



Arizona Department of Transportation
ROADWAY ENGINEERING GROUP

MEMORANDUM

To: Roadway Design Personnel
ADOT and Consultant

Date: November 25, 2005

From: William Lyons
Design Manager
Roadway Design Section

Subject:
SIDEWALK RAMP TREATMENT FOR
PAVEMENT PRESERVATION PROJECTS
ENHANCEMENT PROJECTS
MINOR IMPROVEMENT PROJECTS

Please implement the attached guidelines for constructing new sidewalk ramps or reconstructing existing sidewalk ramps on pavement preservation projects, enhancement projects and similar minor improvement projects having a limited scope of work.

Project Managers should assure the guidelines are applied at all pedestrian crossing locations within existing curb, gutter and sidewalk limits.

Please distribute this memo within your respective Groups and Districts to all design personnel, including consultants, project managers and appropriate District personnel for their information and use.

Please direct any questions to Kenneth Cooper (602-712-8674) or Terry Otterness (602-712-4285).

Attachment

C:

Roadway Engineering Group

Valley Project Management

Traffic Group

Statewide Project Management Group

Local Government Section

Materials Group

Bridge Group

Regional Traffic Engineers

Engineering Consultant Services

Environmental & Enhancement Group

Districts (10)

FHWA

Sam Maroufkhani

Dan Lance

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Sam Elters

Roadway Design website

**SIDEWALK RAMP TREATMENT
FOR
PAVEMENT PRESERVATION PROJECTS
ENHANCEMENT PROJECTS
MINOR IMPROVEMENT PROJECTS**

ROADWAY ENGINEERING GROUP

November 25, 2005

The need for constructing new sidewalk ramps or reconstructing existing sidewalk ramps on pavement preservation projects, enhancement projects and similar minor improvement projects having a limited scope of work should be determined during the Predesign Phase of the project development process. The need for new right-of-way or utility relocation to accommodate sidewalk ramp construction should also be identified early in the development process to avoid schedule delays.

Sidewalk ramps conforming to Std C-05.30 shall be installed where there are no existing curb ramps at pedestrian crossing locations within the curb, gutter and sidewalk limits of pavement preservation projects, enhancement projects and minor improvement projects.

At pedestrian crossing locations within the limits of pavement preservation projects, enhancement projects and minor improvement projects where sidewalk ramps conforming to C-05.30 Standard Drawings from the year 1999 or later do exist, reconstructing or retrofitting existing sidewalk ramps to meet current C-05.30 standards is not required. These existing ramps are readily accessible and useable by people with ambulatory disabilities and do not present a barrier to pedestrian traffic.

In addressing the needs of the visually impaired, reconstructing existing ramp facilities for the sole purpose of installing detectable warning strips is not required. The preferred treatment is to attach a detectable warning strip to the surface of the existing sidewalk ramp. Several add-on detectable warning strip products that utilize epoxy or other means for installation on an existing ramp surface are currently being evaluated for inclusion in the PRIDE Approved Products List maintained by the Arizona Transportation Research Center. It is anticipated that once add-on detectable warning strip products receive approval, existing facilities can be retrofitted as appropriate.

At pedestrian crossing locations within the limits of pavement preservation projects, enhancement projects and minor improvement projects where existing sidewalk ramps do not reasonably conform to C-05.30 Standard Drawings from the year 1999 or later, it is recommended that the ramps be reconstructed to current standards if practical to do so considering existing topography, utility conflicts, available right of way and funding limitations.

For pavement preservation projects, the above guidelines apply only to projects with pavement treatments greater than one inch in depth. No treatment for sidewalk ramps is required on pavement maintenance projects with treatment depths of one inch or less.