

# Intro



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<http://www.dot.state.mn.us/ada/construction.html>

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## MnDOT ADA Training

# PROSECUTION OF WORK (ADA) SPECIAL PROJECT ADA REQUIREMENTS

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# ADA & PROWAG



- Congress passed the Americans with Disabilities Act (ADA) in 1990.
- U.S. Access Board's Public Rights-of-Way Accessibility Guidelines (PROWAG) issued in 2005
- ADA building regulations revised in 2010, effective March 2012
- All pedestrian facilities and shared use trails within MnDOT right-of-way must be constructed according to PROWAG (as of February 2010) and the 2010 ADA Standards.

# ADA Special Provision Highlights

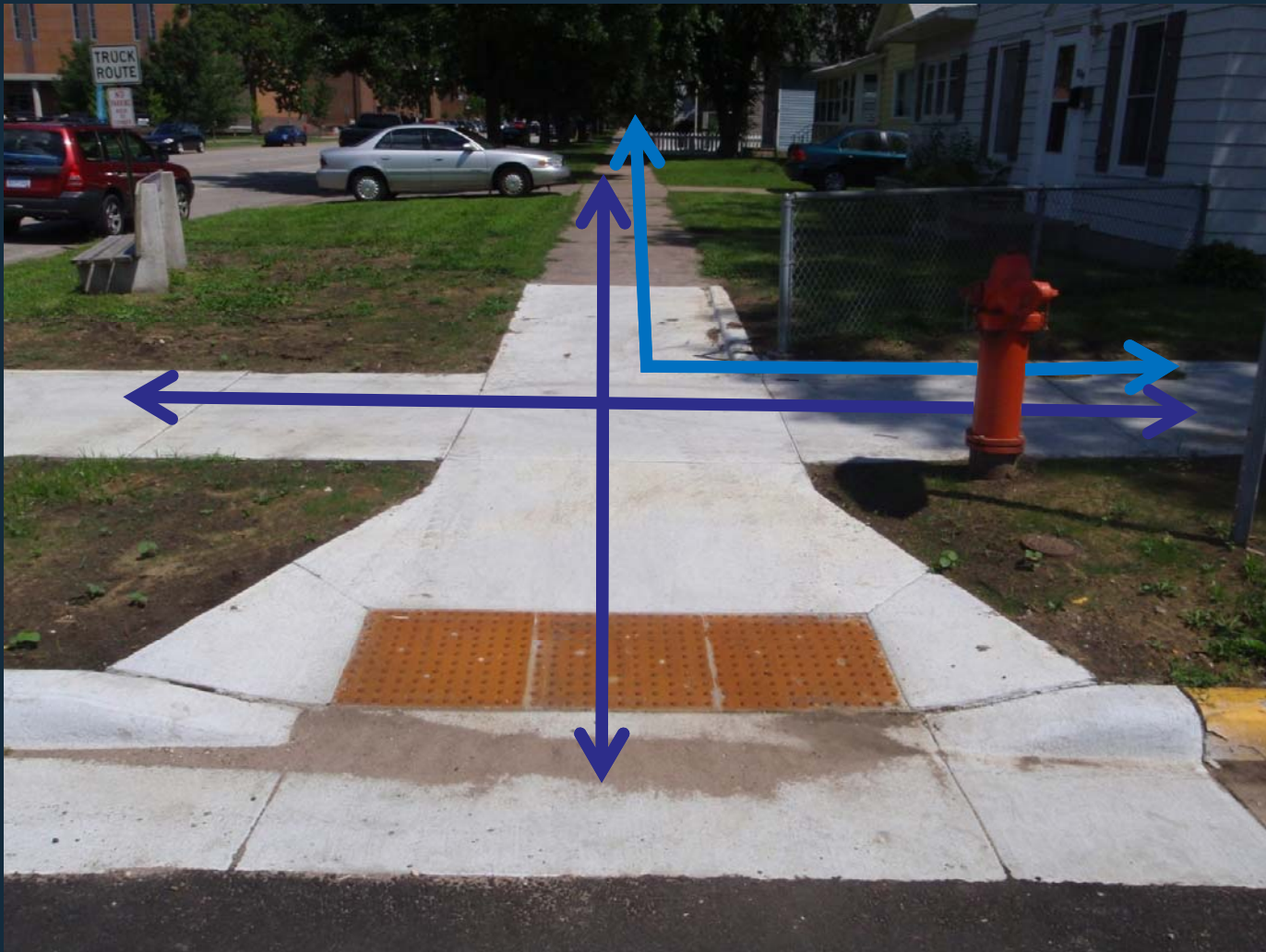


- The appropriate pedestrian ramp details for each quadrant are included in the plans. **The Engineer may provide additional details to those provided in the plans that meet the PROWAG guidelines as the need arises and field conditions dictate.**
- The contractor must designate a **RESPONSIBLE** person competent in all aspects of PROWAG to assess proposed sidewalk layouts at each site before work begins.
- Any time work the contractor is performing concerns pedestrian facilities, the contractor's **RESPONSIBLE** person shall be on site.

