

# CITY OF HOBART



## Americans with Disabilities Act Transition Plan



December 2012

City of Hobart ADA Coordinator  
Mike Hannigan, Building Commissioner  
414 Main Street  
City of Hobart, IN 46342

1                                   **COMMON COUNCIL OF THE CITY OF HOBART, INDIANA**  
2   **Resolution Number 2012-30**

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4                                   **A Resolution Approving, Adopting and Making**  
5                                   **ADA Transition Plan Effective for the City of Hobart**  
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8                   WHEREAS, the Common Council (“Council”) of the City of Hobart, Indiana (“City”)  
9 has been advised that the City is obligated to prepare, adopt and make effective in the City a  
10 Transition Plan for the implementation of physical pedestrian improvements within the public  
11 rights of way of the City as required by the Americans with Disabilities Act of 1990 (“ADA”), as  
12 amended, (42 U.S.C §12101, *et seq.*); and

13                   WHEREAS, a draft of such Transition Plan has been under development since early in  
14 2012 and has been compiled by Mike Hannigan, Building Official of the City and Jake  
15 Dammarell, City Project Manager, such final draft being attached hereto and made a part hereof;  
16 and

17                   WHEREAS, by the adoption of Ordinance 2011-39 on December 7, 2011, the Council  
18 assigned the Building Department as the ADA compliance program for the City, and designated  
19 the City Building Commissioner as ADA Coordinator; and

20                   WHEREAS, the Council desires to approve, adopt and make such plan effective in the  
21 City through this Resolution.

22                   THEREFORE, BE IT RESOLVED by the Common Council of the City of Hobart as  
23 follows:

24                   The Americans with Disabilities Act Transition Plan, which is attached hereto, is adopted  
25 and approved, in all respects, and is hereby made effective in the City of Hobart, according to its  
26 terms, forthwith.

1 ALL OF WHICH is adopted as the Resolution of the Common Council of the City of  
2 Hobart on this Nineteenth day of December, 2012.

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\_\_\_\_\_  
PRESIDING OFFICER

9 ATTEST:

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DEBORAH A. LONGER, Clerk-Treasurer

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PRESENTED by me to the Mayor of the City of Hobart on the \_\_\_\_ day of December,  
2012 at the hour of \_\_\_\_\_.

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DEBORAH A. LONGER, Clerk-Treasurer

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APPROVED, EXECUTED and RETURNED by me to the Common Council of the City  
of Hobart on this \_\_\_\_ day of December, 2012.

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BRIAN K. SNEDECOR, Mayor

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ATTEST: \_\_\_\_\_  
DEBORAH A. LONGER, Clerk-Treasurer

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## **Acknowledgments**

### **City of Hobart City Council**

Dave Vinzant	Council President, 4 <sup>th</sup> District
Jerry Herzog	1 <sup>st</sup> District
Pete Mendez	2 <sup>nd</sup> District
P. Lino Maggio	3 <sup>rd</sup> District
John Brezik	5 <sup>th</sup> District
Monica Wiley	At Large
Matthew Claussen	At Large

### **City of Hobart Board of Public Works and Safety**

Brian K. Snedecor	Mayor
Rich Lain	Member
Tom Ehrhardt	Member

### **City of Hobart**

Brian K. Snedecor	Mayor
Deborah Longer	Clerk-Treasurer
Denarie Kane	Director of Development
Anthony DeBonis, Jr.	City Attorney
Mike Hannigan	Building Commissioner, ADA Coordinator
Aj Bytnar	City Planner
John Dubach	Director of Public Works
John Mitchell	Park Superintendent
Carroll Lewis	Building and Grounds
Tim Kingsland	Hobart Sanitary District
Debbie Scurlock	Engineering Dept.
Jake Dammarell	Project Engineer
Pete Kohut, P.E.	City Engineer

## **Table of Contents**

Section 1: Executive Summary.....	1-3
Section 2: Introduction and Administrative Information.....	4-10
Section 3: Inventory Methodology and Findings.....	11-17
Section 4: Applicability of City ADA Standards.....	18-19
Section 5: ADA Capital Implementation Plan.....	20-28
Section 6: Monitoring and Status Reporting.....	29-31
Glossary of Terms.....	32-33

### Appendix:

- A: Grievance Procedure and Forms
- B: Statement and Adoption Ordinance
- C: Inspection Forms
- D: Mapping
- E: Standards

## **Section 1: Executive Summary**

### **Introduction**

The intent of the American with Disabilities Act (ADA) Transition Plan is to develop policies, procedures, and practices for the implementation of physical pedestrian improvements within the public right-of-way of the City of Hobart. The Transition Plan effort will work to optimize the pedestrian experience for all pedestrians. It further facilitates the provisions of safe and usable pedestrian facilities that assure compliance with federal, state, and local regulations and standards.

An ADA Transition Plan is required by the ADA and Section 504 of the Vocational Rehabilitation Act. Such a plan is identified as a requirement of all communities receiving any federal funds, as well as, all Local Public Agencies with 50 or more employees. The City of Hobart qualifies under both criteria, therefore, the implementation of a Transition Plan is required.

Title II, specifically 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 a person with disabilities. Therefore, it is under this title that this transition plan has been prepared.

### **Inventory Efforts**

The self-evaluation and inventory effort was initiated as part of the City of Hobart's ADA Transition Plan effort. This process provided review of all City owned and operated buildings, and right-of-way. The survey and evaluation of the facilities within said areas of the City's responsibility were conducted by a team of City staff with some assistance from outside engineering consultation relating to curb ramps and sidewalks.

All buildings and grounds were evaluated and it was found that some facilities in older building structures were not in compliance with the ADA requirements. A detailed list of these deficiencies is available in the office of the ADA Coordinator at the City of Hobart.

A length of approximately 127 miles of sidewalk was traveled and all deficiencies were documented and recorded, including the severity thereof, in GPS State Plane Coordinates and geo referenced digital photos introduced into the City of Hobart's GIS mapping. Similarly, 1169 intersection corners and

their respective ramps were surveyed and deficiencies recorded and documented in the same form.

It was found that many of the City's curb ramps and sidewalks were not in compliance with the ADA requirements set forth for such pedestrian facilities.

### **ADA Codes and Standards**

The City of Hobart established the ADA as Department of the City by the adoption of Ordinance No. 2011-39 on December 7, 2011. This Ordinance adopted and made effective the Guidelines for Accessible Public Rights of Way, set forth by the "2010 Standards for Accessible Design" issued by the US Department of Justice, as well as, adopting the ADA Grievance Procedure.

*See Appendix A.*

### **ADA Capital Implementation**

The ADA Capital Implementation Plan is meant to serve as a guide in describing the extent of City operated projects necessary to implement the ADA Transition Plan within the City public right-of-way.

Types of projects included in the ADA Capital Implementation Plan can be categorized as follows:

- Curb ramp construction or replacement projects based upon priority ranking or as deemed essential by the ADA Transition Plan
- Curb ramp construction or replacement projects based upon resident request
- Curb ramp, sidewalk, or intersection retrofit projects included with street mill and overlay projects or other street, sewer, or sidewalk construction projects
- Curb ramp, sidewalk, or intersection retrofit projects, in participation with construction by private parties
- Street and sidewalk construction retrofit projects planned for the improvement of the overall pedestrian facilities
- Signal retrofit projects
- Roadway widening projects

Implementation of improvements to the pedestrian facilities can be derived through a various number of funding sources. Some of these programs include on-going capital improvement and maintenance projects, Community Development Block Grant Funds (CDBG), as well as specific projects targeting

improvements to areas containing pedestrian facilities. It is understood that while specifying location and scope of work required at these locations is an overwhelming task, the plan shall serve as guide to prepare an evaluation of needs within any given area and formulate more detailed cost estimates and impacts to surrounding facilities. Once overall project scope and financial impacts are developed annual projects can be finalized and completed within financial constraints. At the adoption of this Transition Plan the Capital Implementation Plan can be described as completing project types as listed above within the areas of priority ranking within the City's financial constraints.

Curb ramps should be constructed in all locations where missing and necessary for the full usage of the overall pedestrian path of travel including mid-block crosswalks. Older, non-conforming curb ramps that pose potential hazards to wheelchair users should be repaired, upgraded or replaced. Some of these curb ramps may be ineffective or even dangerous due to steep slopes, narrow widths, high gutters, and improper offsets to adjacent ramps. In addition to curb ramp construction and replacement, crosswalks striping, ped signals and sidewalks serving each selected intersection should be individually evaluated for compliance with ADA Codes and Standards and upgraded when necessary.

### **Monitoring**

The City will monitor improvements and update mapping to reflect these improvements. This will be an ongoing effort but is crucial to the proper implementation of the program.

While monitoring of the completed improvements is important, monitoring of the workmanship of each improvement is equally if not more important. Standards set forth must be adhered to in order for any improvement to be completed successfully. The City shall assure all ramps, walks, and other relating improvements are done in accordance with these standards.

## **Section 2: Introduction and Administrative Information**

### **Introduction to the ADA**

The Americans with Disability Act (ADA), enacted on July 26, 1990, provides comprehensive civil rights protections to persons with disabilities in the area of employment, state and local government services, access to public accommodations, transportation and telecommunications. The ADA is companion civil rights legislation with 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 subjected to discrimination under any program or activity. The Act also protects employees with disabilities, with certain protections and requires employers make reasonable accommodation for applicants and employees with disabilities.

The ADA is divided into five (5) parts, covering the following areas:

- Title I: Employment*
- Title II: Public Services*
- Title III: Public Accommodations*
- Title IV: Telecommunications*
- Title V: Miscellaneous Provisions*

It is Title II of the ADA that dictates that public entities must evaluate its services, programs, policies, and practices to determine whether they are in compliance with the nondiscrimination regulations of the ADA. The regulations detailing compliance requirements were issued in July 1991. A self evaluation is required as a component of this evaluation. This self evaluation is intended to examine activities and services, identify problems or barriers that may limit accessibility by persons with disabilities, and describe potential compliance solutions. The entity must proceed to make necessary changes resulting from the self evaluation. The ADA further requires that an ADA Transition Plan be prepared to describe any structural or physical changes required to make programs accessible.

## **City of Hobart Responsibilities**

The City has various responsibilities under Title II of the ADA. The following conditions are described as minimum efforts as required of the City.

The City must designate an employee as an ADA Coordinator. This person is responsible for overseeing compliance with the nondiscrimination laws as they relate to the persons with disability. This person will assure the implementation of ADA requirements and this ADA Transition Plan and investigate complaints of alleged noncompliance. At the time of this version of the ADA Transition Plan, that designated person is Mike Hannigan, Building Commissioner & ADA Coordinator, 414 Main Street, City of Hobart, In 46342. Telephone 219-942-1722, email [mhannigan@cityofhobart.org](mailto:mhannigan@cityofhobart.org).

Secondly, the City must distribute on an ongoing basis, a notice to the public regarding their rights under the ADA and Section 504 and the City's responsibility under the law. A nondiscrimination statement containing the minimum requirements for a nondiscrimination statement must be published by the City. At the time of this version of the ADA Transition Plan, the City of Hobart has posted the following statement in compliance with said standards:

### **Statement**

“The City of Hobart does not discriminate on the basis of disability in admission or access to, or treatment of employment in its programs, policies, activities, services, and facilities.” *(See Appendix B)*

Third, the City must develop and/or adopt a grievance or complaint procedure that provides for prompt and equitable resolution of complaints. The City Council adopted Ordinance No. 2011-39 establishing and adopting said grievance procedure on December 7, 2011.

Next, the City must develop and/or adopt accessibility standards, specifications, and design details. Design standards should reflect the most up to date ADA Accessibility Guidelines. The City Council adopted the “2010 Standards for Accessibility Design” and “Revised Draft Guidelines for Accessible Public Right-of-Ways” as part of Ordinance No. 2011-39 on December 7, 2011.

The City must then complete a self-evaluation and inventory of all of its facilities, programs, policies, and activities to evaluate whether there are barriers for persons with disabilities. The City of Hobart established a

committee formed of all Department Heads and the evaluation was completed through the spring and summer of 2011 to 2012. Members of this committee partook in training provided by Northwest Indiana Regional Planning Commission (NIRPC), Indiana Department of Transportation (INDOT), and Federal Highway Administration (FHWA). As part of this effort, the City completed a field survey of all of the City sidewalks and curb ramps.

The sixth item required is the development of an ADA/504 Plan for removing the access barriers indentified in the above mentioned inventory. It is required that all communities receiving federal funds or with 50 or more employees complete this “transition plan”. By way of the completion of this document, the City of Hobart ADA Transition Plan will be completed.

Lastly, the City must implement its accessibility plan and regularly monitor progress at removing barriers. It is recommended by INDOT that this occur at least once every three (3) to five (5) years. The City of Hobart has provided a method to review improvements as required. Sidewalk and curb ramps have been compiled and data stored on the City GIS mapping for ease of monitoring and updating improvements.

### **ADA Transition Plan Public Review and Comment Period**

A public entity that employs 50 or more people is required to seek public input on its ADA Transition Plan. This input and sharing of information is vital to successful implementation of the plan and improvement of facilities, services, and programs.

The City of Hobart’s ADA Coordinator has completed several status updates and public information reports throughout the process at various City meetings. The ADA Transition Plan was open for public comment in December of 2012. Requests for copies of the ADA Transition Plan and public comments should be directed to City of Hobart, Mike Hannigan, ADA Coordinator, 414 Main Street, Hobart, IN 46342. Telephone (219) 942-1722, email: mhannigan@cityofhobart.org

### **ADA Grievance Procedure**

A public entity that employs 50 or more persons or one that plans to utilize federal funds is required by the ADA to adopt and publish grievance procedures providing for prompt and equitable resolution of complaints or grievances alleging any action that would be prohibited by Title II of the ADA.

The City of Hobart adopted such a grievance procedure under Ordinance No. 2011-39 in December of 2011.

### **Grievance Procedure Instructions**

When any person or authorized representative believe that the City of Hobart has violated Title II of the ADA by denying access to its programs and services based on a disability a formal grievance may be filed with the ADA Compliance Officer. This individual supervises the Disability Access and Services, located within the City Department of Disability.

**Step 1.** The grievance should be documented on an ADA Title II Grievance Form and should contain as much information as possible concerning the alleged violation. This form must be completed by the grievant or his/her authorized representative. Tape recorders and/or other assistance for persons with visual or motor impairments, and TDD=s and/or Qualified sign Language Interpreters for the deaf or hearing impaired persons will be made available by the Disability Access and Services. The grievance should be submitted as soon as possible, but no later than sixty (60) calendar days after the alleged violation. Strict confidentiality of all information provided will be maintained to the extent permitted by law. Sharing information, including identity, will be done only as needed to resolve the grievance.

**Step 2.** The City of Hobart ADA Compliance Officer will review the completed ADA Title II Grievance Form within ten (10) working days of receipt. He will then discuss the issues with the grievant and the concerned department(s), and will initially attempt to resolve the grievance informally.

If the ADA Compliance Officer determines further investigation is warranted, a Notice of Continuing Investigation (NCI) will be mailed to the grievant within fifteen (15) working days. If appropriate, the ADA Compliance Officer may also arrange to meet with the grievant to discuss the matter and possible resolution. Within ninety (90) calendar days after the NCI is sent, the Compliance Officer will respond in writing and, where appropriate, will do so in a format accessible to the grievant.

If the City's response does not satisfactorily resolve the matter, the grievant and/or authorized representative may appeal the decision of the ADA Compliance Officer within thirty (30) calendar days after receipt of the City's response to the Chairperson of the ADA Grievance Appeals Committee (ADAGAC). Within thirty (30) calendar days after receipt of the appeal, the Chairperson (the General Manager of the Personnel Department, or designee),

## City of Hobart ADA Transition Plan

will convene a meeting of the committee, either by telephone or in person, to discuss the matter and possible resolution with the grievant. In addition to the General Manager of the Personnel Department, the Committee will consist of a member of the City Commission on Disability and a representative from another City Department.

Within thirty (30) calendar days after this meeting, the Chairperson of the Committee will respond in writing and where appropriate, in a format accessible to the grievant. If the grievant is dissatisfied with the response of the ADA Grievance Appeals Committee, he/she may contact the U.S. Department of Justice (DOJ), the U.S. Department of Fair Employment and Housing (DFEH), the Equal Employment Opportunity Commission (EEOC), or seek private counsel. *(See Appendix B for a copy for City of Hobart Grievance Form)*

### **ADA Transition Plan Oversight Committee**

A key to ensuring timely and effective implementation of the City's ADA Transition Plan is coordination among the various departments within the City. To this end it is recommended a committee headed by the ADA Coordinator be established. The purpose is to ensure 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 twice per year and report to the City Council on the status of the ADA Transition Plan and associated improvements to the public right-of-ways, as well as provide estimated costs associated with these improvements.

The recommended composition of this committee is as follows:

ADA Coordinator

City Planner

City Engineer

Director of Public Works

The committee should also evaluate the need for additional funding and look for new funding opportunities, including funding to assist with the tasks performed by the ADA Transition Plan Oversight Committee (ADATPOC).

Specific tasks that the ADATPOC should undertake and oversee would include the following:

*Curbs and Curb Ramp 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 deviations to the standards and to determine technical infeasibility.

The Committee should evaluate the City's current curb ramp designs on an on-going basis to ensure they provide the appropriate degree of access, in accordance with ADA Codes and Standards.

*Individual Intersection Curbs, Sidewalks, Pedestrian Islands, and Pedestrian Trails*

The Committee should review and monitor curbs, sidewalks, pedestrian islands, and pedestrian trail construction and should recommend revisions to the policy to implement the ADA Transition Plan, to handle public requests, to discuss variances and deviations from the standards, and to determine technical feasibility. The on-going retrofitting of curbs, sidewalks, pedestrian islands, and pedestrian trails should be in accordance with ADA Codes and Standards.

Areas around Schools, Government Complexes, Pedestrian Sites, Transportation, Shopping and Medical Facilities should be considered areas of higher priority.

When curb ramps are considered for construction or reconstruction, the whole intersection should be evaluated for safety and usability by persons with disabilities to determine usable paths of travel.

*Accessible Pedestrian Signals Evaluation*

The Committee should monitor accessible pedestrian signal installation and recommend revisions/modifications to the policy to implement the ADA Transition Plan. When accessible pedestrian signals are installed, they should be equipped with all features that are required by the ADA Codes and Standards. Accessible pedestrian signal installations also should be evaluated to reflect any new Federal guidelines contained in the FHWA Manual of

## City of Hobart ADA Transition Plan

Uniform Traffic Control Devices (MUTCD), along with advances in accessible signal technology.

### Tactile Guidestrip Evaluation

The Committee should oversee the needs for tactile guidestrip installation.

### Private Developer Improvement Evaluation

The Committee should obtain from the City's Planning Department proposed plans for the private developers, both residential and commercial and evaluate the scope and impact of such plans on access improvements to streets and sidewalks.

The Committee should, through the Planning Department, identify private projects both residential and commercial, either completed or planned, where the City retains sufficient right-of-way options to provide enhanced access improvements, such as the installation of sidewalks. Distinction should be made between those private developments where responsibility for access improvements rest on the developer, and those situations where the City has granted variances to developers on access improvements. Where the City has allowed a variance that impacts the access for the disabled, the variance should be looked at to determine if the City preserves the option to do future improvements such as installing sidewalks.

## **Section 3: Inventory Methodology and Findings**

### **Purpose and Summary of Inventory Findings**

The City of Hobart has a broad range of infrastructure facilities that fall within the City's right-of-way. These facilities include, but are not limited to, 154 miles of streets falling within several functional classifications, pedestrian trails and pathways, vehicle and pedestrian signal systems, signage systems, on-street parking facilities, public parking lots, sidewalks, public parks and outdoor recreations areas, a municipal boat ramp, storm and sanitary sewers, and other above or underground utilities. The overall goal of the Transition Plan is to assure the City of Hobart provides safe and useable pedestrian facilities for all pedestrians in the City, and to assure compliance with Federal, State, and Local Standards and Regulations.

The City's Engineering Department embarked on a four month physical survey and inventory of curb ramps and sidewalks to determine the extent of needed improvements at the intersections and along the various pedestrian routes within the City's right-of-way. The field survey was performed by technical staff with experience related to ADA Standards, and measurement, dimensions, gradients, and other physical characteristics were reviewed. The Engineering Department, with some assistance from consulting engineers, completed the inventory of all curb ramps within the public right-of-way within this span as well as 127 miles of sidewalk to provide a baseline condition of the existing pedestrian facilities. The information gathered on the curb ramps and sidewalks is the first fully completed inventory of this kind.

The data relative to the compliant curb ramps was compiled utilizing the U.S. Department of Justice ADA Toolkit Curb Ramp Form (17), attached in Appendix C. This form was incorporated in the City of Hobart's GIS Mapping software. This conversion to GIS has allowed each corner and length of sidewalk to be given a reference point to identify the areas of non-compliance relating to all the standards and specifications of a proper ADA curb ramp or sidewalk utilizing "true" or "false" recognition for each component of a compliant ramp or deficiency within a sidewalk. The City is now able to pull up individual ramps and search for non-compliant ramps or sidewalk deficiencies based on these criteria. The plan is to use this in an effort to create like kind projects as they move forward with the Transition Plan.

During inventory it was evident that due to the history and diverse age span of the neighborhood roads and sidewalks, as a result of development over nearly 100 years, some locations within the City are challenging to ADA Standards as

a result of past development standards. The City of Hobart has developed and adopted new Development Standards, of which include ADA compliancy.

Points of interest as a result of the survey and inventory findings within the City of Hobart are shown below:

- 1169 corners were inventoried
- 1374 curb ramps were filed and reviewed at 415 road intersections
- There is a possibility to increase connectivity with at least an additional 2338 curb ramps in the future
- There are 571 locations where curb ramps do not exist and have no need to exist to promote connectivity
- It was found that 144 locations exist that presently do not have a curb ramp but need one due to an adjacent ramp leading to it from across the street
- It was further found that 129 ramps could be removed due to no connectivity
- 127 miles of sidewalks were inventoried
- A total of 2303 sidewalk deficiencies were recorded and included:
  - Cracked Slab = 688 locations
  - Gaps = 4 locations
  - Missing = 204 locations
  - No Sidewalk = 14 locations
  - Spalling = 161 locations
  - Stub Toe or Heave = 477 locations
  - Sunk/Raised = 601 locations
  - Tree Damage = 153 locations
  - Utility Damage = 1 location

### **Inventory Methodology**

The City began a field survey in October of 2010, but was put on hold due to limited resources. However, was able to complete the inventory of nearly all curb ramps. The City gained assistance from the consulting engineers of Butler, Fairman, & Siefert Inc. (BF&S), to aid in the process in May 2012 and completed review of all curb ramps and sidewalks in July 2012.

