

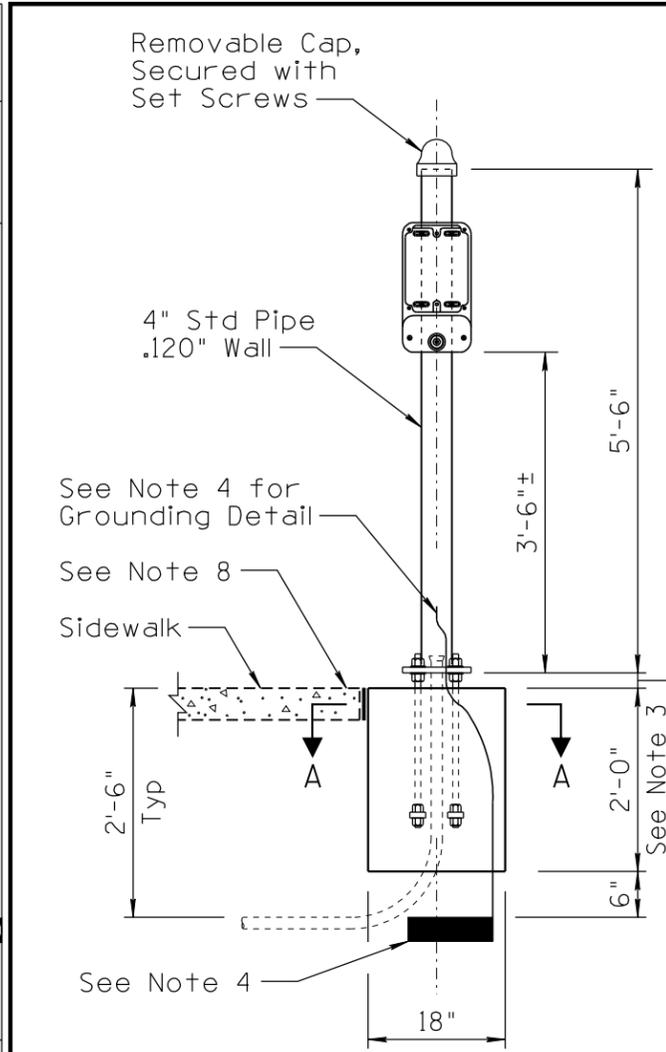
Question: How does your state accommodate pedestrian pushbutton pole placement vs. ramp location and reach?		
State	Contact	Response
Alabama		
Alaska		
Arizona	Richard Moeur, rmoeur@azdot.gov (requestor)	Trying to develop plan - asking SCOTE
Arkansas		
California		
Colorado		
Connecticut	Tracy Fogarty, Tracy.Fogarty@ct.gov	Current design practice is to install a pedestal foundation adjacent and flush with the landing area. If curbing is needed at the back of the landing area, depending on the button location, may have to use extender for the button.
Delaware	Mark Luszcz, Mark.Luszcz@state.de.us	DelDOT does not commonly use button extensions (maintenance/vandalism concerns). Often rebuild the ped push button pole foundation to move the pole/button, usually at the same time that the non-compliant curb ramp is being rebuilt, to attempt to meet the 10" rule. Do not place the ped pole foundation behind or on the edge of curb anymore, but specifically place it within and flush with the adjacent curb ramp/landing area/sidewalk (still leaving an appropriate-width Pedestrian Access Route).
District of Columbia		
Florida		
Georgia		
Golden Gate BHTD		
Hawaii	Bryan Kimura, bryan.kimura@hawaii.gov	Integrates ped push button pole onto the curb - standard details: http://hidot.hawaii.gov/administration/ocr/state-dothighways-division-ada-related-information/
Idaho		
Illinois		
Indiana	Dave Boruff, DBORUFF@indot.IN.gov	Current design practice is to install the push buttons on a separate pedestal to meet ADA.
Iowa	Timothy Crouch, Tim.Crouch@dot.iowa.gov	Has not developed push button standards; link to Iowa ADA ramp details: http://www.iowadot.gov/design/SRP/IndividualStandards/emi220.pdf
Kansas		
Kentucky	Jeff Wolfe, Jeff.Wolfe@ky.gov	No Current Standards
Louisiana		