# Pedestrian Access Route (PAR)



- Pedestrian Access Route must be constructed to meet the following criteria:



# (1) PAR

- Minimum 4 ft. wide Pedestrian Access Route (PAR)
- Maximum cross slope of 2%



# (1) PAR

- Vertical discontinuities (bumps) must be less than 0.25 inches.



# (1) PAR

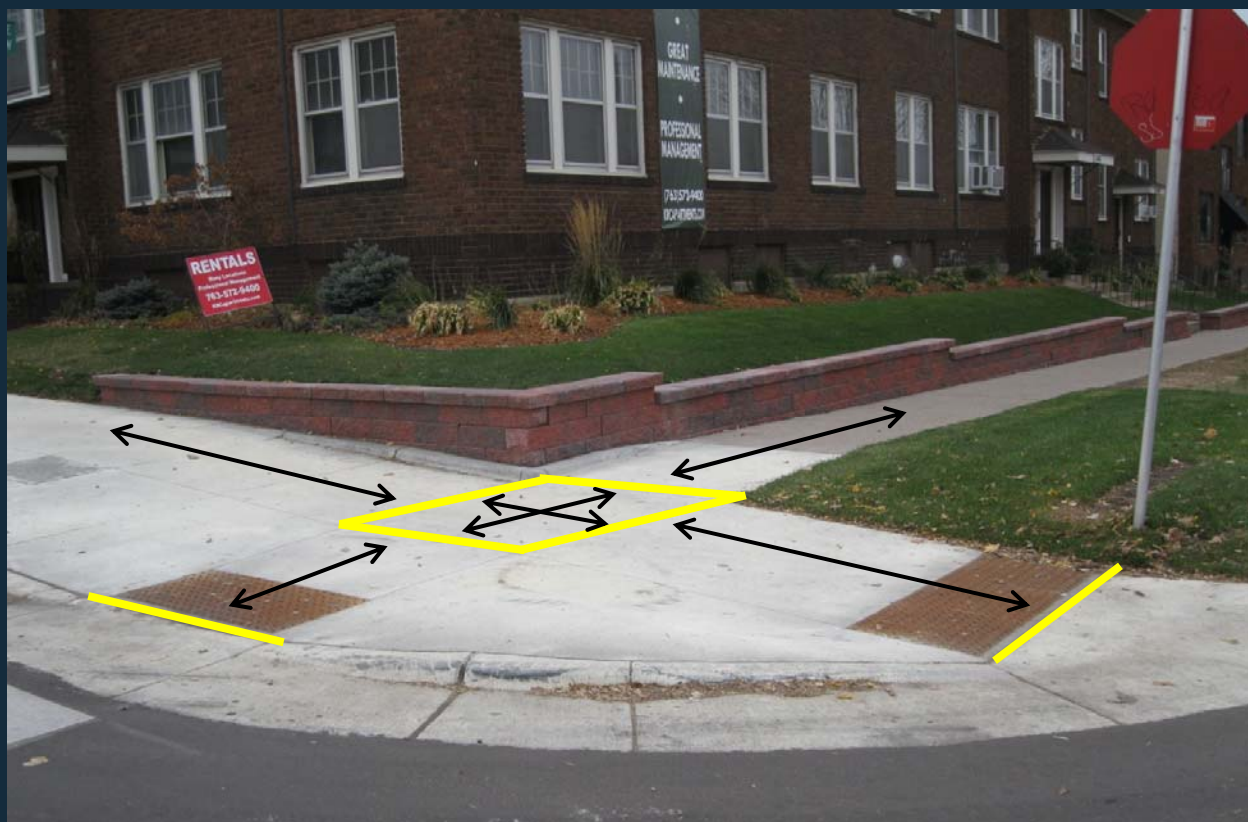
- Must provide positive drainage without allowing any ponding and maintain existing drainage flow patterns unless indicated otherwise in the Plan.





