Town of Porter, Indiana

2012 Self-Evaluation and ADA Transition Plan

Prepared for: Porter Town Council
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Section 1: Executive Summary

INTRODUCTION

The Town of Porter, Indiana is committed to comply with the American with Disabilities Act (ADA) and Section 504 of the Vocation Rehabilitation Act of 1973 (Section 504). This Act requires that a local community complies with the nondiscrimination laws as they relate to persons with disabilities. This Act prohibits state or local government agencies for discriminating against people with disabilities or from excluding participation in programs, services, or activities. There are five (5) separate sections of the Act that deal with the aspects of potential discrimination. Title II of the Act specifically deals with making public services and public transportation accessible.

The ADA requires that all public agencies develop an ADA Transition Plan for their pedestrian facilities. This includes installation of curb ramps or other sloped areas at all locations where walkways cross public roadways or curbs. The plan must set forth a schedule for making the facilities accessible and usable for persons with disabilities. The main objective of the plan is to describe the curb ramp and accessibility needs in the Town of Porter and to outline the recommended procedures of implementing and scheduling the remedial work to provide for a system of pedestrian ramps and a compliant sidewalk system.

The ADA Transition Plan encompasses the entire limits of the Town of Porter. The Town has numerous facilities in the public right-of-ways. These facilities include streets and roadways, vehicular and pedestrian bridges, underground and above-ground utilities, vehicular and pedestrian signal systems, signage, on-street parking facilities, walkways, sidewalks and curb ramps, landscaped strips, and unimproved open space. In the State of Indiana it has been determined that the Indiana Department of Transportation has jurisdiction for facilities that are under their control including the intersections where a local street meets a state controlled facility. Therefore the facilities at these intersections were not surveyed. In the Town of Porter, Indiana, these include I-94, US 12, US 20, and SR 49 and their respective intersection points.

In addition, the Town of Porter public facilities were surveyed to determine their compliance status. These include the Town Hall, Police Department, the combined Public Works and Fire Station Facility, the Park Administration Building, and facilities at five (5) Town Parks; Hawthorne Park, Dune Meadows Park, Indian Springs Park, Lake Charles Park (unimproved at this time) and Porter Cove Park.

PUBLIC PARTICIPATION

The Town of Porter residents were able to take advantage of the opportunities to comment and have input into the plan.

- **Outreach to Persons with Visual Impairments.** The ADA Transition Plan will be made available to persons who are visually impaired via large print text document or Braille translations if requested. Persons with visual impairments who have access to software that converts text to audio will be provided the document via e-mail or CD media.
- **Public Meeting Announcements and Workshop.** A public workshop meeting was conducted on November 27, 2012, prior to a regularly scheduled Town Council meeting to gather verbal comments. A seven day period to receive written comments was also announced to allow an opportunity for public input.
- **Web Site.** The Town of Porter's website was updated to include information about the project. An ADA survey was posted on the website to gather initial comments.
- The Town Council then was presented with the ADA Transition Plan for their approval.

INVENTORY EFFORTS

The Town of Porter has commenced a self-evaluation of its current facilities, policies, and practices to identify the access barriers for persons with disabilities. Duneland Group was hired to conduct the physical inventory of the facilities and their existing conditions in the right-of-way. The inventory included visiting the particular locations by a surveyor knowledgeable with accessibility requirements and obtaining measurements, dimensions, gradients and other visual observations appropriate to the particular location. The inventory data was then utilized to make improvement recommendations to the pedestrian facility to comply with ADA requirements.

The parameters of the assessment survey for the Town of Porter are as follows:

- Aerial photographic records were utilized to compile a base segment inventory. This inventory was then field verified.
- Approximately 40 miles of streets and roadways covering over 380 individual segments of roadway were traveled and surveyed to document physical conditions along the roadways including the conditions which might be barriers to persons and disabilities. The survey included the length of corporate border streets in the Town of Porter. Sidewalks and ramps were included for only those sections within the Town limits. Some of the survey was conducted utilizing aerial photography.
- The inventory made notations about roads and intersections that service governmental public facilities. This information was utilized in the prioritization process.
- For the roadways surveyed, approximately 30 % of the Town's roadways have sidewalk on at least a portion of one or both sides and approximately 70 % do not have sidewalks on either side of the street.

- There are approximately 175 corners where sidewalks are present meeting or near the street intersection. Of these corners, approximately 60 % of all developed corners have curb ramps. The existing "ramped" intersections corners were surveyed and measurements were taken. The measurements were utilized to check for dimensional and gradient compliance. Each intersection was assigned an identification number. The ramps were then evaluated and assigned a compliance level based on the existing geometry and field conditions.

All surveyed findings are contained in a table titled ***Compliant Ramps*** and included in Appendix A. The individual field survey data has been copied, scanned and submitted to the Town of Porter for record.

ADA CODES AND STANDARDS

The ADA Codes and Standards that the Town of Porter will follow are those that have been developed by the Americans with Disabilities Act Accessibility Guidelines (ADAAG) and the Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWG).

ADA CAPITAL IMPLEMENTATION PLAN

The ADA Capital Implementation Plan describes how Town operated facilities will be modified to implement the ADA transition plan within Town right-of-ways.

The types of projects that are included in the ADA Capital Implementation Plan can be categorized as follows:

- Curb ramp construction or replacement projects based upon resident requests.
- Curb ramp, sidewalk and intersection retrofit projects included with street overlay or other street or sidewalk construction projects.
- Curb ramp, sidewalk and intersection retrofit projects, in conjunction with construction by private parties.
- Curb ramp, sidewalk and intersection retrofit projects deemed essential for mitigation of barriers based upon the finalized ADA Transition Plan.
- Street and sidewalk construction or retrofit projects planned for the improvement of overall pedestrian facilities.
- Roadway projects that are part of Town sponsored improvements.

Curb ramps should be installed at all locations where they are missing and necessary to provide for a complete pedestrian path, including any that may be required in mid blocks. Older non-conforming curb ramps that pose potential hazards to wheelchair users should be repaired, upgraded, or replaced. Some of the existing ramps may be ineffective or may pose a potential hazard due to steep slopes, narrow widths, high gutter lips, or offsets that require users to enter the roadway to be transverse. In addition to the curb ramp improvements, crosswalks and sidewalks that serve each intersection should be evaluated for compliance with the ADA Codes and Standards and upgrades as required.

The Town of Porter's Capital Implementation Plan includes a detailed and prioritized list of approximately 210 project locations and items of work. This implementation plan, which targets higher priority locations, is anticipated to extend from the year 2012 to the year 2062 implementation time frame. Additional work such as new construction and additional curb ramps beyond the maintaining the current programs access requirements will continue beyond the time identified above.

MONITORING AND STATUS REPORTING

As the Town of Porter engages in construction of pedestrian facilities by Town sponsored or private efforts the number of curb ramps and sidewalks will be increased. These activities may include street overlay projects, street beautification projects, utility construction projects or other capital improvement projects in the public right of way. The Town will need to assure that the improvements are correctly designed, installed and constructed to current and applicable standards and codes. Monitoring and documentation of the improvements will be vital to assuring overall compliance to the ADA program.

The ADA Transition Plan details the methods and procedures for monitoring the construction and for tracking the status of compliance with the plan at all construction locations within the Town.

Section 2: Introduction and Administrative Information

Section 2.1: Introduction to the ADA

The Americans with Disabilities Act (ADA) enacted on July 26, 1990, provides for comprehensive civil rights protections to persons with disabilities in employment, state and local government services, and access to public accommodations, transportation and telecommunications. The ADA is a companion civil rights legislation to the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973. This legislation mandates that qualified disabled individuals shall not be excluded from participation in, denied the benefit of, or be subject to discrimination under any programs or activities. The Act protects employees with disabilities with certain protections and requires employers to make reasonable accommodations for applicants and employees with disabilities.

The ADA consists of five parts which cover the following areas:

Title I: Employment

Under Title I, employers, including governmental agencies, must ensure that their practices do not discriminate against persons with disabilities in the application, hiring, advancements, training, compensation or discharge of an employee. In other terms these are conditions and rights of employment.

Title II: Public Services

Title II prohibits state and local governments from discriminating against persons with disabilities or from excluding participation in or denying benefits of programs, services or activities to person with disabilities. It is under this Title that this ADA Transition Plan has been prepared. The ADA Transition Plan is intended to outline the methods by which physical or structural changes will be made to affect the non-discrimination policies described in Title II in regard to persons with disabilities.

Title III: Public Accommodations

Title III requires places of public accommodation to be accessible to and usable by persons with disabilities. The intent of the definition of public accommodations is also to refer to any privately funded and operated facility serving the public.

Title IV: Telecommunications

Title IV covers regulations regarding private telephone companies, and requires common carriers offering telephone services to the public to increase the availability of interstate and intrastate telecommunications relay services to individuals with hearing and speech impairments.

Title V: Miscellaneous Provisions

Title V contains several miscellaneous regulations, including construction standards and practices, provisions for attorney's fees and technical assistance provisions.

Title II of the ADA dictates that a public entity must evaluate its services, programs, policies and practices to determine whether they are in compliance with the nondiscrimination regulations of the ADA. The regulations for compliance requirements were issued in July 1991. A self evaluation is also required. This evaluation is intended to examine activities and services and identify problems or barriers that may limit accessibility by persons with disabilities, and describe potential compliance solutions. The agency is then required to make necessary changes identified by the self evaluation. The ADA requires that an ADA transition plan be prepared to describe any structural or physical changes required to make programs accessible.

The ADA identifies a disability with respect to an individual as:

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 an impairment, or
3. being regarded as having such impairment.

If an individual meets any one of these three tests, that person is considered to be an individual with a disability for purposes of coverage under the Americans with Disabilities Act. The Final Rules of the ADA describe in greater detail the conditions included and excluded as disabilities under the ADA. These rules are incorporated by reference as part of this ADA Transition Plan.

Section 2.2: Town of Porter Responsibilities under the ADA

The Town of Porter must comply with Title II of the ADA and Section 504 of the Rehabilitation Act of 1973. These Acts are similar with Section 504 applying to governmental agencies that receive federal financial assistance. The purpose of Section 504 is to ensure that no otherwise qualified individual with disabilities shall, solely by reason of disability, be discriminated against under any program or activity receiving federal financial assistance. In addition, the ADA states that it does not intend to apply lesser standards that are required under other federal, state, or local laws. Therefore, the law that is the most stringent has precedence.

Title II also mandates that local governmental agencies may not require eligibility criteria for participation in programs and activities that would screen persons with disabilities, unless it can be proven that such requirement are necessary for the mandatory provision of the service or program. A public entity must reasonably modify its policies and procedures to avoid discrimination toward disabled individuals. Nevertheless, if the public entity can demonstrate that a modification fundamentally would alter the nature of its service, it would not be required to make the modification. Title II also discusses the use of auxiliary aids necessary to enable persons who have visual, hearing, mobility or similar impairments to gain access to programs and activities provided by the Town by making an appropriate reasonable accommodation.

The lone exception to these requirements would be because of undue hardship. Undue hardship is defined in the ADA as an “action requiring significant difficult or expensive” when considering the nature and cost of the accommodation in relation to the size, resources and structure of the specific operation. Undue hardship is determined on a case-by-case basis.

A public entity is also required to designate an ADA Coordinator to be responsible for coordination and implementation of ADA requirements and for investigating complaints of alleged noncompliance. At the time of the ADA Transition Plan preparation, for the intent of this portion of the ADA Transition Plan that relates to streets, sidewalks and public rights-of-ways, that designated person is the Director of Development/ Building Commissioner, Town of Porter, 303 Franklin Street, Porter, IN 46304,Telephone (219)395-9921, Fax (219)395-8811, e-mail ada@townofporter.com.

Section 2.3 ADA Transition Plan Requirements

According to ADA, a public agency is required to prepare an ADA Transition Plan if physical or structural modifications to facilities are required to provide access to programs or services. Title II of the ADA regulates government agencies, with its primary goal being to ensure that all of their programs and services are accessible to individuals with disabilities. The ADA Transition Plan is limited to evaluating physical barriers; however, an analysis of the programs and services provided by the Town is also important to determine what physical changes are necessary. The ADA Transition Plan documents what actions the Town will take to alter its facilities. The ADA requires that the ADA Transition Plan be submitted for public review before final approval and adoption by the appropriate regulatory agency.

Generally, the ADA Transition Plan lists existing barriers in the public right-of-way under the Town's jurisdiction and provides a schedule of which barriers to remove to provide access to all of its programs, but is not required to remove all architectural barriers in all of its facilities. In addition to making physical improvement, government agencies can choose among various administrative solutions, such as relocating or modifying a particular program to obtain overall access to a particular program.

The ADA Transition Plan is required by the Department of Justice rules to address the following aspects of accessibility:

1. If a public entity has responsibility or authority over streets, roads or walkways, its ADA Transition Plan shall include a schedule for providing curb ramps or other sloped areas where pedestrian walks cross curbs, giving priority to walkways serving entities covered by the ADA, including State and local government offices and facilities, transportation, places of public accommodation and employers, followed by walkways serving other areas:
2. The ADA Transition Plan shall identify physical obstacles in the public entity's facilities that limit the accessibility of its programs or activities to individuals with disabilities;
3. The ADA Transition Plan shall describe the methods that will be used to make the facilities accessible; and
4. The ADA Transition Plan shall specify the schedule for taking the steps necessary to achieve compliance with the ADA and, if the time period of the ADA Transition Plan is longer than one year, identify steps that will be taken during each year of the transition period.

The ADA Transition Plan contains detailed physical barrier surveys of the Town's streets, curb ramps and related facilities. These surveys are contained in a comprehensive computer database, and document barriers present at the time of the survey. The survey does not provide a complete listing of complying architectural or physical features. It also is important to note that improvements made to facilities before or after the date of the survey are not included as part of this ADA Transition Plan.

The ADA does not designate a specific code or standard for evaluation access to existing facilities. As recommended earlier in this Plan the Town of Porter will utilize those that have been developed by the Americans with Disabilities Act Accessibility Guidelines (ADAAG) and the Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWG).

In creating priorities, it is the Town's intent to evaluate all areas of potential deficiency and to make structural changes where necessary. The assignment of priorities is intended to facilitate public review and to address specific concerns of the local disabled community. It must be emphasized that it is the intent for all individuals with disabilities to be reasonably accommodated by the Town.

Section 2.4: Description of Program Accessibility

The final Rules and Regulations of the ADA describe the requirements for program accessibility (Code of Federal Regulations, Title 28, Part 35, Subpart D). A public entity shall operate each service, program or activity, when viewed in its entirety, so that it is accessible to and usable by individuals with disabilities. The ADA does not require the public entity to make all of its existing facilities accessible, nor does it require a public entity to take any action that would fundamentally alter the nature of a service, program of activity. Also, it does not require implementation of the ADA that would result in undue financial and administrative burdens. In such cases when documentation is provided in keeping with strict procedures outline in the ADA, there are various methods that may be appropriate for providing program accessibility in lieu of making actual physical changes to facilities.

With these facts in mind, the first step in determining what structural changes to existing facilities are necessary is to develop an understanding of the specific public programs and activities occurring at existing facilities within the Town. This section attempts to describe the programs and activities in the public right-of-way. It should be noted that this section is not intended to be a self-evaluation, as described in the ADA. A self-evaluation includes an analysis of *all* programs and services offered by a public entity. The self evaluation may include communications, publications, employment and many other factors that are separate from proposed structural or physical modifications to facilities.

The activity of using the public right-of-way may be considered a program in two different ways:

1. Streets, sidewalks and curb ramps may be part of a continuous path of travel between activity or programs, at various public and private facilities located on adjacent properties, such as public offices, schools, parks and recreational facilities, public service agencies, hospitals and health clinics, police facilities and public housing uses.
2. Streets, sidewalks and curb ramps may themselves represent a program of public pedestrian activities that are essential to the usage and enjoyment of a Town's population.

The Department of Justice's Title II Technical Assistance Manual points out that a public agency's programs related to streets, sidewalks and curb ramps may be prioritized depending on relative importance and frequency of use. It further describes that program accessibility would not require all streets, sidewalks and curb ramps to be fully accessible but should be determined by each individual jurisdiction.

Section 3: Public Participation and Input

Section 3.1 Introduction

The ADA states that a public entity is required to make available to applicants, participants, residents and other interested parties information regarding the ADA Transition Plan and its applicability to the services, programs or activities of the public entity and to advise the public of its protections against discrimination based on the ADA rules. The public is also required to provide an opportunity for interested individuals, organizations representing individuals with disabilities, or disabled individuals to participate in the development of the ADA Transition Plan by submitting comments and making specific recommendations. The ADA also required that a copy of the draft ADA Transition Plan shall be made available for public inspection during a formal public review period.

The ADA Transition Plan project was developed to encourage and facilitate participation from residents of the Town of Porter. This section describes the public participation and outreach efforts made by the Town. The objective of the public participation is to ensure that the ADA Transition Plan is one that truly represents the goals and needs of the local citizens with disabilities.

Section 3.2: Community Participation

The ADA Transition Plan encouraged public participations by the following efforts. The details of each of the following efforts are explained below:

- Web Site
- Public Workshop(s)/ Hearing(s)
- Consumer Surveys : Town of Porter ADA Survey

The Town of Porter residents were able to submit formal comments about this ADA Transition Plan, either in writing, through the Town of Porter website, or at a public workshop and Public Hearing held at the Town of Porter Town Hall.

Web Site

The Town of Porter utilized the Town website to disseminate information, gather input and comments and to post both the draft and complete plan. The Town of Porter also has its ADA related information on the web site at http://www.townofporter.com/.

By utilizing the web site the public was able to obtain information about the purpose of the plan, participate in an ADA Transition Plan/Pedestrian survey, be notified of public workshops and hearings, review the draft and final ADA Transition Plans and obtain information about the Town's ADA compliance efforts and grievance procedures.

Public Workshop(s)/Public Hearing(s)

The Town of Porter conducted a public workshop to gather input for the ADA Plan and to get input about the pedestrian network condition, needs and priorities. This information was utilized to establish the ADA Transition Plan components and prioritization schedule.

A public workshop of the draft Plan's components was held allowing a comment period of 7 days to receive comments from the residents, disabled community, advocates, or any interested parties. The comments were evaluated for incorporation into the ADA Transition Plan.

Section 3.3 Consumer Surveys
Consumer Surveys

The Town of Porter conducted a pedestrian and disabled access consumer survey to help identify specific community concerns. The survey asked for the public to identify the specific areas where noted physical barriers to individual disabilities exist. The survey was also utilized to help prioritize the proposed projects in the ADA Transition Plan. The consumer survey was posted on the Town of Porter website. The survey was designated to target all pedestrians including individuals with disabilities.

For Visually-Impaired individuals the survey was made available in the following alternative formats:

- Written documents
- Electronic CD media
- Large print document
- Telephone
- Braille if requested

Survey Process
The goal of the survey was to collect the following information

- Whether the respondents defined themselves as having a handicap as defined by the ADA. (Optional)
- Reasons why respondent does not walk
- Purpose for walking (work, social/recreation, services, etc)
- Walking Constraints
- Satisfaction with facilities

Survey Results
Statistically valid results will not be able to drawn from the surveys because the pedestrian respondents were not randomly selected. The purpose of the pedestrian survey was to get a sense of the pedestrian activity and perception of the Town of Porter's current facilities from all pedestrians including those who reported disabilities.

The Town received 90 responses with approximately 60 complete responses to the survey. Most respondents of the survey were older and most responded that they were not disabled. Approximately a total of 70% indicated that they were 35 years old or greater and 10% of the respondents marked the optional question about having a disability. In excess of 80% of the respondents indicated that they were from the Town of Porter. The majority of the respondents indicated that they walk for social /recreational purposes or to take advantage of dining establishments.

The following Table 1 summarizes satisfaction results of the survey respondents for the pedestrian facilities:

Table 1: Satisfaction of Town of Porter Pedestrian Facilities:

		Very Dissatisfied (1)	Dissatisfied (2)	Neutral (3)	Satisfied (4)	Very Satisfied (5)
Overall Circulation	No. of Responses	5	5	20	11	9
	% of Responses	10%	10%	40%	22%	18%
Condition	No. of Responses	3	7	23	8	8
	% of Responses	6%	15%	47%	16%	16%
Accessible Ramps	No. of Responses	4	5	18	8	7
	% of Responses	9%	12%	43%	20%	16%
Access to Town Buildings	No. of Responses	3	7	13	14	12
	% of Responses	6%	14%	27%	29%	24%
Access to Town Parks	No. of Responses	3	8	12	12	15
	% of Responses	6%	16%	24%	24%	30%
Access to Businesses	No. of Responses	4	4	19	15	9
	% of Responses	8%	8%	37%	29%	18%
Access to Schools	No. of Responses	3	2	16	9	13
	% of Responses	7%	5%	37%	21%	30%

Table 2 indicates the number of respondents that indicated that there were some perceived needs for additional facilities, accessibility issue, or safety issue with the walks in the Town of Porter. The main concerns of the pedestrian population were that sidewalks do not exist where they are needed and safety issues. Following the table is a compilation of the survey comments that were submitted by the respondents. The comments only include those that directly addressed sidewalk pedestrian facilities.

Table 2: Pedestrian Constraints or Limitations Reported

	Sidewalks not at the correct location	Obstructions Restrict Walks	Surface Condition Concerns	Street Crossing Concerns (Ramps)	Other Safety Concerns
Number of Responses	8	4	4	4	6

There was an opportunity for the respondents to identify specific locations where the problems exist. Following is a compilation for responses that were found to be pertinent.

