

Jefferson County Board of Commissioners  
Agenda Request

To: Board of Commissioners  
Mark McCauley, County Administrator

From: Monte Reinders, PE, Public Works Director/County Engineer 

Agenda Date: December 23, 2024

Subject: Briefing on Draft 2024 Jefferson County Public Right-of-Way  
Americans with Disabilities Act (ADA) Transition Plan

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**Statement of Issue:**

Public Works will brief the County Administrator and Board of County Commissioners on the Draft 2024 Jefferson County Public Right-of-Way Americans with Disabilities Act (ADA) Transition Plan.

**Analysis / Strategic Goals / Pros & Cons:**

Title II of the Americans with Disabilities Act (ADA) requires that state and local agencies develop and implement an ADA Transition Plan to identify barriers to accessibility in public facilities and implement reasonable barrier removal over time in a manner that does not cause undue financial burden. Public agencies are responsible to address ADA barriers in their public facilities (buildings, parks, and public right-of-way) as well as their programs, services and activities. The scope of this Plan addresses curb ramps, sidewalks, driveways, and pedestrian crossings within the County's public right-of-way as well as select administrative policies and procedures to meet WSDOT requirements and maintain FHWA funding eligibility.

To remain in compliance with the ADA and as a prerequisite to receiving FHWA funds, WSDOT is requiring agencies with more than fifty fulltime employees to provide documentation demonstrating they have started, or completed, an ADA Transition Plan for their public right-of-way. The Draft 2024 Jefferson County Public Right-of-Way Americans with Disabilities Act (ADA) Transition Plan is available for public comment from December 17, 2024, through January 3, 2025. The Final Plan will include revisions based upon any public comments received and is anticipated to return to the Board of County Commissioners for adoption via resolution in mid-January 2025.

**Fiscal Impact / Cost-Benefit Analysis:**

There is no direct cost related to the briefing. Fiscal impact is evaluated through the bi-annual budgeting process or as urgent requests for ADA accommodation arise.

**Recommendation:**

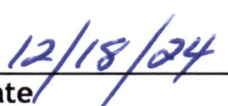
Discussion item, no action required.

**Department Contact:**

Eric Kuzma, 360-385-9167

**Reviewed By:**

  
Mark McCauley, County Administrator

  
Date

**Americans with Disabilities Act (ADA)**  
**ADA Transition Plan for the Public Right-of-Way**



**Jefferson County, WA**

**DRAFT**

**December 2024**

**Prepared by**



***Transportation Solutions***

INNOVATIVE | PRACTICAL | EQUITABLE



**Acknowledgements**

Jefferson County wishes to thank the individuals who contributed to this project listed below.

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Heidi Eisenhour, Commissioner, District 2

Greg Brotherton, Commissioner, District 3

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**The Americans with Disabilities Act Notice**

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 ("ADA"), Jefferson County will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities.

**ADA/504 Coordinator**

The ADA/504 Coordinator is responsible for responding to complaints, grievances, and other alleged ADA discrimination concerns, as well providing materials in alternative formats. Shawn Frederick, Jefferson County Central Services Director, is Jefferson County's ADA/504 Coordinator. He can be contacted at:

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**Public Right-of-Way (PROW) ADA Coordinator/Official Responsible to Implement Plan**

The PROW ADA Coordinator who addresses complaints/grievances specific to the public right-of-way is Eric Kuzma, Jefferson County Assistant Public Works Director. He is also the official responsible to implement this PROW ADA Transition Plan. He can be contacted at:

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## List of Abbreviations

- ADA** – American with Disabilities Act
- ADA/504** – Americans with Disabilities Act/Section 504 of the Rehabilitation Act of 1973
- APS** – Accessible Pedestrian Signal
- CFR** – Code of Federal Regulations (United States)
- DWS** – Detectable Warning System
- FHWA** – Federal Highway Administration
- GIS** – Geographic Information System
- LAG** – Local Agency Guidelines (published by Washington State Department of Transportation)
- MEF** – Maximum Extent Feasible
- NCHRP** – National Cooperative Highways Research Program
- PAR** – Pedestrian Access Route
- PROW** – Public Right-of-Way
- PROWAG** – Public Right-of-Way Accessibility Guidelines (final rule September 7, 2023)
- RRFB** – Rectangular Rapid Flashing Beacon
- USDOJ** – United States Department of Justice
- USDOT** – United States Department of Transportation
- WSDOT** – Washington State Department of Transportation

## A. Introduction & Legal Requirements

Jefferson County is committed to removing barriers to accessibility in its public right-of-way facilities. To achieve this end, the County has completed an Americans with Disabilities Act (ADA) Transition Plan for the Public Right-of-Way.

This introduction summarizes the legal precedent and the required components of an ADA Self-Evaluation and Transition Plan. It also provides an overview of the County's Public Right-of-Way ADA Transition Plan with respect to these requirements.

### A.1 Legal Precedent

The following federal laws and local Washington State guidelines informed the content and scope of this ADA Self-Evaluation and Transition Plan.

#### A.1.1 Section 504 of the Rehabilitation Act (1973)

Section 504 of the Rehabilitation Act of 1973 states that, "no otherwise qualified individual with a disability in the United States shall, solely by reason of his or her disability, be excluded from participation in, denied the benefits of, or be subjected to discrimination under any program or activity that receives Federal funding."

Section 504 extends to the entire operations of a recipient or assignee, regardless of the specific funding source of a particular operation. Section 504 Regulations (49 CFR Part 27.5) define a recipient as, "any [...] public entity [...] to whom Federal financial assistance from the Department [USDOT] is extended directly or through another recipient, including any successor, assignee, or transferee thereof." An example of a recipient is WSDOT. An example of an assignee is Jefferson County as the local agency receiving USDOT funds through WSDOT, for projects, programs, maintenance, or activities.

#### A.1.2 American with Disabilities Act

The *Americans with Disabilities Act* of 1990 is a civil rights statute that prohibits discrimination against people who have disabilities. There are five separate Titles, or sections, of the Act that cover different aspects of potential discrimination. These include:

- Title I – Employment
- Title II – Public Services and Transportation
- Title III – Public Accommodations
- Title IV – Telecommunications, and
- Title V – Miscellaneous

Title II of the Act specifically addresses the subject of making public services and public transportation accessible to those with disabilities. Designing and constructing facilities for public use that are not accessible by people with disabilities constitutes discrimination.



The ADA extends the reach of Section 504 Federal accessibility laws to include agencies that are not recipients or subrecipients of Federal funding. Title II (28 CFR Part 35) of the ADA specifically pertains to state and local government agencies.

The ADA applies to all facilities, including both facilities built before and after 1990. State and local public entities or agencies are required to perform self-evaluations of their current facilities relative to the accessibility requirements of the current ADA accessibility standards. The requirements of the ADA apply to all public entities or agencies, no matter the size. The transition plan formal procedures as outlined in 28 C.F.R. section 35.150 only governs those public entities with more than 50 employees. For public entities with 50 or less employees, an access plan includes the same content but is not required to be posted on the agency's website.

## A.2 Scope of ADA Transition Plan and Federal Accessibility Requirements

The Federal requirements for preparing and implementing an ADA Transition Plan are outlined in specific code sections of Title II of the ADA. See **Appendix A1**.

The 2010 ADA Standards are the current enforceable standard of accessibility requirements for existing facilities, new construction, and alterations of existing facilities. Given the 2010 ADA Standards do not cover all elements of the public right-of-way, the U.S. Access Board has been developing accessibility guidelines for the public right-of-way (PROWAG) that are not yet enforceable but are considered current best practices.

The County is undertaking this Plan in phases. The scope of the County's ADA Transition Plan includes curb ramps, sidewalks, and driveways within the County's public right-of-way as well as select administrative policies and procedures. County buildings and park facilities, and County programs, services and activities will be evaluated and added in future Phases of the County's ADA Transition Plan. The County has a 1992 ADA Transition Plan for building and park facilities that has not since been updated.

### A.2.1 Federal ADA Transition/Access Plan Requirements

Under Title II of the ADA, Section 28 CFR Part 35.150 (d) – Transition Plan outlines four requirements of an ADA Transition Plan. For code text, see **Appendix A1**.

- Identify physical obstacles in the public entity's facilities that limit the accessibility of its programs or activities to individuals with disabilities;
- Describe in detail the methods that will be used to make the facilities accessible;
- Specify the schedule for taking the steps necessary to achieve compliance with this section and, if the time period of the transition plan is longer than one (1) year, identify steps that will be taken during each year of the transition period; and
- Indicate the official responsible for implementation of the plan.

Note: This Public Right-of-Way ADA Transition Plan addresses physical obstacles in the County's public right-of-way specific to curb ramps, sidewalks, and driveways.



### A.2.2 Federal Accessibility Requirements for Existing Facilities

Until the PROWAG is adopted by the USDOJ and USDOT as mandatory, current federal accessibility requirements for existing public right-of-way facilities are based on the 2010 ADA Standards (the current enforceable standard). Section 28 § 35.150 of Title II of the ADA identifies the accessibility requirements for existing facilities. For full code text, see **Appendix A1**.

### A.2.3 Federal Accessibility Requirements for New Construction or Alterations

Until the PROWAG is adopted by the USDOJ and USDOT as mandatory, current federal accessibility requirements for new construction and alterations of public right-of-way facilities are based on the 2010 ADA Standards (the current enforceable standard). Section 28 § 35.151 of Title II of the ADA identifies the accessibility requirements for new construction or alterations to existing facilities. For full code text, see **Appendix A1**.

### A.2.4 Public Right-of-Way Guidelines (PROWAG)

The U.S. Access Board has been developing guidelines to specifically address accessibility of sidewalks, shared use paths, crosswalks, curb ramps, pedestrian signals, pedestrian activated warning devices, at-grade pedestrian rail crossings, on-street parking and other components of the public right-of-way not addressed by the 2010 ADA Standards. The U.S. Access Board has made the following progress to finalize these guidelines:

- August 8, 2023 – The Board published its final rule in the Federal Register (36 CFR Part 1190).
- As of November 2024, the Board is waiting for the USDOJ and USDOT to adopt the PROWAG for enforcement under Title II of the ADA with or without modifications.

**In this ADA Transition Plan, Jefferson County opted to evaluate its public right-of-way facilities against the current (2023) PROWAG guidelines instead of the 2010 ADA Standards in anticipation of adoption of the PROWAG.** This Plan also recommends barrier removal based on compliance with the current version of the PROWAG guidelines as a minimum.

For more information and access to the current version of the PROWAG, visit <https://www.access-board.gov/prowag/>.

### A.2.5 Washington State Department of Transportation (WSDOT) Local Agency Guidelines

WSDOT's Local Agency Guidelines (LAG) Chapter 29 includes additional ADA Transition Plan items per Section 504 listed below. For full local agency guidelines text, see **Appendix A2**.

- Designate an ADA/504 Coordinator
- Maintain Public Notice of ADA Provisions
- Adopt and publish Complaint/Grievance Procedure
- Adopt an Accessible Pedestrian System (APS) Policy

In September 2024, WSDOT sent out an ADA Notice to Local Governments to clarify the content it would look for in ADA Transition Plans and specified a submission date of January 1, 2025, for local agencies to submit ADA Transition Plans for review. See **Appendix A2**.

#### A.2.6 Safe Harbor

Both the Section 504 requirements and 2010 ADA Standards contain a “safe harbor” provision. However, there is a difference in the timeline associated with the Section 504 safe harbor provision and the 2010 ADA Standards safe harbor provision. As of April 2024, the PROWAG does not reference the term “Safe Harbor.”

The WSDOT Local Agency Guidelines Chapter 29 provides the following guidance regarding “Safe Harbor for Alterations” related to the public right-of-way:

*“If an agency receives Federal financial assistance from USDOT – either directly or through another USDOT recipient (such as WSDOT), the agency is subject to the 2004 ADA Accessibility Guidelines (2004 ADAAG).*

*This became effective in 2006 when the USDOT adopted the 2004 ADA Accessibility Guideline (2004 ADAAG) into its Section 504 regulations. This document is known as the 2004 ADA Standards. The 2004 Standards have a “safe harbor” provision for curb ramps. The provision is that if a curb ramps was constructed or altered prior to November 29, 2006, and complies with either the 1991 ADA Standards for Accessible Design (1991 ADA Accessibility Guidelines) or the Uniform Federal Accessibility Standards (UFAS), it does not need to be modified as part of a roadway resurfacing project. If this is not the case, or if the curb ramp is in disrepair then the curb ramp and its detectable warnings (truncated domes) must shall be brought into compliance with the 2004 Standards) at the time of an alternation. As mentioned above in Section 29.1, if an agency receives Federal financial assistance from USDOT – either directly or through another DOT recipient (such as WSDOT), then the agency is subject to the 2004 ADAAG as part of the USDOT Section 504 regulations.*

*For those agencies who are not a recipient or subrecipient of Federal financial assistance from USDOT, the safe harbor provision in the 2010 ADA Standards for Accessible Design (2010 Standards) applies. Under the 2010 Standards’ safe harbor provision, if curb ramps were built or altered (in existing facilities) prior to March 15, 2012 and if they comply with Chapter 29 Section 504 and the Americans with Disabilities Act the 1991 Standards or the UFAS, they do not need to be modified as part of a resurfacing project.*

*However, if an existing curb ramp does not comply with either the 1991 Standards or the UFAS (including if the curb ramp is in a state of disrepair), then the Safe Harbor provision does not apply and the curb ramp would need to be brought into compliance with the 2010 Standards at the time of roadway alteration.*



*When curb ramps or abutting sidewalks abutting ramps are altered, they shall be reconstructed to meet the 2010 Standards. For additional curb ramp design guidance, see LAG manual Chapter 42.”*

Safe Harbor was not assumed to apply to any currently deficient ramps in Jefferson County. Additional research regarding the date of installation and standards met by existing facilities could be completed at the design stage of future alterations to verify this conclusion. The existing non-compliant facility could remain in place if it is determined that Safe Harbor applies.

#### A.2.7 Documentation for Structural Impracticability and Maximum Extent Feasible

The following guidance from the WSDOT Local Agency Guidelines Chapter 29 is useful for documenting maximum extent feasible decisions:

*While ADA/Section 504 regulations do not require documentation of the application of structural impracticability nor maximum extent feasible, both FHWA and the U.S. Access Board recommend that these instances be documented so the agency can support its decisions if challenged at a later date. The documentation of these instances should reveal the standard of care that guided engineering judgments. While careful documentation will not protect an agency against complaint, evidence of the considerations that led to the specific project solution may be persuasive in discussions with stakeholders or in court.*

The following guidance from WSDOT Design Manual M 22-01.22, Chapter 1510 Pedestrian Facilities, 1510.03(2) Alteration Projects (October 2023, pages 1510-8 to 1510-9) provides additional guidance for maximum extent feasible documentation:

*It may not always be possible to fully meet the applicable accessibility requirements during alterations of existing facilities.*

*If such a situation is encountered, consult with the Regional ADA Liaison to develop a workable solution to meet the accessibility requirements to the maximum extent feasible. Cost is not to be used as a justification for not meeting the accessibility criteria. Physical terrain or site conditions that would require structural impacts, environmental impacts, or unacceptable impacts to the community in order to achieve full compliance with the accessibility criteria are some of the factors that can be used to determine that the maximum extent feasible is achieved.*

*If it is determined to be virtually impossible to meet the accessibility criteria for an element, document the decision in one of the following ways, as applicable:*

- *Within the construction impact zone of an alteration project that does not include reconstruction, realignment, or widening of the roadway, document the following deficient elements in the DDP:*
  - *Perpendicular curb ramp or parallel curb ramp landing cross slope that is constrained by the existing roadway gutter profile and exceeds 2%, but is less than or equal to 5%, that cannot be constructed to fully meet applicable accessibility requirements.*



- *Flared side of a perpendicular curb ramp that is constrained by the existing roadway gutter profile and has a slope that exceeds 10%, but is less than or equal to 16.7%, that cannot be constructed to fully meet applicable accessibility requirements.*
- *For any deficient element that does not match the preceding description, document the decision via a stamped and signed Maximum Extent Feasible (MEF) document. The MEF document will be reviewed by the appropriate Assistant State Design Engineer (ASDE) and the Headquarters (HQ) ADA Compliance Manager. If acceptable, the MEF document will be approved and included in the DDP. See Exhibit 300-3 for the approvers of a Maximum Extent Feasible (MEF) document.*

For access to the WSDOT Design Manual, visit <https://wsdot.wa.gov/engineering-standards/all-manuals-and-standards/manuals/design-manual>.

### A.3 Plan Format and Phased Approach

The National Cooperative Highway Research Program (NCHRP) No. 20-7 (232) ADA Transition Plans: *A Guide to Best Practices* (May 2009) report demonstrates how the federal ADA Transition Plan requirements give agencies flexibility on how to format their Transition Plans.

Jefferson County is preparing its ADA Transition Plan in phases across multiple budget years. The Plan was formatted to accommodate additional chapters for building facilities, parks/trails, and services/programs/activities to be added in future phases. This first phase of the Transition Plan addresses components related to accessibility barriers in the County's public right-of-way and is organized as follows:

- Administrative Policies and Procedures
- Public Right-of-Way
  - Self-Evaluation and Compliance Activities to Date
  - Barrier Prioritization & Removal Recommendations
  - Barrier Removal Schedule and Costs
  - Barrier Removal Financial Plan and Schedule
- Public Engagement
- Future Actions to Maintain and Achieve Compliance
- Accessibility Guidelines, Standards, and Resources
- Appendices

## B. Administrative Policies and Procedures

In 2024, Transportation Solutions, Inc., conducted a self-evaluation inventory of the County's existing ADA-related administrative policies and procedures identified in the WSDOT LAG Manual Chapter 29 Checklist and ADA Notice to Local Governments. See **Appendix A2**.

### B.1 Official Responsible to Implement the ADA Transition Plan

The County has designed Eric Kuzma, Asst. Public Works Director, as the official responsible to implement this ADA Transition Plan. Contact information is provided below and online at <https://co.jefferson.wa.us/1806/PROW-ADA-Transition-Plan>

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### B.2 ADA/504 Coordinator and PROW ADA Coordinator

#### *ADA/504 Coordinator*

The County has designated Shawn Frederick, Jefferson County Central Services Director, as the County's ADA/504 Coordinator. Contact information is provided below and online at: <https://co.jefferson.wa.us/1806/PROW-ADA-Transition-Plan>

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#### *PROW ADA Coordinator*

The County has designated Eric Kuzma, Assistant Public Works Director, as the Public Right-of-Way (PROW) ADA Coordinator to respond to and address complaints/grievances specific to the public right-of-way. Contact information is provided below and online at: <https://co.jefferson.wa.us/1806/PROW-ADA-Transition-Plan>

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E-mail: [EKuzma@co.jefferson.wa.us](mailto:EKuzma@co.jefferson.wa.us)



### B.3 Public Notice of ADA Provisions

The notice requirement applies to all state and local government agencies covered by Title II, even localities fewer than 50 employees. The target audience for public notice includes anyone who may potentially interact with the agency and must be accessible to all. An effective notice states the basis of what the ADA requires of the public agency in clear, concise language and should include the name and contact information of the ADA Coordinator. It addresses the public agency's commitment to non-discrimination on the basis of disability and addresses the agency's associated policies regarding employment, effective communication, modifications to policies and procedures, provision of auxiliary aids, scope of the ADA, complaints, and provision of aid/services at no additional cost. The U.S. Department of Justice's ADA Best Practices Tool Kit for Local and State Governments provides a template ADA Notice for use by public agencies.

The County has publicly posted its Public Notice of ADA Provisions as part of this ADA Transition Plan on the County's webpage at <https://co.jefferson.wa.us/1806/PROW-ADA-Transition-Plan> and it is provided in **Appendix B1**.

### B.4 ADA Complaint/Grievance Procedure

The County has established an ADA Complaint/Grievance Procedure and record as part of this ADA Transition Plan and publicly posted its ADA Complaint/Grievance Procedure on the County's webpage at <https://co.jefferson.wa.us/1806/PROW-ADA-Transition-Plan> and it is provided in **Appendix B2**.

### B.5 Accessible Pedestrian Signal and Pushbutton (APS) Policy

The County established an APS Policy as part of this ADA Transition Plan and publicly posted it on the County's webpage at <https://co.jefferson.wa.us/1806/PROW-ADA-Transition-Plan> and it is provided in **Appendix B3**.

## C. Public Right-of-Way

This chapter describes the County's efforts to address public right-of-way ADA barriers according to the following steps:

- Self-Evaluation and Compliance Activities to Date
- Barrier Prioritization and Removal Recommendations
- Barrier Removal Schedule and Costs
- Barrier Removal Financial Plan and Schedule

This ADA Transition Plan focuses on curb ramps, sidewalks including driveways, and pedestrian crossing features. Jefferson County manages 7.3 miles of the non-motorized multi-use Larry Scott Memorial Trail (a segment of the Olympic Discovery Trail), an additional 0.75 miles of the Olympic Discovery Trail, and the Rick Tollefson Trail, on all of which the grades were constructed to current ADA standards. This Plan addresses crossings and termini of these trails where they intersect the vehicular right-of-way.

### C.1 Public Right-of-Way Self-Evaluation and Compliance Activities to Date

In 2024, existing County curb ramps, sidewalks including driveways, and pedestrian crossing assets under County jurisdiction were identified and evaluated for their current ADA-compliance and facility condition.

#### C.1.1 Curb Ramps

##### *Curb Ramp ADA Inventory*

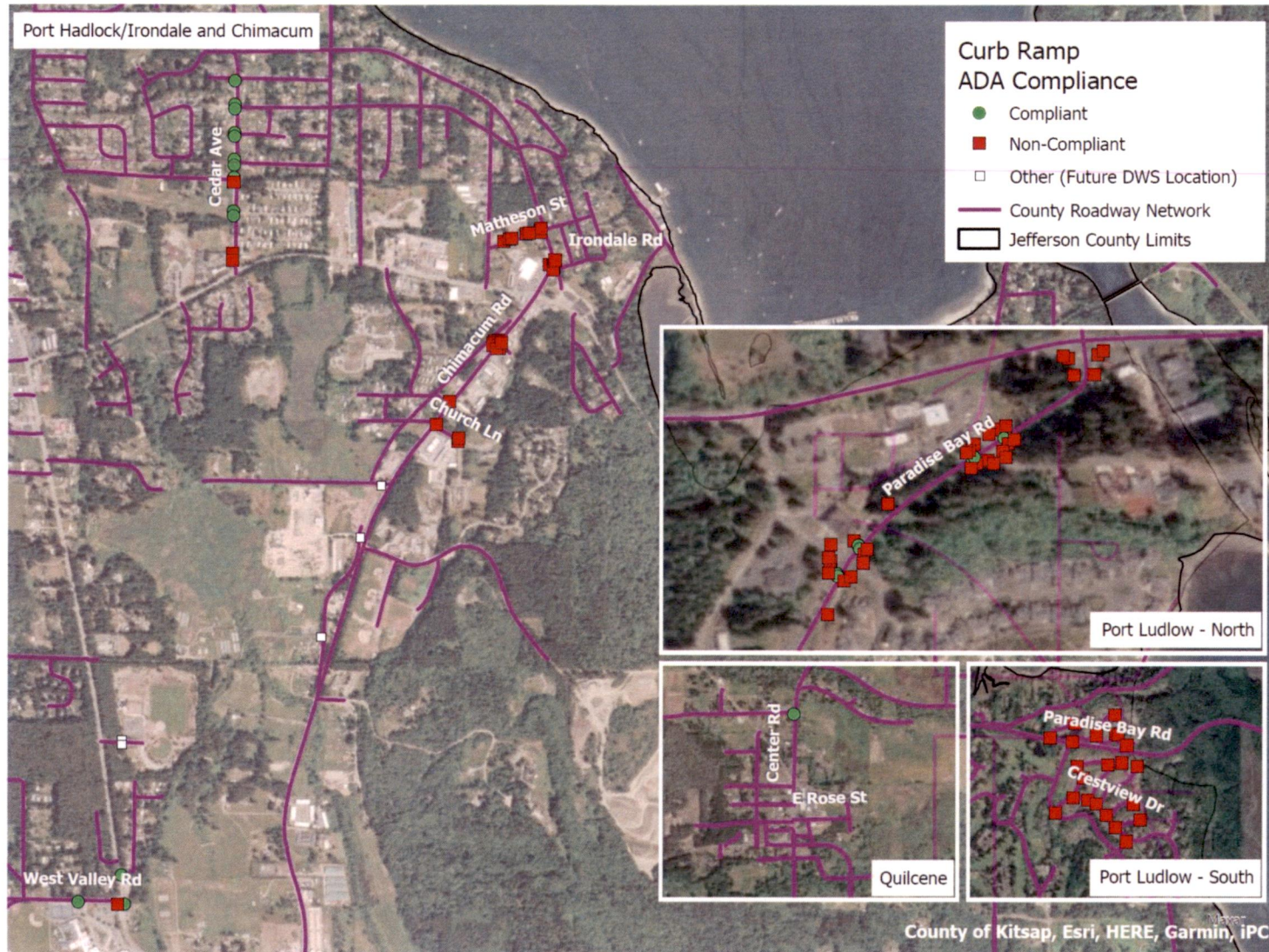
In November 2024, field evaluations were performed to collect data on the County's existing curb ramp assets. Collected field attributes varied by ramp but could include ramp width, running slope, or cross slope, landing size and slopes, presence of a detectable warning surface, a photo, and/or additional notes. Each ramp was assigned an ADA compliance status of "Yes" (ADA-compliant), "No" (not ADA-compliant), or "Other." If one attribute was not compliant, the curb ramp was assigned a "No" ADA compliance status and is considered an ADA barrier.

Ramps labeled as "Other" are locations along unpaved multi-purpose trail sections that do not currently have a detectable warning surface (DWS). These are not currently ADA barriers in their unpaved state, but best practices recommend paving of the trail aprons and installation of DWS to alert users that they are leaving a pedestrian access route. Of the County's total 122 ramp locations, 88 ramps (72%) are not ADA-compliant with 2023 PROWAG guidelines and 12 (10%) are locations for future DWS to meet best practices. See **Table C-1** and **Figure C-1**.

**Table C-1. Curb Ramp ADA Compliance (2024)**

| ADA Compliance | Count      | Percentage  |
|----------------|------------|-------------|
| Compliant      | 22         | 18%         |
| Non-Compliant  | 88         | 72%         |
| Other          | 12         | 10%         |
| <b>Total</b>   | <b>122</b> | <b>100%</b> |



**Figure C-1. Curb Ramp Inventory Map by ADA Compliance (2024)**

Note: ADA inventory locations along the Larry Scott Memorial Trail and Olympic Discovery Trail are not displayed on the map but are included in the County's GIS inventory.



### *ADA Compliant Curb Ramps*

18% of the curb ramps in Jefferson County are ADA-compliant with 2023 PROWAG guidelines. This is typical for jurisdictions with residential areas built prior to federal adoption of the ADA. The compliant ramps documented in this inventory are located at:

- **Cedar Ave** (Port Hadlock/Irondale)
- **West Valley Rd** (Chimacum Highschool School vicinity)
- **Paradise Bay Rd** (Port Ludlow intersections with Ebb Tide Ct and Anchor Ln)

### *ADA Curb Ramp Barrier Summary*

72% of the curb ramps in Jefferson County are not compliant with 2023 PROWAG Guidelines. Notable corridors with non-compliant ramps include:

- **Irondale Rd** between SR 116 and Matheson St
- **Chimacum Rd** between Church Ln and SR 116

Approximately half of the non-compliant ramps are at the end of pedestrian access routes that include asphalt transitions from sidewalks to roadway shoulders of varying steepness and lack detectable warning surfaces to notify users that they are leaving a pedestrian access route. These are located in Port Ludlow residential neighborhoods and a few intersections throughout the County.