Maine	Stephen Landry, Stephen.Landry@maine.gov	MaineDOT has taken care of this in several ways: 1) Foundations flush with sidewalk surface, 2) extension boxes on the pushbutton box and 3) wood post adjacent to sidewalk with push button fed back to pole with conduit. Always site specific.
Manitoba		
Maryland	Cedric Ward, CWard@sha.state.md.us	Strategies involve switching from transformer bases to poles that have foundations that are flush with the sidewalk. We have also used header curbs to tie into the pedestal pole foundation.
Massachusetts		
Michigan	Doug Adelman, AdelmanD@michigan.gov	Maximum Side Reach: 24", although 18" is commonly used in design
Minnesota	Sue Zarling, Susan.Zarling@state.mn.us	Use pushbutton stations that are installed directly into the pavement with no extended foundation. If a raised foundation has been constructed, use a manufactured spacer between pole and button to extend it within ADA reach requirements. Also have a pole adaptor that can be used when placing a button on a large signal pole (mast arm pole). This adaptor would typically be used in retrofit situations and can be used to adjust the button down past the transformer base if necessary and also help to align it properly with the crosswalk. MnDOT Curb Ramp Guidelines (pg 23-28): http://www.dot.state.mn.us/ada/pdf/curbramp.pdf and push button detail: http://www.dot.state.mn.us/ada/pdf/pedpushbuttonstationdetail.pdf
Mississippi		
Missouri		
Montana		
Nebraska		
Nevada		
New Hampshire		
New Jersey	Chris Barretts, chris.barretts@dot.state.nj.us	NJDOT's primary remedy to help solve the 10" reach requirement is using one of two options: use a 3 inch conduit "pole" w/ a pushbutton, very similar to ADOT's T.S. 4-22 detail, that can be put next to the ramp landing area. Option two, which is really more applicable to guide rail conditions, is a horizontal pushbutton extension from the main pole.
New Jersey Turnpike		
New Mexico	Afshin Jian, Afshin.Jian@state.nm.us	Extensions for push buttons, use of small breakaway pedestal poles in front of the raised curb, header curb around the foundation, leaving an un-obstructed access to the push button
New York		

North Carolina		
North Dakota		
Nova Scotia		
Ohio		
Oklahoma		
Oregon	Scott Cramer, Scott.B.CRAMER@odot.state.or.us	Uses a 24" max reach for design (link): http://www.ada.gov/reg3a/fig6c.htm - Standard Drawing: ftp://ftp.odot.state.or.us/techserv/roadway/web_drawings/traffic/2014_07/tm458.pdf When reach exceeds 24", use factory extensions: http://www.pedsafety.com/mps-extension-brackets/
Pennsylvania		Refer to Plan Sheets TC-8803: ftp://ftp.dot.state.pa.us/public/PubsForms/Publications/PUB%20148.pdf
Puerto Rico		
Rhode Island		
Saskatchewan		
South Carolina		
South Dakota	Christina Bennett, Christina.Bennett@state.sd.us	Area of landing expanded, so that push button and corresponding 30"X48" clear space are in front of the curb, within the landing area. Info and diagrams in the Road Design Manual: http://sddot.com/business/design/docs/rd/rdmch16.pdf
Tennessee		
Texas	Meg Moore, Meg.Moore@txdot.gov	Push button standards in development
Utah		
Vermont		
Virginia	Ritchie Robbins, Don.Robbins@VDOT.Virginia.gov	Three main strategies: pedestal poles, signal poles, and custom designs. All foundations can be flush with sidewalk grade for a flat surface and unobstructed reach. See Standards: http://www.virginiadot.org/business/locdes/2008_standards_complete_sections.asp {1. Standard CG-12 (in Section 200), 2. Standards PA-1, 2, 3 (in Section 1300), 3. Standard PF-2 (in Section 1300)}
Washington	Keith Calais, CalaisK@wsdot.wa.gov	Current strategy is to mount the smaller signal poles on top of the curb section. This only works for the smaller poles, Pedestrian Pushbutton Pole and the Type 1 Signal pole. Plan Details: http://www.wsdot.wa.gov/publications/fulltext/Standards/english/PDF/j20.11-02_e.pdf
West Virginia		

