



December 5, 2016

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SUBJECT: **ADA Guidance – Pavement Preservation Projects**

This memo supersedes Project Delivery Memo 15-03 (Revised) dated October 27, 2015.

PURPOSE AND DIRECTION

Background

WSDOT has a commitment towards achieving ADA compliance and is working towards completion of an ADA self-assessment program to collect data and develop a prioritization methodology to achieve compliancy. Previously there has not been a specific program to provide or update facilities for pedestrian usage based on prioritized locations or need. To comply with federal ADA laws, this requires a change in our approach in addressing ADA facilities.

The new approach will complement the pavement preservation program and allows WSDOT to evaluate and upgrade ADA accessibility features across the state over the next several biennia.

The WSDOT ADA Transition Plan specifies the schedule for taking the steps necessary to achieve compliance with the ADA; identifies the methods by which physical or structural changes will be made in order to comply with the nondiscrimination policies described in Title II of the ADA; and identifies actions that will be taken during each year.

ADA POLICY

Effective for projects with a PE Phase start date after December 1, 2016

The following information provides guidance to WSDOT staff on the intent and application of evaluating existing pedestrian features that may be included in a pavement preservation project as part of the WSDOT Transition Plan.

Additional Requirements for WSDOT P1 Program Roadway Preservation Projects (HMA & Chip Seal (BST) Resurfacing) – State Jurisdiction Sidewalks¹

In addition to the applicable ADA requirements for alteration projects (see DM 1510.05(2)), within the project limits of WSDOT preservation paving (both HMA and chip seal (BST)) projects, evaluate the following existing features for compliance with the applicable accessibility criteria in Design Manual Chapter 1510 when the features are **within state jurisdiction**. Refer to the *ADA Improvement Jurisdiction Matrix* on the ADA Guidance Webpage (<http://www.wsdot.wa.gov/Design/ADAGuidance.htm>) for evaluation criteria and guidance on determining which features are within state or city jurisdictions. ADA work may be excluded on BST projects with ASDE approval.²

- All pedestrian street crossings (mainline and cross street; marked or unmarked) must have curb ramps that meet applicable accessibility requirements to the maximum extent feasible, regardless of the project's construction impact zone. (See DM 1510.06, 1510.07, 1510.09, and 1510.10 for applicable accessibility criteria and design considerations).
- A crosswalk (marked or unmarked) served by a curb ramp must also have a curb ramp in place on the receiving end unless there is no curb or sidewalk on that end of the crosswalk (**RCW 35.68.075**).
- Within the project limits evaluate existing sidewalks for spot improvements to remove accessibility obstructions (e.g., sidewalk panel heaving, landscape encroachments, etc.) to pedestrian access. Document any sidewalk accessibility obstructions to remain using the sidewalk evaluation forms available from the ADA Guidance Webpage. Refer to the ADA Guidance Webpage for directions for collecting and transmitting data to the WSDOT ADA Data Steward. In priority locations coordinate with your ASDE to determine what sidewalk spot improvements to include.¹
- Evaluate and modify existing **traffic islands** and **raised medians** (mainline and cross streets) located within a pedestrian access route to meet applicable accessibility requirements to the maximum extent feasible. (See DM 1510.06, 1510.07, 1510.09, and 1510.11 for applicable accessibility criteria).

¹ Use the change management process if necessary to include additional ADA work identified.

² See ADA Improvement Jurisdiction Matrix for Chip Seal (BST) Projects

- Modify existing pedestrian pushbuttons associated with a WSDOT maintained pedestrian signal system to meet applicable accessibility requirements to the maximum extent feasible, regardless of the project's construction impact zone. This may also trigger modification of adjacent pedestrian facilities to achieve location, clear space (maneuvering space), reach range, and other APS pushbutton criteria. (See DM 1510.12 for accessibility criteria and other design considerations for pedestrian push buttons and APS).
- Upgrade WSDOT maintained **signal systems** to include accessible pedestrian signal (APS) pushbuttons and countdown pedestrian displays in priority areas³. Confirm WSDOT maintenance responsibility for individual signal systems with region signal maintenance. This may also trigger modification of adjacent pedestrian facilities to achieve location, clear space (maneuvering space), and reach range criteria. (See DM 1510.12 for accessibility criteria and other design considerations for pedestrian push buttons and APS).

