

ROADWAY BULLETIN

NCDOT Construction Unit

Current Issue: ADA Compliant Curb Ramps

Title II of the Americans with Disabilities Act (ADA) of 1990 requires that curb ramps constructed after January 26, 1992 meet ADA Standards which includes:

- The running slope must be 8.33% (1:12) or less
- The cross slope of the ramp may not exceed 2% (1:50).
- The ramp, or ramp run, must be 36 inches wide, not including the flared sides
- The ramp run must have detectable warning – i.e., dome-shaped bumps – that extend the full width of the ramp. FHWA permits the detectable warnings to extend the full width of the ramp but only cover 2 ft of the ramp closest to the street.
- Transitions from the ramp to the walkway, gutter, and street must be flush and free of abrupt level changes.
- The gutter must have a slope of no more than 5% (1:20) toward the ramp.

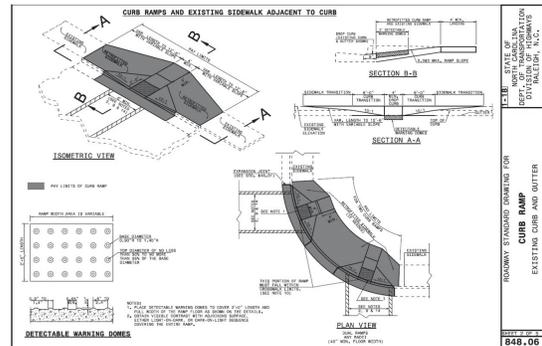
Title II of the ADA requires state and local governments to provide curb ramps at pedestrian crossings and at public transportation stops where walkways intersect a curb. Curb ramps must be placed to enable a person with mobility disability to travel from a sidewalk on one side of the street, over or through any curbs or traffic islands, to the sidewalk on the other side of the street. Curb ramps meeting the ADA Standards must be provided on any new construction or alterations to an existing facility, which includes reconstruction, rehabilitation, resurfacing, widening, and projects of similar scale and effect.

The NCDOT has developed curb ramp standards to meet or exceed the ADA requirements. These curb ramp standards have been revised through the years and are located in the Standard Drawings in Sections 848.05 and 848.06. Alternative Curb Ramp Drawings are also available for resurfacing projects and areas in which right of way is limited or there are site specific issues that would prevent the construction of the curb ramps shown in the Standard Drawings. These alternatives will be located in the plans or can be found [HERE](#).

Special thanks to Mr. Nathan Moneyham, Division 13 Asst. Division Construction Engineer, for providing much of this information.



1. **ADA Compliant Curb Ramps**
2. **Pedestrian Accommodation in Work Zones**
3. **Response for Erosion Control**



Pedestrian Accommodation in Work Zones

Mr. Tim Little, PE, Chief Engineer, distributed a memo dated July 25, 2018 in which he states changes have been made to the Guidelines for Temporary Pedestrian Accommodation in Work Zones that will help ensure planners and engineers will be able to better meet the needs of these users. Some of the updates to the policy include requirements for understanding pedestrian volumes and determining ways to better serve those with disabilities.

Accommodating pedestrian traffic within a work zone is based on 7-day average pedestrian volume. On major projects, these counts will be performed in project development. However, on resurfacing and smaller projects, this information may not be available and issues must be identified in the field. Common accommodation levels for these smaller projects will likely be "Absence or Need" or "Basic". Absence of Need will be at a site where pedestrian traffic is less than 10 people per day, **AND** there are no existing sidewalks, greenways, or worn paths. If these two conditions are not met, basic accommodations are required. This includes but is not limited to temporary off-site detours if on-site accommodations are impractical and the use of ADA compliant channelization devices. If pedestrian traffic is to be maintained on-site, the work zone shall maintain the existing quality of ADA devices. No upgrades to the existing quality of ADA devices is necessary as part of the work zone to bring pedestrian accommodations up to current ADA standards. If an off-site is necessary, the length and conditions should be evaluated to ensure that it is reasonable similar to the existing facilities within the work zone. Off-site detours should not exceed 1/2 mile of additional travel distance.

