

Understanding ADA Self Evaluation

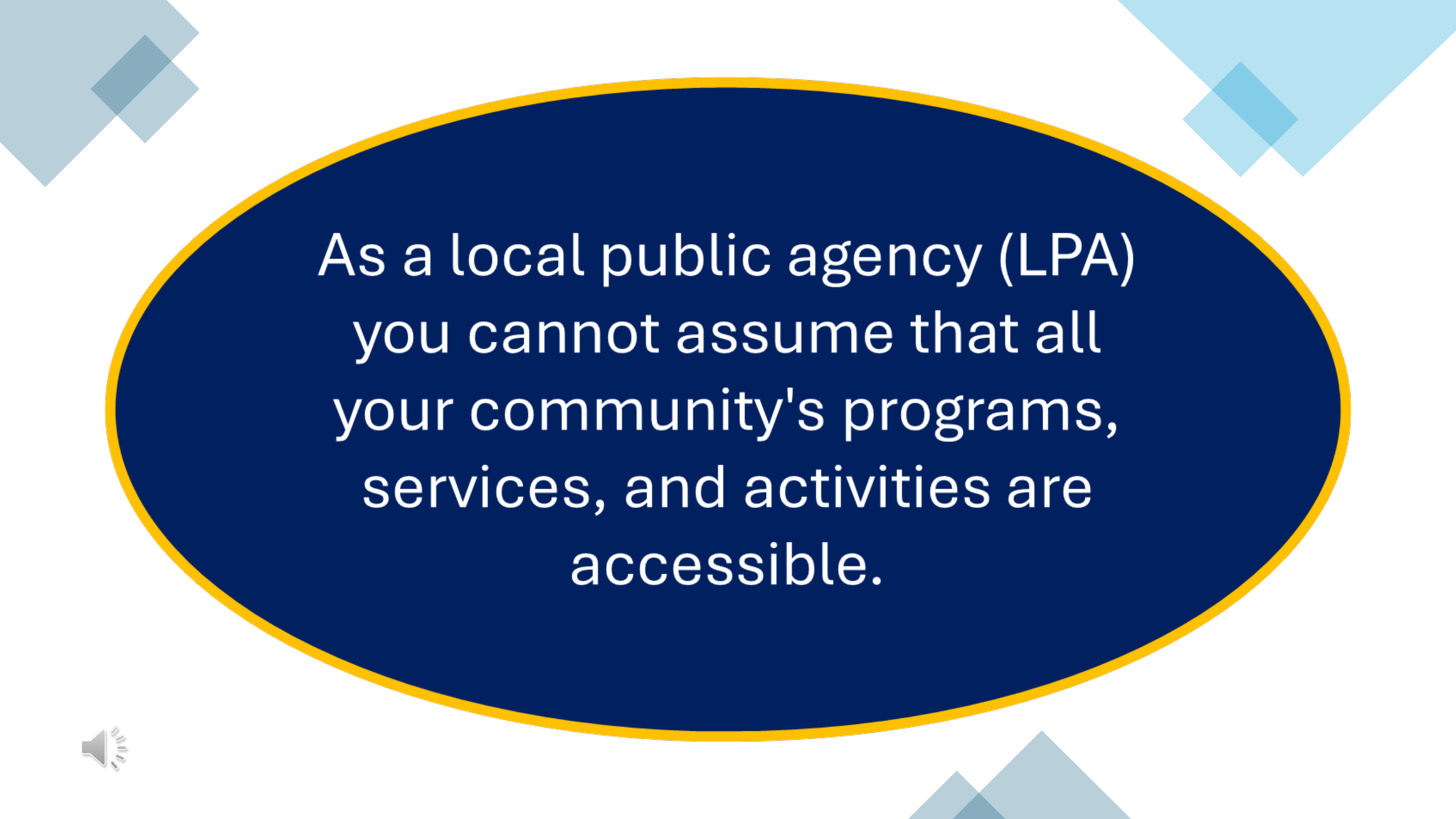
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Why do a self evaluation?



The slide features a central dark blue oval with a yellow border. In the corners, there are decorative geometric shapes: a grey square and a light blue triangle in the top-left, a light blue triangle in the top-right, and a grey square and a light blue triangle in the bottom-right.

As a local public agency (LPA)
you cannot assume that all
your community's programs,
services, and activities are
accessible.



Three parts of the
self-evaluation process



POLICIES, SERVICES
AND COMMUNICATIONS

BUILDINGS

PROGRAMS







SELF-EVALUATION CHECKLIST	
ISSUE	POSSIBLE BARRIERS
Sidewalk and Pathway Clear Width	Narrow, Below Guidelines
Sidewalk and Pathway Cross Slope	Steepness, Irregularity, Variability, Warping
Landings Along Sidewalks and Pathways	Less Than 4 feet by 4 feet
Sidewalk and Pathway Grade	Steepness, Angle Points
Materials and Finishes	Deterioration of Surfaces, Deterioration of Markings, Appropriateness of material (ex. Cobblestones)
Gratings	Grating Type, Grate Opening Orientation
Discontinuities	Missing Sections, Gaps, Drops, Steps
Detectable Warning System	Missing, Inappropriate Materials, Inadequate Size, Wrong Location
Obstructions	Signs, Mail Boxes, Fire Hydrants, Benches, Telephones, Traffic Signal Poles, Traffic Signal Controller Boxes, Newspaper Boxes, Drainage Structures, Tree Grates, Pole Mounted Objects, Standing Water, Snow or Ice
Traffic Signal Systems	Lack of Provision for the Visually Impaired such as APS, Inadequate Time Allowed, Inoperable Buttons, Inaccessible Buttons
Curb Ramp	Missing, Doesn't Fall within Marked Crosswalk, Doesn't Conform to Guidelines



When doing inventory for public rights of way, it is important to measure everything that has a maximum or minimum reading.

