

**City of New Britain**

**Americans with Disabilities Act**

**Title II**

**Transition Plan**

# Table of Contents

<b>1</b>	<b>City Hall</b>
<b>2</b>	<b>Senior Center</b>
<b>3</b>	<b>Health Department</b>
<b>4</b>	<b>Welfare Department</b>
<b>5</b>	<b>Water Department</b>
<b>6</b>	<b>Fire Department</b>
<b>7</b>	<b>Police Station</b>
<b>8</b>	<b>Parks and Recreation</b>
<b>9</b>	<b>Department of Public Works</b>
<b>10</b>	

## **Introduction**

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This *Transition Plan* has been developed in fulfillment of the City of New Britain's obligations under Title II of the Americans With Disabilities Act to conduct a comprehensive evaluation of the City's facilities, programs, and services. It is intended to serve as the basis for a long term program of barrier removal in municipal buildings and public facilities with the goal of promoting the fullest possible participation of people with disabilities.

The adoption of this *Transition Plan* completes the Self-Evaluation process which began in 1993 under the leadership of the City's ADA Coordinator and ADA Steering Committee. Anyone interested in the full scope of the City's compliance planning should review this report in conjunction with the *Self-Evaluation Implementation Plan* adopted in 1994. The *Implementation Plan* addresses the City's obligations in the areas of non-discriminatory operations, effective communications and equal employment opportunity.

The first section of the *Transition Plan* addresses City Hall, the primary municipal building in New Britain which houses a wide range of services and programs. Subsequent sections are organized by Department. The last section, the Department of Public Works, identifies the location of curb-cuts that have been installed since January of 1992, and those scheduled for construction. New Britain's public schools or libraries are administered by separate authorities and are not covered in this report.

The *Transition Plan* is intended to serve as a working document. Forms have been included at the beginning of each section for recording progress in carrying out barrier removal modifications. Citizen's of New Britain and other concerned individuals are encouraged to inform the ADA Coordinator of any barriers they may encounter in City facilities. In particular individuals using wheelchairs needing curb-cuts on primary access routes near their residences or workplaces are urged to submit a request to the ADA Coordinator, Peter Ledger, New Britain City Hall.

**City Hall**

# City Hall

## access modifications

cost estimate



### 1<sup>st</sup> Floor

- Create 2 van accessible parking spaces at rear entrance courtyard,
- Provide sensor opener for upper electric door at front entrance,
- Install signage at front and rear 1st floor entrances and 3rd floor entrance indicating where visitors needing assistance with access, communications or other disability related issues can find assistance,
- Lower counter at first tax collection window, install amplified communication system, and locate tax service bell at counter height;
- Provide tactile warning at protruding water fountain;
- Provide 27" minimum knee clearance at Assessors Office records table by adding leg extensions or purchase of new table;

500	
300	
1400	
250	
200	

### Elevator:

- Establish procedure to ensure trash containers do not block access to elevator call buttons;
- Install usable hardware on emergency phone container;

0	
100	

### General Conditions:

- Install lever hardware on all portable partition doors in all areas open to the public;
- Install carpeted accessible route on all polished stone floors;
- Bevel all marble thresholds;
- Adjust door weights at all stairwells, and install tactile warnings where pipe valves protrude and at back of basement stairs;

4@200 = 800	
5000	
1500	
1000	

### Restrooms:

- Adjust all door weights and closing speeds
- Install usable locking hardware on stalls
- Provide clamps to prevent fold down bars from falling
- Relocate disposal containers in women's rooms by toilet dispensers to prevent interference with transfers
- Lower mirrors
- Trim wooden skirting below sinks to allow minimum 12" toe space and round edges of wood

0	
4@150=600	
500	
2@100=200	
4@150=600	
500	

### Council Chamber:

- Install wooden railings below protruding beams,
- Provide accessible seating spaces, one at front and one at rear of chamber,
- Provide an assistive listening system;

3500	
0	
2500	

**access modifications**

**cost  
estimate**

**3rd Floor Garage Connector:**

- Adjust door speed and weight at top and bottom of ramp

0	
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**Locker Rooms:**

- Ramp lip of roll in showers,
- Install sliding shower head bars,
- Re-hang sink to extend ("?) and insulate pipes;

500	
385	
500	

**Telephones:**

- Install signage at public phones indicating location of TDD available for use by public in Community Services Office,
- Provide tactile warnings at protruding phone by Human Rights Commission Office;

200	
200	

**Community Development Commission:**

- Install tactile warning at protruding shelf.

200	
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## Senior Center

# Senior Center

## access modifications

cost estimate ✓

### Parking:

- Eliminate lips at both driveways with tar patches,
- Provide at least 1 van accessible space with 8' access aisle and signage,
- Fill lip between tar and concrete;

1000	
------	--

### Entrance Doors:

- Review outcome of engineering study of front and side power doors to ensure accessibility;

0	
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### Front Entrance Area:

- Lower 36" wide section of counter to 30" height;
- Install lever handles on corridor door to staff office area;
- Provide tactile warning at protruding water fountain and install cup dispenser;

350	
200	
250	

### Entrance Area Restrooms:

- Provide one fully accessible stall each in men's and women's rooms,
- Install usable sink hardware
- Lower mirrors and dispensers,
- Install grab bars in all stalls,
- Provide latch side clearances at inside of restroom doors;

2@4200=8400	
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### Dining Area:

- Provide portable ramp to stage and install handrails on stairs;

2000	
------	--

### Courtyard:

- Ramp one access point to court;

4200	
------	--

### Double Doors to Addition:

- Adjust weight

0	
---	--

### Addition Restrooms:

- Provide tactile warning at protruding water fountain,
- Provide an accessible stall in each restroom,
- Install grab bars,
- Insulate pipes below sinks,
- Lower mirrors and dispensers;

200	
1000	
1200	
80	
700	

### Activity Room:

- Make one of two sinks accessible,
- Lower towel dispenser,

750	
250	

### Health Suite:

- Install lever door hardware;

200	
-----	--

### Vermont Room:

- Install lever hardware;

200	
-----	--



# Health Department

## Health Department

[note: accessible entrance is locked because it leads to non-public area.]

### access modifications

- Install curb cut
- Install call system and remote unlock at accessible entrance door
- Install signage indicating location of accessible entrance
- Provide usable hardware at main entrance door and accessible entrance door
- Accessible restroom:
  - Install signage
  - Install usable door hardware
  - Install grab bars in toilet stall
  - Lower mirror

cost  
estimate



1000	
1500	
500	
2@250=500	
1200	

# Welfare Department

## Welfare Department

### access modifications

- Provide accessible parking space
- Install signs indicating location of accessible entrance
- Install railing on ramp
- Install usable hardware on 2 doors
- Adjust door weight and closing speed of entrance door or provide power assist
- Adjust interior door weights or replace with lower weight doors
- Lower door handles and install usable hardware
- Rearrange furnishings to provide 36" aisles and adequate turning space
- Lower section of counter to accessible height
- Provide signage at internal doors

cost  
estimate



500	
200	
500	
400	
100/1500	
100/500	
250 per.	
0	
350	
100 per.	

# Water Department

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## Water Department

### access modifications

- Bevel threshold at accessible entrance door
- Secure floor mat
- Install signage indicating location of accessible entrance
- Improve handrails to main entrance
- Add additional HP parking space is necessary (2 spaces would be sufficient if staff parking is distinguished from visitor parking.)

cost  
estimate



500	
100	
200	
1000	
0	

# Fire Department

## Fire Department

### access modifications

cost estimate ✓

#### Fire Headquarters:

- Designate accessible parking spot
- Add Signage indicating location of accessible entrance
- Lower emergency phone
- Anchor doormat,
- Install cup dispenser at water fountain;

300	
100	
450	
75	
75	

#### Fire Station #2

- Install cup dispenser at water fountain.
- Lower emergency phone.

75	
450	

#### Fire Station #4

- Add Signage indicating location of accessible entrance
- Install cup dispenser at water fountain
- Lower emergency phone

100	
75	
450	

#### Fire Station #5

- Designate accessible parking space.
- Install cup dispenser at water fountain;
- Add Signage indicating location of accessible entrance
- Lower emergency phone; keep route clear during winter or relocate phone
- Anchor doormat
- Install handrail on ramp
- Adjust door weight

350	
75	
100	
450	
75	
2000	
0	

#### Fire Station #7

- Install cup dispenser at water fountain
- Lower emergency phone; install longer handset cord; enlarge clear ground space, keep route clear during winter or relocate phone
- Anchor doormats

75	
1000	
75	

#### Fire Station #8

- Install cup dispenser at water fountain
- Lower emergency phone; install longer handset cord
- Add Signage indicating location of accessible entrance

75	
525	
100	



**Police Station**

## Police Station

### access modifications

cost  
estimate



#### First Floor

- Improve marking and signage of accessible parking, construct accessible parking area; install curb cut.
- Install handrails on ramp.
- Replace flat plate door hardware at entrance with usable hardware
- Provide accessible restroom(s) on first floor.
- Install buzzer and communications system at lobby window and lower counter.
- Lower control panel, install audible indicators, and raised numbers, letters and Braille in elevator.
- Enclose risers on public stairway.
- Improve handrails on public stairway with graspable design.
- Redesign double doors to eliminate center bar and create an opening with a minimum 32" clearance.
- Provide accessible water fountain.

5000	
1000	
200	
25000	
2500	
7000	
1500	
2000	
3000	
2000	

#### 2nd Floor – Detective Bureau

- Install level handle on Detective bureau door

200	
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# Parks and Recreation

## Parks and Recreation

### access modifications

cost  
estimate



### Willow Brook

#### Swimming Pool:

- Create 2 accessible parking spaces (1 a van accessible space) with signage as close to bathhouse as possible,
- Construct ramp to front bathhouse entrance with minimum 60"x60" level area at entrance,
- Install usable hardware at entrances and interior doors,
- Install signage at entrances, restrooms, and team rooms,
- Provide accessible showers, toilet stalls, sinks, mirrors, dispensers etc. in restrooms and team rooms,
- Improve pathway from gate to pool deck,
- Insure accessible circulation route at pools free of obstructions;

2250	
1000	
1200	
400	
12000	
500	
0	

#### Playground:

- Construct pathway to playground

20/lin ft.	
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#### Soccer Fields:

- Provide accessible parking near gate,
- Construct pathway from gate to field,
- Provide portable accessible toilet,
- Install accessible drinking fountain;

1200	
20/lin ft.	
2500	

#### Stadium Parking Lot:

- Create van accessible spaces near entrance to each stadium 1 in 8 of all accessible spaces;

1500	
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#### Memorial Stadium:

- Improve entrance and accessible route at ticket booth area and leading to accessible seating
- Provide additional accessible seating distributed in grandstands with provisions for companion seating and transfer from wheelchair to fixed seating
- Close risers on stairs and improve handrails
- Provide access to press box
- Renovate restrooms for accessibility
- Renovate team rooms providing access to rooms restrooms and showers;

100/riser, 300/ hand ext.	
20000	
8000	
14000	

#### Beehive Field:

- Widen entrance to 32" minimum
- Add signage to accessible features

1000	
2500	

**access modifications**

**cost estimate**

- Eliminate separate accessible seating and creates accessible seating distributed in grandstands with provisions for companion seating and transfer from wheelchair to fixed seating
- Close risers on stairs and improve handrails
- Install accessible telephone and TDD
- Install accessible water fountains
- Improve access routes to restrooms
- Provide access to press box
- Renovate restrooms for accessibility
- Renovate team rooms providing access to rooms restrooms and showers;

150000	
100/riser, 300/ hand ext.	
2500	
5000	
2000	
20000	
8000	
14000	

**Walnut Hill**

**Baseball/softball fields:**

- Construct accessible pathway from road to fields
- Provide HP parking spaces (at least 1 van accessible)
- Install accessible water fountain

20/lin ft.	
1500	
2500	

**Tennis Courts:**

- Construct accessible pathway from road to courts
- Provide accessible parking spaces
- Install accessible water fountain

20/lin ft.	
350	
2500	

**Sliding Hill:**

- Provide HP parking spaces (at least 1 van accessible)

1500	
------	--

**Playground:**

- Construct accessible pathway from parking to playground
- Provide accessible parking spaces

20/lin ft.	

**Jog/Walk Lane and Fitness Trail:**

- Provide accessible water fountain;

2500/	
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**Music Shell:**

- Provide accessible parking spaces on level area,
- Provide doors with usable hardware,
- Modify restrooms for full accessibility;

6000	
1000	
9000	

**Field House:**

- Provide accessible restrooms at field house,
- Provide accessible parking spaces;

1500	

**General:**

- Improve pathways throughout installing curb cuts where needed,

20/lin ft.	
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**access modifications**

cost estimate ✓

- Install accessible water fountains;
- Stanley Quarter Park**

2500/	
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**Pond/Jogging Path:**

- Improve pathways
- Renovate restrooms for accessibility
- Install accessible fountain

20/lin ft.	
9000	
2500	

**Tennis Courts:**

- Regrade slopes and construct accessible walkway from roadway to courts
- Provide accessible parking at top of pathway
- Install accessible fountain;

20/lin ft. plus regrading	
2500	

**Basketball Courts/Playground:**

- Construct accessible parking,
- Install accessible fountain;

2500	
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**Baseball and Soccer Fields:**

- Construct accessible pathway form roadway to fields,
- Install accessible fountain;

20/lin ft.	
2500	

**A.W. Stanley**

**Pool/Bathhouse:**

- Create 2 accessible parking spaces near bathhouse,
- Ramp front entrance and expand level area at entrance,
- Provide usable hardware at entrance and interior doors,
- Reposition entrance and interior doors to create latchside clearances,
- Provide accessible sinks, mirrors, and dispensers in restrooms,
- Provide accessible drinking fountain,
- Install accessible signage at entrance and interior rooms,
- Eliminate lip at gate to wading pool, improve walk and install signage
- Remove obstructions at adult pool to create minimum 36" circulation route,

2250	
1500	
1200	
2000	
1500	
2000	
500	
750	
0	

**Minor Little League Field:**

- Create accessible pathway from parking at bathhouse to pathway at field,

20/lin ft.	
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**Portable Toilets:**

- Lease and install accessible portable units,

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**Camp Total Rec. Building:**

- Construct pathway to entrance,
- Install usable door hardware,
- Create 1 van accessible space at parking area near building,

20/lin ft.	
300	
1500	

**access modifications**

**cost  
estimate**

**Playground:**

- Construct pathway to playground

20/lin ft.	
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**Picnic Area:**

- Install accessible fountain,
- Construct pathway
- Lower at least one grille to usable height,
- Provide at least one accessible picnic table,

2500	
20/lin ft.	
250	
250	

**Major Little League Field**

- Create accessible entrance
- Regrade and construct pathway to field from parking and restrooms,
- Install accessible fountain,

500	
5000	
2500	

**Restrooms:**

- Install signage at restrooms
- Install accessible sinks, mirrors, and dispensers,

200	
1500	

**Basketball Courts:**

- Provide accessible parking,
- Construct pathway from parking to courts,

20/lin ft.	

**Chesley**

- Construct pathways to fields and sports areas
- Install accessible fountain
- Provide accessible parking at Picnic Pavilion

20/lin ft.	
2500	
500	

**Pool and Bathhouse**

- Improve or reconstruct bathhouse for full accessibility (no summary sheet submitted),

10000	
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**Martha Hart**

- Improve stone dust walkways from parking to activity areas,
- Improve pathways
- Renovate restrooms for full accessibility
- Provide accessible fountains at Little League field and basketball/tennis courts,
- Ramp 2"lip at tennis courts gate,

20/lin ft.	
20/lin ft.	
9000	
5000	
500	

**access modifications**

**cost  
estimate**



**Osgood**

- Construct walkways from parking to activity areas,
- Improve or reconstruct bathhouse for full accessibility (no summary sheet submitted),
- Reconstruct ramp connecting wading to adult pool,
- Construct accessible entrance and pathway through guardrail,

20/lin ft.	
10000	
1500	
1000	

**Washington**

- Construct and improve pathways from parking to activity areas,
- Install accessible fountain,
- Ramp lips at tennis and basketball courts,
- Provide accessible parking at baseball field,
- Improve bathhouse for full accessibility (no summary sheet submitted)

20/lin ft.	
2500	
500	
350	
10000	

**Hungerford**

- Provide accessible parking and pathway at soccer field.

2500	
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# Department of Public Works



**COPY FYI**

**CITY OF NEW BRITAIN**  
**NEW BRITAIN, CONNECTICUT**  
**BOARD OF PUBLIC WORKS**

Tel (203) 826-3350 27 West Main Street, New Britain, CT 06051 Fax (203) 826-3353

**PROPOSED CURB RAMP LOCATIONS**

**C.D.B.G., 19TH AND 20TH YEARS**

**TOTAL: 109 PROPOSED CURB RAMPS**

SQUARE FOOTAGE - 8" s/w	8,104.96 sq ft.
	\$64,839.68
SQUARE FOOTAGE - 5" s/w	423.35 sq ft.
	\$ 2,540.10
LINEAL FOOTAGE - 8" curb	1,741.42 ln ft.
	\$26,121.30

<b>COST ESTIMATES: CONCRETE INSTALLATION</b>	<b>\$93,501.08</b>	
MONUMENT RESETS	400.00	
CATCH BASIN CASTING		
REPLACEMENT (4)	3,760.80	
TRAFFIC CONTROL (NBPD)	12,250.00	
DESIGN AND ESTIMATION	1,110.63	
RETAINING WALL	<u>300.00</u>	
	\$111,322.51 or	
	1,021.31	each
	(average)	

**NOTES: DEPARTMENT OF PUBLIC WORKS TO BE NOTIFIED THIRTY (30) DAYS PRIOR TO BEGINNING OF PROJECT TO ENSURE THE INSTALLATION OF CB CASTINGS.**

**CONN. LIGHT AND POWER TO BE NOTIFIED BY DEPARTMENT OF PUBLIC WORKS TO MOVE TWO (2) STREET POLES - SEE 20065**

**NO DRAWINGS INCLUDED IN THIS REPORT ARE TO SCALE.**



**CITY OF NEW BRITAIN**  
**NEW BRITAIN, CONNECTICUT**  
**BOARD OF PUBLIC WORKS**

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Fax (203) 826-3353

**PROPOSED CURB RAMP LOCATIONS**  
**C.D.B.G., 19th AND 20th YEARS**

Total: 109 Proposed Curb Ramps

Square Footage - 8" s/w	8,104.96 sq. ft.
Square Footage - 5" s/w	423.35 sq. ft.
Lineal Footage - 8" curb	1,741.42 ln. ft.

