FHWA/FDOT ADA Transition Plan Annual Review (2025)
District: 5
September 10, 2025

In support of the 2025 ADA Transition Plan's annual certification, FDOT's District 5 was selected for review. The following methodology is documented to assist with the review. This report is accompanied by 5 Excel spreadsheets and 2 links to webapps, as detailed below.

Background

The Florida Department of Transportation's (FDOT) Office of Design (OD) is the Federal Highway Administration's (FHWA) point of contact for the Americans with Disabilities Act (ADA) activities, notably in support of the FHWA/FDOT ADA Transition Plan that focuses on curb ramp compliance. Starting in 2022, OD partnered with FDOT's Transportation Data & Analytics Office (TDA) to collect data for curb ramps as this data is not currently in the Roadway Characteristics Inventory (RCI). RCI is the system of record for FDOT's roadway characteristics and transportation infrastructure assets. OD and TDA saw the lack of ADA curb ramp data in RCI as an opportunity to shape a new way of collecting roadway data, namely by utilizing Geographic Information Systems (GIS). In lieu of collecting and storing the data in RCI, which is tabular and, on the mainframe, TDA decided to develop a web-based application utilizing imagery to collect the data and store it in a geodatabase. This data is geospatial (each record includes latitude and longitude) and contains 13 Features for each point (curb ramp). This data can easily be analyzed, visualized, distributed and used for reporting purposes. It can help prioritize needs for maintenance and other decision-making efforts.

Inventory Prioritization

In order to allocate resources to inventory each roadway segment along the State Highway System (SHS) with sidewalks, a prioritization schema was developed. This prioritization schema includes 9 criteria and each is given a 10% weight to determine the locations for where pedestrian activity is most intense and at the greatest risk. Roadway segments were then classified into 10% intervals and the top 10% of all roadway segments were then prioritized for the first round of inventory. Once the first round of inventory is complete, the next highest 10% of roadway segments will be inventoried. As of this review, the first 10% inventory is complete, and the 2nd round of inventory has concluded. As of the end of July 2025, approximately 43,000 curb ramps have been inventoried statewide.

The spreadsheet titled "***1-ADA_Prioritization_Inventory_Roadway Segments.xlsx***" contains all 15,611 roadway segments that are considered State Highway System (SHS) On-System with sidewalks. The prioritization schema was applied to each roadway segment, statewide. Based on "TOTAL_SCORE1", each roadway segment is prioritized by County from high to low. Final prioritization for inventory is based on highest score per number of roadway segments in each County. This culminates into the column "TEN_PCNT" and is visualized in the following webapp: FDOT Sidewalk Prioritization for ADA Curb Ramp Inventory (2023) - Dash V2 (arcgis.com). The highest prioritized roadway segments are displayed in red and constitute the 1st and 2nd "10%" inventory cycles (segments ranked >80). An additional layer includes only the segments prioritized

and inventoried for the 1st and 2nd 10% cycles. The last layer shows were SHS On-System sidewalks are present.

Methodology and Assumptions

There are 3,189 roadway segments (total SHS) in District 5. 2,007 of those roadway segments include sidewalks. The 1st and 2nd round of inventoried roadway segments will be considered the total population from which to draw the sample population for this review. 558 roadway segments, or about 28% of all SHS with sidewalks in D5, were inventoried as part of the 1st and 2nd inventory cycles. These roadway segments are considered the total population to draw the sample for this review. In order to identify a statistically significant sample, the following calculator and criteria were used; 1) confidence level, 70%, 2) margin of error, 5%, 3) population proportion, 50%, and 4) population size, 558. This results in a sample size of 91 roadway segments.

The Excel spreadsheet titled "***2-ADA_D5_Sample Selection_09042025.xlsx***" contains the data used to determine the roadway segment samples for review.

