

LAP TRAINING ADA OVERVIEW AND UPDATES

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May 2026

What We'll Cover Today:

- Thinking of the User
- Overview of Updated Standard Details
- General Compliance Info
- APS Challenges
- Technical Infeasibility
- Work Zone Stuff
- EV Charging

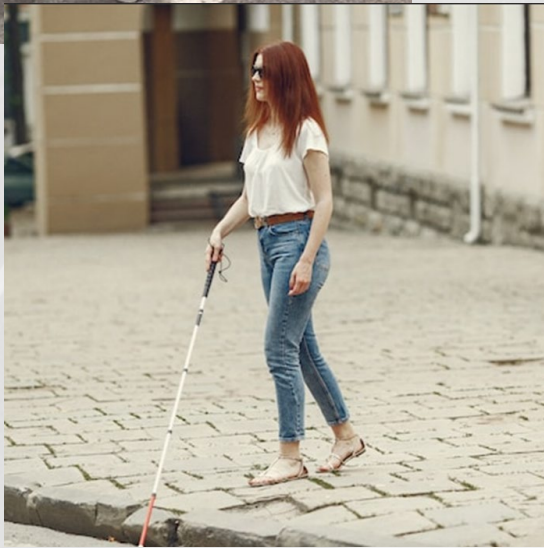
An aerial, top-down view of a road intersection. The image is in grayscale and semi-transparent. It shows a road with a crosswalk consisting of several white rectangular stripes. The road curves to the right. In the bottom right corner, there are white triangular road markings. The overall scene is a street-level perspective from above.

Think of the User

When Systems Work...



When They Don't...



Mobility devices come in many shapes and sizes



An aerial, grayscale photograph of a road intersection. The image shows a road with several crosswalks marked with white stripes. The perspective is from a high angle, looking down at the road. The text is centered over the image.

Many people with disabilities
do not use any devices

True or False

People with visual impairments always...

1. Use red canes and/or service dogs.
2. Cannot see anything.
3. Self-identify as someone with a visual impairment.



People With Visual Impairments:

- Sometimes do not use aids at all.
- Are not totally blind. 85% of people with visual impairments are not totally blind. (American Foundation for the Blind)
- Do not always identify as being visually impaired, but they may fall under the vision standard defined as low vision.

MaineDOT Standard Details

Curb Ramps



MaineDOT Standard Details

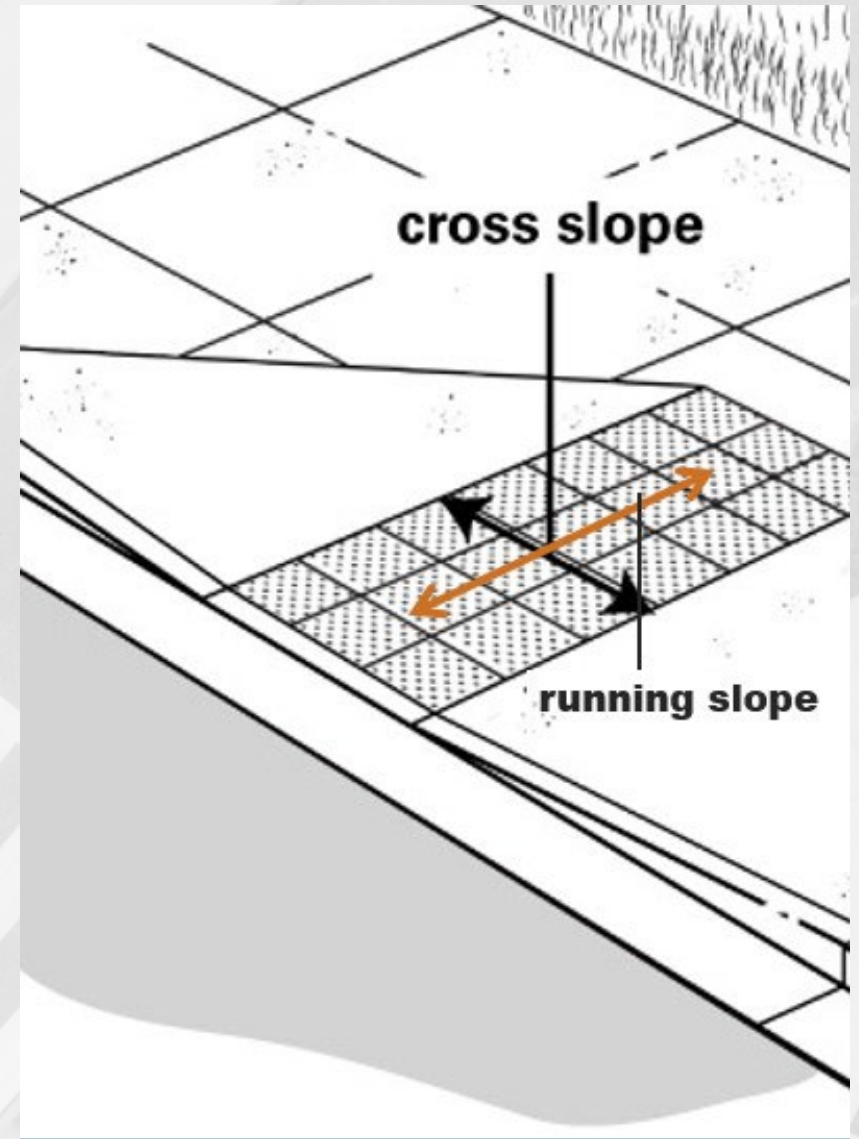
MaineDOT has once again updated our Standard Details for Pedestrian Ramps 801(11-28) and Detectable Warning placement 608(02).