The non-compliant curb ramp inventory includes locations on paved trail sections where detectable warning surfaces are missing but should be provided. The locations that are currently paved and need detectable warning surfaces to alert users that they are leaving a pedestrian access route to enter or cross a vehicular roadway include:

- **Olympic Discovery Trail** between Store Rd and Old Gardiner
- **Larry Scott Trail** at Nelsons Landing Rd

### *Other Locations*

The remaining 10% of “Other” locations in the curb ramp inventory are places where trail surface is currently gravel or hard surface up to the paved vehicular roadway and therefore do not require DWS at this time. To provide consistency for Jefferson County trails and adhere to best practices for accessibility and safety, it is recommended DWS be installed at these trail crossing/termini locations:

- **Larry Scott Trail** at Thomas St, Mill Rd, and S Discovery Rd crossings as well as the Milo Curry terminus
- **Rick Tollefson Trail** at east terminus
- **Elsie Lopeman Trail** recommended at both north and south termini

Jefferson County has marked pedestrian crossings at a handful of intersections and mid-block crossings that connect paved shoulder to paved shoulder but do not include sidewalks, ramps, or trails. These locations are not included in the curb ramp inventory since no pedestrian access route is provided.



### C.1.2 Sidewalks and Driveways

#### *Sidewalk and Driveway ADA Inventory*

In November 2024, field evaluations were performed to collect data on the County's existing sidewalks as well as driveways that intersect sidewalks. Collected field attributes include width, length, photos, and/or additional notes. The data is provided in GIS format in two ways:

- **Sidewalk Segment:** Line on the map representing a section of sidewalk. These segments vary in length and represent a segment of sidewalk between intersecting streets.
- **Driveway Point:** Point on the map representing a specific driveway along a sidewalk.

Each sidewalk segment and driveway point was assigned an ADA compliance status of "Yes" (ADA-compliant) or "No" (not ADA-compliant). If one field attribute was not compliant, the sidewalk spot or segment was assigned a "No" ADA compliance status and is considered an ADA barrier.

Of the County's sidewalk segments totaling 3.39 miles, 2.95 miles (87%) are not ADA-compliant with the 2023 PROWAG guidelines. See **Table C-2**.

**Table C-2. Sidewalk Segment ADA Compliance (2024)**

| ADA Compliance | # of Segments | Total (Miles) | Total (Feet) | Percent Compliant (Feet) |
|----------------|---------------|---------------|--------------|--------------------------|
| Compliant      | 5             | 0.44 mi       | 2,345 ft     | 13%                      |
| Non-Compliant  | 36            | 2.95 mi       | 15,555 ft    | 87%                      |
| Total          | 41            | 3.39 mi       | 17,900 ft    | 100%                     |

Of the County's 145 driveways along sidewalks, 96% are not ADA-compliant with the 2023 PROWAG guidelines. See **Table C-3**.

**Table C-3. Sidewalk Point ADA Compliance (2024)**

| ADA Compliance | Count | Percent Compliant |
|----------------|-------|-------------------|
| Compliant      | 6     | 4%                |
| Non-Compliant  | 139   | 96%               |
| Total          | 145   | 100%              |

#### *ADA Compliant Sidewalks and Driveways*

13% of sidewalks and 4% of the driveways in Jefferson County are ADA-compliant to 2023 PROWAG guidelines. The County's ADA-compliant sidewalks are located at:

- **Cedar Ave** (Port Hadlock/Irondale)
- **Paradise Bay Rd** (Port Ludlow)
- **West Valley Rd** vicinity (Chimacum)

### *Sidewalk and Driveway Barrier Summary*

87% of the sidewalks and 96% of the driveways in Jefferson County are not compliant with current 2023 PROWAG guidelines. This is typical for jurisdictions with areas built prior to federal adoption of the ADA.

- The **Chimacum Rd/Irondale Rd** corridor includes the most severe cross slopes at driveways (exceeding 10%).
- **Center Rd** has cross slopes at driveways that slightly exceed 2%.
- **Paradise Bay Rd** in the north portion of Port Ludlow has sidewalk cross slopes that slightly exceed 2%.
- Port Ludlow neighborhoods off **Paradise Bay Rd** and **Crestview Dr** are older sidewalks with mostly flush transitions to driveways, however slight upheaval was observed due to the older age of the sidewalk infrastructure in these neighborhoods.

For a map of Jefferson County's sidewalk segments and driveway points by ADA compliance, see **Figure C-2**.

#### C.1.3 Accessible Pedestrian Signals

As of publication of this Plan in 2024, the County does not have any accessible pedestrian signals under its jurisdiction.

As part of this ADA Transition Plan, the County is adopting a 2024 Accessible Pedestrian Signal and Pushbutton (APS) Policy to address future accessible pedestrian signals under County jurisdiction. See **Appendix B3**.

#### C.1.4 Rectangular Rapid Flashing Beacons

As of publication of this Plan in 2024, the County does not have any rectangular rapid flashing beacons under its jurisdiction.

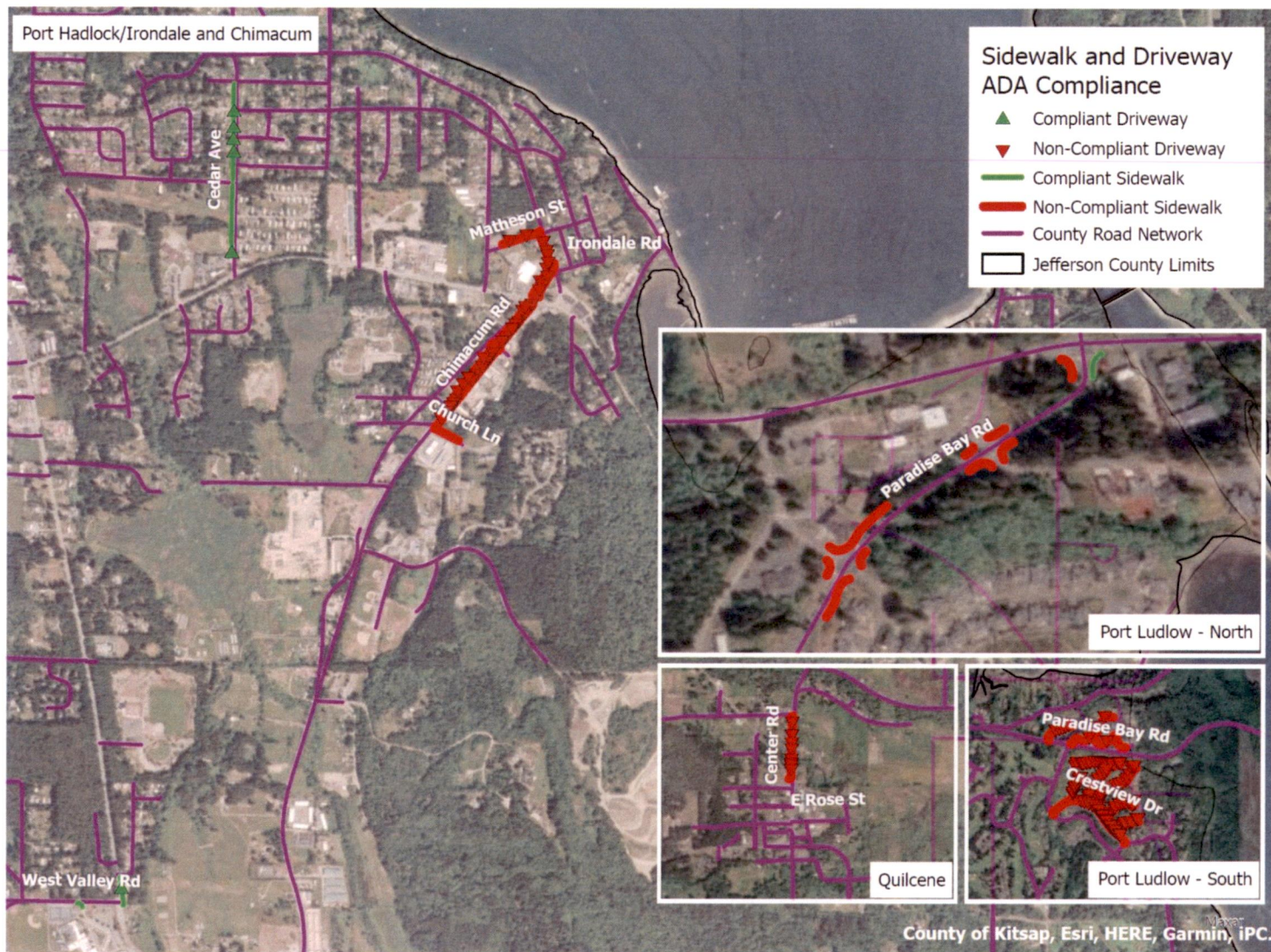
The County partnered with WSDOT to construct an accessible pedestrian signal crossing SR 116 at Chimacum High School. In November 2024, field observations noted that the pushbuttons are beyond 10 inch reach from a flat and level landing above the curb ramp.

As part of this ADA Transition Plan, the County is adopting a 2024 Accessible Pedestrian Signal and Pushbutton (APS) Policy to address future rectangular rapid flashing beacons under County jurisdiction. See **Appendix B3**.

#### C.1.5 Other Public Right-of-Way Barriers

The 2023 PROWAG includes requirements for on-street ADA accessible parking where parking stalls are marked or metered (R310 On-Street Parking Spaces). The County has no metered or marked on-street parking stalls and its existing marked parking stalls are not considered on-street parking as they are located within parking lots associated with building and/or recreational park facilities. ADA accessible parking at County building and recreational park facility parking lots will be evaluated at a future phase update to the ADA Transition Plan.



**Figure C-2. Sidewalk and Driveway Inventory Map By ADA Compliance (2024)**

Note: ADA inventory locations along the Larry Scott Memorial Trail and Olympic Discovery Trail are not displayed on the map but are included in the County's GIS inventory.

### C.1.6 Safe Harbor and Maximum Extend Feasible

Some non-compliant public right-of-way facilities designed to ADA standards that pre-date the current 2023 PROWAG guidelines may qualify for Safe Harbor as existing facilities. If that is the case, the non-compliant facilities could remain in place. However, if an existing facility that qualifies for Safe Harbor is altered, the curb ramp must be upgraded to meet the current WSDOT/2023 PROWAG guidelines. WSDOT LAG Manual Chapter 29 includes a section on Safe Harbor. See **Appendix A2**.

The inventory work completed in 2024 did not include Safe Harbor assessment but Safe Harbor candidates are identified below in **Section C.2**.

### C.1.7 Maximum Extend Feasible

Some non-compliant facilities that do not fully meet current 2023 PROWAG guidelines may qualify for maximum extent feasible (MEF) status if site conditions make meeting the standard infeasible. See also *WSDOT Design Manual Chapter 1510.030(2) Alteration Projects* for guidance on MEF documentation described in **Section A.2.7** above.

The inventory work completed in 2024 did not include preparation of maximum extent feasible documentation. WSDOT LAG Manual Chapter 29 includes a section on documentation for structural impracticability and MEF. See **Appendix A2**.



## C.2 Public Right-of-Way Barrier Prioritization & Removal Recommendations

### C.2.1 General Barrier Prioritization Recommendations

It is recommended that filed grievances/complaints about barriers to accessibility be considered high priority for a response and resolution in accordance with the County's adopted ADA Complaint/Grievance Procedure and other applicable established relevant policies.

It is recommended that prioritization decisions be guided by the overarching principle that barriers identified and/or experienced by people within the ADA community are of higher priority for removal than other barriers. Public engagement efforts are therefore a critical component of the prioritization process.

### C.2.2 Curb Ramp Barriers

#### *Curb Ramp Barrier Prioritization*

Each curb ramp was assigned a condition (Fair/Better, Poor, Very Poor, Missing, or Other) and an associated grade (A, B, C, D, or Other). The condition and grade provide a more nuanced understanding of the County's existing curb ramp inventory. The curb ramp grading system was developed by the Vermont Department of Transportation (VDOT) and amended for Jefferson County use. See the grading system in **Table C-4**.

**Table C-4. Jefferson County Curb Ramp Grading System**

| Grade          | Ramp Width                                                                                                                                                                                                                                                                                                               | Detectable Warning Surface                       | Material Condition                                                                                   |
|----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------|------------------------------------------------------------------------------------------------------|
| A<br>GREEN     | 48" or greater                                                                                                                                                                                                                                                                                                           | Truncated Dome                                   | <u>Fair or Better Condition</u><br>Limited or tight cracking, faulting (<1/4"), or isolated spalling |
| B<br>YELLOW    | >36" to <48"                                                                                                                                                                                                                                                                                                             | Exposed Aggregate Surface or Diamond Shape Stamp | <u>Poor Condition</u><br>Moderate cracking, faulting (1/4"-3/4"), or moderate spalling               |
| C<br>ORANGE    | 36" or less                                                                                                                                                                                                                                                                                                              | No detectable warning surface                    | <u>Very Poor Condition</u><br>Severe cracking, faulting (>3/4"), extensive spalling, or no landing   |
| D<br>RED       | A curb ramp is needed but does not exist at the location to access an existing sidewalk (pedestrian access route) where it crosses a curb.                                                                                                                                                                               |                                                  |                                                                                                      |
| Other<br>WHITE | A location at the end of pedestrian access route that includes a transition of varying steepness from the sidewalk to the asphalt roadway shoulder that lacks a detectable warning surface to notify users that they are leaving a pedestrian access route (also for DWS-recommended locations on multi-purpose trails). |                                                  |                                                                                                      |

Ramps with a **grade of A (Fair or Better)** may or may not be fully ADA-compliant to current PROWAG guidelines but are usable in their current form.

Non-compliant **grade A (Fair or Better) ramps and grade B (Poor) ramps** are usable in their current form but are not ADA-compliant with current 2023 PROWAG guidelines. These ramps may meet Safe Harbor for the 2010 ADA Standards (see **Section A.2.6**). Also, these ramps may qualify for maximum extent feasible (MEF) status if site conditions make meeting the standard infeasible. This may be the case for curb ramps located in areas with steep roadway slopes (see **Section A.2.7**).

All ramps with a **grade of C (Very Poor), or D (Missing)** are not ADA-compliant.

Non-compliant ramps with poor or no functionality (grade C or D) are considered higher priority for barrier removal than non-compliant ramps with higher functionality (grade A and B) or the "Other" locations where DWS installation would meet best practices for accessibility.

For a table and pie chart of the County's curb ramps by grade, condition, and ADA-compliance, see **Table C-5** and **Figure C-3**.

For a map of the County's curb ramps by grade and condition, see **Figure C-4**.

**Table C-5. Curb Ramp Grade, Condition, and ADA-Compliance Status**

| Grade | Condition      | Count | Percentage Grade | ADA Compliant                 | Count | Compliance Percentage |
|-------|----------------|-------|------------------|-------------------------------|-------|-----------------------|
| A     | Fair or Better | 39    | 32%              | Compliant                     | 22    | 18%                   |
|       |                |       |                  | Non-Compliant                 | 17    | 72%                   |
| B     | Poor           | 18    | 15%              | Non-Compliant                 | 18    |                       |
| C     | Very Poor      | 12    | 10%              | Non-Compliant                 | 12    |                       |
| D     | Missing        | 1     | 1%               | Non-Compliant                 | 1     |                       |
| Other | Other          | 52    | 43%              | Non-Compliant end of sidewalk | 40    | 10%                   |
|       |                |       |                  | Other on trail                | 12    |                       |
| Total | -              | 122   | 100%             | -                             | 122   | 100%                  |

**Figure C-3. Curb Ramps by Grade, Condition, and ADA-Compliance Percentage**

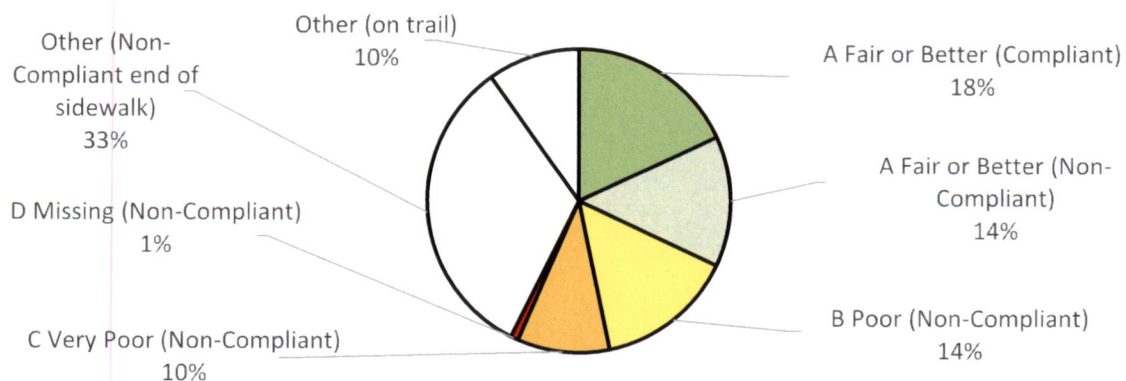
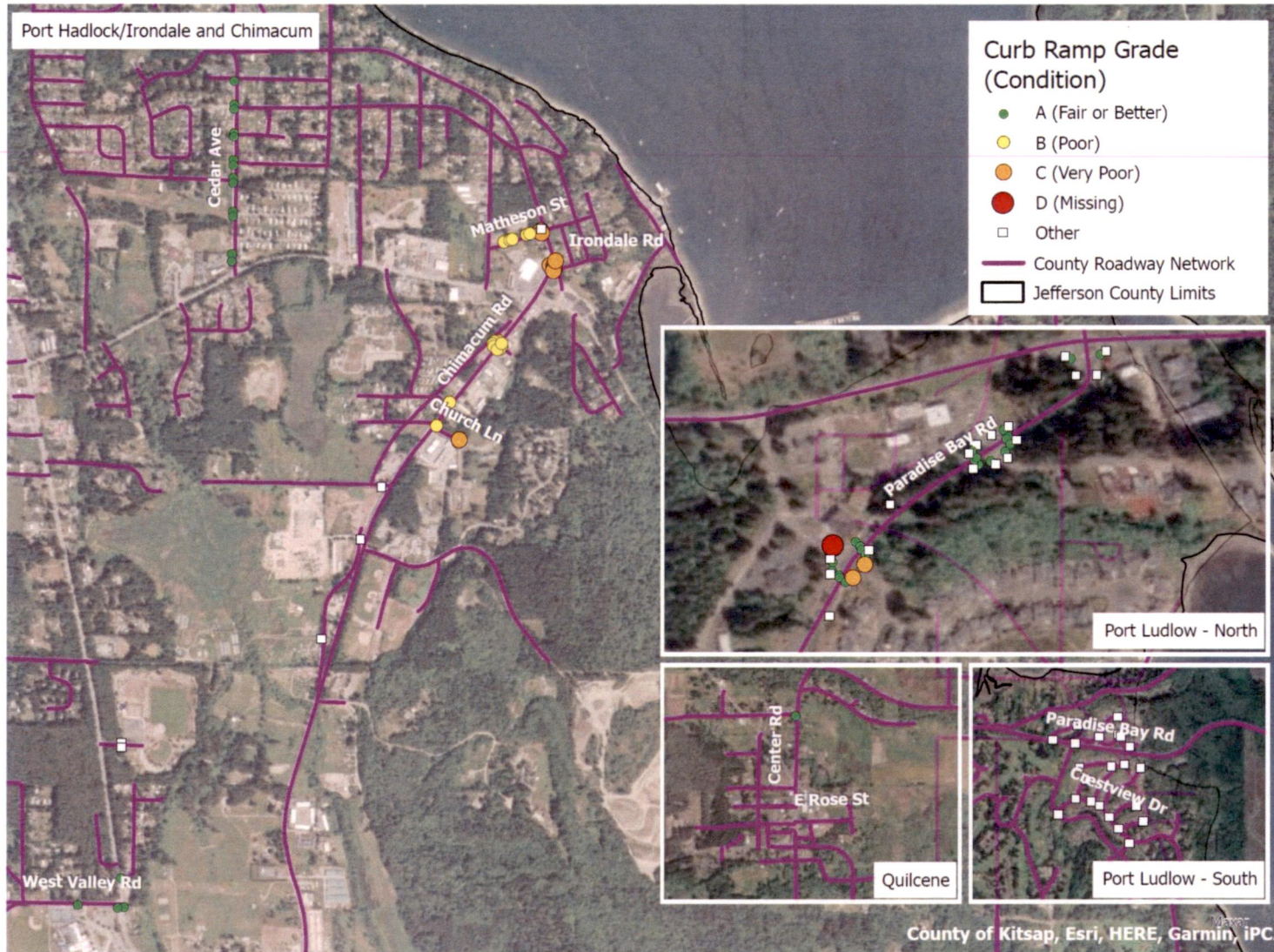




Figure C-4. Curb Ramps by Grade and Condition Map



Note: ADA inventory locations along the Larry Scott Memorial Trail and Olympic Discovery Trail are not displayed on the map but are included in the County's GIS inventory.



### *Curb Ramp Barrier Removal Recommendations*

It is recommended the County:

- Consider removing curb ramp barriers identified by the public through complaints/grievances or requests per see **Section C.2.1**.
- Consider removing curb ramp barriers with grade of C (Very Poor) or D (Missing) before other curb ramp barriers.
- Consider grouping barriers into corridors consistent with the County's **Tri-Area Active Transportation Plan** projects to provide cost effective barrier removal, including future addition of paved aprons and DWS along County multi-purpose trail corridors.
- Monitor the removal of curb ramp barriers in the County's GIS inventory.

The data and GIS prioritization for curb ramps is documented in **Appendix C1**.

### C.2.2 Sidewalk and Driveway Barriers

#### *Sidewalk and Driveway Barrier Prioritization*

Sidewalks and driveways were assigned a grade and condition to each asset based on the 2024 field review. The sidewalk and driveway grading system was developed specifically for Jefferson County use. See the grading system in **Table C-6**.

**Table C-6. Jefferson County Sidewalk and Driveway Grading System**

| Grade | Sidewalk Condition                                                                                                                                                                                                                                                                                                                                                         | Driveway Condition                                                                                                                  |
|-------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------|
| A     | Meets all of the following: <ul style="list-style-type: none"> <li>• Minimum 48" width</li> <li>• Within 2-2.3% cross slope</li> <li>• Running slope matches roadway grade</li> <li>• Passing zones every 200 feet (not required if 60" width)</li> <li>• No obstacles present</li> </ul>                                                                                  | <ul style="list-style-type: none"> <li>• Driveway has cross slopes within 2 to 2.3%.</li> </ul>                                     |
| B     | One or more of the following applies: <ul style="list-style-type: none"> <li>• Does not meet minimum 4" width</li> <li>• Cross slope exceeds 2.3%.</li> <li>• Running slope does not match roadway grade</li> <li>• No passing zone for 48" width</li> <li>• Obstacle present (vegetation, fixed object, upheaval, etc.)</li> <li>• Minor surface deterioration</li> </ul> | <ul style="list-style-type: none"> <li>• Driveway has flares that creates cross slopes exceeding 2.3% and less than 10%.</li> </ul> |
| C     | Both of the following apply: <ul style="list-style-type: none"> <li>• Meets one or more grade "B" criteria</li> <li>• Sidewalks with cracks, crumbling surface deterioration, or vertical discontinuities.</li> </ul>                                                                                                                                                      | <ul style="list-style-type: none"> <li>• Driveway has flares that creates cross slopes equal to or exceeding 10%.</li> </ul>        |



Sidewalks and driveways with a **grade of A (Fair or Better)** may or may not be fully ADA-compliant to current PROWAG guidelines but are usable in their current form.

Non-compliant **grade A (Fair or Better)** or **grade B (Poor)** sidewalks and driveways may qualify for Safe Harbor or maximum extent feasible (MEF). See also **Sections A.2.6 and A.2.7** above.

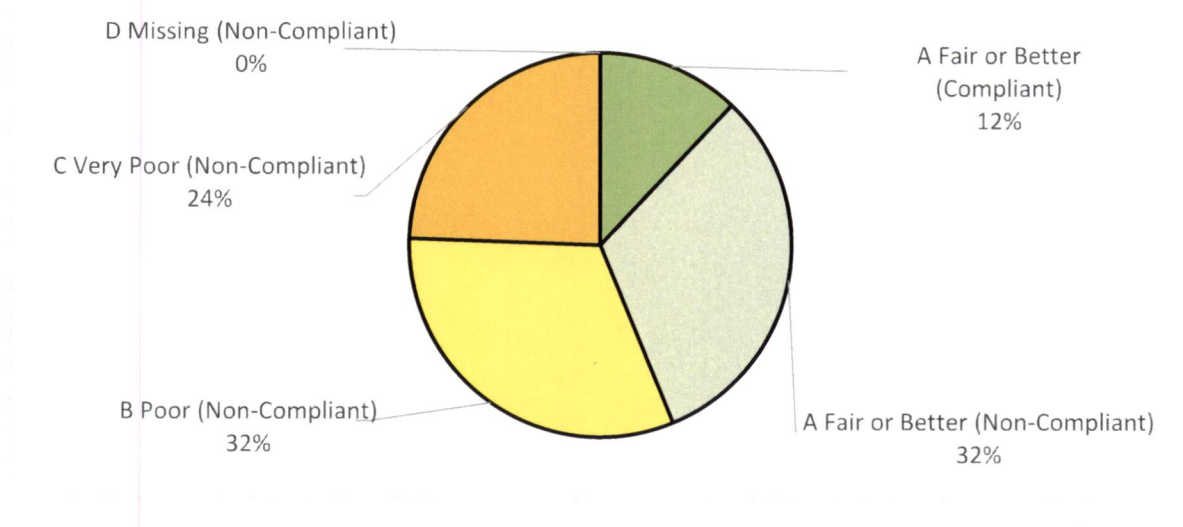
All sidewalk assets with a **grade of C (Very Poor), or D (Missing)** are not ADA-compliant and are considered higher priority for barrier removal than non-compliant sidewalk assets with higher functionality (grades A and B).

For a table and pie chart of the County's sidewalks by grade, condition, and ADA-compliance, see **Table C-7 and Figure C-5**.

**Table C-7. Sidewalk Grade, Condition, and ADA-Compliance Status**

| Grade | Condition      | Count | Percentage Grade | ADA Compliant | Count (Segments) | Compliance Percentage (Feet) |
|-------|----------------|-------|------------------|---------------|------------------|------------------------------|
| A     | Fair or Better | 18    | 44%              | Compliant     | 5                | 13%                          |
|       |                |       |                  | Non-Compliant | 13               | 87%                          |
| B     | Poor           | 13    | 32%              | Non-Compliant | 13               |                              |
| C     | Very Poor      | 10    | 24%              |               | 10               |                              |
| D     | Missing        | 0     | 0%               |               | 0                |                              |
| Total | -              | 41    | 100%             | -             | 41               | 100%                         |

**Figure C-5. Sidewalk by Grade, Condition, and ADA-Compliance Percentage**

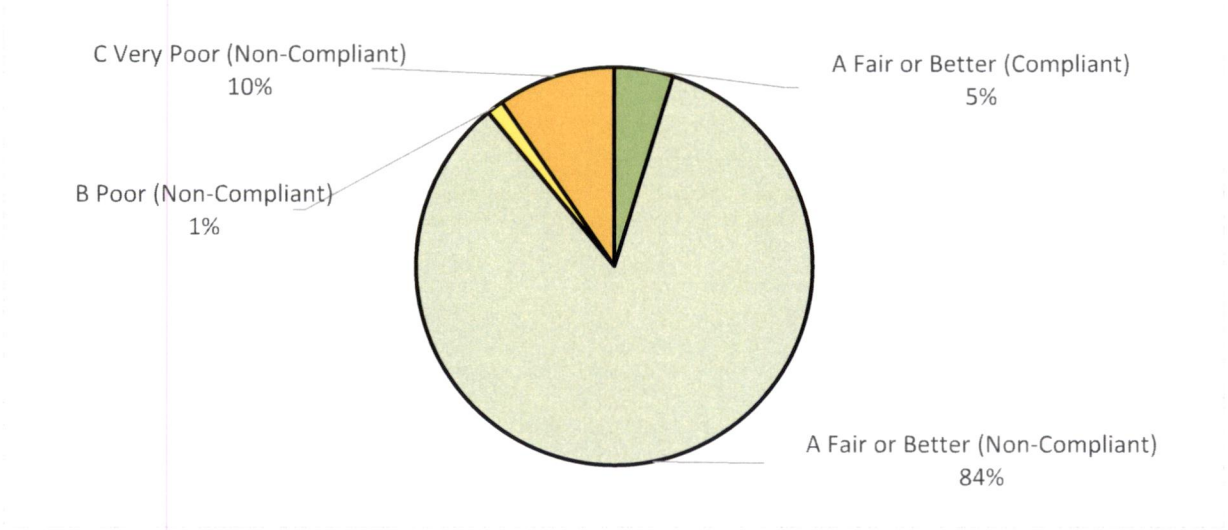


For a table and pie chart of the County’s driveways by grade, condition, and ADA-compliance, see **Table C-8** and **Figure C-6**.