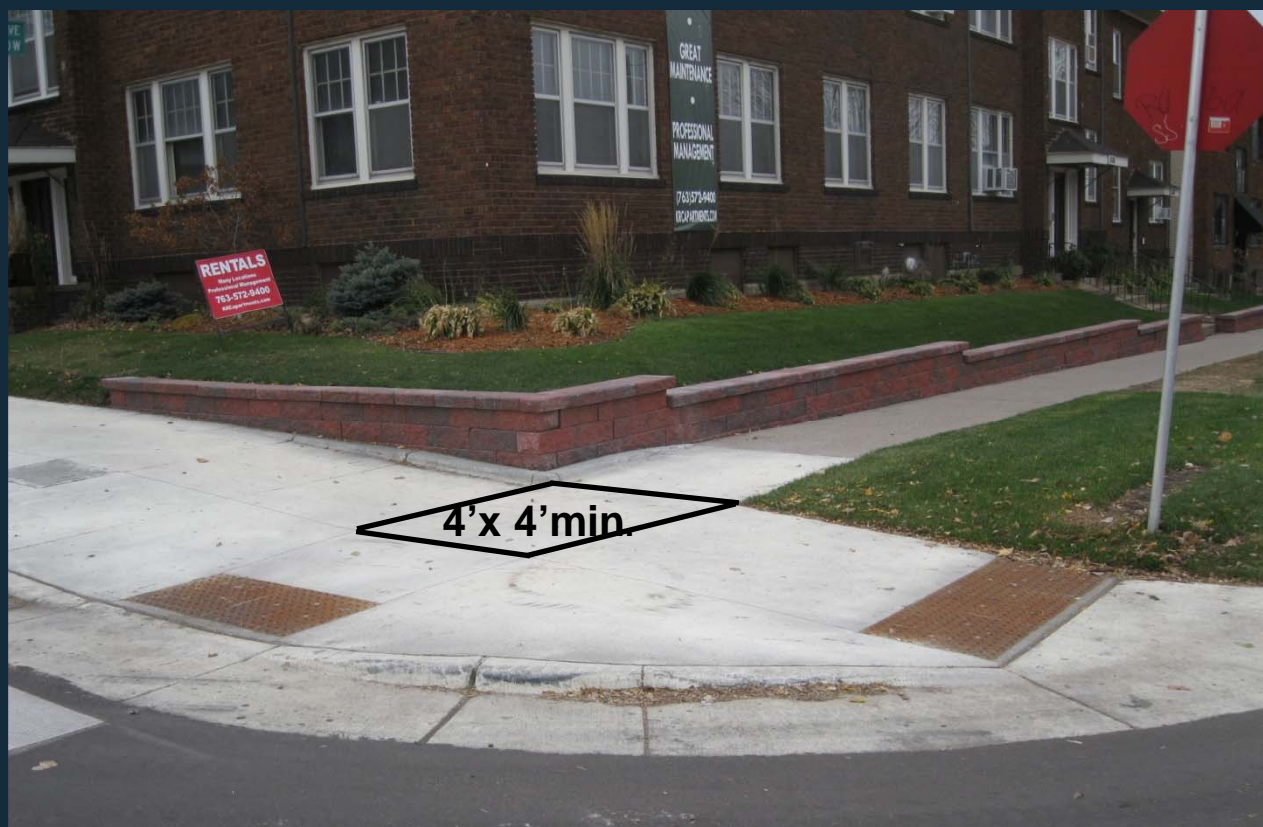
# (1) PAR

- All grade breaks within the PAR shall be constructed perpendicular to the path of travel.



## (2) Landings are part of the PAR

- 4 feet by 4 feet minimum width.



## (2) Landings

- Maximum slope of 2% in all directions.



## (2) Landings

- Required at all locations where the PAR changes directions or inverse grades.
- Must be connected to the PAR.



## (3) Ramps

- Longitudinal slopes less than 5% in the direction of travel require no landing at the top of the ramp (unless the PAR changes direction).



## (3) Ramps

- Longitudinal slopes between 5% and 8.3% in the direction of travel require a landing at the top of the ramp and at a change of direction.





# “ Hold Points”

- If the Contractor constructs any pedestrian or shared-use facilities that are not per plan, do not meet the above requirements, or do not follow the agreed upon resolution, the Contractor will be responsible for correcting the deficient facilities with no compensation paid for the corrective work.
- To ensure that the pedestrian facilities are constructed in compliance with PROWAG, the contractor shall follow the following three steps:

# Step (1) Removals



- The Contractor shall use the appropriate ramp details in the plan and identify the removal limits for the sidewalk and curb and gutter.





# Step (1) Removals



If the contractor determines the removal limits are not adequate to meet PROWAG, **the Contractor shall stop work immediately on that quadrant and consult the Engineer to determine the best solution.**



# Determine the best solutions



## Team Work !

Steps to help in determining the best solutions:

1. Check Your construction plan sheets including notes and tabulations .
2. Check Standard Plans find Curb Ramp type and notes that provide additional direction.
3. Check Special Provisions 1803 and any ADA pay items and follow construction requirements.
4. Consult your Engineer first and if additional guidance is needed contact ADA office.

