

3. Doorways, Gates, Hallways and Entrances

Sections 11B-206.4, 11B-403, and 11B-404

Doorways, gates, hallways, and entrances into the voting area shall be connected by an accessible route from public transportation stops from accessible parking and passenger loading zones, and from public streets and sidewalks if these routes are provided. (CCR, Section 11B-206.4.)

The maximum effort to pull or push open a door shall not exceed 5 pounds of force so that voters with disabilities and elderly voters will be able to enter the voting area. This force is different from the force required to operate the door hardware. (CCR, Section 11B-404.2.9.) All doors on the accessible route shall have a clear width of at least 32 inches measured between the face of the door and the stop, with the door open 90 degrees. (CCR, Section 11B-404.2.3.)

The “Strike-side” or “Latch side” of the door is located at the edge of the door opposite the hinges. The strike-side requires a clear space on the pull side of the door that extends 18 inches beyond the edge of the door for interior doors and 24 inches for exterior doors. Some doors have an automatic closing device. If a door has a closer and the door hardware latches shut, the push side of the door requires a clear space that extends 12 inches beyond the edge of the door. (CCR, Sections 11B-404.2.4.1 and 11B-404.3.) See Figure 7.

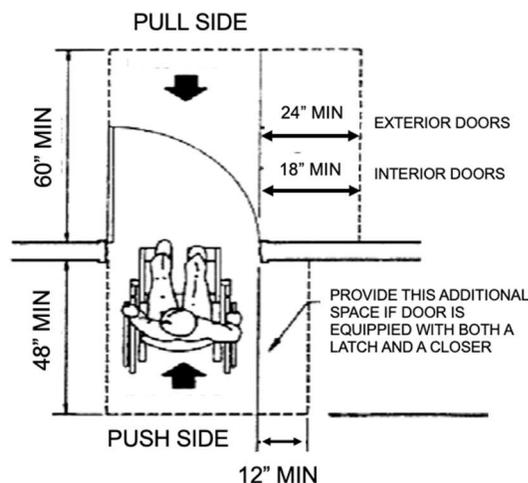


Figure 7: Person using a wheelchair at a doorway illustrating doorway clear space for push side and pull side front approaches.

Entrances require landings with a maximum slope of 2.08 percent in all directions on each side of the door to allow a voter to open and maneuver around a door. All doors shall have a 60 inch landing perpendicular to the door on the pull-side of the door.

On the push side, there shall be a 48 inch landing perpendicular to the door. When two doors are in series, the distance between the two doors in series shall be at least 48 inches plus the width of the door when swinging into the space. (CCR, Sections 11B-404.2.4.1 and 11B-404.2.6.)

All doors shall have a smooth, uninterrupted surface that is a minimum 10 inches high measured from the floor on the push side to allow the door to be opened by a wheelchair footrest without creating a trap or hazardous condition. (CCR, Section 11B-404.2.10.)

The threshold at the bottom of a doorway may not exceed $\frac{1}{2}$ inch in height. Any vertical surface at the threshold $\frac{1}{4}$ inch to $\frac{1}{2}$ inch high shall be beveled. (CCR, Section 11B-404.2.5.)

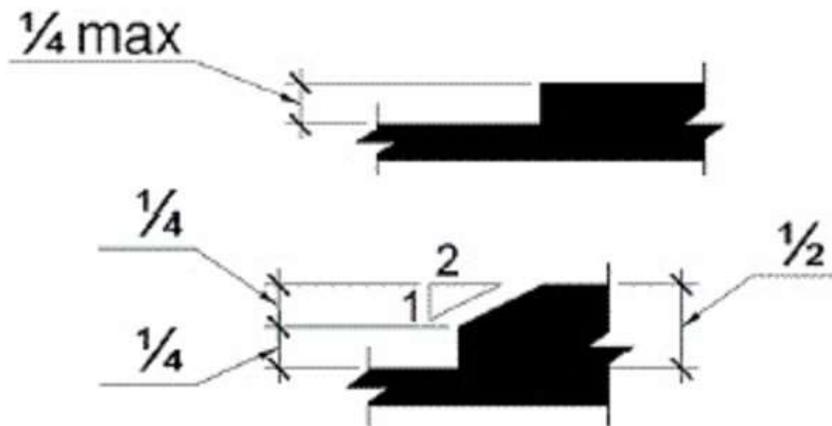


Figure 8: Figure of $\frac{1}{4}$ inch vertical change in level and a $\frac{1}{2}$ inch change in level that is beveled 1:2.

Hand-activated door opening hardware, such as handles, pulls, latches, locks, and other operating devices shall be easy to operate with one hand without tight grasping, pinching, or twisting of the wrist. The force required to operate hand-activated door hardware shall be 5 pounds or less. The operable part of the door hardware shall be placed between 34 inches and 44 inches above the floor. Latching and locking doors that are hand-activated and are located on the accessible route shall be operable with a single effort by lever-type hardware, panic bars, push-pull activating bars or other similar hardware. (CCR, Sections 11B-404.2.7 and 11B-309.4.) See Figure 8.

