



# ACCESS DUE-DILIGENCE CHECKLIST: PUBLIC RIGHTS-OF-WAY

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ACCESSOLOGY



# Due Diligence Checklist

## ACCESSIBILITY COMPLIANCE

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### Overview

This checklist is intended for field personnel to use as a guide during project inspections to verify accessibility compliance. This checklist is NOT intended to be an all-inclusive manual for designing or evaluating pedestrian facilities. There is no assurance that this checklist is sufficient in a given situation. The inspector must also use experience and knowledge of the Americans with Disabilities Act and the accompanying Federal Regulations to determine whether a project is in compliance with the legal requirements of the Act itself rather than this checklist.

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### Applicable Standard

- U.S. Access Board's 2010 ADA Standards
  - U.S. Access Board's 2011 Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG)
  - Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD), 2009 edition
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### On-site Review

The following items are required to be in place for pedestrian facilities in the public rights-of-way:

#### Curb Ramps

- A turning space 5 ft. x 5 ft. minimum is provided at the top of each perpendicular curb ramp or the bottom of each parallel curb ramp (see **Figures 1A** and **1B**)
- Turning space cross slopes do not exceed 2%
- Turning space running slopes do not exceed 2%
- Curb ramp running slopes are between 5% - 8.3% (see **Figure 2**)
- Blended transition running slopes do not exceed 5% (see **Figure 3**)
- Curb ramp lengths do not exceed 15 ft.
- Curb ramp run clear widths (excluding flared sides) are 4 ft. minimum (see **Figure 4**)
- Cut-through pedestrian refuge islands are 5 ft. wide minimum (see **Figure 5**)
- Curb ramp surface slopes that meet at grade breaks are flush (< 0.25 in. elevation change) (see **Figure 6**)
- Curb ramp and blended transition cross slopes do not exceed 2% (see **Figures 7A** and **7B**)
- Gutter counter slopes do not exceed 5% (see **Figure 8**)
- Clear spaces 4 ft. x 4 ft. minimum are provided beyond the grade break, wholly outside parallel vehicle travel lane (see **Figure 9**)
- Flared curb ramp sides (measured parallel to the curb) do not exceed 10% (see **Figure 10**)

- Curbed curb ramp sides are constructed at 90 degrees

## **Curb Ramps (cont.)**

- Curbed curb ramp sides are protected from cross travel (e.g. grass or other landscaping is adjacent to all curbed sides) (see **Figure 11**)
- Vertical surface discontinuities in the curb ramp, curb ramp turning space, or curb ramp flares do not exceed 0.25 in. (see **Figure 12**)
- Detectable warnings are provided on all intersection curb ramps, blended transitions, and pedestrian refuge islands along the entire length of curb removal (see **Figure 13A**)
- Detectable warnings are provided on all COMMERCIAL driveway curb ramps along the entire length of curb removal (RESIDENTIAL driveways should not have detectable warnings)
- Detectable warnings are 2 ft. in depth (see **Figure 13A**)
- Detectable warnings are installed perpendicular to the path of pedestrian travel and appropriately placed relative to the grade break location (see **Figures 13A and 13B**)
- Detectable warning surfaces contrast with the adjacent pedestrian access route (light-on-dark or dark-on-light)
- Detectable warnings at cut-through pedestrian refuge islands are separated by a 2 ft. minimum length of surface without detectable warnings (see **Figure 5**)

## **Pedestrian Street Crossings**

- Grades (running slopes) do not exceed 5%
- Cross slopes do not exceed 2% at crossings with yield or stop control
- Cross slopes do not exceed 5% at crossings without yield or stop control
- Cross slopes are equal the street or highway grade at midblock crossings
- Crosswalk lines are solid white, between 6 in. – 24 in. wide (if installed)
- If transverse crosswalk lines are installed, the gap between lines is 6 ft. or greater
- If diagonal or longitudinal crosswalk lines are installed, the crosswalk is 6 ft. wide or greater

## **Accessible Pedestrian Signals**

- A clear space 2.5 ft. x 4.0 ft. minimum is provided adjacent to each push button (see **Figure 14**)
- Clear space cross slopes do not exceed 2%
- Clear space running slopes do not exceed 2%
- Clear spaces are connected to adjacent pedestrian access routes
- Horizontal distances from the push button face to the edge of the clear space extension do not exceed 10 in (see **Figure 15**)

- Vertical surface discontinuities in the clear space do not exceed 0.25 in (see **Figure 12**)

