

# Town of Bremen

## Americans with Disabilities Act Transition Plan: Pedestrian Facilities in the Public Right-of-Way



2012

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## INTRODUCTION

The purpose of this plan is to ensure that the Town creates reasonable, accessible paths of travel in the public right-of-way for everyone, including people with disabilities. The Town has made a significant and long-term commitment to improving the accessibility of their pedestrian facilities. The Transition Plan identifies physical barriers and prioritizes improvements that should be made throughout the Town. This Transition Plan describes the existing policies and programs to enhance the overall pedestrian accessibility.

### TRANSITION PLAN HISTORY AND OVERVIEW

In 1992, the Town of Bremen completed an ADA self-assessment of barriers in their buildings, facilities, public right-of-way, and programs. Since 1992, the town has had and ADA Transition Plan. This plan is to update the portion for public right-of-way in the Transition Plan and demonstrate the continued progress by the Town of Bremen to make their pedestrian facilities reasonably accessible for all persons.

## LEGAL REQUIREMENTS

The federal legislation known as the American with Disabilities Act (ADA), enacted on July 26, 1990, provides comprehensive civil rights protections to persons with disabilities in the areas of employment, state and local government services, and access to public accommodations, transportation, and telecommunications

Title II specifically applies to “public entities” (state and local governments) and the programs, services, and activities they deliver. Title II Article 8, requires public entities to take several steps designed to achieve compliance. The plan shall, at a minimum includes:

1. A list of the physical barriers in a public entity’s facilities that limit the accessibility of its programs, activities, or services to individuals with disabilities.
2. A detailed outline of the methods to be utilized to remove these barriers and make the facilities accessible.
3. The schedule for taking the necessary steps to achieve compliance with Title II.
4. The name of the official responsible for the plan’s implementation.

Transition plans provide a method for a public entity to schedule and implement ADA required improvements to existing streets and sidewalks. Before a transition plan can be developed, an inventory of the current curb ramps and sidewalks must be developed.

## IDENTIFIED OBSTACLES TO THE PUBLIC RIGHT-OF-WAY

The Town has a two-tiered system to identify and assess obstacles in the public right of way: a Preliminary Evaluation and a Detailed Evaluation. The barriers used in the evaluations are based on the *Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way* (ADA Guidelines) from the U.S. Architectural and Transportation Barriers Compliance Board.

### PRELIMINARY EVALUATION

The first tier is a Preliminary Evaluation of the intersections. The purpose of this evaluation is to determine which intersections are obviously non-compliant to the ADA Guidelines and to get a comprehensive overview of the complete pedestrian network. The preliminary inventory evaluates three (3) criteria for curb ramps and three (3) criteria for sidewalks:

#### Curb Ramps

1. Is there a curb ramp?
2. Does the curb ramp have a color contrasting detectable warning?
3. Does the curb ramp have a clear landing at the top of the ramp?

#### Sidewalks

1. Is there a continuous clear space for pedestrian access?
2. Does the sidewalk appear to provide adequate passing zones?
3. Does the sidewalk appear to be smooth without grade breaks?

The Preliminary Evaluation utilizes aerial and street-level photography to view each intersection. The criteria used can be seen on these aerials and are key design components to determine ADA compliance. If the curb ramps and sidewalks do not meet the criteria, then that intersection does not need further evaluation because it is obviously non-compliant with the ADA Guidelines. If it did meet the criteria, then that intersection would be “potentially compliant” and would need a Detailed Evaluation to determine if it fully complies with the ADA Guidelines.

### DETAILED EVALUATION

The second tier is a Detailed Evaluation of the intersections identified as “potentially compliant” during the Preliminary Evaluation. This requires fieldwork at the intersection and measuring of specific physical attributes, such as width, running slope, and gaps in the curb ramp or sidewalk, to determine compliance to the identified ADA barriers. For a description of the identified barriers see Attachment A. When the data is gathered, it is

recorded into an intersection database<sup>1</sup>. The result from this evaluation is a detailed understanding of the ADA barriers at that intersection.

## METHODS TO REMOVING BARRIERS – POLICIES & PRIORITIES

The Town utilizes many different approaches in removing barriers in the public right-of-way, including proactively identifying and eliminating the barrier, responding to public complaints, and ensuring the appropriate design and build-out of new construction following the most recent design guidelines.

### BARRIER REMOVAL PRIORITIES

The Town of Bremen bases barrier removal priorities on two factors: location and the accessibility condition of the intersection.

#### Location Priority

According to the *Accessible Rights-of-Way: A Design Guide*, “the DOJ regulation imposes a specific construction requirement...specifies a priority for locating (curb ramps) at: State and local government offices and facilities; transportation; places of public accommodation; places of employment; and other locations.” Following this guidance, the City identified its location priority as follows:

1. Intersections serving government facilities,
2. Intersections serving commercial and employment centers, and
3. Intersections serving other areas.

#### Accessibility Condition

Using the data from the Preliminary Evaluation and the Detailed Evaluation, an accessibility condition, or Access Grade, can be determined. Points are assigned to the identified ADA barriers and calculated for each intersection. This will give the intersection an overall Condition Score for accessibility. The Access Grade assesses the Condition Score out of the total possible points and assigns a letter grade. This letter grade is A through E, A being the most accessible and E being the least accessible.

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<sup>1</sup> The database is quite large and is constantly updated; it is not feasible for it to be included in the text of this ADA Transition Plan. The database may be made available for public review by advanced written request to the ADA Coordinator.

**Priority Rank**

In order to determine the overall priority of an intersection, or Priority Rank, the City uses the following matrix to match the location priority to the Access Grade.

	Location Priority		
	1	2	3
Access Grade	Locations serving Government Facilities	Locations serving Commercial & Employment Centers	Locations serving Other Areas
E	1E	2E	3E
D	1D	2D	3D
C	1C	2C	3C
B	1B	2B	3B
A	1A	2A	3A

**Priority Rank Levels**

High	Medium	Low
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The Town determines the priority of improvements by identifying which of the groupings are high, medium, or low priorities. A listing of priority intersections and a map,<sup>2</sup> that shows which intersections are high, medium, and low priorities for barrier removal, are in Attachment B.