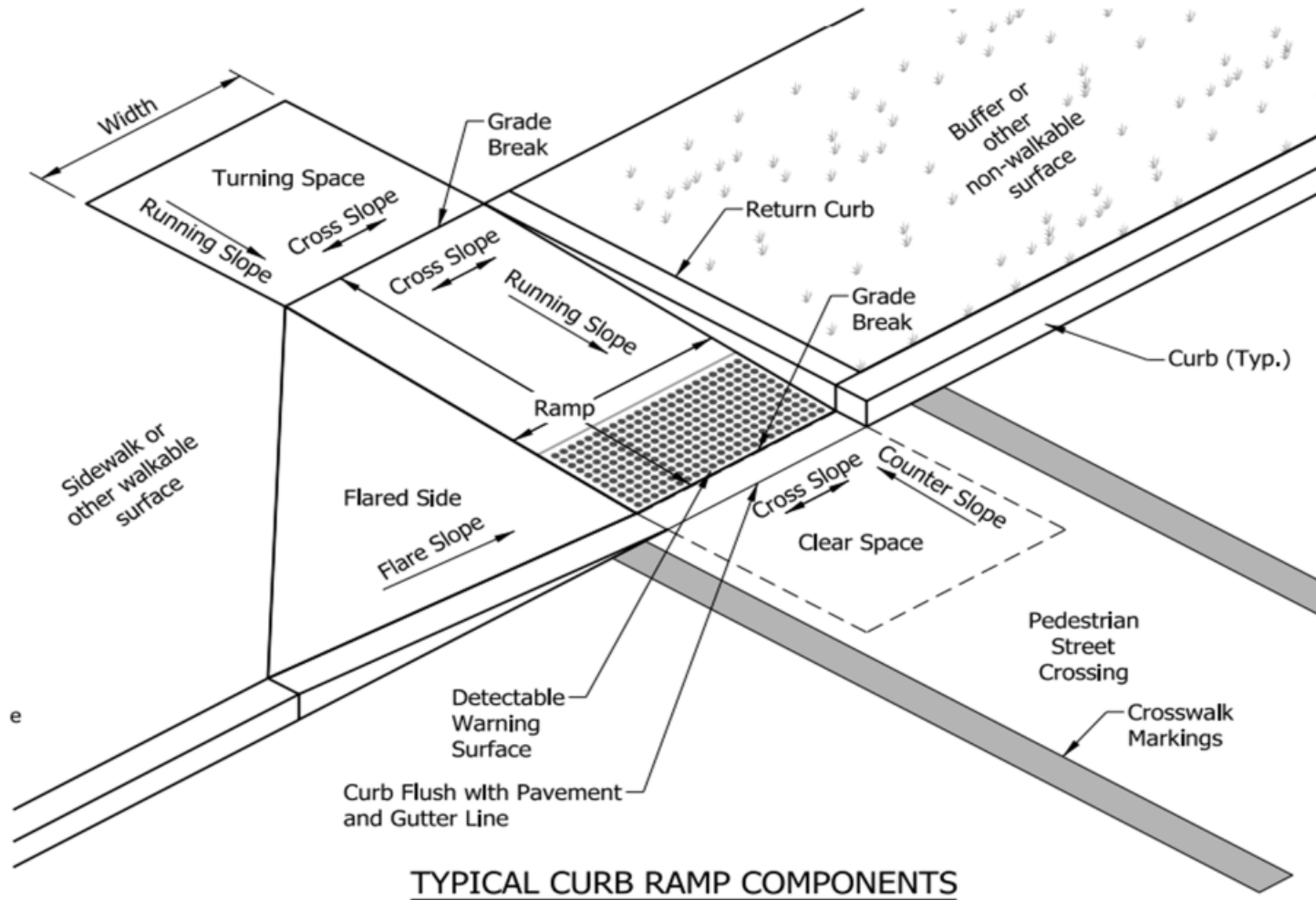
This is why it is important to know and understand PROWAG

You should be able to identify the different types of curb ramps

Studying your agency's or INDOT's standard drawings can help you with this.



Typical Curb Ramp Components



A ramp shall have a maximum running slope of 8.33%

The maximum cross slope at a pedestrian street crossing with posted yield or stop control shall be 2.00%

The maximum cross slope at a pedestrian street crossing without posted yield or stop control shall be 5.00

The clear space shall have a minimum clear dimension of 4 ft x 4 ft.

When a change in direction is necessary, a landing shall be provided. landing slope in either direction of travel shall not exceed the *cross slope* of the crosswalk parallel to the direction of travel

Getting Started

- ❖ Field data collection is integral to this process
you must inspect and measure each and every asset
- ❖ Determine what data collection system you will use
this can be a clipboard with pen and paper, field notebooks, mobile devices like tablets or handheld gps devices
(INDOT is currently using ArcGIS field maps)

Getting Started

❖ Gather your tools

tape measure and smart level are the basics





Curb Ramp Inspection

ITD 0288 (Rev. 03-22)
idot.state.gov

Key Number	Project Name	Ramp ID Number or Specify None
District	City	County
	Highway	Milepost

RAMP/SIDEWALK STATUS

Compliant	Not Compliant: Provide Technical Infeasibility Reason & Explanation:
<input type="checkbox"/> Yes <input type="checkbox"/> No	

Ramp Location	Location in Intersection	Curb Ramp Type	Adjacent Sidewalk Information
<input type="checkbox"/> Corner <input type="checkbox"/> Mid-block	<input type="checkbox"/> N <input type="checkbox"/> E <input type="checkbox"/> NW <input type="checkbox"/> NE <input type="checkbox"/> S <input type="checkbox"/> W <input type="checkbox"/> SW <input type="checkbox"/> SE	<input type="checkbox"/> Perpendicular (1 Area) <input type="checkbox"/> Parallel (2 Areas) <input type="checkbox"/> Combination (3 Areas)	4' Minimum Width <input type="checkbox"/> Yes <input type="checkbox"/> No Cross Slope 2% maximum <input type="checkbox"/> Yes <input type="checkbox"/> No If less than 5' Wide is a passing space provided at 200ft intervals <input type="checkbox"/> Yes <input type="checkbox"/> No
Describe Ramp Location (details to help locate it, such as "Facing Main Street next to the Shell station")			

(All measurements must be within minimum/maximum indicated to be compliant. Do not leave blanks.)
Refer to the Smart Level Measurement Locations detailed on Page 2.

Ramp Details	Ramped Area 1	Ramped Area 2	Ramped Area 3
Ramp Width (48" minimum)	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Running Slope (8.3% maximum)	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Cross Slope (2% maximum)	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Flare Slope A (10% maximum)	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Flare Slope B (10% maximum)	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No

Turning Space	Width (48" minimum)	Length (48" minimum)	Cross Slope (2% maximum - both directions)
<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No

Detectable Warning Surface

Detectable Warning Surface Length (24" minimum)	Detectable Warning Surface Spans Width of Curb Cut	Truncated Dome Spacing (Between 1.8"-2.4" (center-center))
<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
At the Back of Curb	Color Contrast (e.g., Light on Dark or Dark on Light)	
<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	

Transition Details

Lip Present (≥ 1/8 inch)	Outer Flare Slope at Ramp (2% maximum)	Outer Counter Slope (5% maximum)
<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No

Pedestrian Crossing Details

If Red Signal is Present is Full-Block Height within 15' to 48"	Pushbutton within 10' of Clear Space	Crosswalk Clear Space
<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No

Comments:

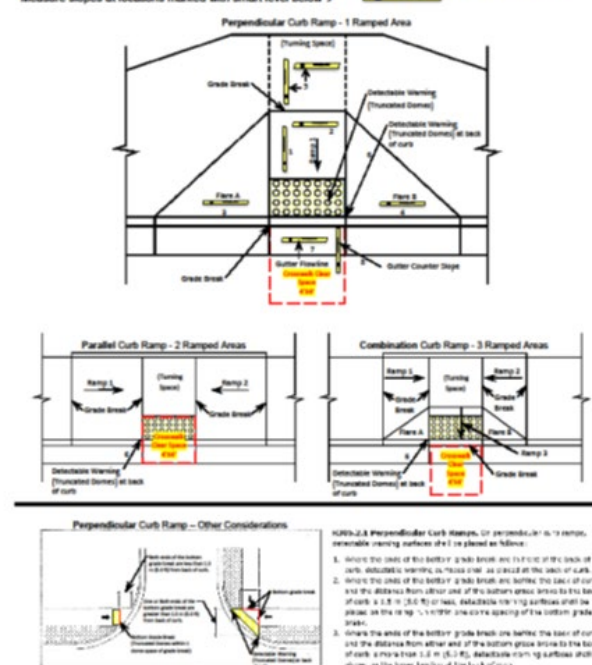
Date Inspected	Inspected By (Print & Signature)
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Page 1 of 2

Smart Level Measurement Locations: (For detailed information on design parameters, please reference ITD's standard drawings online at: https://apps.illinois.gov/apps/StandardDrawings/14-3_0615a.pdf)

Measure slopes at locations marked with a 24" long SMART level. (Longer SMART level lengths may be used; however, all slopes must pass with a 24" level, in order to coincide with typical wheelchair wheel spacing).

Measure slopes at locations marked with smart level below→



Page 2 of 2

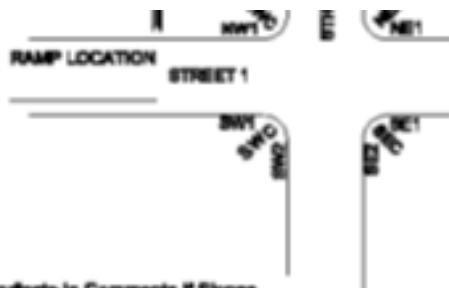


Inspection Form

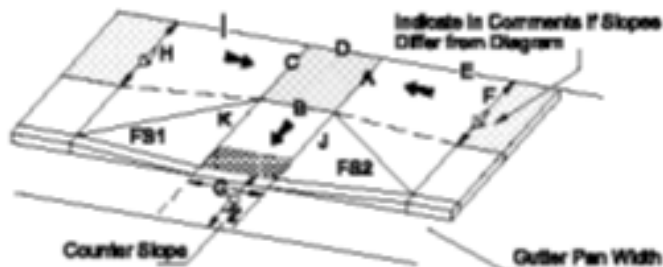
Project/Parcel #: _____

Street 1: _____

Street 2: _____
(Include Station or Address as needed for location)



PERPENDICULAR RAMP MEASUREMENT



Measure Dimensions Length and Slope in Tenths		Slope Meets ADA Max %?	
A	_____ %	62%	<input type="checkbox"/> Y <input type="checkbox"/> N
B	_____ %	62%	<input type="checkbox"/> Y <input type="checkbox"/> N
C	_____ %	62%	<input type="checkbox"/> Y <input type="checkbox"/> N
D	_____ %	62%	<input type="checkbox"/> Y <input type="checkbox"/> N
E	_____ %	62%	<input type="checkbox"/> Y <input type="checkbox"/> N
F	_____ %	62%	<input type="checkbox"/> Y <input type="checkbox"/> N
G	_____ %	62%	<input type="checkbox"/> Y <input type="checkbox"/> N
H	_____ %	62%	<input type="checkbox"/> Y <input type="checkbox"/> N
I	_____ %	62%	<input type="checkbox"/> Y <input type="checkbox"/> N
J	_____ %	62%	<input type="checkbox"/> Y <input type="checkbox"/> N
K	_____ %	62%	<input type="checkbox"/> Y <input type="checkbox"/> N

Measure Slopes		Flare Slope ≤ 10%?	
FB1 (Flare Slope):	_____ %	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
FB2 (Flare Slope):	_____ %	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
		Agencies CDE / Alternate Sum of Slopes <13.2%?	
Counter Slope:	_____ %	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
Greatest of J & K:	_____ %		
Counter Slope ≤ 5%?	<input type="checkbox"/> Y <input type="checkbox"/> N		

Is the Ped./Bike Push Button located per plan?

☐ Y ☐ N ☐ N/A (N - Attach photo)

Is the Ped Push Button positioned with face of push button parallel to the crosswalk to be used with a mounting height of approximately 3.0' but no more than 4', above the sidewalk, at a maximum reach distance of 10' from edge of landing?

☐ Y ☐ N ☐ N/A (Explain)

Is the Ramp Lip Built?

COMMENTS

ADA CURB RAMP IMAGES



ADA Curb Ramp New Construction Inspection Form (Perpendicular)

Project Name (Section)

Construction Contract No. Highway No.


