

TRANSITION PLAN FOR PUBLIC RIGHTS-OF-WAY

Section 504 of the Rehabilitation Act of 1973 (29 USC 794(a))
Americans with Disabilities Act (ADA) of 1990 (42 USC 12111)

City of Angola, Indiana

Last Revised Date: 10/6/2026

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1. INTRODUCTION

The Americans with Disabilities Act (ADA) was enacted on July 26, 1990 and later amended effective January 1, 2009. As written and implemented, the ADA provides comprehensive civil rights protections to persons with disabilities in the areas of employment, state and local government services, access to public accommodations, transportation, and telecommunication. The ADA is a companion civil rights legislation to the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973. In order to be protected by the ADA, one must have a disability or have a relationship or association with an individual with a disability. An individual with a disability is defined by the ADA as a person who has a physical or mental impairment that substantially limits one or more major life activities, a person who has a history or record of such impairment, or a person who is perceived by others as having such impairment. The ADA, however, does not specifically name all of the impairments that are covered.

The ADA is divided into five sections covering the following topics:

Title I: Employment

Title II: Public Services (and Transportation)

Title III: Public Accommodations (and Commercial Facilities)

Title IV: Telecommunications

Title V: Miscellaneous Provisions

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 person with disabilities. It is under this title that this transition plan has been prepared. This transition plan is intended to outline the methods by which physical changes will be made to give effect to the non-discrimination policies described in Title II.

2. TRANSITION PLAN DEVELOPMENT

To ensure program accessibility for people with disability in the community, the **City of Angola** has developed a Transition Plan, which is to be considered good practice. This Transition Plan for Public Rights-of Way considers the following:

A. ADA COORDINATOR:

Effective communication is essential to address all the complaints or concerns of all individuals. In order to keep maintaining the lines of communication open, and thereby ensuring effective communication between all parties, the **City of Angola** has designated the Building Commissioner as the ADA coordinator. The ADA Coordinator shall coordinate the **City's** efforts to comply with and carry out its responsibilities under Title 11 of the ADA, including any investigation of any complaint communicated to the ADA coordinator. Such complaints may take the form of alleging noncompliance with ADA mandates or alleging any actions that would be prohibited under the ADA. The **City of Angola** shall make available to all interested individuals the name, office address, and telephone number of the employee(s) so designated and shall adopt and publish procedures for the prompt and equitable resolution of complaints. Every complaint must be directed in writing to the ADA Coordinator, in this case The City of Angola's Building Commissioner.

B. GRIEVANCE PROCEDURE:

The Grievance Procedure established below is intended to adhere to the standards outlined in the ADA. The procedure must be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the provisions of services, activities, programs, or benefits provided by the **City of Angola**.

The complaint should be in writing and contain information about the alleged discrimination such as name, address, phone number of complaint and location, date, and description of the problem. Grievance Forms must be used to lodge a complaint, please make reference to Appendix A. Alternative means of filing complaints, such as personal interviews or recording of the complaint will be made available for persons with disabilities upon request. The complaint should be submitted by the grievant and/or his/her designee as soon as possible but no later than 180 calendar days after the alleged violation to:

City of Angola
Building Commissioner/ADA Coordinator
210 N Public Square
Angola, IN 46703

Within 15 calendar days after receipt of the complaint, the ADA Coordinator or their designee will meet with the complainant to discuss the complaint and the possible resolutions. Within 15 calendar days of the meeting, ADA Coordinator or his designee will respond in writing, and where appropriate, in a format accessible to the complainant, such as large print, Braille, or audio tape. The response will explain the position

of the **City of Angola** and offer options for substantive resolution of the complaint.

If the response by ADA Coordinator or his designee does not satisfactorily resolve the issue, the complainant or his/her designee may appeal the decision within 15 calendar days after receipt of the response to the ADA Coordinator or his designee. Within 15 calendar days after receipt of the appeal, the ADA Coordinator or his designee will meet again with the complainant to discuss the appeal and possible resolutions. Within 15 calendar days after the meeting, the ADA Coordinator or his designee will respond in writing, and, where appropriate, in a format described above that accessible to the complainant, with a final resolution of the complaint.

All written complaints received by the ADA Coordinator or their designee, appeals to the ADA Coordinator or their designee, and responses from ADA office will be retained by the **City of Angola** for at least three (3) years.

C. SELF EVALUATION

The **City of Angola** has conducted an inventory of curb ramps and sidewalks using field visits supplemented by aerial photography. Many of these do not meet ADA minimum requirements. The **City of Angola** is committed to making all curb ramp and sidewalk areas accessible to all pedestrians including those with disabilities. This will be accomplished through the following programs:

- All new construction, reconstruction, roadwork construction or alterations, including federal projects under the control and/or inspection of the Street or Engineering Department will be in compliance with the ADA;
- Based on an inventory of their curb ramps and sidewalk, the **City of Angola** is committing \$40,000 annually from the Riverboat Fund for rehabilitation of curb ramps and sidewalk. The **City** will complete this work with its own forces or will obtain bids to complete this work for the purpose of installing new curb ramps and reconstructing existing curb ramps to meet ADA standards. A summary of the inventory and recommendations is included in **Appendix C**.
- Missing or non-complaint curb ramps shall be prioritized.
- Missing or non-complaint sidewalk areas beyond the public right-of-way that connect building and facility entrances to public streets and sidewalks may fall under other ADA guidelines. As such, these are outside the scope of this document and will be documented and prioritized elsewhere.
- The Indiana Department of Transportation will be responsible and will cover all crosswalks and curb ramps on all corners directly adjacent to the state roads, including those curb ramps and crosswalks running parallel to a state road, for the purposes of this inventory.

D. ADA STANDARDS SPECIFICATIONS AND DESIGN DETAILS:

The standards are intended to apply to all construction undertaken within the **City of Angola** Rights-of-Way. The **City of Angola** standards and specifications together with the Indiana Department of Transportation design guidelines, standard drawings, and standard specifications will provide the key standards and guidelines for this plan. Other standards, if necessary, will be applied at the discretion of the

ADA Coordinator.

Copies of the latest INDOT Standards for curb, curb ramp, and sidewalk construction are included in **Appendix B**.

E. IMPLEMENTATION

The **City of Angola** intends to implement this Transition Plan effective the date of this document. Not only does the **City of Angola** commit to following the guidelines set forth in this Transition Plan, but it also commits to actively revising and amending this document as new information is discovered. Further, as a matter of policy, this document will be updated at least every five years. A copy of this document will also be placed on the **City of Angola's** website.

Appendix A:
Complaint / Grievance Form

City of Angola
Complaint/Grievance Form

Grievant Information:

Grievant Name:			
Address:	City:	State:	Zip Code:
Phone: () -	E-Mail:		
Alternative Phone: () -			

Person Preparing Complaint Relationship to Grievant (if different from Grievant):

Name:			
Address:	City:	State:	Zip Code:
Phone: () -	E-Mail:		
Alternative Phone: () -			

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

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

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

Please attach additional pages as needed.

Signature: _____ Date: _____

Please return to: City of Angola
Building Commissioner/ADA Coordinator
210 N Public Square
Angola, IN 46703

Upon request, reasonable accommodation will be provided in completing this Form or copies of the form will be provided in alternative formats. Contact the ADA Coordinator at the address listed above or via telephone (260) 665-6846.

APPENDIX B
INDOT STANDARDS FOR CURB, CURB RAMP AND SIDEWALK CONSTRUCTION

INDEX	
SHEET NO.	SUBJECT
1	Curb Ramp Drawing Index and General Notes
2-3	Perpendicular Curb Ramp Typical Placement
4	Perpendicular Curb Ramp Component Details
5	One-Way-Directional Perpendicular Curb Ramp Typical Placement
6	One-Way-Directional Perpendicular Curb Ramp Component Details
7	Parallel Curb Ramps Typical Placement
8	Parallel Curb Ramp Component Details
9	Blended Transition Curb Ramp, Depressed Curb Ramp and Diagonal Curb Ramp Typical Placement
10	Blended Transition Curb Ramp Component Details
11	Median Cut-Through and Median Perpendicular Curb Ramp Typical Placement
12-13	Detectable Warning Surface Placement and Configuration
14	Detectable Warning Surface Details

GENERAL NOTES:

1. All slopes are absolute rather than relative to the sidewalk or roadway grade. Slopes at least 0.50% less than the maximum are preferred.
2. Ramp or Blended Transition. A ramp or blended transition shall be used to lower or raise the sidewalk to connect with the street or highway.
3. Turning Space. A turning space shall be provided at the top of a perpendicular ramp, bottom of a parallel ramp, or where the pedestrian travel requires a change in direction. A common turning space may be shared by adjacent ramps. The turning space shall have a minimum clear dimension of 4 ft x 4 ft. Where the turning space is constrained at the back of the sidewalk by a curb, retaining wall, building, or feature over 2 inches in height, the minimum clear dimension shall be 4 ft x 5 ft, with the 5-ft dimension in the direction of the ramp running slope.
4. Flared Side. A flared side shall be used adjacent to a walkable surface. A flared side may be used adjacent to a non-walkable surface. A flared side shall have a maximum slope of 10.00% measured parallel to the back of the curb.
5. Return Curb. A return curb is placed perpendicular to the roadway curb. A return curb may be used adjacent to a non-walkable surface. A return curb shall not be used adjacent to a walkable surface. The return curb may be omitted where the non-walkable surface is flared and the curb adjacent the roadway is tapered to meet the flush curb at the bottom of the ramp.
6. Clear Space. A clear space shall be provided beyond the bottom grade break of a curb ramp wholly contained within the crosswalk and wholly outside the parallel vehicular travel path. The clear space shall have a minimum clear dimension of 4 ft x 4 ft.
7. Detectable Warning Surface. A detectable warning surface shall consist of truncated domes and be placed at each street, highway, or railroad crossing. The detectable warning surface shall extend a minimum of 2 ft in the direction of pedestrian travel and be placed the entire width of a ramp, blended transition, or turning space.
8. Running Slope. The running slope of a ramp, blended transition, or turning space shall be measured parallel to the direction of pedestrian travel.

a. A running slope of 2.00% or less is considered level.

b. A ramp shall have a maximum running slope of 8.33% but shall not require a ramp length to exceed 15 ft.

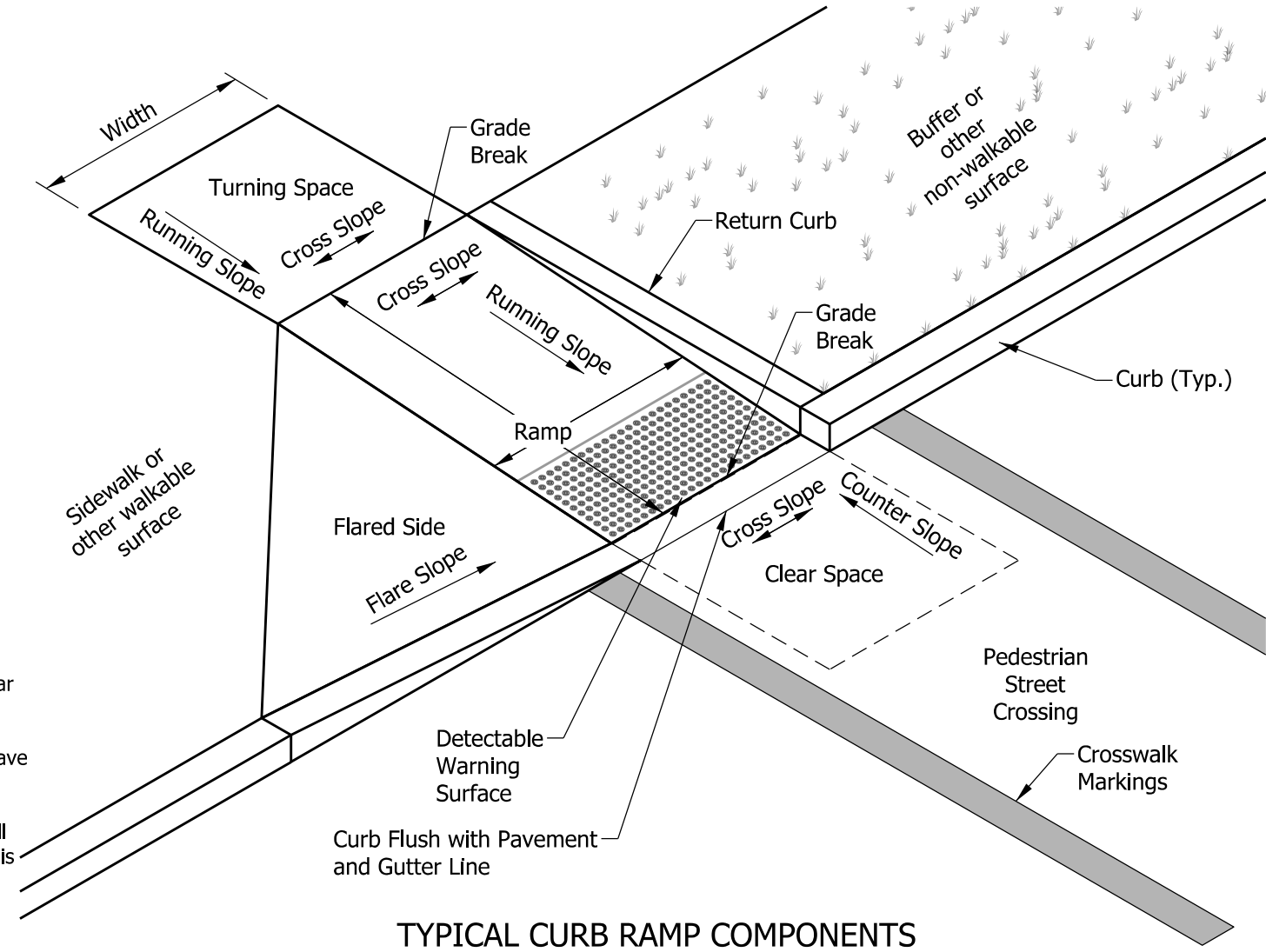
c. A blended transition shall have a maximum running slope of 5.00%.

d. A turning space shall have a maximum running slope of 2.00%.
9. Width. Unless otherwise noted, minimum width of a ramp, blended transition, or turning space, excluding flared sides or return curb, shall be 4 ft.
10. Grade Break. A grade break at the top and bottom of a ramp, blended transition, or turning space shall be perpendicular to the running slope. Grade breaks shall not be within the ramp, blended transition, turning space, or detectable warning surface. Grade breaks shall be flush. Vertical discontinuities shall not be greater than 1/2 in. Where a discontinuity is greater than 1/4 in. the surface shall be beveled with a slope not steeper than 1V:2H.
11. Cross Slope Exceptions. The cross slope of a ramp, blended transition, or turning space shall be measured perpendicular to the direction of pedestrian travel.

a. The maximum cross slope at a pedestrian street crossing without posted yield or stop control shall be 5.00%.

b. The maximum cross slope at a pedestrian street crossing with posted yield or stop control shall be 2.00%.

c. The maximum cross slope at a midblock crossing shall be the established grade of the adjacent roadway.
12. Counter Slope. A counter slope is the cross slope of the gutter or street adjacent the running slope of the ramp, blended transition, or turning space. See Standard Drawing E 604-SWCR-14 for counter slope details.
13. Objects such as a utility cover, vault frame, and grating shall be placed outside the curb ramp.
14. Curb ramps shall be placed within the marked crosswalk area.
15. Drainage inlets should be located uphill from a curb ramp to prevent ponding in the path of pedestrian travel.



INDIANA DEPARTMENT OF TRANSPORTATION

CURB RAMP DRAWING INDEX
AND GENERAL NOTES

SEPTEMBER 2018

STANDARD DRAWING NO. E 604-SWCR-01

ELIZABETH W. PHILLIPS

REGISTERED

No.

10200124

STATE OF

INDIANA

PROFESSIONAL ENGINEER

/s/ Elizabeth W. Phillips

DESIGN STANDARDS ENGINEER

03/20/18

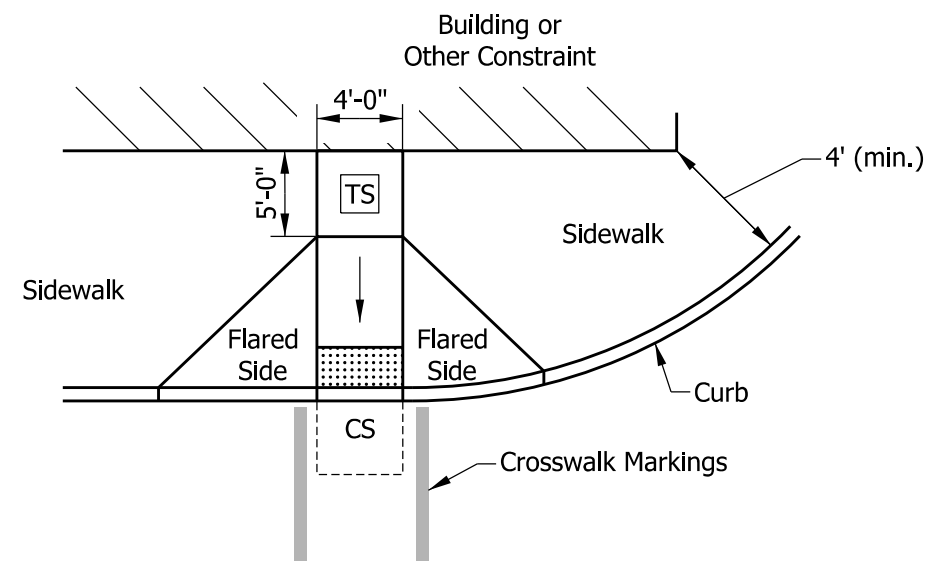
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/s/ John Leckie

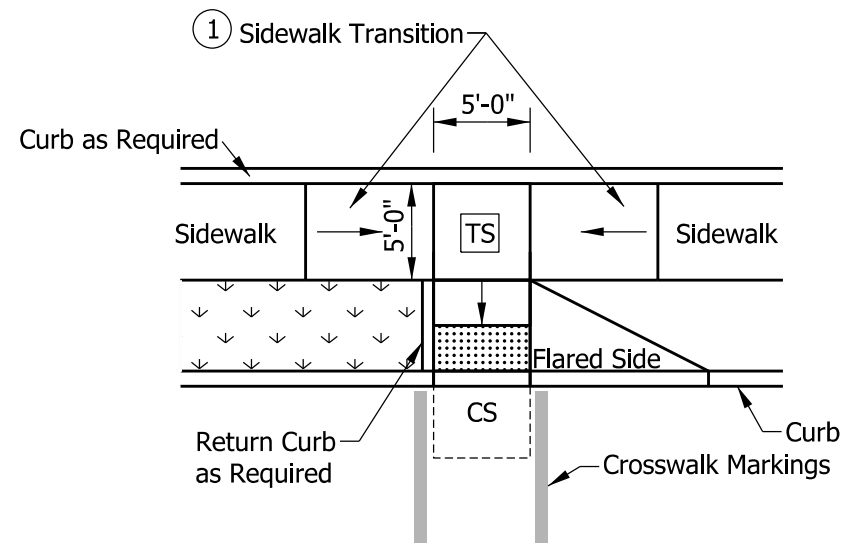
CHIEF ENGINEER

04/25/18

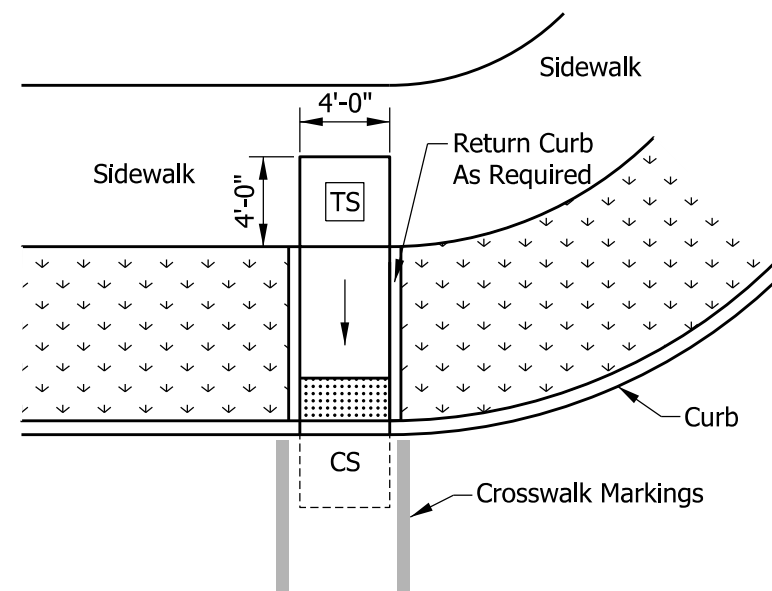
DATE



PERPENDICULAR CURB RAMP
ADJACENT WALKABLE SURFACE



TIERED PERPENDICULAR CURB RAMP



PERPENDICULAR CURB RAMP
ADJACENT NON-WALKABLE SURFACE

NOTES:

- Where insufficient width between the curb and back of sidewalk prevent a standard perpendicular curb ramp running slope, a sidewalk transition may be used to lower the sidewalk grade. The sidewalk transition running slope shall not exceed 8.33%. See Standard Drawing Series E 604-SDWK for sidewalk details.
- The turning space shall have a minimum clear dimension of 4 ft x 4 ft and a running slope of 2.00% maximum. Where the turning space is constrained at the back of the sidewalk, the minimum clear dimension shall be 4 ft x 5 ft, with the 5-ft dimension in the direction of the ramp running slope.

