Washington State
Department of Transportation

Field Guide for Accessible Public Rights of Way
2010 Edition
Revised

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ISSUES IDENTIFICATION CHECKLIST

PEDESTRIAN ACCESS ROUTE (PAR)

- ☐ Components: Sidewalks, Ramps, Curb Ramps, Landings, Crosswalks, & Pedestrian Overpasses and Underpasses
- ☐ Surface (firm, stable, and slip resistant; concrete or asphalt free of holes and depressions; gratings, access covers, and other appurtenances not located on curb ramps, landings, and gutters within the PAR)
- ☐ Running slope (matches the adjacent street; complies with ADA when not adjacent to a street)
- ☐ Cross slope (2.0% max)
- ☐ Width (4 ft min clear width with passing spaces or 5 ft continuous)
- ☐ Passing spaces (5 ft by 5 ft at 200 ft intervals)
- ☐ Clear width (4 ft wide)
- ☐ Vertical clearance (80 inches min; the MUTCD requires 7 ft height for bottom of signs)
- ☐ Free of obstructions

ALTERNATE PEDESTRIAN CIRCULATION PATH (WORK ZONE)

- ☐ An Alternate Pedestrian Circulation Path is provided for temporary closure of a pedestrian circulation path for maintenance or construction activities A pedestrian access route is included within the pedestrian circulation path
- ☐ The alternate path is provided on the same side of the street as the disrupted path, to the maximum extent feasible
- ☐ Protection with a pedestrian barricade or channelizing device is provided where the alternate path is exposed to adjacent construction, excavation drop-offs, traffic, or other hazards
- ☐ Pedestrian barricades and channelization devices are continuous, stable (not flexible), and consist of a wall, fence, or enclosures per MUTCD sections 6F-58, 6F-63, and 6F-66
  - ☐ Continuous bottom edge 6 inches max above the ground surface
  - ☐ Height: A continuous surface or upper rail @ 3 feet min above ground surface
  - ☐ Support members do not protrude into the alternate pedestrian circulation path

ISSUES IDENTIFICATION CHECKLIST

PROTRUDING OBJECTS

- ☐ Protruding objects within sidewalks and other pedestrian circulation paths do not reduce the 4 ft clear width required for the PAR
- ☐ Protrusion limits (4 inch max horizontal protrusion for objects between 27 to 80 inches high)
- ☐ Single post-mounted objects (4 inch max protrusion allowed beyond the post for objects between 27 and 80 inches above the ground surface)
- ☐ Double post-mounted objects with a clear distance between the posts greater than 12 inches (the lowest edge of the object shall be between 27 and 80 inches above the ground surface)
- ☐ Examples (mounted and free-standing)
  - ☐ Signs/guy wires/utility poles
  - ☐ Trees/limbs/bushes
  - ☐ Phone booths/water fountains/utility cabinets
  - ☐ Lighting
  - ☐ Fire hydrants
  - ☐ Mailboxes
  - ☐ Stairs or steps
  - ☐ Permanent and temporary street furnishings (sign boards, seating, planters, etc.)
  - ☐ Parked vehicle overhangs

CROSSWALKS

- ☐ Striping type (ladder or parallel)
- ☐ Clear width PAR (4 ft min)
- ☐ Cross slope 2.0% max for stop-controlled intersection leg
  - ☐ 5% max for intersection leg that is not stop controlled
  - ☐ Midblock crossings can match roadway grade
- ☐ Running slope (5.0% max)

ISSUES IDENTIFICATION CHECKLIST

CURB RAMPS

- ☐ A curb ramp connects the PAR to each street crossing and within crosswalk width (Perpendicular: curb ramp; Parallel: landing)
- ☐ Type (Perpendicular, Parallel, Single-Direction Parallel, and Combination)
- ☐ Ramp running slope (8.3% max)
- ☐ Ramp cross slope (2.0% max)
- ☐ Landing 4 ft by 4 ft min (5 ft by 5 ft desirable)
  - ☐ Location (Perpendicular: top; Parallel: bottom; and Combination: between)
  - ☐ Cross slope and running slope (2.0% max)
- ☐ Counter slope (5.0% max)
  - ☐ Consider a 24-inch level space when algebraic difference is ≥ 11%
- ☐ All grade breaks (flush)
- ☐ Protrusions (none allowed in PAR)
- ☐ Surface (firm, nonslip)
- ☐ Free of gratings, access covers, and other appurtenances in curb ramps, landings, and gutter areas
- ☐ Must have detectable warning surface with truncated domes.

DETECTABLE WARNING SURFACE (DWS)

- ☐ Truncated Dome Pattern
- ☐ Size (24 inches by width of ramp)
- ☐ Location: Along back of curb line
  - ☐ Perpendicular type: bottom of ramp
  - ☐ Parallel type: on landing
- ☐ Contrasting color (WSDOT: Yellow Federal Standard number 595C,#33538)

DRIVEWAYS

- ☐ Option (A, A1, B, or C)
- ☐ Pedestrian access route (PAR) (4 feet min)
- ☐ Cross slope (2.0% max)
- ☐ Running slope (same as the street)
- ☐ Option C ramp running slopes (8.3% max)

MEDIAN/TRAFFIC ISLAND/SPLITTER ISLAND

- Median width (6 ft min measured from back of curb to back of curb)
- Width of PAR including passing (5 ft min, all directions)
- Detectable warning surfaces located at all openings/curb ramps
- Distance between detectable warning surfaces (2 ft min)

ACCESSIBLE PEDESTRIAN SIGNALS (APS)

- Is the pedestrian signal present?
  - Is the pedestrian signal audible?
  - Is the pedestrian signal vibrotactile?
- The distance apart for push buttons at intersections: 10 ft
  - At medians and traffic islands: 5 ft
- The vibrotactile feature and push button can be contacted from the level landing of the curb ramp for that particular crossing
  - A level clear space is provided at push button (the landing and clear space can overlap)
- Level clear space is provided at the push button and joins to the PAR (30 inches min by 48 inches min; 2.0% max slope in any direction)
- Reach depth (10 inches to the button from landing/clear space)
- Reach height (15 inches min; 42 inches desirable; 48 inches max)
- Button size and contrast (2 inches min; visually contrast with housing)
- Control face (faces the intersection and is parallel with the direction on the crosswalk)
- Directional arrow and street name on push button face, housing, or mounting
  - Arrow: tactile and aligned parallel with the crosswalk direction
  - Street name: tactile and aligned parallel with the crosswalk direction (or can be in audible format)
- Push button has locater tone that operates during DON'T WALK and flashing DON'T WALK intervals
- Audible indication of WALK interval in tone or speech
- Tone: multiple frequencies with dominant @ 880 Hz
  - Duration: 0.15 sec and repeat at intervals of 0.15 sec
  - Volume: between 2 dB min and 5 dB max above ambient levels measured 3 ft from signal device

BUS STOPS

- Boarding & alighting area
  - Size: 8 ft min perpendicular to curb x 5 ft min parallel to street
  - Grade: 2.0% max perpendicular to curb; match street grade parallel to street
  - Connected to PAR
- Bus shelter
  - Clear space is 36 inches min x 60 inches min entirely within shelter
  - Clear space slope is 2.0% max all directions
  - Connected to PAR

PEDESTRIAN CIRCULATION PATH

Pedestrian circulation path: A prepared exterior or interior way of passage provided for pedestrian travel. These paths shall connect pedestrian elements and facilities that are required to be accessible.