## Accessible Pedestrian Signals (cont.)

- Push button diameters are at least 2 in.
- Push buttons are located between the edge of the crosswalk line farthest from the center of the intersection and the side of the curb ramp (if present) (see **Figure 16**)
- Distances from the outside edge of the crosswalk line farthest from the center of the intersection and the face of the push buttons do not exceed 5ft (see **Figure 16**)
- Push buttons are located between 1.5 ft. – 10.0 ft. from the face-of-curb, shoulder, or pavement (see **Figure 16**)
- Push buttons are oriented parallel to the crosswalks the push button serves
- Push button mounting heights do not exceed 4 ft. above the finish surface (see **Figure 15**)
- If two push buttons are located on the same corner, the push buttons are separated by at least 10 ft. (unless physical constraints make this impractical)
- If two APS push buttons are not separated by 10 ft., the following features are provided: A) A pushbutton locator tone; B) A tactile arrow; C) A speech walk message for the WALKING PERSON (symbolizing WALK) indication; and D) A speech pushbutton information message
- Pedestrian push button signs matches one of the designs in **Figure 17**

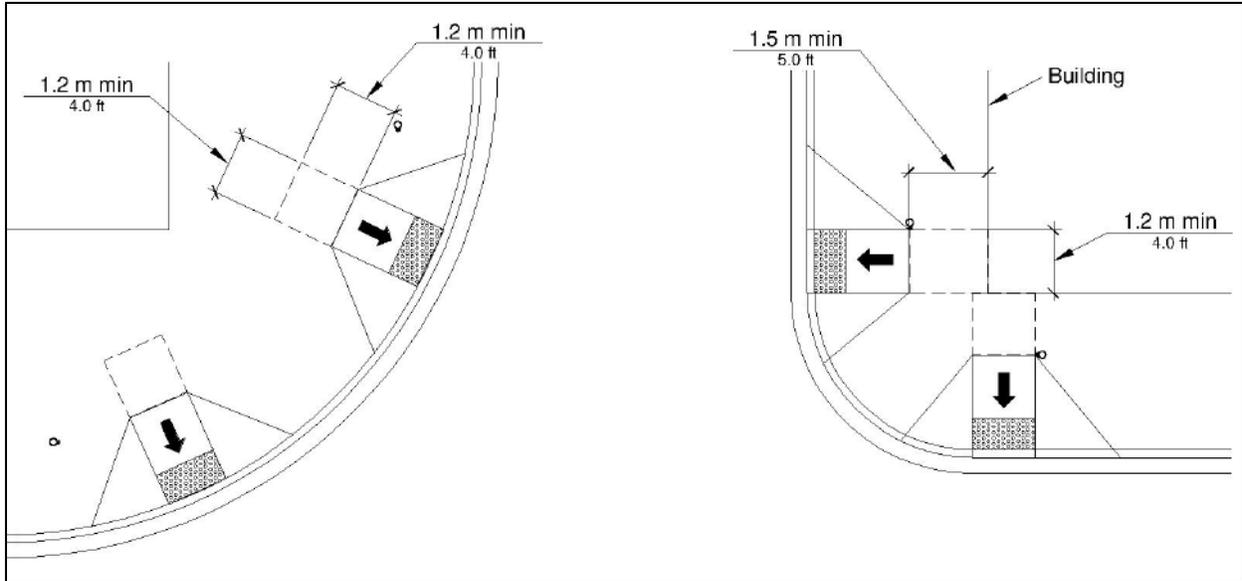
## Accessible Routes

- Continuous widths are 4.0 ft. minimum, exclusive of the curb (see **Figure 18**)
- Where the continuous widths are less than 5 ft., passing spaces are provided at intervals of 200 ft. maximum.
- Passing spaces are 5 ft. x 5 ft. minimum (where installed) (see **Figure 19**)
- Clear widths (around obstructions) are 36 in. minimum, exclusive of the curb
- Grades (running slopes) equal the general grade established for the adjacent street or highway for access routes within the ROW (see **Figure 20**)
- Grades (running slopes) do not exceed 5% for access routes outside the ROW (see **Figure 20**)
- Cross slopes do no exceed 2% (see **Figure 21**)
- Vertical alignment is generally planar (i.e. easy rollability)
- Grade breaks are flush
- Vertical surface discontinuities do not exceed 0.25 in. (see **Figure 12**)
- Horizontal openings in gratings and joints do not permit passage of a sphere more than 0.5 in. diameter (see **Figure 22**)
- Elongated openings in grates and joints are placed so that the long dimension is perpendicular to the dominant direction of travel (see **Figure 22**)

