

THE CITY OF HUNTINGBURG CURB AND SIDEWALK INSPECTION AND MAINTENANCE POLICY

PURPOSE

The purpose of this Policy is to formalize and document inspection and operational procedures to maximize the effectiveness of City sidewalks and maximize public safety while maintaining fiscal responsibility.

GOAL

The goal of this Policy is to confirm and formalize the City of Huntingburg's inspection, inventory and maintenance procedures with respect to curb and sidewalk infrastructure management and balance fiscal responsibility with maximum public safety on municipal curbs and sidewalks.

INTRODUCTION

The City of Huntingburg has embarked on a sidewalk rehabilitation program with the goal of bringing sidewalks in our community in compliance with the ADA standards. The City recognizes that it is not possible to maintain all sidewalks in perfect condition. The City also recognizes that certain user groups, primarily seniors and disabled individuals, are more sensitive to sidewalk problems than other users. An effective public education and feedback program is also important.

This policy attempts to provide the scope for a system of inspection and inventory management to effectively assess priorities and plan maintenance.

SIDEWALK CLASSIFICATION

The City of Huntingburg's sidewalks will be classified into two categories as follows:

1. High Traffic Areas (HTA)
High Traffic Areas include the downtown core and other high traffic areas, particularly those catering to seniors.
2. Standard Traffic Areas (STA)
Standard Traffic Areas are all the areas not designated as High Traffic.

INSPECTION AND INVENTORY

An inventory of all sidewalks will be maintained by the ADA Coordinator which will include a history of inspections, construction, and maintenance information.

HTAs will be inspected at least once every 2 years.

STAs will be inspected on a rotating basis with a maximum time between inspections in a particular area of five years.

A beginning inventory will include the City of Huntingburg's Main Park area and a 1/8th mile radius of the City Hall (host of public meetings, transit services, clerk's office, utility payment office, etc). This radius also includes the Stork Place Senior Living Facility, Vocational Rehabilitation Services, Angels of Mercy Home Health Care, Library, Post Office, Guadalupe Center, Memorial Gym, as well as several businesses.

PUBLIC CONCERNS/INPUT

Citizen concerns related to sidewalks or curbs will be documented in the City of Huntingburg's "Action Form" system and directed to either the ADA Coordinator or the Street Superintendent. This action form will be used to document the reporting of sidewalks that are cracked, broken or uneven with damage that could cause pedestrians to fall or impede wheel-chair users and other disabled pedestrians.

Safety related concerns will be investigated within one week. All concerns will be investigated in a timely manner considering manpower and workload.

Public input will be gathered by a variety of means: Transit surveys, Website surveys, Senior Citizen participant surveys, incoming phone reports and Postal Worker feedback.

PRIORITY

Priority 1: Locations that have a condition of **Very Poor** or any location which is considered to be an immediate serious safety concern.

Priority 2: Locations that have a condition of **Poor or Average** or where it is determined that the problem is not an immediate safety concern.

Priority 3: Locations that have a condition of **Fair or New** or where it is determined that the problem is not a safety concern.

The Street Superintendent and the ADA Coordinator will consider whether or not the sidewalk is in a HTA, the age and number of pedestrians using the sidewalk, as well as the location of the problem relating to the walkway when establishing priorities.

PRIORITY ACTIONS

If a **Priority 1** hazard is identified during an inspection, the hazard will be marked and the City of Huntingburg's Street Superintendent, or his/her designate, will be notified immediately for an assessment.

If a **Priority 2** hazard is identified during an inspection, the hazard will be marked and the City of Huntingburg's Street Superintendent, or his/her designate, will receive a report of the hazard once scheduled inspections are complete.

If a **Priority 3** or lower hazard is identified during an inspection, a report of the hazard will be submitted to the Street Superintendent, or his/her designate once scheduled inspections are complete.

All priority problems will be assessed by the Street Superintendent, or his/her designate and priorities adjusted as required.

EXAMPLES OF PRIORITIES

The following examples show typical priority rating which may be given to sidewalk or curb areas. Priority ratings may vary however, as the Inspector must consider whether or not the sidewalk is in a HTA, the age and number of pedestrians using the sidewalk, as well as the location of the problem relating to the walkway when establishing priorities.

HTA

Condition	Single Trip Edge	Spalled Sidewalk	Cracking Panels	Priority
New	5mm or smaller	5% or less	Little or none	3
Fair	5mm or smaller	5% to 10%	60% or less	3
Average	5mm to 10mm	10% to 20%	60% to 80%	2
Poor	10mm to 20mm	20% to 50%	80% or greater	2
Very Poor	15mm or greater	50% to 100%	80% or greater	1

STA

Condition	Single Trip Edge	Spalled Sidewalk	Cracking Panels	Priority
New	5mm or smaller	little or none	little or none	3
Fair	5mm to 10mm	25% or less	50% or less	3
Average	10mm to 20mm	25% to 50%	50% to 80%	2
Poor	20mm to 25mm	50% to 75%	50% to 80%	2
Very Poor	25mm or greater	75% to 100%	80% to 100%	1

Repair Options

*Concrete Cutting

A trip-hazard is defined by the Americans with Disabilities Act (ADA) as any vertical change in level over ¼ inch. Such hazards are commonly found on sidewalks and driveways at joints or cracks. The Americans with Disabilities Act makes it a Federal Law to remove trip hazards from public and commercial sidewalks.

Each trip hazard will be corrected in accordance with the requirements of the Americans with Disabilities Act. Each offset will be tapered to at least a 1:8 slope and will have a smooth, uniform, slip-resistant finish.

All saw cutting will be taken to a zero point of differential and extend fully to both edges of the sidewalk to ensure the complete elimination of the trip hazard.

*Replacement

Sidewalk replacement is appropriate if severe damage has occurred to the sidewalk which cannot be corrected by one of the methods described above.

Curbs

Midwestern Engineers completed an assessment of all city intersections. The inventory identifies the location, construction type, and condition of all city curb ramps at intersection crossings.

The City Street Superintendent and the ADA Coordinator with approval from the ADA Compliance Committee are using the data from the ADA Intersections for accurate mapping, evaluation and prioritization of the pedestrian facilities currently not in compliance with ADA standards. As opportunity and funds become available these prioritized lists will be matched against available funding to develop a strategic plan for improving access through curb ramps.

The City of Huntingburg's street department will adhere to the policies set forth by the Department of Justice/Department of Transportation Joint Technical Assistance on the Title II of the Americans with Disabilities Act Requirements to provide curb ramps when streets are altered through resurfacing.

INTERPRETATION

The City of Huntingburg acknowledges that all sidewalks and curbs cannot be maintained in perfect condition due to fiscal and practical constraints. The timing and scope of sidewalk and curb rehabilitation will be planned at the discretion of the Street Superintendent, within the scope of the current operating budget, to balance sidewalk safety and appearance with other Public Works priorities. The aim of this policy is to maintain the City of Huntingburg's sidewalks and curbs in as safe a condition as practical, in balance with fiscal reality and other Public Works priorities.

