



# ADA LESSONS LEARNED ...AND NEW OPPORTUNITIES

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# WHERE TO GET INFO ON ADA

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

<https://www.maine.gov/mdot/civilrights/ada/training/>

Video: Design Standards



# WHAT WE'LL COVER

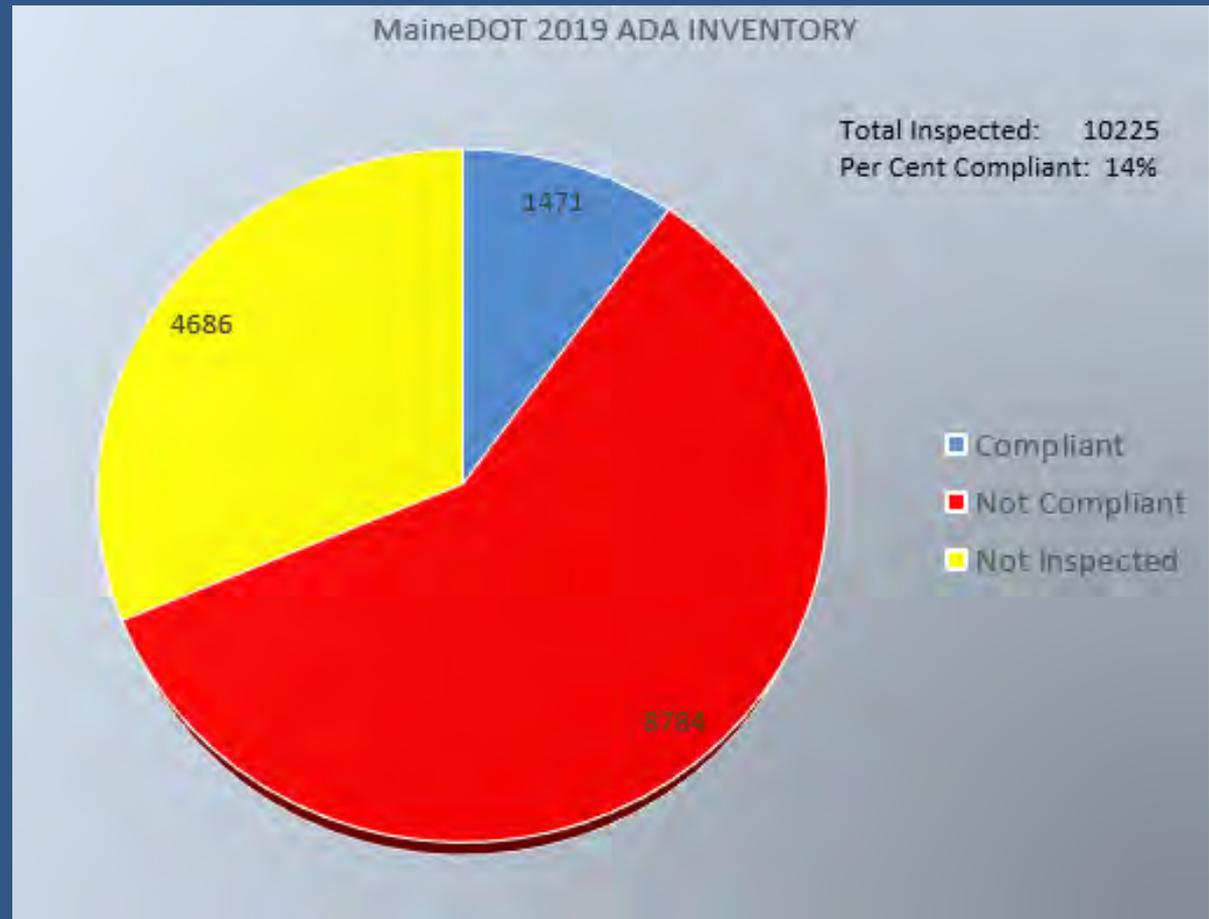
- The Good News...and Bad
- A few observations
- 15 Foot Rule
- Level Landing/Turning Spaces
- Main Street, Waterville 24099.00
- Accessible Pedestrian Signals (APS)
- Walk through new Excel Curb Ramp check list and buffering projects for ADA
- Work Zone Compliance

