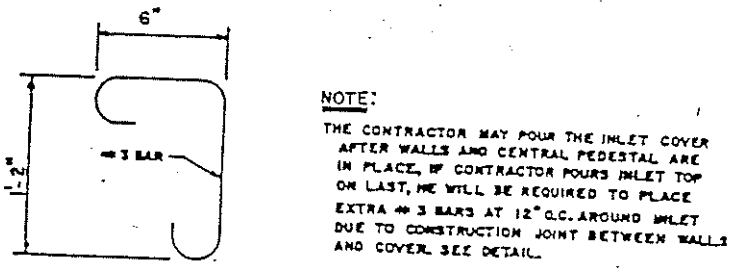
SECTION D-D



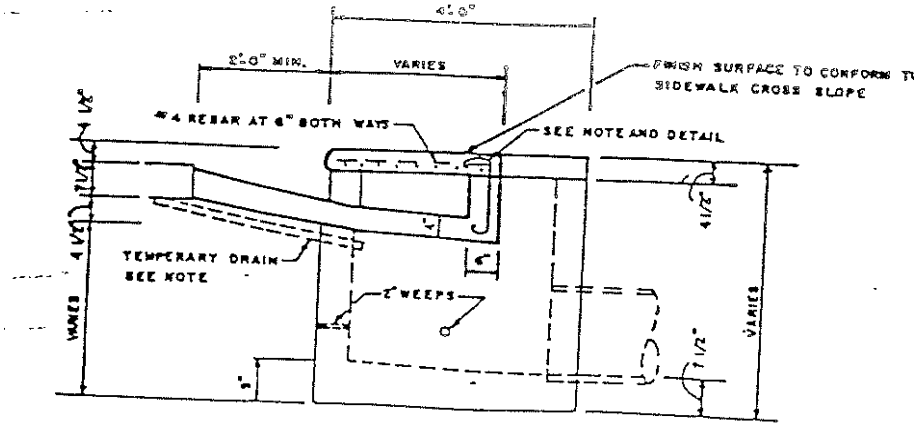
SECTION A-A

FIGURE 4.17
S-TYPE INLET – DEPRESSED CURB



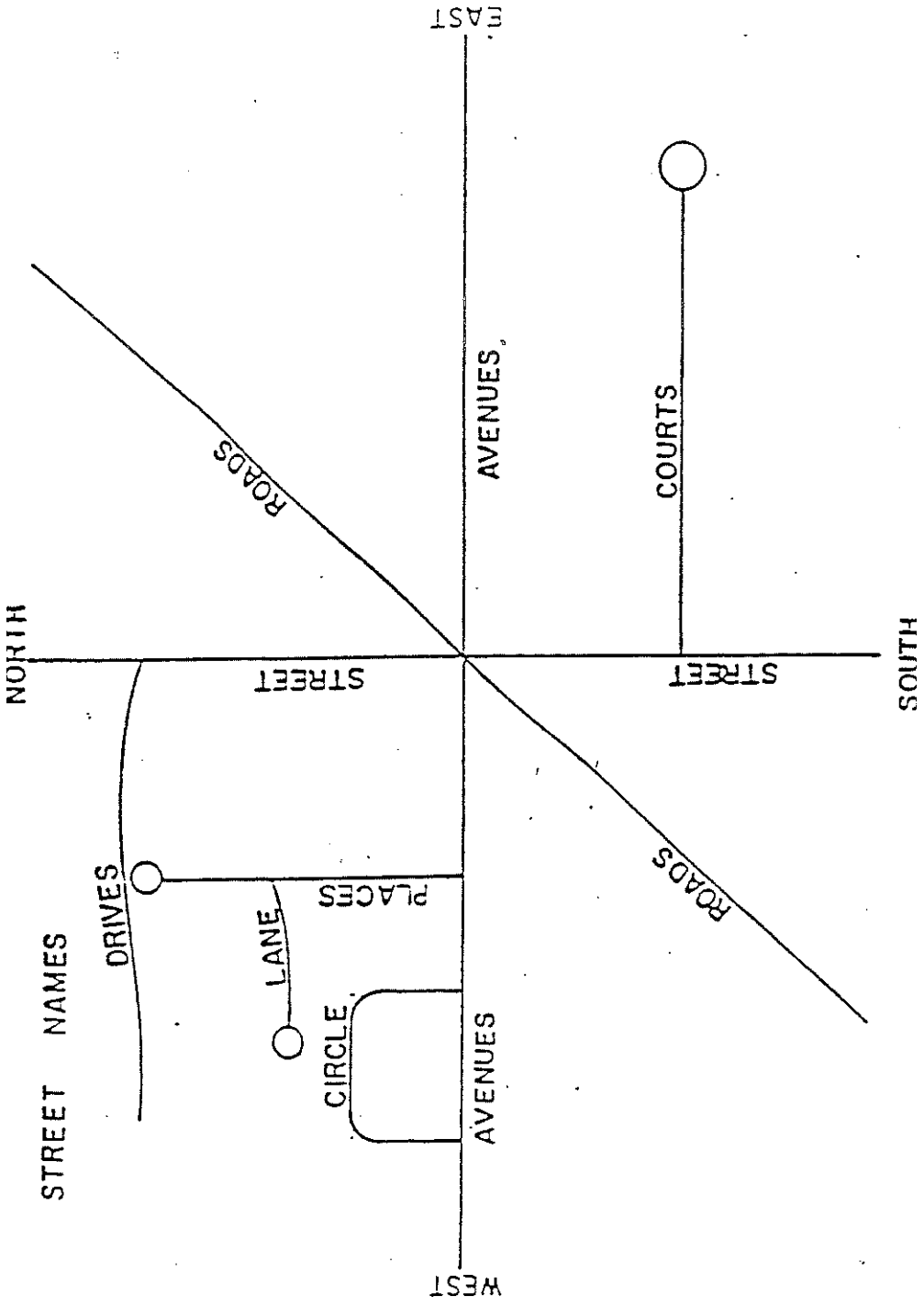


DETAIL



SECTION B-B

FIGURE 4.18
STREET NAMES



SECTION V

SANITARY SEWER SYSTEM

Where a public sanitary sewer system is within three hundred (300) feet and reasonably accessible to a subdivision or development, the developer shall install a sanitary sewer system which meets the requirements of the City and shall connect such system at his expense to the public sanitary sewer. Stub-outs shall be provided for each subdivision lot and shall extend from the sewer line to the property line.

5.1 DESIGN CRITERIA

Sanitary sewers shall be sized to insure that estimates of quantities of wastewater flows based upon present and future populations, along with projected infiltration and inflow, do not exceed pipe capacity. However, in no case will pipe less than eight (8) inches in diameter be allowed for collector or interceptor lines. Special consideration shall be given to pipe diameter if commercial and industrial customers are anticipated to contribute to the system.

Sanitary sewer velocities shall be sufficient to prevent deposition, yet not cause erosive damages to the pipe. In order to accomplish this, the sewer shall be sloped to achieve a minimum velocity of two (2) feet per second when the conduit is flowing half-full. The slope should also be designed so that the velocity will not exceed ten (10) feet per second.

Recommended Slop to Achieve Minimum Velocity of 2.0 ft/sec, N=0.013

Pipe Size (Inches)	Slope (Ft/100 Ft.)
8	0.40
10	0.28
12	0.22
15	0.15
18	0.12
21	0.10
24	0.08
27	0.07
30	0.06

Infiltration into the sewer shall not exceed two hundred (200) gallons per mile of sewer per inch of inside diameter of the sewer per 24 hours in any section between successive manholes. The amount of leakage shall be measured by a weir or other suitable device. This measurement shall be made between 12:00 AM and 6:00 AM, unless line segments are plugged to prevent a normal sewage flow.

If the infiltration exceeds the above specified amount, necessary corrections shall be made to bring it within the acceptable limits. All visible leaks or points of infiltration shall be repaired, even if the infiltration is below the specified maximum.

Manholes are used to facilitate the maintenance and operation of sewerage systems. They shall be located at the end of each line; at each change in grade, direction, size of sewer or alignment; at each street intersection; and at a distance not to exceed four hundred (400) feet.

5.2 CONSTRUCTION MATERIALS

5.2.1 Vitrified Clay Pipe

Vitrified clay sewer pipe shall be used, unless the approved plans indicate other materials are to be used. The pipe shall conform to the following specifications:

a. Extra Strength - ASTM C-700-77 (Designated in proposal as ESVC sewer pipe.)

b. Wyes and tees shall be made of the same strength as the line in which they are installed.

In addition to the requirements of the ASTM Specifications, the annular space between spigots and sockets shall be not less than 3/8 inch.

5.2.2 Ductile Iron Pipe

Ductile iron pipe and fittings can be used as hereinafter specified for gravity sewers. The minimum wall thickness shall be as specified in ASTM A746 for thickness Class 52. Extra thickness shall be provided where required by deep cover in accordance with ASTM A-746, Table 12, for Type 2 laying conditions.

Ductile iron pipe for gravity sewers shall be mechanical joint or push-on joint, unless specified otherwise, conforming to ANSI/AWWA C-151/A21.51. Ductile iron pipe and fittings shall have a cement-mortar lining conforming to ANSI/AWWA C-104/A21.4. A standard bituminous coating shall be applied to the exterior of all ductile iron pipe and fittings.

Ductile iron lock joint pipe shall meet the requirements of ANSI/AWWA C-151/A21.51 for ductile iron pipe and may be of the bolted or boltless type suitable for 150 psi working pressure. If bolted type pipe is used, all bolts shall be Corten Steel.

Ductile iron fittings shall be designed for a pressure rating of 250 psi and shall be in accordance with ANSI/AWWA C-110/A21.10. Fittings shall be mechanical joint.

Cutting of ductile iron pipe shall be by saw, cutter, abrasive wheel or other approved means. In no case shall ductile iron pipe be cut by burning.

Marking of ductile iron pipe shall include the pressure rating, metal thickness, net weight of pipe without lining, length of pipe, name of manufacturer and letters "DI", which shall be clearly marked on each length of pipe.

Transitions from ductile iron pipe to vitrified clay pipe shall be made using approved adapters specifically designed for this purpose. Joining of dissimilar pipes with concrete collars will not be permitted except at such places where specifically approved.

Polyethylene sheath shall be on ductile iron pipe where indicated on the Plans and where directed in the field. The exterior of ductile iron pipe shall be covered with a sealed polyethylene sheath in accordance with AWWA Specification C105. Polyethylene sheath shall be "Polyetube" as manufactured by Polyetube Corporation, or an approved equal. Backfill shall be as specified elsewhere in these Specifications. Care shall be taken not to damage the polyethylene sheath during the backfill operation. Any polyethylene sheath which is damaged shall be replaced or repaired by the Contractor at no additional expense to the Owner.

5.2.3 Cast Iron Pipe

Cast iron pipe shall be mechanical joint, conforming to Federal Specifications WW-P-421c. Fittings shall be "Class 150", or its equivalent, for the mechanical joint pipe, or slip-on joints, if approved by the Engineer. The interior and exterior of all cast iron pipe and fittings shall be coated with coal tar pitch.

In general, this cast iron pipe will be used at wet area crossings and at other points specifically designated on the plans, including force mains.

5.2.4 Polyvinyichloride (PVC) Pipe

Plastic gravity sewer pipe and fittings shall be unplasticized polyvinylchloride (PVC), meeting or exceeding ASTM D-3034, classification SDR 35, for smooth-wall pipe, or ASTM F-794 for ribbed sewer pipe. Ribbed sewer pipe shall be homogeneous and have a smooth interior with a solid cross-sectional rib exterior. Exterior ribs shall be open profile and perpendicular to the axis of the pipe to allow placement of the sealing gasket.

Pipe lengths shall not exceed twenty (20) feet and provisions shall be made at each joint to accommodate expansion and contraction.

All pipe and fittings shall be joined by means of an integral wall bell and spigot and sealed with a rubber gasket. This joint shall be capable of withstanding an internal hydrostatic pressure of twenty-five (25) psi for one (1) hour with no leakage.

5.2.5 Jointing Materials for Vitrified Clay Pipe

Jointing materials for vitrified clay pipe shall be as specified below or an approved equal. All materials shall be placed and used in accordance with the manufacturer's recommendations.

Sewer joints shall be Dickey PEP Coupling as manufactured by the W. S. Dickey Clay Manufacturing Company, or an approved equal.

5.2.6 Gravel, Slag, or Reef Shell

Reef shall be washed dead oyster shells and shall not contain any live shells. A screen washer shall be used for washing shell, the mesh of which shall not be smaller than 1/4 inch. The foreign matter content, as determined by washing, shall not exceed ten (10) percent by weight when dry. Gravel or slag shall be screen washed and shall be 100 percent retained by a 1/4 inch screen. Foreign matter shall not exceed three (3) percent by weight when dry.

5.2.7 Running Boards and Saddle Piles

Running boards and saddle piles shall be two- (2-) inch piles cypress or treated Southern pine.

5.2.8 Pipe Encasement

Pipe encasement shall be used where shown on the approved drawings and as directed. The encasement used shall be bituminous-coated welded steel pipe of wall thickness and size shown on the drawings, or an approved equal. Pipe shall confirm to ASTM A-252, Grade 2. Encasement shall conform to AASHTO Standards and Alabama Highway Department Standards where placed under highways and to AREA 1-A-13 where placed under railroads.

5.3 CONSTRUCTION METHODS

5.3.1 Clearing and Grubbing

Clearing and grubbing shall be confined to the limits of the easement and to the minimum width required for installation of the pipe. All trees, stumps, roots and debris shall be disposed in an approved manner.

5.3.2 Earthwork and Grading

All grading work must conform to the grades as shown on the approved plans. Any variation from the grade will be deemed sufficient reason to cause the work to be rejected and rebuilt.

5.3.3 Excavation

Perform all excavation of every description and of whatever substance encountered to the depth specified on the approved plans and as staked in the field. The Contractor shall be responsible for compliance with all proper trenching safety and construction methods. All excavated material not required for filling shall be removed from the site and deposited in a manner and location as directed by the Engineer. The sides of the trench shall be as nearly vertical as possible. Sloped sides may be used only in open country and then only as approved by the Engineer. If sloped sides are approved by the Engineer, the trench sides shall be vertical from the invert of the trench to a minimum of one (1) foot above the top of the pipe.

The width of trench shall be kept to the minimum consistent with proper placement and backfilling of the pipe, measured to trench walls and to the far side of sheeting, and shall not exceed the sum of the distance of the outside diameter of pipe plus sixteen (16) inches. Based on this maximum trench width, the maximum depths at which the various sizes of standards strength vitrified clay pipe may be laid are as follows:

Pipe Size (Inches)	Depth of Cut (Feet)
8	10
10	10
12	10
15	10
18	12
21	12
24	12
30	12
36	14
48	14

If actual trench widths at these depths exceed the specified maximum, then extra strength pipe shall be substituted for standard vitrified clay pipe.

The bottom of the trench shall be carefully graded, formed and aligned before any sewers are laid therein.

Where the natural soil at the bottom of the trench makes 'a satisfactory foundation' for the sewer, it shall be shaped to the bottom quadrant of the pipe and slightly hollowed under each bell to allow the body of the pipe to have a uniform contact and support throughout its entire length.

