

DECEMBER 2023

ADA TRANSITION PLAN

PREPARED FOR THE VILLAGE OF BLUFFTON

DRAFT



Lima/Allen County
REGIONAL PLANNING
COMMISSION

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INTRODUCTION

The purpose of this Plan is to ensure that the Village of Bluffton creates reasonable, accessible paths of travel in the public right-of-way for everyone, including people with disabilities. The Village of Bluffton is continuing a significant and long-term commitment to improve and maintain the accessibility of those pedestrian facilities located within public rights-of-way. Recognizing that some gaps and barriers exist, the Transition Plan works to identify physical barriers and prioritize those improvements that should be made throughout the Village of Bluffton. This Transition Plan describes existing conditions and promotes policies and programs to enhance overall pedestrian accessibility.

LEGAL REQUIREMENTS

ADA Compliance Item	Public Entity (50+ Employees)	Public Entity (<50 Employees)
General ADA Compliance- Provision of accessibility to public services, programs and activities	Required	Required
Provide Public Notice- Make Information publicly available regarding the ADA provisions and their applicability to the agency's services, programs and activities	Required	Required
Conduct a Self-Evaluation - Evaluate current services, policies and practices for ADA compliance; and provide an opportunity for interested persons to participate	Required	Required
Maintain documentation from the Self Evaluation on file and make available for public inspection for at least three years	Required	Required
Designate an ADA Coordinator	Required	Recommended
Adopt a Grievance Procedure	Required	Recommended
Develop a Transition Plan	Required	Recommended
ODOT. (n.d.). Ada Transition Plan Template and Resources - Ohio. https://www.transportation.ohio.gov/programs/itap/technical-assistance/ada-transition		

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

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

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

Transition Plans provide a method for public entities to schedule and implement required ADA improvements to existing streets and sidewalks. Before a Transition Plan can be developed, however, an inventory of the current public road rights-of-way including curb ramps and sidewalks must first be developed.

OBSTACLES TO THE PUBLIC RIGHTS-OF-WAY

To improve the pedestrian paths within the public road rights-of-way, the Village of Bluffton worked with the Ohio Department of Transportation (ODOT) and Regional Planning Commission. The Village of Bluffton, ODOT and the Regional Planning Commission have worked to identify available, programmatic federal and state funding to help underwrite the construction of sidewalks. The Regional Planning Commission also worked with the Village to identify barriers within the public rights-of-way including curbs, sidewalks, pedestrian crossings, and parking lots. Furthermore, the Village of Bluffton was also chosen as one of only four communities in Ohio to participate in the grant-funded 2022 Ohio Action Institute to create a Complete Streets Policy that addresses public accessibility issues, among many others. During this process, a Community Task Force was able to work with the Allen County Public Health Department Creating Healthy Communities Program, Lima-Allen County Regional Planning Commission, the Ohio Department of Health, Toole Design Group, and Smart Growth America - National Complete Streets Coalition.

Village officials were ultimately able to address a prioritized list of improvements based on an inventory of existing land use activities, and publicly owned parcels identified on Map A in the appendix. Field surveys/inspections and GIS mapping were employed before the public planning to expedite informed decision-making. The public rights-of-way serving government offices, downtown core areas, parks, public and

quasi-public buildings and residential areas were of critical importance. Such data constitutes the foundation of the Transition Plan.

As a result of the inventory and the public planning process, the Village of Bluffton has identified and assessed obstacles in the public rights-of-way. The Village adopted a proactive approach to removing barriers in the public, predicated upon public comment/complaints, and ensuring that all future construction/repair within the road rights-of-way, regardless of funding source, will in a build-out scenario, ensure compliance with ADA design standards within Village rights-of-way.

BARRIER REMOVAL PRIORITIES

The Village of Bluffton based barrier removal priorities on three (3) factors: location, use, and relative accessibility within the public road rights-of-way. The Village identified Plan priorities as follows:

1. Rights-of-way serving government and public facilities
2. Rights-of-way serving commercial services and employment centers
3. Rights-of-way serving other land uses

Accessibility Condition

The Village worked to identify the relative accessibility of the public rights-of-way during the inventory phase, survey phase and public comment period.

Priority Ranking

To determine the overall priority of specific improvements to enhance accessibility within the public rights-of-way, the following matrix was used.

PRIORITY OF CAPITAL IMPROVEMENTS NEEDED			
Land Use Type	Locations Serving Government Facilities	Commercial Services & Employment Centers	Other Land Uses
	Primary Concern	Secondary Concern	Tertiary Concern

ADA legislation is intended to ensure civic access to all residents. Voting and participating in public meetings (e.g. Village council, school board, etc.) are requisite opportunities for American citizenship and shall not be denied

on the basis of abilities. Buildings/areas hosting those events shall be improved prior to less critical locations or those events shall be moved to accessible properties. The priority of improvements is based on identifying which of the public rights-of-ways serve a particular area/site within the Village, and the accessibility of the rights-of-way barriers. Appendix A identifies a list of properties and their overall accessibility.

Public Comment/Complaint Process

The public comment/complaint opportunity is everlasting and an integral part of the Transition Plan as a living document. Public complaints or requests help drive the prioritization of improvements. To file a complaint or a request regarding the accessibility of a sidewalk or curb ramp, interested parties are urged to contact the ADA Coordinator in writing and describe the issue in detail, including the location. The ADA Coordinator will inspect and document the need for further possible action. The ADA Coordinator will record the formal response and reply to the complainant/requestor. All complaints or requests will be kept on file and will include the response. Appendix B contains the Village of Bluffton Public Comment/Complaint Form for Pedestrian Facilities in the Public Rights-of-Way. The Village of Bluffton will continue to accept commentary on ADA issues in perpetuity.

New Construction & Alterations

To ensure the correct design of curb ramps, sidewalks, and crosswalks in new construction and alterations within the public rights-of-way, the Village of Bluffton will follow the Ohio Department of Transportation (ODOT) design specifications (see Appendix C). Moreover, whenever there is an alteration, intersection, roadway improvement project or new construction project, any affected curb ramp, sidewalk, and/or crosswalks within the affected area will be rebuilt to such ADA design guidelines. The Village will require a minimum of 5' sidewalk widths whenever federal MPO/ODOT/DOT monies are used in financing such improvements.

