

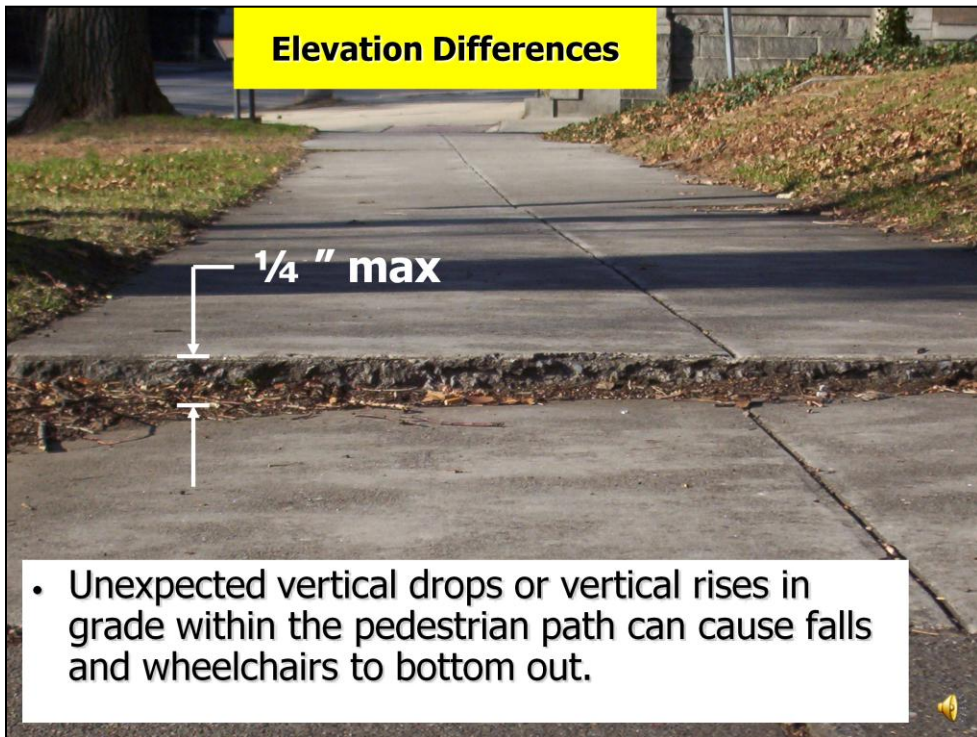
# Basic ADA Requirements



The following slides will discuss Basic ADA Requirements for pedestrian facilities.



The surface of all facilities must be stable, firm and slip resistant. Grass is not a suitable surface. The picture depicts a curb ramp with truncated domes for the full depth of the curb ramp. This is no longer the requirement, but still compliant. Also depicted is a brick surface. When a brick surface is used, careful consideration must be used to avoid vertical lips as shown in the next slide.



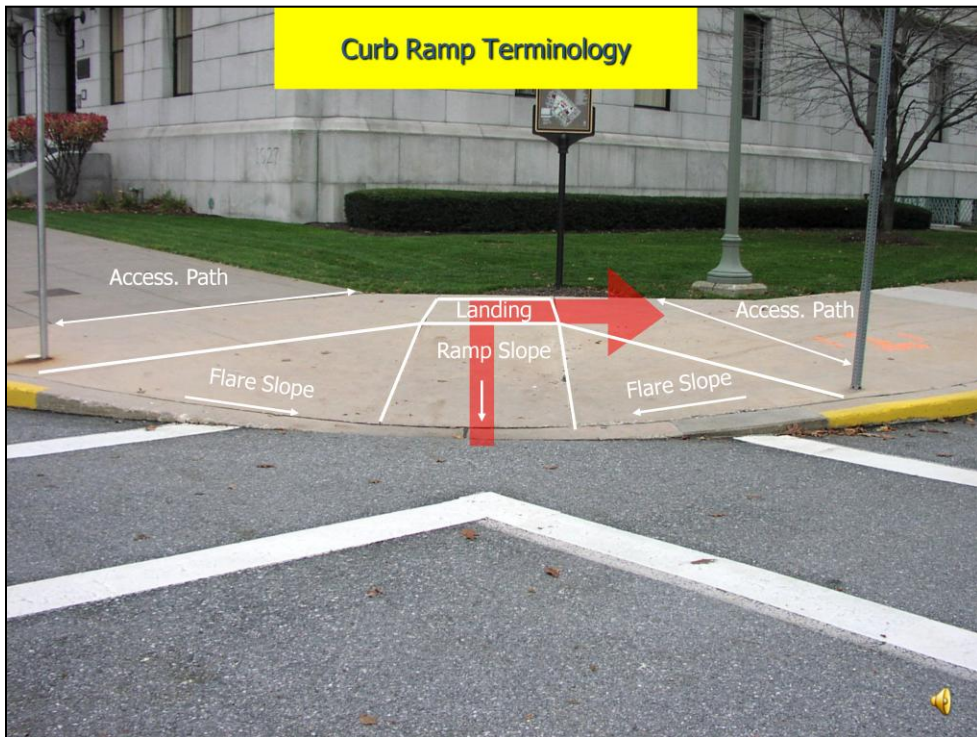
Elevation differences may not exceed 1/4" max. These lips or drops located within the pedestrian access route create tripping hazards and may cause wheel chairs to bottom out and cause tipping.