LEGEND:

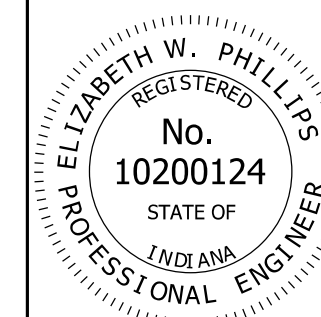
	Buffer or Other Non-Walkable Surface
	Ramp
	Detectable Warning Surface
	Turning Space
	Clear Space

INDIANA DEPARTMENT OF TRANSPORTATION

PERPENDICULAR CURB RAMP TYPICAL PLACEMENT

SEPTEMBER 2018

STANDARD DRAWING NO. E 604-SWCR-02

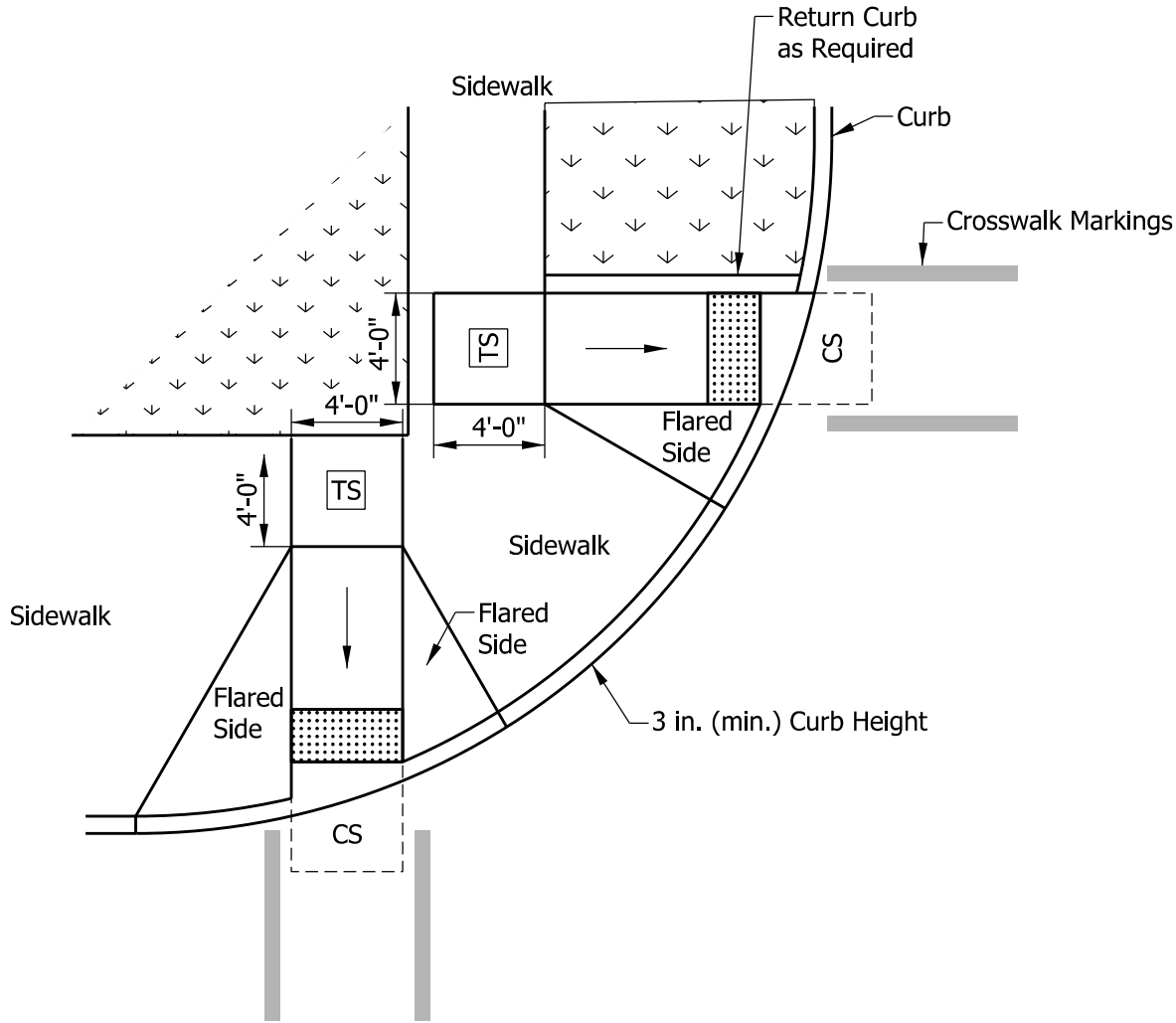


/s/ Elizabeth W. Phillips 03/29/18
DESIGN STANDARDS ENGINEER DATE

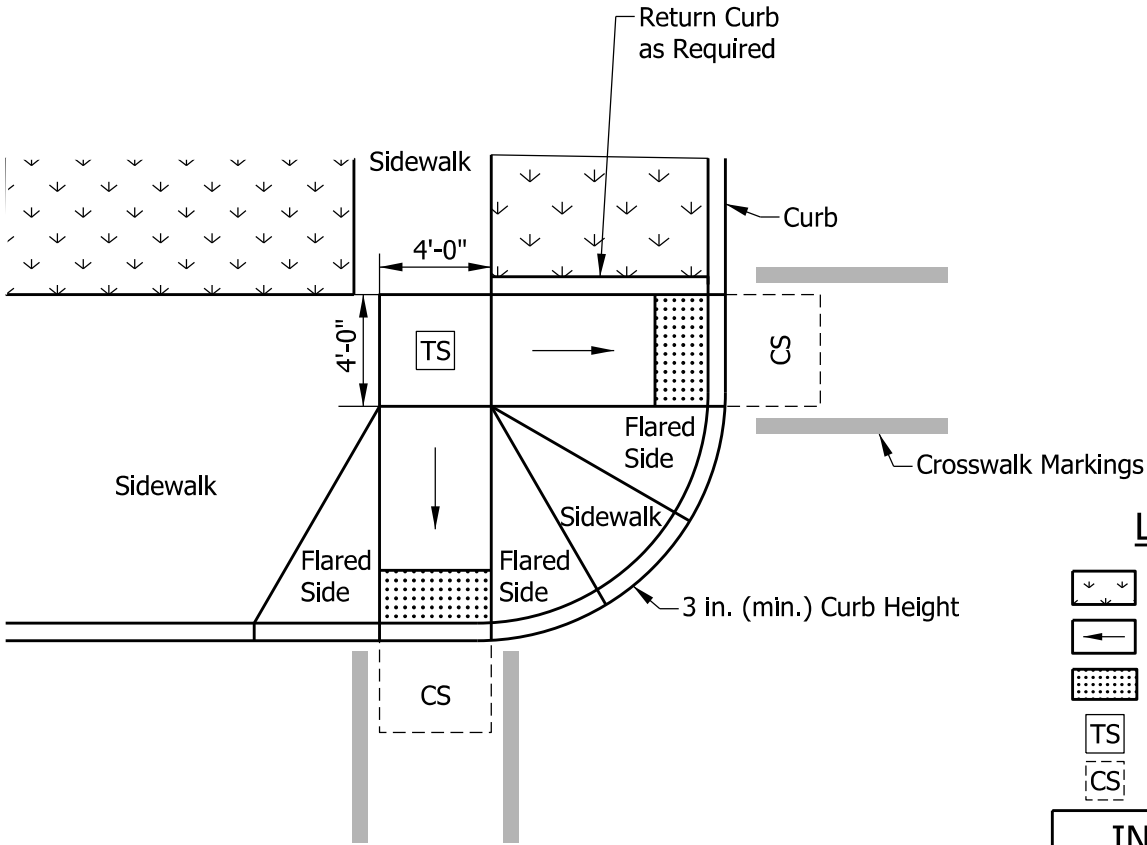
/s/ John Leckie 04/25/18
CHIEF ENGINEER DATE

NOTE:

1. The turning space shall have a minimum clear dimension of 4 ft x 4 ft and a running slope of 2.00% maximum. Where the turning space is constrained at the back of the sidewalk, the minimum clear dimension shall be 4 ft x 5 ft, with the 5-ft dimension in the direction of the ramp running slope.



PAIRED PERPENDICULAR
CURB RAMPS AT LARGE RADIUS



PAIRED PERPENDICULAR
CURB RAMPS AT SMALL RADIUS

LEGEND:

- Buffer or Other Non-Walkable Surface
- Ramp
- Detectable Warning Surface
- Turning Space
- Clear Space

INDIANA DEPARTMENT OF TRANSPORTATION

PAIRED PERPENDICULAR CURB RAMPS
TYPICAL PLACEMENT

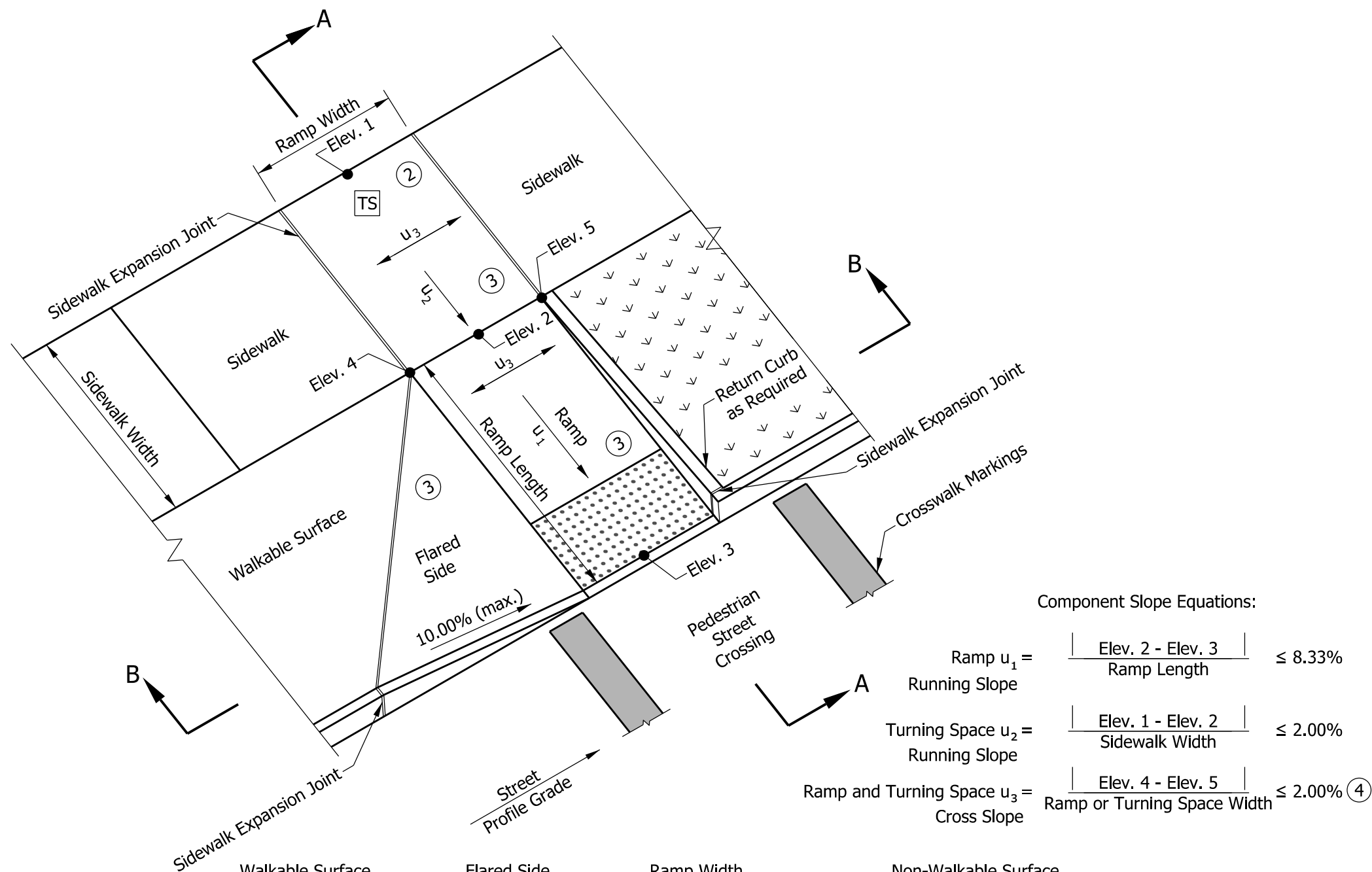
SEPTEMBER 2016

STANDARD DRAWING NO. E 604-SWCR-03



/s/ Elizabeth W. Phillips 03/15/16
DESIGN STANDARDS ENGINEER DATE

/s/ Mark A. Miller 03/18/16
CHIEF ENGINEER DATE



Component Slope Equations:

$$\text{Ramp } u_1 = \frac{\text{Elev. 2} - \text{Elev. 3}}{\text{Ramp Length}} \leq 8.33\%$$

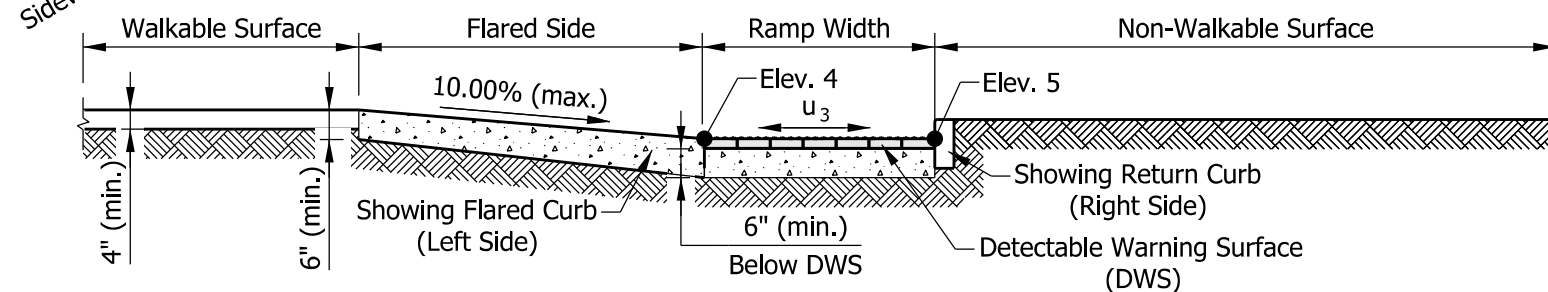
Running Slope

$$\text{Turning Space } u_2 = \frac{\text{Elev. 1} - \text{Elev. 2}}{\text{Sidewalk Width}} \leq 2.00\%$$

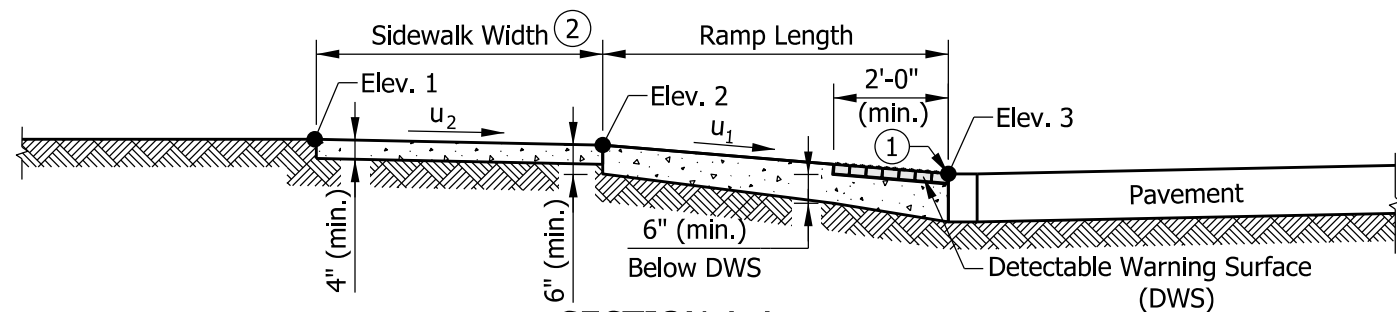
Running Slope

$$\text{Ramp and Turning Space } u_3 = \frac{\text{Elev. 4} - \text{Elev. 5}}{\text{Ramp or Turning Space Width}} \leq 2.00\% \text{ (4)}$$

Cross Slope



SECTION B-B



SECTION A-A

NOTES:

- 1 The bottom edge of the ramp and top of curb shall be flush with the edge of adjacent pavement and gutter line.
- 2 The turning space shall have a minimum clear dimension of 4 ft x 4 ft. Where the turning space is constrained at the back of the sidewalk, the minimum clear dimension shall be 4 ft x 5 ft, with the 5-ft dimension in the direction of the ramp running slope. Where a tiered perpendicular curb ramp is used, a constrained turning space shall have a minimum clear dimension of 5 ft x 5 ft.
- 3 Curb ramp surface shall be coarse broomed transverse to the running slope.
- 4 See Standard Drawing E 604-SWCR-01 for cross slope exceptions.
- 5 See Standard Drawing E 604-SWCR-12, -13, and -14 for Detectable Warning Surface placement, configuration, and details.
- 6 See Standard Drawing E 604-CCSJ-01 for sidewalk expansion joint details.

LEGEND:

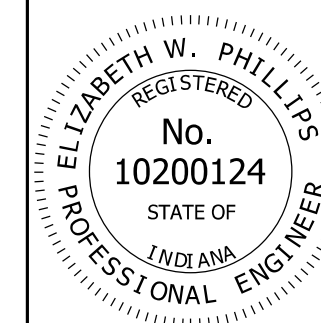
- Buffer or Other Non-Walkable Surface
- Ramp
- Detectable Warning Surface
- Turning Space

INDIANA DEPARTMENT OF TRANSPORTATION

PERPENDICULAR CURB RAMP COMPONENT DETAILS

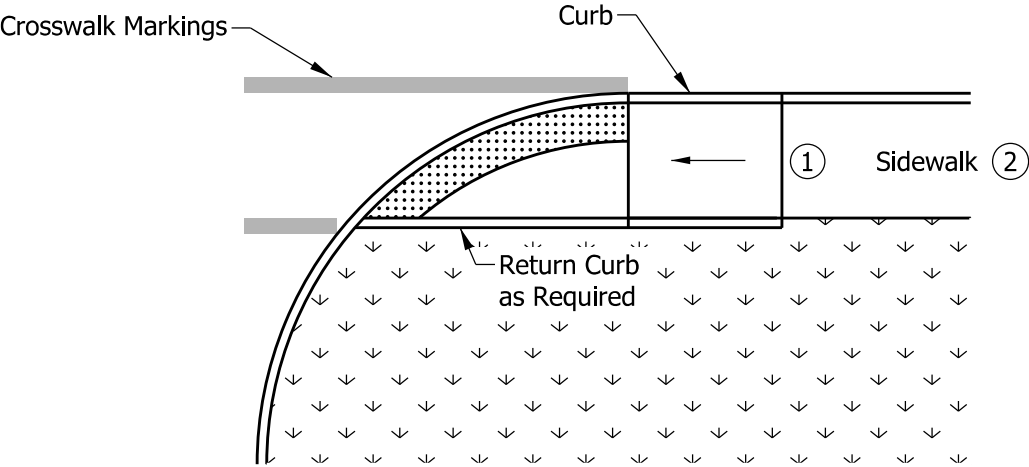
SEPTEMBER 2018

STANDARD DRAWING NO. E 604-SWCR-04

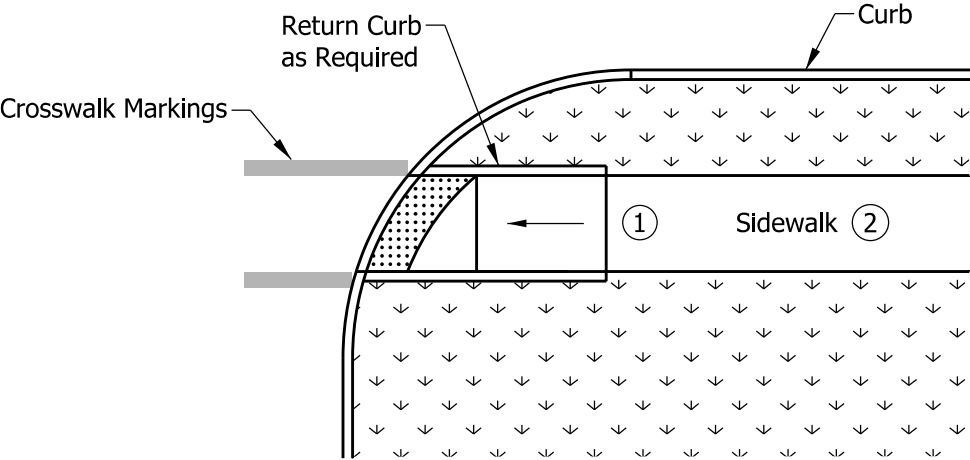


/s/ Elizabeth W. Phillips 03/29/18
DESIGN STANDARDS ENGINEER DATE

/s/ John Leckie 04/25/18
CHIEF ENGINEER DATE



ONE-WAY DIRECTIONAL PERPENDICULAR CURB RAMP ADJACENT CURB



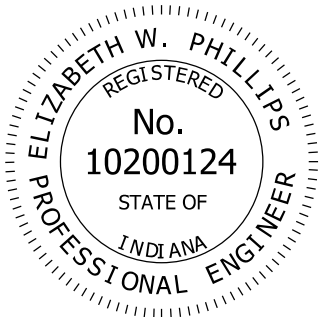
ONE-WAY DIRECTIONAL PERPENDICULAR CURB RAMP WITH BUFFER

