

ADA FROM A
CONSTRUCTION
PERSPECTIVE

PRESENTATION RATING



- GRAPHIC VIOLENCE
- INFERRED STRONG LANGUAGE

AMERICANS WITH DISABILITIES ACT

- THE AMERICANS WITH DISABILITIES ACT (ADA) PROHIBITS DISCRIMINATION AGAINST PEOPLE WITH DISABILITIES IN SEVERAL AREAS, INCLUDING EMPLOYMENT, TRANSPORTATION, PUBLIC ACCOMMODATIONS, COMMUNICATIONS AND ACCESS TO STATE AND LOCAL GOVERNMENT PROGRAMS AND SERVICES

DELAWARE DEPARTMENT OF TRANSPORTATION VISION

- EVERY TRIP
 - EVERY MODE
 - EVERY DOLLAR
 - EVERYONE



KEYS TO SUCCESSFUL PEDESTRIAN CONNECTION INSTALLATION:

PROPER SCOPE

- DRAINAGE REVIEW
- GRADE ALTERATIONS NECESSARY
- ALL PEDESTRIAN CONNECTIONS ADDRESSED
- OBSTRUCTIONS ADDRESSED

PROPER DESIGN

- PROPER PEDESTRIAN CONNECTION TYPE
- FEASIBLE GRADES FOR POSITIVE DRAINAGE
- OBSTRUCTIONS ADDRESSED
- IS AN RPE (REQUEST FOR PRACTICAL EXCEPTION) REQUIRED

PROPER CONSTRUCTION

- POSITIVE DRAINAGE PROVIDED
- PEDESTRIAN CONNECTIONS ADDRESSED
- SLOPES DON'T EXCEED THE MAXIMUM ALLOWABLE
- OBSTRUCTIONS OR BARRIERS ADDRESSED

COMMON MISCONCEPTION ABOUT CONSTRUCTION

- “CONSTRUCTION JUST DOESN’T PAY ATTENTION TO THE FINER DETAILS OF CURB RAMP CONSTRUCTION.”
- “IF CONSTRUCTION DID A BETTER JOB MANAGING THESE PROJECTS, IT WOULD SAVE TIME, EFFORT, AND MONEY.”
- “CONSTRUCTION DOESN’T CARE ABOUT ADA.”

