# City of Wichita, Kansas
# Americans with Disabilities Act Transition Plan

# Towne Park

2907 South West Parkway

## July 2005


Prepared by

**DMCG**
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In conjunction with

**The Great Plains ADA & IT Center and the City of Wichita Disability Advisory Board**

**City of Wichita – ADA/504 Transition Plan – Towne Park - July 2005** **Legend: Blue font identifies hyperlinked documents – Red font indicates recommended changes to structures or policies**

| Locations | Structural Inconsistencies | | Recommended Corrections/Modifications to Ensure Program Access | Criteria – L=low, M=medium, H=high | | | Supplemental Technical Information | | | Finalized Actions | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Location** | **Identified Issue** | **ADAAG Specifications** | **Recommended Correction** | **Priority (overall)** | **Public Access** | **Frequency - PWD** | **Photo #** | **Conceptual Costs** | **Support Information** | **Finalized Correction** | **Date to be Corrected** | **Date Completed** *(Include initial)* |
| 1. Play Equipment | A stable, firm and slip resistant surface does not exist leading to the individual play components and elevated play structures; and does not exist in the use zone around any of the play facilities. | 15.6.4.1 (GADAAGFR) | Since ADAAG does not specifically provide guidance on how to make play areas accessible, we are required to examine existing federal information, which is currently not part of the ADA and, therefore, not enforceable guidance. Two such documents exist; the Play Areas, Final Rule, October, 18th, 2000 (Play Areas Final Rule); and the New ADAAG, November 24th, 2004, Chapter 2, 240 Play Areas and Chapter 10, 1008 Play areas (New ADAAG). In essence, both of the Play Areas Final Rule and New ADAAG are identical and both were created by the U.S. Access Board. The individual and composite play components within this play area are accessible according to the Play Areas – Final Rule. However, Accessible routes do not lead to required accessible play equipment, due to surface cross slopes greater than 1:50, running slopes greater than 1:12, and abrupt changes in level greater than ½-inch. In other words, the existing sand surface is not considered an accessible surface. To ensure an accessible route surface, not requiring regular maintenance, which is also impact attenuating, we recommend that one accessible path of travel, be installed which consists of either rubber tiles or poured rubber, leading to each single ground level play component and the composite elevated play structure. We also recommend that a rubber surface be provide in the use zones of each single play component and the composite play structure However, such rubber surface is not technically required by the available accessibility guidance. (Note: A well maintained wood fiber surface, as defined in (SEWFAPS), is also considered accessible under the conditions that such surface is maintained regularly. | L | H | M | 3<br>4<br>5<br>6<br>7 | $3,000 | For additional qualitative guidance we utilized "Guide to the ADAAG & Final Rule (GADAAGFR)" and "Stabilized Engineered Wood Fiber for Accessible Playground Surfaces, Final Report (SEWFAPS): Phase III, December 2004. *(not enforceable)* | | | |
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| 2. Pedestrian Paths | The curb ramp, leading to the park from the street, does not provide an appropriate detectable warning surface and has a steep running slope. | 4.7.7 | Since this curb ramp leads to a cross-vehicular traffic way, the necessity of detectable warning surface is magnified. The existing curb cut has a detectable warning surface. However, this detectable warning does not comply with current ADAAG specifications regarding truncated domes. The running slope of the curb cut measures 9.5%. ADAAG requires curb curt to have a maximum running slope of 8.33%. Modify the existing curb cut to comply with ADAAG specifications pertaining to a detectable warning surface and running slope. | H ® | H | M | 1 2 | $250 | Detectable Warning Suspension<br><br>Detectable Warning Specifications #1 & #2<br><br>See Building Block 5 – Curb Ramps for additional ADAAG specifications. | Provide an ADAAG compliant curb ramp at this location complete with truncated domes detectable warning surface. | 12/31/07 | |
| 3. Pedestrian Paths | The path of travel (sidewalk) leading to the dock has very steep running slopes. | 4.8 | The slope of the existing ramp is twice as steep as ADAAG's maximum of 8.33%, measuring over 14% in some locations. In addition, ADAAG specifies that accessible routes with running slopes greater than 5% provide handrails on each side. Create another fully accessible route to dock or modify the existing route so that the running slope is 8.33% or less and has handrails on each side. | H ® | H | M | 8 9 10 11 12 | $1,000 | Ramp Detail | Provide ADAAG compliant sidewalk leading to the dock with handrails on both sides of the ramp where the slope exceeds 5%. | 12/31/07 | |
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**Towne Park - Conceptual Cost Projections**

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|---|---|
| Total | $4,250 |
| Year Three (Low) | **$3,000** |
| Year Five (Medium) | **$0** |
| Year Ten (High) | **$1,250** |