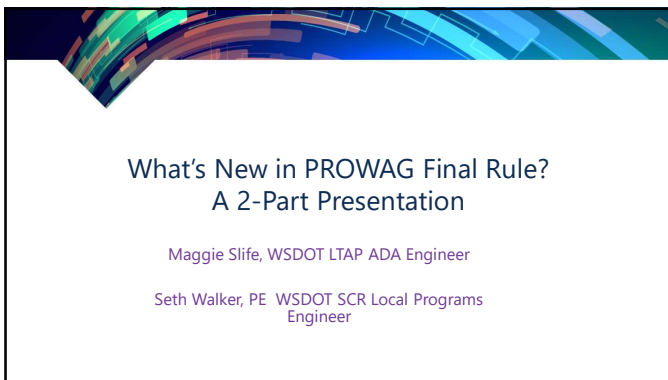
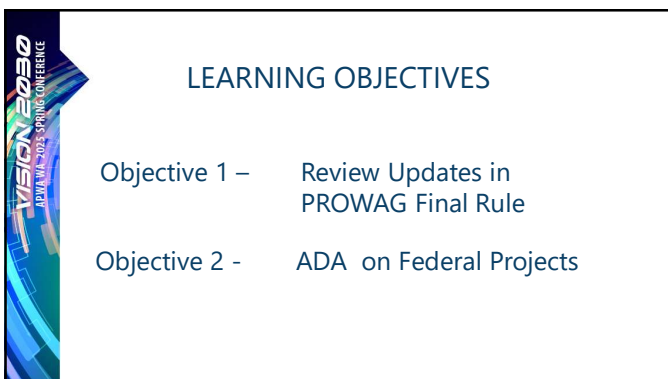




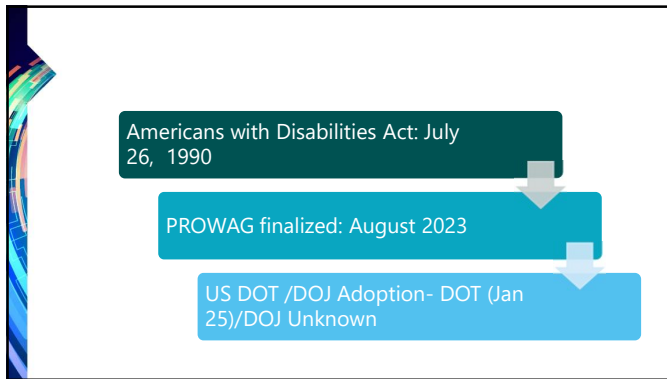
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4

What is Different from 2004 or 2012?

- NOT TOO MUCH!
- Focuses on adding clarification to points of confusion
- Addresses issues brought up to the Joint Technical Assistance council
- Incorporates clarifying illustrations
- Changes some "oughts" to "musts"
- Most importantly: 2012 PROWAG has been adopted into the CFR. Final Rule has not. Final Rule applies to Bus Stops but not general rights of way.
- Most states have updated their standards to follow Final Rule.

5

Basic Outline of PROWAG Final Rule

- **Chapter 100:** Application/Definitions
- **Chapter 200:** Scoping/Triggers
- **Chapter 300:** Technical Requirements
- **Chapter 400:** Ramps, 3D Spaces

6

Section 100: Application and Definitions

R1: Application and Administration

- R101 Purpose and Application
- R102 Deviations from These Guidelines
- R103 Conventions
- R104 Definitions

7

Major Clarification in Section 100

R101.1 Purpose

These guidelines contain scoping and technical requirements to ensure that **pedestrian facilities** located in the *public right-of-way* (including a *public right-of-way* that forms the boundary of a site or that lies within a site bounded by a property line), are readily *accessible* to and usable by **pedestrians** with disabilities.

8

Major Clarification in Section 100

R102.1 ADA-Covered Facilities and Equivalent Facilitation

The use of alternative designs, products, or technologies that result in **substantially equivalent or greater accessibility and usability** than the requirements in these guidelines **shall be permitted** for *pedestrian facilities* in the *public right-of-way* subject to the ADA.

