



ADA COMPLIANCE AND SAFETY

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WHAT WE'LL COVER TODAY

- Brief overview of ADA
- ADA Title II
- PROWAG/New Standard Details
- USDOJ/USDOT Definitions
 - Maintenance vs. Alteration
- Misc. Sidewalk and Parking Stuff

AMERICANS WITH DISABILITIES ACT OF 1990

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

IN 1990 President George H.W. Bush sign the Americans
with Disabilities Act (ADA)

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

▪ **Accessibility in all facilities, workplaces,
commercial buildings. (When built or altered)**

ADA compliance is not only about accessibility...
It is about **Safety!**

TITLE II OF THE ADA

- Title II of the ADA applies to all public entities as they relate to public services.
- All are required to have an inventory of facilities within their jurisdiction.
- Some are required to have an ADA Transition Plan (Agencies with more than 50 employees.)
- All are required to identify any deficiencies. This does NOT mean you have to fix everything all at once, but you should have a plan to do so, and you should make improvements when required.
- Prioritization is an importance component when planning ADA upgrades and should include public input.



MOBILITY DEVICES COME IN MANY SHAPES AND SIZES.



Source: Bayshore Medical Supply

PEOPLE USING THEM DO, TOO

Just over 6.8 million Americans use assistive devices to help them with mobility.

This group comprises 1.7 million wheelchair or scooter riders, and

6.1 million users of other mobility devices, such as canes, crutches, and walkers.

Source: Disability World.com 2013

AND HERE IN MAINE:

There are over **340,000 persons** with one or more disabilities residing in Maine

Among the six types of disabilities identified, the highest prevalence rate was for “**Mobility Disability,**” at 13 percent. (National average is 13.7%)

Visual disabilities account for **5 per cent.**

Data source : Disability and Health Data System and the US CDC, 2019

VACATIONLAND: ACCESSIBLE TOURISM

Let's not forget that people with disabilities travel.

If folks with disabilities come to your town:

- ✓ Can they get around?
- ✓ Can they visit public areas?
- ✓ Can they park in places where it is safe and accessible?

ALTERATION VS. MAINTENANCE

ADA says:

- You do not need to update facilities if you are doing routine maintenance.
- You need to update impacted facilities when you “alter” the use of the facility.

US DOJ/US DOT 2013 DEFINITIONS

For many years, public works or highway entities considered paving as maintenance. The 2013 US DOJ/US DOT document changed that:

- Paving is considered an ‘Alteration’
- When you pave, you must address any impacted curb ramps.
- Curb ramps are impacted when the crosswalk is paved or an intersection is paved,
- Does NOT address sidewalks.

