



COLORADO

**Department of
Transportation**

ADA Transition Plan Public Information Session

<http://codot.gov/business/civilrights/ada>



Authority

ADA Transition Plans are required by:



28 CFR Section 35.150(d)



49 CFR Section 27.11



Required Plan Elements

- Official responsible for implementing Transition Plan & contact information for the ADA Coordinator
- ADA Policy Statement
- Complaint/Grievance Procedure
- Inventory of Barriers
- Schedule of Upgrades
- Method(s) used
- Public Involvement



Responsible Official / ADA Coordinator & Contacts

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ADA Policy Statement

Policy 604.0: Policy on Non-Discrimination

Adopted January 22, 2014

“It is CDOT’s policy that no person shall on the ground of race, color, national origin, sex, disability, or age, be excluded from participation in, be denied the benefits of, or be subjected to discrimination in any operation of CDOT or of any department or agency to which CDOT extends federal financial assistance.”



ADA Policy Statement

Policy 605.0: Comprehensive Accessibility for Persons with Disabilities

Adopted June 21, 2012

Encompasses:

- All services provided by CDOT
- Any entity that receives funding from CDOT for transportation projects, facilities, and buildings
- All local transportation projects that interface with the state highway system



ADA Policy Statement

Procedural Directive 605.1: ADA Accessibility Requirements in CDOT Transportation Projects

Adopted: March 31, 2017

- Formal adoption of Proposed Right-of-Way Accessibility Guidelines (PROWAG) standard for curb ramps
- Enhanced definitions of maintenance and alteration (as provided in joint technical assistance from DOJ and FHWA)
- Clarification of roles and responsibilities of CDOT staff members
- Local Agency standards guidelines



ADA Complaint Procedure

Who Can File:

- Any person who believes that they have been the subject of disability-related discrimination or who is filing on behalf of a person with a disability may use the CDOT Discrimination Complaint Form (available on CDOT's website) or email the CRBRC at dot_civilrights@state.co.us
- Relevant information should be provided within the complaint (requirements can be found on website)
- Investigation Process
- Record Retention (3 years)



Inventory of Barriers

Curb Ramps

- 20,101 existing curb ramps
 - Each with approx. 20-40 data points/fields
- 1,537 locations where ramps do not exist (but should)
- 21,638 total areas to be evaluated to determine if improvements/upgrades are required

Pedestrian Push Buttons:

- 14,406 were inventoried
 - 7 key factors were evaluated for each asset



Functionally Accessible Criteria

Criteria used to determine if a curb ramp is functionally accessible:

- Running slope of 8.33% or less
- Cross slope of 2% or equal to street or highway grade (w/o stop or yield control)
- Curb ramp width of 48 inches or greater
- Curb ramp joints and grade breaks are flush
- Turning space requirement of 48 inches x 48 inches
- Clear space requirement of 48 inches x 48 inches wholly outside of active traffic lanes



Functionally Accessible Assets

Curb Ramps:

Functionally accessible curb ramps: 4,661 (23% of existing ramps)

Non-functionally accessible curb ramps: 15,440 (77% of existing ramps)

Pedestrian Push Buttons:

Compliant PPBs: 2,207 (15% of existing PPBs)

Non-compliant PPBs: 12,199 (85% of existing PPBs)