- Sidewalks on Dune Meadows Drive south of Wagner Hills subdivision.
- A general comment about difficulty for a person with handicap and for school children to get around without walks.
- There was a comment about the need for the pedestrian/bike paths needing to be kept free of debris.
- One respondent indicated that walking is their only form of transportation and they would like to see the Town commit additional funds to sidewalk repair.
- There was a desire to have walks installed on all streets in the Town of Porter.
- There was a desire to have a pedestrian signal at US 20 and Waverly so the town could be connected to the beach.
- A respondent indicated that walks should be located along Wagner Rd north of Yost School, on Waverly Rd north of US 20 and along Wood Street.
- Two respondents expressed a need to install walks on Oak Hill Road.
- Connection to the bridge on Waverly Road by the apartment facility particularly over I-94 and for park access.
- There was a general comment about the need to level and fill uneven walks with no specific location cited.
- Complete the walks in Woodlake Springs at the Spa to keep pedestrians from needing to go into the streets at various intervals.
- There was a general request for walks on Waverly Road.

Section 3.4.: ADA Transition Plan Public Review and Comment Period

A public entity that employs 50 or more people or receives federal funding for transportation projects must prepare an ADA Transition Plan and seek public input. In addition, the Town of Porter is committed to meeting the needs of its citizens and feels that public input of the stakeholders is vital for the Plan's development. As described in Section 3.3 the Town of Porter has sought public participation in various ways. The pedestrian survey was the initial step to gather input for the development of the plan.

The draft ADA Transition Plan was made available on the Town of Porter website. In addition the draft plan was made available in alternative formats such as on CD disc, large format or by individual request of the document in other forms.

A public workshop was announced by the Town Council and held on November 27, 2012, to gather input on the draft ADA Transition Plan components. The public was allowed to comment at the workshop and a formal comment period was announced. A formal 7 day comment period allowed residents to provide comments in written form or in any alternative formats chosen by the respondents. No formal comments were received.

Requests for copies of the ADA Transition Plan and public comments should be directed the Town of Porter, Indiana, ADA Coordinator, Town of Porter, 303 Franklin Street, Porter, IN 46304, Telephone (219)395-9921. The ADA Transition Plan can be provided in various alternative formats upon written request.

Section 3.5: ADA Grievance Procedures

Introduction

The ADA states that a public entity is required to inform the public of the protections against discrimination afforded to them by Title II of the ADA, including information about how Title II requirement apply to its particular programs, services and activities [28 C.F.F §35.106]. A public entity is also required to provide an opportunity for interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the development of policies and procedures that affect the implementation of an ADA Transition Plan by submitting comments and making specific recommendations.

A public entity that employees 50 or more persons is required by the ADA to adopt and publish grievance procedures providing for prompt and equitable resolution of complaints or grievances concerning any action that would be prohibited by Title II of the ADA. The Town's grievance procedure is described below. Any person with a disability or any parent or guardian who represents a minor with a disability, who believes that they have been the subject of a disability related discrimination on the basis of the denial or access to facilities, programs or services, may file a grievance or complaint.

Grievance Procedures and Instructions

Step 1: File a Complaint/Grievance Form

The complainant should fill out the ADA Complaint/Grievance Form shown below, giving all of the information requested. The ADA Complaint/Grievance Form should be filed in writing with the ADA Coordinator within 60 days of the alleged disability-related discrimination. This form can also be filed online at the Town of Porter website at http://townofporter.com. Then choose the navigation button stating ADA Complaint/Grievance Form. Upon request, reasonable accommodations will be provided in completing the form, or alternative formats of the form will be provided. The Complaint/Grievance Procedure and Form may be obtained from and submitted to the Town of Porter, Indiana, ADA Coordinator, Town of Porter, 303 Franklin Street, Porter, IN 46304, Telephone (219)395-9921.

Step 2: An Investigation is Conducted

A notice of receipt shall be mailed to the complainant by registered mail with five (5) business days of the receipt of the complaint or grievance, and the ADA Coordinator or another authorized representative shall begin an investigation into the merits of the complaint within 15 days. If necessary, the ADA Coordinator, or another authorized representative, may contact the complainant directly to obtain addition facts or documentation relevant to the grievance. If the complainant alleges misconduct on the part of the ADA Coordinator, another authorized representation may be appointed by the Town Council President to undertake the investigation if the allegations can be sustained. If the complainant does not wish to be contacted personally, he/she should indicate it on the ADA Complaint/Grievance Form.

After the grievance is received, the complaint may be brought before the ADA Oversight Committee, chaired by the ADA Coordinator.

Step 3: Written Decisions is Prepared and Forwarded to the Complainant

The ADA Coordinator shall prepare a written decision, after full consideration of the grievance merits, not later than 30 days following the receipt of the grievance. If the complainant alleges misconduct on the part of the ADA Coordinator, another authorized representative may be appointed by the Town Council President to prepare the written decision if the allegations can be sustained. A copy of the written decision shall be mailed to the complainant by registered mail no later than five (5) business days after preparation of the written decision.

Step 4: Complainant May Appeal the Decision

If the complainant is dissatisfied with the written decision, the complainant may file a written appeal with the Town Council President no later than 15 days from the date that the decision was mailed. The appeal must contain a statement of the reasons why the complainant is dissatisfied with the written decision, and must be signed by the complainant, or by someone authorized to sign on the complainant's behalf. A notice of receipt shall be mailed to the complainant by registered mailed within five (5) business days of the receipt of the appeal. The appeal reviewers, consisting of the ADA Coordinator and other designated members of the ADA Oversight Committee, shall act upon the appeal no later than 15 days after receipt, and a copy of the appeal reviewers' written decision shall be mailed to the complainant by registered mail no later than five (5) business days after preparation of the decision. The decision of the appeal reviewer shall be final.

The ADA Coordinator and other members of the ADA Oversight Committee shall maintain the confidentiality of all files and records relating to grievances filed, unless disclosure is authorized or required by law. Any retaliation, coercion, intimidation, threat, interference or harassment for filing of a grievance, or used to restrain a complainant from filing, is prohibited and should be reported immediately to the ADA Coordinator or other members of the Oversight Committee depending on the case.

Town of Porter – ADA Complaint/Grievance Form

Complainant: _____

Person Preparing Complaint (if different from Complainant): _____

Relationship to Complainant (if different from Complainant): _____

Street Address: _____

City: _____ State: _____ Zip: _____

Please provide a complete description of the specific complaint or grievance:

_____

_____

_____

_____

Please specify any location(s) related to the complaint or grievance (if applicable):

_____

_____

Please state what you think should be done to resolve the complaint or grievance:

_____

_____

_____

_____

Please attach additional pages as needed.

☐ *Please do not contact me personally*

Signature: _____ Date: _____

Return to: Town of Porter, ADA Coordinator, 303 Franklin Street, Porter, IN 46304.

Upon request, reasonable accommodation will be provided in completing this form, or copies of the form will be provided in alternative formats. Contact: Town of Porter, ADA Coordinator, 303 Franklin Street, Porter, IN 46304. Telephone (219) 395-9921, Fax (219) 395-8811.

Section 3.6: ADA Oversight Committee

Introduction

A key to ensuring timely and effective implementation of the Town's ADA Transition Plan is coordination among the various departments, offices and committees involved in this effort. To this end, and ADA Oversight Committee, chaired by the ADA Coordinator, shall be established. Its purpose is to assure that a reasonable work schedule is maintained and to monitor any additional work or costs as they are identified. The Committee should meet at a minimum of quarterly and report annually to the Town Council on the status of the ADA and accessibility improvements to the public right-or-way, as well as on costs incurred to date and projected cost estimates for other components of the ADA Transition Plan.

The recommended composition of the committee is as follows:

- ADA Coordinator
- Town of Porter Public Works Director
- Town Council Appointee (Optional)

The Committee should evaluate the need for additional funding and look for new funding sources opportunities, including funding to assist with the tasks performed by the ADA Oversight Committee.

Specific tasks that the ADA Oversight Committee should undertake and oversee would include the following:

1. ***Curbs and Curb Ramps Evaluation***

   The Oversight Committee should monitor the status of curb ramp construction and should recommend revisions/modifications to the policy to implement the ADA Transition Plan, to handle public requests, to discuss variances and deviation to the standards and to determine technical infeasibility.

   The Committee should evaluate the Town's current curb ramp designs on an on-going basis to ensure that they provide the appropriate degree of access, in accordance with the ADA Codes and Standards included in the ADA Transition Plan. Where the public right-of-way allows, alternative curb ramp designs should be investigated to ensure the appropriate complying level of access. Information from the Public Right-of-way Advisory Committee of the U.S. Access Board should be continually evaluated for purposes of determining that current curb ramp designs reflect the latest access trends.

2. ***Individual Sidewalks and Pedestrian Islands Evaluation***

   The Committee should monitor the status of curb ramp construction and should recommend revisions/modifications to the policy to implement the ADA Transition Plan, to handle public requests, to discuss variances and deviation to the standards and to determine technical infeasibility. The on-going retrofitting of curbs, sidewalk and pedestrian islands should be in accordance with the ADA Transition Plan and all applicable federal and state laws and regulations, with the highest priority first and lowest priority last.

Areas around public and medical facilities, shopping areas and other public facility accommodations should have the highest priorities. When a curb ramp is evaluated for construction or reconstruction, the whole intersection should be evaluated for safety and usability by persons with disabilities to determine usable paths of travel.

3. Accessible Pedestrian Signals Evaluation

Currently the Town of Porter does not have any traffic control signals under their jurisdiction in Town limits, as those on State Highway facilities are the responsibility of the Indiana Department of Transportation. In the event that a signal becomes warranted under the jurisdiction of the Town, the ADA Oversight Committee shall monitor the accessible pedestrian signal installation and revisions/modifications to the policies to implement ADA requirements. When accessible pedestrian signal are installed, they should be equipped will all features that are required by the ADA Codes and Standards. Accessible pedestrian signals installations should be evaluated to reflect any new Federal of State guidelines contained in the Indiana Manual on Uniform Traffic Control Devices (IMUTCD), along with any advances in accessible signal technology.

4. Private Developers' Improvement Evaluation

The ADA Oversight Committee should obtain plans from the Town's Planning Commission of proposed plans for private developments, both residential and commercial, and evaluate the impact of the plans on access improvements to streets and sidewalks.

The Committee should identify the private projects, both residential and commercial, either completed or planned, to verify the Town retains sufficient right-or-way options to provide enhanced access improvements, such as the installation of sidewalks. Distinction should be made between those private developments where the responsibility for access improvements rests with the developer and those situations where the Town has granted variances to developers for access improvements. When the Town has allowed a variance that impacts access for the disabled, the variance should be reviewed to determine if the Town reserves the option to make future improvements, such as installing sidewalks. On an as-needed basis a representative of the Planning Commission should be included on the Oversight Committee to discuss approval of variances concerning access improvements.

Section 4: Inventory Methodology and Findings

Section 4.1: Purpose and Summary of the Inventory Effort

The purpose of the inventory is to show a baseline of existing pedestrian facilities in the Town of Porter, Indiana. The data will then be utilized to make recommendations to the pedestrian facilities and to comply with the ADA and Title 24 requirements of Town policies.

The Town has a wide variety of facilities within the public right-or-way. These facilities include streets and roadways, vehicular bridges, underground and aboveground utilities, signage systems, on-street parking, walkways, sidewalks with curb ramps at intersections, improved planting strips, buffers, pedestrian activity areas and unimproved natural areas. The goal of the overall project is to optimize the pedestrian experience and to provide safe and usable pedestrian facilities for all pedestrians in the Town of Porter while assuring compliance with all federal, state and local regulations and standards.

Approximately a two-month long survey period was undertaken beginning in September of 2012 to document the existing pedestrian facilities and conditions within the public right-of-way. The surveying included visiting each particular location by a trained accessibility surveyor and obtaining dimensions, gradients or other visual determination as may be appropriate for each locations.

Highlights of the survey process and inventory findings within the Town of Porter are listed below.

- Approximately 40 miles of streets and roadways covering approximately 380 individual segments of roadways were traveled and surveyed to document physical conditions along the roadways, including conditions that might be barriers to persons with disabilities.
- The inventory included all segments of roadways within the Town boundaries. Special attention and consideration was paid to the intersections serving governmental, public service and the downtown commercial area.
- For roadways surveyed, approximately 25 % of the Town of Porter roadways have sidewalks on one or both sides and 75 % do not have sidewalks on either side.
- There are 75 intersections with sidewalks near or at the corners, consisting of 175 intersection points of contact of street corners and sidewalks. Data of the intersection ramp configurations were surveyed and measurements were taken to determine geometric conditions and compliance.
- Approximately 31 % percent of all corners surveyed have rolled curbs, approximately 19 % have vertical curbs and approximately 49 % do not have curbs and are flush with the pavement.
- Approximately 60 % of all developed corners have curb ramps. Of these, approximately 60% are blended transition type curb ramps.

Section 4.2 Inventory Methodology

Field surveys began on September 25, 2012 and ended on November 20, 2012. During this time period a total of 3 surveyors collected detailed measurements and other data within the limits of the Town of Porter. Each surveyor was instructed on equipment usage, data collection methods, procedures and ADA principals. This included both office training and field instruction. In addition, notations of locations

that required more in-depth judgment and review were kept so that a senior surveyor and the ADA project manager could review each location. In addition, spot checking of the survey information was conducted to verify accuracy. All data for intersections and sidewalk geometry was collected utilizing a standard form. The surveyors typically worked in teams of two persons with one person performing the measurements and the other taking field notes.

Compiled data was entered into master spreadsheets so that the field results could be sorted and evaluated. This data was prepared and analyzed as described in Section 4.6.

Section 4.3: Summary of Areas Surveyed and Priorities.

All intersections and roadway segments in the survey area were classified a Priority Level 1 (High Priority), Priority Level 2 (Medium Priority) or Priority Level 3 (Lower Priority) based on the criteria contained in this document. At all sidewalk locations, the field surveys included geometric measurements for ramps and the sidewalks on the roadway segments. In addition, ramps and sidewalks were measured at the Town owned building facilities.

A summary of these priorities and a description of each are as follows:

High Priority Intersections and Roadway Segments (Priority Level 1)

- Major roadways (Arterials or thoroughfares as designated by the Town of Porter and under their jurisdiction) and pedestrian facilities and intersection ramps along these arterials or thoroughfares.
- Intersection and roadway segments serving Level I facilities including:
  - Town-owned facilities
  - Public schools
  - Hospitals, health clinics and health centers (public and private). At this time there are no known facilities in the Town of Porter.
  - Public housing and homeless shelters, including senior facilities and rehabilitation facilities. At this time there and no known facilities in the Town of Porter.
- Town of Porter park and recreation facilities
- Other public accommodation facilities as they are developed in the Town of Porter.

At these locations, the field surveys included geometric measurements for ramps and the sidewalks on the roadway segments. In addition ramps and sidewalks were measured at the town owned building facilities.

Medium Priority Intersections and Roadway Segments (Priority Level 2)

- Collector streets and their associated pedestrian facilities and intersection ramps
- Intersections and roadway segments serving Level 2 facilities including
  - Shopping malls, supermarkets, and strip retail centers
  - Major employment sites
  - Housing complexes including apartments

Lower Priority Intersections and Roadway Segments (Priority Level 3)

- Single-family residential areas
- Industrial areas, and
- Other areas not classified as Priority Level 1 and 2.

Section 4.4 ADA Data Collection Items

For the detailed measurement at or near intersections, the survey team collected and analyzed the following data:

Curb Ramps: Whether existing curb ramps(s) are present at any of the corners of the intersection. If curb ramp(s) were present, the following information was surveyed for each curb ramp:

- Curb ramp type was noted if it consisted of a blended transition type ramp (BT) which is constructed with a common ramp area for crossing the roadway in more than one direction.
- Detectable Warning/Truncated Domes. Notations were made as to whether truncated domes were present. The only domes that are ADA acceptable are truncated domes which are a discernible color from the surrounding concrete. Truncated domes are placed at the level landings to alert visually impaired individuals of a sidewalk and street crossing.
- Grooved Borders: Per the Town standards, which refer to the current Indiana Department of Transportation standards, there should be grooved borders through the ramp area.
- Gutter Slope: The slope in percentage of the gutter meeting the sidewalk. This should be 5 % or less.
- Protrusion: Where a gap or protrusion is present at the bottom of the curb ramp if it exceeded ½ inch.
- Slope of the Curb Ramp: The main slope of the curb ramp in percent adjacent to and perpendicular to the curb. This should not be in excess of 8.33 %.
- Slip-resistant surface and surface condition: Notations were made as to the condition of the surface of the concrete and a determination of whether it is slip-resistant.
- Top Landing Depth: Whether the landing is 48 inches deep at the top of the curb ramp.
- Width of the Ramp: Width of the curb ramp where the street and the ramp meet. This needs to occur where there is not a vertical separation or protrusion/lip.

Intersection Geometry: Whether the intersection is a standard right angle, T-shaped or other irregular geometry.

Obstructions and Obstacles: The general presence and nature of abrupt changes in sidewalk level of greater than one-half inch, and notation of whether obstacles exist near a corner such as utility poles, fire hydrants, or drainage inlets/structures.

Traffic Control: Notations of the type of traffic control at each intersection was noted. This includes stop signs (all way, two-way or an individual leg control) and yield control.

Curb Type: Notations were made of the curb type. This included notation of the curb type such as vertical curb, rolled curb or sidewalk is flush with the pavement.

Sidewalk Inventory Elements
The sidewalk segments were surveyed to gather the following information:

Gaps: The survey was conducted to document where gaps in the pedestrian network exist.

Sidewalk Geometry: The cross slope and running slope of the sidewalk were measured. The sidewalk width was also noted. The standards require that the running slope, parallel with the road, does not exceed 5% unless it follows the general terrain of the roadway or general ground conditions. The cross slope, perpendicular to the roadway, cannot exceed 2%,

Obstructions: Notations of any obstructions in the sidewalk were documented. The width at the obstruction cannot be less than 3 feet. Such obstructions could include utility poles, street lights, landscaping or trees, fire-hydrants, utility pedestals, utility valves, retaining walls or curbs, etc.

Section 4.5: Inventory Findings

Listed in this section are basic statistics of the inventory findings in the Town of Porter. These statistics are general in nature and do not represent detailed analysis of the findings. Where the maximum allowable dimensions or gradients are noted for specific elements, these dimensions are the proposed standards for new construction.

Intersection Survey Statistics

Total number of intersections:	75
Total number of all corners:	175

Corner Statistics

Types of Corners (2 curb types per corner)

Curb Type	Count	Percent
Rolled	110	31%
Vertical	67	19%
Flush	103	29%
No Curb	70	20%
Total	**350**	**100%**

Corners with sidewalk segments with protrusions or gaps greater than 1/2"

	Count	Percent
Protrusions or gaps	30	17%
No Protrusion / Gap	145	83%
Total	**175**	**100%**

Corners with sidewalk obstacles limiting access

	Count	Percent
No Obstacle	172	98%
Drain Inlet	1	1%
Fire Hydrant	0	0%
Other	1	1%
Utility Pole	1	1%
Total	**175**	**1**

Curb Ramp Statistics

Number of Curb Ramps Surveyed 109

Type of Curb Ramps

Ramp Style	Count	Percent
Conventional Ramp	45	41%
Blended Transition	64	59%
Total	**109**	**100%**

Ramp Compliance (where ramp compliance is described as follows):

Ramp Compliance Levels

1 Fully compliant in all respects.

2 Compliant less truncated domes and grooves.

3 Compliant less truncated domes and grooves and surface not OK and/or gap/protrusion present.

4 Compliant for ramp width, landing present, and no protrusions or gaps.

Compliance Level	Count	Percent
Level 1 Compliant Ramps	7	6%
Level 2 Compliant Ramps	11	10%
Level 3 Compliant Ramps	2	2%
Level 4 Compliant Ramps	27	25%
Non Compliant Ramps	62	57%
Total	**109**	**100%**

Missing Ramps / Walks	Count	Percent
Existing Walk with no Ramp	145	92%
Ramps with no walk	13	8%
Total	**158**	**100%**

Gutter Slopes at curb ramps (5% maximum allowed)

	Count	Percent
Less than or equal to 5%	83	76%
Greater than 5%	18	17%
Greater than 7%	8	7%
Total	**109**	**100%**

Main Slopes on curb ramps (8.33% maximum allowed)

	Count	Percent
Less than or equal to 8.33%	53	49%
Greater than 8.33% < 10%	13	12%
Greater than 10%	43	39%
Total	**109**	**100%**

Cross Slopes on curb ramps (2% maximum allowed)

	Count	Percent
Less than or equal to 2%	61	56%
Between 2-3%	17	16%
Greater than 3%	31	28%
Total	**109**	**100%**

Widths of curb ramps (36" minimum required)

	Count	Percent
Equal to or greater than 36"	106	97%
Less than 36"	3	3%
Total	**109**	**100%**

Protrusions at curb gutter or walk

	Count	Percent
Greater than 1/2"	30	28%
Flush	79	72%
Total	**109**	**100%**

Grooved curb ramps

	Count	Percent
Grooves Present	18	17%
Grooves Not Present	91	83%
Total	**109**	**100%**

Curb ramps with minimum 48" top landing for perpendicular ramps

	Count	Percent
Greater than or equal to 48"	67	61%
Less than 48"	42	39%
Total	**109**	**100%**

Curb ramps with Truncated Domes

	Count	Percent
Without truncated domes	79	72%
With truncated domes	30	28%
Total	**109**	**100%**

Types of Truncated Domes

Type	Count	Percent
Plastic	23	61%
Iron	2	5%
Brick	4	11%
Stamped	9	24%
Total	**38**	**100%**

Truncated Dome Colors

	Count	Percent
Truncated domes with contrasting color	30	79%
Truncated domes without contrast	8	21%
Total	**38**	**100%**

Roadway / Sidewalk Survey Statistics

Number of walk segments surveyed: 170

Average sidewalk width (when present): **55.9** **inches**

	Count	Percent
60" minimum wide walk segments	106	62%
48" minimum wide walk segments	48	28%
36" minimum wide walk segments	11	6%
Less than 36" minimum walk segments	5	3%
Total	**170**	**100%**

Run slope of walk segments (3 readings per segment)

	Count	Percent
Segments all readings <= 5%	167	98%
Segments with 1 reading >5%	2	1%
*Run slope greater than 5% but compliant	1	1%
Total	**170**	**100%**

*** - Indicates that sidewalk grade follows road grade**

Cross slope of walk segments (3 readings per segment)

	Count	Percent
Segments with all readings </= 2%	30	18%
Segments with 2 of 3 readings </= 2%	43	25%
Segments with 1 of 3 readings </= 2%	56	33%
Segments with all readings >2%	41	24%
Total	**170**	**100%**

Gaps

	Count	Percent
Segments with no gaps noted	153	90%
Segments with gaps noted	17	10%
Total	**170**	**100%**

Protrusions

	Count	Percent
Segments with no noted protrusions	127	75%
Segments with 1 protrusions noted	43	25%
Total	**170**	**100%**

Total number of protrusions noted **89**

Protrusions by segment	Count	Percent
1 Protrusion	43	48%
2 Protrusions	24	27%
3 Protrusions	11	12%
More than 3	11	12%
Total	**89**	**100%**

Vegetation Issues

Segments with vegetation issues 3

Sidewalk segments with obstacles limiting access

	Count	Percent
No Obstacle	162	95%
Drain Inlet	0	0%
Fire Hydrant	1	1%
Other	6	4%
Utility Pole	1	1%
Total	**170**	**100%**

Section 5: ADA Codes and Standards

Introduction

The ADA Codes and Standards were developed as part of an extensive process to propose applicable guidelines, codes and standards as they relate to the accessibility of all facilities within the public right-of-way.

