Purpose

To specify the Utah Department of Transportation (Department) requirements for the Pedestrian Access Program.

Title II regulations under the Americans with Disabilities Act (ADA) require the Department to apply specific access design standards developed by the United States Access Board when constructing or altering pedestrian facilities. The Americans with Disabilities Act Accessibility Guideline (ADAAG) contains the requirements for accessible facilities. The US Access Board has also developed a draft guideline, Public Right-of-Way Accessibility Guidelines (PROWAG) that address the unique challenges to accessibility for sidewalks, street crossings, and other elements of public right-of-way. All new and reconstructed pedestrian access ramp installations must comply with these current guidelines. Any existing non-compliant curb ramps must be retrofitted by projects to meet these standards.

The purpose of the ADA Pedestrian Access Program is as follows:

1. Provide pedestrian access for all individuals along state routes.
2. Meet pedestrian access standards set by the US Access Board along state routes.
3. Program available funding effectively to construct access ramps where none currently exist.

Policy

The Department is committed to providing the highest degree of accessibility. As such, the Department standards are aligned with the ADA guidelines. Alterations to existing access ramps must meet Department design standards and be accessible to the maximum extent feasible. This policy applies to all Department projects.
**Program Requirements**

The Department will continue to complete a self-evaluation of all pedestrian access ramp locations along the state transportation system and maintain an up-to-date inventory. The Division of Traffic and Safety will produce an annual Transition Plan based on this inventory to describe and implement the ADA Pedestrian Access Program.

The Regions will report any changes made to pedestrian access ramps to the Division of Traffic and Safety. This information will be used to maintain Department compliance with federal regulations.

**Access Ramp Requirements**

Any construction, reconstruction, maintenance, or permits project deemed to be an alteration is required to install, or upgrade to current Department standard, any pedestrian access ramps within the project limits. Address pedestrian access ramps in the design phase of construction and maintenance projects. Projects will install new pedestrian access ramps in locations that have existing curb, gutter, and sidewalk but lack pedestrian access ramps.

The following specific maintenance treatments are exempt from including pedestrian access ramps:

1. Crack Filling and Sealing
2. Surface Sealing (includes rejuvenation)
3. Chip Seals
4. Slurry Seals (excludes micro-surfacing)
5. Fog Seals
6. Scrub Sealing
7. Joint crack seals
8. Joint repairs
9. Dowel bar retrofit
10. Spot high-friction treatments
11. Diamond grinding
12. Pavement patching

Retrofits or alterations must meet Department Standards unless compliance is technically infeasible. Follow the project design exception process if a pedestrian access ramp cannot comply with accessibility Standards due to a major impact. The region must document any technical infeasibility and submit it to the Division of Traffic and Safety for the record. Construct these locations to meet Standards to the maximum extent feasible.
Background

Refer to the following sources for more information:

1. PROWAG, Department Standard Drawing PA Series
2. Standard Specification Section 02771
3. Americans With Disabilities Act Title II Regulations
4. “Department of Justice/Department of Transportation Joint Technical Assistance on the Title II of the Americans with Disabilities Act Requirements to Provide Curb Ramps when Streets, Roads, or Highways are Altered through Resurfacing” (available at http://www.fhwa.dot.gov/civilrights/programs/doj_fhwa_ta.cfm), and “Glossary of Terms for DOJ/FHWA Joint Technical Assistance on the ADA Title II Requirements to Provide Curb Ramps When Streets Roads or Highways are Altered Through Resurfacing” (available at http://www.fhwa.dot.gov/civilrights/programs/doj_fhwa_ta_glossary.cfm).

Definitions

Technical Infeasibility

A technical infeasibility is an exception in the Guidelines for Accessible Public Right-of-Way. It can only be used in an alteration where compliance with applicable provision is technically infeasible. The alteration will comply with Standards to the maximum extent feasible.

Technical infeasibilities include major impact to permanent structures and major utilities such as municipal water/sewer/storm drain systems, and high voltage electrical poles/lines, excessive street slopes, or the physical terrain provided an engineering analysis has been completed to demonstrate that work cannot be done without significantly altering the terrain or permanent structures.

A lack of project funding is not a technical infeasibility.
Procedures
Construction or Maintenance Projects

Responsibility: Region Project Designer

Actions

1. Identify all pedestrian access ramps within the project boundaries.

2. Record all required changes to the pedestrian access ramps and any technical infeasibility on the ramp evaluation form available from the Division of Traffic and Safety.

3. Submit all technical infeasibilities through the Department design exception process.

Responsibility: Traffic and Safety Division

4. Evaluate and approve submissions for technical infeasibilities through the Department design exception process.

Responsibility: Region Project Designer

5. Submit pedestrian access ramp evaluation forms to the Division of Traffic and Safety once the project is completed.

Responsibility: Traffic and Safety Division

6. Update the inventory and Transition Plan with the changes made to the pedestrian access ramps by the project.
Responsibility: Region Traffic Operations Engineer

Actions

1. Identify potential projects in locations where access ramps do not exist.

2. Submit project recommendations to the Division of Traffic and Safety for review.

Responsibility: Traffic and Safety Division

3. Review project recommendations and coordinate revisions with the Region.

4. Approve and program funding for the projects.