Where the bottom of the trench does not, in the opinion of the Engineer, make a suitable foundation for the sewer, the trench shall be deepening and backfilling with gravel, slag, or reef shell and shaped, or the pipe shall be placed on running boards.

A berm at least two (2) feet in width shall be placed between the trench and the excavated material.

No more than three hundred (300) feet of trench shall be opened at any one time in advance of the completed sewer, nor left unfilled for more than two hundred (200) feet in the rear thereof, except by written permission of the Engineer.

Excavation for manholes or other structures shall be of sufficient size to leave at least one (1) foot in the clear between their outer surfaces and the embankment, or timber which may protect it.

Overcut in depths of manholes and sewer trenches shall be backfired with gravel.

5.3.4 Shoring and Sheeting

When the material through which the trench is excavated, in the opinion of the Engineer or City Safety Officer, tends to far in, run, or cave, the sides of the trench shall be braced either with open sheeting or closed sheeting to render the sides secure. Every precaution shall be exercised in removing the sheeting in order to avoid damaging the pipe. Should there be evidence that the removal of sheeting would damage the pipe, the sheeting shall be left in place. The top of the sheeting left in place shall be at least twelve (12) inches below natural ground.

5.3.5 Laying Sewer Pipe

The pipes and specials shall be so laid in the trench that after the sewer is completed, the interior surface of the bottom thereof shall conform accurately to grade and alignment. Sewers shall be laid in the direction opposite to the direction of flow with spigot ends of pipe pointing down grade.

While the pipes and specials are being laid between adjoining manholes in each straight or working section of the sewer, a round circle of light from the finished or other end of the section shall remain constantly in plain view throughout the entire length of such section and shall show the true character and shape of the interior surface of the sewer. The same test shall be applied for each working section after the sewer is completed in all respects and before it is accepted.

Before setting in place, each pipe must be thoroughly cleaning and freed of all dirt. All surplus jointing material and earth which may bind entrance into the pipe in making the joint shall be removed by a suitable scraper. In pipes of twelve (12) inches or smaller in diameter, scraping shall be followed by a firm and stiff swab, firing the entire bore of the pipe and drawn forward as the work progresses.

The swab shall be removed at short intervals to be properly cleaned and to permit the removal of any foreign matter that may have accumulated. When pipe laying is completed, the swab shall be removed. Suitable firing for swab shall always be kept on the work.

When the size of the pipe permits, the inside of the joint shall be pointed with a suitable trowel.

The smoothness of the interior joint shall be determined by some suitable device, and no pipe shall be finally set until the inverts coincide. Maximum size spigots permitted by ASTM Specifications shall not be joined with the minimum size sockets permitted.

Wyes and tees will be inserted or proper opening provided in the sewer lines wherever the Engineer may direct. All branches thus inserted, unless connected with a service lateral, shall be closed by means of vitrified stoneware covers or plugs or PVC plugs provided by the pipe manufacturer.

After a cover or plug has been placed in any way or tee, it shall be completely sealed with jointing compound so as to be watertight. All pipe for laterals shall be marked with metalized tape buried between eighteen (18) and twenty-four (24) inches under the surface. The pipe trench shall be backfilled to approximately twenty-four (24) inches below the ground surface and then the metalized tape shall be placed flat and directly over the pipe.

In sewers over eight (8) feet in depth, or whenever the Engineer may direct, stacks of an approved material shall be extended from the tee or wye connections at an angle of forty-five (45) degrees from vertical, and the end shall terminate a minimum of four (4) feet below the ground surface. Where laterals are specified on the plans, or as required by the Engineer, they shall be laid to the existing property line, or as the Engineer may direct. The ends of the stacks or laterals shall be closed with covers as specified for wye branches. A metal strip shall be placed as for wyes and tees.

Whenever pipe laying is stopped for the night or for any other cause, the end of the pipe shall be securely closed with a stopper to prevent the entrance of water, mud or other obstructing matter, and shall be secured in such a manner as to prevent the end pipe from being dislodged by sliding or other movement of the backfiring.

Any groundwater or accumulate found in the trenches shall be pumped, bailing or otherwise removed. The Contractor shall perform all work necessary to keep the pipe clear of water while laying foundations, constructing masonry, or laying pipe.

Where pipe is laid under railroad tracks which are in service and cannot be removed for this reason, the construction shall be handled in a manner completely satisfactory to the proper

authoritative railroad officials. Methods agreed upon with such officials shall also meet the approval of the Engineer prior to performance of such work. Pipe laid under the railroad tracks shall meet the same requirements in construction as to line and grade, character of joints, and other characteristics as the remainder of the system.

Wherever service laterals are intercepted by the excavation for the new sewer, connection shall be maintained temporarily to the old sewer until the particular section of the new sewer is completed and tested to the satisfaction of the Engineer. The service lateral shall then be broken and re-connected to the new sewer through a wye, tee or opening which would have been placed in the sewer for that purpose.

The dead end of the service lateral shall be capped with a vitrified stoneware plug and Portland Cement mortar as close as is practical to the side of the excavation from which it emerges. If considered necessary by the Engineer, a special concrete support will be designated by the Engineer.

After each joint is laid, it shall be partly backfilled and made secure before the joint is poured or made.

Workmen shall not walk or stand upon the newly laid pipe until the necessary backfill has been placed and tamped to prevent the displacement of the pipe.

Rubber boots shall be installed at the pipe/manhole connection as well as where two different types of pipe are connected.

5.3.6 Backfilling

Before backfilling any trench, the Engineer shall be notified.

No trenches or excavations shall be backfilled until concrete in the structures placed therein has acquired a suitable degree of hardness, and the work shall be prosecuted expeditiously after it has been commenced.

After the pipe has been installed, selected material from excavation shall be placed alongside the pipe in layers not exceeding four (4) inches in depth. Care shall be taken to ensure thorough compaction of the fill under the haunches of the pipe. Each layer shall be thoroughly compacted by hand tamping with iron tampers, the tamping face area of which shall not exceed fifty (50) square inches. This method of filling and compacting shall be continued until the fill has reached a depth of at least two (2) feet above the top of the pipe. All material shall be deposited carefully in the trench to avoid damaging the sewer. The operation of heavy equipment shall be conducted so that no damage to the sewer will result.

The remainder of the trench above an elevation of two (2) feet higher than the top of pipe shall be backfilled uniformly in layers not exceeding six (6) inches in thickness. Mechanical backfilling shall be permitted only if material being placed with dragline or crane has a free fall of one (1) foot or less from the bucket. Each six- (6-) inch layer shall be completed by mechanical tamping, except as hereinafter permitted.

The Contractor shall not connect any newly-installed lines to existing lines or manholes until all sediment and water in the new lines has been removed.

5.4 MANHOLE CONSTRUCTION SPECIFICATIONS

Every manhole is to be fully and completely built as the work progresses, and as each is reached, and shall be carried up to the grade as given by the Engineer. Manholes shall be neatly and accurately built, according to the approved plans, of proper materials and in a workmanlike manner. Standard construction diagrams are included in this section. The walls shall be precast concrete or brick. Brick manholes shall be plastered to a one-half (1/2) inch thickness on the inside and outside.

Brick shall be hard-burned common brick meeting ASTM Specifications C-32-58, Grade NA, or concrete brick meeting ASTM Specifications C-55-55, Grade A. The minimum compressive required for concrete used in the construction of manholes shall be 3,000 pounds per square inch at twenty-eight (28) days. Field specimens for laboratory tests shall be made in accordance with the standards of the American Society of Testing Materials. The minimum amount of water shall be used to produce a workable mix and shall not exceed six (6) U.S. Gallons per sack of cement.

Manhole bottoms shall be either cast-in-place concrete or integral with the lower section of riser wars as hereinafter specified.

Poured-in-place bottoms shall be a minimum of eight (8) inches thick and shall be not less than twelve (12) inches in diameter larger than the outside diameter of the riser section. The invert of the manhole shall be built up with cement grout as shown for brick manholes.

The invert and bottom curves of all manholes shall be neatly and accurately built, and so formed as to facilitate the entrance and flow of sewage over them.

Joints in riser and cone sections shall have rubber gaskets or an approved equal.

When required, single lengths of pipe of required size shall be built into manholes to receive either present or future branch lines. To relieve pressure, the brick is to be arched over all such pipe. Where there is no intent to construct the branch lines at once, the pipe thus inserted must be securely closed in such a manner that future connections can be made without breaking the pipe.

Where manholes intercept existing laterals connected to existing manholes, the lateral service to the existing manhole shall be kept intact until the next adjacent section of new sewer is completed and approved. The laterals shall then be broken and fed to the new sewer and the dead end of the laterals plugged at the manhole wall with a stoneware stopper and mortar.

Drop manholes shall be avoided; however, where sewers must enter manholes at points more than twenty-four (24) inches above the invert of the manhole. drop connections shall be installed. Drop connections shall be neatly and accurately constructed of proper materials and in a workmanlike manner, in strict accordance with the details shown on the plans.

All castings shall be made of clean, even grain, tough gray cast iron. The quality of iron in the castings shall conform to the current ASTM Specification A-48 for Class 30 Gray Iron Castings. Frames and covers shall weigh not less than 420 pounds and be M-530 type or equivalent. The castings shall be smooth, true to pattern and free from projections, sand holes, or defects. A raised letter "S" shall be cast on the upper surface of all manhole covers. The portion of the frame and cover which forms the cover seat shall be machined so that no rocking of the cover is possible. The castings shall be coated with coal tar pitch varnish. On paving streets, the frame and cover shall be set flush with and in the plane of the paved surface. In other locations, they shall be set to the grades determined by the Engineer. All manhole covers are to be equipped with a device to lock them into place and shall be properly labeled with the utility that it is for.

5.5 PUMP STATIONS

The City of Opelika typically encourages the construction of above-ground pump stations. However, below-ground pump stations have been allowed in special instances. All pump stations shall be constructed to the City of Opelika Engineering Department Standard Specifications and approved by the Engineer prior to construction.

5.6 FORCE MAINS

Force mains shall be of ductile iron pipe and shall be constructed to the alignment and depth required and only so far in advance of pipe laying as the Engineer shall permit. Force mains shall have at least thirty (30) inches cover. Trenches shall be braced and drained so that workmen may work safely therein. The widths of the trench shall be at least one (1) foot greater than the normal diameter of the pipe and the maximum clear width of the trench shall be not more than two (2) feet greater than the pipe diameter. The trench shall have a flat bottom with bell holes of ample dimensions to allow jointing and so that the barrel of the pipe will have a bearing for its full width.

All pipe, fittings, etc., shall be lowered into the trench by means of derrick, ropes or other suitable tools, and under no circumstances shall pipe be dropped into the trench. Before lowering and while suspended, the pipe shall be inspected for defects and rung with a light hammer to detect cracks. Any defective pipe shall be rejected. Joints shall be installed in strict accordance with the recommendations of the pipe manufacturer.

Concrete thrust blocks shall be installed at all bends. The concrete shall be a mix not leaner than one (1) part cement, two (2) parts sand, and four (4) parts stone, and shall have a minimum compressive strength of 2,000 psi. The blocking shall be poured against undisturbed earth.

After the pipe has been laid and partially backfilled to a height which leaves the joints visible where possible, all pipe or any valved section shall, unless otherwise specified, be subjected to a hydrostatic pressure of 150 psi. The pressure test shall be for at least two (2) hours or until the line has been completely inspected for visible leaks, whichever is longer. Before testing, all air shall be expelled from the line. All necessary taps to expel the air shall be made and then all taps shall be plugged watertight.

Approved and suitable means shall be provided for determining the quantity for water lost by leakage. No pipe installation will be accepted until or unless the leakage (evaluated on a pressure basis of 150 psi) is less than twenty-five (25) U. S. Gallons per twenty-four (24) hours per mile of pipe per inch nominal diameter of pipe. Any observed leaks shall be repaired, whether within or outside the prescribed limits.