DOJ/DOT 2013 Definitions

Joint Technical Assistance

> Distinguishes all

MAINTENANCE

Chip Seals

Fog Seals

Scrub Sealing

Crack Filling and Sealing

Joint Crack Seals

Slurry Seals

Diamond Grinding

Joint repairs

Spot High-Friction Treatments

Dowel Bar Retrofit

Pavement Patching

Surface Sealing

ALTERATION

Addition of New Layer of Asphalt

Mill & Fill / Mill & Overlay

Cape Seals

New Construction

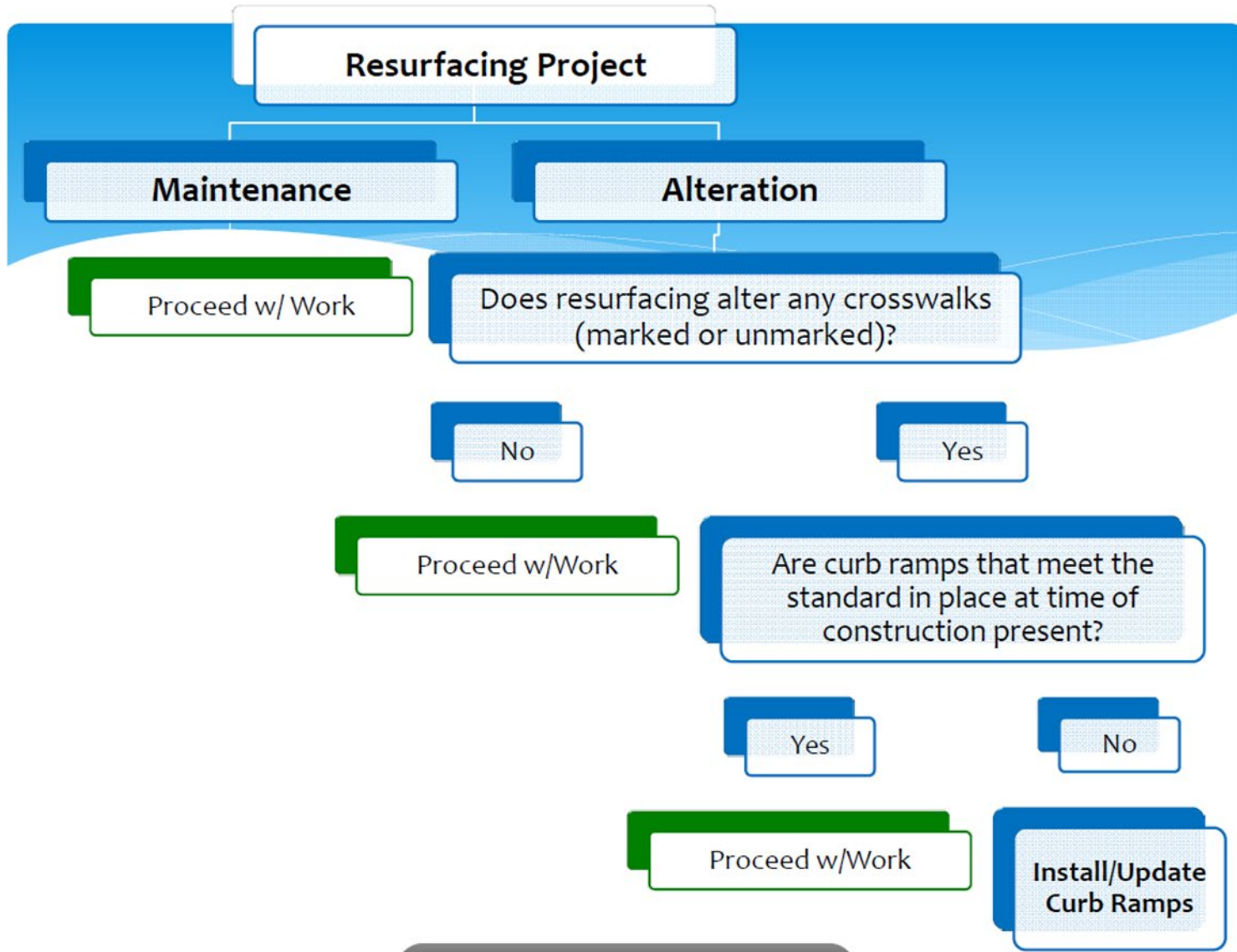
Hot In-Place Recycling

Open-graded Surface Course

Microsurfacing / Thin-Lift Overlay

Rehabilitation and Reconstruction

PTME



IF YOU PAVE THIS ROAD...

You need to make these ramps compliant, or

Remove the crosswalk.

MaineDOT Crosswalk policy dictates how crosswalks are located on Maine roads (safety, site distance, etc.)



PUBLIC RIGHT OF WAY ACCESSIBILITY GUIDELINES (PROWAG)

ADA created the US Access Board, which develops standards for ADA.

The Access Board with help from the USDOT developed the Public Right of Way Accessibility Guidelines (PROWAG).

Rule making ended in 2011 but the PROWAG has still not been approved.

MaineDOT has adopted PROWAG (for the most part) as have many public agencies.

PROWAG references parts of the Manual of Uniform Traffic Control Devices (MUTCD).

MAINE DOT STANDARD DETAILS CURB RAMPS



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:

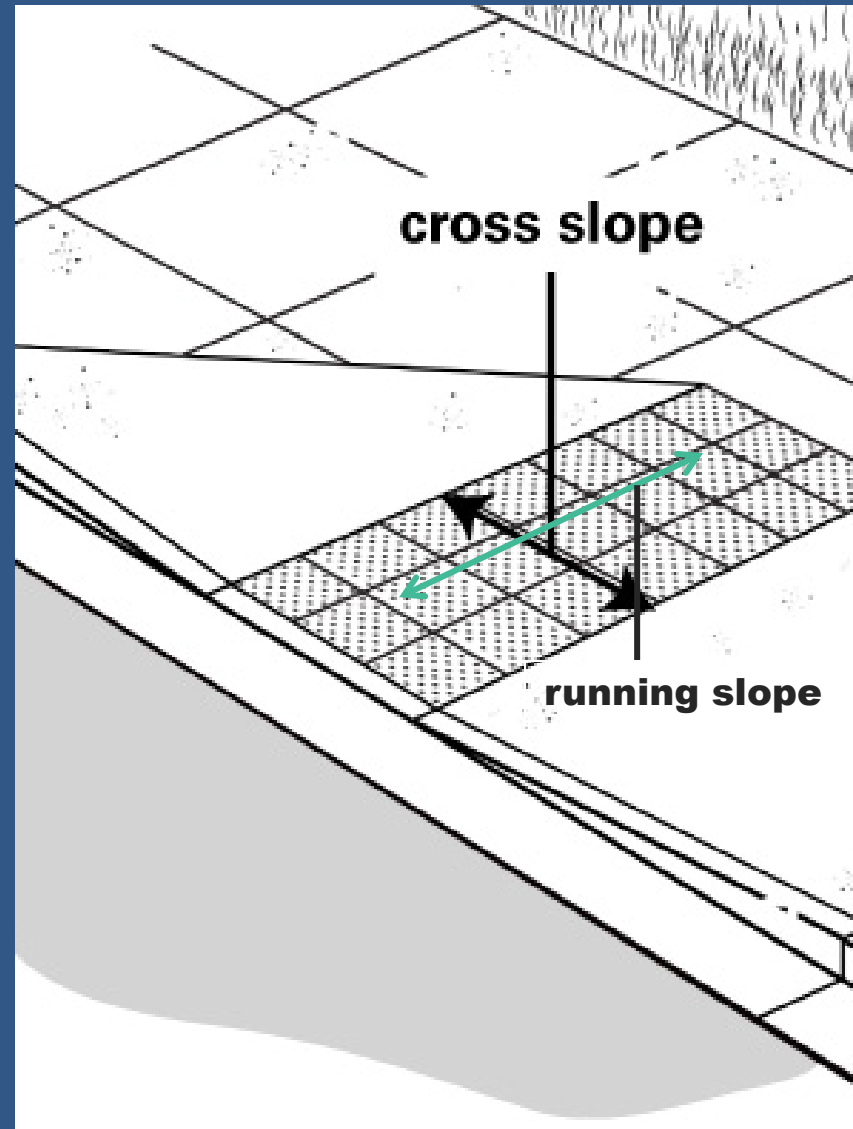
https://www.maine.gov/mdot/civilrights/ada/docs/2021/ADA_rev_jun10.pdf

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.