**PUBLIC COMPLAINT PROCESS**

The public complaint process is an integral part of the Transition Plan. Public complaints or requests may often drive the prioritization of improvements. To file a complaint or a request regarding accessibility of a sidewalk or curb ramp, contact the ADA Coordinator in writing and describe the issue in detail, including the location. The ADA Coordinator will route this information to the appropriate Town department for inspection and possible action. That department will then respond to the ADA Coordinator with its findings, and the ADA Coordinator will record the formal response and reply to the complainant/requestor. All complaints or requests will be kept on file and will include the response. Attachment C is a copy of the Town's public Grievance Procedure for Pedestrian Facilities in the Public Right-of-Way.

**NEW CONSTRUCTION & ALTERATIONS**

In order to ensure the correct design of curb ramps, sidewalks, and crosswalks in new construction and alterations, the Town has adopted the *Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way* (see Attachment C for a copy of the resolution). Whenever there is an intersection improvement project or new construction

<sup>2</sup> The map is constantly updated and may be currently out-of-date from this plan. An updated map may be made available for public review by advanced written request to the ADA Coordinator.

project, any affected curb ramps, sidewalks, and crosswalks will be rebuilt to these ADA design guidelines, where feasible and reasonable.

## SCHEDULE

As opportunity allows, the Town will make efforts to improve the ADA Accessibility of pedestrian facilities in the public right-of-way. As stated in the *Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way*, “compliance is required to the extent practicable within the scope of the project.” There will be times when it is technically infeasible to provide technical compliance: for example, if clear space at the top of the ramp is obstructed by a building or the slope of a hill is so extreme as to prevent a reasonable slope for a ramp in both directions. The inventory process may not account for such situations and could show a high-priority rating when all feasible actions have been taken.

Additionally, given a program as broad and comprehensive as the Town’s pedestrian network, the Town will follow the concept of Program Access under Title II of the ADA. Program Access does not necessarily require a public entity to make each of its existing facilities accessible to and usable by individuals with disabilities, as long as the program as a whole is accessible. Under this concept, the Town may choose not to install a sidewalk at some locations (or to install them as a lower priority later), as long as a reasonable path of travel is available even without the sidewalk.

## RESPONSIBLE INDIVIDUAL

The official responsible for the implementation of the Town’s ADA Transition Plan for the pedestrian facilities in the public right-of-way is:

Trend Weldy  
Director of Operations  
111 S Center Street  
Bremen, IN 46506

Email: [weldyt@mediacombb.net](mailto:weldyt@mediacombb.net)  
Phone: (574) 546-2044  
Fax: (574) 546-5487

## PUBLIC INPUT

The Town of Bremen provided opportunities for individuals to comment on this Transition Plan, which included:

- Document copies available and notices sent to local public libraries
- Document made available on Bremen’s website
- Open house and presentation at a public meeting on April 9, 2012.

The Town published legal notices in the major newspaper(s), Pilot News and The Bremen Enquirer, starting February 9, 2012. The legal notices announced the availability of the

Transition Plan draft at the local public library with easy public access. These notices also provided instructions regarding the timetable for comments and where to send them. Public comments were accepted for a period of not less than 30 days, ending March 23, 2012. Public comment form is available on Attachment D.

Formal adoption of the Transition Plan took place on April 9, 2012. It will be available on the web and by written formal request to the ADA Coordinator.



## ATTACHMENT A

### 1. ADA GUIDELINES USED IN DETAILED EVALUATION

### 2. EVALUATION FORM

## ADA GUIDELINES USED IN DETAILED EVALUATION

### Curb Ramps

In evaluating the accessibility of existing curb ramps, the following factors were considered:

1. Is there a curb ramp?
2. Is there a curb ramp where a sidewalk crosses a street?
3. What type of curb ramp?
  - a. Perpendicular curb ramp
  - b. Parallel curb ramp
  - c. Blended transitions
4. Is the width of the curb ramp at least 4 feet wide (excluding flares)?
5. Are there detectable warnings properly installed where a curb ramp or blended transition connects to a street?
6. Is the running slope greater than 5% but less than 8.3% (blended transition 5% maximum)?
7. Is the cross slope less than 1%?
8. Is the landing a minimum of 4 feet x 4 feet?
9. Is the surface of the curb ramp or blended transition firm, stable, and slip resistant and clear of gratings, access covers, and other appurtenances?
10. Is the grade break at the top and bottom of the ramp flush and not located on the surface of the curb ramp, landing, or gutter areas?
11. Is the counter slope of the gutter or street at the foot of the curb ramp less than 5%?
12. Is the clear space beyond the curb face at least 4' x 4'?
13. If the curb ramp is perpendicular, is the slope of the flared sides less than 10% where a pedestrian path crosses the curb ramp or if the sides are returned, are they protected from cross travel?

### Sidewalks

In evaluating the accessibility of existing sidewalks, the following factors were considered:

1. Is there a sidewalk at each corner?
2. Is there at least 4 feet of continuous and unobstructed clear width of a sidewalk (excluding the curb width)?
3. If the continuous width is less than 5 feet, are the passing spaces at least every 100 feet along the sidewalk that are 5 feet wide or greater?
4. Is the cross slope of the sidewalk less than 1%?
5. Where the sidewalk is adjacent to the street, does the grade of the sidewalk not exceed the general grade of the street?
6. Is the surface of the sidewalk firm, stable, and slip resistant?
7. Are any gaps in the surface less than ½ inch?
8. Is the sidewalk clear of grates or if there is a grate:
  - a. are the openings no more than ½ inch wide and
  - b. do the elongated openings run perpendicular to the direction of travel?
9. Is the sidewalk clear of protruding objects? If there is a protruding object is:
  - a. the leading edge of that object less than 17 inch and more than 80 inch above the ground, or
  - b. the protrusion less than 4 inches into the travel path of the sidewalk, or
  - c. a barrier is provided no more than 17 inches from the ground where the vertical clearance is less than 80 inches.

### Crosswalks

In evaluating the accessibility of existing crosswalks, the following factors were considered:

1. Is there a crosswalk that connects two sidewalks across a street?
2. Is the width of the marked crosswalk at least 6 feet?
3. Does the cross slope of the crosswalk meet the following guidelines:
  - a. If the crosswalk is crossing a street with a stop control, is the cross slope less than 1%?
  - b. If the crosswalk is crossing a street without a stop control, is the cross slope less than 5%?
4. Is the running slope of the crosswalk less than 5%?
5. If the crosswalk crosses a median, is the length of the median at least 6 feet and does it contain detectable warnings located at curb line or edge of the roadway?
6. If the intersection signalized, does it have a pedestrian signal, if so, does the pedestrian signal phase allow enough time for a walking speed of 3.5 ft/sec?

