



## *Florida Department of Transportation*

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### **ADA Program – Questions & Answers (Q&A) – Rev. April 2020**

#### **Introduction**

FDOT has received many questions about when and where accessible features are required or recommended to be included during the planning, design, construction and maintenance of roadway projects and facilities.

This document is intended to answer some of these questions.

**The Backstory:** The Americans with Disabilities Act (ADA, Public Law 101-336) was enacted in July 1990 and became effective in January 1992. The original federal **ADA Standards** were published in July 1991. New construction and alterations projects permitted after January 26, 1992 were required to follow these 1991 **ADA Standards**.

Based on updated guidelines issued by the U.S. Access Board, the USDOT issued the following updated standards in November 2006: **ADA Standards for Transportation Facilities (2006 ADASTF)**. Transportation projects permitted after November 29, 2006 are required to follow the **2006 ADASTF** (link below).

Link to the 2006 **ADA Standards for Transportation Facilities**

<https://www.access-board.gov/guidelines-and-standards/transportation/facilities/ada-standards-for-transportation-facilities>

Similar standards were issued by USDOJ in March 2012 as the 2010 **ADA Standards for Accessible Design (2010 ADASAD)**. At the same time, the State of Florida updated the **Florida Accessibility Code (FAC)** to incorporate the **2010 ADASAD** and issued it in March 2012. All building projects in Florida must follow the **FAC** (link below) and either the **2006 ADASTF** or the **2010 ADASAD** (link below).

Link to the 2010 **ADA Standards for Accessible Design**

<https://www.ada.gov/regs2010/2010ADAStandards/2010ADASTandards.htm>

Link to the **Florida Accessibility Code**

[https://codes.iccsafe.org/category/Florida?year\[\]=Current+Adoption&page=1](https://codes.iccsafe.org/category/Florida?year[]=Current+Adoption&page=1)

**NOTE:** The primary difference between the **2006 ADASTF** and the **2010 ADASAD** are four modifications that USDOT included when they published the **2006 ADASTF**:

1. Location of Accessible Routes (206.3)
2. Detectable Warnings on Curb Ramps (406.8)

3. Bus Boarding and Alighting Areas (810.2.2)
4. Rail Station Platforms (810.5.3)

In July 2005, the U.S. Access Board issued guidelines for accessibility within public rights-of-way, known as the proposed **Public Rights of Way Accessibility Guidelines (PROWAG)**. These were revised and reissued as proposed guidelines in July 2011 (link below). The **PROWAG** criteria are intended to ‘fill the gap’ where the 1991 **ADA Standards** did not cover elements found primarily along roadways. In January 2006 the USDOT issued a memo stating that, while the criteria in the **PROWAG** are not enforceable in law, they constitute the ‘state of the practice’ for accessible public rights of way and should be followed where the 1991 **ADA Standards** don’t address an issue.

Link to the 2011 **Public Rights of Way Accessibility Guidelines**

<https://www.access-board.gov/guidelines-and-standards/streets-sidewalks/public-rights-of-way/proposed-rights-of-way-guidelines>

Link to the January 2006 memo from the USDOT

[https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/resources/prwaa.cfm](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/resources/prwaa.cfm)

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## **ADA Program – Questions & Answers (Q&A) – Answers**

### **1. GENERAL**

#### **1.1 Q. When must ADA criteria be considered?**

1.1 A. Short answer: Whenever the project impacts pedestrian facilities (e.g., sidewalks, curb ramps, crosswalks, etc.). The ADA regulations have the following basic requirements: Each facility or part of a facility constructed by, on behalf of, or for the use of a public entity – if the construction commenced after January 26, 1992 – shall be designed and constructed so the facility or part of a facility is “readily accessible to and useable by” individuals with disabilities.

So, every ‘new construction’ or ‘alteration’ project must include accessible elements and features.