# Step (1) Removals



- Once the Engineer and the Contractor reach agreement on how to proceed, the Contractor may finish the removals.



# Step (2) Curb and Gutter



- Verify the zero height curb and curb transitions and will be located as shown in the plans and will provide an adequate detectable edge as shown Standard Plans (sheet 4 of 5).
- Verify that proposed curb flow line will provide positive drainage as well as maintain existing gutter inflows/outflows.



# Step (2) Curb and Gutter



- The curb and gutter shall be constructed as detailed in the Plan with a defined flow line.
- The Contractor shall consult with the Engineer to determine a resolution if any of these conditions cannot be met.



# Step (3) Landings and Ramps



- After the curb and gutter has been correctly poured and the contractor has set the sidewalk forms and prior to placing the concrete curb ramps/sidewalk:



# Step (3) Landings and Ramps



- The Contractor shall verify the slope requirements will be achieved.
- If any requirements cannot be met, the Contractor shall meet with the Engineer to determine the best solution.

# Setting Forms



In addition, the longitudinal slopes shown in the Construction Plans and the Standard Plans shall be utilized unless these conditions cannot be met. The starting point for setting the forms on the controlling ramp leg should be the following:

Steep (S) = 7%

Flat (F) = 4%

Landing = 1.5%

Sidewalk Cross Slope = 1.5%

Fan = 4%

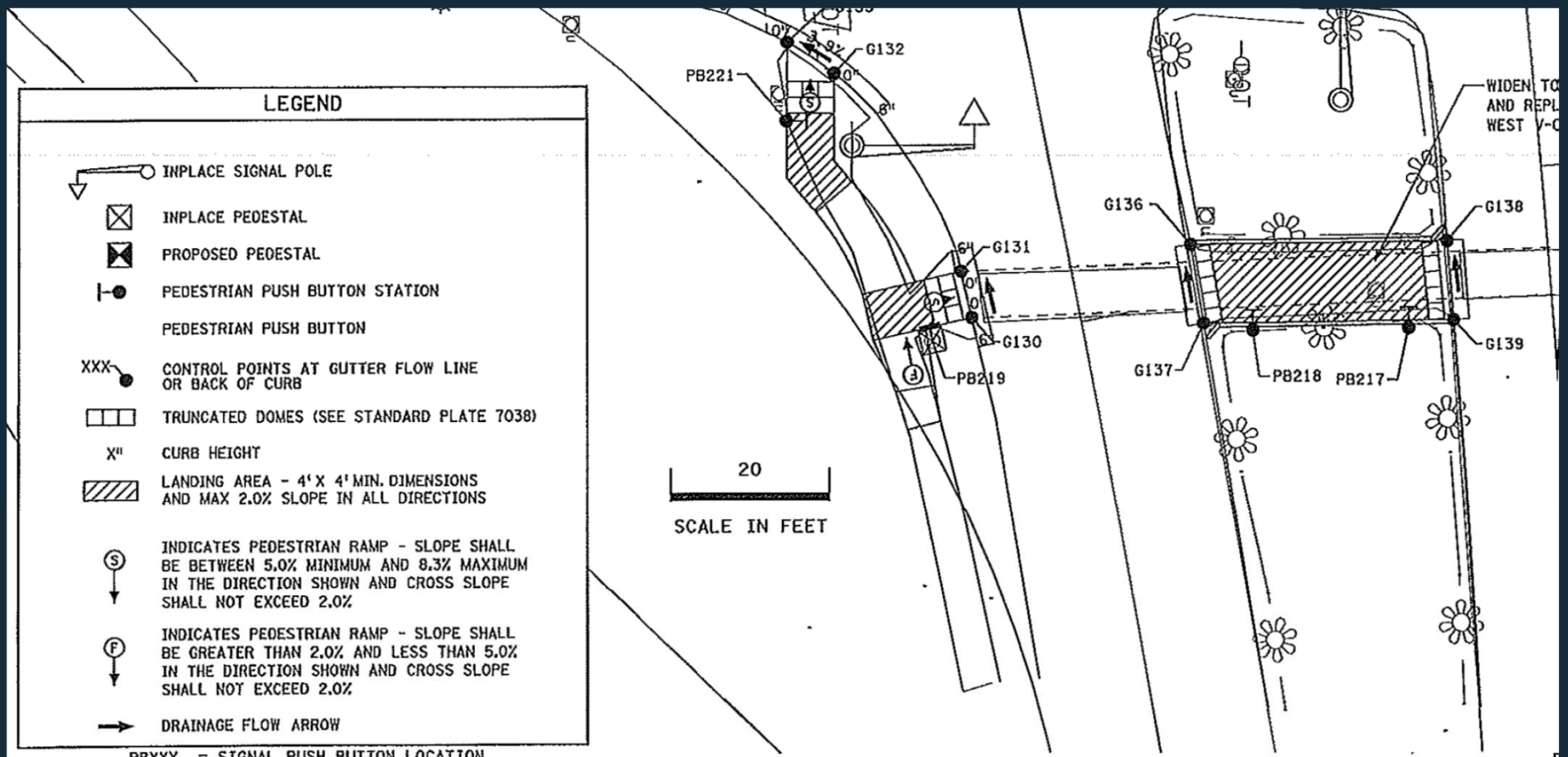


# Setting Forms



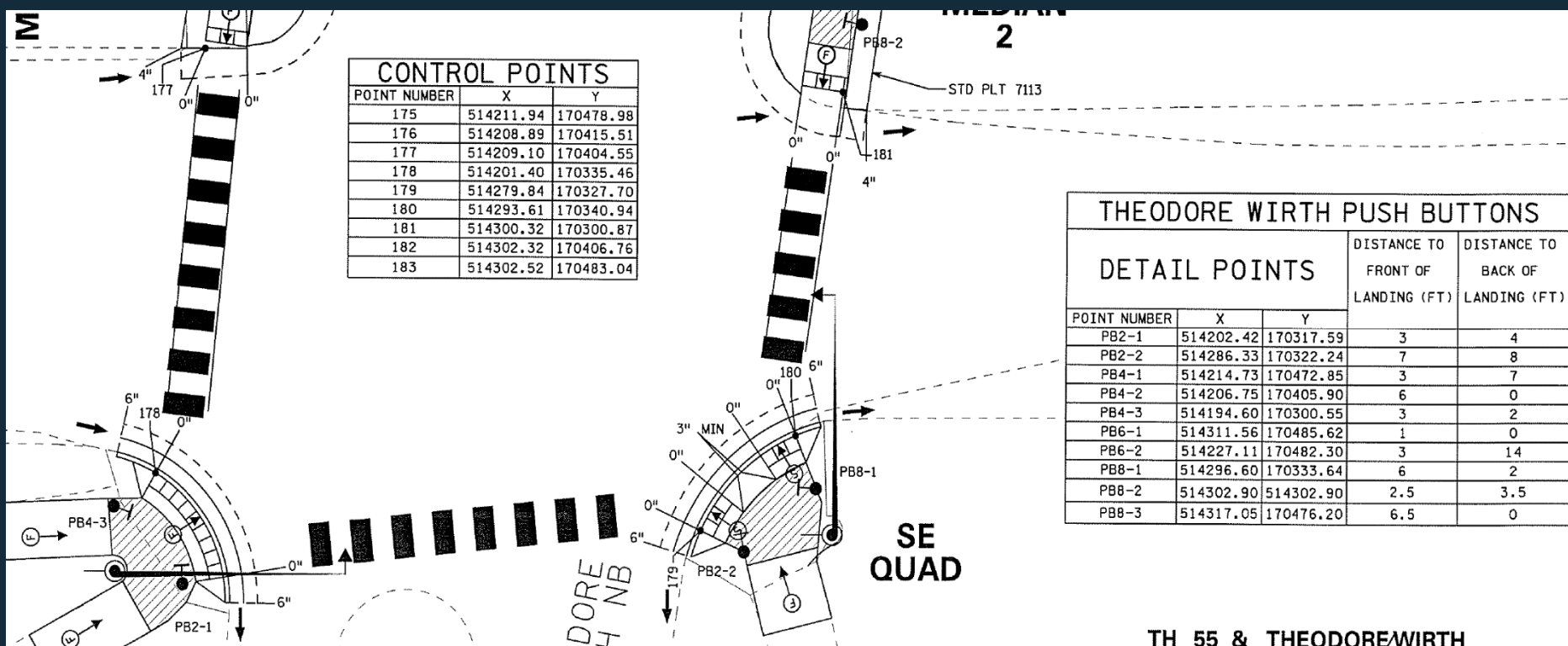
# (C) Layout Responsibilities

If specific dimensions are not provided in the plan, the contractor shall be expected to scale dimensions from the plan.



# (C) Layout Responsibilities

- If contractor surveying is not called for in the plans, the owner's surveyor will only stake points and elevations provided in the plans.