## EVALUATION FORM

LPA: \_\_\_\_\_ N/S: \_\_\_\_\_ E/W: \_\_\_\_\_ Ins: \_\_\_\_\_ Date: \_\_\_\_\_ ID: \_\_\_\_\_

<b>g</b>		<b>h</b>				<b>h</b>		<b>Approach</b>				<b>a</b>		<b>b</b>	
Cross	%	Cross	%					# of Lanes				Cross	%	Cross	%
Grade OK?	Y - N	Grade OK?	Y - N					Control N-ST-SG				Grade OK?	Y - N	Grade OK?	Y - N
Surface OK?	Y - N	Surface OK?	Y - N					Median?	Y - N			Surface OK?	Y - N	Surface OK?	Y - N
Gap	"	Gap	"					Median Width	"			Surface OK?	Y - N	Surface OK?	Y - N
Grate OK?	Y - N	Grate OK?	Y - N					Median Warn? Y-N				Gap	"	Gap	"
Protrusion	Y - N	Protrusion	Y - N					<b>Crosswalk</b>				Grate OK?	Y - N	Grate OK?	Y - N
Protr. Height	"	Protr. Height	"					Marked?	Y - N			Protrusion	Y - N	Protrusion	Y - N
Protr. Length	"	Protr. Length	"					Width	"			Protr. Height	"	Protr. Height	"
Protr. Barrier	Y - N	Protr. Barrier	Y - N					Length	ft			Protr. Length	"	Protr. Length	"
								Cross	%			Protr. Barrier	Y - N	Protr. Barrier	Y - N
								Run	%						
								Ped Signal?	Y - N						
								Ped Time	sec						
Width: "				Width: "				Width: "				Width: "			
Passing: Y - N				Passing: Y - N				Passing: Y - N				Passing: Y - N			
<b>G</b>				<b>H</b>				<b>B</b>				<b>A</b>			
<b>South Bound</b>								<b>West Bound</b>							
<b>Approach</b>				<b>Crosswalk</b>				<b>Approach</b>				<b>Crosswalk</b>			
# of Lanes				Marked? Y - N				# of Lanes				Marked? Y - N			
Control N-ST-SG				Width				Control N-ST-SG				Width			
Median? Y - N				Length				Median? Y - N				Length			
Median Width				Cross				Median Width				Cross			
Median Warn? Y-N				Run				Median Warn? Y-N				Run			
				Ped Signal? Y - N								Ped Signal? Y - N			
				Ped Time								Ped Time			
				sec								sec			
<b>E</b>				<b>F</b>				<b>D</b>				<b>C</b>			
<b>North Bound</b>								<b>East Bound</b>							
<b>Approach</b>				<b>Crosswalk</b>				<b>Approach</b>				<b>Crosswalk</b>			
# of Lanes				Marked? Y - N				# of Lanes				Marked? Y - N			
Control N-ST-SG				Width				Control N-ST-SG				Width			
Median? Y - N				Length				Median? Y - N				Length			
Median Width				Cross				Median Width				Cross			
Median Warn? Y-N				Run				Median Warn? Y-N				Run			
				Ped Signal? Y - N								Ped Signal? Y - N			
				Ped Time								Ped Time			
				sec								sec			
<b>f</b>				<b>e</b>				<b>c</b>				<b>d</b>			
Width: "				Width: "				Width: "				Width: "			
Passing: Y - N				Passing: Y - N				Passing: Y - N				Passing: Y - N			
<b>e</b>				<b>f</b>				<b>c</b>				<b>d</b>			
Cross	%	Cross	%	Cross	%	Cross	%	Cross	%	Cross	%	Cross	%	Cross	%
Grade OK?	Y - N	Grade OK?	Y - N	Grade OK?	Y - N	Grade OK?	Y - N	Grade OK?	Y - N	Grade OK?	Y - N	Grade OK?	Y - N	Grade OK?	Y - N
Surface OK?	Y - N	Surface OK?	Y - N	Surface OK?	Y - N	Surface OK?	Y - N	Surface OK?	Y - N	Surface OK?	Y - N	Surface OK?	Y - N	Surface OK?	Y - N
Gap	"	Gap	"	Gap	"	Gap	"	Gap	"	Gap	"	Gap	"	Gap	"
Grate OK?	Y - N	Grate OK?	Y - N	Grate OK?	Y - N	Grate OK?	Y - N	Grate OK?	Y - N	Grate OK?	Y - N	Grate OK?	Y - N	Grate OK?	Y - N
Protrusion	Y - N	Protrusion	Y - N	Protrusion	Y - N	Protrusion	Y - N	Protrusion	Y - N	Protrusion	Y - N	Protrusion	Y - N	Protrusion	Y - N
Protr. Height	"	Protr. Height	"	Protr. Height	"	Protr. Height	"	Protr. Height	"	Protr. Height	"	Protr. Height	"	Protr. Height	"
Protr. Length	"	Protr. Length	"	Protr. Length	"	Protr. Length	"	Protr. Length	"	Protr. Length	"	Protr. Length	"	Protr. Length	"
Protr. Barrier	Y - N	Protr. Barrier	Y - N	Protr. Barrier	Y - N	Protr. Barrier	Y - N	Protr. Barrier	Y - N	Protr. Barrier	Y - N	Protr. Barrier	Y - N	Protr. Barrier	Y - N

Curb Ramps												
	Type	Width	Landing	Clear Space	Run %	Cross %	Gutter %	Edge Type	Flare %	Surface OK?	Warning OK?	Grd Brk OK?
A	PE - PA - BT - N	"	"	"	%	%	%	N - F - R	%	Y - N	Y - N	Y - N
B	PE - PA - BT - N	"	"	"	%	%	%	N - F - R	%	Y - N	Y - N	Y - N
C	PE - PA - BT - N	"	"	"	%	%	%	N - F - R	%	Y - N	Y - N	Y - N
D	PE - PA - BT - N	"	"	"	%	%	%	N - F - R	%	Y - N	Y - N	Y - N
E	PE - PA - BT - N	"	"	"	%	%	%	N - F - R	%	Y - N	Y - N	Y - N
F	PE - PA - BT - N	"	"	"	%	%	%	N - F - R	%	Y - N	Y - N	Y - N
G	PE - PA - BT - N	"	"	"	%	%	%	N - F - R	%	Y - N	Y - N	Y - N
H	PE - PA - BT - N	"	"	"	%	%	%	N - F - R	%	Y - N	Y - N	Y - N

