ADA COMPLIANCE ON LOCALLY ADMINISTERED PROJECTS

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WHAT WE'LL COVER TODAY

- Brief overview of ADA
- Curb Ramp Compliance
- Midblock crossings
- Accessible Pedestrian Signals (APS)
- Misc. Sidewalk and Parking Stuff
- Technical Infeasibility
- Work Zone Compliance

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AMERICANS WITH DISABILITIES ACT OF 1990

Prior to ADA - Sec. 504 Rehabilitation Act (1973)
Accessibility on Federally funded facilities

The intent of ADA is to allow people with disabilities to **participate fully in society.**

- **Accessibility in all facilities, work places, commercial buildings. (When built or altered)**

ADA compliance is not only about accessibility…
It is about Safety!

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CURB RAMPS

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MAINEDOT STANDARD DETAILS

MaineDOT has more comprehensive Standard Details for Pedestrian Ramps. 801(11-27) and Detectable Warning placement 608(02).

They provide a variety of options for curb ramps.

A printable version of these details can be found at: https://www.maine.gov/mdot/civilrights/ada/docs/2021/ADA_rev_jun10.pdf

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HIGHLIGHTS FROM STANDARD DETAILS

When reconstructing ramps, ADA requires that you only go back 15 feet to comply with ramp standards.

Slope of the road may affect the ability to get compliance on a curb ramp or sidewalk. That's ok.

Ramps that are not on intersections should meet ADA curb ramps slopes and lengths. (They may not need Detectable Warnings.)

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WHERE MUST CURB RAMPS BE PROVIDED?

Curb ramps:

- Are needed when a sidewalk or other pedestrian walkway crosses a vehicular or pedestrian path of travel.

- Must be located to ensure a person with a mobility disability can travel from a sidewalk on one side of the street, over or through any curbs or traffic islands, to the sidewalk on the other side of the street.

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RUNNING OR RAMP SLOPE

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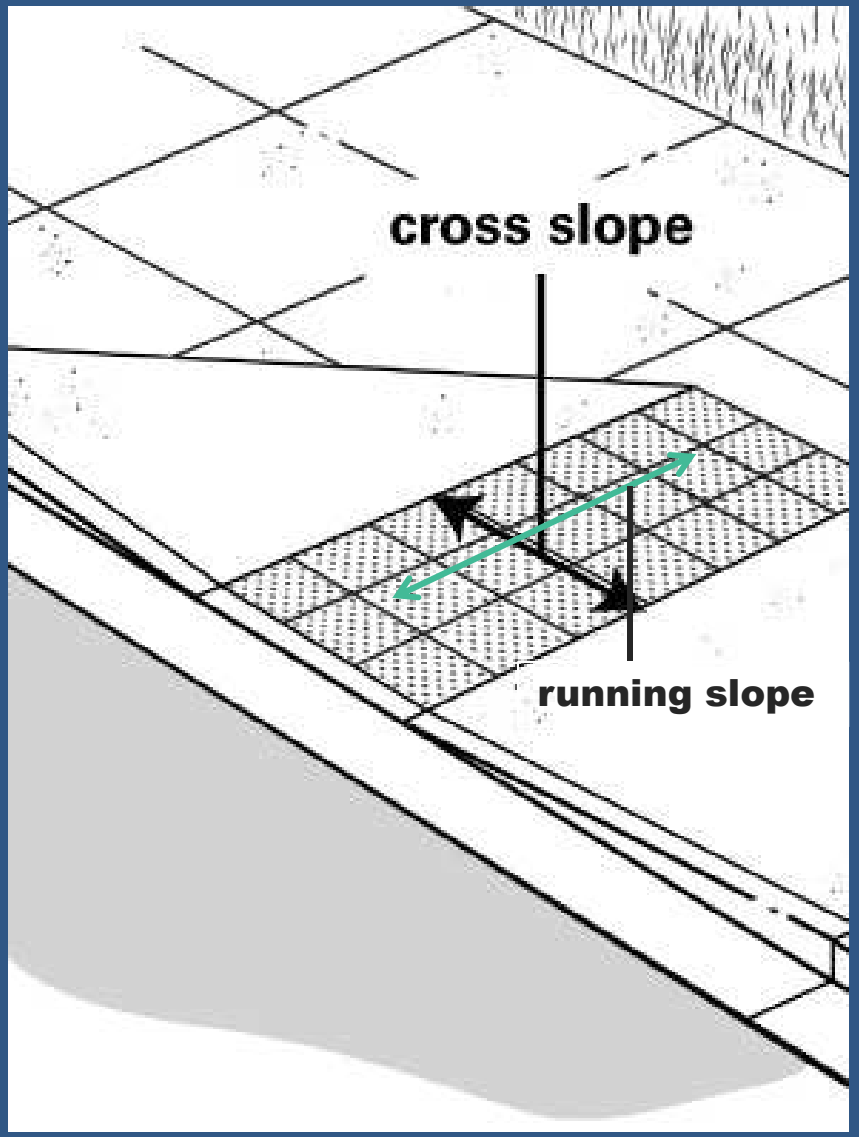
RUNNING SLOPE & CROSS SLOPE

Running slope should be no more than 8.3% or 1:12

Cross slope of a curb ramp should be no more than 2% or 1:48.

Both slopes should be measured at the center of the ramp.