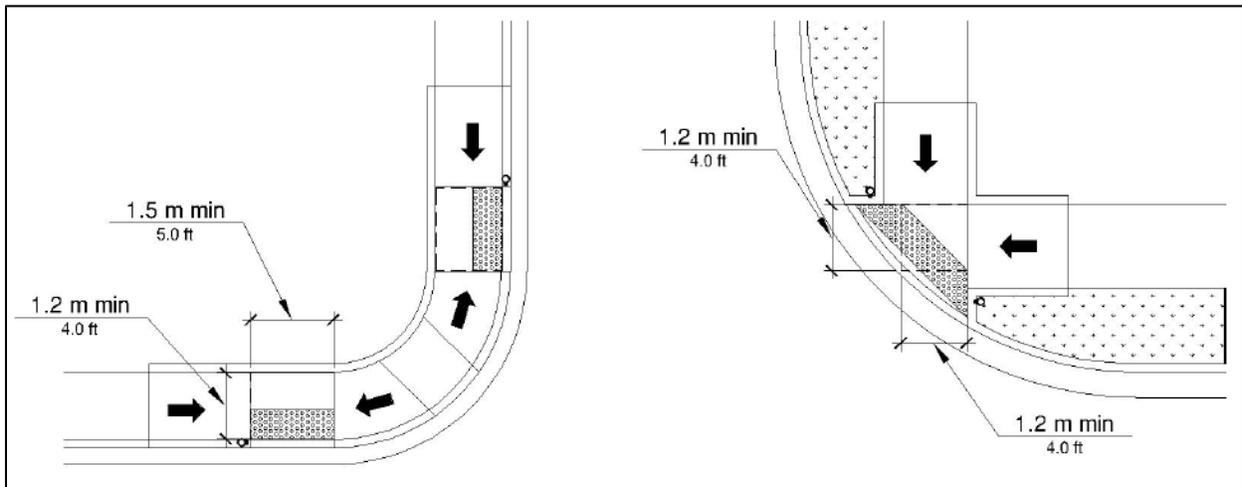
- Objects with leading edges between 2.25 ft. – 6.7 ft. above finish surface do not protrude more than 4 in. maximum into the pedestrian circulation paths (see **Figure 23**)

### **Accessible Routes (cont.)**

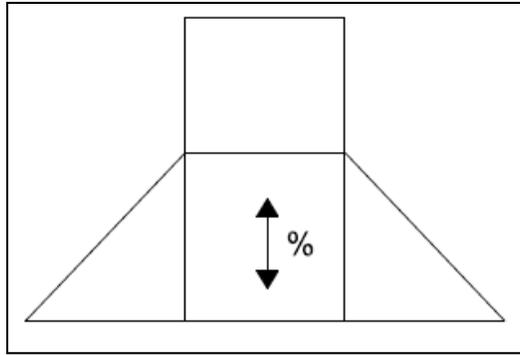
- Post-mounted object overhangs do not exceed allowable dimensions in **Figure 24**
- Guardrails or other barriers to pedestrian travel are provided where the vertical clearance is less than 6.7 ft. high (see **Figure 23**)
- Leading edge of guardrails or barriers are located 2.25 ft. maximum above the finish surface.



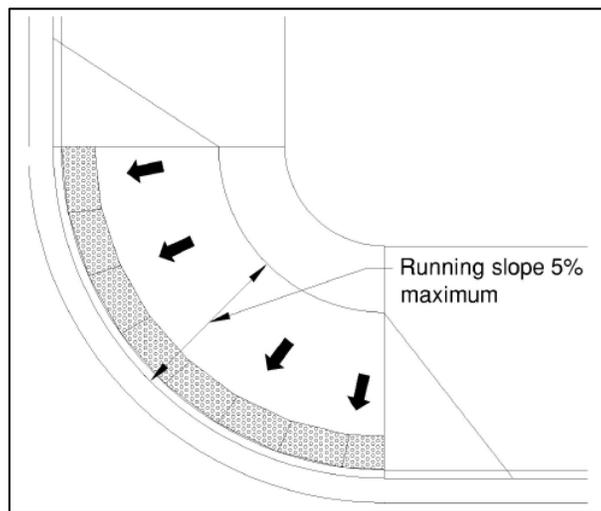
**Figure 1A - Perpendicular Curb Ramps**