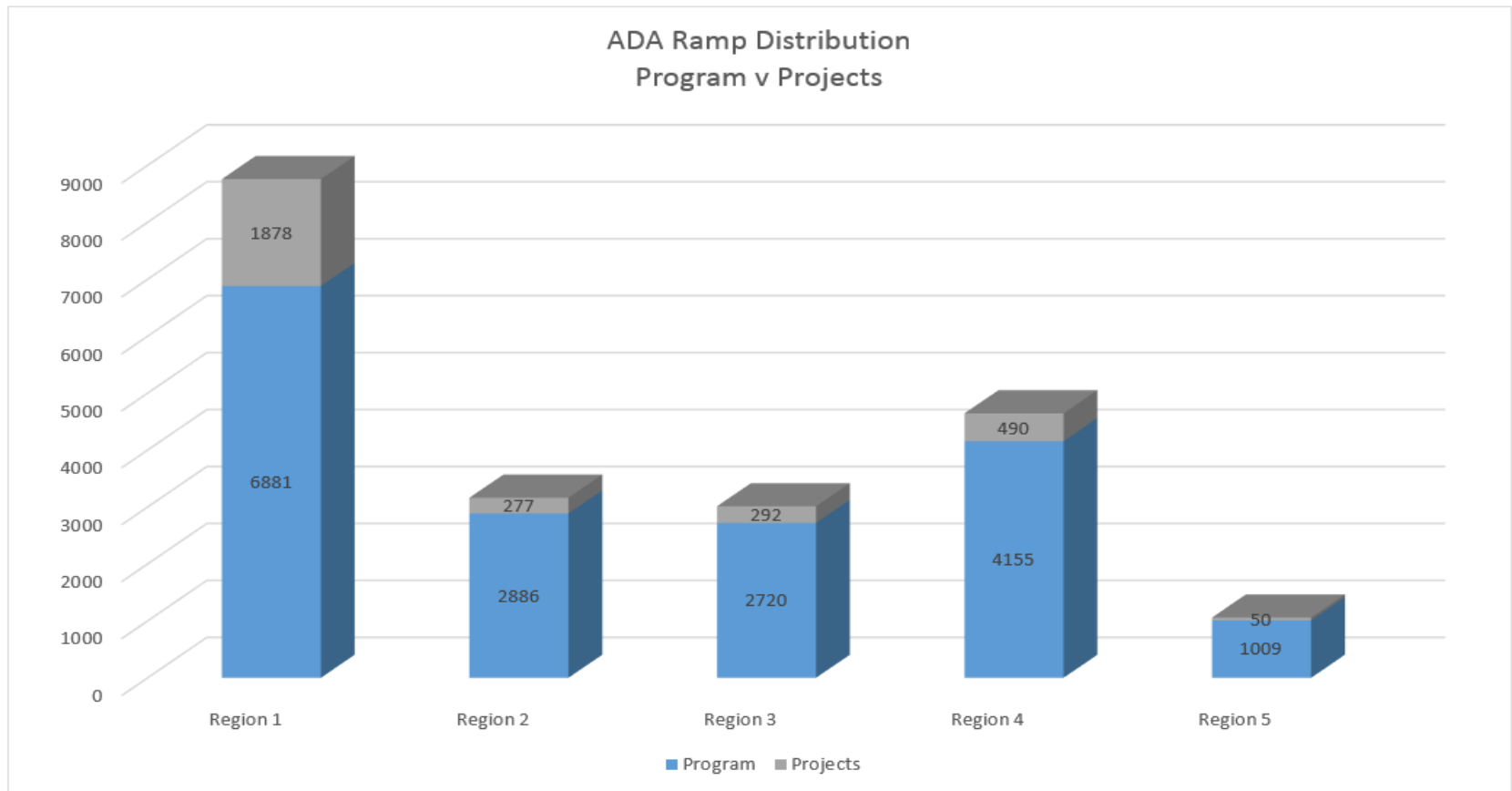


Schedule of Upgrades

- Inception of CDOT's 5-Year ADA Curb Ramp Program
- Transportation Commission approves \$85 Million of dedicated funding for upgrading curb ramps to increase accessibility
 - Funding used to address the gap of which curb ramps would not be addressed through regular project delivery