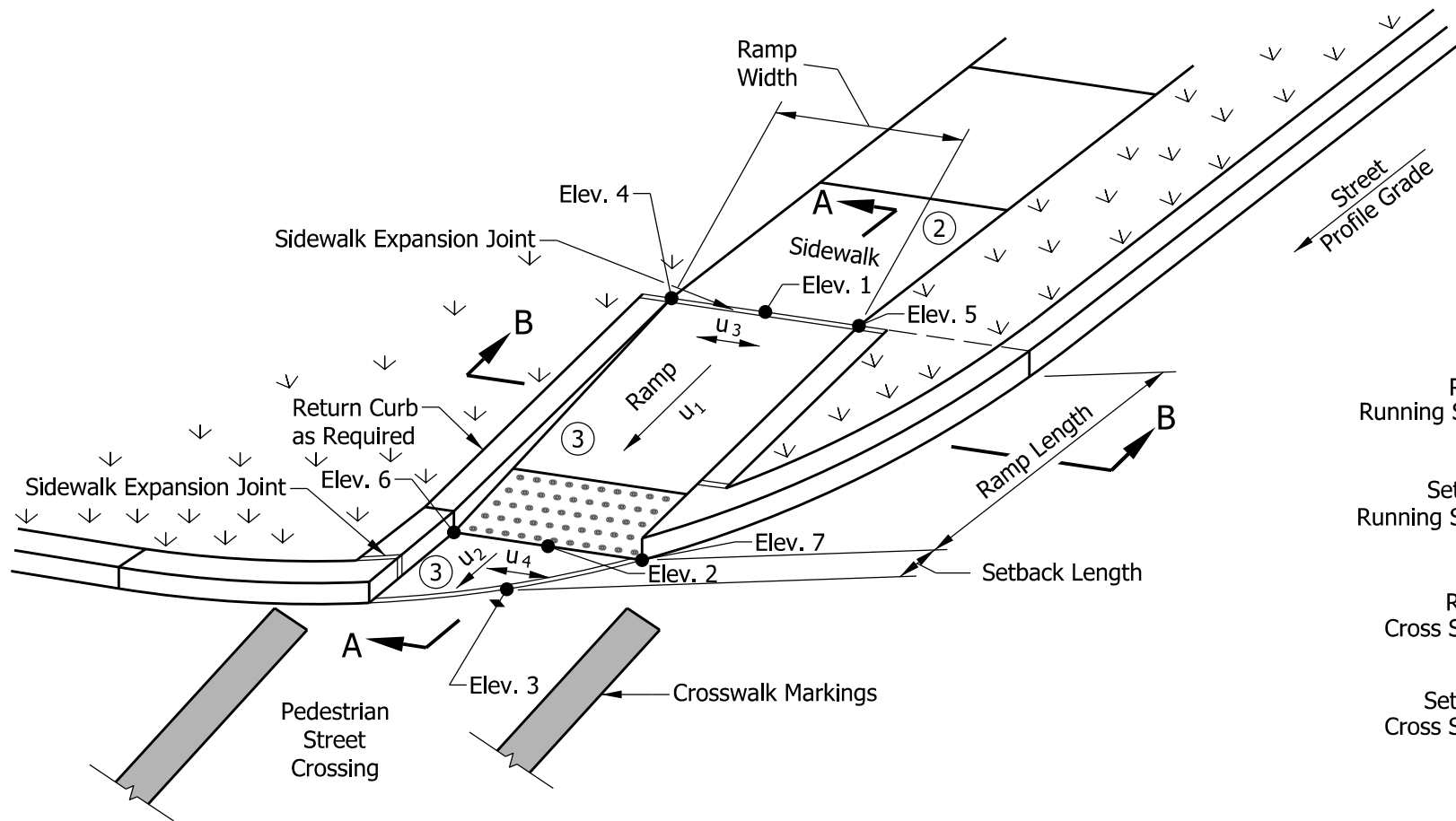
NOTES:

- ① A turning space is not required at the top of the ramp for a one-way directional perpendicular curb ramp.
- ② Where there is no buffer between the sidewalk and curb the preferred minimum sidewalk width is 6 ft. Where a buffer is placed between the sidewalk and curb, the preferred minimum sidewalk width is 5 ft. See Standard Drawing Series E 604-SDWK for sidewalk details.

LEGEND:

-  Buffer or Other Non-Walkable Surface
-  Ramp
-  Detectable Warning Surface

INDIANA DEPARTMENT OF TRANSPORTATION			
ONE-WAY DIRECTIONAL PERPENDICULAR CURB RAMP TYPICAL PLACEMENT SEPTEMBER 2016			
STANDARD DRAWING NO.		E 604-SWCR-05	
	<i>/s/ Elizabeth W. Phillips</i>		<i>03/15/16</i>
	DESIGN STANDARDS ENGINEER		DATE
	<i>/s/ Mark A. Miller</i>		<i>03/18/16</i>
	CHIEF ENGINEER		DATE



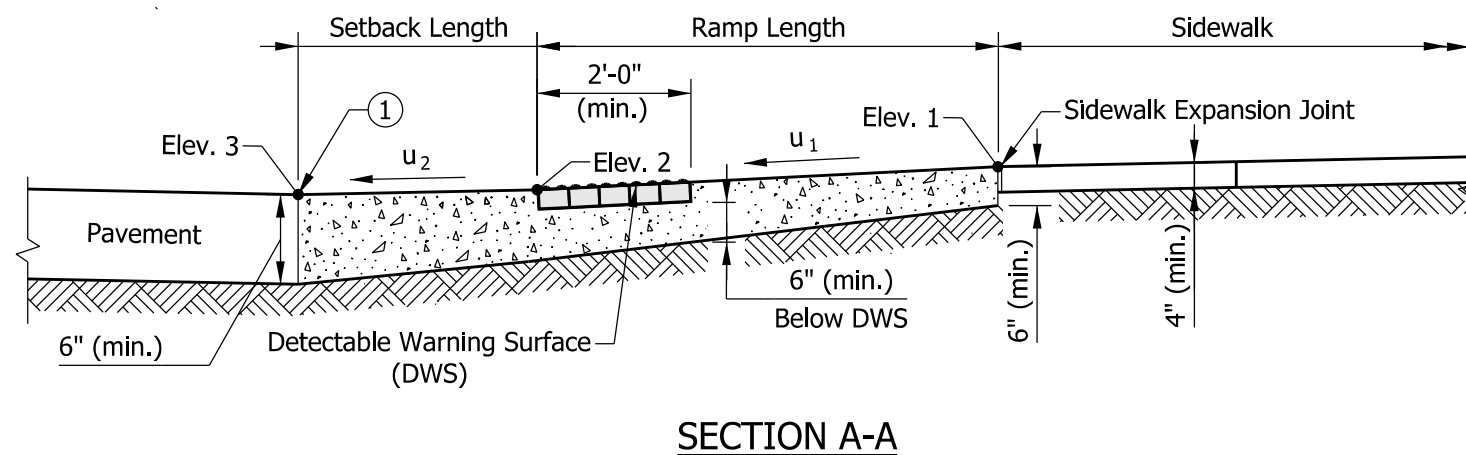
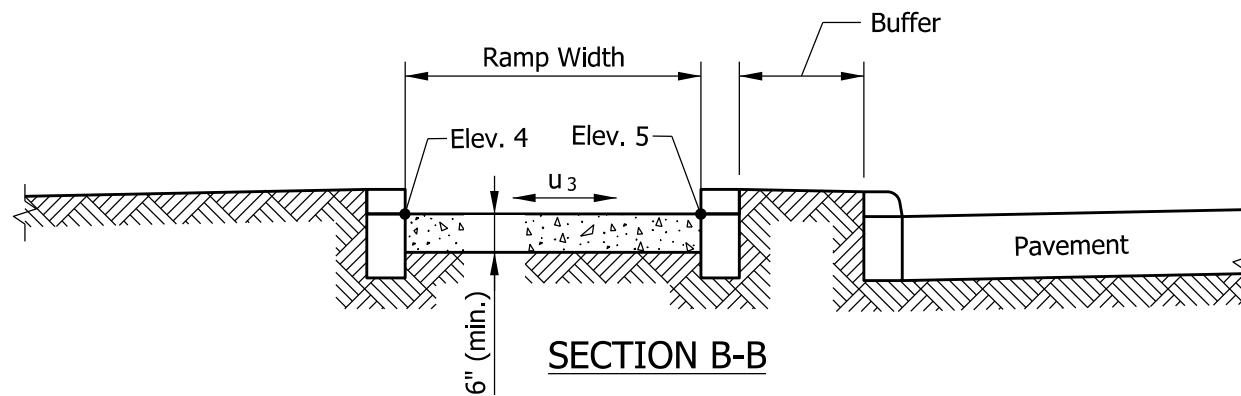
Component Slope Equations:

$$\text{Ramp Running Slope } u_1 = \frac{|\text{Elev. 1} - \text{Elev. 2}|}{\text{Ramp Length}} \leq 8.33\%$$

$$\text{Setback Running Slope } u_2 = \frac{|\text{Elev. 2} - \text{Elev. 3}|}{\text{Setback Length}} \leq \text{Profile Grade of Adjacent Street}$$

$$\text{Ramp Cross Slope } u_3 = \frac{|\text{Elev. 4} - \text{Elev. 5}|}{\text{Ramp Width}} \leq 2.00\% \quad (4)$$

$$\text{Setback Cross Slope } u_4 = \frac{|\text{Elev. 6} - \text{Elev. 7}|}{\text{Ramp Width}} \leq 2.00\% \quad (4)$$



NOTES:

- ① The bottom edge of the ramp or setback and top of curb shall be flush with the edge of adjacent pavement and gutter line.
- ② A turning space is not required at the top of the ramp for a one-way directional perpendicular curb ramp.
- ③ Curb ramp surface shall be coarse broomed transverse to the running slope.
- ④ See Standard Drawing E 604-SWCR-01 for cross slope exceptions.
5. See Standard Drawing E 604-SWCR-12, -13, and -14 for Detectable Warning Surface placement, configuration, and details.
6. See Standard Drawing E 604-CCSJ-01 for sidewalk expansion joint details.

LEGEND:

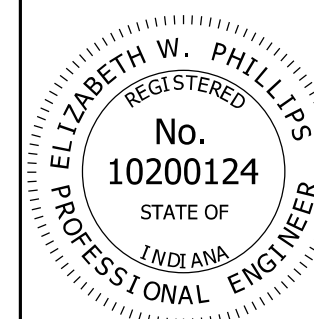
- Buffer or Other Non-Walkable Surface
- Ramp
- Detectable Warning Surface

INDIANA DEPARTMENT OF TRANSPORTATION

ONE-WAY DIRECTIONAL PERPENDICULAR
CURB RAMP COMPONENT DETAILS

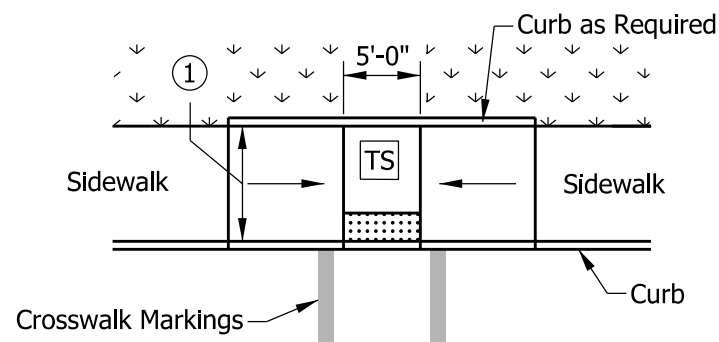
SEPTEMBER 2018

STANDARD DRAWING NO. E 604-SWCR-06

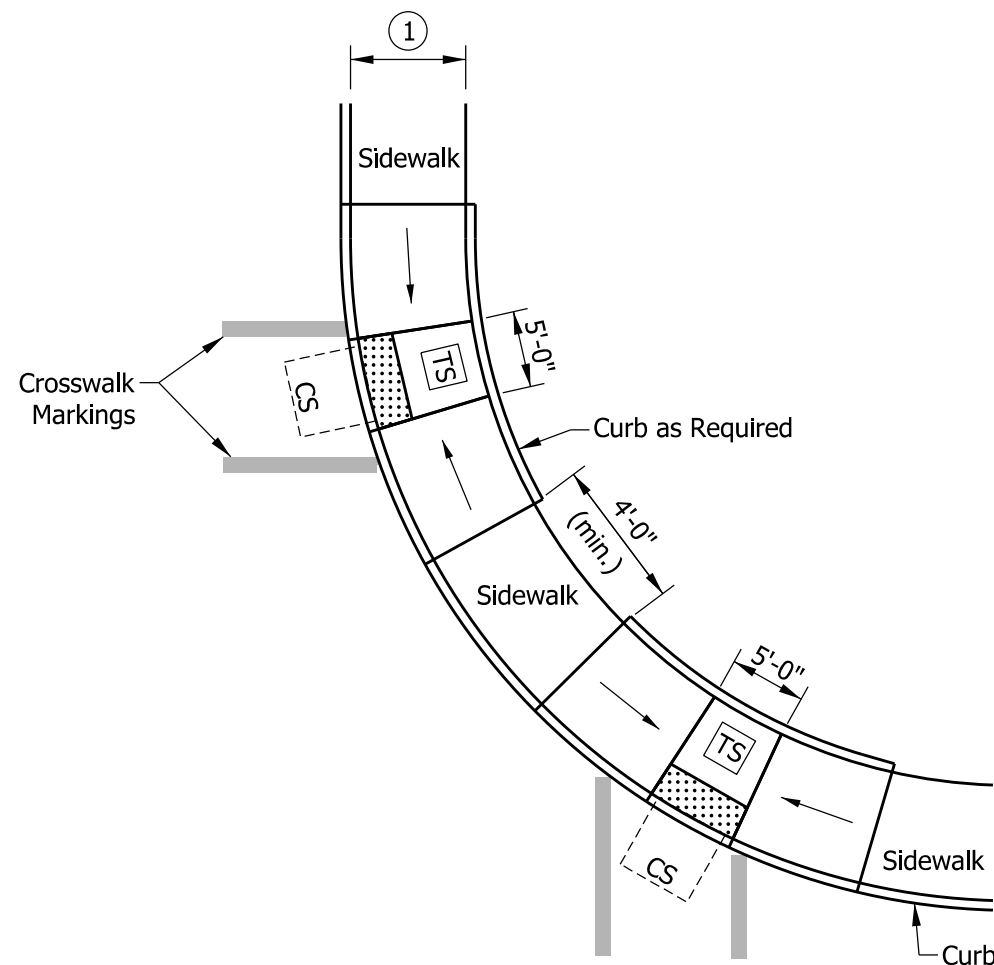


/s/ Elizabeth W. Phillips 03/29/18
DESIGN STANDARDS ENGINEER DATE

/s/ John Leckie 04/25/18
CHIEF ENGINEER DATE



MIDBLOCK CROSSING CURB RAMP



PAIRED PARALLEL CURB RAMPS ALONG LARGE RADIUS

NOTES:

- ① Where there is no buffer between the sidewalk and curb the preferred minimum sidewalk width is 6 ft. Where a buffer is placed between the sidewalk and curb, the preferred minimum sidewalk width is 5 ft. See Standard Drawing Series E 604-SDWK for sidewalk details.
2. The turning space shall have a minimum clear dimension of 4 ft x 4 ft and a running slope of 2.00% maximum. Where the turning space is constrained at the back of the sidewalk, the minimum clear dimension shall be 4 ft x 5 ft, with the 5-ft dimension in the direction of the ramp running slope.

LEGEND:

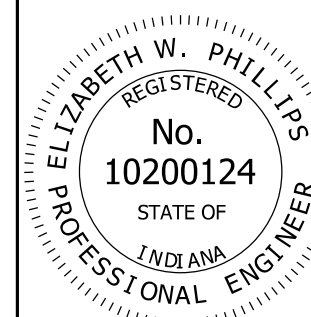
-  Buffer or Other Non-Walkable Surface
-  Ramp
-  Detectable Warning Surface
-  Turning Space
-  Clear Space

INDIANA DEPARTMENT OF TRANSPORTATION

PAIRED PARALLEL CURB RAMPS AND
MIDBLOCK CROSSING CURB RAMP
TYPICAL PLACEMENT

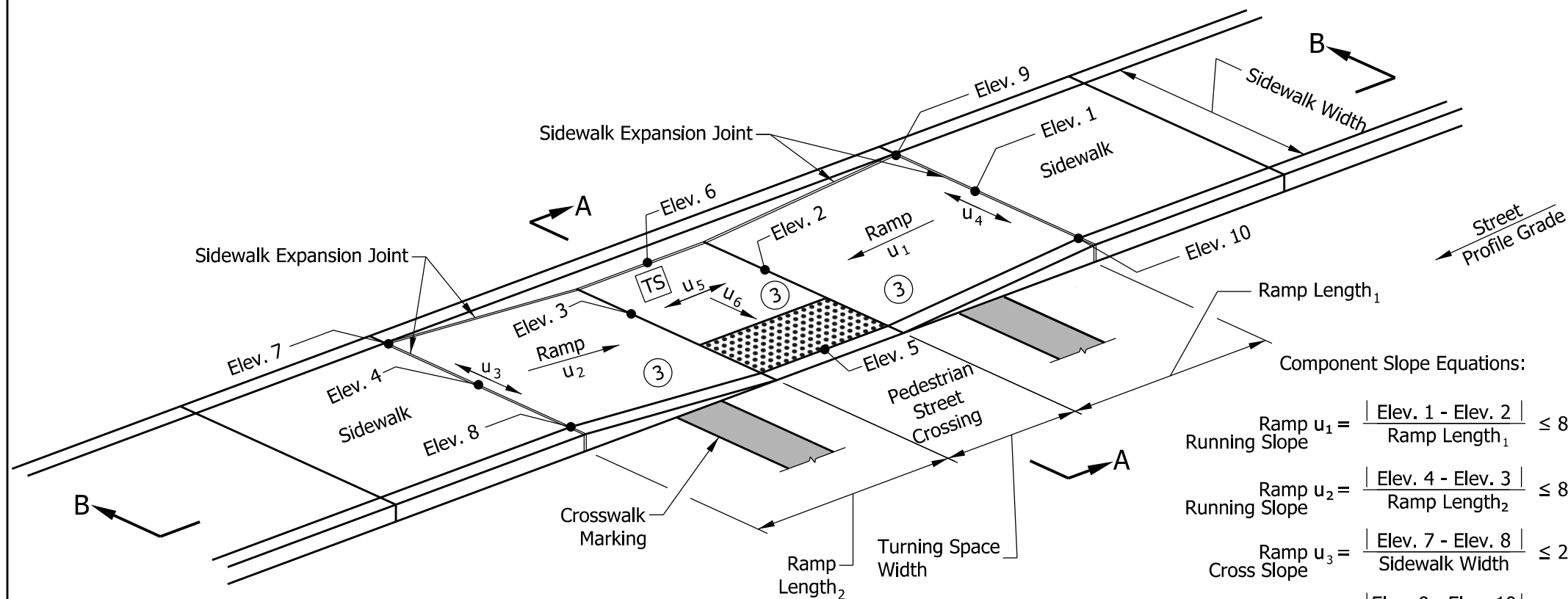
SEPTEMBER 2016

STANDARD DRAWING NO. E 604-SWCR-07



/s/ Elizabeth W. Phillips 03/15/16
DESIGN STANDARDS ENGINEER DATE

/s/ Mark A. Miller 03/18/16
CHIEF ENGINEER DATE



Component Slope Equations:

$$\text{Ramp } u_1 = \frac{\text{Elev. 1} - \text{Elev. 2}}{\text{Ramp Length}_1} \leq 8.33\%$$

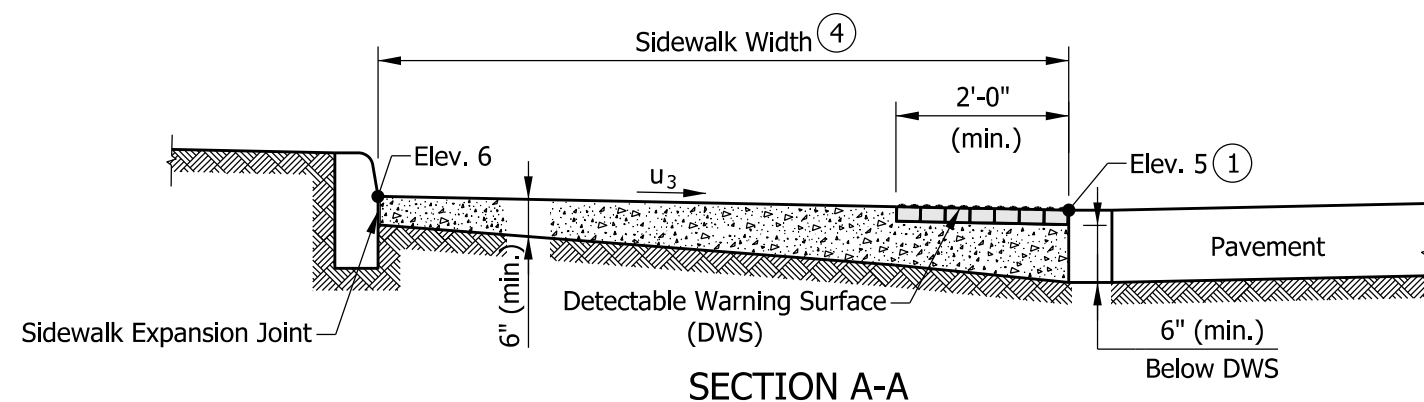
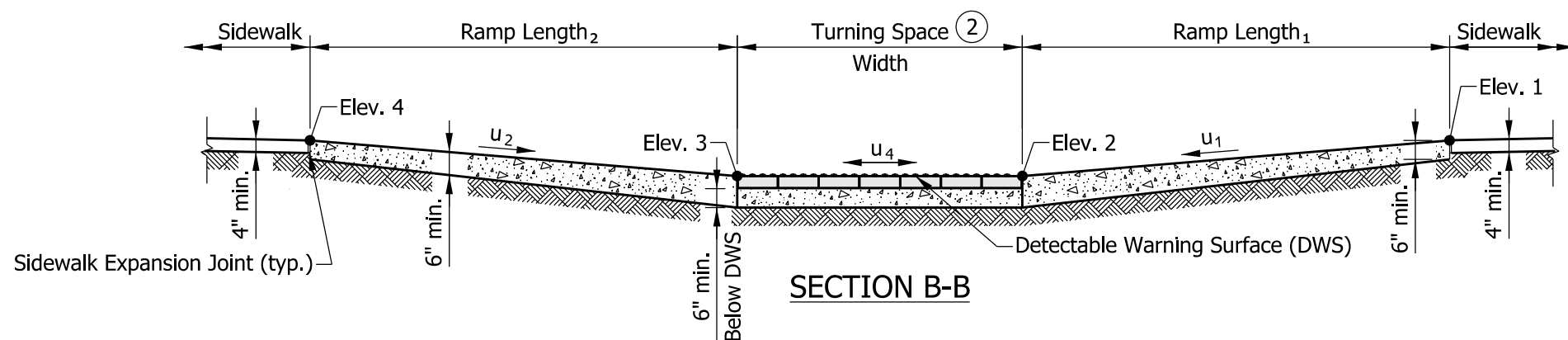
$$\text{Ramp } u_2 = \frac{\text{Elev. 4} - \text{Elev. 3}}{\text{Ramp Length}_2} \leq 8.33\%$$

$$\text{Ramp } u_3 = \frac{\text{Elev. 7} - \text{Elev. 8}}{\text{Sidewalk Width}} \leq 2.00\%$$

$$\text{Ramp } u_4 = \frac{\text{Elev. 9} - \text{Elev. 10}}{\text{Sidewalk Width}} \leq 2.00\%$$

$$\text{Turning Space } u_5 = \frac{\text{Elev. 2} - \text{Elev. 3}}{\text{Turning Space Width}} \leq 2.00\% \quad (5)$$

$$\text{Turning Space } u_6 = \frac{\text{Elev. 6} - \text{Elev. 5}}{\text{Sidewalk Width}} \leq 2.00\%$$



NOTES:

- 1 The bottom edge of the turning space and top of curb shall be flush with the edge of adjacent pavement and gutter line.
- 2 The turning space shall have a minimum clear dimension of 4 ft x 4 ft and a running slope of 2.00% maximum. Where the turning space is constrained at the back of the sidewalk, the minimum clear dimension shall be 4 ft x 5 ft, with the 5-ft dimension in the direction of the ramp running slope.
- 3 Curb ramp surface shall be coarse broomed transverse to the running slope.
- 4 Where there is no buffer between the sidewalk and curb, the preferred minimum sidewalk width is 6 ft. Where a buffer is placed between the sidewalk and curb, the preferred minimum sidewalk width is 5 ft. See Standard Drawing Series E 604-SDWK for sidewalk details.
- 5 See Standard Drawing E 604-SWCR-01 for cross slope exceptions.
- 6 See Standard Drawing E 604-SWCR-12, -13, and -14 for Detectable Warning Surface placement, configuration, and details.
- 7 See Standard Drawing E 604-CCSJ-01 for sidewalk expansion joint details.