## **ATTACHMENT B**

### **1. ADA PRIORITIES MAP**

### **2. PRIORITY LISTING OF INTERSECTIONS**

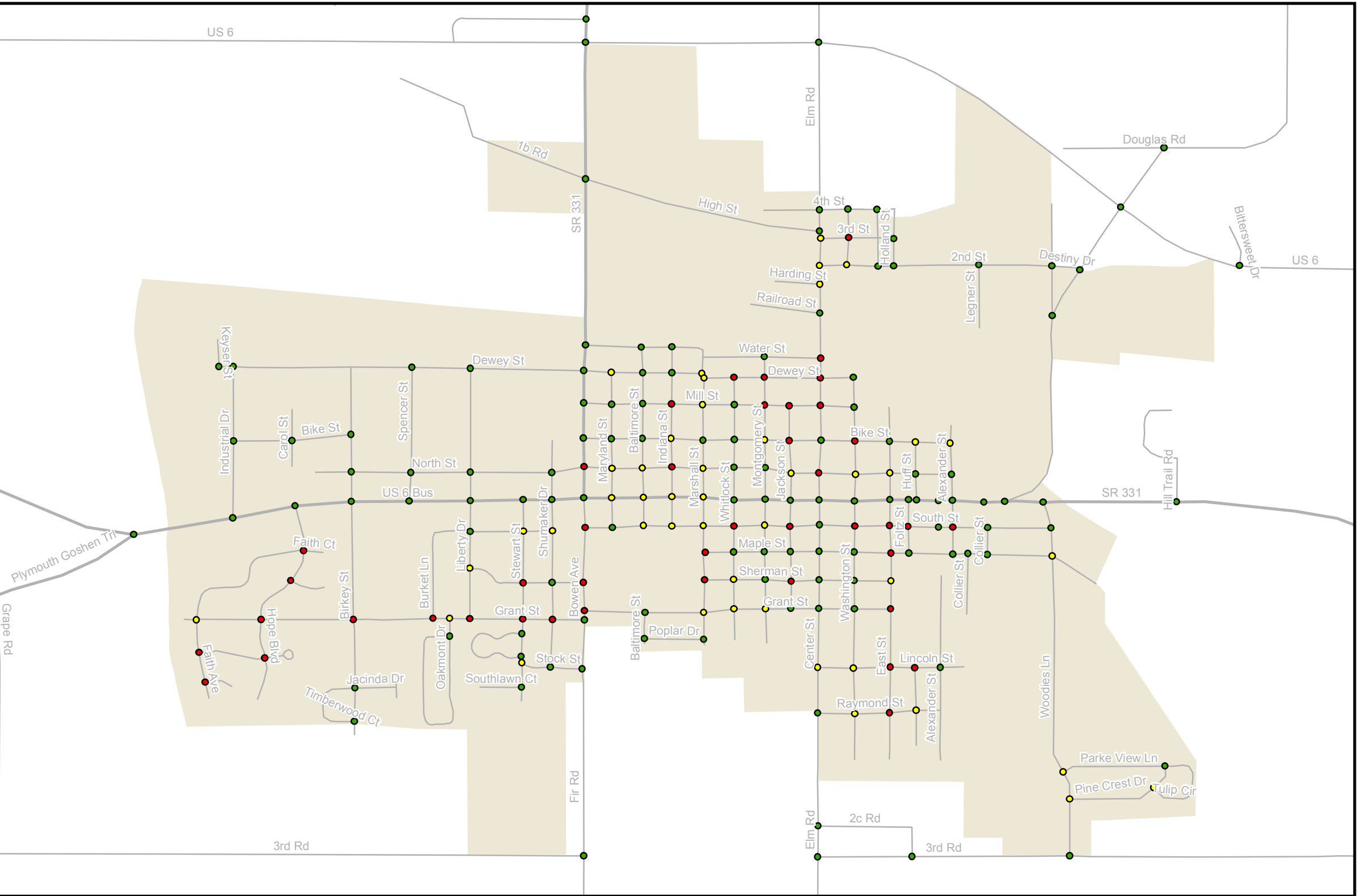
# ADA Priorities Map

Town of Bremen



Coordinate grid is based on Indiana East State Plane Coordinate System 1983 North American Datum.

Information shown on this map is not warranted for accuracy or merchantability. Further reproduction or distribution of this material is not authorized without the expressed written permission of MACOG.



## Legend

- Low
- Medium
- High



Date Printed: 12/29/2011

Source: MACOG ADA Database  
Note: Database is constantly updated and may result in this map being out-of-date

Priority Matrix

Bremen

Total Intersection Per Priority				Legend
	1	2	3	
Access Grade	Locations serving Government Facilities	Locations serving Commercial & Employment Centers	Locations serving Other Areas	
E	6	5	28	
D	5	15	13	
C	7	11	24	
B	10	14	20	
A	6	32	16	

Ranking Intersections by Priority

High 44						
ID	N/S Street	E/W Street	Zone	Condition	Priority	Type of Evaluation
5013104	Whitlock	South	Commercial & Employment	26.7	2E	Preliminary
5013167	Jackson	Bike	Government Facilities	29.2	1E	Preliminary
5012983	Jackson	Sherman	Other Areas	30.8	3E	Preliminary
5013237	Foltz	South	Other Areas	33.3	3E	Preliminary
5012991	Hope	Faith	Other Areas	33.3	3E	Preliminary
5013210	East	Raymond	Other Areas	33.3	3E	Preliminary
5013252	East	South	Other Areas	33.3	3E	Preliminary
5013122	Indiana	Mill	Other Areas	35.0	3E	Preliminary
5013040	Stewart	Grant	Other Areas	35.8	3E	Preliminary
5013001		Rob	Other Areas	39.2	3E	Preliminary
5012968	Center	Water	Other Areas	40.0	3E	Preliminary
5013274	Alexander	South	Other Areas	40.0	3E	Preliminary
5013162	Montgomery	Mill	Other Areas	40.8	3E	Preliminary
5013026	Bowen	Sherman	Government Facilities	41.7	1E	Preliminary
5013054	Sumaker	Grant	Other Areas	42.5	3E	Preliminary
5013038	Stewart	Sherman	Other Areas	42.5	3E	Preliminary
5013074	Bowen	North	Commercial & Employment	42.5	2E	Preliminary
5012993	Hope	Corey	Other Areas	42.5	3E	Preliminary
5012980	Center	Mill	Other Areas	43.3	3E	Preliminary
5013218	East	Lincoln	Other Areas	43.3	3E	Preliminary
5013208	Morningside	Lincoln	Commercial & Employment	44.2	2E	Preliminary
5013161	Jackson	Mill	Other Areas	44.2	3E	Preliminary
5013260	Center	North	Government Facilities	44.2	1E	Preliminary

