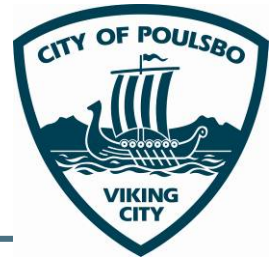


# City of Poulsbo

Engineering Division-Memorandum

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**To:** Engineering Staff  
**From:** Michael Bateman, Senior Engineering Technician  
**Subject:** ADA Compliance, crosswalks  
**Date:** August 4, 2015

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Regarding ADA compliance for crosswalks on steep slope roads:

PROWAG R303.2.1.2 indicates that the maximum cross slope for crosswalks in new construction at stop controlled intersections is 2% and non-stop controlled intersections is 5%. This will require that any road over 5% (2% for stop controlled) be designed to flatten out the road to 5% in the crosswalk area regardless of the running slope of the road. Poulsbo construction standards allow up to 12% road running slope.

This presents design challenges for new roadways in steep areas of Poulsbo.

I spoke to Robert Mooney at the FHWA Infrastructure department this morning, who forwarded me to Elizabeth Hilton, also of FHWA, the geometric design engineer who specializes in ADA compliance.

She confirmed that our interpretation of the ADA law is correct - specifically our interpretation of PROWAG section R303.2.1.2 regarding cross slope of crosswalks on steep slopes, max cross slope of 5% at non-stop controlled intersections and 2% and stop controlled intersections.

She also confirmed that by using the PROWAG for our ADA guidance we are using the most flexible and lenient regulation guidance. Under the 2010 DOJ guidelines the 5% allowance for non stop controlled intersections does not exist and all crosswalk cross slopes were required to be 2% maximum.

At this point no further guidance is provided for grade break tolerance, transition curve requirements or K-value adjustments.

For the short term until further experience with these crosswalk grade breaks is

obtained within the City, each incidence will need to be treated individually and engineering judgement employed.

At such time as experience indicates solutions that work and/or do not work, further guidance may be included in Poulsbo construction standards.

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