Given financial constraints, the City provided staff to assist BF&S in the gathering of data. This effort went smoothly and an immense amount of

City of Hobart ADA Transition Plan

information was collected and stored in GIS with reference points to each deficiency, including the type.

As previously mentioned, the ADA Curb Ramp inventory was completed by City Staff utilizing the form provided by the U.S. Department of Justice ADA Toolkit Curb Ramp form (17), shown here and in full form in Appendix C:

Curb Ramps		Construction/Alteration Date (circle one):		Before 1/26/92	After 1/26/92			
Facility Name/Address:				Date:				
Location:				Surveyor:				
<p>Record your measurements in the blanks when they are provided. Do not circle a response for a question you are directed to skip. If your answer to a question is no, but the choices are "Y" and "n/a," circle "n/a" (not applicable).  <i>A circled "N" signifies a violation.</i></p>								
Describe each curb ramp's location:			Curb Ramp D:					
Curb Ramp A:			Curb Ramp E:					
Curb Ramp B:			Curb Ramp F:					
Curb Ramp C:			Curb Ramp G:					
Refer to #	Curb Ramp (CR) Questions	Curb Ramp A	Curb Ramp B	Curb Ramp C	Curb Ramp D	Curb Ramp E	Curb Ramp F	Curb Ramp G
1	Is ramp of CR at least 36" wide (not including flared sides)?	Y N	Y N	Y N	Y N	Y N	Y N	Y N
2	Does CR have a running slope of 8.33% or less?	%	%	%	%	%	%	%
3	Does CR have a cross slope of 2% or less?	Y N	Y N	Y N	Y N	Y N	Y N	Y N
4	Does CR have a gutter slope of 5% or less?	Y N	Y N	Y N	Y N	Y N	Y N	Y N
5	Are transitions on and off CR flush and free of abrupt level changes? Record the height of any level changes.	Y N	Y N	Y N	Y N	Y N	Y N	Y N
6	Does CR have detectable warnings?	Y N	Y N	Y N	Y N	Y N	Y N	Y N
7	Can CR be blocked by legally parked cars?	Y N	Y N	Y N	Y N	Y N	Y N	Y N
8	Is the sidewalk at the "top" of CR at least 36" wide?	Y N	Y N	Y N	Y N	Y N	Y N	Y N
9	Does CR have flared sides? If yes, answer one of the next two questions. If no, skip to question 10.	Y n/a	Y n/a	Y n/a	Y n/a	Y n/a	Y n/a	Y n/a
9.a	If the sidewalk at the "top" of CR is 48" wide or more, is the slope of the flared sides 10% or less?	Y N	Y N	Y N	Y N	Y N	Y N	Y N
9.b	If the sidewalk at the "top" of CR is less than 48" wide, is the slope of the flared sides 8.33% or less?	%	%	%	%	%	%	%
10	If no flared sides, is there an obstruction or grass on each side of CR that discourages pedestrians from traveling across ramp? If the CR has flared sides, skip this question.	Y N	Y N	Y N	Y N	Y N	Y N	Y N
11	If CR is built up to the curb, is it outside the path of cars? If CR is not built up to curb, skip this question.	Y N	Y N	Y N	Y N	Y N	Y N	Y N
Answer the last two questions only if the CR is located at a marked crossing:								
12	Is ramp of CR contained in markings?	Y N	Y N	Y N	Y N	Y N	Y N	Y N
13	If corner-type CR, is bottom landing at least 48" long and contained in crosswalk? If not corner-type CR, skip this question.	Y N	Y N	Y N	Y N	Y N	Y N	Y N

Sidewalks and curb cuts were inventoried and the following deficiencies identified to group reasons for non-compliance with ADA Standards. These criteria were further broken down to Major and Minor:

- Cracked Slab

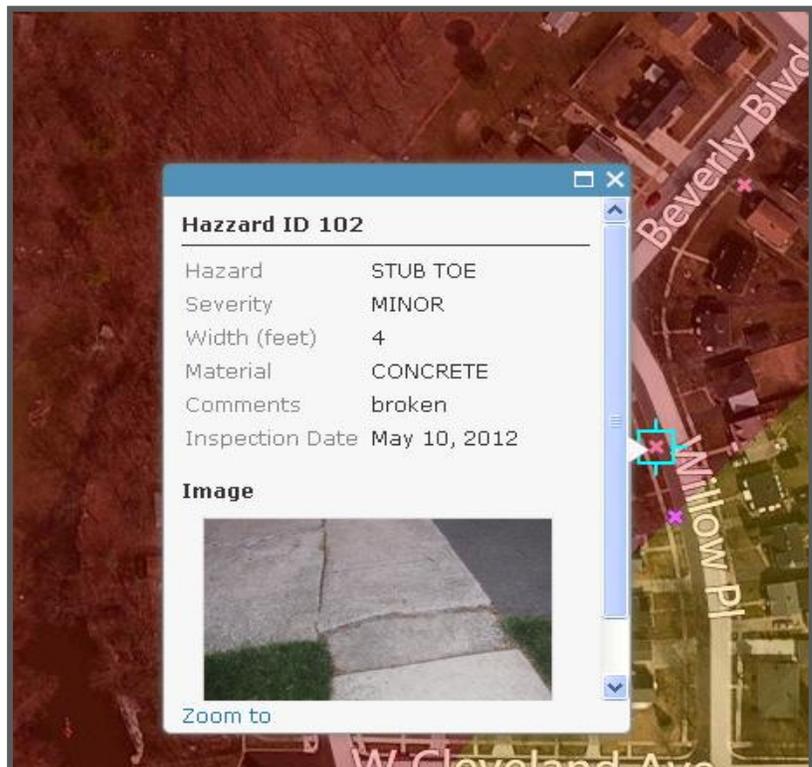
## City of Hobart ADA Transition Plan

- Gap
- Missing Sidewalk
- Spalling
- Sunk or Raised
- Toe Stub or Differential
- Tree Damage
- Utility Damage
- Missing Piece

These deficiencies were recorded with spatial reference on the City's GIS mapping software. The information can be searched by criteria and viewed online anywhere there is internet access. Below is an example of what can be seen on screen in GIS. This case shows a minor "toe stub" or slab height differential on Willow Place that is Minor in severity.

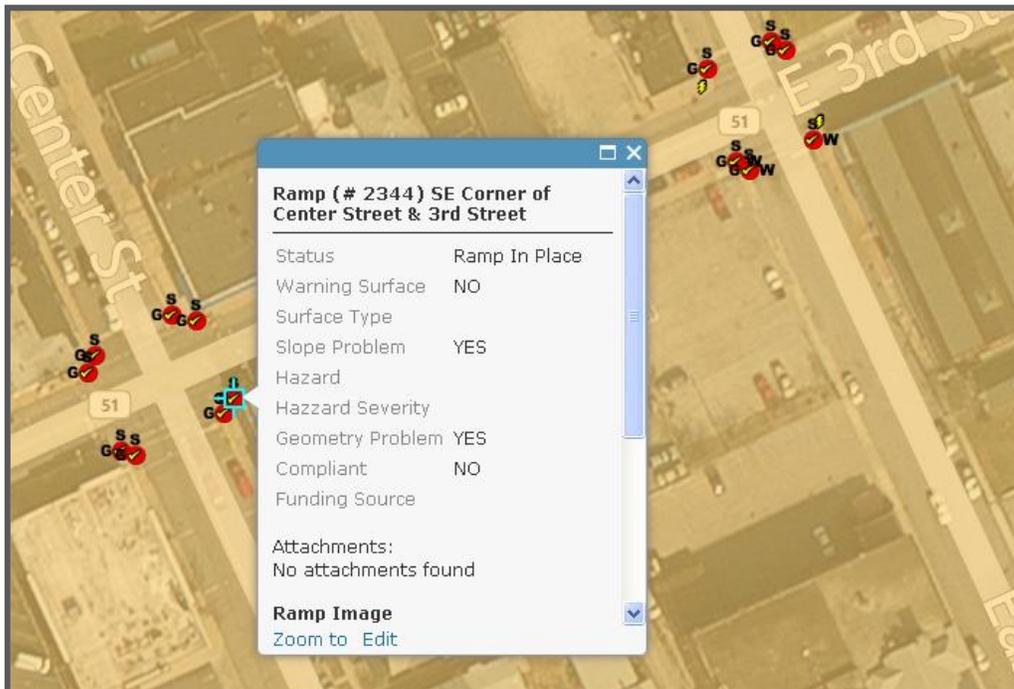
The deficiencies are color coded and when clicked on they provide the detailed information window seen here.

As repairs occur the information in the system must be updated by the ADA Coordinator or his/her assignee in order to maintain an accurate database.

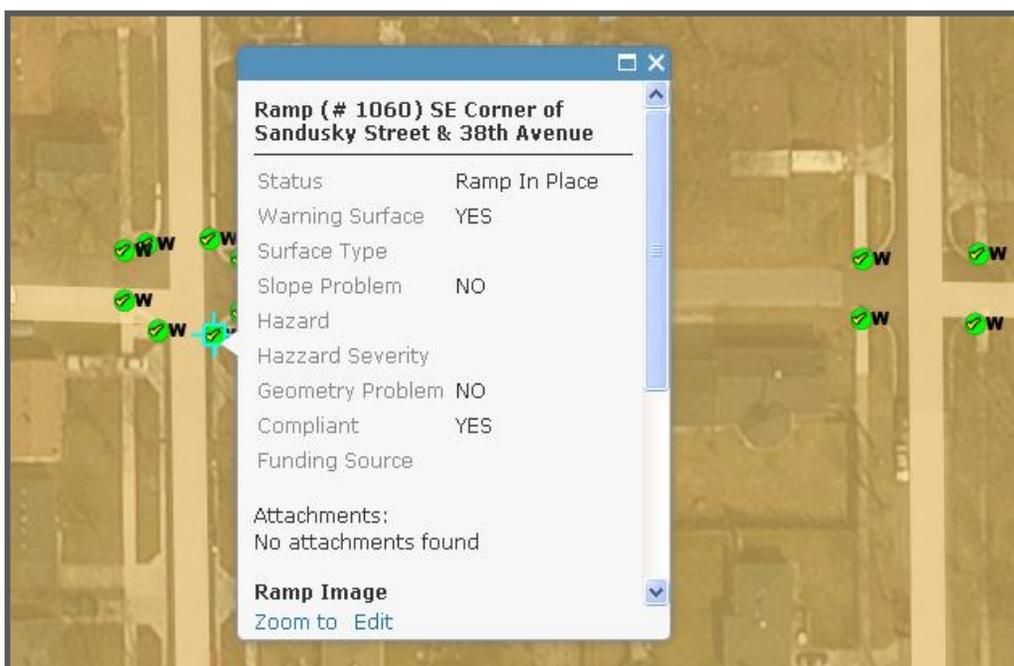


## City of Hobart ADA Transition Plan

Likewise the curb ramps can be reviewed. Below is an example of the information seen when a particular ramp is reviewed. In this case the ramp is non-compliant as indicated by the red circle. Other deficiencies are noted by “G”, “S”, etc. indicating geometry and slope issues. Photos of each ramp are also included in the detailed information window.



Compliant ramps are indicated by green dots. Below is an example of a location containing a compliant curb ramp.



## **Survey Summary and Priority Areas**

All intersections were surveyed as previously mentioned and the City has identified priority areas understanding that the cost to cure will exceed any amount that can be financially possible in the coming years. Three priority areas have been classified within the City, including, Level 1 (High Priority), Level 2 (Medium Priority), and Level 3 (Low Priority). These classifications are currently based on the criteria described below.

### Level 1 – High Priority

- Intersections and road segments on major roadways classified within the City as Commercial collectors, such as arterials and thoroughfares.
- Intersections and road segments classified as Level 1:
  - Downtown Business District (intersections and road segments within ½ mile radius of 3<sup>rd</sup> and Main Street)
  - Public Schools (intersections and road segments ½ mile radius from campus)
  - Police and Emergency Response Facilities
  - Hospitals and Health Clinics
  - City Parks and Community Centers
  - Senior Facilities
  - Transportation Hubs
  - Post Office

### Level 2 – Medium Priority

- Intersections and road segments on collector roadways classified as residential collectors, also defined as having a minimum right-of-way width of 80 feet.
- Intersections and roadway segments classified as Level 2:
  - Public Schools (intersections and road segments ¾ mile radius from campus)
  - Downtown Business District (intersections and road segments within ¾ mile radius of 3<sup>rd</sup> and Main Street)
  - Major Employment Centers
  - Major Shopping Centers
  - Churches
  - High-Density Housing Complexes

Level 3 – Low Priority

- Single Family Residential Areas
- Industrial Areas
- Any Other Area not previously classified

The surveyors gathered the same data for all Levels of Priority. Upon realizing the expansive area contained within the bounds of the Priority Level 1, it was determined that the majority of Level 1 criteria would be accounted for by targeting the downtown business district and public schools as a center for the priority radii. This distribution of priority can be seen in the map located in Appendix D.

*Example of **Level 1 – High Priority School Area***



*To the left is an example of a **Level 2 – Medium Priority Church Area***

*To the right is an example of a **Level 3 – Low Priority Resident Area**. In this case the roadway was resurfaced and all curb ramps in the project limits brought into compliance.*



## **Section 4:       Applicability of City ADA Standards**

This section describes how the ADA codes and standards impact the City standards and procedures. The City of Hobart has adopted the 2010 Standards for Accessible Design issued by the U.S Department of Justice and The City of Hobart Standards. These standards shall apply to work done in the City of Hobart. In a case where these standards conflict, the more restrictive standard shall apply.

1. *New Development:* All areas of newly designed and newly constructed facilities in the City regulated public right-of-way shall comply with these standards.
2. *Additions in the Existing Public Right-of-Way:* Each addition to an existing City-regulated public right-of-way shall comply with the applicable provisions of these standards. Where the addition connects to existing construction, the connection shall comply with alterations, as described in the below subsection.
3. *Alterations in the Existing Public Right-of-Way:* Where existing elements of spaces in the City-regulated public right-of-way are altered, each altered element or space shall comply with the applicable provisions of these standards.
  - 3.1 *Exception:* In alterations, where compliance with applicable provisions is technically infeasible, the alteration shall comply to the maximum extent feasible.
  - 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 points to buildings or facilities adjacent to the altered portion of the public right-of-way, below the requirements for new construction at the time of that the alteration is prohibited.
4. *Approval Procedures for Exceptions, Equivalent Facilitation and Technically Infeasible Conditions:* The City's ADA Coordinator, or an appointee, shall provide review of all aspects of compliance with the ADA Codes and Standards contained and adopted by virtue of the ADA Transition Plan. In the event of the need for an exception approval, this individual shall report findings to the City Engineer, and the City Engineer may delegate such approval authority and responsibility

contained in these standards to the ADA Coordinator as he/she determines appropriate.

5. *Dimensional Tolerances:* All dimensions and numerical requirements contained in the standards set forth by the ADA Transition Plan are absolute and requirements 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 *Advisory:* It is advised that designers use numerical criteria in design that is either below the maximum or above the minimum requirements stated in these standards, so that the final constructed improvements meet the stated requirements.

## **Section 5: ADA Capital Implementation Plan**

The ADA Capital Implementation Plan is a final step in determining the extent of City-operated and other participants' projects necessary to implement the ADA Transition Plan within the City of Hobart'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 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.
- Signal retrofit projects.
- Roadway widening projects.

A number of existing and potential programs and funding sources for capital improvement projects are described in this section. These programs include on-going City capital improvement and maintenance programs, as well as specific projects and funding sources allocated in the Transportation Improvement Plan (TIP) through NIRPC and INDOT. 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 not specifying specific locations and entailed the scope of work, the plan is intended to serve as a conceptual plan whereby the extent and goals of future projects will be evaluated prior to preparing a project description and detailed cost estimates. Once an overall scope of work and its financial impact is established, annual projects can be finalized and the exact number of specified improvements can be set as project goals focusing on higher priority areas and moving down the list as time goes forward.

The ADA Capital Implementation Plan includes a map of the City's infrastructure identifying deficiencies within priority areas. This implementation plan, which targets higher priority uses, anticipates a 20- to 25-year implementation period to achieve compliance with program accessibility requirements. Additional ADA work, such as new construction and additional curb ramps beyond the minimum program access requirements will continue beyond the timeframe identified above.

## **Extent of Required ADA Work**

The extent of work included in the ADA Transition Plan includes the types of capital improvements that should be made to intersections, streets and sidewalks. The extent of work included in the plan has been the result of an extensive process that has included review and recommendations of all basic elements of the ADA Transition Plan by the City of Hobart Planning, Building, and Engineering as well as other Departments. 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 City to transition into compliance with the programmatic access requirements of Title II of the ADA are included in this section.

Most recommended capital improvements will be comprehensive in their approach. A comprehensive approach refers to making a series of related improvements at each particular location of work in an effort to bring the entire location and any public uses (as described in the Use Priority 1 list on a subsequent page), if they occur, into compliance with the applicable ADA Codes and Standards. For example, at a typical four-way signalized intersection, the extent of work would include not only the construction of curb ramps at each corner, but it also would include removing accessibility barriers along the pedestrian route from any Priority 1 use leading to the curb ramps, and installing accessible pedestrian signals, crosswalk striping; accessible islands, if required; and appropriate signage. It is probable that some capital improvement projects may, to a lesser degree, include only specific elements that represent physical barriers that need to be removed at a particular location, or that are specifically funded by an existing program.

The typical extent and scope of work for the most common types of capital improvements, listed from most to least comprehensive, is shown below:

- (1) Complete ADA retrofit of signalized four-way intersection: eight new curb ramps, two per corner (unless infeasible due to existing conditions such as utility conflicts or geometry or an exception as described in Section 5.4); new complying sidewalk paving to meet existing sidewalks and other sidewalk improvements to provide access to Priority 1 uses along the path of travel; new accessible pedestrian signals with push buttons; and crosswalk striping (if not existing, including removal and replacement of crosswalk striping where in poor condition) for all crossing directions where crosswalks are required by the ADA Codes & Standards. Scope may include new islands with cut-through or curb ramps, if required by the standards or at the design engineer's discretion.
- (2) Complete ADA retrofit of controlled intersection: eight new curb ramps, two per corner (unless infeasible due to existing conditions such as utility conflicts or geometry or an exception as described in Section 5.4); and crosswalk striping (if not existing, including removal and replacement of

crosswalk striping where in poor condition) 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 providing new islands with cut-through or curb ramps, if required by the standards or at the design engineer's discretion.

- (3) At signalized intersections, installation of new accessible pedestrian signals with push buttons and crosswalk striping (if not existing, including removal and replacement of crosswalk striping where in poor condition) for all crossing directions where crosswalks are required by the ADA Codes and Standards.
- (4) Partial ADA retrofit at four-way intersection, single-family residential area: four new curb ramps (one per corner); crosswalk striping at all signalized or stop-controlled intersections, for crossing directions where a crossing is not prohibited.
- (5) Partial ADA retrofit at T-intersection, single-family residential area: two new curb ramps to cross main street at one location of T-intersection, and at two new curb ramps to cross secondary street.
- (6) One or more new single curb ramps where other curb ramps at the intersection are complying.
- (7) Renovation of existing curb ramp to remove hazardous conditions.
- (8) Installation of new curb, gutter and concrete sidewalk (installation of sidewalk should be on a case-by-case basis).
- (9) Partial curb, gutter and sidewalk installation to provide programmatic access (installation of sidewalk should be on a case-by-case basis).
- (10) Miscellaneous sidewalk or walkway repair or replacement.
- (11) Roadway widening or installation of required asphalt conforms for accessible pedestrian access routes.
- (12) Removal of sidewalk barriers (either moving or removing the barrier or reconstructing the pedestrian walkway around the barrier, or the reconstruction of driveways).

Again, 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.

## **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. It should be noted that the policy regarding prioritization follows ADA guidelines, as contained in 28 CFR Part 35 section 35.150 (c), (d) and 35.151 (e), and in the Accessibility Policy Statement of the U. S. Department of Transportation.

### *Use Priority A: Public Input Requests*

When the requests come into the City's ADA Program Access Coordinator, an evaluation for construction or reconstruction is undertaken. If a curb ramp is requested, the evaluation consists of the requested curb ramp and the entire intersection at which the curb ramp is located. Any existing curb ramp is evaluated for usability and safety to determine the usable path of travel through that intersection.

Generally, requests for improvements come from community members with disabilities who wish to access shopping areas, medical facilities, bus stops, transportation and other facilities or areas to accommodate their activities of daily living. These requests should continue to be handled as the first line of priority.

These projects primarily replace curb, gutter and sidewalk sections with curb ramps. These ramps are installed at intersection corners, near schools and hospitals, at driveways or any other curb, gutter and sidewalk where accessibility needs to be improved. The curb ramp need is determined by constituent request, but if insufficient requests are made within the annual funding period, the City recommends additional curb ramps or other improvements necessary to fully use the available 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 City
- (2) Public hospitals, health clinics, medical clinics, mental health clinics and therapy centers
- (3) Public housing projects and public homeless shelters
- (4) Sheriff neighborhood service centers
- (5) City parks

- (6) Public schools, including in the following order, but not limited to: community colleges; high school, junior high and elementary school programs with magnet programs for children with disabilities; and all other schools
- (7) State and local district offices with high public traffic, beginning with, but not limited to: transportation hubs and major corridors and routes; Department of Motor Vehicles offices; and state parks

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 employment sites
- (6) Supermarkets
- (7) Retail strip centers
- (8) Small apartment facilities
- (9) Service sites of disability organizations
- (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) Areas that have not fallen into any of the above groups

Current City policy also uses basic considerations and evaluation factors when determining whether a curb is suitable for construction or reconstruction. These factors are called condition priorities because they are based on the physical condition of an existing intersection, corner or curb ramp. These factors also are used for consideration when determining the priority within a category/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. Examples are vertical displacement of the curb ramp, steep side slopes, deteriorated conditions, etc. (See also discussion of unsafe conditions in Condition Priority 5 below.)