We have provided more clarity and guidance in our construction note and our Curb Ramp Requirements 801(13)

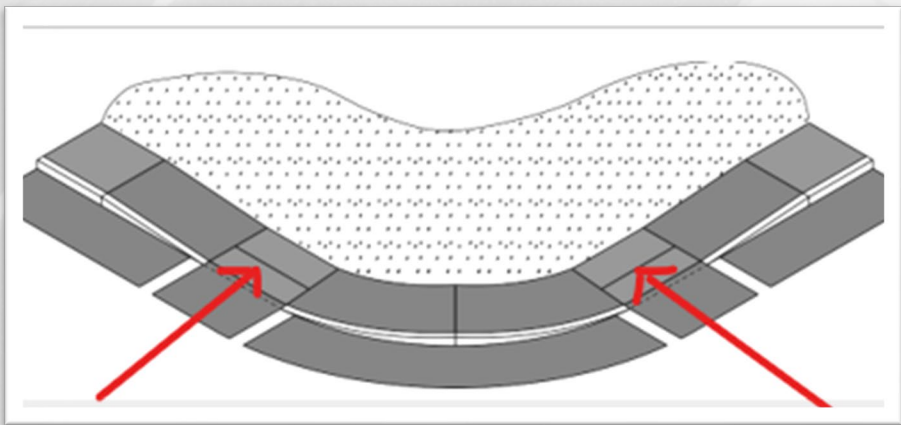
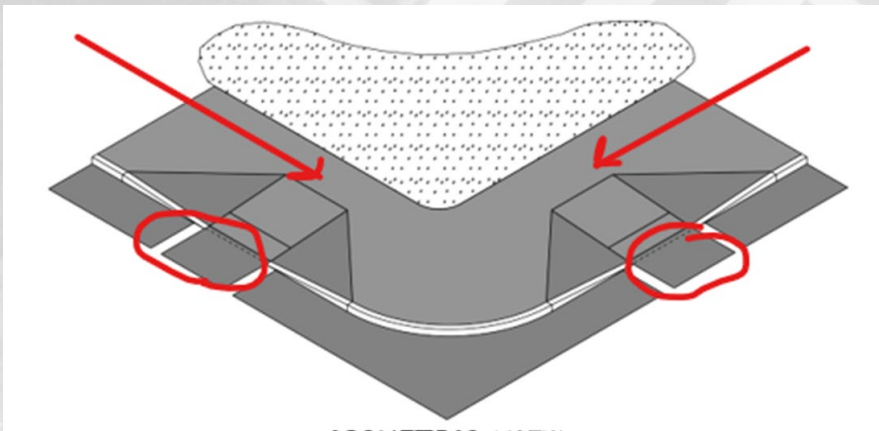
The latest and greatest: https://www.maine.gov/dot/sites/maine.gov.dot/files/inline-files/2026%20ADA%20Standard%20Details_0.pdf

Ramp Slopes

- Running slope should be no more than 8.3% or 1:12. Build lower if possible.
- Although PROWAG allows for 2.1% cross slope, MaineDOT designs to 1.5%.
- Both slopes should be measured at the center of the ramp.