The ADA Codes and Standards were developed and reviewed to assure that they complied with both the 2010 ADA Standards for Accessible Design and Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWG).

The ADA Codes and Standards described in this section are intended to apply to all construction undertaken within the town's public right-of-way. The codes and standards would include all new development and construction undertaken as part of the ADA Capital Implementation Plan included in Section B.

Appendix B includes the Standard Improvement Drawings for curb ramps, sidewalks, driveways and other applicable issues.

Section 5.1: Applicability of City ADA Standards

This section describes how the ADA codes and standards impact the Town standards and procedures.

5.1.1 New Development: All areas of newly designed and newly constructed facilities in the Town-regulated public right-of-way shall comply with these standards.

5.1.2 Addition in the Existing Public Right-of-Way: Each addition to an existing Town regulated public right-of-way shall comply with the applicable provisions of these standards. When the addition connects with existing construction, the connection shall comply with Alterations as describe below.

5.1.3 Alterations in the Existing Public Right-of-Way: Where existing elements or spaces in the Town regulated public right-of-way are altered, each altered element or space shall comply with the applicable provisions of these standards.

5.1.3.1 Exception: In alternations, where compliance with applicable provisions is technically infeasible, the alteration shall comply with the maximum extent feasible.

5.1.3.2 Prohibited Reduction in Access: An alteration that decreases or has the effect of decreasing the accessibility of a public right-of-way or site arrival point to buildings or facilities adjacent to the altered portion of the public right-of-way below the requirements for new construction at the time that the alteration is prohibited.

5.1.4 Approval Procedures for Exceptions, Equivalent Facilitation and Technically Infeasible Conditions:

The Town shall appoint an ADA Coordinator, whose main duties are to review all aspects of compliance with the ADA Codes and Standards contained in the document. The ADA Coordinator shall chair the ADA Advisory Committee.

5.1.5 Dimensional Tolerances: All dimensions and numerical requirements contained in the standards have been derived taking into account construction practices and constraints, and no dimensional tolerances beyond the maximum or minimum dimensions are allowed, unless otherwise stated.

> **5.1.5.1 Advisory:** It is advised that designers use numerical criteria in designs and specifications that are below the maximum or are above the minimum requirements stated in these standards, so that the final constructed improvements meet the stated requirements.

5.1.6 Inclusion and Incorporations into Existing Town Standards:

The intent of the listing of these standards is that all standards will be included and incorporated into the Town of Porter Standards for the Design and Construction of Public Works Projects ("Town Standards").

Standard Drawings also are referenced as part of these standards. (Appendix B) Written requirements as included in these standards shall take precedence over any drawings should there be any discrepancies in the requirements.

5.1.7 Future Applicable Federal and State Code Revisions: All future enactments and revisions to legally applicable Federal or State accessibility codes, standards or guidelines shall be incorporated into these ADA Codes and Standards to the extent that such enactments or revisions exceed the requirements contained herein. However, such enactments or revisions shall not decrease any requirements as contained herein.

Section 5.2 Applicable Reference Codes and Standards

The following codes and standards are referenced as applicable by law or statute. Nothing in these standards shall have the effect of reducing any specific requirements of the (1) or (2) or any other codes or standards required by applicable law or statute. Should other new codes or standards become applicable law or statute after the adoption of these standards, such new codes or standards shall supersede these standards, but only to the extent that new codes or standards are more restrictive or exceed these standards.

(1) 2010 ADA Standards for Accessible Design (ADAAG) published by the Department of Justice on September 15, 2010. This document combines the requirements of Title II and Title III into one document per the following:

- The 2010 Standards for State and local governments, which consists of the Title II regulations at 28 CFR 35.151 and the 2004 ADAAG at 36 CFR part 1191, appendices B and D;
- The 2010 Standards for public accommodations and commercial facilities, which consist of the Title III regulations at 28 CRF part 36, subpart D, and the 2004 ADAAG at 36 CRF part 1191, appendices B and D.

(2) Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWG), published by the United States Access Board, a Federal Agency Committed to Accessible Design, July 26, 2011.

(3) Current Town Standards. This includes the standards that have been included in the Town Standards for the Design and Construction of Public Works Project (Town Standards"). Note that any conflicts that may occur between the Town Standards and the ADAAG or PROWG shall have the most stringent standard apply. Any conflicts shall be brought to the attention of the ADA Coordinator for inclusion in future updates.

Section 5.3: Sidewalk and Pedestrian Access Standards

5.3.1 Scope: Where sidewalks, corners or pedestrian access paths are provided adjacent to streets or roadways within the public right-of-way, they shall meet the requirements of this section.

5.3.2 Clear Width: Where a new sidewalk is provided in a residential area adjacent to a street or roadway, each part shall provide a minimum clear width of 60 inches (5 feet), not including the width of any curb that may be present between the sidewalk and the street or gutter. The minimum sidewalk width in existing developed areas shall be 48 inches (4 feet) minimum.

The minimum width for new sidewalks for thoroughfare streets and streets fronting on commercial, industrial, and multi-family developments,\ shall be 120 inches (10 feet).

5.3.2.1 Exception: Where exiting conditions or obstructions or reduced right-of-way widths preclude providing a 48 inch clear width, the sidewalk width may be reduced to less than 48 inches clear width for a distance not exceeding 24 inches, but in no case shall the clear width be less than 36 inches.

5.3.3 Passing Spaces: If a sidewalk has less than 60 inches clear width, a passing space of at least 60 inches by 50 inches shall be located at reasonable intervals not to exceed 200 feet.

5.3.3.1 Exception: Where existing conditions or reduced right-of-way width preclude providing a 60-inch passing space, such space shall not be required.

5.3.4 Cross Slope: The cross slope of the sidewalks shall be 1:67 (1.5 percent) with allowances for a construction variance of 1:200 (0.5 percent) in either direction, or a total of 2 percent.

5.3.5 Running Slope: The running slope of the sidewalks shall not exceed the grade of the adjacent roadway or 1:20, (5 percent) whichever is greater.

5.3.6 Level Areas on Continuous Slopes: For sidewalks with a running slope exceeding 5 percent for at least 400 feet, a 60-inch long landing with a maximum slope of 2 percent shall be provided every for 400 feet of the sidewalk length except for roadway overpasses.

5.3.7 Meandering Sidewalks: Sidewalks may be separated from the curb by approved landscaping, forming a meandering sidewalk. The distance between the back of the curb and the edge of the sidewalk should not be less than 5feet nor more than 25 feet, except at transitions. If trees are planted between the back of the curb and the edge of the sidewalk, the distance between the back of the curb and the edge of the sidewalk shall not be less than 5 feet. Meandering sidewalks shall comply with the requirements of either Case I or Case II, as described below.

For Case I, the sidewalk shall have a 24-inch wide minimum straight path along the sidewalk. For Case II, the sidewalks shall have no abrupt changes in direction and shall be constructed using only tangents of any length and inside radii of at least 150 feet.

5.3.8 Curbs at Streets Adjacent to Sidewalks: Curbs on the street side of sidewalks and corners shall be approximately vertical, with a height of at least four inches but not greater than eight inches.

5.3.8.1 Exception: Where a new portion of curb is constructed within an existing system of rolled curbs and existing drainage patterns the drainage must be maintained and a rolled curb matching the existing curb shall be constructed.

5.3.9 Surface: The surface shall be Portland cement concrete or in special circumstances asphalt concrete. The surface shall be firm, stable, and slip-resistant.

5.3.9.1 Exception: A material other than concrete or asphalt may be used when it can be adequately demonstrated to the ADA Coordinator that it provides an equal firm, stable and slip-resistant condition.

5.3.10 Changes in Level: Changes in level up to ¼ inch may be vertical and without edge treatment. Changes in level between ¼ inch and ½ inch shall be beveled with a slope no greater than one horizontal to two vertical. Changes in vertical height of greater than ½ inch shall be accomplished by means of a ramp. Multiple changes in level shall be separated horizontally by at least 30 inches.

5.3.11 Gratings: If gratings are located in the sidewalk surface along a pedestrian access route or in the accessible portions of a curb ramp, the gratings shall have spaces no greater than ½ inches wide in the direction of travel. If gratings have elongated openings, they shall be placed so that the long dimension is perpendicular to the direction of travel. Wherever possible, drainage inlets should be located outside of the crosswalk area, particularly the portion of the crosswalks that adjoin the accessible portion of curb ramps.

5.3.12 Protruding Objects:

Protruding objects shall not reduce the clear width required for sidewalks.

Objects with leading edges located between 27 inches and 80 inches above the finish surface shall protrude no more than 4inches horizontally into the pedestrian access route.

Free-standing objects mounted on posts or pylons shall overhand pedestrian access routes no more than 4 inches when located between 27 inches and 80 inches above the finish surface.

When a sign or other obstruction is mounted between posts or pylons and the clear distance between post or pylons is greater than 12 inches, the lowest edge or such sign or obstruction shall be located between 27 inches above and 80 inches below the surface, and there shall be a bar or similarly detectable element 15 inches above the surface connecting the two posts or pylons.

5.3.13 Barrier Curbs at Drop-offs:

Warning or barrier curbs shall be provided at the locations described below:

Abrupt changes in level at the edge of sidewalks, except between a sidewalk and an adjacent street, exceeding 4 inches in a vertical dimension, such as at planters or fountains located in or adjacent to sidewalks, shall be identified by curbs projecting at least 6 inches in height above the surface.

Where the slope behind a sidewalk is greater than 6:1 (horizontal to vertical) and the slope is away from the sidewalk, a barrier curb projecting at least 6 inches in height above the surface shall be provided for pedestrian safety. A retaining wall or fence may be provided in lieu of the required barrier curb.

5.3.14 Driveway Crossings:

Where a sidewalk crosses a driveway, the minimum width of 48 inches and the cross slope of 1:67 (1.5 percent), with allowances for a construction variance of 1:200 (0.5 percent) in either direction, shall be provided for the entire width of the driveway.

Each driveway shall have a ½-inch to one-inch lip, beveled at 45 degrees, at the street or gutter.

Driveway entries shall not be designed or used as curb ramps.

5.3.15 Rail Crossings:

Where a sidewalk crosses rail systems at grade, the surface of the sidewalks shall be level and flush with the top of the rail at the outer edge and between the rails.

Where a sidewalk crosses rail systems at grade, the horizontal gap at the inner edge of each rail shall be constructed to the minimum dimensions necessary to allow passage of railroad car wheel flanges and shall not exceed 2 ½ inches (3 inches for freight rails).

Where a sidewalk crosses rail systems at grade, detectable warning surfaces complying with Section 5.5 Detectable Warning Standards extending the full width of the of the walk and a minimum of 24 inches deep in the direction of pedestrian travel shall be provided on each side of the rails.

5.3.16 Stairs: To the maximum extent possible, stairs shall not be constructed within the public right-of-way.

> 5.3.16.1 Exception: If provided, stairs shall be of a special design meeting the applicable code for the ADA design and Standards for Accessible Design (ADAAG) and Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWG) in addition to Indiana State Building Codes. This shall include, but is not necessarily limited to, handrail provisions, stair tread geometric design, and visual markings.

Section 5.4 Curb Ramp and Blended Transition Standards.

5.4.1 Scope: Each corner of an intersection shall be provided with two curb ramps, each orientated in the direction of pedestrian crossing to the adjacent corner, except that only one curb ramp with a six foot pan may be provide if two curb ramps are technically infeasible or expected as described below. Curb ramps shall comply with the requirements of this section for flared sides, detectable warning devices, landings and ramps.

5.4.1.1 Exception: Where a pedestrian crossing in a specific direction is prohibited by a continuous raised median, barricade or sign, no curb ramp shall be provided. Where only one curb ramp is provided at a corner to serve only one direction of travel to an adjacent corner, the curb ramp shall be aligned and oriented parallel to the intended direction of travel.

5.4.2 Curb Ramp Types: Curb ramps shall be primarily perpendicular curb ramps, as shown in Town of Porter Standard Drawing Figure 5-40A as Type A and Type C if there is sufficient right-of-way or sidewalk depth to construct a perpendicular curb ramp. For copies of the drawings see Appendix C. A parallel curb ramp, as shown in Standard Drawing Figure 5-40A, may be constructed if there is not sufficient right-of-way or sidewalk depth to construct a perpendicular ramp. New "blended transition ramps" should not be constructed unless specifically approved by the ADA Coordinator.

5.4.3 Perpendicular Curb Ramps: Perpendicular curb ramps shall comply with the details described in this subsection, and shall have a running slope that cuts through the curb at right angles or meets the gutter grade break at right angles.

5.4.3.1 Running slope: The running slope of the main portion of the curb ramp shall be 1:12 (8.33 percent) maximum.

5.4.3.2 Cross Slope: The cross slope of the main portion of the curb ramp shall be 1:67 (1.5 percent) with an allowance for a construction variance of 1:200 (0.5 percent) in either direction.

5.4.3.3 Landings: A landing measuring 48 inches minimum by 48 inches minimum shall be provided at the top of the curb ramp, and shall be permitted to overlap other landings and clear spaces. Running and cross slopes of the landing shall be 1:67 (1.5 percent) with an allowance for a construction variance of 1:200 (0.5 percent) in either direction.

5.4.3.4 Flared Sides: Flared sides with a slope of 1:10 (10 percent) maximum measured along the curb line, shall be provided where a circulation path crosses the curb ramp.

5.4.3.5 Clear width: The clear width of the main portion of the curb ramp excluding flared sides shall be 48 inches minimum. Existing ramps may be 36 inches minimum.

5.4.3.6 Detectable Warnings: Detectable working surfaces complying with Section 5.5 shall be provided for the full width of the main portion of the curb ramps or blended transition.

5.4.3.7 Grooved Border: A grooved border shall be provided on the ramp with 0.3 inch wide grooves 2 inches on center.

5.4.3.8 Surface: Surfaces of the curb ramps and landings shall comply with Section 5.3.9. Gratings, access covers and other appurtenances shall not be located on the curb ramps, landings and gutter areas directly in front of curb ramps.

5.4.3.9 Changes in Level: Vertical changes in level greater than those described in Section 5.3.10 shall not be permitted on curb ramps, landings or gutter areas directly informant of curb ramps.

5.4.3.10 Gutter Slope: The counter slope of the gutter areas or street at the foot of a curb ramp or landing shall be 1:20 (five percent) maximum.

5.4.3.11 Clear Space: Beyond the curb line toward the street, a clear space measuring 48 inches minimum by 48 inches minimum should be provided within any marked crosswalk that may be present and located wholly outside of the parallel vehicle travel lane.

5.4.3.12 Obstructions: Curb ramps shall be located or protected to prevent their obstruction by parked cars.

5.4.4 Parallel Curb Ramps: Parallel curb ramps shall comply with the details described in this subsection and shall have running slopes that are in-line with the direction of sidewalks travel.

5.4.4.1 Running slope: The running slope of the main portion of the curb ramp shall be 1:12 (8.33 percent) maximum.

5.4.4.2 Cross Slope: The cross slope of each side of the curb ramp shall be 1:67 (1.5 percent) with an allowance for a construction variance of 1:200 (0.5 percent) in either direction.

5.4.4.3 Clear width: The clear width of each side slope shall be 48 inches minimum.

5.4.4.4 Landing: A landing measuring 48 inches minimum by 48 inches minimum shall be provided at the bottom of each ramp slope. Landing slopes shall be 1:100 (one percent) minimum and 1:67 (1.5 percent) maximum with allowances for a construction variance of 1:200 (0.5 percent) in either direction.

5.4.4.5 Common Landing Width: Where two parallel curb ramps are located at a corner, the landing between the top of each side slope shall be 48 inches minimum.

5.4.4.6 Detectable Warnings: Detectable warning surfaces complying with Section 5.5 shall be provided for the full width of the lower landing between the side slopes of the curb ramp.

5.4.4.7 Grooved Border: A grooved border shall be provided on the ramp with 0.3 inch wide grooves 2 inches on center on the ramp.

5.4.4.8 Surface: Surfaces of the curb ramps and landings shall comply with Section 5.3.9. Gratings, access covers and other appurtenances shall not be located on the curb ramps, landings and gutter areas directly in front of curb ramps.

5.4.4.9 Changes in Level: Vertical changes in level greater than those described in Section 5.3.10 shall not be permitted on curb ramps, landings or gutter areas directly in front of curb ramps.

5.4.4.10 Gutter Slope: The counter slope of the gutter areas or street at the foot of a curb ramp or landing shall be 1:20 (5 percent) maximum.

5.4.4.11 Clear Space: Beyond the curb line toward the street, a clear space measuring 48 inches minimum by 48 inches minimum should be provided within any marked crosswalk that may be present and located wholly outside of the parallel vehicle travel lane.

5.4.4.12 Obstructions: Curb ramps shall be located or protected to prevent their obstruction by parked cars.

Section 5.5: Detectable Warning Standards

5.5.1 Scope: Where detectable warnings (truncated domes) are required by other sections of these standards, they shall comply with the requirements of this section.

5.5.2 Size and Location: Detectable warnings shall be at least 24 inches in depth and span the full width of the area where they are required.

5.5.3 Specifications: The detectable warning surface shall be prefabricated and shall have an in-line, square grid pattern with truncated domes with spacing and dimensions as shown in the current Indiana Department of Transportation standard drawings. The truncated domes shall be of a contrasting color to the walk. The detectable warning surfaces shall differ from adjoining walk surfaces in sound on cane contact.

Section 5.6: Pedestrian Crossing Standards

5.6.1 Scope: All controlled intersections shall be provided with marked cross walks as described in this section. Controlled intersections refer to intersections with a traffic signal system. Engineering judgment shall be utilized to determine the need for the placement of makings at all-way stop sign controlled intersections or at other locations.

5.6.2 Width: Marked crosswalks shall be 72 inches wide minimum as measured between the striped lines.

5.6.3 Color and Size: Crosswalk markings shall be white in color and shall be of the size indicated in the Indiana Manual of Uniform Devices (IMUTCD).

5.6.4 Advisory Cross Slope: The cross slope of the pavement within a marked crosswalks shall be 1:67 (1.5 percent) maximum, measured perpendicular to the directions of pedestrian travel, with allowances for a construction variance of 1:200 (0.5 percent) in either direction.

5.6.5 Running Slope: The running slope of the pavement within a marked crosswalk shall be 1:200 (5 percent) maximum measured parallel to the direction of pedestrian travel in the crosswalks.

5.6.6 Pedestrian Signal Phase Timing. All pedestrian signal phase timings shall be calculated using a pedestrian walk speed of 3.5 feet per second maximum. To accommodate older pedestrians, pedestrian signal phase timings may be calculated using a pedestrian walk speed of 3.0 feet per second. The locations for the slower pedestrian signal timings shall be on a request basis.

5.6.7 Medians and Pedestrian Refuge Islands: Medians and pedestrian refuge islands in crosswalks shall be cut through level with the street or have curb ramps complying with Section 5.4. Where the cut through connects to a street, edges of the cut through shall align with the direction of the crosswalks for a length of 24 inches minimum.

5.6.7.1 Width: The width of all cut-through shall be 36 inches minimum.

5.6.7.1.1 Advisory: Where feasible, the width of all cut-through shall be at least 48 inches minimum.

5.6.7.2 Length: The length of a raised island curb ramp shall have a level area 48 inches long minimum at the top of the curb ramp. The 48 inch minimum length area shall be orientated in the direction of the running slope of the ramp. If signals are present, engineering considerations should be evaluated to potentially increase the length of the refuge island to accommodate pedestrian refuge if the signal is not designed or intended for full crossing of the intersection.

5.6.7.3 Detectable Warnings: Medians and refuge islands shall have detectable warnings complying with Section 5.5. Detectable warnings at cut-through islands shall span the entire width of the cut through and should be separated by a 24-inch side minimum length of walkway without detectable warnings.

5.6.8 Crosswalk Alignment: Marked crosswalks shall have straight alignment with no change of direction between the terminal ends of the crosswalk.

5.6.8.1 Exception: Where a straight crosswalk is not feasible at existing intersections due to the particular geometry of the intersections, or where an intersections has unusual or non-standard geometry such as exceptionally large radii, T-intersections and intersections with exceptionally wide streets, as determined by the ADA Coordinator, tactile guide strips shall be installed within the crosswalk. Where required, a tactile guide strip shall be located in the center of the crosswalk for the

entire length of the crosswalk. The design of the guide strip shall be presented to the ADA Coordinator for approval.