**Condition Priority 2:**

A new curb ramp will be installed at locations where there is no curb ramp to provide accessibility.

**Condition Priority 3:**

When a corner has one existing curb ramp and conditions allow for the construction of an additional curb ramp at the same corner, and provided that traffic controls allow for a safe path of travel, an additional curb ramp will be installed. (This condition applies only to corners at intersections on arterial and thoroughfare streets, and that it would not apply to signalized locations on major streets for which the geometry of the intersection makes it impossible to install an eight-phase signal operation.)

**Condition Priority 4:**

A curb ramp is constructed or reconstructed at a location with difficult physical conditions such as major utility conflicts, physical barriers, or other constraints, which would create a hardship situation on the entity. (At rare locations, existing conflicting facilities or intersection geometry may make installation of a curb ramp technically infeasible.)

**Condition Priority 5:**

An existing curb ramp will be reconstructed when it does not meet current federal and state accessibility standards (i.e. steep slopes, improper landings, lack of detectable warnings, etc.).

In reviewing the priorities for reconstructing existing curb ramps, the City should establish criteria that separate existing curb ramps that are so bad that they pose a real barrier or safety hazard from those that are just a bit out of specifications. Such determinations should be made on a case-by-case basis. All of these non-complying curb ramps should be on the list of ADA-required work, but those curb ramps that for most persons work fairly well should be shifted to the end of the list. It is recommended that such criteria for those curb ramps and reconstruction, are those with one or more of the following:

- Main slopes greater than 8.3 percent, but less than 11 percent.
- Side flared slopes greater than 10 percent, but less than 12 percent.
- Pan or landing cross-slopes greater than two percent, but less than four percent.
- Gutter slopes greater than five percent, but less than ten percent.

- Detectable warning surfaces missing.
- Curb ramp lips greater than one-half inch, but less than one inch.

## **Types of Projects and Funding Sources**

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

### *On-Going Capital Improvement Programs*

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

#### *1) Curb, Gutter and Sidewalk Maintenance*

The City's Curb, Gutter and Sidewalk inventory has identified curbs, gutters and sidewalks that are in need of repair or replacement. The locations of deficiencies are used to prioritize a list for their inclusion into the maintenance program. Priority is based upon such factors as severity of damage, the amount of pedestrian traffic, and the proximity to schools, parks, bus stops and hospitals.

Defective residential curb, gutter and sidewalks are prioritized with the City's GIS mapping system. Areas with sidewalks that fall within areas of higher priority are identified and work to repair these areas is considered when annual contracts for maintenance are completed.

#### *2) Pavement Maintenance Program (Street Overlay Projects)*

The City operates an annual pavement maintenance program for overlaying streets with new asphalt. It has been a recent requirement that curb ramps be installed along sidewalks adjacent to street overlays, and the City has and continues to construct numerous curb ramps as a part of these projects.

#### *3) Construction Projects*

Construction and renovation of roadways and facilities along Major Corridors and State highways within the City typically include new curb ramps and other accessibility-related improvements.

#### *4) Private Developer Construction Projects adjacent to the City Right-of Way*

There is typically private construction throughout the City that has direct impact on improvements within the City right-of-way. As a condition of the approval through the Plan Commission or of a building permit, contractors are typically required to construct or improve the sidewalk, including curb ramps, directly adjacent to the subject property. For larger projects, developers also may be required to construct intersections complete with traffic signals.

## **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*

**STIP-** State Transportation Improvement Program

**TA-** Transportation Alternate Program

**SRTS-** Safe Routes to School Program

**HSIP-** Highway Safety Improvement Program

**CMAQ-** Congestion Mitigation and Air Quality Program

**STP-** Surface Transportation Program

**CDBG-** Community Development Block Grants

### *2) Specific City Construction Projects*

The following specific projects are funded through FY 2015. The list does not include all City projects, but those that provide for a significant degree of funding for necessary accessibility improvements.

- 61<sup>st</sup> Avenue Phase III Improvements: Arizona Street to State Road 51
- Downtown Streetscape Phase II: 3<sup>rd</sup> Street from Main Street to New Street
- 2013 ADA Ramp Initiative
- South Mundell Area Infrastructure Improvements

### *3) ADA Transition Plan Funding*

As part of the ADA Transition Plan, it was foreseen that an ADA Transition Plan Budget needed to be established. The City of Hobart established a budget for the effort of \$30,000 for FY2013 to be applied specifically to the ADA Transition Plan effort. The budget will be reviewed annually and adjusted as required.

## **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, accessible pedestrian signals, sidewalk barrier removal and sidewalk installation, crosswalk markings and other work

necessary to comply with the ADA Codes and Standards. The ADA Capital Implementation Plan lays the groundwork for concepts concerning the extent of ADA work required, prioritization, locations and potential funding sources. Since exact funding sources aside from the annual ADA funds are not finalized, nor will they be from any given year, the annual work and expenditures proposed must be of a preliminary nature.

It is recommended the City work aggressively to bring areas into compliance. This work should include installation, repair and replacement of curb ramps, together with other specified improvements, on an annual basis.

Annual funding will be used to implement the highest priority locations of the ADA Capital Implementation Plan in locations previously described and as shown on the City Map in Appendix D. In addition, the existing funding sources will continue to fund locations within the plan for projects slated for construction.

### **Proposed Work**

The City plans to allocate approximately \$30,000 annually to implement the ADA Transition Plan. The City also plans to utilize Community Development Block Grant Funding (CDBG) when allocated from the County and to apply for competitive funds to accelerate the transition process for both ADA specific projects as well as other Capital Projects of which ADA compliance will account for a minor amount of the scope.

The locations of work are subject to review and recommendations by the City on an annual basis by the City Executive, ADA Transition Plan Oversight Committee, and the public. Likewise, it is probable that specific locations and project groupings will need to be adjusted among the various years of the plan, after a more detailed review by the City. It should be noted that the detailed field surveys undertaken, as described in Section 3, form the basis of existing conditions requiring correction.

The map in Appendix D represents a graphic depiction of the various locations of improvements included in the ADA Capital Implementation Plan.

## **Section 6: Monitoring & Status Reporting**

The City currently is engaged in an on-going effort to construct curb ramps, sidewalks, and other pedestrian facilities at numerous locations. This construction activity involves several types of projects, including street overlay projects, street beautification projects, utility construction projects and other capital improvement projects in the public right-of-way. Furthermore, when the ADA Transition Plan is approved and implemented, more curb ramps and related improvements will be constructed under the annual budget constraints.

While it is important to assure that codes and standards used to design and construct curb ramps and related improvements are up-to-date, it is equally important that ADA improvements are constructed properly and in compliance with all applicable codes and standards. Therefore, the monitoring of construction activities and the reporting of the status of improvements is vital in assuring an effective overall compliance program.

This section details the methods and procedures for monitoring these construction activities and for tracking the status of compliance with the ADA Transition Plan for the public right-of-way at all construction locations within the City.

### **Field Inspections and Monitoring**

All curb ramps and sidewalks currently being constructed under the jurisdiction of the City are required to be personally inspected by a trained inspector either employed by or under contract with the City. Inspections shall be coordinated through the Building Department in coordination with the pre-pour inspection. The types of projects under which curbs ramps and other improvements are or will be constructed and inspected are the following:

- (1) Curb ramp or sidewalk construction or rehabilitation undertaken under the jurisdiction of the City or its contractors as part of capital improvement projects or other specialized construction projects
- (2) Curb ramp or sidewalk construction or rehabilitation undertaken by other agencies or private parties within the City, over which the City has jurisdiction
- (3) Curb ramp or, sidewalk construction or rehabilitation undertaken as part of the ADA Transition Plan.

Specific procedures for all field inspections are recommended to be as follows:

- (1) Every curb ramp constructed under the jurisdiction of the City is to be personally inspected by a Department-approved inspector within ten days after the completion of the curb ramp construction. All inspectors are to be appropriately trained to know and understand the ADA Codes

and Standards as adopted by the City of Hobart, and the measurements necessary to inspect curb ramps and other improvements as they are constructed.

- (2) The inspector is to inspect and obtain all dimensions using a tape measure to verify that all dimensions meet or exceed the ADA Codes and Standards.
- (3) The inspector is to inspect and obtain all slopes and gradients using a two-foot to four-foot long Smart-level or equal slope-measurement tool to verify that all slopes and gradients meet or exceed the ADA Codes and Standards. Three measurements are to be taken and recorded for each access-related slope.
- (4) The inspector is to inspect all other physical conditions relating to the curb ramp and related construction to verify that all construction meets or exceeds the ADA Codes and Standards.
- (5) The inspector is to inspect all physical conditions relating to the installation of all accessible pedestrian signals to verify that all installations meet or exceed the ADA Codes and Standards.
- (6) The inspector is to inspect all physical conditions relating to the installation of all sidewalks to verify that all installations meet or exceed the ADA Codes and Standards.
- (7) All dimensions, slopes, and other conditions verified in 2, 3, 4, 5, and 6 above are to be entered on approved Curb Ramp Inspection Forms, Pedestrian Signal Inspection Forms, and Sidewalk Inspection Forms, and such forms are to be certified as correct and truthful by the Inspector's signature. This information is to be updated on within the City's ADA Ramp or Sidewalk database in the City of Hobart's GIS mapping system.
- (8) Any exceptions to full compliance with the ADA Codes and Standards are to be described on the Curb Ramp Inspection Form, Pedestrian Signal Inspection Form or Sidewalk Inspection Form, and then certified by the inspector, reviewed and finally approved by the ADA Program Access Coordinator or his/her authorized representative. In the absence of the ADA Coordinator approval can be obtained by the City Engineer or his/her authorized representative.
- (9) The Curb Ramp Inspection Form, Pedestrian Signal Inspection Form and Sidewalk Inspection Form are to be submitted to the ADA Coordinator within ten days after the completion of the curb ramp construction.

Copies of the Curb Ramp Inspection Form, the Pedestrian Signal Inspection Form and the Sidewalk Inspection Form are included in Appendix C.

## **Computerized Tracking and Status Reporting**

Once the Curb Ramp Inspection Form, Pedestrian Signal Inspection Form, and Sidewalk Inspection Form have been completed and approved for each constructed curb ramp, installed pedestrian signal or constructed sidewalk, the data are to be entered into the City of Hobart's ADA Curb Ramp or Sidewalk GIS Mapping Database. This database has been developed as part of the overall ADA Transition Plan project, and it contains detailed data for intersections and sidewalks throughout the City.

The data entry for the Curb Ramp Inspection Forms, Pedestrian Signal Inspection Forms and Sidewalk Inspection Forms could be performed either by the field inspectors themselves or by separate clerical personnel, at the discretion of the ADA Coordinator.

The computerized database is intended to be made available to the general public, either by public access computers made available within the ADA Coordinators office or other methods to be determined by the City.

## **Conclusion**

Much of the information provided in this Transition Plan is available in even greater detail in the office of the City of Hobart's ADA Coordinator. Inventory information relating to City Grounds and the like has been documented, photographed, and recorded for implementation and future improvements. If one has a special interest in a particular effort contact the ADA Coordinator for assistance.

In conclusion, the City of Hobart understands the effort to bring the City into full compliance is an overwhelming strain on the City's financial capabilities. It is for this reason the inventory and prioritization was completed in an effort to systematically address the deficiencies throughout the City in an order of need. With the City's annual allocation of funds it intends to complete projects that will increase pedestrian connectivity for all for it has been the City's desire to improve the quality of life for all of its residents.

## **Glossary of Terms:**

**Accessible Pedestrian Signal.** A device that communicates information about the pedestrian walk phase in non-visual formats such as audible tones, vibrotactile features or auditory announcements.

**Island.** Curbed or painted area outside of the vehicular path that is provided to separate and direct traffic movement, and which also may serve as a refuge for pedestrians.

**Blended Curb or Transition.** A curb ramp shallower than 1:20 (5 percent), where the sidewalk is blended into or flush with the street.

**Cross Slope.** The slope that is perpendicular to the intended direction of travel.

**Crosswalk.** That part of a roadway at an intersection that is included within the extensions of the lateral lines of the sidewalks on opposite sides of the roadway, measured from the curb line or, in the absence of curbs, from the edges of the roadway or, in the absence of a sidewalk on one side of the roadway, the part of the roadway included within the extension of the lateral lines of the sidewalk at right angles to the centerline.

**Marked Crosswalk.** Any portion of a roadway at an intersection or elsewhere that is distinctly indicated for pedestrian crossing by lines or other markings on the surface.

**Curb.** A vertical or rolled transition from the roadway or gutter to the sidewalk or planting strip.

**Curb Line.** A line at the face of the curb that marks the transition from the roadway or gutter to a sidewalk or planting strip.

**Curb Ramp.** A ramp cutting through a curb.

**Detectable Warning.** A surface feature built in or applied to walking surfaces or other elements to warn of hazards on a pedestrian access path.

**Driveway.** A vehicular path serving a single parcel of private property.

**Element.** An architectural or mechanical component of a facility, space, site or public right-of-way.

**Facility.** All or any portion of structures, improvements, elements, and pedestrian or vehicular routes located on a site or in a public right-of-way.

**Flush Transition.** See Blended Transition.

**Grade.** See Running Slope.

**Grade Break.** The meeting line of two adjacent surfaces of different slope (grade).

**Land Use Zone.** The land use of a particular property location, as defined by Title II of the City's Zoning Code.

**Parallel Curb Ramp.** A system of two sloped ramps that run parallel to the curb line from a common lower landing that is approximately level with the street.

**Pedestrian Access Route (Path).** Any walk or path intended for pedestrian movement or activity.

**Perpendicular Curb Ramp.** A curb ramp with a main slope running perpendicular to the curb line, and which may include one or more flared side slopes.

**Program Access Requirements.** Requirements in the ADA Transition Plan for making the public right-of-way accessible to persons with disabilities.

**Public Right-of-Way.** Land or property owned by a public entity and usually is acquired for or devoted to transportation or pedestrian purposes.

**Ramp.** A sloping portion of a walkway with a running slope exceeding 5 percent.

**Running Slope.** The slope that is parallel to the direction of travel expressed as a ratio of rise to run, usually expressed in percent.

**Sidewalk.** That portion of a public right-of-way between the curb line or lateral line of a roadway and the adjacent property line that is improved for use by pedestrians.

**Sidewalk Ramp:** See Curb Ramp.

**Street Furniture.** Elements in the public right-of-way that are intended for use by pedestrians.

**Tactile Guidestrip.** A horizontal strip applied to the walking surface along an accessible pedestrian access route that provides directional cues for persons with low vision or persons who are blind and use a cane.

**Technical Infeasibility.** With respect to an alteration of an existing element, that it has little likelihood of being accomplished because existing physical or site constraints prohibit modification or addition of elements, spaces or features that are in full and strict compliance with the minimum requirements for new construction and that are necessary to provide accessibility.

**Walk Interval.** The phase of a traffic signal cycle during which the pedestrian is to begin crossing, typically indicated by a walk message or the walking person symbol and its audible equivalent.

Appendix A:  
Grievance Procedure and Form

## ADA II Grievance Procedure

When any person or authorized representative believes that the City of Hobart has violated Title II of the ADA by denying access to its programs and services based on a disability a formal grievance may be filed with the ADA Compliance Officer. This individual supervises the Disability Access and Services, located within the City's Department on Disability.

Step 1. The grievance should be documented on an ADA Title II Grievance Form and should contain as much information as possible concerning the alleged violation. This form must be completed by the grievant or his/her authorized representative. Tape recorders and/or other assistance for persons with visual or motor impairments, and TDD=s and/or Qualified Sign Language Interpreters for deaf or hearing impaired persons will be made available by the Disability Access and Services. The grievance should be submitted as soon as possible, but no later than sixty (60) calendar days after the alleged violation. Strict confidentiality of all information provided will be maintained to the extent permitted by law. Sharing of information, including identity, will be done only as needed to resolve the grievance.

Step 2. The City of Hobart ADA Compliance Officer will review the completed ADA Title II Grievance Form within ten (10) working days of receipt. He will then discuss the issues with the grievant and the concerned department(s), and will initially attempt to resolve the grievance informally.

If the ADA Compliance Officer determines further investigation is warranted, a Notice of Continuing Investigation (NCI) will be mailed to the grievant within fifteen (15) working days. If appropriate, the ADA Compliance Officer may also arrange to meet with the grievant to discuss the matter and possible resolution. Within ninety (90) calendar days after the NCI is sent, the Compliance Officer will respond in writing and, where appropriate, will do so in a format accessible to the grievant.

If the City's response does not satisfactorily resolve the matter, the grievant and/or authorized representative may appeal the decision of the ADA Compliance Officer within thirty (30) calendar days after receipt of the City's response to the Chairperson of the ADA Grievance Appeals Committee (ADAGAC). Within thirty (30) calendar days after receipt of the appeal, the Chairperson (the General Manager of the Personnel Department, or designee), will convene a meeting of the Committee, either by telephone or in person, to discuss the matter and possible resolution with the grievant. In addition to the General Manager of the Personnel Department, the Committee will consist of a member of the City Commission on Disability and a representative from another City department.

Within thirty (30) calendar days after this meeting, the Chairperson of the Committee will respond in writing and, where appropriate, in a format accessible to the grievant. If the grievant is dissatisfied with the response of the ADA Grievance Appeals Committee, he/she may contact the U.S. Department of Justice (DOJ), the U.S. Department of Fair Employment and Housing (DFEH), the Equal Employment Opportunity Commission (EEOC), or seek private counsel.

**Title II of the Americans with Disabilities Act  
Section 504 of the Rehabilitation Act of 1973  
Grievance or Request for Accommodation Form**

\*\*\*\*\*

Reporting Individual: \_\_\_\_\_

Address: \_\_\_\_\_

City, State, Zip code: \_\_\_\_\_

Home Telephone: \_\_\_\_\_ Business/Cell Phone: \_\_\_\_\_

.....

This section to be completed only if the aggrieved person is not the individual completing this form.

Person(s) Affected by the Situation ( if other than the reporting individual): \_\_\_\_\_

\_\_\_\_\_

Address: \_\_\_\_\_

City, State, and Zip code: \_\_\_\_\_

Home Telephone: \_\_\_\_\_ Business/Cell Phone: \_\_\_\_\_

.....

Program/Facility Alleged to be Inaccessible/Barriers: \_\_\_\_\_

Address: \_\_\_\_\_

When did the situation occur? (date): \_\_\_\_\_

Describe the situation or way in which the program is not accessible, providing the name(s) where possible of the individuals who were involved in the situation ( use the space on the next page if necessary). \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

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My disability is : Mental Characteristic:  Physical Characteristic:   
( check one as appropriate)\_\_\_\_\_

Describe the functional limitations caused by your disability for which you are requesting an accommodation. (Attach/e-mail medical documentation.)

---

---

---

Describe any accommodations that you believe would minimize or eliminate the barriers for your participation in the specific program, activity or service provided by the department.

---

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---

Have efforts been made to resolve this complaint through the Request for Accommodation with the ADA Coordinator? Yes \_\_\_\_\_ No \_\_\_\_\_

If yes, what were the results? \_\_\_\_\_

---

---

---

Additional space for answers/comments \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Send to:  
City of Hobart  
Mike Hannigan, ADA Compliance Coordinator  
414 Main Street  
Hobart, IN 46342  
e-mail: [mhannigan@cityofhobart.org](mailto:mhannigan@cityofhobart.org)  
219-947-3407  
219-406-1960

Page 3 of 3

\*\*\*\*\*

For City Use Only.