To improve accessibility the Village may choose to integrate other Public Right-of-Way Accessibility Guidelines (PROWAG) design standards into certain projects where feasible and reasonable. Although the industry expectation expects that PROWAG criteria will replace the current Americans with Disabilities Act Accessibility Guidelines (ADAAG), there has not been a formal movement to change the requirements.

There is some overlap between PROWAG and ADAAG, but other improvements may be made by implementing PROWAG guidance if there is a demand for such provisions. On-street parking, for instance, is

addressed in PROWAG, where ADAAG has no guidance on the number of ADA spots on-street. If the Village chooses to improve accessibility beyond ADA requirements, officials may choose to add on-street parking for the ADA community. The only on-street ADA parking is located on Vine Street which may be closed according to the Village's comprehensive plan. PROWAG calls for a minimum of 1 ADA parking spot for every 25 – 100 spaces per block.

SCHEDULE

As opportunity allows, the Village of Bluffton will make efforts to improve the ADA Accessibility of pedestrian facilities in the public rights-of-way. At this time, the Village of Bluffton has budgeted \$25,000 annually for sidewalk improvements. There is a 5-10 year plan for streets to be scheduled for ADA compliance before reevaluating for the ADA Transition Plan update. Village properties shall be evaluated for compliance a minimum of every 5 years in perpetuity. LACRPC is a Metropolitan Planning Organization whose ADA focus falls within the public road rights-of-way. Bluffton shall evaluate its public buildings, parking facilities, website and other properties subject to ADA legislation.

Note that this schedule is flexible, as changes may occur such as additional funding, storms, improvements due to power and electric companies, etc. There will be times when it is technically infeasible to provide technical compliance: for example, if clear space at the top of the ramp is obstructed by a building, or the angle of the approach is so extreme as to prevent a reasonable slope for a ramp in both directions. The inventory process may not account for such situations and could show a high-priority rating when all feasible actions have been taken.

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

RESPONSIBLE INDIVIDUAL

The official responsible for the implementation of the Village of Bluffton's ADA Transition Plan for the pedestrian facilities in the public rights-of-way is:

Mr. Jesse Blackburn
Village Administrator
Phone Number: 419-358-2066
Website: <https://www.bluffton-ohio.com/>

PUBLIC INPUT

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

- DRAFT and FINAL Document (Transition Plan) made available on the Village website.
- Public Meetings (held on the second and fourth Mondays of every Month at 7 pm on the third floor of the Town Hall).
- Open house and presentation at a public meeting scheduled for July 8, 2024.

The Village of Bluffton published a legal notice in the largest newspaper of general circulation, The Lima News starting on _____. (See Appendix E) The legal notice announced the availability of the Draft ADA Transition Plan at the Village Building with easy public access. Hard copies of the finalized plan have been made available at the Town Hall. The Village website published notices and provided instructions regarding the timetable for comments and where to send them. Public comments were accepted for no less than 30 days and continue to be accepted today. The form for public comments/concerns is attached as Appendix B.

Formal adoption of the ADA Transition Plan is currently scheduled to take place on September 12, 2024. Thereafter, the Transition Plan will be available on the Village website and by written formal request to the ADA Coordinator.

APPENDIX A:
PEDESTRIAN FACILITIES/PUBLIC RIGHTS-OF-WAY (PFPROW)
INVENTORY

The Village of Bluffton partnered with the Lima/Allen County Regional Planning Commission to share the evaluation of pedestrian facilities within its public rights-of-way. The facilities include:

- Approximately 25 total miles of 4' - 5' sidewalk
- 270 curb ramps
- Nine miles of walk/bike path (and growing)
- Two ADA-compliant traffic signals
- Three pedestrian-activated Rapid Rectangular Flashing Beacons (RRFBs) at prioritized crosswalks

The Village of Bluffton had been seeking accessible pathways for all users before the conception of this Plan. Bluffton decision-makers have emphasized active transportation with a complete streets policy and sidewalk ordinances, thus properly designed, accessible facilities have been a goal of Village efforts. Per square mile, Bluffton is as walkable as anywhere in Allen County. Largely due to the condition of the sidewalk network which is complemented by the ever-expanding network of multi-use trails.

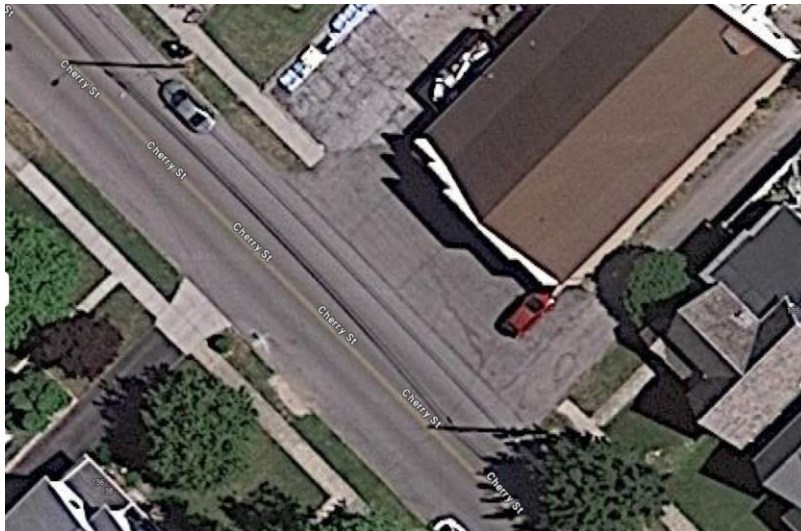
The Bluffton bike trail network is currently growing to reach down State Route 103 to the largest commercial district aside from downtown. Before the construction of the new path, the area was not connected to the pedestrian network. After the project is completed, the village will be connected to the SR 103 corridor near Interstate 75 with a brand new, accessible path that ties into the 9 miles of network already established.

In many municipalities, the most frequent offender of road right-of-way noncompliance is curb ramps. Bluffton has been maintaining a curb ramp inventory for ramps within the Village jurisdiction. Of the 270 ramps in Bluffton, about 125 need revamping before ADA compliance is reached. These ramps will be scheduled for improvement according to the priorities described on page three of this document.