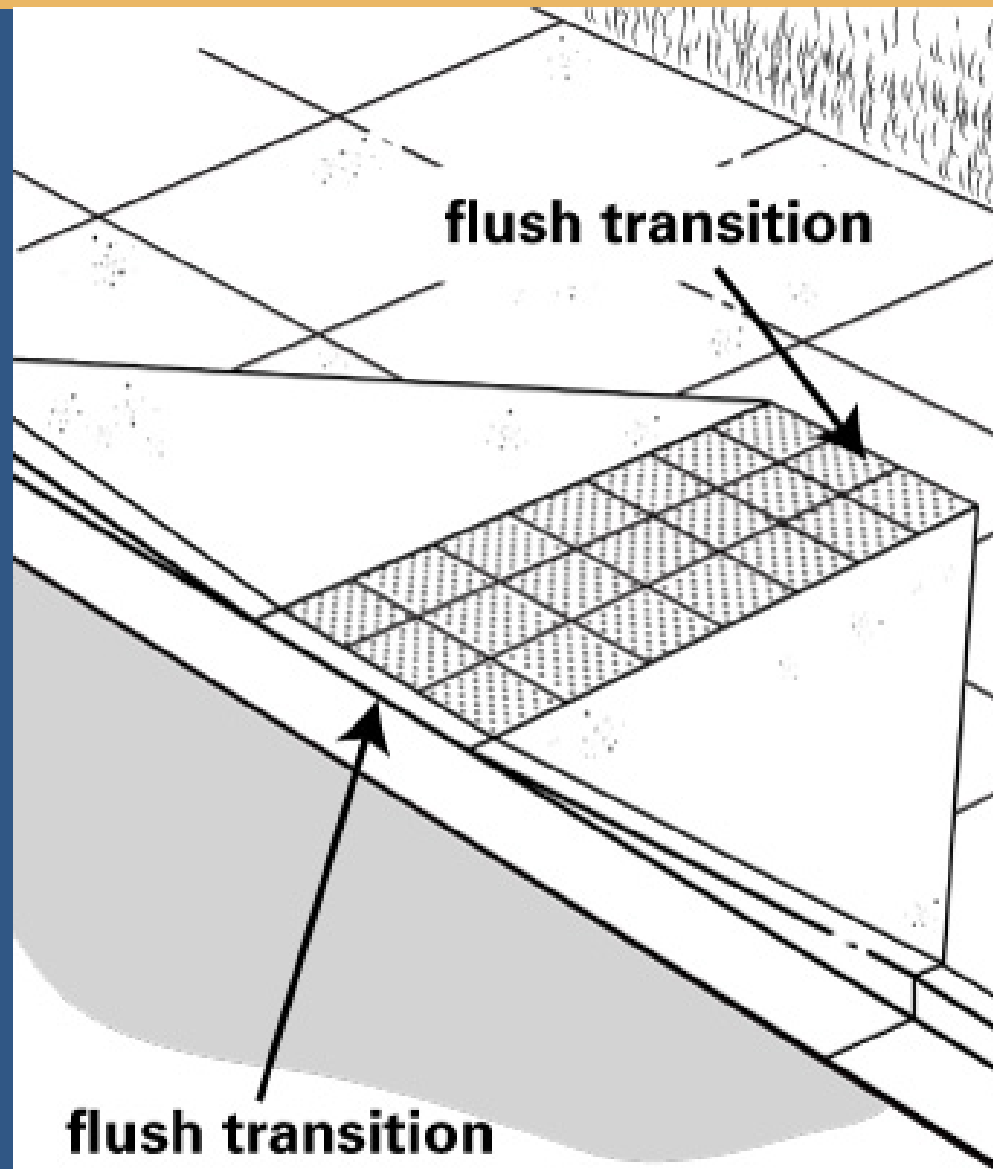
Both slopes should be measured at the center of the ramp.



FLUSH TRANSITIONS

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

Allow for a **MAXIMUM** ½ inch.



FLUSH?

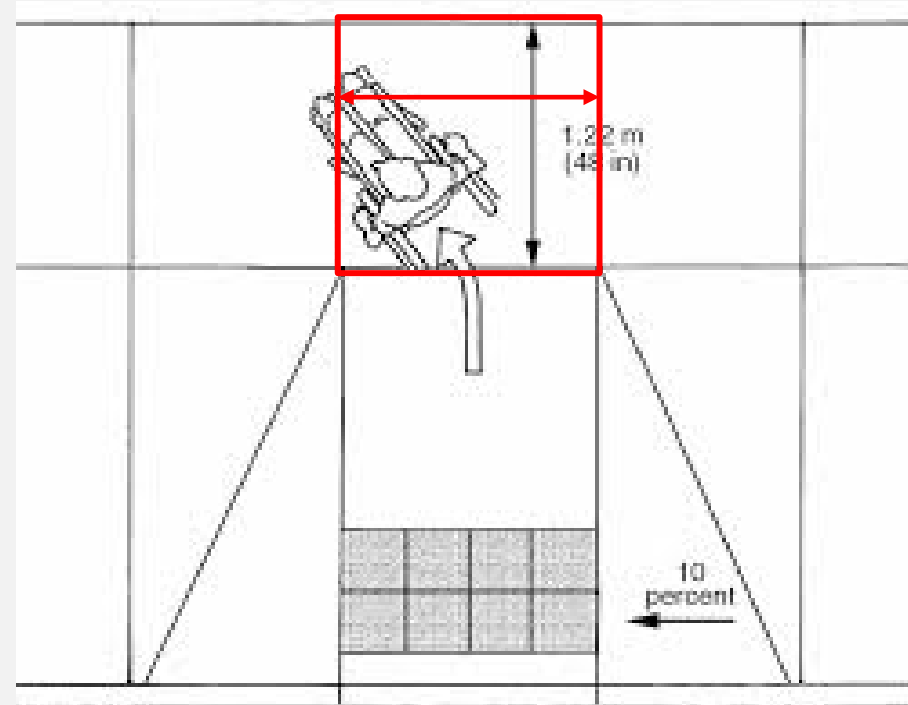


LEVEL TURNING SPACE (LANDINGS)