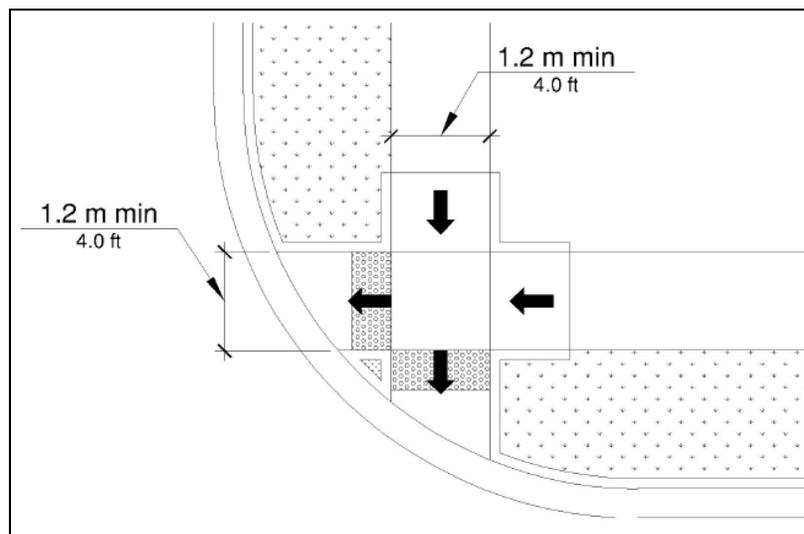
**Figure 1B - Parallel Curb Ramps**



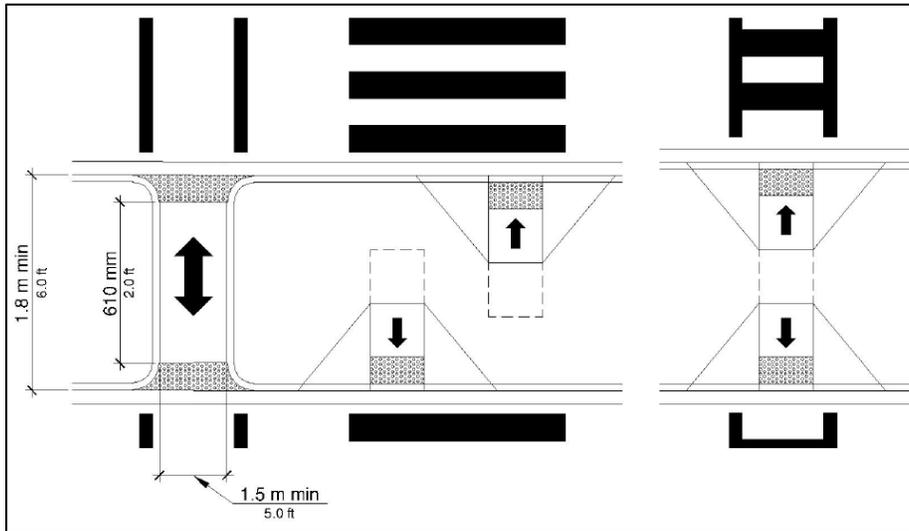
**Figure 2 - Curb Ramp Running Slope**



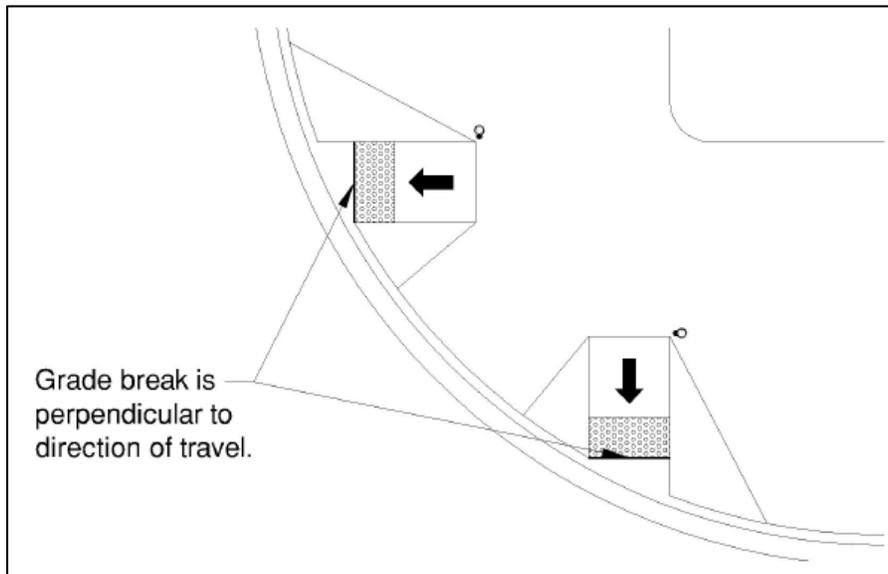
**Figure 3 - Blended Transition Running Slope**