LEGEND:

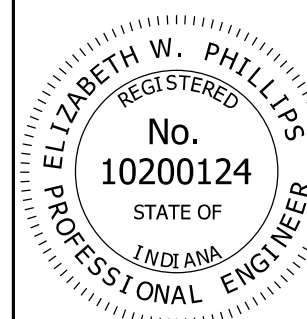
- Ramp
- Detectable Warning Surface
- Turning Space

INDIANA DEPARTMENT OF TRANSPORTATION

PARALLEL CURB RAMP
COMPONENT DETAILS

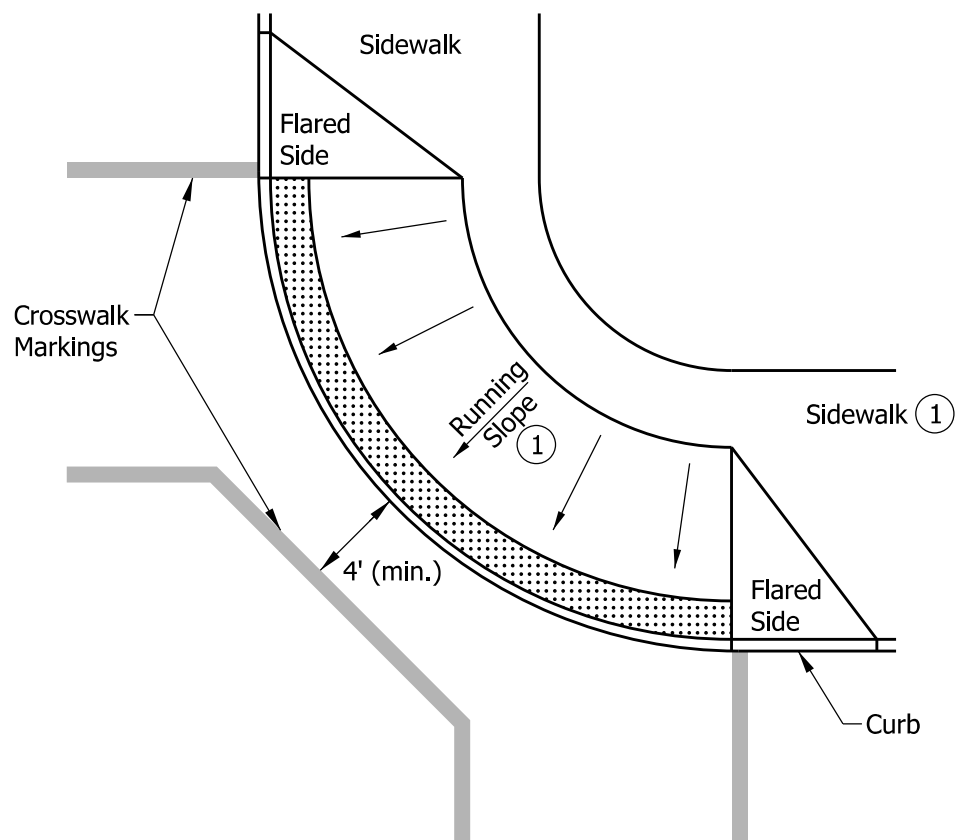
SEPTEMBER 2018

STANDARD DRAWING NO. E 604-SWCR-08

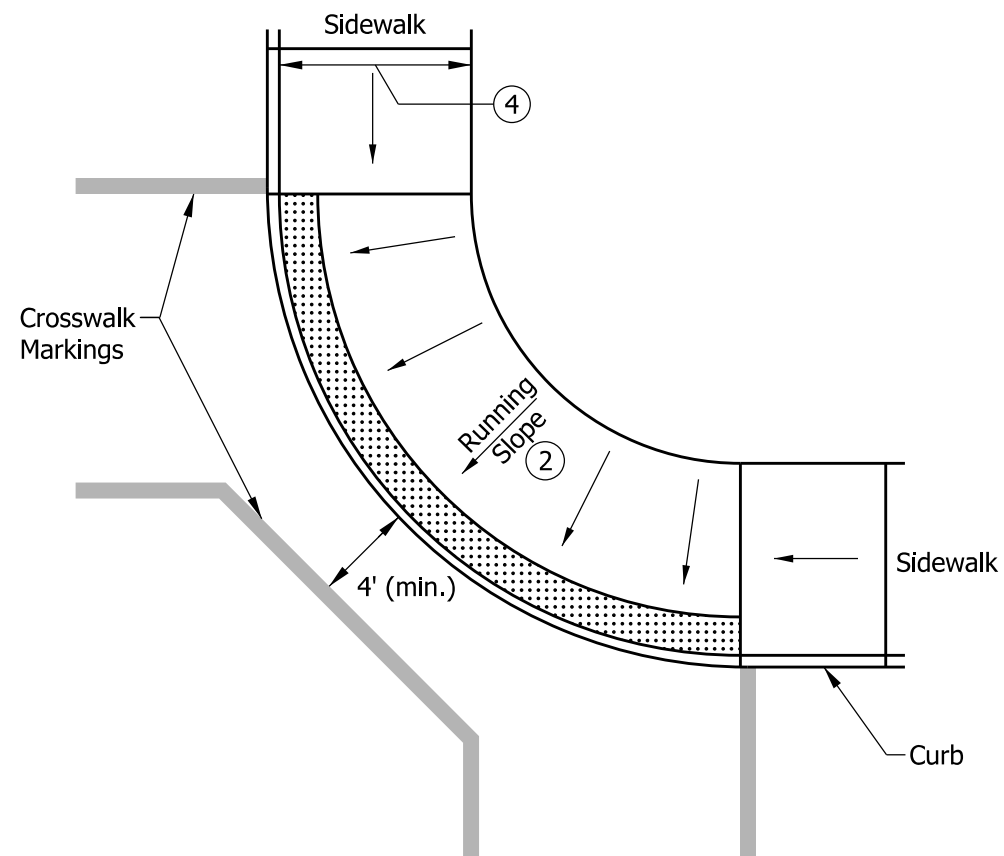


/s/ Elizabeth W. Phillips 03/29/18
DESIGN STANDARDS ENGINEER DATE

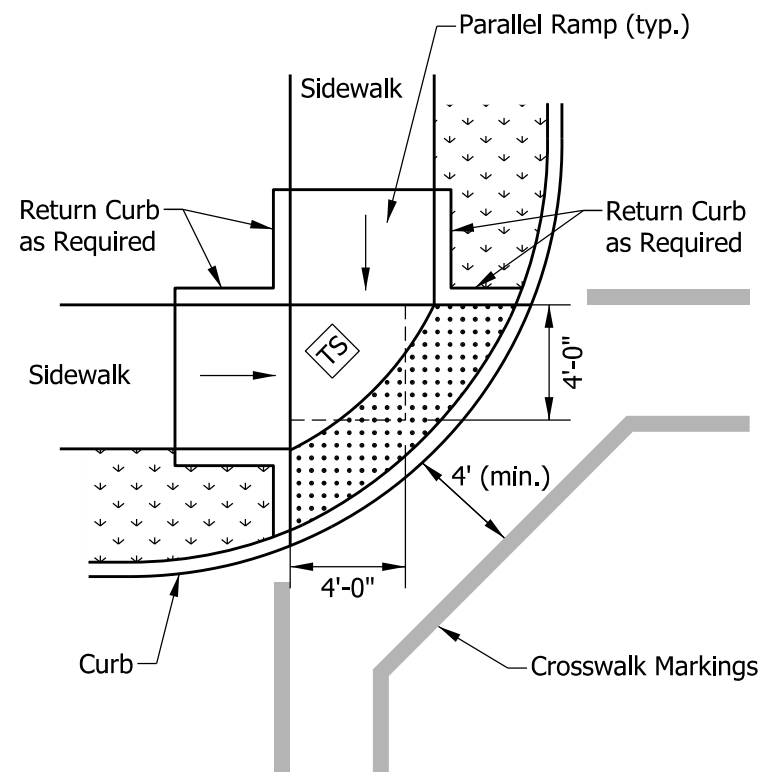
/s/ John Leckie 04/25/18
CHIEF ENGINEER DATE



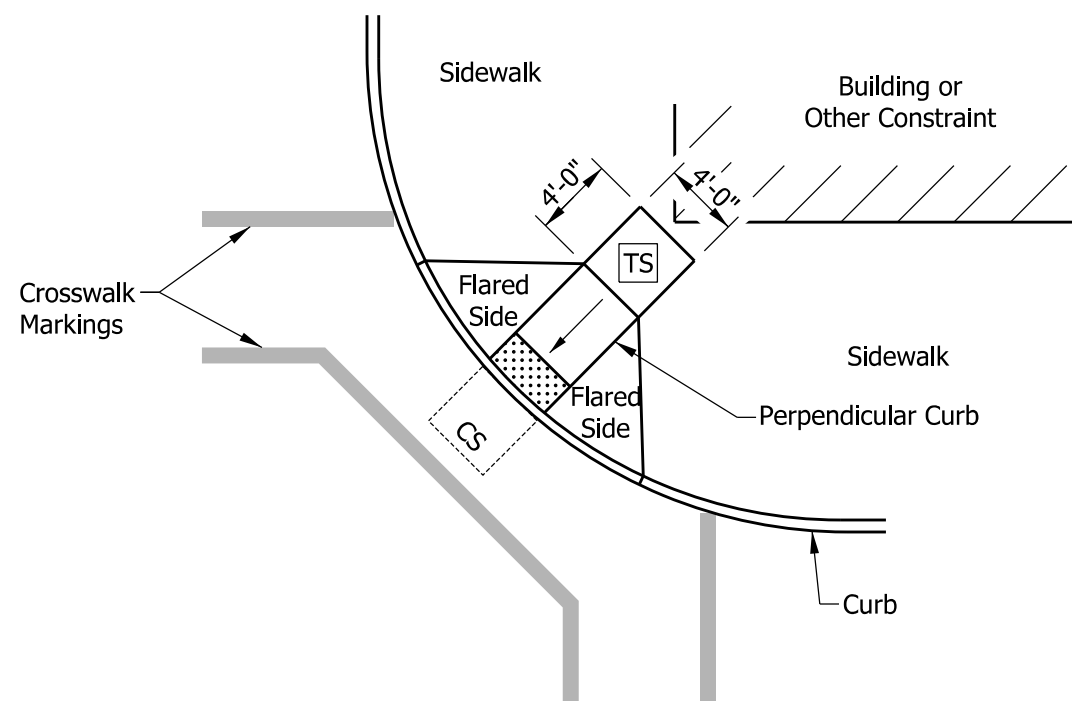
**BLENDING TRANSITION CURB RAMP
WITH RUNNING SLOPE > 2.00%**



**BLENDING TRANSITION CURB RAMP
WITH RUNNING SLOPE ≤ 2.00%**



DEPRESSED CORNER CURB RAMP



DIAGONAL CURB RAMP (3)

NOTES:

- Where the running slope is greater than 2.00%, a 4-ft minimum sidewalk shall continue behind the blended transition. The running slope shall not exceed 5.00%.
- Where the running slope is less than or equal to 2.00% a 4-ft minimum sidewalk is not required behind the blended transition.
- A diagonal curb ramp shall not be used for new construction. For an alteration project, a diagonal curb ramp shall be used only where existing physical conditions prevent paired curb ramps, a blended transition curb ramp, or a depressed corner curb ramp from being provided.
- Where there is no buffer between the sidewalk and curb the preferred minimum sidewalk width is 6 ft. Where a buffer is placed between the sidewalk and curb, the preferred minimum sidewalk width is 5 ft. See Standard Drawing Series E 604-SDWK for sidewalk details.

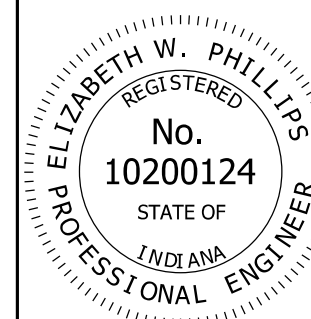
LEGEND:

	Buffer or Other Non-Walkable Surface
	Ramp
	Detectable Warning Surface
	Turning Space
	Clear Space

INDIANA DEPARTMENT OF TRANSPORTATION

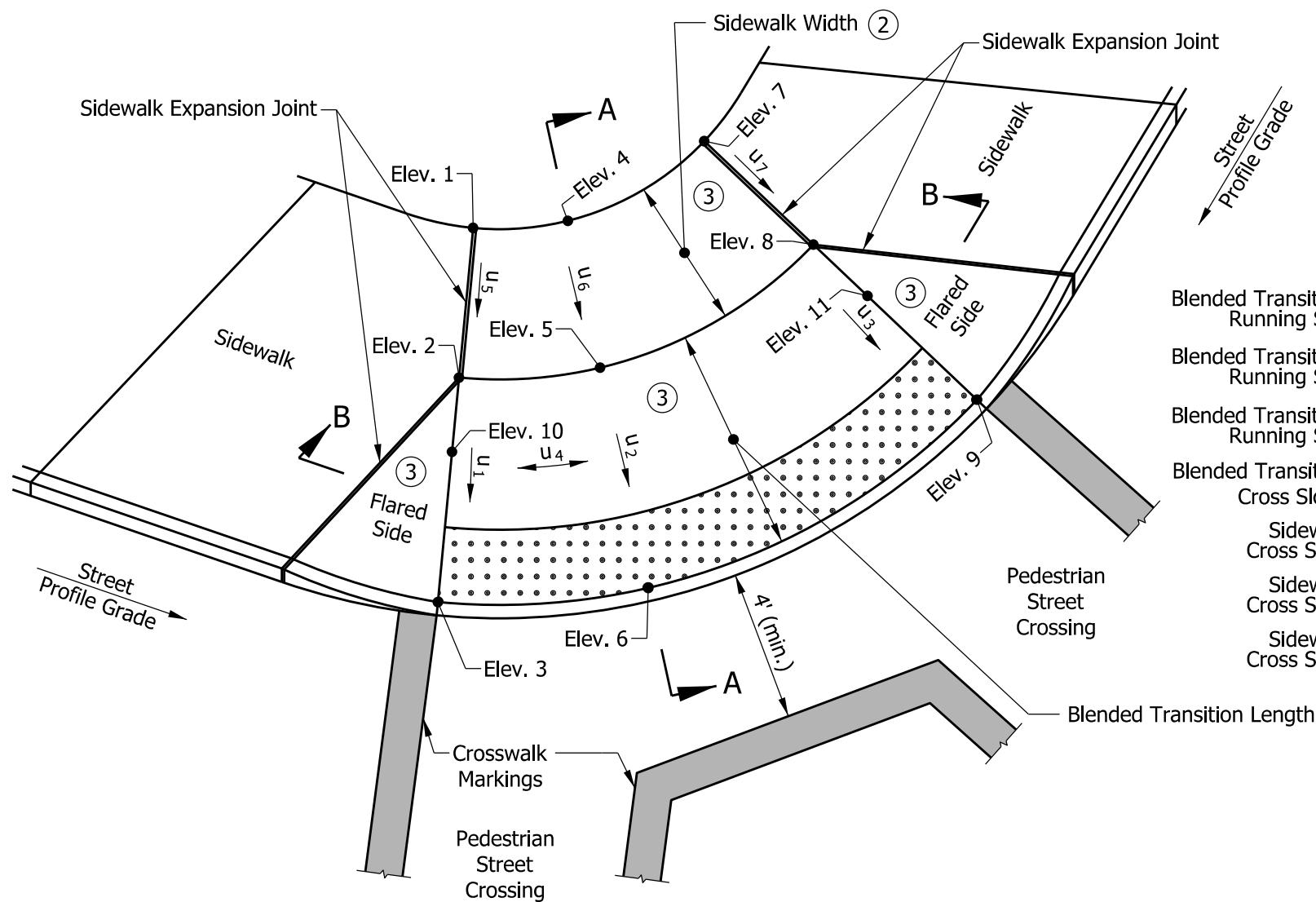
BLENDING TRANSITION CURB RAMP, DEPRESSED CURB RAMP AND DIAGONAL CURB RAMP TYPICAL PLACEMENT SEPTEMBER 2018

STANDARD DRAWING NO. E 604-SWCR-09



/s/ Elizabeth W. Phillips 03/29/18
DESIGN STANDARDS ENGINEER DATE

/s/ John Leckie 04/25/18
CHIEF ENGINEER DATE



Component Slope Equations:

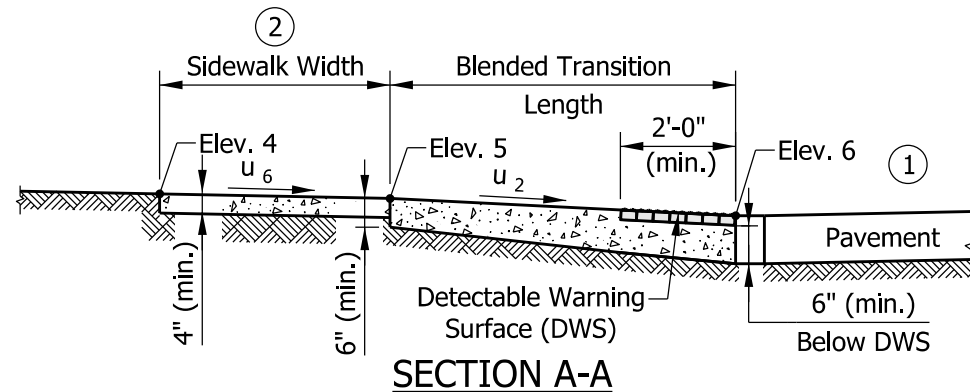
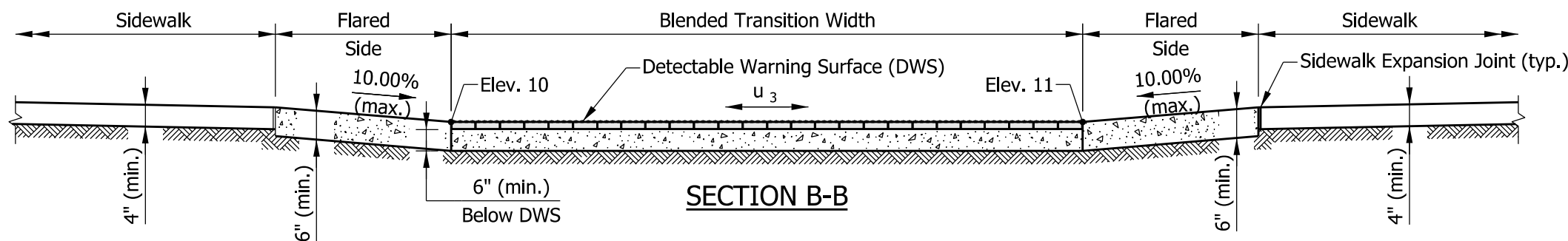
$$\begin{aligned} \text{Blended Transition } u_1 = \text{Running Slope} &= \frac{|\text{Elev. 2} - \text{Elev. 3}|}{\text{Blended Transition Length}} \leq 2.00\% \text{ (2)} \\ \text{Blended Transition } u_2 = \text{Running Slope} &= \frac{|\text{Elev. 5} - \text{Elev. 6}|}{\text{Blended Transition Length}} \leq 2.00\% \text{ (2)} \\ \text{Blended Transition } u_3 = \text{Running Slope} &= \frac{|\text{Elev. 8} - \text{Elev. 9}|}{\text{Blended Transition Length}} \leq 2.00\% \text{ (2)} \\ \text{Blended Transition } u_4 = \text{Cross Slope} &= \frac{|\text{Elev. 10} - \text{Elev. 11}|}{\text{Blended Transition Width}} \leq 2.00\% \text{ (4)} \\ \text{Sidewalk } u_5 = \text{Cross Slope} &= \frac{|\text{Elev. 1} - \text{Elev. 2}|}{\text{Sidewalk Width}} \leq 2.00\% \\ \text{Sidewalk } u_6 = \text{Cross Slope} &= \frac{|\text{Elev. 4} - \text{Elev. 5}|}{\text{Sidewalk Width}} \leq 2.00\% \\ \text{Sidewalk } u_7 = \text{Cross Slope} &= \frac{|\text{Elev. 7} - \text{Elev. 8}|}{\text{Sidewalk Width}} \leq 2.00\% \end{aligned}$$

NOTES:

- (1) The bottom edge of the blended transition and top of curb shall be flush with the edge of adjacent pavement and gutter line.
- (2) Where the running slope is less than or equal to 2.00% a 4-ft minimum sidewalk is not required, behind the blended transition. Where the running slope is greater than 2.00%, a 4-ft minimum sidewalk shall continue behind the blended transition and the running slope shall not exceed 5.00%.
- (3) Curb ramp surface shall be coarse broomed transverse to the running slope.
- (4) See Standard Drawing E 604-SWCR-01 for cross slope exceptions.
5. See Standard Drawing E 604-SWCR-12, -13, and -14 for Detectable Warning Surface placement, configuration, and details.
6. See Standard Drawing E 604-CCSJ-01 for sidewalk expansion joint details.