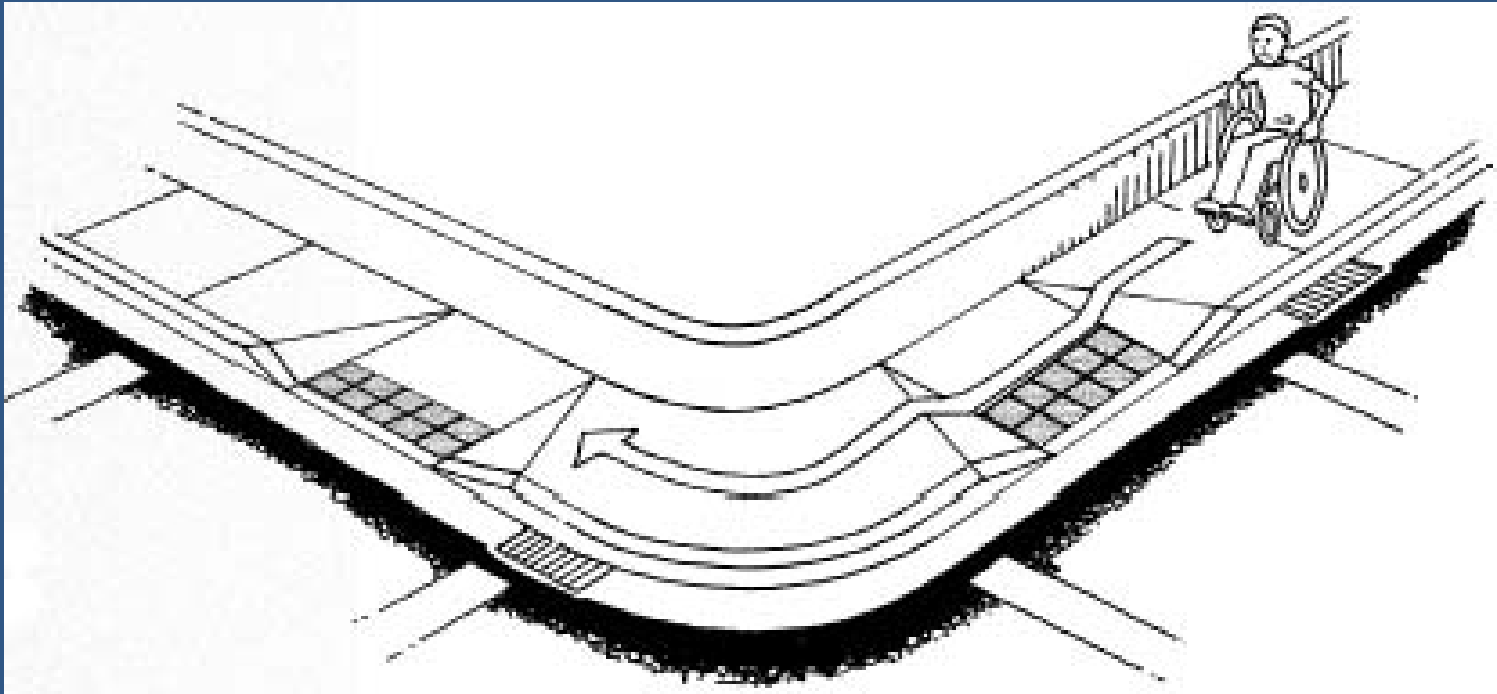
A level landing is vital to ensure that a chair or mobility device can make a turn on and off the ramp or go past the ramp.

Width of the ramp.