Appendix B:  
Statement and Adoption Ordinance

1                                   **COMMON COUNCIL OF THE CITY OF HOBART, INDIANA**

2  
3                                   **ORDINANCE NO. 2011- 39**

4  
5                                   **An Ordinance to Establish the Americans With Disabilities Act (“ADA”)**  
6                                   **Department of the City, Adopting and Making Effective the “Revised Draft**  
7                                   **Guidelines for Accessible Public Rights of Way,” the “2010 Standards for**  
8                                   **Accessible Design” Issued by the U.S. Department of Justice,**  
9                                   **and ADA Grievance Procedure**

10  
11                   WHEREAS, the Common Council (“Council”) of the City of Hobart (“City”) has been  
12 advised that, pertinent provisions of the Americans with Disabilities Act of 1990, as amended  
13 (42 U.S.C. §12101, *et seq.*) (“ADA” or the “Act”) require the City, as a local government with  
14 more than fifty (50) employees, to develop and adopt a Transition Plan to address deficiencies in  
15 making public services and transportation accessible to persons with disabilities, and to  
16 administer a program of assuring compliance with the ADA standards by business and  
17 commercial establishments covered by the Act; and

18  
19                   WHEREAS, regulations adopted by the Departments of Justice and Transportation of the  
20 United States require local governments, such as the City, which are covered by the Act to

21  
22                                   a.       establish or designate an administrative department or  
23 instrumentality of the City to administer and enforce the provisions and standards  
24 applicable under the Act, and to designate an “ADA Coordinator” for the purpose  
25 of heading such program;

26  
27                                   b.       adopt and make effective in the City the “Revised Draft Guidelines  
28 for Accessible Public Rights of Way” issued under the Act and dated November  
29 23, 2005; and

30  
31                                   c.       adopt and make effective in the City the “2010 Standards for  
32 Accessible Design” issued by the U.S. Department of Justice under the Act and  
33 dated September 15, 2010; and

34  
35                                   d.       adopt and make effective in the City an “ADA Grievance”  
36 procedure, meeting the requirements of the Act; and

37  
38                   WHEREAS, the adoption of the above stated measures are essential to meet the required  
39 elements of “Milestone I” of the ADA Transition Plan which the City must complete by  
40 December 31, 2011; and

41  
42                   WHEREAS, the Building Official of the City has been designated ADA Coordinator by  
43 the City Executive to head the preparation of the submittals to the Northwestern Indiana  
44 Regional Planning Commission (“NIRPC”) to comply with the City’s ADA obligations as  
45 outlined above, and has compiled and is compiling such submittals; and  
46

1 WHEREAS, compliance with the Act by the implementation of the foregoing obligations  
2 will qualify the City to apply for and receive Federal grants, particularly related to transportation  
3 and highway projects, such grants being instrumental in the completion, for example, of Phase  
4 III of the 61<sup>st</sup> Avenue Improvement Project; and  
5

6 WHEREAS, the Council now desires to implement the above-described ADA-related  
7 obligations and to spread its action upon the public record in this Ordinance.  
8

9 THEREFORE, BE IT ORDAINED by the Common Council of the City of Hobart,  
10 Indiana as follows:  
11

12 *SECTION ONE.* The Municipal Code of the City of Hobart, Indiana  
13 (“Code”), §30.01 entitled “EXECUTIVE BRANCH; MAYOR’S DUTIES; VARIOUS  
14 BOARDS ESTABLISHED,” Sub-subsection (B)(6), is hereby amended by striking  
15 out the words “Building Department,” and inserting in lieu thereof the following  
16 new language:  
17

18 (6) Building Department which shall include the City  
19 Americans with Disabilities Act (“ADA”) Compliance Program.  
20

21 *SECTION TWO:* Code §150.02 entitled “BUILDING OFFICIAL” is  
22 hereby amended by striking out all of the language contained therein and inserting  
23 in lieu thereof the following new language:  
24

25 **§150.002 BUILDING OFFICIAL.**  
26

27 There is created the Office of Building Official of the City. The  
28 Building Official shall be appointed by the Mayor, and shall  
29 enforce the provisions of the Building Code of the City, the  
30 provisions of the Unsafe Building Law, shall administer and hold  
31 the position of “Americans with Disabilities Act (ADA)  
32 Coordinator” of the City, and shall perform such other duties as  
33 may be required of him or her by the Municipal Code, the mayor  
34 or the Common Council.  
35

36 *SECTION THREE:* Code Chapter 150 entitled “BUILDING  
37 REGULATIONS; CONSTRUCTION,” in part one thereof entitled “General  
38 Provisions,” is hereby amended by adding a new Section, to be designated  
39 §150.114, and entitled “ADA COMPLIANCE,” as follows:  
40

41 **§150.114. ADA COMPLIANCE.**  
42

43 There is established an ADA Compliance Program within the  
44 Building Department administered and headed by the City  
45 Building Official. Such Program shall consist of the application,  
46 enforcement, reporting upon and administration of the following:

a. "Revised Draft Guidelines for Accessible Public Rights of Way" issued under the Americans with Disability Act (ADA) and dated November 23, 2005; and

c. "2010 Standards for Accessible Design" issued by the U.S. Department of Justice under the Adapt and dated September 15, 2010; and

d. "ADA Grievance Procedure."

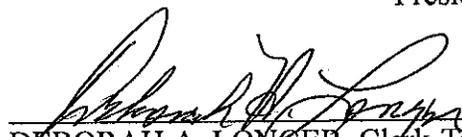
e. The documents identified above in subsections (a) through (c) of this section, together with any officially adopted subsequent revisions and amendments thereto, are hereby adopted and incorporated in this Section by reference and are made effective in the City according to their terms. Said documents shall be kept on file in the Office of the Building official and in the Office of the Clerk-Treasurer for public inspection and copying under the Access to Public Records Act at all times.

SECTION FOUR. The provisions of this ordinance shall take effect on the later of its passage or January 1, 2012.

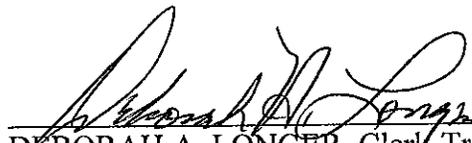
SECTION FIVE: All ordinances or portions thereof in effect prior to the effective date and in conflict with the provisions of this ordinance are hereby repealed.

ALL OF WHICH is PASSED and ADOPTED by the Common Council of the City of Hobart, Indiana on this 7<sup>th</sup> day of December, 2011.

  
\_\_\_\_\_  
Presiding Officer

ATTEST:   
\_\_\_\_\_  
DEBORAH A. LONGER, Clerk-Treasurer

PRESENTED by me to the Mayor of the City of Hobart on the 7<sup>th</sup> day of December, 2011 at the hour of 8:00 p.m.

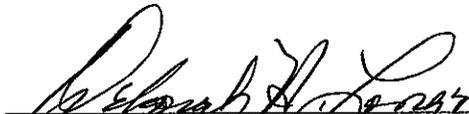
  
\_\_\_\_\_  
DEBORAH A. LONGER, Clerk-Treasurer

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14  
15

APPROVED, EXECUTED and RETURNED by me to the Common Council of  
the City of Hobart on this 12<sup>th</sup> day of December, 2011.

  
\_\_\_\_\_  
BRIAN K. SNEDECOR, Mayor

ATTEST:

  
\_\_\_\_\_  
DEBORAH A. LONGER, Clerk-Treasurer

ing to this vegetation management work may be directed to 1-800-464-7726. 12/4 - 20522222

**LEGAL NOTICE**

Legal Notice of Vegetation Management for NIPSCO Overhead Electric Lines. Notice is hereby given that vegetation management is estimated to occur some time between 1/4/13 - 7/1/13 within the boundaries of the following area: In Lake County, Munster/Highland, Idlewild Ct to the South, Indianapolis Blvd to the East, Ridge Rd to the North and White Oak Ave to the West. Publication of this notice initiates the two (2) week window for calculating implied consent by the property owner under 170 IAC 4-9-4(f). Inquiries relating to this vegetation management work may be directed to 1-800-464-7726. 12/4 - 20522225

**LEGAL NOTICE**

Legal Notice of Vegetation Management for NIPSCO Overhead Electric Lines. Notice is hereby given that vegetation management is estimated to occur some time between 1/4/13 - 7/1/13 within the boundaries of the following area: In Lake County, St. John, 101st Ave to the South, White Oak Ave to the East, W 81st Ave to the North and State Line Rd to the West. Publication of this notice initiates the two (2) week window for calculating implied consent by the property owner under 170 IAC 4-9-4(f). Inquiries relating to this vegetation management work may be directed to 1-800-464-7726. 12/4 - 20522235

**LEGAL NOTICE**

Legal Notice of Vegetation Management for NIPSCO Overhead Electric Lines. Notice is hereby given that vegetation management is estimated to occur some time between 1/4/13 - 7/1/13 within the boundaries of the following area: In Lake County, St. John, US Hwy 231 to the South, Parrish Ave to the East, W 85th Ave to the North and Patterson Ave to the West. Publication of this notice initiates the two (2) week window for calculating implied consent by the property owner under 170 IAC 4-9-4(f). Inquiries relating to this vegetation management work may be directed to 1-800-464-7726. 12/4 - 20522246

**LEGAL NOTICE**

Legal Notice of Vegetation Management for NIPSCO Overhead Electric Lines. Notice is hereby given that vegetation management is estimated to occur some time between 1/4/13 - 7/1/13 within the boundaries of the following area: In Lake County, St. John, W 105th Ave to the South, US Hwy 41 to the East, W 102nd Ave to the North and White Oak Ave to the West. Publication of this notice initiates the two (2) week window for calculating implied consent by the property owner under 170 IAC 4-9-4(f). Inquiries relating to this vegetation management work may be directed to 1-800-464-7726. 12/4 - 20522238

**LEGAL NOTICE OF A PREHEARING CONFERENCE AND PRELIMINARY HEARING INDIANA UTILITY REGULATORY COMMISSION CAUSE NO. 44262**

IN THE MATTER OF THE OUCC'S REQUEST FOR INVESTIGATION OF THE UTILITY OPERATIONS OF CENTURIAN CORPORATION AND MTA, LLC.

Notice is hereby given that the Indiana Utility Regulatory Commission will conduct a public Prehearing Conference and Preliminary Hearing in the above-captioned Cause in the IURC Conference Center, Suite 220, Judicial Courtroom 224 of the PNC Center, 101 W. Washington Street, Indianapolis, Indiana, commencing at 10:00 AM, local time, on Thursday, December 20, 2012. This

other preliminary issues which may appropriately be resolved prior to a hearing on the merits of the above-captioned proceeding, evidence may be heard on the above date on all such disputed issues. These procedural and preliminary issues may include but shall not be limited to, the jurisdiction of the Commission over the parties and subject of the proceedings; a representative test year for consideration of the valuation of utility property, operating expenses, and revenues from existing rates; accounting methods, standards and principles to be applicable to these proceedings; need for and time of prehearing testimony; dates and places for hearings on the merits of this proceeding; and issues related to prehearing discovery.

Any party who has an interest in or who may be affected by the procedural and other preliminary issues which may be determined in the Prehearing Conference and Preliminary Hearing should participate. All parties will be bound by the procedural and other preliminary findings and determinations made pursuant to agreements or evidence received at the Prehearing Conference and Preliminary Hearing held pursuant to this notice.

If an accommodation is required to allow an individual with a disability to participate, please contact the Office of the Executive Secretary of the IURC at (317) 232-2701 or TDD (317) 232-8556 at least 48 hours in advance.

INDIANA UTILITY REGULATORY COMMISSION  
OFFICE OF THE EXECUTIVE SECRETARY  
(317) 232-2701  
BY: IURC (JEFFERY EARL)  
DATE: 11/29/2012  
12/4 - 20522096

**NOTICE OF PUBLIC HEARING**

In accordance with I.C. 5-3-1, notice is hereby given to the taxpayers of the City of Hobart, Lake County, Indiana, that the Common Council of the City of Hobart will adopt an ADA Transition Plan for the City of Hobart at their regular Council meeting to be held on Wednesday, December 19, 2012 at 6:00 p.m. in the Council Chambers, Hobart City Hall, 2nd floor, 414 Main Street, Hobart, Indiana.

A full copy of the draft ADA Transition Plan for the City of Hobart is available for inspection at the Clerk-Treasurer's Office, 414 Main Street, Hobart, Indiana during regular business hours. Public comments regarding the plan may be presented in writing to ADA Coordinator Mike Hannigan, 414 Main Street, Hobart, IN 46342. Questions should be directed to Mr. Hannigan at (219) 947-3407. Any and all public comments must be presented no later than noon on Friday, December 14, 2012 to Mr. Hannigan to allow for consideration by the Common Council prior to adoption of the plan on December 19, 2012.

Deborah A. Longer, Clerk-Treasurer  
November 28, 2012  
12/4 - 20522085

**NOTICE TO TAXPAYERS OF ADDITIONAL APPROPRIATIONS**

Notice is hereby given the taxpayers of the City of Gary, Indiana, Lake County, Indiana, that the proper officers of the Gary Common Council will consider the following additional appropriations for the Gary/Chicago International Airport in excess of the budget for the current year at their regular meeting place at 401 Broadway, Suite 209, Gary, Indiana 46402, at 6 o'clock p.m., on the 18th day of December, 2012.

Fund Name: Cumulative Building

Recorder of Porter County, Indiana. Commonly known as: 3023 Airport Road, Portage, IN 46368.

NOW, THEREFORE, said Defendant is hereby notified of the filing and pendency of said Complaint against them and that unless they appear and answer or otherwise defend thereto within thirty (30) days after the last notice of this action is published, judgment by default may be entered against said Defendant for the relief demanded in the Complaint.

Dated: November 26, 2012  
Karen M. Martin  
Clerk, Porter Superior Court #4  
Stephanie A. Reinhart  
Gail C. Hersh, Jr.  
John R. Cummins  
Attorney for Plaintiff  
Manley Deas Kochalski LLC  
P.O. Box 441039  
Indianapolis, IN 46244  
Telephone: (614) 754-2814  
Facsimile: (614) 220-5613  
Email: sar@mdk-llc.com  
12/4, 11, 18 - 20522265

**SUMMONS BY PUBLICATION**

The State of Indiana  
County of Porter  
In the Porter Superior Court  
Horizon Bank, N.A.

v.  
Robert L. Norrick, Jr. Cause No. 64D05-1208-MF-7958  
To: Robert L. Norrick, Jr.

You are notified that you have been sued in the Court above-named. That the whereabouts and exact residence of Robert L. Norrick, Jr., upon diligent inquiry is unknown and it is unknown whether or not he is a resident of the State of Indiana. That the nature of the suit is as follows:

The complaint of the plaintiff alleges that Richard L. Norrick, Jr. and Kristin I. Norrick executed a promissory note and mortgage to Horizon as it relates to real estate located at 4504 Flint Lake Gateway, Valparaiso, Indiana 46383 (the "Real Estate"). The complaint further asks for judgment on the promissory note in the amount \$97,433.13, plus interest and attorney fees and foreclosure of the mortgage requiring the Real Estate be sold at public sale.

You must respond to the complaint in writing, personally, or by your attorney within thirty (30) days after the last notice of this Summons by Publication is published and in the case of the failure of you to do so, judgment by default will be entered against you for the relief demanded in the Complaint.

If you have a claim for relief against the Plaintiff arising from the same transaction or occurrence, you must assert it in your written answer.

Karen M. Martin  
Clerk Porter County Superior Courts  
Rebecca Hoyt Fischer  
Attorney  
Laderer & Fischer, P.C.  
401 E. Colfax Avenue, Suite 305  
South Bend, IN 46617  
12/4, 11, 18 - 20522127

**Town of Highland, Indiana NOTICE OF PUBLIC HEARING**

Notice is hereby given that a Public Hearing will be held at the Highland Municipal Building, 3333 Ridge Rd, Highland, IN, on the 19th day of December, 2012 at 7:00 p.m. to consider the advisability of granting subdivision approval for the following subdivision: (Name of Subdivision): Lewis Addition (Legal Description of Subdivision): The W 100' of the E 640' of part of the NE 1/4 of the SW 1/4 of Sec. 28, T36N, R9W of the 2nd P.M., Lake Co., IN, described as commencing 1839.94' N of the SE corner of the E 1/2 of the W 1/2 of said Sec.; thence N 151.56' to the center of Hart Road; thence

ward Nowakowski as recorded in Instrument No. 95063706 of the Lake County Recorder's Office and also being the W line Wojcik Addition as recorded in Plat Book 072, Page 37 of the Lake County Recorder's Office; thence, leaving the W line of Wojcik Addition and with the N line of said lands of Edward Nowakowski, N 89°13'56" W, 240.12' to a set 5/8" iron pin on the E right of way of said Indianapolis Boulevard (U.S. #41); thence, leaving said N line of Edward Nowakowski, and with said E right of way of Indianapolis Boulevard (U.S. #41), N 00°04'17" W, 224.16' to the True Point of Beginning containing 54,235 square feet or 1.245 acres of land more or less and being subject to all easements, legal highways, restrictions and agreements of record.

More commonly known as: 9303 Indianapolis Boulevard. Objections to the granting of this subdivision approval will be heard at said meeting. Information concerning the proposed subdivision is on file in the Office of the Highland Plan Commission in the Highland Municipal Building, Highland Plan Commission By: Mario Martini (Chairman). Attest: Thomas Vander Woude (Secretary) 12/4 - 20522201

**UNITED STATES BANKRUPTCY COURT NORTHERN DISTRICT OF INDIANA HAMMOND DIVISION**

IN RE: GEORGE TRAJKOVSKI AND ANGELINA TRAJKOVSKI, Debtors.

CASE NUMBER: 11-23516-KI CHAPTER 13

**NOTICE TO HOWARD AND ALLISON LEWIS OF MOTION AND OPPORTUNITY TO OBJECT**

On October 18, 2012, Debtors, by counsel, filed a Motion for Order Approving Sale Free & Clear of Liens, asking the Court to authorize the sale of Debtors' property located at 8712 Doubletree S., Crown Point, Indiana. A copy of said motion is attached to this notice.

Your rights may be affected. You should read these papers carefully and discuss them with your attorney. If you do not have an attorney, you may wish to consult one. If you do not want the court to grant the motion, then on or before December 26, 2012 you or your attorney must:

1. File a written objection to the motion, which should explain the reasons why you object, with the Clerk of the United States Bankruptcy Court at:

Clerk, U.S. Bankruptcy Court  
5400 Federal Plaza  
Suite 1700  
Hammond, IN 46320.

If you mail your objection, you must mail it early enough so that it will be received by the date it is due.

2. You must also mail a copy of your objection to:

David A. Mack  
11051 Broadway, Suite C2  
Crown Point, IN 46307

Paul Chael, Trustee  
401 W. 84th Drive  
Merrillville, IN 46410

U. S. Trustee  
1 Michiana Sq. Bldg., Room 555  
100 E. Wayne Street  
South Bend, IN 46601

If you do not file an objection by the date it is due, the court may grant the relief requested without holding a hearing. If you do file an objection,

b. Mechanisms Lien recorded in \$40,436.61, filed by H. Scaping, Inc., against Trajkovski and Lewis/ICM Builders, 16, 2009 and recorded 2009 as Document 003098 and also recorded 14, 2010 as Document 002443.  
c. Judgment entered 2011 in Cause No. 45D11-1001-PL-6 for favor of Harris Lar and Schilling Brothers Hardware, Inc. against Trajkovski and Angelina and Howard Lewis, foreclosing the lien of recorded October 21, 2009, 2009-0710chanics Lien recorded 2009 as Document 003098.  
d. Judgment rendered 2011 in Cause No. 45D11-1001-PL-6 in favor of Joe Francis International Outdoor Services and Howard Lewis.  
e. Homeowners' Association of Doubletree Homeowners' Association against George Trajkovski, husband and wife, in the amount of \$1,300.00 interest and costs, filed August 23, 2010 in Cause No. 2010-048295 of the Northern District of Indiana.  
f. Right title and interest in the property of Howard Lewis and Allison Lewis, as Buyers, in favor of a Home Purchase Agreement dated April 19, 2007, entered by Howard Lewis, as Buyers, and George Trajkovski and Angelina Trajkovski, as Sellers, a true and correct copy of which is attached hereto and incorporated by reference into this Motion, and which is attached hereto and incorporated by reference into this Motion.  
g. Judgment dated October 18, 2012 in Cause No. 45D05-1208-MF-7958 in favor of Pools 'n More, Inc. against Howard Lewis, as Buyer, and George Trajkovski, as Seller, in the amount of \$1,300.00 interest and costs, filed August 23, 2010 in Cause No. 2010-048295 of the Northern District of Indiana.  
h. Property taxes, assessments, and/or assessments in the amount of \$34,749.86, together with costs and vendors fees and interest.  
i. Debtors have requested the court to purchase the subject property from Phillip T. & Sarah A. Lewis, as Sellers, at the price of \$430,000.00, which is attached hereto and incorporated by reference into this Motion as Exhibit B.  
j. Debtors have requested the court to purchase the subject property from Phillip T. & Sarah A. Lewis, as Sellers, at the price of \$430,000.00, which is attached hereto and incorporated by reference into this Motion as Exhibit B.  
k. Debtors have requested the court to purchase the subject property from Phillip T. & Sarah A. Lewis, as Sellers, at the price of \$430,000.00, which is attached hereto and incorporated by reference into this Motion as Exhibit B.  
l. Debtors have requested the court to purchase the subject property from Phillip T. & Sarah A. Lewis, as Sellers, at the price of \$430,000.00, which is attached hereto and incorporated by reference into this Motion as Exhibit B.  
m. Debtors have requested the court to purchase the subject property from Phillip T. & Sarah A. Lewis, as Sellers, at the price of \$430,000.00, which is attached hereto and incorporated by reference into this Motion as Exhibit B.  
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ab. Debtors have requested the court to purchase the subject property from Phillip T. & Sarah A. Lewis, as Sellers, at the price of \$430,000.00, which is attached hereto and incorporated by reference into this Motion as Exhibit B.  
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# Appendix C: Inspection Forms

# Curb Ramps

Construction/Alteration Date (circle one): Before 1/26/92 After 1/26/92

Facility Name/Address:	Date:
Location:	Surveyors:

Record your measurements in the blanks when they are provided. Do not circle a response for a question you are directed to skip. If your answer to a question is no, but the choices are "Y" and "n/a," circle "n/a" (not applicable).  
 A circled "N" signifies a violation.

Describe each curb ramp's location:	Curb Ramp D:
Curb Ramp A:	Curb Ramp E:
Curb Ramp B:	Curb Ramp F:
Curb Ramp C:	Curb Ramp G:

Refer to #	Curb Ramp (CR) Questions	Curb Ramp A	Curb Ramp B	Curb Ramp C	Curb Ramp D	Curb Ramp E	Curb Ramp F	Curb Ramp G
1	Is ramp of CR at least 36" wide (not including flared sides)?	Y N	Y N	Y N	Y N	Y N	Y N	Y N
2	Does CR have a running slope of 8.33% or less?	Y N	Y N	Y N	Y N	Y N	Y N	Y N
3	Does CR have a cross slope of 2% or less?	Y N	Y N	Y N	Y N	Y N	Y N	Y N
4	Does CR have a gutter slope of 5% or less?	Y N	Y N	Y N	Y N	Y N	Y N	Y N
5	Are transitions on and off CR flush and free of abrupt level changes? <i>Record the height of any level changes.</i>	Y N	Y N	Y N	Y N	Y N	Y N	Y N
6	Does CR have detectable warnings?	Y N	Y N	Y N	Y N	Y N	Y N	Y N
7	Can CR be blocked by legally parked cars?	Y N	Y N	Y N	Y N	Y N	Y N	Y N
8	Is the sidewalk at the "top" of CR at least 36" wide?	Y N	Y N	Y N	Y N	Y N	Y N	Y N
9	Does CR have flared sides? <i>If yes, answer one of the next two questions. If not, skip to question 10.</i>	Y n/a						
9.a	If the sidewalk at the "top" of CR is 48" wide or more, is the slope of the flared sides 10% or less?	Y N	Y N	Y N	Y N	Y N	Y N	Y N
9.b	If the sidewalk at the "top" of CR is less than 48" wide, is the slope of the flared sides 8.33% or less?	Y N	Y N	Y N	Y N	Y N	Y N	Y N
10	If no flared sides, is there an obstruction or grass on each side of CR that discourages pedestrians from traveling across ramp? <i>If the CR has flared sides, skip this question.</i>	Y N	Y N	Y N	Y N	Y N	Y N	Y N
11	If CR is built-up to the curb, is it outside the path of cars? <i>If CR is not built-up to curb, skip this question.</i>	Y N	Y N	Y N	Y N	Y N	Y N	Y N
<b>Answer the last two questions only if the CR is located at a marked crossing:</b>								
12	Is ramp of CR contained in markings?	Y N	Y N	Y N	Y N	Y N	Y N	Y N
13	If corner-type CR, is bottom landing at least 48" long and contained in crosswalk? <i>If not corner-type CR, skip this question.</i>	Y N	Y N	Y N	Y N	Y N	Y N	Y N

Comments:

This survey form is designed to assist you in identifying common barriers to access – not all barriers. To identify all barriers, you must survey for compliance with §§ 4–10 of the ADA Standards.