Section 5.7: Accessible Pedestrian Signal Standards

5.7.1 Scope: Each crosswalk with pedestrian signal indications shall have a signal device that includes accessible indications for the walk interval. Where a pedestrian push button is provided, it shall be integrated into the signal device. As the Town of Porter does not have any signals currently under their jurisdiction, it is recommended that the ADA standards that are utilized for the design be reviewed by the ADA Coordinator at such time as an installation is proposed. This will allow the standard to be current with ADA guidelines, rules and regulations while taking advantage of the most up to date technological advances. Under no circumstances will the Coordinator be allowed to deviate from the required ADA design standards and Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way. Consideration shall be made for pedestrian push buttons design and location, audible walk indications, and incorporation of directional information and signage if utilized.

Section 5.9 Street and Sidewalk Furnishings and Appurtenances Standards

5.9.1 Clear Space: Street and sidewalk furnishings shall have a 30-inch wide (measured parallel to the pedestrian travel direction) by 48-inch deep (measured perpendicular to the pedestrian travel direction) clear space in front of each portion used by a pedestrian and shall be connected to the sidewalk or pedestrian access route.

5.9.2 Facilities and Elements: Where drinking fountains, telephones, concession stands, kiosks, or public toilet facilities are provided they shall comply with the ADA design standards and the Indiana Building Codes.

5.9.3 Benches: The leading edge of benches and all similar sidewalk furnishings shall be set back 12 inches minimum from the required minimum width of the pedestrian access route. Bench seats shall be 17 inches to 19 inches vertical from the adjacent walkway surface to the seat.

Section 5.10: Temporary Construction Standards

5.10.1 Scope: When construction of other temporary conditions prohibit full access to pedestrian facilities within the Town's right-of-way, an alternative pedestrian route shall be provided in compliance with the requirements of this section.

5.10.2 Location: To the maximum extent possible, the alternate pedestrian route shall parallel the disrupted pedestrian route on the same side of the street. Where access is not available on the same side of the street, the alternate pedestrian route may be located on the opposite side of the street as long as the distance is excess of the distrusted pedestrian route does not exceed 300 feet, and as long as all requirements of these standards are met.

5.10.3 Elements: The alternate pedestrian route shall include sidewalks and pedestrian access routes, curb ramps, pedestrian crossings and all other elements included in these standards.

5.10.4 Width: The alternate pedestrian route shall have a width of 48 inches minimum

5.10.4.1 Exception: Where technical infeasibility exists, the alternate pedestrian route may have a width of 36 inches minimum.

5.10.5 Barricade Protection: The alternate pedestrian route shall be protected with a solid barricade to separate the alternate pedestrian route from any adjacent construction, drop-offs, opening or other hazards. Barricades shall be continuous, stable and non-flexible, and shall consists of a solid wall or fence with the bottom or lower rail 1 ½ inches maximum above the walking surface, and the top of the fence, wall or upper rail 36 inches minimum above the walking surface. Barricade support members shall not protrude beyond the barricade face into the alternate pedestrian route. Barricades shall be of a contrasting color.

5.10.6 Signs: Signs complying with the *Indiana Manual of Uniform Traffic Control Devices (IMUTCD)* shall be provided at both the near side and the far side of the disrupted pedestrian route to guide pedestrians to the alternative route.

Section 6: ADA Capital Improvement Plan

Section 6.1 Introduction

The ADA Capital Implementation Plan is the final step of the Town's plan to implement the ADA Transition Plan within the Town of Porter's public right-of-way.

Types of projects included can be categorized as follows:

- Curb ramp construction or replacement projects based upon resident request.
- Curb ramp, sidewalk and intersection retrofit projects included with street overlay of other street or sidewalk construction projects.
- Curb ramp, sidewalk and intersection retrofit projects constructed by private parties.
- Curb ramp, sidewalk and intersection retrofit projects deemed essential for mitigation of barriers based upon the finalized ADA Transition Plan.
- Street and sidewalks construction or retrofit projects planned for the improvement of overall pedestrian facilities.
- Other roadway improvement projects.

A number of existing and potential programs and funding sources for capital improvements projects are described in this section. These programs include on-going Town capital improvement and maintenance programs. Upon occasion, the Town of Porter will sponsor projects that are included in the Transportation Improvement Plan (TIP). The ADA Capital Implementation Plan uses, to the maximum extent possible, existing and prospective funding programs and sources. The plan recommends specific goals for the construction of accessibility improvements. While specifying locations and the scope of

work the plan is intended to serve as a conceptual plan, the extent and goals of future projects will be evaluated prior to preparing detailed cost estimates. Once an overall scope of work and its financial impact is established, annual projects can be finalized and the exact number or specified improvements can be set as project goals.

The ADA Capital Implementation Plan includes a detained and prioritized list of approximately 210 potential project locations and items of work, which have been reviewed by the Town of Porter with input from the public. This implementation plan, which targets higher priority uses, anticipates a 50 year implementation period to achieve compliance with program accessibility requirements on all of the Town's existing facilities. Additional ADA work, such as new construction and additional curb ramps beyond the minimum program access requirement will continue beyond the timeframe identified above.

Section 6.2: Extent of Required ADA Work

The extent of the work included in the ADA Transition Plan includes the types of capital improvement that should be made to intersections, streets and sidewalks. The extent of the work included in this plan has been the result of an extensive review and recommendations of all the basic elements of the ADA Transition Plan by the Town of Porter. These basic elements include the ADA Codes and Standards, the ADA Monitoring Program and the ADA Prioritized Capital Implementation Plan. The general types and extent of ADA work that is required for the Town to transition into compliance with the programmatic access requirements of Title II of the ADA are included in this section.

The typical extent and scope of work for the most common types of capital improvements listed from most to least comprehensive are as shown below.

(1) Complete ADA retrofit of a controlled intersection: including 8 new curb ramps, 2 per corner (unless infeasible due to existing conditions such as utility conflict or geometry or an exception as defined in Section 5.4) and crosswalk striping (if not existing, including removal and replacement of crosswalk striping where it is in poor condition or conflicts with the new improvements for all crossing directions where crosswalks are required by the ADA Standards, new complying sidewalk paving to meet existing sidewalks and other sidewalk improvements to provide access to Priority 1 uses along the path of travel. Scope may include islands with cut-through or curb ramps, if required by the standards.
(2) Complete ADA retrofit of a t-intersection: including new curb ramps, either one or two per corner depending on allowed pedestrian movements (unless infeasible due to existing conditions such as utility conflict or geometry or an exception as defined in Section 5.4) and crosswalk striping (if not existing, including removal and replacement of crosswalk striping where it is in poor condition or conflicts with the new improvements for all crossing directions where crosswalks are required by the ADA Standards, new complying sidewalk paving to meet existing sidewalks and other sidewalk improvements to provide access to Priority 1 uses along the path of travel. Scope may include islands with cut-through or curb ramps, if required by the standards.
(3) Partial ADA retrofit at four-way intersection, single-family residential area: 4 new curb ramps (one per corner): crosswalk striping at four-way stop controlled intersections.

(4) Partial ADA retrofit at T-intersections, single-family residential area: 2 new curb ramps to cross main street at one location of T-intersection and at least one and preferably two new curb ramps to cross secondary street
(5) One or more new single curb ramps where other curb ramps at the intersection are complying.
(6) Renovation of existing curb ramp(s) to remove hazardous conditions.
(7) Installation of new curb, gutter and concrete sidewalk on a Priority area corridor.
(8) Partial curb, gutter and sidewalk installation to provide programmatic access.
(9) Miscellaneous sidewalk or walkway repair or replacement.
(10) Removal of sidewalk barriers (either moving or removing the barrier or reconstruction the pedestrian walkway around the barrier, or the reconstruction of driveways.)

The above list is for project planning purposes only, and represents an attempt to categorize the general extent of work at each location. The exact extent of all ADA work is described in the ADA Codes and Standards.

Section 6.3 Prioritization Criteria for ADA work

Capital improvement projects forming the ADA Capital Implementation Plan have been prioritized to determine which projects should be undertaken first. The major determinant for prioritizing and ranking projects was based on providing access to public facilities and programs and the pedestrian access route.

Use Priority A: Public Input Requests

The Town of Porter operates a public input request and complaint program which gathers requests for improvements to the public infrastructure. These requests can be for sidewalk installation or repairs and installation or up grading of curb ramps. These requests generally come from community members with disabilities who are requesting accommodations to facilities that affect their daily lives.

When the requests are received by the Town, the ADA Coordinator will evaluate whether construction or reconstruction should be undertaken. If a curb ramp is requested, the evaluation would include review of the entire intersection. Any existing curb ramps would be evaluated for usability and safety to determine the usable path of travel through the intersection.

The curb ramp installation program fund is reviewed yearly to determine which projects should be implemented. If the community requested projects do not equal the available funding for a year, the Town will recommend addition curb ramp or other improvements necessary to fully utilize the funds.

Use Priority 1: State and Local Governmental and Public Use

Priority 1 areas are those within the public right-of-way that abut or serve public and governmental agencies and offices, and include the following in the recommended order of priority.

1. State, county and local government buildings located within the Town.
2. Public hospitals, health clinic, medical clinics, mental health clinics and therapy centers.
3. Public housing projects and public homeless shelters.
4. Town parks.
5. Public schools, including, in the following order, but not limited to: community colleges, high schools, junior highs or intermediate and elementary schools with programs for children with disabilities, and all other schools.
6. State offices and state park facilities.

Use Priority 2: Public Accommodations

Priority 2 areas are those within the public right-of-way that abut or serve places of public accommodations that are privately owned including, but not limited to, the following in the recommended order of priority.

1. Private hospitals, doctors' offices, and medical and mental health offices
2. Senior facilities
3. Major shopping malls,
4. Large housing complexes,
5. Major employers
6. Supermarkets
7. Retail strip malls
8. Small apartment facilities
9. Services for disabled
10. Rehabilitation facilities

Use Priority 3: Low –Density Residential and Other Uses

Priority 3 areas are those within the public right-of-way that abut or serve:

1. Single-family residential areas
2. Industrial areas
3. Locations that are not previously mentioned

In addition to the use priority considerations the Town should also base construction or reconstruction considerations of curb ramps and sidewalks on condition priorities of the physical condition of an existing intersection corner or curb ramps. These factors also are used for consideration when determining the priority within a category or group list. The following list describes these factors, in order of importance:

Condition Priority 1:

The highest priority is to reconstruct curb ramps at locations where existing curb ramps have an unsafe condition that may cause a trip and fall. These may include those with vertical gaps or protrusions, steep side slopes, deteriorated conditions etc.

Condition Priority 2:

A new curb ramp will be installed at locations where there is not a curb ramp to provide accessibility. Priorities will be given to construction of ramp facilities defined by use.

Condition Priority 3:

An existing curb ramp will be reconstructed when it does not meet current federal and state accessibility standards. These conditions could include steep slope, improper landing, lack of detectable warnings, etc.

The review for establishing priorities for reconstruction of existing curb ramps should identify those ramps which pose a real barrier or safety hazard versus those that are slightly out of specifications. Such determinations should be made on a case-by-case basis as described in Section 3.6. All of the non-complying curb ramps should be noted on the list of ADA-required work, prioritized by hazard. It is recommended that the following criteria for those curb ramps and related facilities that are out of compliance, but not posing a great need for quick reconstruction, are those with one or more of the following:

- Main slopes greater than 8.3 percent but less than 11 percent.
- Side flares greater than 10 percent, but less than 12 percent.
- Pan or landings cross-slopes greater than 2 percent, but less than 4 percent.
- Gutter slopes greater than 5 percent, but less 10 percent
- Detectable warning surfaces missing
- Curb ramp lips greater than one-half inch, but less than one inch.

Section 6.4 Types of Projects and Funding Sources

There are a number of existing and potential programs and funding sources for capital improvement projects included in the ADA Capital Implementation Plan. These programs are described in this section.

On-Going Capital Improvement Programs

These programs are operated by and coordinated by the Town on an on-going annual basis. The extent of funding levels may be fixed or may vary yearly. These programs include the following:

1. **Sidewalk Maintenance Program**

   The Town identifies sidewalks that are in need of repair or replacement and develops a priority list for their inclusion into the maintenance program. This program includes two distinct types of repairs, permanent replacement and temporary repairs. The priority is set on such factors as the severity of damage, the amount of pedestrian traffic and the proximity to higher priority uses.

2. **Pavement Maintenance Program (Street Overlay Projects)**
   The Town operates an annual pavement maintenance program for overlaying streets with new asphalt. Recent federal court judgments have required that curb ramps be installed along sidewalks adjacent to street overlays. It is recommended that the Town evaluate the need to install curb ramps as part of this program. The Town shall maintain their streets in a safe manner at all times.

3. **INDOT Construction Projects**
   There are U.S. and State Routes that traverse through the Town of Porter, notably US 12, US 20 and SR 49. INDOT will periodically do construction and renovation to facilities along these roadways. It is recommended that the Town work with INDOT to coordinate the need for ADA pedestrian facility needs as these projects are developed.

4. **Private Developer construction Projects Adjacent to the Town Right-of-Way**
   There are private construction projects within the Town that have a direct impact on improvements within the Town right-of-way. As a condition of the approval of a building permit, the developers are typically required to construct or improve the sidewalks, including curb ramps directly adjacent to their property. The ADA Coordinator shall assure that the plans are compliant with ADA requirements.

Specific Funding Programs and Projects

The ADA Capital Implementation Program is envisioned as one that will use, to the maximum extent possible, existing and prospective funding programs and sources. The ADA improvements will be funded by a variety of funding sources either as stand-alone projects or as a minor component of a transportation improvement project. These programs and sources include the following:

1. **Funding Programs**

   State Funding Programs: projects funded by the various state funding sources:
   STIP-State Transportation Improvement Program
   SR2S-Safe Routes to School Program

   Federal Funding: Current Federal funding programs include the following:
   CMAQ-Congestion Mitigation and Air Quality Program
   HBRR-Highway Bridge Replacement & Rehabilitation Program
   HES-Hazard Elimination & Safety Program
   RSTP-Regional Surface Transportation Program
   TEA-Transportation Enhancement Activities

2. **Town sources:** These funds are Town funds and may come from a variety of sources. They may include, but are not necessary limited to, funds for roadway and sidewalk maintenance funds. These funds may be derived from a variety of sources including, but not necessarily limited to motor vehicle tax funds and the Town's general funds, TIF area funds, CEDIT funds, LRS funds, and Redevelopment funds.

As other capital improvement projects are undertaken by the Town the plans will be reviewed to verify that any ADA accessibility improvements will be included in the projects.

Section 6.5 Description of ADA Capital Implementation Plan

The ADA Capital Implementation Plan of the ADA Transition Plan includes specified goals for the construction of accessibility improvements. The exact goals should take into account all of the various items of work required under the plan, including curb ramps, sidewalk barrier removal and sidewalk installation, crosswalk markings and other work necessary to comply with ADA Codes and Standards. The ADA Capital Implementation Plan is the groundwork for the concept concerning the extent of ADA work required, prioritization, locations and potential funding sources. Until exact funding sources and amounts are finalized, the annual work and proposed expenditures must be of a preliminary nature.

It is recommended that the Town commit to as aggressive of a schedule as possible to bring the Town into ADA compliance. Annually, this will require that work be performed including installation, repair and replacement of curb ramps and sidewalks.

Section 6.6 Detailed Reports of Proposed Work

Detailed descriptions of proposed disabled access improvement projects are included in the following tables. The tables show each year's expenditure amounts that are recommended. The exact locations may be modified to respond to the dynamic needs and shifts of the population that Town is trying to serve. When considering the recommended schedule, consideration was given to planned routes and anticipated usage patterns meeting the priorities as previously mentioned. The schedule was set in an attempt to serve the most users. The intent of the ADA regulations do not require that all roadways have accessible routes but that access be provided for the facilities, services, and programs offered by the community.

In the following tables the intersections and segments are identified by unique intersection or segment numbers. These numbers correspond to raw field data that was provided to the Town under separate documentation. Those notations that are in bold in the Downtown area are ones that are on the planned route. The maps included in Appendix B show the anticipated planned routes, the ramps with compliance level and sidewalks in the area. These routes were designated to provide for access to the Town facilities, Town parks, other public buildings such as Yost School and the Westchester Library, and businesses.

Ramp ADA Improvement /Replacement Schedule

Location	Int ID	Street	Cross Street	Priority	Need	Corner Location	Cost	Year	Comments
Downtown	18	Franklin	Porter	0.5	Replace 4 Ramps	NE, SE, NW, SW	$ 9,200.00	2012	Installing ADA Ramps as part of Sanitary Project Winter 2012/ Spring 2013
Downtown	20	Lincoln	Porter	0.5	Install 2 Ramps	NE, NW	$ 4,600.00	2012	Installing ADA Ramps as part of Sanitary Project Winter 2012/ Spring 2013. No walks on South Side
Downtown	**25**	**Porter**	**Rankin**	**0.5**	**Replace 4 Ramps**	**NE, SE, NW, SW**	**$ 9,200.00**	**2012**	**Installing ADA Ramps as part of Sanitary Project Winter 2012/ Spring 2013**
Downtown	28	Beam	Porter	0.5	Install 1 Ramp	NW	$ 2,300.00	2012	Installing ADA Ramp as part of Sanitary Project Winter 2012/ Spring 2013. No walks on South & East Side
Downtown	29	Michigan	Porter	0.5	Install 2 Ramps	NW, SW	$ 4,600.00	2012	Installing ADA Ramp as part of Sanitary Project Winter 2012/ Spring 2013. No walks on East Side
Total 2012-2013 Capital Improvements							***$ 25,300.00***		

Location	Int ID	Street	Cross Street	Priority	Need	Corner Location	Cost	Year	Comments
Downtown	**22**	**Rankin**	**Wagner**	**1**	**Replace 4 Ramps**	**NE, SE, NW, SW**	**$ 9,200.00**	**2013**	
Woodlawn	38	League	Woodlawn	1	Paint to make contrast	NE	$ 150.00	2013	Paint Domes
Woodlawn	39	Michigami	Woodlawn	1		NE, NW	$ 150.00	2013	Paint domes
Woodlawn	41	Locust	Woodlawn	1	Paint to make contrast	NE, NW	$ 150.00	2013	Paint domes
Woodlawn	42	Ottawa	Woodlawn	1	Paint to make contrast & Grind Protrusion	NW	$ 550.00	2013	
Total 2013 ADA Improvements							***$ 10,200.00***		

Ramp ADA Improvement /Replacement Schedule

Location	Int ID	Street	Cross Street	Priority	Need	Corner Location	Cost	Year	Comments
Downtown	**2**	**Beam**	**Sexton**	**1**	**Replace 1 Ramp**	**SW**	**$ 2,300.00**	**2014**	
Downtown	**3**	**Beam**	**Wagner**	**1**	**Replace 3 Ramps**	**NE, SE, SW**	**$ 7,500.00**	**2014**	
Downtown	**7**	**Francis**	**Lincoln**	**1**	**Replace 2 Ramps**	**NE, NW**	**$ 5,000.00**	**2014**	
Total 2014 ADA Improvements							***$ 14,800.00***		
Location	Int ID	Street	Cross Street	Priority	Need	Corner Location	Cost	Year	Comments
Downtown	**9**	**Lincoln**	**Wagner**	**1**	**Replace 1 Ramp**	**NE, NW**	**$ 2,300.00**	**2015**	**NW Ramp is not compliant but R/W issue exists**
Downtown	**8**	**Lincoln**	**Pleasant**	**1.15**	**Replace 2 Ramps**	**NE, NW**	**$ 5,000.00**	**2015**	**No Walks on South Side**
Downtown	**21**	**Francis**	**Franklin**	**1.15**	**Replace 3 Ramps & Add grooves on SE Ramp**	**Replace NW, SW, NE: Grooves SE**	**$ 5,400.00**	**2015**	**Landing Ramp Geometry, grooves are the common issue**
Total 2015 ADA Improvements							***$ 12,700.00***		
Location	Int ID	Street	Cross Street	Priority	Need	Corner Location	Cost	Year	Comments
Downtown	**23**	**Pleasant**	**Rankin**	**1.15**	**Replace 4 Ramps**	**NE, SE, NW, SW**	**$ 9,200.00**	**2016**	
Downtown	**24**	**Francis**	**Rankin**	**1.15**	**Replace 4 Ramps**	**NE, SE, NW, SW**	**$ 9,200.00**	**2016**	
Total 2016 ADA Improvements							***$ 18,400.00***		
Location	Int ID	Street	Cross Street	Priority	Need	Corner Location	Cost	Year	Comments
Downtown	26	Beam	Pleasant	1.2	Replace 4 Ramps	NE, SE, NW, SW	$ 9,200.00	2017	
Downtown	27	Beam	Francis	1.2	Replace 4 Ramps	NE, SE, NW, SW	$ 9,200.00	2017	
Total 2017 ADA Improvements							***$ 18,400.00***		

Ramp ADA Improvement/Replacement Schedule

Location	Int ID	Street	Cross Street	Priority	Need	Corner Location	Cost	Year	Comments
Downtown	32	Michigan	Wagner	1.26	Install 2 Ramps, Replace 1 Ramp, Truncated Domes & Grooves 1 Ramp, Install about 115 sys walk	Install NE,NW; SE New, Improve SW	$ 11,750.00	2018	
Downtown	31	Michigan	Pleasant	1.7	Replace 3 Ramps	N, SE, SW	$ 7,300.00	2018	
Total 2018 ADA Improvements							***$ 19,050.00***		
Location	Int ID	Street	Cross Street	Priority	Need	Corner Location	Cost	Year	Comments
Downtown	30	Francis	Michigan	1.7	Install 4 Ramps	NE, SE, NW, SW	$ 9,400.00	2019	Curb on South side that makes walk non-standard. Recommend that ADA route follow north side. Requires installation of walk
Downtown	16	Franklin	Wagner	1.8	Replace 4 Ramps	NE, SE, NW, SW	$ 9,200.00	2019	
Total 2019 Improvements							***$ 18,600.00***		
Location	Int ID	Street	Cross Street	Priority	Need	Corner Location	Cost	Year	Comments
Downtown	17	Franklin	Pleasant	1.8	Replace 4 Ramps	NE, SE, NW, SW	$ 9,200.00	2020	
Downtown	10	Lincoln	Busse	1.9	Replace 2 Ramps	NE, NW	$ 5,000.00	2020	No Walks on South Side
Downtown	15	Franklin	Sexton	1.9	Install 2 Ramps		$ 4,600.00	2020	New Ramp to Cross to Bike/Ped Trail on West
Downtown	11	Lincoln	Sexton	1.9	Install 1 Ramp	SE	$ 2,300.00	2020	New Ramp to Cross to Bike/Ped Trail on West
Total 2020 ADA Improvements							***$ 21,100.00***		