9

Major Clarification in Section 100

R104.1 Undefined Terms

Terms that are not defined in R104.3 or in regulations issued by the Department of Justice and the Department of Transportation under the ADA, the four standard setting agencies under the ABA or other federal agencies that adopt these guidelines as accessibility standards shall be given their **ordinarily accepted meaning in the sense that the context implies.**

10

Section 200: Scoping Requirements

R2: Scoping Requirements

R201 General
R202 Alterations
R203 Pedestrian Access Routes
R204 Alternate Pedestrian Access Routes, Transit Stops, and Passenger Loading Zones
R205 Detectable Warning Surfaces
R206 Pedestrian Signal Heads and Pedestrian Activated Warning Devices
R207 Protruding Objects and Vertical Clearance
R208 Pedestrian Signs
R209 Street Furniture
R210 Transit Stops and Transit Shelters
R211 On-Street Parking Spaces
R212 Passenger Loading Zones
R213 Stairs and Escalators
R214 Handrails

11

Maximum Extent Feasible > R202.3

- **R202.3 Existing Physical Constraints**
- In *alterations*, where existing physical constraints make compliance with applicable requirements technically infeasible, compliance with these requirements is required to the **maximum extent feasible***. Existing physical constraints include, but are not limited to, **underlying terrain, underground structures, adjacent developed facilities, drainage, or the presence of a significant natural or historic feature****.
- *Formerly Maximum Extent Practicable
- **ROW is no longer an "existing physical constraint"
- **WSDOT has an idea of what a MEF finding should entail (see DM Chp 15)**
- **PROWAG is silent on the need for a Document detailing the MEF findings.**

12

Major Clarification: Alterations to Qualified Historic Facilities >R202.5

R202.5 Alterations to Qualified Historic Facilities

Where the State Historic Preservation Officer or Advisory Council on Historic Preservation determines that compliance with an applicable requirement of these guidelines would threaten or destroy the historic significance of a *qualified historic building or facility*, **compliance with that requirement is required to the maximum extent feasible without threatening or destroying the historic significance** of the *qualified historic building or facility*.

13

Curb Ramp Placement Clarification >R203.6

R203.6.1.1 Crosswalks at an Intersection

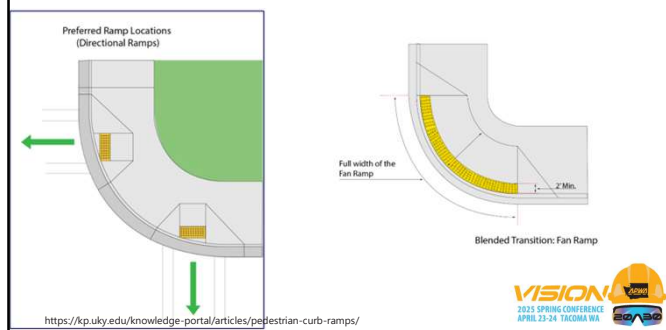
At an intersection corner, **one curb ramp or blended transition shall be provided for each crosswalk, or a single blended transition that spans all crosswalks at the intersection corner may be provided.**

Where **pedestrian crossing is prohibited**, **curb ramps or blended transitions** shall not be provided, and the **pedestrian circulation path** shall be either (a) separated from the roadway with landscaping or other non-prepared surface or (b) separated from the roadway by a detectable vertical edge treatment with a bottom edge 15 inches maximum above the **pedestrian circulation path**.


EXCEPTION: In *alterations*, where existing physical constraints make compliance with R203.6.1.1 technically infeasible, a single *curb ramp* complying with R304 shall be permitted at the apex of the intersection corner.

14

R203.6.1.1 Curb Ramp Placement- One for Each Direction or One for All



15



Curb Ramp Placement Clarification

> R203.6.1.2

R203.6.1.2 Mid-Block and Roundabout Crosswalks

At a mid-block or roundabout crosswalk, curb ramps or blended transitions shall be provided on both ends of the crosswalk.