**Figure 4 - Curb Ramp Run Clear Width**



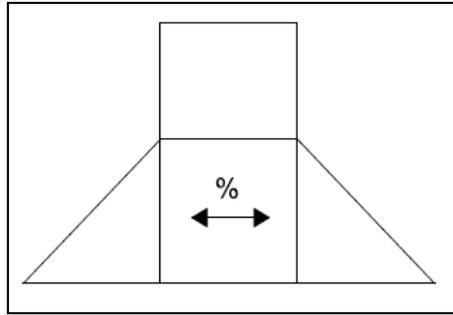
**Figure 5 -Pedestrian Refuge Island**



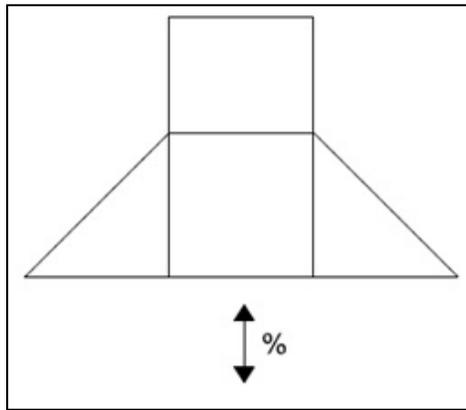
**Figure 6 - Curb Ramp Grade Breaks**



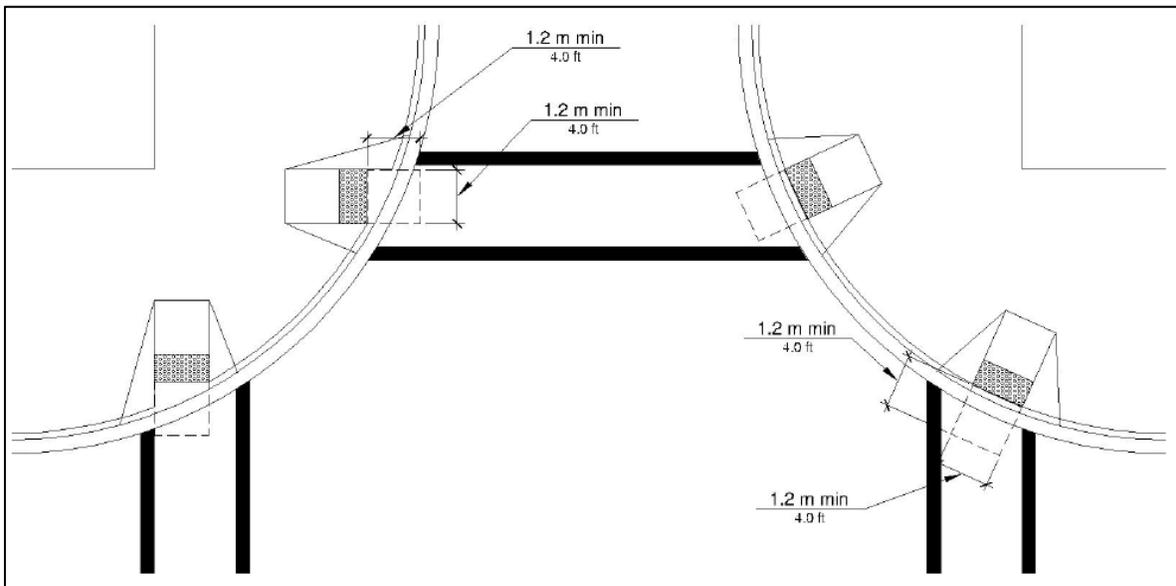
**Figure 7A - Parallel Curb Ramp Cross Slopes**



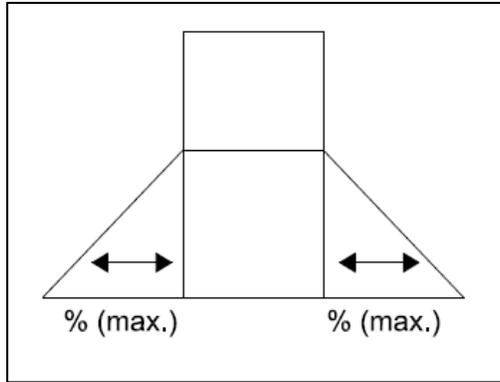
**Figure 7B - Perpendicular Curb Ramp Cross Slope**