Components: Pedestrian circulation paths shall consist of one or more of the following components: walkways; ramps; curb ramps (excluding flared sides); landings, crosswalks; pedestrian overpasses and underpasses; elevators; and platform lifts. Where a pedestrian circulation path is provided in the street along a highway or within a shoulder, it shall contain a pedestrian access route.

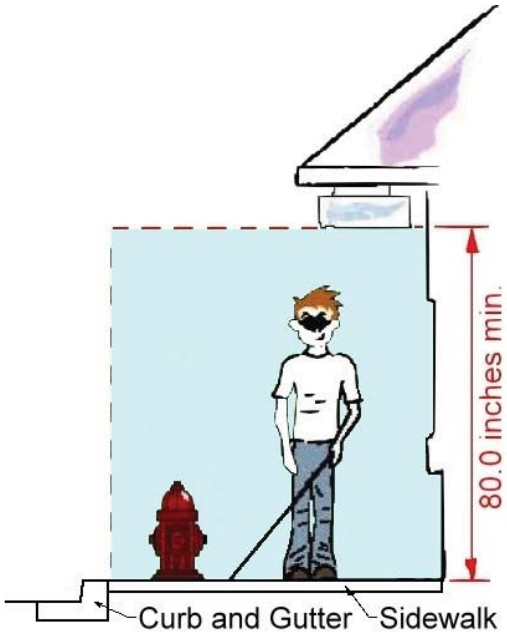

Figure 1

Width: Pedestrian circulation path (sidewalk) width is measured from the back of the curb or buffer to the outside edge of the sidewalk.

Required clearance: The minimum vertical clearance shall be 80 inches. The MUTCD requires the minimum height for bottom of signs to be 7.0 ft. The required clear area must be maintained without obstruction.

PEDESTRIAN ACCESS ROUTE (PAR)

Pedestrian access route: Pedestrian access routes shall connect pedestrian elements and facilities that are required to be accessible.

Components: Pedestrian access routes shall consist of one or more of the following components: walkways; ramps; curb ramps (excluding flared sides); landings; crosswalks; pedestrian overpasses and underpasses; elevators; and platform lifts. Where a pedestrian circulation path is provided in the street along a highway or within a shoulder, it shall contain a pedestrian access route.

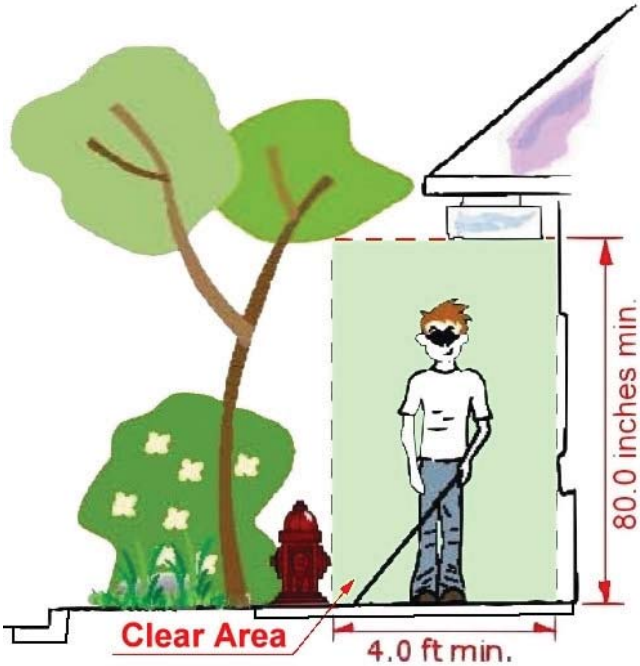

Figure 2

Continuous width: The minimum continuous and unobstructed clear width of a pedestrian access route shall be 4.0 ft, not counting the width of the curb.

Required clearance: The minimum vertical clearance shall be 80 inches. The MUTCD requires the minimum height for bottom of signs to be 7.0 ft. The required clear area must be maintained without obstruction.

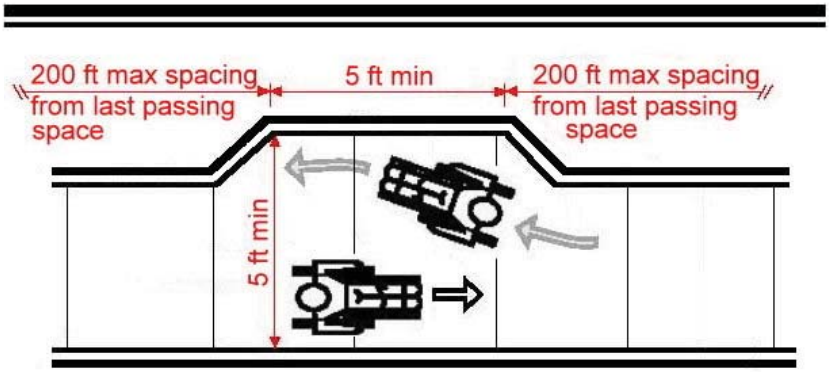

Figure 3

Width at passing spaces: Walkways in pedestrian access routes less than 5.0 ft in clear width shall provide passing spaces at intervals of 200 ft maximum. The minimum dimension of pedestrian access routes at passing spaces shall be 5.0 ft wide for a distance of 5.0 ft.

Figure 4

Cross slope: The cross slope of the walkway of a pedestrian access route shall be 2.0% maximum.

Running slope: Where a pedestrian access route is adjacent to a street or highway, its grade shall not exceed the general grade of the adjacent street or highway. Where the alignment of a pedestrian access route is independent of an adjacent roadway and exceeds 5.0%, the route is considered a ramp and must be designed by the standards for a ramp.

ACCESS ROUTE SURFACE ELEMENTS

Access route surface: The surface of the pedestrian access route shall be firm, stable, and slip resistant.

Figure 5

Vertical alignment: Vertical alignment of pedestrian access routes shall be planer with curb ramps, landings, and gutter areas, and with required clear spaces for signals and furniture. These features are to be flat and uniform in relationship to each other without warps or tipping.

Grade breaks must be flush.

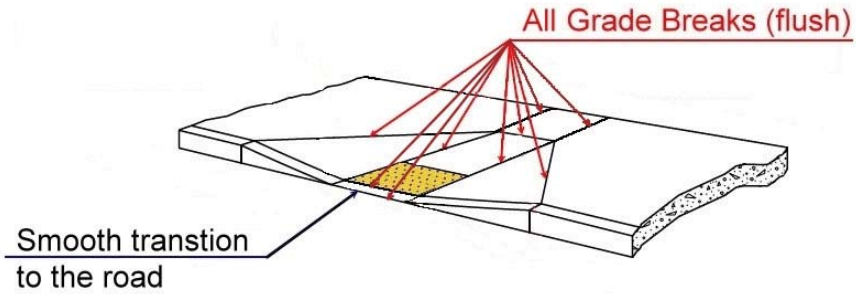

Figure 6

Surface discontinuities: Surface discontinuities shall not exceed 1/2-inch maximum. Vertical discontinuities between 1/4-inch and 1/2-inch maximum shall be beveled at 2:1 or flatter. The bevel shall be constant across the entire level change. New surfaces shall not have any vertical surface discontinuities.

Surface discontinuities are not allowed in curb ramps, landings, or gutter areas within the PAR.