#### **1.2 Q. Which standards and/or guidelines apply to my project?**

1.2 A. It depends.

1. Projects involving a facility and/or site for which the provision of a transportation service is the primary purpose (e.g., train station, bus stop, etc.) must follow the **2006 ADA STF**.
2. Projects involving other, non-transportation-related facility and/or site (e.g., office building, rest area, etc.) must follow the **2010 ADASAD**.
3. Projects involving facilities within public rights-of-way should primarily use the **2011 PROWAG** as the “state of the practice” and include criteria from **2006 ADASF**, where appropriate.
4. In addition, any project in Florida that includes ‘building’ facilities must also comply with the **Florida Building Code** and the **Florida Accessibility Code**. Links to the above-referenced codes are provided in the Introduction of this document.

#### **1.3 Q. What is the relationship between ADA requirements and FDOT’s “Practical Design” policy?**

1. The ADA is a civil rights law and, with very few exceptions, accessibility criteria must be included in all projects that contain pedestrian facilities. If a project does not contain pedestrian facilities, compliance with the ADA is not required.
2. The Department’s “Practical Design” policy is intended to encourage a design approach appropriate to scale, cost, location, and schedule for all modes of transportation. The objective of Practical Design is to maximize improvements to the transportation system by focusing

resources on improvements that deliver the greatest return on investment. When considering Practical Design, designers must also consider our responsibilities under the ADA, especially if the work will impact pedestrian facilities.

## 2. PLANNING

### [2.1 Q. When must ADA criteria be considered when planning new transportation projects?](#)

2.1 A. Short answer: Always, if pedestrian facilities will be impacted. There may be rare exceptions for 'structural impracticability' where unique characteristics of terrain prevent the incorporation of accessibility features. If full compliance for persons with certain disabilities is structurally impracticable, accessibility must be provided for persons with other types of disabilities where it is not structurally impracticable.

### [2.2 Q. When must ADA criteria be used for alterations to existing facilities?](#)

2.2 A. Almost always, if there are pedestrian facilities. The altered portions of existing facilities must meet the ADA requirements "to the maximum extent feasible." In addition, unaltered portions of altered buildings may be required to provide 'path of travel' accessibility to the altered portions.

## DESIGN – New Construction & Alterations

### 3. Sidewalks:

#### [3.1 Q. Are sidewalks required under the ADA?](#)

3.1 A. 'Sidewalks,' per se, are not required under the ADA. Though, 'accessible routes' connecting accessible entrances to buildings and facilities are required. An accessible route may be any surface that meets the criteria in the **2010 ADASAD**. If sidewalks are provided, they must also meet the criteria of the **2010 ADASAD**.

If pedestrian facilities are within a public right-of-way, 'pedestrian access routes' are required. Some of the criteria for a 'pedestrian access route' (i.e., within public rights-of-way) are different from the 'accessible route' (i.e., buildings or sites) criteria, which takes into consideration differences that may occur for sidewalks along roadways. The current "state of the practice" for sidewalks within public rights-of-way may be found in the **PROWAG**; in the FDOT **Standard Plans**, Indices 522.001, 522-003 or 330-001; and the FDOT **Design Manual (FDM)**, Chapter 214.

Link to the 2011 **Public Rights of Way Accessibility Guidelines**  
<https://www.access-board.gov/guidelines-and-standards/streets-sidewalks/public-rights-of-way/proposed-rights-of-way-guidelines>

Link to the FDOT **Standard Plans**  
<https://www.fdot.gov/design/standardplans/default.shtm>

Link to the FDOT **Design Manual**  
<https://www.fdot.gov/roadway/fdm/default.shtm>

### **3.2 Q. When must sidewalks comply with the ADA?**

3.2 A. All new sidewalks and reconstructed portions of existing sidewalks must meet ADA criteria. One consistent requirement is the maximum cross-slope of a sidewalk must be no greater than 2% (actually, 1:48).

For sidewalks on a site, the maximum running slope is 5%. Any slope greater than 5% is considered a 'ramp' and must include handrails on both sides and level landings every 30" of level change. The maximum slope for a ramp is 8.3%.

For sidewalks along a roadway, the running slope of the sidewalk may follow the profile grade of the roadway. Landings and handrails are not required in this case, but should be considered if the sidewalk is separated from the roadway edge (i.e., close to the right-of-way line and outside the clear zone of the roadway).