The remaining right-of-way facilities in Bluffton are in very good condition. There are two traffic signals in the village, both on Main Street. Each signal is outfitted with accessible pedestrian signals (APS) which ADAAG does

not require, but rather a PROWAG requirement that provides an additional resource to visually impaired network users. Crosswalks are clearly visible at each location.

The Village passed Ordinance 08-18 on July 23, 2018, mandating that sidewalks shall be kept in good condition. The sidewalk network has very few instances of noncompliance. The sidewalk network is perhaps the best in LACRPC's planning area. There is less than 5% of the network in a non-compliant state. The area with the longest stretch of noncompliance in the Village is through the parking lot at 131 Cherry Street. Pictured below, the sidewalk does not extend through the blacktop making it difficult for visually impaired users to stay on the right path.



ADA ramps to be completed							
West				East			
	Spring	Riley	3		Thurman	Washington	1
	Spring	W. Elm	2		E. Elm	Thurman	2
	Spring	Franklin	3		Cherry	Vance	2
	Spring	College	4		E. Elm	Vance	2
	Campus	Bentley		remove 1	Cherry	Mound	4
	Grove	Bentley	4		Cherry	Geiger	1
	Grove	Lawn	3		Cherry	Huber	2
	Grove	Jackson	4		Mound	Huber	3
	Jackson	Kibler	4		E. Elm	Eastland	2
	Jackson	High	2		College	Swiss	2
	Jackson	College	4		College	Sally	2
	Jackson	Franklin	4		College	Geiger	1
	Jackson	Church	4		College	Mound	3
	Jackson	Vine	3		College	Railroad	2
	Jackson	W. Elm	4		Harmon	Poplar	1
	Jackson	Riley	2		Harmon	Kibler	1
	Lawn	Riley	2		Harmon	Garau	1
	Lawn	W. Elm	4				
	Lawn	Vine	1		? No connectivity		
	Lawn	Franklin	4		??? Private drive are they required		
	Lawn	College	4		*** Scheduled for 2023		
	Lawn	Kibler	2				
	Richland	Riley Creek Court	2				
	Riley	N. Main	2				
			71 West total				32
						Total	103
Possible connectivity areas							
South side of Cherry St. from County Line to - Greding							
South side of College Ave. VP path - Albert or remove short section headed "west"							
N. Lawn Ave. - 138 W. Washington							
S. Lawn Ave. - Kibler st north 3 properties - 295, 291, and 269 S. Lawn							
N. Spring at Wilbur Bracy -Washington-Riley							

Street Maintenance Inventory Last Updated June 2024

Rating: 5= Excellent, 4= Good, 3= Fair, 2= Poor, 1= Failing

Street	Last Year Worked On	Type of Maint.	Rating	Comments	Age Level 15+ yrs	Noncompliant ADA Ramps
Albert St.						
College to Sara	2020	1 1/2" Grind & Overlay	5	None		
Anna Ct.	2022	Crack Seal	4	None		
Augsburger Rd.	2015	2" Grind and Overlay	5			
Basel Ave.	2017	2" Grind and Overlay	5	None		
Beaver St.	2021	2" Grind and Overlay	4	None		
Bentley Rd.						
Grove to Campus View	2016	2" Grind and Overlay	5	None		
Campus View to Sunset	2018	2" Grind and Overlay	5	bike path		
Sunset to Elm	2018	2" Grind and Overlay	5	bike path		
Elm to Richland	2022	2" Grind and Overlay	5	None		
Richland to Riley	2022	2" Grind and Overlay	5	None		
Riley to Corp. Limit	2022	2" Grind and Overlay	5	None		
Main to I-75 Overpass						
I-75 Overpass to Corp Limit	2015	2" Grind and Overlay	5			
Berne	2017	2" Grind and Overlay	5			
Birch Ct.	2018	2" Grind and Overlay	5	None		
Brookwood	2017	reconstruction	5			
Campus Dr.						
College View to Bentley	2020	1 1/2" Grind & Overlay	5	None		
Cherry St.						
County Line to Greeding	2013	2" Grind and Overlay	5	2012 Water Project		
Greeding to Huber	2013	2" Grind and Overlay	5	2012 Water Project		
Huber to Geiger	2013	2" Grind and Overlay	5	2012 Water Project		
Geiger to Mound	2013	2" Grind and Overlay	5	2012 Water Project		
Mound to Railroad	2013	2" Grind and Overlay	5	2012 Water Project		
Railroad to Vance	2021	Reconstruction	5	County Project		
Vance to Main	2011	2" Grind and	5	None		

		Overlay		
Church St.	2016	2" Grind and Overlay	5	None
Citizen's Parkway	2017		5	None
College Ave.				
County Line to Greeding	2014	2" Grind and Overlay	5	None
Greeding to Ethan	2014	2" Grind and Overlay	5	None
Ethan to Salome	2014	2" Grind and Overlay	5	None
Salome to Sally	2014	2" Grind and Overlay	5	None
Sally to Albert	2014	2" Grind and Overlay	5	None
Albert to Geiger	2015	Remove Concrete and Pave	5	
Geiger to Mound	2017	2" Grind and Overlay	5	None
Mound to Susan	2017	2" Grind and Overlay	5	None
Susan to Railroad	2017	2" Grind and Overlay	5	None
Railroad to Harmon	2017	2" Grind and Overlay	5	
Triplett to Main St	2017	2" Grind and Overlay	5	None
Main St. to Jackson	2005	2" Grind and Overlay	3	None
Jackson to Lawn	2006	2" Grind and Overlay	3	None
Lawn to Spring	2006	2" Grind and Overlay	3	None
College View	2020	1 1/2" Grind & Overlay	5	None
Commerce Drive			4	None
SR 103 back 250 ft.	2014	2" Grind and Overlay	5	
County Line Rd				
Main St. to Lake Dr	2018	2" Grind and Overlay	5	
Lake to SR 103	2014	2" Grind and Overlay	5	
SR 103 to E. Elm	2018	2" Grind and Overlay	5	None
E. Elm to Cherry	2018	2" Grind and Overlay	5	None
Cherry to College Ave	2018	2" Grind and Overlay	5	None
College to Corp. Limits	2018	2" Grind and Overlay	5	None
Crystal Place	2022	2" Grind and Overlay	5	None
Diller Rd.	2005	2" Grind and Overlay	4	None
E. Elm Street				
County Line to Eastland	2017	2" Grind and Overlay	5	