**Table C-8. Driveway Grade, Condition, and ADA-Compliance Status**

| Grade | Condition      | Count | Percentage Grade | ADA Compliant | Count | Compliance Percentage |
|-------|----------------|-------|------------------|---------------|-------|-----------------------|
| A     | Fair or Better | 129   | 89%              | Compliant     | 6     | 4%                    |
|       |                |       |                  | Non-Compliant | 123   | 96%                   |
| B     | Poor           | 2     | 1%               | Non-Compliant | 2     |                       |
| C     | Very Poor      | 14    | 10%              |               | 14    |                       |
| D     | Missing        | 0     | 0%               |               | 0     |                       |
| Total | -              | 145   | 100%             | -             | 145   | 100%                  |

**Figure C-6. Driveways by Grade, Condition, and ADA-Compliance Percentage**

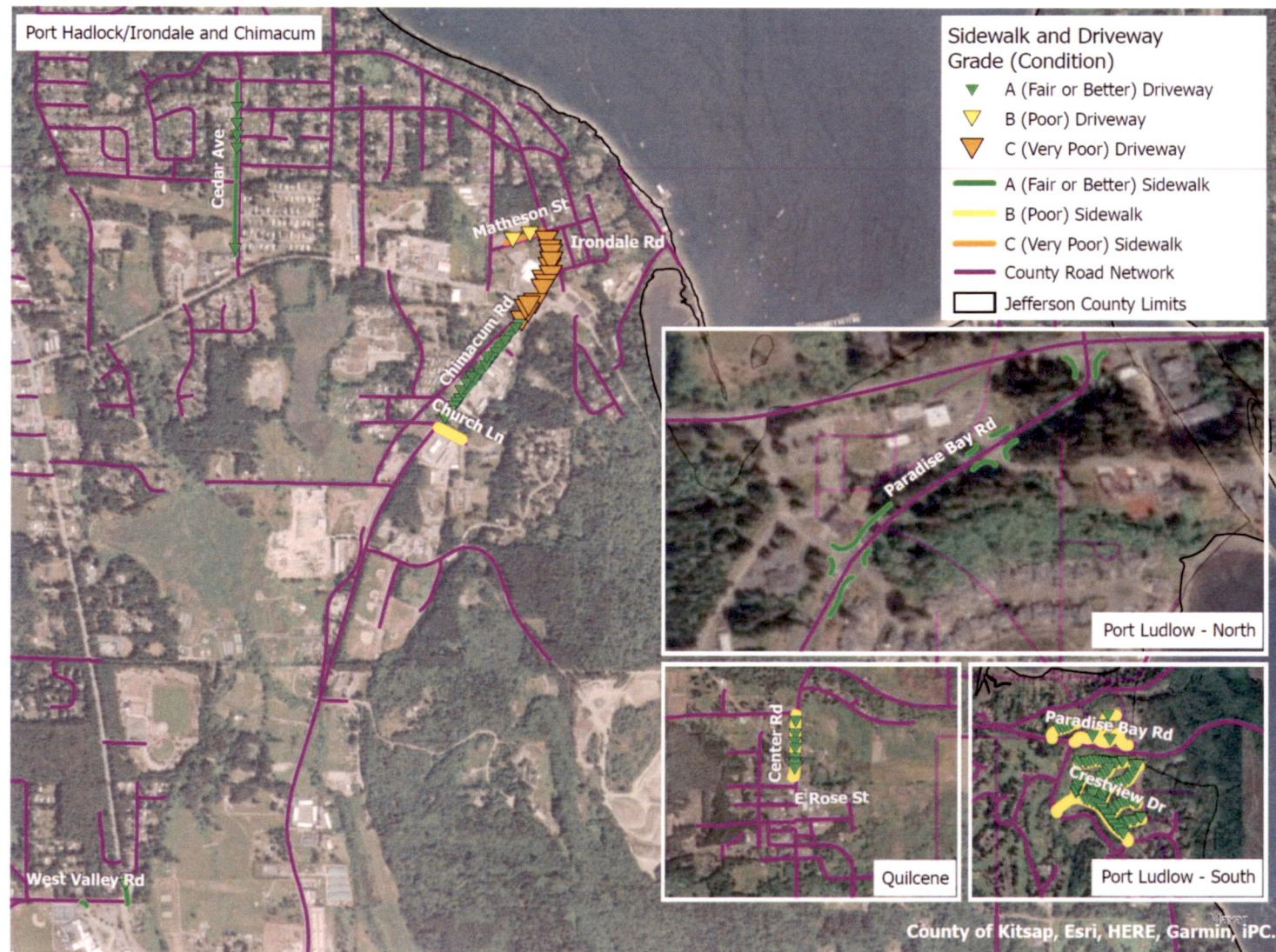


As shown above, most driveways are considered grade A (Fair or Better) but non-compliant due to gradual surface deterioration over time. While these are non-compliant, they are still highly functional and are not considered high priority for barrier removal compared to the grade C (Very Poor) ramps that are much less functional.

For a map of the County’s sidewalks and driveways by grade and condition, see **Figure C-7**.



Figure C-7. Sidewalks and Driveways by Grade and Condition Map



Note: ADA inventory locations along the Larry Scott Memorial Trail and Olympic Discovery Trail are not displayed on the map but are included in the County's GIS inventory.



*Sidewalk and Driveway Barrier Removal Recommendations*

It is recommended the County:

- Consider removing sidewalk and driveway barriers identified by the public through complaints/grievances or requests per see **Section C.2.1**.
- Consider removing sidewalk and driveway barriers with grade of C (Very Poor) before other sidewalk and driveway barriers.
- Consider grouping barriers into corridors consistent with the County's **Tri-Area Active Transportation Plan** projects to provide cost effective barrier removal.
- Monitor the removal of sidewalk and driveway barriers in the County's GIS inventory.

Collected data and GIS prioritization for sidewalk and driveway spot locations and sidewalk segment locations is documented in **Appendix C2**.

### C.2.3 Accessible Pedestrian Signal (APS) Barriers

*APS Barrier Prioritization and Barrier Removal Recommendations*

There are no existing accessible pedestrian signals under Jefferson County jurisdiction. Future APS on roadways under County jurisdiction will be built to the latest WSDOT requirements and 2023 PROWAG guidelines and will be prioritized according to the County's Accessible Pedestrian Signal Policy.

It is recommended the County:

- Adhere to the adopted APS Policy for future APS installation within County limits under County jurisdiction.

### C.2.4 Rectangular Rapid Flashing Beacon (RRFB) Barriers

*RRFB Barrier Prioritization and Barrier Removal Recommendations*

There are no existing rectangular rapid flashing beacons (RRFBs) under Jefferson County jurisdiction, although Jefferson County installed an RRFB crossing on SR 19/Rhody Dr/West Valley Rd near Chimacum High School. Future RRFBs on roadways under County jurisdiction will be built to the latest WSDOT requirements and 2023 PROWAG guidelines and will be prioritized according to the County's Accessible Pedestrian Signal Policy.

It is recommended the County:

- Adhere to the adopted APS Policy for future RRFB installation within County limits under County jurisdiction.
- Coordinate with WSDOT to install extension arms on both RRFB pushbuttons at the SR 19/Rhody Dr/West Valley Rd crossing to within ten inch reach from level clear space.

### C.2.5 Other Public Right-of-Way Barriers

ADA barriers for ADA-accessible parking located at buildings and recreational park facilities will be addressed at a future update of this ADA Transition Plan. It is recommended these barriers be prioritized in accordance with the general prioritization criteria established in **Section C.2.1**.



### C.3 Public Right-of-Way Barrier Removal Cost Estimates

Cost estimates are provided to understand the order of magnitude cost for barrier removal. The basis of cost estimates were calculated conservatively to account for Jefferson County's rural context as described in each section below.

#### C.3.1 Curb Ramp Barrier Removal Cost Estimate

The basis of the cost estimate for curb ramp barriers were calculated conservatively and includes project administration, preliminary engineering, construction management, construction cost, and a contingency.

A planning level estimated cost for replacing one curb ramp is \$18,500.

In addition to design and construction of the curb ramp itself, additional costs may arise from addressing issues such as relocation of existing utilities, acquisition of new public right-of-way, and other roadway improvements such as curb bulbs and new enclosed drainage.

Correcting barriers at blended transitions (near-level transitions at the end of a pedestrian access route) may cost less than estimated if installation of detectable warning surface is sufficient to bring the location into compliance. See **Table C-9**.

**Table C-9. Curb Ramp Barrier Removal Cost Estimate**

| Barrier Type                                                                                                               | Cost Estimate (\$2024) |
|----------------------------------------------------------------------------------------------------------------------------|------------------------|
| Curb ramp (assumes 6-foot wide concrete curb ramp with flared slopes and yellow truncated dome detectable warning surface) | \$18,500               |

#### C.3.2 Sidewalk and Driveway Barrier Removal Cost Estimate

The basis of cost estimates for sidewalk and driveway barriers were calculated conservatively and includes project administration, preliminary engineering, construction management, construction cost, and a contingency.

A planning level estimated cost for replacing one linear foot of 6-foot wide sidewalk is \$520 to \$750 (WSDOT requires 6-foot wide sidewalks for new construction in Jefferson County, which exceeds the 2023 PROWAG's 4-foot wide guideline).

A planning level estimated cost for replacing a driveway with a 20-foot wide ADA-compliant driveway can range from \$27,500 to \$31,000 each depending on the chosen design. WSDOT Standard Plans for multiple types of driveways are provided in **Appendix C3** (Design Type 1 is recommended for Jefferson County). See **Table C-10**.

**Table C-10. Sidewalk and Driveway Barrier Removal Cost Estimate**

| Sidewalk and Driveway Barrier Type                                    | Cost Estimate (\$2024) |
|-----------------------------------------------------------------------|------------------------|
| 6-foot wide sidewalk without drainage per linear foot                 | \$520                  |
| 6-foot wide sidewalk with drainage per linear foot                    | \$750                  |
| Type 1 Driveway Interface per each (recommended for Jefferson County) | \$27,500               |
| Type 2 Driveway Interface per each                                    | \$31,000               |
| Type 3 Driveway Interface per each                                    | \$27,500               |

**C.3.5 Snow Removal Responsibilities on County/Public Roads**

Jefferson County's maintenance department provides snow and ice control on all county roads.

**C.3.6 Total Barrier Removal Cost Estimate Summary**

The total estimated cost to remove known ADA barriers in Jefferson County is approximately \$15.3 million. See **Table C-11**.

**Table C-11. Barrier Removal Cost Estimate Summary**

| Barrier Type                                                                                           | Total Known Barriers (\$2024) |
|--------------------------------------------------------------------------------------------------------|-------------------------------|
| Curb Ramps<br>(88 curb ramps x \$18,500 per curb ramp)                                                 | \$1,628,000                   |
| Sidewalks<br>(15,555 feet x \$635 per linear foot*<br>(*Average of sidewalk with and without drainage) | \$9,877,425                   |
| Driveways<br>(139 x \$27,500 per Type 1 Driveway)                                                      | \$3,822,500                   |
| <b>Total</b>                                                                                           | <b>\$15,327,925</b>           |

Cost estimate documentation is provided in **Appendix C4**.



## C.4 Public Right-of-Way Barrier Removal Financial Plan and Schedule

Jefferson County strives to maximize its transportation funding by using it to leverage state and federal transportation grant funds. Barrier removal in the right-of-way will typically be included in these grant funded projects as dedicating transportation funds to non-grant funded projects severely restricts the County's ability to implement projects. General road funds are potentially available to address urgent requests for accommodation and barrier removal.

The County's Six-Year Transportation Improvement Plan (TIP) will provide for incremental ADA barrier removal in the public right-of-way in the near term. For more information about the County's 2025-2030 6-Year Transportation Improvement Program, visit the County's website at <https://www.co.jefferson.wa.us/444/6-Yr-TIP>.

Many projects on Jefferson County's 2025-2030 TIP are projects where the County partners with WSDOT to make improvements to state facilities within Jefferson County. These projects represent a significant effort by Jefferson County to remove ADA barriers and expand accessible pedestrian infrastructure in the region, even though the improvements are not on County facilities. The following Jefferson County 2025-2030 TIP projects that will improve accessibility on state facilities with ADA-accessible infrastructure include:

Anticipated construction in 2025:

- **TIP #1: Quilcene Complete Streets Phase 1:** 16 new curb ramps or blended transitions with DWS, 2 new driveways, and approximately 950' of new 6' wide sidewalk.
- **TIP #7: Rhody Drive Ped-Bike Improvements – North Segment:** 3 new DWS along multi-use path extension and approximately 1600' of 8' wide paved multi-use path.

Anticipated construction in 2027:

- **TIP #8: Rhody Drive Ped-Bike Improvements – South Segment:** 3 new curb ramps with DWS and approximately 2,450' of new 6' wide sidewalk and an unknown number of new driveways.

In addition, a top priority of Jefferson County is completion of a multi-use active transportation network in the Port Hadlock, Chimacum and Irondale Community known as the **Tri-Area Active Transportation Network**. The barrier removal plan outlined below recommends to address barriers in this active transportation network before other barriers in Jefferson County as funding becomes available. For more information about the Tri-Area Active Transportation Network, visit the County's website at <https://www.co.jefferson.wa.us/441/Jefferson-County-Multi-Use-Trails>.

### C.4.1 ADA Barrier Removal on County Facilities

Anticipated removal activities for county facilities for the 2025-2030 time period is \$0 due to all current County funds being obligated to grant funded projects constructing new accessible pedestrian facilities on WSDOT facilities.

This removal budget may change due to the County's ability to fund TIP projects, which is subject to annual budget review and reassessment and state/federal grant funding.

Note: The US DOJ/DOT published a joint technical memo regarding when curb ramp placement is triggered by resurfacing projects along with a supplement to further clarify the difference between maintenance activities and alterations. As the County engages in resurfacing activities, it should keep these requirements for curb ramps in mind. See **Appendix C5**.

#### C.4.2 Accessible Pedestrian Signals

The County does not currently own or operate any traffic signals. USDOT requires all agencies to have an APS Policy to be eligible for federal transportation funding opportunities. As part of this ADA Transition Plan, the County has adopted an APS Policy.

The County will address requests for APS for areas within County limits under County jurisdiction according to the County's APS Policy.

#### C.4.3 Rectangular Rapid Flashing Beacons

The County does not currently own or operate any rectangular rapid flashing beacons (RRFBs). As part of this ADA Transition Plan, the County has adopted an APS Policy that addresses rectangular rapid flashing beacons.

The County will address requests for RRFBs for areas within County limits under County jurisdiction according to the County's APS Policy.

It is recommended the County:

- Partner with WSDOT to install extension arms on the RRFB pushbuttons at the SR 19/Rhody Dr/West Valley Rd crossing so that pushbuttons are within a ten inch reach from level clear space so people in wheelchairs or mobility devices can reach the pushbutton.

#### C.4.4 Other Public Right-of-Way Barriers

Overgrown vegetation, gravel debris, or snow can create temporary accessibility obstacles to the width, clear space, and surface requirements for pedestrian access routes. It is recommended County staff perform regular maintenance activities along pedestrian access routes under its jurisdiction to maintain the greatest degree of accessibility in its public right-of-way infrastructure.

#### C.4.5 Near Term Barrier Removal Actions

The total estimated cost to remove known ADA barriers is approximately \$15.3 million. Anticipated barrier removal activities for county facilities for the 2025-2030 time period is \$0 due to all current county funds being obligated to grant funded projects constructing new accessible pedestrian facilities on WSDOT facilities.



#### C.4.6 Long Term Barrier Removal Actions

The self-evaluation identified 88 curb ramps barriers, 15,555 lineal feet of sidewalk barriers and 139 driveway barriers. The cost to remove these barriers and provide new accessible facilities is estimated at \$15,327,925.

Based upon the number of new accessible facilities being provided by the current active County projects on WSDOT facilities in the 2025-2030 6-year period, it is reasonable to assume that in 2031 and onward, the County could on average remove 3 curb ramp barriers, 500-feet of non-compliant sidewalk barriers, and 5 non-compliant driveway barriers per year on arterials eligible for state and federal grant funding.

The County should consider replacing non-compliant sidewalks and driveways on low volume local roads with ADA compliant asphalt shoulders with maximum 2% cross slopes given the County's limited resources.

The removal of barriers in the public right-of-way for specific accommodation requests should be addressed; general road funds are potentially available to address these requests so as not to reduce the County's ability to dedicate road funds to match state and federal grants for improvements in the public right-of-way.

## D. Future Actions to Achieve Compliance

### D.1 Future Actions Needed

This Public Right-of-Way (PROW) ADA Transition Plan addresses self-evaluation, barrier prioritization, and barrier removal scheduling for existing curb ramp, sidewalk, driveway, and pedestrian crossing barriers. This Plan establishes the County's accessible pedestrian signal (APS) policy as well as other policy and procedure requirements.

The County owns/maintains other facility types that will be addressed in the future by other updates to its existing 1992 ADA Transition Plan for building facilities and parks or other ADA Transition Plans:

- County buildings with publicly accessible areas and accessible parking
- County park facilities including building structures, restrooms, and recreational areas
- County programs, services, and activities

At a future date, the County will conduct an internal self-assessment, barrier prioritization, barrier removal cost estimates, and a barrier removal schedule for these facilities and programming types.

### D.2 Annual Report of ADA Barriers Removed

To ensure implementation of this ADA Transition Plan, it is recommended that the County incorporate an annual review/update process to track ADA self-evaluation and barrier removal progress for public right-of-way facilities. It is recommended that the official responsible for implementation of this PROW ADA Transition Plan coordinate this effort in cooperation with relevant County staff from other departments who are involved with projects that remove ADA barriers. These annual reports will inform the public every year regarding progress towards ADA barrier removal and provide a record for County staff to update their asset database accordingly. Annual reports will be available to the public and posted on the County website at: <https://co.jefferson.wa.us/1806/PROW-ADA-Transition-Plan>.

### D.3 Five-Year ADA Transition Plan Update Schedule

This Plan is intended to be reviewed and updated at five-year intervals. As the Plan is updated, an updated barrier removal schedule will be identified. With each five-year Plan update, an official public comment period is recommended to continue public engagement. The inventories and cost estimates will be re-analyzed at each five-year Plan update to determine patterns of need as it relates to the complete facility inventory and barrier removal prioritization.



## E. Public Engagement

### E.1 Public Engagement Strategy and Findings

The County's public engagement strategy included digital announcements and opportunities for the general public to comment on the Plan. The County webpage, Board of Commissioner meeting, and public comment period provided accessible methods of public participation. The findings are helpful in guiding County staff in the selection and prioritization of barrier removal. For documentation, see **Appendix E**.

#### E.1.1 County Webpage and Web-Based Publications

The project webpage content launched in November 2024 and is available at:  
<https://co.jefferson.wa.us/1806/PROW-ADA-Transition-Plan>

The webpage includes the following:

- **Project Description**
- **County Staff Contacts** for ADA/504 Coordinator and PROW ADA Coordinator/Official Responsible to Implement the Plan
- **Project Schedule**
- **Other ADA Resources** section with associated links
- **Public Engagement Opportunities** section with County Board of Commissioner Workshop meeting information for Draft Plan presentation and public comment
- **Documents** section for posting draft version for public comment and final version
- **Recent Accomplishments** section for further tracking of ADA Transition Plan implementation progress.

The following digital publications promoted the project and public comment opportunities:

- Jefferson County News Flash: December ## and ##
- Social Media Posts: December ## and ##
  - Jefferson County Government Facebook® page
  - Jefferson County Public Health Facebook® page
  - Jefferson County Public Works Instagram® page

#### E.1.2 Direct Engagement with Local Community Organizations

County staff contacted following local community organizations and institutions via direct e-mail in December 2024, to request their support to promote the Draft ADA Transition Plan comment period through their communication channels:

- Jefferson County Library District Branches
- Port Townsend, Chimacum and Quilcene School Districts
- Olympic Area Agency on Aging – Port Townsend Office

- Jefferson County Chamber of Commerce
- Port Ludlow Voice (Community newspaper)
- Tri-Area, Gardiner, Quilcene, and Brinnon Community Centers
- OlyCAP (Olympic Community Action Programs)

### E.1.3 Public Comment Opportunities

The Draft Public Right-of-Way ADA Transition Plan was posted online for public comment December ## through ##, 2024.

# public comments were received via email or on social media platforms on the Draft ADA Transition Plan.

The Draft ADA Transition Plan was presented to the Jefferson County Board of Commissioners on Month Day, 2024, during their 9:00am meeting on the Zoom® platform; refer to the Jefferson County Board of Commissioners workshop agenda, and minutes on Jefferson County's webpage for this content:

<https://www.co.jefferson.wa.us/492/Board-of-County-Commissioners>

Presentation materials were provided in accessible formats with alternative text prior to the event. The presentation explained the reasons for and required content of an ADA Transition Plan and the County's phased approach to self-evaluation and barrier removal implementation focused first on curb ramps, sidewalks, driveways, and accessible pedestrian crossings within the public right-of-way. An open comment opportunity followed the presentation.

# public comments were received at the County Board of Commissioner workshop meeting. For meeting presentation documentation, see **Appendix E**.

### E.2 Use of Public Engagement Findings and Recommendations

It is recommended the County:

- Utilize the Jefferson County ADA Transition Plan project webpage as a tool for on-going ADA Transition Plan barrier removal progress updates.



## F. Accessibility Regulations, Standards & Guidelines Resources

This Plan is based on the most recent federal and state regulations, standards, and guidelines.

### F.1. Federal ADA Resources

#### F.1.1 ADA Title II Regulations (28 CFR Part 35)

[https://www.ada.gov/regs2010/titleII\\_2010/titleII\\_2010\\_regulations.htm](https://www.ada.gov/regs2010/titleII_2010/titleII_2010_regulations.htm)

#### F.1.2 U.S. Access Board

*Public Rights-of-Way Accessibility Guidelines (2023 PROWAG)*

<https://www.access-board.gov/prowag/>

*U.S. Access Board DOJ ADA Accessibility Standards (2010)*

<https://www.access-board.gov/guidelines-and-standards/buildings-and-sites/about-the-ada-standards/ada-standards>

#### F.1.3 U.S. Department of Justice

*U.S. DOJ ADA Best Practices Tool Kit for State and Local Governments*

<https://www.ada.gov/pcatoolkit/toolkitmain.htm>

*ADA Title II Technical Assistance Manual*

<https://www.ada.gov/taman2.html>

#### F.1.4 Federal Highway Administration

*FHWA's Interim Approval 21 Pedestrian-Actuated Rectangular Rapid-Flashing Beacons*

[https://mutcd.fhwa.dot.gov/res-interim\\_approvals.htm](https://mutcd.fhwa.dot.gov/res-interim_approvals.htm)

### F.2 WSDOT Resources

*Letter to Local Agencies Regarding ADA Transition Plans (September 2024)*

<https://wsdot.wa.gov/about/disability-access-concerns-ada>

*Local Agency Guidelines: Chapter 29 Section 504 of the Americans with Disabilities Act*

<https://www.wsdot.wa.gov/Publications/Manuals/M36-63.htm>

*WSDOT Design Manual*

<https://wsdot.wa.gov/engineering-standards/all-manuals-and-standards/manuals/design-manual>

*WSDOT ADA Field Guide (2012 PROWAG)*

<https://wsdot.wa.gov/engineering-standards/all-manuals-and-standards/manuals/ada-field-guide-accessible-public-rights-way>

**Public Right-of-Way  
ADA (Americans with Disabilities Act)  
Self-Evaluation and Transition Plan**



## **Appendix A1**

**Federal Accessibility Requirements Documentation**

**December 2024**

**Prepared by**





### A.2.1 Federal ADA Transition Plan Requirements – Full Regulation Text

Under Title II of the ADA, Section 28 CFR Part 35.150 (d) - *Transition plan* outlines the requirements of an ADA Transition Plan:

(1) In the event that structural changes to facilities will be undertaken to achieve program accessibility, a public entity that employs 50 or more persons shall develop, within six months of January 26, 1992, a transition plan setting forth the steps necessary to complete such changes. A public entity shall provide an opportunity to interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the development of the transition plan by submitting comments. A copy of the transition plan shall be made available for public inspection.

(2) If a public entity has responsibility or authority over streets, roads, or walkways, its transition plan shall include a schedule for providing curb ramps or other sloped areas where pedestrian walks cross curbs, giving priority to walkways serving entities covered by the Act, including State and local government offices and facilities, transportation, places of public accommodation, and employers, followed by walkways serving other areas.

(3) The plan shall, at a minimum—

(i) Identify physical obstacles in the public entity's facilities that limit the accessibility of its programs or activities to individuals with disabilities;

(ii) Describe in detail the methods that will be used to make the facilities accessible;

(iii) Specify the schedule for taking the steps necessary to achieve compliance with this section and, if the time period of the transition plan is longer than one year, identify steps that will be taken during each year of the transition period; and

(iv) Indicate the official responsible for implementation of the plan.

(4) If a public entity has already complied with the transition plan requirement of a Federal agency regulation implementing section 504 of the Rehabilitation Act of 1973, then the requirements of this paragraph (d) shall apply only to those policies and practices that were not included in the previous transition plan.

### A.2.2 Federal Accessibility Requirements for Existing Facilities – Full Regulation Text

[Section 28 § 35.150](#) of Title II of the ADA identifies the accessibility requirements for existing facilities:

(a) *General*. A public entity shall operate each service, program, or activity so that the service, program, or activity, when viewed in its entirety, is readily accessible to and usable by individuals with disabilities. This paragraph does not -

(1) Necessarily require a public entity to make each of its existing facilities accessible to and usable by individuals with disabilities;

(2) Require a public entity to take any action that would threaten or destroy the historic significance of an historic property; or

(3) Require a public entity to take any action that it can demonstrate would result in a fundamental alteration in the nature of a service, program, or activity or in undue financial and administrative burdens. In those circumstances where personnel of the public entity believe that the proposed action would fundamentally alter the service, program, or activity or would result in undue financial and administrative burdens, a public entity has the burden of proving that compliance with § 35.150(a) of this part would result in such alteration or burdens. The decision that compliance would result in such alteration or burdens must be made by the head of a public entity or his or her designee after considering all resources available for use in the funding and operation of the service, program, or activity, and must be accompanied by a written statement of the reasons for reaching that conclusion. If an action would result in such an alteration or such burdens, a public entity shall take any other action that would not result in such an alteration or such burdens but would nevertheless ensure that individuals with disabilities receive the benefits or services provided by the public entity.