### **3.3 Q. What are the requirements for sidewalks?**

3.3 A. See sidewalk details in the FDOT **Standard Plans**, Index 522-001, and see also the FDOT **Design Manual (FDM)**, Chapter 214 (links below).

Link to the FDOT **Standard Plans**  
<https://www.fdot.gov/design/standardplans/default.shtm>

Link to the FDOT **Design Manual**  
<https://www.fdot.gov/roadway/fdm/default.shtm>

## **4. Curb Ramps:**

### **4.1 Q. Where are curb ramps required?**

4.1 A. Curb ramps are required at all junctions of pedestrian ways and vehicular ways that are separated by a raised curb. The ramps must be useable by persons using wheeled mobility aids (e.g., wheelchairs or scooters). Place curb ramps at all intersections and turnouts with curbed returns. Include a

level landing at the top of curb ramps when sidewalks are not present. Curb ramps are not required where the sidewalk and roadway are at the same level (i.e., blended transition).

#### **4.2 Q. What are the requirements for curb ramps?**

4.2 A. Curb ramps must be no greater than 8.3% running slope and must be at least 48" wide and have a 4' landing at the top. The counterslope at the bottom of a curb ramp at the gutter line must not be greater than 13.3% (i.e., 5.0% roadway cross slope + 8.3% ramp running slope = 13.3% counterslope). If counterslope is expected to be greater than 11.3% (i.e., 3.0% roadway cross slope + 8.3% ramp running slope), it's recommended to provide a 24" level 'landing' at the bottom of the curb ramp. See curb ramp details in the FDOT **Standard Plans**, Index 522-002 (link below).

Link to the FDOT **Standard Plans**

<https://www.fdot.gov/design/standardplans/default.shtm>

### **5. Detectable Warnings:**

#### **5.1 Q. What is the purpose of detectable warnings?**

5.1 A. Detectable warnings are used, in the absence of a curb, to provide an 'edge cue,' for people who are blind or have low vision, at the junction of a pedestrian facility (e.g., sidewalk, etc.) and a vehicular way (e.g., street, roadway, etc.). People who are blind or have low vision use detectable warnings to help identify where the sidewalk meets the roadway edge.

#### **5.2 Q. Where are detectable warnings required?**

5.2 A. Detectable warnings are required at the following locations where a pedestrian facility crosses a vehicular way:

- Curb ramps and blended transitions at street crossings.
- Cut-through pedestrian medians and refuge islands  $\geq$  6' wide.
- Pedestrian at-grade railroad crossings.
- Edges of rail platforms not protected by screens or guards.
- Commercial driveways with a STOP sign or traffic signal.

#### **5.3 Q. What are the requirements for detectable warnings?**

5.3 A. Detectable warnings must include a rectilinear pattern of 'truncated domes' meeting the following criteria:

- Base diameter of 0.9" min. and 1.4" max., a top diameter of 50 percent of the base diameter min. to 65 percent of the base diameter max., and a height of 0.2".

- Center-to-center spacing of 1.6” min. and 2.4” max., and a base-to-base spacing of 0.65” min., measured between the most adjacent domes on a square grid.
- Contrast visually with adjacent walking surfaces: Either light-on-dark or dark-on-light.

The FDOT Approved Products List (APL) provides a list of numerous manufacturers of detectable warnings for new construction and retrofit installations (link below).

Link to the FDOT Approved Products List

<https://fdotwp1.dot.state.fl.us/ApprovedProductList/ProductTypes/Index/117>

See detectable warning details in FDOT **Standard Plans**, Index 522-002 (link below).

Link to the FDOT **Standard Plans**

<https://www.fdot.gov/design/standardplans/default.shtm>

For projects on the State Highway System, detectable warnings must also meet the criteria in FDOT **Specification**, Section 527 (link below).

Link to the FDOT **Specification**

<https://www.fdot.gov/programmanagement/Implemented/SpecBooks/default.shtm>

**NOTE:** It is not necessary for the truncated domes to align with the direction of a crossing, but it’s desirable they do so when feasible.