Additional Requirements for WSDOT P1 Program Roadway Preservation Projects (HMA & Chip Seal (BST) Resurfacing) – City Jurisdiction Sidewalks⁴

WSDOT preservation paving projects within an incorporated city must comply with the ADA requirements for alteration projects as applicable to the types of work being performed on the project (see DM 1510.05(2)).

When a pavement preservation projects' limits extend into an incorporated City then there may be opportunities to upgrade ADA ramps and APS that are the City's responsibility. Early coordination and partnering with the local agency during planning and scoping of a WSDOT P1 Roadway Preservation Project (HMA or chip seal (BST)) is encouraged to identify funding sources for additional ADA curb ramp and/or APS work beyond the project's construction impact zone that the City may want to fund and include in the project. Document this coordination with the City in the Project File. This will require coordination with CPDM.⁴

Additional Requirements for WSDOT P1 Program Roadway Preservation Chip Seal (BST) Projects at Intersections with Traffic Signals – City Jurisdiction Sidewalks

Chip Seal (BST) as a type of work is normally not considered an alteration and does not trigger ADA requirements unless combined with other types of work that are classified as alterations. However, accessible pushbutton considerations will

³ Consult with your ASDE to identify priority locations. Priority locations will be posted on the ADA Guidance Webpage at a future date.

⁴ Use the change management process if necessary to include additional ADA work identified.

need to be addressed in a chip seal project, depending on the agency jurisdiction, in accordance with the criteria listed in the ADA Improvement Jurisdiction Matrix for Chip Seal (BST) Projects located on the ADA Guidance Webpage at: <http://www.wsdot.wa.gov/Design/ADAGuidance.htm>.

PROJECT DEVELOPMENT REQUIREMENTS

Effective for all projects going to Ad after January 1, 2017

Transition Plan Self-Assessment Data Collection

Over the past several years' self-assessment efforts have collected over 50 percent of state jurisdiction sidewalk curb ramp data. To meet WSDOT's commitment of completing the self-assessment (a requirement of the Transition Plan), missing data for curb ramps that will remain in place on state jurisdiction sidewalks shall be collected either during the scoping phase or design phase. Refer to the ADA Guidance Webpage for directions to determine locations where data collection is needed and procedures for collecting and transmitting data to the WSDOT ADA Data Steward.

CONSTRUCTION REQUIREMENTS

Effective for all projects going to Ad after January 1, 2017

Transition Plan Self-Assessment Data Collection

Until the General Special Provisions (GSPs) are updated to include contractor certification of ADA feature measurements, contracts should include the following special provisions located on the ADA Guidance Webpage at: <http://www.wsdot.wa.gov/Design/ADAGuidance.htm>.

Special Provisions

- **Contractor Surveying – ADA Features:** This special provision gives the contractor ADA feature staking requirements and ADA feature as-built measurement requirements. It also creates a new pay item for this work.
- **Layout and Conformance to Grades:** Revises the existing specification to include ADA.
- **Timing Restrictions:** Gives limitations on the duration pedestrian access can be restricted.

ADA Feature Measurements - Region Project Engineers Office

Prior to acceptance of an ADA Feature (curb ramp, sidewalk, APS, etc.) the Contractor shall provide measurements to the Engineer certifying the ADA feature measurements are correct. Refer to the ADA Guidance Webpage for directions and procedures for collecting and transmitting data to the WSDOT ADA Data Steward. (<http://www.wsdot.wa.gov/Design/ADAGuidance.htm>)

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ACTIONS

Development Division

Update Design Manual and Standard Plans in accordance with current guidance.
Maintain the ADA Guidance webpage.

Capital Program Development & Management Office (CPDM)

Develop scoping instructions for the I-2 ADA Program and the P1-Preservation Program consistent with the guidance in this memo and the WSDOT Transition Plan.

Regions

Follow the guidance outlined in this memo.

JA/JC/rsz

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