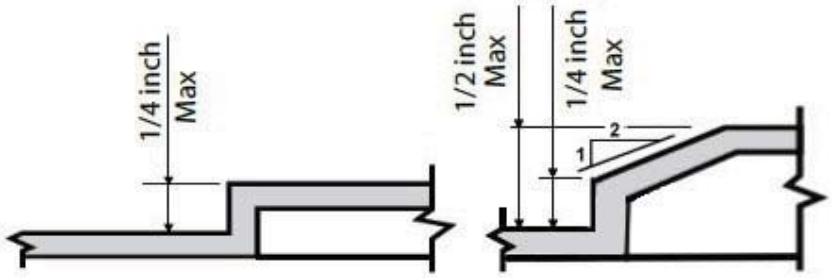

Figure 7

Pedestrian access route joints & gratings: Surface openings shall not permit passage of a sphere more than 1/2 inch. Horizontal surface openings shall be placed so that the long dimension is perpendicular to the dominant direction of wheelchair travel.

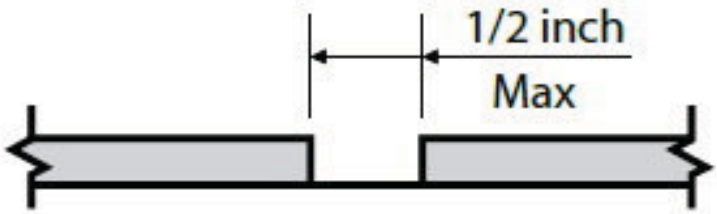

Figure 8

Grate openings: See Figure 9.

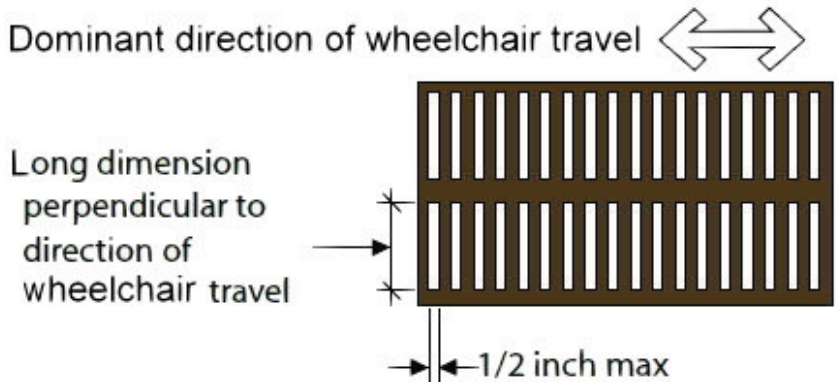

Figure 9

Railroad crossings: Railroad crossings shall be level with top of the rail.
Flangeway gaps: The space between the inner edge of a rail and the crossing surface. There are two different types of flangeway gaps:
Non-freight rail crossing flangeway gaps shall be 2.5 inches max.
Freight rail crossing flangeway gaps shall be 3 inches max.

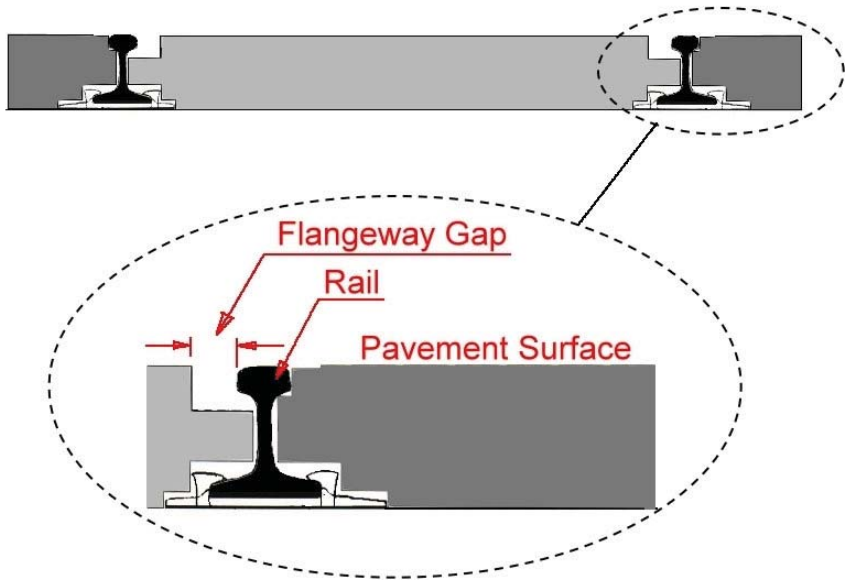

Figure 10

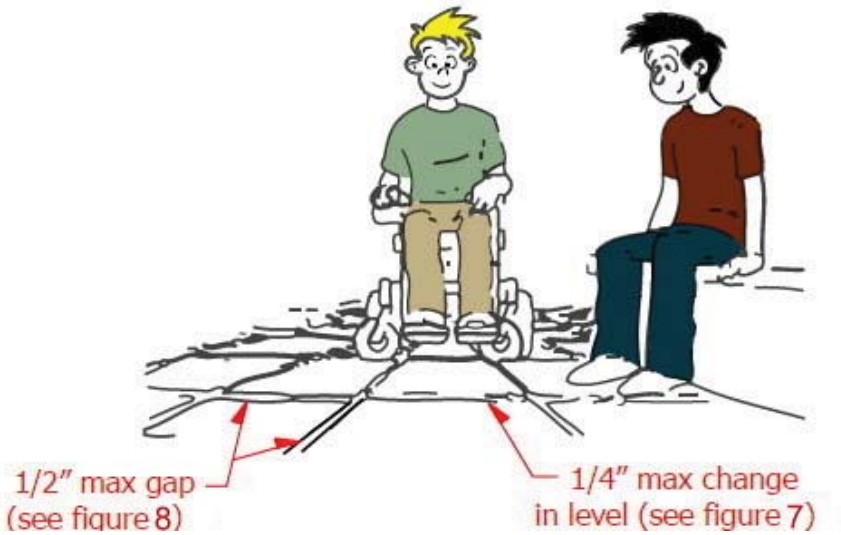

Figure 11

Examples of noncompliant surfaces: Split-face stone units, cobble stones, loose sand, dirt, gravel, or any similar irregular surfaces.

Figure 12

PROTRUDING OBJECTS/OBSTRUCTIONS

Protruding objects: Provisions for protruding objects apply across the entire width of the pedestrian circulation path. Protruding objects on sidewalks and pedestrian circulation paths shall not reduce the clear width required for pedestrian access routes.

Protrusions/obstructions can be permanent or temporary, mounted, or free-standing objects. Examples are: utility poles; signs supports; trees/limbs/vegetation; fire hydrants; cabinets; mail boxes; phone booths; temporary stands/signs; water fountains; stairs and furniture; guy wires; signs; wall phones; water fountains; mounted cabinets; and parked car overhangs.

Protrusion limits: Objects with leading edges between 27 inches and 80 inches above the finished ground surface may protrude a maximum of 4 inches horizontally into the pedestrian circulation path.