Cost Estimates: Per location to include -

- Concrete installation
- Traffic control
- Catch basin casting replacement as needed
- Monument resets as needed
- Retaining walls as needed

Design and Estimation: \$1,192.46

to include - Measuring  
- Drawing  
- Calculating  
- Inspection

Notes: Department of Public Works to be notified thirty (30) days prior to beginning of project to ensure the installation of CB castings

: Conn. Light and Power to be notified by Department of Public Works to move two (2) poles - see Drawing 20065

: No drawings included in this report are to scale

RAMP # LOCATION ADDITIONAL WORK REQUIRED COST ESTIMATE

#179 <u>19001</u>	Lasalle St. @ Sexton St. - SE Corner 50.27 sq.ft. of 8" s/w 50.00 sq.ft. of 5" s/w 15.00 ln.ft. of 8" curb		\$1,041.95
#101 <u>19002</u>	Lasalle St. @ Lawlor St. - SE Corner 55.42 sq.ft. of 8" s/w 14.33 ln.ft. of 8" curb		\$ 770.70
#102 <u>19003</u>	Lawlor St. @ Lasalle St. - SW Corner 55.42 sq.ft. of 8" s/w 12.66 ln. ft. of 8" curb		\$ 745.65
#15 <u>19004</u>	Oak St. @ Allen St. - NW Corner 56.25 sq. ft. of 8" s/w 15.50 ln. ft. of 8" curb		\$ 794.89
#103 <u>19005</u>	Lawlor St. @ Lasalle St. - NW Corner 55.33 sq. ft. of 8" s/w 18'10" ln. ft of 8" curb		\$ 837.48
#1 <u>19006</u>	Oak St. @ Allen St. - SE Corner 108.38 sq. ft. of 8" s/w 16.00 ln. ft. of 8" curb		\$1,219.43
#12 <u>19007</u>	Oak St. @ Daly Ave. - SW Corner 56.75 sq. ft. of 8" s/w 14'4" ln. ft. of 8" curb		\$ 781.34
#14 <u>19008</u>	Malikowski Dr. - opposite Scarlett Dr. 95.63 sq. ft. of 8" s/w 9'6" ln. ft. of 8" curb		\$1,019.93

RAMP #	LOCATION	ADDITIONAL WORK REQUIRED	CITY MONUMENT TO BE RESET	COST ESTIMATE
<u>19009</u>	Overlook Ave. @ Farmington Ave. - NW Corner 54.00 sq. ft. of 8" s/w 16.00 ln. ft. of 8" curb			\$ 884.39
<u>19010</u>	Overlook Ave. @ Farmington Ave. - SW Corner 56.75 sq. ft. of 8" s/w 25.00 sq. ft. of 5" s/w 15'6" ln. ft. of 8" curb			\$ 948.89
<u>19011</u>	Broad St. @ Bond St. - NE Corner 70.88 sq. ft. of 8" s/w 17'10" ln. ft. of 8" curb			\$ 946.88
<u>19012</u>	Broad St. @ Bond St. - NW Corner 65.35 sq. ft. of 8" s/w 20" ln. ft. of 8" curb			\$ 935.19
<u>19013</u>	Broad St. @ Bond St. - SW Corner 148.87 sq. ft. of 8" s/w 19' ln. ft. of 8" curb			\$1,588.35
<u>19014</u>	Broad St. @ Bond St. - SE Corner 520.66 sq. ft. of 8" s/w 37' ln. ft. of 8" curb			\$4,832.67
<u>19015</u>	Woodbine St. @ Vine St. - NW Corner 61.05 sq. ft. of 8" s/w 17' ln. ft. of 8" curb			\$ 855.79
<u>19016</u>	Woodbine St. @ Vine St. - SW Corner 69.50 sq. ft. of 8" s/w 30' ln. ft. of 8" curb			\$1,118.39
<u>19017</u>	Oak St. @ West St. - NW Corner 66.69 sq. ft. of 8" s/w 23'8" ln. ft. of 8" curb			\$1,000.96

**DELETE**

REMOVE FROM L-15

16.9

17.7

# 104

# 105

# 1

**RAMP #      LOCATION      ADDITIONAL WORK REQUIRED      COST ESTIMATE**

<u>19018</u>	Oak St. @ Lasalle St. - NW Corner 56.75 sq. ft. of 8" s/w 14'10" ln. ft. of 8" curb	CITY TO INSTALL FLAT TOP CB (STATE TYPE)	\$ 1,728.84
<u>19019</u>	Lasalle St. @ Sexton St. - SW Corner 49.00 sq. ft. of 8" s/w 25.00 sq. ft. of 5" s/w 16'4" ln. ft. of 8" curb		\$ 899.34
<u>19020</u>	Malikowski Cir. @ Scarlett Dr. - SW Corner 102.00 sq. ft. of 8" s/w 15' ln. ft. of 8" curb		\$ 1,153.39
<u>19021</u>	Malikowski Cir. @ Scarlett Dr. - NW Corner 78.75 sq. ft. of 8" s/w 11'6" ln. ft. of 8" curb		\$ 914.89
<u>19022</u>	Scarlett Dr. @ Howe Rd. - NW Corner 171.36 sq. ft. of 8" s/w 21'6" ln. ft. of 8" curb		\$ 1,805.77
<u>19023</u>	Scarlett Dr. @ Howe Rd. - NE Corner 82.36 sq. ft. of 8" s/w 11'6" ln. ft. of 8" curb		\$ 943.77
<u>19024</u>	Scarlett Dr. @ Skipper St. - SW Corner 68.32 sq. ft. of 8" s/w 22'3" ln. ft. of 8" curb		\$ 992.70
<u>19025</u>	Scarlett Dr. @ Skipper St. - SE Corner 61.21 sq. ft. of 8" s/w 21.3" ln. ft. of 8" curb		\$ 920.82
<u>19026</u>	Slater Rd. @ Scarlett Dr. - SE Corner 64.69 sq. ft. of 8" s/w 13' ln. ft. of 8" curb		\$ 824.91

# 3

# 100

# 13

# 12

# 8

# 9

# 10

# 11

# 6

RAMP #	LOCATION	ADDITIONAL WORK REQUIRED	COST ESTIMATE
<u>19027</u>	Slater Rd. @ Scarlett Dr. - NE Corner 65.35 sq. ft. of 8" s/w 14'3" ln. ft. of 8" curb		\$ 848.94
<u>19028</u>	Long Swamp Rd. @ Summit Rd. - West Inter. - NW Corner 95.72 sq. ft. of 8" s/w 10' ln. ft. of 8" curb		\$1,028.15
<u>19029</u>	Long Swamp Rd. @ Summit Rd. - West Inter. - NE Corner 143.82 sq. ft. of 8" s/w 20' ln. ft. of 8" curb		\$1,562.95
<u>19030</u>	Long Swamp Rd. @ Summit Rd. - East Inter. - NW Corner 106.26 sq. ft. of 8" s/w 22' ln. ft. of 8" curb		\$1,292.47
<u>19031</u>	Long Swamp Rd. @ Summit Rd. - East Inter. - NE Corner 110.50 sq. ft. of 8" s/w 19'3" ln. ft. of 8" curb		\$1,285.14
<u>19032</u>	Summit Rd. - Adjacent to #224 85.00 sq. ft. of 8" s/w 15' ln. ft. of 8" curb		\$ 942.39
<u>19033</u>	Summit Rd. - Adjacent to #239 85.00 sq. ft. of 8" s/w 10' ln. ft. of 8" curb		\$ 942.39
<u>19034</u>	Summit Rd. - Adjacent to #111 85.00 sq. ft. of 8" s/w 10' ln. ft. of 8" curb		\$ 942.39
<u>19035</u>	Summit Rd. - Adjacent to #110/120 85.00 sq. ft. of 8" s/w 10' ln. ft. of 8" curb		\$ 942.39

#17  
#15  
#16  
#17  
#18  
#19  
#20  
#21  
#22

**RAMP #      LOCATION      ADDITIONAL WORK REQUIRED      COST ESTIMATE**

19036	Marimac Rd. - Adjacent to #78 85.00 sq. ft. of 8" s/w 10' ln. ft. of 8" curb		\$ 942.39
19037	Marimac Rd. - Adjacent to # 89 85.00 sq. ft. of 8" s/w 10' ln. ft. of 8" curb		\$ 942.39
20001	Eddy Glover Blvd. @ Carlton St. - SE Corner 56.75 sq. ft. of 8" s/w 50.00 sq. ft. of 5" s/w 14'6" ln. ft. of 8" curb		\$1,083.89
20002	Eddy Glover Blvd @ Carlton St. - SW Corner 68.18 sq. ft. of 8" s/w 14'9" ln. ft. of 8" curb		\$ 879.08
20003	Eddy Glover Blvd @ Seneca St. - SW Corner 55.42 sq. ft. of 8" s/w 15'5" ln. ft. of 8" curb		\$ 788.25
20004	Eddy Glover Blvd @ Seneca St. - SE Corner 54.86 sq. ft. of 8" s/w 16'3" ln. ft. of 8" curb		\$ 795.02
20005	Eddy Glover Blvd @ Sachem St. - SW Corner 54.46 sq. ft. of 8" s/w 16' ln. ft. of 8" curb		\$ 788.25
20006	Eddy Glover Blvd @ Sachem St. - SE Corner 56.75 sq. ft. of 8" s/w 11.65 sq. ft. of 5" s/w 16' ln. ft. of 8" curb		\$ 876.29

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**RAMP # LOCATION ADDITIONAL WORK REQUIRED COST ESTIMATE**

RAMP #	LOCATION	ADDITIONAL WORK REQUIRED	COST ESTIMATE
# 77 <u>20007</u>	Eddy Glover Blvd @ Onieda St. - SW Corner 54.73 sq. ft. of 8" s/w 16'6" ln. ft. of 8" curb		\$ 797.73
# 78 <u>20008</u>	Eddy Glover Blvd. @ Onieda St. - SE Corner 52.27 sq. ft. of 8" s/w 25.00 sq. ft. of 5" s/w 15'4" ln. ft. of 8" curb		\$ 910.50
# 79 <u>20009</u>	Eddy Glover Blvd @ Tunxis St. - SW Corner 54.63 sq. ft. of 8" s/w 16' ln. ft. of 8" curb		\$ 677.43
# 80 <u>20010</u>	Eddy Glover Blvd @ Tunxis St. - SE Corner 55.42 sq. ft. of 8" s/w 15'9" ln. ft. of 8" curb		\$ 792.08
# 81 <u>20011</u>	Eddy Glover Blvd @ Mohawk St. - SW Corner 52.67 sq. ft. of 8" s/w 16'9" ln. ft. of 8" curb		\$ 785.00
# 82 <u>20012</u>	Eddy Glover Blvd @ Mohawk St. - SE Corner 54.47 sq. ft. of 8" s/w 14' ln. ft. of 8' curb		\$ 758.15
# 83 <u>20013</u>	Commonwealth Ave. @ Mohawk St. - NW Corner 59.65 sq. ft. of 8" s/w 15'6" ln. ft. of 8" curb		\$ 822.09
# 84 <u>20014</u>	Commonwealth Ave. @ Mohawk St. - NE Corner 61.71 sq. ft. of 8" s/w 16' ln. ft. of 8" curb		\$ 846.07
# 85 <u>20015</u>	Commonwealth Ave. @ Tunxis St. - NE Corner 56.75 sq. ft. of 8" s/w 14' ln. ft. of 8' curb		\$ 776.39

**RAMP #      LOCATION      ADDITIONAL WORK REQUIRED      COST ESTIMATE**

11 86	<u>20016</u>	Commonwealth Ave. @ Tunxis St. - NW Corner 66.05 sq. ft. of 8" s/w 15' ln. ft. of 8" curb		\$ 865.79
1 87	<u>20017</u>	Commonwealth Ave. @ Onieda St. - NW Corner 59.56 sq. ft. of 8" s/w 13'9" ln. ft. of 8" curb		\$ 795.12
1 88	<u>20018</u>	Commonwealth Ave. @ Onieda St. - NE Corner 54.50 sq. ft. of 8" s/w 25.00 sq. ft. of 5" s/w 14'4" ln. ft. of 8" curb		\$ 913.34
11 89	<u>20019</u>	Commonwealth Ave. @ Pequot St. - SW Corner 65.25 sq. ft. of 8" s/w 16' ln. ft. of 8" curb		\$ 874.39
11 90	<u>20020</u>	Commonwealth Ave. @ Pequot St. - SE Corner 54.27 sq. ft. of 8" s/w 15' ln. ft. of 8" curb		\$ 771.55
11 91	<u>20021</u>	Commonwealth Ave. @ Sachem St. - NW Corner 69.50 sq. ft. of 8" s/w 25.00 sq. ft. of 5" s/w 19'6" ln. ft. of 8" curb		\$1,110.89
11 92	<u>20022</u>	Commonwealth Ave. @ Sachem St. - NE Corner 45.21 sq. ft. of 8" s/w 13' ln. ft. of 8" curb		\$ 669.07
11 93	<u>20023</u>	Commonwealth Ave. @ Seneca St. - NE Corner 74.19 sq. ft. of 8" s/w 15' ln. ft. of 8" curb		\$ 930.91

**RAMP #      LOCATION      ADDITIONAL WORK REQUIRED      COST ESTIMATE**

11 971 <u>20024</u>	Commonwealth Ave. @ Seneca St. - NW Corner 55.92 sq. ft. of 8" s/w 15' ln. ft. of 8" curb		\$ 784.75
1 95 <u>20025</u>	Commonwealth Ave. @ Carlton St. - NE Corner 76.81 sq. ft. of 8" s/w 25.00 sq. ft. of 5" s/w 17' ln. ft. of 8" curb		\$1,131.87
11 976 <u>20026</u>	Commonwealth Ave. @ Carlton St. - SE Corner 55.52 sq. ft. of 8" s/w 14'9" ln. ft. of 8" curb		\$ 777.80
11 977 <u>20027</u>	Commonwealth Ave. @ Carlton St. - SW Corner 49.81 sq. ft. of 8" s/w 10.00 sq. ft. of 5" s/w 18' ln. ft. of 8" curb		\$ 840.87
11 978 <u>20028</u>	Commonwealth Ave. @ Carlton St. - NW Corner 65.35 sq. ft. of 8" s/w 15'6" ln. ft. of 8" curb		\$ 867.69
11 27 <u>20029</u>	Farmington Ave. @ Corbin Ave. - NW Corner 56.58 sq. ft. of 8" s/w 14'5" ln. ft. of 8" curb		\$ 781.33
11 28 <u>20030</u>	Farmington Ave. @ Corbin Ave. - SW Corner 58.88 sq. ft. of 8" s/w 14'9" ln. ft. of 8" curb		\$ 804.68
11 29 <u>20031</u>	Farmington Ave. @ Blake Ave. - NE Corner 64.73 sq. ft. of 8" s/w 18' ln. ft. of 8" curb		\$ 900.23

RAMP #	LOCATION	ADDITIONAL WORK REQUIRED	COST ESTIMATE
20032	Farmington Ave. @ Blake Ave. - SE Corner 55.42 sq. ft. of 8" s/w 13'9" ln. ft. of 8" curb		\$ 762.00
20033	Farmington Ave. @ Governor St. - NW Corner 55.42 sq. ft. of 8" s/w 13'9" ln. ft. of 8" curb		\$ 762.00
20034	Farmington Ave. @ Governor St. - SW Corner 75.92 sq. ft. of 8" s/w 50.00 sq. ft. of 5" s/w 17' ln. ft. of 8" curb		\$1,274.75
20035	Farmington Ave. @ Allen St. - NE Corner 56.75 sq. ft. of 8" s/w 24'4" ln. ft. of 8" curb		\$ 931.34
20036	Farmington Ave. @ Allen St. - SE Corner 56.75 sq. ft. of 8" s/w 5.00 sq. ft. of 5" s/w 12'9" ln. ft. of 8" curb	CATCH BASIN TO BE INSTALLED	\$1,727.64
20037	Farmington Ave. @ Hayes St. - NW Corner 55.92 sq. ft. of 8" s/w 14'8" ln. ft. of 8" curb	CITY MONUMENT TO BE RESET	\$ 879.80
20038	Farmington Ave. @ Hayes St. - SW Corner 75.20 sq. ft. of 8" s/w 27' ln. ft. of 8" curb	CITY MONUMENT TO BE RESET	\$1,218.99
20039	Farmington Ave. @ Ward St. - NE Corner 66.74 sq. ft. of 8" s/w 16'4" ln. ft. of 8" curb		\$ 890.94

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RAMP #	LOCATION	ADDITIONAL WORK REQUIRED	COST ESTIMATE
# 38 <u>20040</u>	Farmington Ave. @ Ward St. - SE Corner 62.45 sq. ft. of 8" s/w 19'4" ln. ft. of 8" curb		\$ 901.94
# 39 <u>20041</u>	Farmington Ave. @ Oakland Ave. - NW Corner 54.86 sq. ft. of 8" s/w 15' ln. ft. of 8" curb		\$ 776.27
# 40 <u>20042</u>	Farmington Ave. @ Oakland Ave. - SW Corner 58.20 sq. ft. of 8" s/w 25.00 sq. ft. of 5" s/w 14'6" ln. ft. of 8" curb		\$ 945.49
# 41 <u>20043</u>	Farmington Ave. @ Richmond St. - NW Corner 55.13 sq. ft. of 8" s/w 15' ln. ft. of 8" curb		\$ 778.43
# 42 <u>20044</u>	Farmington Ave. @ Richmond St. - SW Corner 54.72 sq. ft. of 8" s/w 14' ln. ft. of 8" curb		\$ 760.15
# 43 <u>20045</u>	Farmington Ave. @ Acton St. - NW Corner 50.73 sq. ft. of 8" s/w 15' ln. ft. of 8" curb		\$ 743.23
# 44 <u>20046</u>	Farmington Ave. @ Acton St. - SW Corner 50.75 sq. ft. of 8" s/w 25.00 sq. ft. of 5" s/w 16' ln. ft. of 8" curb	MUST INSTALL RETAINING WALL - AS DESCRIBED 7'6"1 x 1'w x 3' h = .83 CUBIC YARDS	\$1,208.39
# 45 <u>20047</u>	Farmington Ave. @ McKinley Dr.-NW Cornr 78.00 sq. ft. of 8" s/w 15' ln. ft. of 8" curb	MUST POUR AROUND EXISTING CATCH BASIN	\$ 961.39