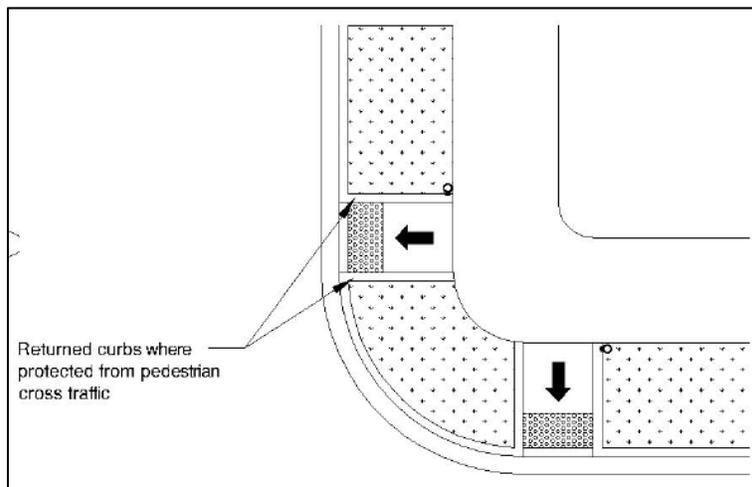
**Figure 8 - Gutter Counter Slope**



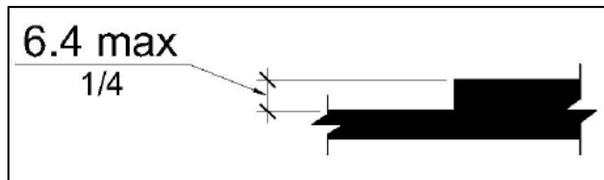
**Figure 9 - Curb Ramp Clear Space**



**Figure 10 - Flare Slopes**



**Figure 11 - Protected Curbed Curb Ramp Sides**



**Figure 12 - Vertical Discontinuities**

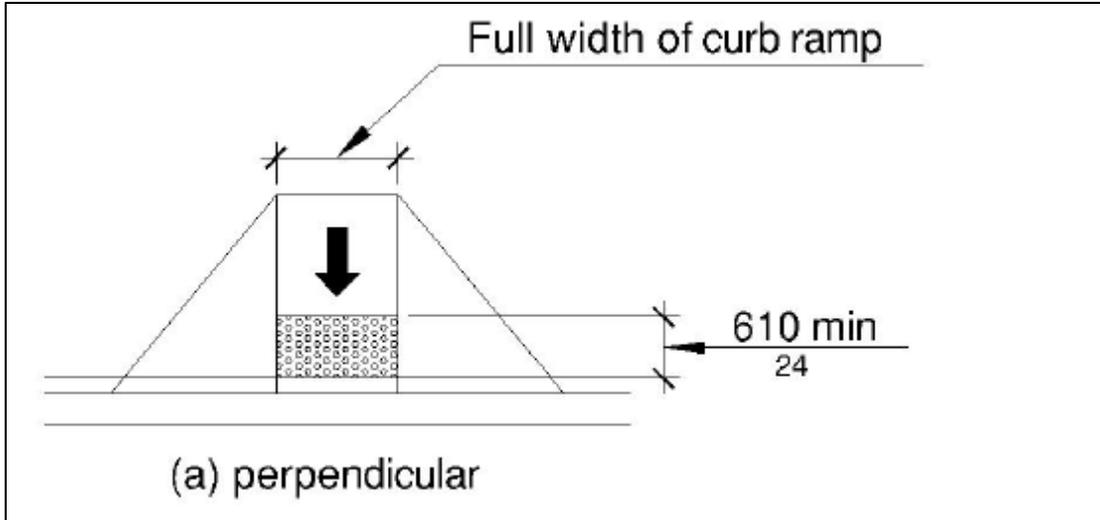


Figure 13A - Detectable Warning Surface Placement (Perpendicular Curb Ramps)

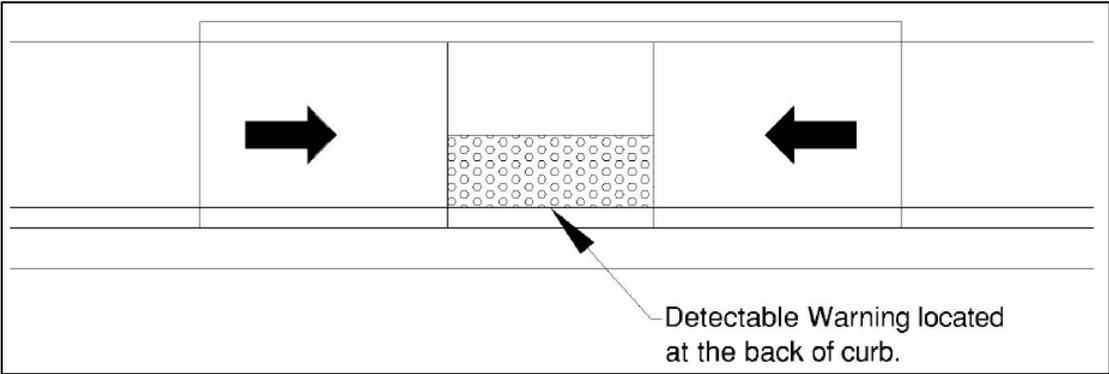


Figure 13B - Detectable Warning Surface Placement (Parallel Curb Ramps)