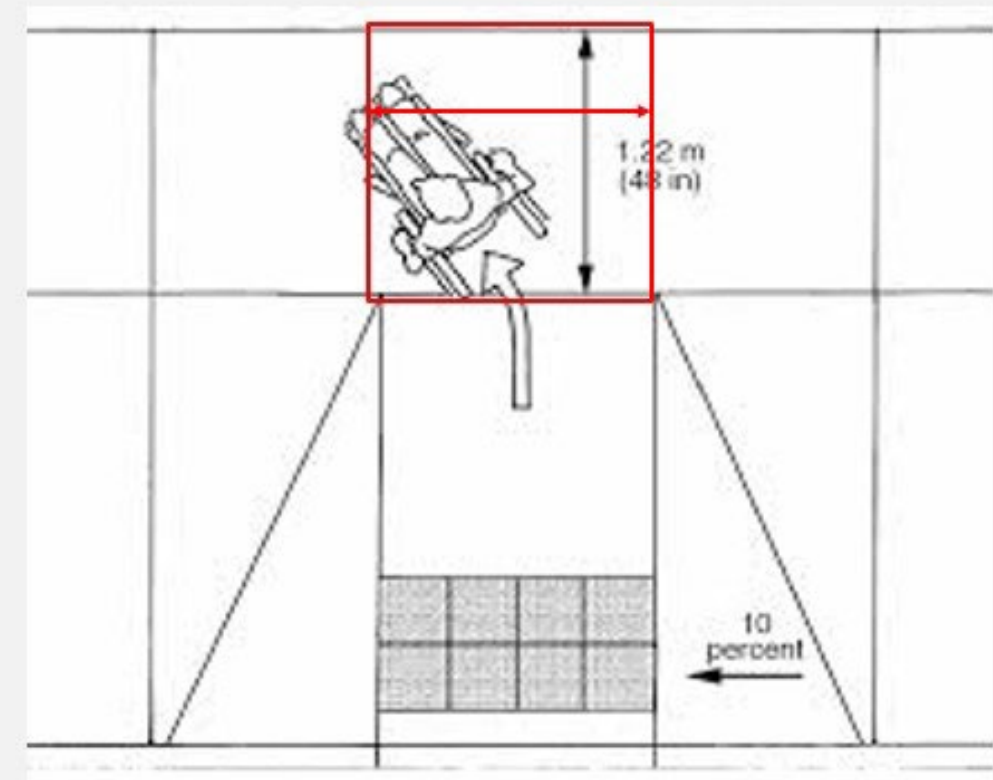
Clear Space



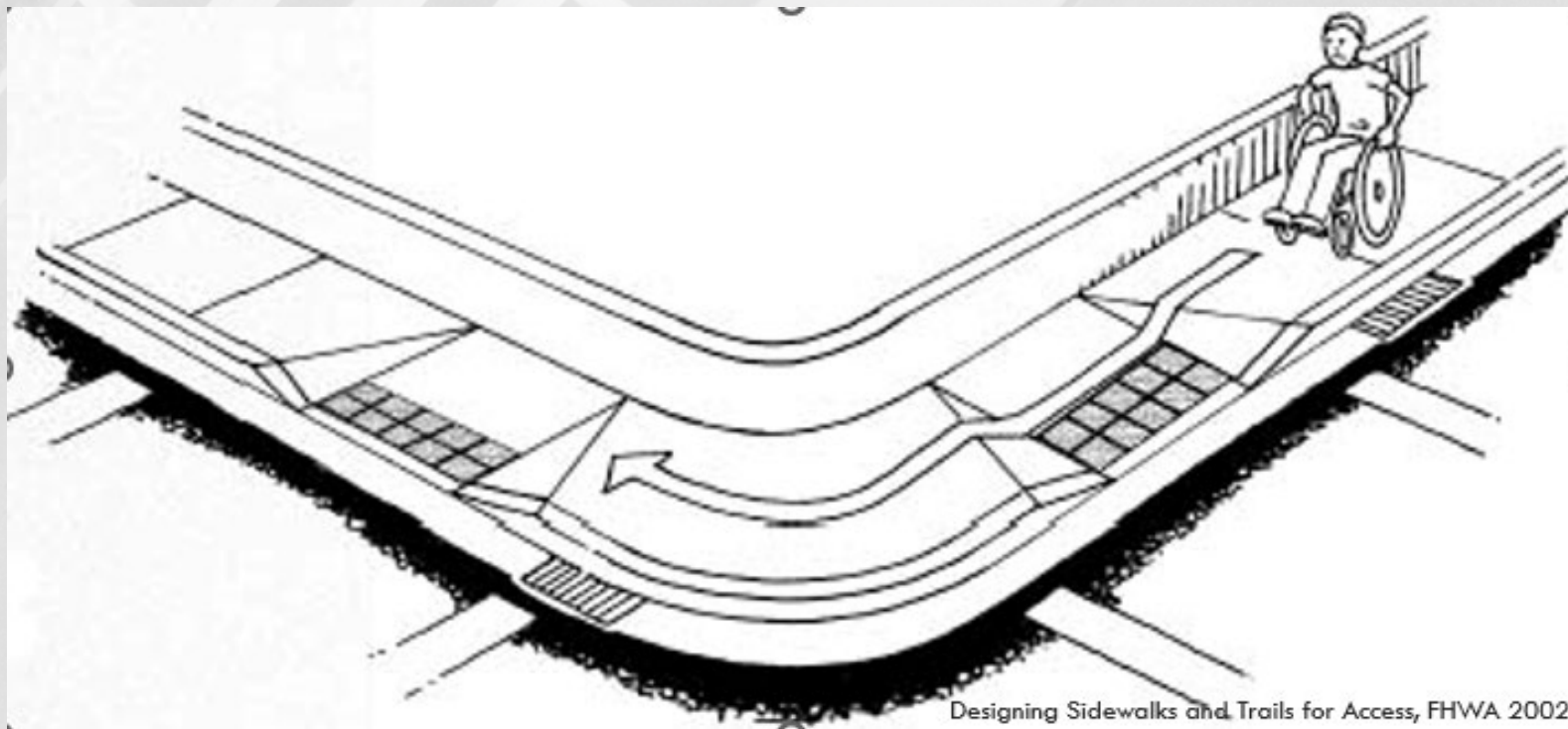
- Ramps with landing at top of ramps – 4'X4' Clear Space is needed outside the active travel lane.
- On Parallel Ramps the Clear Space is within the ramp as users are street level and not descending into the travel lane.

Level Turning Space (Landings)