**RAMP # LOCATION ADDITIONAL WORK REQUIRED COST ESTIMATE**

20048	Farmington Ave. @ McKinley Dr. - SW Corner 56.93 sq. ft. of 8" s/w 25.00 sq. ft. of 5" s/w 13' ln. ft. of 8" curb		\$ 912.83
20049	Farmington Ave. @ Carroll St. - NE Corner 58.19 sq. ft. of 8" s/w 18' ln. ft. of 8" curb		\$ 847.91
20050	Farmington Ave. @ Carroll St. - SE Corner 56.75 sq. ft. of 8" s/w 17' ln. ft. of 8" curb		\$ 821.39
20051	Farmington Ave. @ Miller St. - NW Corner 100.71 sq. ft. of 8" s/w 22' ln. ft. of 8" curb	CITY TO INSTALL TWO (2) CB CASTINGS (STATE TYPE) - CITY MONUMENT TO BE RESET	\$3,228.07
20052	Farmington Ave. @ Biruta St. - SW Corner 93.68 sq. ft. of 8" s/w 16'6" ln. ft. of 8" curb		\$1,109.33
20053	Farmington Ave. @ Pentlow St. - SW Corner 44.21 sq. ft. of 8" s/w 16'6" ln. ft. of 8" curb		\$ 713.57
20054	Farmington Ave. @ Pentlow St. - NW Corner 101.04 sq. ft. of 8" s/w 15'3" ln. ft. of 8" curb		\$1,149.46
20055	Farmington Ave. @ Ruth Rd. - NW Corner 83.22 sq. ft. of 8" s/w 10'10" ln. ft. of 8" curb		\$ 940.60

RAMP #	LOCATION	ADDITIONAL WORK REQUIRED	COST ESTIMATE
1154 <u>20056</u>	Farmington Ave. @ Ruth Rd. - SW Corner 99.88 sq. ft. of 8" s/w 13'3" ln. ft. of 8" curb		\$1,110.18
155 <u>20057</u>	Farmington Ave. @ Hutchinson St. - SW Corner 41.13 sq. ft. of 8" s/w 15' ln. ft. of 8" curb		\$ 666.43
156 <u>20058</u>	Farmington Ave. @ Hutchinson St. - NW Corner 106.16 sq. ft. of 8" s/w 21.70 sq. ft. of 5" s/w 17' ln. ft. of 8" curb		\$1,346.87
157 <u>20059</u>	Farmington Ave. @ Carver St. - NW Corner 64.47 sq. ft. of 8" s/w 20' ln. ft. of 8" curb		\$ 928.15
158 <u>20060</u>	Farmington Ave. @ Carver St. - SW Corner 38.50 sq. ft. of 8" s/w 12'10" ln. ft. of 8' curb		\$ 612.84
159 <u>20061</u>	Farmington Ave. @ Yeaton St. - NW Corner 135.38 sq. ft. of 8" s/w 20' ln. ft. of 8" curb		\$1,495.43
160 <u>20062</u>	Farmington Ave. @ Yeaton St. - SW Corner 63.00 sq. ft. of 8" s/w 21' ln. ft. of 8" curb		\$ 931.39
161 <u>20063</u>	Farmington Ave. @ Lewis Rd. - SW Corner 80.41 sq. ft. of 8" s/w 14'9" ln. ft. of 8" curb		\$ 976.92
162 <u>20064</u>	Farmington Ave. @ Lewis Rd. - NE Corner 76.86 sq. ft. of 8" s/w 29' ln. ft. of 8" curb		\$1,162.27

**COST ESTIMATE**

**ADDITIONAL WORK  
REQUIRED**

**RAMP # LOCATION**

RAMP #	LOCATION	COST ESTIMATE
11 63 <u>20065</u>	Farmington Ave. @ Lurton St. - NW Corner 62.83 sq. ft. of 8" s/w 16' ln. ft. of 8" curb	\$ 855.03
11 64 <u>20066</u>	Farmington Ave. @ Lurton St. - SW Corner 63.81 sq. ft. of 8" s/w 15'7" ln. ft. of 8" curb	\$ 862.87
11 65 <u>20067</u>	Farmington Ave. @ Sidoti Dr. - SW Corner 63.13 sq. ft. of 8" s/w 16' ln. ft. of 8" curb	\$ 857.43
11 66 <u>20068</u>	Farmington Ave. @ Sidoti Dr. - NW Corner 55.17 sq. ft. of 8" s/w 13'4" ln. ft. of 8" curb	\$ 753.70
11 67 <u>20069</u>	Farmington Ave. @ Slater Rd. - SW Corner 81.43 sq. ft. of 8" s/w 10'10" ln. ft. of 8" curb	\$ 926.15
11 68 <u>20070</u>	Farmington Ave. @ Slater Rd. - NW Corner 165.28 sq. ft. of 8" s/w 22' ln. ft. of 8" curb	\$1,764.63
11 25 <u>20071</u>	East Ramp - 8 Concord St. 85.00 sq. ft. of 8" s/w 10' ln. ft. of 8" curb	\$ 942.39
11 26 <u>20072</u>	West Ramp - 8 Concord St. 85.00 sq. ft. of 8" s/w 12'9" ln. ft. of 8" curb	\$ 983.64





**CITY OF NEW BRITAIN**  
**NEW BRITAIN, CONNECTICUT**

COMMISSION ON PERSONS WITH DISABILITIES

TO: Joseph F. Carilli, Director of Public Works  
FROM: Christopher L. Montes, Coordinator of Community Services  
DATE: July 2, 1996  
RE: Curb Ramp Construction

At the June 25, 1996 meeting of the Commission on Persons with Disabilities, Ms. Joanne Niedbala, Chairperson, requested that an inquiry be made regarding recent sidewalk construction near the intersection of Osgood Avenue and Lucyan Street. Reportedly, the aforementioned construction did not include appropriate construction of curb ramps at at this location.

Title II-A of the Americans with Disabilities Act of July 26, 1990 requires that streets and sidewalks under control of public entities be made accessible to people with disabilities whenever new construction or rehabilitation projects are undertaken. Although this recent sidewalk construction involved a private property owner and private contractor, it is my understanding that appropriate permits for this type of work must be obtained by the contractor involved before any work is started. Additionally, it is also my understanding that the Sidewalk Inspector from Public Works performs an inspection of the work to ensure that it is done in compliance with all applicable standards and codes.

I am requesting that you review this matter and check policies pertaining to sidewalk and curb ramp construction conducted under the jurisdiction of the Public Works Department. In doing so, the Commission on Persons with Disabilities wishes to know what corrective action is being taken regarding this particular situation and what action is being taken to prevent similar situations from occurring again in the future.

I am providing you with information regarding curb ramp requirements as part of the Americans with Disabilities Act. Please provide a written response by Friday, July 19, 1996. Should you have any questions or require additional information or assistance please call me or in my absence F. Jay Sullivan, Disabilities Services Specialist at ext. 366. Thank you.

Encls.

cc: R. Peter Ledger, Director of Parks and Recreation/ADA Coordinator  
F. Jay Sullivan, Disabilities Services Specialist  
Commission on Persons with Disabilities

ted in manifestly exceptional cases if (a) carriers are formally instructed on the safest and least humiliating means of carrying and (b) the service is provided in a reliable manner. Carrying is contrary to the goal of providing accessible programs, which is to foster independence.

*How is "program accessibility" under title II different than "readily achievable barrier removal" under title III?* Unlike private entities under title III, public entities are not required to remove barriers from each facility, even if removal is readily achievable. A public entity must make its "programs" accessible. Physical changes to a building are required only when there is no other feasible way to make the program accessible.

In contrast, barriers must be removed from places of public accommodation under title III where such removal is "readily achievable," without regard to whether the public accommodation's services can be made accessible through other methods.

**II-5.3000 Curb ramps.** Public entities that have responsibility or authority over streets, roads, or walkways must prepare a schedule for providing curb ramps where pedestrian walkways cross curbs. Public entities must give priority to walkways serving State and local government offices and facilities, transportation, places of public accommodation, and employees, followed by walkways serving other areas. This schedule must be included as part of a transition plan (see II-8.3000).

*What are walkways?* Pedestrian walkways include locations where access is required for use of public transportation, such as bus stops that are not located at intersections or crosswalks.

**II-5.4000 Existing parking lots or garages.** A public entity should provide an adequate number of accessible parking spaces in existing parking lots or garages over which it has jurisdiction.

**II-5.5000 Historic preservation programs.** Special program accessibility requirements and limitations apply to historic preservation programs. Historic preservation programs are programs conducted by a public entity that have preservation of historic properties as a primary purpose. An historic property is a property that is listed or eligible for listing in the National Register of Historic Places or a property designated as historic under State or local law.

In achieving program accessibility in historic preservation programs, a public entity must give priority to methods that provide physical access to individuals with disabilities. Physical access is particularly important in an historic preservation program, because a primary benefit of the program is uniquely the experience of the historic property itself.

*Are there any special limitations on measures required to achieve program accessibility in historic preservation programs in addition to the general fundamental alteration / undue financial and administrative burdens limitations?* Yes, a public entity is not required to take any action that would threaten or destroy the historic significance of an historic property. In cases where physical access cannot be provided because of either this special limitation, or because an undue financial burden or fundamental alteration would result, alternative measures to achieve program accessibility must be undertaken.

**ILLUSTRATION:** Installing an elevator in an historic house museum to provide access to the

- 12) A review should be made to ascertain whether measures have been taken to ensure that employees of a public entity are familiar with the policies and practices for the full participation of individuals with disabilities. If appropriate, training should be provided to employees.
- 13) If a public entity limits or denies participation in its programs, activities, or services based on drug usage, it should make sure that such policies do not discriminate against former drug users, as opposed to individuals who are currently engaged in illegal use of drugs.

*If a public entity identifies policies and practices that deny or limit the participation of individuals with disabilities in its programs, activities, and services, when should it make changes?* Once a public entity has identified policies and practices that deny or limit the participation of individuals with disabilities in its programs, activities, and services, it should take immediate remedial action to eliminate the impediments to full and equivalent participation. Structural modifications that are required for program accessibility should be made as expeditiously as possible but no later than July 26, 1995.

*Is there a requirement for public hearings on a public entity's self-evaluation?* No, but public entities are required to accept comments from the public on the self-evaluation and are strongly encouraged to consult with individuals with disabilities and organizations that represent them to assist in the self-evaluation process. Many individuals with disabilities have unique perspectives on a public entity's programs, activities, and services. For example, individuals with mobility impairments can readily identify barriers preventing their full enjoyment of the public entity's programs, activities, and services. Similarly, individuals with hearing impairments can identify the communication barriers that hamper participation in a public entity's programs, activities, and services.

**II-8.3000 Transition plan.** Where structural modifications are required to achieve program accessibility, a public entity with 50 or more employees must do a transition plan by July 26, 1992, that provides for the removal of these barriers. Any structural modifications must be completed as expeditiously as possible, but, in any event, by January 26, 1995.

*What if a public entity has already done a transition plan under section 504 of the Rehabilitation Act of 1973?* If a public entity previously completed a section 504 transition plan, then, at a minimum, a title II transition plan must cover those barriers to accessibility that were not addressed by its prior transition plan. Although not required, it may be simpler to include all of a public entity's operations in its transition plan rather than identifying and excluding those barriers that were addressed in its previous plan.

*Must the transition plan be made available to the public?* If a public entity has 50 or more employees, a copy of the transition plan must be made available for public inspection.

*What are the elements of an acceptable transition plan?* A transition plan should contain at a minimum —

- 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;

## II-5.0000 PROGRAM ACCESSIBILITY

### II-5.1000 General.

[Insert the following text after the answer to the question, "*Is a public entity relieved of its obligation to make programs accessible if no individual with a disability is known to live in a particular area?*" p. 19.]

**ILLUSTRATION:** A rural school district has only one elementary school and it is located in a one-room schoolhouse accessible only by steps. The school board asserts that there are no students in the district who use wheelchairs. Students, however, who currently do not have a disability may become individuals with disabilities through, for example, accidents or disease. In addition, persons other than students, such as parents and other school visitors, may be qualified individuals with disabilities who are entitled to participate in school programs. Consequently, the apparent lack of students with disabilities in a school district's service area does not excuse the school district from taking whatever appropriate steps are necessary to ensure that its programs, services, and activities are accessible to qualified individuals with disabilities.

### II-5.3000 Curb Ramps.

[Insert the following text after the first paragraph of this section, p. 21.]

To promote both efficiency and accessibility, public entities may choose to construct curb ramps at every point where a pedestrian walkway intersects a curb. However, public entities are not necessarily required to construct a curb ramp at every such intersection.

Alternative routes to buildings that make use of existing curb cuts may be acceptable under the concept of program accessibility in the limited circumstances where individuals with disabilities need only travel a marginally longer route. In addition, the fundamental alteration and undue burdens limitations may limit the number of curb ramps required.

To achieve or maintain program accessibility, it may be appropriate to establish an ongoing procedure for installing curb ramps upon request in areas frequented by individuals with disabilities as residents, employees, or visitors.

**II-6.0000 NEW CONSTRUCTION AND ALTERATIONS****II-6.2000 Choice of design standard: UFAS or ADAAG.****II-6.2100 General.**

[Insert the following text at the end of this section, p. 26]

*What if neither ADAAG nor UFAS contain specific standards for a particular type of facility? In such cases the technical requirements of the chosen standard should be applied to the extent possible. If no standard exists for particular features, those features need not comply with a particular design standard. However, the facility must still be designed and operated to meet other title II requirements, including program accessibility (see II-5.0000).*

**ILLUSTRATION 1:** A public entity is designing and constructing a playground. Because there are no UFAS or ADAAG standards for playground equipment, the equipment need not comply with any specific design standard. The title II requirements for equal opportunity and program accessibility, however, may obligate the public entity to provide an accessible route to the playground, some accessible equipment, and an accessible surface for the playground.

**ILLUSTRATION 2:** A public entity is designing and constructing a new baseball stadium that will feature a photographers' moat running around the perimeter of the playing field. While there are no specific standards in either ADAAG or UFAS for either dugouts or photographer's moats, the chosen standard should be applied to the extent that it contains appropriate technical standards. For example, an accessible route must be provided and any ramps or changes in level must meet the chosen standard. The public entity may have additional obligations under other title II requirements.

**II-6.6000 Curb ramps.**

[Insert the following text at the end of this section.]

Resurfacing beyond normal maintenance is an alteration. Merely filling potholes is considered to be normal maintenance.

# ADA COMPLIANCE GUIDE

## MONTHLY BULLETIN

Vol. 4, No. 3

March 1993

### Federal judge orders Philadelphia to make curb cuts when repaving city streets

A federal court has ordered Philadelphia to install curb cuts in sidewalks whenever it resurfaces city streets. The U.S. District Court for the Eastern District of Pennsylvania ruled that Philadelphia violated Title II of the ADA by failing to create curb cuts or sloped areas on sidewalks adjacent to streets that were resurfaced by the city after title II went into effect (Jan. 26, 1992).

The court said resurfacing constitutes an alteration, and under the ADA, cities and other public entities must make alterations accessible when they affect "usability." The ruling applies to all resurfacing projects begun after Jan. 26, 1992.

According to the Justice Department's title II regulations, when a public entity alters a facility in a way that affects or could affect its usability, the part of the facility must be altered to be as readily accessible and usable by individuals with disabilities. Further, the regulations specifically mention the installation of curb ramps, requiring them in

"newly constructed or altered" streets, roads or highways, or in newly constructed or altered pedestrian walkways that intersect with streets, roads or highways.

"This is the bedrock for persons with ambulatory disabilities. Without curb cuts, everything else is meaningless. And it's a signal that other cities are going to have to take the ADA seriously and pay attention

to this issue," said Stephen Gold, the attorney who brought the suit.

The city contended its obligations under the "alterations" section of the rules only apply to the portion of the facility that is altered. Thus, it argued, the resurfacing only affected the streets, and did not trigger any obligations to alter curbs to sidewalks.

*See Streets, Page 2*

### Union discriminated by excluding coverage for AIDS benefits, EEOC rules

The U.S. Equal Employment Opportunity Commission (EEOC) has found that a union health benefits plan that did not cover HIV or AIDS-related conditions violated Title I of the ADA.

The EEOC's ruling, issued in January by the commission's New York district office, found that the Masons Tenders District Council of New York, by eliminating cov-

erage in its health plan for AIDS and HIV discriminated against an employee, Terrence Donaghey Jr., who is HIV-positive.

Donaghey, a union member, filed the complaint with EEOC in November 1992 after being informed that his benefits plan excluded coverage for treatment of HIV or AIDS. Donaghey charged

*See Union, Page 2*

#### IN THIS ISSUE

**3** Woman sues 7-11 stores in D.C. for inaccessibility

**4** How wellness plans can violate the ADA

**5** One county's approach to ADA compliance

**8** Disability Digest

Continued from Page 1

But in its decision, the court said that, based on congressional intent and the language of the regulations, the concept of "usability" should be interpreted broadly. Therefore, the court said, if resurfacing a street affected its usability by making driving on and crossing it easier and safer, then the resurfacing should be considered an alteration under title II.

"Without the ability to cross streets, the opportunities afforded by the ADA are of little benefit," the court ruled. "The ADA is a remedial statute, designed to eliminate discrimination against the disabled in all facets of society. As a remedial statute, it must be broadly construed to effectuate its purposes."

Further, the court noted, there is no way for the city to claim such alterations an "undue financial burden."