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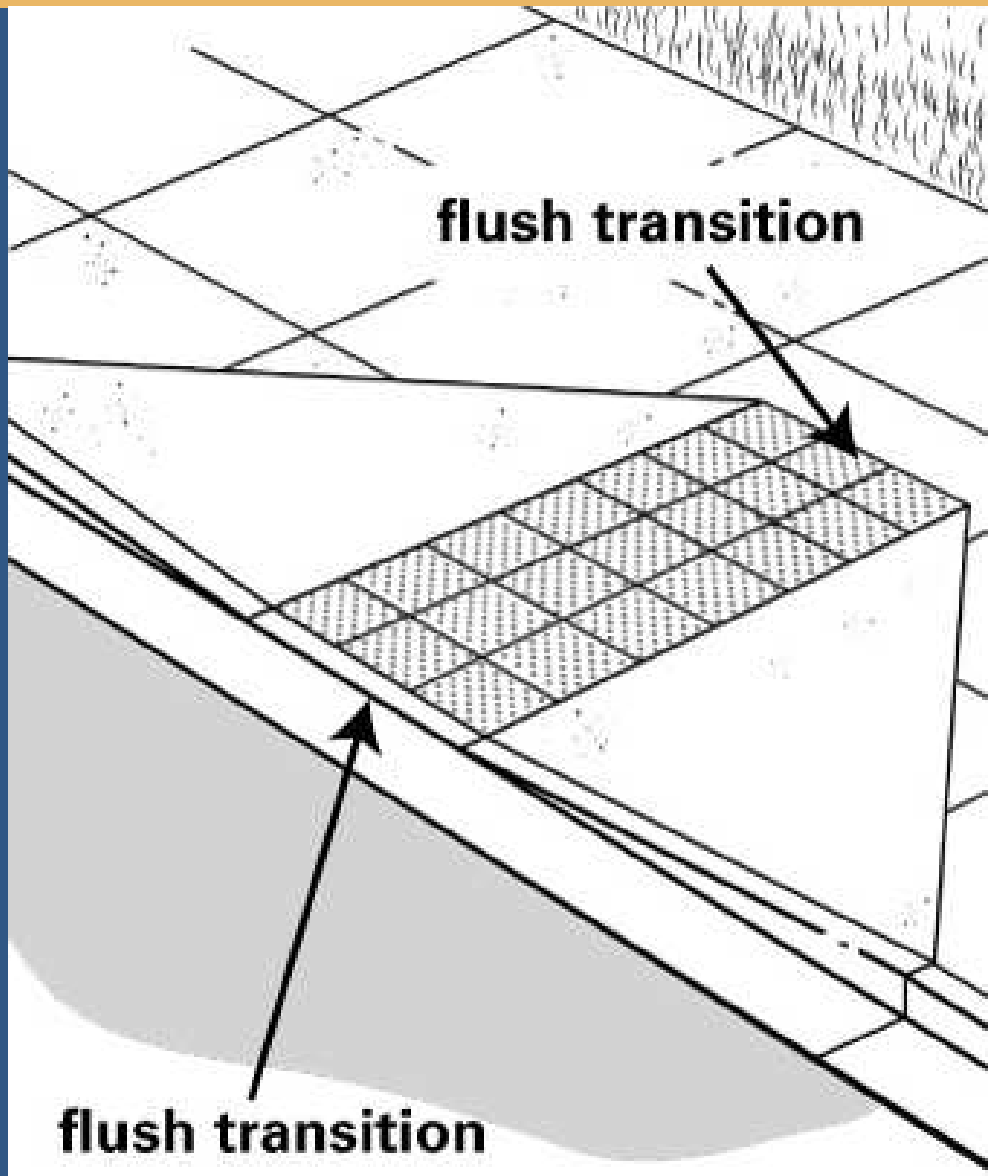
FLUSH TRANSITIONS

The curb ramp must be flush with the pavement and any transition to the ramp.



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FLUSH?

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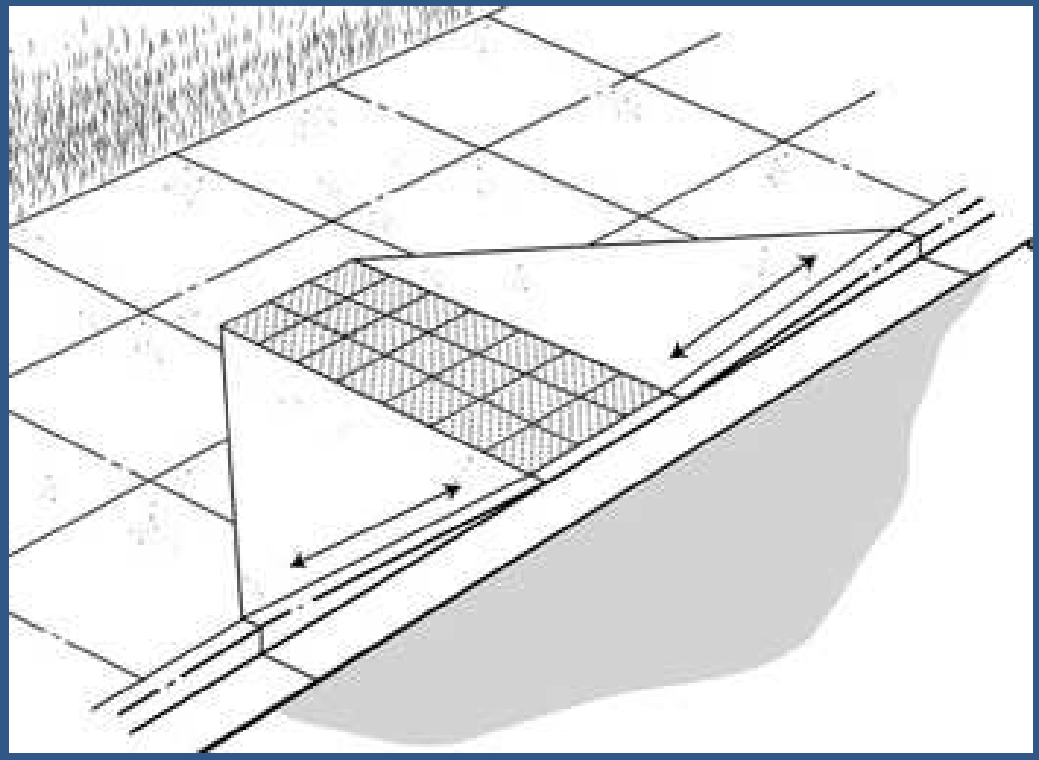
FLARED SIDES

Not all curb ramps have flared sides.

Where there are flared sides, slope of the flares cannot exceed 10%.

Curb ends must be 8 feet.



