

Americans with Disabilities Act
Self Evaluation and Transition Plan
For Curb Ramps and Sidewalks

2011

Public Works Department

City of Mitchell
612 North Main Street
Mitchell, SD 57301
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Purpose:

In 1990, The U.S. Congress passed the Americans with Disabilities Act (ADA). The statute prohibits discrimination against persons in public facilities and public access areas. Title II of ADA requires public entities that employ more than 50 people to adopt a transition plan and to evaluate their compliance with ADA. This involves identifying physical barriers to accessibility for disabled persons, describing the methods to be used to make facilities accessible, providing a schedule for making access modifications and identifying the public official responsible for implementation to the plan.

The U.S. Access Board, which is responsible for developing ADA standards, issued original ADA Accessibility Guidelines in 1991 and updates them periodically. As of the adoption of this plan, the ADA Accessibility Guidelines were available at <http://www.access-board.gov/gs.htm>

The City of Mitchell is dedicated to complying with Title II of the Americans with Disabilities Act and to conforming to any other State or Federal regulations directed at ensuring that public programs and services are accessible to persons with disabilities.

In the past the City of Mitchell has been involved in adding new sidewalk in areas of town that do not have any. The City of Mitchell will continue to look at new areas of town that do not have sidewalk to help provide an accessible route to all people, especially those with disabilities.

ADA Self-Evaluation and Transition Plan for Curbs and Sidewalks

The transition plan is based on a self-evaluation process. The purpose of the self-evaluation is to document all physical obstacles that may limit accessibility of facilities to individuals with disabilities. The self-evaluation plan consisted of collection of data of all existing ramps and areas where proposed ramps are needed.

The City of Mitchell collected information in the field of all existing ramps. The following was collected:

- Location of Ramp
- Direction it Faces to Street (Walking Direction to Street)
- Slope of Ramp
- Detectable or Non Detectable
- Picture of Existing Ramp

(The following is extra information that was collected for the West side of the city, we plan on updating the east side of town with the extra information)

Type of Detectable Warning Panel

Curb Opening

Slope of Landing

With the use of GIS we were able to compile the existing ramps into a spreadsheet along with locations and directions in the GIS database. Other visible objects that work with the database is existing sidewalk, street names, aerial photo and hazard sidewalk locations.

While we were in the field we were also able to indicate the location of the proposed ramps that are needed.

With the use of a Trimble GEO (handheld GPS device that has sub-foot accuracy) we were able to collect the information we were looking for and transferred the information to the computer when we got back to the office.

We collected approximately 2990 existing ramps in town and are estimating that 87 proposed ramps need to be installed.

As of the date of adoption of this transition plan, the ADA guidelines for accessible features in the public right of way can be found at <http://www.access-board.gov/adaag/html/adaag.htm>. A new proposed draft of the ADA public right of way accessibility guidelines is under the U.S. Department of Justice and the U.S. Department of Transportation. As of the date of adoption of this transition plan, these proposed guidelines can be found at <http://www.access-board.gov/prowac/draft.htm>.

Funding

The City of Mitchell has a couple of ways that Curb Ramps are funded.

The City of Mitchell uses their State STIP money to fund road projects. All new and asphalt overlay/utility upgrade road projects look at creating / upgrading curb ramps.

Capital Improvements – Each year the City of Mitchell reserves money to be spent on Overlay Streets, New Sidewalk Projects (this includes proposed ramps) and hazardous sidewalk / ramps and hazardous curb.

Special Assessments for Streets: Property Owners can petition to have their street improved by adding curb and gutter (including curb ramps) and bituminous paving.

Special Assessment for Sidewalk: The Sidewalk Committee makes recommendations to the city council for new sidewalk projects in town. It is an ongoing effort by the sidewalk committee and members of the city council to provide a safe place for pedestrians. Curb ramps are paid for with new sidewalk budget funds. Currently the City Council has informed the public that they would like to see sidewalk along all streets that have curb and gutter. The Sidewalk Committee has looked at different areas in town to enforce the need for sidewalks and have included the areas as part of sidewalk assessment project.