7-day Average Pedestrian Volume, ped/day	Pedestrian Accommodation Level
Less than 10	Absence of Need
10-99	Basic
100-499	Moderate
500 or more	Full

Reductions for Driveways on Shoulder Reconstruction and Seeding and Mulching

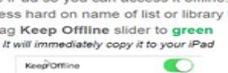
When measuring for Shoulder Reconstruction and Seeding and Mulching, be sure to only pay for work performed. For these line items, do not include station ranges where work is not necessary, such as driveways and -Y- lines, etc. This is often a small reduction in quantity on rural roads, but some urban roads, without curb and gutter, can have a significant number of driveways. To be consistent and fair to contractors bidding the work, be sure to deduct driveways from rural roads the same as urban roads.

Working Offline with SharePlus
You can work on SharePlus even when your iPad has **No Internet Access!**

Once set up, you can work offline, and you can have SharePlus synchronize your work with the server when you get back online

Initial set up: While connected, mark each list & library to copy to the iPad so you can access it offline.

- Press hard on name of list or library to get Actions pop-up
- Drag **Keep Offline** slider to **green**
– It will immediately copy it to your iPad



Shareplus Tip

WORKING OFFLINE:

In areas of poor reception, Shareplus can be set to work offline. This will allow inspectors to keep filling out reports on the project. Reports can be uploaded when back in areas of good reception. Guidance to setting up your projects can be found in the link below.

[SETTING UP SHAREPLUS TO WORK OFFLINE](#)

Response for Erosion Control

The special provision “Response for Erosion Control” was added to contracts to give subcontractors incentive to mobilize to projects to perform erosion control tasks even when there are small quantities of work needed. There has been some confusion and inconsistencies as to when we pay for this line item.

“Measurement and Payment

Response for Erosion Control will be measured and paid for by counting the actual number of times the subcontractor moves onto the project, including borrow and waste sites, and satisfactorily completes an erosion control action described in Form 1675. The provisions of Article 104-5 of the Standard Specifications will not apply to this item of work.”

According to the Provision, the subcontractor gets paid any time they mobilize to the project and complete an erosion control action described in Form 1675. An action is defined as all pay items on the form that are associated with a subcontractor.



Pay Item	Standard/Metric Unit		Quantity
Temporary Silt Fence	LF	M	100 LF
Special Sediment Control Fence	TN/MTN	LF/M	
Temporary Mulching	AC	HA	1 AC
Seed - Temporary Seeding	LB	KG	50 lb
Fertilizer - Temporary Seeding	TN	MTN	0.25 TN

In the example above, if Subcontractor A was the silt fence installer, and Subcontractor B was the Seeding and Mulching sub, we would pay 1 response for Subcontractor A once they complete their 1 item of work, and we would pay 1 response for Subcontractor B once they complete all 3 items of work. If there were 30,000 LF of silt fence and it takes the sub several days to complete, we still only pay 1 response.

As soon as Form 1675 is filled out and signed by Contractor and NCDOT, any other corrective actions should be placed on a separate Form 1675 and additional responses will be paid based off the new form.

When the erosion control subcontractor mobilizes to the project to do the initial installation of erosion control devices per the plans, we should pay a response. Form 1675 should be filled out at least weekly and should include work that is available to the subcontractor to install.

We should not pay a response for work performed by the prime contractor.

If the erosion control sub does not complete work described in the Form 1675 within the timeframe specified, then a response should not be paid.

If you have questions regarding the payment for Response for Erosion Control, you should contact your Area Construction Engineer.

State Construction Engineer Lamar Sylvester			
Eastern Region		Western Region	
ASCE	Wiley Jones	ASCE	Brian Skeens
RBCE	Aaron Earwood	RBCE	Cameron Cochran
Division	Area Engineer	Division	Area Engineer
1&2	Randy Hall	7	Aaron Griffith
3&4	David Candela	9	Vickie Davis
5	Troy Brooks	10	Darin Waller
6&8	John Partin	11&12	Doug Eller
		13&14	Aaron Powell