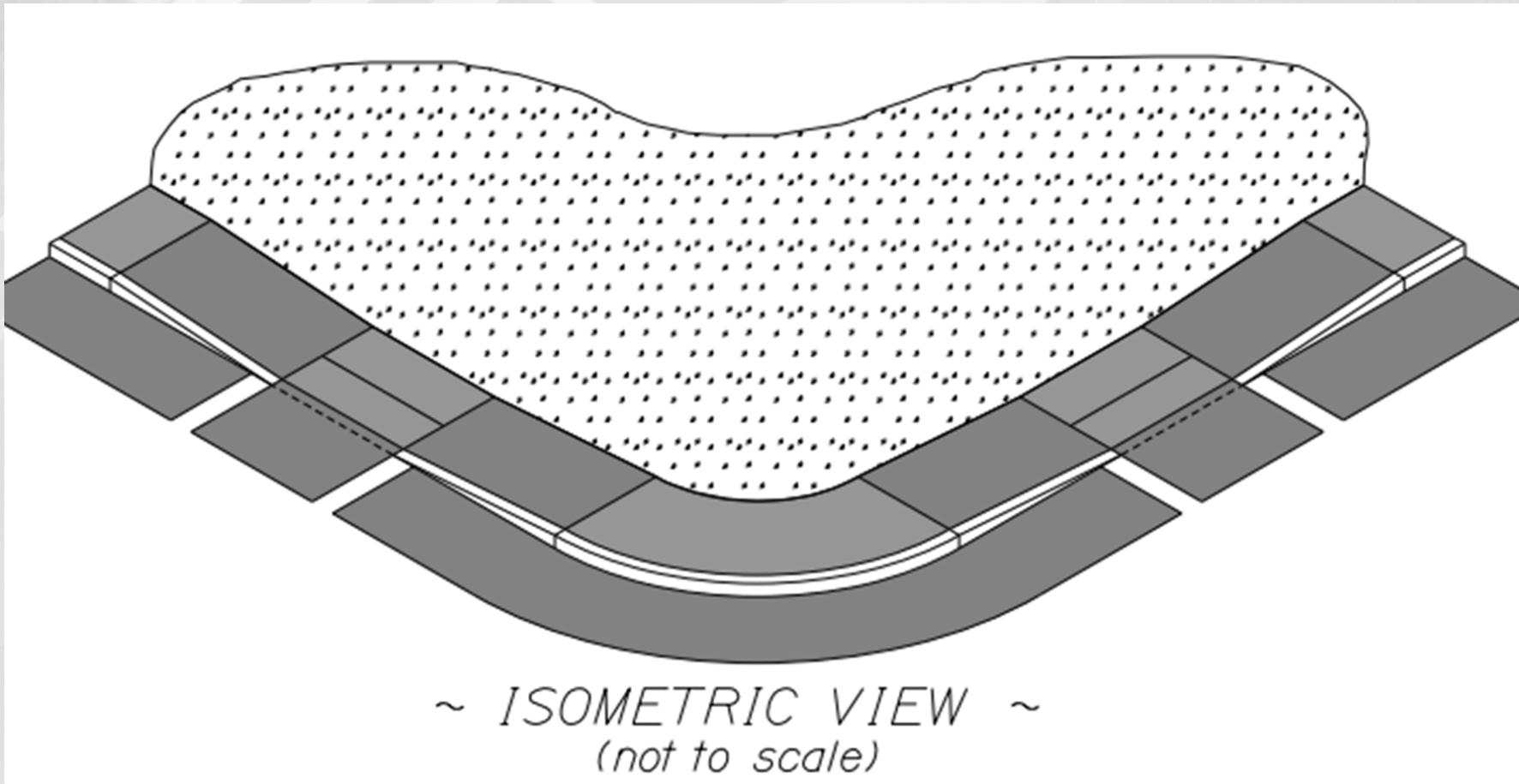
- A level landing is vital to ensure that a chair or mobility device can make a turn on and off the ramp or go past the ramp.
- At least 4' X4' but or width of the ramp.
- We design for no more than **1.5%** in both directions. If it is 2.1% it is compliant.