FIGURE 5.1
TYPICAL MANHOLE

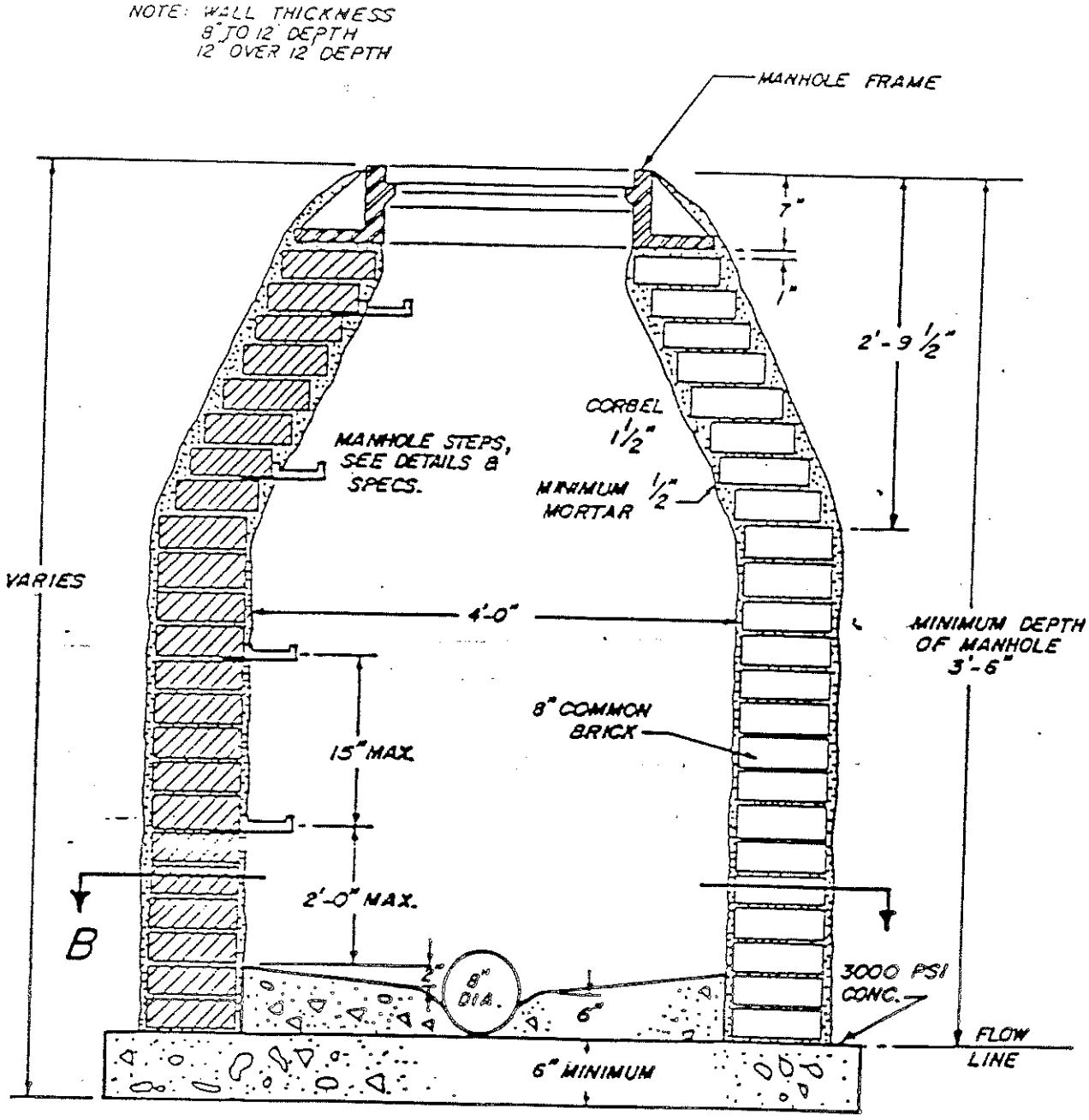


FIGURE 5.2
TYPICAL DROP MANHOLE

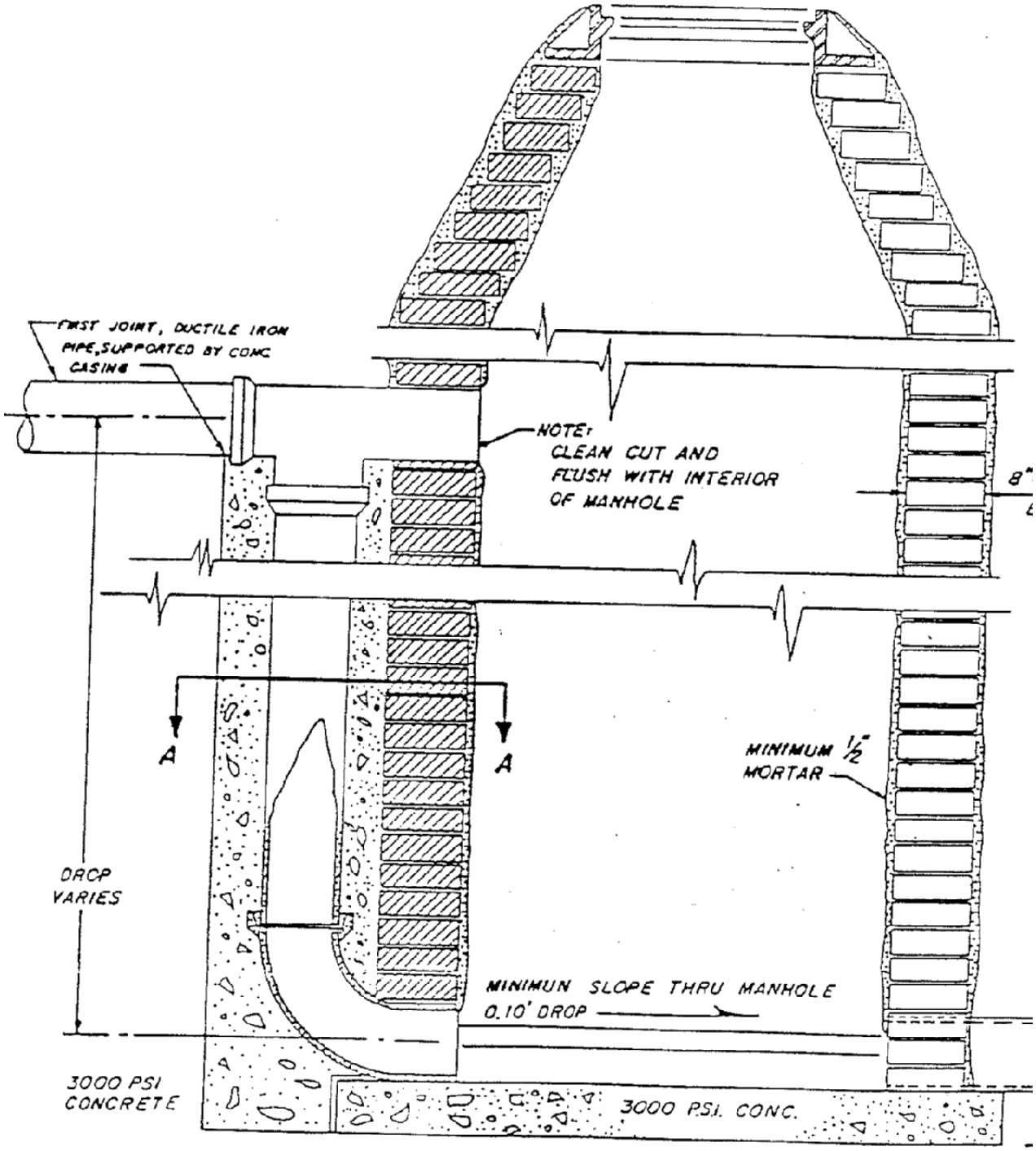
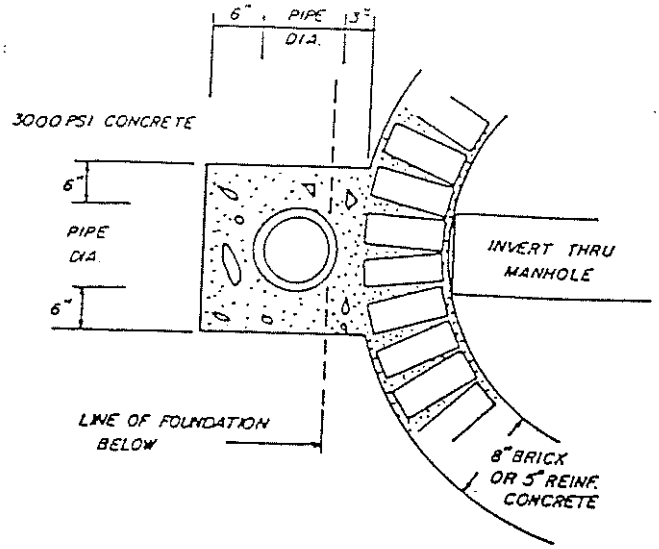
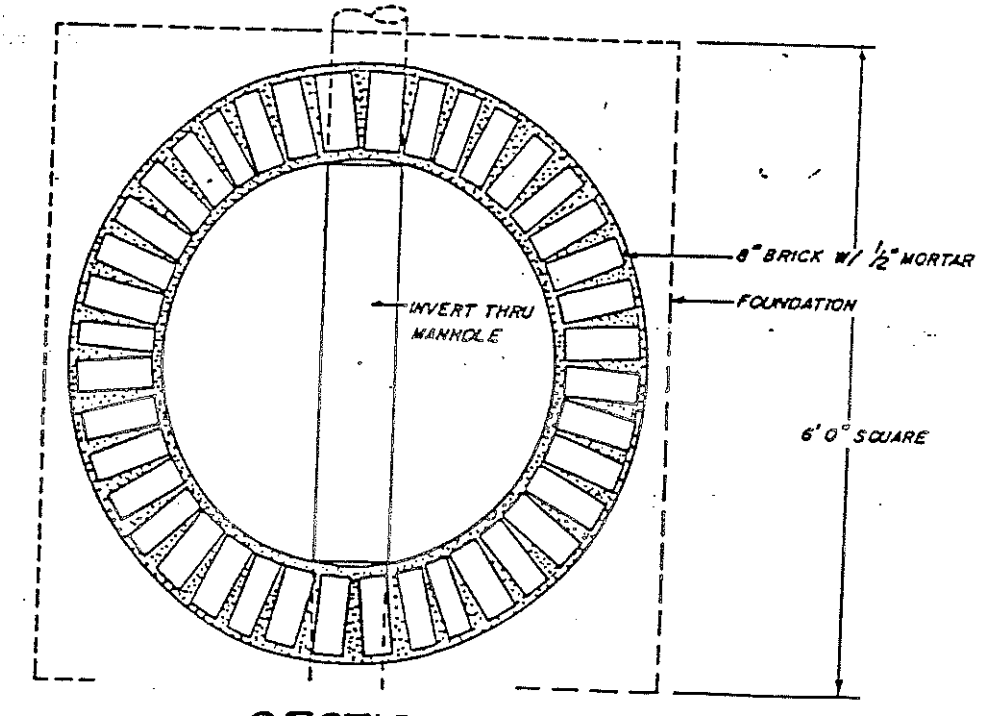


FIGURE 5.3
MANHOLE SECTIONS

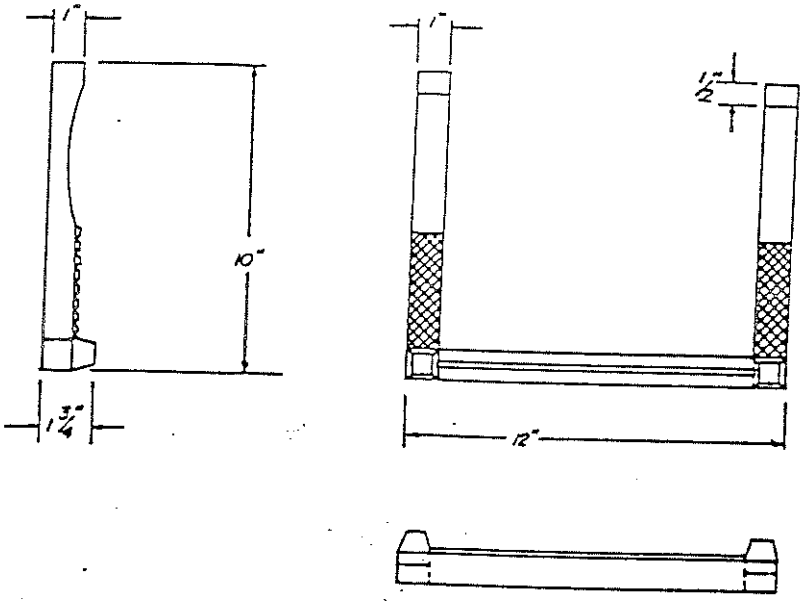


SECTION A-A

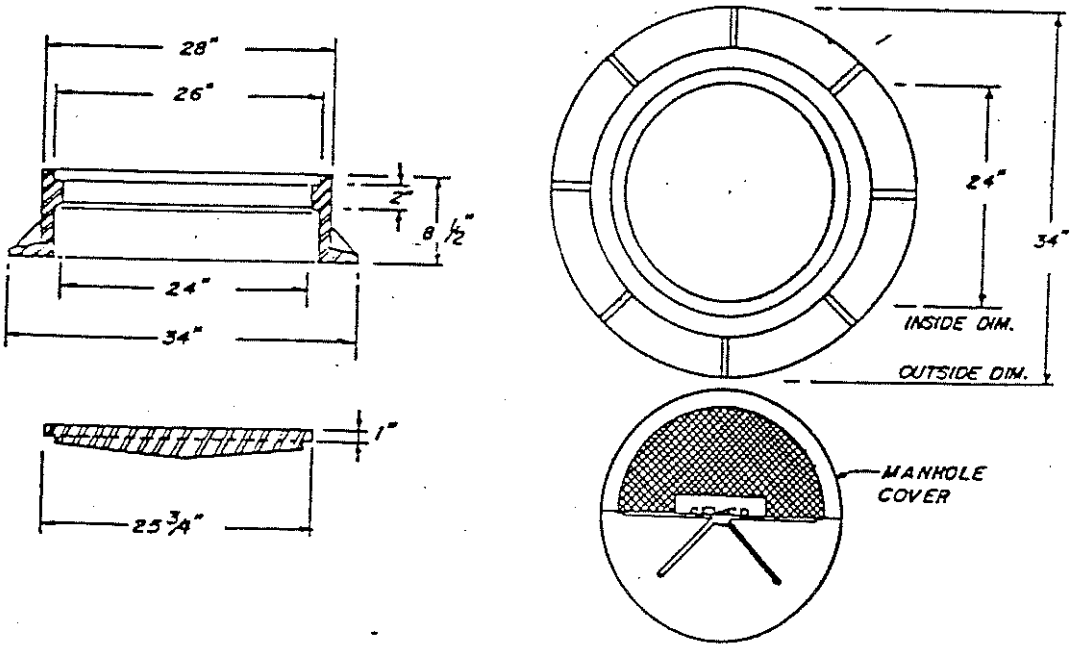


SECTION B-B

FIGURE 5.4
MANHOLE DETAILS



MANHOLE STEP DETAIL



MANHOLD DETAIL

FIGURE 5.5
PRECAST CONCRET MANHOLE

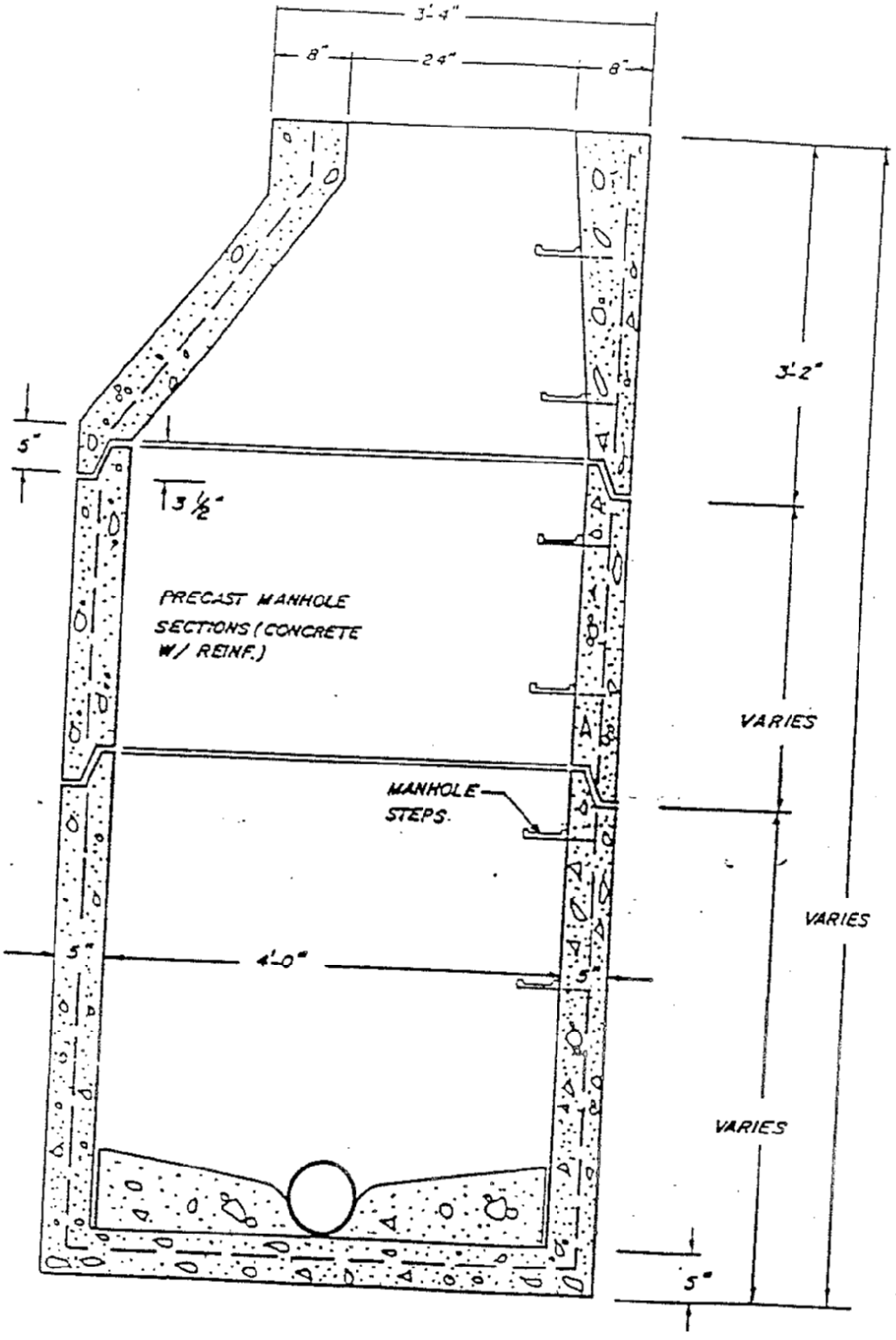
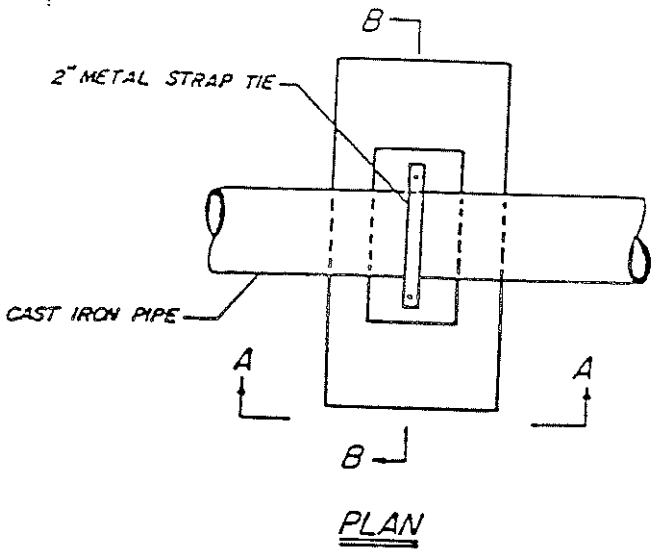
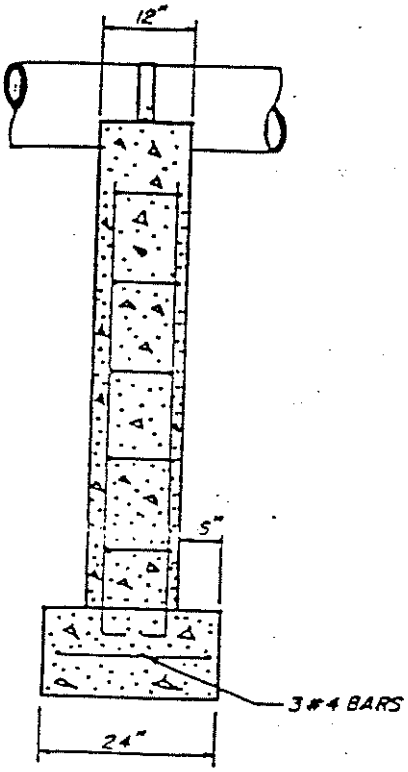