Ramp ADA Improvement/Replacement Schedule

Location	Int ID	Street	Cross Street	Priority	Need	Corner Location	Cost	Year	Comments
Downtown	19	Franklin	Hagerman	1.9	Replace 1 Ramp, Install 1 Ramp & approximately 14 syds of walk	NW, SW	$ 5,085.00	2021	No Walks on West Side, Install when requested
Woodlawn	38	League	Woodlawn	2	Future Replace	NE	$ 600.00	2021	Replace concrete Truncated Domes
Woodlawn	39	Michigami	Woodlawn	2	Replace 1 Ramp, Install Domes and grooves	Replace NW, Truncated domes & grooves NE	$ 3,050.00	2021	Replace 1 ramp & concrete Truncated Domes grooves on 1 ramp
Woodlawn	41	Locust	Woodlawn	2	Replace 1 Ramp, Install Domes	Replace NE, Truncated domes NE	$ 2,800.00	2021	Replace 1 ramp & concrete Truncated Domes grooves on 1 ramp
Woodlawn	40	Arrowhead	Woodlawn	2	Replace 2 Ramps		$ 4,600.00	2021	
Woodlawn	42	Ottawa	Woodlawn	2	Replace Ramp	NW	$ 2,300.00	2021	No walks E of Ottawa
Total 2021 ADA Improvements							***$ 18,435.00***		

Location	Int ID	Street	Cross Street	Priority	Need	Corner Location	Cost	Year	Comments
Porter Cove	43	Pearson	Port Cove	3.1	Install 2 Ramps	NW, SW	$ 4,600.00	2022	Rolled Curb, no ramps
Porter Cove	44	Admiral	Port Cove	3.1	Replace/install 3 ramps	N side, SE, SW	$ 6,900.00	2022	Rolled Curb, no ramps
Porter Cove	45	David	Port Cove	3.1	Replace/install 3 ramps	N side, SE, SW	$ 6,900.00	2022	Rolled Curb, no ramps
Porter Cove	46	Essex	Port Cove	3.1	Replace/install 2 ramps	SE, SW	***$ 4,600.00***	2022	No Ramps
Total 2022 ADA Improvements							***$ 23,000.00***		

Ramp ADA Improvement/Replacement Schedule

Location	Int ID	Street	Cross Street	Priority	Need	Corner Location	Cost	Year	Comments
Porter Cove	47	Cove Trail	Essex	3.1	Replace/install 2 ramps, dome and grooves 1 ramp	Ramps NE, SW; Domes SE	$ 5,350.00	2023	
Porter Cove	49	Essex	Cove Trail	3.1	Replace/install 3 ramps	NE, SE, S Side	$ 6,900.00	2023	
Porter Cove	50	Essex	Pearson	3.1	Replace/install 2 ramps	NW, SW	$ 4,600.00	2023	
Total 2023 ADA Improvements							***$ 16,850.00***		
Location	Int ID	Street	Cross Street	Priority	Need	Corner Location	Cost	Year	Comments
Porter Cove	53	Admiral Dr	Cove Trail	3.2	Replace/install 3 ramps, Grooves 1 ramp	Ramps NE, SE, SW; Grooves NW	$ 7,400.00	2024	
Porter Cove	54	Cove Trail	Dixon	3.2	Replace/install 3 ramps	SE, SW, N Side	$ 6,900.00	2024	
Porter Cove	55	David	Dixon	3.2	Replace/install 3 ramps	Ramps NE, NW, S Side	$ 6,900.00	2024	
Total 2024 ADA Improvements							***$ 21,200.00***		
Location	Int ID	Street	Cross Street	Priority	Need	Corner Location	Cost	Year	Comments
Porter Cove	59	Commodore	David	3.2	Replace/install 4 ramps	NE, SE, NW, SW	$ 9,200.00	2025	
Porter Cove	51	Admiral	Dixon	3.3	Install 1 ramp, 2 grooves	Ramp W side, Grooves NW & SW	$ 3,300.00	2025	
Porter Cove	56	Commodore	Dixon	3.3	Replace/install 3 ramps	Ramps NE, NW, S Side	$ 7,100.00	2025	
Total 2025 ADA Improvements							***$ 19,600.00***		

Ramp ADA Improvement/Replacement Schedule

Location	Int ID	Street	Cross Street	Priority	Need	Corner Location	Cost	Year	Comments
Porter Cove	57	Commodore	Cove Trail	3.3	Replace/install 4 ramps	NE, SE, NW, SW	$ 10,000.00	2026	
Porter Cove	58	Cove Circle	Cove Trail	3.3	Replace/install 3 ramps	Ramps NE, NW, S Side	$ 6,900.00	2026	
Porter Cove	60	Commodore	Commodore	3.4	Replace/install 1 ramp, dome and grooves 1 ramp	Ramp W side, Domes & Grooves SE	$ 3,050.00	2026	
Total 2026 ADA Improvements							***$ 19,950.00***		

Location	Int ID	Street	Cross Street	Priority	Need	Corner Location	Cost	Year	Comments
Porter Cove	61	Commodore	Keel	3.4	Replace/install 3 ramps	SE, SW, N side	$ 7,100.00	2027	
Porter Cove	52	Admiral Dr	Admiral Dr	3.5	Replace/install 2 ramps	NW, SE	$ 4,600.00	2027	
Woodlake Springs	62	Beam	Springview	3.6	Need about 15 syds of walk	NE corner	$ 525.00	2027	Install walk connection to Bike/Ped trail
Woodlake Springs	63	Lake Vista	Springview	3.6	Install 3 Ramps		$ 6,900.00	2027	
Total 2027 ADA Improvements							***$ 19,125.00***		

Location	Int ID	Street	Cross Street	Priority	Need	Corner Location	Cost	Year	Comments
Woodlake Springs	65	Lake Vista Ct	Springview	3.6	Install 3 Ramps		$ 6,900.00	2028	
Woodlake Springs	65	Springview	Springwood	3.6	Install 3 Ramps		$ 6,900.00	2028	
Marquette Pointe	67	Bayside	Brookfield	3.7	Replace 2 Ramps/ install 1 ramp		$ 7,300.00	2028	
Total 2028 ADA Improvements							***$ 21,100.00***		

Ramp ADA Improvement/Replacement Schedule

Location	Int ID	Street	Cross Street	Priority	Need	Corner Location	Cost	Year	Comments
Marquette Pointe	68	Brookfield	Pinecrest	3.7	Install 3 Ramps		$ 5,000.00	2029	
Marquette Pointe	66	Johnson	Marquette	3.7	Replace 2 Ramps/ install grooves in 1 ramp	Grooves SW	$ 5,300.00	2029	
Wagner Hills	71	Dune Meadows	Water Lily	3.8	Replace 2 ramps/ install 1 new ramp	Replace NE & NW, New S side	$ 7,100.00	2029	
Wagner Hills	70	Blue Phlox	Dune Meadows	3.8	Replace 1 ramp/ install 1 new ramp	Replace NE, New W side	$ 4,600.00	2029	
Total 2029 ADA Improvements							***$ 22,000.00***		

Location	Int ID	Street	Cross Street	Priority	Need	Corner Location	Cost	Year	Comments
Hunters Glen	73	Pheasant Run	Pheasant Run Circle	3.9	Replace 1 ramp/ install 2 new ramp and about 19.5 syds of walk		$ 5,485.00	2030	
	76	Lake Charles	Washington	3.95	Replace 1 ramp/ Install 2 new ramps		$ 6,900.00	2030	
Wagner Hills	72	Dune Meadows	Wagner	3.98	Install 2 Ramps		$ 4,600.00	2030	Wait until N side is developed
Total 2030 ADA Improvements							$ 16,985.00		

After ramp work is completed it is recommended that walks that exceed the 2% cross slope be replaced. The priority areas that should be replaced are the walks that are in excess of 3% and then the areas that were not addressed previously. These are as shown as the Method 2costs in the tables. The first priorities would be to complete the sidewalks in the areas that are identified as the planned routes and then to address areas that would serve the most pedestrians. These areas would be those that have the most population and are recommended in the following order: Downtown areas, Porter Cove, Woodlake Springs, Woodlawn and then the remaining areas. The following table shows the anticipated cost of walk replacement by area.

Sidewalk ADA Improvement/Replacement Cost-Downtown

Subdivision	ID Nos	Street	From	To	Side	Length of Replacement Method (1)	Length of Replacement Method (2)	Width	Cost of Replacement Method (1)	Cost of Replacement Method (2)	Difference
Downtown	10-11	Beam	Wagner	Sexton	S	243	27	48	$ 3,510.00	$ 390.00	$ 3,120.00
Downtown	150-150.1	Lincoln	Busse	Sexton	N	575	378	48	$ 8,305.56	$ 5,460.00	$ 2,845.56
Downtown	151	Lincoln	Wagner	Busse	N	210	140	48	$ 3,033.33	$ 2,022.22	$ 1,011.11
Downtown	152-152.1	Lincoln	Pleasant	Wagner	N	290	0	60	$ 5,236.11	$ -	$ 5,236.11
Downtown	153-153.1	Lincoln	Francis	Pleasant	N	297	0	60	$ 5,362.50	$ -	$ 5,362.50
Downtown	154-154.1	Lincoln	Porter	Francis	N	425	142	48	$ 6,138.89	$ 2,051.11	$ 4,087.78
Downtown	157	Franklin	Wagner	Sexton	N	585	390	48	$ 8,450.00	$ 5,633.33	$ 2,816.67
Downtown	158	Franklin	Wagner	Sexton	S	390	195	48	$ 5,633.33	$ 2,816.67	$ 2,816.67
Downtown	159	Franklin	Pleasant	Wagner	N	147	147	48	$ 2,123.33	$ 2,123.33	$ -
Downtown	160	Franklin	Pleasant	Wagner	S	293	147	48	$ 4,232.22	$ 2,123.33	$ 2,108.89
Downtown	161	Franklin	Francis	Pleasant	N	290	0	46	$ 4,014.35	$ -	$ 4,014.35
Downtown	162	Franklin	Francis	Pleasant	S	145	0	42	$ 1,832.64	$ -	$ 1,832.64
Downtown	163	Franklin	Porter	Francis	S	207	0	48	$ 2,990.00	$ -	$ 2,990.00
Downtown	166	Franklin	Hageman	Porter	N	180	0	48	$ 2,600.00	$ -	$ 2,600.00
Downtown	167	Franklin	Hageman	Porter	S	180	0	60	$ 3,250.00	$ -	$ 3,250.00
Downtown	176	Rankin	Pleasant	Wagner	N	0	0	48	$ -	$ -	$ -
Downtown	177	Rankin	Pleasant	Wagner	S	118	0	48	$ 1,704.44	$ -	$ 1,704.44
Downtown	178	Rankin	Francis	Pleasant	N	297	148	48	$ 4,290.00	$ 2,137.78	$ 2,152.22
Downtown	180	Rankin	Francis	Pleasant	S	297	0	48	$ 4,290.00	$ -	$ 4,290.00
Downtown	182	Rankin	Porter	Francis	N	203	203	48	$ 2,932.22	$ 2,932.22	$ -
Downtown	184	Rankin	Porter	Francis	S	407	302	48	$ 5,878.89	$ 4,362.22	$ 1,516.67
Downtown	185	Beam	Pleasant	Wagner	N	163	163	48	$ 2,354.44	$ 2,354.44	$ -
Downtown	186	Beam	Pleasant	Wagner	S	163	163	36	$ 1,765.83	$ 1,765.83	$ -

Sidewalk ADA Improvement/Replacement Cost-Downtown

Subdivision	ID Nos	Street	From	To	Side	Length of Replacement Method (1)	Length of Replacement Method (2)	Width	Cost of Replacement Method (1)	Cost of Replacement Method (2)	Difference
Downtown	187	Beam	Francis	Pleasant	N/P	455	455	48	$ 6,572.22	$ 6,572.22	$ -
Downtown	188	Beam	Francis	Pleasant	S	455	303	48	$ 6,572.22	$ 4,376.67	$ 2,195.56
Downtown	189	Beam	Porter	Francis	N/W	610	610	48	$ 8,811.11	$ 8,811.11	$ -
Downtown	190	Beam	Porter	Francis	S	38	38	48	$ 548.89	$ 548.89	$ -
Downtown	193	Michigan	Pleasant	Wagner	N	230	153	40	$ 2,768.52	$ 1,841.67	$ 926.85
Downtown	195	Michigan	Francis	Pleasant	S	145	145	36	$ 1,570.83	$ 1,570.83	$ -
Downtown	197	Michigan	Porter	Francis	S	407	407	36	$ 4,409.17	$ 4,409.17	$ -
Downtown	207	Wagner	Rankin	Franklin	E	350	117	59	$ 6,214.12	$ 2,077.29	$ 4,136.83
Downtown	210	Wagner	Rankin	Franklin	W	350	117	60	$ 6,319.44	$ 2,112.50	$ 4,206.94
Downtown	211	Wagner	Beam	Rankin	E	345	115	60	$ 6,229.17	$ 2,076.39	$ 4,152.78
Downtown	214	Wagner	Beam	Rankin	W	345	0	60	$ 6,229.17	$ -	$ 6,229.17
Downtown	217	Wagner	Michigan	Beam	W	335	223	60	$ 6,048.61	$ 4,026.39	$ 2,022.22
Downtown	220	Pleasant	Franklin	Lincoln	E	117	117	48	$ 1,690.00	$ 1,690.00	$ -
Downtown	223	Pleasant	Franklin	Lincoln	W	233	233	48	$ 3,365.56	$ 3,365.56	$ -
Downtown	224	Pleasant	Rankin	Franklin	E	345	230	48	$ 4,983.33	$ 3,322.22	$ 1,661.11
Downtown	227	Pleasant	Rankin	Franklin	W	345	345	45	$ 4,671.88	$ 4,671.88	$ -
Downtown	228	Pleasant	Beam	Rankin	E	330	330	48	$ 4,766.67	$ 4,766.67	$ -
Downtown	231	Pleasant	Beam	Rankin	W	330	330	36	$ 3,575.00	$ 3,575.00	$ -
Downtown	232	Pleasant	Michigan	Beam	E	321	321	48	$ 4,636.67	$ 4,636.67	$ -
Downtown	235	Pleasant	Michigan	Beam	W	214	214	47	$ 3,026.71	$ 3,026.71	$ -
Downtown	237	Francis	Lincoln	Franklin	E	340	227	65	$ 6,650.46	$ 4,440.16	$ 2,210.30
Downtown	240	Francis	Lincoln	Franklin	W	227	113	48	$ 3,278.89	$ 1,632.22	$ 1,646.67
Downtown	241	Francis	Franklin	Rankin	E	325	325	48	$ 4,694.44	$ 4,694.44	$ -
Downtown	242	Francis	Franklin	Rankin	W	325	217	48	$ 4,694.44	$ 3,134.44	$ 1,560.00
Downtown	243	Francis	Rankin	Beam	E	227	113	48	$ 3,278.89	$ 1,632.22	$ 1,646.67
Downtown	246	Francis	Rankin	Beam	W	340	227	36	$ 3,683.33	$ 2,459.17	$ 1,224.17
Downtown	247	Francis	Beam	Michigan	E	220	220	48	$ 3,177.78	$ 3,177.78	$ -

Sidewalk ADA Improvement/Replacement Cost-Downtown

Subdivision	ID Nos	Street	From	To	Side	Length of Replacement Method (1)	Length of Replacement Method (2)	Width	Cost of Replacement Method (1)	Cost of Replacement Method (2)	Difference
Downtown	250	Francis	Beam	Michigan	W	330	330	48	$ 4,766.67	$ 4,766.67	$ -
Downtown	262	Porter	Franklin	Rankin	E	180	60	60	$ 3,250.00	$ 1,083.33	$ 2,166.67
Downtown	265	Porter	Franklin	Rankin	W	0	0	48	$ -	$	$ -
Total Anticipated Replacement Costs-Downtown									***$ 220,412.29***	***$130,670.76***	***$ 89,741.53***

Sidewalk ADA Improvement/Replacement Cost-Porter Cove

Subdivision	ID Nos	Street	From	To	Side	Length of Replacement Method (1)	Length of Replacement Method (2)	Width	Cost of Replacement Method (1)	Cost of Replacement Method (2)	Difference
Porter Cove	15.1	Essex	Pearson	Cove Tr	S	907	453	60	$ 16,376.39	$ 8,179.17	$ 8,197.22
Porter Cove	16.1	Essex	Cove Tr	Essex	S	520	0	60	$ 9,388.89	$ -	$ 9,388.89
Porter Cove	17	Essex	Cove Tr	Essex	W	195	0	60	$ 3,520.83	$ -	$ 3,520.83
Porter Cove	17.1	Essex	Cove Tr	Essex	E	195	0	60	$ 3,520.83	$ -	$ 3,520.83
Porter Cove	18	Essex	Port Cove	Cove Tr	W	775	258	60	$ 13,993.06	$ 4,658.33	$ 9,334.72
Porter Cove	18.1	Essex	Port Cove	Cove Tr	E	775	517	60	$ 13,993.06	$ 9,334.72	$ 4,658.33
Porter Cove	20	Admiral	Dixon	Cove Tr	NW	393	0	60	$ 7,095.83	$ -	$ 7,095.83
Porter Cove	20.1	Admiral	Dixon	Cove Tr	SE	393	393	60	$ 7,095.83	$ 7,095.83	$ -
Porter Cove	22	Admiral Ct	Cove Tr	End	N	147	147	60	$ 2,654.17	$ 2,654.17	$ -
Porter Cove	23	Cove Tr	Admiral	Essex	W	112	0	60	$ 2,022.22	$ -	$ 2,022.22
Porter Cove	23.1	Cove Tr	Admiral	Essex	E	224	224	60	$ 4,044.44	$ 4,044.44	$ -
Porter Cove	24	Cove Tr	Dixon	Admiral	N/E	211	105	60	$ 3,809.72	$ 1,895.83	$ 1,913.89
Porter Cove	25.1	Dixon	Admiral	Commodore	S	94	0	60	$ 1,697.22	$ -	$ 1,697.22
Porter Cove	26	Dixon	Commodore	David	N	447	447	60	$ 8,070.83	$ 8,070.83	$ -
Porter Cove	26.1	Dixon	Commodore	David	S	223	223	60	$ 4,026.39	$ 4,026.39	$ -
Porter Cove	27	Dixon	David	Cove Tr	N	82	0	60	$ 1,480.56	$ -	$ 1,480.56
Porter Cove	29	Cove Tr	Cove Circ	Commodore	N	303	202	60	$ 5,470.83	$ 3,647.22	$ 1,823.61

Sidewalk ADA Improvement/Replacement Cost-Porter Cove

Subdivision	ID Nos	Street	From	To	Side	Length of Replacement Method (1)	Length of Replacement Method (2)	Width	Cost of Replacement Method (1)	Cost of Replacement Method (2)	Difference
Porter Cove	30.1	Cove Tr	Commodore	Essex	S	85	0	60	$ 1,534.72	$ -	$ 1,534.72
Porter Cove	31	Cove Circ	Cove Tr	North End	W	175	88	60	$ 3,159.72	$ 1,588.89	$ 1,570.83
Porter Cove	32	Commodore Ct	Cove Tr	South End	W	77	77	60	$ 1,390.28	$ 1,390.28	$ -
Porter Cove	32.1	Commodore Ct	Cove Tr	South End	E	155	155	60	$ 2,798.61	$ 2,798.61	$ -
Porter Cove	33	Commodore Ln	Commodore Ln	Cove Tr	W	171	0	60	$ 3,087.50	$ -	$ 3,087.50
Porter Cove	33.1	Commodore Ln	Commodore Ln	Cove Tr	E	171	0	60	$ 3,087.50	$ -	$ 3,087.50
Porter Cove	34	Commodore Ln	David	Commodore Ln	N	598	199	60	$ 10,797.22	$ 3,593.06	$ 7,204.17
Porter Cove	34.1	Commodore Ln	David	Commodore Ln	S	598	399	60	$ 10,797.22	$ 7,204.17	$ 3,593.06
Porter Cove	35	Commodore Ln	Dixon	David	N/E	610	0	60	$ 11,013.89	$ -	$ 11,013.89
Porter Cove	36	Commodore Ln	Dixon	David	S/W	610	305	60	$ 11,013.89	$ 5,506.94	$ 5,506.94
Porter Cove	37	Port Cove	David	Essex	N	930	620	60	$ 16,791.67	$ 11,194.44	$ 5,597.22
Porter Cove	37.1	Port Cove	David	Essex	S	930	0	60	$ 16,791.67	$ -	$ 16,791.67
Porter Cove	39	Port Cove	Admiral	David	S	415	0	60	$ 7,493.06	$ -	$ 7,493.06
Porter Cove	40	Port Cove	Pearson	Admiral	N	98	0	60	$ 1,769.44	$ -	$ 1,769.44
Porter Cove	41	Keel	Commodore	South End	W	93	46	60	$ 1,679.17	$ 830.56	$ 848.61
Porter Cove	41.1	Keel	Commodore	South End	E	93	46	60	$ 1,679.17	$ 830.56	$ 848.61
Porter Cove	42	David	Port Cove	Commodore	W	297	297	60	$ 5,362.50	$ 5,362.50	$ -
Porter Cove	42.1	David	Port Cove	Commodore	E	198	99	60	$ 3,575.00	$ 1,787.50	$ 1,787.50
Porter Cove	43	David	Commodore	Dixon	W	530	353	60	$ 9,569.44	$ 6,373.61	$ 3,195.83
Porter Cove	43.1	David	Commodore	Dixon	E	353	353	60	$ 6,373.61	$ 6,373.61	$ -
Total Anticipated Replacement Costs-Porter Cove									***$ 238,026.39***	***$108,441.67***	***$129,584.72***