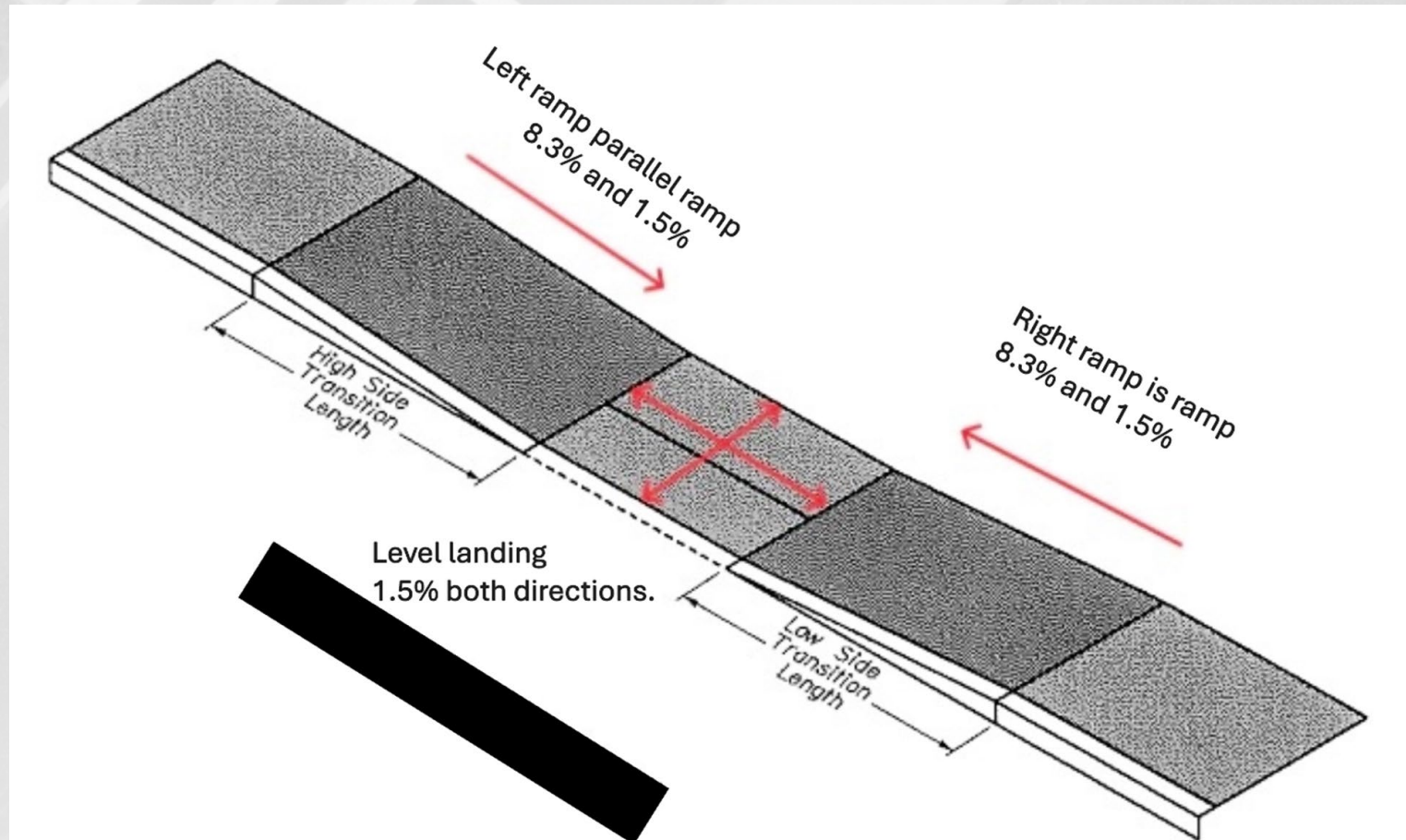
Why We Require Level Turning Spaces



What We Build Instead...



Parallel Ramps



Detectable Warning Fields (DWFs)



Why Do We Have DWFs?



More On Detectable Warning Fields

Where are DWFs needed?

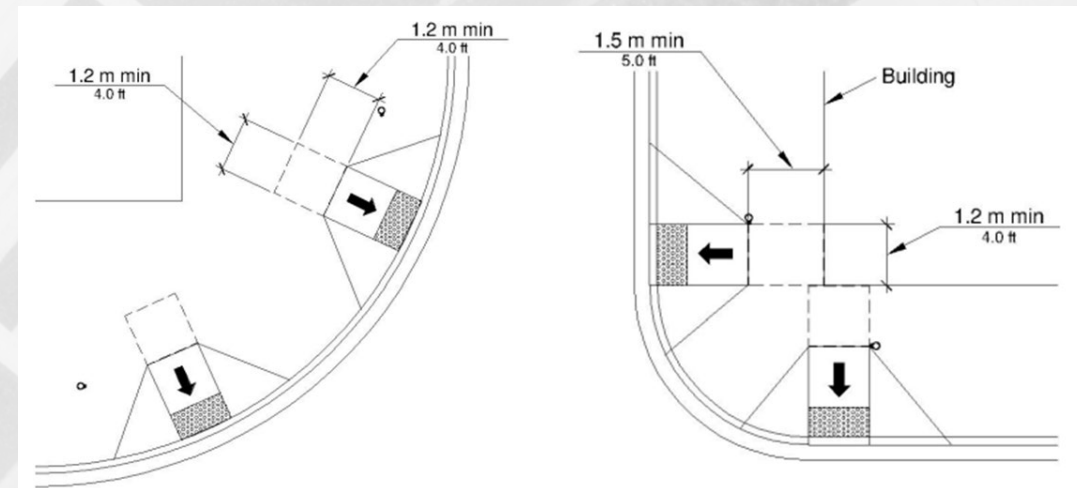
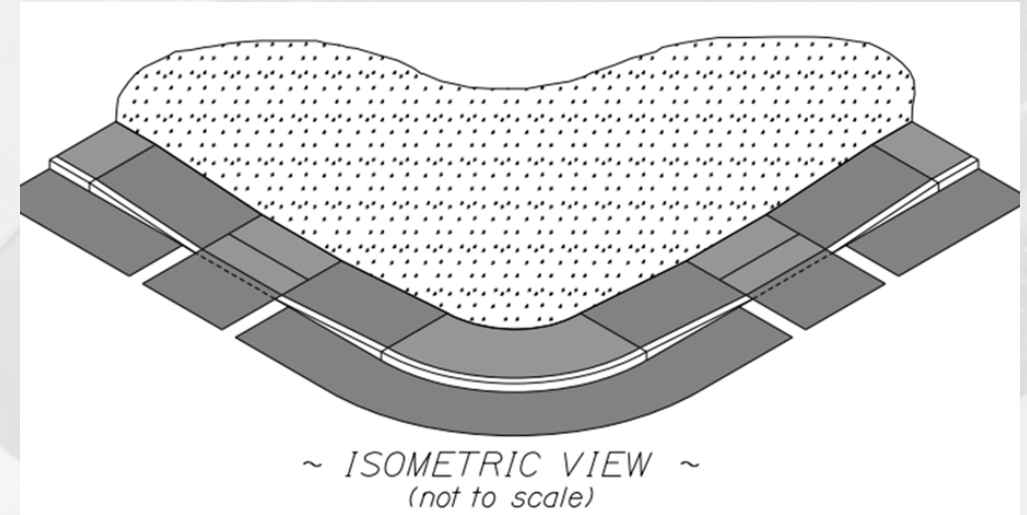
- At street intersections with signalization:
 - Stop sign
 - Signal
 - Yield (New in PROWAG)
- At mid-block crossings
- At some RR crossings

DWFs are *not* needed at driveways or parking lots unless they warrant signalization.

DWFs should not be placed more than 5 feet from the gutter line.