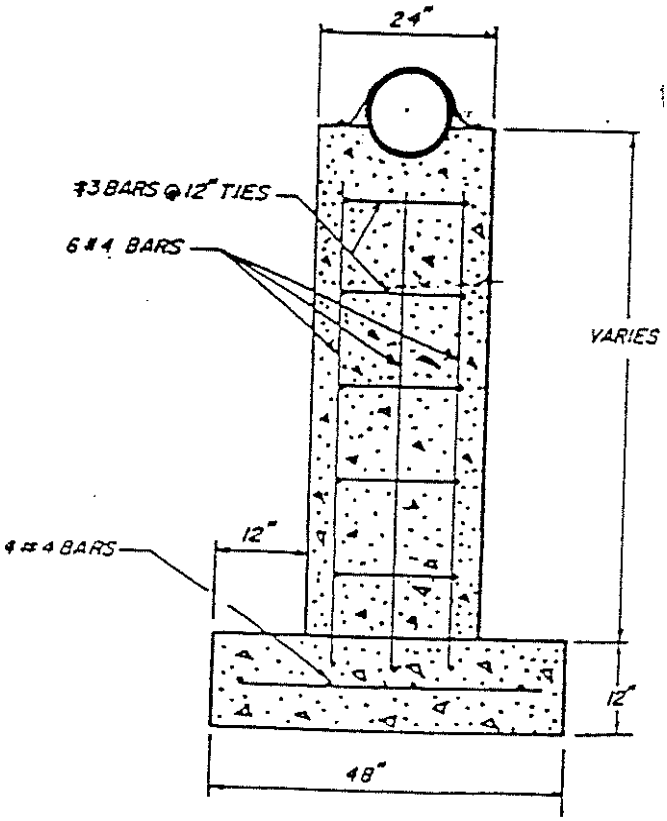
FIGURE 5.6
TYPICAL PIER DETAIL



PLAN



SECTION A-A



SECTION B-B

SECTION VI

STORM DRAINAGE SYSTEM

All storm drainage systems shall be installed so that all storm water is led to and confined in natural drainage channels without causing erosion. No storm drainage shall empty into a sanitary sewer.

If a development lies within the municipal limits of the City of Opelika and a public storm water sewer system is reasonably accessible, the developer shall connect with such storm drainage systems and shall do all grading and provide all drainage structures which are necessary to properly carry the water to the storm drainage system.

Where a storm drainage system is not accessible, the developer shall do all grading and provide all drainage structures that are necessary to properly carry water to locations which are acceptable to the City of Opelika Engineering Department.

6.1 GENERAL CRITERIA

All storm drainage systems shall be designed in such a way so that the natural drainage patterns of an area are not significantly altered, erosion is not accelerated, accumulation of eroded soil particles in the storm water system is avoided, and the design storm event is accommodated. The criteria for selecting this design storm event shall be as follows:

	Type of Drainage System	Design Storm Return Period
1.	Property systems for areas less than 15,000 square feet.	10-year storm for confined conveyance capacity, with provisions made to route the 25-year storm when the conveyance capacity is exceeded.
2.	Systems that receive drainage from basins whose total size is greater that 15,000 square feet, but less that 25 acres.	25-year storm for confined conveyance capacity, with provisions made to route the 100-year storm when the conveyance capacity is exceeded.
3.	Systems that receive drainage from basins whose total size is greater than 25 acres	100-year storm for confined conveyance capacity

No land shall be developed in the City of Opelika without first considering the effects of this design storm event. If, in the opinion of the City Engineer, drainage from the design storm event will adversely affect the proposed development, confined conveyance of the drainage will be required. If it is determined that this drainage should be conveyed by pipe forty-two (42) inches in diameter or less, then an underground structure will be required to transport this flow. Otherwise, a properly designed ditch will be required.

However, an underground structure will be required on buildable lots, between road rights-of-way and the building line. Drainage parallel to an uncurbed roadway and drainage that flows through parks or lots greater than one (1) acre may be excepted from this if it can be shown that utilizing a drainage ditch will not adversely affect the development.

Special consideration shall be given to innovative drainage designs that would not adversely affect the quality of development in a particular area.

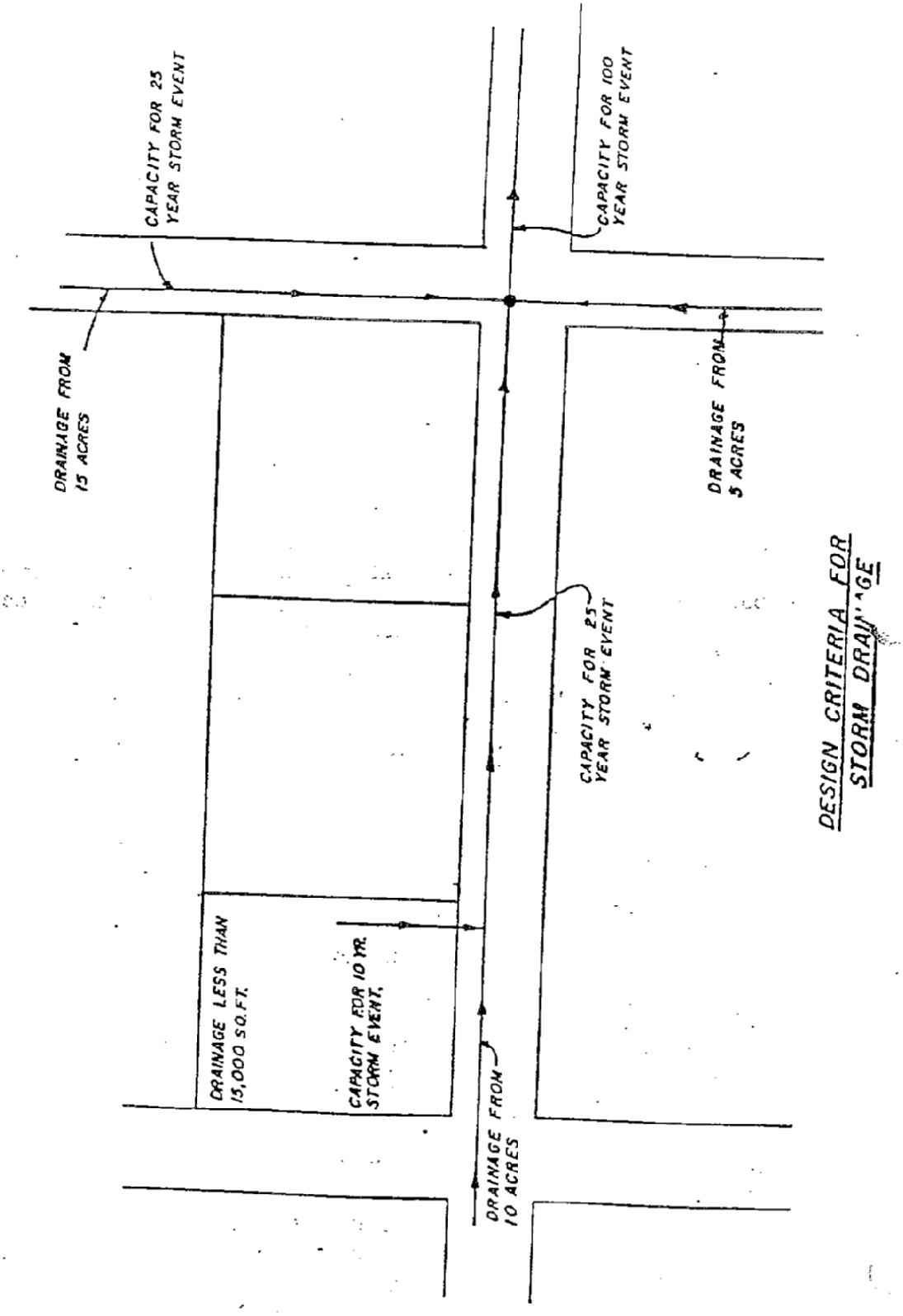
If it is determined that drainage ditches are required to convey the storm drainage and it is necessary that these ditches be constructed to contain water draining at a velocity of three (3) feet per second or greater, then these ditches shall be suitably paved.

Developments shall be designed so that the total drainage after development will not exceeds the total drainage prior to development. This can be accomplished by the construction of detention basins that will control and delay the release of storm water, retention storage that will permanently store the runoff, the effective use of appropriate vegetation, or any other suitable means approved by the Engineer.

Subdivision lots shall be laid out so as to provide positive drainage away from all buildings and individual lot drainage shall be coordinated with the general storm drainage pattern for the area. Drainage shall be designed so as to avoid concentration of storm drainage water from each lot to adjacent lots.

In addition to being constructed to control flooding, a manhole, junction box, or inlet shall be constructed at any point where a storm sewer pipe is located at a street intersection or changes directions, grade, size, or alignment. The maximum length of storm sewer pipe between such structures shall be four hundred (400) feet. Headwalls shall be constructed at both ends of all drainage ditches.

FIGURE 6.1
STORM DRAINAGE DESIGN CRITERIA



6.2 STREET DRAINAGE

Every effort shall be made to prevent surface water from crossing streets at intersections. The water shall be intercepted prior to the near corner by inlets of sufficient capacity to remove the drainage. Drainage, if permitted to cross the intersection, can create very hazardous icing conditions during the winter months. The street depression necessary to permit drainage to cross the intersection is further objectionable in that it restricts vehicular movement due to the very slow speed necessary to negotiate it.

It is important to consider carefully the natural drainage features of the development and the limits of the flood water level. All lots and streets should be located outside of the flood plain.

The storm drainage system must have the hydraulic characteristics to accommodate the maximum expected flow of storm waters, which consists of: (1) The off-site and on-site storm waters including storm water coming into a tract from upstream, (2) The discharge of water into the natural drainageway, and (3) The means to convey water to a point where it will flow by gravity downstream into a stream, water channel or drainageway, or where it can be connected into adequate existing facilities.

Drainage structures shall be constructed so as to be maintained at reasonable cost. Systems shall be designed on the basis of "ultimate" known or projected developments for the tributary watershed. The minimum pipe size to be a component part of a public storm drainage system shall be fifteen (15) inches in diameter.

Where the Rational Formula, Q=CIA, is used to determine quantities of runoff, the composite "C" factors for typical developments listed below shall be used as a guide:

Type of Development	**"C" (Slopes 7% & Flatter)**	**"C" (Slopes Steeper Than 7%)**
Commercial	0.85	0.85
Industrial	0.60-0.85	0.60-0.85
Garden-type Apartments, Schools, Churches, etc.	0.60	0.60
Semi-detached Residential	0.45	0.55
Detached Residential (5,00 to & 7,000 sq. ft. lots)	0.40	0.50
Quarter-acre Lots	0.38	0.48
Half-acre Lots	0.35	0.45
One-acre Lots and Larger	0.30	0.40

6.3 PIPE CONSTRUCTION

All concrete and polyvinyichioride (PVC) pipe to be installed as storm sewers, except existing pipe required to be removed and relaid, shall be unused pipe conforming with the following specifications and latest revisions:

Concrete Sewer, Storm Drain and Culvert Pipe	ASTM C-14-68
Reinforced Concrete Culvert Pipe	ASTM C-76-69
Polyvinylchloride (PVC) Plastic Pipe	ASTM D-3034, SDR 35

In certain situations and upon approval of the Engineer, PVC pipe may be used in sizes of eighteen (18) inch diameter or less; however, PVC pipe shall not be used in locations where vehicular traffic passes directly over the pipe, such as under public streets, parking lots, or driveway turnouts.

Trenches shall be as narrow as practicable, but shall provide space as necessary on each side of the pipe for thoroughly tamping the bedding material under and around the pipe. The bottom of the trench on which the pipe is to be laid shall be free from projecting stones, roots or any inequalities, and shall be brought to a true grade and so shaped as to conform to the contour of the bottom of the pipe for at least one fourth (1/4) of its circumference to provide a firm, uniform bearing for the entire laying length of the pipe. Recesses shall be formed in the trench to receive the bells of the pipe, or to provide ample space for making joints for tongue and groove pipe.

If, in the opinion of the Engineer, the material at the bottom of the trench excavation is of such character as to result in unequal settlement of the pipe after backfilling, the trench shall be excavated below grade to the depth directed by the Engineer and backfilled with gravel or select material and thoroughly tamped to insure a stable foundation. Gravel shall conform to the specifications for concrete aggregate and select material shall be pit run sand-gravel or clay-gravel, approved by the Engineer.