Data Preparation

1) Copy all data in District 5 tab from the "1-ADA_Prioritization_Inventory_Roadway Segments.xlsx" spreadsheet into a new spreadsheet. Close "1-ADA…" spreadsheet.
2) Name new spreadsheet "2-ADA_D5_Sample Selection_MMDDYYYY.xlsx."
3) Rename 1st tab to "All D5 Roadway Segments".
4) Copy data to new tab, title "Filtered D5 Roadway Segments".
5) Filter column N ("SW_PRESENCE") to select segments identified as "Yes".
6) Filter column AQ ("TEN_PCNT") to select segments identified as "1" and "2" (first and second 10% inventory cycles have been inventoried as of July 2025).
7) Create new tab and rename to "D5 Random Select Segments".
8) Copy and paste filtered data to new tab "D5 Random Select Segments".
    a. Do not 'Move or Copy…' new tab from "Filtered D5 Roadway Segments"
    b. Filtered (removed / hidden) rows should not be included in "D5 Random Select Segments" tab.
9) This includes the inventoried segments and is considered the population (558) for which to select the randomly selected sample segments for review.

Statistically Significant Randomly Selected Samples for Review

10) In tab "D5 Random Select Segments", create 2 new columns to the left of column A ("Roadway").
11) In the first column (A), title as "Random # Gen"
12) In the second column (B), title as "Random # Lock".
13) In the first column (A), run a random number generator for each record "=rand()".
14) Copy and paste (values) into column (B), "Random # Lock".
    a. Values will change due to the functionality of the random number generator equation. This is ok, the values will be 'locked' in column B for the next step.
15) Hide column (A).
16) Enable Filter for Column B and Sort 'Smallest to Largest'.

17) Hide column (B).
18) The first 91 records are the statistically significant randomly sampled roadway segments for inclusion in the annual review with the District.
19) Create new tab and rename to "D5 Samples for Review".
20) Copy and paste first 92 rows from "D5 Random Select Segments" to "D5 Samples for Review".
21) Delete columns (A) and (B).

Prepare Data for Next Step: Identify Curb Ramp Point Data and Develop GIS Webapp

22) In the tab "D5 Samples for Review", select 'Copy or Move..' to '(new book)', select 'Create a copy', and hit 'OK'.
23) In new workbook with "D5 Samples for Review" tab (only), 'Save as' new Excel Workbook titled "3-ADA_D5_Samples for Review_MMDDYYYY.xlsx".
24) Send "***3-ADA_D5_Samples for Review_09042025.xlsx***" to GIS coordinator to send back workbook with all associated inventoried curb ramp point data and pivot table tabs. This data (roadway segments and curb ramp points) will be incorporated into GIS AGOL webapp for review by FDOT and FHWA (make public in AGOL).

Results Overview in Webapp and Excel

Due to the nature of the RCI data and Linear Reference System (LRS) segmentation, the roadway IDs and segment extents (BEGIN_POST and END_POST) were imported into GIS and LRS tools were used to identify the sample roadway segments. Next, the collected ADA curb ramp data (points) were overlayed to extract the correct points associated with the roadway segmentation. These points were then used to develop the webapp for review.

Webapp – FHWA/FDOT ADA Transition Plan Review (D5 / 2025)

This webapp includes the 91 roadway segment samples and the inventoried ADA curb ramp data associated with these segments. The data is visualized in the map view and a Results tab opens a dashboard to view pie charts of the data that has been collected and included in the sample.