"The regulations do provide an undue burden defense in recognizing that, in some instances, the requirement to modify existing programs and facilities may impose extraordinary costs on the community. In contrast, new construction and alterations present an immediate opportunity to provide for accessibility," the court said.

Philadelphia has not yet decided if it will appeal. "The city is very surprised by this decision," said Debra Russo, deputy city solicitor. □

Continued from Page 1

that, as a result, his condition worsened since he could not afford treatment.

In his ruling, EEOC District Director Spencer Lewis Jr. wrote that the union's medical insurance "appears, on its face, to violate the [ADA. The union] has failed to comply with the commission's request for information relevant to its investigation. The commission has determined that [the union] has no viable defense to the charge of discrimination."

The EEOC's ruling is the first step in the title I complaint process. Under regulations set out by the agency, the EEOC must attempt conciliation between the parties; if it is unsuccessful, the agency can file suit on behalf of Donaghey in federal court.

Under title I, employers must provide the same benefits, including health insurance, to all employees. Plans that exclude certain conditions or treatments do not

violate the ADA if exclusions are based on standard actuarial practices and are not used as a subterfuge for not complying with the law.

However a federal appeals court ruled recently that self-insured companies may cap, cancel or exclude certain benefits under the Employment Retirement Insurance Security Act (ERISA) (see December 1992 *Monthly Bulletin*).

Because the ADA was not in effect at the time of the court's ruling, the case left open the question of whether capping or excluding coverage for a particular condition violates the ADA (although it's allowable under ERISA).

"This finding should send a very cold chill down the backs of employers who try to limit coverage for HIV, AIDS and other disabling illnesses by self-insuring," said Thomas Kendrick of Gay Men's Health Crisis, one of Donaghey's attorneys.

The union could not be reached for comment. □

### Americans with Disabilities Act ADA Compliance Guide

The *Americans with Disabilities Act ADA Compliance Guide* is published monthly by Thompson Publishing Group, 1725 K St. N.W., Suite 200, Washington, D.C. 20006-1499, (202) 872-4000. The annual subscription rate is \$287. For subscription information, address changes or questions about your account, call 1-800-677-3789, or write: Thompson Publishing Group, Publication Services Division, 1725 N. Salisbury Blvd., Salisbury, Md. 21801-3351. For editorial inquiries, call (202) 872-4000, or write our editorial offices at 1725 K St. N.W., Washington, D.C. 20006-1499. Publisher: Richard E. Thompson; Vice President: Daphne Musselwhite; Editorial Director: Kathleen Duntin; Senior Editor: Denise Lamoreaux; Editor: Don Montuori; Assistant Editors: Larisa Charla, Eric Glick; Contributing Editor: Darla M. Fera. Production Manager: Paula Keogh. Charles D. Goldman, Esq., and Barbara Anderson, Esq., contribute to the *ADA Compliance Guide*. Please allow four to six weeks for all address changes. *Americans with Disabilities Act ADA Compliance Guide* is the exclusive trademark of Thompson Publishing Group.

POSTMASTER: Send address changes to *Americans with Disabilities Act Compliance Guide*, Thompson Publishing Group, 1725 N. Salisbury Blvd., Salisbury, Md. 21801-3351.

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### 3rd Circuit upholds Philadelphia mandate to cut curbs when making road repairs

The 3rd U.S. Circuit Court of Appeals has upheld a lower court's ruling that the city of Philadelphia must make curb cuts in sidewalks at intersections whenever it repaves or repairs city streets. This ruling means that, at least in the 3rd Circuit, resurfacing is an "alteration" that triggers the accessibility requirements of Title II of the ADA.

A disability advocacy organization, Disabled in Action, brought suit in late 1992, claiming that the city's practice of installing curb cuts only when roadwork affected curbs or sidewalks violated title II. The plaintiffs argued that the lack of curb cuts was discriminatory, as they posed dangerous threats to mobility-impaired people, who either had to navigate their wheelchairs in traffic or risk injury trying to cross uncut curbs. The U.S. District Court for the Eastern District of Pennsylvania agreed, and ordered Philadelphia to retroactively install curb cuts on roadwork that had been undertaken since Jan. 26, 1992, the effective date of title II.

On appeal, the city challenged the District Court's definition of "alteration," and argued that if resurfacing is an alteration, it is entitled to claim that installing curb cuts is an "undue burden." In its ruling, the appeals court found that title II's regulations make it clear that any alteration that affects the usability of a facility must be made accessible to the disabled. This, the court ruled, "effectively unifies a street and its curbs for treatment as interdependent facilities. If a street is to be altered to make it more usable for the general public, it must also be made more usable for those with ambulatory disabilities."

The court also ruled that while an undue burden defense can be raised when a public entity retrofits an existing structure for accessibility, the regulations governing new construction and alterations are "more stringent" and do not allow public entities to claim that making new construction or alterations accessible are an undue financial burden. Even if installing curb cuts gradually are included as part of the city's transition plan under title II, the court ruled, the city must still make curb cuts when altering roads. This case is *Kinney v. Yerusalim*, Appendix V:11. □

### New Jersey medical license applications violate ADA, court rules

Questions about applicants' health and disability history that appear on the New Jersey Medical Board of Examiner's license applications violate Title II of the ADA, a District Court has ruled.

In this case, the Medical Society of New Jersey, which represents more than 9,000 practicing physicians in the state, challenged the state board's use of questions on disability and medical history on its application forms for state medical licenses.

Currently, the board asks questions such as "Have you ever been terminated or granted a leave of absence. . . for reasons that related to any physical or psychiatric illness or condition?" and "Are you now or have you been dependent on alcohol or drugs?" These questions, the plaintiffs charged, have the effect of screening out qualified individuals with disabilities for further investigation.

The U.S. District Court for New Jersey held that the questions were used as a screening device to pick out individuals with disabilities. "Because of the exceedingly broad nature of most of the questions, these additional burdens are falling, in probably the vast majority of cases, upon qualified individuals with disabilities," the court stated.

These questions, the court ruled, substitute an "impermissible inquiry" into applicants' medical status for the "proper inquiry into the applicants' behavior." The court said the board could develop a set of questions that screen out applicants based only on their ability to perform essential and marginal functions of their jobs. The board also could rely heavily on applicants' recommendations, work histories, litigation history and patient complaints in deciding whether a physician is qualified to receive a license, the court noted.

However, the court refused to issue an injunction to force the board from using these questions before the actual case went to trial, ruling that the medical society had not proved that it or its members would suffer "immediate and irreparable harm" if the injunction were not granted. This case is *The Medical Society of New Jersey v. The New Jersey State Board of Medical Examiners*, Appendix V:23. □

(See Courts, Page 6)



# 1996 Consolidated Plan APPLICATION FORM

**Project Title:** Curb Ramp Construction

**Amount Requested::** \$50,000

**Name of Applicant:** New Britain Commission on Persons with Disabilities

**Address:** 27 West Main St., Rm. 301, New Britain, CT 06051

**Contact Person:** Christopher L. Montes, Coordinator of Community Services

**Phone Number:** (860) 826-3366, via TTY/TDD 827-1642, FAX 223-7865

**Project Summary:** This project consists of design, construction and inspection of curb ramps, primarily for the benefit of persons with mobility impairments throughout the City of New Britain.

---

**Check one:**  Project is ongoing and was previously allocated HUD funds  
 Project is ongoing but has not been allocated HUD funds  
 Project is a new service or activity

**Check One:**  Application for Community Development Block Grant funds  
 Application for Emergency Shelter Grant funds  
 Application for HOME Program funds

**Employer I.D. Number:** 066001874      **IRS Tax Exempt Number:** A-178901

I, the authorized representative of the applicant, certify that the information provided in this application is correct to the best of my knowledge and that, if funded, the applicant will comply with all applicable requirements.

\_\_\_\_\_  
Signed

\_\_\_\_\_  
Date

\_\_\_\_\_  
Title

# 1996 Consolidated Plan BUDGET FORM

Project Title: Curb Ramp Construction

Budget Period: 22nd Year CDBG Program

	<i>HUD Funds Requested</i>	<i>In-Kind &amp; Other Sources</i>	<i>Total Project Cost</i>
<b><i>Administrative Overhead</i></b>			
Salaries			
Fringes			
Accounting			
Audit			
_____			
_____			
<b><i>Project Costs</i></b>			
Salaries- list positions to to be paid with HUD funds			
_____			
_____			
_____			
_____			
Other Salaries			
Fringes			
Contractual Services	\$50,000	0	0
Equipment			
Insurance			
Printing			
Postage			
Rent			
Supplies			
Telephone			
Utilities			
_____			
_____			
_____			
<b>TOTAL PROJECT COSTS</b>	\$50,000	0	0

# 1996 Consolidated Plan PROPOSAL NARRATIVE INSTRUCTIONS

*Provide the following information in narrative form, not to exceed 6 pages.*

## JUSTIFICATION

- ▶ Describe the need for this project. Quantify the magnitude of the problem that will be addressed.
- ▶ Explain how the project will meet one of the following HUD objectives:
  - Benefit to Low and Moderate Income Persons. See attached income limits.
  - Prevention or Elimination of Slums or Blight
  - Meets an Urgent Need due to a condition which originated within the past 18 months and which threatens the health or welfare of the community
- ▶ Discuss how your organization is appropriate for carrying out this project.

## PROJECT DESCRIPTION

- ▶ State the specific goals and objectives of the proposed project.
- ▶ Identify specific activities to be undertaken or services to be provided. Describe what will be done, by whom, how and when.
- ▶ Comment on how this project proposes a solution that is unique from other programs or services that are currently available in the City.

## IMPACT

- ▶ Quantify the proposed accomplishments and anticipated benefits. (for example, number of persons or families to be served, number of buildings to be renovated, etc.)
- ▶ Describe the measures by which you will determine the success of the project towards meeting goals.
- ▶ Discuss how the project contributes to neighborhood revitalization.

# HUD PROGRAMS

## Income Limit Standards for New Britain, Connecticut

Effective Date: March 6, 1996

**MEDIAN INCOME - \$55,600.**

<u>FAMILY SIZE</u>	<u>LOW INCOME</u> <u>*Less than 50% of Median</u>	<u>MODERATE INCOME</u> <u>*Less than 80% of Median</u>
1	\$0 - \$19,450	\$19,451 - \$29,100
2	\$0 - \$22,250	\$22,251 - \$33,300
3	\$0 - \$25,000	\$25,001 - \$37,450
4	\$0 - \$27,800	\$27,801 - \$41,600
5	\$0 - \$30,000	\$30,001 - \$44,950
6	\$0 - \$32,250	\$32,251 - \$48,250
7	\$0 - \$34,450	\$34,451 - \$51,600
8	\$0 - \$36,700	\$36,701 - \$54,900



# CITY OF NEW BRITAIN

## NEW BRITAIN, CONNECTICUT

### COMMISSION ON PERSONS WITH DISABILITIES

1996 CONSOLIDATED PLAN

COMMUNITY DEVELOPMENT BLOCK GRANT PROPOSAL

MAY 1996

#### I. JUSTIFICATION

- DESCRIBE THE NEED FOR THIS PROJECT. QUANTIFY THE MAGNITUDE OF THE PROBLEM THAT WILL BE ADDRESSED.

Most recent Needs Assessment for Persons with Disabilities concluded that access to public/private accessible and affordable housing, public/paratransit transportation, employment and educational opportunities, public and private social service agencies as well as places of public accommodation such as shops and stores as a primary unmet need of an estimated 6,236 people with mobility impairments in the City of New Britain.

Title II-A of the Americans with Disabilities Act enacted into law on July 26, 1990 requires public entities with 50 or more employees to include in their Transition Plan a program to install curb ramps throughout their entity, as part of a comprehensive effort to remove architectural barriers which prevent access to public services, programs and places of public accommodation. Funding for this ongoing program would address both of the aforementioned public policy documents.

- Explain how the project will meet one of the following HUD objectives:

Based upon the most recent Needs Assessment for Persons with Disabilities, the estimated total number of eligible beneficiaries in the City of New Britain is approximately 6,000-7,000 citizens. While disabilities do not discriminate in ethnic or racial groups, there are a disproportionate number of elderly who experience disabilities due to ongoing aging process and greater frequency of accidents over the span of life. There are no gender discrimination among those who have disabilities. Therefore, female headed households are likely to benefit from this program consistent with New Britain demographics. National data concludes that 66% of adults between the ages of 18 and 65 years are working less than full time or are completely unemployed, thereby falling into either Low or Moderate Income categories.

- . Discuss how your organization is appropriate for carrying out this project.

Created by City Ordinance in April 1977 the Commission on Persons with Disabilities and its assigned professional staff, Christopher L. Montes, M.A. Coordinator of Community Services, F. Jay Sullivan, Disabilities Services Specialist, and Sharon Wnuk, Administrative Secretary II serve in active advocacy roles to ensure that the City's disabled population rights are upheld and they receive all the services that they are entitled to. In doing so, the Commission on Persons with Disabilities and its assigned staff assumes a lead role to ensure that the City of New Britain identifies and responds to the needs of an estimated 10,000 citizens with various types of disabilities living in the community. Since 1987, long before the passage of the Americans with Disabilities Act in 1990, the City of New Britain has made a commitment to improving access to the community with the construction of curb ramps throughout the city. To date some 350 ramps have been installed with funding provided by the Community Development Block Grants program. This experience uniquely qualifies the Commission on Persons with Disabilities as the most appropriate organization for carrying out this project.

## II. PROJECT DESCRIPTION

- . State the specific goals and objectives of the proposed project

The goal of this project is to facilitate an ongoing process which makes the City more accessible and accommodating to persons with mobility impairments. The objective rationale is that intersections which still need curb ramps pose a real risk to the safety of those persons who are unable to negotiate the existing architectural barriers safely, with or without assistance from another person. By constructing curb ramps at street intersections, the City will visibly and tangibly become more accessible and accommodating to persons with disabilities, especially those with mobility impairments.

- . Identify the specific activities to be undertaken or services to be provided. Describe what will be done, by whom, how and when.

The Commission on Persons with Disabilities and its assigned professional staff will develop a preliminary list of locations for the construction of curb ramps. The City's public works department will conduct field surveys of each proposed location to identify engineering obstacles

and estimates of each location. The Commission on Persons with Disabilities will use these cost estimates to assign and finalize a priority list for the location of curb ramp construction. The office of Community and Neighborhood Development will oversee the bid process and award a contract to private contractor who will do the actual construction of curb ramps. The office of Community and Neighborhood Development will also oversee the entire process as the recipient agency for the City for all CDBG completed work. Either Public Works, the Police Department or the private contractor will be responsible for traffic control during the construction of curb ramps.

Comment on how this project proposes a solution that is unique from other programs or services that are currently available in the City.

The long term solution or goal of making every street intersection with sidewalks is one which will only be realized with continued support each year for this curb ramp project. The Americans with Disabilities Act places the legal obligation for the construction of curb ramps on the public entity, i.e, municipality, county or state. In doing so, the Americans with Disabilities Act provides guidelines for selecting and prioritizing locations for curb ramp construction, as well as time tables through which public entities should achieve full compliance in a timely manner. To date the City of New Britain has relied almost entirely upon Community Development Block Grant funding to construct curb ramps throughout the City. Other private and publicly funded construction projects have included curb ramps as part of their design specifications. However, the City cannot rely upon other private or publicly funded projects to bring the City into full compliance with requirements of the Americans with Disabilities Act.

The availability of Community Development Block Grants funding provides the City with the opportunity and means by which it can not only comply with the Americans with Disabilities Act, but just importantly respond to the issues and needs of approximately 6,000 to 7,000 citizens who desire deeply to have access to the community and thus, be contributing members of society. The elimination of Community Development Block Grant funding would not eliminate the City's obligations to provide access to the community. Instead, the City would have to strongly consider utilizing its own financial resources to achieve this worthwhile goal.



**CITY OF NEW BRITAIN**  
NEW BRITAIN, CONNECTICUT

**COMMISSION ON PERSONS WITH DISABILITIES**

**TO:** Paul J. Manafort, Chairman  
Board of Public Works

**FROM:** Tracy Kralik, Chairwoman JK  
Commission on Persons with Disabilities

**DATE:** January 10, 1995

**RE:** COST ESTIMATES FOR CURB RAMPS

Please arrange to have the enclosed lists of curb ramp locations reviewed for construction cost estimates. The Commission on Persons with Disabilities wishes to utilize these cost estimates before finalizing its priority list. In particular, the Commission on Persons with Disabilities is interested in the estimated cost of removing or contending with any obstacles at any particular location, which may add to the cost of, or prevent, installing curb ramps. As the Commission on Persons with Disabilities wishes to have these curb ramps installed during the spring or summer of 1995 and must be put out to competitive bidding, I request that this information be provided to the Commission on Persons with Disabilities by 4:00, Friday, March 17, 1995. Should you have any questions please call Christopher L. Montes, Coordinator of Community Services or in his absence F. Jay Sullivan, Disabilities Services Specialist at 826-3366. Thank you.

Encls.

**cc:** Joseph Carilli, Director of Public Works  
R. Peter Ledger, Director of Parks and Recreation/  
ADA Coordinator  
Clarence Corbin, Acting Director of Engineering  
AnnMarie Klimek, Grants Administrator,  
Commission on Community and Neighborhood Development  
Christopher L. Montes, Coordinator of Community Services  
F. Jay Sullivan, Disabilities Services Specialist  
Commission On Persons with Disabilities



### III. IMPACT

- . Quantify the proposed accomplishments and anticipated benefits. (for example, number of persons or families to be served, number of buildings to be renovated, etc.)
- . Describe the measures by which you will determine the success of the project towards meeting goals.

The success of the proposed project will be measured by the number of curb ramps constructed throughout the City and by those people with disabilities who utilize them. The Commission on Persons with Disabilities retains control of selecting locations for curb ramp construction. Other City departments will be asked to oversee the cost estimates, design, construction and inspection, bid process, awarding of contract, payment for services provided by the City departments as well as payment to the contractor.

Discuss how the project contributes to neighborhood revitalization.

Construction of curb ramps throughout the City, will empower individuals with disabilities living in various neighborhoods to become more independent and thus more productive members of their neighborhood. Improved access to employment and educational opportunities, public and paratransit transportation, will result in people with disabilities having improved opportunity to patronize shops and stores in their neighborhood, thereby contributing to the local economy.