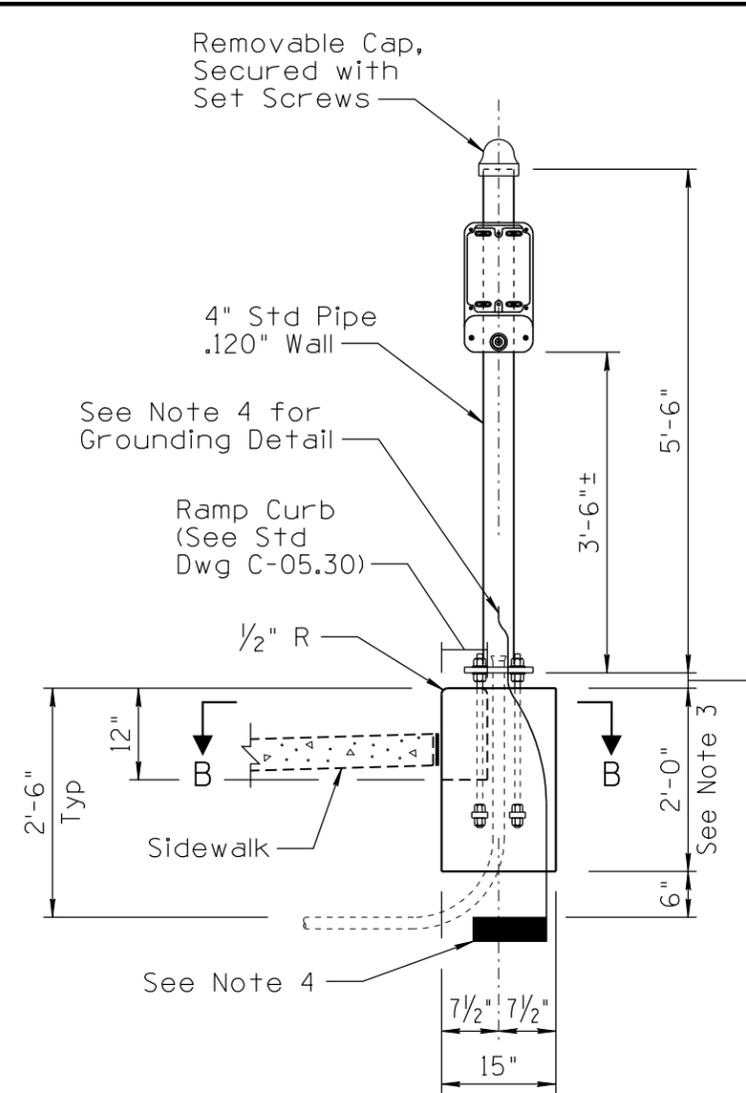
Wisconsin	William McNary, William.McNary@dot.wi.gov	Wisconsin Curb Ramp Standards: http://roadwaystandards.dot.wi.gov/standards/fdm/11-46-010att.pdf#fd11-46a10.3
Wyoming		
57	19	33%

NO	DESCRIPTION OF REVISIONS	DATE	MADE BY
1	2010 EDITION	03/10	C. COLE
2	REVISED SECTION A-A & ADDED NOTE #10	12/12	L. LOPEZ
3	FOUNDATION AND POLE RE-DESIGN	03/10	C. COLE
4	FOUNDATION RE-DESIGN FOR CURB APPLICATIONS.	12/12	L. LOPEZ



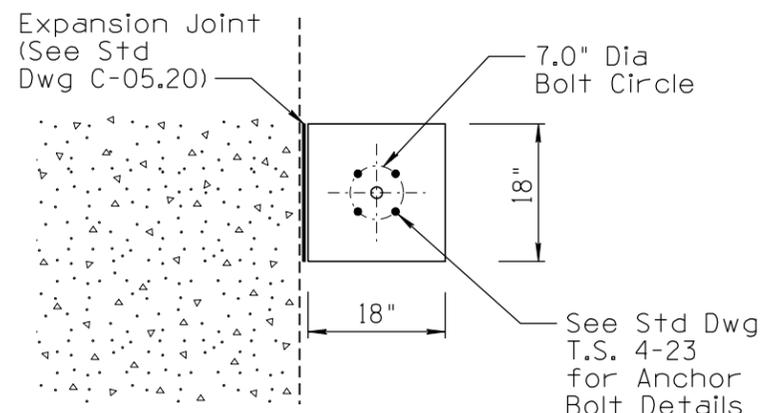
ELEVATION

(Adjacent to or in Sidewalk)