Eastland to Westland	2017	2" Grind and Overlay	5	
Westland to Huber	2017	2" Grind and Overlay	5	
Eastland Dr.	2017	2" Grind and Overlay	5	
Elm St				
Vance to Thurman	2012	2" Grind and Overlay	5	
Thurman to Main St.	2012		5	
Main to Jackson	2012	2" Grind and Overlay	5	None
Jackson to Lawn	2012		5	
Lawn to Spring	2012		5	
Spring to Brookwood	2019	Reconstruction	5	
Brookwood to Diller	2019	Reconstruction	5	
Diller to Bentley	2019	Reconstruction	5	
Ethan Circle	2016	2" Grind and Overlay	5	None
Eugro Ct.	2018	2" Grind and Overlay	5	None
Franklin St.				
Spring to Lawn	2017	2" Grind and Overlay	5	
Lawn to Jackson	2005	2" Grind and Overlay	5	None
Jackson to Main St.	2011	2" Grind and Overlay	5	None
Garau St.	2021	2" Grind and Overlay	5	None
Garmatter St.				
Bentley to Eugro	2016	2" Grind and Overlay	5	None
Eugro to Shannon	2016	2" Grind and Overlay	5	None
Shannon to Riley	2016	2" Grind and Overlay	5	None
Geiger St.				
Cherry to College Ave	2007	2" Grind and Overlay	4.5	None
College to dead end	2018	2" Grind and Overlay	5	None
Greding St.				
Cherry to Anna	2021	Crack Sealing	5	None
Anna to Louise	2021	Crack Sealing	5	None
Louise to College	2021	Crack Sealing	5	None
College to dead end	2021	Crack Sealing	5	None
Grove St.				
Main St. to Jackson	2013	2" Grind and Overlay	5	2012 Water Project
Jackson to Lawn	2013	2" Grind and Overlay	5	2012 Water Project
Lawn to Kibler/Bentley	2013	2" Grind and Overlay	5	2012 Water Project
Kibler/Bentley to Corp Limit	2020	1 1/2" Grind & Overlay	5	

Harmon Rd.				
Poplar to Kibler	2014	2" Grind and Overlay	5	
Kibler to Quarry	2011	2" Grind and Overlay	5	
Quarry to Garau	2011	2" Grind and Overlay	5	None
Garau to SR 103	2016	2" Grind and Overlay	5	None
Hawthorn Ct.				
	2018	2" Grind and Overlay	5	None
High St.				
Spring to Lawn	2020	1 1/2" Grind & Overlay	5	None
Lawn to Jackson	2020	1 1/2" Grind & Overlay	5	None
Jackson to Main St.	2002?		4	None
Hillcrest Dr.				
Richland to Crystal Place	2021	2" Grind and Overlay	5	None
Crystal Place to Shannon	2021	2" Grind and Overlay	5	None
Shannon to Riley	2021	2" Grind and Overlay	5	None
Huber St.				
Cherry to Mound St.	2010	2" Grind and Overlay	5	
Mound St. to Jefferson	2020	2" Grind and Overlay	5	
Hunter's Run				
	2024	2" Grind and Overlay	5	None
Jackson St.				
Dead End to Kibler	2017	2" Grind and Overlay	5	None
Kibler to Grove	2013	2" Grind and Overlay	5	
Grove to High	2011	2" Grind and Overlay	5	None
High to College	2011	2" Grind and Overlay	5	None
College to Franklin	2011	2" Grind and Overlay	5	None
Franklin to Church	2011	2" Grind and Overlay	5	None
Church to Vine	2016	2" Grind and Overlay	5	None
Vine to Elm	2016	2" Grind and Overlay	5	None
Elm to Jefferson	2024	2" Grind and Overlay	5	
Jefferson to Washington	2024	2" Grind and Overlay	5	
Washington to Riley	2024	2" Grind and Overlay	5	
Jared Circle				
	2017	Crack Sealing	4.5	
Jefferson St.				
Lawn to Jackson	2024	2" Grind and	5	None

		Overlay			
Jackson to Main St.	2024	2" Grind and Overlay	5	None	
Main St. to Thurman	2019	2" Grind and Overlay	5	Phase I project	Biorestor in '21
Thurman to Vance	2019	2" Grind and Overlay	5	ODOT in 2010	
Vance to Huber	2019	2" Grind and Overlay	5	ODOT in 2010	
Huber to County Line	2021	2" Grind and Overlay	5	Phase II project	
Kibler St.					
Harmon to Main St.	2021	2" Grind and Overlay	5	None	
Main St. to Jackson	2016	2" Grind and Overlay	5	None	
Jackson to Lawn	2016	2" Grind and Overlay	5	None	
Lawn to Grove	2016	2" Grind and Overlay	5	None	
Lake Dr.	2008	2" Grind and Overlay	5	None	
Lausanne Ave.	2017	2" Grind and Overlay	5		
Lawn Ave.					
Kibler to Grove	2013	2" Grind and Overlay	5	2012 Water Project	
Grove to High	2013	2" Grind and Overlay	5	2012 Water Project	
High to College	2013	2" Grind and Overlay	5	2012 Water Project	
College to Franklin	2013	2" Grind and Overlay	5	2012 Water Project	
Franklin to Vine	2014	2" Grind and Overlay	5		
Vine to Vine	2014	2" Grind and Overlay	5		
Vine to Elm	2014	2" Grind and Overlay	5		
Elm to Jefferson	2024	2" Grind and Overlay	5		
Jefferson to Washington	2024	2" Grind and Overlay	5		
Washington to Riley	2024	2" Grind and Overlay	5		
Locust Ct.	2018	2" Grind and Overlay	5	None	
Louise Ct.	2021	Crack Sealing	5	None	
Main Street					
Corp Limit to Beaver	2014	2" Grind and Overlay	5		
Beaver to SR 103	2014	2" Grind and Overlay	5		
SR 103 to Garau	2023	2" Grind and Overlay	5	ODOT in 2023	
Garau to Kibler	2023	2" Grind and Overlay	5	ODOT in 2023	