However depressed curbs at curb ramps must be flush.

## Grate Openings and Horizontal Gaps

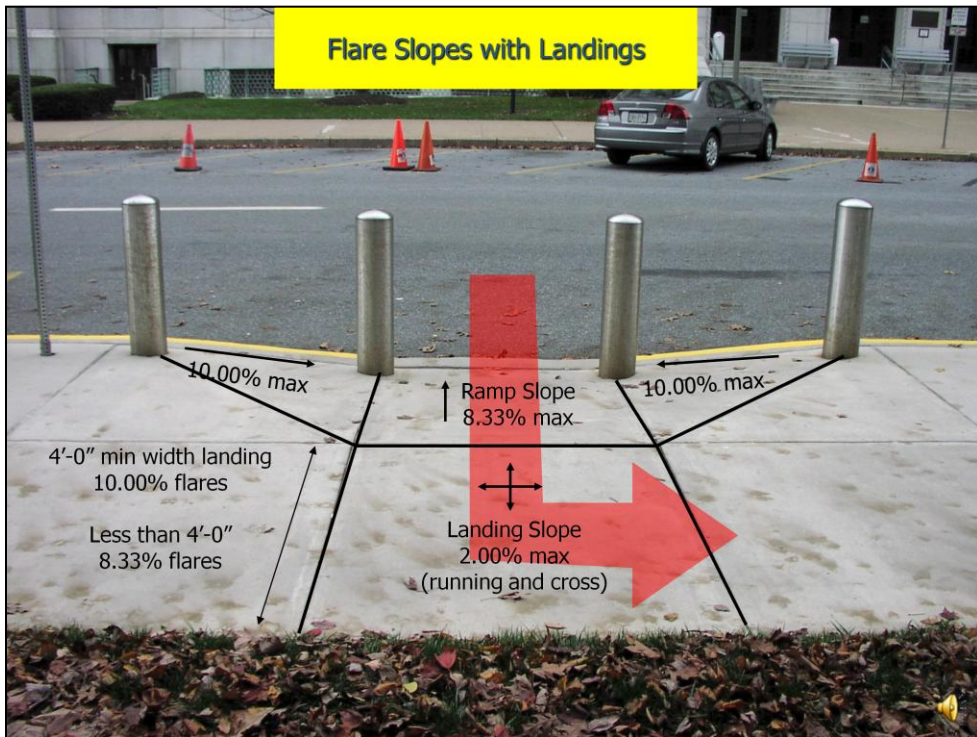


Grate openings and horizontal gaps within the pedestrian access route may not exceed 1/2" max. The long opening must be positioned so that it is perpendicular to the pedestrian path. If a wheelchair crossed the inlet grate shown from the left side of the picture, the front wheels may become lodged in the slots of the inlet grate. See RC-45M for acceptable inlet grates.



Ramp terminology.

The curb ramp pictured, depicts a TYPE 1 curb ramp. For this style of curb ramp, the ramp leads to an approximate level landing where the pedestrian will TURN and continue on the sidewalk. The triangular flares on the sides of the ramp are flat in the event they are crossed by a pedestrian.



Again, this slide depicts a TYPE 1 curb ramp. It is important to note that the landing is a critical part of this curb ramp. Many sidewalks are not as wide as the one shown here and may not provide enough space for a TYPE 1 curb ramp.

Here you can see the LEVEL landing is 2% max (running and cross slope), not 0%. Also the landing depth is 4'. IF the landing is less than 4', the flares must be flattened to 8.33% and at a minimum, the designer must investigate the use of other curb ramp types prior to reducing the landing depth.