## 6. Pedestrian Crossings:

### [6.1 Q. What are the requirements for pedestrian crossings?](#)

- 6.1 A. Running slope of a crossing (i.e., cross slope of the roadway) must not exceed 5%. This is to ensure the counterslope at the bottom of a curb ramp does not exceed 13.3% (i.e., 8.3% + 5.0% = 13.3%).

The cross slope of the crossing (i.e., roadway running slope) varies, depending on its location and the type of traffic control serving the roadway crossed. For new construction and major reconstruction of a roadway, the following maximum cross slopes for crossings apply:

1. Crossing a STOP or YIELD-sign-controlled roadway (i.e., side street): 2% max. cross slope.

2. Crossing of a non-stop-controlled roadway (i.e., roadway with a traffic signal or not control): 5% max. cross slope.
3. Mid-block crossing: Match roadway grade.

In all instances, use the minimum running slope and cross slope feasible for the crossing.

Markings for pedestrian crossings must comply with FDOT **Standard Plans**, Index 711-001 (link below).

Link to the FDOT **Standard Plans**

<https://www.fdot.gov/design/standardplans/default.shtm>

## 7. Roundabouts:

### 7.1 Q. What accessibility features are required at modern roundabouts?

7.1 A. Depends on the type of roundabout. The primary concern is accommodating pedestrians who are blind or have low vision. They may have problems locating the crossing, aligning with the crossing direction, and may not easily distinguish gaps in traffic due to moving traffic in the rotary roadway.

- For single-lane roundabouts, no special pedestrian treatments are required. Use common pedestrian features: Curb ramps, detectable warnings, splitter islands, etc.
- For multi-lane roundabouts, in addition to the common pedestrian features, it's recommended to include pedestrian-activated controls, such as 'pedestrian hybrid beacons' (HAWKS) or 'rectangular rapid-flashing beacons (RRFBs), where feasible.

## 8. Bus Stops:

### 8.1 Q. Are bus stops required to be accessible?

8.1 A. Depends on the type of stop and the amenities provided.

A simple bus stop with only a sign on a post needs only to be located on a pedestrian access route (within a public right-of-way) or accessible route (on a site or facility).

## 8.2 Q. When are bus stops required to be accessible?

8.2 A. If the stop consists of more than a sign on a post, amenities provided must be accessible to and useable by persons with disabilities. These include:

- **Boarding and Alighting (B&A) Area:** This is a 'firm, stable, and slip-resistant' surface (e.g., generally concrete or asphalt) that is at least 5' wide (parallel to the roadway) and 8' long (perpendicular to the roadway). The B&A must connect to a pedestrian access route or accessible route. The B&A should be located at an elevation at least 5" to 6" above the adjacent roadway surface. The surface of the B&A may follow the roadway grade or curb (parallel to the road/curb) and must be no greater than 2% slope (perpendicular to the road/curb).
- **Bench:** A bench must connect to a pedestrian access route and have a 30" x 48" clear space at one end of the bench. The bench must provide at least 4' of clear width on the pedestrian access route. A bench must not be placed within the B&A.
- **Shelter:** A bus shelter must be on a pedestrian access route, have a 30" x 48" clear space inside the shelter and must connect to the B&A by a pedestrian access route. The shelter must provide at least 4' of clear width on the pedestrian access route – 5' or more is preferred.
- Accessibility is also required at all other common pedestrian amenities (e.g., bike racks, waste receptacles, ticket kiosks/dispensers, etc.).

The FDOT **Accessing Transit** Design Handbook (link below) describes how to provide accessible transit facilities.

Link to the FDOT **Accessing Transit** Design Handbook  
<https://www.fdot.gov/transit/pages/newtransitfacilitiesdesign.shtm>

## 9. Driveways:

### 9.1 Q. What are the requirements for sidewalk crossings of driveways?

9.1 A. Where sidewalks cross driveways, a minimum 4' wide portion of the driveway crossing surface must have 2% maximum cross slope and connect to the sidewalk on either side of the driveway. See FDOT **Standard Plans**, Indices 522.001, 522-003 or 330-001; and the FDOT **Design Manual (FDM)**, Chapter 214 (links below).