# THE GOOD NEWS

Last year we  
Were at 10%  
compliance on  
Inspected ramps

This year we are  
at 14%

We are showing  
improvement

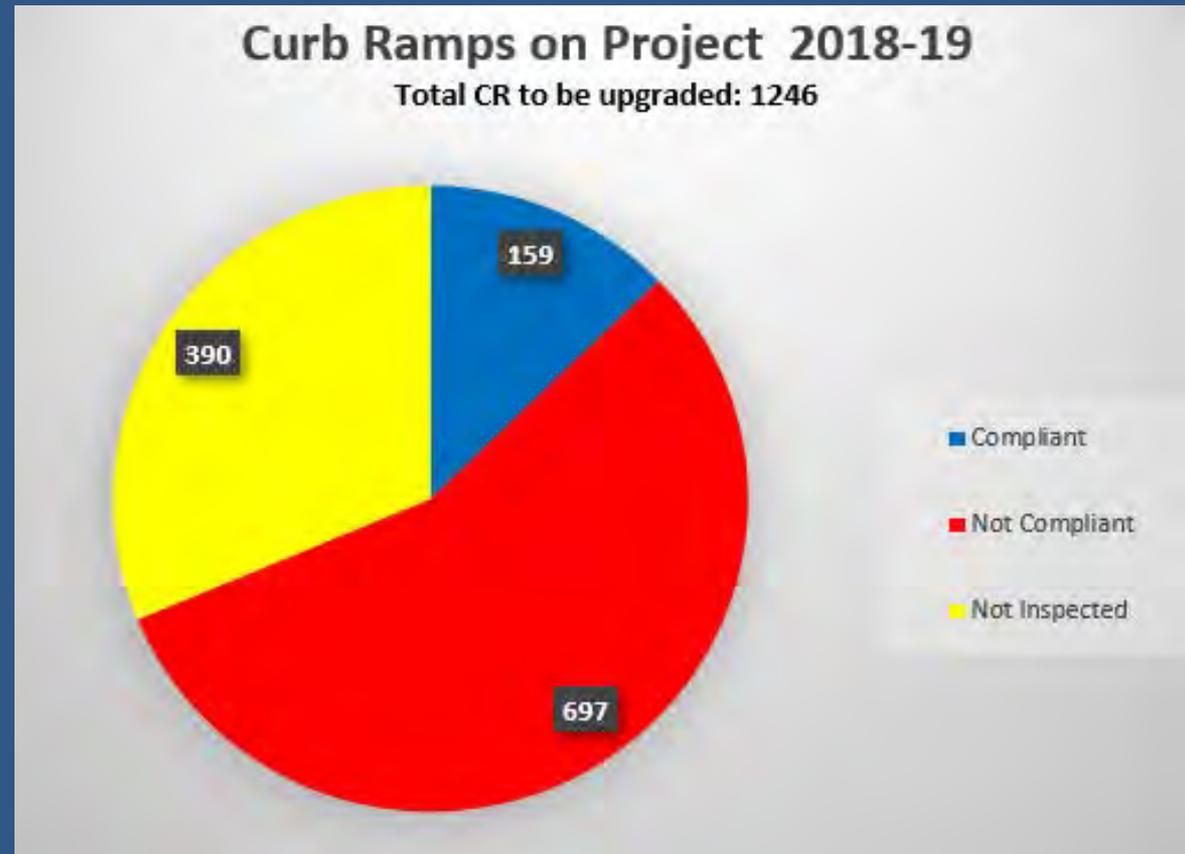


# THE 'NOT SO GOOD' NEWS

We struggle to get ADA compliance on projects.

We struggle to properly inspect curb ramps.

Projects in 2018-19, of the ones we've inspected we have about 18% compliance.



# JUST A FEW OBSERVATIONS

- This stuff is hard and labor intensive.
- Walking the site with the contractor is important, but, be very clear that the walk through is guidance, NOT necessarily the end result.
- The contractor is responsible for compliance. Period.
- They need to put a level on it...2 foot level
- Always better to build below the maximum slope grades when you can.

# 15 FOOT RULE

Matching the ramp with existing side walk

Going back 15 feet to get the lowest grade possible

What is under the sidewalk?

What is adjacent to the sidewalk?

## NEW STUFF

Separate ADA contract for 2020 LCP and CPR to be completed in 2021.

Hoping for better results and more attention to ADA.

Other paving projects will need to address ADA when in construction.

Spec 609.221 and 222 - New method for paying for terminals by the linear foot.

# LEVEL LANDINGS/TURNING SPACES

These terms are interchangeable.