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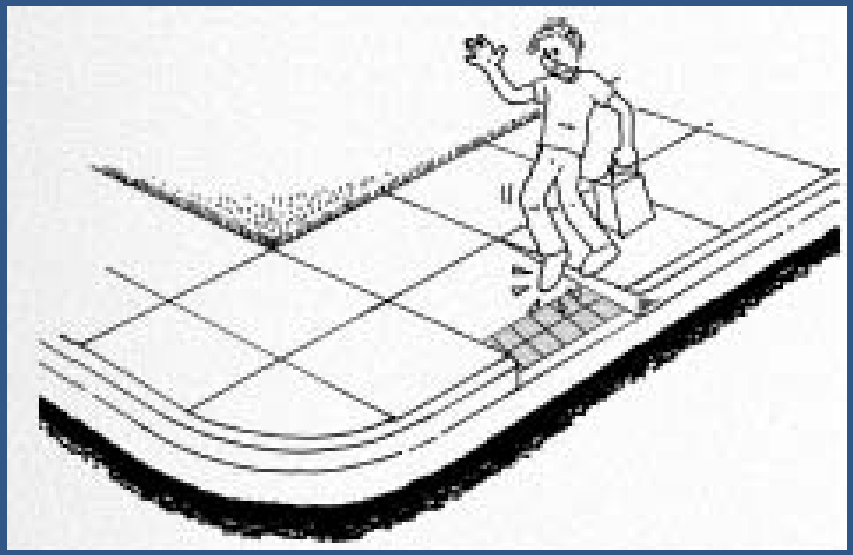
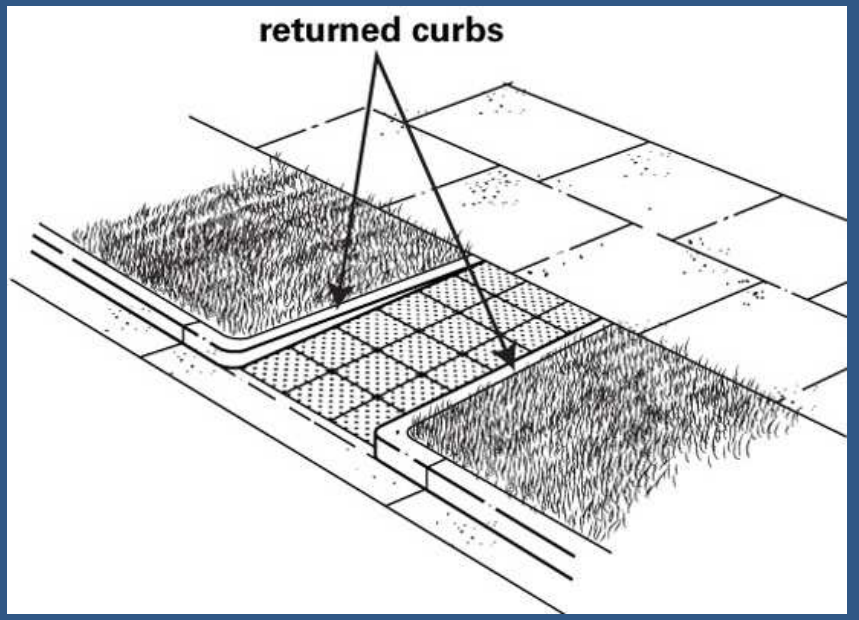
RETURNED CURBS

Returned curbs should never be on the path of travel.

They should be used only with an esplanade or if there are obstacles, e.g. a signal post





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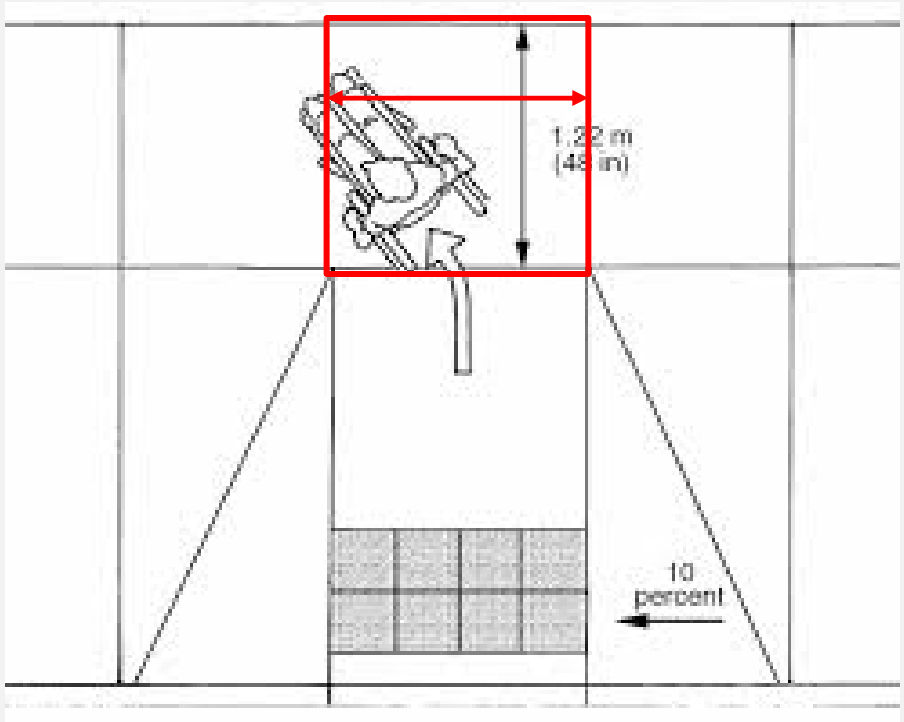
LEVEL TURNING SPACE (LANDINGS)

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.

Width of the ramp.

Level landings should be no more than 2% in both directions.