The Pedestrian Access Route should not be confused with sidewalk. The Pedestrian Access Route may have similar requirements as sidewalk but is defined as:

*A continuous and unobstructed walkway within a pedestrian circulation path that provides accessibility. Pedestrian accessible routes may include parking access aisles, curb ramps, crosswalks at vehicular ways, walks, ramps, and lifts.*

The requirements for the Pedestrian Access Route are:

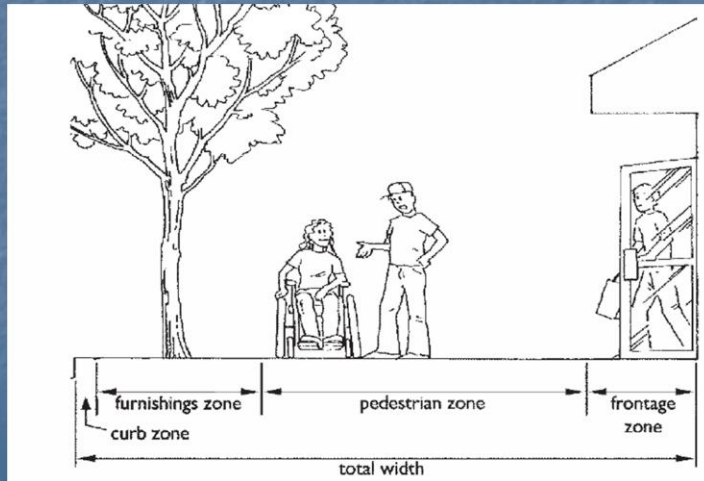
1. 2% max cross slope measure with left-right respect to the pedestrian.

2. ADAAG recommends a 5% max longitudinal slope measured forward-back with respect to the pedestrian.

Unfortunately Pennsylvania is not flat state and roadway profile slopes exceed 5%. Therefore as per PROWAG the longitudinal slope of the pedestrian access route may match the roadway profile grade when located within the public R/W.

3. 4' min accessible path width. Where obstructions are encountered, a min 4' width is needed to provide clearance for wheelchairs or a pedestrian with a sight dog. Please Note: Sidewalk min width is 5'.

# Zones



The Pedestrian Access Route can be divided into the following zones:

The curb zone. This may not be included as part of the 4' min width since the curb is not intended for pedestrian traffic.

The furnishing zone or "green strip". This zone is a critical zone for the placement of telephone poles, parking meters, street signs, landscaping etc.

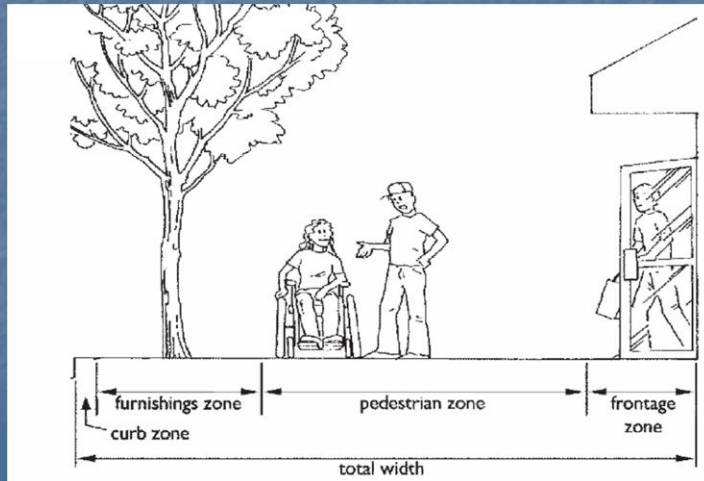
The pedestrian zone is the portion used by pedestrians for access. This zone is where the previous mentioned requirements apply.

The frontage zone is the area used along building for access into the buildings.

To illustrate the importance of the furnishing zone consider snow removal. When the streets are plowed, the snow is placed in the furnishing zone. In the absence of this zone, the snow is placed on the sidewalk and becomes an obstacle. Consider the scenario of a 5' sidewalk directly against the curb where a utility pole needs to be placed. Common practice is to install the pole at an offset of 1.5' from the face of curb. This offset plus the diameter of pole may reduce the sidewalk width by 2' and now not provide the 4' min clear width. The furnishing zone also provides additional room to install fully compliant curb ramps since the sidewalk is likely wider or at an offset from the curb.



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