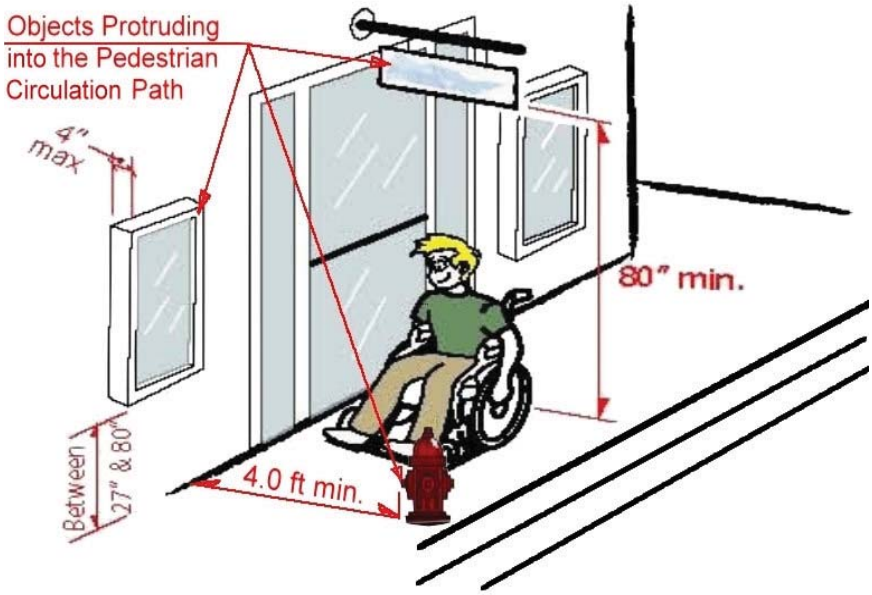

Figure 13

Post-mounted objects: Objects mounted on single posts or pylons between 27 and 80 inches above the ground surface may overhang into the pedestrian circulation path a maximum of 4 inches beyond the post or pylon measured 6 inches above the ground surface.

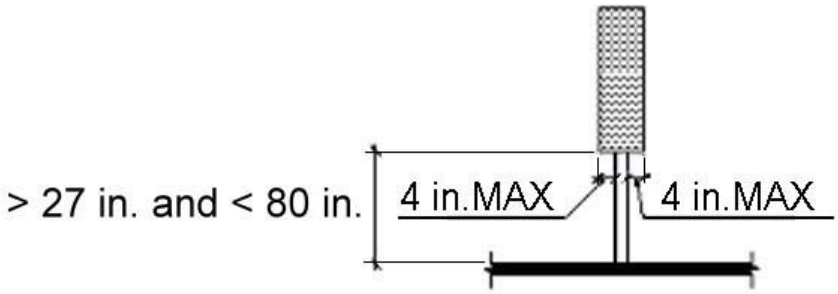

Figure 14

Where a sign or other object is mounted between posts or pylons that are spaced more than 12 inches apart, the lowest edge of the sign or object must be 27 inches below or 80 inches above the ground line.

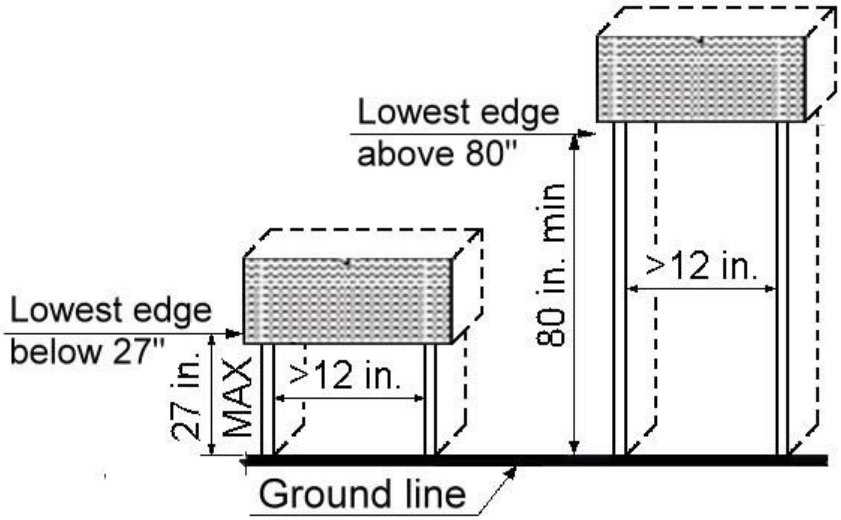

Figure 15

ALTERNATE PEDESRIAN CIRCULATION PATH (WORK ZONE)

An **alternate pedestrian circulation path** is provided for temporary closure of a pedestrian circulation path for maintenance or construction activities. A pedestrian access route is included within the pedestrian circulation path. The alternative pedestrian circulation path shall conform to all the provisions of the pedestrian access route. The alternate pedestrian circulation path is provided on the same side of the street as the disrupted path, to the maximum extent feasible.

Protection with a pedestrian barricade or channelizing device is provided where the alternate path is exposed to adjacent construction, excavation drop-offs, traffic, or other hazards.

Pedestrian barricades and channelization devices are to be continuous, stable, not flexible, and consist of a wall, fence, or enclosures per MUTCD sections 6F-58, 6F-63, and 6F-66.

A **detectible base** is a continuous bottom edge that is 6 inches maximum above the ground surface.

Height = A continuous surface or upper rail @ 3 ft min above ground surface. The support members of the railing shall not protrude into the pedestrian access route**.**

Figure 16

CURB RAMPS

Perpendicular type curb ramp

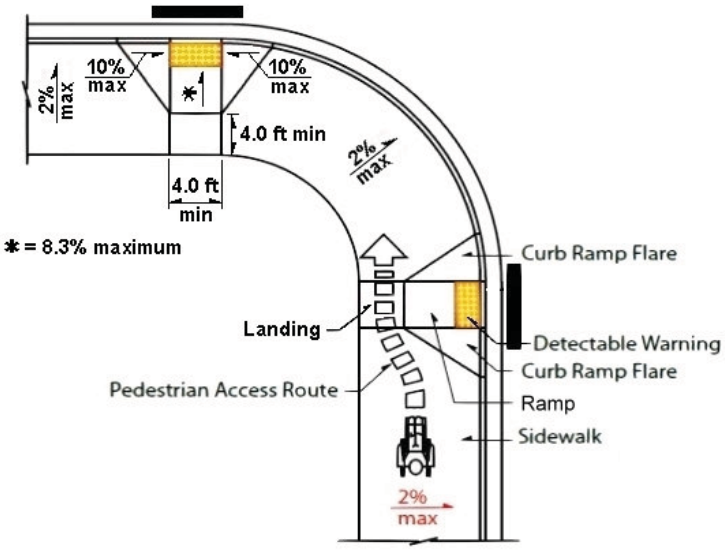

Figure 17

Perpendicular type curb ramps shall have a running slope that cuts through or is built up to the gutter grade break at right angles.

Ramp running slopes shall be 8.3% maximum.

Ramp cross slopes shall be 2.0% maximum. The cross slope at midblock crossings shall be permitted to match street or highway grade.

Landing: A landing of 4.0 ft by 4.0 ft minimum (5 ft by 5 ft desirable) shall be provided at the top of the curb ramp and shall be permitted to overlap other landings and clear space. Running and cross slopes shall be 2.0% maximum. Running and cross slope at midblock crossings may match the street or highway grade.

Flares: Flared sides with a slope of 10% maximum, measured parallel to the curb line, are needed when the curb ramp is in the sidewalk.