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5013917	Liberty	Grant	Other Areas	44.2	3E	Preliminary
5012999	Hope	Grant	Other Areas	44.2	3E	Preliminary
5013003	Burket	Grant	Other Areas	45.0	3E	Preliminary
5012996	Faith	Joey	Other Areas	45.0	3E	Preliminary
5012994	Faith	Corey	Other Areas	45.0	3E	Preliminary
5013014	Hope	Pleasant	Other Areas	45.0	3E	Preliminary
5013097	Marshall	Maple	Government Facilities	45.0	1E	Preliminary
5013244	Washington	South	Government Facilities	45.8	1E	Preliminary
5013312	Beyler	3rd	Other Areas	46.7	3E	Preliminary
5013160	Montgomery	Dewey	Other Areas	47.5	3E	Preliminary
5013257	Washington	Bike	Other Areas	47.5	3E	Preliminary
5012977	Center	Dewey	Other Areas	48.3	3E	Preliminary
5013093	Whitlock	Dewey	Other Areas	48.3	3E	Preliminary
5013029	Bowen	Grant	Government Facilities	49.2	1E	Preliminary
5013135	Indiana	North	Commercial & Employment	49.2	2E	Preliminary
5013002	Birkey	Grant	Commercial & Employment	50.0	2E	Preliminary
5013199	East	Grant	Government Facilities	50.8	1D	Preliminary
5013241	East	Maple	Government Facilities	52.5	1D	Preliminary
5013098	Marshall	Sherman	Government Facilities	55.8	1D	Preliminary
5013037	Bowen	South	Government Facilities	60.0	1D	Preliminary
5012984	Jackson	South	Government Facilities	61.7	1D	Preliminary

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ID	N/S Street	E/W Street	Zone	Condition	Priority	Type of Evaluation
5013286	Woodies	Pine Crest	Commercial & Employment	50.8	2D	Preliminary
5013285	Pine Crest	Tulip	Other Areas	50.8	3D	Preliminary
5013031	Liberty	Sherman	Other Areas	50.8	3D	Preliminary
5013139	Marshall	Dewey	Commercial & Employment	51.7	2D	Preliminary
5013317	Center	3rd	Other Areas	51.7	3D	Preliminary
5013141	Marshall	Mill	Other Areas	55.0	3D	Preliminary
5013096	Marshall	Plymouth	Commercial & Employment	55.8	2D	Preliminary
5013035	Maryland	North	Commercial & Employment	55.8	2D	Preliminary
5013220	Center	Lincoln	Commercial & Employment	56.7	2D	Preliminary
5013499	Montgomery	South	Commercial & Employment	56.7	2D	Preliminary
5013231	Huff	Bike	Other Areas	56.7	3D	Preliminary
5013091	Baltimore	Plymouth	Commercial & Employment	56.7	2D	Preliminary
5013045	Oakmont	Grant	Other Areas	56.7	3D	Pre'iminary
5013233	East	North	Other Areas	56.7	3D	Preliminary



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5013034	Montgomery	Grant	Commercial & Employment	56.7	2D	Preliminary
5013094	Indiana	Plymouth	Commercial & Employment	57.5	2D	Preliminary
5013251	Washington	North	Commercial & Employment	57.5	2D	Preliminary
5013028	Maryland	Dewey	Commercial & Employment	58.3	2D	Preliminary
5013214	Washington	Raymond	Other Areas	58.3	3D	Preliminary
5013117	Indiana	Bike	Other Areas	59.2	3D	Preliminary
5013099	Maryland	Plymouth	Commercial & Employment	59.2	2D	Preliminary
5013134	Marshall	North	Other Areas	60.8	3D	Preliminary
5012995	Faith	Grant	Other Areas	61.7	3D	Preliminary
5013062	Stewart	South	Commercial & Employment	61.7	2D	Preliminary
5013282	Alexander	Bike	Other Areas	61.7	3D	Preliminary
5013213	Washington	Lincoln	Other Areas	61.7	3D	Preliminary
5013284	Woodies	Park-Veiw	Commercial & Employment	61.7	2D	Preliminary
5013209	Morningside	Raymond	Commercial & Employment	61.7	2D	Preliminary
5013159	Montgomery	Bike	Commercial & Employment	64.2	2C	Preliminary
5013103	Whitlock	Sherman	Commercial & Employment	65.0	2C	Preliminary
5013113	Marshall	South	Government Facilities	66.7	1C	Preliminary
5013032	Marshall	Grant	Government Facilities	66.7	1C	Preliminary
5012981	Jackson	North	Government Facilities	67.5	1C	Preliminary
5013055	Stewart	Stock	Government Facilities	67.5	1C	Preliminary
5013108	Baltimore	South	Government Facilities	68.3	1C	Preliminary
5013106	Indiana	South	Government Facilities	69.2	1C	Preliminary
5013144	Marshall	Dewey	Commercial & Employment	70.0	2C	Preliminary
5013123	Baltimore	North	Commercial & Employment	70.0	2C	Preliminary
5013314	Beyler	2nd	Commercial & Employment	70.0	2C	Preliminary
5013311	Center	2nd	Commercial & Employment	70.0	2C	Preliminary
5013193	Woodies	Maple	Commercial & Employment	71.7	2C	Preliminary
5013243	East	Sherman	Government Facilities	72.5	1C	Preliminary
5013087	Montgomery		Commercial & Employment	72.5	2C	Preliminary
5012970	Center	Harding	Commercial & Employment	73.3	2C	Preliminary
5013023	Whitlock	Grant	Commercial & Employment	75.0	2C	Preliminary
5013485	Shumaker	South	Commercial & Employment	75.0	2C	Preliminary
Low 122						
ID	N/S Street	E/W Street	Zone	Condition	Priority	Type of Evaluation
5013280	Alexander	South	Other Areas	63.3	3C	Preliminary
5013109	Maryland	South	Other Areas	65.0	3C	Pre'iminary
5013273	Huff	Plymouth	Other Areas	65.0	3C	Preliminary