ADA INSPECTION REPORT

| Date | Street & Block | Location | Direction | A (in) | B (in) | C (%) | D (%) | E (%) | F (%) | E + F (%) | G (ft) | H (in) | I (%) | J (%) | K (%) | L (%) | M (%) | Constraint | Drainage | Pinch Point Width (in) | Gap (in) | Height (in) | Vertical Difference | Compliant | Request for Practical Exception (RPE) | Technically Feasible | |
|------------------------|--|-----------|-----------|--------|--------|-------|-------|-------|-------|-----------|--------|--------|-------|-------|-------|-------|-------|------------|----------|------------------------|----------|-------------|---------------------|-----------|---------------------------------------|----------------------|--|
| 08/04/2021 12:18:54 | Salesianum(exit) & Broom St | Corner | Northeast | 51 | 104 | 1.9 | 2.1 | 1.3 | 0.1 | 1.4 | 13.8 | 115 | 4.9 | 0.5 | 1.6 | 2.5 | 2.2 | N/A | Good | - | 0 | 0.5 | Yes | No | N/A | N/A | |
| Comments | Vertical Difference at Curb Non-Conforming | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11/18/2021 13:02:26 | Lea Blvd & E Maston Run Pkwy | Corner | Southwest | 108 | 60 | 1.3 | 0.4 | 5.7 | 3 | 8.7 | 14.1 | 60 | 2.2 | 1.6 | 1.6 | 0.7 | 6.3 | N/A | Good | - | 0 | 0.75 | Yes | No | N/A | N/A | |
| Comments | Blended Transition Vertical Difference at Pavement Non-Conforming | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 07/13/2021 12:31:38 | Lea Blvd & W Maston Run Blvd | Corner | Northeast | 108 | 62 | 0.9 | 1.3 | 5 | 5.1 | 10.1 | 9.6 | 60 | 1.5 | 1.4 | 0.1 | 2.5 | 1.4 | N/A | Good | - | 0 | 0.25 | Yes | Yes | N/A | N/A | |
| Comments | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 08/09/2021 12:24:05 | Kentmere Pkwy | Mid-Block | North | 84 | 60 | 2.2 | 2 | 0.7 | 0.2 | 0.9 | 17.1 | 60 | 9.1 | 0.3 | 2 | 1 | 1.9 | N/A | Good | - | 0 | 0 | No | Yes | N/A | N/A | |
| Comments | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 08/04/2021 13:30:33 | N Broom St & W 28th St | Corner | Southwest | 96 | 52 | 2 | 1.8 | 2.5 | 5 | 7.5 | 6.3 | 60 | 3.2 | 0.5 | 2.3 | 0.2 | 4.3 | N/A | Good | - | 0 | 0.25 | Yes | Yes | N/A | N/A | |
| Comments | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 08/04/2021 14:26:21 | W 18th St & N Franklin St | Corner | Southwest | 86 | 64 | 1.2 | 0.3 | 1.5 | 2.2 | 3.7 | 16 | 69 | 5.7 | 0.1 | 3.8 | 1.5 | 3.5 | N/A | Good | - | 0 | 0.25 | Yes | Yes | N/A | N/A | |
| Comments | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 07/13/2021 13:47:13 | Lea Blvd & E Maston Run Pkwy | Corner | Northwest | 96 | 60 | 0.7 | 0.6 | 2 | 0.8 | 2.8 | 8.8 | 60 | 1.7 | 1.2 | 1 | 0.1 | 1.4 | N/A | Good | - | 0 | 0.25 | Yes | Yes | N/A | N/A | |
| Comments | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 07/27/2021 11:02:09 | W 18th St & N Franklin St | Corner | Northwest | 78 | 57 | 1.7 | 0.9 | 0.3 | 2.9 | 3.2 | 19.8 | 60 | 6.9 | 1.2 | 2.3 | 2.7 | 1.6 | N/A | Good | - | 0 | 0 | No | Yes | N/A | N/A | |
| Comments | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 08/04/2021 12:23:12 | Salesianum(entrance) & Broom St | Corner | Northwest | 57 | 76 | 0.4 | 0.6 | 0.7 | 0.2 | 0.9 | 5 | 111 | 0.1 | 0.3 | 2.1 | 1.7 | 2.2 | N/A | Good | - | 0 | 0.625 | Yes | No | N/A | N/A | |
| Comments | Vertical Difference between panels Non-Conforming | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11/09/2021 | Market St & E 41st St | Corner | Southwest | 96 | 60 | 4 | 0.5 | 3.1 | 4.1 | 7.2 | 7 | 60 | 4.2 | 0.1 | 1 | 2.1 | 1.9 | N/A | Good | - | 0 | 0.75 | Yes | No | N/A | N/A | |

ADA ACCEPTANCE ISSUES - SCOPING



Kirkwood Highway PAR, Curb Ramp 12, December 10, 2019, Post Rain Event, 1:30pm



Kirkwood Highway PAR, Curb Ramp 12, Clear & Sunny Skies, June 2018, Preconstruction