Perpendicular Ramps

- PROWAG and MaineDOT prefer perpendicular ramps on corners where sidewalks intersect.
- Turning space is above the ramp: 1.5% x 1.5% and 4 feet.
- The tip down/flared side (curbing) should not exceed 10%



Counter Slope

- Counter slope grades should be adjusted according to the grade break at the bottom of the ramp.
- With a maximum curb ramp grade of 8.3%, the maximum counter slope should not exceed 5%.
- When ramp slopes are less, the counter slope can be adjusted to a higher amount not to exceed 8.3% (i.e. ramp slope of 2%, counter slope can be 6.3%)



An aerial, top-down view of a road intersection. A crosswalk with white stripes is visible, crossing a road. The background is a light gray, semi-transparent aerial photograph of a street scene.

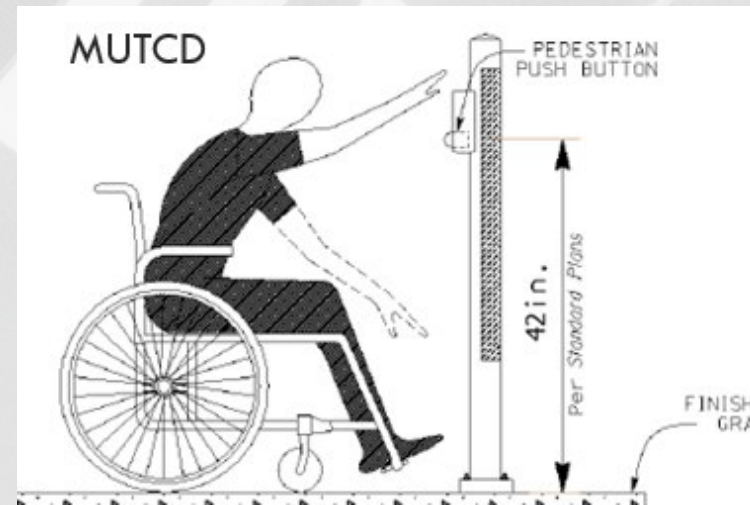
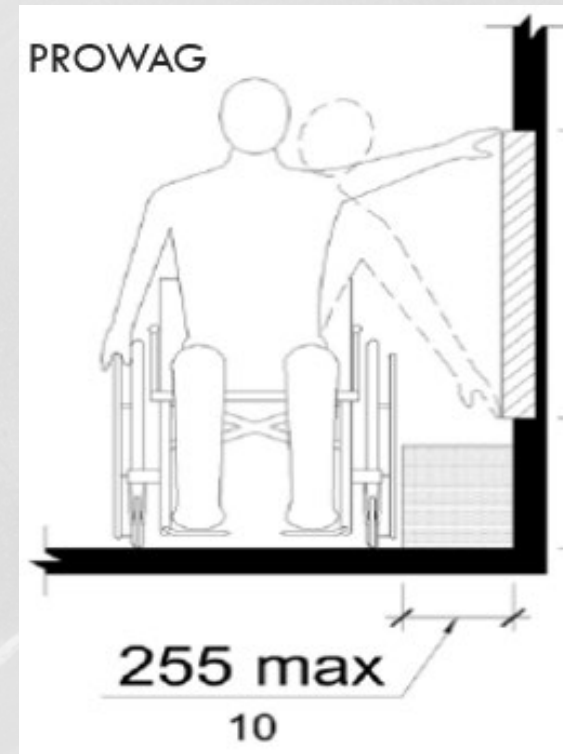
Accessible Pedestrian Signals (APS)

Locating APS Buttons

- Pedestrian signal buttons should be within 1.5 to 6 feet of the curb, no more than 10 feet from the crosswalk edge, and ideally 5 feet from the crosswalk.
- If two APS pushbuttons are used on one corner, they should be separated by at least 10 feet BUT they can be closer.
- If the buttons are closer than 10 feet from each other, they must use voice/speech walk messages (e.g., "Street Name, walk sign is on to cross Street Name").

Reaching APS Buttons

- Unobstructed with 10-inch maximum side reach.
- Adjacent to level all-weather surface (Level Landing).
- Approaching from side and front.
- At a mounting height of approximately 3.5 feet (42 inches), but no more than 4 (48 inches) feet, above the sidewalk.



PROWAG Requirements for Buttons

- The directional arrow on APS systems must be visible.
- The APS systems that look like this have a button on the bottom that is not visible.
- MaineDOT does not use these types of systems any longer.
- Until PROWAG is fully adopted but the USDOJ, the buttons can remain and PROWAG *may* offer Safe Harbor.



Bad APS Placement



Technical Infeasibility(TI)

The ADA requires us to make our systems compliant ‘to the maximum extent feasible.’”

PROWAG understands that is not always possible. PROWAG provides non-compliance for several causes (Sometimes more than one!)

Technical Infeasibility Forms are filed for curb ramps that cannot be made compliant in DESIGN.

Reasons For TI

Reasons for TI provided by the ADA are:

- **Structural** (Bridge beams, buildings, basements, foundations, etc.)
- **Utilities** (Project scope would not otherwise require utility relocation)
- **Historic Feature** (Historic buildings, districts, monuments, etc.)
- **Steep Existing Grades** (Profile grade exceeds ramp running slope or cross slope max.)
- **Drainage**