Where pedestrian crossing is not intended, curb ramps or blended transitions shall not be provided, and the pedestrian circulation path shall be either:


- (a) separated from the roadway with landscaping or other non-prepared surface
- (b) separated from the roadway by a detectable vertical edge treatment with a bottom edge 15 inches maximum above the pedestrian circulation path.

16

R203.6.1.2 Curb Ramp Placement

You must build a Ramp on either side of the crosswalk.

You must physically inhibit access in places where crossing is not intended.



17



Physical Barriers to Prevent Pedestrian Crossings



Physical Fence Barrier- max 15" above ground level



Vegetative buffer with controlling curbs



Physical fence with Pedestrian Curb

18

Curb Ramp Retrofit Clarification > R203.6.2

R203.6.2 Alterations to Crosswalks

When *alterations* are made to **crosswalks**, *curb ramps* or *blended transitions* shall be provided on **both** ends of the *crosswalk* where the *pedestrian access route* crosses a **curb**.

(We have been doing this in WA due to our own RCW)

19

Section 300: Technical Requirements

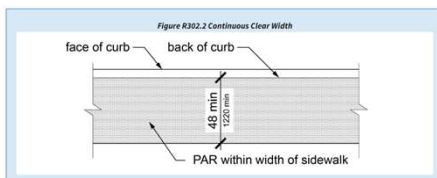
R301 General
R302 Pedestrian Access Routes
R303 Alternate Pedestrian Access Routes
R304 Curb Ramps and Blended Transitions
R305 Detectable Warning Surfaces
R306 Crosswalks
R307 Pedestrian Push Buttons and Passive Pedestrian Detection
R308 Accessible Pedestrian Signal Walk Indications
R309 Transit Stops and Transit Shelters
R310 On-Street Parking Spaces
R311 Passenger Loading Zones

20

Curb Ramp Clear Width Clarification > R302.2

R302.2 Continuous Clear Width

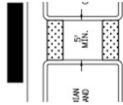
Except as provided in R302.2.1 and R302.2.2, the continuous clear width of *pedestrian access routes* shall be 48 inches (1220 mm) minimum, exclusive of the width of any *curb*.



21

>R305 Truncated Dome Placement

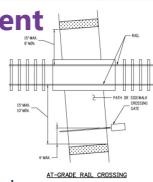
- 24" in direction of travel continuous (no tapered corners)
- At Pedestrian cut throughs– Full width of the Pedestrian Circulation Path (pedestrian refuges are also further defined as min. 72")



22

>R305 Truncated Dome Placement

- Pedestrian at-grade rail crossings= width of the pedestrian circulation path.
- Boarding platforms, full length of the unprotected platform.
- Sidewalk or street level transit stops for rail vehicles= full length of transit stop.

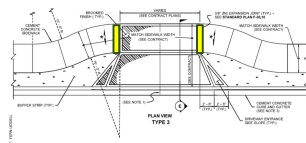
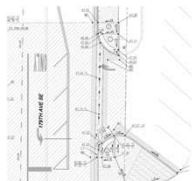


23

>R305 DWS on Driveways

R305.2.8 Driveways

Where driveways are controlled with yield or stop control devices or traffic signals, detectable warning surfaces shall be provided on the pedestrian circulation path where the pedestrian circulation path meets the driveway.



24

>R306.4.2 Crosswalk Treatment at Roundabouts

Each multi-lane segments of a roundabout with a crosswalk must provide one or more of:

- Traffic control signal with ped signal head
- Pedestrian Hybrid Beacon
- Pedestrian Actuated RRFB
- Raised Crossing

25

>R306.4 Crosswalk and Pedestrian Circulation Paths

- **R306.4 Roundabouts**
- Where *pedestrian circulation paths* are provided at *roundabouts*, they shall comply with R306.4.
- **R306.4.1 Edge Detection**
- The *street* side edge of the *pedestrian circulation path* at the approach and along the circulatory roadway of the *roundabout* shall comply with R306.4.1.1 where not attached to the *curb*, or R306.4.1.2 where attached to the *curb*. *Detectable warning surfaces* shall not be used for *roundabout* edge detection.
- **R306.4.1.1 Separation**
- Where *pedestrian* crossing is not intended, the *pedestrian circulation path* shall be separated from the *curb*, *crosswalk* to *crosswalk*, with landscaping or other nonprepared surface 24 inches (610 mm) wide minimum.
- **R306.4.1.2 Vertical Edge Treatment**
- Where *pedestrian* crossing is not intended, a *curb-attached pedestrian circulation path* shall have a continuous and detectable vertical edge treatment along the *street* side of the *pedestrian circulation path*, from *crosswalk* to *crosswalk*. The bottom edge of the vertical edge treatment shall be 15 inches (380 mm) maximum above the *pedestrian circulation path*.