Parallel type curb ramp

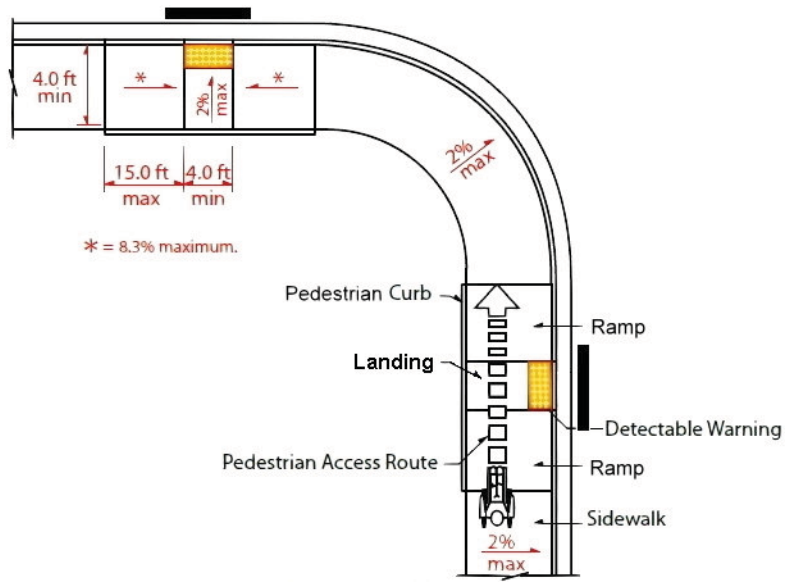

Figure 18

Parallel type curb ramps shall have ramp running slopes that are in-line with the direction of sidewalk travel.

Ramp running slopes shall be 8.3% maximum but shall not require the ramp length to exceed 15.0 ft.

Ramp cross slopes shall be 2.0% maximum.

Landing: The landing of 4.0 ft by 4.0 ft minimum (5 ft by the width of the sidewalk is desirable) shall be provided between the ramps and shall be permitted to overlap other landings and clear floor or ground space. The running slope and cross slopes shall be 2.0% maximum. Running slopes at midblock crossings may match the street or highway grade.

Combination type curb ramp

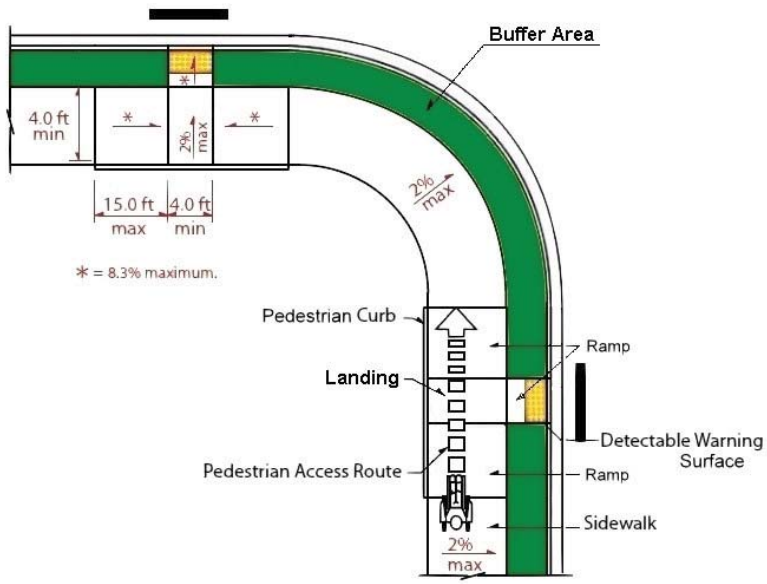

Figure 19

Combination type curb ramps shall have a ramp running slope that connects the gutter elevation to the landing elevation perpendicular to the curb line, then shall have ramps either way parallel to the curb line that connects the landing elevation to the sidewalk elevation.

Ramp running slopes shall be 8.3% maximum.

Ramp cross slopes shall be 2.0% maximum. The ramp cross slope at midblock crossings shall be permitted to match the street or highway grade.

Landing: A landing of 4.0 ft by 4.0 ft minimum (5 ft by the width of the sidewalk is desirable) shall be provided between the ramps and shall be permitted to overlap other landings and clear space. Running and cross slopes shall be 2.0% maximum. The running slope at midblock crossings may match the street or highway profile grade.

Single-direction parallel type curb ramp

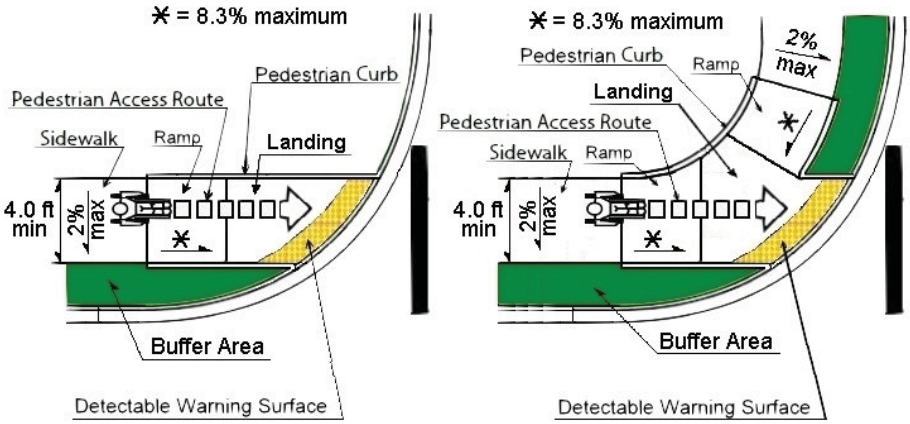

Figure 20

Single-direction parallel type curb ramps shall have a running slope that is in-line with the direction of sidewalk travel. The detectable warning surface is placed at the back of curb and parallel to the curb.

Ramp running slopes shall be 8.3% maximum, but shall not require the ramp length to exceed 15.0 ft.

Ramp cross slopes shall be 2.0% maximum.

Landing: The landing of 4.0 ft by 4.0 ft minimum (5 ft by 5 ft or larger desirable) shall be provided at the bottom of the ramp run and shall be permitted to overlap other landings and clear space. The running slope and cross slopes shall be 2.0% maximum.

Diagonally-oriented parallel type curb ramp

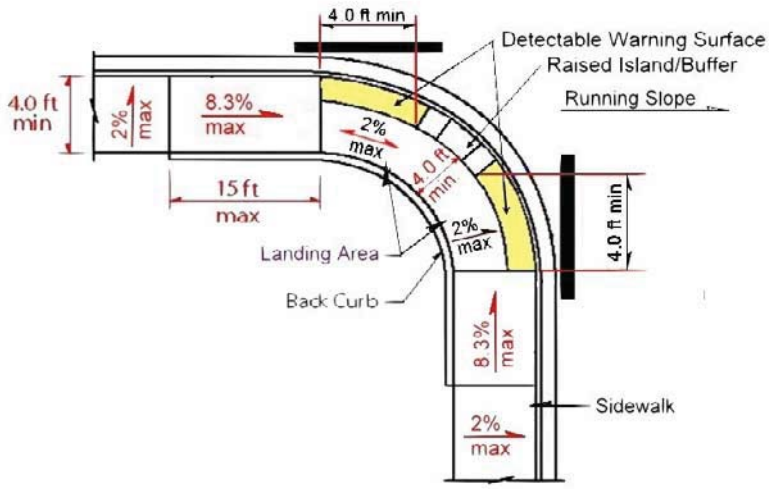

Figure 21

Ramp running slopes shall be 8.3% maximum, but shall not require the ramp length to exceed 15.0 ft.

Ramp cross slopes shall be 2.0% maximum everywhere.

Landing: The landing of 4.0 ft by 4.0 ft minimum and the running slope and cross slopes shall be 2.0% maximum.

CURB RAMP TRANSITIONS

Counter slope: Consider a 2 ft level strip at the grade break of the road and ramp if the algebraic difference between the pavement slope and the ramp slope is more than or equal to 11%.