ADA
ACCEPTANCE
ISSUES -
CONSTRUCTION
FEASIBILITY



ADA
ACCEPTANCE
ISSUES -
CONSTRUCTION
FEASIBILITY

48.2

48.182

48.132

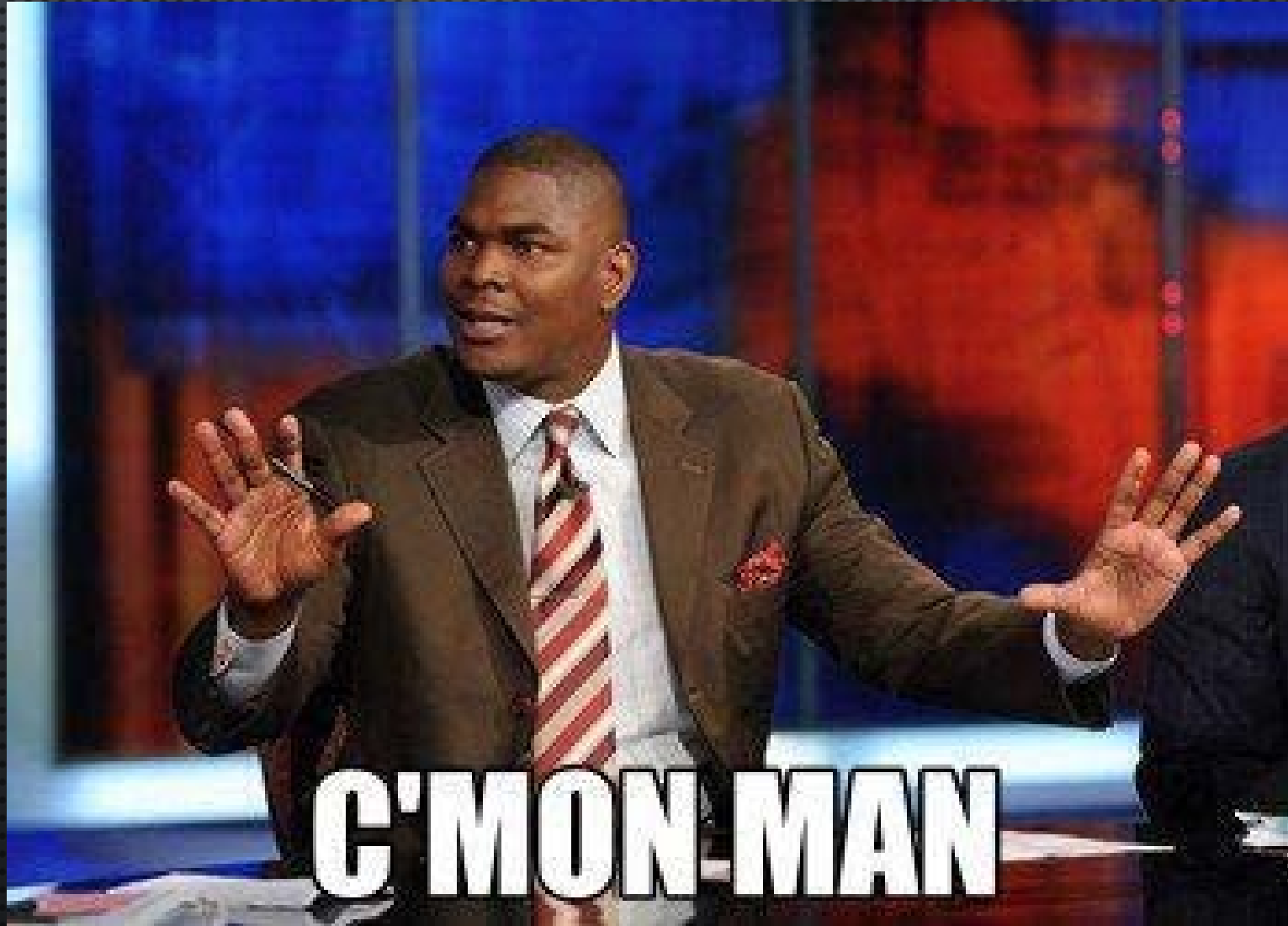
115
TC: 48.65
BC: 47.98

116
TC/BC: 47.95

117
TC/BC: 47.92

TC: 48.56
BC: 47.89
118

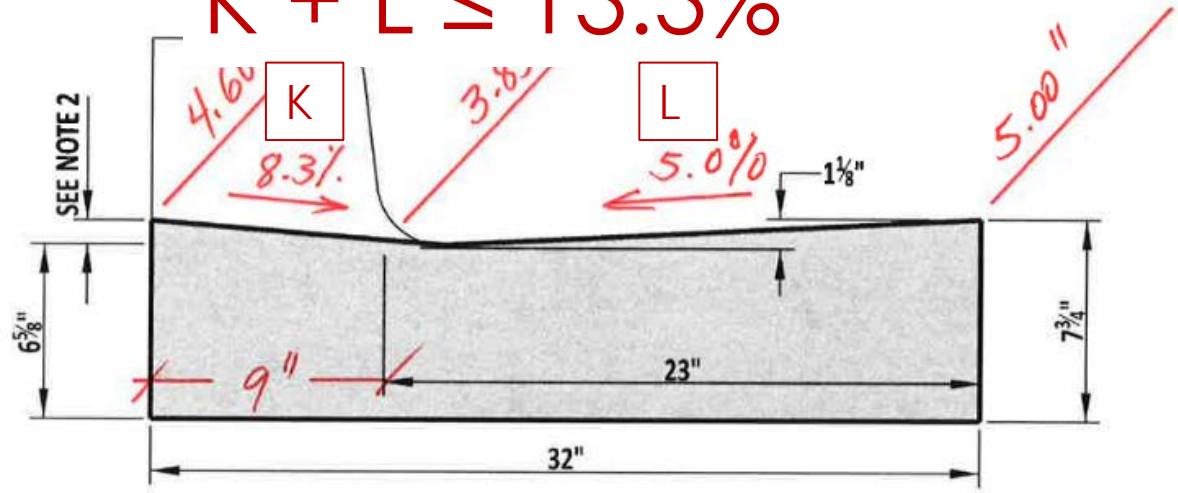
TC: 48.54
BC: 47.8
119



THIS DETAIL IS TO BE USED ONLY FOR THE SECTIONS OF CURB & GUTTER THAT
DETAIL C-1, SHEET 2 FOR TYPICAL CURB DIMENSION