If rock is encountered in excavating the trenches, it shall be removed to a depth of at least six (6) inches below grade and the trench brought to grade by refilling with suitable material thoroughly tamped to the contour of the bottom of the pipe as above directed.

Sheeting, bracing, and wales, etc., are required as may be necessary to properly support the sides of trench excavations and to prevent any movement thereof which may in any way injure the pipe, diminish the width of the excavation, or otherwise injure or delay the work or endanger adjacent pavement or other structures. Care shall be used to prevent voids outside the sheeting, but if voids occur they shall be immediately filled with suitable material which shall be compacted to the satisfaction of the Engineer.

Upon written order of the Engineer, sheeting or bracing may be left in place, to be embedded by the backfilling of the trench. The sheeting so left in place shall be cut off at the elevation directed by the Engineer and shall, in no case, be less than three (3) feet below the finished grade of the street, or, in the absence of any street grade, from the surface of the ground.

All sheeting and bracing not ordered left in place shall be removed in such a manner as to not endanger the constructed sewer, or other public or private structures, or utilities. All voids left or caused by the withdrawal of sheeting shall be immediately refilled and compacted by ramming tools adapted for the purpose, by puddling, or otherwise, as directed.

When it is necessary that sheeting be driven to a depth of two (2) feet or more below the invert elevation of the pipe for the protection of the bottom portion of the trench, the sheeting shall be cut off at the level of the top of the pipe, leaving the lower portion in place.

Pumping shall be conducted as may be necessary to permit the construction to proceed in an expeditious and workmanlike manner. Removed water shall be disposed and excavations shall be constructed in such a manner as not to cause any nuisance or any injury to public health or public or private property or to any portion of the work completed or in progress, or to the surface of the streets or any impediment to the use of the streets by the public.

In no case is water to be allowed to run over the foundation, the invert, or through the pipe until the pipe joints have hardened to the satisfaction of the Engineer.

All sewers shall be laid to lines and grades shown on plans or designated by the Engineer.

No section of pipe shall be laid which has not been inspected by the Engineer or his authorized representative after it has been placed alongside the right-of-way, or line of sewer.

Lowering pipe into trenches shall be done with ropes or such other proper facilities as will prevent damage to the pipe during handling. Dropping pipe into place, or rolling, except controlled rolling on plank in the case of shallow trenches, will not be permitted. The pipe shall be laid starting at the downstream end with the hub or receiving ends upgrade. The spigot shall be inserted into the hub or receiving end of the adjacent section with the spigot end hard against the shoulder of the bell. Each section shall be carefully bedded in place in close contact with the adjoining section with the invert true to line and grade.

No jointing of pipe on the bank or out of position as to line and grade will be permitted without prior written approval of the Engineer.

Not later than twenty-four (24) hours prior to joining bell and spigot pipe, the ends to be joined shall be coated with prime in accordance with the instructions of the manufactures of the joint material. The prime shall be placed only on clean, dry surfaces.

When pipes are to be joined, a gasket of closely twisted, long fiber hemp or oakum, of suitable diameter and of sufficient length to shape around the pipe and lap at the top, shall be placed on the spigot end of the pipe being laid and this pipe shall be pushed home into the bell of the adjacent pipe. The gasket shall then be thoroughly caulked to the back of the bell with a suitable caulking tool. A runner shall be placed around the pipe to close the socket opening. The joint compound shall then be placed in accordance with the manufacturer's recommendations in such a manner that the annular space will be completely filled.

Joint material shall be "G.K.Compound", "Jointite", or approved equal. Handling and preparation of the joint material shall be in accordance with the manufacturer's recommendations.

Tongue and groove pipe joints shall be constructed using a stiff mortar composed of one (1) part Portland cement and not more than two (2) parts clean, sharp sand. The mortar shall be used

within thirty (30) minutes from the time that the ingredients are mixed with water.
The first pipe shall be bedded carefully to the established grade line with the groove upstream. A shallow excavation shall be made underneath the pipe at the joint and fired with mortar to provide a bed for the second pipe. The grooved end of the first pipe shall be carefully cleaned with a wet brush, and a layer of soft mortar applied to the lower half of the groove. The tongue of the second pipe shall be cleaned carefully with a wet brush, and while in a horizontal position, a layer of soft mortar shall be applied to the upper half of the tongue. The tongue end of the second pipe shall then be inserted in the groove end of the first pipe, until mortar is squeezed out on the interior and exterior surfaces. Sufficient mortar shall be used to completely fill the joint and to form a bead on the outside. The interior surface of the pipe at the joint shall then be brushed smooth. The mortar on the outside shall immediately be protected from the air and sun with a cover of wetted burlap or earth, and shall be kept protected until the mortar is satisfactorily cured.

Tongue and groove pipe joints may be constructed by use of "diaper bands" in lieu of the above-specified method, provided the method of installation is approved by the Engineer.

All backfilling material shall be carefully selected to insure that it is free from roots, rock or other unsuitable material and shall have a moisture content which will facilitate compaction.

Special care shall be used when backfilling around the pipe and a distance of two (2) feet above its top surface. The material shall be deposited in uniform layers not to exceed four (4) inches in thickness, solidly tamped and rammed with proper tools to insure thorough compaction and at the same time avoid injury to or disturbance of the pipe.

Where backfiring is done within the limits of roads, streets, alleys or other thoroughfares, the backfill, except as specified above, shall be placed in layers of not more than six (6) inches and each layer thoroughly compacted with mechanical rammers or by hand tamping with heavy tampers, the tamping face of which shall not exceed twenty-five (25) square inches. Except for that part of the trench below a line two (2) feet above the top of the pipe, backfilling done outside the limits of public thoroughfares may be placed in twelve- (12) inch layers and tamped.

6.4 SPECIAL DRAINAGE STRUCTURES

The materials and method of construction of the concrete portion or portions of manholes, inlets, junction boxes, wingwalls, spillways, headwalls, and other similar structures shall conform to the applicable portions of this manual. All concrete for drainage structures shall have a minimum compressive strength of 3000 psi at twenty-eight (28) days.

If the construction of a portion or portions of manholes, inlets, junction boxes, headwalls and other similar structures requires less than the equivalent of one carload of brick, such brick shall be supplied from a source approved by the Engineer and shall be all hard-burned and reasonably free from such cracks, pebbles, particles of lime and deleterious substance as would affect their serviceability and strength.

However, if the work requires the equivalent of a carload or more, such brick shall conform to

the requirements of ASTM C-32, Grade MA. The Contractor shall furnish to the Engineer certificates by the manufacturer of the brick evidencing that the brick supplied meets the requirements of these specifications.

Mortar for brickwork shall consist of one (1) part Portland cement and two (2) parts clean, sharp sand with not more than twenty (20) pounds of hydrated lime added per sack of cement.

All courses shall be laid as header courses. Each brick shall have full mortar joints on the bottom and sides which shall be formed in one operation by placing sufficient mortar on the bed and shoving the brick into it. Horizontal joints shall not exceed three-eights (3/8) of an inch and the vertical joints on the inside shall not exceed one-fourth (1/4) of an inch. All brick shall be thoroughly drenched with water immediately before being laid.

Brick manholes shall have a plaster coat of 1:2 mortar not less than one-half (1/2) of an inch in thickness on the outside and inside.

That portion of all manholes, inlets, junction boxes and other similar structures below the center line of the largest pipe or box culvert entering or leaving the particular structure shall have a "streamlined" contact surface. This shall be accomplished by hand-placing concrete in such a manner as to provide a smooth contact surface, without angular breaks, from upstream conduit or conduits to downstream conduit or conduits.

Bricks may be used to construct part of the "streamline" fill provided each brick is completely embedded in concrete or a stiff mortar of one (1) part Portland cement and two (2) parts sand, and further provided that no portion of the brick work be closer than one (1) inch from the contact surface.

All castings shall conform to the latest requirements of ASTM A-48, Class 30.

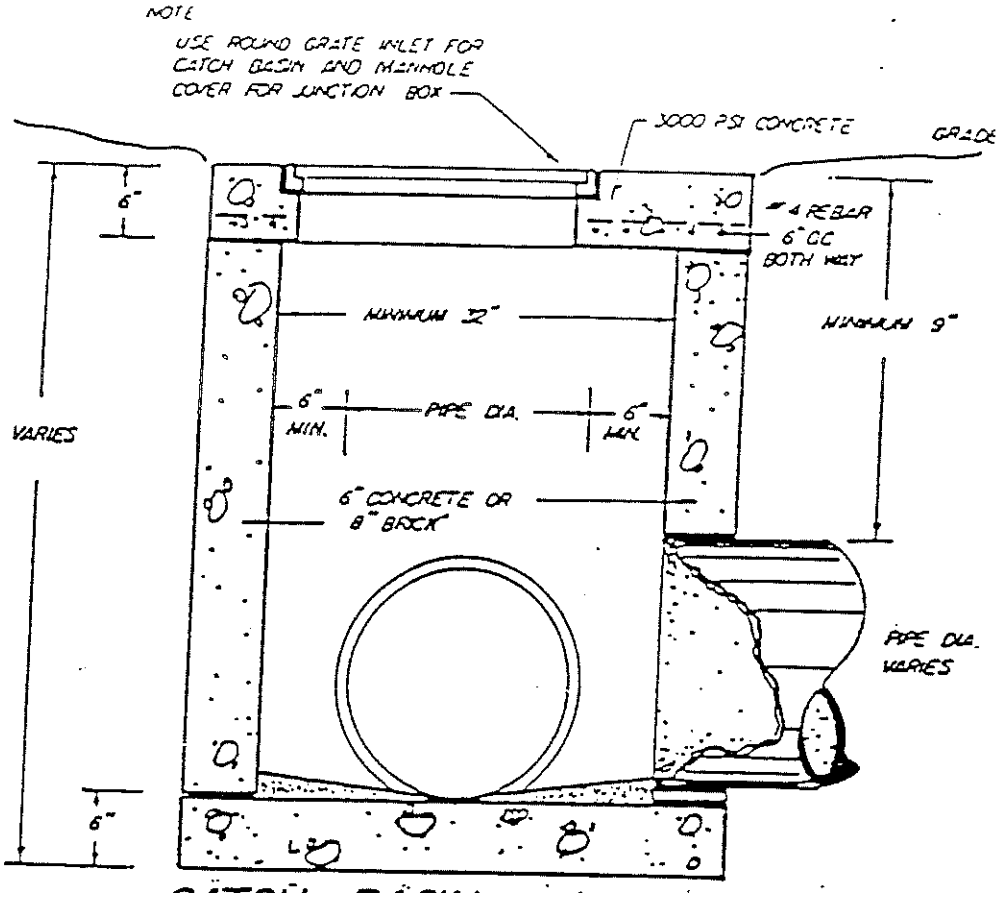
Gray iron castings shall be made in accordance with detail drawings furnished and shall be of tough, close-grained iron, true to pattern, free from blow holes, cold-shots and unsightly or other defects which would render them unsuitable for the purpose intended.

Manhole covers shall be fitted to manhole frames by chipping, grinding or other means, in such manner as to prevent rocking of the cover when an eccentric load is applied to its top. Any tendency to rattle, as determined by test before or after installation, will be sufficient cause for rejection of the cover, frame, or both.

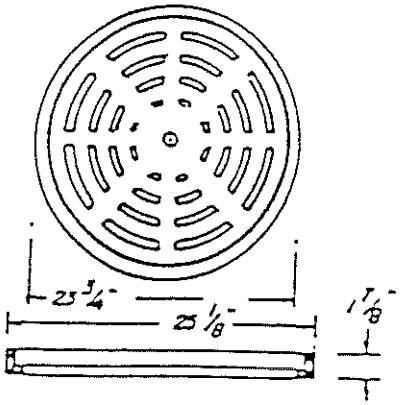
All surfaces of castings shall be thoroughly cleaned and given one coat of asphaltum or coal tar pitch varnish before being shipped from the foundry. The varnish shall be of good quality, tough and tenacious when cold, and have no tendency to scale off.

Grates not required to be fitted into frames shall be given a thick coating of coal tar pitch or grease on the contact surfaces which are to be seated into masonry so as to prevent bonding thereto.