**(b) Methods -**

(1) *General.* A public entity may comply with the requirements of this section through such means as redesign or acquisition of equipment, reassignment of services to accessible buildings, assignment of aides to beneficiaries, home visits, delivery of services at alternate accessible sites, alteration of existing facilities and construction of new facilities, use of accessible rolling stock or other conveyances, or any other methods that result in making its services, programs, or activities readily accessible to and usable by individuals with disabilities. A public entity is not required to make structural changes in existing facilities where other methods are effective in achieving compliance with this section. A public entity, in making alterations to existing buildings, shall meet the accessibility requirements of § 35.151. In choosing among available methods for meeting the requirements of this section, a public entity shall give priority to those methods that offer services, programs, and activities to qualified individuals with disabilities in the most integrated setting appropriate.

(2)

(i) *Safe harbor.* Elements that have not been altered in existing facilities on or after March 15, 2012 and that comply with the corresponding technical and scoping specifications for those elements in either the 1991 Standards or in the Uniform Federal Accessibility Standards (UFAS), Appendix A to 41 CFR part 101-19.6 (July 1, 2002 ed.), 49 FR 31528, app. A (Aug. 7, 1984) are not required to be modified in order to comply with the requirements set forth in the 2010 Standards.



(ii) The safe harbor provided in § 35.150(b)(2)(i) does not apply to those elements in existing facilities that are subject to supplemental requirements (*i.e.*, elements for which there are neither technical nor scoping specifications in the 1991 Standards). Elements in the 2010 Standards not eligible for the element-by-element safe harbor are identified as follows –

- (A) *Residential facilities dwelling units*, sections 233 and 809.
- (B) *Amusement rides*, sections 234 and 1002; 206.2.9; 216.12.
- (C) *Recreational boating facilities*, sections 235 and 1003; 206.2.10.
- (D) *Exercise machines and equipment*, sections 236 and 1004; 206.2.13.
- (E) *Fishing piers and platforms*, sections 237 and 1005; 206.2.14.
- (F) *Golf facilities*, sections 238 and 1006; 206.2.15.
- (G) *Miniature golf facilities*, sections 239 and 1007; 206.2.16.
- (H) *Play areas*, sections 240 and 1008; 206.2.17.
- (I) *Saunas and steam rooms*, sections 241 and 612.
- (J) *Swimming pools, wading pools, and spas*, sections 242 and 1009.
- (K) *Shooting facilities with firing positions*, sections 243 and 1010.
- (L) *Miscellaneous*.
- (1) Team or player seating, section 221.2.1.4.
- (2) Accessible route to bowling lanes, section 206.2.11.
- (3) Accessible route in court sports facilities, section 206.2.12.

(3) *Historic preservation programs*. In meeting the requirements of §35.150(a) in historic preservation programs, a public entity shall give priority to methods that provide physical access to individuals with disabilities. In cases where a physical alteration to an historic property is not required because of paragraph (a)(2) or (a)(3) of this section, alternative methods of achieving program accessibility include –

- (i) Using audio-visual materials and devices to depict those portions of an historic property that cannot otherwise be made accessible;
- (ii) Assigning persons to guide individuals with handicaps into or through portions of historic properties that cannot otherwise be made accessible; or
- (iii) Adopting other innovative methods.

(4) *Swimming pools, wading pools, and spas*. The requirements set forth in sections 242 and 1009 of the 2010 Standards shall not apply until January 31, 2013, if a public

entity chooses to make structural changes to existing swimming pools, wading pools, or spas built before March 15, 2012, for the sole purpose of complying with the program accessibility requirements set forth in this section.

(c) *Time period for compliance.* Where structural changes in facilities are undertaken to comply with the obligations established under this section, such changes shall be made within three years of January 26, 1992, but in any event as expeditiously as possible.

(d) *Transition plan.* [See **Section A.2.1** for regulation text.]

### A.2.3 Federal Accessibility Requirements for New Construction or Alterations - Full Regulation Text

[Section 28 § 35.151](#) of Title II of the ADA identifies the accessibility requirements for new construction or alterations to existing facilities:

§ 35.151 New construction and alterations.

(a) *Design and construction.*

(1) Each facility or part of a facility constructed by, on behalf of, or for the use of a public entity shall be designed and constructed in such manner that the facility or part of the facility is readily accessible to and usable by individuals with disabilities, if the construction was commenced after January 26, 1992.

(2) *Exception for structural impracticability.*

(i) Full compliance with the requirements of this section is not required where a public entity can demonstrate that it is structurally impracticable to meet the requirements. Full compliance will be considered structurally impracticable only in those rare circumstances when the unique characteristics of terrain prevent the incorporation of accessibility features.

(ii) If full compliance with this section would be structurally impracticable, compliance with this section is required to the extent that it is not structurally impracticable. In that case, any portion of the facility that can be made accessible shall be made accessible to the extent that it is not structurally impracticable.

(iii) If providing accessibility in conformance with this section to individuals with certain disabilities (e.g., those who use wheelchairs) would be structurally impracticable, accessibility shall nonetheless be ensured to persons with other types of disabilities, (e.g., those who use crutches or who have sight, hearing, or mental impairments) in accordance with this section.

(b) *Alterations.*



(1) Each facility or part of a facility altered by, on behalf of, or for the use of a public entity in a manner that affects or could affect the usability of the facility or part of the facility shall, to the maximum extent feasible, be altered in such manner that the altered portion of the facility is readily accessible to and usable by individuals with disabilities, if the alteration was commenced after January 26, 1992.

(2) The path of travel requirements of § 35.151(b)(4) shall apply only to alterations undertaken solely for purposes other than to meet the program accessibility requirements of § 35.150.

(3)

(i) Alterations to historic properties shall comply, to the maximum extent feasible, with the provisions applicable to historic properties in the design standards specified in § 35.151(c).

(ii) If it is not feasible to provide physical access to an historic property in a manner that will not threaten or destroy the historic significance of the building or facility, alternative methods of access shall be provided pursuant to the requirements of § 35.150.

(4) *Path of travel.* An alteration that affects or could affect the usability of or access to an area of a facility that contains a primary function shall be made so as to ensure that, to the maximum extent feasible, the path of travel to the altered area and the restrooms, telephones, and drinking fountains serving the altered area are readily accessible to and usable by individuals with disabilities, including individuals who use wheelchairs, unless the cost and scope of such alterations is disproportionate to the cost of the overall alteration.

(i) *Primary function.* A “primary function” is a major activity for which the facility is intended. Areas that contain a primary function include, but are not limited to, the dining area of a cafeteria, the meeting rooms in a conference center, as well as offices and other work areas in which the activities of the public entity using the facility are carried out.

(A) Mechanical rooms, boiler rooms, supply storage rooms, employee lounges or locker rooms, janitorial closets, entrances, and corridors are not areas containing a primary function. Restrooms are not areas containing a primary function unless the provision of restrooms is a primary purpose of the area, *e.g.*, in highway rest stops.

(B) For the purposes of this section, alterations to windows, hardware, controls, electrical outlets, and signage shall not be deemed to be alterations that affect the usability of or access to an area containing a primary function.

(ii) A “path of travel” includes a continuous, unobstructed way of pedestrian passage by means of which the altered area may be approached, entered, and

exited, and which connects the altered area with an exterior approach (including sidewalks, streets, and parking areas), an entrance to the facility, and other parts of the facility.

(A) An accessible path of travel may consist of walks and sidewalks, curb ramps and other interior or exterior pedestrian ramps; clear floor paths through lobbies, corridors, rooms, and other improved areas; parking access aisles; elevators and lifts; or a combination of these elements.

(B) For the purposes of this section, the term “path of travel” also includes the restrooms, telephones, and drinking fountains serving the altered area.

(C) *Safe harbor.* If a public entity has constructed or altered required elements of a path of travel in accordance with the specifications in either the 1991 Standards or the Uniform Federal Accessibility Standards before March 15, 2012, the public entity is not required to retrofit such elements to reflect incremental changes in the 2010 Standards solely because of an alteration to a primary function area served by that path of travel.

(iii) *Disproportionality.*

(A) Alterations made to provide an accessible path of travel to the altered area will be deemed disproportionate to the overall alteration when the cost exceeds 20% of the cost of the alteration to the primary function area.

(B) Costs that may be counted as expenditures required to provide an accessible path of travel may include:

(1) Costs associated with providing an accessible entrance and an accessible route to the altered area, for example, the cost of widening doorways or installing ramps;

(2) Costs associated with making restrooms accessible, such as installing grab bars, enlarging toilet stalls, insulating pipes, or installing accessible faucet controls;

(3) Costs associated with providing accessible telephones, such as relocating the telephone to an accessible height, installing amplification devices, or installing a text telephone (TTY); and

(4) Costs associated with relocating an inaccessible drinking fountain.

(iv) *Duty to provide accessible features in the event of disproportionality.*



(A) When the cost of alterations necessary to make the path of travel to the altered area fully accessible is disproportionate to the cost of the overall alteration, the path of travel shall be made accessible to the extent that it can be made accessible without incurring disproportionate costs.

(B) In choosing which accessible elements to provide, priority should be given to those elements that will provide the greatest access, in the following order -

- (1) An accessible entrance;
- (2) An accessible route to the altered area;
- (3) At least one accessible restroom for each sex or a single unisex restroom;
- (4) Accessible telephones;
- (5) Accessible drinking fountains; and
- (6) When possible, additional accessible elements such as parking, storage, and alarms.

(v) *Series of smaller alterations.*

(A) The obligation to provide an accessible path of travel may not be evaded by performing a series of small alterations to the area served by a single path of travel if those alterations could have been performed as a single undertaking.

(B)

(1) If an area containing a primary function has been altered without providing an accessible path of travel to that area, and subsequent alterations of that area, or a different area on the same path of travel, are undertaken within three years of the original alteration, the total cost of alterations to the primary function areas on that path of travel during the preceding three year period shall be considered in determining whether the cost of making that path of travel accessible is disproportionate.

(2) Only alterations undertaken on or after March 15, 2011 shall be considered in determining if the cost of providing an accessible path of travel is disproportionate to the overall cost of the alterations.

(c) *Accessibility standards and compliance date.*

(1) If physical construction or alterations commence after July 26, 1992, but prior to September 15, 2010, then new construction and alterations subject to this section must

comply with either UFAS or the 1991 Standards except that the elevator exemption contained at section 4.1.3(5) and section 4.1.6(1)(k) of the 1991 Standards shall not apply. Departures from particular requirements of either standard by the use of other methods shall be permitted when it is clearly evident that equivalent access to the facility or part of the facility is thereby provided.

(2) If physical construction or alterations commence on or after September 15, 2010 and before March 15, 2012, then new construction and alterations subject to this section may comply with one of the following: The 2010 Standards, UFAS, or the 1991 Standards except that the elevator exemption contained at section 4.1.3(5) and section 4.1.6(1)(k) of the 1991 Standards shall not apply. Departures from particular requirements of either standard by the use of other methods shall be permitted when it is clearly evident that equivalent access to the facility or part of the facility is thereby provided.

(3) If physical construction or alterations commence on or after March 15, 2012, then new construction and alterations subject to this section shall comply with the 2010 Standards.

(4) For the purposes of this section, ceremonial groundbreaking or razing of structures prior to site preparation do not commence physical construction or alterations.

(5) *Noncomplying new construction and alterations.*

(i) Newly constructed or altered facilities or elements covered by §§ 35.151(a) or (b) that were constructed or altered before March 15, 2012, and that do not comply with the 1991 Standards or with UFAS shall before March 15, 2012, be made accessible in accordance with either the 1991 Standards, UFAS, or the 2010 Standards.

(ii) Newly constructed or altered facilities or elements covered by §§ 35.151(a) or (b) that were constructed or altered before March 15, 2012 and that do not comply with the 1991 Standards or with UFAS shall, on or after March 15, 2012, be made accessible in accordance with the 2010 Standards.

#### Appendix to 35.151(c)

| Compliance Date for New Construction or Alterations       | Applicable Standards                                             |
|-----------------------------------------------------------|------------------------------------------------------------------|
| Before September 15, 2010                                 | 1991 Standards or Uniform Federal Accessibility Standards (UFAS) |
| On or after September 15, 2010, and before March 15, 2012 | 1991 Standards, UFAS, or 2010 Standards                          |
| On or after March 15, 2012                                | 2010 Standards                                                   |

(d) *Scope of coverage.* The 1991 Standards and the 2010 Standards apply to fixed or built-in elements of buildings, structures, site improvements, and pedestrian routes or vehicular ways



located on a site. Unless specifically stated otherwise, the advisory notes, appendix notes, and figures contained in the 1991 Standards and the 2010 Standards explain or illustrate the requirements of the rule; they do not establish enforceable requirements.

(e) *Social service center establishments.* [See full regulations.]

(f) *Housing at a place of education.* [See full regulations.]

(g) *Assembly areas.* [See full regulations.]

(h) *Medical care facilities.* [See full regulations.]

(i) *Curb ramps.*

(1) Newly constructed or altered streets, roads, and highways must contain curb ramps or other sloped areas at any intersection having curbs or other barriers to entry from a street level pedestrian walkway.

(2) Newly constructed or altered street level pedestrian walkways must contain curb ramps or other sloped areas at intersections to streets, roads, or highways.

(j) *Facilities with residential dwelling units for sale to individual owners.* [See full regulations.]

(k) *Detention and correctional facilities.*

(1) New construction of jails, prisons, and other detention and correctional facilities shall comply with the 2010 Standards except that public entities shall provide accessible mobility features complying with section 807.2 of the 2010 Standards for a minimum of 3%, but no fewer than one, of the total number of cells in a facility. Cells with mobility features shall be provided in each classification level.

(2) *Alterations to detention and correctional facilities.* Alterations to jails, prisons, and other detention and correctional facilities shall comply with the 2010 Standards except that public entities shall provide accessible mobility features complying with section 807.2 of the 2010 Standards for a minimum of 3%, but no fewer than one, of the total number of cells being altered until at least 3%, but no fewer than one, of the total number of cells in a facility shall provide mobility features complying with section 807.2. Altered cells with mobility features shall be provided in each classification level. However, when alterations are made to specific cells, detention and correctional facility operators may satisfy their obligation to provide the required number of cells with mobility features by providing the required mobility features in substitute cells (cells other than those where alterations are originally planned), provided that each substitute cell -

(i) Is located within the same prison site;

(ii) Is integrated with other cells to the maximum extent feasible;

(iii) Has, at a minimum, equal physical access as the altered cells to areas used by inmates or detainees for visitation, dining, recreation, educational programs,

medical services, work programs, religious services, and participation in other programs that the facility offers to inmates or detainees; and

(iv) If it is technically infeasible to locate a substitute cell within the same prison site, a substitute cell must be provided at another prison site within the corrections system.

(3) With respect to medical and long-term care facilities in jails, prisons, and other detention and correctional facilities, public entities shall apply the 2010 Standards technical and scoping requirements for those facilities irrespective of whether those facilities are licensed.



**Public Right-of-Way  
ADA (Americans with Disabilities Act)  
Self-Evaluation and Transition Plan**



## **Appendix A2**

**WSDOT Local Agency Guidelines Chapter 29  
Including Appendix 29.11 Checklist**

**WSDOT ADA Notice to Local Governments (September 2024)**

**December 2024**

**Prepared by**



**29.1 General Discussion**

This chapter summarizes the regulations and implementing requirements local agencies shall follow regarding services, programs, and activities in or that affect the public right of way.

Section 504 of the *Rehabilitation Act of 1973* (Section 504) states that no person with a disability shall be excluded from participation in, denied the benefits of, or be subjected to discrimination under any program or activity that receives Federal funding. This includes both transportation and non-transportation funding. Transportation funding includes funding from the United States Department of Transportation (USDOT) or the operating administrations under it (Federal Highway Administration, Federal Transit Administration, Federal Railroad Administration, Federal Aviation Administration, Research and Special Programs Administration, National Highway Traffic Safety Administration, or the U.S. Coast Guard).

Section 504 extends to the entire operations of a recipient or subrecipient, regardless of the specific funding source of a particular operation. Section 504 Regulations ([49 CFR Part 27.5](#)) define a recipient as any public entity that receives Federal financial assistance from the USDOT or its operating administrations either directly or through another recipient. An example of a recipient is WSDOT an example of a subrecipient is a local agency receiving USDOT funds through WSDOT, for projects/programs/activities administered by the local agency.

All public entities shall follow *the Americans with Disabilities Act of 1990* (ADA), regardless of funding sources. The ADA is mirrored after Section 504 but extends the reach of Federal accessibility laws to include those agencies that are not recipients or subrecipients of Federal funding. Title II ([28 CFR Part 35](#)) of the ADA specifically pertains to state and local governments.

The respective Federal funding agency (FHWA) and WSDOT will ensure that local agencies comply with Section 504 and the ADA. For more information about Section 504 and the ADA, please see WSDOT Equal Opportunity ADA website: [www.wsdot.wa.gov/EqualOpportunity/ADA.htm](http://www.wsdot.wa.gov/EqualOpportunity/ADA.htm)

Local agency public works staff should also refer to [Chapter 42](#) of the Local Agency Guidelines (LAG) for technical information specific to public right-of-way facilities.



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## 29.2 Assurances

Each local agency that receives Federal funding from the USDOT or its operating administrations (such as FHWA) shall submit a written assurance that all of its services, programs, and activities will be conducted in compliance with Section 504 and the ADA. The assurance shall be signed by the Agency Executive, and submitted to each agency (such as WSDOT) administering funds for the USDOT or an operating administration.

Federal aid projects administered through WSDOT require a Local Agency Agreement between the local agency and WSDOT. That agreement may serve as the local agency's assurance of compliance with Section 504 and the ADA as long as it is signed by the Agency Executive and states the following:

*In accordance with Section 504 and the ADA, the Agency shall not discriminate on the basis of disability in any of its programs, services, or activities.*

## 29.3 Administrative Requirements

The following list and [Appendix 29.11](#) summarize some of the key requirements of Section 504 and the ADA. Note that when a requirement cites a number of employees, that number is the number of paid permanent, temporary, and contract employees regardless of whether the employees are full or part time.

- Each agency, regardless of the number of employees and funding sources, shall ensure that its services, programs, and activities are accessible to persons with disabilities. Some things this includes are:
  - Transportation and community evacuation elements of emergency management programs/plans
  - Communications. Communications with persons with disabilities shall be as effective as communications with other persons. This applies to all forms of communications, including information posted on an agency's website (ref. Section 508 of the Rehabilitation Act and the ADA), emergency services communications, pedestrian signal systems, etc.
  - Maintenance of programs and facilities. This includes maintaining accessibility of pedestrian facilities that may be impacted by overgrown vegetation, snow/ice, severe heaving/cracking of surfaces, construction work zones, etc. Pedestrian signals/pushbuttons must also be accessible and maintained in working order.
  - New construction and altered facilities.
- Each agency regardless of the number of employees shall designate at least one person as its ADA/504 Coordinator. The individual designated as the ADA/504 Coordinator is responsible for coordinating ADA/Section 504 compliance throughout the agency. The agency shall provide the name, office address, and telephone number of the ADA/504 Coordinator both internally and externally. This information is required to be posted in areas likely to be viewed by employees and the general public (such as the agency's Web page, etc.).
- Each agency regardless of the number of employees shall adopt and publish grievance/complaint procedures. These procedures shall be posted internally and externally and be made available in alternative formats that address the needs of persons with mobility, visual, and hearing disabilities. This information is required to be posted in areas likely to be viewed by employees and the general public (such as the agency's Web page).



- Each agency, regardless of the number of employees, shall provide public notice of its ADA provisions. This notice shall contain a brief description about how the agency will address ADA accessibility in its employment, communications, policies, and resolution of complaints. This notice shall be placed in locations and/or facilities that are accessible internally and externally and be available in alternative formats that address the needs of persons with mobility, visual, and hearing disabilities. Information placed on the agency's Web page counts as posting externally.
- Each agency, regardless of the number of employees, shall conduct a self-evaluation of its policies, programs, services, and activities to determine whether Section 504/ADA accessibility requirements are being met. This includes all public right-of-way facilities. See [Appendix 29.11](#). Each agency shall provide an opportunity for interested parties (i.e., persons with disabilities/advocacy groups) to participate in the process.
- Each agency with 50 or more employees shall develop a transition plan (See Section 29.4) when structural modifications, identified through a self-evaluation process, are necessary to achieve program accessibility under the ADA. While Section 504 regulations contain similar requirements, there is no employee threshold and the regulation is not as descriptive as the ADA regulations. Therefore, each agency with fewer than 50 employees that is a recipient or subrecipient of Federal financial assistance shall develop a program access plan. See [Section 29.4](#) for the requirements of these plans.

An agency's self-evaluation and transition plan must cover all of the agency's programs (including facilities), services, and activities. The information contained in this chapter is intended to provide local agency transportation departments (i.e., public works) with guidance/expectations for addressing ADA accessibility requirements associated with public right-of-way facilities.

## **29.4 Transition Plan, Program Access Plan, and Accessible Pedestrian Signal and Pushbutton Policy**

Each agency shall provide an opportunity for interested parties (i.e., persons with disabilities/advocacy groups) to participate in the process to develop a transition plan or program access plan.

FHWA considers transition plans and program access plans to be living documents. The applicable plan should be used in conjunction with the planning and prioritizing of projects, and for monitoring progress on completing modifications. If the time period of the plan is longer than one year, the plan shall identify steps that will be taken during each year of the transition period. FHWA also recommends that the plan be updated annually until all planned modifications have been completed.

### **Transition Plan**

As stated in [Section 29.3](#) of this chapter, agencies with 50 or more employees (ADA), regardless of funding source, shall develop a transition plan when structural modifications are necessary to achieve ADA compliance. Based on the agency's self-evaluation, at a minimum the plan shall:

- Identify the physical obstacles in the public entity's facilities that limit the accessibility of its programs or activities to individuals with disabilities, including those within the public right of way.
- Describe in detail the methods that will be used to make the facilities accessible.



- Specify the schedule for each facility and/or obstacle to be retrofitted. FHWA recommends that an agency include the estimated cost of each modification as part of the schedule, to assist in the budget and/or Transportation Improvement Program (TIP) preparation.
- Identify the official responsible for implementation of the plan. This is typically the agency's Executive, or the agency's designated ADA/504 Coordinator who has the authority to act on behalf of the agency's Executive.

### **Program Access Plan**

As stated in [Section 29.3](#), agencies with fewer than 50 employees and a recipient of Federal financial assistance are required to develop a program access plan. Similar to a transition plan, agencies shall:

- Identify the physical obstacles in the public entity's facilities that limit the accessibility of its programs or activities to individuals with disabilities, including those within the public right of way.
- Describe in detail the methods/actions needed to make the facilities accessible.
- Specify a schedule (milestones) of when the agency plans to make the necessary modifications.

### **Accessible Pedestrian Signal and Pushbutton (APS) Policy**

Based on input from the U.S. Department of Justice (DOJ), it is FHWA's policy to require recipients and subrecipients (of FHWA funding) to establish a "reasonable and consistent" policy for installing accessible pedestrian signals and pushbuttons (APS) on all alteration and new construction projects, consistent with the requirements of Title II of the ADA ([28 CFR Part 35.151](#)) and Section 504 regulations ([49 CFR Part 27.7\(c\)](#)). This policy should be part of a transition plan, program access plan, or a stand-alone document if a transition plan or program access plan has not yet been completed. FHWA and WSDOT will work with local agencies to ensure that all new and altered pedestrian signal and pushbutton installations are usable by persons with visual disabilities.

## **29.5 Requirements for New Construction and Alterations in the Public Right of Way**

Title II of the ADA requires that new and altered facilities be designed and constructed to be readily accessible to and usable by persons with disabilities.

### **New Construction**

New construction projects address the construction of a new roadway, interchange, or other transportation facility where none existed before. New construction is expected to meet the highest level of ADA accessibility unless it is structurally impracticable to achieve full compliance. Full compliance will be considered structurally impracticable only when, in rare circumstances, the unique characteristics of terrain prevent full compliance.

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## **Alterations**

The vast majority of construction projects undertaken by local agency public works/ transportation departments are classified as alterations. An alteration is a change that affects or could affect the usability of a facility or part of a facility. Alterations include reconstruction, major rehabilitation, widening, resurfacing (e.g., asphalt overlays and mill and fill), signal installation and upgrades, and projects of similar scale and effect. Alterations to existing facilities shall meet new construction standards unless it is technically infeasible to do so. If full ADA compliance cannot be achieved in an alteration, the agency shall alter the facility to provide the maximum degree of accessibility possible. The feasibility meant by this standard is physical possibility only. Neither cost nor schedule are factors in determining whether the ADA standards can be met, nor are they factors in determining the feasibility of complying with the standard.

An alteration project shall be planned, designed, and constructed so that the required accessibility improvements occur at the same time as the alteration. If a project involves resurfacing the street, connections between the sidewalk and street crossings (i.e., curb ramps) are considered to be within the scope of the alteration project. Any accessibility issues shall be addressed in conjunction with the resurfacing project, either prior to or at the same time as the resurfacing project. For the requirements for curb ramps during resurfacing projects, see USDOJ-USDOT's Joint Technical Assistance document, dated July 8, 2013 and the Supplement to this document, dated December 1, 2015; and a FHWA recorded webinar from FHWA, dated March 1, 2016.

### **Safe Harbor for Alterations**

Both the Section 504 and ADA requirements contain a "safe harbor" provision. However, there is a difference in the timeline associated with the Section 504 safe harbor provision and the ADA safe harbor provision.

If an agency receives Federal financial assistance from USDOT – either directly or through another USDOT recipient (such as WSDOT), the agency is subject to the 2004 ADA Accessibility Guidelines (2004 ADAAG).

This became effective in 2006 when the USDOT adopted the 2004 ADA Accessibility Guideline (2004 ADAAG) into its Section 504 regulations. This document is known as the 2004 ADA Standards. The 2004 Standards have a "safe harbor" provision for curb ramps. The provision is that if a curb ramp was constructed or altered prior to November 29, 2006, and complies with either the 1991 ADA Standards for Accessible Design (1991 ADA Accessibility Guidelines) or the Uniform Federal Accessibility Standards (UFAS), it does not need to be modified as part of a roadway resurfacing project. If this is not the case, or if the curb ramp is in disrepair then the curb ramp and its detectable warnings (truncated domes) must be brought into compliance with the 2004 Standards at the time of an alteration. As mentioned above in Section 29.1, if an agency receives Federal financial assistance from USDOT – either directly or through another DOT recipient (such as WSDOT), then the agency is subject to the 2004 ADAAG as part of the USDOT Section 504 regulations.

For those agencies who are not a recipient or subrecipient of Federal financial assistance from USDOT, the safe harbor provision in the 2010 ADA Standards for Accessible Design (2010 Standards) applies. Under the 2010 Standards' safe harbor provision, if curb ramps were built or altered (in existing facilities) prior to March 15, 2012 and if they comply with



the 1991 Standards or the UFAS, they do not need to be modified as part of a resurfacing project.

However, if an existing curb ramp does not comply with either the 1991 Standards or the UFAS (including if the curb ramp is in a state of disrepair), then the Safe Harbor provision does not apply and the curb ramp would need to be brought into compliance with the 2010 Standards at the time of roadway alteration.

When curb ramps or abutting sidewalks abutting ramps are altered, they shall be reconstructed to meet the 2010 Standards. For additional curb ramp design guidance, see LAG manual [Chapter 42](#).

### **Documentation for Structural Impracticability and Maximum Extent Feasible**

While ADA/Section 504 regulations do not require documentation of the application of structural impracticability nor maximum extent feasible, both FHWA and the U.S. Access Board recommend that these instances be documented so the agency can support its decisions if challenged at a later date. The documentation of these instances should reveal the standard of care that guided engineering judgments. While careful documentation will not protect an agency against complaint, evidence of the considerations that led to the specific project solution may be persuasive in discussions with stakeholders or in court.

