

Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois/62764

May 15, 1992

Americans With Disabilities Act (ADA)

MAYORS/VILLAGE PRESIDENTS
COUNTY ENGINEERS/SUPERINTENDENT OF HIGHWAYS
MUNICIPAL ENGINEERS

#92-9

On January 26, 1992 the Americans With Disabilities Act (ADA) went into effect. This federal legislation affects all local agencies to some extent. The Act will place increased emphasis on construction of accessibility ramps for sidewalks.

Every local government with 50 or more employees shall prepare a written transition plan before July 26, 1992. The plan should be prepared after consulting with persons with disabilities. If local governments have responsibility or authority over streets, roads or walkways, the transition plan shall include a schedule for providing curb ramps or other sloped areas where pedestrian walks cross curbs. Local governments will have until January 26, 1995 for completion of the work covered by the transition plan. Local governments that employ less than 50 employees need not have a written transition plan, but must meet the January 26, 1995 deadline for curb cuts.

The plan shall at a minimum:

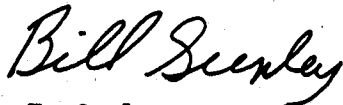
1. Identify physical obstacles in the public entity's facilities that limit the accessibility of its programs or activities to individuals with disabilities.
2. Describe in detail the methods that will be used to make the facilities accessible.
3. Specify the schedule for taking the steps necessary to achieve compliance with this section and, if the time period of the transition plan is longer than one year, identify steps that will be taken during each year of the transition period.
4. Indicate the official responsible for implementation of the plan.

The department encourages local governments to review any plans that may be under design or construction for compliance with this Act. Local governments should use the current IDOT policies, procedures and standards when developing highway construction plans.

The details of Standard 2356-1 were designed to meet the requirements of the Act and it is very important that they be followed to avoid complaints being filed. The Uniform Federal Accessibility Standards (UFAS) and the ADA accessibility standards do, however, provide for variance from the 1:12 maximum ramp profile shown on the standard. If space limitation prohibits the use of the 1:12 slope, then slopes between 1:10 and 1:12 are permitted for a maximum rise of 6 inches or between 1:8 and 1:10 for a maximum rise of 3 inches. Slopes steeper than 1:8 are not permitted. No other changes from the standard are permitted and any deviation could result in a complaint being filed with the Department of Justice.

The Act covers several items that will affect local governments. This letter addresses only the highway aspects of the legislation. IDOT is not the policing agent of this Act, however we advise you to become familiar with other requirements and their effects on your operations.

Very truly yours,



William T. Sunley, P.E.
Engineer of Local Roads and Streets

cc-
District Engineers