LEGEND:

- Ramp
- Detectable Warning Surface

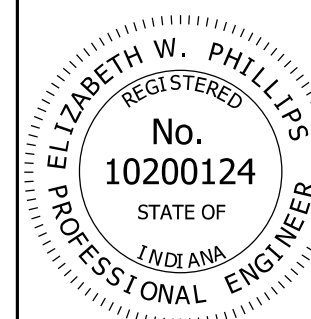


INDIANA DEPARTMENT OF TRANSPORTATION

BLENDED TRANSITION CURB RAMP
COMPONENT DETAILS

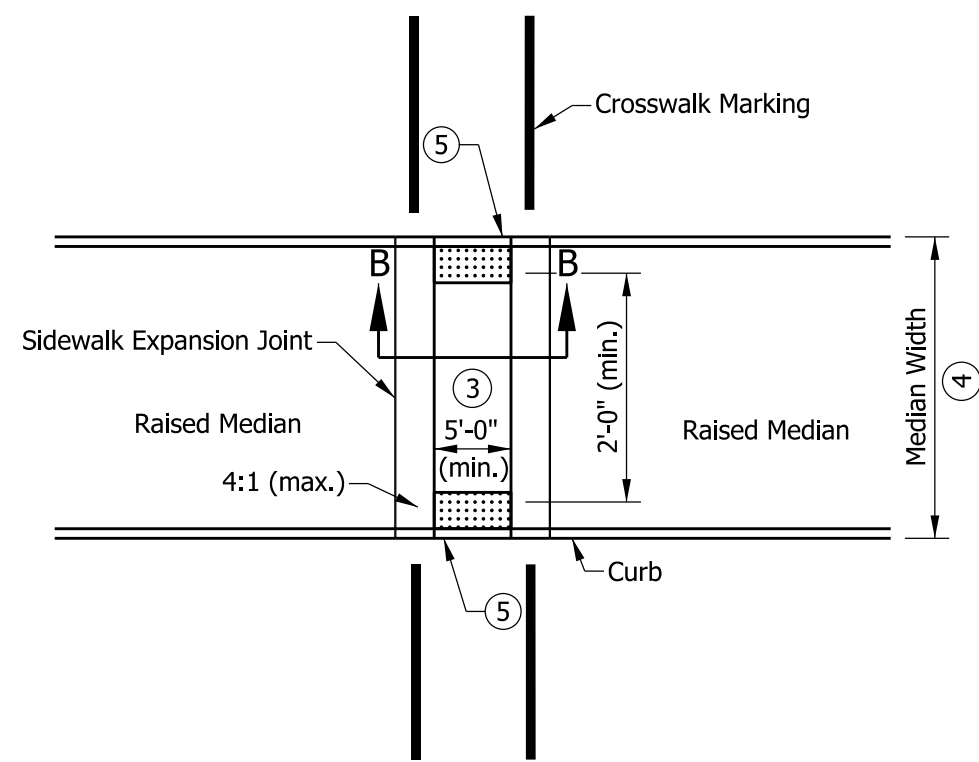
SEPTEMBER 2018

STANDARD DRAWING NO. E 604-SWCR-10

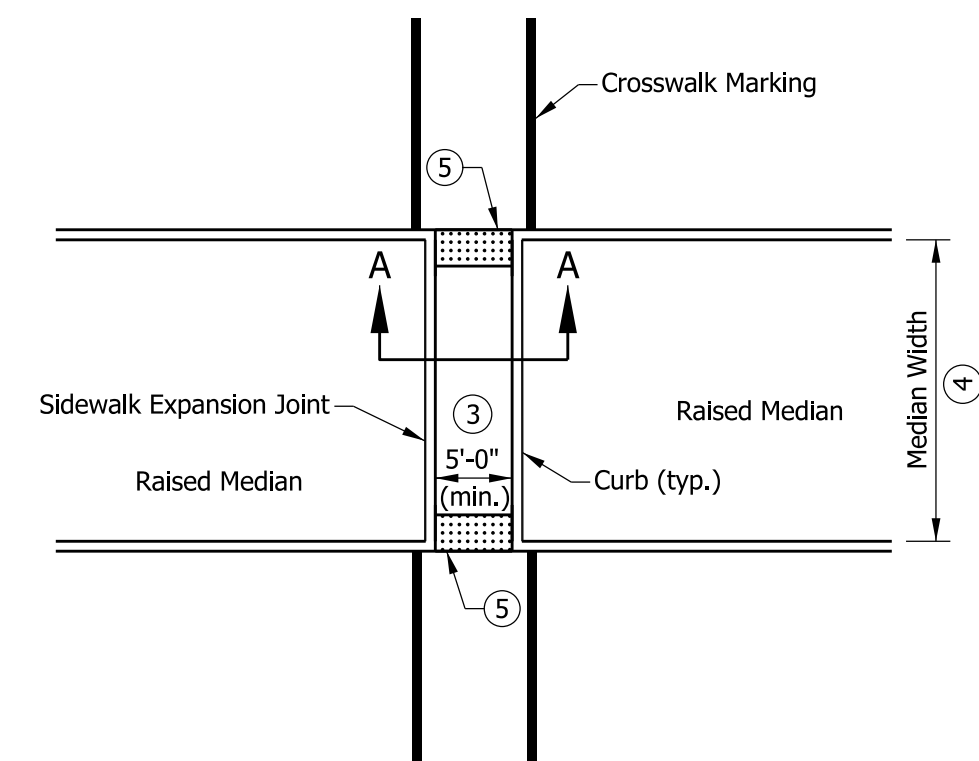


/s/ Elizabeth W. Phillips 03/29/18
DESIGN STANDARDS ENGINEER DATE

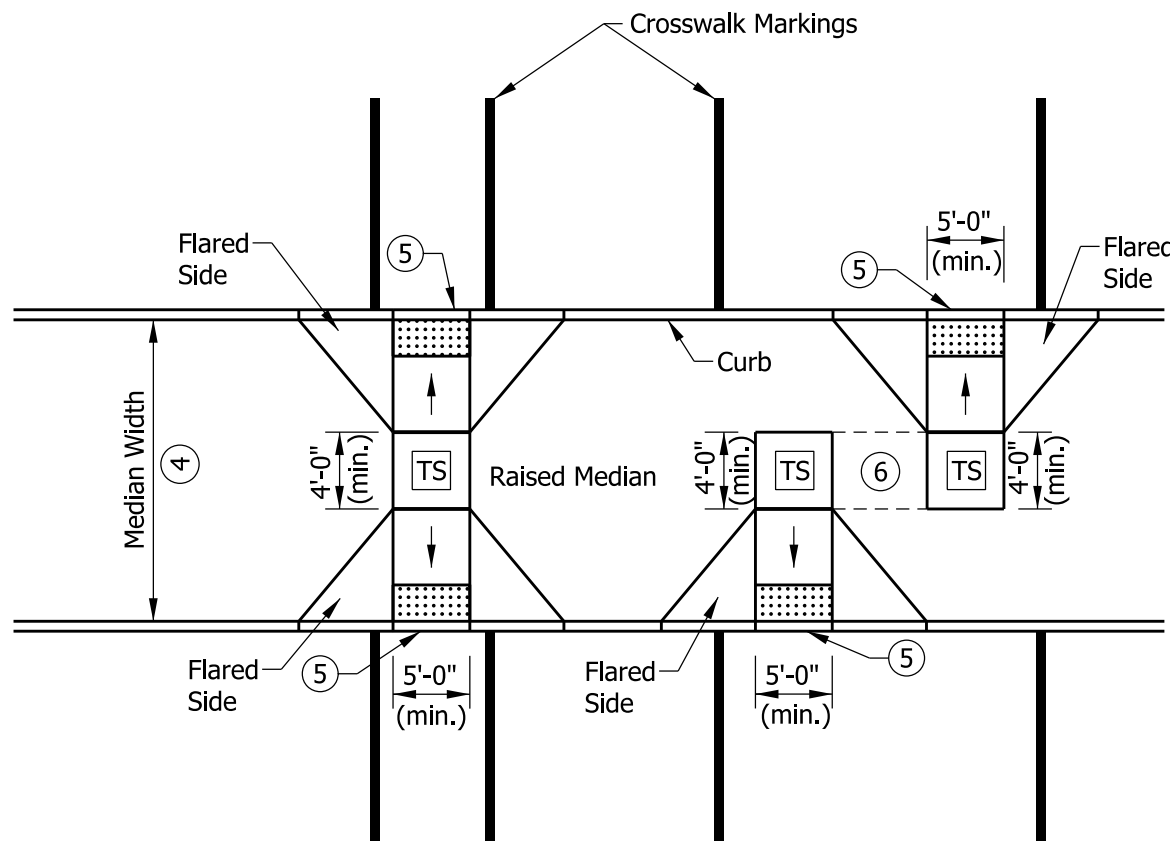
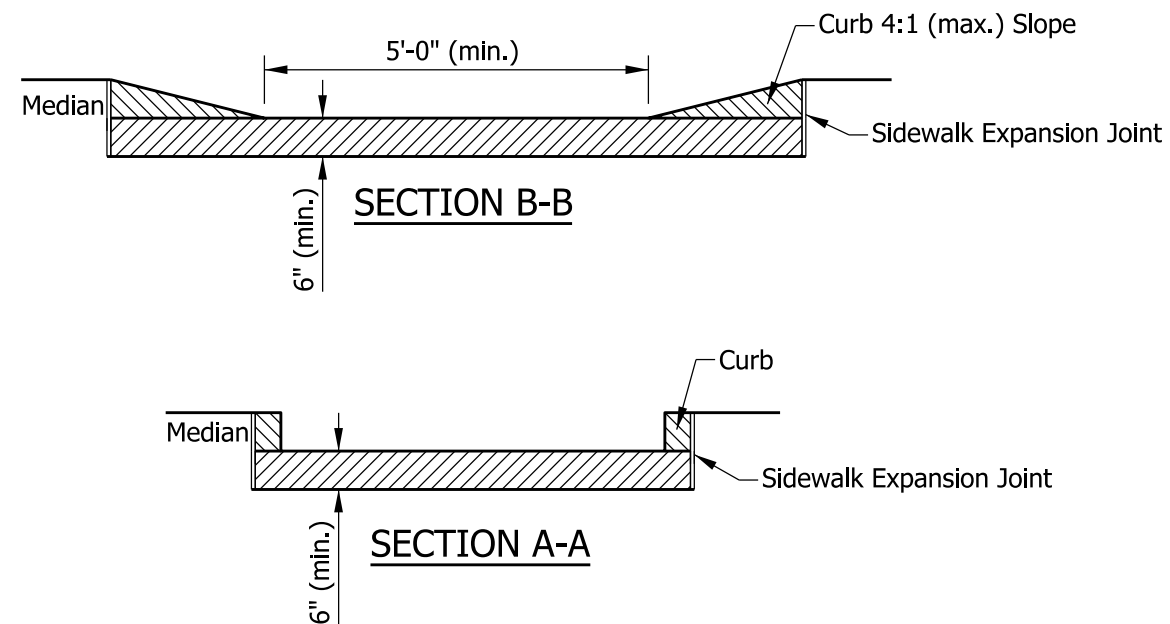
/s/ John Leckie 04/25/18
CHIEF ENGINEER DATE



**MEDIAN CUT-THROUGH
WITH TAPERED CURB**



**MEDIAN CUT-THROUGH
WITH CURB**



MEDIAN PERPENDICULAR CURB RAMPS

NOTES:

1. The minimum width of a median cut-through and median perpendicular curb ramp shall be 5 ft.
2. Where in-line or offset perpendicular curb ramps are used within a median, the turning space shall have a minimum clear dimension of 4 ft x 5 ft.
3. Where a median cut through is used the running slope shall be 5.00% maximum.
4. Where median width is less than 6 ft, detectable warning surfaces shall not be placed.
5. The bottom edge of the median cut-through or median perpendicular curb ramp and the top of curb shall be flush with the edge of adjacent pavement gutter line.
6. See Standard Drawing E 604-SWCR-01 for cross slope exceptions.
7. See Standard Drawing E 604-SWCR-12, -13, and -14 for Detectable Warning Surface placement, configuration, and details.
8. See Standard Drawing E 604-CCSJ-01 for sidewalk expansion joint details.

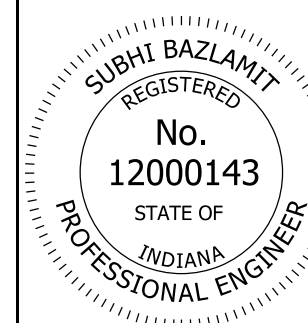
LEGEND:

-  Ramp
-  Detectable Warning Surface
-  Turning Space

INDIANA DEPARTMENT OF TRANSPORTATION

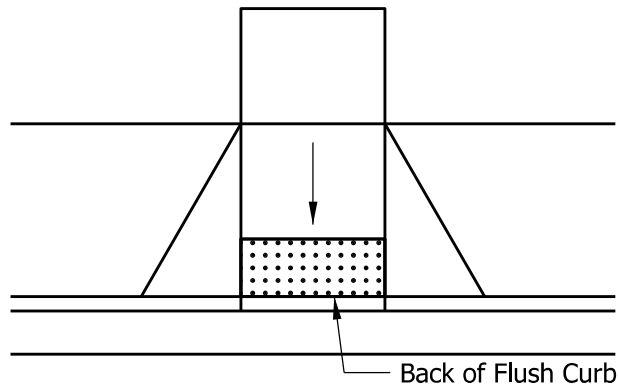
**MEDIAN CUT-THROUGH AND
MEDIAN PERPENDICULAR CURB RAMP
TYPICAL PLACEMENT
SEPTEMBER 2023**

STANDARD DRAWING NO. E 604-SWCR-11

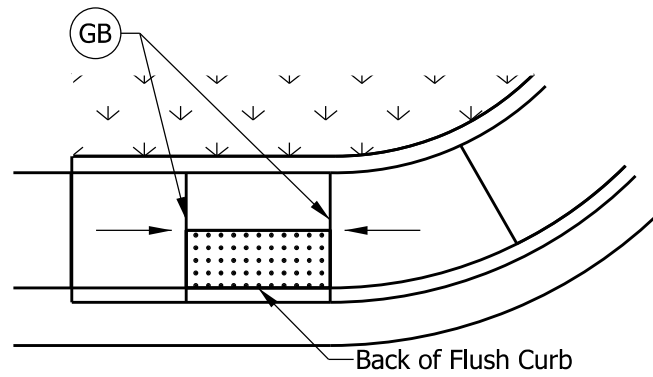


Subhi Bazlamit 04/28/2023
DESIGN STANDARDS ENGINEER DATE

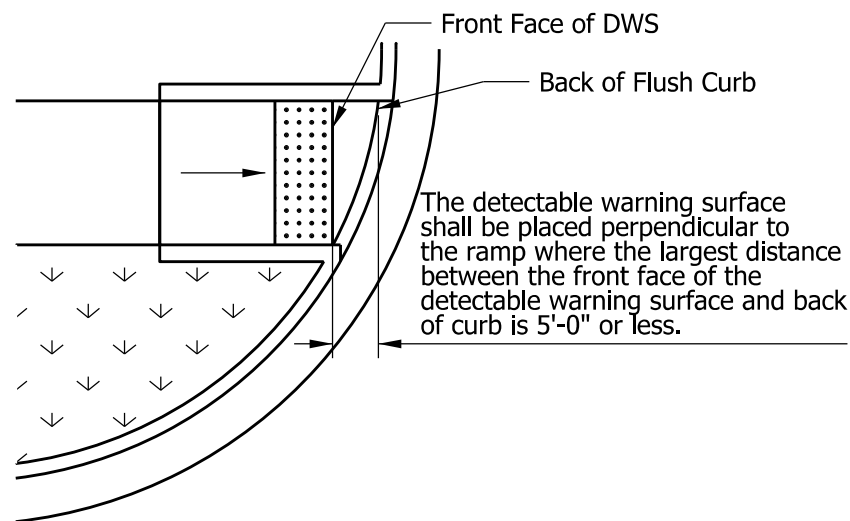
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CHIEF ENGINEER DATE



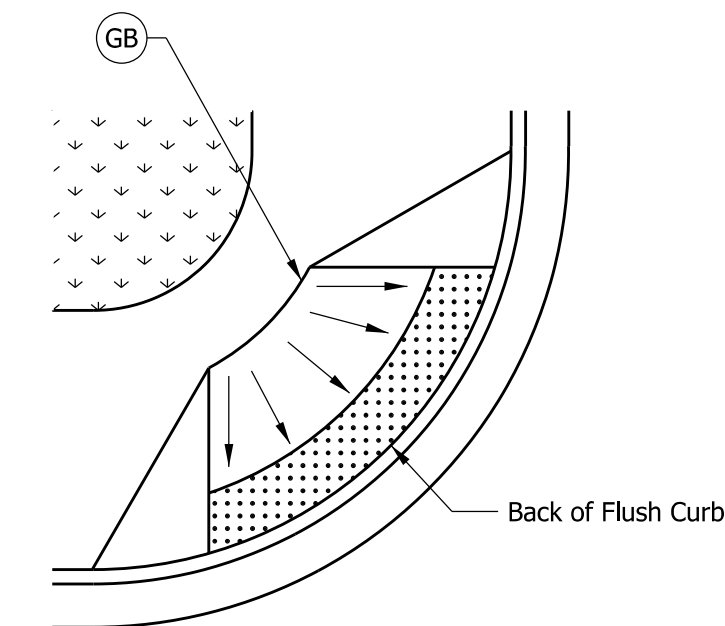
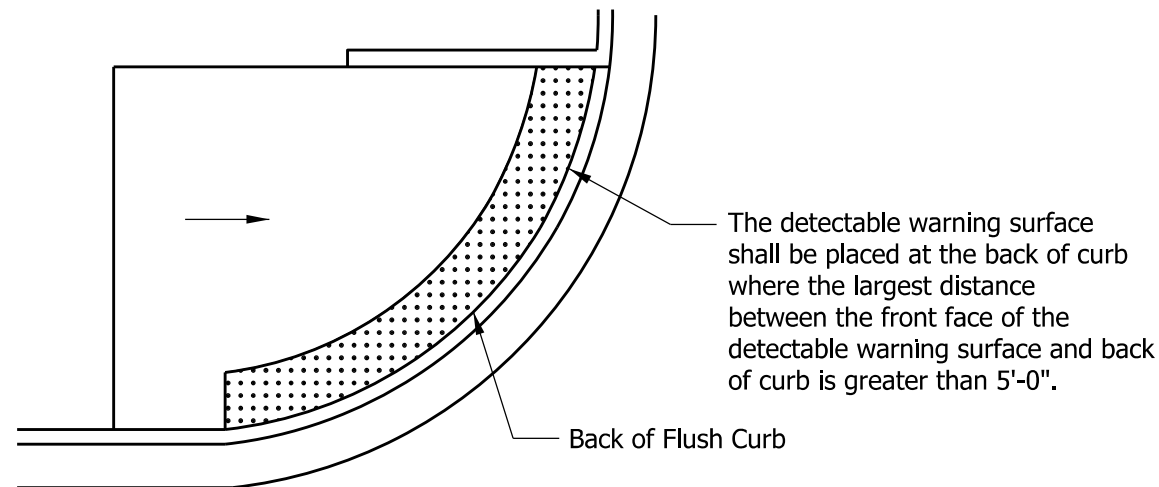
PERPENDICULAR CURB RAMP



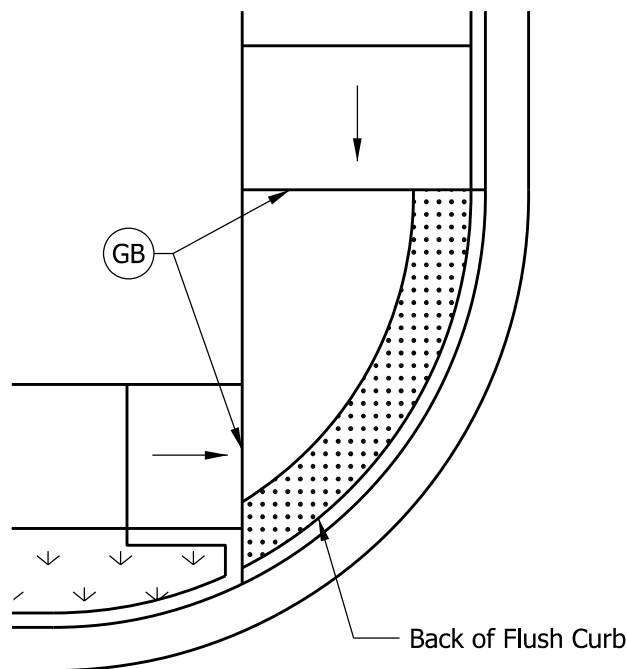
PARALLEL CURB RAMP ④



ONE-WAY DIRECTIONAL PERPENDICULAR CURB RAMPS ON A RADIUS ③



BLENDED TRANSITION CURB RAMP ⑤



DEPRESSED CORNER CURB RAMP ⑤ ⑦

LEGEND:

- Buffer or Other Non-Walkable Surface
- Detectable Warning Surface (DWS)
- Ramp
- Grade Break

NOTES:

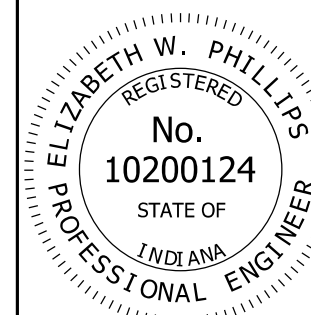
1. A detectable warning surface shall be placed at each street, highway, or railroad crossing. See Standard Drawing E 604-SDWK-03 for a detectable warning surface placement at a sidewalk driveway crossing.
2. The detectable warning surface shall extend a minimum of 2 ft in the direction of pedestrian travel and extend the full width as shown. The detectable warning surface shall not be placed across a grade break.
- ③ Where the distance from the face of the detectable warning surface is 5 ft or less from the back of curb, the detectable warning surface shall be placed perpendicular to the ramp. Where the distance from the face of the detectable warning surface is more than 5 ft from the back of curb, the detectable warning surface shall be placed at the back of curb as shown or in an alternate placement configuration. See Standard Drawing E 604-SWCR-13 for alternate detectable warning surface placement.
- ④ The detectable warning surface on a parallel curb ramp shall be placed on the turning space at the flush transition between the street and turning space at the back of curb.
- ⑤ The detectable warning surface on a blended transition or depressed corner shall be placed at the back of curb as shown or in an alternate placement configuration. See Standard Drawing E 604-SWCR-13 for alternate detectable warning surface placement.
6. See Standard Drawing E 604-SWCR-14 for detectable warning surface details.

