Participation is requested.

- A discussion, not a presentation.
- Ask questions. If not, we will ask questions.
- ADA Focused Construction Inspection
  - Current projects let...
    - Not 100% PROWAG compliant
  - Standard drawings
    - 604-SWCR-01 to 604-SWCR-13
    - 604-SDWK-01 and 604-SDWK-02
  - SS 604
  - GI FE Section 22
ADA Focused Construction Inspection

Key Elements

- Width, cross slope, running slope
- Level landings
- Detectable warning elements (aka Truncated Domes)
- Ramp/road transition
- Push button size, placement, accessibility features
- Pedestrian MOT
- Constructability & technical infeasibility
Essential Tools

- Smart level
- Tape measure
- Straightedge

Note:
- Record largest values for cross slope, running slope after checking multiple locations.
Minimum 4 ft. wide Pedestrian Access Route (PAR) with maximum cross slope of 2%
Ramp’s cross slope is up to 2% max.
Running Slope

8.3% max
Running Slope

- Running slope of 8.3% (1:12) max. and cross slope of 2% (1:50) max.

- Standard 604-SWCR-02 note 5 and SS604.03 do allow for a 6” rise using a 10% (1:10), where necessary.
  - Necessary?
Level Landings

Landing slopes (max. 2% in any direction)
Level Landings

Landing dimensions are a minimum 4’ x 4’.
Landing Areas

4' x 4' level area needed, note push button.
Landings

Landings are located on each ramp.
Warning Elements

Should be full width of flush area - no framing.
Element Placement

- Per standards and always minimum 2’ width
- Elements do not indicate directionality, only serve as a warning.
- Transverse corrugations optional per INDOT construction memo 13-7
Warning Elements

Elements shall extend the full width of the ramp or blended transition.

Truncated domes are not covering all of the flush area.
Warning Elements
Transition to Roadway

Sidewalk ramp and road interface should be flush.
Temporary Curb Access

- Best practice: Place temporary wedge after milling/paving operation to address the vertical lip.
- Placed as a USP and included in MOT.
Ramp/ Road Transition

INDOT standards show flush.
Ramp/Road Transition

Check at gutter/road interface.
Change of Grade

\[
8.33\% + 5\% = 13.33\% > 11\%
\]

- 8.33\% maximum
- 5\% maximum

Provide 2'-0 level strip if algebraic difference exceeds 11%

Provide curb as required, may be monolithic with level strip.

CHANGE OF GRADE
Pedestrian Signals/ Push Buttons

- **Push buttons:**
  - 2” minimum diameter
  - High visual contrast
  - Tactile arrow
  - Locator tone
Pedestrian Signals/ Push Buttons
Pedestrian Signals/ Push Buttons

- 10”
- Adjacent 4’ x 4’ level landings
- 3.5’ to 4’
Pedestrian Signals/ Push Buttons
Pedestrian Signals/ Push Buttons
**Accessible Pedestrian Signals**

- **APS**
  - Both audible and tactile
  - MUTCD Section 4E.08-4E.13
  - Look for RSP 805-T-201, effective March 1, 2014
Pedestrian MOT

- Pedestrian MOT should be shown in the plans.
  - Note crossing locations prior to actual closure.
  - Address vertical lip caused by milling/paving.

- Barricades should:
  - Be a high visibility color (orange/yellow).
  - Be detectible by cane.
  - Shield both work area and roadway.
Pedestrian MOT Detail

CONSTRUCTION SIGN LAYOUT (SIDEWALK MOT)

NOTE: SIDEWALK CLOSURES/WORK SHALL NOT BE AT CONSECUTIVE INTERSECTIONS

UNDISTRIBUTED QUANTITIES:
TEMP. TRAMS, PAVEMENT MARKINGS, REM, & RM = 200 LF
CONSTRUCTION RAM, D = 40 EACH
BARRIERS, D = 200 LF
Pedestrian MOT
Pedestrian MOT
Construction
Check that gutter line and ramps are draining properly and not holding water. Check after rain event.
Typical type “A” ramp
Construction
Non-Compliant
Construction

- Is design constructible?
- Consistency is beneficial.
- Recent change: CM 13-7, option to stop placing groves on curb ramps.
- Ensure you are using the standard drawing or the plan detail.
  - Can make minor adjustments that are consistent with standards or details.
Changes

- **Best fit** - slight adjustments while maintaining key elements.
- **Design change** - requires designer to sign off on the modification if it is not a standard ramp.
- **When the plan doesn’t work**, revisit the area a couple times to have different viewpoint.
Technical Infeasibility

- You tried every option and nothing will work...now what?
- Detail attempts and what didn’t work. May require gathering additional information, such as survey to determine slopes.
- Forthcoming INDOT policy and form on this.
Infeasible?
Infeasible?
Moving Ahead

- RSP 805-T-201, effective 3-1-14, addresses APS, Accessible Pedestrian Signals.
- New curb ramp standards are currently being developed.
- PROWAG to be adopted? Until then continue with standards, ADAAG and consult PROWAG for options.
Questions?

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