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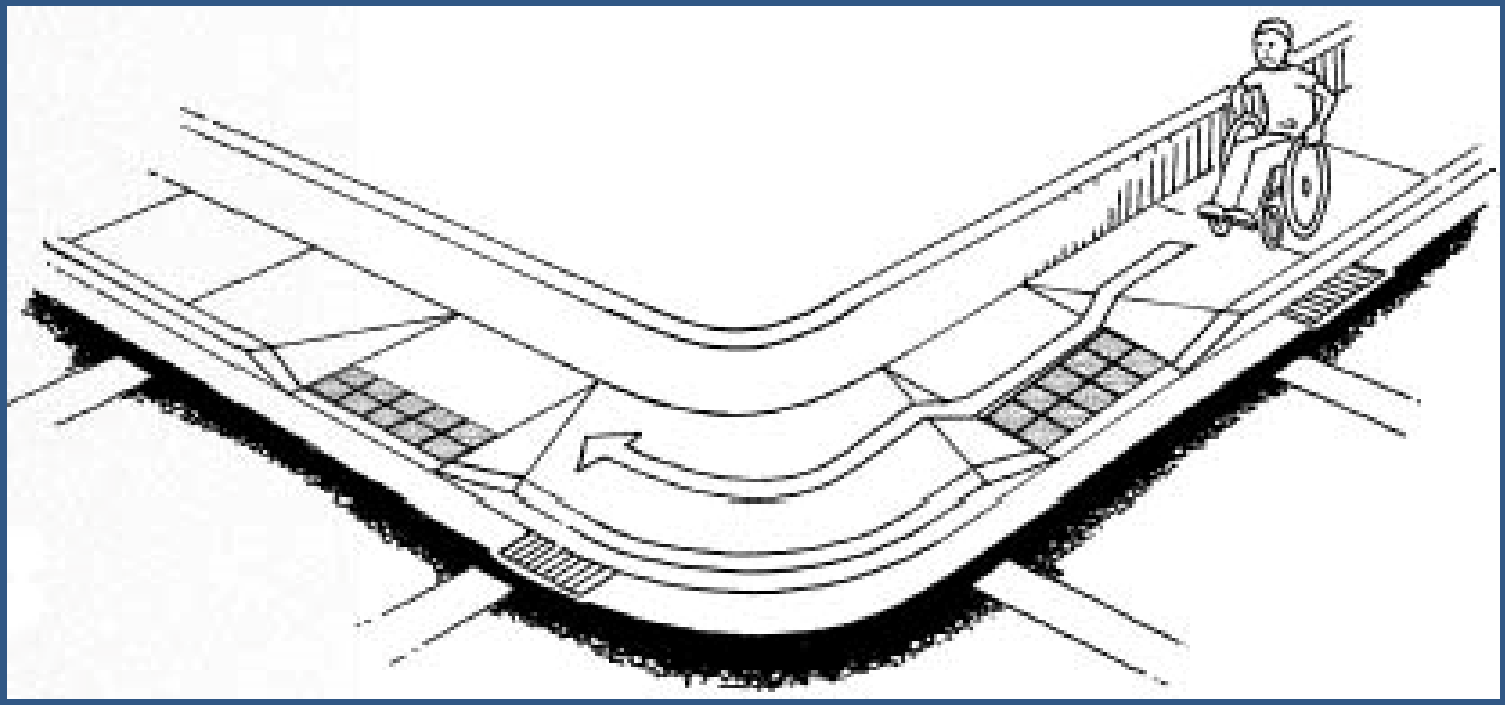
WHY WE REQUIRE LEVEL TURNING SPACES.



Designing Sidewalks and Trails for Access, FHWA 2002

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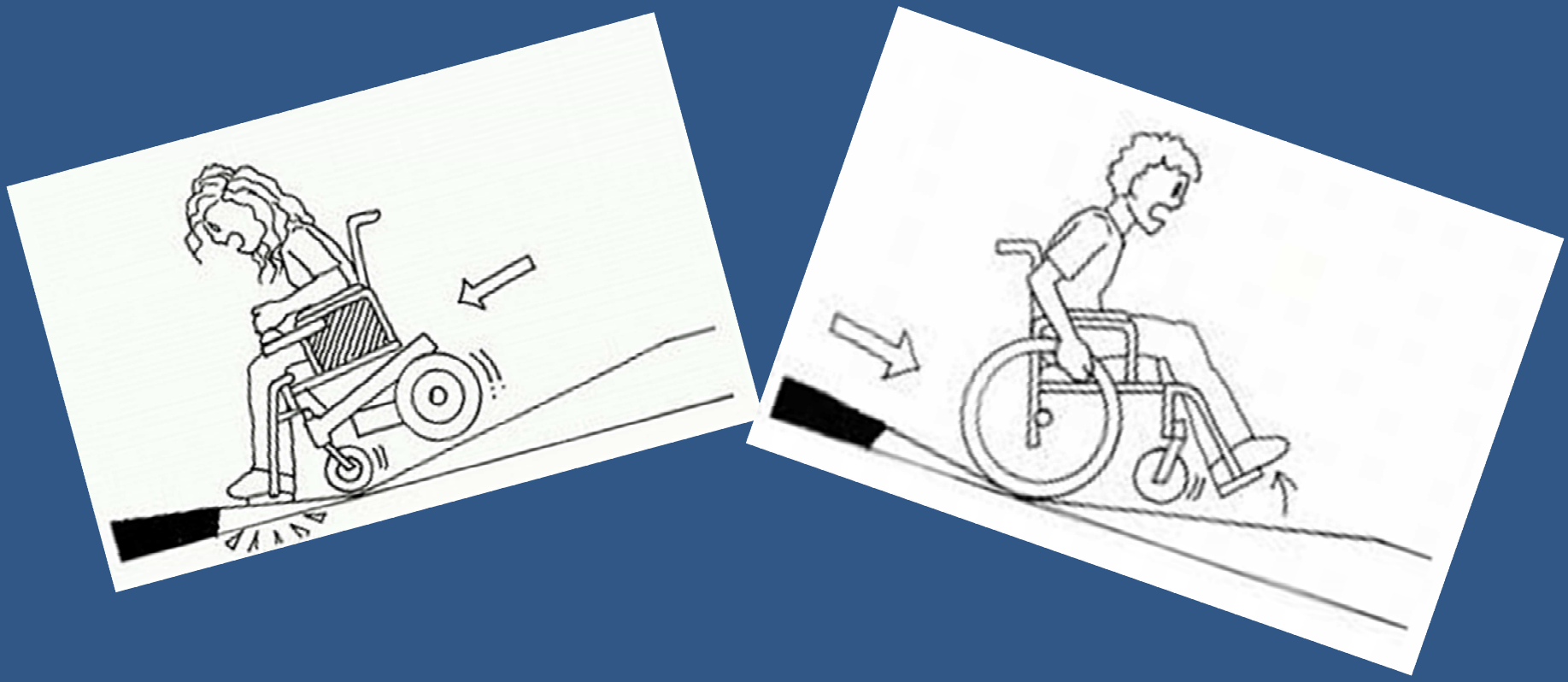
COUNTER SLOPE CONCERNS