FIGURE 6.2
CATCH DASIN DETAIL



CATCH BASIN & JUNCTION BOX DETAIL



ROUND GRATE FOR CATCH BASIN

FIGURE 6.3
STANDARD BOX INLET

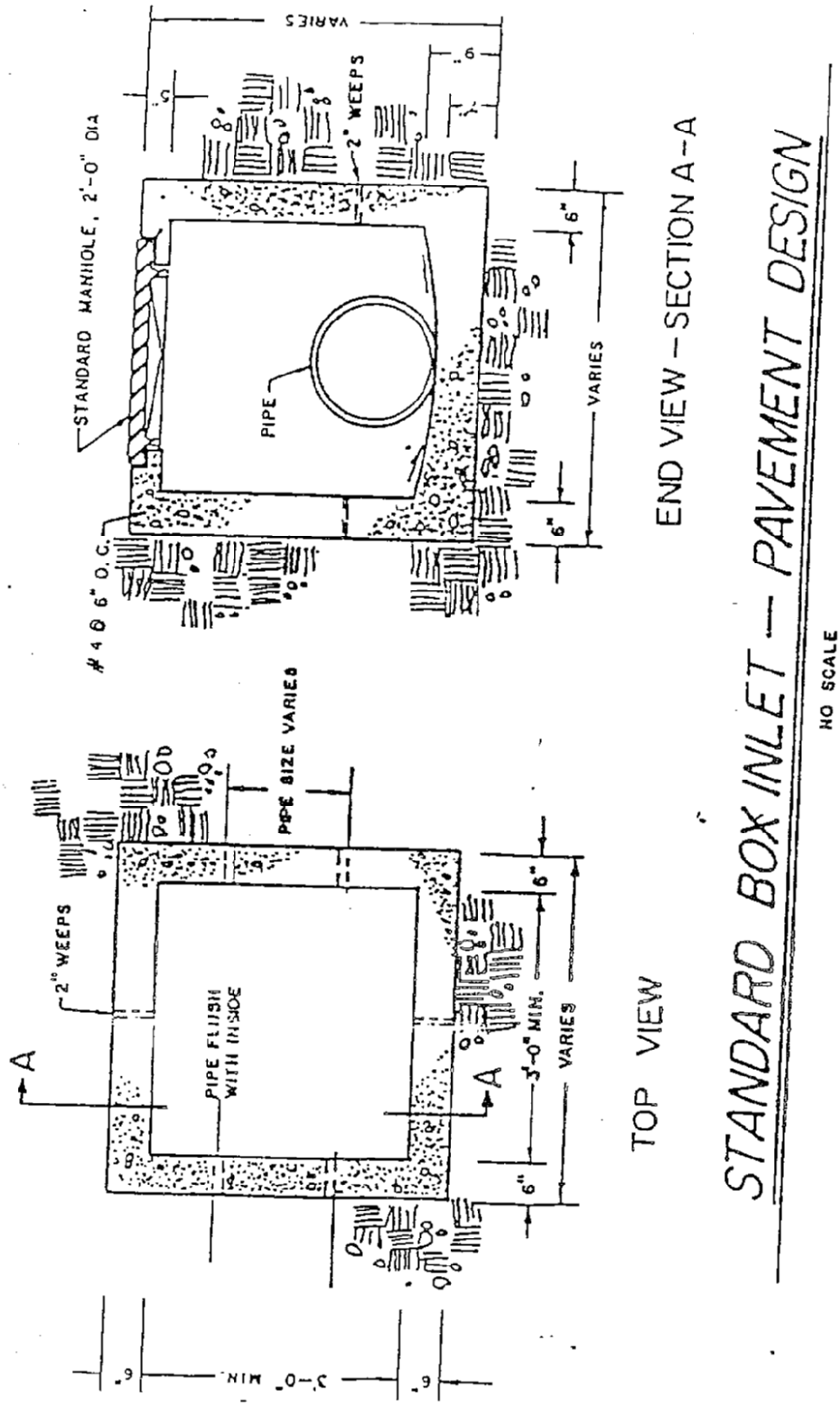


FIGURE 6.4
OPEN SIDE BOX INLET

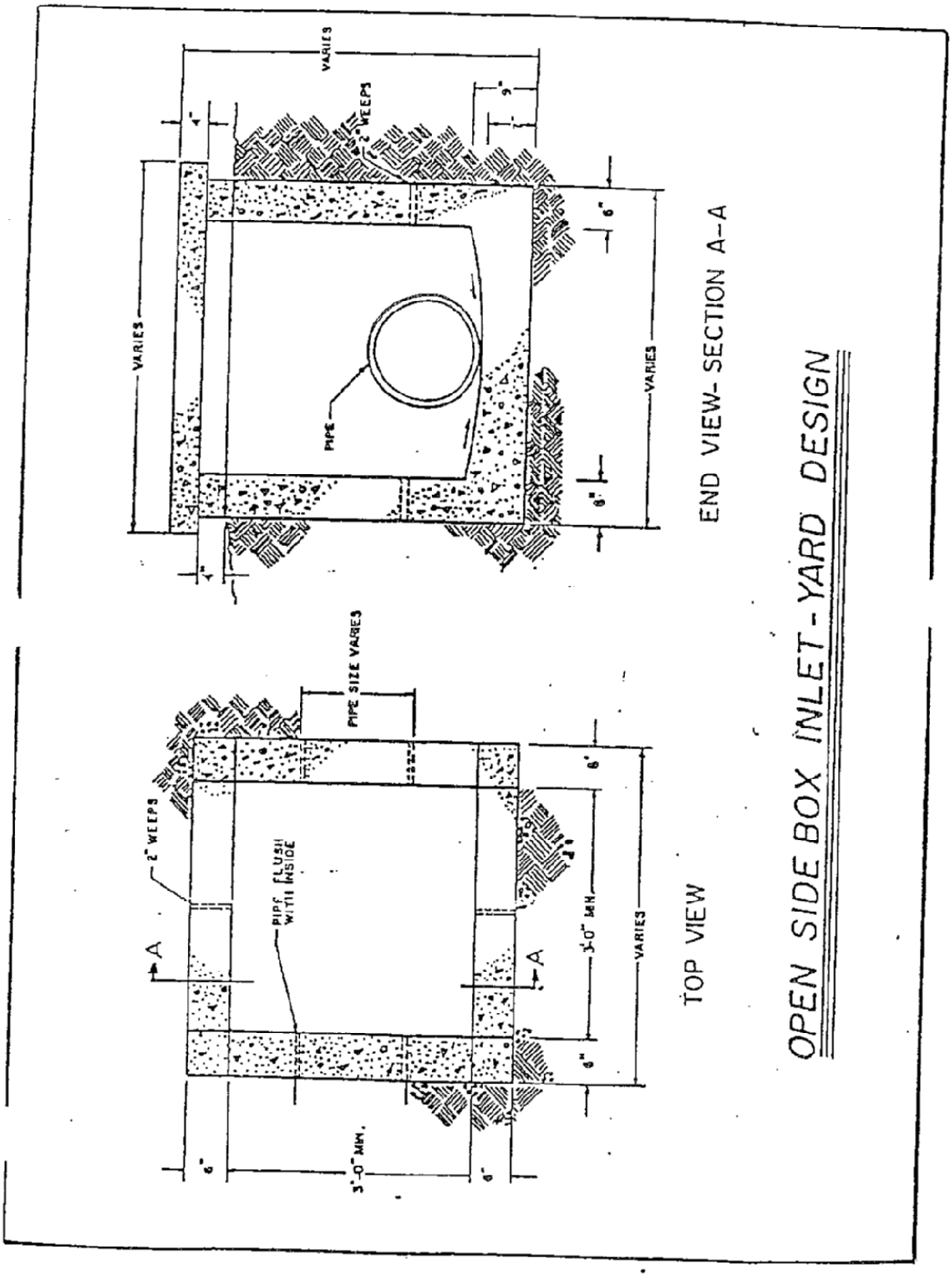


FIGURE 6.5
STANDARD HEADWALL

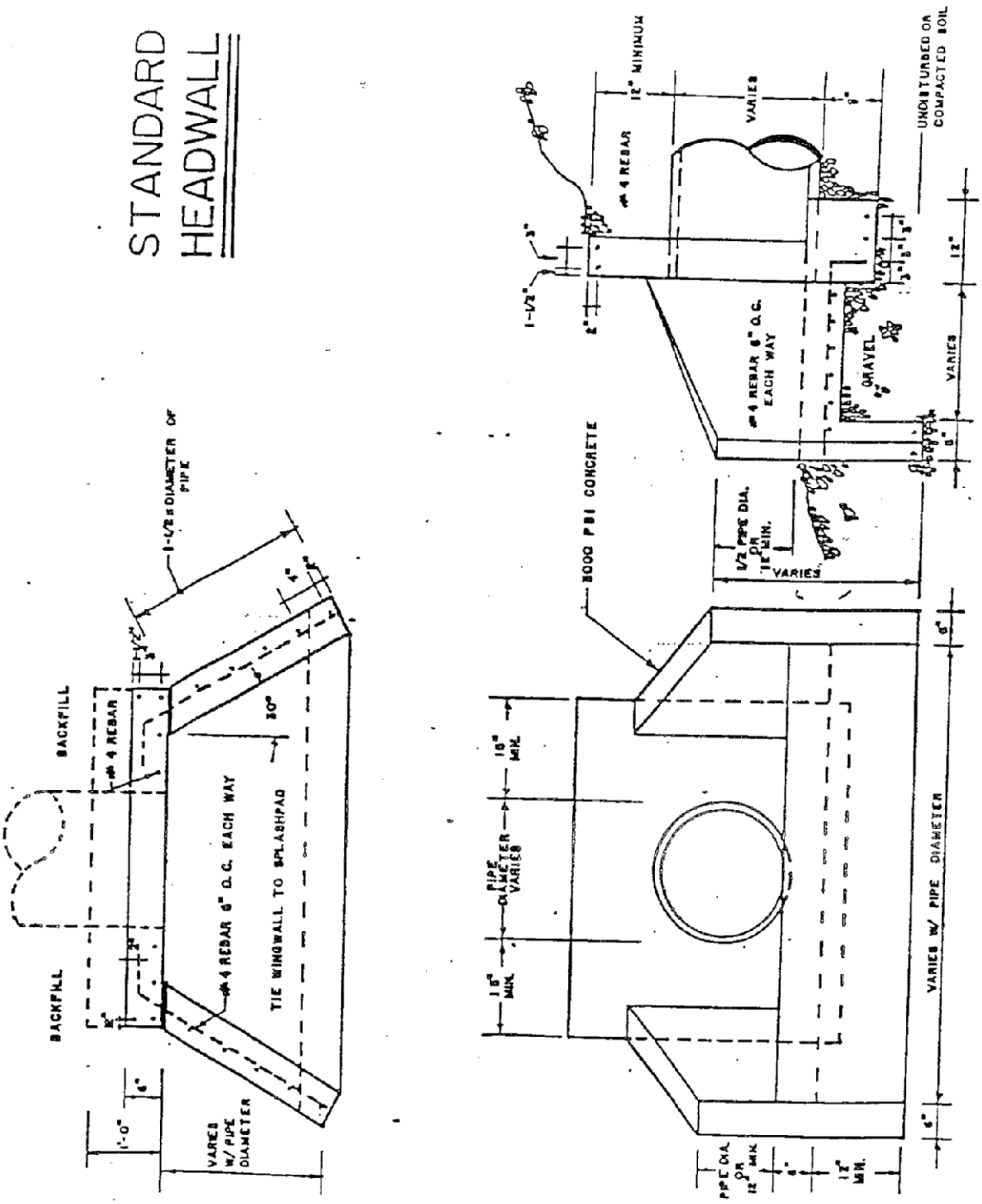
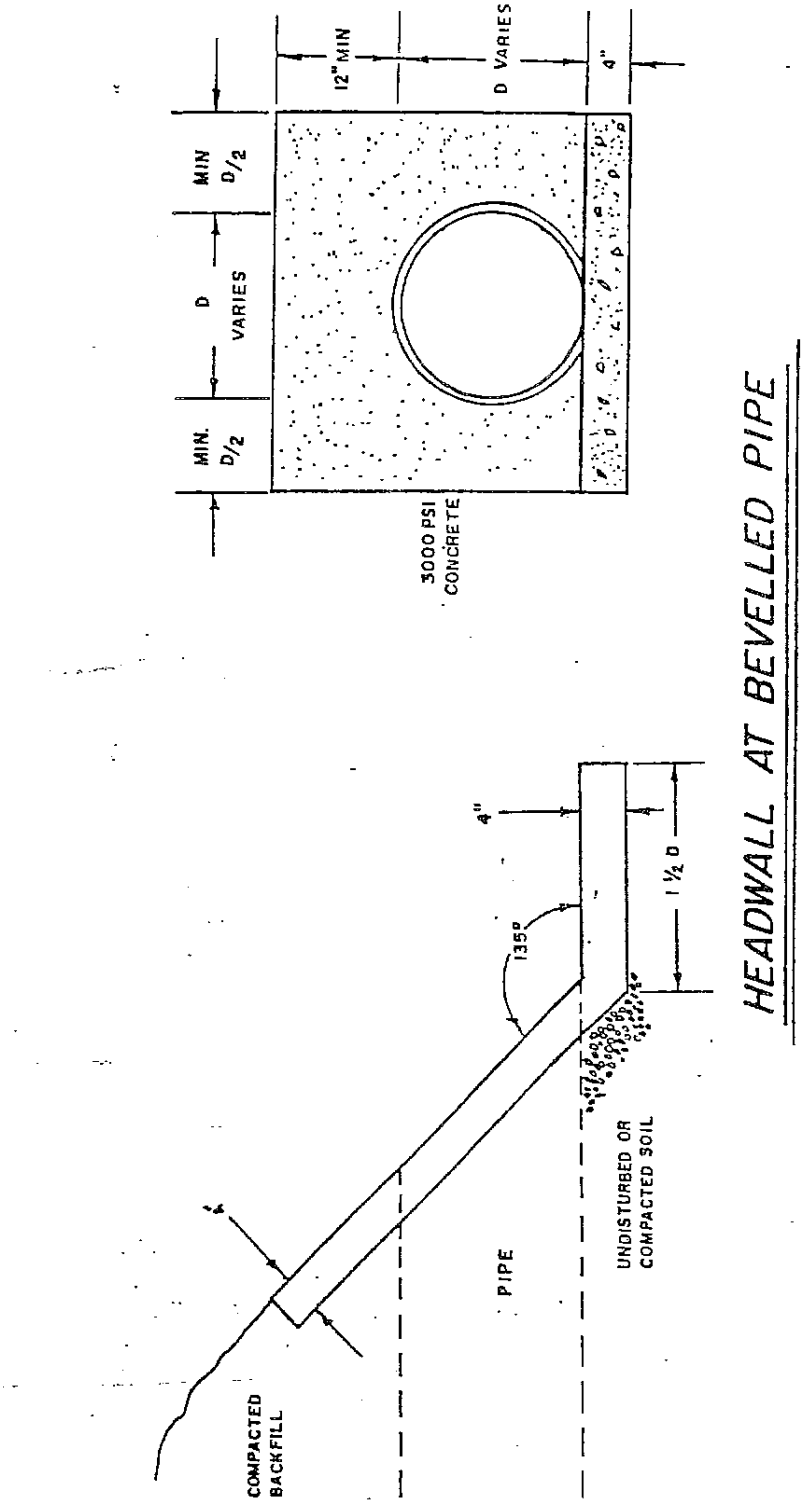


FIGURE 6.6
HEADWALL AT BEVELLED PIPE



6.5 OPEN DITCHES

Drainage ditches shall be constructed as noted on the typical drawing shown on the following page. As this drawing indicates, the bottom shall be a minimum of two (2) feet in width and the sides shall be constructed to a slope of three (3) horizontal to one (1) vertical.

If it necessary to stockpile the excavation along the bank or banks of a ditch, it shall be placed so that the top of the slope of the stockpiled dirt will not be less than five (5) feet from the top of the ditch bank and shall have openings as required to permit surface water to drain to the ditch and prevent the ponding of water in back of the stockpiled dirt.

In those cases where the slope of the ditch allows drainage water to exceed a velocity of three (3) feet per second, the ditch shall be lined with concrete or suitably paved.

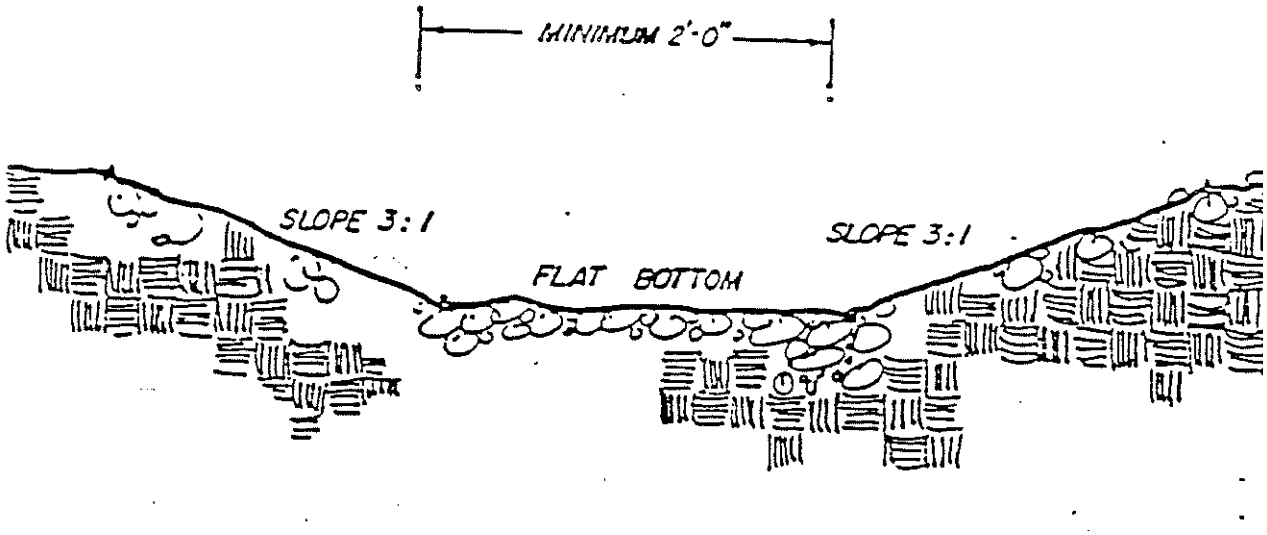
The materials and method of construction of the concrete lining and slope paving for open ditches shall conform to the applicable portions of this manual. The exposed base width portion of concrete-lined ditches shall be finished with steel trowel.

