



# INDIANA DEPARTMENT OF TRANSPORTATION

*Driving Indiana's Economic Growth*

## Design Memorandum No. 23-16

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**TO:** All Design, Operations, and District Personnel, and Consultants

**FROM:** /s/ Luis A. Laracuente  
Luis A. Laracuente, P.E.  
Highway Engineering Director

**SUBJECT:** Public Rights-of-Way Accessibility Guidelines (PROWAG)

**EFFECTIVE:** Lettings on or after July 1, 2024

The U.S. Access Board issued its [final rule](#) on accessibility guidelines for pedestrian facilities in the public right-of-way (known as PROWAG) in the Federal Register on August 8, 2023. This is the first step to the PROWAG becoming law. The second step, adoption by the US Department of Justice and Department of Transportation with or without modifications, is expected in early 2024. The U.S. Access Board has published [notable changes](#) and released [videos](#) on their YouTube channel that offer a chapter-by-chapter review of the guidelines.

*This memo is to provide a high-level summary of changes that may result in design revisions for compliance. It is not a comprehensive list.*

While INDOT used PROWAG as the basis for curb ramp standards and to support the inclusion of pedestrian maintenance of traffic for several years, discretion was applied to other technical requirements. This memo highlights these other technical requirements, which will be mandatory when PROWAG becomes law. INDOT has set a deadline of contracts letting on or after July 1, 2024, to comply. This deadline applies to both LPA and INDOT contracts, regardless of funding.

### **Projects Currently in Design**

A project currently in design should include the accessible features discussed in this memo when it includes:

- a roundabout,
- channelized turn lane,
- pedestrian signal, or
- pedestrian maintenance of traffic

A summary table is included at the end of the memo. The applicable (final rule) PROWAG section is shown in brackets. Note that many section numbers have changed from the July 2011 PROWAG.

## **Roundabouts with Pedestrian Facilities**

For all roundabouts, pedestrian facilities must be separated from the back of curb by landscaping or other non-walkable surface [R306.4.1.1 Separation], otherwise a vertical edge treatment is required [R306.4.1.2 Vertical Edge Treatment]. Separation is the preferred treatment as details for vertical edge treatments are limited.

For multi-lane roundabouts, each multilane segment of the roundabout containing a crosswalk must provide a crosswalk treatment consisting of one or more of the following:

- a traffic control signal with a pedestrian signal head;
- a pedestrian hybrid beacon;
- a pedestrian actuated rectangular rapid flashing beacon; or a raised crossing. [R306.4.2 Crosswalk Treatments].

INDOT is working to establish parameters for choosing an appropriate crosswalk treatment. Until selection criteria are established, designers should coordinate with the appropriate District Traffic Engineer for INDOT projects and with the LPA for local projects to select a treatment.

## **Channelized Turn Lanes**

Crosswalks at multi-lane channelized turn lanes must provide treatments consisting of one or more of the following:

- a traffic control signal with a pedestrian signal head;
- a pedestrian hybrid beacon;
- a pedestrian actuated rectangular rapid flashing beacon; or a raised crossing. [R306.5 Channelized Turn Lanes]

## **Accessible Pedestrian Signals**

All new and altered pedestrian signal heads installed at crosswalks must include accessible pedestrian pushbuttons or passive detection or pre-timed operation that activates audible and vibrotactile indications [R206]. This ensures that a pedestrian who is blind or has low vision will know when to cross the street.

For new installations, INDOT's current policy requires accessible pedestrian signals (APS) for all pedestrian signal installations on the state highway system, on all federal-aid projects, and on 100% LPA funded projects (IDM 502-3.04(05)). This is typically achieved with an accessible pushbutton.

For alterations, INDOT's current policy requires that reconstruction/modernization of an existing traffic signal must include APS if pedestrian signals are part of the project (Operations Memo 14-01). Additional work activities considered alterations are described in the table below.

<b>Alternation Description</b>	<b>Notes</b>
Upgrading or Replacing a Pedestrian Signal Head	Maintenance or repair of an existing pedestrian signal head is not an alteration.
Traffic Signal Modernization, where pedestrian signal head present	Maintenance or repair of an existing traffic signal is not an alteration. Traffic Signal Modernization that includes only signal visibility improvements (e.g., backplates) is not an alteration.
Relocating an existing pedestrian pushbutton	Only the relocated pushbutton must be upgraded to APS.
Installing a Pushbutton Extension	

### **MUTCD**

MUTCD requirements are no longer referenced but instead have been incorporated directly in the PROWAG text.