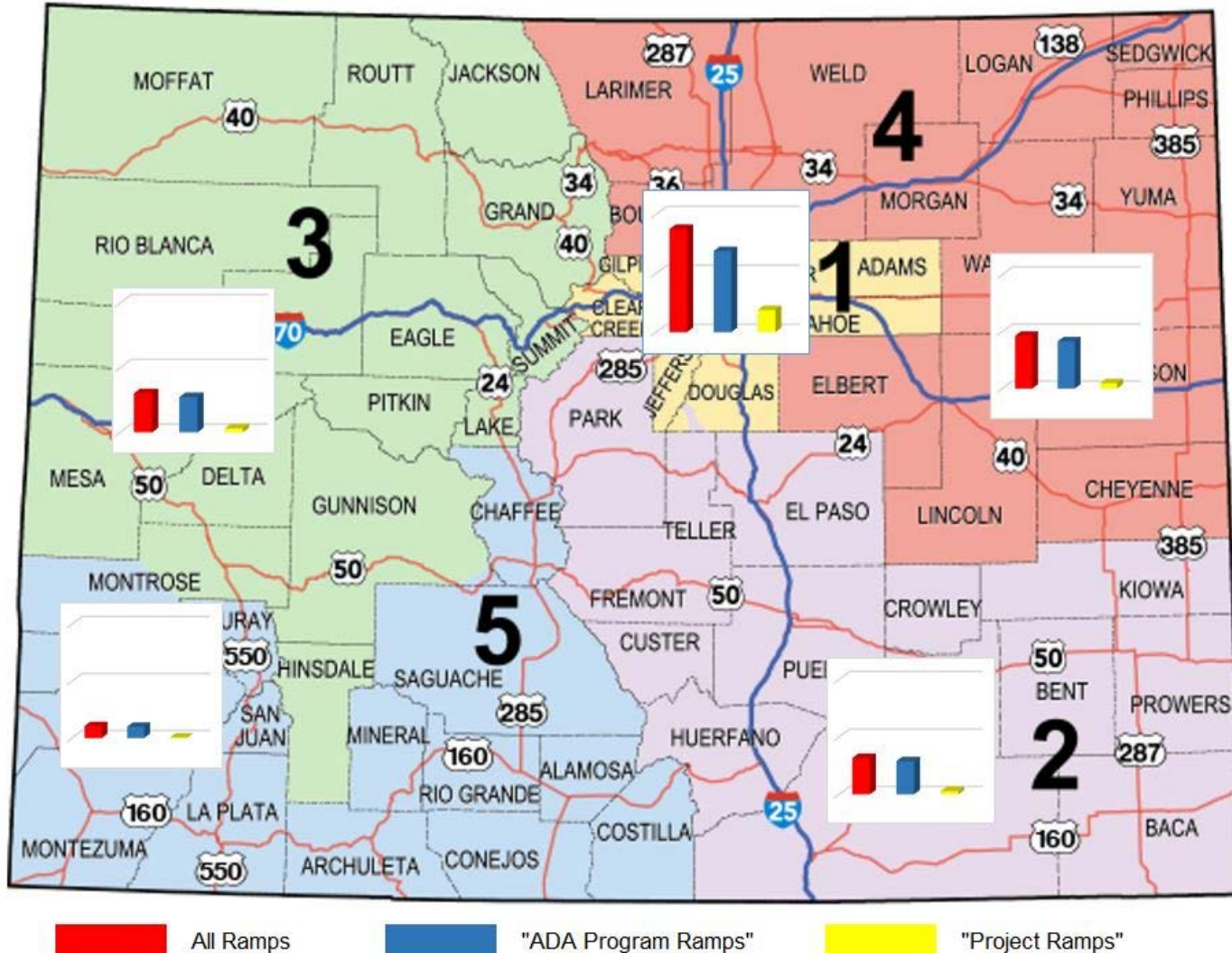


ADA RAMP DISTRIBUTION Program vs. Projects (5 years)





Statewide ADA Distribution Map





Methods Used for Upgrades

Categorize/Prioritize the existing curb ramp inventory

- 3 Tiers composed of
- 8 Categories

Categories/Tiers have been vetted by:

- CDOT staff representatives from each region
- CDOT Regional Transportation Directors and Chief Engineer
- Colorado Advisory Council for Persons with Disabilities



Methods Used for Upgrades

Tier 1: Required but not existing, or running slope exceeds 12.5%

Red (Urban)

Orange (Rural)

Tier 2: Running slopes between 9% and 12.5%

Green (Urban)

Turquoise (Rural)

Tier 2: Running slopes between 5% and 9% with no turning space, or no turning space data is reported

Magenta (Urban)

Yellow (Rural)

Tier 3: Running slope between 8.33% and 9%, and all others

Grey
(Urban, Rural)

Ramp exists, running slope between 8.33 and 9%

White
(Urban, Rural)

Not categorized



Methods Used for Upgrades

Each Region has a plan containing:

- Overall approach for next 18 months
- Compliance goals (by tier, with anticipated timeframe and budget)
- Plan to address Emerging Small Business restricted projects requirement

RTDs and Chief Engineer approved plans & budgets were transferred to each Region to begin planning phase of implementation



Region 1 Prioritization Plan

Approach

- Begin advertising projects Spring '17 - within CDOT or public ROW and no historic or environmental clearance concerns
- Obtain ROW and historic and environmental clearances for locations where likely to cause delays
- Investigate partnering with local agencies to leverage their program

