

Q&A

Question Asked Date/Time	Question Asked	Answer Given
09:30:10 AM EDT	What is the maximum sidewalk cross slope recommended for design to ensure that the 2% max is not exceeded due to construction tolerances?	The Department believes Stnd Plans Index 522-001 and Spec 522 adequately communicate the requirements: Contractors must not exceed 2.0% sidewalk cross slope. There is <u>zero</u> construction tolerance to the plus side.
09:36:33 AM EDT	Same question is for a std 6' swk that has a 4' wide ramp. Why is this any different?	FDM 222.2.2 Curb Ramps and Blended Transitions Provide curb ramps to be the same width as the sidewalk where practicable. The purpose is to maintain the unobstructed clear width throughout the ped facility without introducing unnecessary bottle necks due to width reductions. The idea/concept of "continuity" applies to the sidewalk cross section, as well as, the overall linear connectivity of the sidewalk network.
09:38:45 AM EDT	Would a DV be required for a modification to the DW location?	FDM 222.1 General Process a Design Variation when the design criteria for pedestrian facilities in this manual are not met. Yes, a DV is required for any elements not compliant with FDOT criteria or standards.
09:20:52 AM EDT	What's the justification for not allowing the width of curb to be considered as part of the clear width of the adjacent sidewalk?	The curb top was never intended to be used as the dedicated walking surface. The "rolled" edge at FF of curb can present a potential safety hazard to users of all abilities, especially those using a wheeled mobility aid.
10:15:17 AM EDT	Thank you. Very informative.	It's my pleasure! Glad it was useful to you!
09:55:53 AM EDT	Where can we get a copy of this presentation	The instructor announced this at the beginning of the session. A pdf of the slides can be found in the Handout section.

09:59:13 AM EDT	which Florida statute calls for TTCP	<p>FDM 240.2 Temporary Traffic Control Plan A Temporary Traffic Control Plan (TTCP) is required for all work zones within, or adjacent to highways, roads and streets as specified by Florida Statute and Federal regulations. Typical applications of some commonly encountered situations are shown in the MUTCD. Some of these typical applications have been modified by the Standard Plans, 102 Series. Most work zones will require further development of the typical applications to address project-specific conditions.</p> <p>F.S. 337.11(14): Each contract let by the department for performance of road or bridge construction or maintenance work must contain a traffic maintenance plan which shows the appropriate regulatory speed signs and traffic control devices for the work zone area as defined in s. 316.003.</p>
10:07:44 AM EDT	Please clarify when Pedestrian Crossing Gates are required or advised at Railroad Crossings.	<p>FDM 222.2.4 At-Grade Railroad Crossings Additional information is located in the MUTCD regarding additional signals, signs, or pedestrian gates and designing crossings for shared use paths.</p> <p>Project-specific situations will need direction from the District Design PM or District Construction PM.</p>
09:41:52 AM EDT	The alignment of the curb ramps in South florida are very restricted with RW and are not space practical to align with crossing. Thermoplastic markings have a abrupt surface and will also help guide sight impeared pedestrians	<p>The detectability of crossing markings may be useful for a relatively short period of time when the markings are new. Over time and with the wear of vehicular and ped traffic, they become less detectable. I wouldn't recommend relying solely upon crossing markings for non-visual, physically detectable guidance. Additionally, sometimes a Right of Entry Agreement with the property owner can be considered when the additional space needed is minimal for a compliant ramp in-line with the crossing.</p>
09:50:53 AM EDT	What is the required % of ADA accessible parking for on-street parking? Is there a on-street parallel parking detail from FDOT?	<p>Details for accessible on-street parallel parking are provided in Standard Plans Index 711-001. I'd recommend checking with the local jurisdiction (i.e., city or county code enforcement) for specific guidance on number of accessible parking spots. You may also reference the FL Statutes for additional requirements.</p>