Figure 1. U.S. Department of Justice ADA Toolkit Curb Ramp Form (17).



# Intersection Inspection Form

Must be filled out for every sidewalk constructed in City right-of-way in the City Hobart. This form must be filled out and submitted within ten days of construction to the ADA Program Access Coordinator.

**Pedestrian Signal Location: Project Name:** \_\_\_\_\_

N/E    N/W    S/E    S/W

N/S STREET: \_\_\_\_\_ E/W STREET \_\_\_\_\_

**Pedestrian Signals per City Standard Drawings: Check One:**

Vertical Curb    Rolled Curb    One Ramp    Two Ramps    One Ramp

**STANDARDS:**

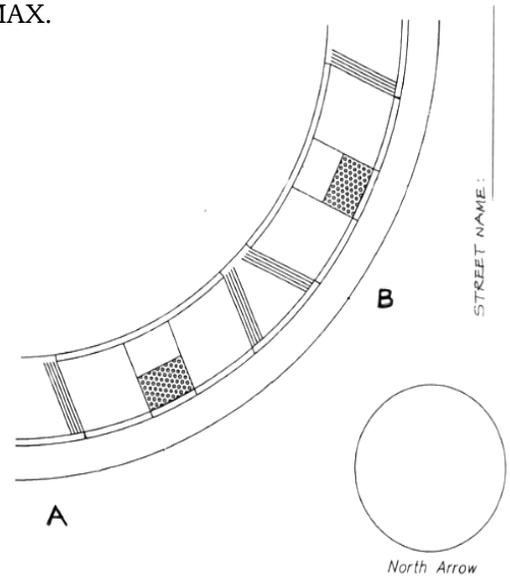
- EACH PUSH BUTTON LOCATED WITHIN 60" OF EXTENDED CROSSWALK LINE, AND 120" FROM OTHER BUTTONS.
- EACH PUSH BUTTON LOCATED 120" MAX. AND 30" MIN. FROM CURB LINE.
- PUSH BUTTON PARALLEL TO DIRECTION OF CROSSING.
- CLEAR SURFACE SPACE OF 30" X 48" AT PUSH BUTTON.
- HEIGHT TO C.L. OF PUSH BUTTON FROM 42" TO 46" MAX.
- MAX. 5 LBS. OF PRESSURE TO OPERATE.

IF ONE PUSH BUTTON IS PRESENT:

**A:**  
 HEIGHT OF PUSH BUTTON (IN.): \_\_\_\_\_  
 DIAMETER OF PUSH BUTTON (IN.): \_\_\_\_\_  
 ACCESSIBLE SIGNAL OPERATIONAL (Y/N): \_\_\_\_\_  
 LOCATOR TONE OPERATIONAL (Y/N): \_\_\_\_\_  
 PUSH BUTTON PARALLEL TO DIRECTION (Y/N): \_\_\_\_\_

IF TWO PUSH BUTTONS ARE PRESENT:

**B:**  
 HEIGHT OF PUSH BUTTON (IN.): \_\_\_\_\_  
 DIAMETER OF PUSH BUTTON (IN.): \_\_\_\_\_  
 ACCESSIBLE SIGNAL OPERATIONAL (Y/N): \_\_\_\_\_  
 LOCATOR TONE OPERATIONAL (Y/N): \_\_\_\_\_  
 PUSH BUTTON PARALLEL TO DIRECTION (Y/N): \_\_\_\_\_



STREET NAME: \_\_\_\_\_

ANY CONDITIONS NOT IN COMPLAINECE WITH THE STANDARDS LISTED ABOVE \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

DRAW LOCATION OF PUSH  
 BUTTON(S) AT  
 THE PROPER LOCATION (IF ONLY  
 ONE RAMP DRAW BUTTON  
 LOCATION ON RAMP A)

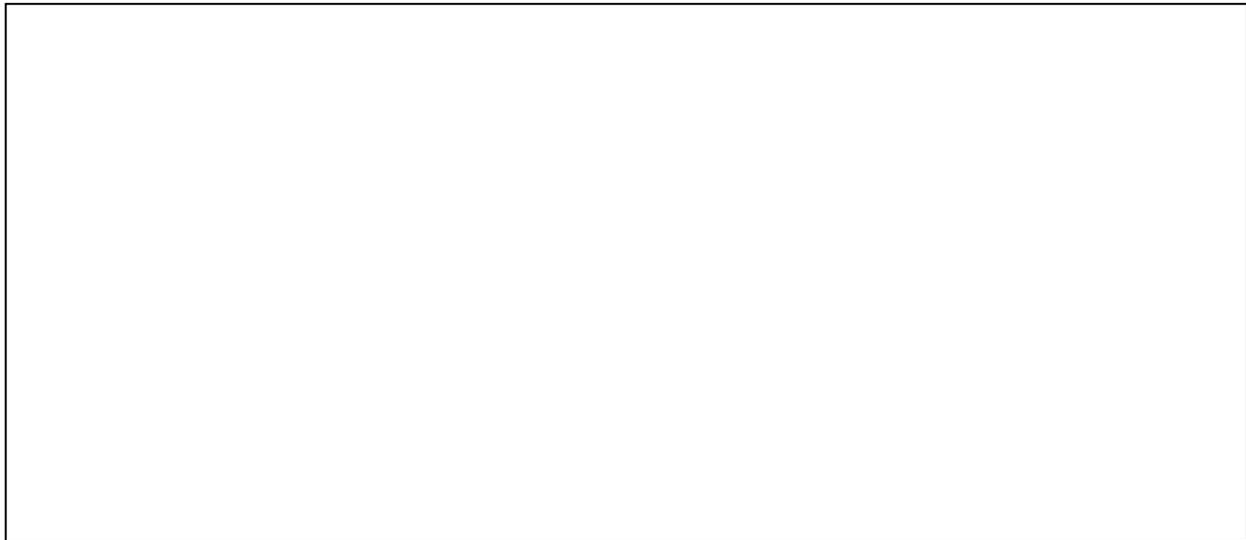
**Inspected/measured by (print):** \_\_\_\_\_

**Date Field Measured:** \_\_\_\_\_

**Pedestrian Signal Inspection Form Con't  
Compliance with Standards:**

**Note:** All pedestrian signals should comply with the City's current design and construction standards. Where it is infeasible to install pedestrian signals to current standards, the Designer or Inspector must complete the Findings for Non-compliance Element(s) section below and state what the non-compliant element(s) are and the reason for the non-compliance. A drawing or picture can be included in the box below. After completing this form, submit it to the City ADA Program Access Coordinator for acceptance and then signature by the City Engineer.

Findings for Non-Compliance Element(s): \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



Picture or Drawing, if needed

Designer/Inspector: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Reviewed/Approved by Coordinator: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Approved by City Engineer if req'd: \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_



## Sidewalk Inspection Form

Must be filled out for every sidewalk constructed in City right-of-way in the City Hobart. This form must be filled out and submitted within ten days of construction to the ADA Program Access Coordinator.

**Street:** \_\_\_\_\_ **Project Name:** \_\_\_\_\_

**Sides of Street:**  N  E  S  W **Nearest Cross-Streets:** Street \_\_\_\_\_ Street \_\_\_\_\_

**Sidewalks per City of Hobart Standard: Check all that apply:**

- Vertical Curb  Rolled Curb  No Curb  Planter strip entire length  
 Partial length planter strip

**STANDARDS: See also City 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%. RUNNING SLOPE NOT GREATER THAN 1:20 UNLESS OTHERWISE AUTHORIZED DUE TO INFEASIBILITY.
- NO GAPS WIDER THAN 1/2".
- SURFACE CONCRETE OR ASPHALT, BROOM FINISH OR EQUAL SLIP-RESISTANCE.
- NO DROP-OFF GREATER THAN 4" AT BACK OR AT PLANTER STRIP.

NORTH OR WEST SIDE OF STREET:

SIDEWALK CLEAR WIDTH: A1: \_\_\_\_\_ FT. \_\_\_\_\_ IN. \_\_\_\_\_  
 A2: \_\_\_\_\_ FT. \_\_\_\_\_ IN. \_\_\_\_\_  
 A3: \_\_\_\_\_ FT. \_\_\_\_\_ IN. \_\_\_\_\_

PLANTER STRIP WIDTH: B: \_\_\_\_\_ FT. \_\_\_\_\_ IN. \_\_\_\_\_  
 (PUT "0" IF NO PLANTER STRIP)

RUNNING SLOPE: C1: \_\_\_\_\_% C2: \_\_\_\_\_% C3: \_\_\_\_\_%  
 CROSS-SLOPE: D1: \_\_\_\_\_% D2: \_\_\_\_\_% D3: \_\_\_\_\_%

OTHER SPECIFIC CONDITIONS: \_\_\_\_\_

SOUTH OR EAST SIDE OF STREET:

SIDEWALK CLEAR WIDTH: E1: \_\_\_\_\_ FT. \_\_\_\_\_ IN. \_\_\_\_\_  
 E2: \_\_\_\_\_ FT. \_\_\_\_\_ IN. \_\_\_\_\_  
 E3: \_\_\_\_\_ FT. \_\_\_\_\_ IN. \_\_\_\_\_

PLANTER STRIP WIDTH: F: \_\_\_\_\_ FT. \_\_\_\_\_ IN. \_\_\_\_\_  
 (PUT "0" IF NO PLANTER STRIP)

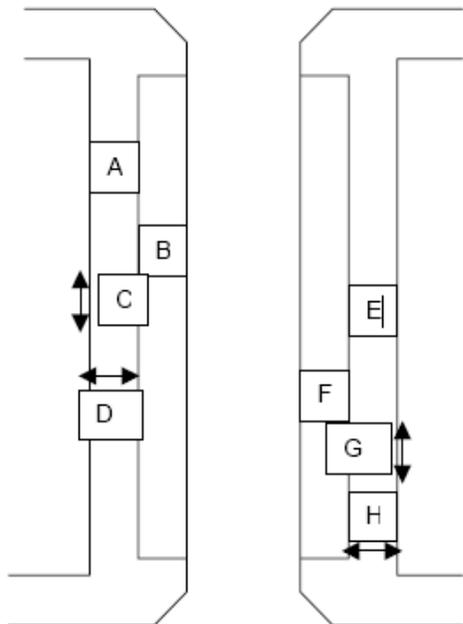
RUNNING SLOPE: G1: \_\_\_\_\_% G2: \_\_\_\_\_% G3: \_\_\_\_\_%  
 CROSS-SLOPE: H1: \_\_\_\_\_% H2: \_\_\_\_\_% H3: \_\_\_\_\_%

OTHER SPECIFIC CONDITIONS: \_\_\_\_\_

**Inspected/measured by (print):** \_\_\_\_\_

**Date Field Measured:** \_\_\_\_\_

**NORTH OR WEST CROSS-STREET**

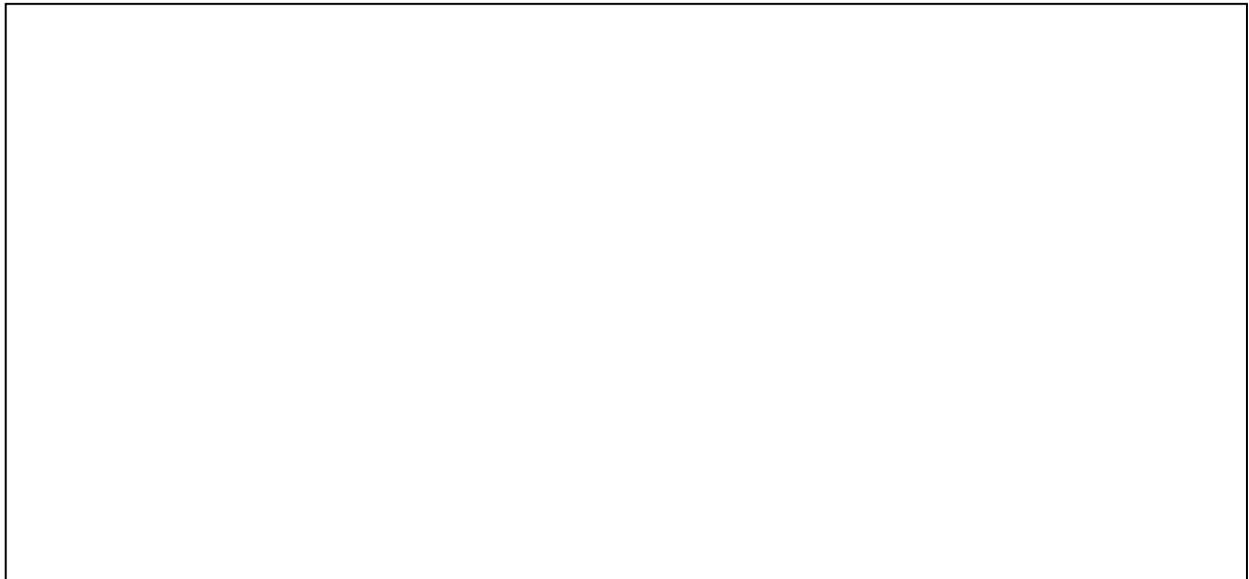


**SOUTH OR EAST CROSS STREET**

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Date: \_\_\_\_\_

Reviewed/Approved by Coordinator: \_\_\_\_\_

Signature: \_\_\_\_\_

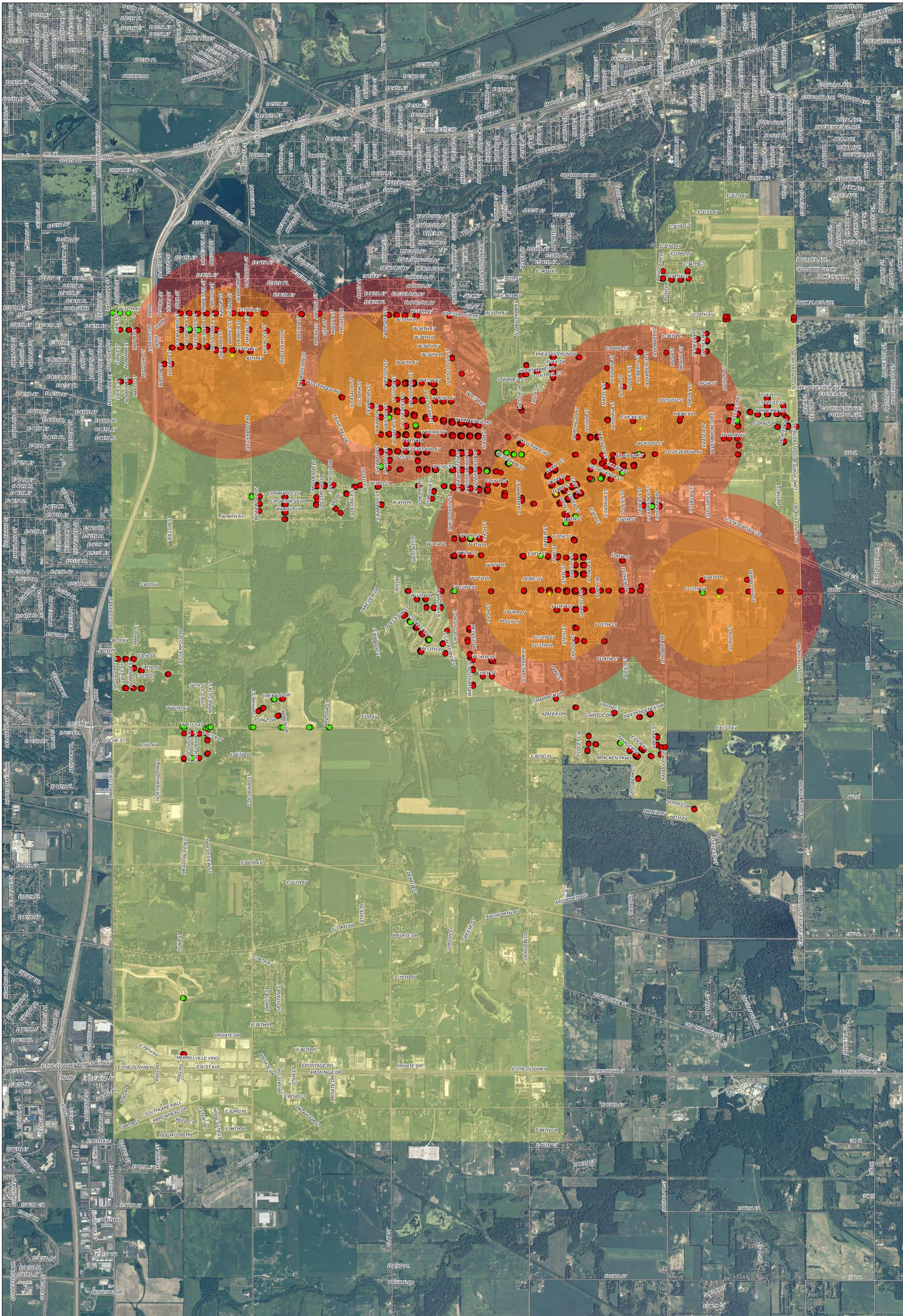
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Approved by City Engineer if req'd: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

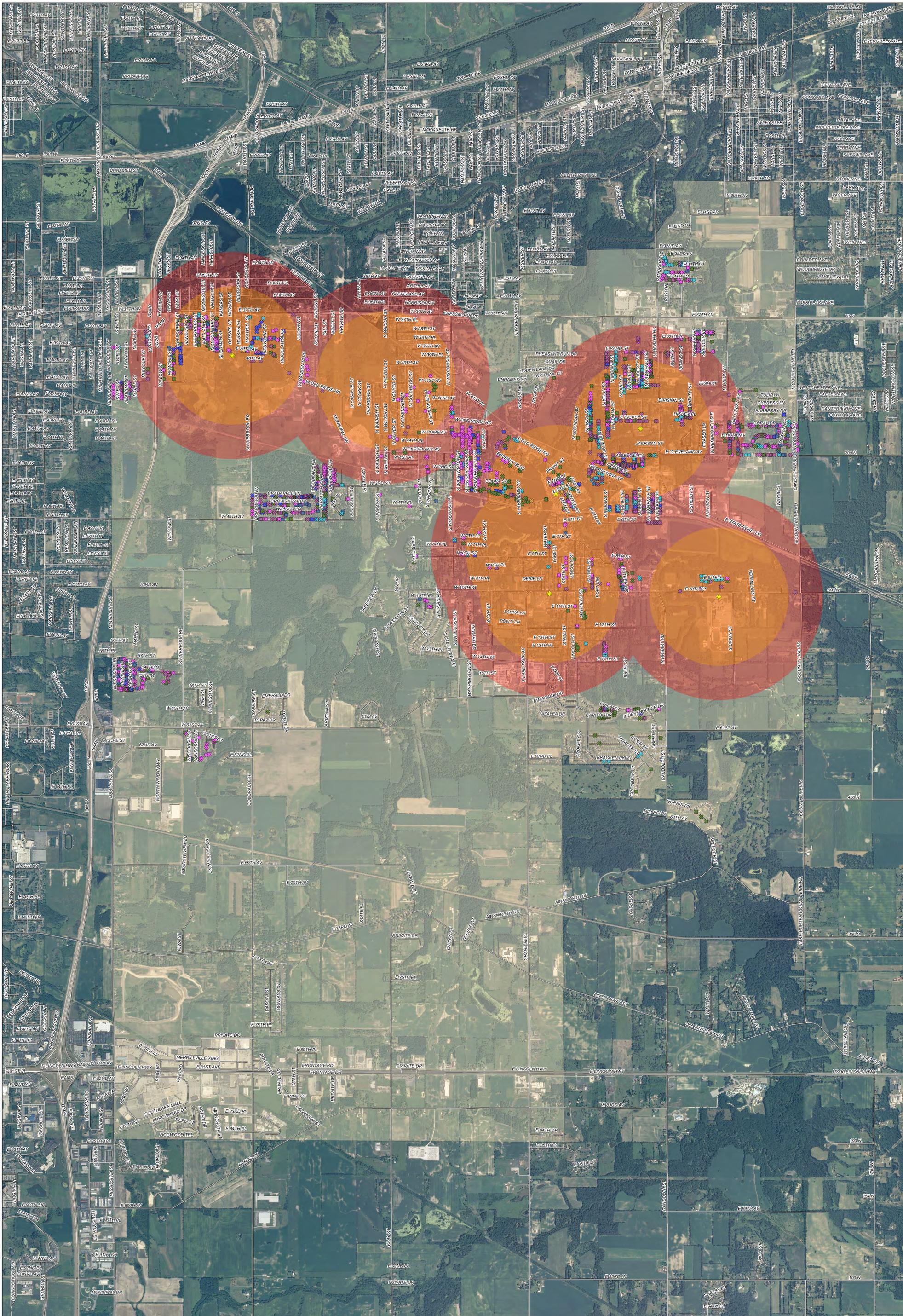
# Appendix D: Mapping



**Legend**

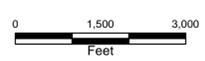
- High Priority Level
- Medium Priority Level
- Low Priority Level
- YES
- NO

0 1,500 3,000  
Feet



**Legend**

- Priority Buffer 1/2 Mile
- Priority Buffer 3/4 Mile
- Corporation Limit



# Appendix E: Standards

# HOBART, INDIANA

## CITY STANDARDS

City Standards Apply To Public Property & Private Property.

The Entire Set Of Full Size City Standards Shall Be Attached To The Construction Drawings And Shall Be Considered Part Thereto.