MP

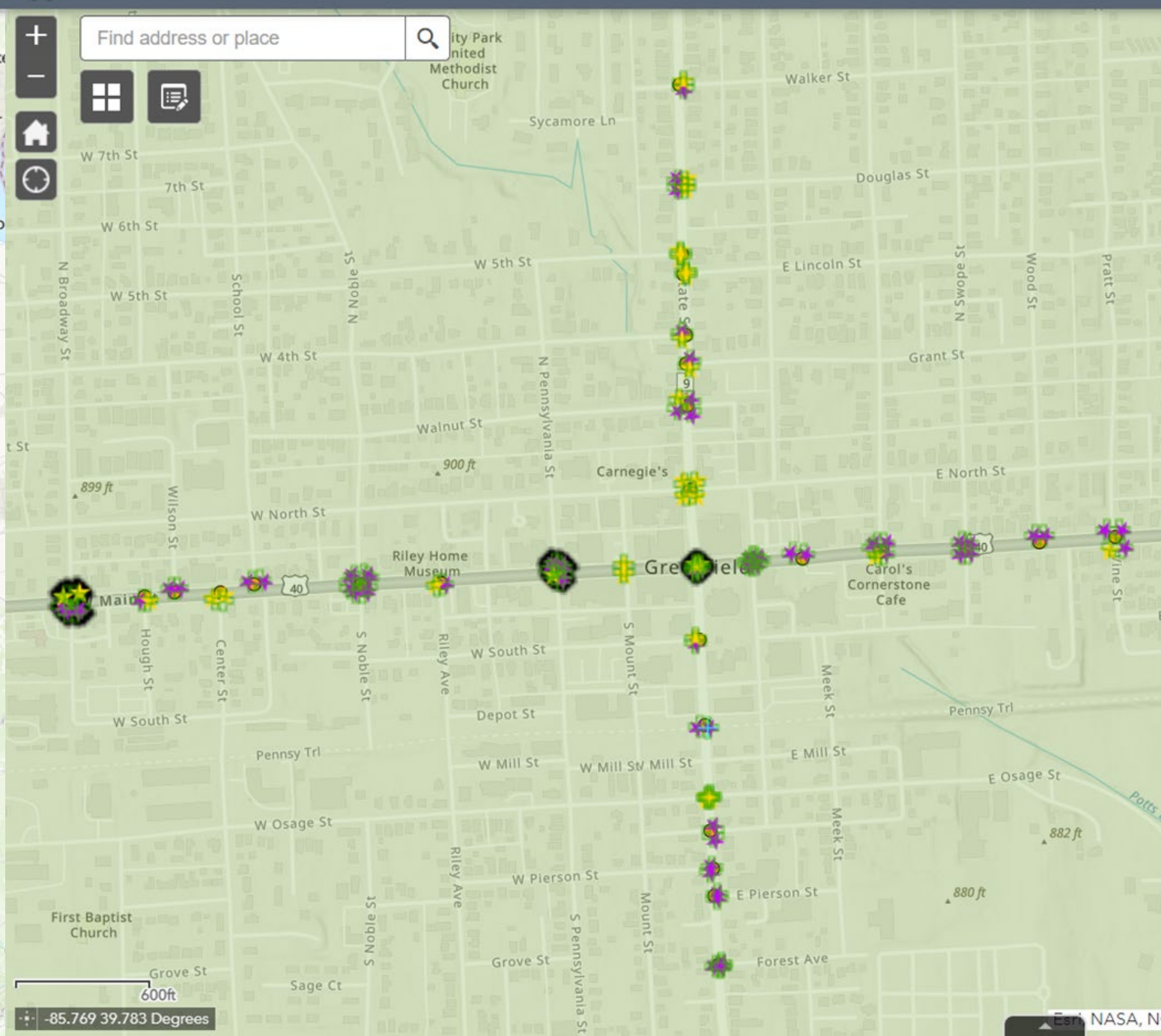
Cross Street Name

Year
Calibration Date

(mm/dd/yy)

See Exhibit A for more intersection styles

Ramp Style	RAMP RUN 1	Pass	Fail	DE	See Exhibit A for more intersection styles			
<p>Functional Condition Description: Good (G) = all applicable boxes pass OR a Design Exception addresses criteria that do not pass. Poor (P) = any applicable box fails</p> <p>Physical Condition Description: Good (G) = the concrete within the Pedestrian Circulation Area (includes flares and path back to existing sidewalk) contains no cracks or deformations Poor (P) = any part of the concrete within the Pedestrian Circulation Area (includes flares and transition panels) contains cracks or deformations</p> <p>*1 The passing value for Gutter Flow Slope (GFS) and Direction Curb Cross Slope depend on the Intersection Condition Type. At a Midblock (MB), slopes must be \leq Slope of the Road, at Signalized or Uncontrolled (SU), slopes must be \leq 5.0%, and at Stop or Yield (SY), slopes must be \leq 2.0%.</p> <p>See also <u>Standard Drawings</u> to assess provisions not shown: (inlets, alignment, etc.)</p>  <p>PERPENDICULAR RAMP (PR)</p> <ul style="list-style-type: none"> Passable Access Route (to measure Clear Width) Detectable Warning Surface Cross Slope (2.0% max) Running Slope (8.3% max) Counter Slope (8.3% max) Turning Space (X & Y) (2.0% max / 4' x 6' min)* * Perpendicular at base of walk, min. Y length is 8'. Gutter Flow Slope (as checked) 	Running Slope 1	$\leq 8.3\%$	$> 8.3\%$		<p>Corner Position</p> <p>Ramp Position</p> <p>Physical Condition (G,P)</p> <p>Functional Condition (G,P)</p> <p>CRK DO EXP GB</p> <p>ICRR INLET XING STR FT BT</p> <p>Comment:</p> <p>See also <u>Standard Comments</u> for full list of acceptable comments</p>			
	Length 1							
	Cross Slope 1	$\leq 2.0\%$	$> 2.0\%$					
	Detectable Warning	(TD, X)	(N, IITD, DMG TD)					
	Lip Height	0"	$> 0"$					
	Gutter Flow Slope	$\leq *1$	$> *1$					
	Curb Running Slope (avg)	$\leq *2$	$> *2$					
	Counter Slope (+/-)	N/A	$\leq 5.0\% $	$> 5.0\% $				
	DIRECTIONAL CURB					Pass	Fail	DE
	Directional Curb Running Slope	$\leq 4.9\%$	$> 4.9\%$					
Directional Curb Cross Slope	$\leq *1$	$> *1$						
*2 CRS must be $\leq 4.9\%$ when there is a Directional Curb present, else $\leq 8.3\%$								
TURN SPACE	LANDING	NONE	Pass	Fail	DE			
Width X		$\geq 4.0'$	$< 4.0'$					
Length Y		$\geq 4.0'^*$	$< 4.0'^*$					
Back of Ramp Obstruction (Y/N)								
Slope X		$\leq 2.0\%$	$> 2.0\%$					
Slope Y		$\leq 2.0\%$	$> 2.0\%$					
MISCELLANEOUS				Pass	Fail	DE		
Traversable								
Flare Slope 1		$\leq 10\%$	$> 10\%$					
Flare Slope 2		$\leq 10\%$	$> 10\%$					
Clear Width (feet)		$\geq 4.0'$	$< 4.0'$					
Intersection Condition Type		Slope of Road						
Design Ex. Control Number								
Inspector's Signature					Date (mm/dd/yy)			
Print name clearly					Certification No.			
Company/Agency					Crew No. (ODOT)			





Edit

Select a template to create features

Detectable Warning

Curb Ramp (Compound)

Curb Ramp (Simple)

Curb Ramp

Curb Ramp (Compound)