09:17:46 AM EDT	Are sidewalks required by the Local Authority along frontages of subdivisions considered a public service subject to ADA? Often times they are discontinuous until connected by other developments and many years may pass before they are connected and made continuous.	That's a really good question. The answer is, Yes - they are indeed a public service, and they are absolutely covered by the ADA. I'd recommend working through connectivity issues with the city or county code enforcement office to determine the best treatment at project limits. This may involve providing appropriate "cross here" ped signage with adequate connections to adjacent facilities and "sidewalk ends ahead" signage beyond that last crossing opportunity?
10:16:13 AM EDT	I just wanted to say thank you for your presentation and passion!	It's truly my pleasure. Thank you!
09:51:49 AM EDT	Is the vertical unobstructed clear width above an existing sidewalk required on a RRR project?	Yes, FDOT has adopted 7' (84") as the required clearance to fixed objects over the full width of the walking surface. The federal minimum in the 2010 ADASAD is currently 80". FDOT also specifies 8.5' (102") clearance to vegetation in our Maintenance Rating Program handbook. These clearances apply to all work types: new construction, re-construction, and RRR.
09:14:01 AM EDT	Does "pedestrian" also apply to Travel Portable Scooters?	Yes, it's fair to interpret the term "wheelchair" as any modern mobility aid.
09:43:52 AM EDT	For RRR projects with many existing curb inlets located within curb returns, is it suggested to modify drainage features to create space for compliant curb ramps?	<p>FDM 114.3.1.3 Identified Improvements Coordinate with the District Project Manager identified improvements necessary to correct deficiencies.</p> <p>I think the key word in this provision is "Coordinate" - I'd suggest working with the District PM for clear direction, but come armed with your recommended solution in-hand.</p>
09:47:24 AM EDT	For RRR projects where MOST of the sidewalk has an existing cross slope of over 2%, would a nearly-wholesale replacement of several miles of sidewalk be warranted/reasonable, particularly for an urban project?	<p>FDM 222.2.1 Sidewalk For RRR Projects, other than meeting detectable warning and curb ramp requirements, unaltered sidewalks that are not in compliance with FDM criteria, Standard Plans, or ADA requirements are not required to be reconstructed.</p> <p>So, if sidewalk correction is intended and included in the Scope, then Yes: Correct the sidewalk. If s/w correction is not included in the project Scope, then only curb ramps and detectable warnings are required to be brought up to current standards.</p>

09:49:15 AM EDT	For RRR projects where street corners at signalized intersections have multiple pull boxes, cabinets, manholes, and other utilities - is it warranted/reasonable to relocate or adjust all of the utilities or is a design variation suggested in this instances?	<p>FDM 222.2.2 Curb Ramps and Blended Transitions Pull boxes, manholes (and other utility covers), and other types of existing surface features in the location of a proposed curb ramp or detectable warning should be relocated. When relocation is not feasible, adjust the feature to meet the ADA requirements for surfaces (including the provision of a nonslip top surface, and adjustment to be flush with and at the same slope as the adjacent surface).</p> <p>It depends. The ideal solution in general is to relocate any "surface features" from the walking surface and specifically from the sloped surface of a curb ramp. Otherwise, the "surface feature" must be made compliant with ADA requirements for a walking surface: smooth top surface within level plane with surrounding surface; surface must be firm, stable, & slip-resistant; no changes in level > 1/4"; no horizontal gaps > 1/2", etc.</p>
09:53:34 AM EDT	Is a design variation required where compliant landings at pedestrian push-button signals cannot be provided?	<p>FDM 222.1 General Process a Design Variation when the design criteria for pedestrian facilities in this manual are not met.</p> <p>Yes, a DV is required for any elements not compliant with FDOT criteria or standards.</p>
09:32:21 AM EDT	How to obtain a copy of the presentation?	The instructor announced this at the beginning. A pdf of the full four hour training can be found in the Handouts section.
10:07:22 AM EDT	Will this presentation be available to view later	It will be posted at the following address, once the recording has been processed: https://transportationsymposium.fdot.gov/Attendee/PastWebinars2022
09:32:11 AM EDT	I was wondering for detectable warnings, when they are stamped into the concrete, not installed with bolts, how do you uninstall and reinstall new detectable warnings?	<p>Spec 527-2.1.1 Preformed Materials: Use detectable warnings consisting of weather resistant tiles or pavers that are cast into concrete, or tiles or mats that are surface-applied to concrete or asphalt surfaces with adhesives and mechanical fasteners or torch-applied preformed thermoplastic.</p> <p>I'd recommend reaching out to District Maintenance or District Construction for project-specific guidance.</p>