The landing creates a turning space where a chair can land and turn, or, go through the ramp.

4X4 space with 2% slope in each direction.

NOT EVERY RAMP needs a turning space.

Side street ramps with no connecting sidewalks do not need to turn.

Needed a midblock crossings.

DW can be part of the landing.

Side street with no adjoining sidewalk



Curbs with two ramps=Level Landing



Side street with adjoining sidewalk = Level Landing



Midblock crossing = level landing



# WATERVILLE 24099.00

## Back Ground:

In 2017 Mill and Fill project on Main Street in Waterville  
Decided to use this area as our first stand alone ADA  
project.

Project went out to bid in spring of 2019

Project was awarded to low bidder in July

Project began work in September of 2019 anticipated  
completion date 10/1/2019

# ROOSEVELT STREET NORTH

Before



After



# ROOSEVELT STREET SOUTH

Before



After



# JOHNSON HEIGHTS

Before

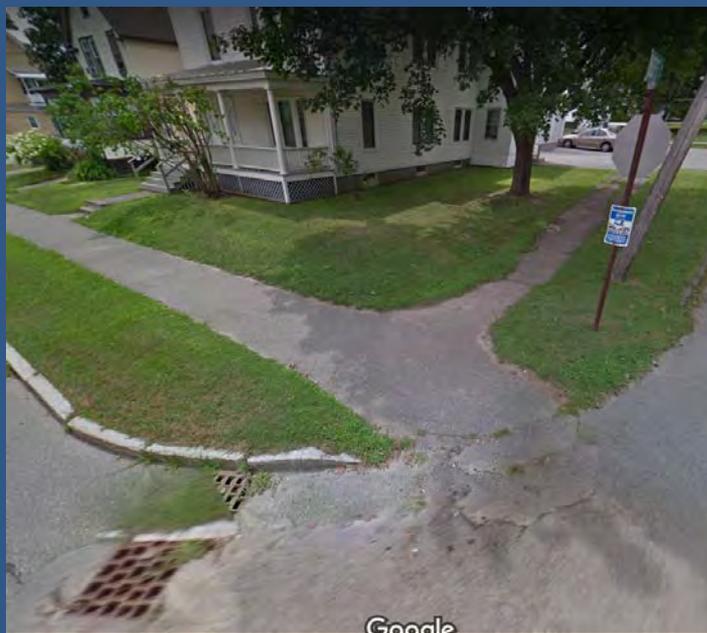


After



# PROSPECT STREET

Before



After



# BOUTELLE STREET

Before



After



## DRAINAGE ISSUES

Drainage can be challenging when retrofitting.

We need to ensure that the curb ramp drains properly so that it will not create a safety problem for users.

This may mean that the curb ramp cannot meet ADA compliance to the *maximum extent*.



# DETECTABLE WARNINGS

DWs are needed at street intersections with signalization:

- ✓ Stop/Yield sign
- ✓ Traffic Signal

And

- ✓ At Mid-block crossings
  - ✓ Some RR crossings
- Not needed at driveways or parking lots **unless** they warrant signalization.



## THINK ABOUT THE USER

Currently ADA  
requires 3 foot travel  
way, *but*

That doesn't mean it  
can't be **wider**.

In fact, PROWAG will  
require 4 feet.

Think about the user...



SOMETIMES ITS  
DONE RIGHT...



SOMETIMES ITS  
NOT...



# ACCESSIBLE PEDESTRIAN SIGNALS (APS)

APS are devices that inform people who have visual impairment...

They use audible tones, speech message and/or vibrating surfaces  
(MUTCD 2009, 1A12, P#,1)



