



INDIANA DEPARTMENT OF TRANSPORTATION

Design Memo No. 24-05

April 11, 2024

TO: All Design Personnel and Consultants

FROM: /s/ Luis A. Laracuente
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SUBJECT: Public Rights-of-Way Accessibility Guidelines (PROWAG) Phased Implementation

SUPERSEDED: Design Memo 23-16 PROWAG (as noted)

EFFECTIVE: Lettings on or after July 1, 2028

Design Memo 23-16 was issued in response to the U.S. Access Board issuing 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. The memo proactively established a contract letting compliance date of July 1, 2024, and highlighted several notable changes. INDOT remains committed to providing accessible pedestrian infrastructure.

For select PROWAG elements, INDOT will now use a phased implementation. This approach is to allow sufficient time to understand the full scope of how to achieve compliance, establish guidance, standards, and training, and to address specific challenges that have been identified by INDOT and industry. Compliance for the select PROWAG elements noted below will be effective with lettings on or after July 1, 2028 (Fiscal Year 2029).

Select PROWAG Elements

R203.6.1.1 Crosswalks at an Intersection

Requirement. At an intersection corner where a pedestrian crossing is prohibited, the pedestrian circulation path leading to the pedestrian crossings must be separated from the back of curb by landscaping or other non-walkable surface; otherwise, a vertical edge treatment is required.

Challenges. Details for vertical edge treatments are limited. Constrained urban environments present technical limitations, such as maintaining an appurtenance free area. Project work that requires separation or vertical edge treatment to be addressed has not been established.

Action. Provide separation where practical as part of the project scope. Separation should extend a minimum of 5 ft beyond the curb ramp or blended transition. Submit an inquiry to the INDOT ADA Technical Advisory Committee (TAC) when separation/vertical edge treatment is required but separation cannot be achieved.

R203.6.1.2 Mid-Block and Roundabout Crosswalks

Requirement. At a mid-block or roundabout crosswalk where pedestrian crossing is not intended, the pedestrian circulation path leading to the pedestrian crossings must be separated from the back of curb by landscaping or other non-walkable surface; otherwise, a vertical edge treatment is required.

Challenges. Details for vertical edge treatments are limited. Constrained urban environments present technical limitations, such as maintaining an appurtenance free area. Project work that requires separation or vertical edge treatment to be addressed has not been established.

Action. Provide separation where practical as part of the project scope. Separation should extend a minimum of 5 ft each side of the curb ramp for a mid-block crossing and the entire circulatory roadway between approaches for a roundabout. Submit an inquiry to the TAC when separation/vertical edge treatment is required but separation cannot be achieved.

R303.2 Alternate Pedestrian Access Routes – Signs

Requirement. Proximity-actuated audible signs or other non-visual means must be provided to convey the information provided on signs identifying alternate pedestrian access routes.

Challenges. There is no national guidance for effective message content or message structure. INDOT is currently developing a standard message format.

Action. The Standards Committee approved Temporary Pedestrian Access Route Standard Drawings, which include audible information devices, and related recurring provisions in the February 2024 meeting. These become effective with lettings on or after September 1, 2024. INDOT will use pilot projects to evaluate the implementation of audible information devices. These projects will be coordinated with the TAC.

For questions related to this memo, please contact the INDOT ADA Technical Advisory Committee at ADA@indot.in.gov.