INDIANA DEPARTMENT OF TRANSPORTATION

**DETECTABLE WARNING SURFACE
PLACEMENT AND CONFIGURATION**

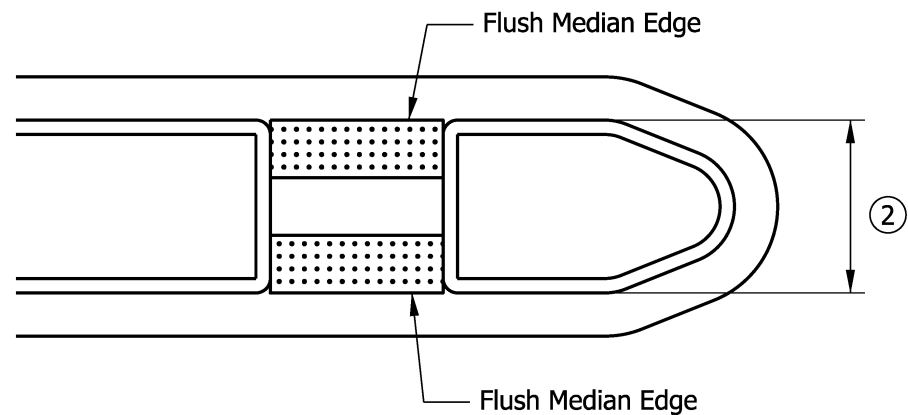
SEPTEMBER 2018

STANDARD DRAWING NO. E 604-SWCR-12

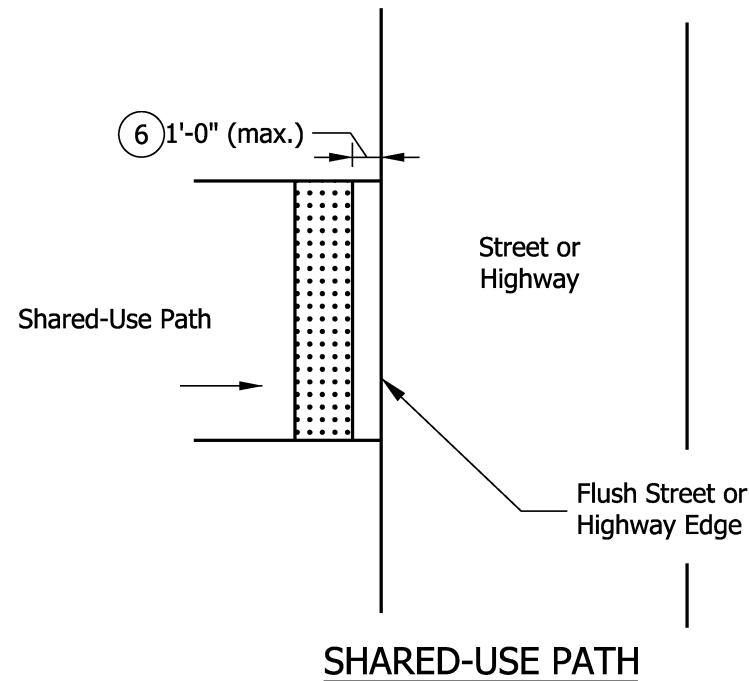
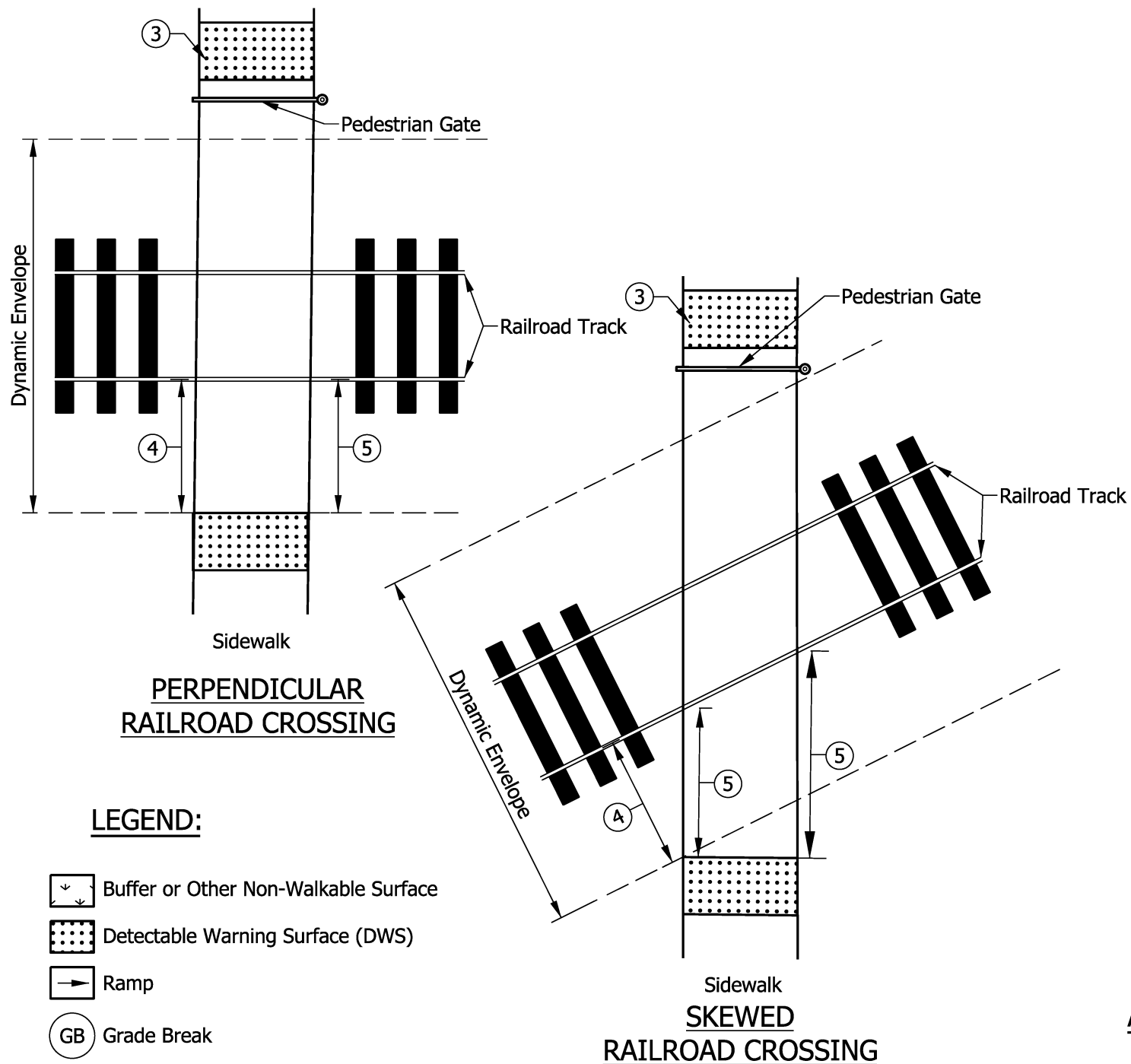


/s/ Elizabeth W. Phillips 03/29/18
DESIGN STANDARDS ENGINEER DATE

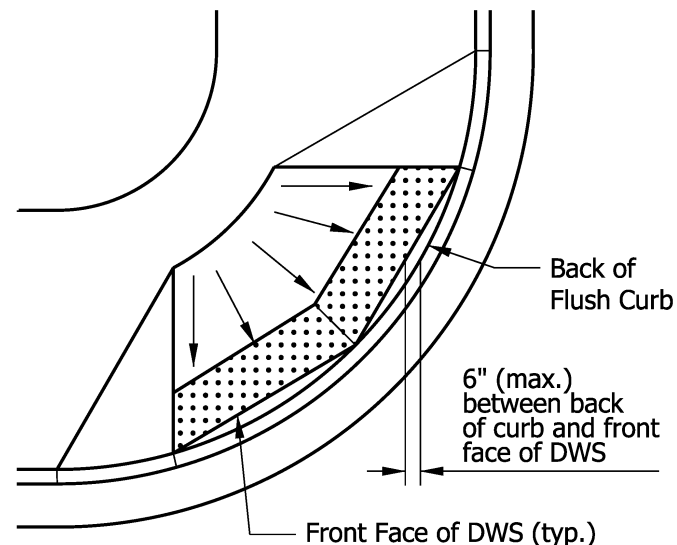
/s/ John Leckie 04/25/18
CHIEF ENGINEER DATE



MEDIAN CUT-THROUGH



SHARED-USE PATH



ALTERNATE DETECTABLE WARNING SURFACE PLACEMENT 7

NOTES:

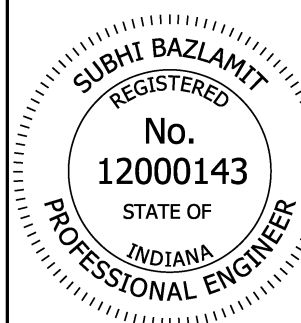
1. The detectable warning surface shall extend a minimum length of 2 ft in the direction of pedestrian travel and extend the full width as shown. The detectable warning surface shall not be placed across a grade break. The edges of adjacent panels shall be parallel and tightly abutted.
2. The detectable warning surface on a median cut-through shall be placed at the flush transition between the street and median cut-through. Where a median is less than 6 ft, a detectable warning surface shall not be placed.
3. Where a pedestrian gate is provided at a railroad crossing, the detectable warning surface shall be placed on the side of the gate opposite the railroad crossing.
4. The detectable warning surface shall be outside of the railroad dynamic envelope, 6 ft min. from the centerline of the nearest rail.
5. The edge of the detectable warning surface shall not be within the dynamic envelope and no greater than 15 ft from the centerline of the nearest rail.
6. Where shared-use path intersects a street or highway, the detectable warning surface shall be placed on the shared-use path within 1 ft of the street or highway edge.
7. DWS panel ends shall be placed at the back of curb. The distance between the back of curb and the front face of the detectable warning surface shall not exceed 6 in. between the ends.
8. See Standard Drawing E 604-SWCR-14 for detectable warning surface details.

INDIANA DEPARTMENT OF TRANSPORTATION

DETECTABLE WARNING SURFACE
PLACEMENT AND CONFIGURATION

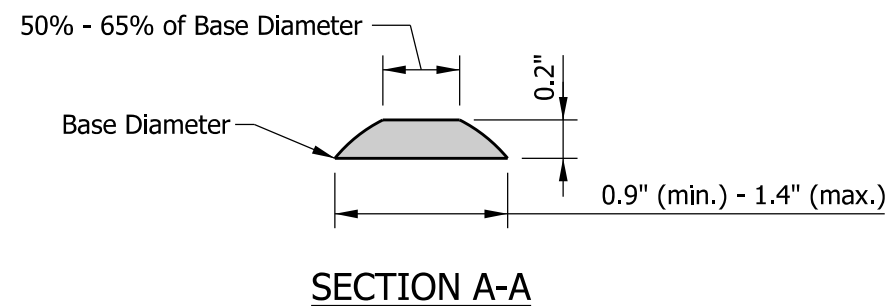
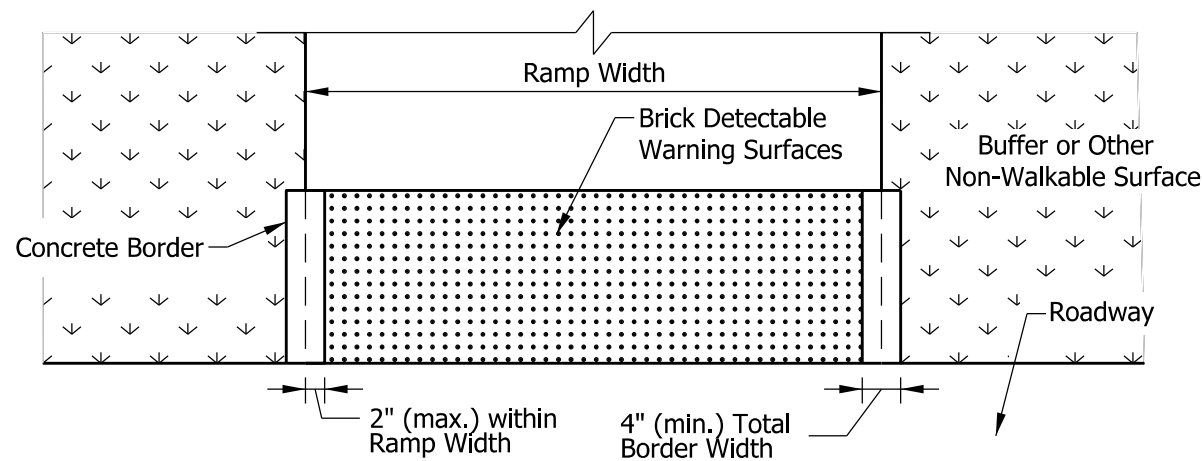
SEPTEMBER 2023

STANDARD DRAWING NO. E 604-SWCR-13

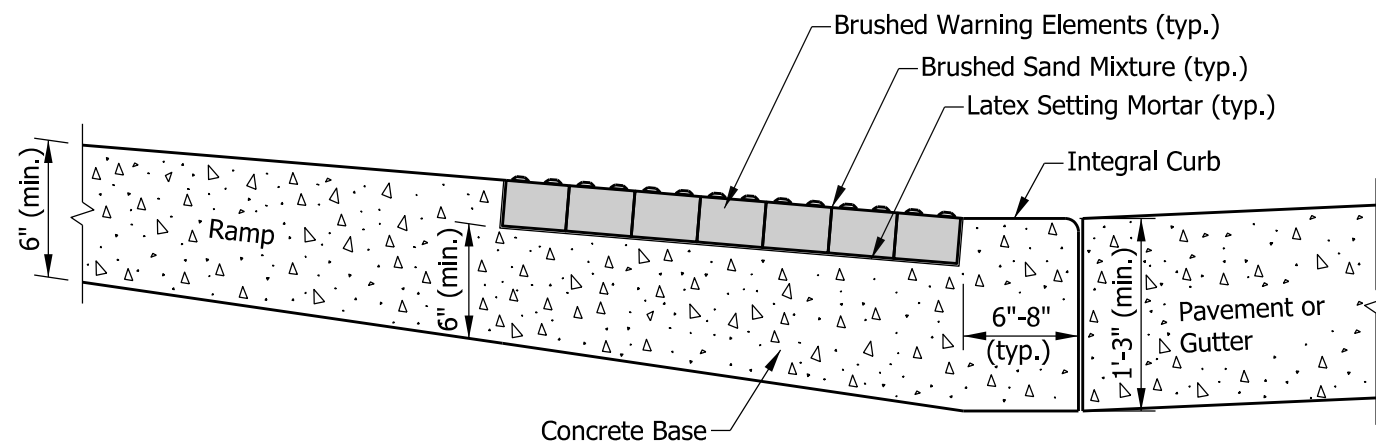


Subhi Bazlamit 04/28/2023
DESIGN STANDARDS ENGINEER DATE

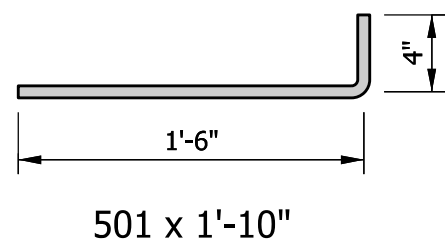
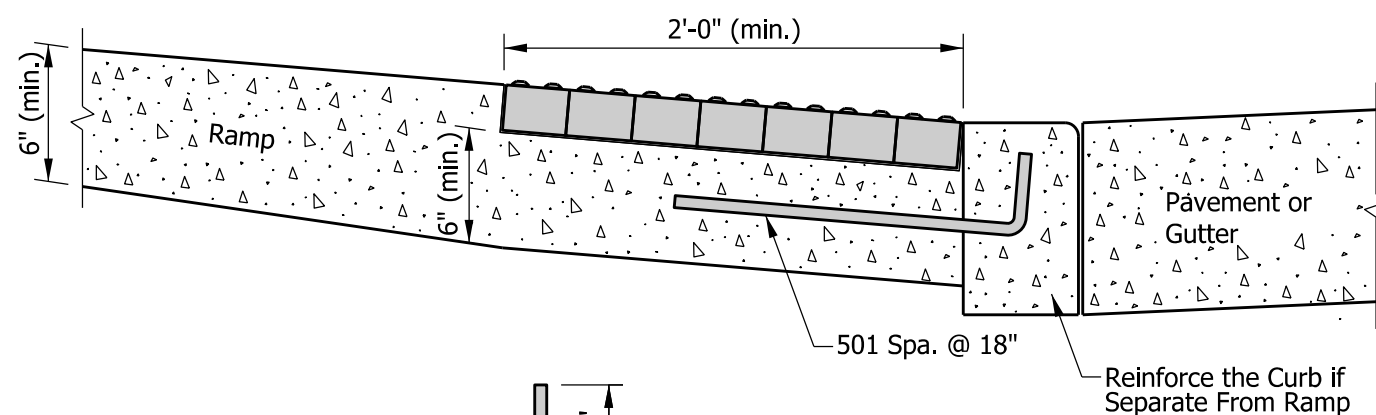
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CHIEF ENGINEER DATE



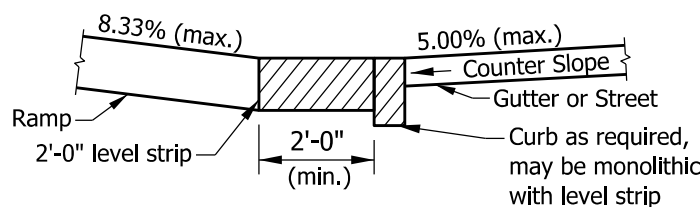
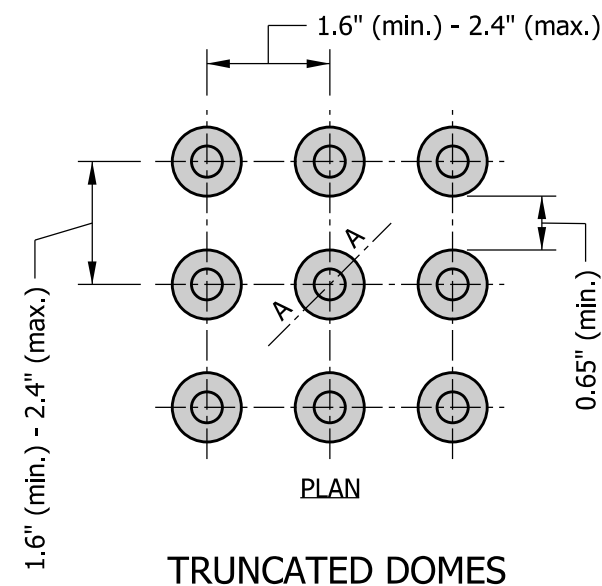
BRICK DETECTABLE WARNING SURFACE WITH CONCRETE BORDER ⑥ ⑦



TYPICAL RAMP AND BRICK SURFACE CONSTRUCTION DETAIL



ALTERNATE CURB CONSTRUCTION



CHANGE OF GRADE > 11% ⑤

NOTES:

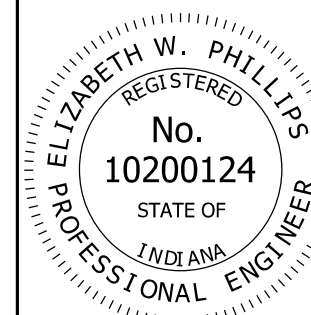
1. Detectable warning surface shall consist of truncated domes. Domes shall be aligned in a square or radial grid pattern with diameter and center-to-center spacing within the ranges specified.
2. The detectable warning surface may be field cut. Truncated dome spacing between adjacent panels shall be within the ranges specified.
3. The detectable warning surface shall contrast visually with adjacent surfaces, either light-on-dark or dark-on-light.
4. The detectable warning surface shall extend a minimum of 2 ft in the direction of pedestrian travel and extend the full width as shown. The detectable warning surface shall not be placed across a grade break.
- ⑤ The maximum counter slope of the gutter or street at the bottom of the ramp shall be 5.00%. Where the algebraic difference between the running slope and the counter slope exceeds 11%, a 2-ft minimum level strip should be provided at the bottom of the ramp.
- ⑥ Where a concrete border is used for forming, the border shall be cast monolithically with the curb ramp concrete. The concrete border shall not reduce the ramp width by more than 2 in. on each side.
- ⑦ Where forming other than a concrete border is used, the edge restraint shall not encroach upon the ramp width.