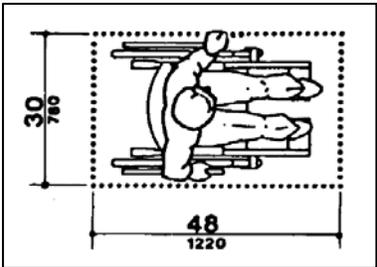


Figure 14 - Push Button Clear Space

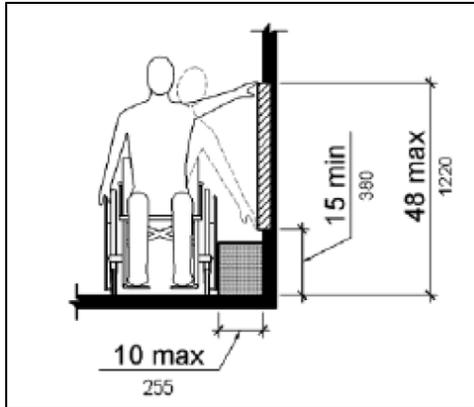


Figure 15 – Push Button Horizontal Reach and Mounting Height

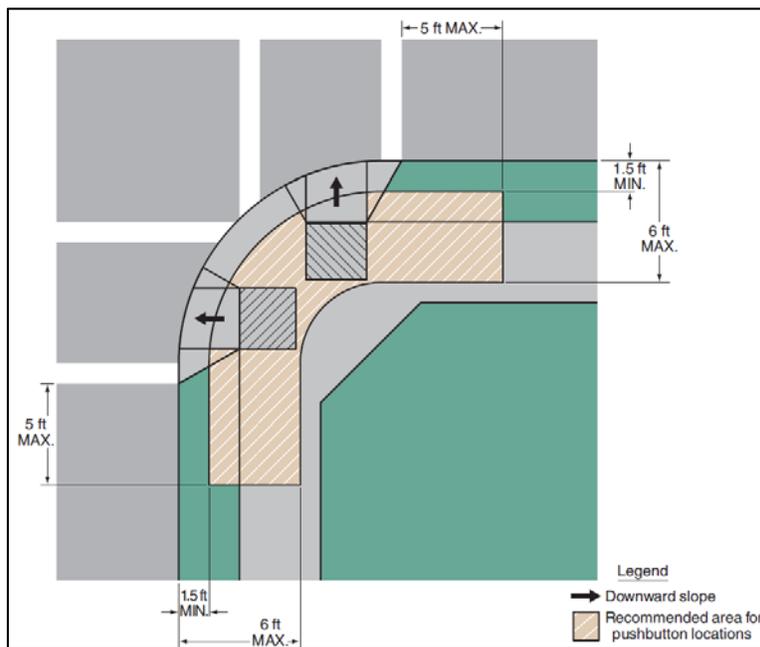


Figure 16 – Push Button Placement

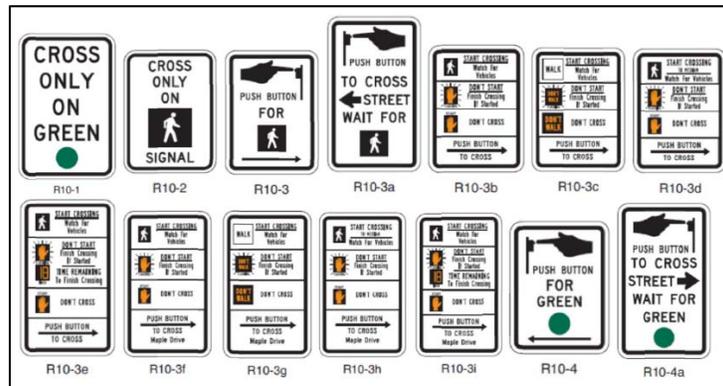
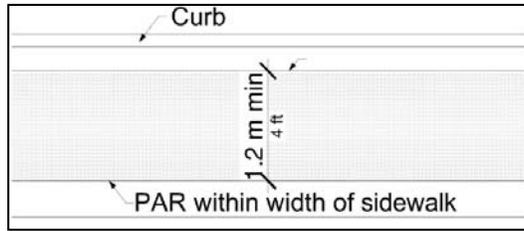
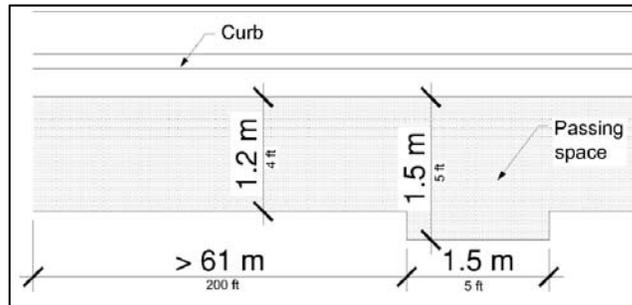