Drainage Grates

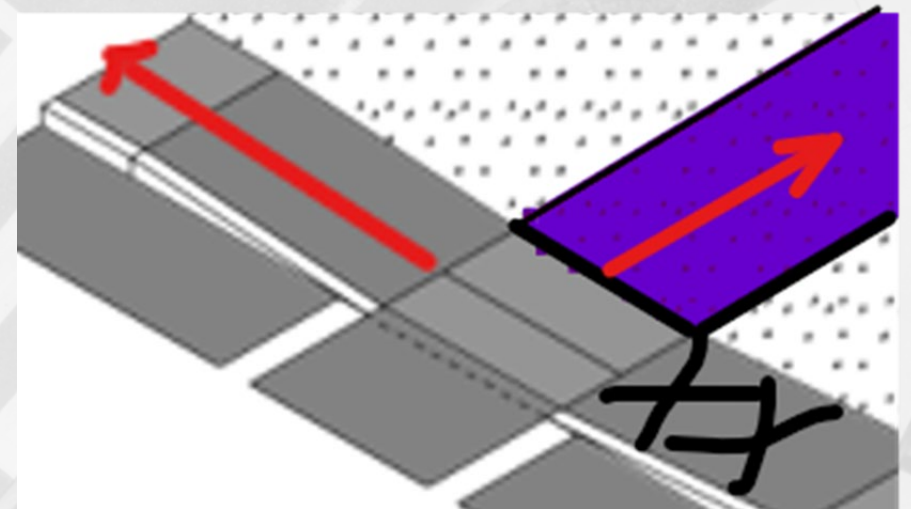
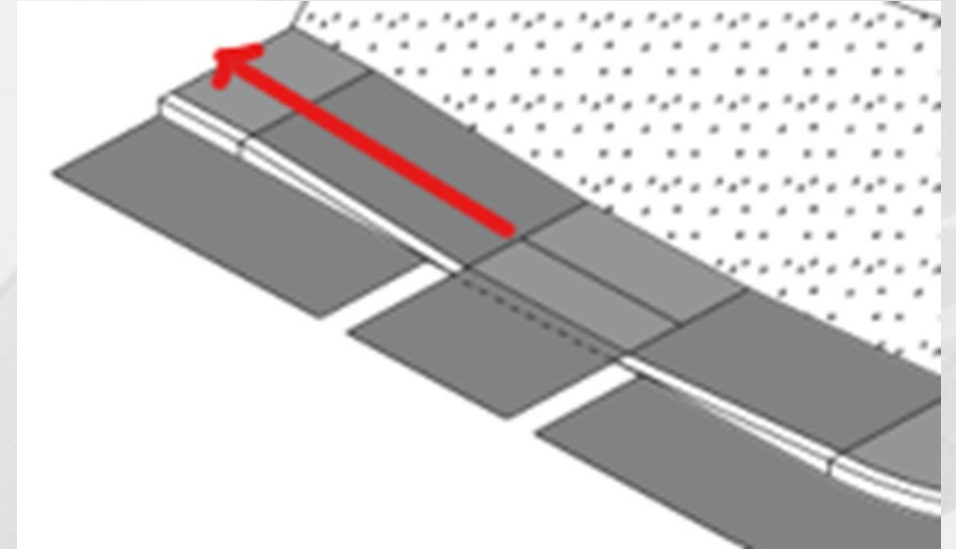
- Grates in Pedestrian access route should be ADA compliant. No more than ½ inch openings.
- Designed projects should work to eliminate the need for any drainage in the pedestrian accessible route.
- On many projects where drainage is not moved and it is not practical to install smaller grates, permissions to continue with non-compliant grates should be justified.
- Technical Infeasibility should be noted on inspection if non-compliant grades are used.
- We do have an option for compliant grates, and we should get **permission** to install these grates on projects described above.
- USF 4132 & 6001, which meets ASTM A48 Class 35B



NOTES:
- Dimensions are approximate & in inches
- Gray Iron, Class 35B
- Conforms to ASTM A48 / A48M-03 specifications

15 Foot Rule

- Curb ramp slope is NOT required to exceed 15 feet if 8.3% cannot be met.
- The ramp slope should reflect the maximum extent feasible.
- The 15 foot refers to the RUNNING slope.
- Length is measured at the grade break and is not required to exceed 15 feet regardless of ramp running slope



TI And Plans

- Sometimes Plans don't meet the reality of the project in construction, especially given the natural and built environments we work within.
- We are getting better at design but catching everything is not always possible.
- Sometimes the TIF will be correct, sometimes compliance can be met even if the design states that it is TI.
- Sometimes we will stop at the plans and not proceed further to get compliance.
- Even if the plans do not specify, we must attempt to go the 15 feet required to get slopes.
- If something looks odd on the plans, it just might be...trust your gut and call me.

Parallel Ramps and Drainage

- Sometimes parallel ramps will hold water, especially if the counter slope is steep.
- It is often difficult to tell but if it looks apparent, adjustments need to be made, and a technical infeasibility can be justifiable.



Pedestrian Work Zone Safety



An aerial photograph of a road construction site. The road is partially closed, with a work zone marked by several orange and white striped barrels. The road surface is light gray, and the surrounding area is a mix of asphalt and concrete. The text is centered over the road.

**What do you do when a work zone
is unsafe for vehicles?**

An aerial photograph of a road construction site. A series of orange and white striped barrels are arranged in a line across the road, creating a work zone. The road surface is light gray, and the surrounding area is a mix of asphalt and concrete. The text is overlaid in the center of the image.

**What do you do when a work zone
is unsafe for pedestrians?**

STOP!



Think Of The User in Work Zones

Pedestrians won't want to backtrack to other intersections or add distance to their trips

More importantly ...

People who have physical impairments may not be able to do so.

Preconstruction

- Is there a Special Provision for Pedestrians? This may be happening more on Village projects.
- What pedestrian facilities will be impacted?
- Does the Contractor have a point person responsible for pedestrian safety?
- If necessary, meet with the town and bring the contractor's pedestrian designee with you so that they will understand concerns.
- Does the Contractor have what they need to make the area safe and usable?