Sidewalk ADA Improvement/Replacement Cost-Woodlake Springs

Subdivision	ID Nos	Street	From	To	Side	Length of Replacement Method (1)	Length of Replacement Method (2)	Width	Cost of Replacement Method (1)	Cost of Replacement Method (2)	Difference
Woodlake Springs	86	Springview	Lake Vista	Beam	W	130	130	60	$ 2,347.22	$ 2,347.22	$ -
Woodlake Springs	87	Springview	Lake Vista Ct	Springview	W	495	165	60	$ 8,937.50	$ 2,979.17	$ 5,958.33
Woodlake Springs	87.1	Springview	Lake Vista Ct	Springview	E	495	330	60	$ 8,937.50	$ 5,958.33	$ 2,979.17
Woodlake Springs	89	Springview Ct	Springview	North End	W	30	30	60	$ 541.67	$ 541.67	$ -
Woodlake Springs	89.1	Springview Ct	Springview	North End	E	60	60	60	$ 1,083.33	$ 1,083.33	$ -
Woodlake Springs	90	Springview	Springview Ct	Lake Vista	W	195	130	60	$ 3,520.83	$ 2,347.22	$ 1,173.61
Woodlake Springs	91	Springview	Springview Ct	Lake Vista	E	415	415	60	$ 7,493.06	$ 7,493.06	$ -
Woodlake Springs	92	Springview Ct	Springview	South End	W	83	42	60	$ 1,498.61	$ 758.33	$ 740.28
Woodlake Springs	92.1	Springview Ct	Springview	South End	E	42	0	60	$ 758.33	$ -	$ 758.33
Woodlake Springs	93	Lake Vista	Springview	Lake Vista	N/W	265	0	60	$ 4,784.72	$ -	$ 4,784.72
Woodlake Springs	94	Lake Vista	Springview	Lake Vista	S/E	995	332	60	$17,965.28	$ 5,994.44	$11,970.83
Woodlake Springs	95	Lake Vista Ct	Lake Vista	North End	E	137	68	60	$ 2,473.61	$ 1,227.78	$ 1,245.83
Woodlake Springs	96	Lake Vista Ct	Lake Vista	North End	W	102	102	60	$ 1,841.67	$ 1,841.67	$
Total Anticipated Replacement Costs-Woodlake Springs									$62,183.33	$32,572.22	$29,611.11

Sidewalk ADA Improvement/Replacement Cost-Marquette Pointe

Subdivision	ID Nos	Street	From	To	Side	Length of Replacement Method (1)	Length of Replacement Method (2)	Width	Cost of Replacement Method (1)	Cost of Replacement Method (2)	Difference
Marquette Pointe	102	Marquette Rd	23 rd	Bayside	S	330	110	53	$ 5,263.19	$ 1,754.40	$ 3,508.80
Marquette Pointe	105	Bayside	Marquette	Brookfield	N	82	0	60	$ 1,480.56	$ -	$ 1,480.56
Marquette Pointe	105.1	Bayside	Marquette	Brookfield	S	82	0	60	$ 1,480.56	$ -	$ 1,480.56
Marquette Pointe	106	Bayside	Brookfield	Pinecrest	N	287	143	60	$ 5,181.94	$ 2,581.94	$ 2,600.00
Marquette Pointe	107	Brookfield	Pinecrest	Bayside	N	210	210	60	$ 3,791.67	$ 3,791.67	$ -
Marquette Pointe	108	Brookfield	Pinecrest	Bayside	S	455	0	60	$ 8,215.28	$ -	$ 8,215.28
Marquette Pointe	109	Pinecrest	Brookfield	Bayside	E	117	58	60	$ 2,112.50	$ 1,047.22	$ 1,065.28
Marquette Pointe	110	Pinecrest	Brookfield	Bayside	W	105	105	60	$ 1,895.83	$ 1,895.83	$ -
Total Anticipated Replacement Costs-Marquette Pointe									***$ 29,421.53***	***$ 11,071.06***	***$18,350.46***

Sidewalk ADA Improvement/Replacement Cost-Hunter's Glen

Subdivision	ID Nos	Street	From	To	Side	Length of Replacement Method (1)	Length of Replacement Method (2)	Width	Cost of Replacement Method (1)	Cost of Replacement Method (2)	Difference
Hunter's Glen	366	Quail Ridge	Pheasant Run	South End	W	313	313	48	$ 4,521.11	$ 4,521.11	$ -
Hunter's Glen	367	Quail Ridge	Pheasant Run	South End	E	157	157	48	$ 2,267.78	$ 2,267.78	$ -
Hunter's Glen	368	Quail Ridge	Oak Hill	Pheasant Run	W	73	73	48	$ 1,054.44	$ 1,054.44	$
Hunter's Glen	370	Pheasant Run	Quail Ridge	Pheasant Run	S/E	755	755	48	$ 10,905.56	$ 10,905.56	$
Hunter's Glen	370.1	Pheasant Run	Pheasant Run	E Oak Hill	S	487	243	48	$ 7,034.44	$ 3,510.00	$3,524.44
Hunter's Glen	373	Pheasant Run	Pheasant Run	South End	S/ W	245	163	48	$ 3,538.89	$ 2,354.44	$1,184.44
Hunter's Glen	373.1	Pheasant Run	Pheasant Run	South End	N/E	82	82	48	$ 1,184.44	$ 1,184.44	$
Total Anticipated Replacement Costs-Hunter's Glen									***$ 30,506.67***	***$ 25,797.78***	***$4,708.89***

Sidewalk ADA Improvement/Replacement Cost-Hunter's Glen

Subdivision	ID Nos	Street	From	To	Side	Length of Replacement Method (1)	Length of Replacement Method (2)	Width	Cost of Replacement Method (1)	Cost of Replacement Method (2)	Difference
Wagner Hills	406	Dune Meadows	Water Lily	Wagner	N	97	0	60	$ 1,751.39	$ -	$ 1,751.39
Wagner Hills	408	Dune Meadows	Water Lily	Blue Phlox	N	713	357	60	$ 12,873.61	$ 6,445.83	$ 6,427.78
Wagner Hills	409	Dune Meadows	Water Lily	Blue Phlox	S	530	0	60	$ 9,569.44	$ -	$ 9,569.44
Wagner Hills	412.1	Water Lily Cir	Dune Meadows	North End	E	225	75	60	$ 4,062.50	$ 1,354.17	$ 2,708.33
Wagner Hills	413	Blue Phlox	Dune Meadows	West End	N	83	42	60	$ 1,498.61	$ 758.33	$ 740.28
Total Anticipated Replacement Costs-Wagner Hills									***$ 29,755.56***	***$ 8,558.33***	***$ 21,197.22***

Sidewalk ADA Improvement/Replacement Cost-Woodlawn & Miscellaneous Locations

Subdivision	ID Nos	Street	From	To	Side	Length of Replacement Method (1)	Length of Replacement Method (2)	Width	Cost of Replacement Method (1)	Cost of Replacement Method (2)	Difference
Woodlawn	285	Woodlawn	Arrowhead	Warren	N	237	0	60	$ 4,279.17	$ -	$ 4,279.17
	60	Lake Charles	Highway	Washington	N	583	292	48	$ 8,421.11	$ 4,217.78	$ 4,203.33
	60.1	Lake Charles	Highway	Washington	S	570	285	48	$ 8,233.33	$ 4,116.67	$ 4,116.67
	61	Lake Charles	Washington	East End	N	42	0	48	$ 606.67	$ -	$ 606.67
	61.1	Lake Charles	Washington	East End	S	83	42	48	$ 1,198.89	$ 606.67	$ 592.22
	121	19th St	Broadway	S Town Limits	W	455	0	48	$ 6,572.22	$ -	$ 6,572.22
	402	First	Main St	East End	N	197	197	48	$ 2,845.56	$ 2,845.56	$ -
	402.1	First	Main St	East End	S/P	50	50	48	$ 722.22	$ 722.22	$ -
	402.2	First St Ct	First		N	107	0	48	$ 1,545.56	$ -	$ 1,545.56
Total Anticipated Replacement Costs-Woodlawn & Miscellaneous									***$ 34,424.72***	***$ 12,508.89***	***$ 21,915.83***

Summary of ADA Improvement/Replacement Sidewalk Costs

Location	Replacement of non-compliant walks (Method 1)	Replacement of walks in excess of 3% (Method 2)	Difference Method 1-Method 2
Downtown	$ 220,412.29	$ 130,670.76	$ 89,741.53
Porter Cove	$ 238,026.39	$ 108,441.67	$ 129,584.72
Woodlake Springs	$ 62,183.33	$ 32,572.22	$ 29,611.11
Marquette Pointe	$ 29,421.52	$ 11,071.06	$ 18,350.46
Hunter's Glen	$ 30,506.67	$ 25,797.78	$ 4,708.89
Wagner Hills	$ 29,755.56	$ 8,558.33	$ 21,197.22
Woodlawn & Misc	$ 34,424.72	$ 12,508.89	$ 21,915.83
Totals	$ 644,730.48	$ 329,620.71	$ 315,109.76

The sidewalk replacement is recommended to be funded at a level of $20,000 per year. By concentration on the areas with cross slopes that exceed 3 %, indicated as Method 2 above, it is anticipated that the replacement period will span approximately 16 years and should be completed by 2046. The remaining walks with slopes between 2-3 % should continue to be replaced and it is also anticipated that the replacement period will span approximately 16 years and should be completed by 2062.

Other Recommended Work

In addition to the above mentioned items, the handicapped parking ramp at the Town Hall lot by the ADA designated parking space needs to be replaced because the ramp's running slope is greater than the 8.33% allowed. It is anticipated that the ramp and associated work will cost approximately $3,000.00.

The handicapped parking at the police station needs to have curb access renovations or be reconfigured in its entirety. It is anticipated that the approximately cost is $3,000.00.

The access to the Community Center at Hawthorne Park needs major renovations. When constructed the building was provided with handicapped facilities meeting the codes at that time. With regard to access, the building has a drive up ramp that provides for access but is too steep. It has been noted that not all vehicles can access the facility without potentially having problems. In addition, the grade is too steep for a handicapped person to traverse the ramp under current ramp grade recommendations. This access should be replaced. Following are two alternatives that could be considered: 1) installing a pedestrian ramp with landings to the access, or 2) providing a different drive up access which could be used as a pedestrian access also. It is anticipated that the cost for these renovations could exceed $10,000.00 depending on the chosen option.

Section 7: Monitoring and Status Reporting

Section 7.1 Introduction

The Town is currently in the process of constructing curb ramps, sidewalks, and other pedestrian facilities at various locations. The construction involves several types of projects including capital improvement projects, utility construction projects, sidewalk maintenance and ADA replacement/construction projects.

While it is important that the codes and standards are current and updated during the design phase, it is equally important that the ADA improvements are constructed in compliance with the applicable codes and standards. Therefore, the monitoring and reporting of the construction activities is a vital component of the compliance.

Following are methods and procedures for monitoring the construction activities and tracking the status of compliance with the ADA Transition Plan for public right-of-ways. The Town must also ensure that any work completed, within the Town, in the public right-of-way by a private entity also meets these standards.

Section 7.2 Field Inspection and Monitoring

All curb ramps and sidewalks currently being constructed under the jurisdiction of the Town should be inspected by a trained inspector either employed by or under contract with the Town. The types of projects under which curb ramps or other improvements are or will be constructed and inspected include the following:

- Curb ramp or sidewalk construction or reconstruction undertaken by the Town or its contractors as part of capital improvement projects or other special construction projects.
- Curb ramp or sidewalk construction or reconstruction undertaken by other agencies or private parties within the Town within the Town's right-of-way.
- Curb ramp or sidewalk construction or reconstruction undertaken as part of the ADA Transition Plan.

Specific procedures for all field inspections are as recommended below:

- Every curb ramp and sidewalk constructed under the jurisdiction of the Town should be personally inspected by a trained inspector within approximately 10 days after the completion of the ramp construction.
- The inspector should take and record physical dimensions of the ramps and sidewalks utilizing a tape measure to assure compliance with ADA Codes and Standards.
- The inspector should inspect all physical conditions relating to the installation of ramps and sidewalks to verify that all installations meet or exceed the ADA Codes and Standards.
- The inspector is to inspect and obtain all slope and gradients utilizing a level or Smart-level to verify that all slopes and gradients meet or exceed the ADA Codes and Standards. A minimum of three measurements should be made.
- Any exception to full compliance with the ADA Codes and Standards are to be described on the forms and need to be reviewed by the ADA Compliance Coordinator utilizing resources that are required to take appropriate actions.

Copies of the Curb Ramp and Sidewalk Inspection Forms are included in Appendix D and should be kept on file for documentation purposes.

Appendix A: Compliant Ramp Tables

COMPLIANT RAMPS

1 Compliance		DOWNTOWN																				
Total	**Intersection number**	**11**	**9**	**10**	**8**	**7**	**18**	**19**	**15**	**20**	**16**	**21**	**17**	**22**	**23**	**24**	**25**	**3**	**26**	**27**	**28**	**29**
		Lincoln	Lincoln	Lincoln	Lincoln	Lincoln	Franklin	Franklin	Franklin	Lincoln	Franklin	Franklin	Franklin	Rankin	Rankin	Rankin	Rankin	Beam	Beam	Beam	Beam	Michigan
	Compliance Level	Sexton	Wagner	Busse	Pleasant	Francis	Porter	Hageman	Sexton	Porter	Wagner	Francis	Pleasant	Wagner	Pleasant	Francis	Porter	Wagner	Pleasant	Francis	Porter	Porter
7	**1**																	1				
11	**2**											1										
2	**3**																					
27	**4**		2		1	1	4										1				1	
109	**Total Ramps**	0	2	2	2	2	4	1	0	0	4	4	4	4	4	4	3	4	4	4	1	1
47	**Total Compliant (all)**	0	2	0	1	1	4	0	0	0	0	1	0	0	0	0	1	1	0	0	1	0
62	**Non Compliant**	0	0	2	1	1	0	1	0	0	4	3	4	4	4	4	2	3	4	4	0	1
0	1 COMPLIANT 'A'																					
3	1 COMPLIANT 'B'																					
0	1 COMPLIANT 'C'																					
0	1 COMPLIANT 'D'																					
1	1 COMPLIANT 'E'																					
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2	1 COMPLIANT 'G'																	1				
1	1 COMPLIANT 'H'																					
1	2 COMPLIANT 'A'																					
2	2 COMPLIANT 'B'																					
3	2 COMPLIANT 'C'												1									
0	2 COMPLIANT 'D'																					
1	2 COMPLIANT 'E'																					
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0	3 COMPLIANT 'H'																					
6	4 COMPLIANT 'A'		1		1	1																
5	4 COMPLIANT 'B'						1															
3	4 COMPLIANT 'C'						1															
1	4 COMPLIANT 'D'		1																			
2	4 COMPLIANT 'E'																					
2	4 COMPLIANT 'F'						1															
7	4 COMPLIANT 'G'						1										1				1	
1	4 COMPLIANT 'H'																					
19	RAMP COUNT A		1	1	1	1					1	1	1	1	1	1		1	1	1		
11	RAMP COUNT B						1										1					
19	RAMP COUNT 'C'						1				1	1	1	1	1	1		1	1	1		
1	RAMP COUNT 'D'		1																			
19	RAMP COUNT 'E'										1	1	1		1	1	1	1	1	1		
5	RAMP COUNT 'F'						1							1								1
31	RAMP COUNT 'G'			1	1	1	1	1			1	1	1	1	1	1	1	1	1	1	1	
4	RAMP COUNT 'H'																					

COMPLIANT RAMPS

1 Compliance											WOODLAWN					PORTER COVE						
Total	**Intersection number**	**30**	**31**	**32**	**33**	**34**	**35**	**2**	**36**	**37**	**38**	**39**	**40**	**41**	**42**	**43**	**44**	**45**	**46**	**47**	**48**	**49**
		Michigan	Michigan	Michigan	Indiana	Indiana	Indiana	Beam	Lincoln	Ackerman	Woodlawn	Woodlawn	Woodlawn	Woodlawn	Woodlawn	Port Cove [	Port Cove [	Port Cove [	Port Cove [	Cove Trail	Essex Dr.	Essex Dr.
	Compliance Level	Francis	Pleasant	Wagner	Wagner	Porter	Francis	Sexton	Hageman	Hageman	League Lan	Michigami	Arrowhead	Locust	Ottawa	Pearson Rc	Admiral Dr	David Blvd	Essex Dr.	Essex Dr.	Essex Dr.	Cove Trail
7	**1**							2														
11	**2**		1								1	1		1						1		
2	**3**																					
27	**4**												2	1								
109	**Total Ramps**	3	3	2	0	0	0	3	0	0	1	2	2	2	1	0	0	0	0	2	0	0
47	**Total Compliant (all)**	0	1	0	0	0	0	2	0	0	1	1	2	2	0	0	0	0	0	1	0	0
62	**Non Compliant**	3	2	2	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	1	0	0
0	1 COMPLIANT 'A'																					
3	1 COMPLIANT 'B'																					
0	1 COMPLIANT 'C'																					
0	1 COMPLIANT 'D'																					
1	1 COMPLIANT 'E'							1														
0	1 COMPLIANT 'F'																					
2	1 COMPLIANT 'G'																					
1	1 COMPLIANT 'H'							1														
1	2 COMPLIANT 'A'																					
2	2 COMPLIANT 'B'										1	1										
3	2 COMPLIANT 'C'																			1		
0	2 COMPLIANT 'D'																					
1	2 COMPLIANT 'E'																					
1	2 COMPLIANT 'F'																					
2	2 COMPLIANT 'G'													1								
1	2 COMPLIANT 'H'			1																		
0	3 COMPLIANT 'A'																					
0	3 COMPLIANT 'B'																					
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0	3 COMPLIANT 'E'																					
0	3 COMPLIANT 'F'																					
2	3 COMPLIANT 'G'																					
0	3 COMPLIANT 'H'																					
6	4 COMPLIANT 'A'																					
5	4 COMPLIANT 'B'												1	1								
3	4 COMPLIANT 'C'																					
1	4 COMPLIANT 'D'																					
2	4 COMPLIANT 'E'																					
2	4 COMPLIANT 'F'																					
7	4 COMPLIANT 'G'												1									
1	4 COMPLIANT 'H'																					
19	RAMP COUNT A																			1		
11	RAMP COUNT B										1	1	1	1								
19	RAMP COUNT 'C'	1	1	1				1												1		
1	RAMP COUNT 'D'																					
19	RAMP COUNT 'E'	1	1	1				1														
5	RAMP COUNT 'F'																					
31	RAMP COUNT 'G'	1										1	1	1	1							
4	RAMP COUNT 'H'		1					1														

COMPLIANT RAMPS

1 Compliance														SPRINGVIEW				MARQUETTE				DUNE MEA
Total	Intersection number	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70
		Essex Dr.	Dixon Pkw	Admiral Dr	Admiral Dr	Dixon Pkw	Dixon Pkw	Dixon Pkw	Cove Trail	Cove Trail	Commodor	Commodor	Commodor	Beam	Lake Vista	Springview	Springview	Bayside W	Brookfield	Brookfield	Bayside W	Blue Phlox
	Compliance Level	Pearson Rc	Admiral Dr	Admiral Dr	Cove Trail	Cove Trail	David Blvd	Commodor	Commodor	Cove Circle	David Blvd	Commodor	Keel Place	Springview	Springview	Springview	Lake Vista	Marquette	Bayside W	Pinecrest D	Pinecrest D	Dune Mea
7	1													2								
11	2		2		1							1						1				
2	3																					
27	4			1		1		2			1							1	2			1
109	Total Ramps	3	2	1	1	1	0	2	4	0	2	1	0	2	0	0	0	2	2	0	0	1
47	Total Compliant (all)	0	2	1	1	1	0	2	0	0	1	1	0	2	0	0	0	2	2	0	0	1
62	Non Compliant	3	0	0	0	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0
0	1 COMPLIANT 'A'																					
3	1 COMPLIANT 'B'													1								
0	1 COMPLIANT 'C'																					
0	1 COMPLIANT 'D'																					
1	1 COMPLIANT 'E'																					
0	1 COMPLIANT 'F'																					
2	1 COMPLIANT 'G'													1								
1	1 COMPLIANT 'H'																					
1	2 COMPLIANT 'A'				1																	
2	2 COMPLIANT 'B'																					
3	2 COMPLIANT 'C'											1										
0	2 COMPLIANT 'D'																					
1	2 COMPLIANT 'E'		1																			
1	2 COMPLIANT 'F'																	1				
2	2 COMPLIANT 'G'		1																			
1	2 COMPLIANT 'H'																					
0	3 COMPLIANT 'A'																					
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5	4 COMPLIANT 'B'																					1
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1	4 COMPLIANT 'D'																					
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2	4 COMPLIANT 'F'										1											
7	4 COMPLIANT 'G'							1											1			
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19	RAMP COUNT A				1			1	1													
11	RAMP COUNT B													1								1
19	RAMP COUNT 'C'					1			1			1						1				
1	RAMP COUNT 'D'																					
19	RAMP COUNT 'E'	1	1						1		1								1			
5	RAMP COUNT 'F'										1							1				
31	RAMP COUNT 'G'	1	1					1	1					1					1			
4	RAMP COUNT 'H'	1		1																		

1 Compliance		DOWS		HUNTER'S GLEN				NLVC		SUMMERTREE			
Total	**Intersection number**	**71**	**72**	**73**	**74**	**75**	**76**	**77**	**78**	**79**	**80**	**81**	**82**
		Dune Mea	Dune Mea	Pheasant R	Pheasant R	Highway St	Washingto	Munson	Munson	Summertre	Fieldstone	Fieldstone	Summertre
	Compliance Level	Water Lily	Wagner Rd	Pheasant R	Quail Ridge	Lake Charle	Lake Charle	NLVC West	NLVC East	Saddleback	Saddleback	Fox Hollow	Fox Hollow
7	**1**							1	1				
11	**2**												
2	**3**							1	1				
27	**4**	2		1			1			1			
109	**Total Ramps**	2	0	1	0	0	1	2	2	1	1	0	0
47	**Total Compliant (all)**	2	0	1	0	0	1	2	2	1	0	0	0
62	**Non Compliant**	0	0	0	0	0	0	0	0	0	1	0	0
0	1 COMPLIANT 'A'												
3	1 COMPLIANT 'B'							1	1				
0	1 COMPLIANT 'C'												
0	1 COMPLIANT 'D'												
1	1 COMPLIANT 'E'												
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2	1 COMPLIANT 'G'												
1	1 COMPLIANT 'H'												
1	2 COMPLIANT 'A'												
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0	3 COMPLIANT 'F'												
2	3 COMPLIANT 'G'							1	1				
0	3 COMPLIANT 'H'												
6	4 COMPLIANT 'A'			1			1						
5	4 COMPLIANT 'B'	1											
3	4 COMPLIANT 'C'												
1	4 COMPLIANT 'D'												
2	4 COMPLIANT 'E'									1			
2	4 COMPLIANT 'F'												
7	4 COMPLIANT 'G'	1											
1	4 COMPLIANT 'H'												
19	RAMP COUNT A			1			1						
11	RAMP COUNT B	1						1	1				
19	RAMP COUNT 'C'												
1	RAMP COUNT 'D'												
19	RAMP COUNT 'E'									1			
5	RAMP COUNT 'F'												
31	RAMP COUNT 'G'	1						1	1		1		
4	RAMP COUNT 'H'												

Appendix B: Town Standards

Figures prepared by Haas and & Associates, L.L.C.