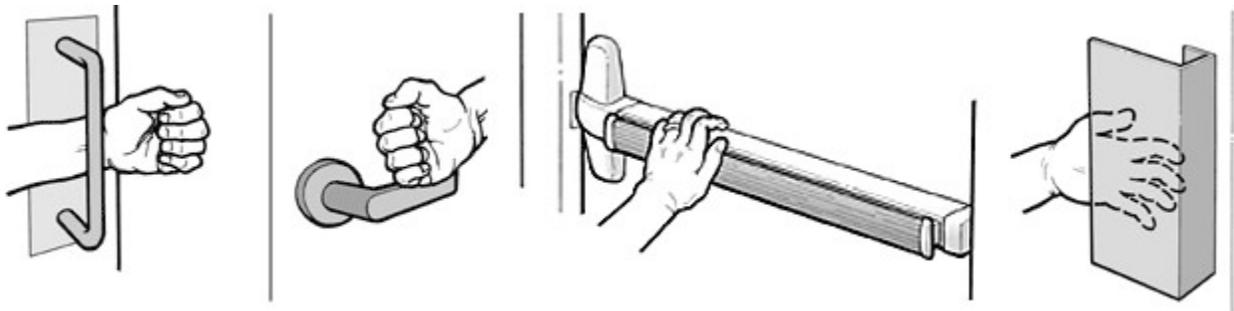


Figure 9: Hand-activated door opening hardware including handles, pulls, and latches.

When hallways exceed 200 feet in length, there shall be passing spaces 60 inches by 60 inches, at intervals no more than 200 feet apart. A “T” intersection of two corridors or walks is an acceptable passing place. (CCR, Section 11B-403.5.3.) See Figure 10(a) and 10(b).

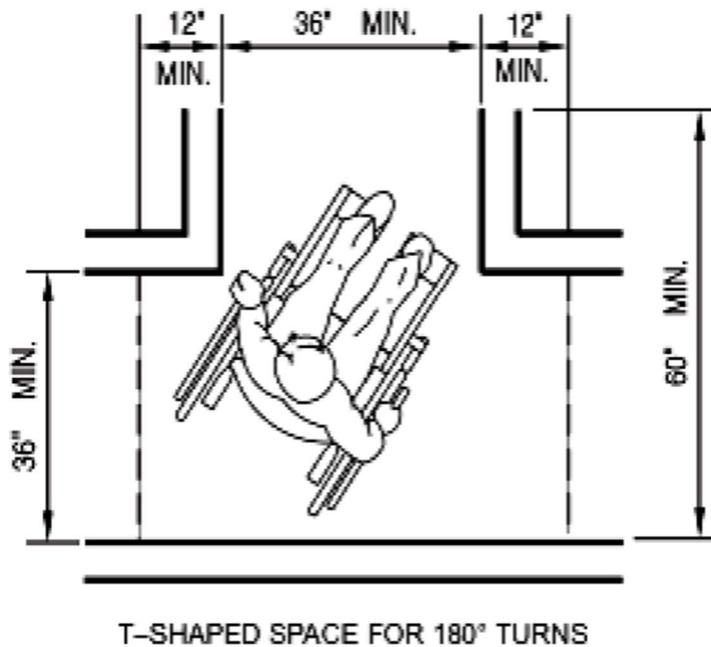


Figure 10 (a): Person using a wheelchair within a "T" intersection with measurements.

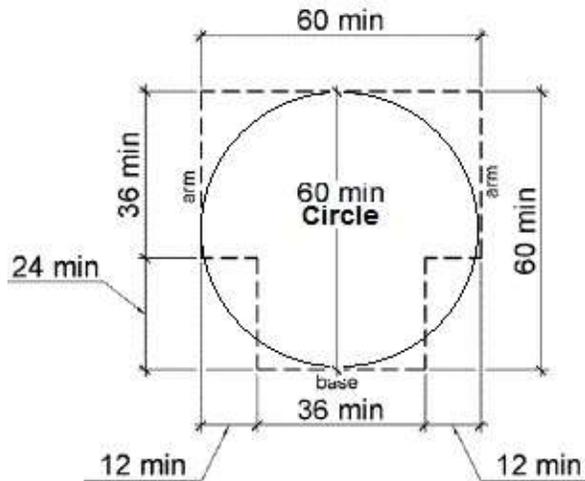


Figure 10 (b): Diagram of 60 inch diameter circle and a superimposed T-Shaped turning space.

Other requirements for the interior accessible route may include the slope, cross-slope, overhead clear space, protruding objects, changes in level, and stable, firm, and slip-resistant surfaces, or other accessible route features as explained in Section 2 Accessible Route.