26

>R306.4.1 Vertical Edge Treatments



P.C. US AccessBoard



P.C. Vanguard Products



27

>R306.5 Channelized Turn Lane Crosswalks

Crosswalks at multi-lane channelized turn lanes must provide one or more of:

- Traffic control signal with ped signal head
- Pedestrian Hybrid Beacon
- Pedestrian Actuated RRFB
- Raised Crossing

28

>R307, 308 Audible Pedestrian Signals

- R307 and R308 Cover Pedestrian signal walk indicators
 - Location
 - Activation
 - Volume
 - Vibrotactile Features
 - Tone
 - Duration
 - Tactile Features (extruded arrows)

* All of these requirements come from the MUTCD and are consistent with guidance there.


29

>R309- Transit and Alighting Areas

Federally adopted by DOT → THIS PART OF PROWAG FINAL RULE IS THE LAW NOW

- Must serve each accessible boarding area for the bus (some buses have 2)
- 96"x60" with applicable cross slopes; may run at running grade of the road
- Transit Shelters must have a clear space for mobility devices


30



>R310- Parking Spaces

- Must connect to Pedestrian Access Routes
- DWS not required on curb ramps used exclusively for Parking Space access
- Where 2 or more parallel on street spots are on the same block, each must have a separate connection to the PAR


31



>R311- Passenger Loading Zones

- 8' x 20'
- Access aisle size: 60" min. width for full length of pull-up space
- Surface compliant with R302.6
- Connected to PAR
- Access aisle marked to discourage parking
- DWS not required for ramps used exclusively for connection to PAR's

32



Section 400: Supplemental and Technical Requirements

- R401 General
- R402 Protruding Objects and Vertical Clearance
- R403 Operable Parts
- R404 Clear Spaces
- R405 Knee and Toe Clearance
- R406 Reach Ranges
- R407 Ramps
- R408 Stairs
- R409 Handrails
- R410 Visual Characters on Signs
- R411 International Symbol of Accessibility

33

> R400- Generally

- Includes a lot of information also found in the Building Accessibility Standards
- Objects mounted on Posts and Pylons
- R403, R406- Addresses acceptable reach on push buttons
- R404 Clear Space (min. 30" x 48") for reach (forward/parallel approaches)
- Surface requirements generally apply, Refer back to R300

34

ADA on Federal Aid Projects


FHWA requires that all projects are ADA compliant upon completion or the federal funds must be repaid.

35

The Importance of Good Field Inspection

- Project inspectors should be familiar with ADA requirement and contract plans
- Understand the construction requirements, parameters of ADA facilities, and key details to be verified
- It is easier to correct issues prior to placing concrete
- An experienced contractor is beneficial

36


[illegible]

ADA Survey

- APWA GSP 105.4 Option (new November 25, 20204)
 - Outlines Contractor responsibilities for staking calculating, surveying and measuring the ADA features
 - This provision includes language to address deficiencies

In the instance where an ADA feature does not meet accessibility requirements, all work to replace non-compliant work and then to measure, record the as-built measurements, and transmit the electronic forms to the Engineer shall be completed at no additional cost to the Contracting Agency.

ADA Survey - WSDOT Form 224-020LP



ADA Survey - WSDOT Form 224-020LP

Local Programs ADA Post Construction Inspection Form Guidance


This form will be used for the Contractor's documentation of the leftside and rightside in accordance with the Special Provisions.
*The Contractor shall complete the measurements and verify all ADA features in the presence of the Engineer.
Incomplete forms will be returned to the inspector for verification and correction.