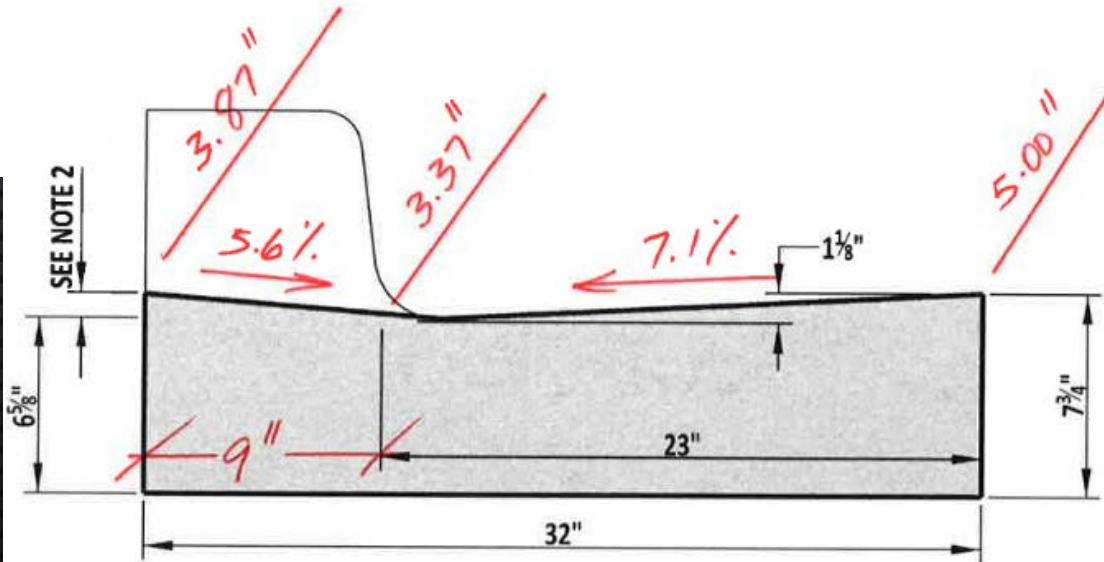
IMPORTANT TIP

$$K + L \leq 13.3\%$$



INTEGRAL P.C.C. CURB AND GUTTER
TYPES 1-2 THRU 1-8

AS-BUILT CONDITION



INTEGRAL P.C.C. CURB AND GUTTER
TYPES 1-2 THRU 1-8

← PER THE PAS STANDARDS

THIS DETAIL IS TO BE USED ONLY FOR THE SECTIONS OF CURB & GUTTER THAT
DETAIL C-1, SHEET 2 FOR TYPICAL CURB DIMENSION

VERTICAL DIFFERENCE





C'MON MAN

ADA ACCEPTANCE ISSUES