A dry mix will be permitted for the concrete ditch lining and slope paving; however, the concrete shall have sufficient water to assure proper mixing and bonding of concrete. Forming will not be required, but the concrete shall be thoroughly tamped and consolidated. The bottom of the concrete-lined ditches shall be given a trowel finish and the bank slopes of concrete-lined ditches and slope paving shall be given a sidewalk brush finish. Wire mesh shall not be placed on the ground and the concrete poured on top of the mesh. Approximately two (2) inches of concrete shall first be placed and the wire mesh then placed on the concrete, after which the final two (2) inches of concrete shall be placed on top of the mesh, or the wire mesh may be supported on small concrete blocks wired to the mesh to hold the mesh in proper position in the slab. Wire mesh shall lap three (3) inches on side joints and six (6) inches on end joints.

Two horizontal lines of weep holes shall be constructed in all slope paving and concrete lining on ditch banks and the lines shall be located six (6) inches above the flow line of ditch and approximately midway between flow line of ditch and top of slope paving or bank concrete ditch lining. Weep holes shall be spaced twenty (20) feet on centers and shall be staggered between top and bottom lines.

Weep holes shall be formed by driving a tapered wooden pin with a minimum diameter of two (2) inches through the concrete and approximately one (1) inch into dirt bank. The wooden pin shall be clean and oiled and shall be placed immediately after the concrete has been screened off and shall be removed after the concrete has set hard enough to permit removal of the pin without damage to the concrete around the weep hole.

FIGURE 6.7
TYPICAL DRANAGE DITCH



SECTION VII

UTILITIES

7.1 UTILITY COMPANY REQUIREMENTS

7.1.1 General Criteria

Every pipe or conduit for water, sewage, gas, drainage, communication, or any other use shall have a minimum cover of twenty-four (24) inches.

Each utility should provide the City of Opelika with an up-to-date map of their system. This map should indicate the location and depth of each structure, along with its relationship to other existing features such as paved areas, structures, and other utility structures.

Each utility shall provide the City of Opelika with a complete set of construction plans prior to receiving a construction permit.

Where feasible and appropriate, utility companies shall indicate the locations of their under-surface structures by means of "surface markings". For instance, curb markings would be considered an excellent method of indicating where a pipe intersects the pavement.

7.1.2 Permits

No person, except in the case of an emergency, shall make any tunnel, opening, or excavation of any kind in or under the surface at any street maintained by the City of Opelika without first securing a permit from the City for each separate undertaking. In the case of an emergency, this permit shall be applied for on the next regular business day.

7.1.3 Excavations

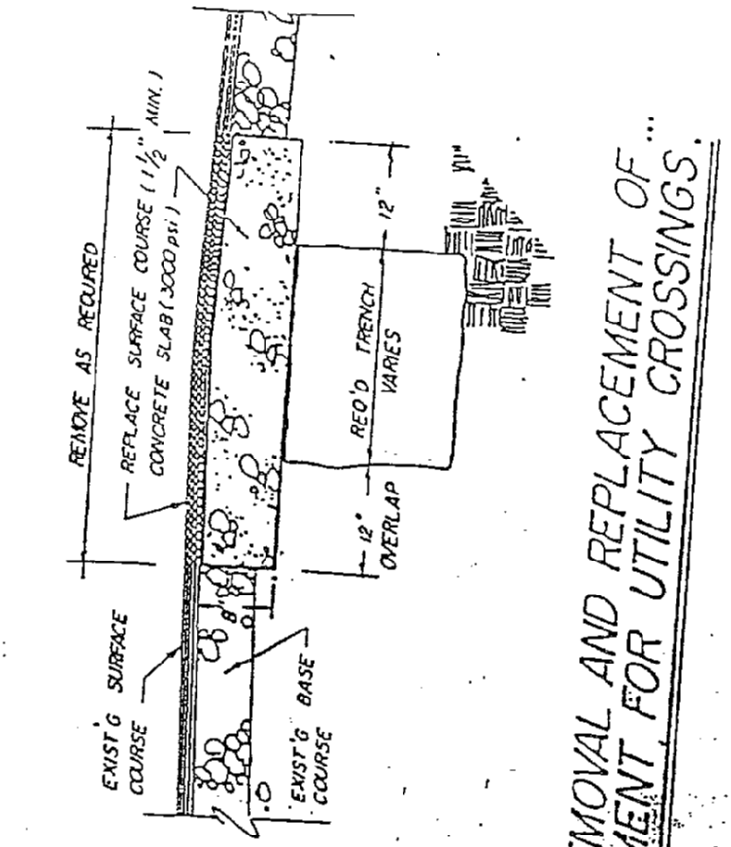
No opening or excavation in any street shall extend beyond the center line of the street before being backfilled and the surface of the street temporarily restored. Streets will not be completely closed to traffic except when approved by the Director of Public Works with proper prior notice given to the Police and Fire Departments and noted on the permit.

No more than 250 linear feet, measured longitudinary, shall be opened in any street at any one time.

All utility facilities shall be exposed sufficiently ahead of trench excavation work to avoid damage to those facilities and to permit their relocation, if necessary.

Pipe drains, pipe culverts, or other facilities encountered during excavation work shall be protected.

FIGURE 7.1
EXCAVATION REPLACEMENT ON STREETS



DETAIL FOR REMOVAL AND REPLACEMENT OF ... FLEXIBLE PAVEMENT FOR UTILITY CROSSINGS.

Monuments of concrete, iron, or other lasting material set for the purpose of locating or preserving the lines of any street or property subdivision, or a precise survey reference point or a permanent survey reference point or a permanent survey bench mark within the City of Opelika shall not be removed or disturbed or caused to be removed or disturbed unless permission to do so is first obtained in writing from the Director of Public Works.

When any earth, gravel, or other excavated material is caused to roll, flow, or wash upon any street, the permittee shall cause the same to be removed from the street within eight (8) hours after the deposit.

Every permittee shall place around the project such barriers, lights, warning flags and danger signs as shall be determined by the Director of Public Works, as well as the Alabama Manual of Uniform Traffic Control Devices, to be necessary for the protection of the public.

Access to private driveways shall be provided except during working hours when construction operations prohibit provision of such access. Free access must be provided at all times to fire hydrants.

Excavated materials shall be laid compactly along the side of the trench and kept trimmed up so as to cause as little inconvenience as possible to public travel. In order to expedite the flow of traffic or to abate a dirt or dust nuisance, toe boards or bins may be required. If the excavated area is muddy and causes inconvenience to pedestrians, temporary wooden plank walks shall be installed. If the street is not wide enough to hold the excavated material without using part of the adjacent sidewalk, the permittee shall keep a passageway at least one-half the sidewalk width open along such sidewalk line.

All pavement cuts, openings, and excavations shall be properly made, backfilled and temporarily surfaced by the permittee according to City of Opelika specifications.

Work shall be performed during daylight hours Monday through Friday between the hours of 7:00 AM and 5:00 PM, local time.

7.2 CONSTRUCTION IN THE VICINITY OF EXISTING UTILITIES

Every effort shall be made to provide any existing maps or information concerning existing utilities to any one wishing to excavate. However, it remains the Contractor's or Developer's responsibility to confirm the location of these utilities prior to excavation.

Every pipe or conduit for water, sewage, gas, drainage, communication or any other use which may be encountered in trenching shall be carefully protected from injury or displacement and all damage caused to such structures shall be completely repaired to the satisfaction of the owner of the structure. All costs associated with repairing the structure shall be paid by the party causing the damage.

SECTION VIII

OFF-STREET PARKING

8.1 GENERAL CRITERIA

The location of and the minimum number of off-street parking spaces shall be as described in the City of Opelika Zoning Ordinance. All parking plans shall be approved by the City Engineer prior to construction.

Parking areas shall be suitably landscaped to minimize noise, glare and other nuisance characteristics as well as to enhance the environment and ecology of the site and surrounding area. All required open parking areas and accessways thereto shall be properly drained and all such areas shall be paved surface.

Pavement shall consist of the following minimum requirements:

a. Ninety-five (95%) percent compacted base soil.

b. Six (6) inches of ninety-five (95%) percent compacted crushed stone.

c. One and one-half (1-1/2") inches of an asphalt wearing surface.

The requirements listed above are for the off-street parking of cars and light trucks. In areas where heavier vehicles and large trucks will load, unload, or park, the material thicknesses shall be increased to accommodate the greater loads.

Concrete may be used for required parking areas as an optional surface with the approval of the City Engineer. Standards may be found in reference manuals noted for Concrete Roads.

To provide proper drainage, the minimum slope of a parking lot shall be one (1%) percent. The maximum slope shall be ten (10%) percent.

Where it can be demonstrated, at the time of planning board review, that the parking requirements of the zoning ordinance will result in more parking spaces than actual needs require, the planning commission may permit a portion of the proposed parking areas to remain unpaved, but landscaped. Such unpaved area shall remain reserving for such future facilities needs and, if conditions in use or actual operation of the proposed use vary, the planning board may require such space to be paved.

Parking space allocations should be oriented to specific buildings. All parking shall be so arranged that cars and trucks may be turned on the lot so that it is not necessary to back into any street.

Use of the following criteria shall provide optimum use of available parking area:

a. Use rectangular areas.

b. Make the parking area's long sides parallel.

c. Use parking stalls along the perimeter.

d. Use traffic lanes that serve two (2) rows of stalls.

Consideration should be given to the flow of traffic into and out of the area as well as within. Pedestrian traffic must be also taken into consideration for safety and convenience.

The width of all aisles providing direct access to individual parking stalls shall be in accordance with the requirements set forth below:

Parking Angle (Degrees)	Aisle Width (ft.) One-Way Traffic	Aisle Width (ft.) Two-Way Traffic
0 (Parallel)	12	24
30	12	24
45	14	24
60	18	24
90 (Perpendicular)	24	24

A one-way car movement to the left, or counter-clockwise, should be encouraging. A loop drive should be developed around the parking areas.

Parking areas or lots providing for more than sixty (60) motor vehicle spaces shall, where possible, be subdivided into modular parking bays or lots of not greater than sixty (60) spaces each.

Parking lots shall be curbed with permanent and durable curbing to confine cars to striped parking, without overhang or projection onto sidewalks, driveways, bicycle parking areas, planting areas or adjacent landscaped areas. Curbing shall be curb and gutter and, where allowed by the Engineer, raised pre-cast concrete curbs attached to the parking surface. Parking stripes shall be four (4) inches wide and shall be white. The parking area should be clearly marked with symbols, words and numbers to direct traffic flow.

Every parking space shall measure not less than nine (9) feet in width, measured perpendicularly between parking stripes, and not less than eighteen (18) feet in length.

Parking spaces shall be on the same lot or tract of land as the building or use to be served unless

the Engineer, in connection with site plan review, shall approve collective off-street parking facilities for two (2) or more buildings or uses on adjacent or contiguous lots. The total of such collective off-street parking facilities shall be not less than the sum of facilities required for the individual uses computed separately.

Sidewalks between parking areas and principal structures, along aisles and driveways, and wherever pedestrian traffic shall occur, shall be provided with a minimum width of four (4) feet of passible area and be raised six (6) inches or more above the parking area, except when crossing streets or driveways.

Parked vehicles shall not overhang or extend over sidewalk areas, unless an additional sidewalk width of two and one-half (2-1/2) feet is provided to accommodate such overhang.

All required parking areas shall be lighted to provide a minimum of three (3) footcandles at driveway intersections with main roads and a total average illumination of one-half (1/2) foot candles throughout the parking area. Such lighting shall be shielded in such a manner as not to create a hazard or nuisance to the adjoining properties or the traveling public.

Unobstructed access to and from a street shall be provided. Paved access drives or driveways shall be provided in accordance with the criteria provided in Section III. Should exterior curb and gutter not exist, curb and gutter, where required, shall be constructing as per provisions of Section III.

No public or private parking area or access roads thereto shall be constructed, altered or added to until there shall have been filed with the City Engineer an application for a building permit, which shall include a plan, drawn to scale, showing the actual dimensions of the lot or lots to be built upon, the exact size and location on the lot or lots of the building or structure and accessory buildings already existing or to be erected, and containing such other information as shall be deemed necessary.

8.2 HANDICAP REQUIREMENTS

The City of Opelika encourages the placement of handicap parking spaces at each off-street parking lot and at selected on-street parking locations throughout the city. The City will install and maintain handicap parking places at public parking locations. Where there is a requirement for businesses to install handicap parking spaces, the City will provide the appropriate sign(s). The business must install the sign(s) and paint the spaces. Any business choosing to participate in this program will be required to pay the actual material costs incurred by the City.

Each parking space reserved for the handicapped shall be painted as per the drawing shown in this Section. In addition, a sign denoting the handicapped parking space shall be installed which meets the requirements set out in the "Alabama Manual on Uniform Traffic Control Devices".

The following standards shall determine the number and placement of handicap parking spaces in all parking lots.

8.2.1 Handicapped Passenger Arrival

A safe place, located either on or off the street, shall be designated for handicapped passengers to get into and out of cars. It shall be:

a. As near as possible to the building entrance provided for the handicapped.

b. Zoned to prohibit parking.

c. Provided with a ramp to sidewalk level, if located at curbside.

d. Protecting from weather by a canopy over the entrance.

8.2.2 Parking

A parking lot servicing each entrance provided for the physically handicapped shall have a number of level parking spaces as set forth in the following table:

Total Parking in Lot	Required Number of Accessible Spaces
Up to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1000	2% of total
Over 1000	20 plus 1 for each 100 over 1000

Spaces shall be:

a. As near as possible to the building entrance provided for the handicapped with a maximum travel distance of two hundred (200) feet.

b. Identified (wheelchair symbol) and controlled for use by individuals with physical disabilities.

c. A minimum of nine (9) feet in width, with a four- (4-) foot wide pedestrian access aisle on one side of the space.

(Note: Spaces parallel to a curb (4 inches high maximum) on the building side of the parking area are desirable. If perpendicular parking is necessary, four (4) foot wide access aisles between every other bay will be required.)