INDIANA DEPARTMENT OF TRANSPORTATION

DETECTABLE WARNING SURFACE DETAILS

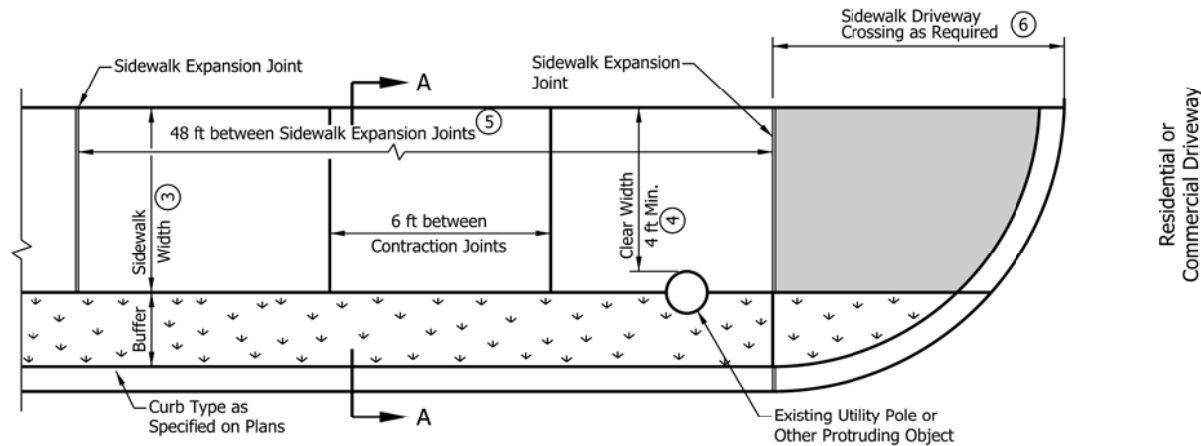
SEPTEMBER 2018

STANDARD DRAWING NO. E 604-SWCR-14

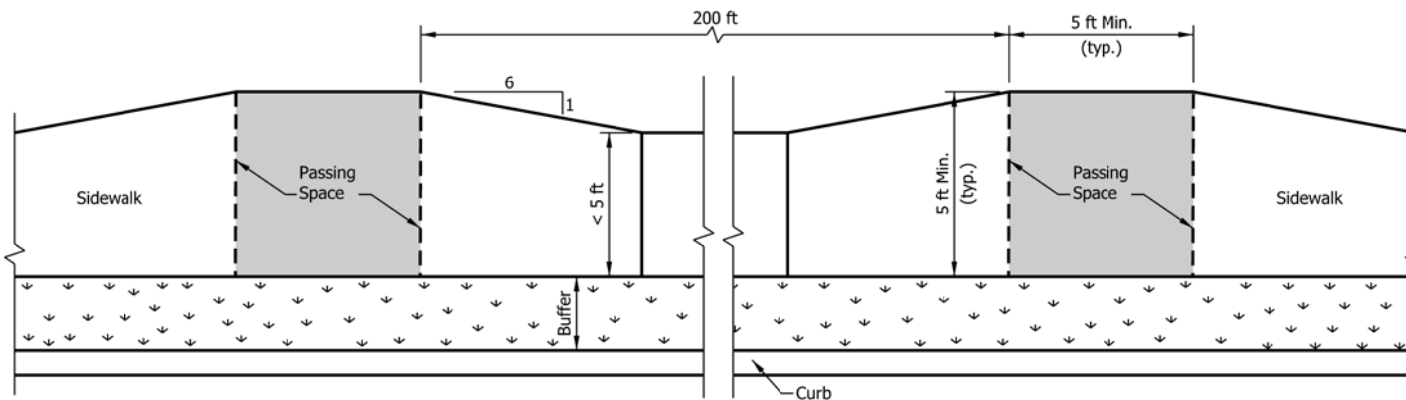


/s/ Elizabeth W. Phillips 03/29/18
DESIGN STANDARDS ENGINEER DATE

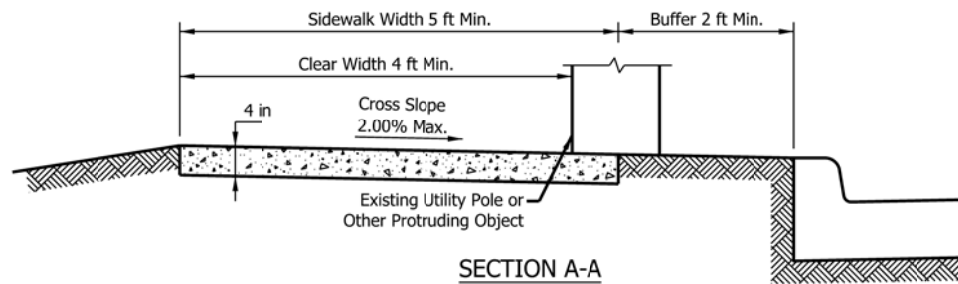
/s/ John Leckie 04/25/18
CHIEF ENGINEER DATE



SIDEWALK PLAN



PASSING SPACE



SECTION A-A

NOTES:

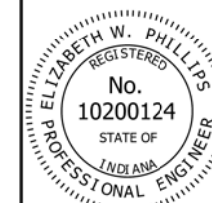
1. All slopes are absolute rather than relative to the sidewalk or roadway grade. Slopes at least 0.50% less than the maximum are preferred.
2. The grade of the sidewalk is measured in the direction of pedestrian travel. The grade of the sidewalk shall not exceed the grade of the adjacent roadway. The cross slope is measured perpendicular to the direction of pedestrian travel. The cross slope of the sidewalk shall not exceed 2.00%.
- ③ Where there is a buffer between the sidewalk and curb, the preferred minimum sidewalk clear width is 5 ft.
- ④ A 4-ft minimum clear width shall be provided adjacent to street furniture, mailbox, utility pole, or other protruding object. Where the sidewalk clear width is less than 5 ft, a passing space shall be provided at 200 ft intervals. The passing space minimum clear dimension shall be 5 ft x 5 ft.
- ⑤ See Standard Drawing E 604-CCSJ-01 for sidewalk expansion joint details.
- ⑥ See Standard Drawing E 604-SDWK-03 for sidewalk driveway crossing configurations.

INDIANA DEPARTMENT OF TRANSPORTATION

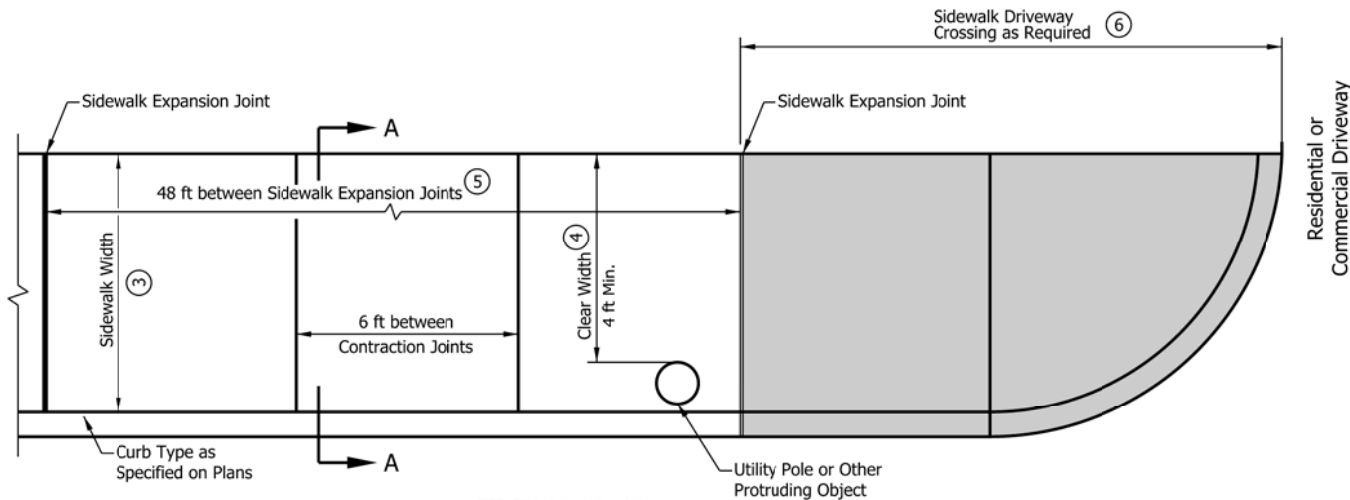
**SIDEWALK DETAILS
SIDEWALK WITH BUFFER**

SEPTEMBER 2016

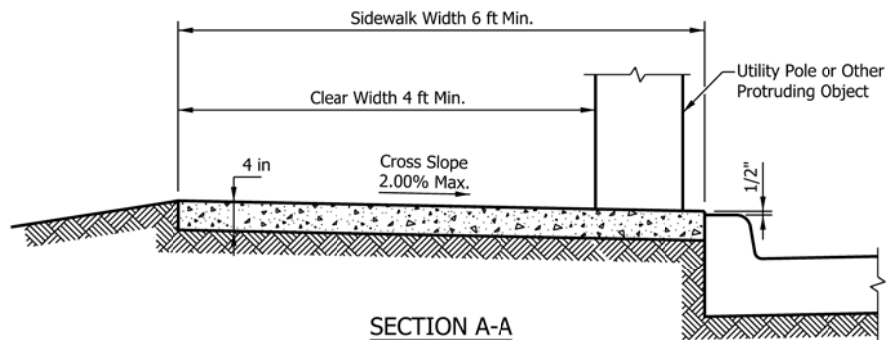
STANDARD DRAWING NO. E 604-SDWK-01



/s/ Elizabeth W. Phillips	03/16/16
DESIGN STANDARDS ENGINEER	DATE
/s/ Mark A. Miller	03/18/16
CHIEF ENGINEER	DATE



SIDEWALK PLAN



SECTION A-A

NOTES:

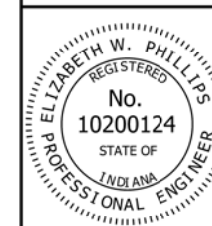
1. All slopes are absolute rather than relative to the sidewalk or roadway grade. Slopes at least 0.50% less than the maximum are preferred.
2. The grade of the sidewalk is measured in the direction of pedestrian travel. The grade of the sidewalk shall not exceed the grade of the adjacent roadway. The cross slope is measured perpendicular to the direction of pedestrian travel. The cross slope of the sidewalk shall not exceed 2.00%.
- ③ Where there is no buffer between the sidewalk and curb, the preferred minimum sidewalk width is 6 ft.
- ④ A 4-ft minimum clear width shall be provided adjacent to street furniture, mailbox, utility pole, or other protruding object. Where the sidewalk clear width is less than 5 ft, a passing space shall be provided at 200 ft intervals. See Standard Drawing E 604-SDWK-01 for sidewalk passing space details.
- ⑤ See Standard Drawing E 604-CCSJ-01 for sidewalk expansion joint details.
- ⑥ See Standard Drawing E 604-SDWK-03 for sidewalk driveway crossing configurations.

INDIANA DEPARTMENT OF TRANSPORTATION

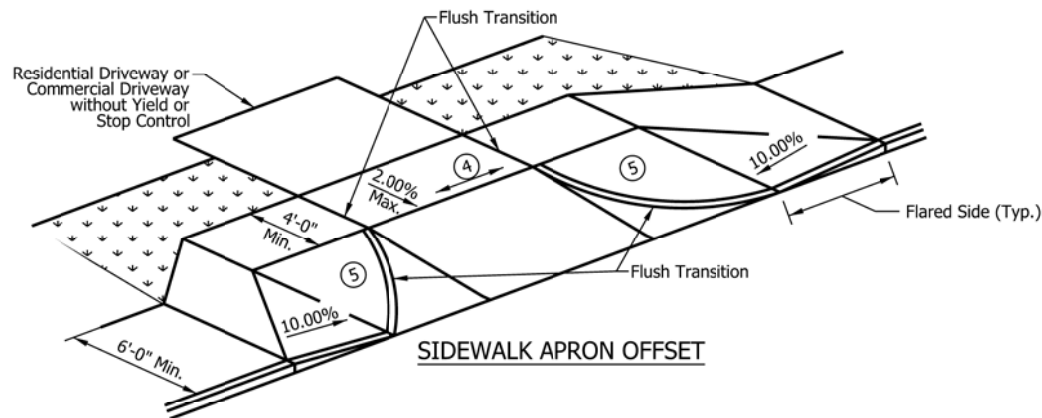
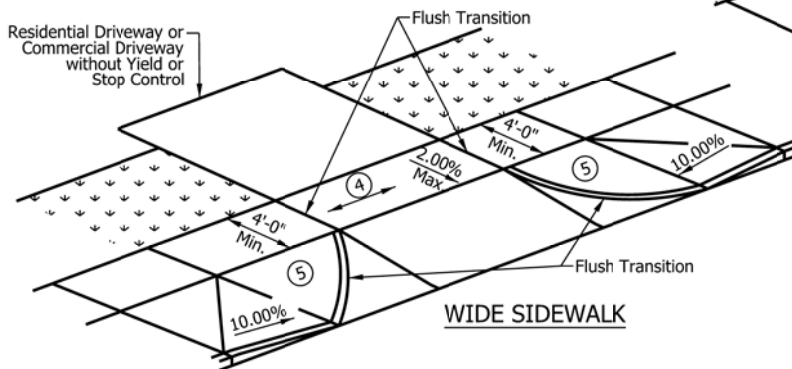
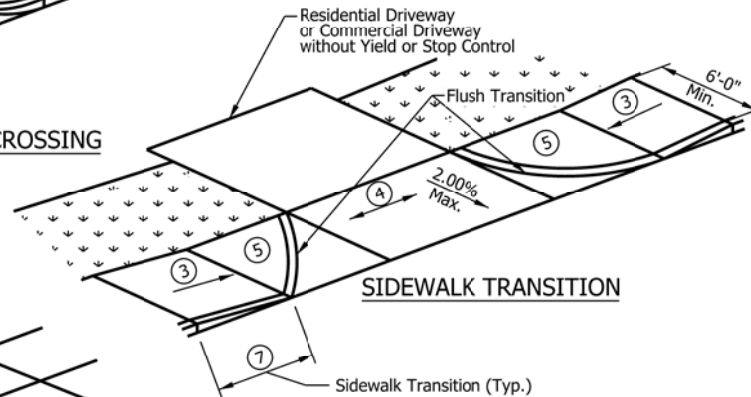
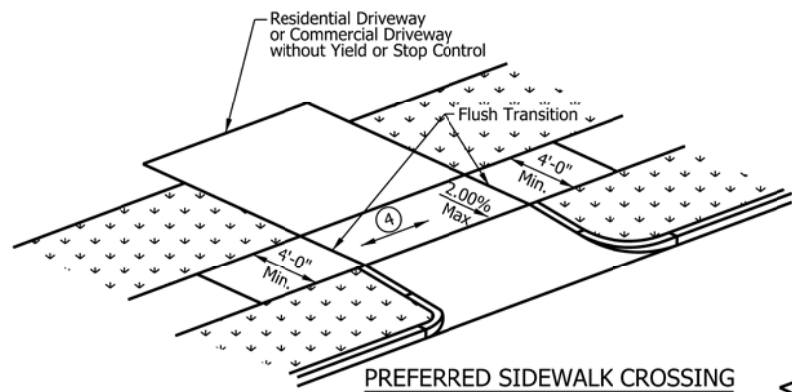
**SIDEWALK DETAILS
SIDEWALK ADJACENT TO CURB**

SEPTEMBER 2016

STANDARD DRAWING NO. E 604-SDWK-02



/s/ Elizabeth W. Phillips	03/16/16
DESIGN STANDARDS ENGINEER	DATE
/s/ Mark A. Miller	03/18/16
CHIEF ENGINEER	DATE



NOTES:

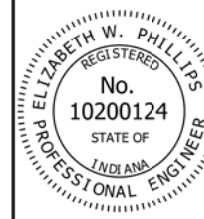
1. All slopes are absolute rather than relative to the sidewalk or roadway grade. Slopes at least 0.50% less than the maximum are preferred.
2. A sidewalk driveway crossing shall only be used on a sidewalk at a residential driveway or a commercial driveway without yield or stop control. A curb ramp shall be used at all other crossings. See Standard Drawing Series E 604-SWCR for curb ramp details.
- 3 Where a sidewalk transition is used to lower or raise the sidewalk to connect with a residential driveway or commercial driveway without yield or stop control, the running slope of the transition shall be 8.33% maximum.
- 4 The grade of the sidewalk across the driveway shall not exceed the grade of the adjacent roadway.
- 5 The area between the driveway and a flared side or sidewalk transition shall match the driveway profile and transverse slope.
6. A turning space is not required at the top of a sidewalk transition.
- 7 Objects such as a utility cover, vault frame, and grating shall be placed outside a sidewalk transition.
8. A detectable warning surface shall not be placed at the crossings of a residential driveway. A detectable warning surface may be placed at the crossing of a commercial driveway without yield or stop control.
9. See Standard Drawing E 604-SDWK-01 and -02 for Sidewalk Details.
10. See Standard Drawing Series E 610-DRIV for drives.