Kibler to Poplar	2023	2" Grind and Overlay	5	ODOT in 2023
Poplar to Grove	2023	2" Grind and Overlay	5	ODOT in 2023
Grove to High	2023	2" Grind and Overlay	5	ODOT in 2023
High to College	2023	2" Grind and Overlay	5	ODOT in 2023
College to Franklin	2023	2" Grind and Overlay	5	ODOT in 2023
Franklin to Cherry	2023	2" Grind and Overlay	5	ODOT in 2023
Cherry to Vine	2023	2" Grind and Overlay	5	ODOT in 2023
Vine to Elm	2023	2" Grind and Overlay	5	ODOT in 2023
Elm to Jefferson	2023	2" Grind and Overlay	5	ODOT in 2023
Jefferson to Washington	2013	2" Grind and Overlay	5	
Washington to Riley	2013	2" Grind and Overlay	5	
Riley to Lake	2013	2" Grind and Overlay	5	
Lake to Snider	2013	2" Grind and Overlay	5	
Snider to County Line/Corp Limit	2013	2" Grind and Overlay	5	
Mound St				
Dead End to College	2018	2" Grind and Overlay	5	
College to Cherry	2013	2" Grind and Overlay	5	
Cherry to Huber	2013	2" Grind and Overlay	5	
Navajo Dr				
Grob Systems to Airport Dr	2013	2" Grind and Overlay	5	
Airport Dr. to Pocono	2013	2" Grind and Overlay	5	
Pocono to Old TR 51	2013	2" Grind and Overlay	5	
Old TR. 51 SR 103 to corp limit	2017	2" Grind and Overlay	5	
Pocono Dr.	2013	2" Grind and Overlay	5	
Polo Dr.	2022	2" Grind and Overlay	5	None
Poplar St.	2012	2" Grind and Overlay	5	
Railroad St.	2005	2" Grind and Overlay	5	None
Richland Dr.				
Dead End to Riley Creek Ct.	2017	Crack Sealing	5	2017 Crack Filling
Riley Creek Ct. to Bentley	2017	Crack Sealing	5	

Bentley to Hillcrest	2022	2" Grind and Overlay	5	None
Hillcrest to Shannon	2022	2" Grind and Overlay	5	None
Riley Creek Ct.	2017	Crack Sealing	5	2017 Crack Filling
Riley St				
Bentley to Polo	2012	2" Grind and Overlay	5	
Polo to Shannon	2012	2" Grind and Overlay	5	
Shannon to Hunter's Run	2012	2" Grind and Overlay	5	
Hunter's Run to Hillcrest	2012	2" Grind and Overlay	5	
Hillcrest to Garmatter	2012	2" Grind and Overlay	5	
Garmatter to Spring	2012	2" Grind and Overlay	5	
Spring to Lawn	2012	2" Grind and Overlay	5	
Lawn to Jackson	2012	2" Grind and Overlay	5	
Jackson to Main St.	2012	2" Grind and Overlay	5	
Riverbend Dr.				
Augsberger to Hawthorne Ct.	2018	2" Grind and Overlay	4	None
Hawthorne Ct. to Locust Ct.	2018	2" Grind and Overlay	4	None
Locust Ct. to Birch Ct.	2018	2" Grind and Overlay	4	None
Birch Ct. to Sycamore	2018	2" Grind and Overlay	4	None
Sycamore to Dead End	2018	2" Grind and Overlay	4	None
Salome Circle	2021	Crack Sealing	5	None
Sara Ln	2003	2" Grind and Overlay	5	Concrete patch 2020
Shannon St.				
Riley to Richland	2021	2" Grind and Overlay	5	None
Richland to Hillcrest	2021	2" Grind and Overlay	5	None
Hillcrest to Garmatter	2021	2" Grind and Overlay	5	None
Snider Rd.				
Main St. to Spring	2011	2" Grind and Overlay	5	None
Spring to Corp Limit	2011	2" Grind and Overlay	5	None
Spring St.				
High St to College	2014	2" Grind and Overlay	5	BU Completed
College to Franklin	2015	2" Grind and Overlay	5	
Franklin to Vine	2015	2" Grind and	5	

		Overlay		
Vine to Elm	2015	2" Grind and Overlay	5	
Elm to Washington	2014	2" Grind and Overlay	5	
Washington to Riley	2014	2" Grind and Overlay	5	
Riley to Snider	2022	2" Grind and Overlay	5	
SR. 103				
I-75 Exit 140 to Quarry Dr.	2023	2" Grind and Overlay	5	ODOT in 2023
Quarry Dr. to Harmon	2023	2" Grind and Overlay	5	ODOT in 2023
Harmon to Main St.	2023	Road reconstruction	5	ODOT in 2023
<i>Continues as Main St.- See Above</i>				
<i>At Jefferson, continues as</i>				
<i>Jefferson to County Line</i>				
County Line to Tower	2023	2" Grind and Overlay	5	ODOT in 2023
Tower to Citizens Parkway	2023	2" Grind and Overlay	5	ODOT in 2023
Citizens to Commerce	2023	2" Grind and Overlay	5	ODOT in 2023
Commerce to I-75 Exit 142	2023	2" Grind and Overlay	5	ODOT in 2023
Sunset Dr.	2021	2" Grind and Overlay	4	
Susan Dr.	2003	2" Grind and Overlay	5	None
Swiss Circle	2021	Crack Sealing	5	
Sycamore	2018	2" Grind and Overlay	5	None
Thurman St.				
Family Dollar to Elm	2009	Overlay	5	Sealed 2015
Elm to Jefferson	2020	1 1/2" Grind & Overlay	5	
Jefferson to Washington	2020	1 1/2" Grind & Overlay	5	
Washington to Riley	2020	1 1/2" Grind & Overlay	5	
Tower Rd.	2002	New Construction	5	Paved 100 ft off of S.R. 103 in '23
Triplett Dr.				
Polpar to College	2010	2" Grind and Overlay	5	
Vance St.				
Cherry to Elm	2011	2" Grind and Overlay	5	None
Elm to Jefferson	2011	2" Grind and Overlay	5	None
Vine St.				