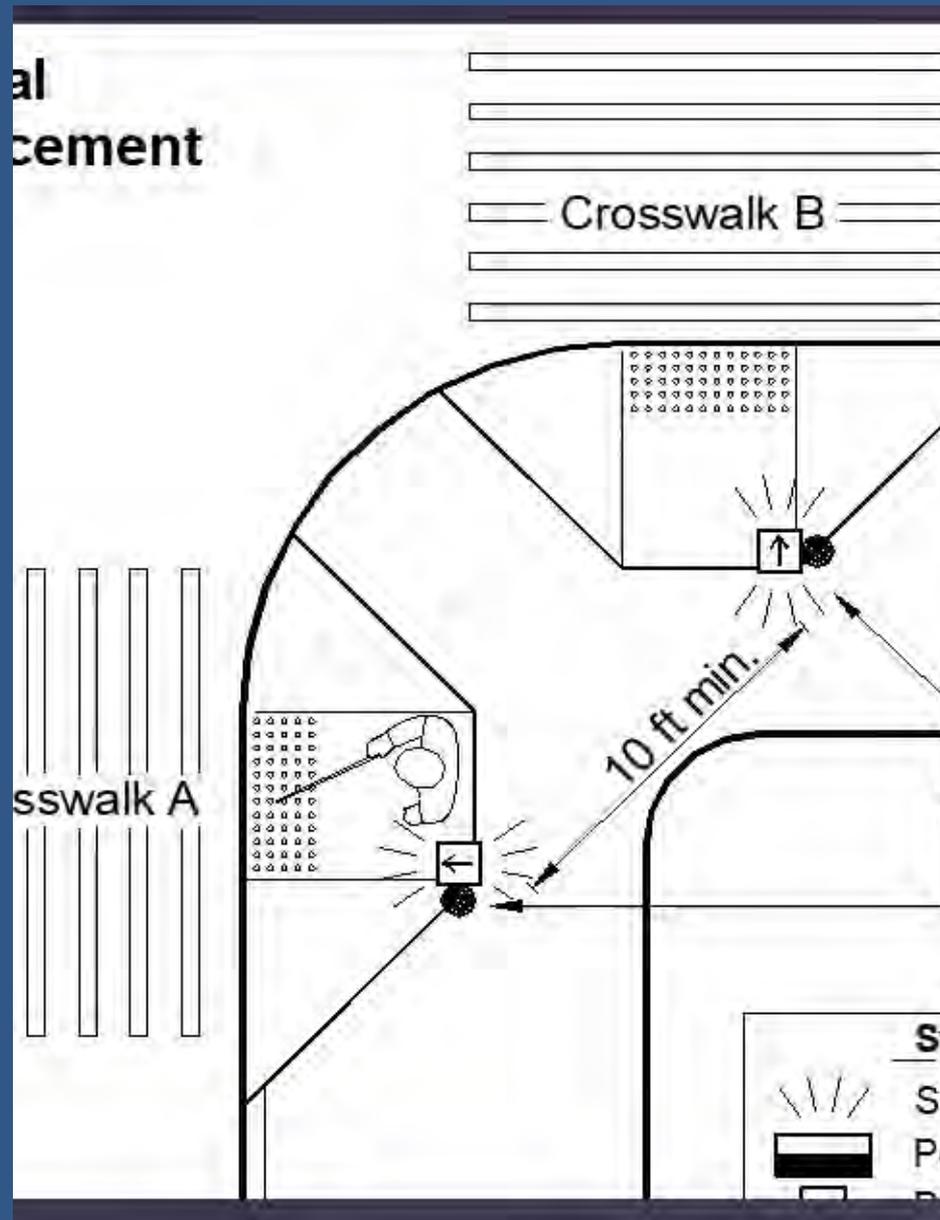
## INSTALLATION RECOMMENDATIONS

Between the landing of the curb ramps and the crosswalk line furthest from the center of the intersection.

Within 6 feet of the curb.

Separated by more than 10 feet from other APS at the intersection corner.

The PROWAG, when approved, will refer to MUTCD so we require MUTCD guidelines.