1. The curb ramp type includes the ramp and flared sides as indicated on the details. A level landing shall be provided at the high end of every ramp.
2. For details of sidewalk curb ramp C, see Figure 5-47B and 5-47C.
3. The curb ramps shall be placed within the marked crosswalk area.
4. Flared sides of sidewalk curb ramp next to utility strip shall be sodded.

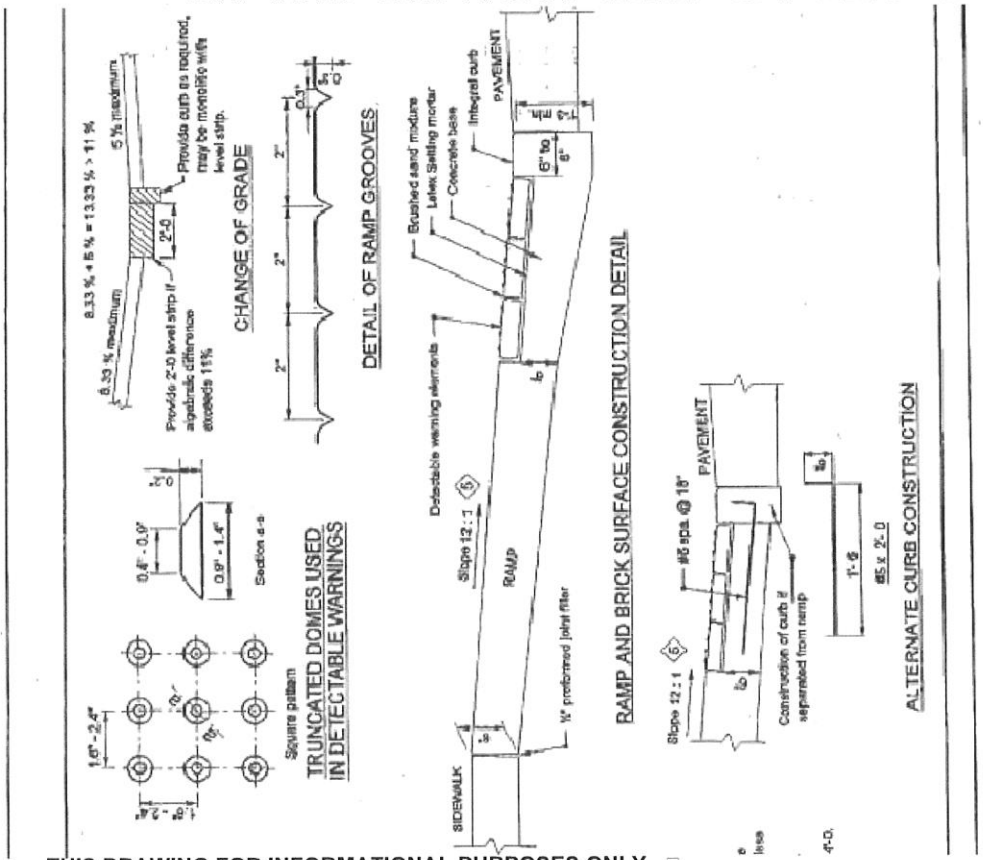
THIS DRAWING FOR INFORMATIONAL PURPOSES ONLY.
LATEST INDOT STANDARD DRAWING SHALL PREVAIL.

SIDEWALK RAMP DETAIL

NO.	REVISION	DATE
	1	3.7.05

TOWN OF PORTER
INDIANA

FIGURE
5-40A



THIS DRAWING FOR INFORMATIONAL PURPOSES ONLY.
LATEST INDOT STANDARD DRAWING SHALL PREVAIL.

SIDEWALK RAMP DETAIL

NO.	REVISION	DATE
	1	3.7.05

TOWN OF PORTER
INDIANA

FIGURE
5-40B

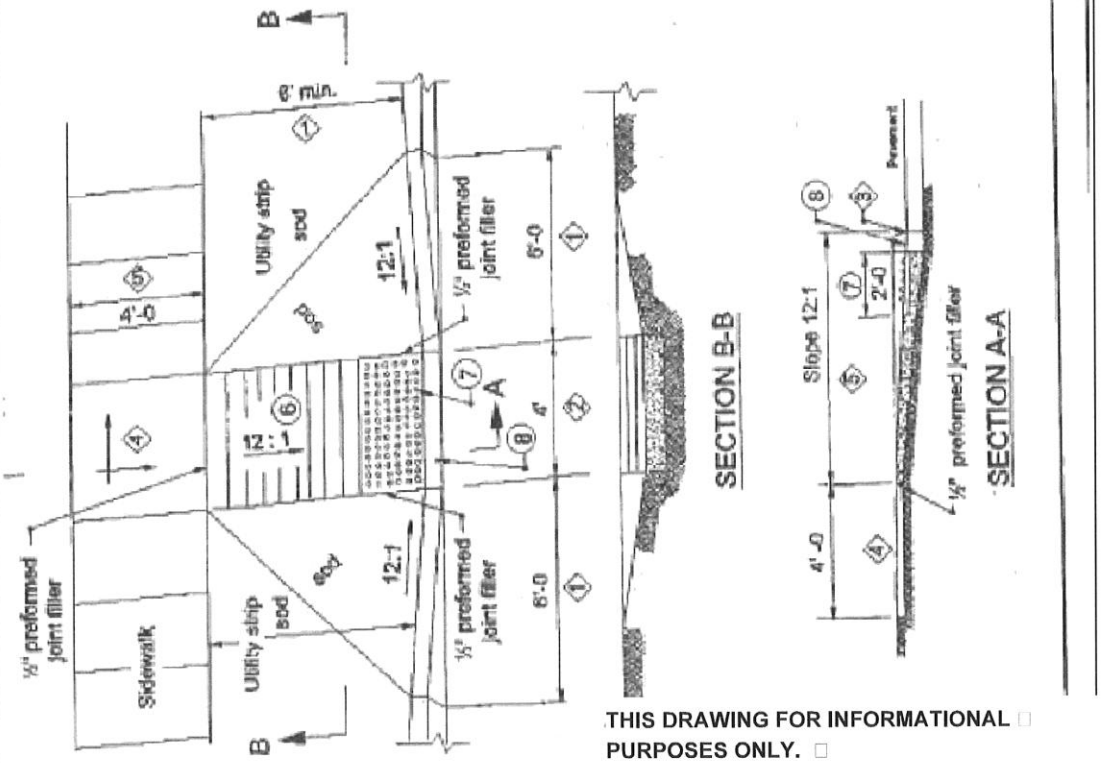
6. See standard drawing 5-47B for groove details.

7. See Standard Drawing 5-47B for details of detectable warning surface.

8. See Standard Drawing 5-47B for alternate curb construction.

9. See Standard Drawing 5-47B for typical ramp construction detail.

10. See Standard Drawing 5-47A and 5-47B for Location plan and General Notes respectively.



THIS DRAWING FOR INFORMATIONAL PURPOSES ONLY.
LATEST INDOT STANDARD DRAWING SHALL PREVAIL.

SIDEWALK RAMP DETAIL

NO.	REVISION	DATE
	1	3.7.05

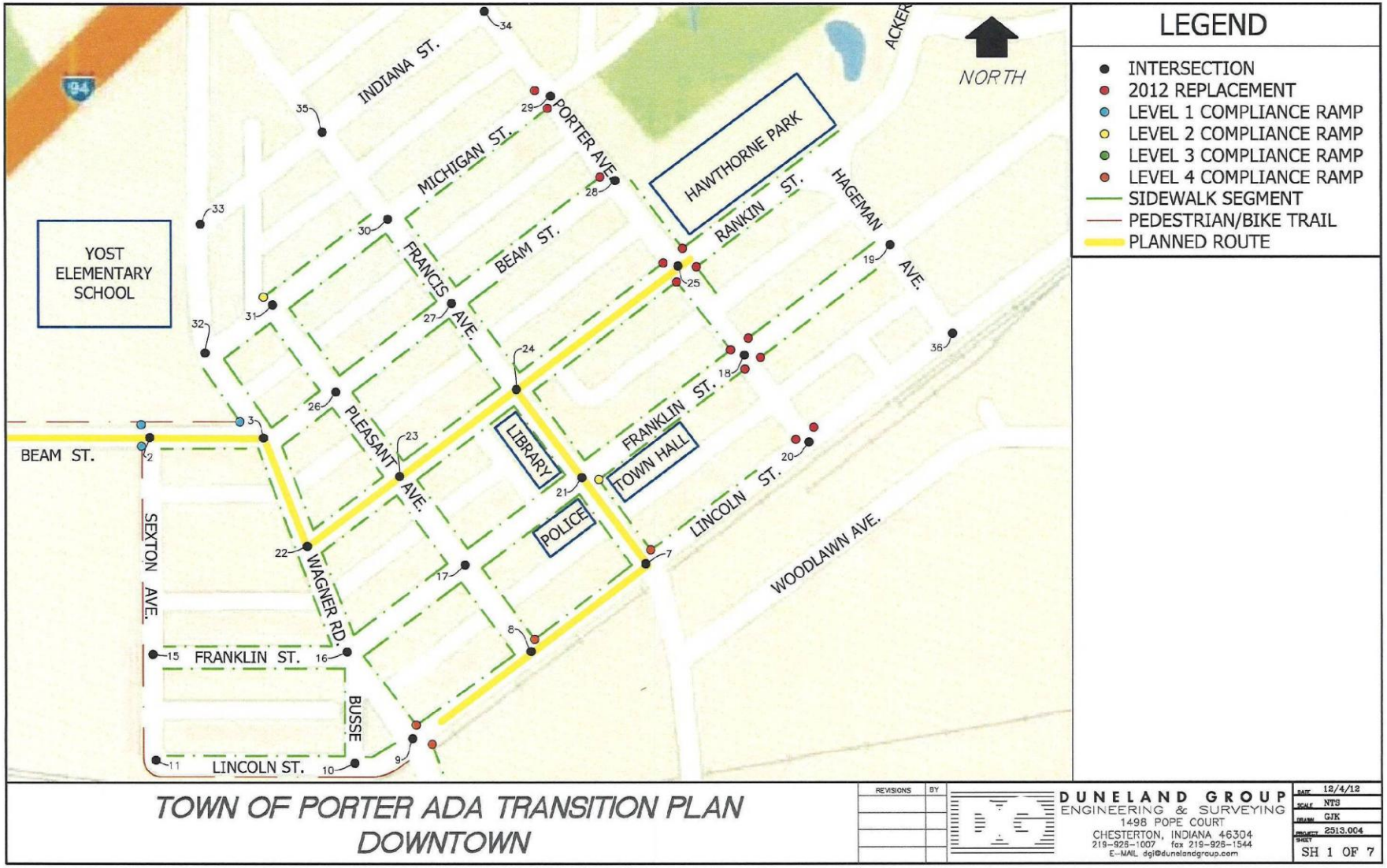
TOWN OF PORTER
INDIANA

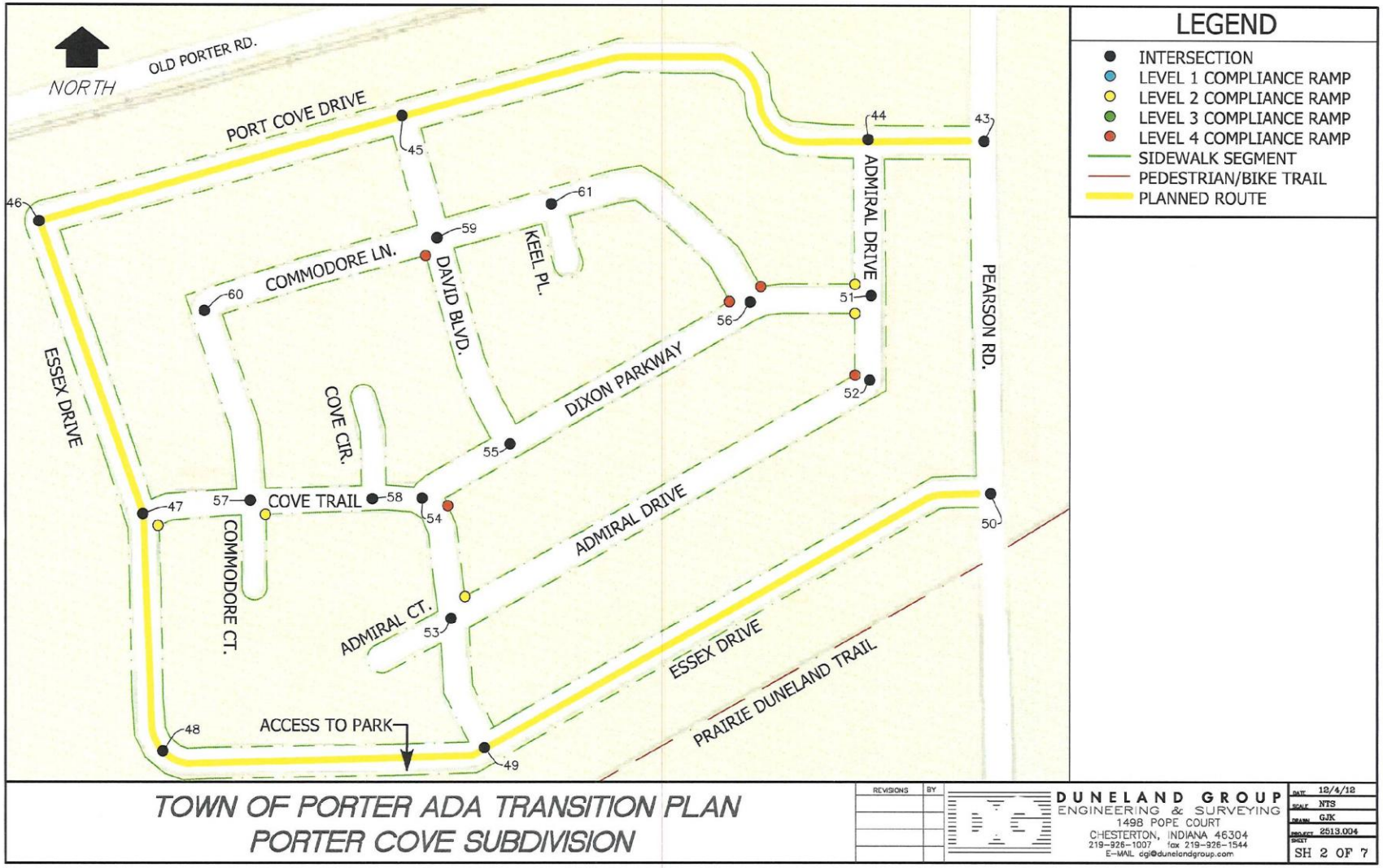
FIGURE
5-40C

Appendix C: Town of Porter ADA Transition Plan Maps

Sheet 1 of 7 Downtown
Sheet 2 of 7 Porter Cove Subdivision
Sheet 3 of 7 Woodlake Springs Subdivision
Sheet 4 of 7 Marquette Pointe Subdivision
Sheet 5 of 7 Hunter's Glen Subdivision
Sheet 6 of 7 Wagner Hills/Dune Meadows Subdivision
Sheet 7 of 7 Woodlawn Avenue

(Note: These Maps identify the Proposed ADA Routes, identify the intersection numbers, and indicate the current ramp compliance level at the time of the field survey. If no planned route is shown, the area with walks is determined to be the planned route.)


LEGEND
INTERSECTION
2012 REPLACEMENT
LEVEL 1 COMPLIANCE RAMP
LEVEL 2 COMPLIANCE RAMP
LEVEL 3 COMPLIANCE RAMP
LEVEL 4 COMPLIANCE RAMP
SIDEWALK SEGMENT
PEDESTRIAN/BIKE TRAIL
PLANNED ROUTE
NORTH
INDIANA ST.
MICHIGAN ST.
PORTER AVE.
HAWTHORNE PARK
RANKIN ST.
HAGEMAN AVE.
YOST ELEMENTARY SCHOOL
FRANCIS AVE.
BEAM ST.
PLEASANT AVE.
LIBRARY
TOWN HALL
POLICE
FRANKLIN ST.
LINCOLN ST.
WOODLAWN AVE.
SEXTON AVE.
WAGNER RD.
BUSSE
BEAM ST.
FRANKLIN ST.
LINCOLN ST.
TOWN OF PORTER ADA TRANSITION PLAN
DOWNTOWN
REVISIONS
BY
DUNELAND GROUP
ENGINEERING & SURVEYING
1498 POPE COURT
CHESTERTON, INDIANA 46304
219-926-1007 fax 219-926-1544
E-MAIL dgi@dunelandgroup.com
DATE 12/4/12
SCALE NTS
DRAWN GJK
PROJECT 2513.004
SHEET SH 1 OF 7

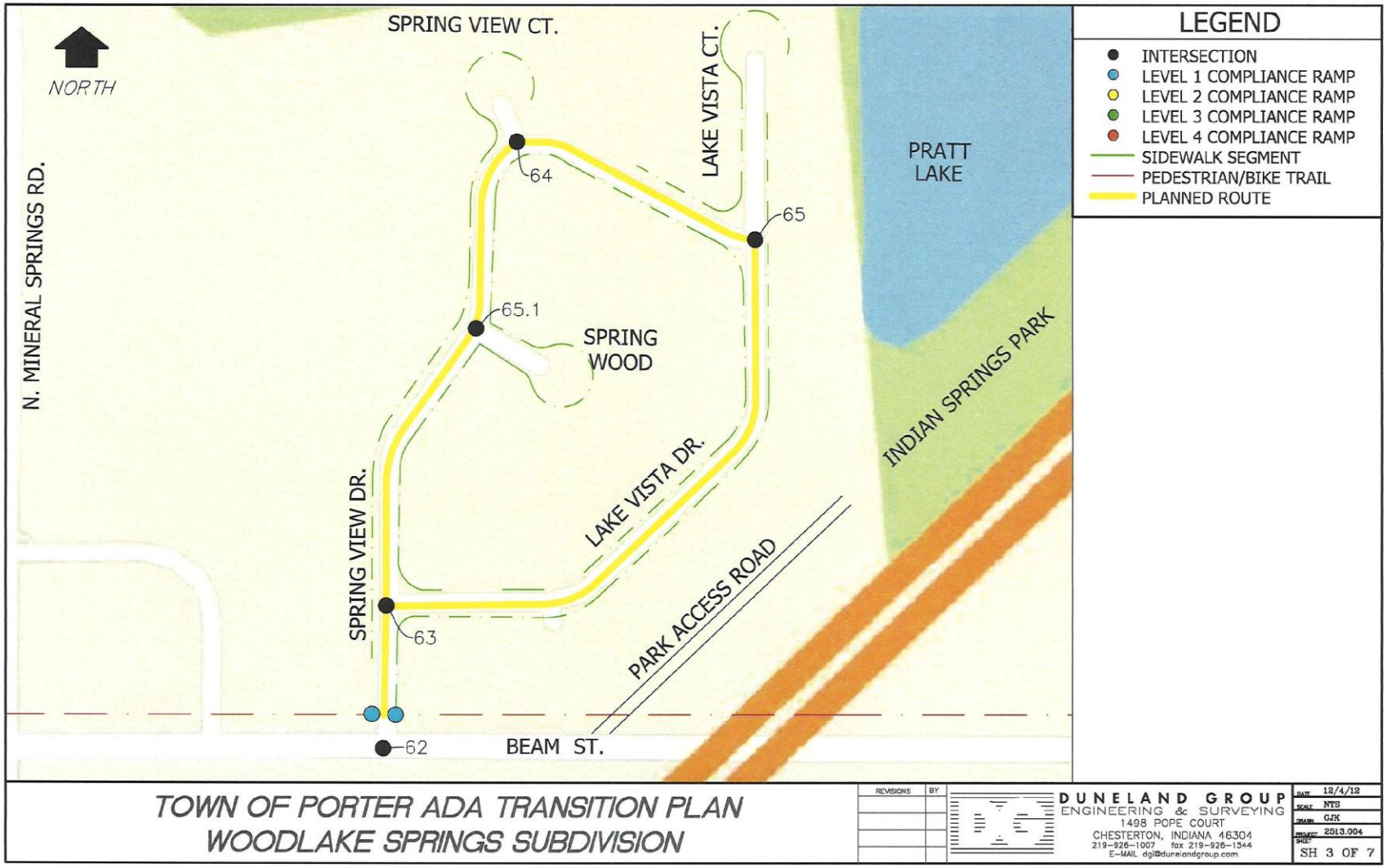


TOWN OF PORTER ADA TRANSITION PLAN
PORTER COVE SUBDIVISION

REVISIONS	BY

DUNELAND GROUP
ENGINEERING & SURVEYING
1498 POPE COURT
CHESTERTON, INDIANA 46304
219-926-1007 fax 219-926-1544
E-MAIL dgi@dunelandgroup.com