Link to the FDOT **Standard Plans**  
<https://www.fdot.gov/design/standardplans/default.shtm>

Link to the FDOT **Design Manual**  
<https://www.fdot.gov/roadway/fdm/default.shtm>

## 10. Utilities:

### 10.1 Q. How are utilities addressed within or adjacent to a sidewalk?

10.1 A. Above-ground utilities are governed by the FDOT **Utilities Accommodation Manual (UAM)**, which is adopted by Rule 120 **Florida Administrative Code (F.A.C.)**. The minimum clear width for sidewalks at utilities is 36" continuous and 32" if the utility is 24" or less in size. Of course, wider clearances will provide greater accessibility and should be provided where feasible. For more information, visit the FDOT Utilities Website (link below).

Link to the FDOT Utilities Website  
<https://www.fdot.gov/programmanagement/utilities/Default.shtm>

## 11. Accessible Pedestrian Signals:

### 11.1 Q. What is an APS?

11.1 A. Accessible Pedestrian Signal (APS) is a pedestrian signal with additional non-visual information to provide people who are blind or have low vision with the information required to know when to cross. APS include audible and vibro-tactile features during the various phases of the signal cycle.

### 11.2 Q. Are APS required?

11.2 A. Not yet. An APS is currently only installed upon request, until adoption of **PROWAG** as the national standard. See the FDOT **Traffic Engineering Manual (TEM)**, Section 3.7, for the procedure to request an APS (link below).

Link to the FDOT **Traffic Engineering Manual**  
<https://www.fdot.gov/traffic/trafficservices/studies/tem/tem.shtm>

## 12. Alternate Pedestrian Access Routes:

### [12.1 Q. What are the requirements when a project temporarily closes or blocks an existing sidewalk?](#)

- 12.1 A. When an existing sidewalk is temporarily closed by construction, alterations, maintenance operations, or other conditions, the Temporary Traffic Control Plan (TTCP) must include an alternate pedestrian access route complying with the **Manual on Uniform Traffic Control Devices (MUTCD)**, sections 6D.01, 6D.02, and 6G.05 (link below). Pedestrian barricades and channelizing devices must comply with the **MUTCD** (link below), sections 6F.63, 6F.68, and 6F.71.

Link to the FDOT **Manual on Uniform Traffic Control Devices**  
<https://mutcd.fhwa.dot.gov/>

**NOTE:** The **MUTCD** recommends that whenever possible, work should be performed so there is no need to detour pedestrians from existing pedestrian routes. Extra distance and additional street crossings add complexity to a trip and increase risk exposure to crashes. Alternate pedestrian routes must be accessible and detectable, including devices to warn pedestrians who are blind or have low vision about sidewalk closures and detours.

## 13. Maximum Extent Feasible/Existing Physical Constraint:

### [13.1 Q. What if site conditions \(e.g., profile grades, right-of-way widths, large immovable objects, etc.\) do not allow a required accessible features?](#)

- 13.1 A. The ADA regulations allow for some exceptions to the strict compliance with new construction criteria for alterations in existing facilities:
1. For buildings and sites, each facility altered in a manner that affects or could affect the usability of the facility must, to the maximum extent feasible, be altered in such manner that the altered portions of the facility are readily “accessible to and usable by individuals with disabilities.”
  2. For public rights-of-way, where existing physical constraints make it impracticable for altered facilities to fully comply with the requirements, compliance is required to the extent practicable within the scope of the project. The following are examples of existing physical constraints: underlying terrain, right-of-way availability, underground structures, adjacent developed facilities, drainage, or the presence of a notable natural or historic feature.

3. If providing accessibility to individuals with certain disabilities (e.g., those who use wheelchairs) would be structurally impracticable, accessibility must be ensured to persons with other types of disabilities (e.g., those who use crutches or who have sight, hearing, or mental impairments).

## DESIGN – Resurfacing, Restoration and Rehabilitation (RRR)

### 14. Sidewalks:

#### [14.1 Q. Are sidewalks required to be constructed/upgraded to meet ADA standards during a RRR project?](#)

14.1 A. It depends:

If sidewalk construction/reconstruction is within the scope of work for a RRR project, any newly constructed or reconstructed sidewalks must meet the ADA criteria.