Counter slopes should be no more than 5%



Designing Sidewalks and Trails for Access, FHWA 2002

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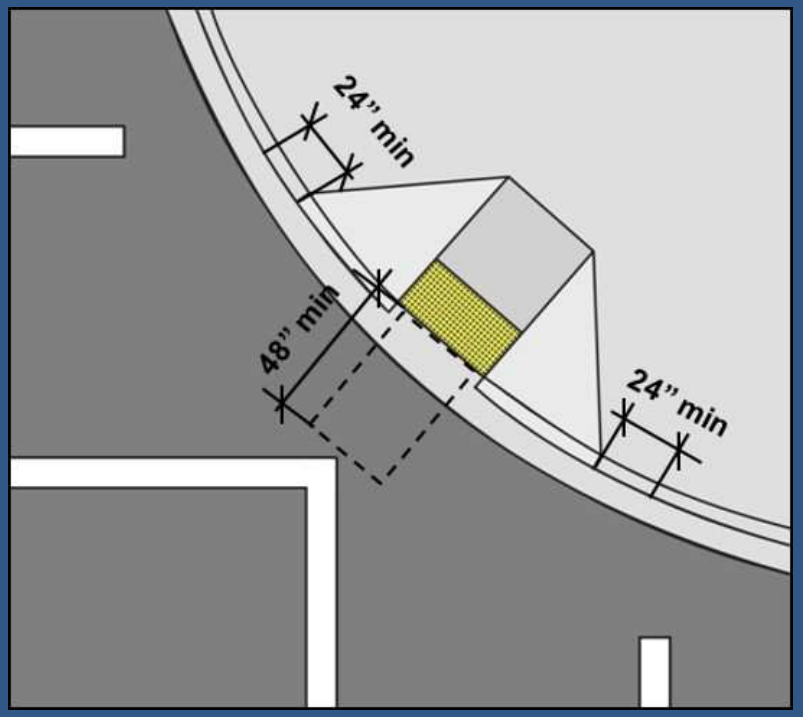
DIAGONAL CLEAR SPACE

There should be a 5x5 clear space when using a diagonal curb ramp for perpendicular curb ramps



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DETECTABLE WARNINGS (DW)

WHY DO WE HAVE DWS?

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DETECTABLE WARNINGS

Plate or area at bottom of ramp with raised truncated domes.

Domes alert people with visual impairments to STOP at roadways.

They do NOT direct a person.

Should be placed FULL width of the curb ramp.

Should be at least 2 feet deep.

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MORE ON DETECTABLE WARNINGS

Where are DW's needed?

- At street intersections with signalization:
  - Stop sign
  - Signal
- At mid-block crossings
- At some RR crossings

DW's are not needed at driveways or parking lots unless they warrant signalization.

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NICE TRY, BUT??

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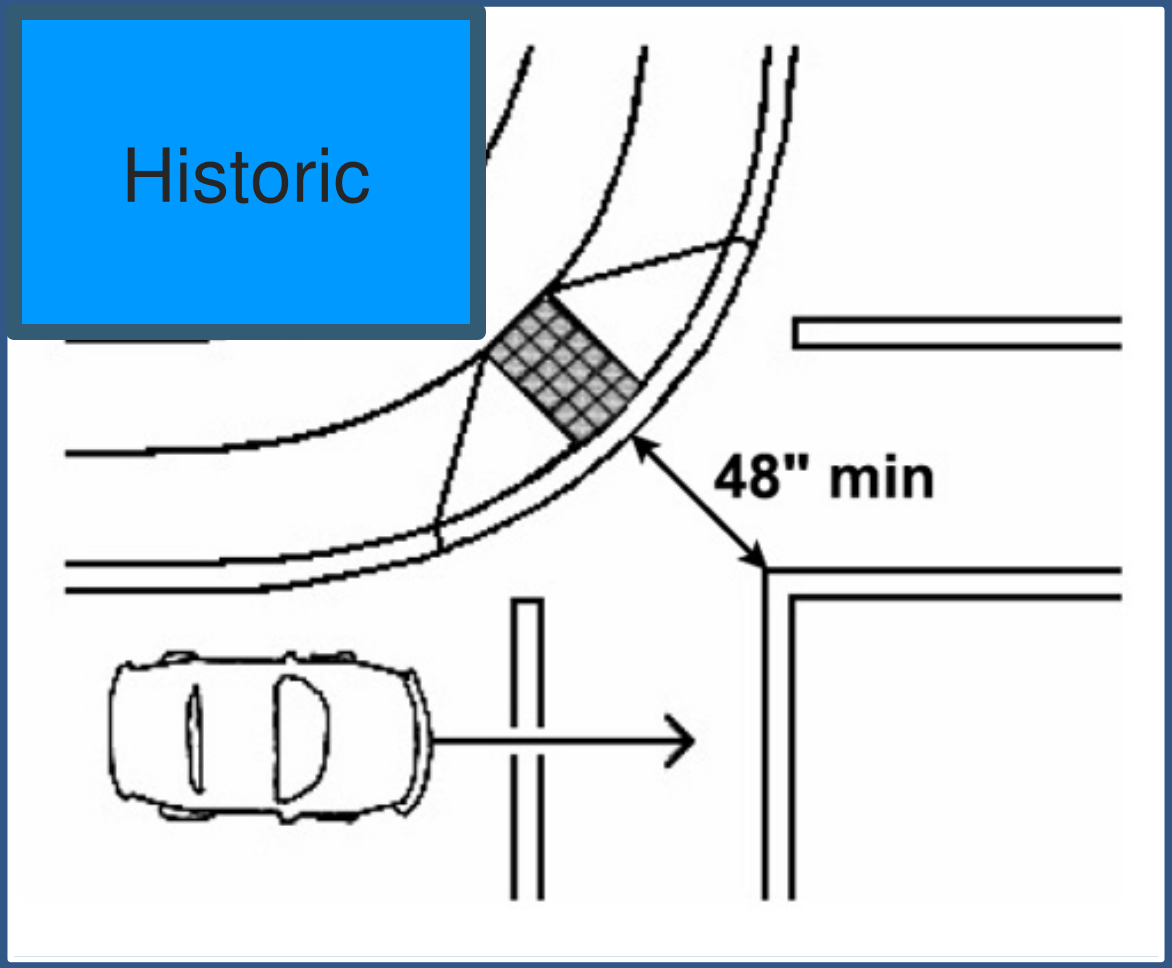
DIAGONAL CURB RAMPS