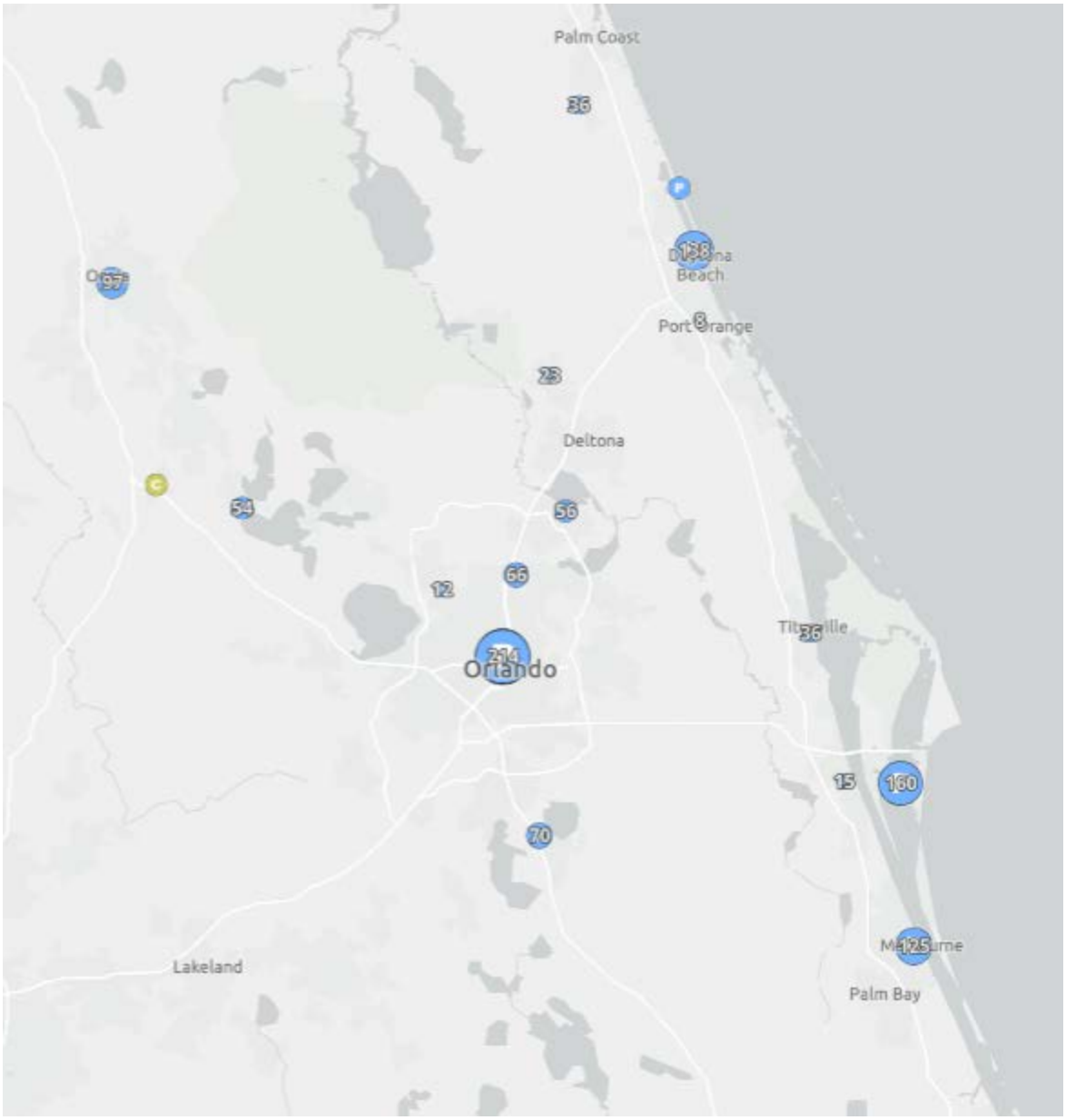
The Excel spreadsheet titled "***3-ADA_D5_Samples for Review_09042025.xlsx***" includes the data collected on the 91 roadway segment samples, which results in 1,112 records (individual curb ramps). The curb ramp records include points that are not tied to the specific roadway segments selected as part of the sample. It also includes curb ramp records tied to adjacent roadway segments but are part of the intersection. It was determined that a more complete review of the data should include all points associated with each intersection node of the selected roadway segment samples. Pivot tables were used to summarize the data by County and Roadway_ID/Seg_ID for each of the data elements (i.e., status, type, synthetic tactile mats, etc.).