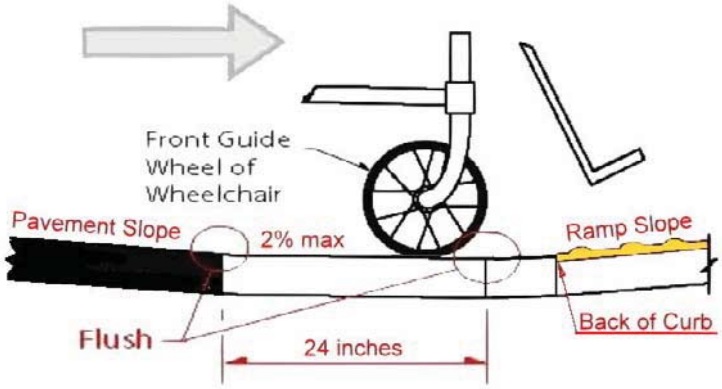

Figure 22

DETECTABLE WARNING SURFACES

Detectable warning surfaces shall be provided, where a curb ramp, landing, or shared-use path connects to a street, and where the pedestrian accessible route crosses a railroad, traffic island, or median.

Placement: Detectable warning surfaces shall be placed at back of curb and parallel to the curb.

Size: Detectable warning surfaces extend 24 inches minimum in the direction of travel and the full width of the curb ramp (exclusive of flares) or the landing.

Color: WSDOT requires the use of federal yellow (Number 595C,#33538) as the visual contrast on its projects. Other contrasting colors may be used on projects where cities or counties have jurisdiction.

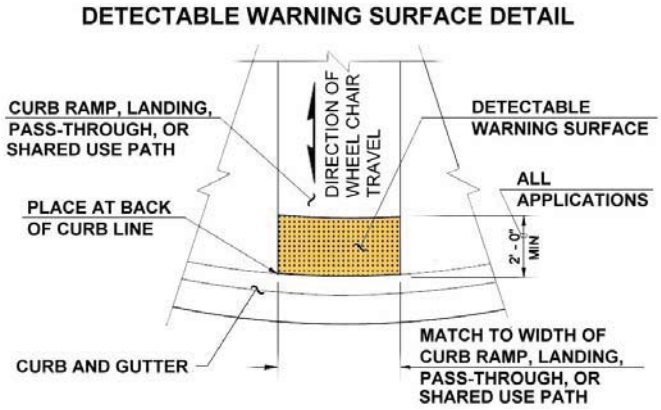

Figure 23

Detectable warning surface placements

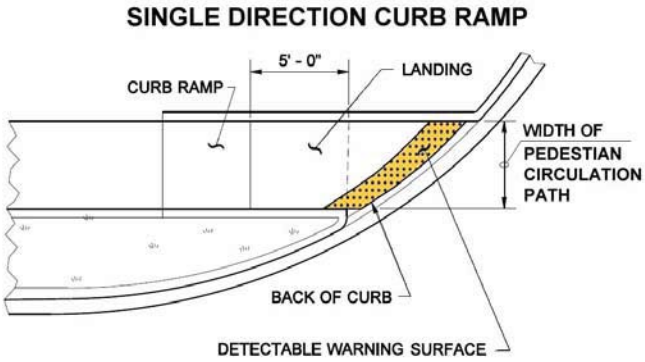

Figure 24

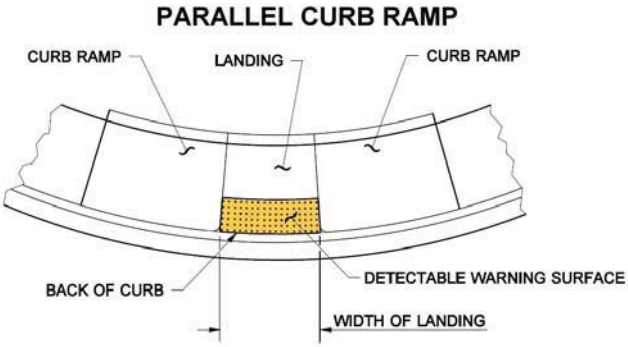

Figure 25

PEDESTRIAN RAILROAD CROSSING

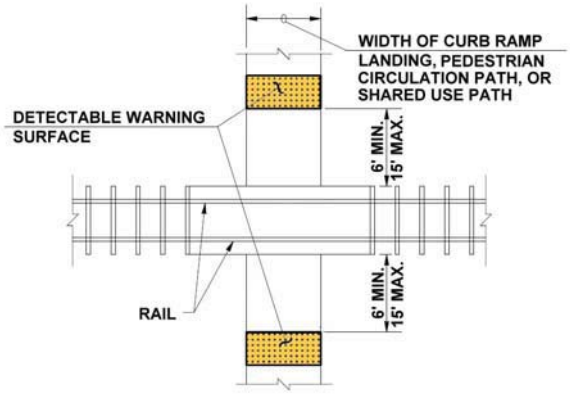

Figure 26

SHARED-USE PATH CONNECTION

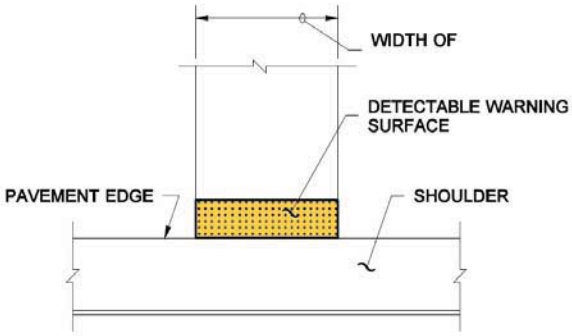

Figure 27

ISLAND PASS-THROUGH

MEDIAN PASS-THROUGH

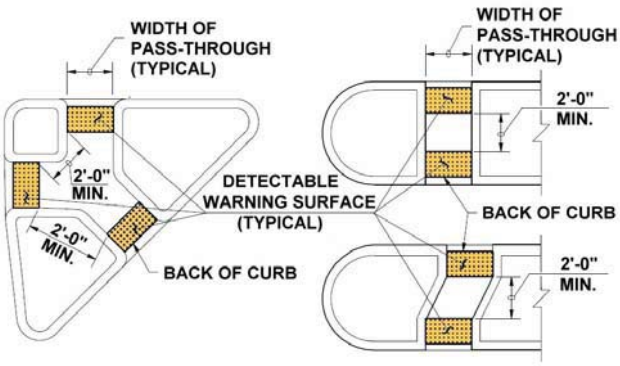

Figure 28

ACCESSIBLE PEDESTRIAN SIGNALS (APS)

Pedestrian signals: Each crosswalk with pedestrian signal indication shall have an accessible pedestrian signal that includes audible and vibrotactile indications of the WALK interval. Where a pedestrian pushbutton is provided, it shall be integrated into the accessible pedestrian signal.

Audible walk indication. The audible indication of the WALK interval shall be by tone or spoken message.

Tones. Tones shall consist of multiple frequencies with a dominant component at 880Hz. The duration of the tone shall be 0.15 seconds and shall repeat at intervals of 0.15 seconds.

Volume. Tone or voice volume measured at 3 feet from the pedestrian signal device shall be 2dB minimum to 5dB maximum above ambient noise level in standard operation and shall be responsive to ambient noise level changes.

APS PUSHBUTTONS

Locations for pushbuttons of Accessible Pedestrian Signals shall be located so that the vibrotactile feature can be contacted from the level landing serving a curb ramp, if provided, or from a clear ground space that is in line with the crosswalk line adjacent to the vehicle stop line. Pushbuttons shall be 10 feet minimum from other pushbuttons at a crossing. The control face shall be installed to face the intersection and be parallel to the direction of the crosswalk it serves. In medians and traffic islands, pushbuttons shall be 5 feet from other pedestrian pushbuttons.