Historic



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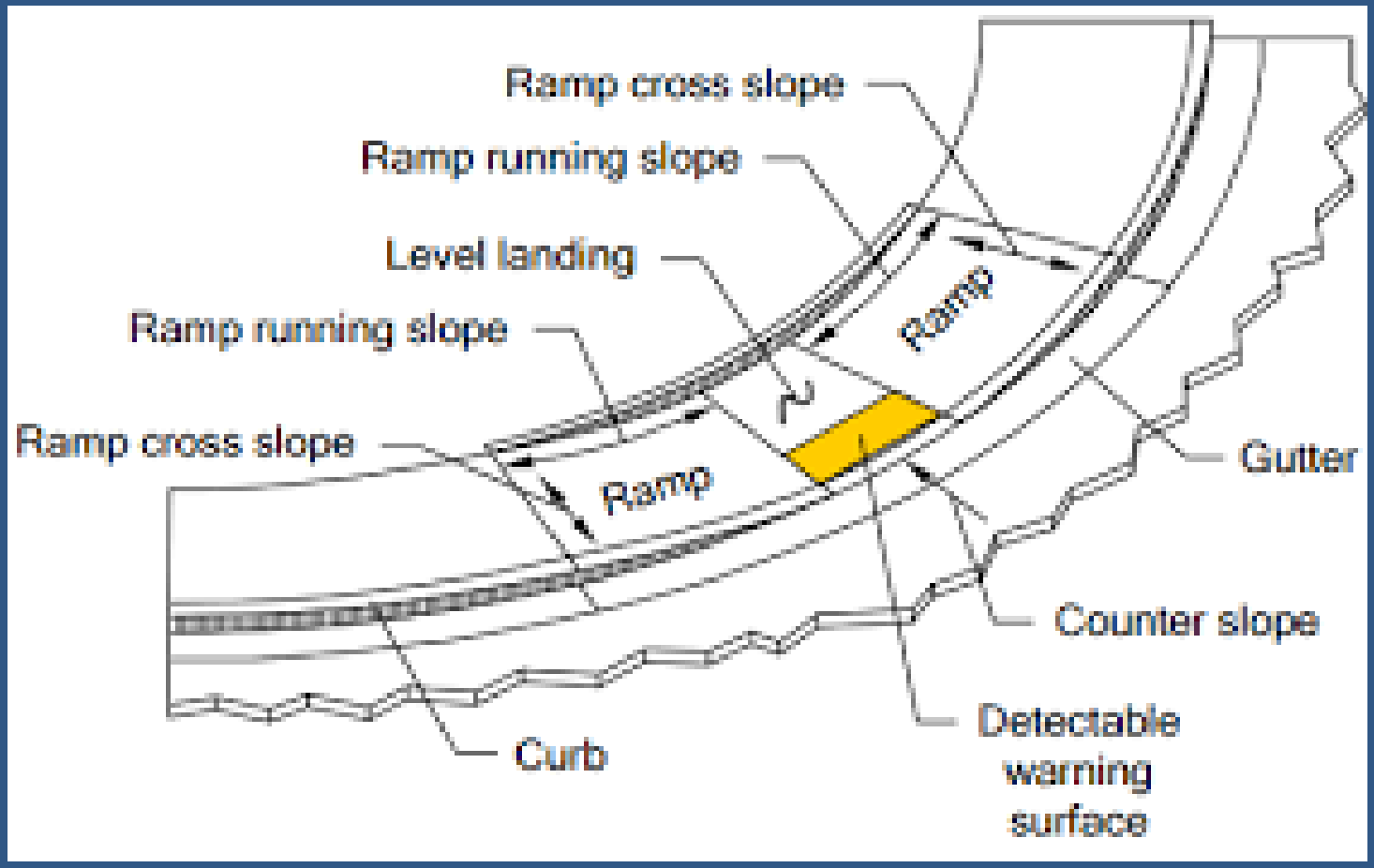
EXAMPLE OF COMPLIANT DIAGONAL PARALLEL RAMP



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PERPENDICULAR CURB RAMPS

Will become more common as we transition away from diagonal curb ramps

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PARALLEL CURB RAMPS

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MIDBLOCK CROSSINGS

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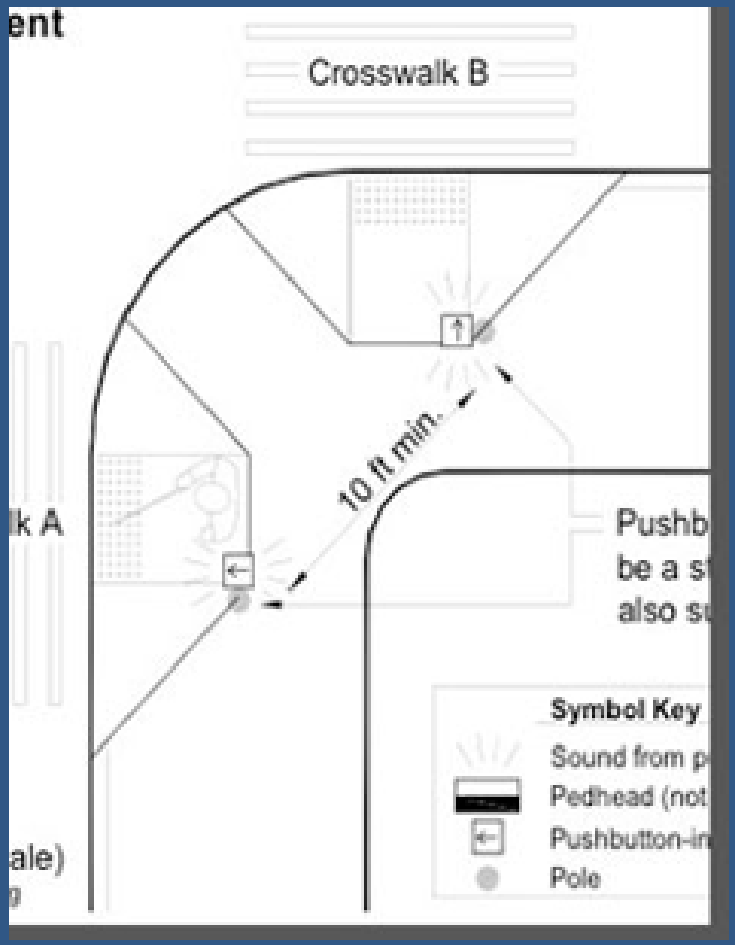
Accessible Pedestrian Signals (APS)



Guidance in the MUTCD, Sec. 4E.

APS should be within 6 feet of curb.

Signal buttons should be 10 feet apart, *but* can be closer where it is technically infeasible.

If it is necessary to mount two push buttons on one pole, there should be a speech walk message and a street identification message.