### DIRECTIONS FOR USE

- 1.) Details Prepared By Outside Sources Shall Not Be Included In The Construction Drawings When Said Details Cover Work Which Is Covered By City Standards.
- 2.) Individual City Standards That Do Not Apply May Be Crossed-Out By Design Engineer Through The Placement Of A Single Large X Over The Detail. Minor Reference Notations May Be Placed Adjacent To Individual Standard Titles For Coordination However, The Standards Themselves Shall Not Be Modified In Any Way.
- 3.) Details Prepared By Outside Sources Covering Work Which Is Not Covered By City Standards Are The Sole Responsibility Of The Design Engineer And Shall Be Placed On Sheets Other Than The City Standards Sheets.
- 4.) Failure To Properly Execute The Above Directions For Use Will Not Effect The Applicability Nor The Enforcement Of The City Standards.
- 5.) City Of Hobart Shall Be Contacted When Required By Calling 219-942-6121.

**DATE OF CURRENT ISSUANCE: 10/06/2010**

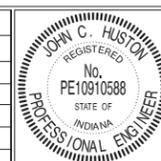
### GENERAL NOTES

- 1.) Contractor Shall Verify The Exact Location Of All Existing Utilities At Least 24 Hours Prior To Any Construction Or Excavation. During Construction, All Utilities Shall Be Adequately Supported To Minimize Damage. The Contractor Shall Be Responsible For Repairing Or Replacing Damaged Utilities To The Satisfaction Of The City Of Hobart And The Owner Of The Affected Utility.
- 2.) Installation Of Or Provisions For The Installation Of All Underground Utilities (Including Service Laterals) To Be Placed Under Pavement Areas Shall Be Established Prior To The Construction Of The Pavement. The City Reserves The Right To Require Trenchless Construction For Crossing Of Existing Streets.
- 3.) All Benchmarks And Elevations Shall Be U.S.C. & G.S. Datum.
- 4.) Wherever Proprietary Equipment Is Specified, All Proposals For Substitution Shall Be Submitted In Writing To The Hobart Department Of Public Works (DPW) And Shall Be Subject To The Findings Of The Hobart DPW.
- 5.) Whenever A Non-Parallel Trench Opening Encroaches Within 5' Of An Existing Street Or Whenever Centerline Of Water Main Is Within 3' Of An Existing Street, Flowable Fill Shall Be Used For Trench Backfill.
- 6.) Except For Water Main Construction, Whenever A Non-Parallel Trench Opening Encroaches Within 5' Of A Proposed Street, Private Drive Or Sidewalk, Granular Backfill If Testing Confirms Compaction. #8 Crushed Stone, #8 Fractured Face Aggregate Or Flowable Fill Shall Be Used For Trench Backfill.
- 7.) For Water Main Parallel With Adjacent Pavement And Having A Centerline Of Pipe At Least 3' Behind Back-Of-Curb, Approved Backfill Material May Be Used For Trench Backfill. Whenever Centerline Of Water Main Encroaches Within 3' Of A Proposed Street, Private Drive Or Sidewalk, #8 Crushed Stone, #8 Fractured Face Aggregate, Or Flowable Fill Shall Be Used For Trench Backfill.
- 8.) Approved Excavated Material May Be Used For Backfill Outside Of Limits Specified Herein And Under Proposed Sidewalks Provided Sidewalks Are Constructed 6 Months After Backfilling Of Trench. In Order For Excavated Material To Be Approved For Backfill It Shall Be Free Of Organic Material, Rocks Larger Than 6 Inches, Frozen Material, Debris, Excessive Water, Or Other Unsuitable Material As Determined By Hobart DPW.
- 9.) Black Foundry Sand And Blast Furnace Slag Are NOT Approved For Use In The City Of Hobart.
- 10.) Whenever Granular Backfill Is Placed In A Trench, Contractor Shall Compact Material To A Minimum Of 95% Maximum Dry Density As Per AASHTO T99. The Contractor Shall Demonstrate That Compaction Is Achieved By Means Of In Place Density Tests Performed By An Independent Testing Firm. Testing Frequency Shall Be One Test Per Trench Or 1 Test Per 100 Linear Feet Of Trench, Whichever Is Greater.
- 11.) In Order To Mitigate The Impact Of Land Disturbing Activities On The Public, The City Currently Allows Two Options. Option 1: Preparation, Implementation, & Maintenance Of A Lime Stabilization Plan For Building Area, Activity Area Adjacent To Building, Access Road(s), & Staging Area Utilizing A Minimum Of 4" Of CAB No. 53 Over A Minimum Of 8" Thickness Lime Subgrade Treatment. Option 2: Preparation, Implementation, & Maintenance Of A Sufficient Washbay Area. If Option 2 Is Deemed Insufficient At The Sole Discretion Of The City Engineer, Option 1 Will Need To Be Implemented Prior To Any Other Construction Activity Proceeding At The Site.
- 12.) The Construction Of New Combined Sewers Within The City Of Hobart's Service Area Is Prohibited. New Construction That Is Tributary To An Existing Combined Sewer Shall Be Designed To Minimize Or Delay The Inflow Contribution To The Existing Combined Sewer. Where New Construction Is Served By Existing Combined Sewers, The Inflow/Clear Water Connection To The Existing Combined Sewer Shall Be Made Separate And Distinct From The Sanitary Waste Connection To Facilitate Disconnection Of The Former If A Separate Storm Sewer Subsequently Becomes Available.

### INDEX

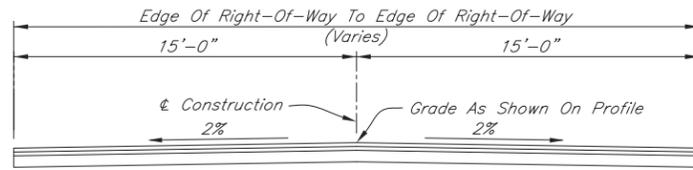
SHEET NO.	DESCRIPTION
1	DIRECTIONS FOR USE, GENERAL NOTES
2	RIGHT-OF-WAY, UTILITY EASEMENT & UTILITY LOCATION GUIDELINES
3	PAVEMENT, CURB & SIDEWALK DETAILS & NOTES
4	ROADWAY (R) DEVELOPMENT STANDARDS
5	MISCELLANEOUS DETAILS AND NOTES
6	GENERAL (G) DEVELOPMENT STANDARDS
7	STORM SEWER BEDDING DETAILS AND NOTES
8	STORM SEWER DETAILS AND NOTES
9	STORM DRAINAGE (D) DEVELOPMENT STANDARDS
10	SANITARY SEWER BEDDING DETAILS AND NOTES
11	SANITARY SEWER DETAILS AND NOTES
12	SANITARY SEWER LIFT STATION STANDARDS & GUIDELINES
13	SANITARY SEWER (S) DEVELOPMENT STANDARDS
14-16	EROSION CONTROL MEASURES & EROSION CONTROL (E) DEVELOPMENT STANDARDS

REVISIONS		
Rev. No.	Description	Date



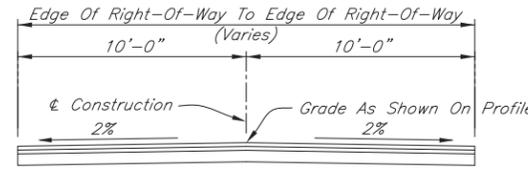
RECOMMENDED FOR APPROVAL	<i>John C. Huston</i>	10/01/2010
DESIGN ENGINEER		DATE
APPROVED	<i>P. K. H.</i>	10/14/2010
CITY ENGINEER		DATE
APPROVED	<i>B. H.</i>	11/2/2010
MAJOR AND PRESIDENT - IRLAN E. SHEDDOR		DATE
BOARD OF PUBLIC WORKS AND SAFETY		

CITY OF HOBART	SHEET
DIRECTIONS FOR USE, GENERAL NOTES	01 OF 16



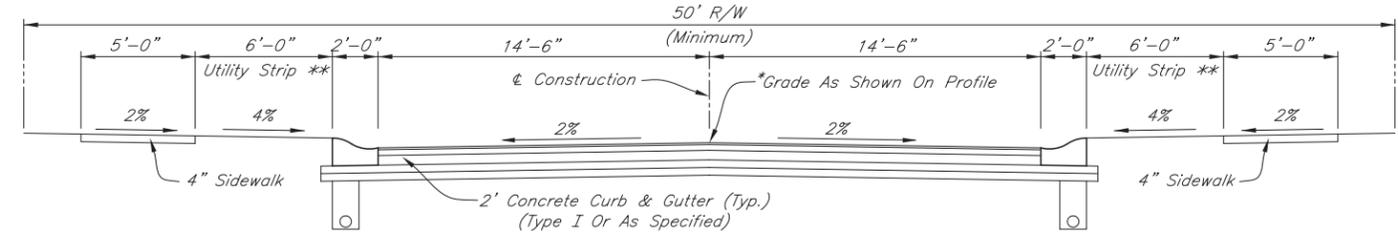
**LOCAL INDUSTRIAL ALLEYS**

Scale: 1/4"=1'-0"



**LOCAL RESIDENTIAL ALLEYS**

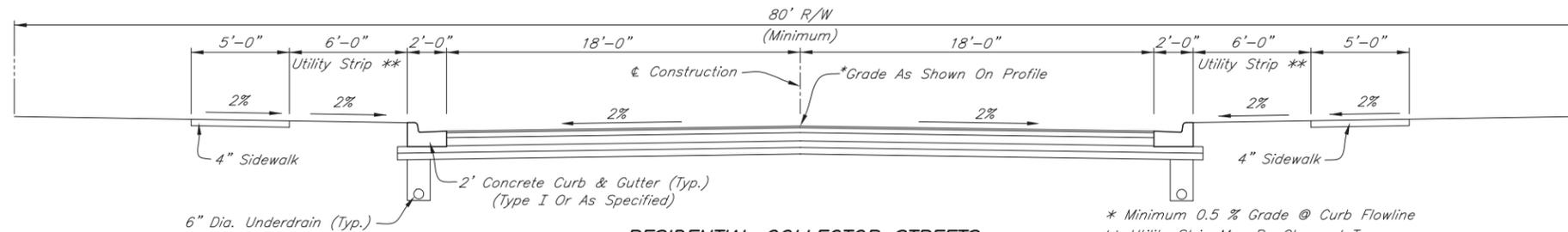
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**LOCAL RESIDENTIAL STREETS**

Scale: 1/4"=1'-0"

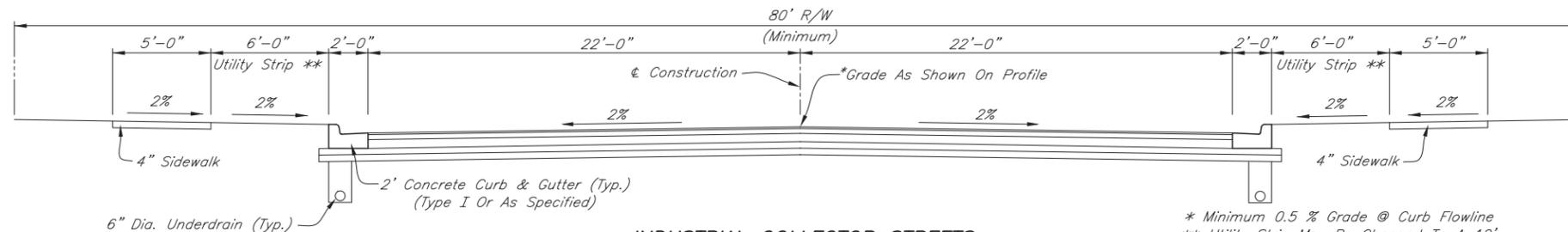
\* Minimum 0.5 % Grade @ Curb Flowline  
 \*\* Utility Strip May Be Changed To A 12' Minimum Planting Strip



**RESIDENTIAL COLLECTOR STREETS**

Scale: 1/4"=1'-0"

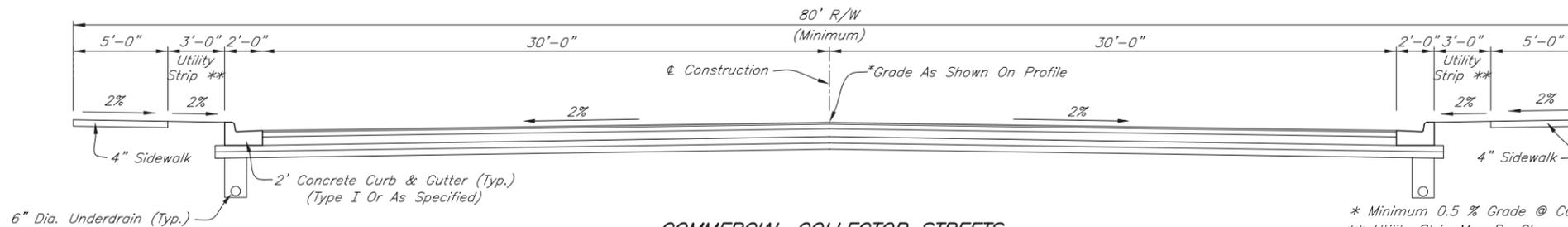
\* Minimum 0.5 % Grade @ Curb Flowline  
 \*\* Utility Strip May Be Changed To A 12' Minimum Planting Strip



**INDUSTRIAL COLLECTOR STREETS**

Scale: 1/4"=1'-0"

\* Minimum 0.5 % Grade @ Curb Flowline  
 \*\* Utility Strip May Be Changed To A 12' Minimum Planting Strip R/W Width Shall Be Increased Accordingly To Accommodate Planting Strip



**COMMERCIAL COLLECTOR STREETS**

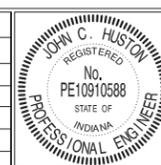
Scale: 1/4"=1'-0"

\* Minimum 0.5 % Grade @ Curb Flowline  
 \*\* Utility Strip May Be Changed To A 12' Minimum Planting Strip R/W Width To Be Increased Accordingly Shall Accommodate Planting Strip

**GENERAL NOTES:**

- 1.) The Right-Of-Way Widths, Pavement Widths, And Easement Widths Indicated On This Sheet Are Minimum Distances Required By The City Of Hobart. Greater Widths May Be Provided. The Contractor Shall Review The Plat And The Plans To Confirm The Various Widths Indicated On This Sheet And Shall Report Any Discrepancy To The City Engineer Prior To Proceeding With Construction.
- 2.) The Location Of Proposed Utilities As Indicated Hereon Are Based Upon The Experience Of The City Of Hobart And Are So Indicated To Ensure The Orderly Development Of The Land. Strict Adherence To The Indicated Location Is Required. Requests To Change The Location Of The Proposed Utilities Shall Be Submitted In Writing To The City Engineer And The Superintendent Of Public Works. Utilities Not Meeting These Requirements Shall Be Removed And Replaced As Directed By The City Engineer.
- 3.) Arterial Streets And Divided Arterial Streets Are To Be Coordinated With The City Engineer And Shall Be In Accordance With The Minimum Design Standards Outlined By Chapter 153 Of The City Of Hobart Municipal Code.
- 4.) Local Residential Streets Require Only Stop Bars And Crosswalk Marking. Markings Shall Be Thermoplastic In Accordance With The Most Recent INDOT Standard Specification. Refer To Such Drawings Covering Pavement Markings, Street Signs, And Traffic Control Signs. A Plan Of Proposed Pavement Markings Shall Be Submitted To The Hobart DPW For Approval. For Streets Requiring Resurfacing With No. 9 Surface Overlay, Mill 8 Feet Wide Along Sides Of Street To A Depth Of 2". Overlay Terminations Shall Also Be Milled 2".

REVISIONS		
Rev. No.	Description	Date



RECOMMENDED FOR APPROVAL: *John C. Huston* 10/10/2010  
 DESIGN ENGINEER  
 APPROVED: *P. K. H.* 10/14/2010  
 CITY ENGINEER  
 APPROVED: *[Signature]* 11/2/2010  
 MAYOR AND PRESIDENT - IRLAN K. SHEDDOR  
 BOARD OF PUBLIC WORKS AND SAFETY

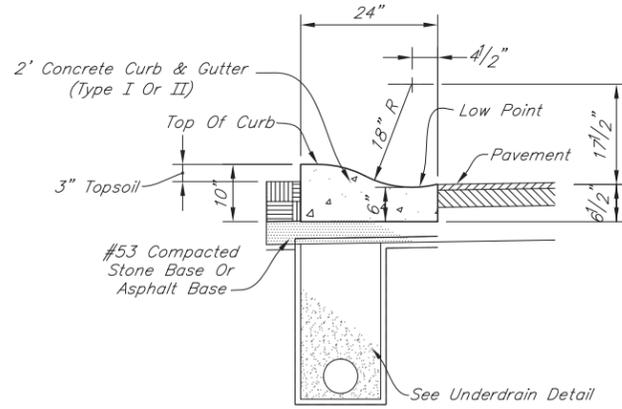
CITY OF HOBART  
 RIGHT-OF-WAY,  
 UTILITY EASEMENT & UTILITY LOCATION  
 GUIDELINES

SHEET  
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 16

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**PAVEMENT CONSTRUCTION**

- Subbase And Subgrade Shall Be At Least 100 Percent Of The Maximum Dry Density In Accordance With AASHTO T99. Compaction Testing Shall Be At The Contractor's Expense And Shall Be Performed By An Independent Laboratory. Test Results Shall Be Submitted To The Director Of Public Works Prior To Placing Any Material On The Subbase Subgrade. One In-Place Density Test Shall Be Completed For Each Lift For Every 400 Linear Feet Of Traffic Lanes.
- For Local Residential Streets With Concrete Pavement, Four Inch Compacted Aggregate Base #53 Is Optional If Adequate Subgrade Is Present. Adequacy Of Subgrade Shall Be Determined Solely By The City Based On A Contractor Performed Proof-Roll With A Fully Loaded Single Axle Dump Truck.
- Place Tack Coat In Accordance With The Most Recent INDOT Standard Specification For Asphalt Pavement Sections.
- Wherever Rigid Pavement Is To Be Used, The Contractor Shall Submit A Detailed Paving Plan To The City Engineer. The Paving Plan Shall Show The Location And Type Of Jointing To Be Used In The Construction. The Location And Type Of Jointing Shall Meet The Requirements Of The Most Recent INDOT Standard Details.
- Upon Approval Of The Mix Design By The City Engineer, Chemical Modification Of Soils Per INDOT Standard Specifications Section 215, Shall Be Performed To A Minimum Depth Of 16 Inches. Following Soil Modification, Compaction Shall Be Performed Until The Modified Layer Has A Density Not Less Than 100% Of The Maximum Dry Density Or The Zone Below The Modified Layer Has A Density Not Less Than 95% Of The Maximum Dry Density. Maximum Dry Densities Shall Be Determined In Accordance With AASHTO T99. The Mix Design Shall Be Determined In Accordance With INDOT Design Procedures For Soil Modification Or Stabilization. The Proposed Design And Construction Procedure Shall Be Submitted To The City Engineer. Unsatisfactory Soil Modifications, As Determined By The City Engineer, May Require An Increase In Depth Of The Aggregate Base Or Binder. Tensor TriAx Geogrid May Be Used In Lieu Of, Or In Conjunction With, The Chemical Modification Of Soils, As Directed By The City Engineer. In Conjunction With The Usage Of Tensor TriAx Geogrid, A Modified Pavement Section May Be Provided By The City Engineer.

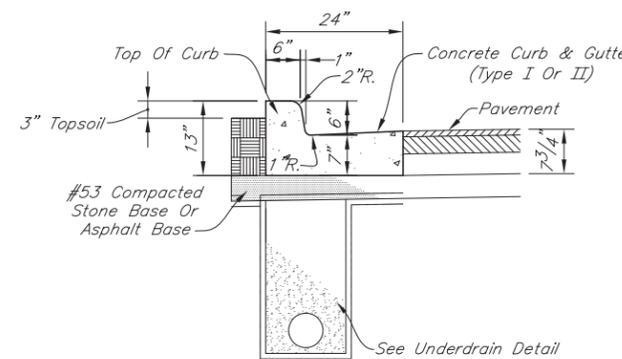


**TYPE I**

See Development Standards For Depressed Concrete Roll Curb If Desired At A Private Drive That Intersects A Public Road With Type I Curb.

**2' CONCRETE ROLL CURB & GUTTER**

Scale: 3/4"=1'-0"

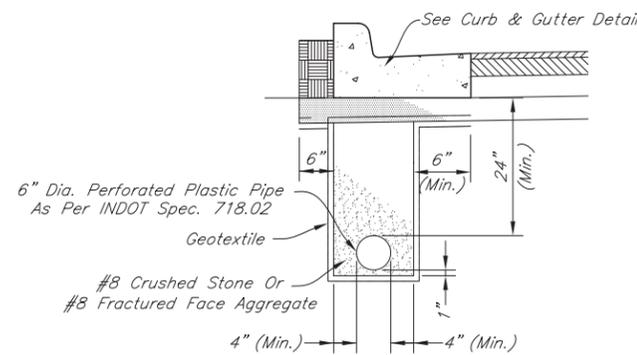


**TYPE II**

See General Development Standards, On Sheet 06, For Reinforced Concrete Gutter Which Is Required At All Private Drives That Intersect A Public Road With Type II Curb Or Similar.