## Bremen

5013198	Collier	Maple	Other Areas	65.0	3C	Preliminary
5013044	Oakmont	Beechwood	Other Areas	65.8	3C	Preliminary
5013493	Foltz	Plymouth	Other Areas	65.8	3C	Preliminary
5013494		Plymouth	Other Areas	65.8	3C	Preliminary
5013234	Huff	North	Other Areas	66.7	3C	Preliminary
5013130	Baltimore	Mill	Other Areas	67.5	3C	Preliminary
5013254	East	Bike	Other Areas	67.5	3C	Preliminary
5013267	Alexander	Maple	Other Areas	67.5	3C	Preliminary
5013256	Washington	Mill	Other Areas	68.3	3C	Preliminary
5013088	Montgomery	Water	Other Areas	70.0	3C	Preliminary
5013120	Marshall	Bike	Other Areas	70.0	3C	Preliminary
5013266	Alexander	Plymouth	Other Areas	70.0	3C	Preliminary
5013082	Marshall	Poplar	Other Areas	72.5	3C	Preliminary
5013146	Jackson	Maple	Other Areas	72.5	3C	Preliminary
5013006	Birkey	Jacinda/Timberw	Other Areas	72.5	3C	Preliminary
5013036	Shumaker	Sherman	Other Areas	72.5	3C	Preliminary
5013116	Baltimore	Bike	Other Areas	73.3	3C	Preliminary
5013100	Whitlock	Mill	Other Areas	73.3	3C	Preliminary
5013245	Washington	Sherman	Other Areas	74.2	3C	Preliminary
5013239	Washington	Maple	Other Areas	75.0	3C	Preliminary
5013145	Whitlock	Maple	Other Areas	75.0	3C	Preliminary
5013030	Jackson	Grant	Other Areas	75.8	3B	Preliminary
5013128	Baltimore	Dewey	Commercial & Employment	75.8	2B	Preliminary
5013232	Center	Plymouth	Government Facilities	76.4	1B	Detailed
5013033	Maryland	Mill	Commercial & Employment	76.7	2B	Preliminary
5013246	Center	Sherman	Commercial & Employment	76.7	2B	Preliminary
5013073	Bowen	Bike	Commercial & Employment	76.7	2B	Preliminary
5013207	East		Other Areas	76.7	3B	Preliminary
5013118	Indiana	Dewey	Commercial & Employment	76.7	2B	Preliminary
5013051	Shumaker	Stock	Government Facilities	76.7	1B	Preliminary
5013250	East	Plymouth	Other Areas	76.7	3B	Preliminary
5013202	Washington		Other Areas	76.7	3B	Preliminary
5013500	Shumaker	North	Commercial & Employment	76.7	2B	Preliminary
5012979	Center	Maple	Other Areas	76.7	3B	Preliminary
5012971	Center	High	Other Areas	76.7	3B	Preliminary
5013092	Whitlock	Bike	Other Areas	77.5	3B	Preliminary
5013102	Whitlock	North	Other Areas	77.5	3B	Preliminary

## Bremen

5013043	Oakmont	Beechwood	Other Areas	77.5	3B	Preliminary
5013078	Baltimore	Grant	Government Facilities	77.5	1B	Preliminary
5012974	Center	Bike	Government Facilities	77.5	1B	Preliminary
5012978	Center	Grant	Other Areas	77.5	3B	Preliminary
5013186	Woodies	3rd	Other Areas	78.3	3B	Preliminary
5013027	Liberty	South	Commercial & Employment	78.3	2B	Preliminary
5013148	Montgomery	Maple	Other Areas	78.3	3B	Preliminary
5013911	Faith		Other Areas	78.3	3B	Preliminary
5013235	Foltz	Maple	Government Facilities	78.3	1B	Preliminary
5013049	Bowen	Grant	Government Facilities	78.3	1B	Preliminary
5013047	Stewart	Southlawn	Government Facilities	78.3	1B	Preliminary
5013192	Washington	Grant	Other Areas	78.3	3B	Preliminary
5013196	Alexandra	Lincoln	Government Facilities	78.3	1B	Preliminary
5013149	Montgomery	Sherman	Commercial & Employment	78.3	2B	Preliminary
5013164	Montgomery	North	Other Areas	79.2	3B	Preliminary
5013025	Maryland	Bike	Commercial & Employment	79.2	2B	Preliminary
5013490	Center	South	Government Facilities	79.2	1B	Preliminary
5013090	Montgomery	Plymouth	Commercial & Employment	80.0	2B	Preliminary
5013057	Liberty	Plymouth	Commercial & Employment	80.8	2B	Preliminary
5013089	Whitlock	Plymouth	Commercial & Employment	80.8	2B	Preliminary
5013915	Stewart	Meadowlark	Other Areas	81.7	3B	Preliminary
5013079	Baltimore	Poplar	Other Areas	82.5	3B	Preliminary
5013289	Pine Crest	Park-Veiw	Other Areas	83.3	3B	Preliminary
5013195		Plymouth	Other Areas	83.3	3B	Preliminary
5013041	Stewart	Meadowlark	Other Areas	83.3	3B	Preliminary
5013024	Bowen	Plymouth	Commercial & Employment	83.3	2B	Preliminary
5013238	Washington	Plymouth	Government Facilities	84.2	1B	Preliminary
5013008	Hope	Plymouth	Commercial & Employment	85.0	2B	Preliminary
5013325	Wahl		Other Areas	88.3	3A	Preliminary
5012982	Center	Railroad	Commercial & Employment	88.3	2A	Preliminary
5013017	Industrial	Bike	Commercial & Employment	88.3	2A	Preliminary
5013215	Center	Raymond	Other Areas	89.2	3A	Preliminary
5013230	Alexander	North	Other Areas	89.2	3A	Preliminary
5012987	Birkey	Plymouth	Commercial & Employment	90.8	2A	Preliminary
5013181	Bowen	Water	Commercial & Employment	90.8	2A	Preliminary
5013069	Shumaker	Plymouth	Commercial & Employment	92.5	2A	Preliminary
5013095	Jackson	Plymouth	Government Facilities	95.0	1A	Preliminary