Goals

- At least one project under construction during FY17 replacing 350+ ramps
- At least one ESB project under construction during FY17 replacing 25-30 ramps
- Address ROW and historical clearances for the remaining 572 ramps in the red and orange categories, define projects, and prepare PS&E packages
- Begin clearance process for 2,600+ ramps in subsequent categories so they are shelf ready as funding becomes available



Region 2 Prioritization Plan

Approach

- Develop a scope of work to include Survey and Survey Title Verification, General Engineering, ROW Plan Development, Post-Design Construction Services, etc.
- Select a Program Management Consultant Engineer
- Develop risk-based, programmatic approach to obtaining environmental clearances
- Establish “Early Out” projects with minimal clearance concerns to be ready for advertisement in Spring '18

Goals

- At least one project under construction during FY18 replacing 100+ ramps
- At least one ESB project under construction during FY18 replacing 25-50 ramps
- Address ROW, historic, and environmental clearances for the remaining 500+ Tier I ramps, define projects, and prepare PS&E packages
- Begin clearance process for 2,800+ ramps in the subsequent categories so they are shelf ready as funding becomes available



Region 3 Prioritization Plan

Approach

- Develop a scope of work to include Survey and Survey Title Verification, General Engineering, ROW Plan Development, Post-Design Construction Services, etc.
- Select a Program Management Consultant Engineer
- Develop risk-based, programmatic approach to obtaining environmental clearances
- Establish “Early Out” projects with minimal clearance concerns to be ready for advertisement in Spring '18

Goals

- Address highest-value ramps first
- Learn and incorporate project development and construction efficiencies



Region 4 Prioritization Plan

Approach

- Develop a scope of work and advertise for a Program Management Consultant Engineer and engineering services
- Develop programmatic processes, pre-scoping activities, scoping, ROW plans, ramp designs, utility coordination, environmental services and design support services for construction
- Coordinate with Survey and ROW region personnel as well as NPS consultants for Survey and ROW acquisition

Goals

- Begin pre-construction activities for ramps in Tiers I and II in 9 key urban areas during FY17 and FY18
- Up to 3 small (approx. \$300k) projects ready for advertisement by June '18



Region 5 Prioritization Plan

Approach

- Concentrate efforts in: survey, ROW acquisition, design, and construction for Tier I and Tier II / Category Green ramps in 5 key urban areas
- Combine ramps with no ROW concerns into Design Build projects; combine ramps with ROW acquisition concerns into Design Bid Build projects
- Solicit local agencies for interest in partnering on projects

Goals

- At least two ESB projects under construction in FY18
- 4 projects under construction in FY17 addressing 67 ramps
- 2 projects under construction in FY18 addressing 42 ramps
- 5 DB and DBB packages in FY19 addressing 252 ramps
- Local agency projects as feasible



Public Involvement

Opportunity for public to provide comments on both the self-evaluation and the ADA Transition Plan

Efforts to Date:

- 2017 Draft Transition Plan was sent to 35 stakeholder and advocacy groups
- Colorado Council for Persons with Disabilities was consulted and provided a letter of support regarding the curb ramp categorization/prioritization



Public Involvement

Requests available on CDOT website:

- Curb Ramp Request Form
- Accessible Pedestrian Signal (APS) Request Form

<https://www.codot.gov/business/civilrights/accessibility/ada/documents>



Public Involvement

Statewide Meetings currently scheduled:

- Region 4, Greeley: July 11
- Region 1, Denver: July 18
- Region 3, Glenwood Springs: July 20
- Region 2, Pueblo: July 24
- Region 5, Durango: July 27



Additional ADA Title II Information

CDOT Website for ADA Title II:

<https://www.codot.gov/business/civilrights/ada>

The ADA Draft Transition Plan and all appendices were submitted to FHWA for review on 3/31/17 and can be found here:

<https://www.codot.gov/business/civilrights/ada/transition-plan>

Additional ADA Title II Audits were conducted on:

- 26 CDOT-owned Rest Areas
- CDOT Office Buildings
- Bustang stops
 - Schedules to address these 3 additional components are currently being developed.



Q & A

Other Questions?

Thank you for your participation in this event!
Your feedback is critical to the success of this program.