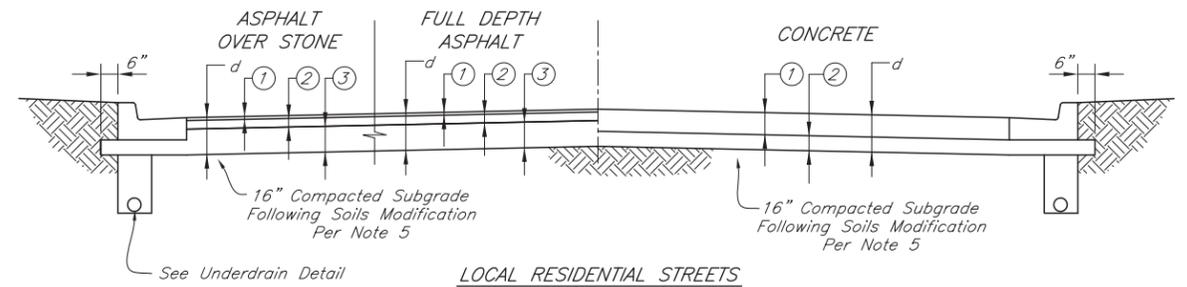
**2' COMBINED CONCRETE CURB & GUTTER**

Scale: 3/4"=1'-0"



**UNDERDRAIN DETAIL**

Scale: 3/4"=1'-0"



**LOCAL RESIDENTIAL STREETS**

- |  |  |  |
|--|--|--|
| d=11"  | d=8"   | d=10"  |
| ① 1 1/2" HMA Surface, Type A (165#/SYS)      | ① 1 1/2" HMA Surface, Type A (165#/SYS)      | ① 6" Concrete                                  |
| ② 2 1/2" HMA Intermediate, Type A (275#/SYS) | ② 2 1/2" HMA Intermediate, Type A (275#/SYS) | ② 4" Compacted Aggregate Base #53 (See Note 2) |
| ③ 7" Compacted Aggregate No. 53 (2 Lifts)    | ③ 4" HMA Base, Type A (440#/SYS)             |  |

**LOCAL RESIDENTIAL COLLECTOR AND LOCAL COMMERCIAL/INDUSTRIAL STREETS**

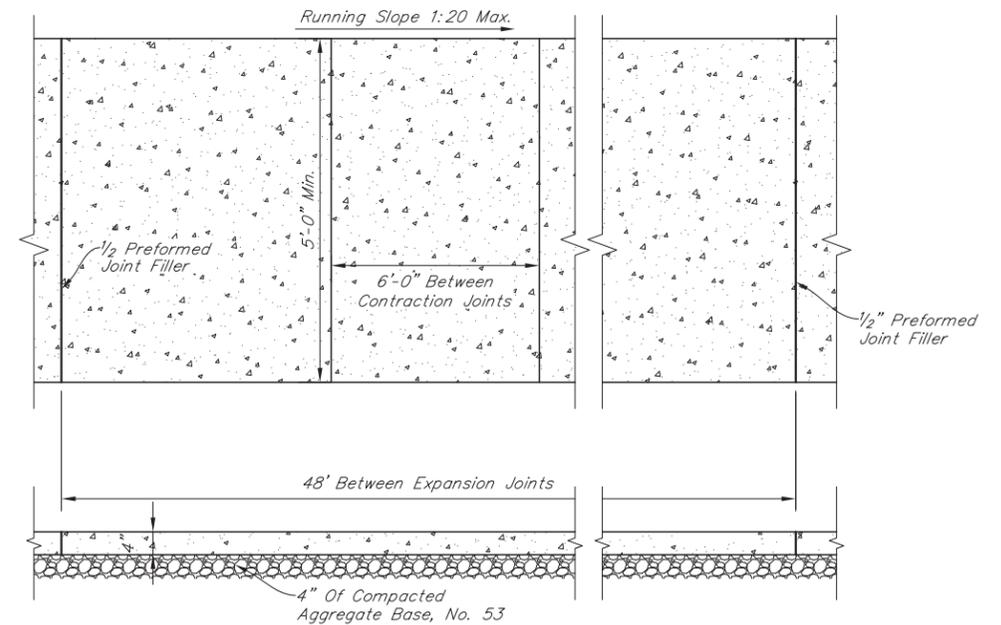
- |  |  |                                   |
|--|--|-----------------------------------|
| d=12"  | d=10"  | d=11"                             |
| ① 1 1/2" HMA Surface, Type B (165#/SYS)  | ① 1 1/2" HMA Surface, Type B (165#/SYS)  | ① 7" Concrete                     |
| ② 2 1/2" HMA Intermediate, Type B (275#/SYS) Over 4" HMA Base, Type B (440#/SYS) | ② 2 1/2" HMA Intermediate, Type B (275#/SYS) Over 3" HMA Base, Type B (330#/SYS) | ② 4" Compacted Aggregate Base #53 |
| ③ 4" Compacted Aggregate, No. 53   | ③ 3" HMA Base, Type B (330#/SYS)   |                                   |

**RESIDENTIAL/COMMERCIAL/INDUSTRIAL COLLECTOR AND SECONDARY ARTERIAL STREETS**

- |  |  |                                   |
|--|--|-----------------------------------|
| d=13"  | d=12"  | d=11 1/2"                         |
| ① 1 1/2" HMA Surface, Type B Or C (165#/SYS)   | ① 1 1/2" HMA Surface, Type B Or C (165#/SYS)   | ① 7 1/2" Concrete                 |
| ② 2 1/2" HMA Intermediate, Type B Or C (275#/SYS) Over 4" HMA Base, Type B Or C (440#/SYS) | ② 2 1/2" HMA Intermediate, Type B Or C (275#/SYS) Over 4" HMA Base, Type B Or C (440#/SYS) | ② 4" Compacted Aggregate Base #53 |
| ③ 5" Compacted Aggregate, No. 53   | ③ 4" HMA Base, Type B Or C (440#/SYS)  |                                   |

**PAVEMENT CONSTRUCTION**

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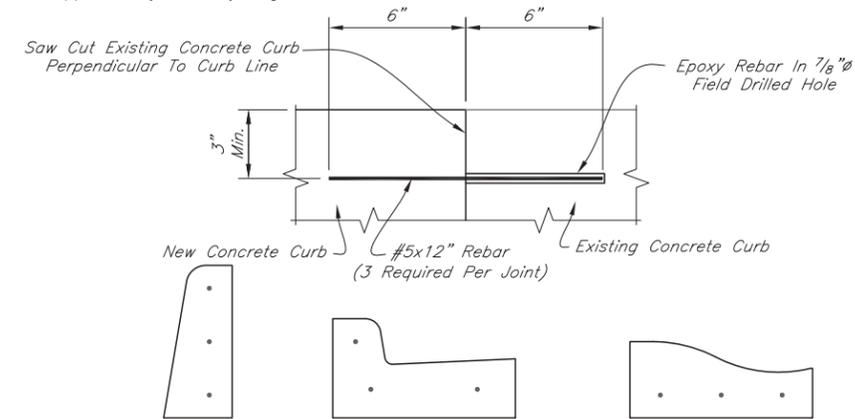


**TYPICAL SIDEWALK DETAIL**

Scale: 3/4"=1'-0"

**CURB RAMP CONSTRUCTION**

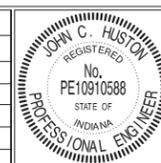
- All Curb Ramps Shall Meet The Requirements Of The Americans With Disabilities Act, The Most Recent INDOT Standard Specifications, And The City Of Hobart's Most Recent Standards. Curb Swipes Required For Handicap Ramps Shall Be Provided With Initial Curb Construction.
- Minimum Width Of Curb Ramp Shall Be 4 Feet, Not Including Flares. Maximum Slope Of Ramps Shall Be 12:1. Handicap Ramps Are To Be Located As Shown On The Plans, Or As Directed By The City Engineer Or Director Of Public Works.
- Type E Ramps Shall Be Provided At The Center Line Of The Radius At All Corners Of Every Street Intersection Where There Is An Existing Or Proposed Sidewalk And Curb. In Case Of "T" Intersection, A Type C Ramp Shall Be Provided Adjacent To Each Corner Ramp. Type C Ramps Also Shall Be Provided At Walk Locations At Mid-Block In Hospital, Medical Center, Or Athletic Stadium Vicinities. The Use Of Details Contrary To Those Shown Hereon Shall Require The Prior Written Approval Of The City Engineer.
- Surface Texture Of The Ramp Shall Be That Obtained By A Coarse Brooming Transverse To The Slope Of The Ramp.
- Ramps Shall Be Provided Where The Driveway Curb Extends Across The Sidewalk.
- Care Shall Be Taken To Assure A Uniform Grade On All Ramps With No Grade Breaks.
- Drainage Structures Shall Not Be Placed In Line With The Ramps Except Where Existing Drainage Structures Are Being Utilized In The New Construction. Location Of The Ramps Shall Take Precedence Over Location Of Drainage Structures.
- The Normal Gutter Line Profile Shall Be Maintained Through The Area Of The Ramp.
- Expansion Joint For The Ramp Shall Be A Maximum 1/2" Wide. The Top Of The Joint Filler For All Ramp Types Shall Be Flush With Adjacent Concrete.
- Slope Of Ramp May Be Warped When Field Conditions Warrant And When Approved By The City Engineer Or Director Of Public Works.



**CONCRETE CURB REPLACEMENT CONNECTION DETAIL**

Not To Scale

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Rev. No.	Description	Date



RECOMMENDED FOR APPROVAL: *John C. Huston*, DESIGN ENGINEER, 10/10/2000 DATE

APPROVED: *P. K. L. H.*, CITY ENGINEER, 10/14/2000 DATE

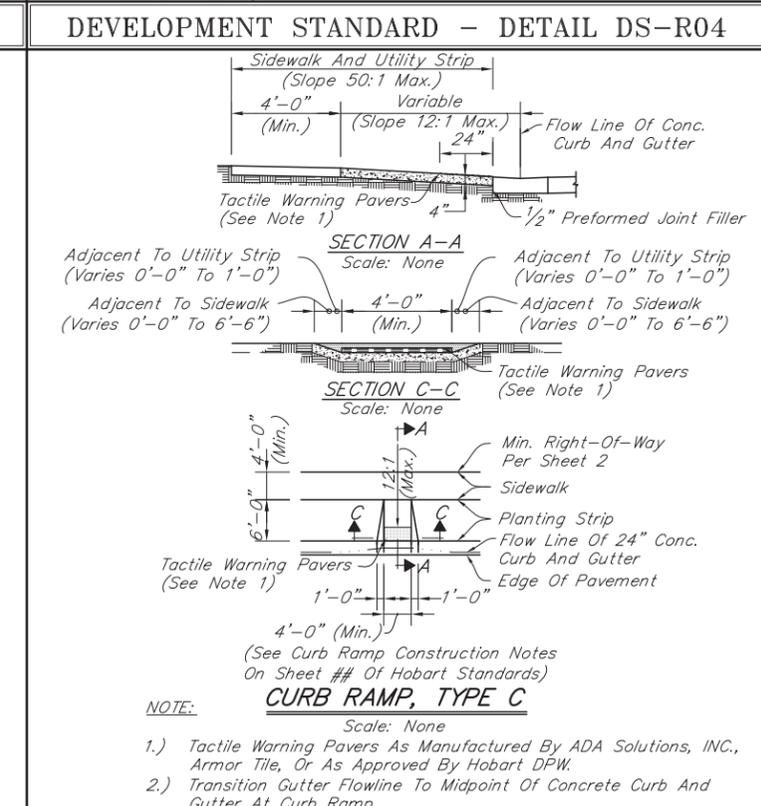
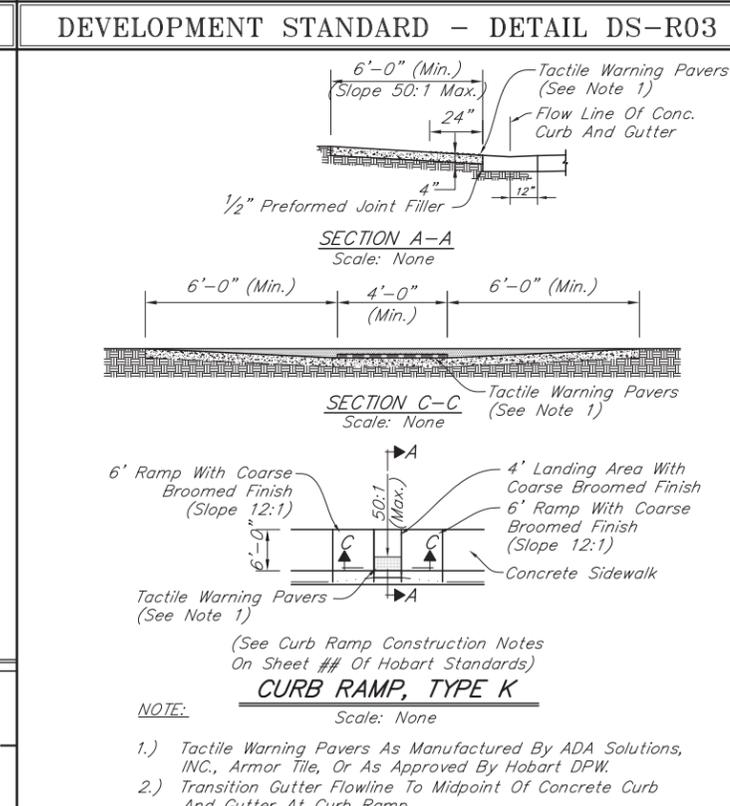
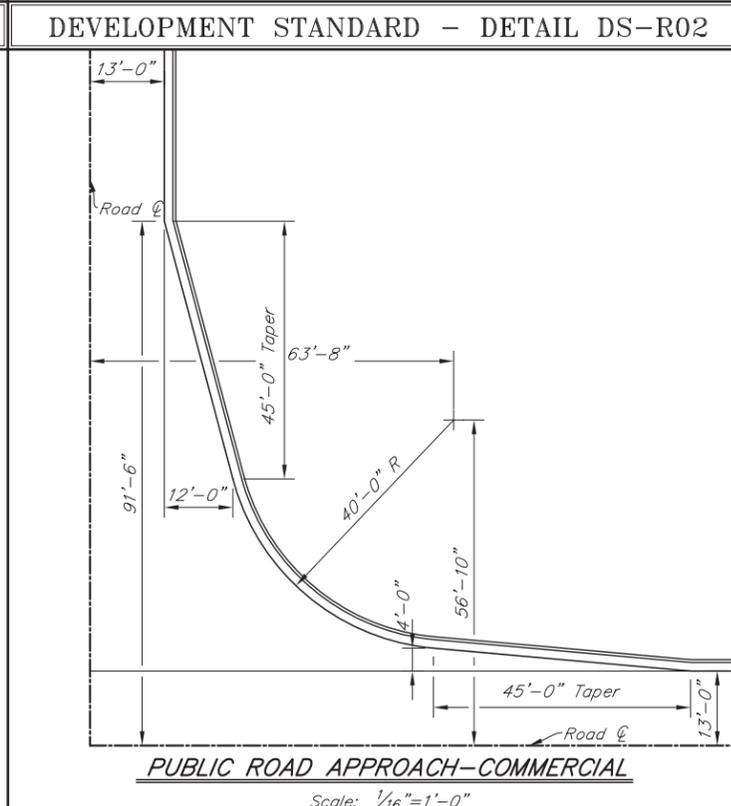
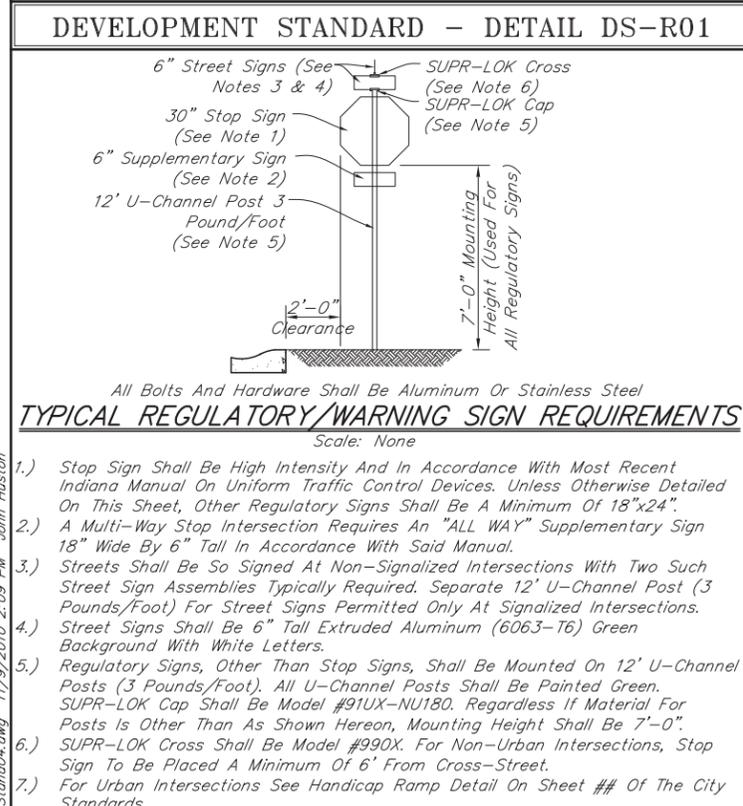
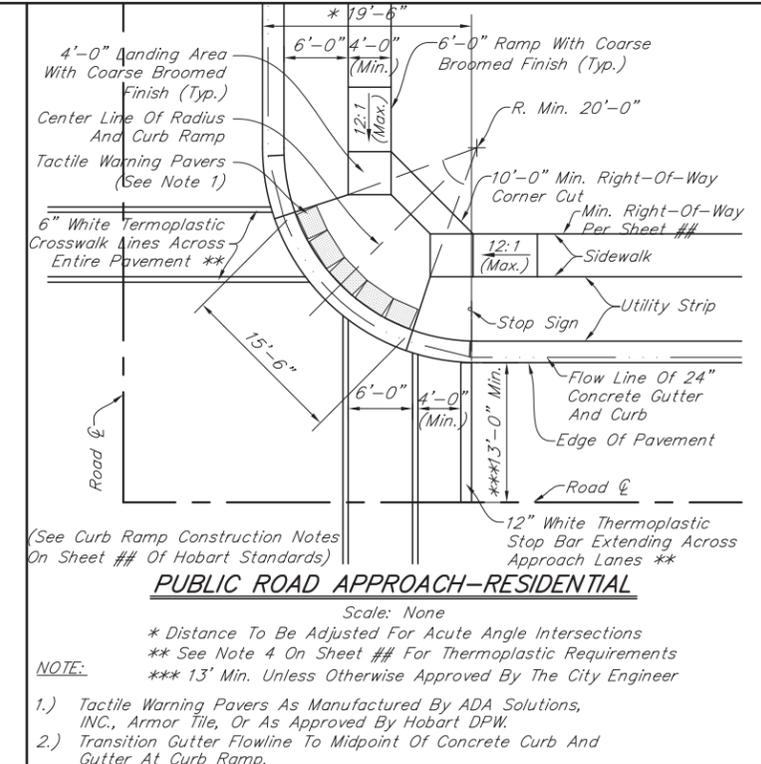
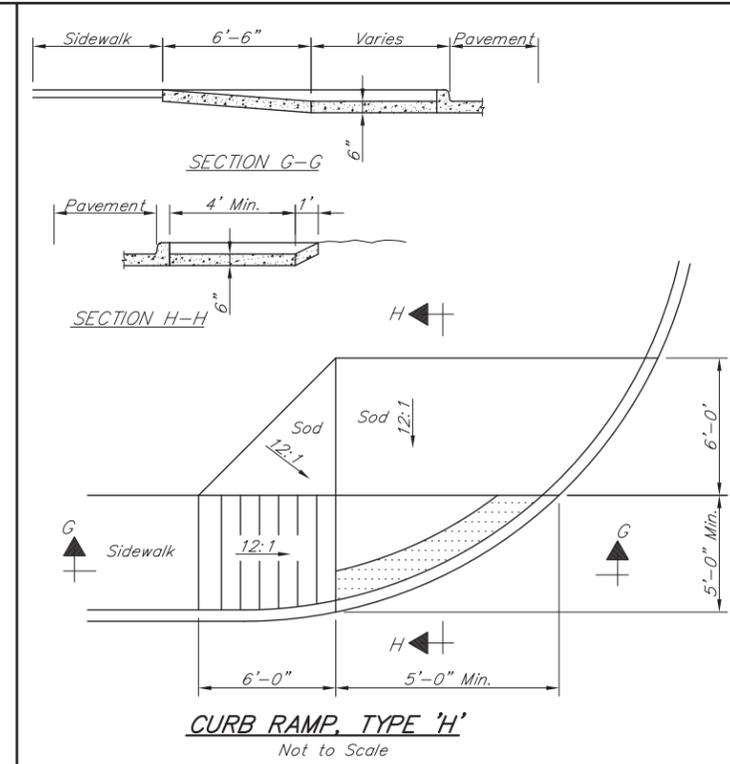
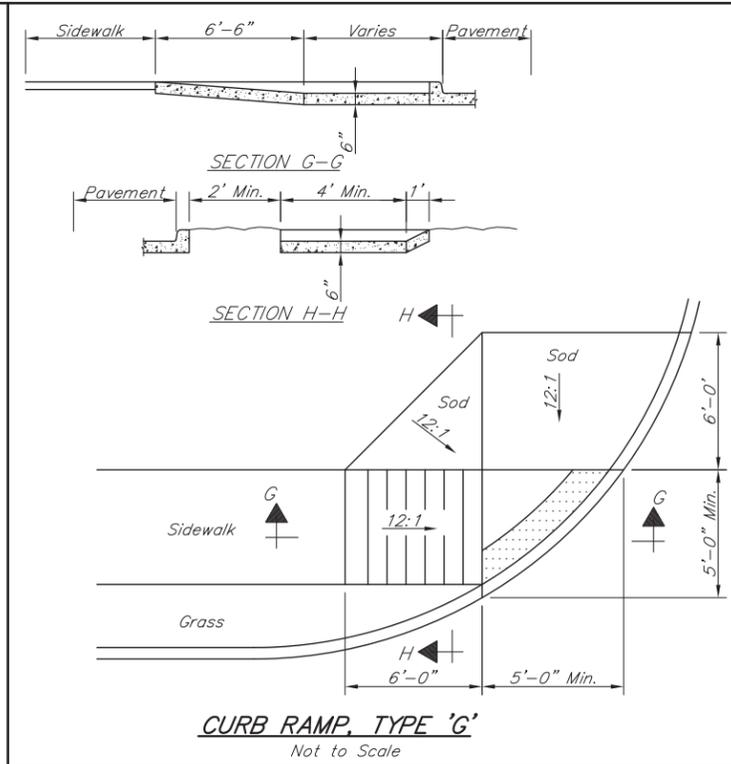
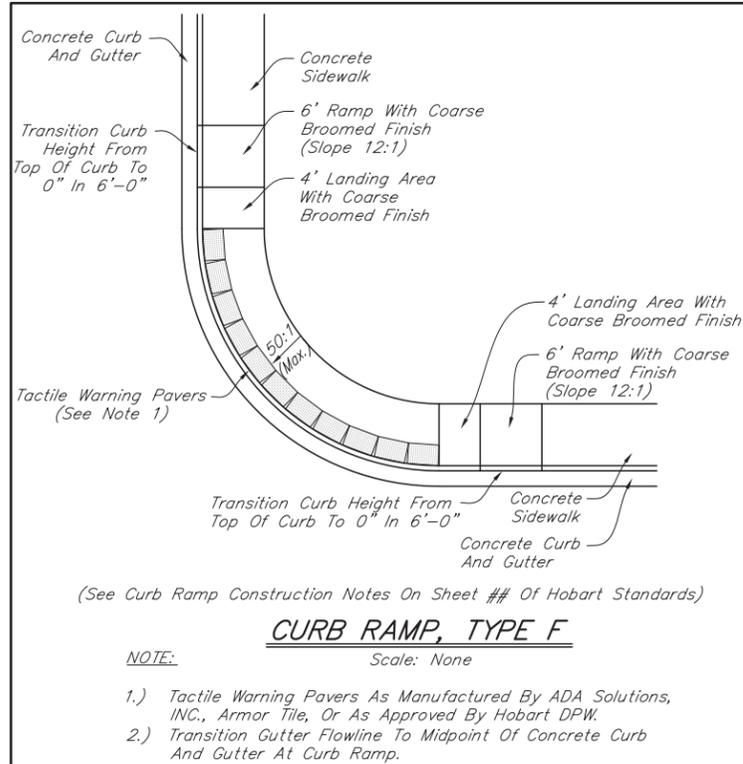
APPROVED: *[Signature]*, BOARD OF PUBLIC WORKS AND SAFETY, 11/2/2010 DATE