For example, the requirement to provide an alternate pedestrian access route when a route is temporarily not accessible due to construction, maintenance, closure, or similar conditions is explicitly stated [R204] and includes the technical requirements [R303 and R402].

### **Accessible Parking Spaces**

Where on-street parking is provided and is metered or designated by signs or pavement markings, accessible parking spaces must be provided [R211] and meet the technical requirements [R310].

- Accessible parallel on-street parking dimensions are 24 ft long (parallel to the sidewalk) and 13 ft wide (perpendicular to the sidewalk).
- Exceptions to consider:
  - An exception is provided that clarifies where on-street parking spaces are altered, only the affected parking spaces must comply. For example, an alteration of a single on-street parking space on a block perimeter would not trigger the obligation to provide the total number of required accessible spaces on the block perimeter.
  - An exception is provided that where the sidewalk is not being altered as part of the parking space alteration, it is permitted to provide the typically sized, accessible parking space. The accessible space must be located nearest to the crosswalk.

For questions related to this design memo, please contact the ADA Technical Advisory Committee at [ada@indot.in.gov](mailto:ada@indot.in.gov).

Design Area – Feature	PROWAG Scoping and Technical Requirements [PROWAG reference]	Description
<p>Roundabouts with Pedestrian Facilities – Separations</p> <p>Roundabouts with Pedestrian Facilities – Vertical Edge Treatment</p>	<p>Separation [R306.4.1.1]</p> <p><b>-OR-</b></p> <p>Vertical Edge Treatment [R306.4.1.2]</p>	<p>At all roundabouts that include pedestrian facilities, must either provide a 2-ft buffer of landscaping or other unprepared surface.</p> <p>If the pedestrian facility is adjacent to the back of curb, a continuous and detectable vertical edge treatment along the street side of the pedestrian facility is required from crosswalk to crosswalk. Bottom edge 15 in. (max.) above walking surface.</p>
<p>Multi-lane Roundabouts – Crosswalk Treatment (Coordinate with DTE)</p>	<p>Crosswalk Treatments [R306.4.2]</p>	<p>At least one of the following is required:</p> <ul style="list-style-type: none"> <li>• Traffic signal with pedestrian head</li> <li>• Pedestrian hybrid beacon</li> <li>• Pedestrian activated rectangular rapid flashing beacon (RRFB)</li> <li>• Raised crosswalk</li> </ul>
<p>Multi-lane Channelized Turn Lanes – Crosswalk Treatment (Coordinate with DTE)</p>	<p>Channelized Turn Lanes [R306.5]</p>	<p>At least one of the following is required:</p> <ul style="list-style-type: none"> <li>• Traffic signal with pedestrian head</li> <li>• Pedestrian hybrid beacon</li> <li>• Pedestrian activated rectangular rapid flashing beacon (RRFB)</li> <li>• Raised crosswalk</li> </ul>
<p>Accessible Pedestrian Signals – pushbuttons</p>	<p>Pedestrian Signal Heads and Pedestrian Activated Warning Devices [R206]</p>	<p>New and altered pedestrian signals require either an APS pushbutton or passive/pre-timed device with audible and vibrotactile indications.</p>
<p>Alternate Pedestrian Access Route – Requirement to Provide</p>	<p>Alternate Pedestrian Access Routes [R204]</p>	<p>If the pedestrian facility is not accessible due to construction, maintenance operations, closure, or other similar conditions, and alternate pedestrian access route must be provided.</p>
<p>Alternate Pedestrian Access Route – Technical Requirements</p>	<p>Alternate Pedestrian Access Route [R303]</p> <p>Protruding Objects and Vertical Clearance [R402]</p>	<p>Signs – proximity actuated audible signs or other non-visual means of conveying information must be provided in conjunction signs.</p> <p>Surface – firm, stable, slip resistant. No less accessible than surface of closed facility</p> <p>Clear Width – 48 in. Width not less than width of closed facility</p> <p>Detectable Edging of Channelizing Devices, where provided – must be continuous. Top 32 in. (min.), Bottom 2 in. (max.) above walking surface.</p>
<p>Accessible Parking Spaces</p>	<p>On-Street Parking [R211]</p> <p>On Street Parking Spaces [R310]</p>	<p>Where on street parking spaces are altered, only altered spaces need to be made accessible.</p> <p>Dimensions now provided for on-street accessible parking spaces. Where sidewalk is not part of the parking space alteration, typically sized accessible spaces are permitted if provided nearest a crosswalk at the end of the block face.</p>