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Massachusetts Department of Transportation

DESIGN DIRECTIVE

To: Distribution

From: Erik Stoothoff, P.E.
             Chief Engineer

Date: April 17, 2019

RE: Ramps, Stairs and Walkways

This design directive is intended to consolidate, reiterate, supplement, and clarify the MBTA's ramp, stair and walkway design approach, preferences, and requirements.

Design Consultants shall design to standards as prescribed by Code. MBTA Standards shall apply only where Code does not address a topic or the MBTA requires a standard above and beyond Code. The more stringent shall always apply.

- When the end points for all vertical circulation elements are not coincident, then preference shall be given to designing the end closest to the public way as coincident.
- All stairs shall incorporate yellow nosing.
- All stair railings shall be surface mounted.
- Dissimilar metals shall be isolated.
- All stairs shall be manufactured with cast aluminum of embedded carborundum with unless demonstrated infeasible or as directed by the MBTA.
- Concrete filled metal stairs will not be allowed.
- Walkways shall be covered for a minimum of 5 feet leading to and from stairs, ramps and elevator thresholds.
- All interior station flooring surfaces shall be terrazzo epoxy.
- Walking surfaces shall provide a minimum coefficient of friction consistent with ADA guidelines. Coefficient to friction for walking surfaces shall be considered for both wet and dry surfaces.
- Slopes shall be designed to accommodate for reasonable construction tolerances and design consultant shall be required to demonstrate how these construction tolerances were accommodated.
- Tile, brick, granite, or unit pavers will not be permitted to be incorporated as walking surfaces unless specifically directed to do so by the MBTA.
- Exterior ramps shall provide canopies.
- Ramps shall provide landing areas that are 6-foot or meet code, whichever is greater.
- Ramp Alignment with stairs.

In the event that conditions warrant deviation from this directive, a design waiver signed by the Chief Engineer and the department owning the scope of work will be required of the project.