Spring to Lawn	2020	1 1/2" Grind & Overlay	5	
Lawn to Jackson	2012	2" Grind and Overlay	5	
Jackson to Main St.	2017	1.5" Grind and Overlay	5	
Washington St.				
Dead End to Brookwood	2020	1 1/2" Grind & Overlay	5	
Brookwood to Spring	2020	1 1/2" Grind & Overlay	5	
Spring to Lawn	2020	1 1/2" Grind & Overlay	5	None
Lawn to Jackson	2020	1 1/2" Grind & Overlay	5	None
Jackson to Main St.	2020	1 1/2" Grind & Overlay	5	None
Main St. to Thurman	2020	1 1/2" Grind & Overlay	5	
Westland Dr.	2017	2" Grind and Overlay	5	
Wilhelm Circle	2021	Crack Sealing	5	None
Municipal Parking Lot	2009	Overlay	5	None
Muni Lot Behind Hardware	2014	Overlay	5	
Public lot beside Fire Dept.	2020	New Construction		
Alleys				
Behind funeral home	2017	2" Grind and Overlay	5	
Library Alley	2015	2" Grind and Overlay	5	
Main St Alley mid block west side				
Washington to Elm				
Elm to Vine	2019	2" Grind and Overlay	5	
Vine to Church	2014	2" Grind and Overlay	5	
Church to Franklin	2014	2" Grind and Overlay	5	
Jefferson to Washington	2020	New Construction		
Lawn Ave-beside Methodist Church				
Brush Dump Lot	2020	Overlay		front 1/2 of lot

Notes

1. Crosswalk Painting every year
2. Renew Double Yellow as needed (group together as much as possible)
3. Crack Sealing Needs reviewed on a yearly basis

APPENDIX B:
PUBLIC COMMENT/CONCERN
FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHTS-OF-WAY

In an attempt to comply with the Americans with Disabilities Act, Mayor Richard Johnson and Jesse Blackburn, Coordinator of the Village of Bluffton ADA Transition Plan, are soliciting public comments and concerns regarding the ADA Transition Plan and pedestrian facilities within the public rights-of-way. Residents are encouraged to participate in the identification of obstacles and the ongoing improvement of public rights-of-ways within the Village of Bluffton.

Jesse Blackburn can be reached for comment by telephone at 419-358-2066 or blackburnj@bluffton-ohio.com. Grievance procedures will require the filing of this form available at: <https://www.bluffton-ohio.com/> and at the Bluffton Town Hall, 154 N. Main Street, Bluffton, Ohio 45817.

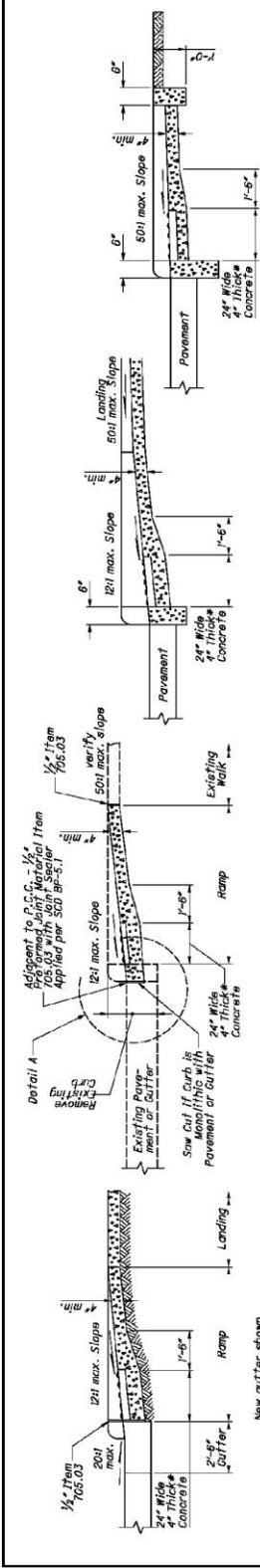
PUBLIC COMMENT/CONCERN & RESPONSE FORM
(Please provide specific locations and or pictures of obstacles)

Date of Comments: _____

Name of Person: _____

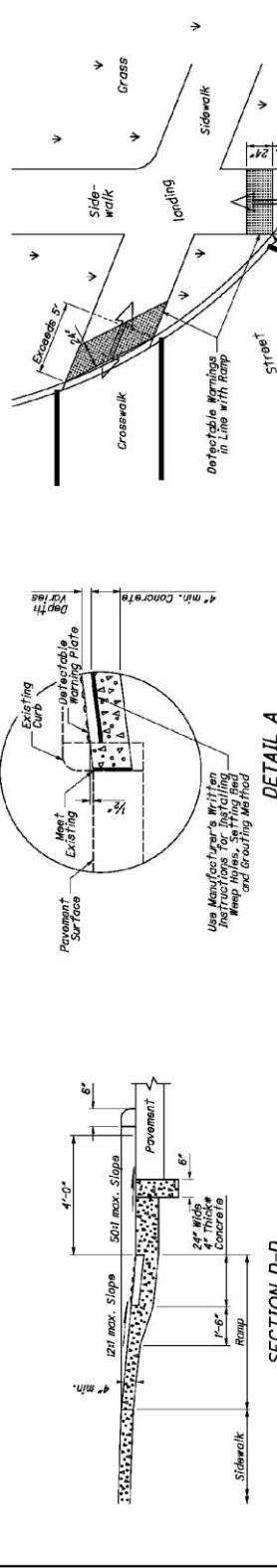
Comments: _____

Response: _____



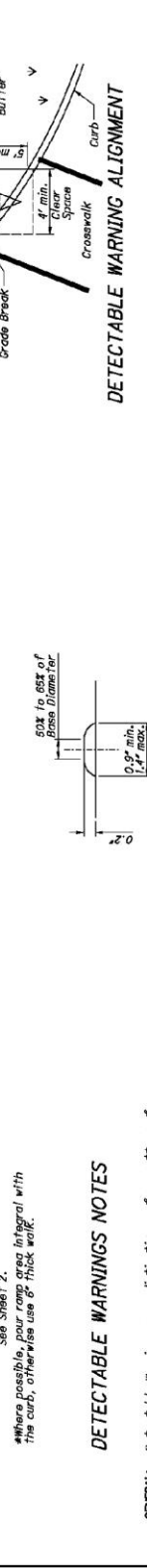
SECTION A-A NORMAL DETAIL
 See Sheet 2.

SECTION A-A EXISTING WALK DETAIL
 See Sheet 2.