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

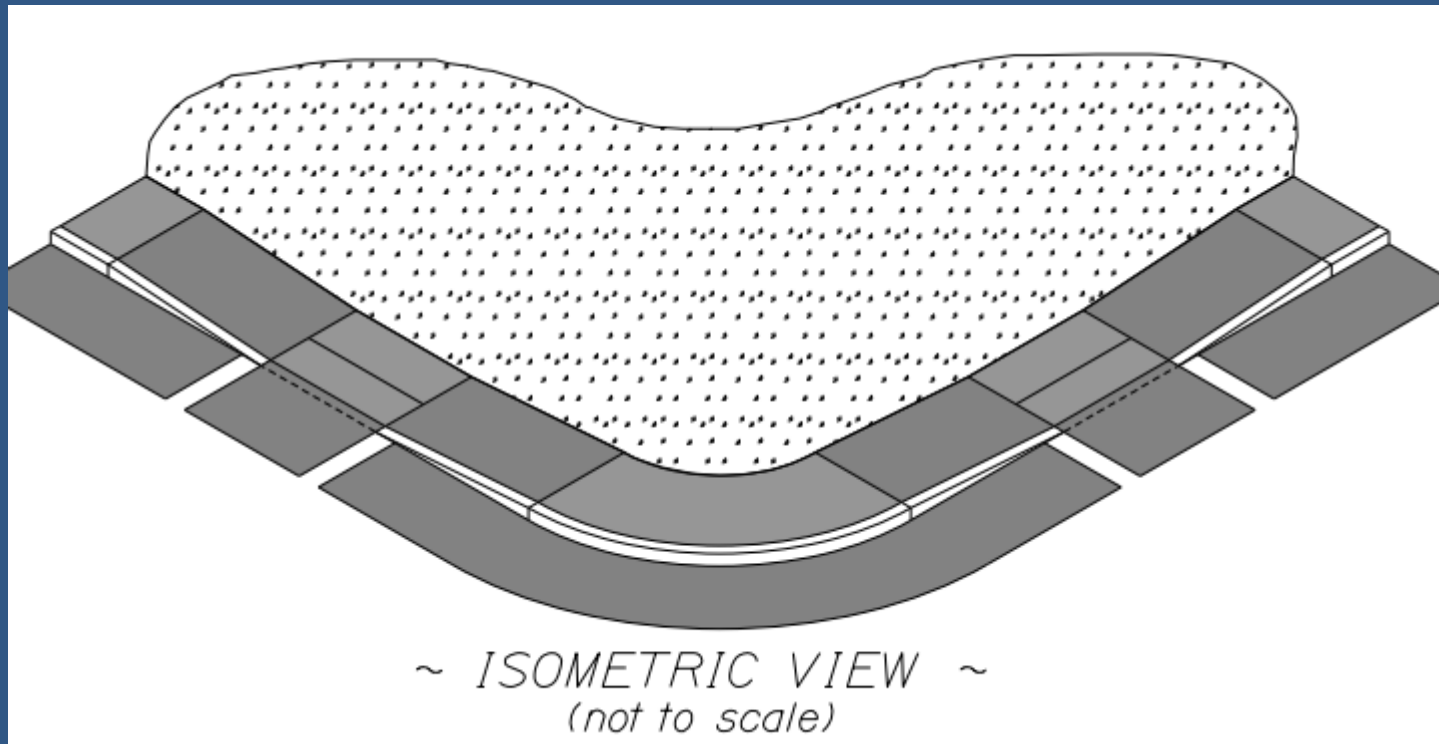


WHY WE REQUIRE LEVEL TURNING SPACES.