If sidewalk construction or reconstruction is not included in the scope of work for a RRR project, the Project Engineer will decide to what extent to include sidewalk work. However, if there has been a complaint concerning sidewalks within the project limits, the RRR project must include corrections to the deficient portions of the sidewalk.

See guidance in letter from the Federal Highway Administration (FHWA), Florida Division (link below).

Link to the letter from the FHWA  
<http://www.dot.state.fl.us/roadway/ADA/RRR-FHWAletter-Richter.pdf>

### 15. Curb Ramps:

#### [15.1 Q. Are curb ramps required to be constructed/upgraded to meet ADA standards during a RRR project?](#)

15.1 A. Generally, yes. Under a Joint Technical Assistance memo from USDOJ and USDOT, alterations to a roadway must include construction of missing curb ramps and upgrades to substandard curb ramps. The Joint TA describes what operations constitute alterations, which would trigger curb ramp work. Generally, most resurfacing projects would constitute an alteration to the roadway and would require construction of and/or upgrades to curb ramps. See the links below:

Link to the Joint Technical Assistance memo from USDOJ and USDOT  
[https://www.fhwa.dot.gov/civilrights/programs/doj\\_fhwa\\_ta.cfm](https://www.fhwa.dot.gov/civilrights/programs/doj_fhwa_ta.cfm)

Link to FHWA Questions & Answers

[https://www.fhwa.dot.gov/civilrights/programs/ada/ada\\_resurfacing\\_qa.cfm](https://www.fhwa.dot.gov/civilrights/programs/ada/ada_resurfacing_qa.cfm)

## 16. Detectable Warnings:

### 16.1 Q. Are detectable warnings required to be added/upgraded to meet ADA standards during a RRR project?

16.1 A. Yes. Under the Joint Technical Assistance (see Curb Ramps, above), curb ramp improvements must include detectable warnings that meet the current criteria.

## 17. Driveways:

### 17.1 Q. Are driveway crossings required to be constructed/upgraded to meet ADA standards during a RRR project?

17.1 A. It depends:

If driveway construction/reconstruction is within the scope of work for a RRR project, any newly constructed or reconstructed driveway turnouts must meet the ADA criteria.

If driveway construction or reconstruction is not included in the scope of work for a RRR project, the Project Engineer will decide to what extent to include sidewalk work.

However, if there has been a complaint concerning driveways within the project limits, the RRR project must include corrections to the deficient driveways.

See guidance in letter from the FHWA, Florida Division (link below).

Link to the letter from the FHWA

<http://www.dot.state.fl.us/roadway/ADA/RRR-FHWALetter-Richter.pdf>

## 18. CONSTRUCTION

### 18.1 Q. What are the ADA responsibilities of Contractors?

18.1 A. Contractors are required to follow the construction documents, which include accessible features intended to comply with the **ADA Standards**, the **FDOT Standard Plans** and the **PROWAG**.

**18.2 Q. What must a Contractor do when a project closes or blocks an existing sidewalk?**

18.2 A. Follow the Temporary Traffic Control Plan. See Answer for “Alternate Pedestrian Access Routes”, above.

**18.3 Q. What are the responsibilities of Project Administrators and Inspectors?**

18.3 A. Project Administrator and Inspectors are responsible ensure contractors follow the construction documents, including criteria for accessible features. There are two Department checklists to assist Inspectors in ensuring the appropriate accessible features are included: **ADA Inspection Guidelist** and **ADA Critical Requirements** (links below).

Link to **ADA Inspection Guidelist** and **ADA Critical Requirements**

<https://www.fdot.gov/construction/constadm/guidelist>

*Under the current fiscal year, see “Number 20: ADA – Accessibility Issues” in both lists.*

## **19. MAINTENANCE**

**19.1 Q. What are the ADA responsibilities when maintaining facilities?**

19.1 A. Basically, accessible features must be maintained to be accessible over the life of the facility. This applies to surface conditions, clear widths, operable elements, etc., which must be “accessible to and useable by” all users, including those with disabilities. The **Maintenance Rating Program Manual** (link below) contains information for acceptable sidewalks.