As described in the *Design Manual M 22-01*, WSDOT has a documentation procedure for applications of maximum extent feasible in alteration projects on state routes. If a local agency applies maximum extent feasible to a pedestrian facility located on a state route, it is WSDOT's expectation that the agency follow the WSDOT documentation procedure described in the *Design Manual M 22-01*. The completed documentation should be contained in local agency project files to document the agencies design efforts in complying with the ADA/Section 504 requirements.

If a local agency finds the need to apply maximum extent feasible to a pedestrian facility that is not located on a state route, the WSDOT documentation procedure does not need to be followed. However, it is highly recommended that the agency develop its own documentation protocol for such situations that is consistent with the FHWA and U.S. Access Board recommendations.

## **29.6 Monitoring and Enforcement**

Responsibility for monitoring and enforcement of Section 504 rests with the Federal funding agency (such as FHWA). While USDOJ has the ultimate enforcement authority for ADA compliance, USDOJ has delegated monitoring and enforcement responsibility to several Federal executive agencies including the USDOT and its operating administrations (such as FHWA).

FHWA requires WSDOT to monitor and enforce the compliance with both Section 504 and the ADA of any entity receiving disbursement of either state or Federal funding through WSDOT. FHWA monitors WSDOT and local agency compliance through various means such as process and program reviews, construction inspections, PS&E reviews, and complaint investigations. If noncompliance is found, and the noncompliance is not corrected to FHWA's satisfaction, FHWA may terminate existing Federal funding or refuse to grant future funding.

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## 29.7 Laws

- 29 USC 794 - Section 504 of the Rehabilitation Act of 1973 (as amended by the Civil Rights Restoration Act of 1987)
- 42 USC 12111 - Americans with Disabilities Act (Title II)

## 29.8 Regulations

- [28 CFR Part 35](#) (Title II) "Nondiscrimination on the Basis of Disability in State and Local Government Services"
- [49 CFR Part 27](#) (Section 504) "Nondiscrimination on the Basis of Disability in Programs or Activities Receiving Federal Financial Assistance"
- [49 CFR Part 37](#) "Transportation Services for Individuals with Disabilities (ADA)"
- [49 CFR Part 38](#) "Americans with Disabilities Act (ADA) Accessibility Specifications for Transportation Vehicles"

## 29.9 Resources

- Chapters [1510](#) and [1515](#) of the *Design Manual* M 22-01
- [Chapter 42](#) of this manual

## 29.10 Appendices

- [29.11](#) ADA Title II and Section 504 Regulatory References



| ADA Title II and Rehabilitation Act Section 504 Regulatory References                                                                                                                                                                                                                                    | Requirements for agencies with less than 50 employees | Requirements for agencies with 50 or more employees       |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------|-----------------------------------------------------------|
| <b>Programs, Services, and Activities:</b> Ensure that programs, services, and activities are accessible to persons with disabilities.<br>(28 CFR Part 35.150(a) and (c))                                                                                                                                | ✓                                                     | ✓                                                         |
| <b>ADA/504 Coordinator:</b> Designate at least one responsible employee (ADA/504 Coordinator) and make the name and contact information available internally and externally.<br>(28 CFR Part 35.107(a) and 49 CFR Part 27.13(a))                                                                         | ✓                                                     | ✓                                                         |
| <b>Complaint/Grievance Procedures:</b> Adopt and publish complaint/grievance procedures.<br>(28 CFR Part 35.107(b) and 49 CFR Part 27.13(b))                                                                                                                                                             | ✓                                                     | ✓                                                         |
| <b>Notice of ADA Provisions:</b> Provide a public notice of how the agency will address ADA accessibility in its employment, communications, policies, and resolution of complaints.<br>(28 CFR 35.106)                                                                                                  | ✓                                                     | ✓                                                         |
| <b>Self-evaluation<sup>2</sup>:</b> Evaluate all services, policies, and practices for barriers that restrict/limit persons with disabilities from access to services, programs, and activities.<br>(28 CFR Part 35.105(a) and 49 CFR Part 27.11(c)(2)(i) and (v))                                       | ✓                                                     | ✓                                                         |
| <b>Self-evaluation<sup>2</sup>:</b> Maintain the completed self-evaluation on file and make it available for public inspection for at least three years following its completion.<br>(28 CFR Part 35.105(c) and 49 CFR Part 27.11(c)(3)(ii):                                                             | ✓                                                     | ✓                                                         |
| <b>Transition Plan<sup>2</sup>/Program Access Plan:</b> Develop a transition plan or program access plan that outlines the structural modifications that must be made to those services, programs, and activities that are not accessible.<br>(28 CFR Part 35.150(d) and 49 CFR Part 27.11(c)(2)(ii))    | ✓<br>program access plan                              | ✓<br>transition plan<br>(post it on the agency's website) |
| <b>Accessible Pedestrian Signal and Pushbutton (APS) Policy<sup>2</sup>:</b> Develop a "reasonable and consistent" policy for installing accessible pedestrian signals and pushbuttons when a transition plan has not yet been completed.<br>(28 CFR Part 35.130 and 35.160a(1) and 49 CFR Part 27.7(c)) | ✓                                                     | ✓                                                         |

**Notes:**

<sup>1</sup>Employees include paid permanent, temporary, and contract employees regardless of whether the employees are full or part time.

<sup>2</sup>Complete self-evaluations, and develop transition plans, program access plan and APS policies by engaging persons with disabilities and/or their advocates (28 CFR Parts 35.105 and 35.150 and 49 CFR Part 27.11(c)(2)).

September 5, 2024

Dear Local Agency Partners,

### **Purpose**

The Washington State Department of Transportation (WSDOT) remains committed to providing equitable access to Washington's multimodal transportation system, which includes users with disabilities. The purpose of this letter is to notify **all local agencies with more than fifty full-time employees and who receive federal funds from WSDOT must provide copies of their transition plan by January 1, 2025.**

### **Background**

As a State Transportation Agency (STA), WSDOT has the responsibility to monitor sub-recipients of federal assistance to ensure their compliance with Title II of the ADA and Sec. 504. This includes STA-funded (both federal and state dollars) projects and programs that the sub-recipients implement.

Under the ADA and its implementing regulations {28 CFR § 35.130(b)(1)(v)}, the state cannot aid or perpetuate discrimination against an individual with a disability by providing significant assistance to an entity that discriminates in providing any aid, benefit, or service to beneficiaries. Similarly, Section 504 of the Rehabilitation Act (Section 504) and its implementing regulations (49 CFR § 27.7 (b)(v)) provides that a recipient of Federal Highway Administration (FHWA) funds (e.g. the State) cannot provide financial or other assistance to an agency, organization, or person that discriminates based on disability in providing any aid, benefit, or service. As such, WSDOT is lawfully forbidden from providing funds to a local agency that does not comply with ADA and Section 504.

**To remain in compliance with ADA and Section 504, WSDOT will be requiring all local agencies with more than fifty fulltime employees and are receiving FHWA funds to provide documentation demonstrating they have started, or completed, an ADA transition plan by January 1, 2025.**

### **Who is covered?**

If WSDOT provides FHWA funds to a local government agency or other entity with more than fifty fulltime employees, all the operations of the agency, department, or organization to which the funds are distributed are covered. Enhancement grants, safe routes to school funds, earmarks, as well as local highway user revenue distributions are some examples of qualifying funds and therefore recipients must demonstrate compliance in all programs.



### **What is an ADA transition plan?**

An ADA transition plan identifies barriers to ADA compliance and provides actions that a sub-recipient will take over the next several years to remove barriers within the public right of way and all sub-recipient owned facilities identified during the sub-recipient's continued self-evaluation efforts. Sub-recipients demonstrate their commitment to achieving substantial ADA compliance through a comprehensive approach outlined in their plans. This approach includes strategies for public engagement and involvement, details on agency wide ADA roles and responsibilities, and a plan to identify, prioritize, and address ADA features in public facilities and public right-of-way.

### **What documentation is sufficient to demonstrate that a plan has been started or completed?**

#### *Sufficient documentation if an ADA Transition Plan has been completed*

If a plan transition plan has been completed, local governments must provide a copy of the plan to WSDOT's Office of Equity and Civil Rights. Copies of the plan can be emailed directly to [wsdotada@wsdot.wa.gov](mailto:wsdotada@wsdot.wa.gov).

#### *Sufficient documentation if an ADA Transition Plan has not been completed*

If a plan has not been completed, local governments must email documentation demonstrating that the drafting of a plan is in progress. Examples of sufficient documentation include, but are not limited to, the following:

- A copy of a transition plan draft;
- A written commitment from the local government to complete a plan by a certain date;
- A schedule for when a plan will be completed;
- Any written documents that demonstrate actions are being taken to complete a plan;
- Copy of an active ADA grievance process;
- Any inventories or assessments of existing barriers or three or more ADA-related features (best practice minimum - curb ramps, pedestrian signals and sidewalks);
- Copy of an active ADA Policy Statement.

At a minimum, the documentation must show an assurance that the local government is committed to completing a transition plan within a reasonable amount of time. Questions regarding sufficient documentation can be emailed to [wsdotada@wsdot.wa.gov](mailto:wsdotada@wsdot.wa.gov).

### **What is required of Local governments and other entities' ADA Transition Plans?**

All Sub-recipient ADA Transition Plans must include the following elements:

- Identity the local agency's ADA Coordinator by name and include contact information;
- The Sub-recipient's current ADA policy;
- A grievance procedure for ADA complaints;
- The ADA self-evaluation results (for programs and facilities);
- The design standards for all facilities (e.g., buildings and roadway assets); and
- A prioritization schedule for remediating assets and programs that are not ADA compliant, including the subrecipient's commitment to complete the schedule by:  
identifying either (if not both) of the following:
  - The completion date for each item on the schedule; or
  - A budget to be applied to the items on the prioritization schedule together with cost estimates for their remediation.
- A summary of all the public involvement opportunities involved in the development of the plan;
- A schedule of how the plan will be updated (every five years, for example.)

### **How will WSDOT evaluate Sub-recipient plans?**

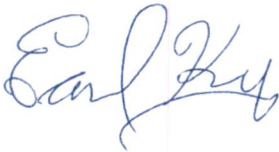
WSDOT requests that local governments provide documentation they have either completed or started an ADA transition plan by **January 1, 2025**.

Upon receiving completed plans, WSDOT will review and provide feedback on whether the plans meet the federal requirements. A copy of the rubric WSDOT will be using to evaluate ADA transition plans is attached to this letter. If an ADA transition plan is not complete, WSDOT will work with the local agency to determine any corrective action and a timeline to complete it.



To assist local governments with meeting the **January 1, 2025** deadline, WSDOT's ADA team is available for questions about, and technical assistance with developing ADA transition plans. To request technical assistance, you can contact WSDOT's ADA Compliance Team through email at [wsdotada@wsdot.wa.gov](mailto:wsdotada@wsdot.wa.gov) or by calling 1-855-362-4232.

Sincerely,

A handwritten signature in blue ink, appearing to read "Earl Key".

Earl Key Esq. LL.M, M.S.  
Senior Director of Transportation Equity

Enclosure: ADA Transition Plan Evaluation Rubric

cc: Jackie Bayne, Deputy Director, Office of Equity & Civil Rights  
Shawn Murinko, Assistant Director of ADA Compliance & External Workforce  
Autumn Young, Civil Rights Program Manager of Federal Highway Administration  
Development  
Jay Drye, Director of Local Programs  
Reema Griffith, Executive Director of the Washington State Transportation Commission

### **Americans with Disabilities Act (ADA) Information**

WSDOT is committed to providing equal access to its facilities, programs and services for persons with disabilities. The material contained in this document can be made available in an alternate format by emailing the WSDOT Diversity/ADA Affairs team at [wsdotada@wsdot.wa.gov](mailto:wsdotada@wsdot.wa.gov) or by calling toll free: 855-362-4ADA (4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

## Exhibit 1

### ADA Transition Plan Evaluation Rubric

Plans will be scored across seven categories as acceptable, unacceptable, or exceeding minimum criteria.

| <b>Category One - Official Responsible for Implementation of ADA Transition Plan</b>                                                                                                            |                                                                                                                                  |                                                                                              |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|
| <b>Exceeds Minimum Criteria</b>                                                                                                                                                                 | <b>Acceptable</b>                                                                                                                | <b>Unacceptable</b>                                                                          |
| Primary manager, name, title and role included along with delegation by agency directory or equivalent; all or other key ADA contacts within the organization named, including titles and roles | Primary manager, name, title and role included in plan or website; may also include delegation by agency directory or equivalent | Not included in document or name or title listed, but not both; lacks identification of role |

| <b>Category Two - Inventory of Barriers</b>                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                           |                                                                                                          |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|
| <b>Exceeds Minimum Criteria</b>                                                                                                                                                                                                                                                                                                  | <b>Acceptable</b>                                                                                                                                                                                                         | <b>Unacceptable</b>                                                                                      |
| Includes results of inventory, assessments <b>and</b> summary of inventory methodology for three or more ADA-related features (best practice minimum - curb ramps, pedestrian signals and sidewalks); or meets criteria for "Acceptable," but includes plan and/or schedule for expanding evaluation to other features or assets | Includes results of inventory and assessments for at least two ADA-related features (best practice minimum - sidewalks and curb ramps or curb ramps and pedestrian signals); may include summary of inventory methodology | Lacks sufficient inventory to evaluate barriers and/or lacks plan to build such data for self-evaluation |



| <b>Category Three - Modification Schedule</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                 |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|
| <b>Exceeds Minimum Criteria</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <b>Acceptable</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <b>Unacceptable</b>                                                                                             |
| Plan shows a strong commitment toward upgrading ADA elements identified in the inventory of barriers in the short term (planned capital improvement projects) and a strong commitment over time toward prioritizing curb ramps at walkways serving entities covered by the ADA. 28 CFR 35.150(d)(2). This would also include prioritization information, planning, and investments directed at eliminating other identified barriers over time. 28 CFR 35.150(d)(3). Resources dedicated to eliminate identified ADA deficiencies. | Plan shows some commitment toward upgrading ADA elements identified in the inventory of barriers in the short term (planned capital improvement projects) and a recognition of priority of curb ramps at walkways serving entities covered by the ADA. 28 CFR 35.150(d)(2). May include some planning for elimination of other barriers over time. 28 CFR 35.150(d)(3). Resources to eliminate identified ADA deficiencies may or may not be identified, but may not be dedicated. | Lacks sufficient commitment to eliminate barriers and/or lacks plan to build a schedule and committed resources |

| <b>Category Four - Accessibility Methods</b>                                                                                                                                                                                         |                                                                                                                                                                                                             |                                                                                                                                                                                                                                        |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Exceeds Minimum Criteria</b>                                                                                                                                                                                                      | <b>Acceptable</b>                                                                                                                                                                                           | <b>Unacceptable</b>                                                                                                                                                                                                                    |
| Describe in detail the <b>Methods</b> that will be used to make the facilities accessible. 28 CFR 35.150(d)(3)(ii); standards that will be applied and any modifications/refinements clearly defined (i.e., 2010 ADAAG, 2011 PROWAG) | Describe most of the <b>Methods</b> that will be used to make the facilities accessible. 28 CFR 35.150(d)(3)(ii); primary standards that will be applied clearly identified (i.e., 2010 ADAAG, 2011 PROWAG) | Incomplete description of the <b>Methods</b> that will be used to make the facilities accessible. 28 CFR 35.150(d)(3)(ii); and/or standards that will be applied not clearly identified and/or defined (i.e., 2010 ADAAG, 2011 PROWAG) |

| <b>Category Five - Public Involvement</b>                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                   |                                                                                                                                   |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|
| <b>Exceeds Minimum Criteria</b>                                                                                                                                                                                                                                                                                                                                                                     | <b>Acceptable</b>                                                                                                                                                 | <b>Unacceptable</b>                                                                                                               |
| Description of process to allow public to readily access and submit comments for both self-evaluation and transition plan. 28 CFR 35.150(d)(1); 28 CFR 35.105(b). Best practices: a) detailed list of individuals consulted posted conspicuously on website, does not have to be in actual TP, but must be documented and available; b) have both electronic and hard copy notice. 28 CFR 35.105(c) | Description of process to allow public to readily access and submit comments for both self-evaluation and transition plan. 28 CFR 35.150(d)(1); 28 CFR 35.105(b). | Incomplete or unclear process to allow public to readily access and submit comments for both self-evaluation and transition plan. |

| <b>Category Six - ADA Policy Statement</b>                                                                                 |                                      |                                      |
|----------------------------------------------------------------------------------------------------------------------------|--------------------------------------|--------------------------------------|
| <b>Exceeds Minimum Criteria</b>                                                                                            | <b>Acceptable</b>                    | <b>Unacceptable</b>                  |
| Not required of local agencies, but best practice if mentioned and link provided to policy posted conspicuously on website | N/A (Not required of local agencies) | N/A (Not required of local agencies) |

| <b>Category Seven - Complaint/Request/Grievance Process</b>                                                                                                                                                                                       |                                                                                                                                                                   |                                                                                                                                 |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|
| <b>Exceeds Minimum Criteria</b>                                                                                                                                                                                                                   | <b>Acceptable</b>                                                                                                                                                 | <b>Unacceptable</b>                                                                                                             |
| Description of process and detailed information included to help an individual know how to submit a request for accommodation or file a formal complaint; more than one option provided (including assisted) to allow individuals to submit issue | Basic information included to help an individual know how to submit a request for accommodation or file a formal complaint; link to form or other method included | Insufficient information included to help individuals know how to submit a request for accommodation or file a formal complaint |



**Public Right-of-Way  
ADA (Americans with Disabilities Act)  
Self-Evaluation and Transition Plan**



## **Appendix B1**

**Public Notice of ADA Provisions**

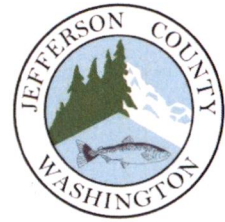
**December 2024**

**Prepared by**





## Jefferson County



### Public Notice Under the Americans with Disabilities Act

In accordance with the requirements of title II of the Americans with Disabilities Act of 1990 ("ADA"), Jefferson County will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities.

**Employment:** Jefferson County does not discriminate on the basis of disability in its hiring or employment practices and complies with all regulations promulgated by the U.S. Equal Employment Opportunity Commission under title I of the ADA.

**Effective Communication:** Jefferson County will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in Jefferson County programs, services, and activities, including qualified sign language interpreters, documents in Braille, and other ways of making information and communications accessible to people who have speech, hearing, or vision impairments.

**Modifications to Policies and Procedures:** Jefferson County will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all of its programs, services, and activities. For example, individuals with service animals are welcomed in Jefferson County offices, even where pets are generally prohibited.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of Jefferson County should contact the office of Shawn Frederick, ADA/504 Coordinator, by email at [SFrederick@co.jefferson.wa.us](mailto:SFrederick@co.jefferson.wa.us) or by phone at 360-385-9362 (for TTY, dial 7-1-1), as soon as possible but no later than 48 hours before the scheduled event.

The ADA does not require Jefferson County to take any action that would fundamentally alter the nature of its programs or services, or impose an undue financial or administrative burden.

Complaints that a program, service, or activity of Jefferson County is not accessible to persons with disabilities should be directed to Shawn Frederick, ADA/504 Coordinator, by email at [SFrederick@co.jefferson.wa.us](mailto:SFrederick@co.jefferson.wa.us) or by phone at 360-385-9362 (for TTY, dial 7-1-1).

Jefferson County will not place a surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids/services or reasonable modifications of policy, such as retrieving items from locations that are open to the public but are not accessible to persons who use wheelchairs.



**Public Right-of-Way  
ADA (Americans with Disabilities Act)  
Self-Evaluation and Transition Plan**



## **Appendix B2**

### **ADA Complaint/Grievance Procedure**

**November 2024**

**Prepared by**





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## ADA Complaint Procedure (Resolution 18-06)

This procedure may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the provision of services, activities and programs of Jefferson County.

### **Step 1 - The Written Complaint**

A complaint should be in writing, contain the name and address, phone number and e-mail (if available) of the person filing it, and the location, date and a description of the problem or the action alleged to be prohibited by the ADA and/or Section 504 (45 CFR Part 84). Alternative means of filing complaints will be made available for persons with disabilities upon request.

A complaint should be filed as soon as possible in the office of the ADA Coordinator, but no later than 60 working days after the person filing the complaint becomes aware of the problem or action alleged to be prohibited by either or both regulations. The ADA Coordinator shall confirm the date of receipt of the complaint to the complainant in writing or via an alternative means if requested.

### **Step 2 - Meeting with Complainant and Investigation by the ADA Coordinator**

Within 30 working days of the receipt of a written complaint the ADA Coordinator, or their designee, will meet with the complainant to discuss the complaint and shall conduct such investigation of the complaint as may be appropriate to determine its validity. These rules contemplate informal but thorough investigations, affording all interested persons and their representatives, if any, an opportunity to submit evidence relevant to the complaint.

### **Step 3 - Written Decision**

The ADA Coordinator, or that person's designee, shall issue a written decision determining the validity of the complaint and/or the position of Jefferson County no later than 45 working days after receipt. Alternative means of providing a written decision will be made available for persons with disabilities upon request.



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#### **Step 4 - Appeal**

If the response by the ADA Coordinator does not resolve the issue to the satisfaction of the complainant, the complainant may appeal to the County Administrator. The County Administrator shall confirm in writing to the complainant the date of receipt of the appeal or confirm via an alternative means if requested. Said appeal shall be in writing and received by the County Administrator within fifteen (15) working days from the date of the written response. Alternative means of filing an appeal will be made available for persons with disabilities upon request. After receiving the appeal, the County Administrator will review it and respond in writing or a format accessible to the complainant as a final resolution of the complaint within twenty (20) working days. The appeal to the County Administrator shall be the final administrative appeal process provided by the County.

**Public Right-of-Way  
ADA (Americans with Disabilities Act)  
Self-Evaluation and Transition Plan**



**Appendix B3**

**Accessible Pedestrian Signal and Pushbutton (APS) Policy**

**December 2024**

**Prepared by**







### **Policy Regarding Installation of Accessible Pedestrian Signals (APS) and Pushbuttons**

Any future installation or alteration<sup>1</sup> of vehicular traffic signals, pedestrian traffic signals, or pedestrian actuated warning beacons will include APS consistent with the most recently adopted versions of the PROWAG, WSDOT Design Manual, and MUTCD.

Any future installation of vehicular traffic signals, pedestrian traffic signals, or pedestrian actuated warning beacons will be based upon a site-specific engineering analysis consistent with the most recently adopted versions of the PROWAG, WSDOT Design Manual, and MUTCD.

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<sup>1</sup> As of November 2024, there are currently no vehicular traffic signals, pedestrian traffic signals, or pedestrian actuated warning beacons under Jefferson County jurisdiction.

**Public Right-of-Way  
ADA (Americans with Disabilities Act)  
Self-Evaluation and Transition Plan**



## **Appendix C1**

**GIS Curb Ramp ADA Inventory and Prioritization**

**December 2024**

**Prepared by**





## Curb Ramp ADA Inventory

| TSI_ID  | TSI_ADA_Compliance_2024 | TSI_Grade | TSI_Rating     | TSI_Notes                                        | TSI_Ramp_Photo_ID |
|---------|-------------------------|-----------|----------------|--------------------------------------------------|-------------------|
| CR_0001 | Y                       | A         | Fair or Better | <Null>                                           | CR_0001.jpg       |
| CR_0002 | Y                       | A         | Fair or Better | <Null>                                           | CR_0002.jpg       |
| CR_0003 | Y                       | A         | Fair or Better | <Null>                                           | CR_0003.jpg       |
| CR_0004 | Y                       | A         | Fair or Better | <Null>                                           | CR_0004.jpg       |
| CR_0005 | Y                       | A         | Fair or Better | <Null>                                           | CR_0005.jpg       |
| CR_0006 | Y                       | A         | Fair or Better | Vegetation                                       | CR_0006.jpg       |
| CR_0007 | Y                       | A         | Fair or Better | <Null>                                           | CR_0007.jpg       |
| CR_0008 | Y                       | A         | Fair or Better | <Null>                                           | CR_0008.jpg       |
| CR_0009 | N                       | A         | Fair or Better | Landing cross slope exceeds 2%                   | CR_0009.jpg       |
| CR_0010 | Y                       | A         | Fair or Better | <Null>                                           | CR_0010.jpg       |
| CR_0011 | Y                       | A         | Fair or Better | <Null>                                           | CR_0011.jpg       |
| CR_0012 | N                       | A         | Fair or Better | Landing slopes exceed 2%                         | CR_0012.jpg       |
| CR_0013 | N                       | A         | Fair or Better | Ramp cross slope exceeds 2%                      | <Null>            |
| CR_0014 | N                       | C         | Very Poor      | Vegetation, panel upheaval                       | CR_0014.jpg       |
| CR_0015 | N                       | C         | Very Poor      | No landing, old DWS                              | CR_0015.jpg       |
| CR_0016 | N                       | C         | Very Poor      | No landing, running slope exceeds 8.3%           | CR_0016.jpg       |
| CR_0017 | N                       | C         | Very Poor      | No landing                                       | CR_0017.jpg       |
| CR_0018 | N                       | C         | Very Poor      | No landing                                       | CR_0018.jpg       |
| CR_0019 | N                       | C         | Very Poor      | No landing                                       | CR_0019.jpg       |
| CR_0020 | N                       | B         | Poor           | No landing                                       | CR_0020.jpg       |
| CR_0021 | Other                   | Other     | Other          | Future Paved apron from bollards should have DWS | <Null>            |
| CR_0022 | N                       | Other     | Other          | No DWS                                           | <Null>            |
| CR_0023 | N                       | B         | Poor           | <Null>                                           | CR_0023.jpg       |
| CR_0024 | N                       | B         | Poor           | Vegetation                                       | CR_0024.jpg       |
| CR_0025 | N                       | B         | Poor           | Unevean transition to asphalt                    | CR_0025.jpg       |
| CR_0026 | N                       | B         | Poor           | No landing                                       | CR_0026.jpg       |
| CR_0027 | N                       | A         | Fair or Better | Vegetation Landing, not level                    | CR_0027.jpg       |
| CR_0028 | N                       | A         | Fair or Better | Ramp does not extend 15 feet back                | CR_0028.jpg       |
| CR_0029 | N                       | A         | Fair or Better | 2.3% cross slope on ramps.                       | CR_0029.jpg       |
| CR_0030 | Y                       | A         | Fair or Better | <Null>                                           | <Null>            |
| CR_0031 | Y                       | A         | Fair or Better | Vegetation                                       | CR_0031.jpg       |
| CR_0032 | N                       | A         | Fair or Better | Ramp does not extend 15 feet back                | CR_0032.jpg       |
| CR_0033 | N                       | A         | Fair or Better | 2.7% cross slope                                 | CR_0033.jpg       |
| CR_0034 | N                       | A         | Fair or Better | Landing 2.7% slope.                              | CR_0034.jpg       |
| CR_0035 | N                       | A         | Fair or Better | Ramp does not extend 15 feet                     | CR_0035.jpg       |