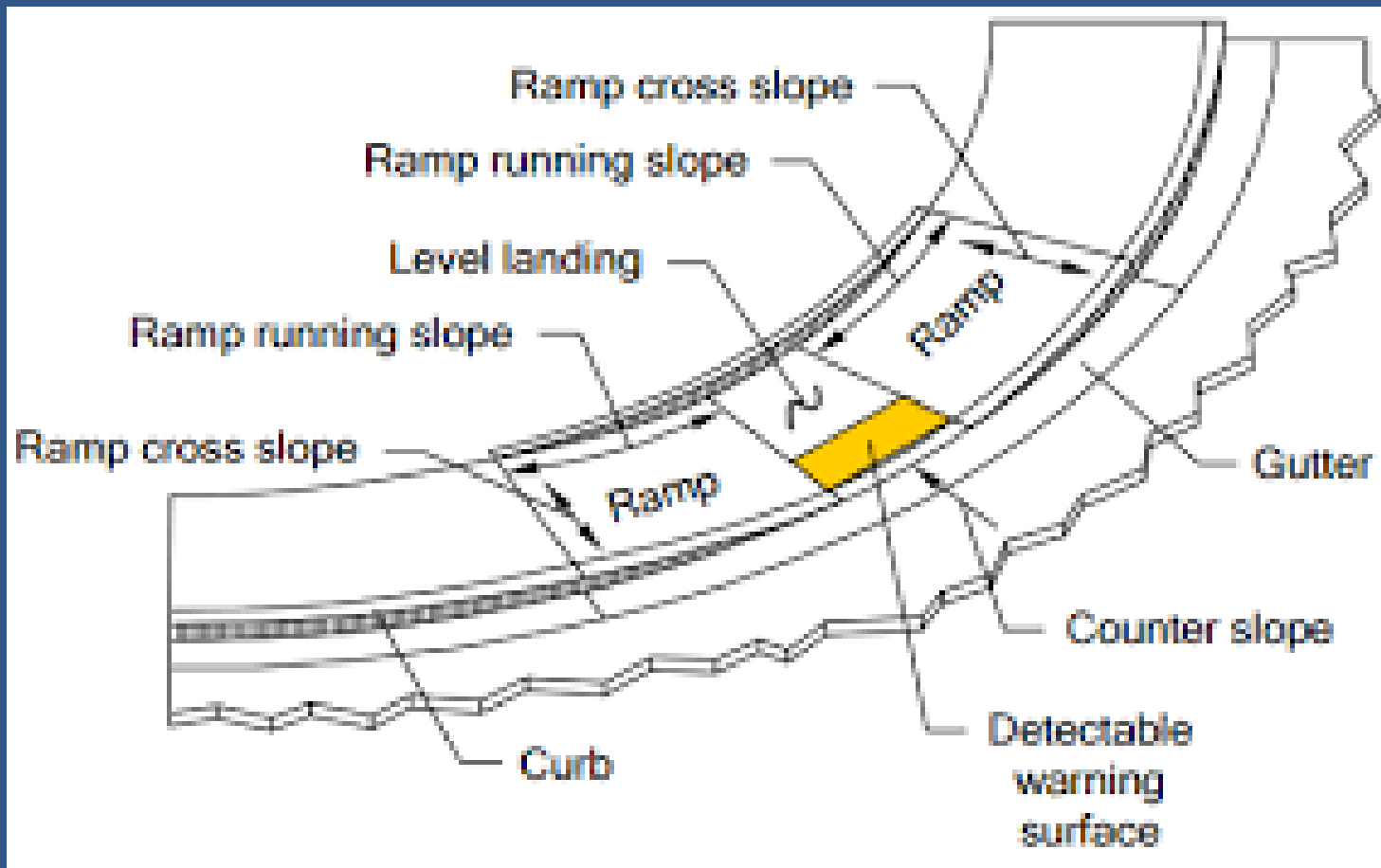


Designing Sidewalks and Trails for Access, FHWA 2002

WHAT WE BUILD INSTEAD... PARALLEL RAMPS



EXAMPLE OF COMPLIANT DIAGONAL PARALLEL RAMP



DETECTABLE WARNINGS (DW)



WHY DO WE HAVE DWS?



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**.



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.

NICE TRY, BUT??



SIDEWALKS

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

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

Sidewalks must be firm, stable and slip-resistant.

Sidewalks must have cross slopes no more than 2%.

ON-STREET PARKING

No parking 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.

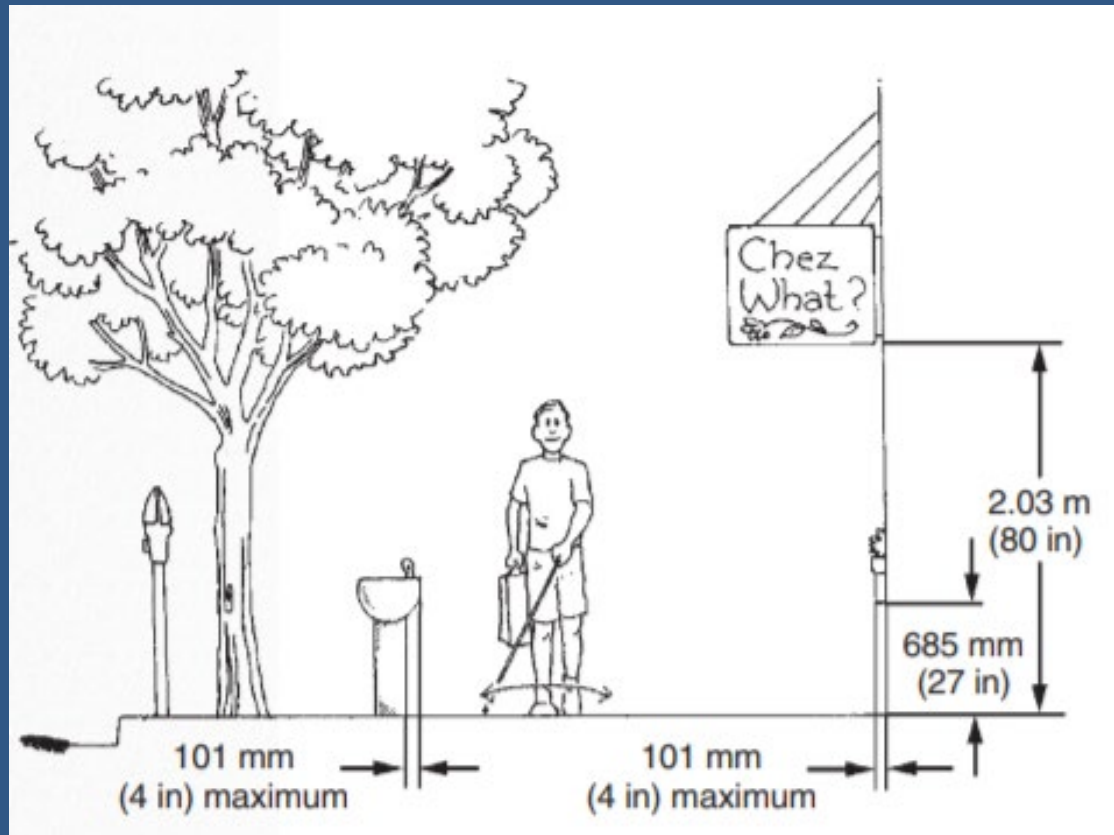
Accessible parking should be closest to curb ramps.