## (D) Contractor Responsibilities



- The Contractor shall utilize measures and methods when working near existing buildings and or private landscaping that will avoid damaging the buildings face or structure or other private property.



# (E) Concrete Placing and Finishing



- The Contractor shall round all joints and edges of the walk with a  $\frac{1}{4}$  inch radius edging tool.



# (E) Concrete Placing and Finishing



- Contraction joints shall extend to at least 30% of sidewalk thickness. If saw cutting provide  $\frac{1}{8}$  inch wide contraction joint as per MnDOT 2521



# (E) Concrete Placing and Finishing



The contractor shall also have the option of providing saw cuts to construct the sidewalk joints.



When greater than 50' of continuous sidewalk runs are constructed the contractor shall saw cut all joints.

# (E) Concrete Placing and Finishing



- The top grade break of walkable flares need a visual joint to indicate a change in grade. This visual joint shall meet Spec. 2521.3D except the depth requirement is reduced to  $\frac{1}{4}$ "





# (F) Concrete Placing and Finishing



All new or reconstructed sidewalk widths shall match or exceed in place sidewalk and in no case shall it be less than 5' in width except at locations where obstructions cannot be moved or at driveways where slopes exceed the maximum allowable grade.



# (F) Concrete Placing and Finishing



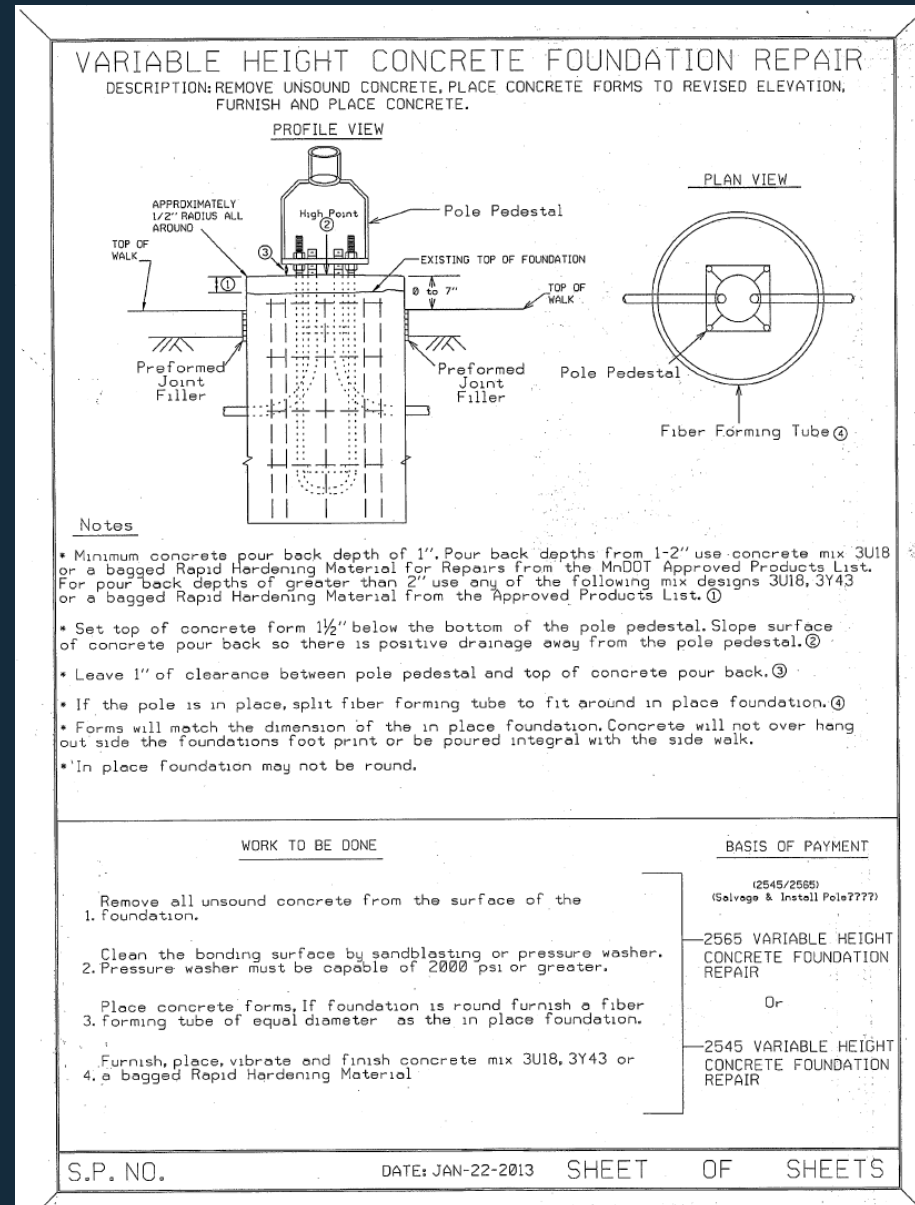
- Where sidewalk is constructed around fixed structures and the grade has been changed, the sidewalk shall be finished around these structures to the satisfaction of the Engineer at no additional cost.