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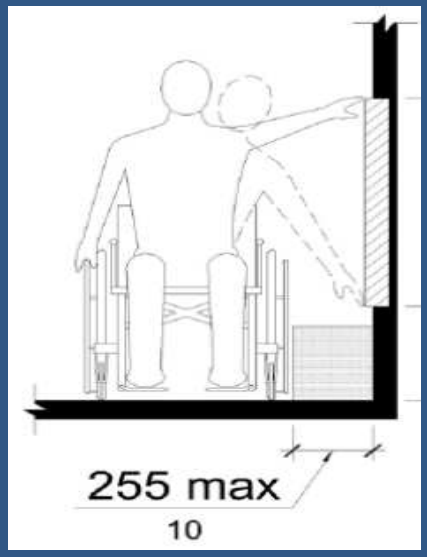
Push Button Location

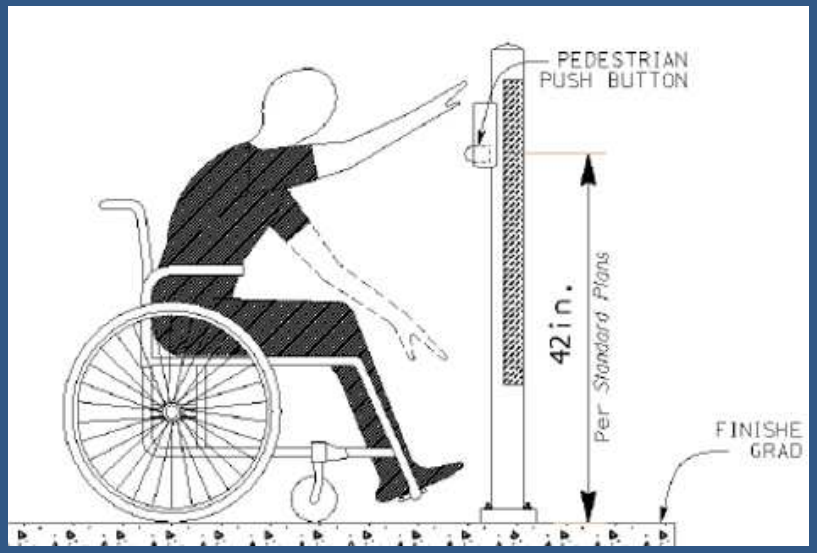
APS buttons must be in locations that are reachable by mobility devices. Buttons should be:

- Unobstructed with 10” maximum side reach.
- Adjacent to level all-weather surface;
- At a mounting height of *approximately* 3.5 feet (42”), but no more than 4 (48”) feet, above the sidewalk. (MUTCD)*

*ADAAG states 15” -48”



PROWAG



MUTCD Standards

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TACTILE ARROW

- Raised arrow on pushbutton
- Aligned with the direction of travel on the crosswalk

This

Not this

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SIDEWALKS

On state roads, sidewalks should be built 5 feet wide.

A sidewalk can be 4 feet if necessary, **BUT** such a sidewalk must have a 5x5 turning space every 200 feet.

Sidewalks should be firm, stable and slip-resistant.

Sidewalks must have cross slopes of less than 2%

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NEW MAINEDOT ADA SIDEWALK GUIDANCE

ADA requires 3 feet of clear space on sidewalks

BUT …

- The Public Right-of Way Accessibility Guidelines (PROWAG) require 4 feet on sidewalks.
- Starting this year, all pedestrian use paths will need to be at least 4 feet wide.
- MaineDOT will allow 3 feet at pinch points, BUT this must be approved by Engineering Council.

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ON-STREET PARKING

No parking shall be allowed within 20 feet of an unsignalized crosswalk (includes mid-block) and 30 feet of a signalized intersection.

Parking restrictions can be removed when bump-outs or curb extensions are built.

Need to allow the pedestrian to be seen by the traveling public.

“No Parking” signs should be installed.

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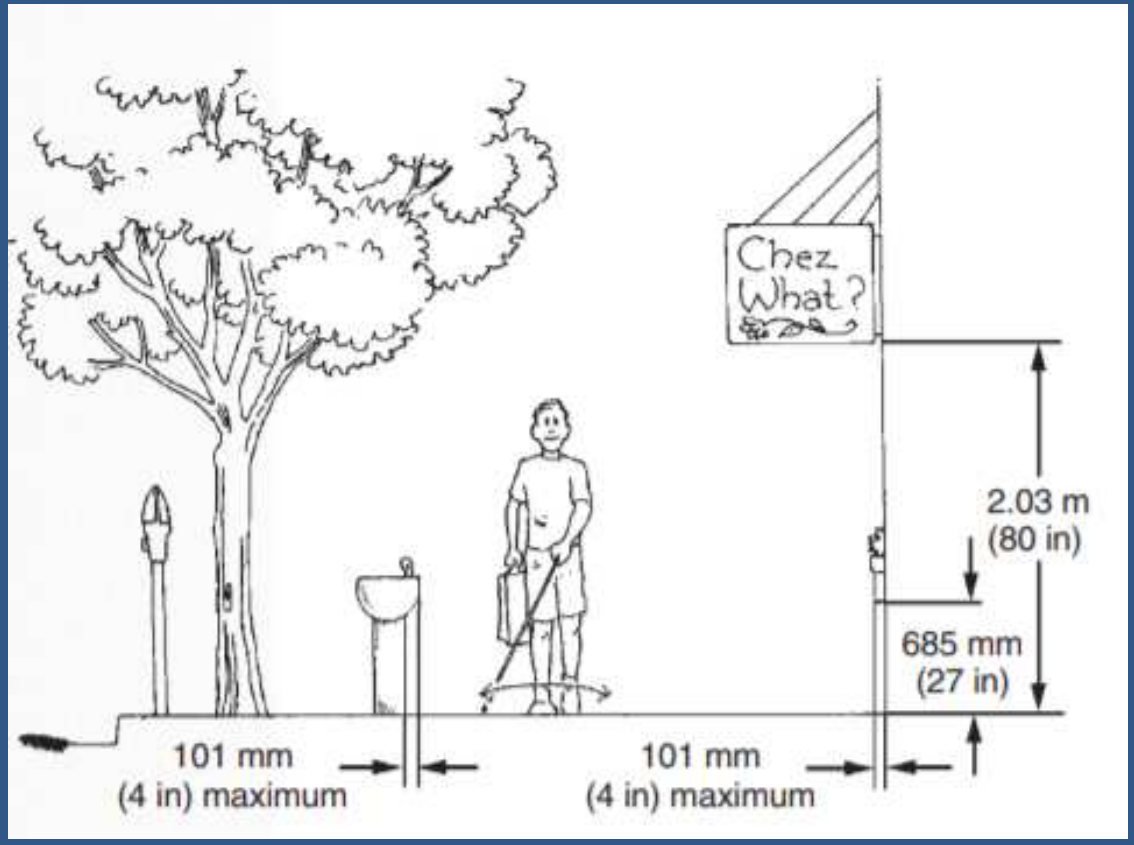
STREETSCAPING