Considerations for Pedestrians in Work Zones

- Physical separation from workspace and vehicular traffic.
- Adequate and safe detour(s) whenever sidewalks are closed or blocked.
- Maintain pedestrian access to businesses, residences, transit stops, etc.
- Provide temporary nighttime lighting for pedestrian walkways throughout the work zone.

MATERIAL STORAGE

When laying out the work zone, consider designating locations where materials and supplies can be stored safely away from pedestrians. Check often.



ADA Compliance in Work Zones

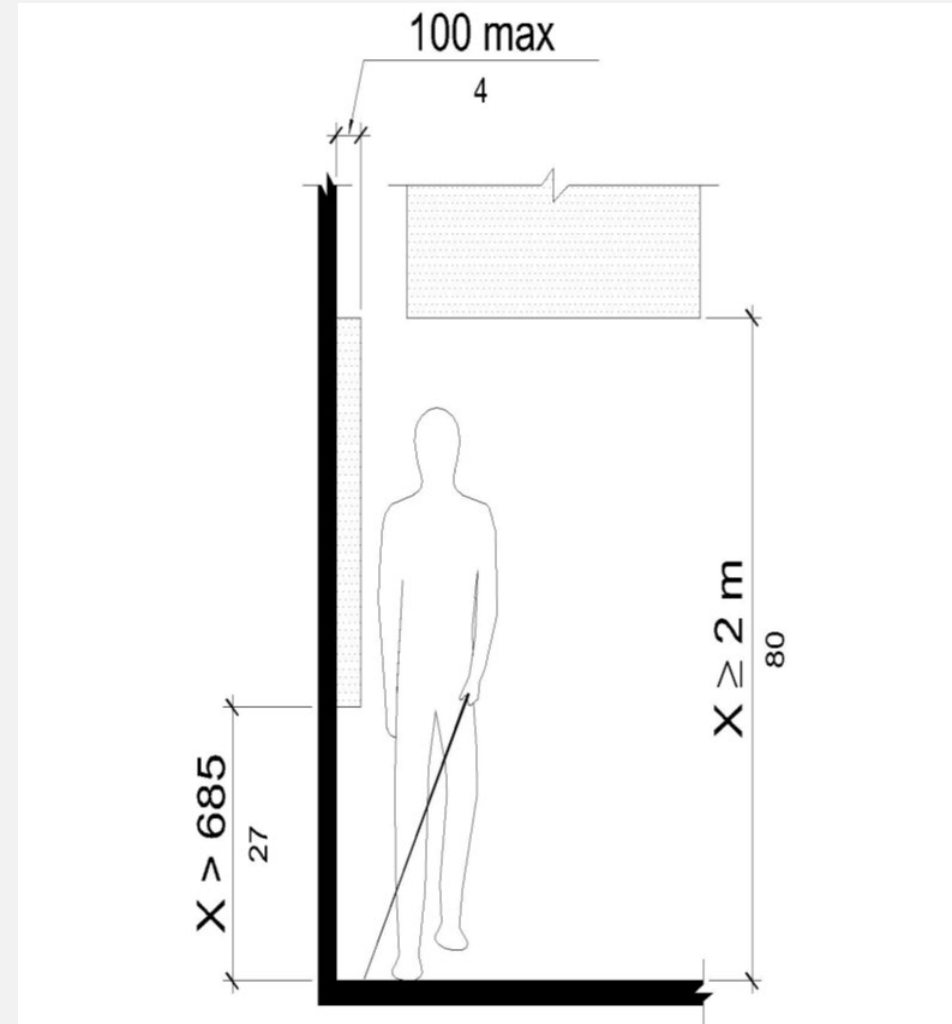
- Sign closure ahead of construction.
- Can have a minimum sidewalk width of 48", erect curb ramps, and provide passing space (minimum 5-foot by 5-foot space every 200 feet).
- Maintain a consistent width and smooth surface to avoid creating tripping danger and to minimize barriers to wheelchair use. Firm, Stable, and Slip Resistant.
- Make all barriers and channelizing devices detectable for pedestrians with visual disabilities.
- Ensure that there is a continuous detectable route. Safe handrails without nails or splinters and toe rails.

Vertical And Horizontal obstructions

Signs and equipment cannot encroach the pedestrian route more than 80 inches vertically

And,

Less than 4 inches
Horizontally



Don't Do This...



Tape, Cones and Barrels

- Construction Tape is NEVER acceptable to protect a work area;
- Cones are not acceptable barriers for work zones.
- Barrels are not good unless they are side by side and provide a continuous barrier with toe rail at the bottom and should be used if *no other option is available*.



Effective Channeling



Be Careful How You Leave Things.

Think about the user even if the work zone is not active.



Before



After



Before



After



Electric Vehicle Charging

In 2024, the State of Maine created guide for locating and installing accessible EV Charging stations and units based on the federal 2023 [*Design Recommendations for Accessible Electric Vehicle Charging Stations*](#)

- Maine EV Charging Guide and Check Lists:
- [Maine EV Charging Guide.docx](#) [Maine EV Charging Guide \(PDF\)](#)
- [EV Location Check List.pdf](#) [EV Location Check List \(DOC\)](#)
- [EV Installation Check List.docx](#) [EV Installation Check List \(PDF\)](#)

An aerial, top-down view of a road intersection. The road is light gray, and the crosswalks are marked with white stripes. The background is a faded, light gray aerial photograph of a road network.

What Are Your Questions?

Contact Me

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<https://www.maine.gov/dot/doing-business/civil-rights/ada>



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