## Bremen

5013065	Spencer	Plymouth	Commercial & Employment	95.0	2A	Preliminary
5013071	Stewart	Plymouth	Commercial & Employment	95.8	2A	Preliminary
5013932	Legner	2nd	Government Facilities	100.0	1A	Preliminary
5013048	Bowen	Stock	Government Facilities	100.0	1A	Preliminary
5013303	access	2nd	Government Facilities	100.0	1A	Preliminary
5013329	Douglas	2nd	Government Facilities	100.0	1A	Preliminary
5013075	Bowen	Mill	Commercial & Employment	100.0	2A	Preliminary
5013046	Bowen	access	Government Facilities	100.0	1A	Preliminary
5013271	Collier	South	Other Areas	100.0	3A	Preliminary
5013206	Center		Other Areas	100.0	3A	Preliminary
5013506		North	Commercial & Employment	100.0	2A	Preliminary
5013013	Indutrial	Plymouth	Commercial & Employment	100.0	2A	Preliminary
5013011	Industrial	Dewey	Commercial & Employment	100.0	2A	Preliminary
5012973		4th	Other Areas	100.0	3A	Preliminary
5013042		Southlawn	Other Areas	100.0	3A	Preliminary
5013018	Keyser	Dewey	Commercial & Employment	100.0	2A	Preliminary
5013253	Washington	Dewey	Other Areas	100.0	3A	Preliminary
5013022	Baltimore	Water	Commercial & Employment	100.0	2A	Preliminary
5013321	Holland	3rd	Other Areas	100.0	3A	Preliminary
5013335	Bittersweet	Grand Army of th	Other Areas	100.0	3A	Preliminary
5013308	Beyler	4th	Other Areas	100.0	3A	Preliminary
5013304	Elm	4th	Other Areas	100.0	3A	Preliminary
5013292		Maple	Other Areas	100.0	3A	Preliminary
5013328	Cr 321	Destiny	Other Areas	100.0	3A	Preliminary
5013200	Collier	Maple	Other Areas	100.0	3A	Preliminary
5012998	Birkey	Timerwood	Other Areas	100.0	3A	Preliminary
5013063	Spencer	North	Commercial & Employment	100.0	2A	Preliminary
5013068	Liberty	Dewey	Commercial & Employment	100.0	2A	Preliminary
5013201	Woodies	South	Commercial & Employment	100.0	2A	Preliminary
5013061	Shumaker	Shumaker	Commercial & Employment	100.0	2A	Preliminary
5013059	Liberty	North	Commercial & Employment	100.0	2A	Preliminary
5013138	Indiana		Commercial & Employment	100.0	2A	Preliminary
5013058	Bowen	Dewey	Commercial & Employment	100.0	2A	Preliminary
5013010	Birkey	North	Commercial & Employment	100.0	2A	Preliminary
5013016	Carol	Bike	Commercial & Employment	100.0	2A	Preliminary
5013330	Douglas	SR 106	Commercial & Employment	100.0	2A	Preliminary
5013020	Carol		Commercial & Employment	100.0	2A	Preliminary

**Bremen**

5013319	Holland	2nd	Commercial & Employment	100.0	2A	Preliminary
5013306	Wahl	2nd	Commercial & Employment	100.0	2A	Preliminary
5012989	Spencer	Dewey	Commercial & Employment	100.0	2A	Preliminary
5013327	Legner		Commercial & Employment	100.0	2A	Preliminary
5013925	Woodies	Indiana 331	Commercial & Employment	100.0	2A	Preliminary
5012969	Douglas	Indiana 331	Commercial & Employment	100.0	2A	Preliminary
5013174	Bremen	High	Commercial & Employment	100.0	2A	Preliminary
5013009	Birkey	Bike	Commercial & Employment	100.0	2A	Preliminary

## **ATTACHMENT C**

- 1. RESOLUTION ADOPTING ADA DESIGN GUIDELINES**
- 2. RESOLUTION APPOINTING ADA COORDINATOR**
- 3. ADA GRIEVANCE PROCEDURE**
- 4. RESOLUTION ADOPTING THE AMERICANS WITH  
DISABILITIES ACT TRANSITION PLAN: PEDESTRIAN  
FACILITIES IN THE PUBLIC RIGHT-OF-WAY**

RESOLUTION 2011-7

**A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF BREMEN,  
INDIANA ADOPTING THE AMERICANS WITH DISABILITIES ACT (ADA)  
ACCESSIBILITY GUIDELINES FOR STANDARDS FOR ACCESSIBLE  
DESIGN AND GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC  
RIGHT-OF-WAY**

WHEREAS, the Federal government enacted the Americans with Disabilities Act of 1990 (ADA) to prevent discrimination of the physically and mentally disabled relating to employment and access to public facilities; and

WHEREAS, Title II of the ADA requires that municipalities adopt the Americans with Disabilities Standards for Accessible Design that provide accessibility, through proposed structural modifications to remove accessibility barriers; and

WHEREAS, Title II of the ADA recommends that municipalities adopt the Americans with Disabilities Guidelines for Pedestrian Facilities in the Public Right-of-Way that provide accessibility, through proposed structural modifications to remove accessibility barriers: and

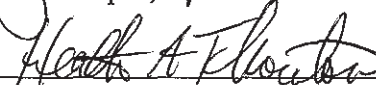
WHEREAS, the United State Department of Justice recently modified the ADA Standards for Accessible Design and the Guidelines for Pedestrian Facilities in the Public Right-of-Way in 2010 and 2011, respectively; and


WHEREAS, The Town of Bremen remains committed to the ADA and the elimination of barriers to public facilities; and

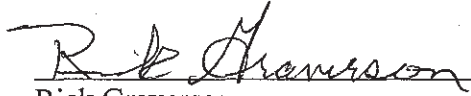
NOW, THEREFORE, BE IT RESOLVED that the Town Council of the Town of Bremen hereby adopts the 2010 Americans with Disabilities (ADA) Standards for Accessible Design and 2011 Guidelines for Pedestrian Facilities in the Public Right-of-Way.

PASSED, APPROVED AND ADOPTED this 28<sup>th</sup> Day of November, 2011.