STREETSCAPING

- Clear path of travel
- No tripping hazards
- Furniture placement
- Plantings
- Nothing more than 4" should hang over the path of travel, below 7 feet.



SIDEWALK CORRIDORS

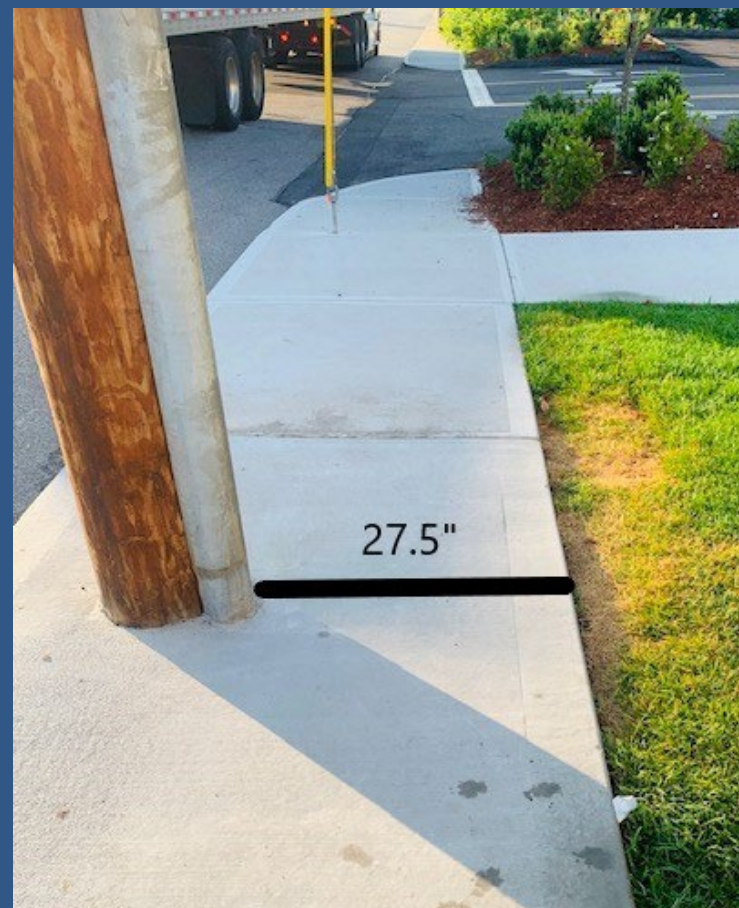


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MIGHTY OAKS, FROM LITTLE ACORNS GROW



THINK OF THE USER







The PROWAG will require the pedestrian route to be 4 feet.
MaineDOT does allow for 3 feet at pinch points (ADA) ... BUT
Such an exception will need approval by the Chief Engineer.
Think about the **user...**

WINTER MAINTENANCE



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.*

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/>

CONTACT INFORMATION

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<https://www.newenglandada.org/>