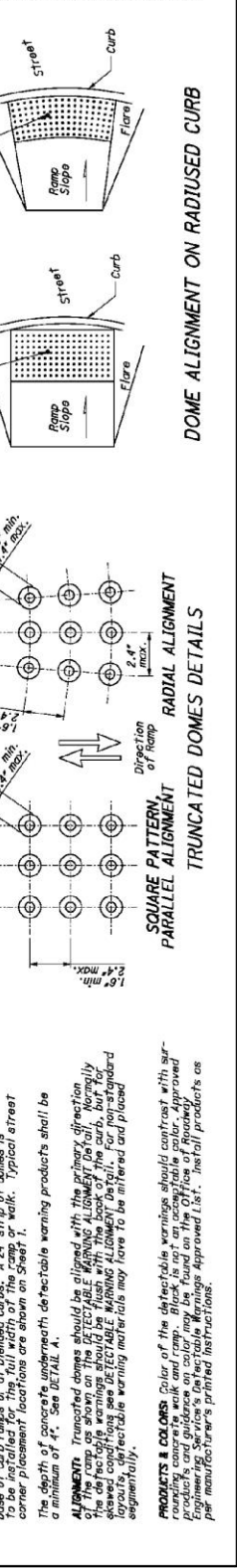
SECTION B-B
 See Sheet 2.

SECTION C-C
 See Sheet 2.



DETAIL A
 Use Manufacturer's Written Instructions for Installing Ramp Mats, Mats, and Grouting Method

DETAIL B
 Use Manufacturer's Written Instructions for Installing Ramp Mats, Mats, and Grouting Method



DETECTABLE WARNING NOTES

GENERAL: Detectable Warnings are a distinctive surface pattern of truncated domes which are identifiable by color or underfoot vibration characteristics at their approach to streets and hazardous drop-off.

ALIGNMENT: Detectable warnings are to be installed at any location where pedestrians might cross paths with vehicular traffic lanes, such as the base of curb, ramps or of blended curbs. A 24" strip of domes is required at the base of curb, ramps or of blended curbs. Typical street corner placement locations are shown on Sheet 1.

The depth of recess, underneath detectable warning products shall be a minimum of 1/4". See DETAIL A.

ALIGNMENT: Truncated domes should be aligned with the primary direction of travel. The DETECTABLE WARNING ALIGNMENT DETAIL shows the detectable warnings should be flush with the back of the curb, but for staggered placement see DETECTABLE WARNING ALIGNMENT DETAIL. For non-staggered placement, detectable warning materials may have to be installed and placed segmentally.

PRODUCTS & COLORS: Color of the detectable warnings should contrast with surrounding concrete, walk and ramp. Black is not an acceptable color. Approved products are listed on the DETECTABLE WARNING Approved List. Install products as per manufacturer's printed instructions.

NOTES CONTINUED

The running slope of the curb ramp shall be a 1:21 maximum or flatter in existing sidewalks, where the maximum ramp slope is not feasible due to site constraints (e.g. utility poles or vaults, right-of-way limits), it may be reduced as follows:

- A) 1:21 for a max. rise of 6".
 - B) 1:21 for a max. rise of 3'-0" or flatter
 - C) 1:21 in historic areas where a flatter slope is not feasible.
- To prevent closing the grade indefinitely, the transition from existing sidewalk to the shaded curb ramp area is not required to exceed 15 feet in length.

While ramps may be skewed to the crosswalk, the entire lower landing area must fall within the crosswalk that the ramp serves and cannot be located in the traveled lanes of opposing traffic.

The counter slope of the gutter or street of the foot of a curb ramp, landing, or blended transition shall be 2:01 or flatter.

The bottom edge of the ramp shall change planes perpendicular to the landing. The edge of the curb shall be flush with the edge of the adjacent pavement and gutter and surface slopes that meet grade breaks shall also be flush.

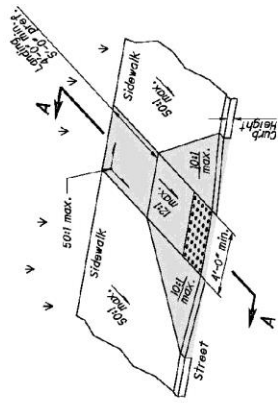
Ramp landings shall be 4' min. x 4' min. with a 5:01 or flatter cross slope and running slope.

DETECTABLE WARNING: Install detectable warnings on each curb ramp with approved materials, as shown on Sheet 3. Install these proprietary products as per manufacturer's written instructions.

DRAINAGE: Contractor is to ensure the base of each constructed curb ramp allows for proper drainage, without exceeding allowable cross slope or ramp slopes. Vertical changes in level exceeding 1/4" between the pavement and gutter, and gutter and ramp, are not allowed.

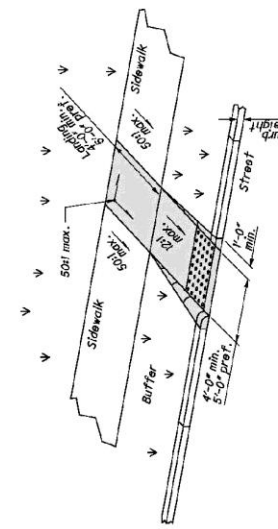
SURFACE TEXTURE: Texture concrete's surfaces by coarsening transverse to the ramp slopes to be rougher than the adjacent walk.

JOINTS: Provide expansion joints in the curb ramp as extensions of walk joints. The joints shall be sealed with a non-sagging joint filler around the edge of ramps built in existing concrete walks. Lines shown on this drawing indicate the ramp edges and slope changes, and do not necessarily indicate joint lines.