DATE	12/4/12
SCALE	NTS
DRAWN	GJK
PROJECT	2513.004
SHEET	SH 2 OF 7

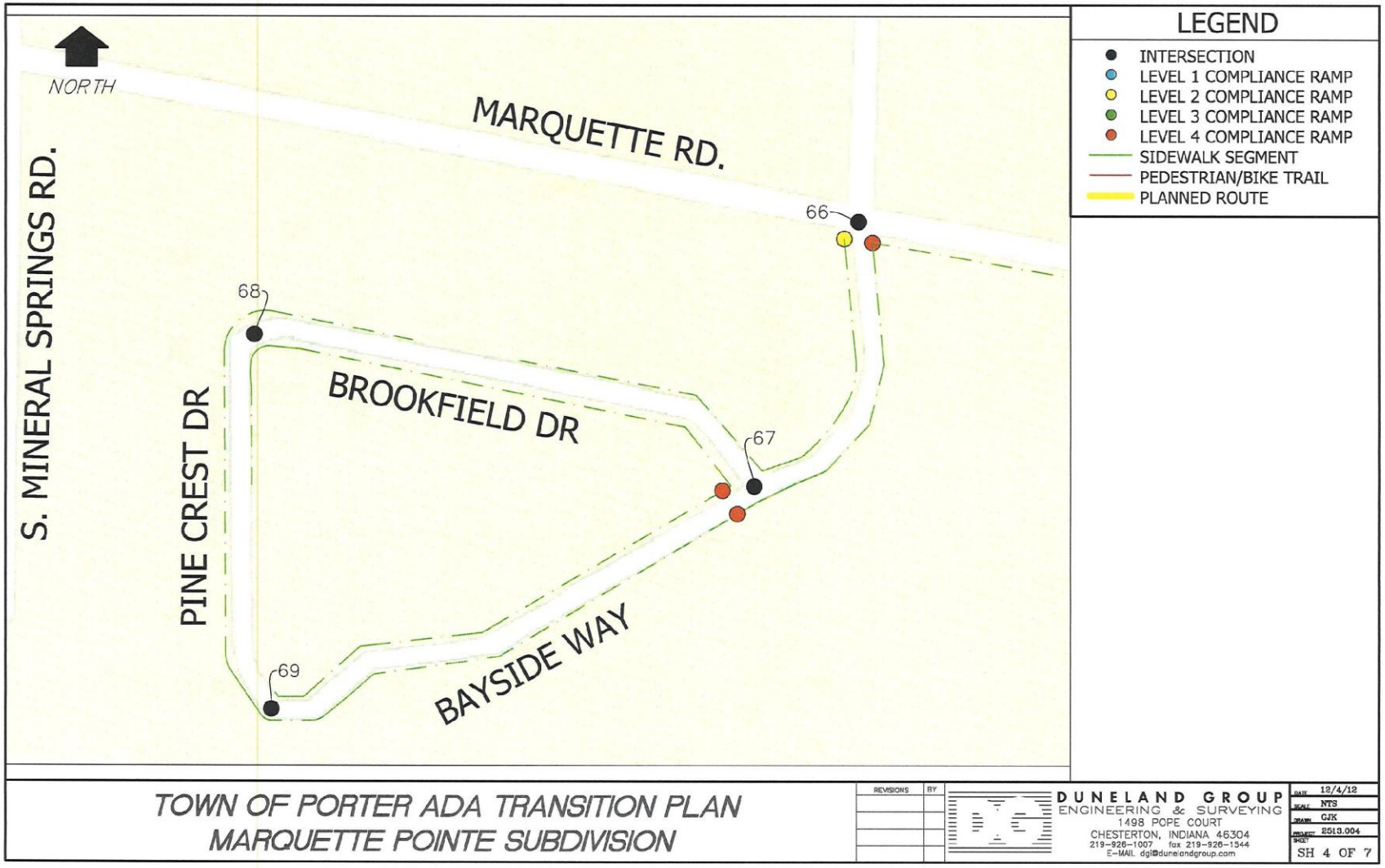


TOWN OF PORTER ADA TRANSITION PLAN
WOODLAKE SPRINGS SUBDIVISION

REVISIONS	BY

DUNELAND GROUP
ENGINEERING & SURVEYING
1498 POPE COURT
CHESTERTON, INDIANA 46304
219-926-1007 fax 219-926-1544
E-MAIL dgi@dunelandgroup.com

DATE	12/4/12
SCALE	NTS
DRAWN	GJK
PROJECT	2513.004
SHEET	SH 3 OF 7



TOWN OF PORTER ADA TRANSITION PLAN
MARQUETTE POINTE SUBDIVISION

REVISIONS	BY

DUNELAND GROUP
ENGINEERING & SURVEYING
1498 POPE COURT
CHESTERTON, INDIANA 46304
219-926-1007 fax 219-926-1544
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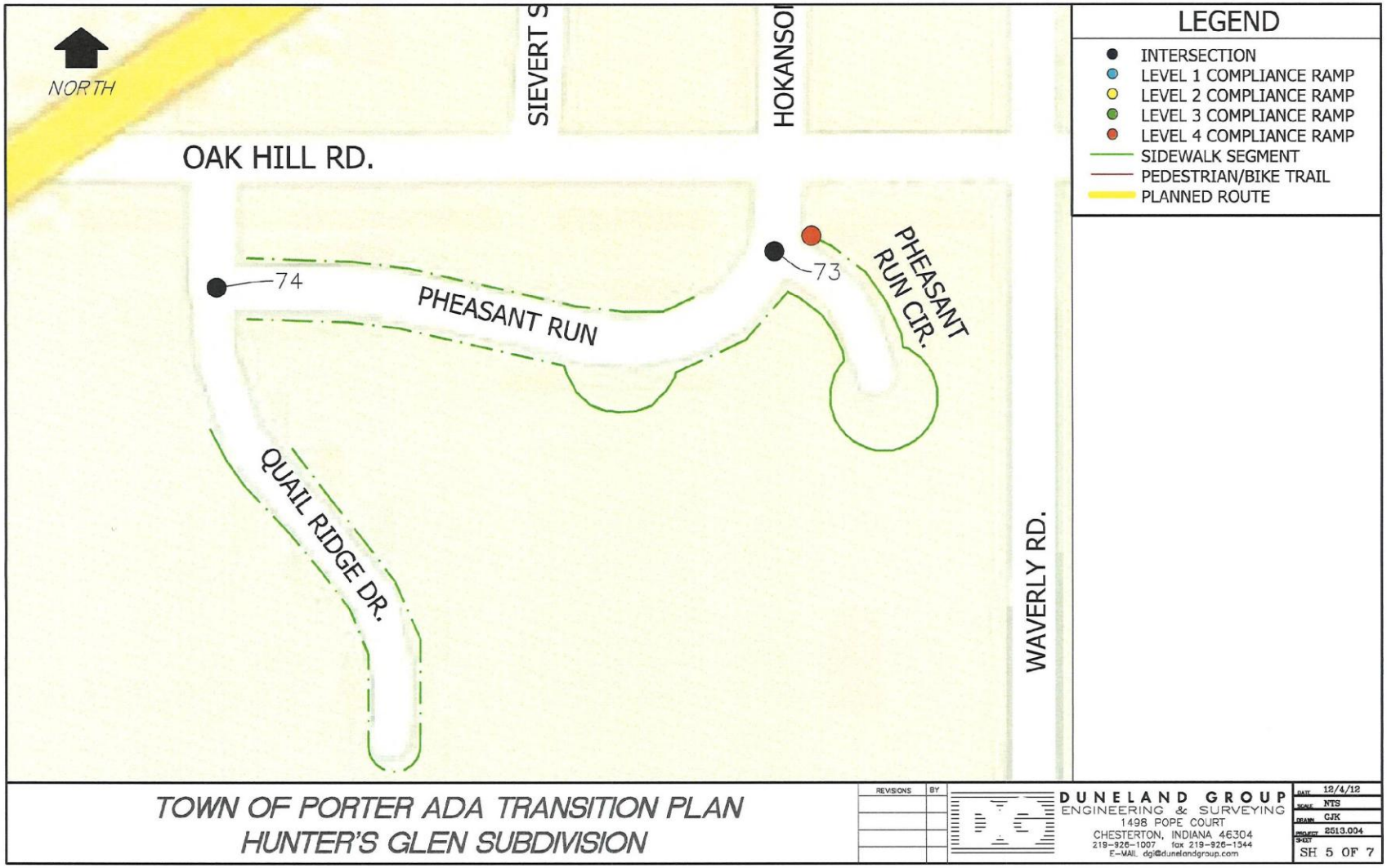
DATE 12/4/12
SCALE NTS
DRAWN GJK
PROJECT 2513.004
SHEET SH 4 OF 7

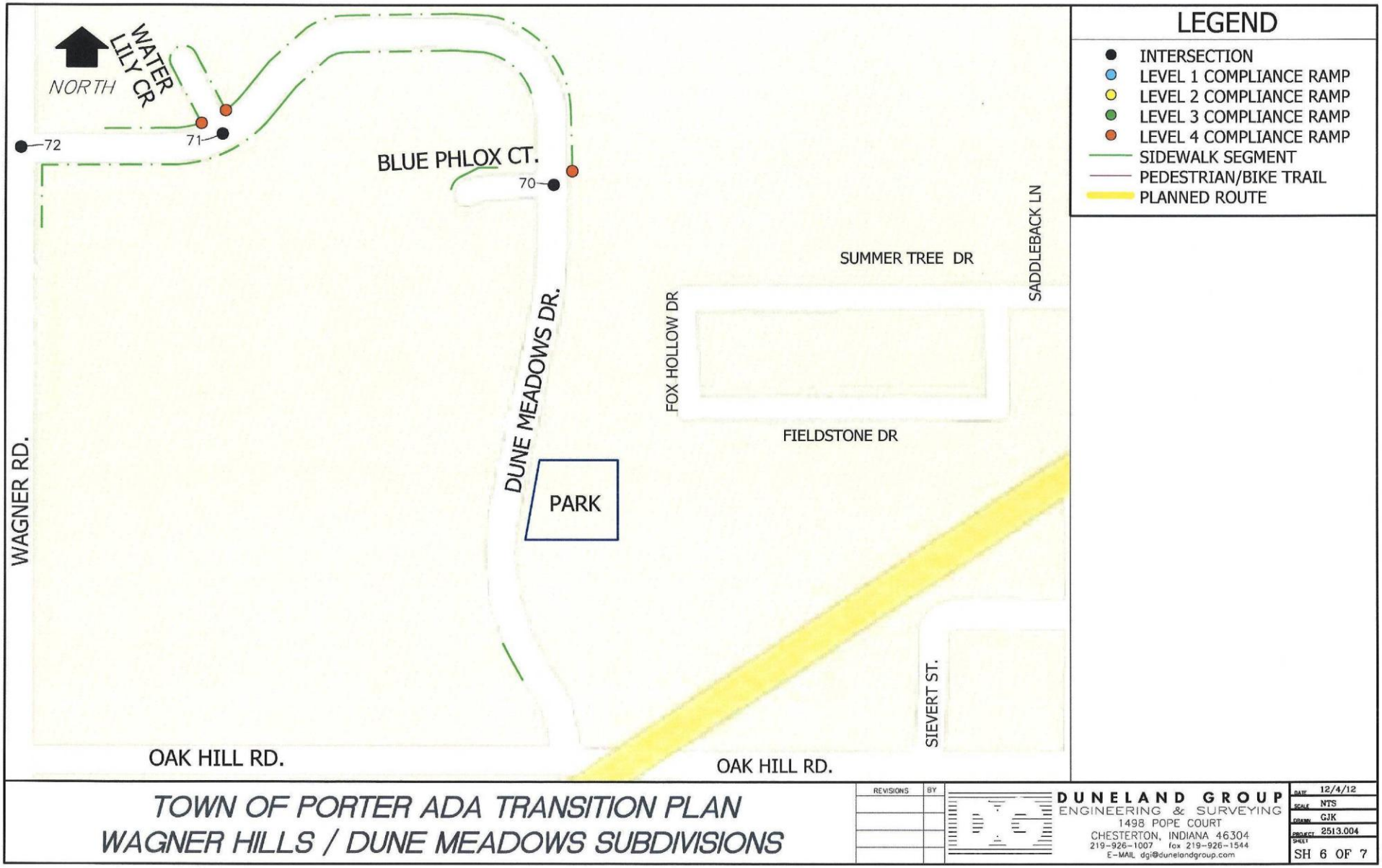


TOWN OF PORTER ADA TRANSITION PLAN
HUNTER'S GLEN SUBDIVISION

REVISIONS	BY

DUNELAND GROUP
ENGINEERING & SURVEYING
1498 POPE COURT
CHESTERTON, INDIANA 46304
219-926-1007 fax 219-926-1544
E-MAIL dg@dunelandgroup.com

DATE	12/4/12
SCALE	NTS
DRAWN	CJK
PROJECT	2513.004
SHEET	SH 5 OF 7



TOWN OF PORTER ADA TRANSITION PLAN
WAGNER HILLS / DUNE MEADOWS SUBDIVISIONS

REVISIONS	BY

DUNELAND GROUP
ENGINEERING & SURVEYING
1498 POPE COURT
CHESTERTON, INDIANA 46304
219-926-1007 fax 219-926-1544
E-MAIL dgi@dunelandgroup.com

DATE 12/4/12
SCALE NTS
DRAWN GJK
PROJECT 2513.004
SHEET SH 6 OF 7

Appendix D: Inspection Forms

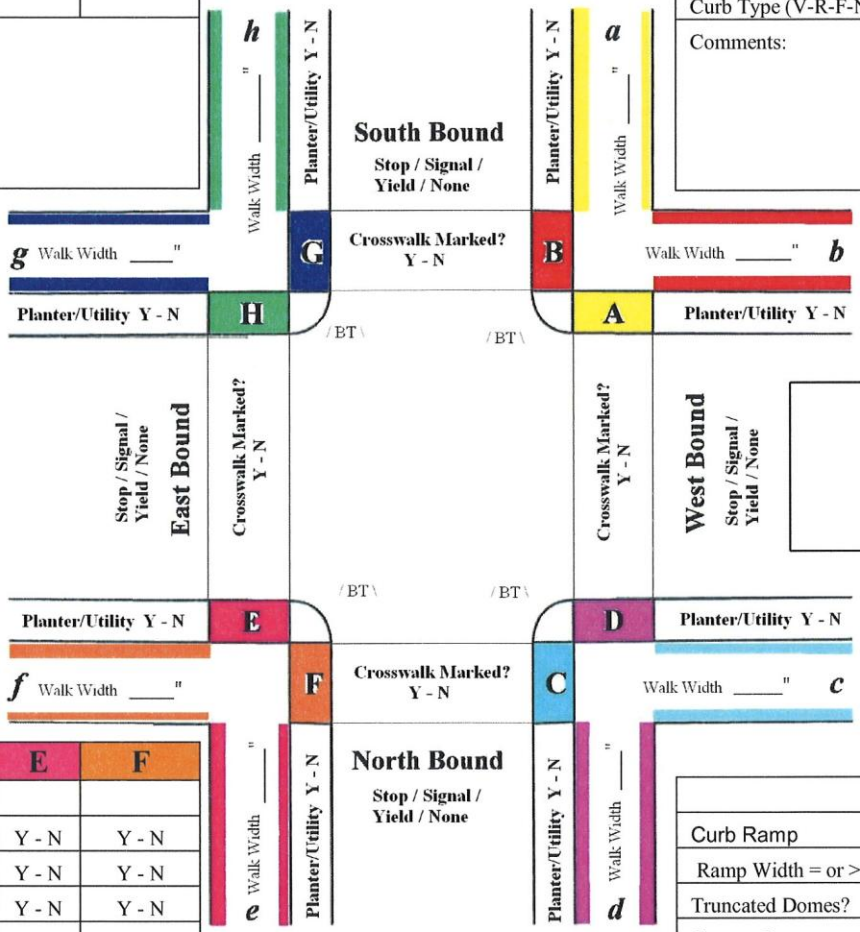
	G	H
Curb Ramp	Y - N	Y - N
Ramp Width = or > 36"	Y - N	Y - N
Truncated Domes?	Y - N	Y - N
``Grooves?	Y - N	Y - N
Landing 4'?	Y - N	Y - N
Surface OK	Y - N	Y - N
Gap or Protr.?	Y - N	Y - N
Running Slope	%	%
Cross Slope	%	%
Gutter Slope	%	%
Grate / Inlet	Y - N	Y - N
Curb Type (V-R-F-N)		
Comments:		

INITIALS: _____

DATE: _____

NORTH

	A	B
Curb Ramp	Y - N	Y - N
Ramp Width = or > 36"	Y - N	Y - N
Truncated Domes?	Y - N	Y - N
Grooves?	Y - N	Y - N
Landing 4'?	Y - N	Y - N
Surface OK	Y - N	Y - N
Gap or Protr.?	Y - N	Y - N
Running Slope	%	%
Cross Slope	%	%
Gutter Slope	%	%
Grate / Inlet	Y - N	Y - N
Curb Type (V-R-F-N)		
Comments:		



Street Name

Street Name

	E	F
Curb Ramp	Y - N	Y - N
Ramp Width = or > 36"	Y - N	Y - N
Truncated Domes?	Y - N	Y - N
Grooves?	Y - N	Y - N
Landing 4'?	Y - N	Y - N
Surface OK	Y - N	Y - N
Gap or Protr.?	Y - N	Y - N
Running Slope	%	%
Cross Slope	%	%
Gutter Slope	%	%
Grate / Inlet	Y - N	Y - N
Curb Type (V-R-F-N)		
Comments:		

TO BE NOTED IN COMMENTS:
Flare Ramps & Blended Transitions
Nearby Public Facilities or Handicap Signage
Marked Parking & type (angled, perp, parallel)
Turning Lanes
Note any Blended Transition by circling "BT" in the graphic above

	C	D
Curb Ramp	Y - N	Y - N
Ramp Width = or > 36"	Y - N	Y - N
Truncated Domes?	Y - N	Y - N
Grooves?	Y - N	Y - N
Landing 4'?	Y - N	Y - N
Surface OK	Y - N	Y - N
Gap or Protr.?	Y - N	Y - N
Running Slope	%	%
Cross Slope	%	%
Gutter Slope	%	%
Grate / Inlet	Y - N	Y - N
Curb Type (V-R-F-N)		
Comments:		

Sidewalk Inspection Form

Inspected by: _____

Inspection date: _____

Street: _____ Project: Porter ADA Transition Plan 2012

Sides of Street: N | S | E | W

Sidewalks Features: (Check all that apply)

☐ Rolled Curb ☐ Vertical Curb ☐ No Curb

Landscape/Utility Strip
☐ Entire Length ☐ Partial

Standards:

- Clear width at least 48" (not including curb) or at least 36" at an obstruction.
- No overhead obstructions lower than 84".
- Cross slope 2.0% or less. Running slope not greater than street or 5%, whichever is greater.
- No gaps wider than ½".
- Surface concrete or asphalt, broom finish or equal slip-resistance.

North or West side of Street:

Sidewalk Clear Width:

A1	Inches
A2	Inches
A3	inches

Planter/Utility Strip Width:

B	Inches

Slope:

Running	C1	%	C2	%	C3	%
Cross	D1	%	D2	%	D3	%

Surface:

☐ Concrete ☐ Asphalt ☐ Slip Resistant

South or East side of Street:

Sidewalk Clear Width:

E1	Inches
E2	Inches
E3	inches

Planter/Utility Strip Width:

F	Inches

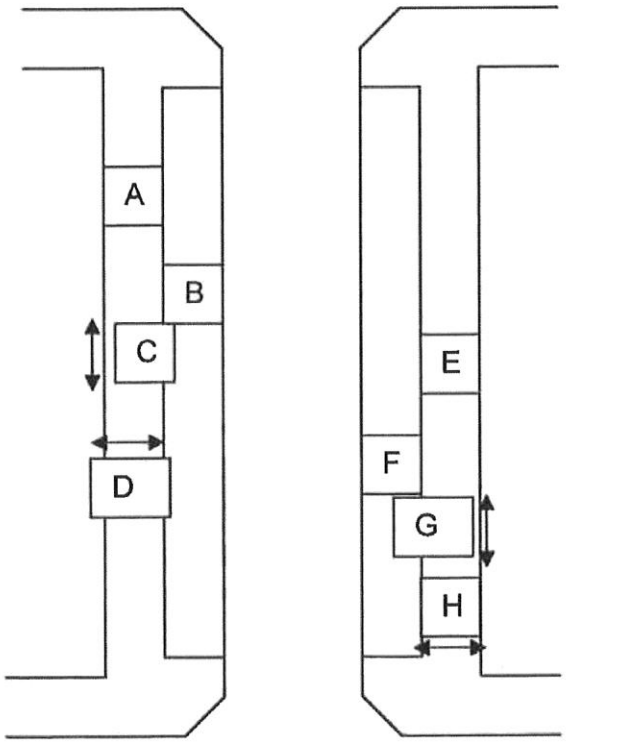
Slope:

Running	G1	%	G2	%	G3	%
Cross	H1	%	H2	%	H3	%

Surface:

☐ Concrete ☐ Asphalt ☐ Slip Resistant

NORTH OR EAST CROSS-STREET _____



SOUTH OR EAST CROSS-STREET _____

NOTES:

_____

_____

_____

_____