Intersection ID

{FA2458B6-8C67-4EE3-A52}

Status

Active State Curb Ramp

CR Direction

NE1

Asset Owner

STATE

CR Type

Parallel

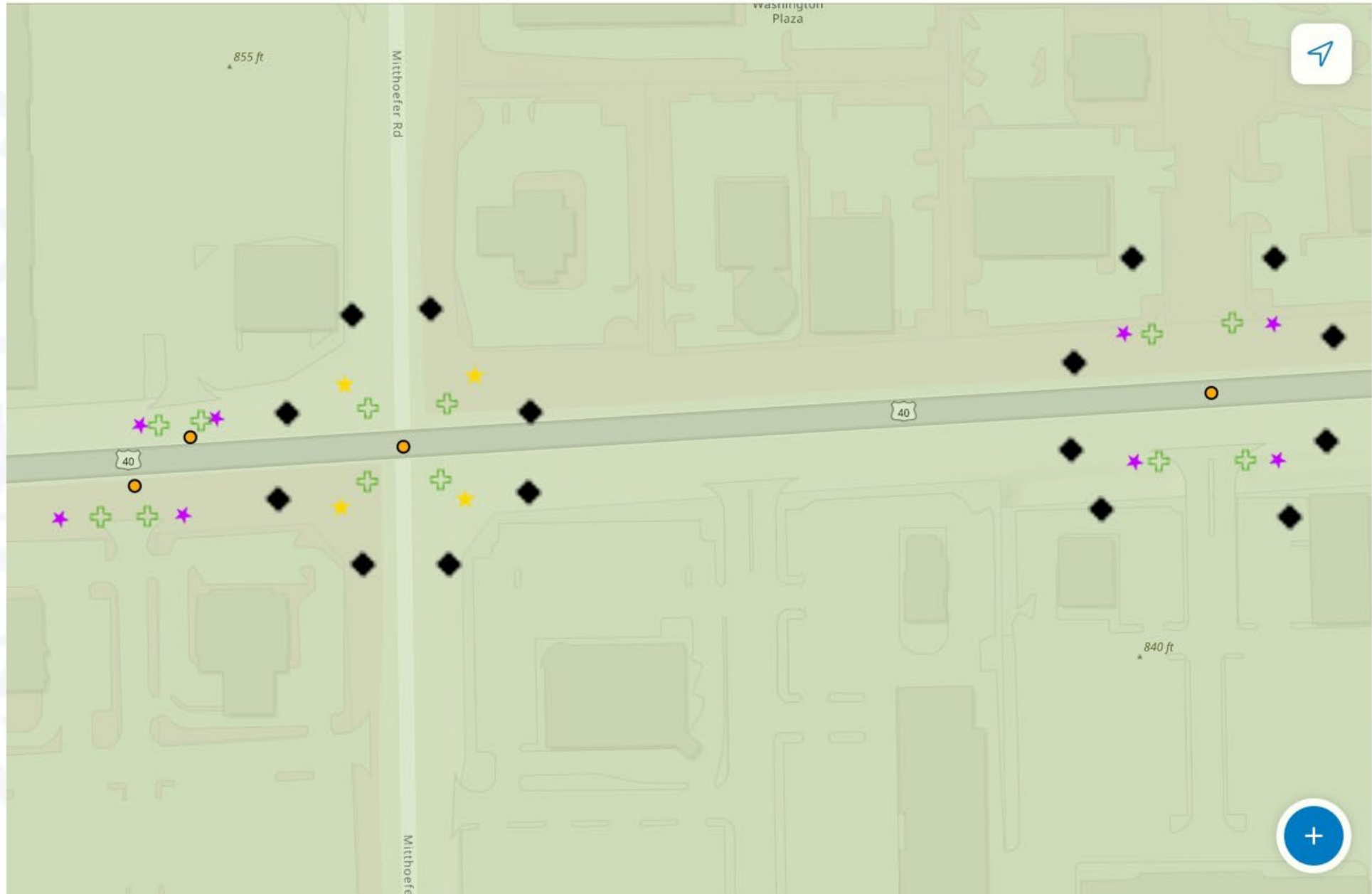
Contract #

DES #

ADA Asset Editing Map



GPS accuracy 71.4 ft · 30 ft required



This demonstration will not cover everything

https://www.canva.com/design/DAGMVvVnXuk/4au48fN1NMJolqlH0ijlCQ/watch?utm_content=DAGMVvVnXuk&utm_campaign=designshare&utm



Determining Accessibility

❖ **Current Standard is PROWAG**

- Public Rights-of-Way Accessibility Guidelines
- Knowledge of PROWAG is required to determine compliance

❖ **PROWAG Guidelines Must be Followed**

- The U.S. Access Board issued its final rule for accessibility guidelines for pedestrian facilities in public rights-of-way (PROWAG or guidelines). These guidelines are issued under Title II of the Americans with Disabilities Act of 1990 (ADA) and the Architectural Barriers Act of 1968 (ABA).
- Exception: Prior to letting an approved Technical Inquiry or Technical Infeasibility should have been approved. A note in the curb ramp details should be in the plans.

❖ **Curb Ramps are not “cookie cutter”**

- Every situation is different

ADA §403.5.1 ABA §F403.5.1:

- 36"
- In limited cases, reduction to 32" permitted

PROWAG §R302.2:

- 48" (**no reduction in width permitted**)
- 60" minimum through medians and pedestrian refuge islands
- On shared use paths, the entire width must meet be accessible



Key Elements

❖ Ramps:

- **width:** The clear width of curb ramp runs (excluding any flared sides) and blended transitions not on shared use paths shall be **48 inches minimum**.
- **running slope:** running slope of the curb ramp shall be **1:12 (8.3%) maximum**
- **cross slope:** cross slope of a curb ramp run shall be **1:48 (2.1%) maximum**

❖ Turning Space/landing:

- **size:** **48 inches X 48 inches** shall be the minimum landing size
- **running slope:** landing slope measured parallel to the curb ramp run shall be **1:48 (2.1%) maximum**
- **cross slope:** landing slope measured perpendicular to the curb ramp run shall be **equal to or less than the cross slope of the curb ramp**

Key Elements

❖ Detectable warning Surface (aka Truncated Domes):

- At curb ramps and blended transitions, detectable warning surfaces **shall** extend the full width of the curb ramp run
- Detectable warning surfaces **shall** contrast visually with adjacent walking surfaces, either light-on-dark or dark-on-light
- Detectable warning surfaces **shall** extend 24 inches (610 mm) minimum in the direction of pedestrian travel

❖ Counter Slope:

- **Gutter slope**

Key Elements

❖ Operable parts shall be operable with one hand

❖ Push button:

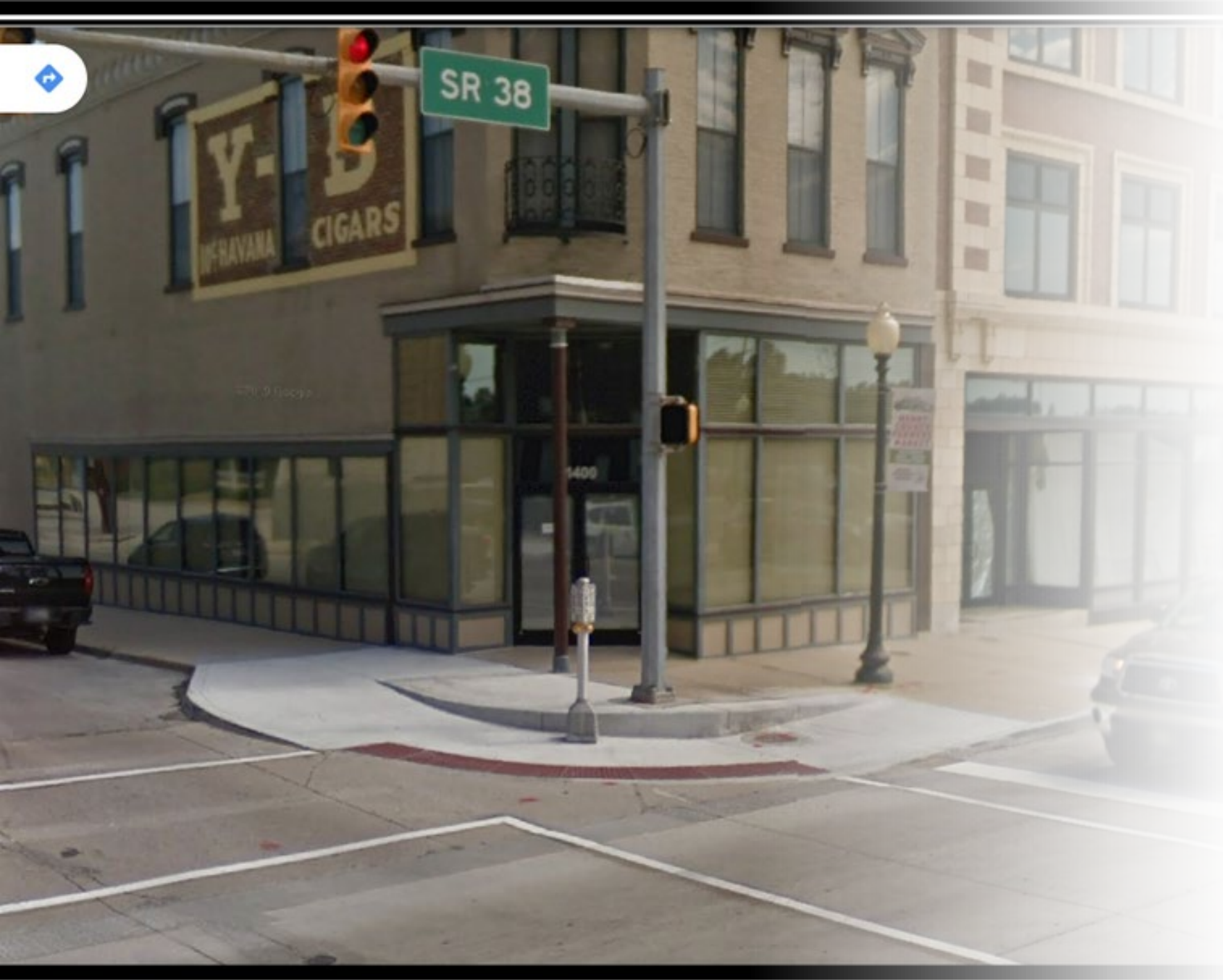
- The face of the push button **shall** be parallel to its associated crosswalk
- Pedestrian push buttons **shall** have a tactile arrow with a high visual contrast
- Pedestrian push buttons **shall** be located between 1.5 and 10 feet from the edge of the curb or pavement
- Pedestrian push buttons **shall** be located no greater than 5 feet from the side of a curb ramp run or the edge of the farthest associated crosswalk line from the center of the intersection

❖ Constructability & technical infeasibility



Sidewalk and Pathway Clear Width

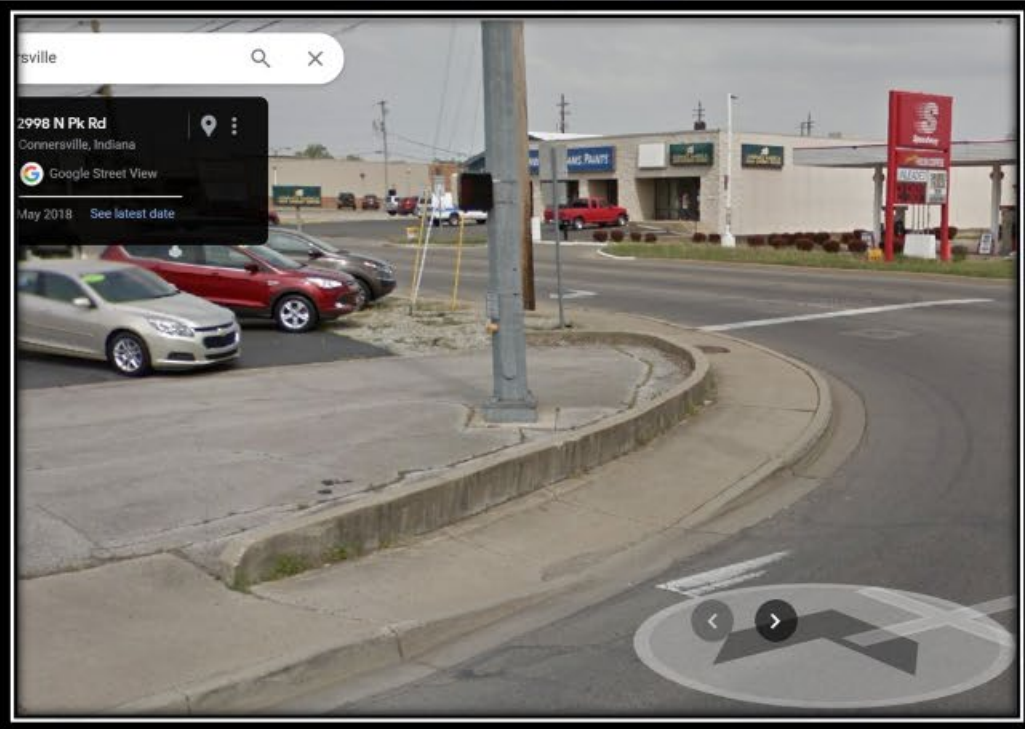
Except for medians, pedestrian refuse islands, and shared use paths, the continuous clear width of *pedestrian access routes* shall be 48 inches minimum, exclusive of the width of any *curb*.



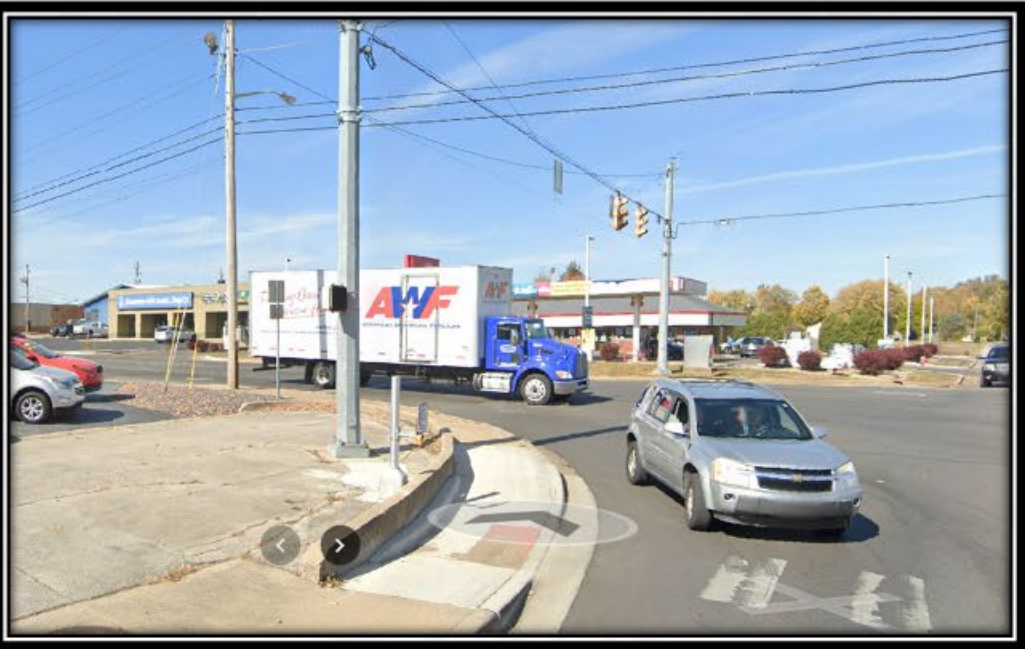
Changes in level greater than $\frac{1}{2}$ inch (13 mm) up to 6 inches shall have a 1:12 (8.3%) maximum slope