As more people with disabilities become employed they may become more financially independent, thus reducing the need for subsidized housing in neighborhoods.



**CITY OF NEW BRITAIN**  
**NEW BRITAIN, CONNECTICUT**

---

**COMMISSION ON PERSONS WITH DISABILITIES**

**PROPOSED CURB RAMP LOCATIONS**  
**C.D.B.G., 19TH YEAR**

January 10, 1995

The Commission on Persons with Disabilities will have final authority over curbramps installed with all funds it has procured. Furthermore, the Commission on Persons with Disabilities will submit proposed curb ramp lists to Public Works and Engineering, for cost estimates. The Commission on Persons with Disabilities may choose to reconsider the proposed priority list, based upon cost estimates provided by either Public Works or Engineering.

Criteria used to determine proposed sites for construction of curb ramps.

1. Request from person who has a disability, via written correspondence, telephone conversation or submitted suggestions in person to the office. (P.W.D.)
2. Within one block of identified bus line. (B.L.)
3. High Density or three or more of the following: (H.D.)
  - a. Bus Line
  - b. Commercial area, (stores, offices, physicians, public services)
  - c. Demographic necessity, (identified person(s) with disability in area)
  - d. At or near public facilities
  - e. Excessive wear and tear to curb ramps that have already been built.

	<u>Site</u>	<u>No.</u>	<u>P.W.D.</u>	<u>B.L.</u>	<u>H.D.</u>
1.	N.W. corner Oak/West	1	Yes	Yes	Yes
2.	S.W. corner Oak/Daly	1	Yes	Yes	Yes
3.	N.W. corner Oak/LaSalle	1	Yes	Yes	Yes
4.	N.W/S.E. Oak/Allen	2	Yes	Yes	Yes
5.	N.E./S.E. Slater/ Scarlet	2	Yes	Yes	Yes
6.	All Four Corners Howe & Scarlet	4	Yes	Yes	Yes
7.	N.E./S.E. Pearl/ Columbus	2	Yes	Yes	Yes
8.	N.E./S.E./Center Scarlet/Malikowski	3	Yes	Yes	Yes
9.	All Corners Broad / Bond Request from Housing Authority on behalf of Seniors living in Housing Authority complex. This is located on Broad Street, near Burritt Street and Corbin Avenue bus routes. Located near Mt. Pleasant. Broad Street is slated for renovation with state and or federal grant money sometime in the future.	4	Yes	Yes	Yes
10.	All Corners Long Swamp/Summit (Per request of someone on behalf of their daughter who uses a wheelchair and lives at the corner of Summit/Long Swamp Rd.)	4	Yes	Yes	Yes
11.	All corners (including island) Marimac/Summitt	Yes	Yes	Yes	Yes
12.	N.E./S.E. LaSalle/ Lawlor (IN RESPONSE TO PRESS RELEASE)	2	No	No	No
13.	Two Corners of Farmington/Overlook (Per request of N. Zenobi & Sons, Inc.)	2	Yes	Yes	Yes
14.	N.W. corner Vine/Woodbine	1	no	no	no
15.	S.E./N.E. LaSalle/Sexton (REQUESTED BY C.C.N.D.)	2	?	no	no



**CITY OF NEW BRITAIN**  
**NEW BRITAIN, CONNECTICUT**

Commission on Persons with Disabilities

Proposed Curb Ramp Locations

C.D.B.G. - 20th Year

January 10, 1995

The Commission on Persons with Disabilities will have final authority over curb ramps installed with all funds it has procured. Furthermore, the Commission on Persons with Disabilities will submit proposed curb ramp lists to Public Works and Engineering for cost estimates. The Commission on Persons with Disabilities may choose to reconsider the proposed priority list, based upon cost estimates provided by either Public Works or Engineering.

Criteria used to determine proposed sites for construction of curb ramps.

1. Request from person who has a disability; via written correspondence, telephone conversation or submitted suggestions in person to the office (P.W.D.)
2. Within one block of identified bus line (B.L.)
3. High density or three or more of the following (H.D.)
  - a. Bus line
  - b. Commercial area (stores, offices, physicians, public services.)
  - c. Demographic necessity (identified person(s) with disability in area.)
  - d. At or near public facilities
  - e. Excessive wear and tear to existing curb ramps.

I. Suggested by F. Jay Sullivan, Disabilities Services Specialist  
(Bus line serving C.C.S.U., West Farms Mall, Corbins Corner and  
various churches.)

	SITE	No.	B.L.	P.W.D.	H.D.
1.	All four corners Commonwealth Ave. and Mohawk St.	4	Yes	?	?
2.	All 4 corners Commwealth Ave. and Tunxis St.	4	Yes	?	?
3.	All 4 corners Commwealth Ave. and Oneida St.	4	Yes	?	?
4.	All 4 corners Commonwealth Ave. and Sachem St.	4	Yes	?	?
5.	All 4 corners Commonwealth Ave. and Seneca St.	4	Yes	?	?
6.	All 4 corners Commonwealth Ave. and Carlton St.	4	Yes	?	?
7.	All 4 corners Eddy Glover Blvd. and Mohawk St.	4	Yes	?	?
8.	All 4 corners Eddy Glover Blvd. and Tunxis St.	4	Yes	?	?
9.	All 4 corners Eddy Glover Blvd. and Oneida St.	4	Yes	?	?
10.	All 4 corners Eddy Glover Blvd. and Sachem St.	4	Yes	?	?
11.	All 4 corners Eddy Glover Blvd. and Seneca St.	4	Yes	?	?

	SITE	No.	B.L.	P.W.D.	H.D.
12.	All 4 corners Eddy Glover Blvd. and Carlton	4	Yes	?	?
II. Suggested by Public Works' sidewalk inspector (Bus line serving Pulaski Middle School, various stores and churches and Caldor's Plaza.)					
13.	All 4 corners Farmington Ave. and Ward St.	4	Yes	?	?
14.	N.W./S.W. Farmington Ave./ Miller	2	Yes	?	?
15.	N.W./S.W. Farmington Ave. Hayes St.	2	Yes	?	?
16.	N.E./S.E. Farmington Ave. Allen St.	2	Yes	?	?
17.	N.E./S.E. Farmington Ave. Eddy Glover Blvd.	2	Yes	?	?
18.	N.W./S.W. Farmington Ave. Biruta St.	2	Yes	?	?
19.	N.W./S.W. Farmington Ave. Apple Acton Tree Hill St.	2	Yes	?	?
20.	N.W. Farmington Ave. Osgood Ave.	1	Yes	?	?

	SITE	No.	B.L.	P.W.D.	H.D.
21.	N.E./S.E. Commonwealth Ave. Farmington Ave.	2	Yes	?	?
22.	N.W./S.W. Farmington Ave. Richmond Ave.	2	Yes	?	?
23.	N.W./S.W. Farmington Ave. Oakland Ave.	2	Yes	?	?
24.	N.W./S.W. Farmington Ave. Governor St.	2	Yes	?	?
25.	N.E./S.E. Farmington Ave. Blake St.	2	Yes	?	?
26.	All 4 corners Farmington Ave. Kinley Dr./Carroll	4	Yes	?	?
27.	N.W./S.W. Farmington Ave.. Pentlow Ave.	2	Yes	?	?
28.	N.W./S.W. Farmington Ave. Corbin Ave.	2	Yes	?	?
29.	N.W./S.W. Farmington Ave. Ruth Rd.	2	Yes	?	?
30.	N.W./S.W. Farmington Ave. Hutchinson St.	2	Yes	?	?
31.	N.W./S.W. Farmington Ave. Carver St.	2	Yes	?	?
32.	N.W./S.W. Farmington Ave. Yeaton St.	2	Yes	?	?

	SITE	No.	B.L.	P.W.D.	H.D.
33.	N.W./S.W. Farmington Ave. Lurton St.	2	Yes	?	?
34.	N.E./S.E. Farmington Ave. Lewis Rd.	2	Yes	?	?
35.	N.W./S.W. Farmington Ave. Sidot Dr.	2	Yes	?	?
36.	All 4 corners Farmington Ave. Horse Plain Rd. Alexander Rd.	4	Yes	?	?
III. Requested by homeowner					
37.	N.W./S.W. High St. Arlington St.	2	Yes	(none reported)	?

**TOTAL NUMBER OF RAMPS = 103**





CITY OF NEW BRITAIN  
NEW BRITAIN, CONNECTICUT

COMMISSION ON PERSONS WITH DISABILITIES

TO: Theodore Fusaro, Interim Executive Director  
Commission on Community and  
Neighborhood Development

FROM: Christopher L. Montes  
Coordinator of Community Services

DATE: April 17, 1995

RE: Community Development Block Grants Applications, 21st Year

Please find enclosed three applications for financial assistance available through your office as part of the Community Development Block Grants Program. The City of New Britain, Commission on Persons with Disabilities, has authorized me to submit requests, on its behalf, for a new lift-equipped vehicle, at an estimated cost of \$50,000. The vehicle presently being utilized has approximately 75,000 miles registered on its odometer, and has required approximately \$4,000 in repairs since July 1, 1995. An estimated 6,236 citizens unable to access public transportation in the City of New Britain will potentially benefit from this additional service.

The transportation system currently being used by people with disabilities, unable to access public transportation, operates at a fraction of the documented need. This unmet need is supported by a list of transportation request refusals, which is maintained by the assigned staff person responsible for the daily operations of this program. Therefore, a request for \$10,500 to finance an additional 15 hours of operation each week is being submitted on behalf of the Commission on Persons with Disabilities, and the estimated 6,236 citizens of New Britain who will potentially benefit from this program.

The removal of architectural barriers continues to be a high priority need for an estimated 6,236 citizens of the City of New Britain. Already in existence, the curb ramp project facilitates and improves access to such activities of daily living as medical appointments, employment opportunities, vocational training and shopping. As part of an ongoing effort to address this problem the Commission on Persons with Disabilities is submitting a request for \$50,000 to continue this important program.

Theodore Fusaro  
Page Two  
April 17, 1995

The most recent Needs Assessment for people with disabilities conducted by this office as well as the Americans with Disabilities Act, enacted on July 26, 1990 conclude that access to reliable transportation and the removal of architectural barriers in the community as being priority issues which still need to be addressed. Thereby, achieving full inclusion in the community, of an estimated 25% of the population who otherwise experience a great deal of exclusion and isolation.

The Commission on Persons with Disabilities greatly appreciates your agency's careful consideration of its applications for financial assistance. Thank you.

Encls.

cc: R. Peter Ledger, Director of Parks and Recreation/  
ADA Coordinator  
F. Jay Sullivan, Disabilities Services Specialist  
Commission on Persons with Disabilities

CCND Use Only:  
CDBG: # \_\_\_\_\_

## 1995 CONSOLIDATED PLAN

### 21ST YEAR COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM APPLICATION FORM

1.	Proposed project title: Curb Ramp Construction	
2.	Applicant name: New Britain Commission on Persons with Disabilities Applicant address: Rm. 301, 27 West Main Street, New Britain, CT 06051 Contact person name & title: Christopher L. Montes, Coordinator of Community Services Contact person telephone number: (203) 826-3366 via TDD (203) 827-1642	
3.	<b>Brief description of proposed project:</b> This project consists of design, construction, and inspection of curb ramps primarily for the benefit of persons with mobility impairments throughout the City of New Britain.	
4.	21st Year Community Development Block Grant Program request:	\$ 50,000
5.	Using the list on Attachment #1, please indicate which activity and/or subactivity most appropriately describes the proposed project?	
	Activity Name & Code #	Subactivity Name & Code #
	Removal of Architectural Barriers Code # 10	N/A Code # N/A
6.	<b>What pressing community need(s) will the proposed project address? Explain the problem(s) to be addressed; the magnitude of the problem(s) and how the proposed project will affect the problem(s).</b> Most recent Needs Assessment for Persons with Disabilities concluded that access to public/paratransit transportation, employment and educational opportunities, public and private social service agencies as well as places of public accommodation such as shops and stores as a primary undermet need of an estimated 6,236 people with mobility impairments in the City of New Britain. Title II-A of the Americans with Disabilities Act enacted into law on July 26, 1990 requires public entities to include curb ramp construction in its Transition Plan to remove architectural barriers which prevent access to public services, programs and places of public accommodation. Funding for this ongoing program would address both of the aforementioned public policy documents.	

7. State the specific goal(s) & objective(s) of the proposed project.

The goal of this project is to facilitate an ongoing process which makes the City more accessible and accommodating to persons with mobility impairments. The objective rationale is that intersections which still need curb ramps pose a real risk to the safety of those persons who are unable to negotiate the existing architectural barriers safely, with or without assistance from another person. By constructing curb ramps at street intersections, the City will visibly and tangibly become more accessible and accommodating to persons with disabilities, especially those with mobility impairments.

8. Identify specific activities to be undertaken or services to be provided. Describe what will be done, by whom, how and where.

The Commission on Persons with Disabilities and its assigned professional staff will develop a preliminary list of locations for the construction of curb ramps. The City's Public Works Department will do field surveys of each proposed location to identify engineering obstacles and provide cost estimates of each location. The Commission on Persons with Disabilities will use these cost estimates to assign and finalize a priority list for the location of curb ramp construction. The office of Community and Neighborhood Development will oversee the bid process and award a contract to a private contractor who will do the actual construction of curb ramps. CCND will also oversee the entire process as the recipient agency for the City for all CDBG monies and projects. Public Works will provide inspection services of the completed work. Either Public Works or Police Department will be responsible for traffic control during the construction of curb ramps.

9. Describe the target group(s), e.g., teenage mothers, the unemployed, the homeless, persons with disabilities, etc. Indicate the percentage of beneficiaries expected to be of various ethnic groups and/or races, ages, and of female-headed households. Describe how you will recruit proposed project beneficiaries.

Based upon most recent Needs Assessment for Persons with Disabilities, the estimated total number of eligible beneficiaries in the City of New Britain is approximately 6,000 - 7,000 citizens. While disabilities do not discriminate in ethnic or racial groups, there are a disproportionate number of elderly who experience disabilities due to ongoing aging process and greater frequency of accidents over the general span of life. There are no gender discrimination among those who have disabilities. Therefore, female headed households are likely to benefit from this program consistent with New Britain demographics. National data concludes that 66% of adults over age 18 are either working less than full time or completely unemployed.

10. Indicate which one of the following accomplishment categories best applies to the proposed project and indicate the number of accomplishments anticipated: People, Youth, Elderly, Households (General), Large Households, Small Households, Elderly Households, Businesses, Organizations, Housing Units, Public Facilities, Feet of Public Utilities.

Type of Accomplishments	# of Accomplishments
People	6,000-7,000

11. Which one of the following CDBG Program national objectives will the proposed project address?

- Low & moderate income area benefit; or
- Low & moderate income housing benefit; or
- Low & moderate income jobs benefit; or
- Low & moderate income limited clientele benefit; or
- Slums/Blight area benefit; or
- Slums/Blight spot benefit; or
- Slums/Blight area urban renewal benefit; or
- Urgent Need (meets other community development needs having a particular urgency because existing conditions pose a serious or immediate treat to the health or welfare of the community where the conditions have originated within the past 18 months & where other financial resources aren't available to meet such needs).

12. Indicate location(s)/service boundaries type:

Address(es): \_\_\_\_\_

Community wide: \_\_\_\_\_

Specific neighborhoods: \_\_\_\_\_

Census Tract & Block Group: \_\_\_\_\_

Suppressed \_\_\_\_\_

N/A \_\_\_\_\_

CCND Use Only:  
CDBG: # \_\_\_\_\_

13. Will Public Housing Authority dollars be used for the proposed project?:  Yes or  No  
If yes, how much?: \$ \_\_\_\_\_
14. Will prior year money be used for the proposed project?: No  Yes or  No  
If yes, how much?: \$ \_\_\_\_\_
15. Will the proposed project prevent homelessness?:  Yes or  No
16. Will the proposed project help those with HIV or AIDS?: <sup>Types of</sup> disabilities  Yes or  No
17. Will the proposed project help the homeless? Disability is found in <sup>homeless</sup>  Yes or  No

18. What fees will be charged for the proposed project?  
Fees may be charged by other city departments as well as a private contractor. These include cost estimates, design and inspection, construction and traffic control during construction.

19. Identify the measure(s) by which you will determine the success of the proposed project toward meeting goals. Describe how the proposed project will be managed in terms of oversight, service delivery, documentation and finances.  
The success of the proposed project will be measured by the number of curb ramps constructed throughout the City and by those people with disabilities who utilize them. The Commission on Persons with Disabilities retains control of selecting locations for curb ramp construction. Other City departments will be asked to oversee the cost estimates, design, construction, inspection, bid process, awarding of contract, payment for services provided by City departments as well as payment to the contractor.