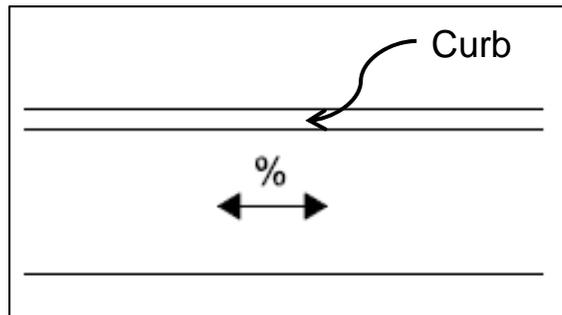
Figure 17 – Push Button Signs



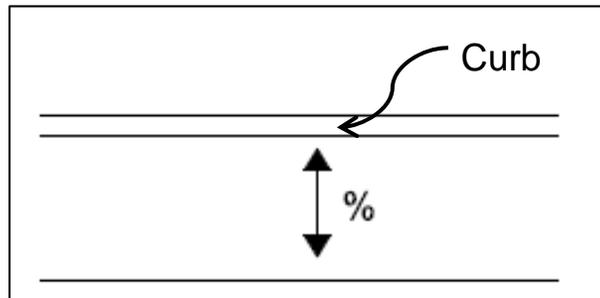
**Figure 18 - Accessible Route Continuous Width**



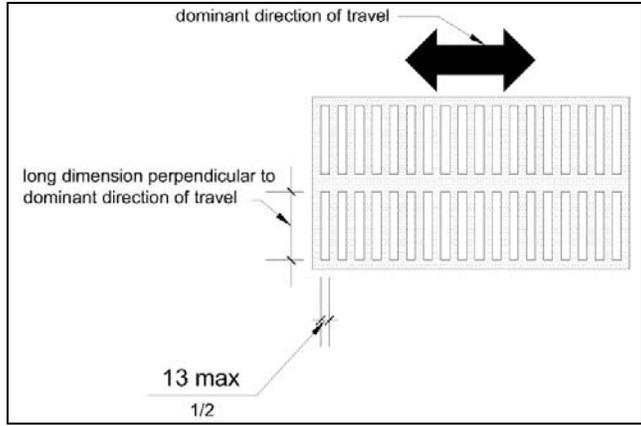
**Figure 19 - Accessible Route Passing Spaces**



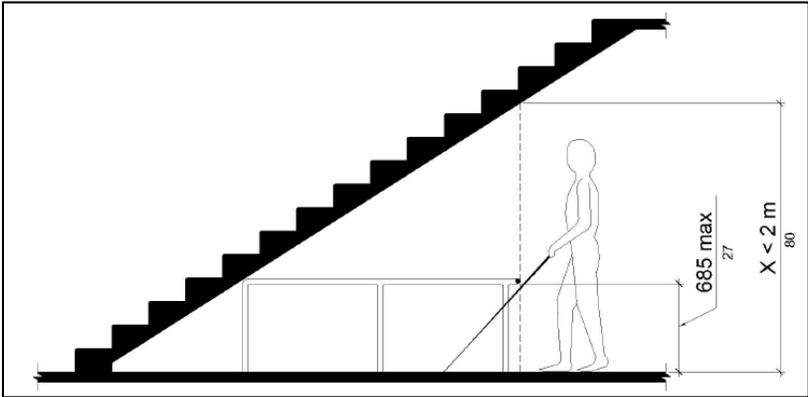
**Figure 20 - Accessible Route Running Slope**



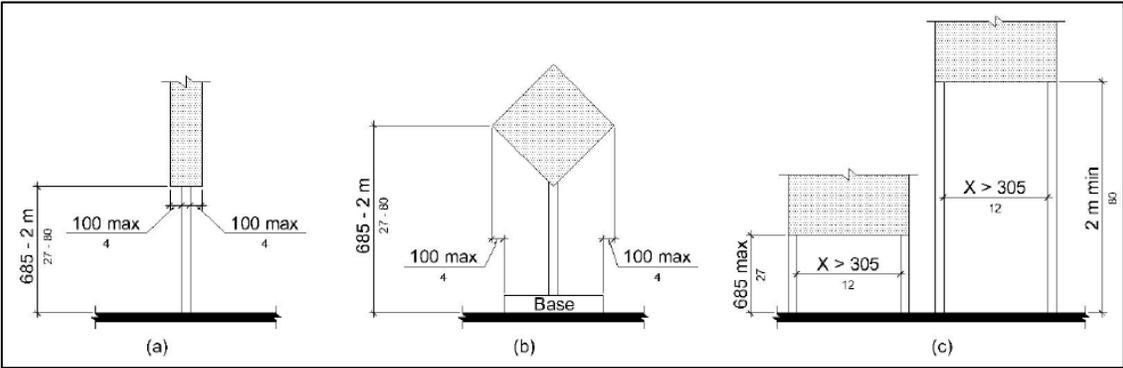
**Figure 21 - Accessible Route Cross Slope**



**Figure 22 - Openings in Grates and Joints**



**Figure 23 - Reduced Vertical Clearance**



**Figure 24 - Post-mounted Object Overhang Allowable Dimensions**