Link to the FDOT **Maintenance Rating Program Manual**

<https://www.fdot.gov/maintenance/MaintRatingProgram.shtm>

**19.2 Q. If an accessible feature is determined to be damaged or degraded to the point it's no longer accessible to and useable by pedestrians, how soon must corrections or repairs be made?**

19.2 A. Generally, as soon as is practicable based on the location, nature, and severity of the problem. For highly-used pedestrian facilities in popular and/or urban areas, corrections should be implemented as soon as possible – usually within a few hours or, at most, a few days after an issue has been identified.

For example: Grass growing over a sidewalk could probably be trimmed the next time a mowing crew visits the area. However, a crack in the sidewalk

that is greater than ¼” high may also be a safety (trip and fall) issue that needs to be fixed quickly. A damaged guardrail that hangs over a sidewalk or a broken curb ramp needs to be fixed quickly, to avoid blocking the pedestrian path or possibly causing injury.

## 20. ELECTRIC VEHICLE CHARGING STATION (EVCS)

FDOT has received several questions about ADA accessibility for Electric Vehicle Charging Stations (EVCS) within FDOT right of way. There are currently no state or national accessibility criteria specific to EVCS; however, current federal and state criteria should be applied to specific elements of an EVCS where accessibility is intended.

### [20.1 Q. What are the dimensions for an accessible EVCS parking stall?](#)

20.1 A. Use the same dimensions as for typical accessible parking stalls. See **Standard Plans**, Index 711-001 (Sheet 12 of 13).

Link to the FDOT **Standard Plans**

<https://www.fdot.gov/design/standardplans/default.shtm>

### [20.2 Q. What is the width of the accessible route around and leading to the EVCS?](#)

20.2 A. The minimum standard sidewalk width is 5 feet.

### [20.3 Q. What is the allowable surface slope for accessible routes and the parking stall itself?](#)

20.3 A. Accessible route - maximum 1:20 (5%) running slope and 1:48 (2%) max. cross slope; Accessible parking stall - surface slope 1:48 (2%) max. in all directions (see **FDOT Design Manual**, 222.2.1.3 and **Standard Plans**, Index 711-001 (Sheet 12 of 13)).

Link to the **FDOT Design Manual**

<https://www.fdot.gov/roadway/fdm/default.shtm>

Link to the FDOT **Standard Plans**

<https://www.fdot.gov/design/standardplans/default.shtm>

**20.4 Q. What maneuverable area (clear ground space) is required in front of and beside the EVCS equipment?**

20.4 A. A minimum of 30" x 48" clear & level ground space (< 1:48 (2%) surface slope in any direction) for reach to any operable parts or controls (see 2010 **ADASAD**, section 305).

Link to the 2010 **ADA Standards for Accessible Design**

<https://www.ada.gov/regs2010/2010ADASTandards/2010ADAstandards.htm>

**20.5 Q. Are curb ramps required at an EVCS?**

20.5 A. Curb ramps are required if/where curbs present a barrier to access to all walking surfaces immediately surrounding an accessible parking stall (see **FDOT Design Manual**, 222.2.2 and **Standard Plans**, Index 711-001 (Sheet 12 of 13)).

Link to the **FDOT Design Manual**

<https://www.fdot.gov/roadway/fdm/default.shtm>

Link to the FDOT **Standard Plans**

<https://www.fdot.gov/design/standardplans/default.shtm>

**20.6 Q. What provisions should be provided for accessibility to adjacent building facilities or pedestrian amenities?**

20.6 A. See answers to 20.2 and 20.3 above.

**20.7 Q. What are the dimensions of the access aisle beside the EVCS parking stall?**

20.7 A. Use the same dimensions as for the access aisles for typical accessible parking stalls. See **Standard Plans**, Index 711-001 (Sheet 12 of 13).

Link to the FDOT **Standard Plans**

<https://www.fdot.gov/design/standardplans/default.shtm>

**20.8 Q. How many accessible EVCS parking stalls should be provided?**

20.8 A. A minimum of one (see 2010 **ADASAD**, section 228).

Link to the 2010 **ADA Standards for Accessible Design**

<https://www.ada.gov/regs2010/2010ADASTandards/2010ADAstandards.htm>