- Clear path of travel
- No tripping hazards
- Furniture placement
- Plantings

SIDEWALK CORRIDORS



Designing Sidewalks and Trails for Access, FHWA 2002

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MIGHTY OAKS, FROM LITTLE ACORNS GROW

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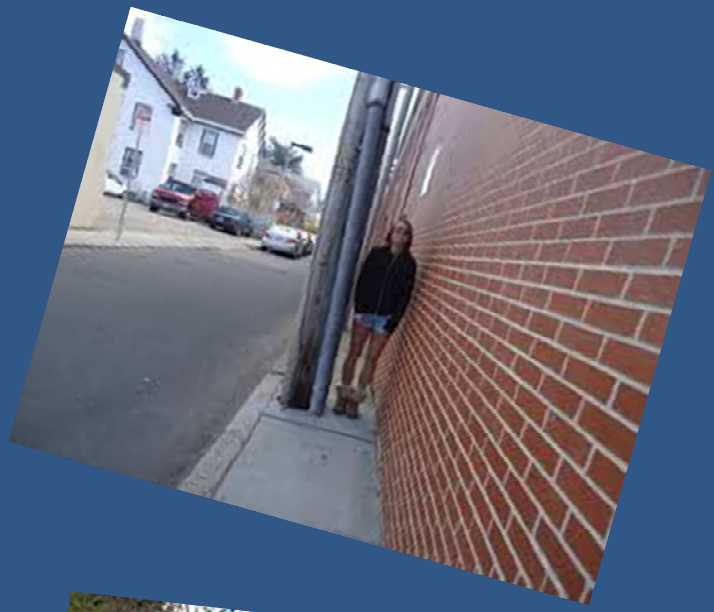

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The PROWAG requires the travel way to be 4 feet.

MaineDOT does allow for 3 feet at pinch points (ADA) … BUT

Such an exception will need Engineering Council approval.

Think about the user…

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WORKING WITH ABUTTERS

Are you required to provide ADA access to businesses or public buildings if you are replacing a sidewalk?

No. But, you cannot make access worse:

> **202.3.1 Prohibited Reduction in Access.** An alteration that decreases or has the effect of decreasing the accessibility of a building or facility below the requirements for new construction at the time of the alteration is prohibited.
>
> - 2010 ADA Standards for Accessible Design

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TECHNICAL INFEASIBILITY

The 2011 PROWAG recognizes that it is not always possible for altered facilities to fully comply with new construction requirements because of existing physical constraints.

Where existing physical constraints make it infeasible for altered facilities to fully comply with the requirements for new construction, compliance is required to the maximum extent feasible *within the scope of the project.*

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TEMPORARY TRAFFIC CONTROL (TTC) ZONE COMPLIANCE

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ALTERNATE PEDESTRIAN ACCESS ROUTES

Alternate Pedestrian Access Routes are required “to the maximum extent feasible” when an existing pedestrian access route is blocked by construction in a TTC zone or other temporary condition.

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PEDESTRIANS

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.

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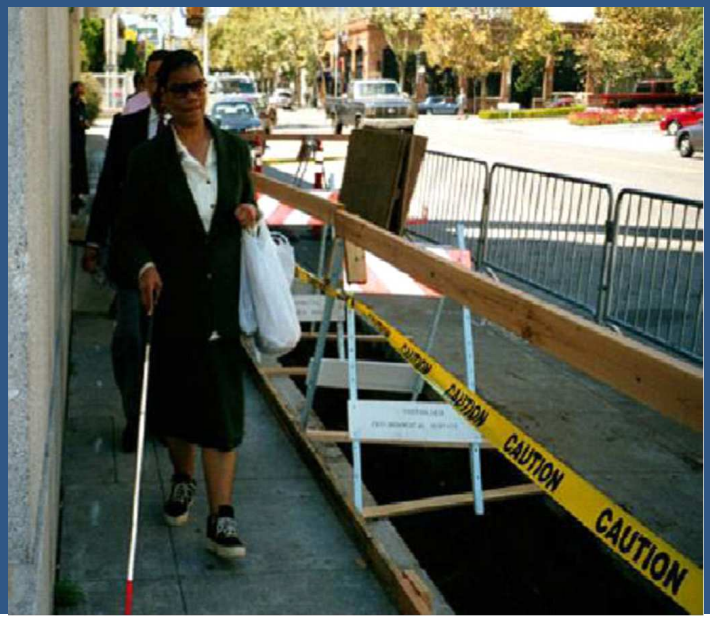
ALTERNATE ROUTES

Provide detectable alternate routes when pedestrian access route is detoured

Same-side is best, if feasible



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CONSIDERATIONS FOR TTC ZONE

Promote adequate pedestrian safety via physical separation from work space and vehicular traffic.

Provide 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 TTC zone.

ENSURE ADA COMPLIANCE

Provide an alternate route when existing pedestrian facilities are disrupted, closed, or relocated in a TTC zone.

Can have a minimum sidewalk width of 36", erect curb ramps, and provide passing space (minimum 5 foot by 5 foot space every 200 feet).

Maintain a minimum width and smooth surface to avoid creating tripping danger and to minimize barriers to wheelchair use.

Make all barriers and channelizing devices detectable for pedestrians with visual disabilities.

PUBLIC INFORMATION

Community announcements – Residents, businesses, schools

Project web sites – Particularly useful with major projects, heavily used facilities

Other languages, as appropriate

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GUIDANCE

Manual on Uniform Traffic Control Devices 2009:

- Part 6 Temporary Traffic Control
- Chapter 6D.01 Pedestrian Considerations
- Chapter 6D.02 Accessibility Considerations

ATSSA Pedestrian Check list:
www.fhwa.dot.gov/indiv/docs/atssa_pedestrian_checklist.pdf

Applying ADA in Work Zone: A Practitioner's Guide:
www.workzonesafety.org/files/documents/training/fhwa_wz_grant/ada_guide.pdf

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EFFECTIVE BARRIERS

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EXAMPLES OF WHAT NOT TO DO…

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COMMON SENSE

MAINEDOT ADA WEBSITE

MaineDOT ADA Website

https://www.maine.gov/mdot/civilrights/ada/

Curb Ramp info on MaineDOT Map Viewer

https://www.maine.gov/mdot/mapviewer/

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