INDIANA DEPARTMENT OF TRANSPORTATION

SIDEWALK DRIVEWAY CROSSING

SEPTEMBER 2016

STANDARD DRAWING NO. E 604-SDWK-03



/s/ Elizabeth W. Phillips 03/16/16
DESIGN STANDARDS ENGINEER DATE

/s/ Mark A. Miller 03/18/16
CHIEF ENGINEER DATE

APPENDIX C
SUMMARY OF THE INVENTORY AND RECOMMENDATIONS FOR CURB RAMPS AND
SIDEWALKS

CITY OF ANGOLA

ADA CURB RAMP INVENTORY MAP

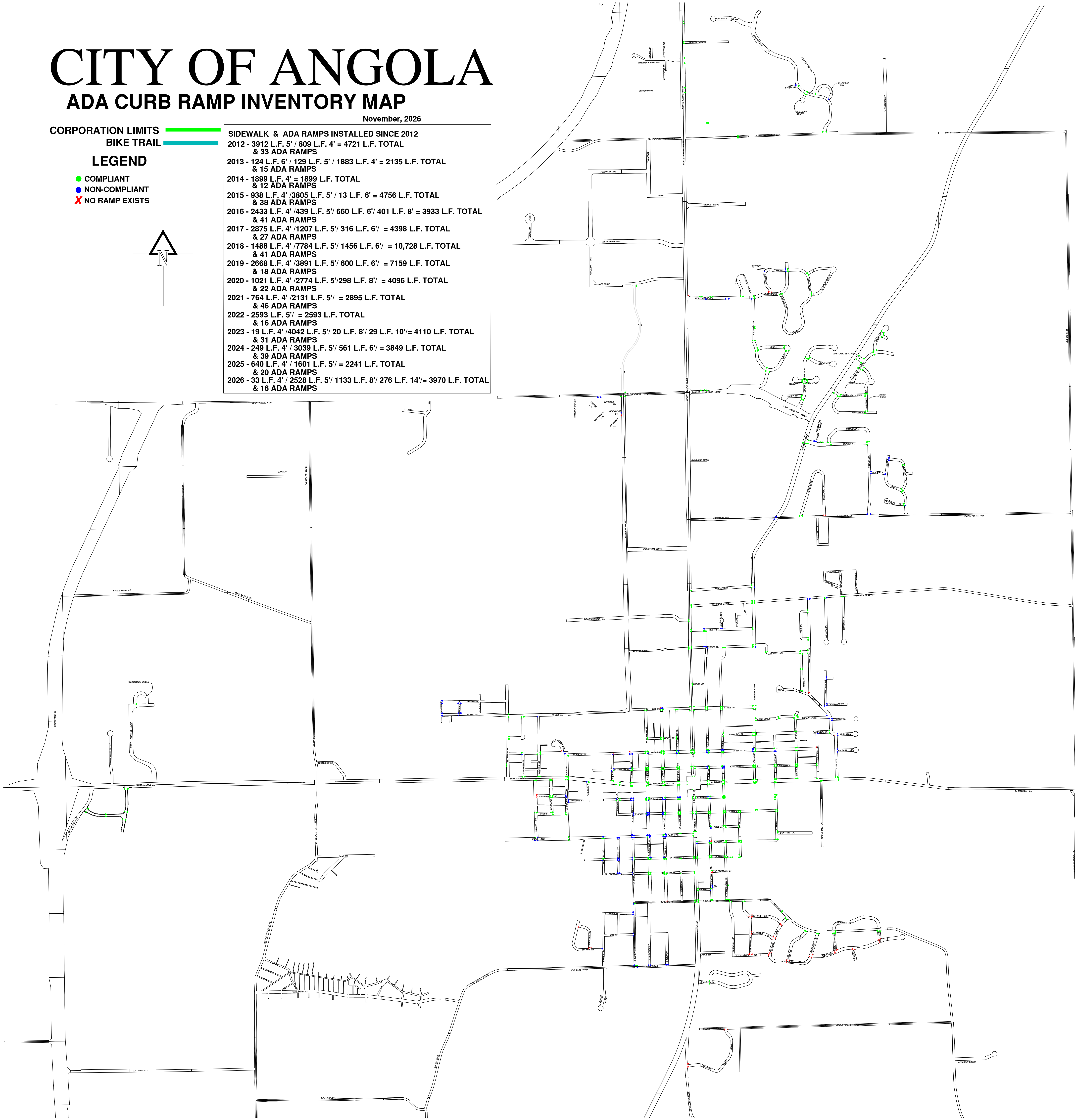
November, 2026

CORPORATION LIMITS 
BIKE TRAIL 

LEGEND

-  COMPLIANT
-  NON-COMPLIANT
-  NO RAMP EXISTS

SIDEWALK & ADA RAMPS INSTALLED SINCE 2012
2012 - 3912 L.F. 5' / 809 L.F. 4' = 4721 L.F. TOTAL & 33 ADA RAMPS
2013 - 124 L.F. 6' / 129 L.F. 5' / 1883 L.F. 4' = 2135 L.F. TOTAL & 15 ADA RAMPS
2014 - 1899 L.F. 4' = 1899 L.F. TOTAL & 12 ADA RAMPS
2015 - 938 L.F. 4' / 3805 L.F. 5' / 13 L.F. 6' = 4756 L.F. TOTAL & 38 ADA RAMPS
2016 - 2433 L.F. 4' / 439 L.F. 5' / 660 L.F. 6' / 401 L.F. 8' = 3933 L.F. TOTAL & 41 ADA RAMPS
2017 - 2875 L.F. 4' / 1207 L.F. 5' / 316 L.F. 6' = 4398 L.F. TOTAL & 27 ADA RAMPS
2018 - 1488 L.F. 4' / 7784 L.F. 5' / 1456 L.F. 6' = 10,728 L.F. TOTAL & 41 ADA RAMPS
2019 - 2668 L.F. 4' / 3891 L.F. 5' / 600 L.F. 6' = 7159 L.F. TOTAL & 18 ADA RAMPS
2020 - 1021 L.F. 4' / 2774 L.F. 5' / 298 L.F. 8' = 4096 L.F. TOTAL & 22 ADA RAMPS
2021 - 764 L.F. 4' / 2131 L.F. 5' = 2895 L.F. TOTAL & 46 ADA RAMPS
2022 - 2593 L.F. 5' = 2593 L.F. TOTAL & 16 ADA RAMPS
2023 - 19 L.F. 4' / 4042 L.F. 5' / 20 L.F. 8' / 29 L.F. 10' = 4110 L.F. TOTAL & 31 ADA RAMPS
2024 - 249 L.F. 4' / 3039 L.F. 5' / 561 L.F. 6' = 3849 L.F. TOTAL & 39 ADA RAMPS
2025 - 640 L.F. 4' / 1601 L.F. 5' = 2241 L.F. TOTAL & 20 ADA RAMPS
2026 - 33 L.F. 4' / 2528 L.F. 5' / 1133 L.F. 8' / 276 L.F. 14' = 3970 L.F. TOTAL & 16 ADA RAMPS



CITY OF ANGOLA

ADA CURB RAMP INVENTORY MAP

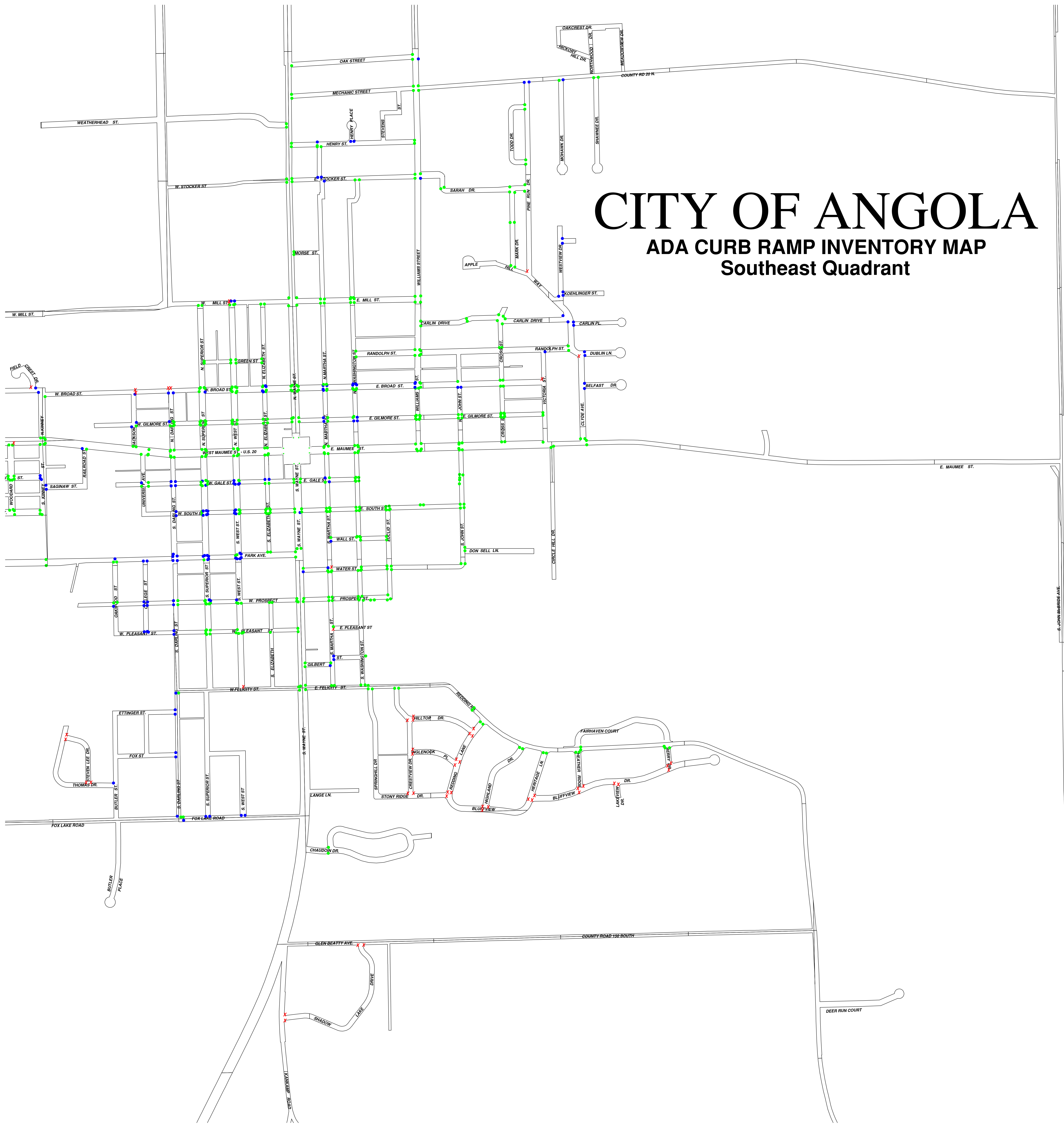
Northwest Quadrant

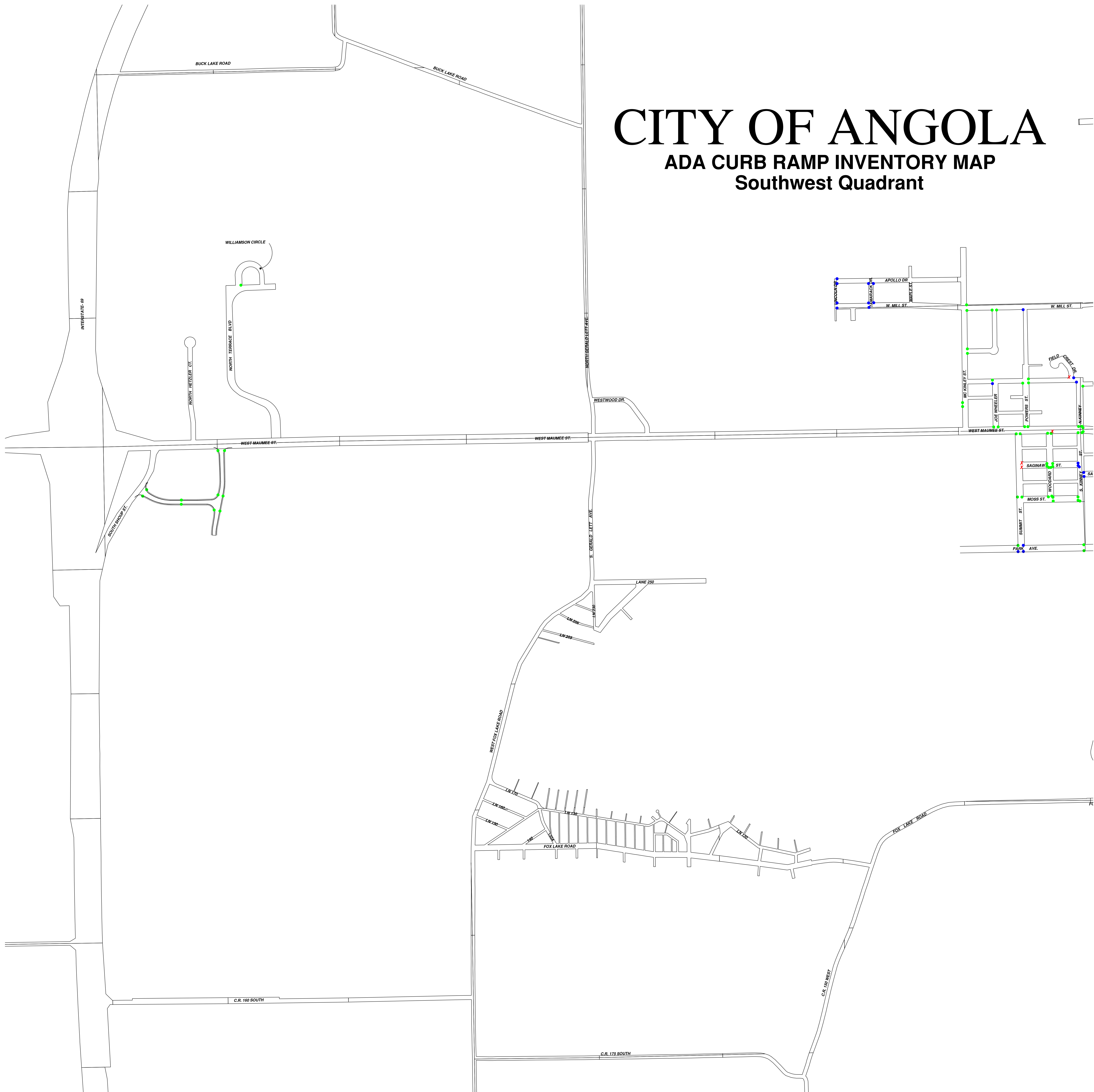


CITY OF ANGOLA

ADA CURB RAMP INVENTORY MAP

Southeast Quadrant





City of Angola Curb Ramp Transition Plan

Location 1	Location 2	Quadrant	Width	Length	Detectable	Flush	Slope Comp	Ramp Type	Estimated	Goal Date	Completion Date
BAGPIPERS WAY	KELLYGREEN DR	NE	6	15	NO	NO	YES	NON-COMPLIANT NON-NAVIGABLE	\$ 6,000.00	2029	
DARLING ST	PLEASANT ST	SW	6	15	NO	YES	NO	NON-COMPLIANT NON-NAVIGABLE	\$ 6,000.00	2025	
DARLING ST	GALE ST	NE	8	15	NO	NO	YES	NON-COMPLIANT NON-NAVIGABLE	\$ 8,000.00	2027	
DARLING ST	GALE ST	SW	11	15	NO	NO	YES	NON-COMPLIANT NON-NAVIGABLE	\$ 11,000.00	2027	
ELIZABETH ST	GALE ST	NW	6	15	NO	NO	YES	NON-COMPLIANT NON-NAVIGABLE	\$ 6,000.00	2028	
EUCLID ST	E SOUTH ST	NW	4	15	YES	YES	YES	APPEARS ADA COMPLIANT	\$ 4,000.00	-	2026
JOHN ST	SOUTH ST	NW	4	15	YES	YES	YES	APPEARS ADA COMPLIANT	\$ 4,000.00	-	2026
JOHN ST	SOUTH ST	NE	4	15	YES	YES	YES	APPEARS ADA COMPLIANT	\$ 4,000.00	-	2026
KINNEY ST	SAGINAW ST	NW	4	15	NO	NO	NO	NON-COMPLIANT NON-NAVIGABLE	\$ 4,000.00	2025	
KINNEY ST	SAGINAW ST	SW	4	15	NO	NO	NO	NON-COMPLIANT NON-NAVIGABLE	\$ 4,000.00	2025	
KINNEY ST	SAGINAW ST	SW	4	15	NO	NO	YES	NON-COMPLIANT NON-NAVIGABLE	\$ 4,000.00	2025	
MARTHA ST	SOUTH ST	NW	4	15	YES	YES	YES	APPEARS ADA COMPLIANT	\$ 4,000.00	-	2026
MARTHA ST	BROAD ST	NW	4	15	NO	NO	YES	NON-COMPLIANT NON-NAVIGABLE	\$ 4,000.00	2029	
OAKWOOD ST	PROSPECT ST	SW	5	15	NO	NO	NO	NON-COMPLIANT NON-NAVIGABLE	\$ 5,000.00	2025	
OAKWOOD ST	PROSPECT ST	SW	4	15	NO	NO	NO	NON-COMPLIANT NON-NAVIGABLE	\$ 4,000.00	2025	
POWERS ST	MILL ST	SW	4	15	NO	NO	NO	NON-COMPLIANT NON-NAVIGABLE	\$ 4,000.00	2027	
S MARTHA ST	GILBERT ST	SW	4	15	NO	NO	YES	NON-COMPLIANT NON-NAVIGABLE	\$ 4,000.00	2026	
S MARTHA ST	GILBERT ST	SE	5	15	NO	NO	YES	NON-COMPLIANT NON-NAVIGABLE	\$ 5,000.00	2026	
S MARTHA ST	GILBERT ST	NE	6	15	NO	NO	YES	NON-COMPLIANT NON-NAVIGABLE	\$ 6,000.00	2026	
SHAWNEE DR	MECHANIC ST	NE	4	15				NO RAMP PRESENT	\$ 4,000.00	-	2026
SHAWNEE DR	MECHANIC ST	NE	4	15				NO RAMP PRESENT	\$ 4,000.00	-	2026
SUPERIOR ST	GALE ST	NE	4	15	NO	YES	YES	NON-COMPLIANT BUT NAVIGABLE	\$ 4,000.00	-	2026
SUPERIOR ST	GALE ST	NE	4	15	NO	YES	YES	NON-COMPLIANT BUT NAVIGABLE	\$ 4,000.00	-	2026
SUPERIOR ST	GALE ST	SE	4	15	NO	YES	YES	NON-COMPLIANT BUT NAVIGABLE	\$ 4,000.00	-	2026
SUPERIOR ST	PARK AVE	NW	4	15	NO	YES	NO	NON-COMPLIANT NON-NAVIGABLE	\$ 4,000.00	2028	
SUPERIOR ST	PARK AVE	NE	4	15	NO	YES	NO	NON-COMPLIANT NON-NAVIGABLE	\$ 4,000.00	2028	
SUPERIOR ST	SOUTH ST	SE	4	15	NO	NO	NO	NON-COMPLIANT NON-NAVIGABLE	\$ 4,000.00	2028	
SUPERIOR ST	SOUTH ST	SE	4	15	NO	NO	NO	NON-COMPLIANT NON-NAVIGABLE	\$ 4,000.00	2028	
SUPERIOR ST	SOUTH ST	SW	4	15	YES	YES	NO	NON-COMPLIANT NON-NAVIGABLE	\$ 4,000.00	2028	
WASHINGTON ST	GALE ST	NE	4	15	NO		YES	NON-COMPLIANT NON-NAVIGABLE	\$ 4,000.00	2027	2026
WASHINGTON ST	GALE ST	NW	5	15	YES	NO	YES	NON-COMPLIANT NON-NAVIGABLE	\$ 5,000.00	2027	2026
WASHINGTON ST	BROAD ST	NE	5	15	NO	NO	YES	NON-COMPLIANT NON-NAVIGABLE	\$ 5,000.00	2029	
WASHINGTON ST	BROAD ST	NW	4	15	NO	NO	NO	NON-COMPLIANT NON-NAVIGABLE	\$ 4,000.00	2029	
WASHINGTON ST	SOUTH ST	NE	5	15	NO	YES	YES	NON-COMPLIANT BUT NAVIGABLE	\$ 5,000.00	-	2026
WAYNE ST	PLEASANT ST	NW	5	15	NO	YES	NO	NON-COMPLIANT NON-NAVIGABLE	\$ 5,000.00	2025	
WAYNE ST	PROSPECT ST	SW	5	15	YES	YES	NO	NON-COMPLIANT NON-NAVIGABLE	\$ 5,000.00	2025	
WAYNE ST	GALE ST	NW	9	15	YES	YES	YES	APPEARS ADA COMPLIANT	\$ 9,000.00	-	2026

*updated 10/6/2026

City of Angola Sidewalk Transition Plan

Material	Width	PASER Rating	ADA Compliant	Street Name	Start Street	End Street	Side	Length (ft)	Estimated Cost	Goal Date	Completion Date
CONCRETE	4	3	YES	E MAUMEE ST	1168 E Maumee	Middle School		775	\$ 34,462.68	2025	
CONCRETE	5	3	NO	W MAUMEE ST	POWERS ST	N KINNEY ST		521	\$ 23,137.69	2025	
CONCRETE	4	3	YES	BLUFFVIEW DR	Highland Dr	605 Bluffview		383	\$ 17,044.12	2026	
CONCRETE	3	3	NO	E SOUTH ST	S WAYNE ST	S MARTHA ST		220	\$ 9,797.08	2026	
CONCRETE	4	3	NO	S SUPERIOR ST	W GALE ST	W SOUTH ST		267	\$ 11,854.47	2026	
CONCRETE	4	4	NO	S WEST ST	W SOUTH ST	PARK AVE		428	\$ 19,034.59	2026	
CONCRETE	4	3	NO	W GALE ST	S DARLING ST	S SUPERIOR ST		131	\$ 5,801.57	2026	
CONCRETE	3	4	NO	GILBERT ST	S MARTHA ST	S WASHINGTON ST		132	\$ 5,876.33	2027	
CONCRETE	4	4	YES	MECHANIC ST	MOHAWK DR	SHAWNEE DR		322	\$ 14,293.05	2027	
CONCRETE	4	4	NO	N KINNEY ST	W BROAD ST	W MAUMEE ST		484	\$ 21,512.76	2027	
CONCRETE	4	4	YES	POWERS ST	W MILL ST	W BROAD ST		113	\$ 5,040.95	2027	
CONCRETE	4	4	YES	S KINNEY ST	W MAUMEE ST	SAGINAW ST		320	\$ 14,205.08	2027	
CONCRETE	4	5	YES	N WASHINGTON ST	E BROAD ST	E GILMORE ST		300	\$ 13,318.67	2028	
CONCRETE	4	5	YES	N WASHINGTON ST	E GILMORE	E MAUMEE		255	\$ 11,322.20	2028	
CONCRETE	4	5	YES	N WASHINGTON ST	E MILL ST	E BROAD ST		844	\$ 37,499.26	2028	
CONCRETE	5	5	YES	N WASHINGTON ST	E GILMORE	E MAUMEE		258	\$ 11,461.12	2028	
CONCRETE	14	10	YES	S WAYNE ST	SQUARE	E GALE ST	E	137	\$ 38,000.00	-	2026
CONCRETE	14	10	YES	S WAYNE ST	SQUARE	E GALE ST	W	125	\$ 24,000.00	-	2026
CONCRETE	4	5	YES	BLUFFVIEW DR	REDDING LN	HERITAGE LN		1004	\$ 44,621.87	2029	
CONCRETE	4	5	YES	SHAWNEE DR	MECHANIC DR	CUL DE SAC	E	1024	\$ 45,490.37	-	2026
CONCRETE	4	7	YES	SHAWNEE DR	MECHANIC DR	CUL DE SAC	W	1012	\$ 44,961.19	-	2026
CONCRETE	4	5	YES	HERITAGE LN	REDDING RD	BLUFFVIEW DR		429	\$ 19,088.47	2029	
CONCRETE	4	5	YES	HERITAGE LN	REDDING RD	BLUFFVIEW DR		621	\$ 27,584.36	2029	
CONCRETE	8	10	YES	WILLIAMS ST	HENNEY ST	HARRY KELLEY BLVD	E	1162	\$ 229,068.00	-	2026

*updated 10/6/2026