Curb Ramp ADA Inventory

| TSI_ID  | TSI_ADA_Compliance_2024 | TSI_Grade | TSI_Rating     | TSI_Notes                                        | TSI_Ramp_Photo_ID |
|---------|-------------------------|-----------|----------------|--------------------------------------------------|-------------------|
| CR_0036 | Y                       | A         | Fair or Better | Vegetation                                       | CR_0036.jpg       |
| CR_0037 | Y                       | A         | Fair or Better | Vegetation                                       | CR_0037.jpg       |
| CR_0038 | N                       | A         | Fair or Better | Landing slope 4.3%.                              | CR_0038.jpg       |
| CR_0039 | N                       | A         | Fair or Better | 10.4 running slope from transit eliding area.    | CR_0039.jpg       |
| CR_0040 | Y                       | A         | Fair or Better | Vegetation                                       | CR_0040.jpg       |
| CR_0041 | Y                       | A         | Fair or Better | Vegetation                                       | CR_0041.jpg       |
| CR_0042 | N                       | A         | Fair or Better | 13% ramp running slope                           | CR_0042.jpg       |
| CR_0043 | N                       | A         | Fair or Better | Landing running slope 3.2%                       | CR_0043.jpg       |
| CR_0044 | Y                       | A         | Fair or Better | <Null>                                           | <Null>            |
| CR_0045 | Y                       | A         | Fair or Better | <Null>                                           | <Null>            |
| CR_0046 | N                       | A         | Fair or Better | Ramp does not go back 15 feet                    | CR_0046.jpg       |
| CR_0047 | N                       | A         | Fair or Better | Ramp does not go back 15 feet                    | CR_0047.jpg       |
| CR_0048 | N                       | D         | Missing        | No ramp from landing to roadway.                 | CR_0048.jpg       |
| CR_0049 | N                       | Other     | Other          | End of Pedestrian Access Route                   | CR_0049.jpg       |
| CR_0050 | N                       | Other     | Other          | End of Pedestrian Access Route                   | <Null>            |
| CR_0051 | N                       | Other     | Other          | End of Pedestrian Access Route                   | <Null>            |
| CR_0052 | N                       | Other     | Other          | End of Pedestrian Access Route                   | CR_0052.jpg       |
| CR_0053 | N                       | Other     | Other          | End of Pedestrian Access Route                   | <Null>            |
| CR_0054 | N                       | Other     | Other          | End of Pedestrian Access Route                   | <Null>            |
| CR_0055 | N                       | Other     | Other          | End of Pedestrian Access Route                   | <Null>            |
| CR_0056 | Y                       | A         | Fair or Better | <Null>                                           | CR_0056.jpg       |
| CR_0057 | N                       | Other     | Other          | End of Pedestrian Access Route                   | <Null>            |
| CR_0058 | N                       | Other     | Other          | End of Pedestrian Access Route                   | <Null>            |
| CR_0059 | Other                   | Other     | Other          | Future Paved apron from bollards should have DWS | <Null>            |
| CR_0060 | Y                       | A         | Fair or Better | <Null>                                           | CR_0060.jpg       |
| CR_0061 | Y                       | A         | Fair or Better | Vegetation                                       | CR_0061.jpg       |
| CR_0062 | N                       | Other     | Other          | End of Pedestrian Access Route                   | <Null>            |
| CR_0063 | N                       | A         | Fair or Better | DWS serves diagonal crossing                     | CR_0063.jpg       |
| CR_0064 | N                       | B         | Poor           | End of Pedestrian Access Route                   | CR_0064.jpg       |
| CR_0065 | N                       | B         | Poor           | <Null>                                           | CR_0065.jpg       |
| CR_0066 | N                       | B         | Poor           | <Null>                                           | CR_0066.jpg       |
| CR_0067 | N                       | B         | Poor           | <Null>                                           | <Null>            |
| CR_0068 | N                       | B         | Poor           | <Null>                                           | <Null>            |
| CR_0069 | N                       | C         | Very Poor      | <Null>                                           | CR_0069.jpg       |
| CR_0070 | N                       | C         | Very Poor      | Deteriorated surface                             | CR_0070.jpg       |



## Curb Ramp ADA Inventory

| TSI_ID  | TSI_ADA_Compliance_2024 | TSI_Grade | TSI_Rating     | TSI_Notes                                                                                                                                      | TSI_Ramp_Photo_ID |
|---------|-------------------------|-----------|----------------|------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|
| CR_0071 | N                       | B         | Poor           | <Null>                                                                                                                                         | CR_0071.jpg       |
| CR_0072 | N                       | B         | Poor           | <Null>                                                                                                                                         | CR_0072.jpg       |
| CR_0073 | Y                       | A         | Fair or Better | 10 feet wide. Vegetation management to get 48 inch Pedestrian Access Route clearance (currently 36 inch unobstructed route). Shared Use Trail. | CR_0073.jpg       |
| CR_0074 | N                       | Other     | Other          | End of Pedestrian Access Route                                                                                                                 | <Null>            |
| CR_0075 | N                       | B         | Poor           | <Null>                                                                                                                                         | CR_0075.jpg       |
| CR_0076 | N                       | B         | Poor           | Landing is not within 2% Max                                                                                                                   | CR_0076.jpg       |
| CR_0077 | N                       | B         | Poor           | Vegetation. Landing is not within 2%                                                                                                           | CR_0077.jpg       |
| CR_0078 | N                       | B         | Poor           | Vegetation. Landing is not within 2%                                                                                                           | CR_0078.jpg       |
| CR_0079 | N                       | Other     | Other          | End of Pedestrian Access Route                                                                                                                 | CR_0079.jpg       |
| CR_0080 | N                       | Other     | Other          | End of Pedestrian Access Route                                                                                                                 | CR_0080.jpg       |
| CR_0081 | N                       | C         | Very Poor      | Gravel landing                                                                                                                                 | CR_0081.jpg       |
| CR_0082 | N                       | C         | Very Poor      | Gravel landing                                                                                                                                 | CR_0082.jpg       |
| CR_0083 | N                       | Other     | Other          | End of Pedestrian Access Route                                                                                                                 | <Null>            |
| CR_0084 | N                       | Other     | Other          | End of Pedestrian Access Route                                                                                                                 | CR_0084.jpg       |
| CR_0085 | N                       | Other     | Other          | End of Pedestrian Access Route                                                                                                                 | CR_0085.jpg       |
| CR_0086 | N                       | Other     | Other          | End of Pedestrian Access Route                                                                                                                 | CR_0086.jpg       |
| CR_0087 | N                       | Other     | Other          | End of Pedestrian Access Route                                                                                                                 | CR_0087.jpg       |
| CR_0088 | N                       | Other     | Other          | End of Pedestrian Access Route                                                                                                                 | CR_0088.jpg       |
| CR_0089 | N                       | Other     | Other          | End of Pedestrian Access Route                                                                                                                 | CR_0089.jpg       |
| CR_0090 | N                       | Other     | Other          | End of Pedestrian Access Route                                                                                                                 | CR_0090.jpg       |
| CR_0091 | N                       | Other     | Other          | End of Pedestrian Access Route                                                                                                                 | CR_0091.jpg       |
| CR_0092 | N                       | Other     | Other          | End of Pedestrian Access Route                                                                                                                 | CR_0092.jpg       |
| CR_0093 | N                       | Other     | Other          | End of Pedestrian Access Route                                                                                                                 | CR_0093.jpg       |
| CR_0094 | N                       | Other     | Other          | End of Pedestrian Access Route                                                                                                                 | CR_0094.jpg       |
| CR_0095 | N                       | Other     | Other          | End of Pedestrian Access Route                                                                                                                 | CR_0095.jpg       |
| CR_0096 | N                       | Other     | Other          | End of Pedestrian Access Route                                                                                                                 | CR_0096.jpg       |
| CR_0097 | N                       | Other     | Other          | End of Pedestrian Access Route                                                                                                                 | CR_0097.jpg       |
| CR_0098 | N                       | Other     | Other          | End of Pedestrian Access Route                                                                                                                 | CR_0098.jpg       |
| CR_0099 | N                       | Other     | Other          | End of Pedestrian Access Route                                                                                                                 | <Null>            |
| CR_0100 | N                       | Other     | Other          | End of Pedestrian Access Route                                                                                                                 | <Null>            |
| CR_0101 | N                       | Other     | Other          | End of Pedestrian Access Route                                                                                                                 | <Null>            |
| CR_0102 | N                       | Other     | Other          | End of Pedestrian Access Route                                                                                                                 | <Null>            |
| CR_0103 | N                       | Other     | Other          | End of Pedestrian Access Route                                                                                                                 | <Null>            |

## Curb Ramp ADA Inventory

| TSI_ID  | TSI_ADA_Compliance_2024 | TSI_Grade | TSI_Rating | TSI_Notes                                         | TSI_Ramp_Photo_ID |
|---------|-------------------------|-----------|------------|---------------------------------------------------|-------------------|
| CR_0104 | N                       | Other     | Other      | End of Pedestrian Access Route                    | <Null>            |
| CR_0105 | N                       | Other     | Other      | End of Pedestrian Access Route                    | <Null>            |
| CR_0106 | N                       | Other     | Other      | End of Pedestrian Access Route                    | <Null>            |
| CR_0107 | N                       | Other     | Other      | End of Pedestrian Access Route                    | <Null>            |
| CR_0108 | N                       | Other     | Other      | End of Pedestrian Access Route                    | <Null>            |
| CR_0109 | Other                   | Other     | Other      | Future Paved apron from bollards should have DWS  | <Null>            |
| CR_0110 | N                       | B         | Poor       | Paved trail section from bollards should have DWS | CR_0110.jpg       |
| CR_0111 | N                       | B         | Poor       | Paved trail section from bollards should have DWS | CR_0111.jpg       |
| CR_0112 | N                       | C         | Very Poor  | Paved trail section from bollards should have DWS | <Null>            |
| CR_0113 | N                       | C         | Very Poor  | Paved trail section from bollards should have DWS | <Null>            |
| CR_0114 | Other                   | Other     | Other      | Future Paved apron from bollards should have DWS  | <Null>            |
| CR_0115 | Other                   | Other     | Other      | Future Paved apron from bollards should have DWS  | <Null>            |
| CR_0116 | Other                   | Other     | Other      | Future Paved apron from bollards should have DWS  | <Null>            |
| CR_0117 | Other                   | Other     | Other      | Future Paved apron from bollards should have DWS  | <Null>            |
| CR_0118 | Other                   | Other     | Other      | Future Paved apron from bollards should have DWS  | <Null>            |
| CR_0119 | Other                   | Other     | Other      | Future Paved apron from bollards should have DWS  | <Null>            |
| CR_0120 | Other                   | Other     | Other      | Future Paved apron from bollards should have DWS  | <Null>            |
| CR_0121 | Other                   | Other     | Other      | Future Paved apron from bollards should have DWS  | <Null>            |
| CR_0122 | Other                   | Other     | Other      | Future Paved apron from bollards should have DWS  | <Null>            |



**Public Right-of-Way  
ADA (Americans with Disabilities Act)  
Self-Evaluation and Transition Plan**



## **Appendix C2**

**GIS Sidewalk and Driveway ADA Inventory and Prioritization**

**December 2024**

**Prepared by**



Sidewalk ADA Inventory

| SW_ID   | TSI_ADA_Compliance | TSI_Grade | TSI_Condition  | TSI_Sidewalk_Notes                    | SW_Photo_ID | Width | Shape_Length |
|---------|--------------------|-----------|----------------|---------------------------------------|-------------|-------|--------------|
| SW_0001 | Y                  | A         | Fair or Better | Future project                        | SW_0001.jpg | 5     | 91.547283    |
| SW_0002 | Y                  | A         | Fair or Better | Shared Use Trail                      | SW_0002.jpg | 10    | 324.306089   |
| SW_0003 | N                  | C         | Very Poor      | Older sidewalk                        | SW_0003.jpg | 3     | 67.850051    |
| SW_0004 | N                  | C         | Very Poor      | Older sidewalk                        | SW_0004.jpg | 3     | 164.014378   |
| SW_0005 | N                  | C         | Very Poor      | Older sidewalk                        | SW_0005.jpg | 3     | 125.186546   |
| SW_0006 | N                  | C         | Very Poor      | Older sidewalk                        | SW_0006.jpg | 3     | 11.227511    |
| SW_0007 | N                  | C         | Very Poor      | Cross slopes at driveways exceed 10%  | SW_0007.jpg | 4     | 384.302584   |
| SW_0008 | N                  | C         | Very Poor      | Cross slopes at driveways exceed 10%  | SW_0008.jpg | 4     | 340.595191   |
| SW_0009 | N                  | C         | Very Poor      | Cross slopes at driveways exceed 10%  | SW_0009.jpg | 4     | 139.163794   |
| SW_0010 | N                  | A         | Fair or Better | Cross slopes at driveways exceed 2%   | SW_0010.jpg | 4     | 452.393449   |
| SW_0011 | N                  | A         | Fair or Better | Cross slopes at driveways exceed 2%   | SW_0011.jpg | 4     | 816.430455   |
| SW_0012 | N                  | B         | Poor           | Older sidewalk                        | SW_0012.jpg | 4     | 289.513247   |
| SW_0013 | N                  | A         | Fair or Better | Cross slopes at driveways exceed 2%   | SW_0013.jpg | 4     | 1110.499641  |
| SW_0014 | N                  | A         | Fair or Better | Cross slopes at driveways exceed 2%   | SW_0014.jpg | 4     | 354.864954   |
| SW_0015 | N                  | C         | Very Poor      | Cross slopes at driveways exceed 10%  | SW_0015.jpg | 4     | 263.786805   |
| SW_0016 | N                  | C         | Very Poor      | Cross slopes at driveways exceed 10%  | SW_0016.jpg | 4     | 311.692196   |
| SW_0017 | N                  | C         | Very Poor      | Cross slopes at curb ramps exceed 10% | SW_0017.jpg | 4     | 92.026975    |
| SW_0018 | Y                  | A         | Fair or Better | Recent construction                   | SW_0018.jpg | 6     | 779.004756   |
| SW_0019 | Y                  | A         | Fair or Better | Recent construction                   | SW_0019.jpg | 6     | 1065.71821   |
| SW_0020 | N                  | A         | Fair or Better | Cross slopes occasionally exceed 2%   | No photo    | 5     | 73.612637    |
| SW_0021 | N                  | A         | Fair or Better | Cross slopes occasionally exceed 2%   | No photo    | 6     | 58.012916    |
| SW_0022 | N                  | A         | Fair or Better | Cross slopes occasionally exceed 2%   | No photo    | 5     | 36.277666    |
| SW_0023 | N                  | A         | Fair or Better | Cross slopes occasionally exceed 2%   | SW_0023.jpg | 6     | 232.29323    |
| SW_0024 | N                  | A         | Fair or Better | Cross slopes occasionally exceed 2%   | No photo    | 5     | 49.688332    |
| SW_0025 | N                  | A         | Fair or Better | Cross slopes occasionally exceed 2%   | No photo    | 6     | 139.947368   |
| SW_0026 | N                  | A         | Fair or Better | Cross slopes occasionally exceed 2%   | No photo    | 6     | 47.488458    |
| SW_0027 | N                  | A         | Fair or Better | Cross slopes occasionally exceed 2%   | No photo    | 6     | 77.345324    |
| sW_0028 | N                  | A         | Fair or Better | Cross slopes occasionally exceed 2%   | No photo    | 6     | 71.59473     |
| SW_0029 | Y                  | A         | Fair or Better | Cross slopes occasionally exceed 2%   | SW_0029.jpg | 5     | 84.691975    |
| SW_0030 | N                  | B         | Poor           | Older sidewalk                        | No photo    | 3     | 575.205855   |
| SW_0031 | N                  | B         | Poor           | Older sidewalk                        | SW_0031.jpg | 3     | 1033.583126  |
| SW_0032 | N                  | B         | Poor           | Older sidewalk                        | No photo    | 3     | 503.208045   |
| SW_0033 | N                  | B         | Poor           | Older sidewalk                        | No photo    | 3     | 310.228669   |
| SW_0034 | N                  | B         | Poor           | Older sidewalk                        | No photo    | 3     | 1742.771299  |
| SW_0035 | N                  | B         | Poor           | Older sidewalk                        | No photo    | 3     | 472.471774   |



Sidewalk ADA Inventory

| SW_ID   | TSI_ADA_Compliance | TSI_Grade | TSI_Condition | TSI_Sidewalk_Notes                  | SW_Photo_ID | Width | Shape_Length |
|---------|--------------------|-----------|---------------|-------------------------------------|-------------|-------|--------------|
| SW_0036 | N                  | B         | Poor          | Older sidewalk                      | No photo    | 3     | 774.599741   |
| SW_0037 | N                  | B         | Poor          | Older sidewalk                      | No photo    | 3     | 887.029795   |
| SW_0038 | N                  | B         | Poor          | Older sidewalk                      | No photo    | 3     | 1134.513249  |
| SW_0039 | N                  | B         | Poor          | Older sidewalk                      | No photo    | 3     | 754.6301     |
| SW_0040 | N                  | B         | Poor          | Older sidewalk                      | No photo    | 3     | 509.479401   |
| SW_0041 | N                  | B         | Poor          | Cross slopes at driveways exceed 2% | SW_0041.jpg | 4     | 1147.371115  |

| TSI_Driveway_ID | SW_ADA_Compliance | Grade | Condition      | Notes                                                                                          | TSI_Driveway_Photo_ID | Width       | Cross_Slope          |
|-----------------|-------------------|-------|----------------|------------------------------------------------------------------------------------------------|-----------------------|-------------|----------------------|
| DR_0001         | N                 | A     | Fair or Better | Mostly level with pedestrian access route - older infrastructure                               | <Null>                | <Null>      | <Null>               |
| DR_0002         | N                 | A     | Fair or Better | Cross slopes exceed 2% at driveways                                                            | DR_0002.jpg           | 60" or more | Up to or equal to 2% |
| DR_0003         | N                 | A     | Fair or Better | Cross slopes exceed 2% at driveways                                                            | DR_0003.jpg           | 60" or more | Up to or equal to 2% |
| DR_0004         | N                 | A     | Fair or Better | Cross slopes exceed 2% at driveways                                                            | DR_0004.jpg           | 60" or more | Up to or equal to 2% |
| DR_0005         | N                 | A     | Fair or Better | Cross slopes exceed 2% at driveways                                                            | DR_0005.jpg           | 60" or more | Up to or equal to 2% |
| DR_0006         | N                 | A     | Fair or Better | Cross slopes exceed 2% at driveways                                                            | DR_0006.jpg           | 60" or more | Up to or equal to 2% |
| DR_0007         | N                 | A     | Fair or Better | Cross slopes exceed 2% at driveways                                                            | DR_0007.jpg           | 60" or more | Up to or equal to 2% |
| DR_0008         | N                 | A     | Fair or Better | Cross slopes exceed 2% at driveways                                                            | DR_0008.jpg           | 60" or more | Up to or equal to 2% |
| DR_0009         | N                 | A     | Fair or Better | Cross slopes exceed 2% at driveways                                                            | DR_0009.jpg           | 60" or more | Up to or equal to 2% |
| DR_0010         | Y                 | A     | Fair or Better | Recent construction                                                                            | DR_0010.jpg           | 60" or more | Up to or equal to 2% |
| DR_0011         | Y                 | A     | Fair or Better | Recent construction                                                                            | DR_0011.jpg           | 60" or more | Up to or equal to 2% |
| DR_0012         | Y                 | A     | Fair or Better | Recent construction                                                                            | DR_0012.jpg           | 60" or more | <Null>               |
| DR_0013         | Y                 | A     | Fair or Better | Recent construction                                                                            | DR_0013.jpg           | 60" or more | <Null>               |
| DR_0014         | Y                 | A     | Fair or Better | Recent construction                                                                            | DR_0014.jpg           | 60" or more | <Null>               |
| DR_0015         | Y                 | A     | Fair or Better | Recent construction                                                                            | DR_0015.jpg           | 60" or more | <Null>               |
| DR_0016         | N                 | C     | Very Poor      | Cross slopes exceed 10% with steep side flares                                                 | DR_0016.jpg           | <Null>      | More than 2%         |
| DR_0017         | N                 | C     | Very Poor      | Cross slopes exceed 10% with steep side flares                                                 | DR_0017.jpg           | <Null>      | More than 2%         |
| DR_0018         | N                 | C     | Very Poor      | Cross slopes exceed 10% with steep side flares                                                 | DR_0018.jpg           | <Null>      | More than 2%         |
| DR_0019         | N                 | C     | Very Poor      | Cross slopes exceed 10% with steep side flares                                                 | DR_0019.jpg           | <Null>      | <Null>               |
| DR_0020         | N                 | C     | Very Poor      | Cross slopes exceed 10% with steep side flares                                                 | DR_0020.jpg           | <Null>      | <Null>               |
| DR_0021         | N                 | C     | Very Poor      | Cross slopes exceed 10% with steep side flares                                                 | DR_0021.jpg           | <Null>      | More than 2%         |
| DR_0022         | N                 | C     | Very Poor      | Cross slopes exceed 10% with steep side flares                                                 | DR_0022.jpg           | <Null>      | More than 2%         |
| DR_0023         | N                 | C     | Very Poor      | Cross slopes exceed 10% with steep side flares                                                 | DR_0023.jpg           | <Null>      | More than 2%         |
| DR_0024         | N                 | C     | Very Poor      | Cross slopes exceed 10% with steep side flares                                                 | DR_0024.jpg           | <Null>      | More than 2%         |
| DR_0025         | N                 | C     | Very Poor      | Cross slopes exceed 10% with steep side flares                                                 | DR_0025.jpg           | <Null>      | <Null>               |
| DR_0026         | N                 | C     | Very Poor      | Cross slopes exceed 10% with steep side flares                                                 | DR_0026.jpg           | <Null>      | <Null>               |
| DR_0027         | N                 | C     | Very Poor      | Cross slopes exceed 10% with steep side flares                                                 | DR_0027.jpg           | 48" to >60" | More than 2%         |
| DR_0028         | N                 | A     | Fair or Better | Some cross slopes above 2% and stamps for each driveway transition                             | DR_0028.jpg           | 48" to >60" | <Null>               |
| DR_0029         | N                 | A     | Fair or Better | Some cross slopes above 2%, and stamps for each driveway transition                            | DR_0029.jpg           | 48" to >60" | <Null>               |
| DR_0030         | N                 | A     | Fair or Better | Vegetation blocking access. Some cross slopes above 2% and stamps for each driveway transition | DR_0030.jpg           | 48" to >60" | <Null>               |
| DR_0031         | N                 | A     | Fair or Better | Some cross slopes above 2% and stamps for each driveway transition                             | DR_0031.jpg           | 48" to >60" | <Null>               |
| DR_0032         | N                 | A     | Fair or Better | Some cross slopes above 2% and stamps for each driveway transition                             | <Null>                | <Null>      | <Null>               |
| DR_0033         | N                 | A     | Fair or Better | Some cross slopes above 2% and stamps for each driveway transition                             | <Null>                | <Null>      | <Null>               |
| DR_0034         | N                 | A     | Fair or Better | Some cross slopes above 2% and stamps for each driveway transition                             | <Null>                | <Null>      | <Null>               |
| DR_0035         | N                 | A     | Fair or Better | Some cross slopes above 2% and stamps for each driveway transition                             | <Null>                | <Null>      | <Null>               |
| DR_0036         | N                 | A     | Fair or Better | Vegetation blocking access. Some cross slopes above 2% and stamps for each driveway transition | <Null>                | <Null>      | <Null>               |
| DR_0037         | N                 | A     | Fair or Better | Some cross slopes above 2% and stamps for each driveway transition                             | DR_0037.jpg           | <Null>      | <Null>               |
| DR_0038         | N                 | A     | Fair or Better | Some cross slopes above 2% and stamps for each driveway transition                             | <Null>                | <Null>      | <Null>               |
| DR_0039         | N                 | A     | Fair or Better | Some cross slopes above 2% and stamps for each driveway transition                             | <Null>                | <Null>      | <Null>               |
| DR_0040         | N                 | A     | Fair or Better | Some cross slopes above 2% and stamps for each driveway transition                             | <Null>                | <Null>      | <Null>               |
| DR_0041         | N                 | A     | Fair or Better | Some cross slopes above 2% and stamps for each driveway transition                             | <Null>                | <Null>      | <Null>               |
| DR_0042         | N                 | A     | Fair or Better | Some cross slopes above 2% and stamps for each driveway transition                             | <Null>                | <Null>      | <Null>               |
| DR_0043         | N                 | A     | Fair or Better | Some cross slopes above 2% and stamps for each driveway transition                             | <Null>                | <Null>      | <Null>               |
| DR_0044         | N                 | A     | Fair or Better | Some cross slopes above 2% and stamps for each driveway transition                             | <Null>                | <Null>      | <Null>               |
| DR_0045         | N                 | A     | Fair or Better | Some cross slopes above 2% and stamps for each driveway transition                             | <Null>                | <Null>      | <Null>               |
| DR_0046         | N                 | A     | Fair or Better | Some cross slopes above 2% and stamps for each driveway transition                             | <Null>                | <Null>      | <Null>               |
| DR_0047         | N                 | C     | Very Poor      | Cross slopes exceed 10% with steep side flares                                                 | <Null>                | <Null>      | <Null>               |
| DR_0048         | N                 | C     | Very Poor      | Cross slopes exceed 10% with steep side flares                                                 | <Null>                | <Null>      | <Null>               |
| DR_0049         | N                 | B     | Poor           | Mostly level with pedestrian access route - older infrastructure                               | <Null>                | 36 to > 48" | <Null>               |
| DR_0050         | N                 | B     | Poor           | Mostly level with pedestrian access route - older infrastructure                               | <Null>                | <Null>      | <Null>               |
| DR_0051         | N                 | A     | Fair or Better | Mostly level with pedestrian access route - older infrastructure                               | <Null>                | <Null>      | <Null>               |
| DR_0052         | N                 | A     | Fair or Better | Mostly level with pedestrian access route - older infrastructure                               | <Null>                | <Null>      | <Null>               |
| DR_0053         | N                 | A     | Fair or Better | Mostly level with pedestrian access route - older infrastructure                               | <Null>                | <Null>      | <Null>               |







[illegible]



**Public Right-of-Way  
ADA (Americans with Disabilities Act)  
Self-Evaluation and Transition Plan**



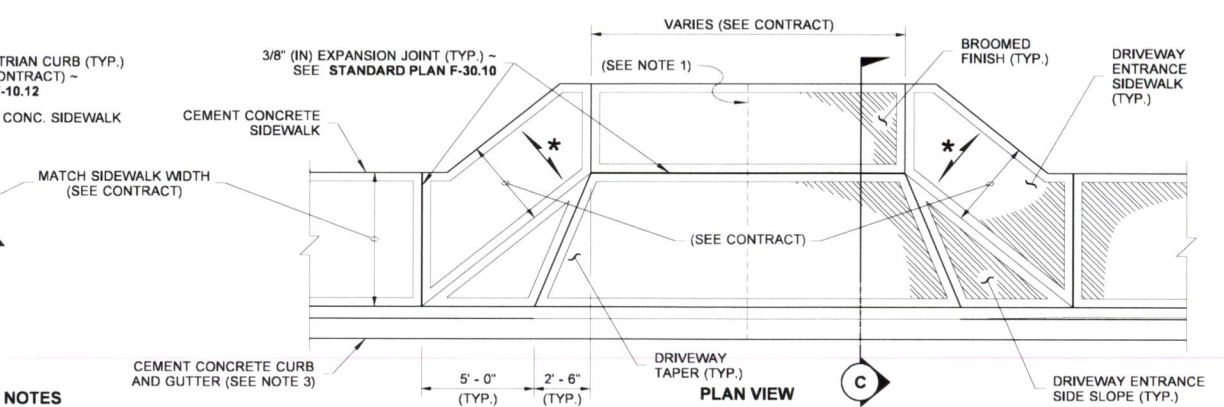
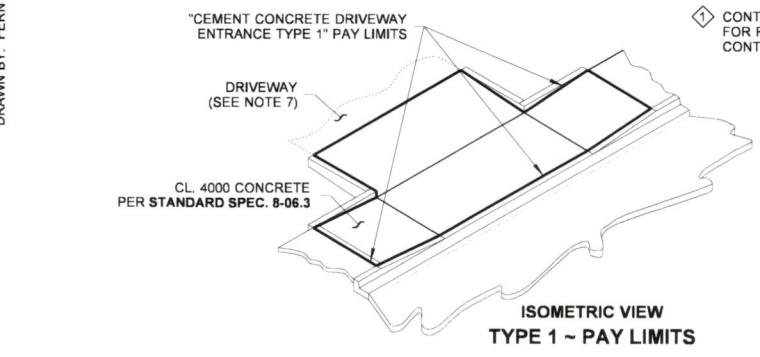
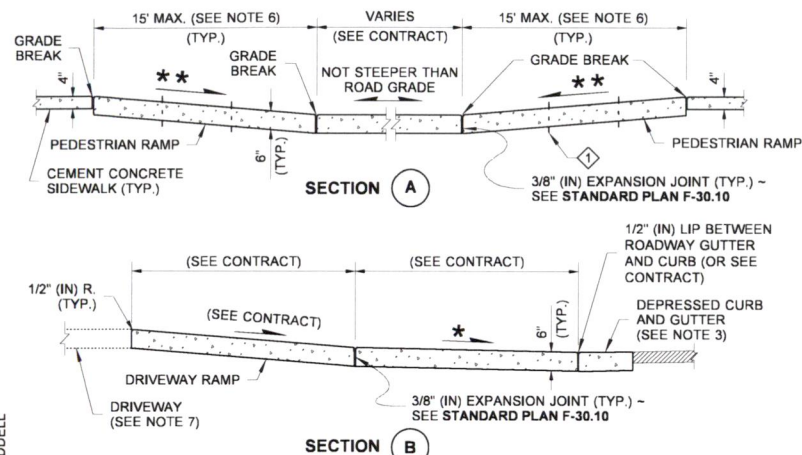
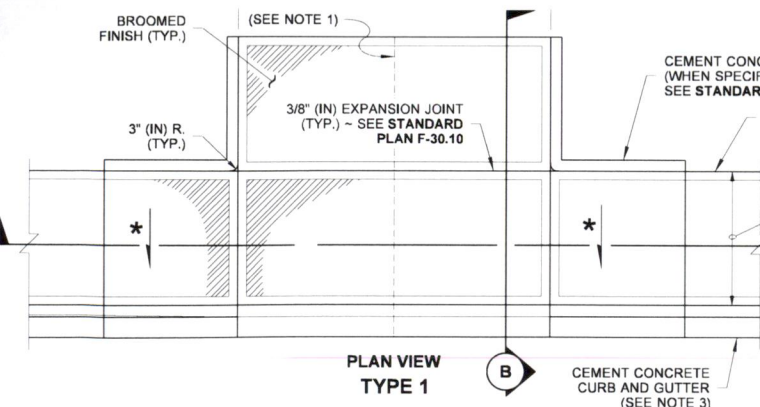
**Appendix C3**