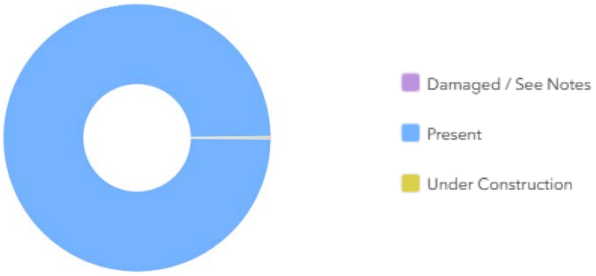
High-level summary statistics in sample

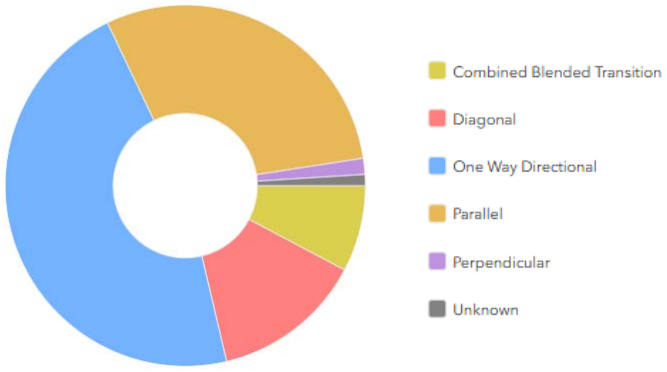
Total roadway segments in sample: 91

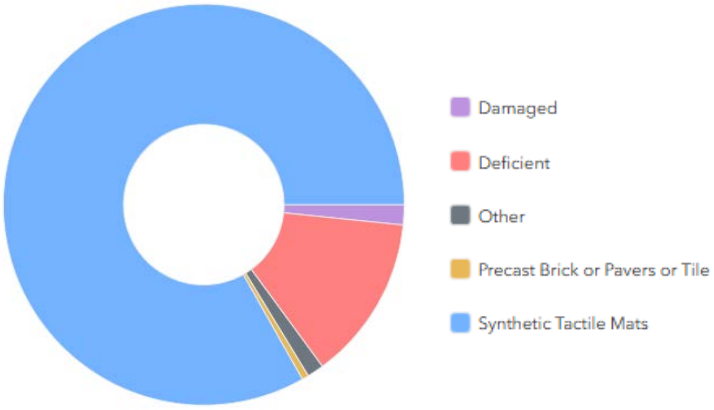
Total roadway centerline mileage in sample (sum of Column O): 41.562

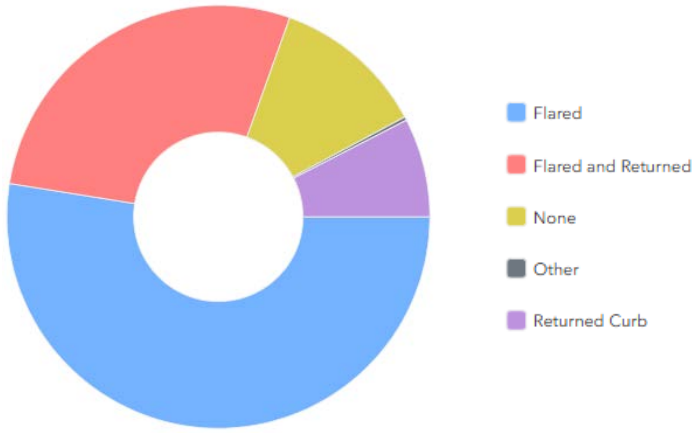
Total number of collected ADA curb ramps: 1,112

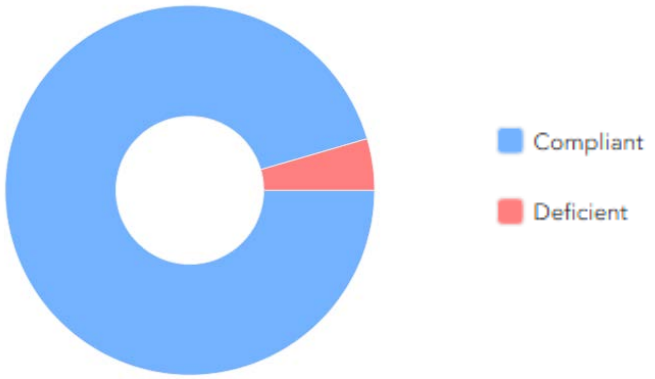


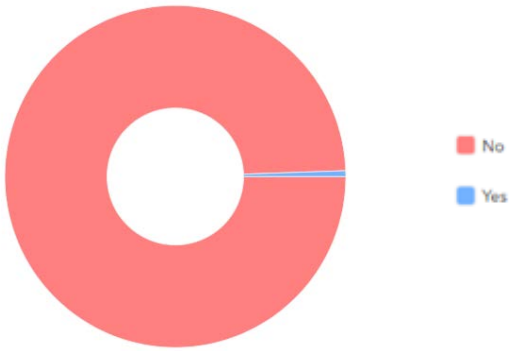
Curb Ramp Status		
Present	100.0% (1,108)	
Under Construction	0.0% (2)	
Damaged	0.0% (2)	