09:55:39 AM EDT	Sidewalk widths exclude the curb width. What about the case where sidewalk and curb are cast monolithically (together)?	The unobstructed clear width of the walking surface is exclusive of the top of the curb. Generally speaking, the top of the curb was never intended to function as a walking surface. This is important for all users of the facility, not just for the ADA.
10:12:54 AM EDT	Often we see flared driveways for low volume commercial driveways where the local municipality requires a stop sign as a standard for all commercial driveways. The applications of DWS based on a stop sign could result in excessive use. I though I heard that DWS should not be used on flared driveways?	<p>222.3 Detectable Warnings They are required on sidewalks at the following locations: Commercial driveways with a stop sign, yield sign, or traffic signal.</p> <p>Detectable warnings should not be placed where sidewalk intersects urban flared driveways or on sidewalks that run continuously through residential driveways. Do not place detectable warnings on transition slopes or over grade breaks. Further guidance on detectable warnings is provided in Standard Plans, Index 522-002.</p> <p>The idea is that if traffic control is warranted for a commercial driveway, then detectable warnings are required for the sidewalk crossing.</p>
10:16:36 AM EDT	Where is the 2' seperation in Index 102-660 from LCD measures to? Pedestrian face of LCD to travelway or the back of the Channelizing devices?	Looks to be measured to the centerline of the device. I'd say err on the side of greater distance wherever possible.
10:16:23 AM EDT	Thank you Brad! amazing presentation!	Thank you! I appreciate your kind feedback!
09:41:32 AM EDT	What is considered "no practical alternative" with the sidewalk width reduction due to utility obstruction and who makes that determination?	Project-specific issues always fall to the District for final determination. I'd suggest consulting the Design PM and the Construction PM in the district.
10:18:06 AM EDT	where will the Q and A be posted?	Not entirely sure if it will be posted, but it will be distributed to the webinar's attendee list.
10:13:55 AM EDT	Can I get a copy of this presentation? We would like to share it with our junior staff. Congrats on a well done presentation. jose.santiago@exp.com	<p>Thank you for the kind feedback. Please visit the following website for the recording: https://transportationsymposium.fdot.gov/Attendee/PastWebinars2022</p> <p>I'd be happy to send a PDF of the slides, too. Email me at brad.bradley@dot.state.fl.us. However, I'd strongly suggest utilizing the online version of the FDM, FL Greenbook, Standard Plans, Specs, etc. The online documents will <u>always</u> contain the latest and most up-to-date guidance. The slide PDF is static (not updated) the moment it's printed.</p> <p>Please also see FDOT's ADA FAQ, located here: https://www.fdot.gov/roadway/ADA/.</p>
10:16:23 AM EDT	Thank you. I have downloaded the presentation.	Super!