Current Priorities:

- 1.) Install New Curb Ramps in locations as determined in the self evaluation process. Any new or replaced curb ramps will have detectable warning panels installed.

The City of Mitchell inspects an area of town for hazardous sidewalk. The areas that are inspected are all existing walks and ramps in different quadrants throughout the city. The quadrants are split up by Main Street and 1st Avenue, there is a map at the end of the Transition Plan showing the Quadrants.

If there is hazardous sidewalk near any curb ramps that need to be lowered due to excessive ramp or landing slope the city will replace the slope at the same time.

- 2.) Remove and replace existing curb ramps that exceed the required slope on ramp slope or landing and to make sure all ramps have the required curb opening. The main focus is to start on the areas that exceed the ramp slope at the highest level.
- 3.) Install glue down/screw mounted detectable warning panels on ramps that meet all slope and width requirements.

Timeline:

Level 1 Priority: Installation of approximately 87 Curb Ramps @ an estimated cost of \$80,000 will take approximately 10 years.

The City of Mitchell will continue to repair hazardous sidewalk / ramps in town and will also look at curb ramps on all the road maintenance projects that are worked on, on a year by year rotation.

Level 2 Priority: Existing ramps will be replaced if there are any hazards with the ramp or hazards with the existing sidewalk. Ramps that exceed the required ramp slope will be deemed hazardous and will be put on a list for removal and replacement. This will be part of an ongoing project.

Location of Existing and Proposed Curb Ramps

Due to the extensive list of data collected the Engineering Department will have a listing of all Existing and Proposed Ramps that were part of the Self Evaluation. It is open to public inspection and is located in the Engineers Office.

Key Ingredients to an Acceptable Curb Ramp

Minimum Curb Opening is 4'

Max Ramp Slope = 1:12 or 8.33%

Max Landing Cross Slope = 2%

The City of Mitchell has adopted the use of metal detectable warning panels.

The Engineering Department does on site form inspections of all sidewalk installed in the City of Mitchell. The use of 4' and 2' long digital smart levels have greatly helped setting slope heights for ramps, landing slopes and sidewalk.

The Engineering Department has developed some Ramp and Sidewalk Details that can be found at:

http://www.cityofmitchell.org/public_works/engineering/index.htm

New Sidewalk

The City of Mitchell has a sidewalk committee consisting of 4 of the 8 members of the city council and Deputy Director of Public Works acts as chairman. The sidewalk committee looks at areas each year to construct new sidewalk. If the sidewalk committee gains support from the city council they look at declaring certain areas to have sidewalk installed by Special Assessment.

Hazardous Sidewalk

The City of Mitchell inspects different areas of town every year on a quadrant by quadrant basis. The Engineering Department doesn't inspect a different quadrant each year but works in a quadrant and once that is completed it moves to the next quadrant. The Engineering Department uses state of the art technology to collect required information such as property address, hazard location, length, width, type of hazard, date of inspection and pictures of the property and hazard. The different types of hazards that are looked at are:

Any heave's or sidewalk that is settled more than vertical rise of 3/4" or Greater
Horizontal Gap of 3/4"
Multi Cracks
Holes or Ruts
Holding water to create a wet and slippery area
Transverse Grades of 3/4" to the foot
Run Slope more than 12:1 Slope or 8.33%

Public Input

The Public Works Department has held public meetings with the following groups:

Sidewalk Committee / City Council
Planning Commission
Mitchell Advisory Council for People with Disabilities (MACPD)

MACPD has been very good at giving ideas and donating money to assist in upgrading accessibility issues including adding sidewalk at some of the city parks and push button door openers.

The Public Works has also held a seminar with homeowners, contractors and any other interested parties on:

ADA Requirements
Cross Slope
Ramp Slope
Curb Openings
Driveway Crossings
Detectable Warning Panels
Sidewalk Requirements
Driveway Requirements

ADA Coordinator

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If anyone has any requests or concerns with this plan or areas in town that there are some concerns with accessibility to contact:

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Thanks

Terry Johnson
Deputy Director of Public Works