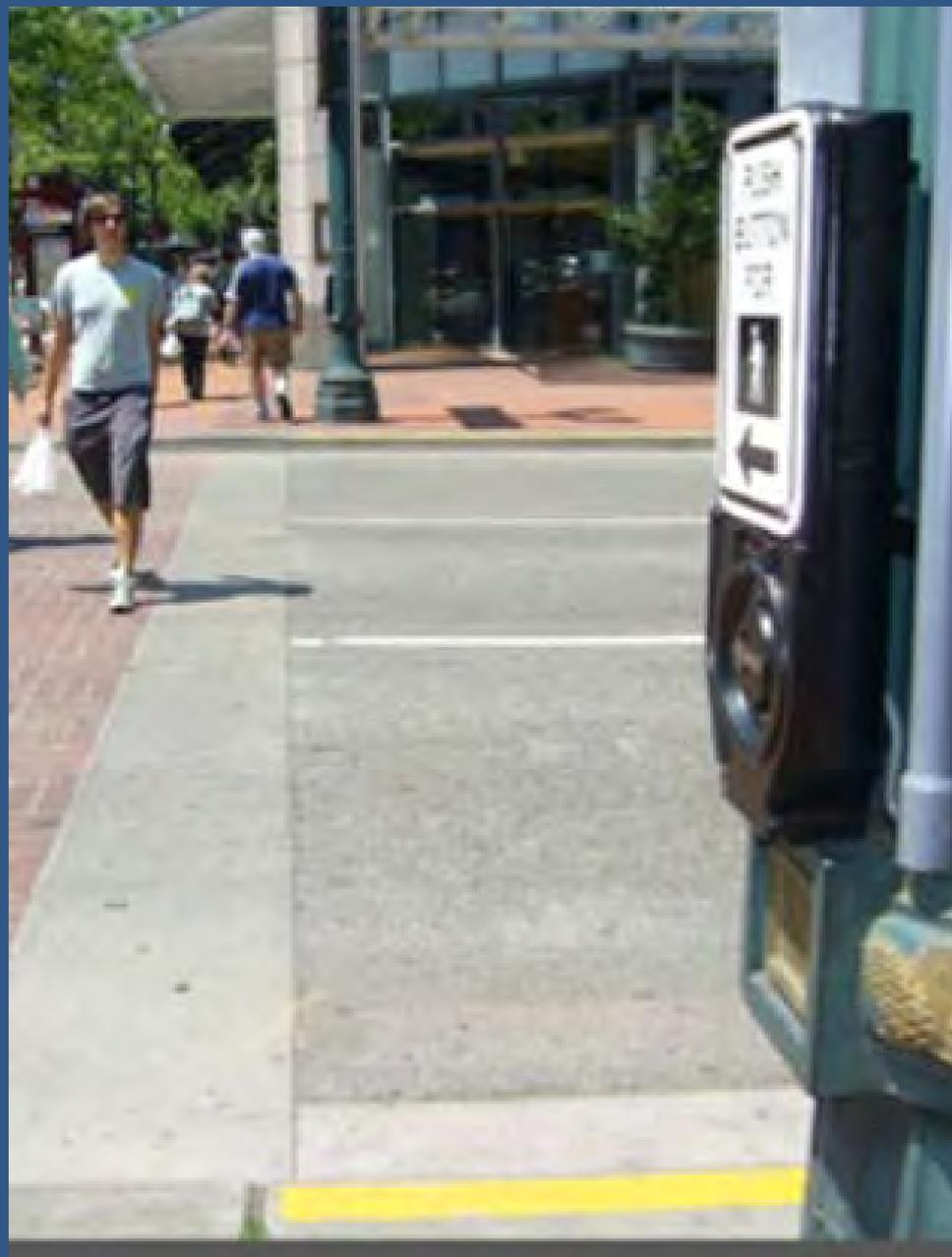


## THE REALITY

- When retrofitting, meeting this design is often difficult.
- On diagonal curb ramps it is impossible – you do not have two landings.
- MUTCD allows for APS to be on the same pole or closer than 10 feet, BUT if that is done, an audible speech walk message **MUST** be used.

## TACTILE ARROW

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



## WHAT WE'RE MISSING

The APS must be in a location that is reachable by a mobility device. That means in an area that is:

- Unobstructed, and
- Adjacent to a level all-weather surface, and
- At a mounting height of 42 inches and no more than 48 inches.



# Be Aware of Where you put the Hardware

PROWAG does not allow for protrusions of more than 4 inches into the ped circulation path

Protrusions of more than 4 inches should be above 80 inches (6'7")

Again, think of the user.



# BUFFERING PROJECTS FOR ADA CURB RAMPS

**MaineDOT Public Map Viewer**

020900.00

**All Projects**

76758	
Segment Seq	-1
PSN	76758
RLM Start	22.2
RLM End	23.73
RLM Date	
Route Code	0015X
Towns	Blue Hill
WIN	020900.00
Title	BLUE HILL, ROUTE 15
Length (miles)	1.53
Scope	HIGHWAY CYCLICAL PAVEMENT RESURFACING

Map Layers Drawings Import

Draw on Map

0.02-Mile Length

Scale: 1:14629  
1000ft

# WORK ZONE COMPLIANCE

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



# PEDESTRIAN ROUTE MUST COMPLY WITH ADA TO THE MAXIMUM EXTENT FEASIBLE

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

# WHICH IS COMPLIANT



# CONTACT INFORMATION

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# QUESTIONS