**WSDOT Standard Plans for Driveway Interface with Sidewalks**

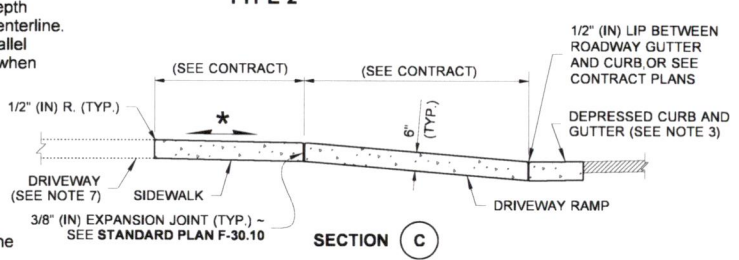
**December 2024**

**Prepared by**



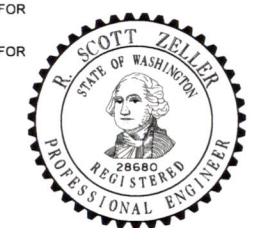
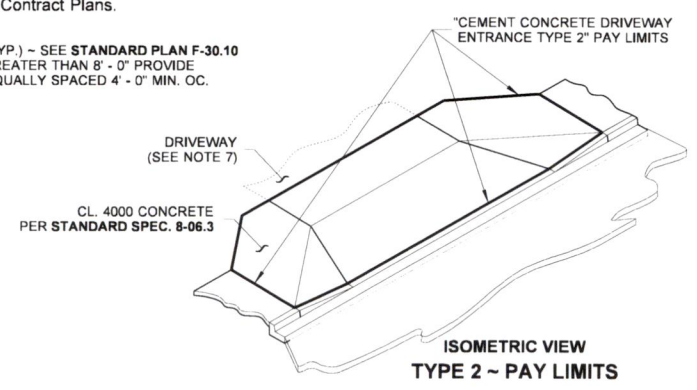


- NOTES**
1. When the driveway width exceeds 15' (ft), construct a full depth expansion joint with 3/8" (in) joint filler along the driveway centerline. See **Standard Plan F-30.10**. Construct expansion joints parallel with the centerline as required at 15' (ft) maximum spacing when driveway widths exceed 30' (ft).
  2. See **Standard Plan F-30.10** for sidewalk details.
  3. Curb and Gutter shown; see the Contract Plans for the curb design specified. See **Standard Plan F-10.12** for Curb Details.
  4. Avoid placing drainage structures, junction boxes or other obstructions in front of driveway entrances.
  5. Where "GRADE BREAK" is called out, the entire length of the line between the two adjacent surface planes shall be flush.
  6. The Pedestrian Ramp length is not required to exceed 15 feet (unless otherwise shown in the Contract Plans). When applying the 15-foot max. length (measured from back of sidewalk) the running slope of the pedestrian ramp is allowed to exceed 8.3%. Use a single constant slope from bottom of ramp to top of ramp to match into the sidewalk over a horizontal distance of 15 feet.
  7. Beyond limits shown. Pay item does not include driveway. See Contract Plans.



- LEGEND**
- SLOPE IN EITHER DIRECTION
  - \* 1.5% OR FLATTER RECOMMENDED FOR DESIGN/FORMWORK (2% MAX.)
  - \*\* 7.5% OR FLATTER RECOMMENDED FOR DESIGN/FORMWORK (8.3% MAX.) (SEE NOTE 6)

CONTRACTION JOINT (TYP.) ~ SEE **STANDARD PLAN F-30.10** FOR RAMP LENGTHS GREATER THAN 8' - 0" PROVIDE CONTRACTION JOINT EQUALLY SPACED 4' - 0" MIN. OC.



**CEMENT CONCRETE  
DRIVEWAY ENTRANCE  
TYPES 1, 2, 3, & 4  
STANDARD PLAN F-80.10-04**

SHEET 1 OF 2 SHEETS

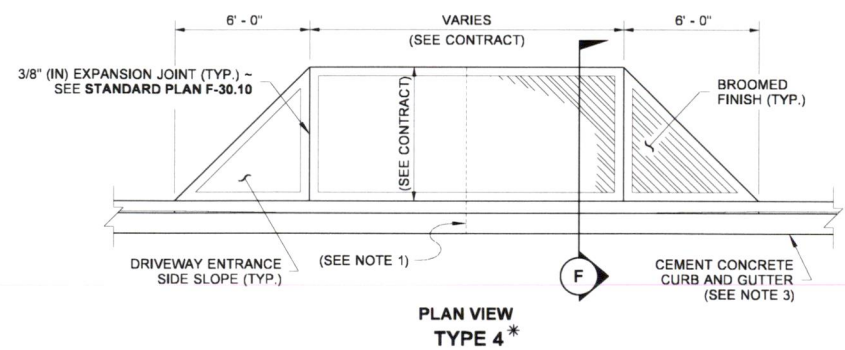
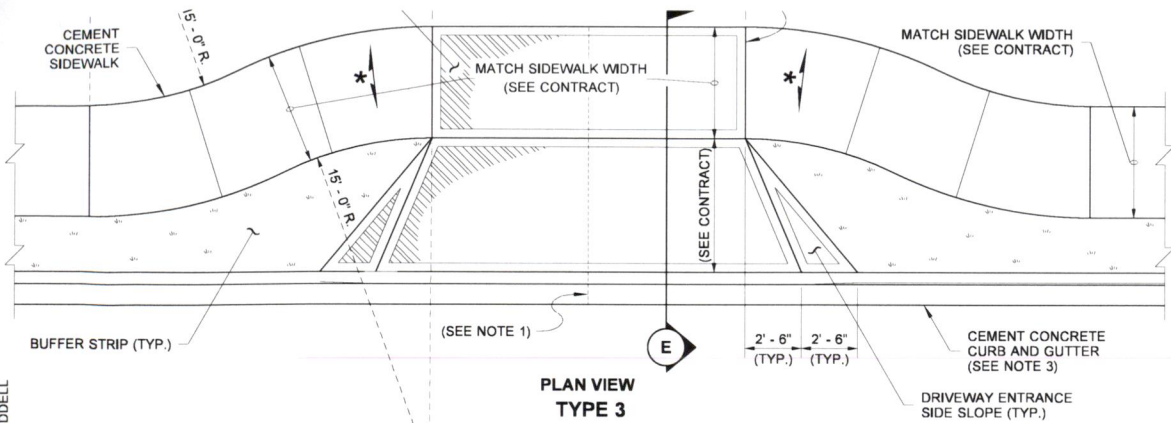
APPROVED FOR PUBLICATION

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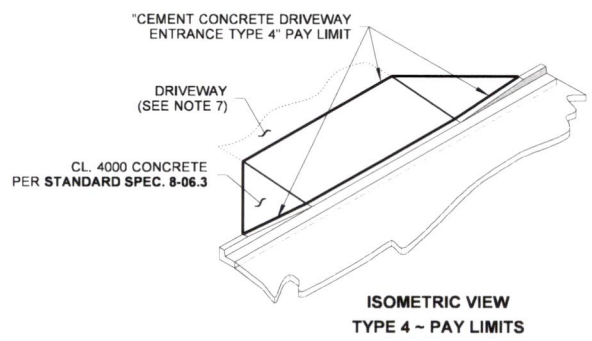
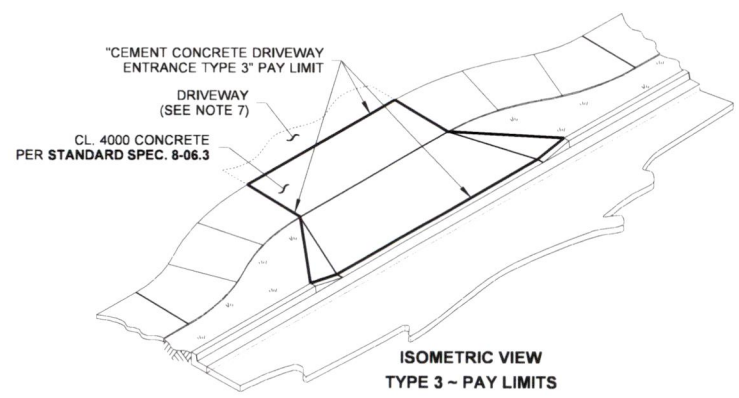
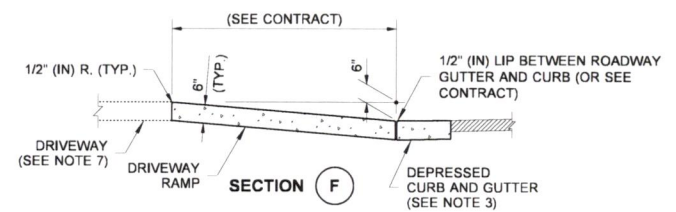
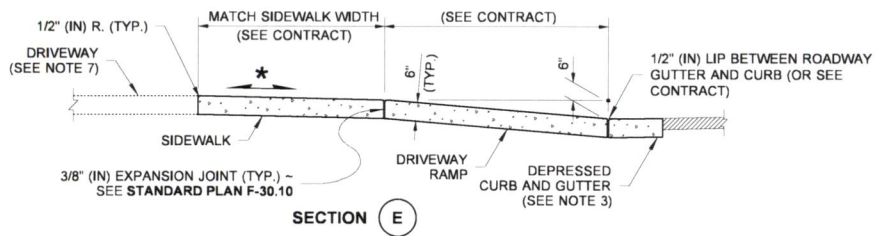
STATE DESIGN ENGINEER  
 Washington State Department of Transportation

DRAWN BY: FERN LIDDELL





\* THIS ENTRANCE TYPE SHALL NOT BE USED ALONG A PEDESTRIAN ROUTE



**CEMENT CONCRETE  
DRIVEWAY ENTRANCE  
TYPES 1, 2, 3, & 4  
STANDARD PLAN F-80.10-04**

SHEET 2 OF 2 SHEETS

APPROVED FOR PUBLICATION

STATE DESIGN ENGINEER  
Washington State Department of Transportation

DRAWN BY: FERN LIDDELL

**Public Right-of-Way  
ADA (Americans with Disabilities Act)  
Self-Evaluation and Transition Plan**



**Appendix C4**

**ADA Barrier Removal Cost Estimates**

**December 2024**

**Prepared by**





## Planning Level Cost Estimate

|                       |                                                                                                          |                     |                 |
|-----------------------|----------------------------------------------------------------------------------------------------------|---------------------|-----------------|
| <b>Project:</b>       | <u>Jefferson County</u>                                                                                  | <b>Date:</b>        | <u>12/14/24</u> |
| <b>Design Option:</b> | <u>Typical Curb Ramp Removal and Replacement</u>                                                         | <b>Prepared by:</b> | <u>VLS</u>      |
| <b>Length:</b>        | <u>15 feet</u>                                                                                           |                     |                 |
| <b>Description:</b>   | <u>Replace non-compliant curb ramp</u>                                                                   |                     |                 |
| <b>Assumptions:</b>   | <u>Drainage improvements not included. Undergrounding of utilities not included. ROW costs excluded.</u> |                     |                 |

| Preparation          |                   |            |
|----------------------|-------------------|------------|
| 1                    | Mobilization      | \$900.00   |
| 2-4                  | Preparation Items | \$700.00   |
| 5-12                 | Removal Items     | \$365.00   |
| Preparation Subtotal |                   | \$1,965.00 |

| Grading          |                    |          |
|------------------|--------------------|----------|
| 13-14            | Roadway Grading    | \$155.00 |
| 15-18            | Roadway Foundation | \$200.00 |
| 19-24            | Utility Excavation | \$0.00   |
| Grading Subtotal |                    | \$355.00 |

| Storm Drainage          |                                  |        |
|-------------------------|----------------------------------|--------|
| 25-36                   | Conveyance System                | \$0.00 |
| 37                      | Culvert/Stream Crossing          | \$0.00 |
| 38                      | Detention/Water Quality Facility | \$0.00 |
| Storm Drainage Subtotal |                                  | \$0.00 |

| Paving       |                          |          |
|--------------|--------------------------|----------|
| 39-41        | Hot Mix Asphalt Pavement | \$310.00 |
| HMA Subtotal |                          | \$310.00 |

| Concrete          |                             |            |
|-------------------|-----------------------------|------------|
| 42-44             | Sidewalks, Ramps, Driveways | \$3,500.00 |
| 45-47             | Curbs and Gutters           | \$600.00   |
| 48-49             | Concrete Roadway/Roundabout | \$0.00     |
| Concrete Subtotal |                             | \$4,100.00 |

|       | Low      | High     |
|-------|----------|----------|
| PE    | \$3,000  | \$7,000  |
| ROW   | \$0      | \$0      |
| CN    | \$10,000 | \$21,000 |
| Total | \$13,000 | \$28,000 |

Project Cost Summary includes a range of reported project costs for this planning level estimate, which is based upon 10% design information (scoping row). Low is 30% below and high is 50% above the estimated cost category. Reference: WSDOT Cost Estimating Manual for Projects, Page 4-10, January 2023.

| Structures         |                  |        |
|--------------------|------------------|--------|
| 50-53              | Retaining Walls  | \$0.00 |
| 54                 | Bridge Structure | \$0.00 |
| Structure Subtotal |                  | \$0.00 |

| TESC and Landscaping          |            |          |
|-------------------------------|------------|----------|
| 55-57                         | TESC       | \$200.00 |
| 58-62                         | Plantings  | \$0.00   |
| 63-64                         | Irrigation | \$0.00   |
| TESC and Landscaping Subtotal |            | \$200.00 |

| Traffic          |                       |            |
|------------------|-----------------------|------------|
| 65-74            | Markings and Signing  | \$0.00     |
| 75-78            | Guardrail/Handrail    | \$0.00     |
| 79-83            | Traffic Signal System | \$0.00     |
| 84-86            | Illumination System   | \$0.00     |
| 87-92            | Traffic Control       | \$2,200.00 |
| Traffic Subtotal |                       | \$2,200.00 |

| Other Items          |                    |          |
|----------------------|--------------------|----------|
| 93-94                | Utility Relocates  | \$0.00   |
| 95-97                | Misc. Construction | \$500.00 |
| Other Items Subtotal |                    | \$500.00 |

|                                   |     |                    |
|-----------------------------------|-----|--------------------|
| CONSTRUCTION SUBTOTAL             |     | \$9,630.00         |
| CONTINGENCY                       | 40% | \$3,860.00         |
| <b>CONSTRUCTION (CN) SUBTOTAL</b> |     | <b>\$13,490.00</b> |

|                                       |     |                   |
|---------------------------------------|-----|-------------------|
| DESIGN ENGINEERING                    | 15% | \$2,030.00        |
| CONSTRUCTION ENGINEERING              | 12% | \$1,620.00        |
| PROJECT ADMINISTRATION                | 5%  | \$680.00          |
| <b>ENGR. AND ADMIN. (PE) SUBTOTAL</b> |     | <b>\$4,330.00</b> |

|                                |    |                 |
|--------------------------------|----|-----------------|
| ENVIRONMENTAL ENGINEERING (PE) | 2% | \$270.00        |
| ENVIRONMENTAL MITIGATION (CN)  | 2% | \$270.00        |
| <b>ENVIRONMENTAL SUBTOTAL</b>  |    | <b>\$540.00</b> |

|                                    |  |               |
|------------------------------------|--|---------------|
| <b>RIGHT-OF-WAY (ROW) SUBTOTAL</b> |  | <b>\$0.00</b> |
|------------------------------------|--|---------------|

|                           |                  |                    |
|---------------------------|------------------|--------------------|
| <b>TOTAL PROJECT COST</b> | <b>Year 2024</b> | <b>\$18,360.00</b> |
|---------------------------|------------------|--------------------|

## Planning Level Cost Estimate

**Project:** Jefferson County  
**Design Option:** Typical Sidewalk Removal and Replacement  
**Length:** 100 feet  
**Description:** Construct curb, gutter, and 6-foot sidewalk for the distance listed above.

**Date:** 12/14/24  
**Prepared by:** VLS

**Assumptions:** Drainage improvements not included. Undergrounding of utilities not included. ROW costs excluded.

| Preparation          |                   |            |
|----------------------|-------------------|------------|
| 1                    | Mobilization      | \$2,500.00 |
| 2-4                  | Preparation Items | \$2,400.00 |
| 5-12                 | Removal Items     | \$2,465.00 |
| Preparation Subtotal |                   | \$7,365.00 |

| Grading          |                    |            |
|------------------|--------------------|------------|
| 13-14            | Roadway Grading    | \$670.00   |
| 15-18            | Roadway Foundation | \$835.00   |
| 19-24            | Utility Excavation | \$0.00     |
| Grading Subtotal |                    | \$1,505.00 |

| Storm Drainage          |                                  |        |
|-------------------------|----------------------------------|--------|
| 25-36                   | Conveyance System                | \$0.00 |
| 37                      | Culvert/Stream Crossing          | \$0.00 |
| 38                      | Detention/Water Quality Facility | \$0.00 |
| Storm Drainage Subtotal |                                  | \$0.00 |

| Paving       |                          |            |
|--------------|--------------------------|------------|
| 39-41        | Hot Mix Asphalt Pavement | \$1,550.00 |
| HMA Subtotal |                          | \$1,550.00 |

| Concrete          |                             |            |
|-------------------|-----------------------------|------------|
| 42-44             | Sidewalks, Ramps, Driveways | \$4,355.00 |
| 45-47             | Curbs and Gutters           | \$4,000.00 |
| 48-49             | Concrete Roadway/Roundabout | \$0.00     |
| Concrete Subtotal |                             | \$8,355.00 |

|       | Low      | High     |
|-------|----------|----------|
| PE    | \$10,000 | \$21,000 |
| ROW   | \$0      | \$0      |
| CN    | \$26,000 | \$57,000 |
| Total | \$36,000 | \$78,000 |

Project Cost Summary includes a range of reported project costs for this planning level estimate, which is based upon 10% design information (scoping row). Low is 30% below and high is 50% above the estimated cost category. Reference: WSDOT Cost Estimating Manual for Projects, Page 4-10, January 2023.

| Structures         |                  |        |
|--------------------|------------------|--------|
| 50-53              | Retaining Walls  | \$0.00 |
| 54                 | Bridge Structure | \$0.00 |
| Structure Subtotal |                  | \$0.00 |

| TESC and Landscaping          |            |          |
|-------------------------------|------------|----------|
| 55-57                         | TESC       | \$400.00 |
| 58-62                         | Plantings  | \$0.00   |
| 63-64                         | Irrigation | \$0.00   |
| TESC and Landscaping Subtotal |            | \$400.00 |

| Traffic          |                       |            |
|------------------|-----------------------|------------|
| 65-74            | Markings and Signing  | \$0.00     |
| 75-78            | Guardrail/Handrail    | \$0.00     |
| 79-83            | Traffic Signal System | \$0.00     |
| 84-86            | Illumination System   | \$0.00     |
| 87-92            | Traffic Control       | \$7,000.00 |
| Traffic Subtotal |                       | \$7,000.00 |

| Other Items          |                    |          |
|----------------------|--------------------|----------|
| 93-94                | Utility Relocates  | \$0.00   |
| 95-97                | Misc. Construction | \$500.00 |
| Other Items Subtotal |                    | \$500.00 |

|                                   |     |                    |
|-----------------------------------|-----|--------------------|
| CONSTRUCTION SUBTOTAL             |     | \$26,675.00        |
| CONTINGENCY                       | 40% | \$10,670.00        |
| <b>CONSTRUCTION (CN) SUBTOTAL</b> |     | <b>\$37,345.00</b> |

|                                       |     |                    |
|---------------------------------------|-----|--------------------|
| DESIGN ENGINEERING                    | 15% | \$5,610.00         |
| CONSTRUCTION ENGINEERING              | 15% | \$5,610.00         |
| PROJECT ADMINISTRATION                | 5%  | \$1,870.00         |
| <b>ENGR. AND ADMIN. (PE) SUBTOTAL</b> |     | <b>\$13,090.00</b> |

|                                |    |                   |
|--------------------------------|----|-------------------|
| ENVIRONMENTAL ENGINEERING (PE) | 2% | \$750.00          |
| ENVIRONMENTAL MITIGATION (CN)  | 1% | \$380.00          |
| <b>ENVIRONMENTAL SUBTOTAL</b>  |    | <b>\$1,130.00</b> |

|                                    |  |               |
|------------------------------------|--|---------------|
| <b>RIGHT-OF-WAY (ROW) SUBTOTAL</b> |  | <b>\$0.00</b> |
|------------------------------------|--|---------------|

|                           |                  |                    |
|---------------------------|------------------|--------------------|
| <b>TOTAL PROJECT COST</b> | <b>Year 2024</b> | <b>\$51,565.00</b> |
|---------------------------|------------------|--------------------|



## Planning Level Cost Estimate

|                       |                                                                                               |                     |          |
|-----------------------|-----------------------------------------------------------------------------------------------|---------------------|----------|
| <b>Project:</b>       | Jefferson County                                                                              | <b>Date:</b>        | 12/14/24 |
| <b>Design Option:</b> | Typical Sidewalk Removal and Replacement                                                      | <b>Prepared by:</b> | VLS      |
| <b>Length:</b>        | 100 feet                                                                                      |                     |          |
| <b>Description:</b>   | Construct curb, gutter, and 6-foot sidewalk for the distance listed above.                    |                     |          |
| <b>Assumptions:</b>   | Drainage improvements included. Undergrounding of utilities not included. ROW costs excluded. |                     |          |

| Preparation |                             |                   |
|-------------|-----------------------------|-------------------|
| 1           | Mobilization                | \$3,600.00        |
| 2-4         | Preparation Items           | \$2,600.00        |
| 5-12        | Removal Items               | \$1,840.00        |
|             | <b>Preparation Subtotal</b> | <b>\$8,040.00</b> |

| Grading |                         |                   |
|---------|-------------------------|-------------------|
| 13-14   | Roadway Grading         | \$670.00          |
| 15-18   | Roadway Foundation      | \$835.00          |
| 19-24   | Utility Excavation      | \$0.00            |
|         | <b>Grading Subtotal</b> | <b>\$1,505.00</b> |

| Storm Drainage |                                  |                    |
|----------------|----------------------------------|--------------------|
| 25-36          | Conveyance System                | \$11,200.00        |
| 37             | Culvert/Stream Crossing          | \$0.00             |
| 38             | Detention/Water Quality Facility | \$0.00             |
|                | <b>Storm Drainage Subtotal</b>   | <b>\$11,200.00</b> |

| Paving |                          |                   |
|--------|--------------------------|-------------------|
| 39-41  | Hot Mix Asphalt Pavement | \$1,550.00        |
|        | <b>HMA Subtotal</b>      | <b>\$1,550.00</b> |

| Concrete |                             |                   |
|----------|-----------------------------|-------------------|
| 42-44    | Sidewalks, Ramps, Driveways | \$4,355.00        |
| 45-47    | Curbs and Gutters           | \$4,000.00        |
| 48-49    | Concrete Roadway/Roundabout | \$0.00            |
|          | <b>Concrete Subtotal</b>    | <b>\$8,355.00</b> |

|              | Low             | High             |
|--------------|-----------------|------------------|
| <b>PE</b>    | <b>\$14,000</b> | <b>\$30,000</b>  |
| <b>ROW</b>   | <b>\$0</b>      | <b>\$0</b>       |
| <b>CN</b>    | <b>\$38,000</b> | <b>\$82,000</b>  |
| <b>Total</b> | <b>\$52,000</b> | <b>\$112,000</b> |

Project Cost Summary includes a range of reported project costs for this planning level estimate, which is based upon 10% design information (scoping row). Low is 30% below and high is 50% above the estimated cost category. Reference: WSDOT Cost Estimating Manual for Projects, Page 4-10, January 2023.

| Structures |                           |               |
|------------|---------------------------|---------------|
| 50-53      | Retaining Walls           | \$0.00        |
| 54         | Bridge Structure          | \$0.00        |
|            | <b>Structure Subtotal</b> | <b>\$0.00</b> |

| TESC and Landscaping |                                      |                 |
|----------------------|--------------------------------------|-----------------|
| 55-57                | TESC                                 | \$600.00        |
| 58-62                | Plantings                            | \$0.00          |
| 63-64                | Irrigation                           | \$0.00          |
|                      | <b>TESC and Landscaping Subtotal</b> | <b>\$600.00</b> |

| Traffic |                         |                   |
|---------|-------------------------|-------------------|
| 65-74   | Markings and Signing    | \$0.00            |
| 75-78   | Guardrail/Handrail      | \$0.00            |
| 79-83   | Traffic Signal System   | \$0.00            |
| 84-86   | Illumination System     | \$0.00            |
| 87-92   | Traffic Control         | \$7,000.00        |
|         | <b>Traffic Subtotal</b> | <b>\$7,000.00</b> |

| Other Items |                             |                 |
|-------------|-----------------------------|-----------------|
| 93-94       | Utility Relocates           | \$0.00          |
| 95-97       | Misc. Construction          | \$500.00        |
|             | <b>Other Items Subtotal</b> | <b>\$500.00</b> |

|                                   |     |                    |
|-----------------------------------|-----|--------------------|
| CONSTRUCTION SUBTOTAL             |     | \$38,750.00        |
| CONTINGENCY                       | 40% | \$15,500.00        |
| <b>CONSTRUCTION (CN) SUBTOTAL</b> |     | <b>\$54,250.00</b> |

|                                       |     |                    |
|---------------------------------------|-----|--------------------|
| DESIGN ENGINEERING                    | 15% | \$8,140.00         |
| CONSTRUCTION ENGINEERING              | 15% | \$8,140.00         |
| PROJECT ADMINISTRATION                | 5%  | \$2,720.00         |
| <b>ENGR. AND ADMIN. (PE) SUBTOTAL</b> |     | <b>\$19,000.00</b> |

|                                |    |                   |
|--------------------------------|----|-------------------|
| ENVIRONMENTAL ENGINEERING (PE) | 2% | \$1,090.00        |
| ENVIRONMENTAL MITIGATION (CN)  | 1% | \$550.00          |
| <b>ENVIRONMENTAL SUBTOTAL</b>  |    | <b>\$1,640.00</b> |

|                                    |  |               |
|------------------------------------|--|---------------|
| <b>RIGHT-OF-WAY (ROW) SUBTOTAL</b> |  | <b>\$0.00</b> |
|------------------------------------|--|---------------|

|                           |                  |                    |
|---------------------------|------------------|--------------------|
| <b>TOTAL PROJECT COST</b> | <b>Year 2024</b> | <b>\$74,890.00</b> |
|---------------------------|------------------|--------------------|