At curb ramps and blended transitions, *detectable warning surfaces* shall extend the full width of the *curb ramp run* (excluding any flared sides), *blended transition*, or landing.





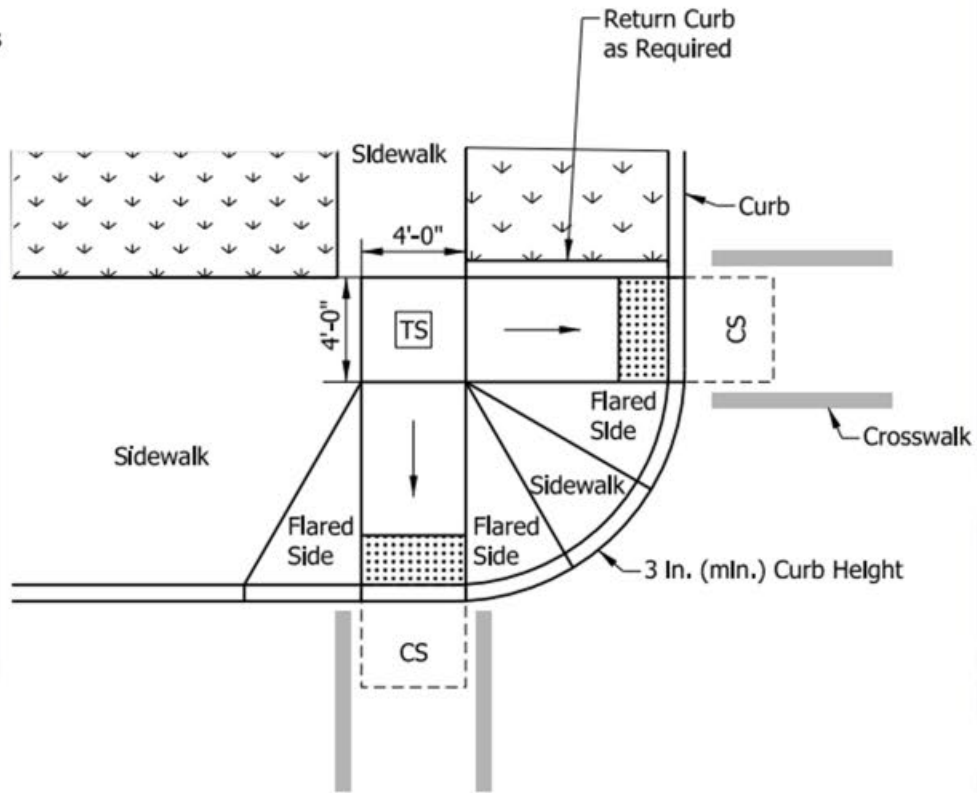
Noncompliant corner



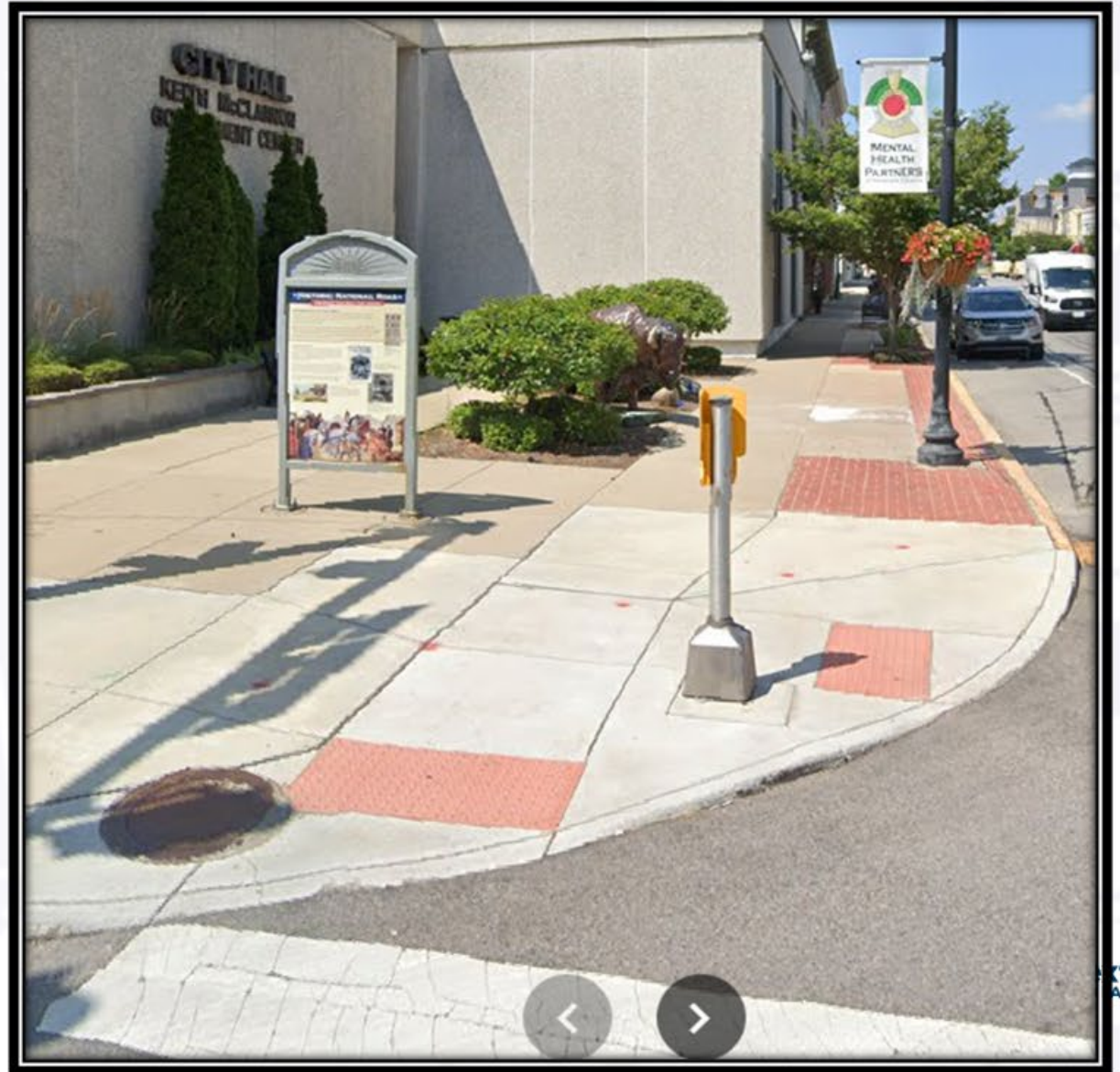
Same corner after updates

Can you see what is still noncompliant?