CITY OF HOBART

PAVEMENT, CURB & SIDEWALK DETAILS & NOTES

SHEET 03 OF 16

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DEVELOPMENT STANDARD - DETAIL DS-R05

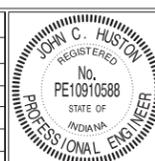
DEVELOPMENT STANDARD - DETAIL DS-R06

DEVELOPMENT STANDARD - DETAIL DS-R07

DEVELOPMENT STANDARD - DETAIL DS-R08

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REVISIONS		
Rev. No.	Description	Date



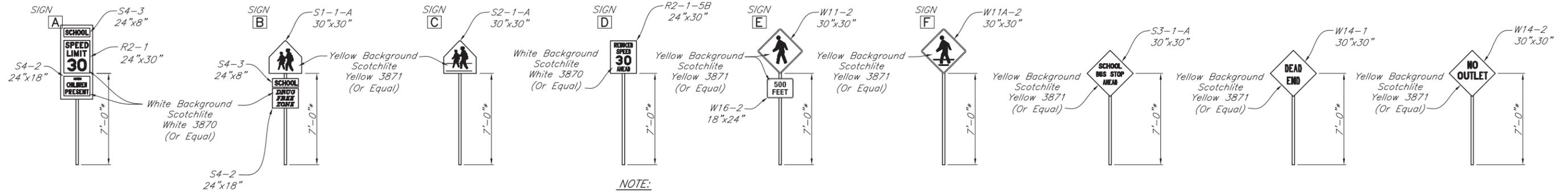
RECOMMENDED FOR APPROVAL  
 John C. Huston  
 DESIGN ENGINEER  
 DATE 10/10/2000

APPROVED  
 P. K. H.  
 CITY ENGINEER  
 DATE 10/14/2000

APPROVED  
 [Signature]  
 MAYOR AND PRESIDENT - IRLAN K. SHEDDOR  
 BOARD OF PUBLIC WORKS AND SAFETY  
 DATE 11/2/2010

CITY OF HOBART  
 ROADWAY (R)  
 DEVELOPMENT STANDARDS

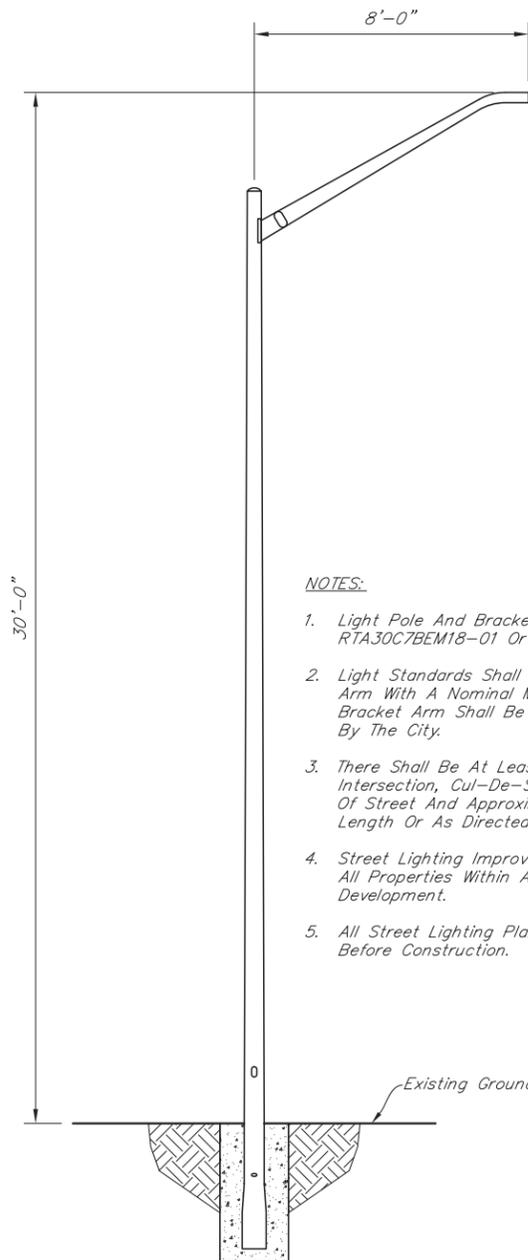
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 OF  
 16



**NOTE:**  
 \* Mounting Height From Roadway Edge Of Pavement. (Typ.)  
 All Black Lettering Is Scotchlite 7720 (Or Equal)

**REGULATORY/WARNING SIGN DETAILS**

Scale: 1/4" = 1'-0"

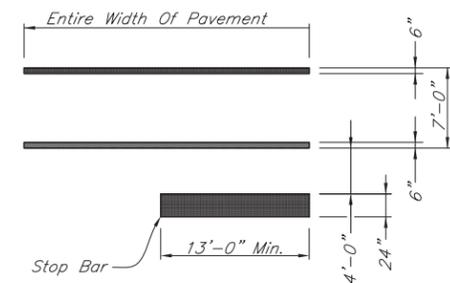


**STREET LIGHTING DETAIL**

Not To Scale

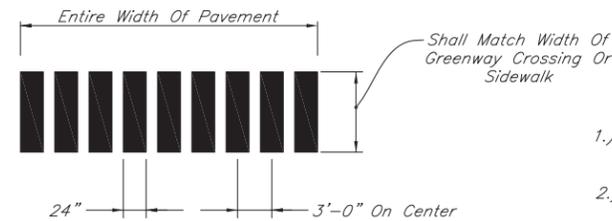
**NOTES:**

1. Light Pole And Bracket Arm Shall Be Hapco Model RTA30C7BEM18-01 Or City Approved Equal.
2. Light Standards Shall Be An Aluminum Pole And Bracket Arm With A Nominal Mounting Height Of 30 Feet. Bracket Arm Shall Be 8 Feet Unless Otherwise Approved By The City.
3. There Shall Be At Least One Luminaire At Each Street Intersection, Cul-De-Sac, Any Change In The Direction Of Street And Approximately Every 300 Feet Of Street Length Or As Directed.
4. Street Lighting Improvements Shall Be Installed To Serve All Properties Within A Subdivision Or Planned Unit Development.
5. All Street Lighting Plans Shall Be Approved By The City Before Construction.



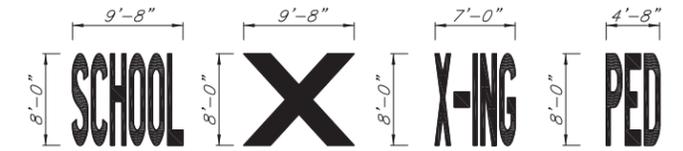
**INTERSECTION CROSSWALK DETAIL**

Scale: 1/8" = 1'-0"



**SPECIAL CROSSWALK DETAIL**

Scale: 1/8" = 1'-0"

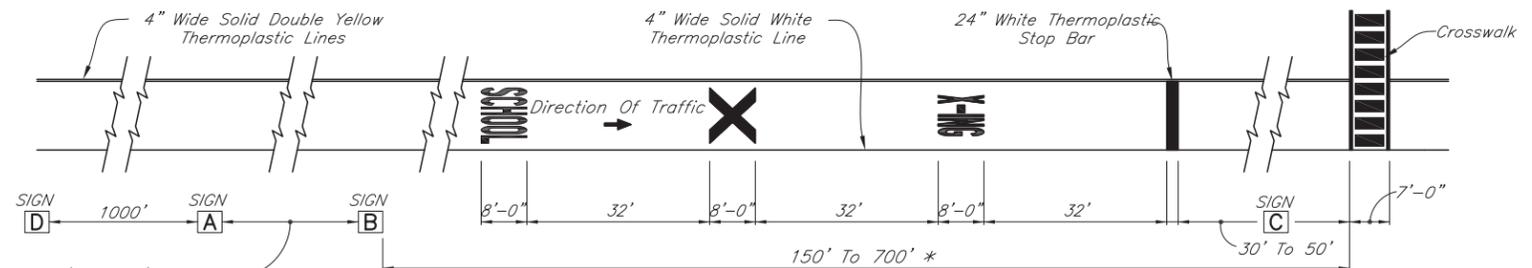


**PAVEMENT MARKING DETAIL**

Scale: 1/8" = 1'-0"

**GENERAL NOTES:**

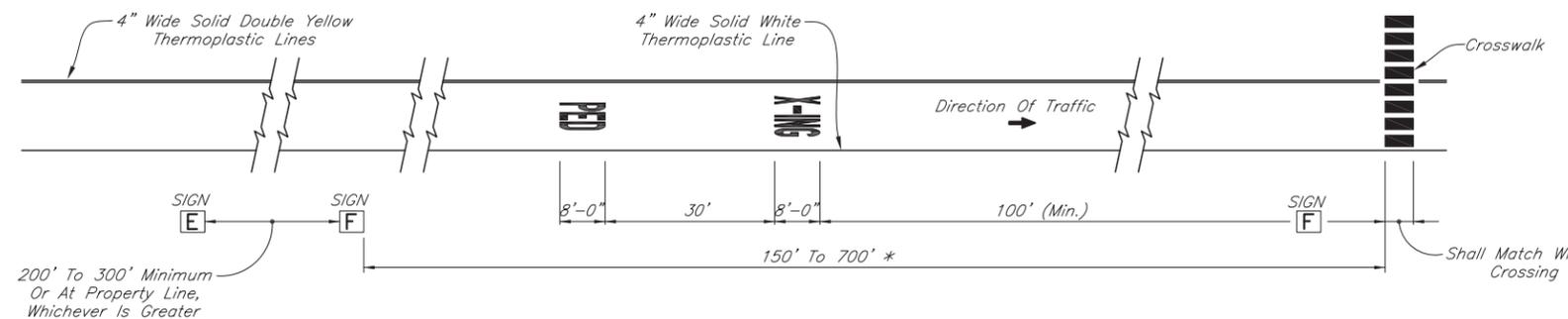
- 1.) All Regulatory Signs Shall Be High Intensity And In Accordance With The Indiana Manual On Uniform Traffic Control Devices, Most Recent Edition.
- 2.) All Pavement Markings Shall Be White Thermoplastic And Span Across Approach Lanes.
- 3.) Signs S3-1-A, W14-1 & W14-2 To Be Installed When Required By The City Of Hobart.
- 4.) Where Pedestrian Cross Traffic Is Not Established, School Crossing Pavement Markings And Sign C May Be Omitted At The Discretion Of The City Engineer.



**SCHOOL ZONE APPROACH DETAIL - SINGLE LANE RURAL**

Scale: 1/16" = 1'-0"

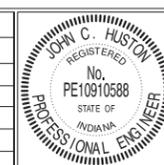
\* Refer To Indiana Manual On Uniform Traffic Control Devices, Most Recent Edition



**PEDSETRIAN CROSSING APPROACH DETAIL - SINGLE LANE RURAL**

Scale: 1/16" = 1'-0"

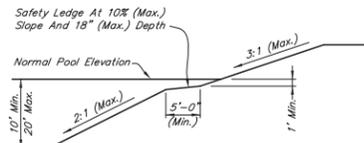
REVISIONS		
Rev. No.	Description	Date



RECOMMENDED FOR APPROVAL: *John C. Huston*, 10/10/2010, DESIGN ENGINEER  
 APPROVED: *P. K. H.*, 10/14/2010, CITY ENGINEER  
 APPROVED: *[Signature]*, 11/2/2010, MAYOR AND PRESIDENT - IRLAN K. GREGG, BOARD OF PUBLIC WORKS AND SAFETY

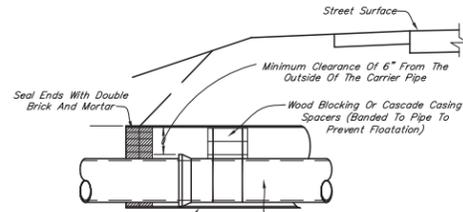
CITY OF HOBART		SHEET
MISCELLANEOUS DETAILS AND NOTES		05
		OF
		16

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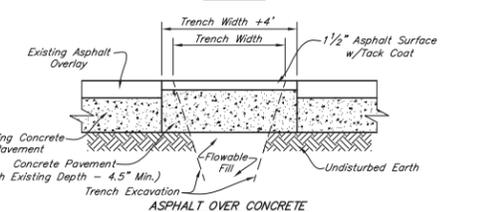
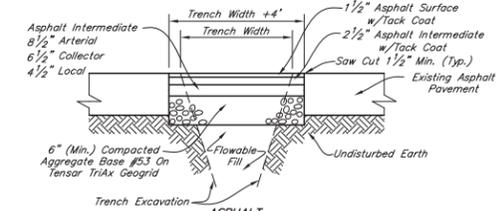
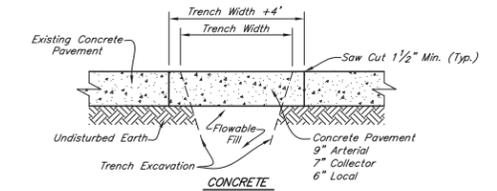
**TYPICAL DETENTION POND SECTION**  
Not To Scale

- NOTES:**
- 1.) Dry Bottom Basins Shall Be Subject To The Maximum Of 3:1 Slope Above The Basin Floor. The Longitudinal Grade Shall Be Subject To The Ditch Requirements As Set Out On Sheet #. The Transverse Grade Shall Be 2% Minimum.
  - 2.) Hobart DPW May Approve Alternate Detention Pond/Basin Sections.



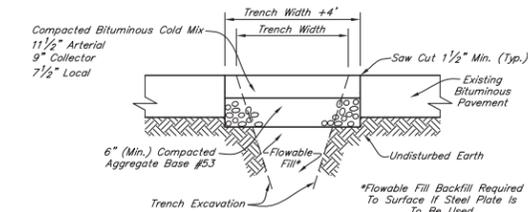
**TYPICAL STREET CASING DETAIL FOR UP TO 12" CARRIERS**  
Not To Scale

- NOTES:**
- 1.) Bored Or Jacked Crossings Require Intimate Knowledge Of Site Conditions; Therefore, Construction Is Subject To Certified Special Provisions Prepared By The Design Engineer.
  - 2.) Casings Depicted Hereon Do Not Necessarily Comply With INDOT Permit Requirements, But Are Intended To Be Used For Crossings Of Public Roads Under The Jurisdiction Of The City Of Hobart When Open Cut Of Such Roads Is Not Permitted.
  - 3.) Refer To Appropriate Hobart Standards For Carrier Pipe Requirements.



**PAVEMENT RECONSTRUCTION DETAILS**  
Not To Scale

**NOTE:**  
All Concrete Shall Be Air Entrained, 6 Bag Per Cubic Yard With 4,000 PSI Minimum 28 Day Strength. Concrete Surface Shall Be Broom Finished Perpendicular To Traffic Flow.



**TEMPORARY ASPHALT PATCH**

- NOTES:**
- 1.) Steel Plate Required Over Trench To Open Roadway To Traffic. Pavement Reconstruction Or Temporary Asphalt Patch To Be Placed Within 48 Hours.
  - 2.) Temporary Asphalt Patching Is Required When Temperature Is Less Than 40 Degrees F.

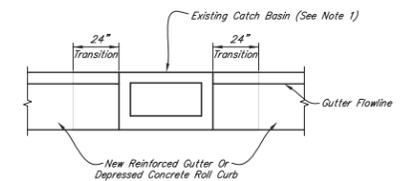
**TEMPORARY PAVEMENT PATCH DETAIL**  
Not To Scale

**DEVELOPMENT STANDARD - DETAIL DS-G01**

**DEVELOPMENT STANDARD - DETAIL DS-G02**

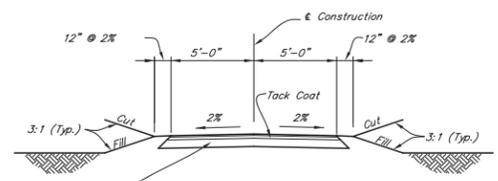
**DEVELOPMENT STANDARD - DETAIL DS-G03**

**DEVELOPMENT STANDARD - DETAIL DS-G04**



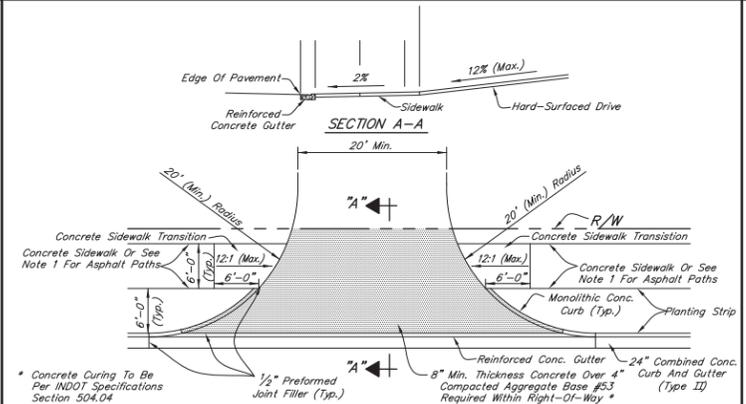
**EXISTING CATCH BASIN MODIFICATION**  
Scale: 1/4"=1'-0"

- 1.) Existing Catch Basin Within Limits Of New Approach That Can Not Be Relocated Due To Existing Gutter Flow, As Approved By Hobart DPW.
- 2.) Provide Flat Cap And Cut Structure Height As Required To Accept Casting Per DS-DD4.



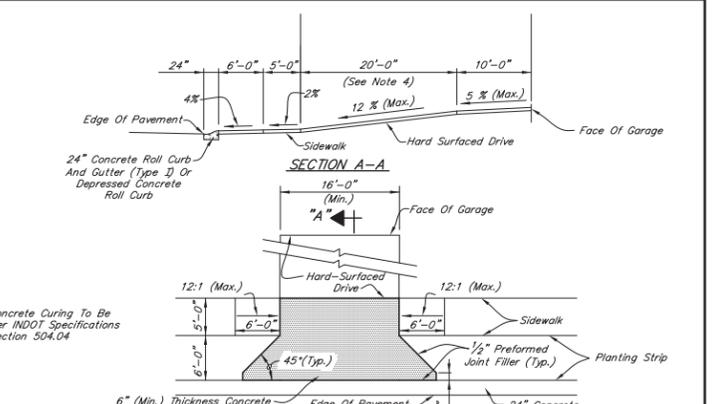
**TYPICAL TRAIL CROSS SECTION**  
Scale: None

- 1.) Cross Slope Shall Be 1/4\"/>



**TYPICAL COMMERCIAL PRIVATE DRIVE**

- NOTE:**  
Reinforced Concrete Gutter Is Req'd. At All Private Drives That Intersect A Public Road With Type II 24\"/>
- REINFORCED CONCRETE GUTTER**  
Scale: None
- PRIVATE DRIVE CULVERT PIPE AND END SECTIONS**
- 1.) Except With The Prior Written Approval Of The City Engineer, Culvert Pipe, And End Sections For New Installations Shall Be Reinforced Concrete Pipe In Accordance With The City Standards. Zinc Coated Or Aluminum Coated Corrugated Metal Pipe Culverts, Couplers, And End Sections In Accordance With The Most Recent INDOT Specification May Be Permitted For Replacement Culverts In Areas Where Reinforced Concrete Pipe Is Used By One-Third Or Less Of 3 Properties Upstream And Downstream Of The Subject Replacement On The Same Side Of The Subject Street.



**TYPICAL RESIDENTIAL PRIVATE DRIVE**  
Scale: None

- 1.) The Maximum Algebraic Difference In Grades For Any 10 Foot Interval Shall Not Exceed 8% For Crests, Nor 10% For Sags.
- 2.) Frontage Of Lots Shall Drain To Adjacent Streets Except With The Prior Approval Of Hobart DPW.
- 3.) Concrete Drives Require Control Joints At A Maximum Of Every 10 Feet Each Way.
- 4.) Use Actual Setback As Shown On Plat And As Provided By The City Of Hobart Zoning Ordinance.
- 5.) Hobart DPW May Approve Depressed Concrete Roll Curb And Alternate Paving Materials.

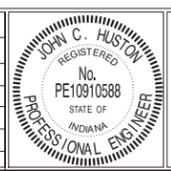
**DEVELOPMENT STANDARD - DETAIL DS-G05**

**DEVELOPMENT STANDARD - DETAIL DS-G06**

**DEVELOPMENT STANDARD - DETAIL DS-G07**

**DEVELOPMENT STANDARD - DETAIL DS-G08**

REVISIONS		
Rev. No.	Description	Date



RECOMMENDED FOR APPROVAL  
 John C. Huston  
 No. PE10910588  
 DESIGN ENGINEER  
 DATE 10/10/2000

APPROVED  
 P. K. H.  
 CITY ENGINEER  
 DATE 10/14/2000

APPROVED  
 [Signature]  
 MAYOR AND PRESIDENT - DELAN K. GREGG  
 BOARD OF PUBLIC WORKS AND SAFETY  
 DATE 11/2/2010

CITY OF HOBART

GENERAL (G)  
 DEVELOPMENT STANDARDS

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