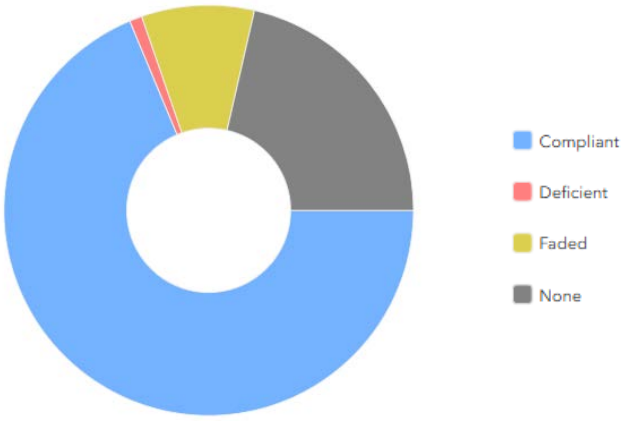
Curb Ramp Type		
One Way Directional	47.0% (518)	
Diagonal	14.0% (151)	
Parallel	30.0% (330)	
Combined/ Blended	8.0% (86)	
Perpendicular	1% (16)	
Unknown	1% (11)	

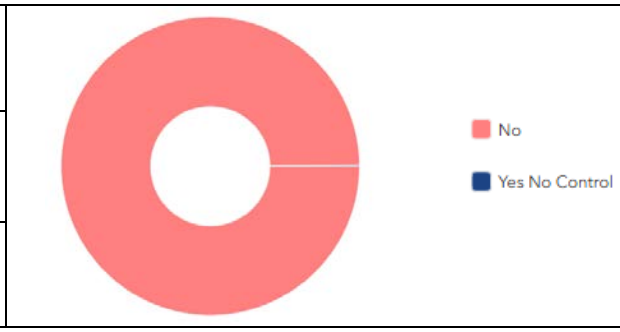
Detectable Warning Surface Type		
Synthetic Tactile Mats	83.0% (925)	
Pre-cast Brick / Pavers / Tiles	1.0% (6)	
Damaged	2.0% (18)	
Deficient	13.0% (148)	
Other	1% (15)	

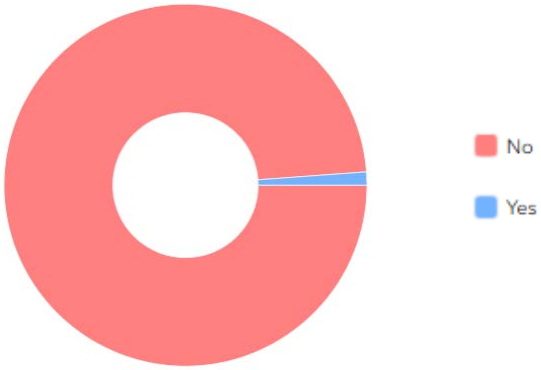
Sides		
Flared	53.0% (584)	
Returned	8.0% (84)	
Flared & Returned	28.0% (311)	
None	12.0% (130)	
Other	0% (3)	

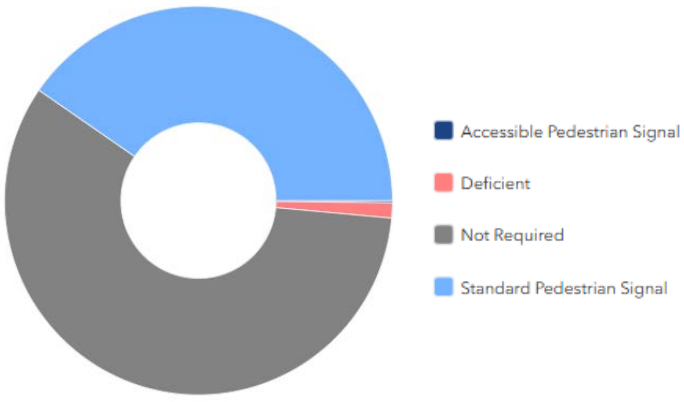
Landing		
Compliant	96.0% (1,062)	
Deficient	4.0% (50)	

Curb Extensions		
No	99.0% (1,106)	
Yes	1.0% (6)	

Marked Crossing		
Compliant	69.0% (764)	
Faded	9.0% (99)	
Deficient	1.0% (11)	
None	21.0% (238)	

Mid-Block Crossing		
Yes – No Control	0.0% (1)	
Yes - Controlled	0.0% (0)	
No	100.0% (1,111)	

Island		
No	99.0% (1,099)	
Yes	1.0% (13)	

Pedestrian Signal		
Standard	40.0% (449)	
Accessible	0.0% (2)	
Deficient	1.0% (14)	
Not Required	58.0% (647)	

Other Considerations

Sidewalks

The ADA Curb Ramp Inventory does not capture sidewalk widths or condition. However, RCI contains good data for sidewalk width in order to quantify mileage for where sidewalks exist along the SHS. RCI Feature 217 (Sidewalk) data was queried for the 91 roadway segments included in this year's sample review. Full results can be reviewed in the spreadsheet titled "5-ADA_D5_Samples_Sidewalk Widths_09082025.xlsx". The following table provides summary statistics. Note that there were no sidewalks less than 5' in this sample review.