Location Information
Location of sidewalks and ramps shall be referenced by linear latitude and longitude measurements of the site location. If there is more than one ramp at each corner, all ramps need to be documented.

Non-Compliant Construction
Generally, a non-compliant sidewalk, or ramp will not be allowed to remain in place. If non-compliance is due to Contractor's performance or any reason that is not determined technically infeasible, structurally impracticable or a safety issue, the ramp will need to be made compliant before the project is considered substantially complete.

Distribution
The Contractor shall submit the completed ADA Post-Inspection form to the Contracting Agency.
After acceptance, the Contracting Agency will retain this information and if required, update their official agency ADA inventory/transition plan.
In the case where the ADA features are involved on a State Highway, the Contracting Agency will forward the form to the WSDOT ADA Steward at ADASteward@wsdot.wa.gov.

40



Local Programs Inspection

- LAG 53.21 – WSDOT Project Review
- DOT Form 140-500 Final Inspection of Federal Aid Project

Compliance			
Marking and signing in conformance with MUTCD?	<input type="checkbox"/> Yes <input type="checkbox"/> No	NEPA requirements met?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Clear Zone requirements met?	<input type="checkbox"/> Yes <input type="checkbox"/> No	ADA requirements met?	<input type="checkbox"/> Yes <input type="checkbox"/> No

41



Local Programs Inspection - Examples



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Local Programs Inspection - Examples



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Local Programs Inspection - Examples

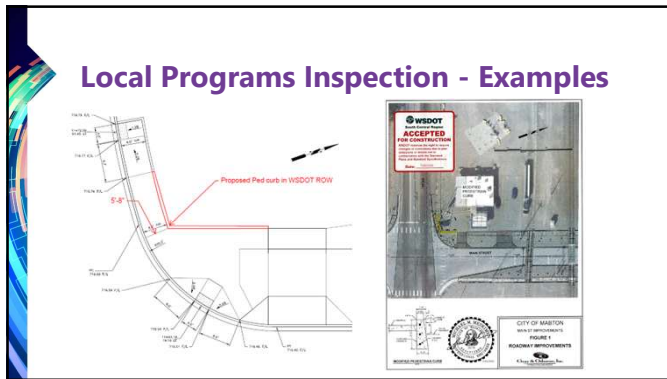


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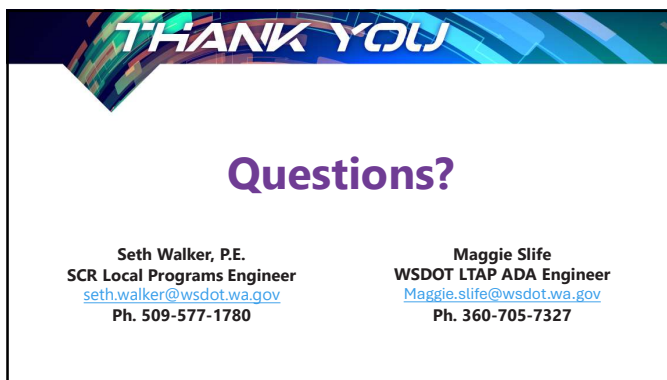
Local Programs Inspection - Examples



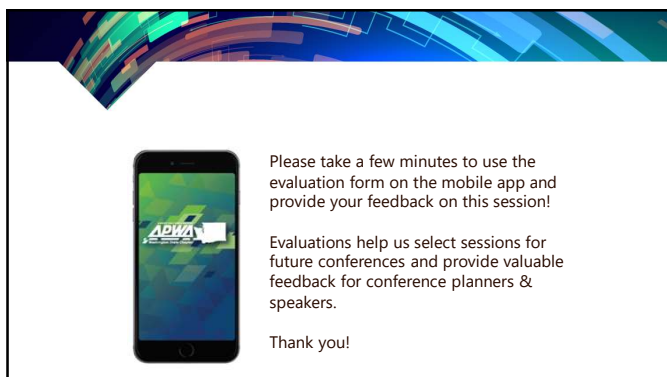
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