# (F) Concrete Placing and Finishing



- Variable height concrete foundation repair detail on web site.



# (G) Pedestrian Signal Systems

Push buttons face towards the intersection and parallel to outside edge of crosswalk.



# (G) Pedestrian Signal Systems

Push buttons shall be minimum 4' maximum 10' from back edge of curb( 1.5' to 4' if mounted on signal pole as indicated in plan or as approved by Engineer.



# (G) Pedestrian Signal Systems

At rural locations without curb and gutter it is recommended APS push buttons be set back 8 ft. from edge of roadway for preservation purposes.



# (G) Pedestrian Signal Systems

Shall be offset no more than 5 ft. from projected outside edge of crosswalk/domes



# (G) Pedestrian Signal Systems

Shall be offset no more than 5 ft. from projected outside edge of crosswalk / domes.





# (G) Pedestrian Signal Systems



Push buttons shall be a minimum 10 ft. apart, except in islands and medians then provide 6 ft. minimum clear distance.



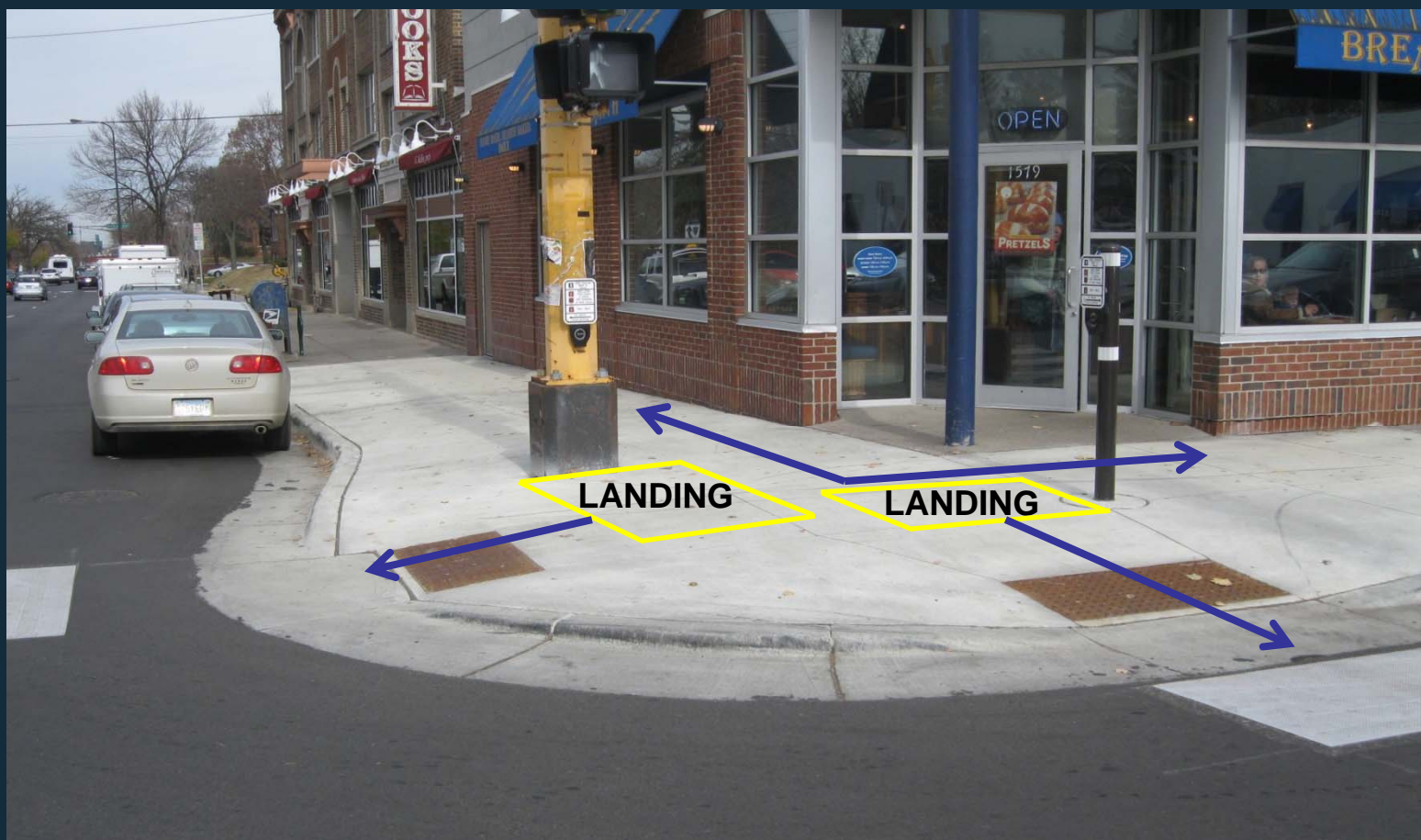
# (G) Pedestrian Signal Systems

4' x 4' minimum landing immediately adjacent with 2% max slope in all directions



