



P.O. BOX 483, 18 SMOKEY BEAR BLVD., CONCORD, NH 03302-0483

November 12, 2025

Proposed Resurfacing CY 2026 Program - Curb Ramps and Uncontrolled Crosswalks

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

Title II of the Americans with Disabilities Act (ADA) requires that state and local governments ensure that persons with disabilities have access to the pedestrian routes in the public right of way. An important part of this requirement is the obligation whenever streets, roadways, or highways are altered to provide curb ramps where street level pedestrian walkways cross curbs. This requirement is intended to ensure the accessibility and usability of the pedestrian walkway for persons with disabilities.

Because resurfacing of streets constitutes an alteration under the ADA, it triggers the obligation to provide curb ramps where pedestrian walkways intersect the resurfaced streets.

Entire text of this directive is located here: <http://www.ada.gov/doj-fhwa-ta.htm>

The Department has evaluated the pedestrian crossings affected by the Proposed Resurfacing CY 2026 Program and will construct ADA-compliant concrete ramps as required as part of the Resurfacing Contract. **These ramps are part of the sidewalk environment and become the maintenance responsibility of the municipality after they are constructed.**

Marked crosswalks shall be in compliance with the standards established in the current edition of the *Manual on Uniform Traffic Control Devices (MUTCD)*, and the current requirements of the *Americans with Disabilities Act (ADA)*.

Uncontrolled marked crosswalks on State-maintained highways are the maintenance responsibility of the municipality. Maintenance refers to a program of pavement **marking maintenance** in conformance with the MUTCD. Access to pedestrian crossings shall be maintained year round. Year round access is considered to include **winter snow removal and treatment of ice** at approaches to the crosswalk location.

Pedestrian crossing warning signs at all uncontrolled crosswalks and established unmarked pedestrian crossings will be installed and maintained by the NHDOT.

Parking shall be restricted and enforced within 20 feet *minimum* from each end of the crosswalk. "No Parking" signs shall be installed and maintained by the municipality as appropriate.

NHDOT will install the first crosswalk pavement markings after 2026 paving, unless otherwise indicated by the municipality. Thereafter, the municipality will be responsible for maintaining retroreflective crosswalk markings.

The following attached sheet(s) contain the uncontrolled crosswalk(s) that have been identified in your municipality within the limits of the Proposed Resurfacing CY 2026 Program. Please pay particular attention to the "Requirements for Approval" column for each crosswalk.

If your municipality chooses to install its own MUTCD-compliant crosswalk markings to be consistent with the design of other crosswalks in the municipality:

1. Uncontrolled Crosswalks on State-maintained roads shall be striped per the MUTCD Section 3C and Interpretation Letter 3(09)-24(I).
2. You must **notify NHDOT by May 1, 2026** to accept or decline NHDOT applying the crosswalk markings after resurfacing.
3. Crosswalk pavement markings shall be applied by the municipality within 14 calendar days of paving.

Before agreeing to re-establish an existing uncontrolled marked crosswalk, the municipality should consider the frequency with which the crosswalk is used. When a crosswalk is frequently used, it helps establish the expectation among motorists that they may need to yield when they pass through the area. However, a minimally used crosswalk can actually have a negative safety impact not only at this location, but other locations nearby: if drivers perceive that the crosswalk is not used, it is more likely to be disrespected (contradictory to the pedestrian expectation that motorists will yield). Initial research has shown that when fewer than 20 pedestrians per hour use a crosswalk, motorist compliance decreases significantly; based on this, agencies across the country have begun to adopt **minimum pedestrian volume thresholds of around 15-20 pedestrians per hour** (at peak times of a typical day, in good weather) before a crosswalk can be marked. NHDOT is waiting for additional research on this topic to determine whether we will follow suit, but recommends that municipal staff and elected officials familiar with the location consider the appropriateness of a marked crosswalk relative to this information (and with respect to availability of gaps in the traffic stream) before an existing uncontrolled marked crosswalk is re-established.

If your municipality chooses to voluntarily eliminate an existing uncontrolled marked crosswalk due to low usage, in the interest of retaining parking spaces, due to insufficient maintenance resources, or any other reason, please notify NHDOT by May 1, 2026 to decline the curb ramp, signage, and pavement marking work proposed in conjunction with the Resurfacing Contract.

In accordance with RSA 236:1, the Department of Transportation reserves the right to withdraw approval and require removal of this crosswalk based on safety, maintenance and engineering issues, without incurring any obligation.

Please sign and return the attached form(s) (one per crosswalk) to accept or decline the maintenance responsibilities.

If the municipality does not agree to maintain the referenced crosswalk(s) by signing and returning the attached form(s), the concrete ramps will be removed/not constructed and the midblock crosswalk will be eliminated.

All crosswalk correspondence should be directed to:

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Attachments: Municipality Agreement(s) to Maintain Uncontrolled Crosswalk
2026 Resurfacing Project excerpt(s): "Curb Ramp Details"