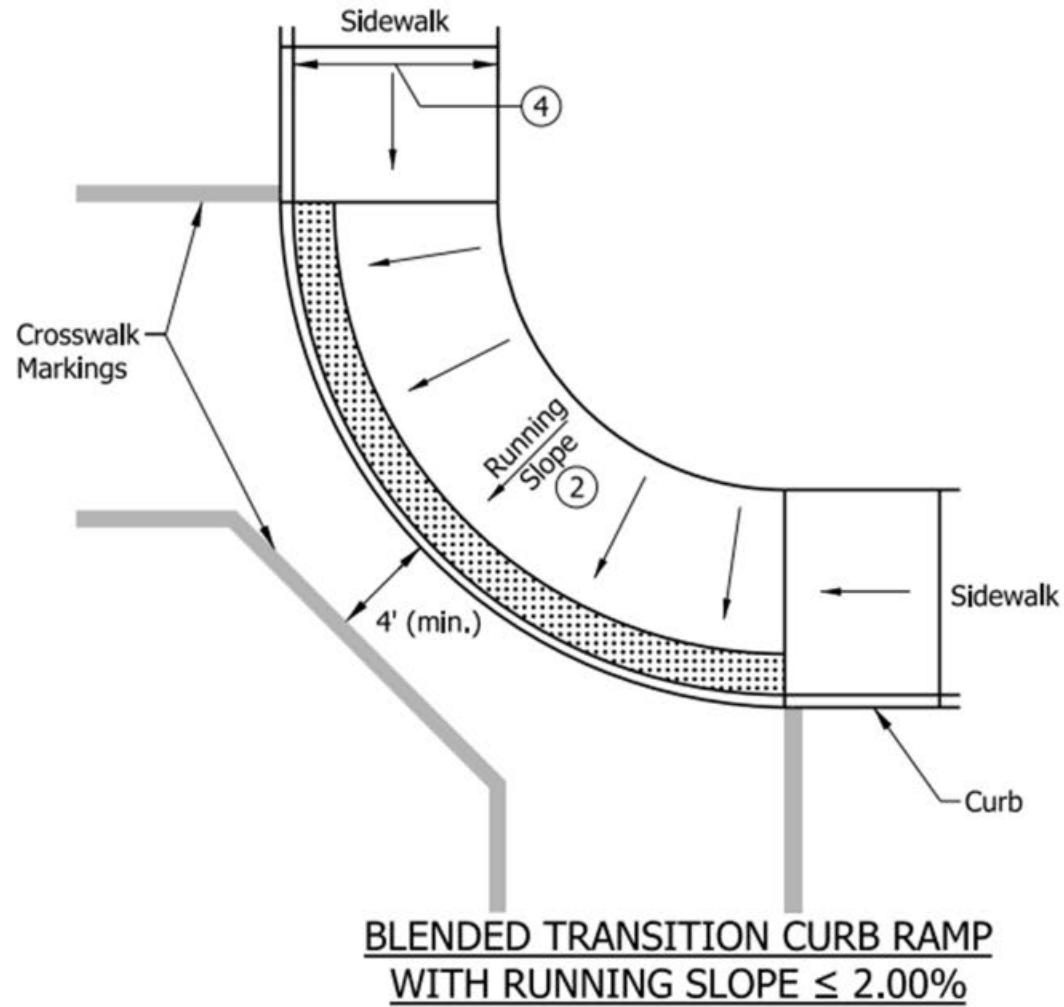
Paired Perpendicular Curb Ramps



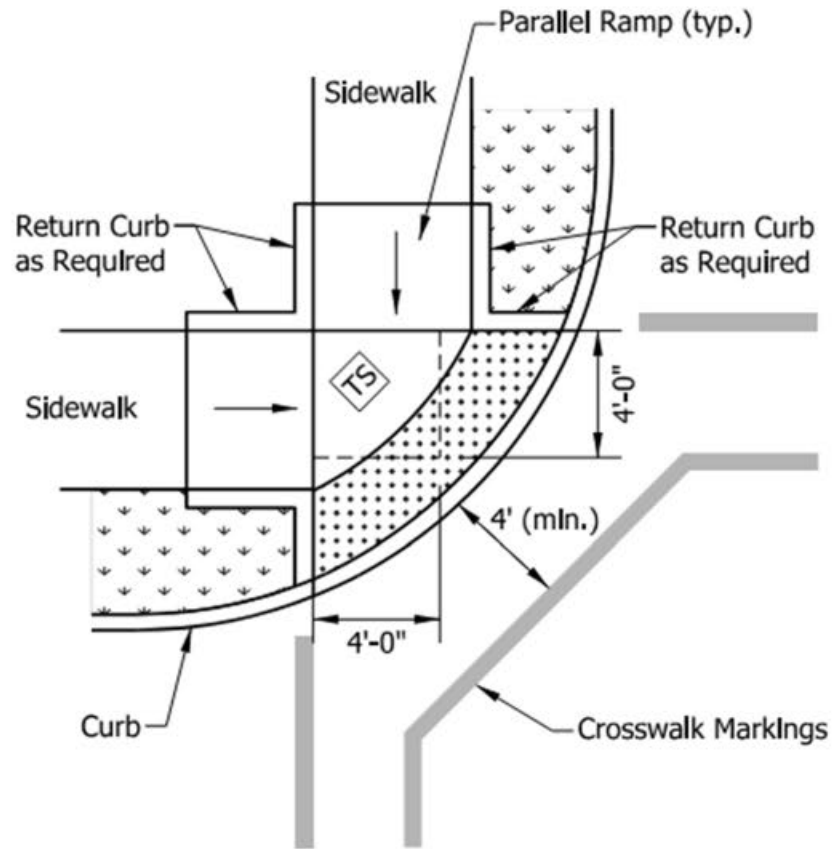
PAIRED PERPENDICULAR
CURB RAMPS AT SMALL RADIUS



Blended Transition Curb Ramp



Depressed Corner Curb Ramp



DEPRESSED CORNER CURB RAMP



Parallel Curb Ramp