EXISTING OBSTRUCTION -
SCOPING

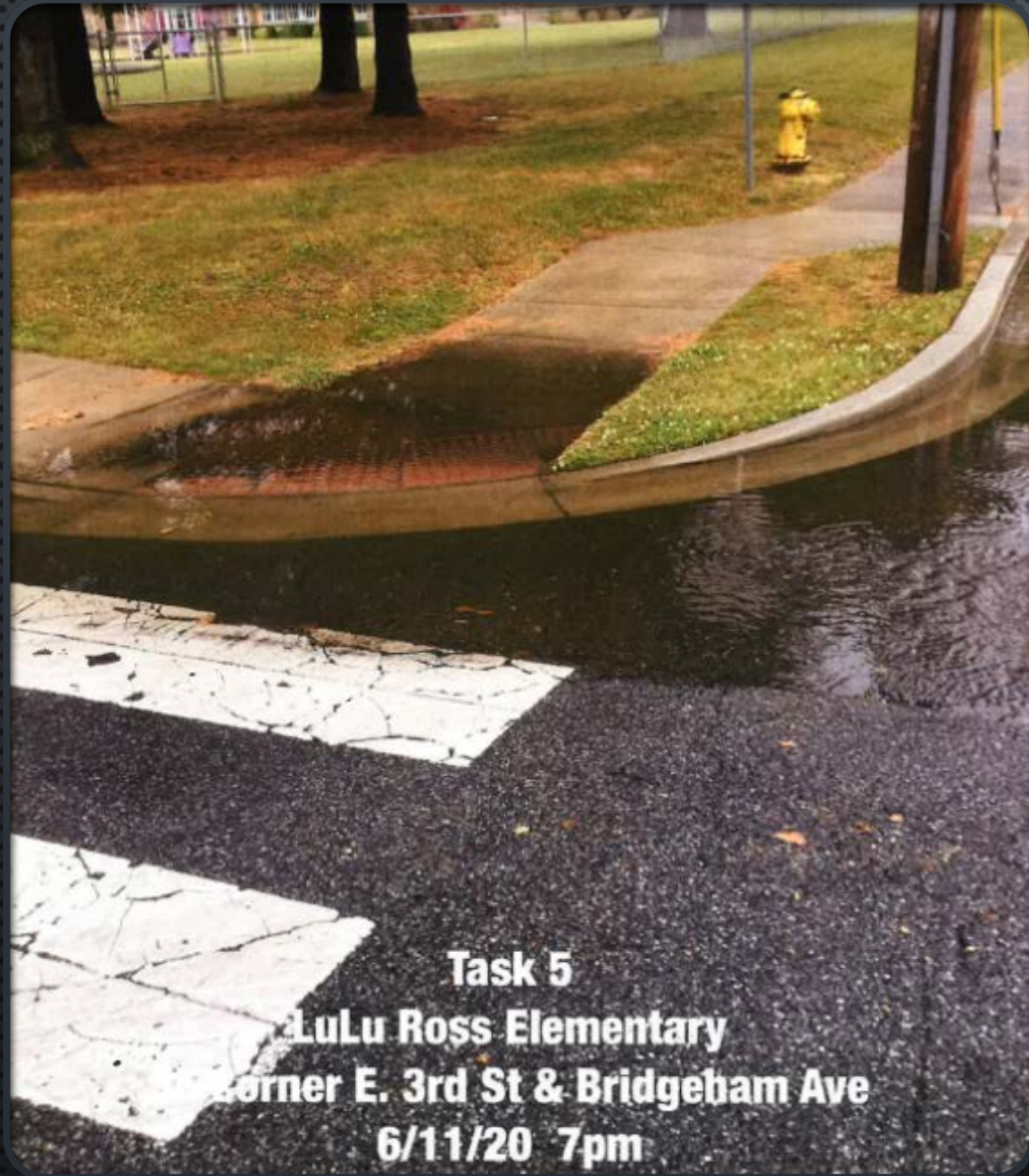
HORIZONTAL
GAP - EXISTING
RAMP



HORIZONTAL
GAP -
CONSTRUCTION
ISSUE



ADA ACCEPTANCE ISSUES - SUMP



Task 5
LuLu Ross Elementary
Corner E. 3rd St & Bridgeham Ave
6/11/20 7pm



ADA ACCEPTANCE ISSUES – SUMP?

Task 5
LuLu Ross Elementary
SE Corner E. 3rd St & Bridgeham Ave

The ADA Gauntlet To Get To Final Acceptance



Bus Stop



Google

A REAL
ADA ISSUE