Clear space. A clear ground space shall be provided at the pushbutton and shall connect to or overlap the PAR. The clear space shall be 30 inches minimum by 48 inches minimum and shall have a running slope and cross slope of 2.0% maximum. The clear space may overlap curb ramp landings, and shall be positioned for either forward or parallel approaches to the pushbutton.

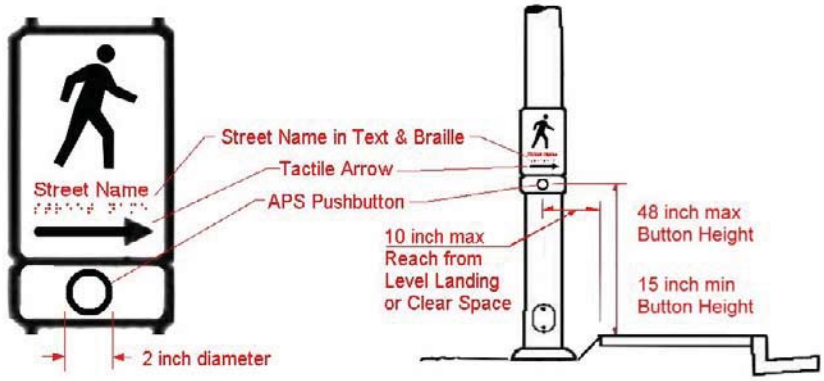

Figure 29

Reach. The pushbutton shall be located within a reach range of 10 inches maximum from the landing or clear space. The reach height shall be 48 inches maximum and 15 inches minimum.

Size and contrast. Pedestrian pushbuttons shall be a minimum of 2 inches across in one dimension and shall contrast visually with their housing or mounting.

Pushbutton locator tone. Pedestrian pushbuttons shall incorporate a locator tone at the pushbutton. Pushbutton locator tone volume measured 3 feet from the pushbutton shall be 2dB minimum to 5dB maximum above ambient noise level and shall be responsive to ambient noise level changes. The duration of the locator tone shall be 0.15 seconds maximum and shall repeat at intervals of one second. The locator tone shall operate only during the DON'T WALK and flashing DON'T WALK intervals and shall be deactivated when the pedestrian signal is not operative.

Optional features. An extended button press shall be permitted to activate additional features. Buttons that provide additional features shall be marked with three braille dots forming an equilateral triangle in the center of the pushbutton.

Directional information and signs. Pedestrian APS pushbutton devices shall provide tactile and visual signs on the face of the device or its housing or mounting to indicate crosswalk direction and the name of the street containing the crosswalk served by the pushbutton.

Arrow. Signs shall include a tactile arrow aligned parallel to the crosswalk direction. The arrow shall be raised 0.03 inches minimum and shall be 1.5 inches minimum length. The arrowhead shall be open at 45 degrees to the shaft and shall be 33 % of the length of the shaft. Stroke width shall be 10% minimum and 15 % maximum of the arrow length. The arrow shall contrast with the background.

Street name. APS shall include street name information aligned parallel to the crosswalk direction and shall include braille or shall provide street name information in audible format.

Crosswalk configuration. Where provided, graphic indication of crosswalk configuration shall be tactile.

CROSSWALKS

Crosswalk marking options: Crosswalks are marked or unmarked pedestrian access route roadway crossings, that typically cross the roadway at the legs of intersections with the exception of mid block crossings. Crosswalks connect designated pedestrian access routes (such as a sidewalk, shoulder, or pathway) on opposite sides of a roadway. A crosswalk must meet these accessibility standards:
Running slope – 5.0% maximum
Cross slope – 2.0% maximum
Pedestrian access route – 4 ft wide minimum

Obstructions limits: Crosswalks shall have a continuous unobstructed clear width of 4 ft minimum.

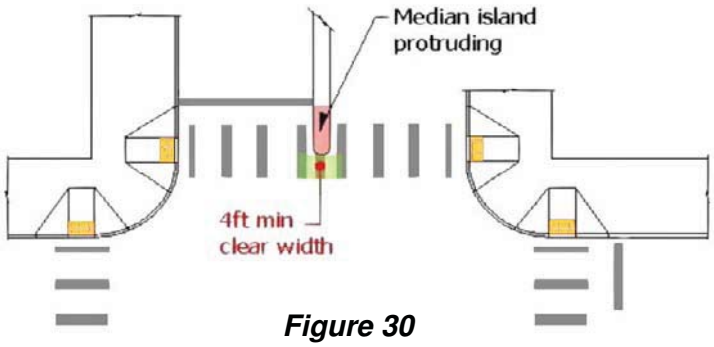

Figure 30

Median cut through width shall be a minimum of 5 ft and length shall be a minimum of 6 ft back of curb to back of curb.

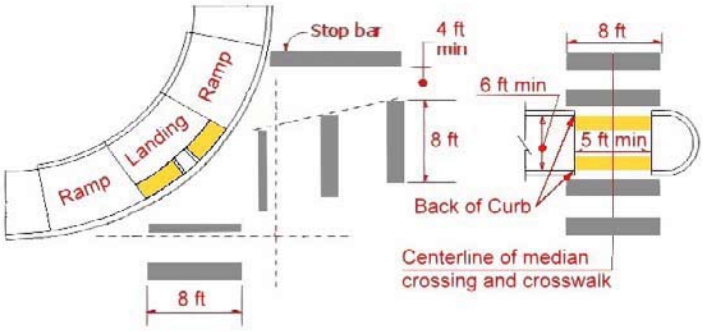

Figure 31

DRIVEWAYS

Design. There are four basic approaches to designing driveway cuts that meet ADA requirements. The most important element of these solutions is to provide a continuous clear pedestrian access route (PAR) of travel with a minimum width of 4.0 ft. The running slope may match the roadway grade.

