



Connecticut DOT

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ENGINEERING DIRECTIVE

A handwritten signature in black ink, appearing to read "Scott Hill".

Scott Hill, P.E.
for Engineering
Administrator
2019.06.03
07:48:23-04'00'

Engineering Administrator

Accessibility Guidelines in the Public Right-of-Way

The U.S. Access Board is responsible for developing and updating the ADA Accessibility Guidelines ([ADAAG](#)). These guidelines are used by the Department of Justice (DOJ) and the U.S. Department of Transportation (DOT) in setting enforceable standards that the public must follow. When the ADAAG was developed, they were primarily intended for buildings and on-site facilities. While they address certain features common to public sidewalks, it has long been recognized that further guidance is needed to add conditions that are unique to the public right-of-way.

The US Access Board developed the Public Right-of-Way Guidelines (PROWAG) to address pedestrian access to sidewalks and streets, including crosswalks, curb ramps, street furnishings, pedestrian signals, parking, and other components of public rights-of-way. The PROWAG requirements have not been officially adopted by the DOJ; however, the Federal Highway Administration has issued [proposed guidelines](#) that the draft version of PROWAG is a recommended best practice and can be used for areas not fully addressed in the current ADAAG requirements.

The Connecticut Department of Transportation (CTDOT) is committed to providing the highest level of accessibility reasonably possible and will use PROWAG in developing updated accessibility design guidance for pedestrian facilities in the public right of way. Until such time that updated guidelines have been incorporated into the CTDOT [Highway Design Manual](#), designers shall refer to PROWAG as a best practice. Should use of the PROWAG for a specific design element be determined to be technically infeasible, ADAAG guidelines shall be followed if applicable. The technical infeasibility for any design element not satisfying PROWAG guidelines shall be documented and approved using the [CTDOT ADA Technical Infeasibility Form](#).

Pedestrian accommodations in the design of traffic control signals are established by the Department's [Traffic Control Signal Design Manual](#) and the [Manual on Uniform Traffic Control Devices](#).