09:28:17 AM EDT	Where there is handrail at the sidewalk, Is the horizontal clearance to the face of the posts or to the base connecting plate?	When measuring the unobstructed clear width, the key words are "clear" and "unobstructed." Please consider only the true <u>clear unobstructed</u> width; protruding elements (including anchor plates) must generally be excluded from the clear width.
09:49:49 AM EDT	For new public roads can sidewalks run with the slope of the road if exceed 2%. To what extent does road alignment need to be adjusted to reduce running slope of road/sidewalk.	<p>222.2.1.3 Grades and Cross Slope</p> <p>When sidewalk is adjacent to the roadway (i.e., located back of curb or consistent separation from curb), sidewalk grades may mirror the roadway profile. When sidewalk is not adjacent to a travel way, sidewalk grades are not to exceed 5%, unless accessible ramps are provided.</p> <p>Roadway profile should never need to be adjusted -- sidewalk simply mirrors the roadway's profile. Keep in mind, though, that the 2% max. is for cross slope. Curb ramp running slope is limited to between 5% (1:20) and 8.33% (1:12).</p>
09:54:05 AM EDT	Do you need an ADA variation on a RRR project, with sidewalk less than 5' but greater than 4' wide. ?	<p>FDM Table 222.2.1</p> <p>Note (3) - For RRR projects, unaltered sidewalk with width 4 feet or greater may be retained within any context classification.</p> <p>So the answer is No. A Design Variation is <u>not</u> required, in this case.</p>
09:13:08 AM EDT	Please note, local agency FL Green book unless they specify the Construction doc's are FDM and include as the Governing criteria on the key sheet...	The FDM governs State Highway System (SHS) and National Highway System (NHS) projects. The FL Greenbook governs local roads not on the SHS/NHS.
10:00:19 AM EDT	Does the FL Green book require a TTCP like the FDM does?	Short answer is Yes. Ped TTCP is required for any roadway construction that impacts an <u>existing</u> ped facility by federal regulation and FL Statute.
10:15:39 AM EDT	Fantastic presentation! Loved the information provided.	Thank you for the kind feedback.
09:26:20 AM EDT	Is there an ADA requirement that for a sidewalk < 6' every 500' we should provide a 6' wide area for at least 6' long to allow two wheelchairs to cross?	<p>FGB C.10.a.3 Sidewalks</p> <ul style="list-style-type: none"> • Sidewalks less than 60 inches wide must have passing spaces of at least 60 inches by 60 inches, at intervals not to exceed 200 feet. <p>The same provision for passing spaces has not been echoed in the FDM. Less than 3% of existing sidewalk on the State Highway System is less than 5' wide. Further, all newly constructed s/w must adhere to Table 222.2.1 in the FDM (5' standard minimum in C1 and C2 Context Classifications).</p>

09:39:23 AM EDT	Not a question, but just a comment. I really appreciate the slide Curb Ramps and Blended Transitions showing the correct locations.	Thank you! A picture truly is worth a thousand words!
09:44:37 AM EDT	Regarding FDM 222.2.2 about curb ramps being in line with the crossing, is this applicable to RRR projects as well to reconstruct the sidewalks? This, however, may not be attainable along some curb returns with CR-C ramps.	Existing conditions always present unique challenges. I would say a diligent, purposeful attempt to improve the accessibility of the existing curb ramp -- as well as providing "effective communication" with a person with a disability -- should always be made to the maximum extent feasible.
09:55:50 AM EDT	Is there a tolerance to the detectable warning surface not covering the entire width of the ramp?	I believe within an inch and a half of the edge of the walking surface is probably reasonable. The idea is to not leave gaps large enough for an individual with low or no vision to inadvertently miss the warning message.
09:25:29 AM EDT	We lost sound.	Very sorry.
10:07:54 AM EDT	If the roadway is superelevated at 5% cross slope and the approach sidewalk is approaching at of 2% up grade, is there any criteria for the grade break at the sidewalk crossing and edge of pavement?	<p>FDM 222.2.2 Curb Ramps and Blended Transitions Crossings are required to meet the same grade and cross slope requirements as sidewalks.</p> <p>Please also see the PDF handout of slides, slide #40. The recommendation is to provide a 2' level area where the algebraic difference between opposing surface slopes is $\geq 11.3\%$. That will serve to provide more of a soft-U between opposing slopes instead of an abrupt-V.</p>