

## BRIEFING MEMO

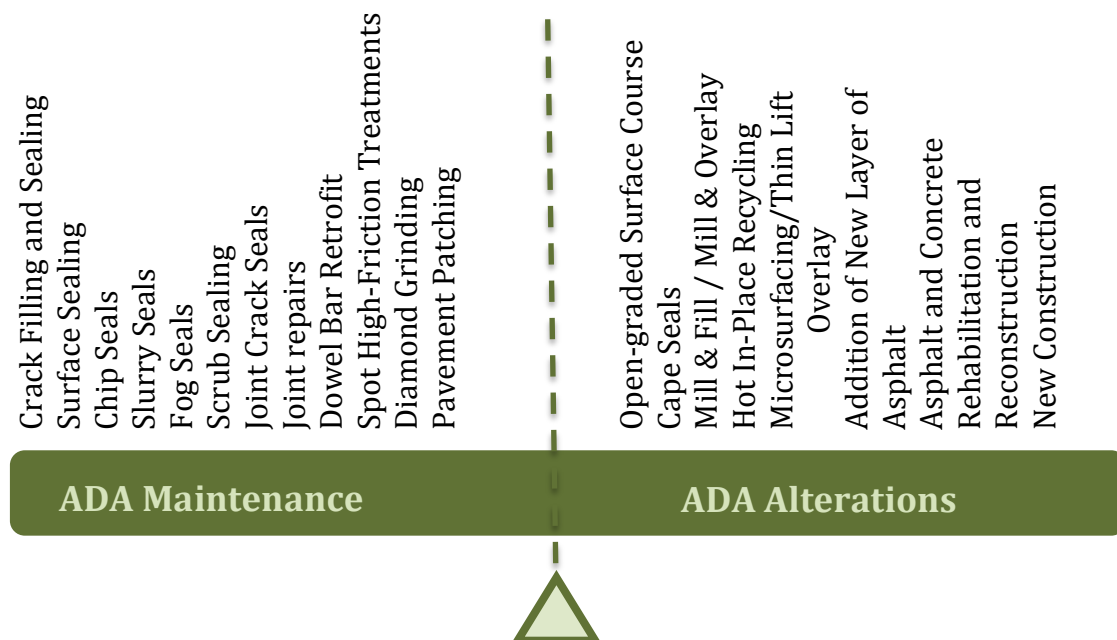
**SUBJECT:** Department of Justice/Department of Transportation Joint Technical Assistance on Title II of the Americans with Disabilities Act Requirements to Provide Curb Ramps when Streets, Roads, or Highways are Altered through Resurfacing

**ISSUE:** Throughout the nation, there are different interpretations and inconsistencies in enforcement of when curb ramps are required.

**BACKGROUND:** The Americans with Disabilities Act of 1990 (ADA) is a civil rights statute prohibiting discrimination against persons with disabilities in all aspects of life, including transportation, based on regulations promulgated by the United States Department of Justice (DOJ). DOJ's regulations require accessible planning, design, and construction to integrate people with disabilities into mainstream society. Further, these laws require that public entities responsible for operating and maintaining the public rights-of-way do not discriminate in their programs and activities against persons with disabilities. FHWA's ADA program implements the DOJ regulations through delegated authority to ensure that pedestrians with disabilities have the opportunity to use the transportation system's pedestrian facilities in an accessible and safe manner.

FHWA and DOJ met in March 2012 and March 2013 to clarify guidance on the ADA's requirements for constructing curb ramps on resurfacing projects. Projects deemed to be alterations must include curb ramps within the scope of the project.

**SUMMARY OF GUIDANCE CLARIFICATION:** This clarification provides a single Federal policy that identifies specific asphalt and concrete-pavement repair treatments that are considered to be alterations—requiring installation of curb ramps within the scope of the project—and those that are considered to be maintenance, which do not require curb ramps at the time of the improvement.



This approach clearly identifies the types of structural treatments that both DOJ and FHWA agree require curb ramps (when there is a pedestrian walkway with a prepared surface for pedestrian use and a curb, elevation, or other barrier between the street and the walkway) and furthers the goal of the ADA to provide increased accessibility to the public right-of-way for persons with disabilities. This single Federal policy will provide for increased consistency and improved enforcement.

#### **MOVING FORWARD:**

Divisions are expected to initiate discussions with their Partnering Agency / State to:

- 1) Disseminate this clarification with regard to when curb ramps are required
  - a. States are expected to inform/assist local agencies
- 2) Establish a plan to implement this single Federal policy as soon as practical
  - a. FHWA Headquarters is not providing a set deadline for all projects to comply with this policy.
  - b. Projects that are ready for Construction Advertisement or are under contract may proceed.
  - c. The Division should evaluate the projects in the state pavement preservation/resurfacing program and agree on projects to comply with this policy.
  - d. The Division should work with its Partnering Agencies / States to evaluate and modify, if necessary, their existing resurfacing ADA policies to comply with this policy.

#### **POINTS OF CONTACT:**

Brooke Struve, RC Safety & Design Team, CTSRC-LAK, 720-963-3270, [Brooke.Struve@dot.gov](mailto:Brooke.Struve@dot.gov)

Candace Groudine, Director-External Civil Rights, HCR, 202-366-4634, [Candace.Groudine@dot.gov](mailto:Candace.Groudine@dot.gov)

Robert Mooney, Pre-Construction Team Leader, HIPA, 202-366-2221, [Robert.Mooney@dot.gov](mailto:Robert.Mooney@dot.gov)