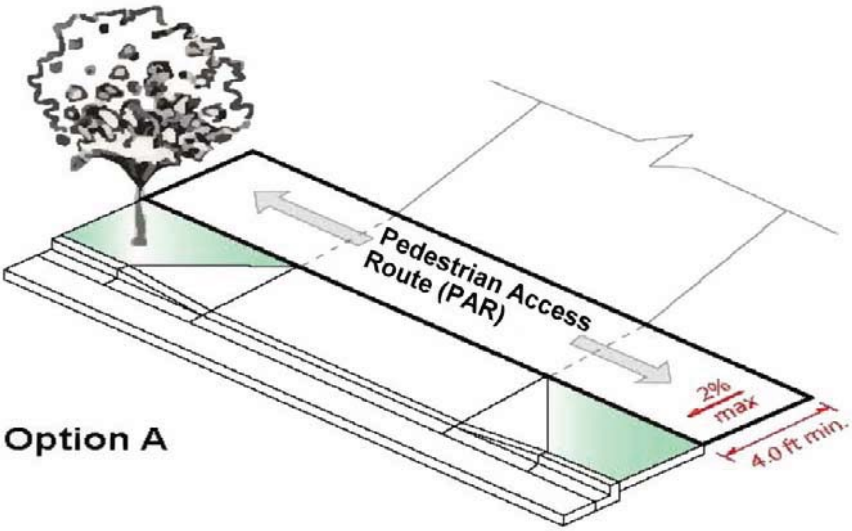

Figure 32

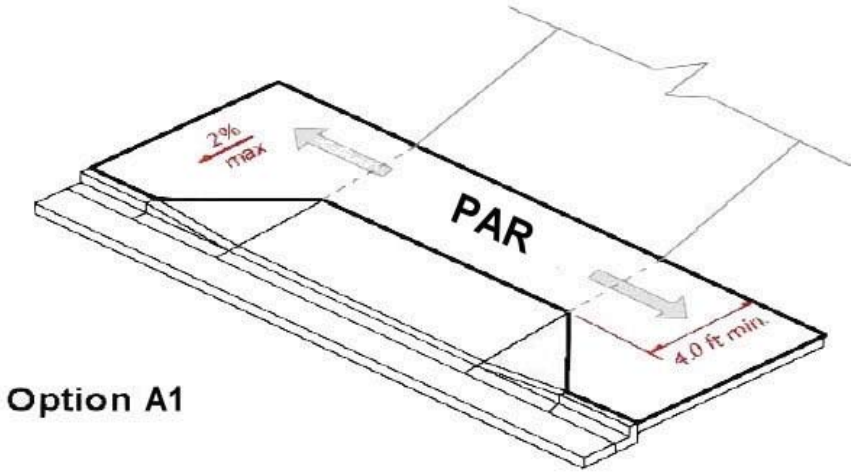

Figure 33

DRIVEWAYS

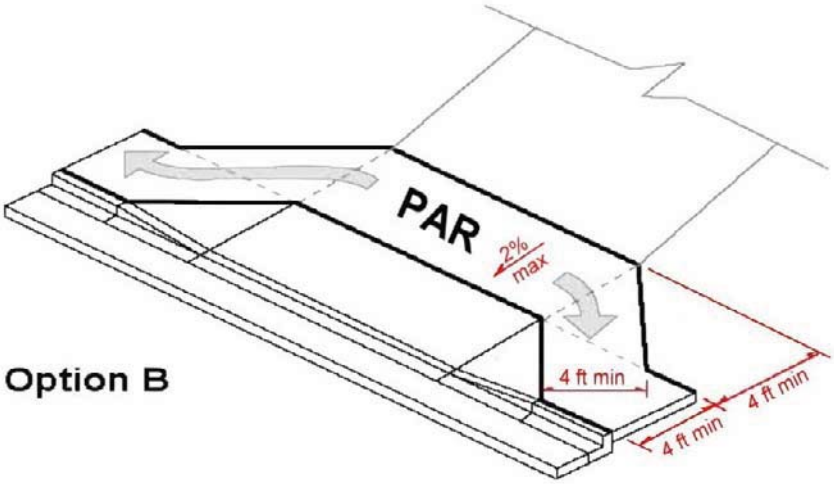

Figure 34

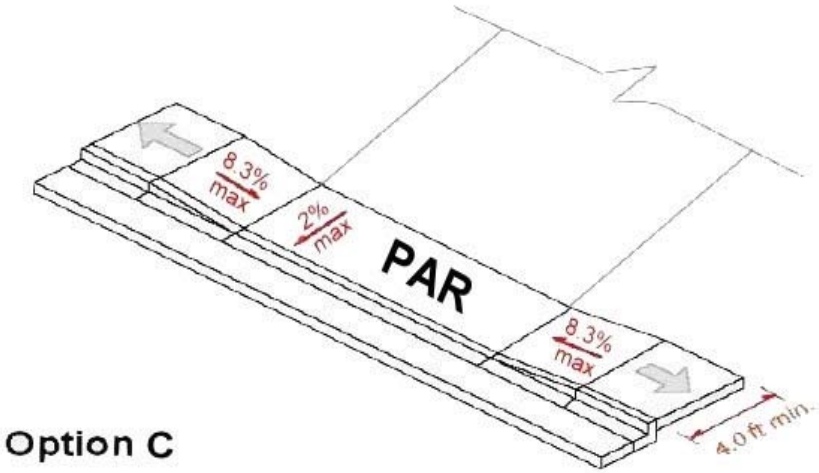

Figure 35

BUS STOPS

Bus boarding & alighting areas

Surface: Bus stop boarding & alighting areas shall have a firm, stable surface.

Dimensions: Bus stop boarding & alighting areas shall provide clear minimum dimensions of 8.0 ft deep and 5.0 ft wide.

Connection: Bus stop boarding & alighting areas shall be connected to streets, sidewalks, or pedestrian paths by an accessible route.

Slope: The slope parallel to the roadway at the bus stop boarding & alighting areas shall be the same grade as the roadway, perpendicular to the roadway, and the slope shall not be steeper than 2.0%.

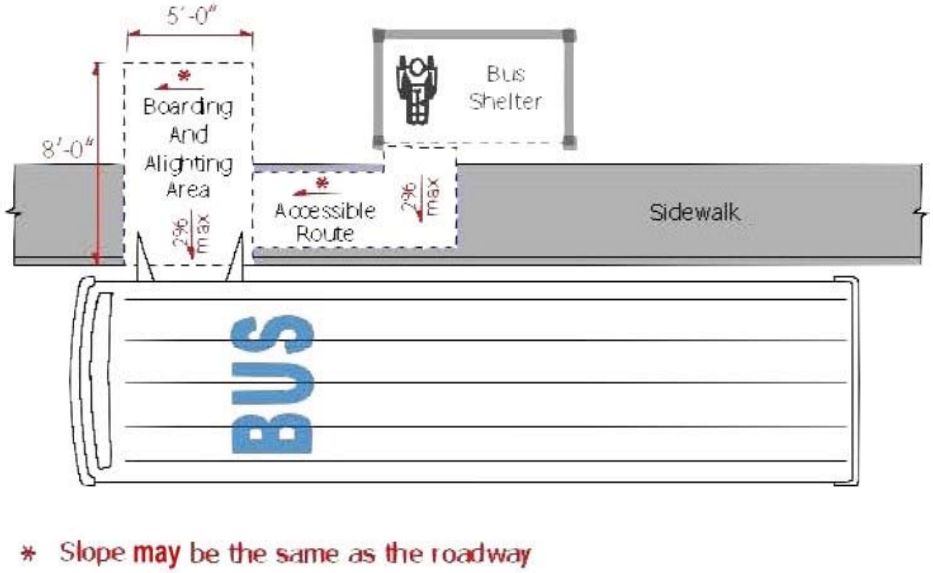

Figure 36

NOTES

Washington State Department of Transportation

The Field Guide for Accessible Public Rights of Way
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Washington State Department of Transportation

For questions, you may contact:
WSDOT Headquarters Design Office
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310 Maple Park Avenue SE
PO Box 47329
Olympia, Washington 98504-73291
http://www.wsdot.wa.gov/Design/Roadside/RoadsideADA.htm

Americans with Disabilities Act (ADA) Information
Materials can be provided in alternative formats by calling the ADA Compliance Manager at 360-705-7097. Persons who are deaf or hard of hearing may contact that number via the Washington Relay Service at 7-1-1.

This publication has been adopted from and with permission of the Nevada Department of Transportation and the Idaho Transportation Department. We thank them for their assistance.

The Field Guide is intended as a reference to be used by professionals when evaluating accessible pedestrian features in public rights of way. Also, reference the WSDOT Design Manual Chapter 1510.

The content of this guide is based on the "Revised Draft Guidelines for Accessible Public Rights-of-Way," published in November 2005 by the US Access Board, and Washington State Department of Transportation design criteria. Users are cautioned that transportation design, with its associated safety policy, criteria, and technology, is a rapidly changing field of study and is site-specific.

September 2010