20. None				
Administrative Salaries				
Position	Weekly Hours	Annual Salary	% charged to CDBG	CDBG Salary
		\$ _____	_____ %	\$ _____
		\$ _____	_____ %	\$ _____
		\$ _____	_____ %	\$ _____
<b>Total Administrative Salaries:</b>				\$ NA
Administrative Fringe Benefits & Payroll Taxes				
Dental Insurance _____		% of \$ _____		\$ _____
FICA _____		% of \$ _____		\$ _____
Health Insurance _____		% of \$ _____		\$ _____

CCND Use Only:

CDBG: # \_\_\_\_\_

Pension _____		% of \$ _____	\$ _____	
Unemployment Compensation _____		% of \$ _____	\$ _____	
Worker's Compensation _____		% of \$ _____	\$ _____	
Life Insurance _____		% of \$ _____	\$ _____	
Other: _____		% of \$ _____	\$ _____	
_____		% of \$ _____	\$ _____	
<b>Total Administrative Fringe Benefits &amp; Payroll Taxes:</b>			\$ NA _____	
<b>Administrative Overhead</b>				
Accounting & Bookkeeping _____		% of \$ _____	\$ _____	
Audit _____		% of \$ _____	\$ _____	
Legal _____		% of \$ _____	\$ _____	
Other: _____		% of \$ _____	\$ _____	
_____		% of \$ _____	\$ _____	
<b>Total Administrative Overhead:</b>			\$ NA _____	
<b>Total Administrative Costs (not to exceed 20% of total CDBG request):</b>			\$ _____	
<b>Program Salaries</b>				
Position	Weekly Hours	Annual Salary	% charged to CDBG	CDBG Salary
		\$ _____	_____ %	\$ _____
		\$ _____	_____ %	\$ _____
		\$ _____	_____ %	\$ _____
<b>Total Program Salaries:</b>			\$ NA _____	
<b>Program Fringe Benefits &amp; Payroll Taxes</b>				
Dental Insurance _____		% of \$ _____	\$ _____	
FICA _____		% of \$ _____	\$ _____	
Health Insurance _____		% of \$ _____	\$ _____	
Pension _____		% of \$ _____	\$ _____	
Unemployment Compensation _____		% of \$ _____	\$ _____	
Worker's Compensation _____		% of \$ _____	\$ _____	
Life Insurance _____		% of \$ _____	\$ _____	
Other: _____		% of \$ _____	\$ _____	
_____		% of \$ _____	\$ _____	
<b>Total Program Fringe Benefits &amp; Payroll Taxes:</b>			\$ NA _____	

CCND Use Only:  
CDBG: # \_\_\_\_\_

Other Program Costs		
Conferences & Meetings _____	% of \$ _____	\$ _____
Consumable Supplies _____	% of \$ _____	\$ _____
Contractual Services _____	% of \$ _____	\$ _____
Dues & Fees _____	% of \$ _____	\$ _____
Equipment _____	% of \$ _____	\$ _____
Insurance _____	% of \$ _____	\$ _____
Postage _____	% of \$ _____	\$ _____
Rent _____	% of \$ _____	\$ _____
Repairs & Maintenance _____	% of \$ _____	\$ _____
Telephone _____	% of \$ _____	\$ _____
Travel & Transportation _____	% of \$ _____	\$ _____
Utilities _____	% of \$ _____	\$ _____
Xerox _____	% of \$ _____	\$ _____
Other: _____	% of \$ _____	\$ _____
<b>Total Other Program Costs:</b>		\$ _____
<b>Total Program Costs:</b>		\$ _____
<b>Total CDBG Request:</b>		\$ 50,000

21. Employer I.D. number: 06 600 1874      IRS tax exempt number: A-178901

22. I, the authorized representative of the applicant, certify that the information presented in this Application is correct to the best of my knowledge and that, if funded, the applicant will comply with all applicable Community Development Block Grant Program requirements.

Signed: \_\_\_\_\_

By: Christopher L. Montes

Title: Coordinator of Community Services

Date: April 17, 1995

CDBGAPPL.WPD  
03/95





**CITY OF NEW BRITAIN**  
**NEW BRITAIN, CONNECTICUT**

COMMISSION ON PERSONS WITH DISABILITIES

PRELIMINARY CURB RAMP LOCATIONS  
C.D.B.G., 19TH/20TH YEARS

April 19, 1994

Criteria used to determine proposed sites for construction of curb ramps.

1. Request from person who has a disability, via written correspondence, telephone conversation or submitted suggestions in person to the office. (P.W.D.)
2. Within one block of identified bus line. (B.L.)
3. High Density of three or more of the following: (H.D.)
  - a. Bus Line
  - b. Commercial area, (stores, offices, physicians, public services)
  - c. Demographic necessity, (identified person(s) with disability in area)
  - d. At or near public facilities
  - e. Excessive wear and tear to curb ramps that have already been built.

I. LEFT OVER FROM 18TH YEAR C.D.B.G. CONTRACT

	<u>Site</u>	<u>No.</u>	<u>P.W.D.</u>	<u>B.L.</u>	<u>H.D.</u>
**1	N.W. corner Vine/Woodbine	1	no	no	no
2	S.E./N.E. LaSalle/Sexton	2 (REQUESTED BY C.C.N.D.)	?	no	no
3.	N.W. corner Oak/West	1	Yes	Yes	Yes
4.	S.W. corner Oak/Daly	1	Yes	Yes	Yes
5.	N.W. corner Oak/LaSalle	1	Yes	Yes	Yes
6.	N.W/S.E. Oak/Allen	2	Yes	Yes	Yes

II. Suggested by Bureau of Engineering as additional sites during 17th Year C.D.B.G. contract with L'Amaglio, Inc. Contract was terminated before they could get to these additional corners. The following sites were never considered by the Commission for priority assignment, as part of the 18th Year C.D.B.G. contract.

7.	N.E./S.E. Slater/ Scarlet	2	Yes	Yes	Yes
8.	All Four Corners Howe & Scarlet	4	Yes	Yes	Yes
9.	N.E./S.E. Pearl/ Columbus	2	Yes	Yes	Yes
10.	N.E./S.E./Center Scarlet/Malikowski	3	Yes	Yes	Yes

III Requests Received Since Last Contract Completed

11. Corners Uncertain ?                      Yes                      Yes                      Yes  
 Armistice/Bond (Request from Housing Authority on behalf of Seniors living in Housing Authority complex. This is located a couple of blocks from Broad Street and Burritt Street bus route. Located near Mt. Pleasant. Broad Street is slated for renovation with state and or federal grants sometime in the future.

PAGE TWO  
 CURB RAMPS  
 19th/20th YEARS

	<u>Site</u>	<u>No.</u>	<u>P.W.D.</u>	<u>B.L.</u>	<u>H.D.</u>
12.	All Corners Long Swamp/Summit (Per request of Ms. Olga Egipciaco on behalf of her daughter who uses a wheelchair and lives at the corner of Summit/Long Swamp Rd.)	4	Yes	Yes	Yes
13.	All corners (including island) Marimac/Summit ( Per request of Ms. Olga Egipciaco)		Yes	Yes	Yes
14	N.E./S.E. LaSalle/ Lawlor (In response to January 28, 1994 PRESS RELEASE)	2	?	No	?
15.	Two Corners of Farmington/Overlook (Per request of N. Zenobi & Sons, Inc.)	2	?	Yes	Yes



CITY OF NEW BRITAIN  
NEW BRITAIN, CONNECTICUT

MEMORANDUM

TO: Joseph F. Carilli, Director of Public Works  
R. Peter Ledger, Director of Parks & Recreation  
Derek W. Morse, Director of Engineering  
Christopher Montes, Coordinator of Community Services

FROM: Sarajane S. Pickett, Director of Planning *SP*

DATE: October 25, 1993

SUBJECT: Clarification of Handicapped Ramp Locations

Attached for your information is a clarification to the recently updated handicapped access map.

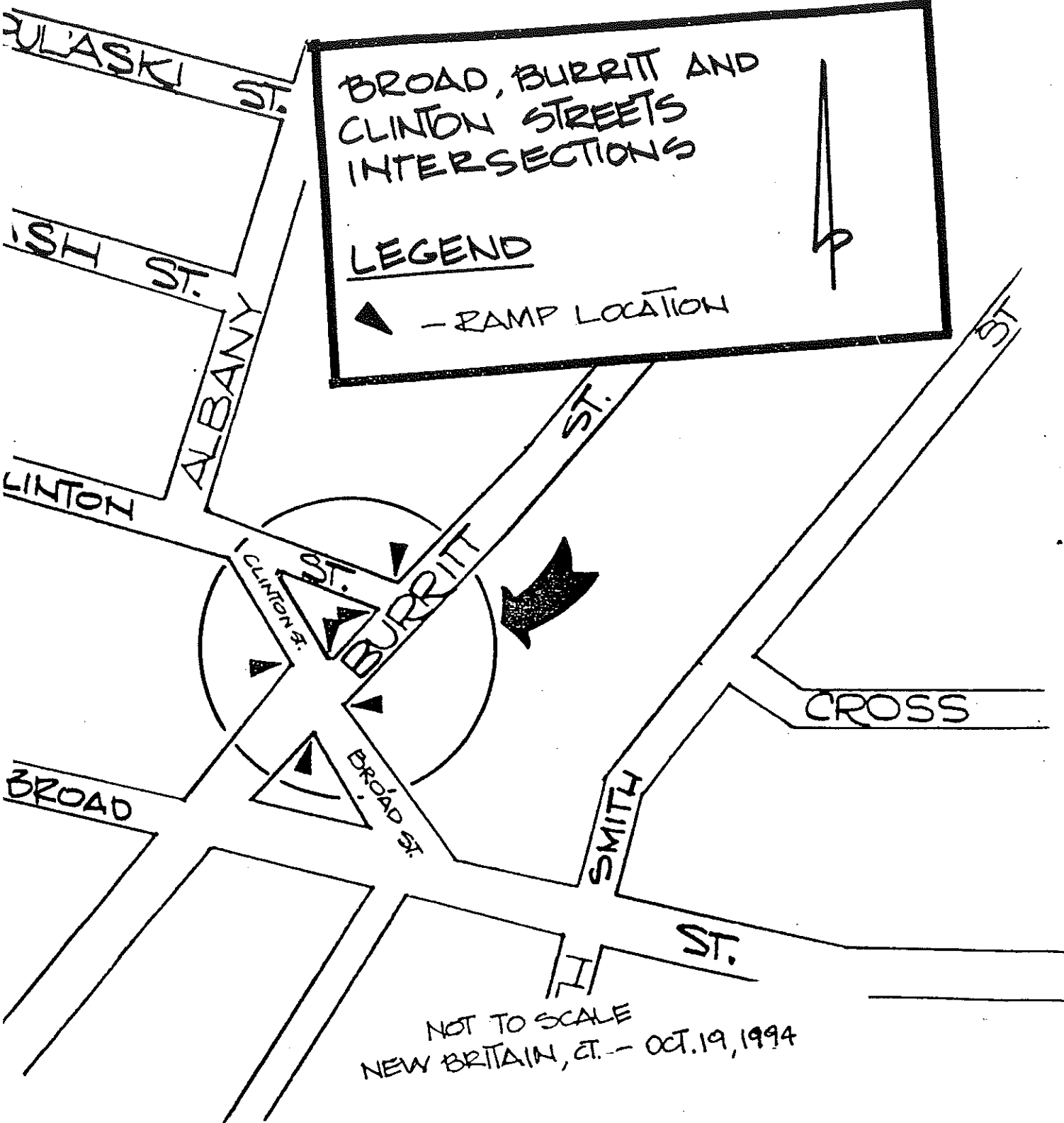
The Burritt, Clinton and Broad Streets intersection is a complicated one, and in light of conflicting information, a field survey was conducted to check our original data. The attached drawing is accurate and should be used to correct your City-wide map.

/kjb  
Attach.

BROAD, BURRITT AND CLINTON STREETS INTERSECTIONS

LEGEND

▲ - RAMP LOCATION



NOT TO SCALE  
NEW BRITAIN, CT. - OCT. 19, 1994



CITY OF NEW BRITAIN  
NEW BRITAIN, CONNECTICUT

TO: R. Peter Ledger, Director of Parks and Recreation  
Tony Hebenstreit, Chairman, Commission on Persons with  
Disabilities  
Joe Carilli, Director of Public Works  
Clarence Corbin, Assistant Director of Engineering  
F. Jay Sullivan, Disabilities Services Specialist

FROM: Christopher L. Montes, Coordinator of Community Services

DATE: October 3, 1993

RE: Curb Ramp Meeting Consensus

The following is a synopsis of our meeting on September 28, 1993 concerning curb ramp installation.

Agreements

- Public Works will keep records of existing and future ramps/locations as part of its comprehensive plan.
- Public Works will include curb ramps, designated by the Commission on Persons with Disabilities, with its yearly bids (Jan. - Nov.). This also includes criteria for construction.
- The Commission on Persons with Disabilities and its assigned staff will be a resource to the Public Works Department for identification of curb ramp sites.
- The Commission on Persons with Disabilities and its assigned staff will seek additional funds for ramps, as well as current C.D.B.G. funding.

Concerns

- The Bureau of Engineering may still be consulted to provide design quality, e.g. special obstructions and two ramps per corner vs. one. Costs may be attached by some obstruction, these will be communicated to the Commission on Persons with Disabilities
- Police vs. flagman site coverage.

Page Two  
October 3, 1993

- Commission on Persons with Disabilities may lose some control over priority ramps, but communication from Public Works will minimize this.
- The Commission on Persons with Disabilities does not currently consider whether a street is state or city owned when compiling its curb ramp list.



**CITY OF NEW BRITAIN**  
**NEW BRITAIN, CONNECTICUT**

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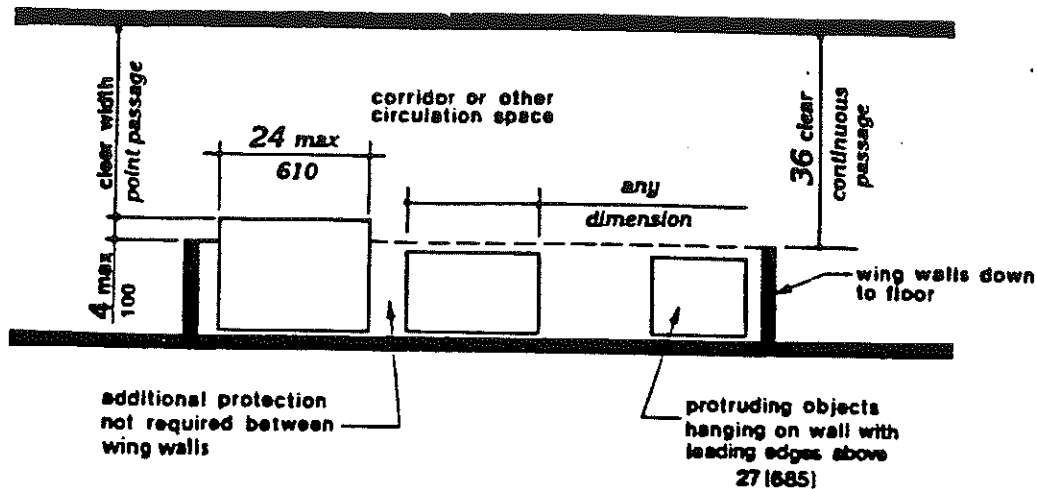
TO: Anne Marie Klimek, Executive Administrator, C.C.N.D.  
FROM: Christopher L. Montes, Coordinator of Community Services  
DATE: May 14, 1993  
RE: Curb Ramp/Drainage Grates

Please note requirements from UFAS and ADAAG documenting grate widths on walking surfaces. This information shall be helpful with upcoming CDBG funded curb ramp construction.

Enc.

cc: T. Hebenstreit  
R. P. Ledger  
J. Sullivan  
P. Toscano





(e)  
Example of Protection around Wall-Mounted Objects and Measurements of Clear Widths

Fig. 8  
Protruding Objects (Continued)

## 4.5 Ground and Floor Surfaces.

**4.5.1\* General.** Ground and floor surfaces along accessible routes and in accessible rooms and spaces, including floors, walks, ramps, stairs, and curb ramps, shall be stable, firm, *slip-resistant*, and shall comply with 4.5.

**4.5.2 Changes in Level.** Changes in level up to 1/4 in (6 mm) may be vertical and without edge treatment (see Fig. 7(c)). Changes in level between 1/4 in and 1/2 in (6 mm and 13 mm) shall be beveled with a slope no greater than 1:2 (see Fig. 7(d)). Changes in level greater than 1/2 in (13 mm) shall be accomplished by means of a ramp that complies with 4.7 or 4.8.

**4.5.3\* Carpet.** If carpet or carpet tile is used on a ground or floor surface, then it shall be securely

attached; have a firm cushion, pad, or backing or no cushion or pad; and have a level loop, textured loop, level cut pile, or level cut/uncut pile texture. The maximum pile height shall be 1/2 in (13 mm). Exposed edges of carpet shall be fastened to floor surfaces and have trim along the entire length of the exposed edge. Carpet edge trim shall comply with 4.5.2. *If carpet tile is used on an accessible ground or floor surface, it shall have a maximum combined thickness of pile, cushion, and backing height of 1/2 in (13 mm) (see Fig. 8(f)).*

**4.5.4 Gratings.** If gratings are located in walking surfaces, then they shall have spaces no greater than 1/2 in (13 mm) wide in one direction (see Fig. 8(g)). If gratings have elongated openings, then they shall be placed so that the long dimension is perpendicular to the dominant direction of travel (see Fig. 8(h)).

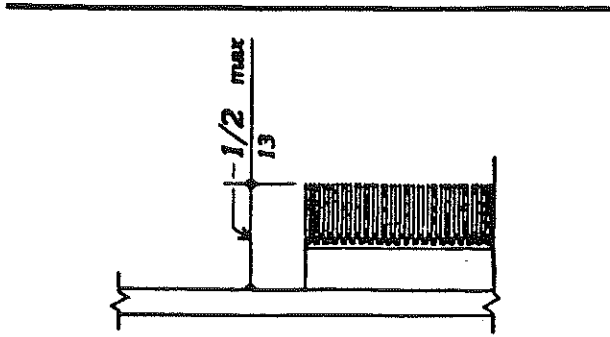


Fig. 8(f)  
Carpet Tile Thickness

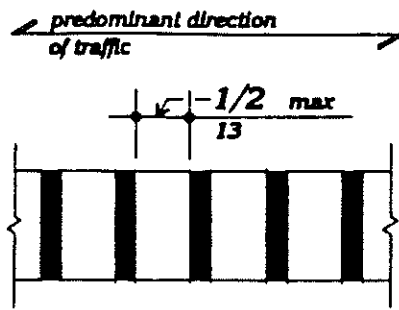


Fig. 8(g)  
Gratings

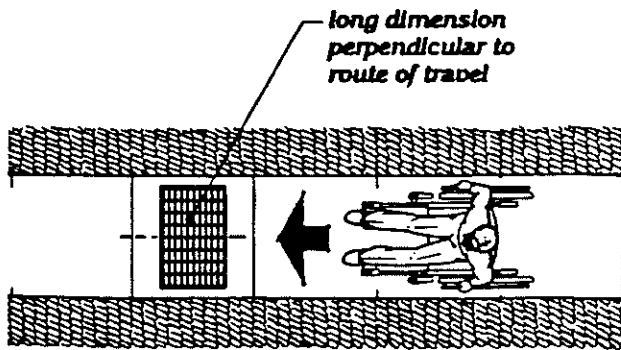


Fig. 8(h)  
Grating Orientation

4.6 Parking and Passenger Loading Zones.

4.6.1 Minimum Number. Parking spaces required to be accessible by 4.1 shall comply with 4.6.2 through 4.6.4. Passenger loading zones required to be accessible by 4.1 shall comply with 4.6.5 and 4.6.6.

