



1. Prepared surface for pedestrian use could be considered as sidewalks, curb ramps, ramps, landings for Pedestrian Signals/buttons and/or crosswalks.
2. Curb ramps are needed wherever a sidewalk or other pedestrian walkway crosses a curb. The ADA does not require installation of curb ramps in the absence of a pedestrian walkway with a prepared surface for pedestrian use. Nor are curb ramps required in the absence of a curb, elevations or other barrier between the street and the walkway.

New Construction, Reconstruction and Alterations in the crosswalk require the existing curb ramps and/or non-compliant curb ramps to be addressed or installed. This should be addressed within the project planning process to make sure that the ADA process was addressed. Whether we add this to the scope of the project or we work with the municipality toward compliance which could include adding to their transition plan.

Installing crosswalks do not trigger installing sidewalks unless the project includes adding curb ramps that will tie into a non-compliant sidewalk that would further cause non-compliance. In this case, sidewalks must be addressed, whether we add this to the scope of the project or we work with the municipality toward compliance which could include adding to their transition plan. Sidewalks should be addressed within the project planning process to make sure that the ADA process was addressed. This includes consideration for new sidewalks and/or bringing existing sidewalk into compliance. If this process was addressed but sidewalks were deemed unnecessary, document the project file and continue the project without any additional ADA Modifications.
3. Additional maneuvering space should be provided at turns or changes in direction, transit stops, recesses and alcoves, building entrances, and along curved or angled routes, particularly where the grade exceeds 5%.
4. Where the clear width of pedestrian access route is less than 5 Ft., passing space shall be provided at intervals of 200.0 Ft. maximum. Passing space shall be 5.0 ft. minimum by 5.0 ft. minimum. These spaces may overlap pedestrian access routes.
5. Where pedestrian access routes are contained within a street or highway right-of-way, the grade of pedestrian access routes shall not exceed the general grade established for the adjacent street or highway. Where pedestrian access routes are not contained within a street or highway right-of-way, the grade of pedestrian access routes shall be 5% maximum.
6. Where pedestrian access routes are contained within pedestrian street crossings without yield or stop control, the cross slope of the pedestrian access route shall be 5% maximum. Where pedestrian access routes are contained within midblock pedestrian street crossings, the cross slope of the pedestrian access route shall be permitted to equal the street or highway grade.
7. All grade breaks shall be flush. Where pedestrian access routes cross rails at grade, the pedestrian access route surface shall be level and flush with the top of the rail at the outer edges of the rails, and the surface between the rails shall be aligned with the top of the rail.
8. Vertical surface discontinuities shall be 0.5 inches maximum. Discontinuities between 0.25 inches and 0.5 inches shall be beveled with a slope not steeper than 50%. The bevel shall be applied across the entire vertical surface discontinuity.

Alterations vs. Maintenance

<u>Roadway Maintenance</u>	<u>Roadway Alterations</u>
Crack Filling and Sealing Surface Sealing Chip Seals Slurry Seals Fog Seals Scrub Sealing Joint Crack Seals Joint repairs Dowel Bar Retrofit Spot High-Friction Treatments Diamond Grinding Pavement Patching Re-striping	Open-graded Surface Course Cape Seals Mill & Fill / Mill & Overlay Hot In-Place Recycling Microsurfacing/Thin Lift Overlay Addition of New Layer of Asphalt Reconstruction New Construction New striping New Crosswalks

- Maintenance applications do not require curb ramp / sidewalk installation at the time of the improvement.
- Alterations require the installation of curb ramps and may trigger sidewalk alterations or installations.

<u>Alteration Type</u>	<u>Address Ramps</u>	<u>Address Sidewalks</u>
Addition of a new layer of asphalt	Yes	No
Cape Seals (combo of chip / slurry)	Yes	No
Hot In Place Recycling (HIPR)	Yes	No
Microsurfacing / Thin-lift overlay	Yes	No
Mill & Fill / Mill & Overlay	Yes	No
Reconstruction	Yes	Yes
New Construction	Yes	Yes

- The extent of the work depends on the scope of the project. If projects are combined to include a maintenance function and an alteration function, such as sidewalk related work with a Mill & Fill, keep in mind that with any alteration work the project must be addressed as an alteration function and must comply.
- Each project should be addressed on a case by case basis and ALL ADA considerations should be addressed in the planning phase of the project.