# (G) Pedestrian Signal Systems

Center the push button on the landing if possible with out violating any other Special Provision.  
The landing must be connected to the PAR



# (G) Pedestrian Signal Systems



Provide 6 ft. clear distance between obstructions whenever possible for MAR (maintenance access route).



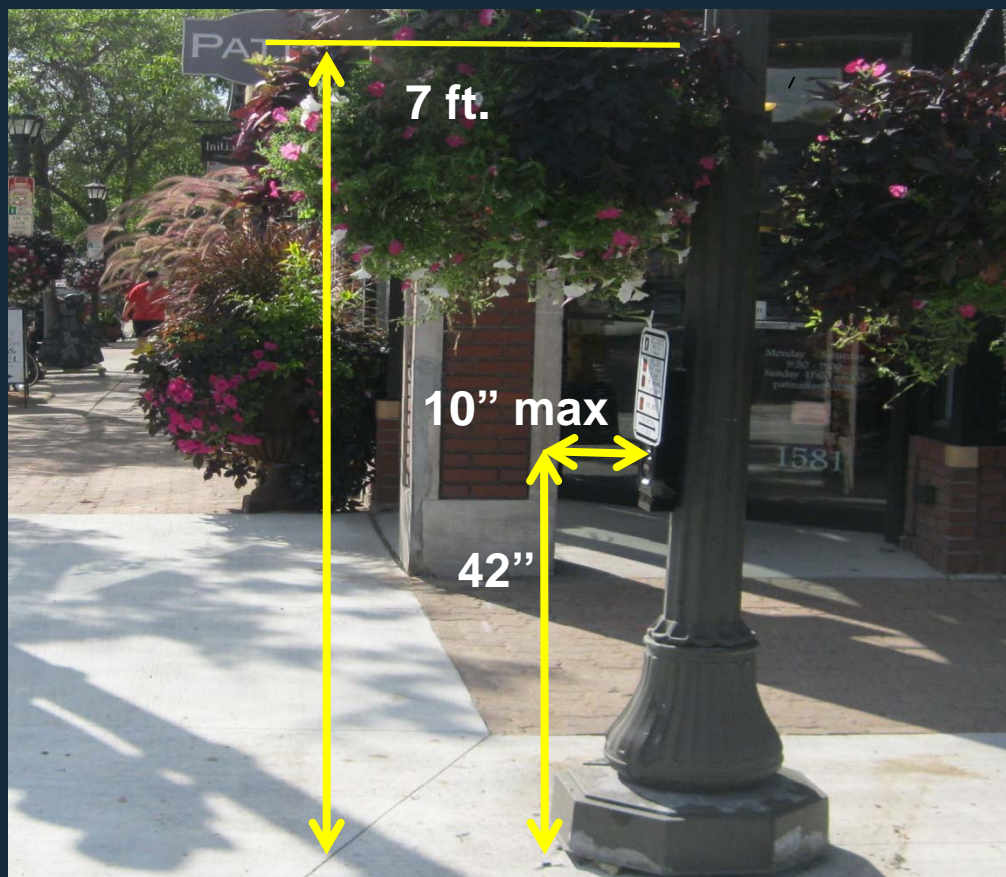
# (G) Pedestrian Signal Systems

All new hand holes shall be placed outside the PAR ,Inclusive ( Including ) of ramps and landings.



# (G) Pedestrian Signal Systems

The push button shall be mounted at a height of 42 inches, (have 10 inch maximum side reach, and 7 ft. minimum overhead sign clearance).



# (G) Pedestrian Signal Systems



Crosswalks shall be striped in a straight alignment between the outside edges of detectable warnings with no kinks unless shown as kinked in the plan.



# (G) Pedestrian Signal Systems



Crosswalks shall be striped in a straight at the outside edge of the detectable warnings.





# (G) Pedestrian Signal Systems



The Contractor shall maintain all working points and use them for push button layout.



# Questions?



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