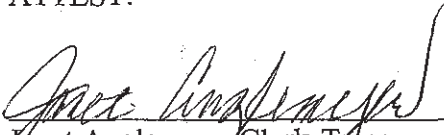
  
James Leeper, President

  
Heath Thornton

  
Chad Baker

  
Rick Graverson

ATTEST:

  
Janet Anglemeyer, Clerk-Treasurer



RESOLUTION 2011-8

**A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF BREMEN,  
INDIANA ADOPTING THE AMERICANS WITH DISABILITIES ACT (ADA)  
ADA COORDINATOR AND PROCEDURES**

WHEREAS, the Federal government enacted the Americans with Disabilities Act of 1990 (ADA) to prevent discrimination of the physically and mentally disabled relating to employment and access to public facilities; and

WHEREAS, in compliance with Title II of the ADA the Town of Bremen shall name an ADA Coordinator; and

WHEREAS, in compliance with Title II of the ADA the Town of Bremen shall adopt a grievance procedure for resolving complaints alleging violation of Title II of the ADA; and

WHEREAS, in compliance with Title II of the ADA the Town of Bremen shall publish notice to the public regarding the ADA:

WHEREAS, in compliance with Title II of the ADA the Town of Bremen shall post the ADA coordinator's name, office address, and telephone number along the ADA Notice and ADA grievance procedure on its website.

NOW, THEREFORE, BE IT RESOLVED by the Town Council of the Town of Bremen, Indiana:

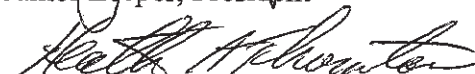
The Director of Operations, Richard K. Martin is designated as the ADA Coordinator of the Town of Bremen.

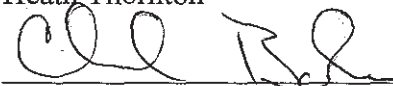
The Town of Bremen Grievance Procedure under the Americans with Disabilities Act, a copy of which is attached hereto, is adopted as the grievance procedure for addressing complaints alleging discrimination on the basis of disability in the provision of services, activities, programs or benefits by the Town of Bremen.

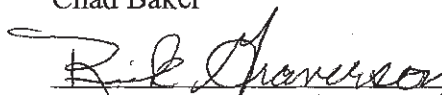
In compliance with Federal and State laws as set forth above, the Town Council resolves to post the required information regarding the ADA coordinator, Notice under Americans with Disabilities Act, and Town of Bremen Grievance Procedure under the Americans with Disabilities Act on its website and at such other locations as may be determined from time to time.

PASSED, APPROVED AND ADOPTED this 28<sup>th</sup> Day of November, 2011.


  
James Leeper, President

  
Heath Thornton

  
Chad Baker

  
Rick Graverson

ATTEST:

  
Janet Anglemeyer, Clerk-Treasurer

## RIGHTS AND PROTECTIONS THE ADA AFFORDS DISABLED PERSONS

Any individual who believes he or she has received treatment inconsistent with the policies set forth or any other requirement of the Americans with Disabilities Act (ADA) may take any of the following steps:

1. Call Rich Martijn at (574) 546 2471 the municipal ADA coordinator or stop by his office at 104 West Plymouth Street to find out more about the municipal program, service, activity or employment practice that is the basis for the concern. The ADA coordinator can also provide information on how the municipality is attempting to comply the ADA.

2. File a grievance with the ADA coordinator. The ADA coordinator will provide information on the municipality's procedure for handling grievances based on ADA rights.

3. Appeals of decisions or other actions of the ADA coordinator are permitted under the grievance procedures. If the ADA coordinator does not adequately respond to a grievance, to the individual's satisfaction, the grievance will be forwarded to the municipality's ADA compliance committee for review and appropriate action. Decisions of the compliance committee may be appealed to the municipal council.

4. Individuals have the right to initiate private lawsuits against the municipality as a means for compelling municipal compliance with the requirements of the ADA.

5. An individual may file a compliant with the U.S. Attorney General alleging discrimination in violation of the ADA, or after July 26, 1992, an individual may file a compliant alleging a violation of the ADA employment provisions with the Equal Employment Opportunity Commission.

**RESOLUTION 2012- 5**

**A RESOLUTION OF THE TOWN COUNCIL  
OF THE TOWN OF BREMEN, INDIANA  
ADOPTING THE AMERICANS WITH DISABILITIES ACT (ADA)  
TRANSITION PLAN  
FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY**

**WHEREAS**, the Federal government enacted the Americans with Disabilities Act of 1990 (ADA) to prevent discrimination of the physically and mentally disabled relating to employment and access to public facilities; and

**WHEREAS**, Title II of the ADA requires that municipalities develop and adopt a Transition Plan documents physical barriers to accessibility, proposed structural modifications to remove those barriers, and a schedule to complete the modifications; and

**WHEREAS**, the Town of Bremen adopted Resolution 2011-7 pertaining to ADA Standards for Accessible Design and Guidelines for Pedestrian Facilities in the Public Right-of-Way; and

**WHEREAS**, the United States Department of Justice recently modified the ADA Standards for Accessible Design and the Guidelines for Pedestrian Facilities in the Public Right-of-Way in 2010 and 2011, respectively; and


**WHEREAS**, the Town of Bremen remains committed to the ADA and the elimination of barriers to public facilities; and

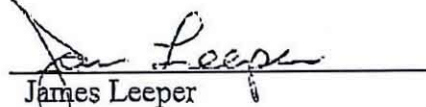
**WHEREAS**, a Transition Plan for the pedestrian network has been prepared that reflects current municipality infrastructure and ADA design standards, referred to as the "ADA Transition Plan: Pedestrian Network;"

**NOW, THEREFORE, BE IT RESOLVED** that the Town Council of the Town of Bremen hereby approves the ADA Transition Plan: Pedestrian Network.

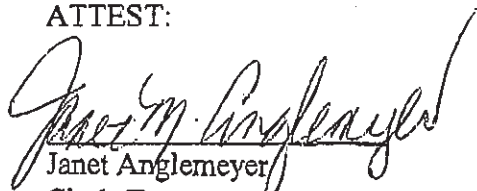
**PASSED, APPROVED AND ADOPTED** this 9<sup>th</sup> day of April, 2012.


  
Heath Thornton, President

  
Rick Graverson, Vice-President

  
James Leeper

ATTEST:

  
Janet Anglemeyer  
Clerk-Treasurer

  
Trend Weldy

## ATTACHMENT D

### 1. PUBLIC COMMENT AND RESPONSE FORM

## PUBLIC COMMENT AND RESPONSE FORM

**Date of Comment:** \_\_\_\_\_

**Name of Person:** \_\_\_\_\_

**Comment:** \_\_\_\_\_

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**Response:** \_\_\_\_\_

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