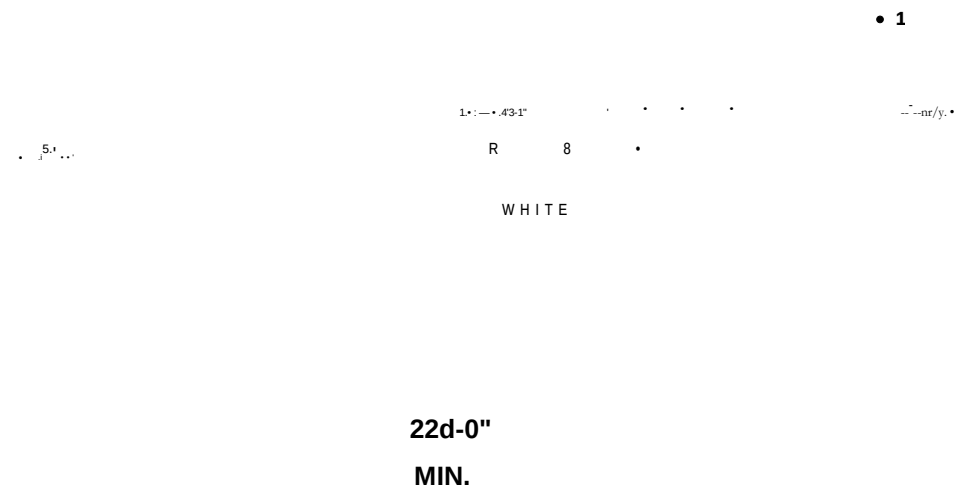
Spaces shall be substantially level (1/8 inch per foot slope for drainage), suitable for wheeling and walking, and accessible to the building by a clear, level or ramped path of travel.

8.3 FIRE LANE REQUIREMENTS

All off-street parking areas provided for shopping centers, malls, large mercantile businesses, large apartment complexes, industries, storage warehouses, or other businesses, as determined by the City Engineer and/or the fire department, shall have fire lanes for providing adequate access for emergency vehicles and equipment to and from the buildings and structures. Fire lanes shall be established as required by the City of Opelika Fire Code and at other locations as deemed necessary by the Fire Chief. It is the responsibility of the building Owner to paint, sign, and mark all required fire lanes in a manner approved by the Fire Department.

Fire lanes shall be marked with approved yellow painting on the pavement and curbing, and approved signs indicating "Fire Lane" shall be installed adjacent to the. fire lane.

F I G U R E 8 . 1
HANDICAP PARKING STANDARDS



SECTION IX

GENERAL POLICY

9.1 SUBDIVISION SURVEY STANDARDS

At least one corner of the subdivision shall be designated by course and distance from a readily discernible reference marker, such as a section or quarter section marker. If a corner lies within one-half (1/2) mile of triangulation or traverse station of the Alabama coordinate system, then this corner shall be marked with a monument so designated by computed X and Y coordinates, which shall also appear on the map with a statement identifying the location of this station or monument to an accuracy of 1:1000.

Concrete monuments four (4) inches in diameter or square and three (3) feet long, with a flat top, shall be set at all points where the street lines intersect the exterior boundaries of the subdivision at angle points, and at each corner of the outside boundary of the subdivision. The top of the monument shall have an indented cross to identify properly the location and shall be set flush with the finished grade. All other intersection and lot corners shall be marked with iron pipe not less than three-fourths (3/4) inch in diameter or iron rebar not less than one-half (1/2) inch in diameter. Both marker types shall be not less than twenty-four (24) inches long and driven so as to be flush with the finished grade. The above standards shall also apply to any revision or addition to an existing subdivision.

9.2 EASEMENT STANDARDS

Except where alleys are provided for the purpose, easements at least twenty (20) feet wide, ten (10) feet wide on each side of rear lot lines and along side lot lines shall be provided for utilities and sewers (sanitary and storm) where, in the opinion of the Planning Commission, they are necessary or advisable. Easement placement and widths will be determined by the Planning Commission. No half easements will be accepted unless the adjacent property owner dedicates the other half at the time the plat is approved.

Where a subdivision is traversed by a water course, drainage way, natural channel, or stream, there shall be provided an easement conforming substantially to the limits of such water course plus additional width as necessary to accommodate future construction and maintenance as recommended by the City Engineer. All lots shall be graded so that drainage goes to the easements.

Lots and easements shall be arranged in such a manner as to eliminate unnecessary easement jogs or offsets, and to facilitate the use of easements for power distribution, telephone service, drainage, water, and sewer services.

9.3 PRESERVATION CONSIDERATIONS

Wherever possible, subdividers shall preserve trees, groves, waterways, scenic points, historic spots, and other community assets and landmarks.

Although not required by these regulations, the preservation of existing trees is recommended for all subdivision development. Also, in the absence of existing trees, the planting of street trees is considered a responsibility of the subdivider as well as good business practice. Street trees protect against excessive heat and glare, and enhance the attractiveness and value of abutting property.

It is recommended that trees be planted five (5) feet inside (behind) the property lines where they will be less subject to injury, decrease the chances of motor vehicle accidents, and enjoy favorable conditions for growth. If trees are to be planted within a planting strip in the right-of-way, their proposed locations and species to be used must be approved by the Planning Commission, since the public inherits the care and maintenance of such trees.

9.4 CHEMICAL USE

All chemicals used during project construction or furnished for project operation, whether herbicide, pesticide, disinfectant, polymer, reactant or of other classification, must show approval of either the EPA or USDA. Use of all such chemicals and disposal of residues shall be in strict conformance with manufacturer's instructions.

9.5 PROTECTION TO AREAS IN VICINITY OF DEVELOPMENT

In the event it is necessary to haul soft or wet materials over the streets or pavements of the city, the Developer or Contractor shall provide suitable tight vehicles, approved by the Public Works Director, to prevent deposits on the streets or pavements. In all cases where any materials are dropped from the vehicles of the Developer or Contractor, he shall clean-up the same as often as directed and keep the streets clean and free from any dirt or mud, due to his operations.

The Developer shall, at all times, provide for the control of dust within residential areas and such other areas where dust is a nuisance to the public by sprinkling with water

Any operation, use, or any activity involving the manufacture, utilization, or storage of flammable, combustible and/or explosive materials shall be conducted in accordance with the regulations required by the City of Opelika.

All flammable, explosive and/or combustible material shall be stored in accordance with the Fire Prevention Code of the City of Opelika.

All outdoor storage facilities for fuel, raw materials, and products stored outdoors shall be enclosed by an approved safety fence and suitable landscaping to screen such areas from public view and shall confirm to all yard requirements imposed by the City of Opelika.

No materials, wastes, or other substance shall be stored or maintained upon a lot in such a manner that natural run-off from such areas on a site with an approved storm water drainage plan can impair the existing water quality of a stream, watercourse or aquifer more than the primary use intended for the lot.

All materials or wastes which might cause fumes or dust or which constitute a fire hazard or which may be edible or otherwise attractive to rodents or insects shall be stored outdoors only if enclosed in containers which are adequate to eliminate such hazards.

All sewers, gutters, storm drains, and the like shall be kept clear of any trash, mud, or other residue that may result in an obstruction to normal flow in these structures.

9.6 EROSION CONTROL

Development shall proceed so as not to adversely affect the quality of the land to be developed or properties in the vicinity of the land to be developed. This policy, of course, may restrict what the City of Opelika will consider to be buildable land.

Development shall proceed in such a way that erosion is controlled. When feasible, land shall be cleared in stages so that a particular section of land is cleared only as required for its development, with the remainder of the undeveloped land left in its natural state. Where land has been cleared, erosion shall be controlled by such means as grassing, mulching, etc. Silt screens and/or retention basins shall be constructed to control the erosion run-off, `unless the City Engineer determines that this is not necessary. Erosion shall be controlled to the extent that erosion both during and after development is not increased over erosion that naturally occurred prior to development.

9.7 PROPERTY CONTROL

Adequate provisions shall be made for the flow of sewers, drains and water courses and the operation of other utilities encountered during construction. The lines and structures which may have been disturbed shall be immediately restored to their original condition.

Trees, grass, fences, signboards, poles, and all other property shall be protected, unless their removal is authorized, and any property damage shall be satisfactorily restored.

9.8 CLEAN-UP, SILK. RESTORATION, AND SUE MAINTENANCE

Project sites shall be kept clean at all times. Loose dirt shall not be allowed to clog ditches or cover sidewalks. Soft clay or other undesirable material removed from the trenches shall be removed from the streets, sidewalks, or ditches.

All pavement, sidewalks, driveways, curb, gutter, drains or similar items removed or damaged during or by construction shall be replaced with construction of first-class materials and workmanship. All pavement shall be replaced in accordance with provisions in other sections of this manual.

Following otherwise satisfactory completion of required improvements, the subdivider shall post with the City of Opelika a surety bond, effective for one year, in an amount equal to ten (10) percent of the street and utility improvement cost for the street for which acceptance is sought. Said bond is to guarantee the City that said street has been installed properly and free from

defects caused by faulty material or workmanship, and that said street will remain in acceptable condition for a period not to exceed one (1) year. If, at the end of the one (1)-year period, the street or portion of the street is found unacceptable because of faulty workmanship or material, said defect shall be repaired at a cost to the subdivider up to the amount of the surety bond. Upon his failure or refusal to make adequate repairs within ninety (90) days after demand is made of him by the City of Opelika, then the City shall make such repairs as are reasonably necessary and recover the cost with the bond.

9.9 FIRE HYDRANT REQUIREMENTS

All buildings located within the city limits of Opelika shall be provided with fire hydrants capable of supplying the required fire flow for the buildings being protected. Any building or structure located more than one hundred fifty (150) feet from a public fire hydrant system or more than five hundred (500) feet from a public fire hydrant (other than single family dwellings) shall be provided with fire hydrants per all Fire Code requirements as adopted by the City and approved by the fire department and the water department. In no case shall the required fire hydrants be more than five hundred (500) feet from the buildings. Spacing of the fire hydrants shall be approved by the fire department and the City Engineer. The water department shall approve all materials and installations of fire hydrants.

9.10 DEVELOPMENT PLAN REVIEW

Prior to issuance of a building permit, a site plan for all developments (except for single-family dwellings) shall be submitted to the City Engineer for review and approval. The site plan shall indicate all proposed improvements for the development, and shall, as a minimum, show the following:

a. Lot and building dimensions
b. Public and private easements
c. Setbacks
d. Size and location of water mains
e. Hydrant locations (existing and proposed)
f. Curb cut locations
g. Parking surfaces and layout
h. Ingress and egress dimensions
i. Drainage detail
j. Location, height, and materials for fences and walls
k. Finished floor elevation
l. Handicap access and parking

For large developments which may have a significant traffic impact upon the area surrounding the development, the Engineer may require a traffic impact study. The site plan shall preferably be stamped by an engineer or architect registered in the State of Alabama.

SECTION X

APPEALS

10.1 APPEALS BOARD

There is hereby established a Board to be called the Board of Appeals, which shall consist of seven (7) members. The composition of the Board shall be the Public Works Director, the City Engineer, the City Planner, the Building Official, the Mayor, and two (2) members of the City Council to be selected by it.

Five (5) members of the Board shall constitute a quorum. In varying the application of any provisions of the Public Works Manual, affirmative votes of the majority present, but not less than three (3) affirmative votes shall be required. A Board member shall not act in a case in which he has a personal interest.

The Building Official shall act as Secretary of the Appeal Board and shall make a detailed record of all its proceedings, which shall set forth the reasons for its decisions, the vote of each member participating therein, the absence of a member and any failure of a member to vote.

The Board shall establish rules and regulations necessary to conduct its affairs. Meetings shall be held at the car of the Chairman or at the request of two members. The Board shall provide public notice of all meetings by publication of its agenda in a newspaper of general circulation in the City.

10.2 VARIANCE

Any person may request a variance from the specific provisions of the Public Works Manual by filing a Petition for Variance with the Board. Such Petition must be filed in writing with the Building Official and must contain at least the following information:

a. Identification of property concerned by street address or legal description.

b. A statement identifying the legal interest of the Petitioner.

c. A statement identifying the specific provision of the Public Works Manual being appealed.

d. A statement identifying the special conditions and circumstances which should qualify the Petitioner for a variance.

The Petitioner must prove that the variance will not be contrary to the public interest and that practical difficulty and unnecessary hardship will result if it is not granted. There must be proof of unique circumstances and proof that the granting of the variance will achieve the same quality and integrity of construction as that standard contained in the Public Works Manual.

Upon receipt of any petition for a variance, the Board of Appeals shall schedule a public hearing on the proposed variance to be held not less than five (5) days after public notice has been published in a newspaper of general circulation in the City. After the close of a public hearing and within ten (10) days of the date of said hearing, the Board shall render a written opinion setting forth the reasons for all decisions. All such decisions shall be final and binding upon the parties, subject, however to such remedies as any aggrieved party might have in law or in equity.

On matters of road design and layout reviewed by the Planning Commission in its Subdivision or Site Plan approval process, the Planning Commission approval shall constitute a variance from the standards where necessary and no further review or approval is required. Such variance shall be so noted in the minutes with the reasons for so doing stated.

ORDINANCE NO. 125-91

BE IT ORDAINED by the City Council of the City of Opelika, Alabama, as follows:

Section 1. ADOPTION OF PUBLIC WORKS MANUAL. There is hereby adopted by the City of Opelika for the purpose of prescribing regulations for construction and/or installation of streets, sanitary sewers, storm drainage systems, sidewalks, and other public works improvements, the Public Works Manual, September, 1991 edition, a copy of which is on file in the Office of the City Clerk, and the same is hereby adopted and incorporated as fully as if set out at length herein, and from the date on which this Ordinance shall take effect, the provisions thereof shall be controlling within the corporate limits of the City of Opelika.

Section 2. ENFORCEMENT. The Engineering Department of the City of Opelika shall be responsible for the enforcement of the provisions of the Manual hereby adopted.

Section 2. REPEAL OF EXISTING MANUAL. The Public Works Manual, October, 1986 edition, is hereby repealed.

Section 4. EFFECTIVE DATE. This Ordinance and the Public Works Manual hereby adopted shall take effect and be enforced immediately upon its adoption, approval, and publication as required by law.

ADOPTED and APPROVED by the City Council of the City of Opelika, Alabama, this the 17th day of September, 1991.

J. Miles Thomas, Council President
City of Opelika

ATTEST:

Zane E. Burleson, City Clerk

TRANSMITTED to the Mayor this the 18th day of September, 1991.

Zane E. Burleson, City Clerk

ACTION BY MAYOR

APPROVED this the 18th day of September, 1991.

Bobby J. Freeman, Mayor

ATTEST:

Appendix G: ADA Formal Grievance Form

City of Opelika
Lisa McLeod– ADA Coordinator
204 S. 7th Street
Opelika, AL 36801
(334) 705-5130
lmcleod@opelika-al.gov

ADA Formal Written Grievance Form

Please print legibly.

Reporting Individual: _____ Date of Request: _____

Address:_____

City, State and Zip: _____

Telephone Number: _____Business Phone:_____

Other Contact Information:_____

If person needing accommodation is not the individual completing this form, please complete below:

Name: _____Telephone Number:_____

Other Contact Information: _____

Program/Facility to be Inaccessible:_____

When did the situation occur (date)? _____

Describe the situation or way in which the program is not accessible, providing the name(s) where possible of the individuals who were involved in the situation, and any documentation or photographs supporting the incident:

_____

_____

Have efforts been made to resolve this complaint through the Request for Accommodation with the ADA Coordinator?

Yes No

If yes, what were the results?_____

_____

How do you suggest this issue be remedied? _____

Signature:_____

Date:_____

ADA Coordinator or other city staff member:_____

Date:_____