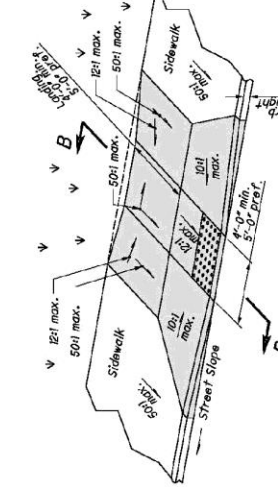


Type A1 (Perpendicular with flared sides)

PERPENDICULAR CURB RAMP DETAILS

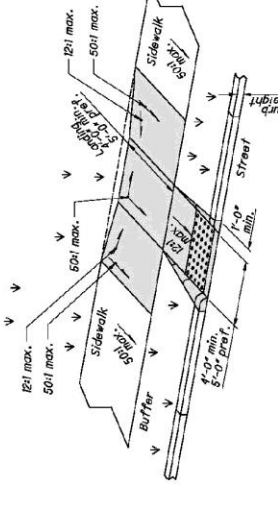


Type A2 (Perpendicular with returned curb)

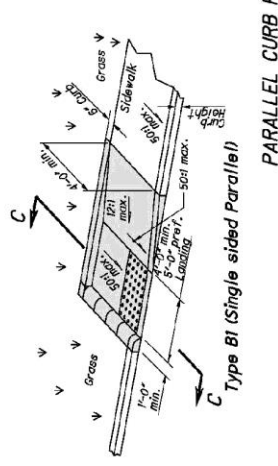


Type C1 (Combined with flared sides)

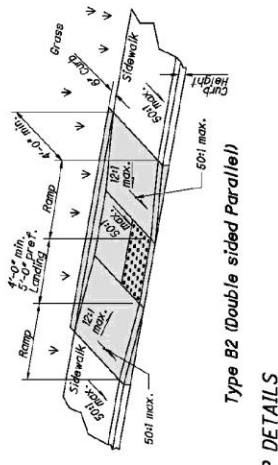
COMBINED CURB RAMP DETAILS



Type C2 (Combined with returned curb)



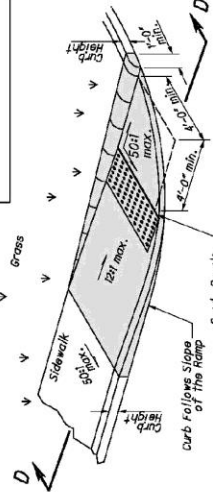
Type B1 (Single sided Parallel)



Type B2 (Double sided Parallel)

PARALLEL CURB RAMP DETAILS

See Sheet 3 for Sections.



Type B3 (Single sided Parallel)

THIS DRAWING REPLACES BP-7.1, DATED 7-18-14.

APPENDIX D:

VILLAGE OF BLUFFTON POLICY STATEMENT GOVERNING THE AMERICANS WITH DISABILITIES ACT TRANSITION PLAN & PEDESTRIAN FACILITIES IN THE PUBLIC RIGHTS-OF-WAY

Introduction:

The purpose of this Plan is to ensure that the Village of Bluffton creates reasonably accessible paths of travel in the public rights-of-way for everyone, including people with disabilities. The Village of Bluffton is making a significant and long-term commitment to improving the accessibility of pedestrian facilities and has recently adopted a Complete Streets Policy that addresses ADA accessibility among other items. The Complete Streets Vision statement is as follows: “Thoughtful creation of streets to improve safety and facilitate movement for ALL users in the Bluffton community including pedestrians, cyclists, transit riders and motorists.” The Transition Plan will specifically identify physical barriers and prioritize improvements that should be made throughout the Village of Bluffton that most closely relates to Section 6 of the Complete Streets Policy. This Transition Plan, working in tandem with Section 6 of the Complete Streets Policy, will describe the existing policies and programs to enhance overall pedestrian accessibility.

Legal Requirements:

The Federal legislation known as the Americans with Disabilities 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, and access to public accommodations, transportation and telecommunications.

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

- A list of physical barriers in a public entity’s facilities that limit the accessibility of its programs, activities, or services to individuals with disabilities.

- A detailed outline of the methods to be utilized to remove these barriers and make the facilities accessible.
- The schedule for taking the necessary steps to achieve compliance with Title II.
- The name of the official responsible for the plan's implementation.

The Village is in an ongoing process of identifying and assessing obstacles in the public rights-of-way through the use of an Inventory Tool. Barrier removal priorities based on location land use and accessibility conditions are integrated within the inventory process. The public must be aware that their involvement in this plan is a valuable component of Village efforts toward establishing a workable plan of compliance.

Public Complaint:

Public complaints, suggestions and comments are an integral part of the Transition Plan. Public comments may often drive the prioritization of improvements. To file a comment, concern, or request, please contact the ADA Transition Plan Coordinator at 154 N. Main Street, Bluffton, Ohio 45817, by email at blackburnj@bluffton-ohio.com, or by telephone at 419-358-2066.

Public Input:

Public Comment & Response Forms are available on the Village website at the following link: <https://www.bluffton-ohio.com/>. The Village of Bluffton welcomes your participation and unique outlook as to how the Village can meet ADA requirements. Public involvement in the Village ADA Transition Plan is a valuable component to the Village in compiling a workable plan of compliance. We continue to solicit your additions to the ADA Transition Plan.

Summation:

An inventory of the Village of Bluffton streets is included with this Transition Plan. The inventory reflects a prioritized list of projects necessary to complete ADA requirements. An annual appropriation to bring sidewalks into ADA compliance will work to eliminate barriers and complete the requirements. The Village will reassess priorities annually to better serve the mobility limited and work to ensure reasonable access and ADA compliance within the community.

Richard Johnson, Mayor

APPENDIX E:

PUBLIC NOTICE

Please note that the Village of Bluffton is compiling an Americans with Disabilities Act (ADA) Transition Plan. Public involvement is encouraged by The Village of Bluffton through written comments and/or attendance at the Village Council meetings. A presentation of the ADA Transition Plan will be held on Monday, July 8 at 7:00 PM during a regularly scheduled council meeting, which is always held at this time on the second and fourth Monday of each month at the Bluffton Town Hall, located at 154 N. Main Street, Bluffton, Ohio 45817. This and all meetings are open to the public. The ADA Transition Plan will be presented by a representative from the Lima-Allen County Regional Planning Commission. The plan is available for online viewing at www.lacrpc.com and public comment can also be submitted.

The Bluffton Mayor has appointed Village Administrator, Jesse Blackburn, as Coordinator of the Village of Bluffton ADA Transition Plan for pedestrian facilities in the public right-of-way. To file a complaint, request, or offer suggestions regarding the accessibility of a sidewalk or curb ramp, etc. please contact the ADA Coordinator who will inspect and document the concern and possible action. The ADA Coordinator will subsequently respond to the complainant/requestor within 30 days. Mr. Blackburn can be reached by telephone at 419-358-2066, or by email at blackburnj@bluffton-ohio.com.

Map A
Parcels Owned by the
Village of Bluffton