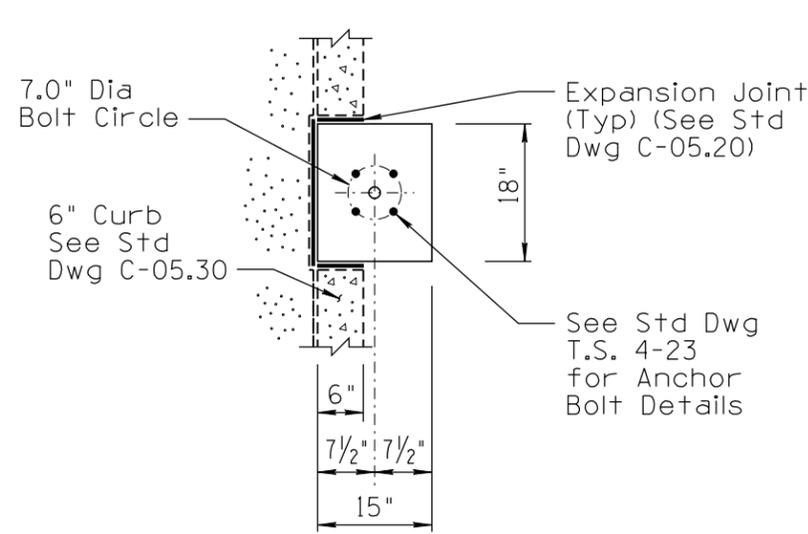


ELEVATION

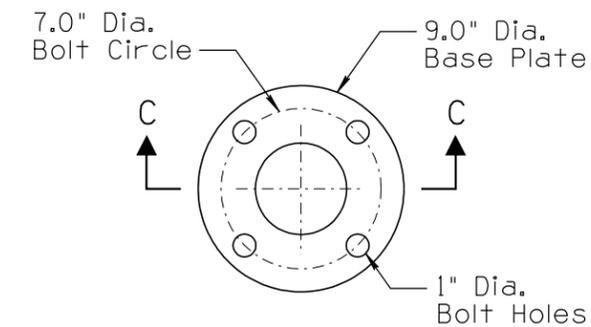
(In Line with Curb)



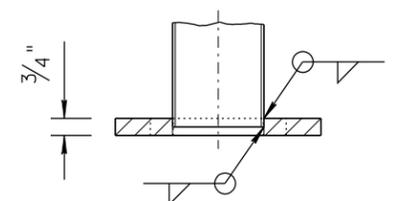
SECTION A-A



SECTION B-B



BASE PLATE DETAIL



SECTION C-C

PLAN SYMBOLS

NOTES:

1. All materials and construction shall conform to the requirements of the Standard Specifications.
2. The foundation hole shall be framed and Class "S" (3000 psi) concrete poured against undisturbed compacted earth.
3. Unstable soil may require a deeper foundation. See Standard Specifications.
4. A 25 ft coil of #4 AWG bare copper conductor or a 14 inch square copper ground plate shall be installed before the concrete is poured and connected under one of the nuts of the connecting bolts. The ground or coil shall be covered with 6 inches of fill.
5. See Std Dwg T.S. 11 Series for push button details.
6. See Std Dwg T.S. 4-21 for push button pole drilling details.
7. Once the pole installation is completed the open space between the base plate and foundation shall be grouted.
8. The top of the foundation shall be flush with the surface of the adjacent ramp, curb or sidewalk. See Construction Standard Drawing C-05.30.
9. For push button poles behind curb, the foundation should be modified to place the push button 10 inches or less from the face of curb.
10. All dimensions are nominal.

DESIGN APPROVED
SIGNATURE
DRAFT
ON FILE

ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
TRAFFIC SIGNALS AND LIGHTING
STANDARD DRAWINGS

PEDESTRIAN PUSH BUTTON
POST "TYPE PB POLE"

REVISION	10/14
DRAWING NO.	T.S. 4-22
SHEET NO.	1 OF 1

NOT TO SCALE