4.6.2 Location. Parking spaces for disabled people and accessible passenger loading zones that serve a particular building shall be the spaces or zones located closest to the nearest accessible entrance on an accessible route. In separate parking structures or lots that do not serve a particular building, parking spaces for disabled people shall be located on the shortest possible circulation route to an accessible pedestrian entrance of the parking facility.

4.6.3<sup>\*</sup> Parking Spaces. Parking spaces for disabled people shall be at least 96 in (2440 mm) wide and shall have an adjacent access aisle 60 in (1525 mm) wide minimum (see Fig. 9). Parking access aisles shall be part of an accessible route to the building or facility entrance and shall comply with 4.3. Two accessible parking spaces may share a common access aisle. Parked vehicle overhangs shall not reduce the clear width of an accessible circulation route. Parking spaces and access aisles shall be level with surface slopes not exceeding 1:50 in all directions.

*EXCEPTION:* If accessible parking spaces for vans designed for handicapped persons are provided, each should have an adjacent access aisle at least 96 in (2440 mm) wide complying with 4.5, Ground and Floor Surfaces.

4.6.4<sup>\*</sup> Signage. Accessible parking spaces shall be designated as reserved for the disabled by a sign showing the symbol of accessibility (see 4.30.5). Such signs shall not be obscured by a vehicle parked in the space.

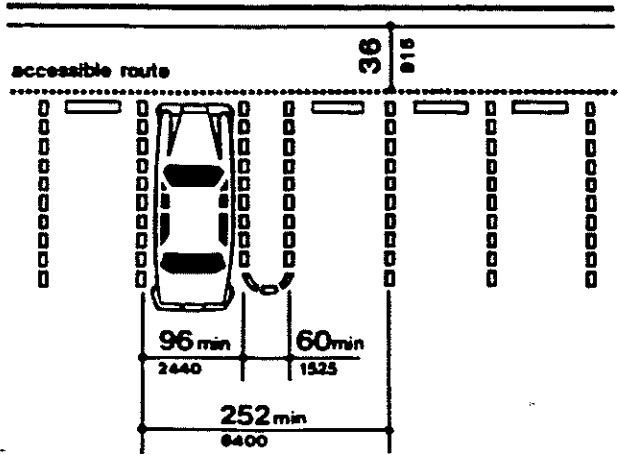


Fig. 9  
Dimensions of Parking Spaces

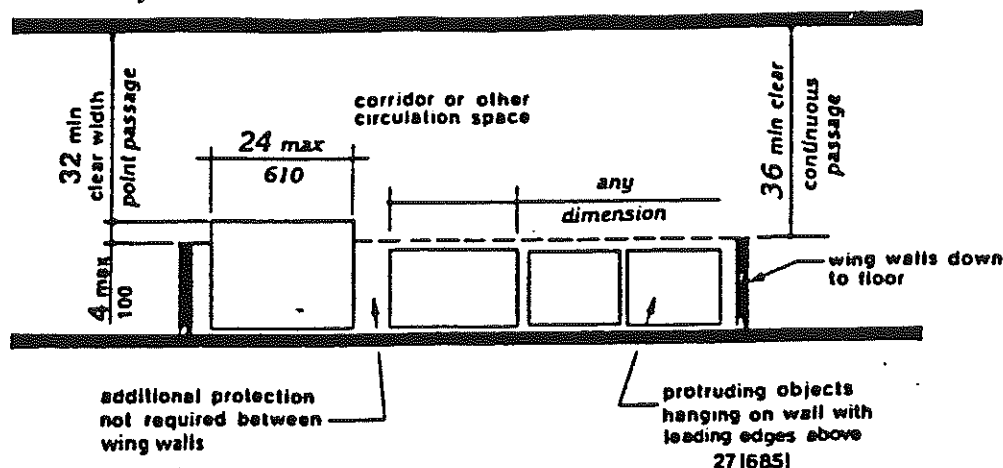


Fig. 8 (e)

Example of Protection around Wall-Mounted Objects and Measurements of Clear Widths

Fig. 8

Protruding Objects (Continued)

shall be beveled with a slope no greater than 1:2 (see Fig. 7(d)). Changes in level greater than 1/2 in (13 mm) shall be accomplished by means of a ramp that complies with 4.7 or 4.8.

**4.5.3° Carpet.** If carpet or carpet tile is used on a ground or floor surface, then it shall be securely attached; have a firm cushion, pad, or backing, or no cushion or pad; and have a level loop, textured loop, level cut pile, or level cut/uncut pile texture. The maximum pile thickness shall be 1/2 in (13 mm) (see Fig. 8(f)). Exposed edges of carpet shall be fastened to floor surfaces and have trim along the entire length of the exposed edge. Carpet edge trim shall comply with 4.5.2.

**4.5.4 Gratings.** If gratings are located in walking surfaces, then they shall have spaces no greater than 1/2 in (13 mm) wide in one direction (see Fig. 8(g)). If gratings have elongated openings, then they shall be placed so that the long dimension is perpendicular to the dominant direction of travel (see Fig. 8(h)).

#### 4.6 Parking and Passenger Loading Zones.

**4.6.1 Minimum Number.** Parking spaces required to be accessible by 4.1 shall comply with 4.6.2 through 4.6.5. Passenger loading zones required to be accessible by 4.1 shall comply with 4.6.5 and 4.6.6.

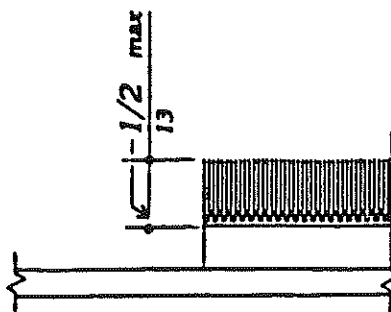


Fig. 8 (f)  
Carpet Pile Thickness

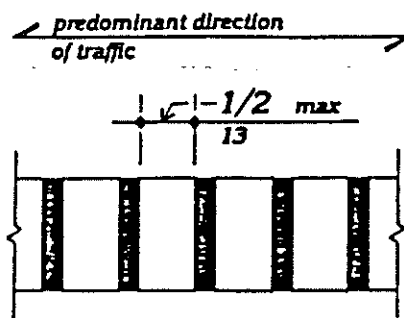


Fig. 8 (g)  
Gratings

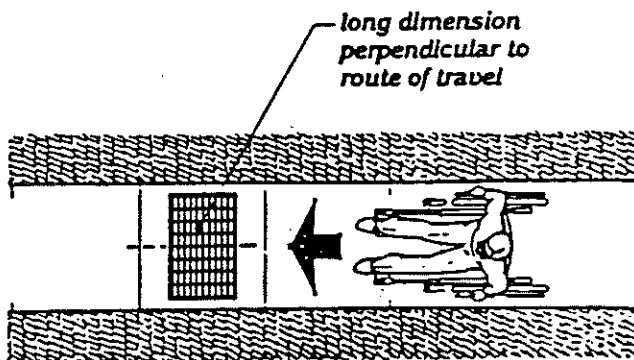


Fig. 8 (h)  
Grating Orientation

**4.6.2 Location.** Accessible parking spaces serving a particular building shall be located on the shortest accessible route of travel from adjacent parking to an accessible entrance. In parking facilities that do not serve a particular building, accessible parking shall be located on the shortest accessible route of travel to an accessible pedestrian entrance of the parking facility. In buildings with multiple accessible entrances with adjacent parking, accessible parking spaces shall be dispersed and located closest to the accessible entrances.

**4.6.3° Parking Spaces.** Accessible parking spaces shall be at least 96 in (2440 mm) wide. Parking access aisles shall be part of an accessible route to the building or facility entrance and shall comply with 4.3. Two accessible parking spaces may share a common access aisle (see Fig. 9). Parked vehicle overhangs shall not reduce the clear width of an accessible route. Parking spaces and access aisles shall be level with surface slopes not exceeding 1:50 (2%) in all directions.

**4.6.4° Signage.** Accessible parking spaces shall be designated as reserved by a sign showing the symbol of accessibility (see 4.30.7). Spaces complying with 4.1.2(5)(b) shall have an additional sign "Van-Accessible" mounted below the symbol of accessibility. Such signs shall be located so they cannot be obscured by a vehicle parked in the space.

**4.6.5° Vertical Clearance.** Provide minimum vertical clearance of 114 in (2895 mm) at accessible passenger loading zones and along at least one vehicle access route to such areas from site entrance(s) and exit(s). At parking spaces complying with 4.1.2(5)(b), provide minimum vertical clearance of 98 in (2490 mm) at the parking space and along at least one vehicle access route to such spaces from site entrance(s) and exit(s).

**4.6.6 Passenger Loading Zones.** Passenger loading zones shall provide an access aisle at least 60 in (1525 mm) wide and 20 ft (240 in) (6100 mm) long adjacent and parallel to the vehicle pull-up space (see Fig. 10). If there are curbs between the access aisle and the vehicle pull-up space, then a curb ramp complying with 4.7 shall be provided. Vehicle standing spaces and access aisles shall be level with

LIST OF PEDESTRIAN RAMPS COMPLETED SUMMER 1993 -- BID 1862

Burritt & Clinton	NW & SW
Alden & Burritt	All Four
Vine & Hart	NE & NW
Hart & Sunnyledge	SW & SE
Hart & Lincoln	All Four
Clinton & Albany	NW & NE
Liberty & Murray	NW & NE
Albany & Alden	SW & SE
Oak & North	NE
Oak & Putnam	NE & SW
Oak & West	NE, SE & SW
Oak & Daly	NE, NW & SE
Oak & Acorn	NE & SE
Oak & LaSalle	NE & SE
Oak & Allen	NE & SW
Brookside & Ten Acre	NE & SE
Forest & Woodbine	SE & NE
Albany & Nash	NW & SW
Albany & Marmon	SW & NW
Albany & Pulaski	SW & NW
Albany & Dodge	SW & NW
Albany & Ford	SW & NW
Broad & Booth	NW
Clinton & Corbin	SE
Fern & Clinton	SE & SW
Forest & Murray	SE & SW

Total 55

REMAINING LOCATIONS FROM ORIGINAL LIST

Vine & Woobine	NW
LaSalle & Sexton	SE & NE
Oak & West	NW
Oak & Daly	SW
Oak & LaSalle	NW
Oak & Allen	NW & SE
Slater & Scarlet	NE & SE
Howe & Scarlet	All Four
Pearl & Columbus	NE & SE
Scarlet & Malikowski	NE, SE & Center

Total 19

# Pedestrian Ramps Contract CD-50205

55 Ramps Constructed

Contract Price (DiMatteo Construction) Final Cost -	\$36,912.87
Police Protection Final Cost -	\$ 6,900.05
Engineering Services Invoices 3/6/93-8/28/93 -	\$ 9,994.40



*New Britain*  
*Commission on Community and Neighborhood Development*

P.O. Box 512  
New Britain, Connecticut 06050-0512  
Tel. (203) 826-3330

DONALD J. DeFRONZO  
Mayor

AIME J. BROCHU  
Executive Director

STEPHEN P. HONDZINSKI  
Chairman

TO: Derek Morse, Director  
Bureau of Engineering

cc: ✓ Commission on Persons  
Persons with Disabilities

FROM: Anne Marie Klimek, *AK*  
Grants Administrator

DATE: February 18, 1993

RE: Handicap Curb Ramps Contract - CDBG-50205

The above CDBG-funded contract is scheduled to go out to bid this Spring.

The Commission on Persons with Disabilities has put together two lists of 66 ramp locations. There are also 15 ramp locations which your department identified that were not completed in the last handicap curb ramp contract. Attached is a list of 81 total ramp sites which was compiled from these three lists.

Based on the cost of last year's handicap ramp contract plus engineering services, we estimate that only 69 ramps can be constructed within the \$49,119.52 available CDBG budget.

Last year engineering costs, at \$8,500, represented 44% of the construction costs. Prior to authorizing engineering support services for this contract #50205, I would like to meet with you and/or your staff to discuss the possibility of procedural or administrative charges that may reduce the engineering design and inspection costs.

27 West Main Street

List of Handicap Ramp Sites for Contract CDA-50205

<u>Location</u>	<u>Corner(s)</u>	<u># of Ramps</u>
Hayes St. & High St.	NE	1
Clinton St. & Corbin Ave.	SE	1
Fern St. & Clinton St.	SE & SW	2
Slater Rd. & Scarlet Dr.	NE & SE	2
Howe Rd. & Scarlet Dr.	All four	4
Pearl St. & Columbus Blvd.	NE & SE	2
Scarlet Dr. & Malikowski Circle	NE, SE & Center Opposite	3
Burritt St. & Clinton St.	NW & SW	2
Alden St. & Burritt St.	All four	4
Vine St. & Hart St.	NE & NW	2
Hart St. & Sunnylegde St.	SW & SE	2
Hart St. & Lincoln St.	All four	4
Clinton St. & Albany St.	NW & NE	2
Liberty St. & Murray St.	All four	4
Park Place & Walnut Hill Park (across from Gazebo)	NE & NW	2
Albany Ave. & Alden St.	SW & SE	2
Vine St. & Woodbine St.	NW	1
Lasalle St. & Sexton St.	SE	1
Oak St. & North St.	NW & NE	2
Oak St. & Putnam St.	All four	4
Oak St. & West St.	All four	4
Oak St. & Daly Ave.	All four	4
Oak St. & Acorn St.	NE & SE	2
Oak St. & LaSalle St.	All four	4
Oak St. & Allen St.	All four	4
Brookside Rd. & Ten Acre Road	NE & SE	2
Forest St. & Woodbine St.	SE & NE	2
Albany Ave. & Nash St.	NW & SW	2
Albany Ave. & Marmon St.	SW & NW	2
Albany Ave. & Pulaski St.	SW & NW	2
Albany Ave. & Dodge St.	SW & NW	2
Albany Ave. & Ford St.	SW & NW	2
Broad St. & Booth St.	NW & NE	2
Total Number of Ramps		<hr/> 81



RESOLUTION RE: AWARD OF CONTRACT CDA-50205 (BID #1862)  
PEDESTRIAN RAMPS CONSTRUCTION

WHEREAS, under the 12th, 14th, 17th and 18th Year Community Development Block Grant programs funds are available for the construction of handicap ramps, and

WHEREAS, the Office of Community and Neighborhood Development advertised and solicited bids for the construction of 81 pedestrian ramps at various locations in New Britain, and

WHEREAS, on April 1, 1993, the Purchasing Agent opened the following bids:

DiMatteo Construction, Inc. 361 High Street New Britain, CT 06051	\$40,015.00
Colossale Concrete, Inc. 20 Knollwood Drive New Britain, CT 06052	\$42,750.00
N. Zenobi and Sons 311 Oak Street New Britain, CT 06051	\$44,455.00
Blakeslee Construction Co., Inc. 546 Torrington Street Torrington, CT 06790	\$50,634.00

WHEREAS, the City Purchasing Agent, Office of Community and Neighborhood Development, and the City Engineering Department reviewed the bid documents and, finding them in order, recommend that the contract for the construction be awarded to the low bidder, and

WHEREAS, it will be necessary to have traffic control, which is generally provided by the City of New Britain Police Department, at those ramp sites located in busy intersections;

NOW, THEREFORE, BE IT RESOLVED, that the Commission on Community and Neighborhood Development hereby authorizes its Chairman or Grants Administrator to execute a contract with DiMatteo Construction, Inc. for construction of pedestrian ramps at various locations in New Britain in an amount not to exceed \$40,015.00, and

BE IT FURTHER RESOLVED, that the Grants Administrator is authorized to pay for necessary traffic control, in an amount not to exceed \$4,000.00, as necessary for the Pedestrian Ramp Contract.

April 20, 1993



# CITY OF NEW BRITAIN

## NEW BRITAIN, CONNECTICUT

### COMMISSION ON PERSONS WITH DISABILITIES

Proposed Curb Ramps Sites  
C.D.B.G. 18th Year

August 11, 1992

Criteria used to determine proposed sites for construction of curb ramps:

1. Request from person who has a disability, via written correspondence, telephone conversation or submitted suggestions in person to the office. ( P.W.D.)
2. Within one block of an identified bus line. ( B.L.)
3. High Density or three or more of the following: (H.D.)
  - a. Bus Line
  - b. Commercial area, ( stores, offices, physicians, public services)
  - c. Demographic necessity, ( identified person(s) with disability in area)
  - d. At or near public facilities
  - e. Excessive wear and tear to curb ramps that have already been built.



# CITY OF NEW BRITAIN

## NEW BRITAIN, CONNECTICUT

Page 2

C.D.B.G. Curb Ramp Proposal, 18th Year

August 11, 1992

<u>Site</u>	<u>No.</u>	<u>P.W.D.</u>	<u>B.L.</u>	<u>H.D.</u>
1. N.W. / S.W. of Burritt / Clinton	2	x	x	x 3
2. All 4 corners Alden / Burritt	4	x	x	x 3
3. N.E. / N.W. of Vine / Hart	2	x	x	x 3
4. S.W. / S.E. of Hart / Sunnylegde	2	x	x	x 3
5. All 4 corners of Hart / Lincoln	4	x	x	x 3
6. N.W. / N.E. of Clinton / Albany	2	x	x	x 3
7. All 4 corners of Liberty / Murray	4	x	x	x 3
8. N.E. / N.W. of Park Place / Walnut Hill Park ( Across from the Gazebo )	2	x	x	x 3
9. S.E./ N.E. corners Forest / Woodbine	2	x	no	no
10. N.W. / S.W. Albany / Nash	2	x	no	no
11. N.W. corner of Vine / Woodbine	1	x	no	no
12. S.W./ N.W. of Albany / Marmon	2	x	no	no
13. S.W. / N.W. of Albany / Pulaski	2	x	no	no



# CITY OF NEW BRITAIN

## NEW BRITAIN, CONNECTICUT

Page 3

C.D.B.G. Curb Ramp Proposal, 18th Year

August 11, 1992

<u>Site</u>	<u>No.</u>	<u>P.W.D.</u>	<u>B.L.</u>	<u>H.D.</u>
14. S.W. / N.W. of Albany / Dodge	2	x	no	no
15. S.W. / N.W. of Albany / Ford	2	x	no	no
16. S.W. / S.E. of Albany / Alden	2	x	no	no

\*\*Total High Density Ramps = 22


\*\*\* Total Number of Ramps on List = 37

\*\*\*\* Approximately \$16,500 is currently available for curb ramp construction for the 18th Year C.D.B.G. program



**CITY OF NEW BRITAIN**  
**NEW BRITAIN, CONNECTICUT**

**TO:** Aime Brochu, Executive Director  
Commission on Community and Neighborhood Development

**FROM:** Christopher L. Montes   
Coordinator of Community Services

**DATE:** August 17, 1992

**RE:** 18th Year CDBG Handicapped Ramps Project

On August 11, 1992 the Commission on Persons with Disabilities voted the attached list of curb ramps as priority for the 18th year CDBG program. From recent conversations with Pat Toscano, it is anticipated that the Bureau of Engineering will have necessary site work completed in time for the 1993 spring contract season.