Sidewalk Width	**Miles**	**%**
total of 4' sidewalks	0.544	0.82%
total of 5' sidewalks	58.7	88.67%
total of 6' sidewalks	2.19	3.31%
total of 7' sidewalks	0.109	0.16%
total of 8' sidewalks	3.611	5.45%
total of 9' sidewalks	0.281	0.42%
total of 10' sidewalks	0.417	0.63%
total of 12' sidewalks	0.333	0.50%
total of 14' sidewalks	0.019	0.03%
Grand Total	**66.204**	**100%**

Samples that have 4' wide SW						
RDWY ID	**RCI BMP**	**RCI EMP**	**SW L**	**SW R**	**RCI mileage of SW on Left**	**RCI mileage of SW on Right**
79220001	0.52	0.616		4		0.096
	0.02	0.104		4		0.084
70140000	1.638	1.745		4		0.107
	1.335	1.592		4		0.257

FHWA/FDOT ADA Transition Plan Annual Review (2025)
District: 8 (Turnpike)
September 10, 2025

In support of the 2025 ADA Transition Plan's annual certification, FDOT's District 8 (Florida Turnpike Enterprise) was selected for review.

Background

The Florida Department of Transportation's (FDOT) Office of Design (OD) is the Federal Highway Administration's (FHWA) point of contact for the Americans with Disabilities Act (ADA) activities, notably in support of the FHWA/FDOT ADA Transition Plan that focuses on curb ramp compliance. Starting in 2022, OD partnered with FDOT's Transportation Data & Analytics Office (TDA) to collect data for curb ramps as this data is not currently in the Roadway Characteristics Inventory (RCI). RCI is the system of record for FDOT's roadway characteristics and transportation infrastructure assets. OD and TDA saw the lack of ADA curb ramp data in RCI as an opportunity to shape a new way of collecting roadway data, namely by utilizing Geographic Information Systems (GIS). In lieu of collecting and storing the data in RCI, which is tabular and, on the mainframe, TDA decided to develop a web-based application utilizing imagery to collect the data and store it in a geodatabase. This data is geospatial (each record includes latitude and longitude) and contains 13 Features for each point (curb ramp). This data can easily be analyzed, visualized, distributed and used for reporting purposes. It can help prioritize needs for maintenance and other decision-making efforts.

Review

Florida's Turnpike Enterprise (FTE), henceforth referred to as Turnpike, owns, maintains, and operates tolled limited access facilities and prohibits bicycle and pedestrian activity. As stated in Florida Statute Chapter 316 (State Uniform Traffic Control) section 316.091 (Limited access facilities; interstate highways; use restricted) article (2), "Except as provided herein, no person shall operate upon a limited access facility any bicycle, motor-driven cycle, animal-drawn vehicle, or any other vehicle which by its design or condition is incompatible with the safe and expedient movement of traffic." Also, F.S. 316.130 (18) states that "no pedestrian shall walk upon a limited access facility or a ramp connected a limited access facility to any other street or highway".

The FDOT nor Turnpike designs or builds bicycle and/or pedestrian facilities, such as sidewalks, along limited access facilities and as such does not have any travelway for which curb ramps are applicable. Where the State Highway System and Turnpike facilities intersect, over or under pass structures are constructed for grade separation, thereby eliminating conflict points at traditional intersections. The managing FDOT District is responsible for SHS facilities that pass over or under Turnpike facilities and is therefore responsible for any associated sidewalk or curb ramp. Additionally, sidewalks are not constructed along any ramp connecting roadways to Turnpike facilities. Any sidewalk, and associated curb ramp, intersecting a SHS facility and Turnpike ramp is managed and maintained by the appropriate District.

In conclusion, it is determined that there are no sidewalks, or associated curb ramps, to review within Turnpike right-of-way.