



Baseline Document Change Announcement

ANNOUNCEMENT: **BDC12MR-02**

DATE: **January 20, 2015**

SUBJECT: **ADA Compliant Public Sidewalk Curb Ramp Standards**
Revised Roadway Design Manual, Section 5
Major Cross Section Elements

REFERENCE: **ADA Compliant Curb Ramp Details**

Revised CD-606-1, new CD-606-1A, CD-606-1B, CD-606-1C and
revised CD-606-2 of the 2007 Standard Roadway Construction
Details, BDC12D-05, dated January 21, 2015

The Department is Releasing the revised Design Manual – Roadway Sections 5, *Major Cross Section Elements* primarily to comply with the latest Americans with Disabilities Act criteria.

The following subsections are revised

The revisions are as follows:

Section 5 Overall

- Changed the term "wheelchair" to "mobility devise"
- Changed the term "bituminous" to "hot mix asphalt"

5.5.3 Fencing

- Added new section
- Addressed provisions for constructing sidewalk along undeveloped land
- Established requirement to address curb ramps at intersections when resurfacing only one side of a divided roadway
- Referenced the Complete Street Policy in relation to new and reconstructed transportation facilities

5.7.3 Sidewalk Design

Sidewalk Width

- Established sidewalk passing area criteria for sidewalks less than 5' in width
- Grades and Cross Slopes
- Revised wording for clarity and for the use of correct terminology

5.7.4 Public Sidewalk Curb Ramp

General

- Added general requirements for the placement of curb ramps
- Added "trail crossing" to the list of where curb ramps are to be provided
- Specified that the designer is to evaluate and determine if existing curb ramps are substandard
- Added items to the list of project types that are subject to the Americans with Disabilities Act Accessibility Guidelines (ADAAG)
- Introduce the terms "technically infeasible" and "maximum extent feasible" as per ADAAG
- Introduced the ADA Technically Infeasible Form and defined its use
- Updated the list of roadway preservation and preventative maintenance project types that do not require the construction of curb ramps

Gutters & Counter Slopes

- Revised counter slope to 5% maximum as per ADAAG

Turning and Clear Spaces

- Changed the term "landing" to "turning space"
- Introduced the term "clear space"

Running Slope

- Specified the maximum curb ramp running slope
- Added rule to establish 15' as the maximum curb ramp length required in order to meet existing conditions

Flares

- Specified the maximum slope of curb ramp flares

Curb Ramp – Types and Placement

- Specified the use of wheelchair safe grates where relocation of drainage grates is impracticable
- Introduced design solutions that can be utilized in order to address limited ROW constraints without actually acquiring ROW

Curb Ramps at Intersections

- Changed heading from "Curb Ramp Width" to "Curb Ramps at Intersections"
- Added a reference to the Department's ADA transition plan

Accessible Pedestrian Signals, Push Buttons and Curb Ramps

- Added new section

5.8 Driveways

- Specified that sidewalks across driveways are to have a 2% maximum cross slope when paving new sidewalks or reconstructing driveway aprons

5.8.1 Pedestrian Accommodations at Driveways

- Addressed using detectable warning surfaces at driveways

5.9.2 Islands, Medians, and Pedestrian Refuges

- Addressed when to omit detectable warning surfaces in medians

These changes must be read in conjunction with the referenced BDC announcements regarding the corresponding changes to the Roadway Construction Details.

The Corrective Action Notice CAN 082 regarding Roadway Design Manual Subsection 5.7.4 dated June 28, 2012 is hereby superseded. BDC07MR-04 entitled “Major Cross Section Elements” dated Sep. 29, 2008, and BDC11MR-01 entitled “Curb Height on Bridges” dated Aug. 17, 2011, and BDC13MR-06 entitled “Rumble Strips” dated Nov. 20, 2013 are hereby superseded. All Design Unit Memorandum dated May 6, 1966 is hereby superseded.

Implementation Code R (ROUTINE)

Instructions to Designers

Changes must be implemented in all applicable Department projects scheduled for Final Design Submission at least one month after the date of the BDC announcement. This will allow designers to make necessary plan, specifications, and estimate/proposal changes without requiring the need for an addenda or postponement of advertisement or receipt of bids.

Recommended By:

Original Signed By

Richard Jaffe
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Approved By:

Original Signed By

Richard T. Hammer
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Attachment: Design Manual – Roadway, Section 5

RJ:KS:AK