Additionally, funds remaining from the 1992 LoMaglio contract (bid #1745) which was for additional ramps should still be allocated for the previously submitted 17th year CDBG ramp list. For bidding purposes, it is my expectation that this list can be combined with the 18th year CDBG program curb list.

Please contact me if you have any questions or concerns. Thank you.

Enc.

cc: R. P. Ledger  
D. Morse  
P. Toscano



# CITY OF NEW BRITAIN

## NEW BRITAIN, CONNECTICUT

### COMMISSION ON PERSONS WITH DISABILITIES

Approved Curb Ramps Sites  
C.D.B.G. 18th Year

August 11, 1992

Criteria used to determine proposed sites for construction of curb ramps:

1. Request from person who has a disability, via written correspondence, telephone conversation or submitted suggestions in person to the office. ( P.W.D.)
2. Within one block of an identified bus line. ( B.L.)
3. High Density or three or more of the following: (H.D.)
  - a. Bus Line
  - b. Commercial area, ( stores, offices, physicians, public services)
  - c. Demographic necessity, ( identified person(s) with disability in area)
  - d. At or near public facilities
  - e. Excessive wear and tear to curb ramps that have already been built.



# CITY OF NEW BRITAIN

NEW BRITAIN, CONNECTICUT

Page 2

## COMMISSION ON PERSONS WITH DISABILITIES

Approved C.D.B.G. curb ramp sites, 18th Year, 1992

August 11, 1992

<u>Site</u>	<u>No.</u>	<u>P.W.D.</u>	<u>B.L.</u>	<u>H.D.</u>
1. N.W. / S.W. of Burritt / Clinton	2	x	x	x 3
2. All 4 corners Alden / Burritt	4	x	x	x 3
3. N.E. / N.W. of Vine / Hart	2	x	x	x 3
4. S.W. / S.E. of Hart / Sunnylegde	2	x	x	x 3
5. All 4 corners of Hart / Lincoln	4	x	x	x 3
6. N.W. / N.E. of Clinton / Albany	2	x	x	x 3
7. All 4 corners of Liberty / Murray	4	x	x	x 3
8. N.E. / N.W. of Park Place / Walnut Hill Park ( Across from the Gazebo )	2	x	x	x 3
9. S.W./ S.E. of Albany and Alden	2	x	no	no
10. N.W. corner of Vine / Woodbine	1	x	no	no

\* Total number of ramps = 25



**CITY OF NEW BRITAIN**  
NEW BRITAIN, CONNECTICUT

**TO:** Aime Brochu, Executive Director  
Commission on Community and Neighborhood Development

**FROM:** Christopher L. Montes *Ch*  
Coordinator of Community Services

**DATE:** August 17, 1992

**RE:** CDBG Residual Funds

Pursuant to your memo of August 1, 1992, I am hereby requesting an amendment to the 18th year CDBG program for Handicap Curb Ramp installation. The reason for such request is that the Americans with Disabilities Act (ADA) Title II requires all cities and towns to become totally accessible to persons with disabilities by July 26, 1995. Thereby, in showing good faith to meet this deadline, I am requesting an additional \$75,000 which will be used to construct curb ramps in the spring of 1993.

Additionally, I wish to point out the urgency for additional funding to meet A.D.A. accessibility requirements outside of the annual C.D.B.G. allocation process. It is not my intent to exhaust C.D.B.G. funds with A.D.A. requirements, but rather to find as much grant in aide funding as possible to come into full compliance. Thereby, I would appreciate any input you may have in accessing additional monies for this important and timely concern.

**cc:** Mayor Donald J. DeFronzo  
R. P. Ledger  
Commissioners  
F. J. Sullivan





*New Britain*  
*Commission on Community and Neighborhood Development*

P.O. Box 512  
New Britain, Connecticut 06050  
Tel. (203) 826-3330

DONALD J. DeFRONZO  
Mayor

STEPHEN P. HONDZINSKI  
Chairman

AIME J. BROCHU  
Executive Director

TO: R. Peter Ledger, Director  
Parks & Recreation Dept. cc: B. DeMaio  
C. Montes

FROM: Aime J. Brochu,  
Executive Director

DATE: October 23, 1992

RE: Chesley Park Open-Air Shelter and  
Handicap Curb Ramps Amendment

I am pleased to inform you that on October 1, 1992, the Commission on Community and Neighborhood Development approved an amendment which included the following allocations in response to your Department's request:

Handicap Curb Ramps	\$25,000
Chesley Park Open Air Shelter	\$16,000

In regards to the Handicap Curb Ramp allocation, we intend to use these funds in connection with the contract scheduled for the Spring of 1993. In addition to the 42 ramp sites already identified by your Department, a list of 26 more ramps will need to be submitted to this Office before the Spring contract can be put out to bid.

Please contact this Office to discuss a timeframe and method for the carrying out of the Chesley Park Open-Air Shelter project.

PROPOSAL #

PROPOSAL FORM

18TH YEAR  
COMMUNITY DEVELOPMENT  
BLOCK GRANT PROGRAM

1. PROJECT NAME: CURB RAMP CONSTRUCTION

2. BRIEF PROJECT SUMMARY:

Design, construction, and installation of curb ramps for disabled persons throughout the city. This will enable accessibility to and from the sidewalk, for persons in wheelchairs or other types of assistance for mobility. Curb ramp construction is necessary to comply with the Americans with Disabilities Act, which the city must comply with.

3. 18TH YEAR CDBG PROGRAM DOLLAR REQUEST: \$ 20,000

4. APPLICANT NAME: Commission on Persons with Disabilities

APPLICANT ADDRESS: 185 Main Street, New Britain, CT 06051

CONTACT PERSON NAME AND TITLE: Christopher L. Montes, Coordinator of  
Community Services

CONTACT PERSON TELEPHONE NUMBER: ( 203 ) 826 - 3366

5. I, THE AUTHORIZED REPRESENTATIVE OF THE APPLICANT, CERTIFY THAT THE INFORMATION PRESENTED IN THIS PROPOSAL IS CORRECT TO THE BEST OF MY KNOWLEDGE AND THAT, IF FUNDED, THE APPLICANT WILL COMPLY WITH ALL APPLICABLE COMMUNITY DEVELOPMENT BLOCK GRANT ACT REQUIREMENTS.

SIGNED: \_\_\_\_\_

BY: Christopher L. Montes

TITLE: Coordinator of Community Services

DATE: March 25, 1992

6. USING THE LIST ON ATTACHMENT #1, PLEASE INDICATE WHICH OF THE ACTIVITY AND/OR SUBACTIVITY CATEGORIES MOST APPROPRIATELY DESCRIBES THE PROPOSED PROJECT.

ACTIVITY CATEGORY

SUBACTIVITY CATEGORY

Public Facilities and Improvements

Sidewalks

7. WHAT PRESSING COMMUNITY NEED(S) WILL THIS PROJECT ADDRESS? EXPLAIN THE PROBLEM(S) TO BE ADDRESSED; THE MAGNITUDE OF THE PROBLEM(S) AND HOW THIS PROJECT WILL AFFECT THE PROBLEM(S).

Currently, there are some 4,000-5,000 individuals within the City of New Britain who have mobility impairments. In addition, such disabilities are growing in number as our elderly population increases.

Protected by Section 504 of the Rehabilitation Act of 1973 and by the Americans with Disabilities Act, signed July 26, 1990, persons with disabilities have fundamental rights to transportation and accessibility, among other inalienable human rights. Furthermore, new laws enacted by the A.D.A. require cities and towns to devise a plan for full accessibility by 1995. One step in addressing this is to make all curbs accessible where pedestrians would normally cross to another street or public buildings. This C.D.B.G. request, though small, seeks to comply with the pertinent laws and respect the rights of those with disabilities.

PROPOSAL #  
\_\_\_\_\_

8A. WHICH OF THE THREE CDBG PROGRAM NATIONAL OBJECTIVES WILL THIS PROJECT ADDRESS? (CHECK ONLY ONE OBJECTIVE.)

- BENEFITS LOW- AND MODERATE-INCOME PERSONS; OR
- AIDS IN THE PREVENTION OR ELIMINATION OF SLUMS OR BLIGHT; OR
- MEETS OTHER COMMUNITY DEVELOPMENT NEEDS HAVING A PARTICULAR URGENCY BECAUSE EXISTING CONDITIONS POSE A SERIOUS OR IMMEDIATE THREAT TO THE HEALTH OR WELFARE OF THE COMMUNITY WHERE THE CONDITIONS HAVE ORIGINATED WITHIN THE PAST 18 MONTHS AND WHERE OTHER FINANCIAL RESOURCES ARE NOT AVAILABLE TO MEET SUCH NEEDS.

8B. STATE THE SPECIFIC GOAL(S) AND OBJECTIVE(S) OF THIS PROJECT.

The current state of curbs and sidewalks within the City of New Britain pose threats to the health and welfare of people with disabilities. This condition has been worsening as a greater number of persons become disabled, and as the City of New Britain does not have adequate funds to install curb ramps as needed throughout the city.

- 8C. ESTIMATE THE TOTAL NUMBER OF INDIVIDUALS AND/OR HOUSEHOLDS TO BE SERVED BY THE PROJECT AND DESCRIBE THE TARGET GROUP(S), E.G., TEENAGE MOTHERS, THE UNEMPLOYED, THE HOMELESS, PERSONS WITH DISABILITIES, ETC. INDICATE THE PERCENTAGE OF BENEFICIARIES EXPECTED TO BE OF VARIOUS ETHNIC GROUPS AND/OR RACES, AGES, AND OF FEMALE-HEADED HOUSEHOLDS. DESCRIBE HOW THE PROJECT BENEFICIARIES WILL BE RECRUITED.

The estimated number of individuals who would immediately gain from this project would be 4,000 to 5,000, comprised of all ethnicities and ages. There is no recruitment necessary, as every population has disabled residents.

PROPOSAL #  
\_\_\_\_\_

9. IF TOTAL FUNDS REQUESTED CANNOT BE PROVIDED, IS THE APPLICANT INTERESTED IN PARTIAL FUNDING?  YES  NO  
HOW WILL THE APPLICANT MODIFY THIS PROJECT SO THAT IT REMAINS MEANINGFUL IF FULL CDBG FUNDING AS REQUESTED IS NOT AVAILABLE?

Less ramps will be constructed, and more funding will be requested next year.

10A. SUMMARY OF PRIOR CDBG FUNDING FOR THIS PROJECT:

FUNDING YEAR	CDBG FUNDS REQUESTED	CDBG FUNDS ALLOCATED	TOTAL COST OF PROJECT	% OF CDBG FUNDS TO TOTAL PROJECT COST
15TH YEAR (1989-90)	\$ 15,000	\$ 12,000	\$ 12,000	100 %
16TH YEAR (1990-91)	\$ 16,500	\$ 16,500	\$ 16,500	100 %
17TH YEAR (1991-92)	\$ 17,500	\$ 16,000	\$ 16,000	100 %

10B. PROJECT FUNDING LEVELS: LIST BELOW ALL FUNDS RECEIVED OR ANTICIPATED FROM PUBLIC OR PRIVATE SOURCES THAT WILL IMPACT UPON THIS PROJECT DURING THE CURRENT YEAR (1992-93):

SOURCE	STATUS	TERM	AMOUNT
18TH YEAR CDBG PROGRAM	REQUESTED, 03/92	07/01/92 - 06/30/93	\$ 20,000
_____	_____, ___/___	___/___/___ - ___/___/___	\$ _____
_____	_____, ___/___	___/___/___ - ___/___/___	\$ _____
_____	_____, ___/___	___/___/___ - ___/___/___	\$ _____
_____	_____, ___/___	___/___/___ - ___/___/___	\$ _____
_____	_____, ___/___	___/___/___ - ___/___/___	\$ _____
TOTAL COST OF PROJECT:			\$ 20,000
PERCENTAGE OF 18TH YEAR CDBG REQUEST TO TOTAL COST OF PROJECT:			100 %

PROPOSAL #  
\_\_\_\_\_

10C. APPLICANT FUNDING LEVELS: LIST BELOW ALL FUNDS RECEIVED OR ANTICIPATED FROM PUBLIC OR PRIVATE SOURCES THAT WILL AFFECT YOUR TOTAL BUDGET DURING THE CURRENT YEAR (1992-93):

SOURCE	STATUS	AMOUNT
18TH YEAR CDBG PROGRAM	REQUESTED, 03/92	\$ 20,000
_____	_____, ___/___	\$ 0
_____	_____, ___/___	\$ _____
_____	_____, ___/___	\$ _____
_____	_____, ___/___	\$ _____
_____	_____, ___/___	\$ _____
_____	_____, ___/___	\$ _____
_____	_____, ___/___	\$ _____
_____	_____, ___/___	\$ _____
TOTAL BUDGET:		\$ 20,000
PERCENTAGE OF 18TH YEAR CDBG REQUEST TO TOTAL BUDGET:		100 %

11. DESCRIBE THE EXTENT TO WHICH ADDITIONAL FUNDS FROM OTHER SOURCES WILL BE LEVERAGED BY FUNDING FROM THE 18TH YEAR CDBG PROGRAM.

N/A

12. ESTIMATE OF FUTURE CDBG NEEDS FOR THIS PROJECT:

19TH YEAR CDBG PROGRAM, 1993-94	\$ 25,000
20TH YEAR CDBG PROGRAM, 1994-95	\$ 35,000

13A. IDENTIFY SPECIFIC ACTIVITIES TO BE UNDERTAKEN OR SERVICES TO BE PROVIDED.  
DESCRIBE WHAT WILL BE DONE, BY WHOM, HOW AND WHERE.

The Commission on Persons with Disabilities will prioritize curb ramps to be constructed during the funding period. A list of sites will be developed and forwarded to the city's Engineering Department for design. When design is completed, the city will put the project out to bid and choose the most appropriate contractor. Construction will take place and the Engineering Department will inspect all work completed. Payment will be made to the contractor when all work is completed, and 28% of funding will be charged for engineering.



## 13B. ANSWER THE FOLLOWING:

I) WHAT ARE THE SERVICE BOUNDARIES?

  X   ENTIRE CITY OF NEW BRITAIN  
       SPECIFIC NEIGHBORHOODS OF THE CITY OF NEW BRITAIN:

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

II) DOES THIS PROJECT PROVIDE A NEW OR CONTINUED SERVICE? IF THIS IS A CONTINUED SERVICE, EXPLAIN IF THE CDBG FUNDS ARE BEING REQUESTED TO REPLACE OTHER FUNDS, AND WHY.

Continued. There have been no other funds used.

III) WHAT FEES ARE CHARGED FOR THIS PROJECT? TO WHAT EXTENT IS THE SERVICE APPROPRIATE FOR INSURANCE COVERAGE?

28% engineering fee. The city is self funded, and contractors are insured.

- IV) IDENTIFY THE MEASURE(S) BY WHICH YOU WILL DETERMINE THE SUCCESS OF THIS PROJECT TOWARD MEETING PROJECT GOALS. DESCRIBE HOW THE PROJECT WILL BE MANAGED IN TERMS OF OVERSIGHT, SERVICE DELIVERY, DOCUMENTATION AND FINANCES.

Success will be measured by completion of curb ramps. The Commission on Persons with Disabilities shall oversee all work, while service delivery will be executed by the city Engineering Department and contractors. Documentation and finances are the responsibility of the City of New Britain Office of Community and Neighborhood Development and Finance Board.

- V) DISCUSS THE APPLICANT'S EXPERIENCE IN MANAGING THE PROPOSED OR SIMILAR PROJECTS AND DOCUMENT, WHERE POSSIBLE, THE BENEFITS OBTAINED FROM COMPLETING OR CARRYING OUT THE ACTIVITIES. DESCRIBE AND DISCUSS THE APPLICANT'S CAPACITY, FROM AN ORGANIZATIONAL AND MANAGEMENT PERSPECTIVE, TO SUCCESSFULLY CARRY OUT THE PROJECT.

The past 11 years document experience. Benefits are visible and comply with local, state, and federal laws. Capacity to carry out the project is self evident, as documented by the Commission on Persons with Disabilities.

14. WHAT ARE THE UNIQUE CHARACTERISTICS OF THIS PROJECT? ARE RELATED SERVICES CURRENTLY OFFERED BY OTHER COMMUNITY ORGANIZATIONS OR GOVERNMENTAL AGENCIES? IF SO, IDENTIFY THOSE SERVICES AND EXPLAIN HOW THIS PROJECT DIFFERS FROM OR COMPLEMENTS THE EXISTING SERVICES. ALSO, INDICATE IF THIS PROJECT REQUIRES PARTICIPATION AND/OR COORDINATION WITH OTHER AGENCIES/ORGANIZATIONS.

Uniquely, this project helps compliance with new legislation (A.D.A.) requiring handicap accessibility of all public facilities and places. There are no related services known which are offered by other city entities. There are no other state or federal funding sources known, at this time, which address the problem.

Coordination of other agencies will take place as previously detailed. These are, the Commission on Persons with Disabilities, the City of New Britain Engineering Department and the Office of Community and Neighborhood Development.