# Planning Level Cost Estimate

|                       |                                                                                                          |                     |                 |
|-----------------------|----------------------------------------------------------------------------------------------------------|---------------------|-----------------|
| <b>Project:</b>       | <u>Jefferson County</u>                                                                                  | <b>Date:</b>        | <u>12/14/24</u> |
| <b>Design Option:</b> | <u>Type 1 Driveway</u>                                                                                   | <b>Prepared by:</b> | <u>VLS</u>      |
| <b>Length:</b>        | <u>20 feet</u>                                                                                           |                     |                 |
| <b>Description:</b>   | <u>Construct Type 1 Driveway for the width listed above.</u>                                             |                     |                 |
| <b>Assumptions:</b>   | <u>Drainage improvements not included. Undergrounding of utilities not included. ROW costs excluded.</u> |                     |                 |

| Preparation          |                   |            |
|----------------------|-------------------|------------|
| 1                    | Mobilization      | \$1,300.00 |
| 2-4                  | Preparation Items | \$2,200.00 |
| 5-12                 | Removal Items     | \$745.00   |
| Preparation Subtotal |                   | \$4,245.00 |

| Grading          |                    |          |
|------------------|--------------------|----------|
| 13-14            | Roadway Grading    | \$290.00 |
| 15-18            | Roadway Foundation | \$435.00 |
| 19-24            | Utility Excavation | \$0.00   |
| Grading Subtotal |                    | \$725.00 |

| Storm Drainage          |                                  |        |
|-------------------------|----------------------------------|--------|
| 25-36                   | Conveyance System                | \$0.00 |
| 37                      | Culvert/Stream Crossing          | \$0.00 |
| 38                      | Detention/Water Quality Facility | \$0.00 |
| Storm Drainage Subtotal |                                  | \$0.00 |

| Paving       |                          |            |
|--------------|--------------------------|------------|
| 39-41        | Hot Mix Asphalt Pavement | \$1,550.00 |
| HMA Subtotal |                          | \$1,550.00 |

| Concrete          |                             |            |
|-------------------|-----------------------------|------------|
| 42-44             | Sidewalks, Ramps, Driveways | \$2,000.00 |
| 45-47             | Curbs and Gutters           | \$1,600.00 |
| 48-49             | Concrete Roadway/Roundabout | \$0.00     |
| Concrete Subtotal |                             | \$3,600.00 |

|       | Low      | High     |
|-------|----------|----------|
| PE    | \$5,000  | \$11,000 |
| ROW   | \$0      | \$0      |
| CN    | \$14,000 | \$30,000 |
| Total | \$19,000 | \$41,000 |

Project Cost Summary includes a range of reported project costs for this planning level estimate, which is based upon 10% design information (scoping row). Low is 30% below and high is 50% above the estimated cost category. Reference: WSDOT Cost Estimating Manual for Projects, Page 4-10, January 2023.

| Structures         |                  |        |
|--------------------|------------------|--------|
| 50-53              | Retaining Walls  | \$0.00 |
| 54                 | Bridge Structure | \$0.00 |
| Structure Subtotal |                  | \$0.00 |

| TESC and Landscaping          |            |          |
|-------------------------------|------------|----------|
| 55-57                         | TESC       | \$200.00 |
| 58-62                         | Plantings  | \$0.00   |
| 63-64                         | Irrigation | \$0.00   |
| TESC and Landscaping Subtotal |            | \$200.00 |

| Traffic          |                       |            |
|------------------|-----------------------|------------|
| 65-74            | Markings and Signing  | \$0.00     |
| 75-78            | Guardrail/Handrail    | \$0.00     |
| 79-83            | Traffic Signal System | \$0.00     |
| 84-86            | Illumination System   | \$0.00     |
| 87-92            | Traffic Control       | \$3,400.00 |
| Traffic Subtotal |                       | \$3,400.00 |

| Other Items          |                    |          |
|----------------------|--------------------|----------|
| 93-94                | Utility Relocates  | \$0.00   |
| 95-97                | Misc. Construction | \$500.00 |
| Other Items Subtotal |                    | \$500.00 |

|                                   |     |                    |
|-----------------------------------|-----|--------------------|
| CONSTRUCTION SUBTOTAL             |     | \$14,220.00        |
| CONTINGENCY                       | 40% | \$5,690.00         |
| <b>CONSTRUCTION (CN) SUBTOTAL</b> |     | <b>\$19,910.00</b> |

|                                       |     |                   |
|---------------------------------------|-----|-------------------|
| DESIGN ENGINEERING                    | 15% | \$2,990.00        |
| CONSTRUCTION ENGINEERING              | 15% | \$2,990.00        |
| PROJECT ADMINISTRATION                | 5%  | \$1,000.00        |
| <b>ENGR. AND ADMIN. (PE) SUBTOTAL</b> |     | <b>\$6,980.00</b> |

|                                |    |                 |
|--------------------------------|----|-----------------|
| ENVIRONMENTAL ENGINEERING (PE) | 2% | \$400.00        |
| ENVIRONMENTAL MITIGATION (CN)  | 1% | \$200.00        |
| <b>ENVIRONMENTAL SUBTOTAL</b>  |    | <b>\$600.00</b> |

|                                    |  |               |
|------------------------------------|--|---------------|
| <b>RIGHT-OF-WAY (ROW) SUBTOTAL</b> |  | <b>\$0.00</b> |
|------------------------------------|--|---------------|

|                           |                  |                    |
|---------------------------|------------------|--------------------|
| <b>TOTAL PROJECT COST</b> | <b>Year 2024</b> | <b>\$27,490.00</b> |
|---------------------------|------------------|--------------------|



## Planning Level Cost Estimate

|                       |                                                                                                          |                     |                 |
|-----------------------|----------------------------------------------------------------------------------------------------------|---------------------|-----------------|
| <b>Project:</b>       | <u>Jefferson County</u>                                                                                  | <b>Date:</b>        | <u>12/14/24</u> |
| <b>Design Option:</b> | <u>Type 2 Driveway</u>                                                                                   | <b>Prepared by:</b> | <u>VLS</u>      |
| <b>Length:</b>        | <u>20 feet</u>                                                                                           |                     |                 |
| <b>Description:</b>   | <u>Construct Type 2 Driveway for the width listed above.</u>                                             |                     |                 |
| <b>Assumptions:</b>   | <u>Drainage improvements not included. Undergrounding of utilities not included. ROW costs excluded.</u> |                     |                 |

| Preparation          |                   |            |
|----------------------|-------------------|------------|
| 1                    | Mobilization      | \$1,500.00 |
| 2-4                  | Preparation Items | \$2,300.00 |
| 5-12                 | Removal Items     | \$650.00   |
| Preparation Subtotal |                   | \$4,450.00 |

| Grading          |                    |          |
|------------------|--------------------|----------|
| 13-14            | Roadway Grading    | \$245.00 |
| 15-18            | Roadway Foundation | \$390.00 |
| 19-24            | Utility Excavation | \$0.00   |
| Grading Subtotal |                    | \$635.00 |

| Storm Drainage          |                                  |        |
|-------------------------|----------------------------------|--------|
| 25-36                   | Conveyance System                | \$0.00 |
| 37                      | Culvert/Stream Crossing          | \$0.00 |
| 38                      | Detention/Water Quality Facility | \$0.00 |
| Storm Drainage Subtotal |                                  | \$0.00 |

| Paving       |                          |            |
|--------------|--------------------------|------------|
| 39-41        | Hot Mix Asphalt Pavement | \$1,550.00 |
| HMA Subtotal |                          | \$1,550.00 |

| Concrete          |                             |            |
|-------------------|-----------------------------|------------|
| 42-44             | Sidewalks, Ramps, Driveways | \$3,800.00 |
| 45-47             | Curbs and Gutters           | \$1,400.00 |
| 48-49             | Concrete Roadway/Roundabout | \$0.00     |
| Concrete Subtotal |                             | \$5,200.00 |

|       | Low      | High     |
|-------|----------|----------|
| PE    | \$6,000  | \$12,000 |
| ROW   | \$0      | \$0      |
| CN    | \$16,000 | \$34,000 |
| Total | \$22,000 | \$46,000 |

Project Cost Summary includes a range of reported project costs for this planning level estimate, which is based upon 10% design information (scoping row). Low is 30% below and high is 50% above the estimated cost category. Reference: WSDOT Cost Estimating Manual for Projects, Page 4-10, January 2023.

| Structures         |                  |        |
|--------------------|------------------|--------|
| 50-53              | Retaining Walls  | \$0.00 |
| 54                 | Bridge Structure | \$0.00 |
| Structure Subtotal |                  | \$0.00 |

| TESC and Landscaping          |            |          |
|-------------------------------|------------|----------|
| 55-57                         | TESC       | \$300.00 |
| 58-62                         | Plantings  | \$0.00   |
| 63-64                         | Irrigation | \$0.00   |
| TESC and Landscaping Subtotal |            | \$300.00 |

| Traffic          |                       |            |
|------------------|-----------------------|------------|
| 65-74            | Markings and Signing  | \$0.00     |
| 75-78            | Guardrail/Handrail    | \$0.00     |
| 79-83            | Traffic Signal System | \$0.00     |
| 84-86            | Illumination System   | \$0.00     |
| 87-92            | Traffic Control       | \$3,400.00 |
| Traffic Subtotal |                       | \$3,400.00 |

| Other Items          |                    |          |
|----------------------|--------------------|----------|
| 93-94                | Utility Relocates  | \$0.00   |
| 95-97                | Misc. Construction | \$500.00 |
| Other Items Subtotal |                    | \$500.00 |

|                                   |     |                    |
|-----------------------------------|-----|--------------------|
| CONSTRUCTION SUBTOTAL             |     | \$16,035.00        |
| CONTINGENCY                       | 40% | \$6,420.00         |
| <b>CONSTRUCTION (CN) SUBTOTAL</b> |     | <b>\$22,455.00</b> |

|                                       |     |                   |
|---------------------------------------|-----|-------------------|
| DESIGN ENGINEERING                    | 15% | \$3,370.00        |
| CONSTRUCTION ENGINEERING              | 15% | \$3,370.00        |
| PROJECT ADMINISTRATION                | 5%  | \$1,130.00        |
| <b>ENGR. AND ADMIN. (PE) SUBTOTAL</b> |     | <b>\$7,870.00</b> |

|                                |    |                 |
|--------------------------------|----|-----------------|
| ENVIRONMENTAL ENGINEERING (PE) | 2% | \$450.00        |
| ENVIRONMENTAL MITIGATION (CN)  | 1% | \$230.00        |
| <b>ENVIRONMENTAL SUBTOTAL</b>  |    | <b>\$680.00</b> |

|                                    |  |               |
|------------------------------------|--|---------------|
| <b>RIGHT-OF-WAY (ROW) SUBTOTAL</b> |  | <b>\$0.00</b> |
|------------------------------------|--|---------------|

|                           |                  |                    |
|---------------------------|------------------|--------------------|
| <b>TOTAL PROJECT COST</b> | <b>Year 2024</b> | <b>\$31,005.00</b> |
|---------------------------|------------------|--------------------|

## Planning Level Cost Estimate

|                       |                                                                                                          |                     |                 |
|-----------------------|----------------------------------------------------------------------------------------------------------|---------------------|-----------------|
| <b>Project:</b>       | <u>Jefferson County</u>                                                                                  | <b>Date:</b>        | <u>12/14/24</u> |
| <b>Design Option:</b> | <u>Type 3 Driveway</u>                                                                                   | <b>Prepared by:</b> | <u>VLS</u>      |
| <b>Length:</b>        | <u>20 feet</u>                                                                                           |                     |                 |
| <b>Description:</b>   | <u>Construct Type 3 Driveway for the width listed above.</u>                                             |                     |                 |
| <b>Assumptions:</b>   | <u>Drainage improvements not included. Undergrounding of utilities not included. ROW costs excluded.</u> |                     |                 |

| Preparation |                             |                   |
|-------------|-----------------------------|-------------------|
| 1           | Mobilization                | \$1,300.00        |
| 2-4         | Preparation Items           | \$2,200.00        |
| 5-12        | Removal Items               | \$555.00          |
|             | <b>Preparation Subtotal</b> | <b>\$4,055.00</b> |

| Grading |                         |                 |
|---------|-------------------------|-----------------|
| 13-14   | Roadway Grading         | \$245.00        |
| 15-18   | Roadway Foundation      | \$390.00        |
| 19-24   | Utility Excavation      | \$0.00          |
|         | <b>Grading Subtotal</b> | <b>\$635.00</b> |

| Storm Drainage |                                  |               |
|----------------|----------------------------------|---------------|
| 25-36          | Conveyance System                | \$0.00        |
| 37             | Culvert/Stream Crossing          | \$0.00        |
| 38             | Detention/Water Quality Facility | \$0.00        |
|                | <b>Storm Drainage Subtotal</b>   | <b>\$0.00</b> |

| Paving |                          |                   |
|--------|--------------------------|-------------------|
| 39-41  | Hot Mix Asphalt Pavement | \$1,550.00        |
|        | <b>HMA Subtotal</b>      | <b>\$1,550.00</b> |

| Concrete |                             |                   |
|----------|-----------------------------|-------------------|
| 42-44    | Sidewalks, Ramps, Driveways | \$2,800.00        |
| 45-47    | Curbs and Gutters           | \$1,000.00        |
| 48-49    | Concrete Roadway/Roundabout | \$0.00            |
|          | <b>Concrete Subtotal</b>    | <b>\$3,800.00</b> |

|              | Low             | High            |
|--------------|-----------------|-----------------|
| <b>PE</b>    | <b>\$5,000</b>  | <b>\$11,000</b> |
| <b>ROW</b>   | <b>\$0</b>      | <b>\$0</b>      |
| <b>CN</b>    | <b>\$14,000</b> | <b>\$30,000</b> |
| <b>Total</b> | <b>\$19,000</b> | <b>\$41,000</b> |

Project Cost Summary includes a range of reported project costs for this planning level estimate, which is based upon 10% design information (scoping row). Low is 30% below and high is 50% above the estimated cost category. Reference: WSDOT Cost Estimating Manual for Projects, Page 4-10, January 2023.

| Structures |                           |               |
|------------|---------------------------|---------------|
| 50-53      | Retaining Walls           | \$0.00        |
| 54         | Bridge Structure          | \$0.00        |
|            | <b>Structure Subtotal</b> | <b>\$0.00</b> |

| TESC and Landscaping |                                      |                 |
|----------------------|--------------------------------------|-----------------|
| 55-57                | TESC                                 | \$200.00        |
| 58-62                | Plantings                            | \$0.00          |
| 63-64                | Irrigation                           | \$0.00          |
|                      | <b>TESC and Landscaping Subtotal</b> | <b>\$200.00</b> |

| Traffic |                         |                   |
|---------|-------------------------|-------------------|
| 65-74   | Markings and Signing    | \$0.00            |
| 75-78   | Guardrail/Handrail      | \$0.00            |
| 79-83   | Traffic Signal System   | \$0.00            |
| 84-86   | Illumination System     | \$0.00            |
| 87-92   | Traffic Control         | \$3,400.00        |
|         | <b>Traffic Subtotal</b> | <b>\$3,400.00</b> |

| Other Items |                             |                 |
|-------------|-----------------------------|-----------------|
| 93-94       | Utility Relocates           | \$0.00          |
| 95-97       | Misc. Construction          | \$500.00        |
|             | <b>Other Items Subtotal</b> | <b>\$500.00</b> |

|                                   |     |                    |
|-----------------------------------|-----|--------------------|
| CONSTRUCTION SUBTOTAL             |     | \$14,140.00        |
| CONTINGENCY                       | 40% | \$5,660.00         |
| <b>CONSTRUCTION (CN) SUBTOTAL</b> |     | <b>\$19,800.00</b> |

|                                       |     |                   |
|---------------------------------------|-----|-------------------|
| DESIGN ENGINEERING                    | 15% | \$2,970.00        |
| CONSTRUCTION ENGINEERING              | 15% | \$2,970.00        |
| PROJECT ADMINISTRATION                | 5%  | \$990.00          |
| <b>ENGR. AND ADMIN. (PE) SUBTOTAL</b> |     | <b>\$6,930.00</b> |

|                                |    |                 |
|--------------------------------|----|-----------------|
| ENVIRONMENTAL ENGINEERING (PE) | 2% | \$400.00        |
| ENVIRONMENTAL MITIGATION (CN)  | 1% | \$200.00        |
| <b>ENVIRONMENTAL SUBTOTAL</b>  |    | <b>\$600.00</b> |

|                                    |  |               |
|------------------------------------|--|---------------|
| <b>RIGHT-OF-WAY (ROW) SUBTOTAL</b> |  | <b>\$0.00</b> |
|------------------------------------|--|---------------|

|                           |                  |                    |
|---------------------------|------------------|--------------------|
| <b>TOTAL PROJECT COST</b> | <b>Year 2024</b> | <b>\$27,330.00</b> |
|---------------------------|------------------|--------------------|



**Public Right-of-Way  
ADA (Americans with Disabilities Act)  
Self-Evaluation and Transition Plan**



**Appendix C5**

**DOJ/DOT Joint ADA Curb Ramps Memo and Supplement**

**December 2024**

**Prepared by**





# **Department of Justice/Department of Transportation Joint Technical Assistance<sup>1</sup> on the Title II of the Americans with Disabilities Act Requirements to Provide Curb Ramps when Streets, Roads, or Highways are Altered through Resurfacing**

Title II of the Americans with Disabilities Act (ADA) requires that state and local governments ensure that persons with disabilities have access to the pedestrian routes in the public right of way. An important part of this requirement is the obligation whenever streets, roadways, or highways are *altered* to provide curb ramps where street level pedestrian walkways cross curbs.<sup>2</sup> This requirement is intended to ensure the accessibility and usability of the pedestrian walkway for persons with disabilities.

An alteration is a change that affects or could affect the usability of all or part of a building or facility.<sup>3</sup> Alterations of streets, roads, or highways include activities such as reconstruction, rehabilitation, *resurfacing*, widening, and projects of similar scale and effect.<sup>4</sup> Maintenance activities on streets, roads, or highways, such as filling potholes, are not alterations.

Without curb ramps, sidewalk travel in urban areas can be dangerous, difficult, or even impossible for people who use wheelchairs, scooters, and other mobility devices. Curb ramps allow people with mobility disabilities to gain access to the sidewalks and to pass through center islands in streets. Otherwise, these individuals are forced to travel in streets and roadways and are put in danger or are prevented from reaching their destination; some people with disabilities may simply choose not to take this risk and will not venture out of their homes or communities.

Because resurfacing of streets constitutes an alteration under the ADA, it triggers the obligation to provide curb ramps where pedestrian walkways intersect the resurfaced streets. See *Kinney v. Yerusalim*, 9 F 3d 1067 (3rd Cir. 1993). This obligation has been discussed in a variety of technical assistance materials published by the Department of Justice beginning in 1994.<sup>5</sup> Over the past few years, state and local governments have sought further guidance on the scope of the alterations requirement with respect to the provision of curb ramps when streets, roads or highways are being resurfaced. These questions have arisen largely due to the development of a variety of road surface treatments other than traditional road resurfacing, which generally involved the addition of a new layer of asphalt. Public entities have asked the Department of Transportation and the Department of Justice to clarify whether particular road surface treatments fall within the ADA definition of alterations, or whether they should be considered maintenance that would not trigger the obligation to provide curb ramps. This Joint Technical Assistance addresses some of those questions.

## **Where must curb ramps be provided?**

Generally, curb ramps are needed wherever a sidewalk or other pedestrian walkway crosses a curb. Curb ramps must be located to ensure a person with a mobility disability can travel from a sidewalk on one side of the street, over or through any curbs or traffic islands, to the sidewalk on the other side of the street. However, the ADA does not require installation of ramps or curb ramps in the absence of a pedestrian walkway with a prepared surface for pedestrian use. Nor are curb ramps required in the absence of a curb, elevation, or other barrier between the street and the walkway.



which is resurfacing considered to be an alteration.

Resurfacing is an alteration that triggers the requirement to add curb ramps if it involves work on a street or roadway spanning from one intersection to another, and includes overlays of additional material to the road surface, with or without milling. Examples include, but are not limited to the following treatments or their equivalents: addition of a new layer of asphalt, reconstruction, concrete pavement rehabilitation and reconstruction, open-graded surface course, micro-surfacing and thin lift overlays, cape seals, and in-place asphalt recycling.

### **What kinds of treatments constitute maintenance rather than an alteration?**

Treatments that serve solely to seal and protect the road surface, improve friction, and control splash and spray are considered to be maintenance because they do not significantly affect the public's access to or usability of the road. Some examples of the types of treatments that would normally be considered maintenance are: painting or striping lanes, crack filling and sealing, surface sealing, chip seals, slurry seals, fog seals, scrub sealing, joint crack seals, joint repairs, dowel bar retrofit, spot high-friction treatments, diamond grinding, and pavement patching. In some cases, the combination of several maintenance treatments occurring at or near the same time may qualify as an alteration and would trigger the obligation to provide curb ramps.

### **What if a locality is not resurfacing an entire block, but is resurfacing a crosswalk by itself?**

Crosswalks constitute distinct elements of the right-of-way intended to facilitate pedestrian traffic. Regardless of whether there is curb-to-curb resurfacing of the street or roadway in general, resurfacing of a crosswalk also requires the provision of curb ramps at that crosswalk.

---

<sup>1</sup> The Department of Justice is the federal agency with responsibility for issuing regulations implementing the requirements of title II of the ADA and for coordinating federal agency compliance activities with respect to those requirements. Title II applies to the programs and activities of state and local governmental entities. The Department of Justice and the Department of Transportation share responsibility for enforcing the requirements of title II of the ADA with respect to the public right of way, including streets, roads, and highways.

<sup>2</sup> See 28 CFR 35.151(i)(1) (Newly constructed or altered streets, roads, and highways must contain curb ramps or other sloped areas at any intersection having curbs or other barriers to entry from a street level pedestrian walkway) and 35.151(i)(2) (Newly constructed or altered street level pedestrian walkways must contain curb ramps or other sloped areas at intersections to streets, roads, or highways).

<sup>3</sup> 28 CFR 35.151(b)(1).

<sup>4</sup> 2010 ADA Accessibility Standards, section 106.5.

<sup>5</sup> See 1994 Title II Technical Assistance Manual Supplement, Title II TA Guidance: The ADA and City Governments: Common Problems; and ADA Best Practices Tool Kit for State and Local Governments: Chapter 6, Curb Ramps and Pedestrian Crossings under Title II of the ADA, available at [ada.gov](http://ada.gov).

The Americans with Disabilities Act authorizes the Department of Justice (the Department) to provide technical assistance to individuals and entities that have rights or responsibilities under the Act. This document provides informal guidance to assist you in understanding the ADA and the Department's regulations.

This guidance document is not intended to be a final agency action, has no legally binding effect, and may be rescinded or modified in the Department's complete discretion, in accordance with applicable laws. The Department's guidance documents, including this guidance, do not establish legally enforceable responsibilities beyond what is required by the terms of the applicable statutes, regulations, or binding judicial precedent.





## QUESTIONS & ANSWERS

### **Supplement to the 2013 DOJ/DOT Joint Technical Assistance on the Title II of the Americans with Disabilities Act Requirements To Provide Curb Ramps when Streets, Roads, or Highways are Altered through Resurfacing**

The Department of Justice (DOJ)/Department of Transportation (DOT) [\*Joint Technical Assistance on the Title II of the Americans with Disabilities Act \[ADA\] Requirements to Provide Curb Ramps when Streets, Roads, or Highways are Altered through Resurfacing\*](#) (Joint Technical Assistance) was published on July 8, 2013. This document responds to frequently asked questions that the Federal Highway Administration (FHWA) has received since the technical assistance document was published. In order to fully address some questions, the applicable requirements of Section 504 of the Rehabilitation Act of 1973 that apply to public entities receiving Federal funding from DOT, either directly or indirectly, are also discussed. This document is not a standalone document and should be read in conjunction with the [\*2013 Joint Technical Assistance\*](#).

**Q1: *When a pavement treatment is considered an alteration under the ADA and there is a curb ramp at the juncture of the altered road and an existing sidewalk (or other prepared surface for pedestrian use), but the curb ramp does not meet the current ADA Standards, does the curb ramp have to be updated to meet the current ADA Standards at the time of the pavement treatment?***

**A1:** It depends on whether the existing curb ramp meets the appropriate accessibility standard that was in place at the time it was newly constructed or last altered.

When the Department of Justice adopted its revised title II ADA Regulations including the updated ADA Standards for Accessible Design (2010 Standards,<sup>1</sup> as defined in 28 CFR 35.151), it specified that “(e)lements that have not been altered in existing facilities on or after March 15, 2012, and that comply with the corresponding technical and scoping specifications for those elements in either the 1991 Standards or in the Uniform Federal Accessibility Standards (UFAS) ... are not required to be modified in order to comply with the requirements set forth in the 2010 Standards.” 28 C.F.R. 35.150(b)(2)(i). As a result of this “safe harbor” provision, if a curb ramp was built or altered prior to March 15, 2012, and complies with the requirements for curb ramps in either the 1991 ADA Standards for Accessible Design (1991 Standards, known prior to 2010 as the 1991 ADA Accessibility Guidelines, or the 1991 ADAAG) or UFAS, it does **not** have to be modified to comply with the requirements in the 2010 Standards. However, if that existing curb ramp did not comply with either the 1991 Standards or UFAS as of March 15, 2012, then the safe harbor does not apply and the curb ramp must be brought into compliance with the requirements of the 2010 Standards concurrent with the road alteration. See 28 CFR 35.151(c) and (i).



Note that the requirement in the 1991 Standards to include detectable warnings on curb ramps was suspended for a period between May 12, 1994, and July 26, 1998, and again between December 23, 1998, and July 26, 2001. If a curb ramp was newly constructed or was last altered when the detectable warnings requirement was suspended, and it otherwise meets the 1991 Standards, Title II of the ADA does not require that the curb ramp be modified to add detectable warnings in conjunction with a road resurfacing alteration project. See Question #14 however, for a discussion of the DOT Section 504 requirements, including detectable warnings.

**Q2: *The Joint Technical Assistance states that “[r]esurfacing is an alteration that triggers the requirement to add curb ramps if it involves work on a street or roadway spanning from one intersection to another, and includes overlays of additional material to the road surface, with or without milling.” What constitutes “overlays of additional material to the road surface” with respect to milling, specifically, when a roadway surface is milled and then overlaid at the same height (i.e., no material is added that exceeds the height of what was present before the milling)?***

A2: A project that involves milling an existing road, and then overlaying the road with material, regardless of whether it exceeds the height of the road before milling, falls within the definition of “alteration” because it is a change to the road surface that affects or could affect the usability of the pedestrian route (crosswalk). See *Kinney v. Yerusalim*, 9 F.3d 1067 (3rd Cir. 1993). Alterations require the installation of curb ramps if none previously existed, or upgrading of non-compliant curb ramps to meet the applicable standards, where there is an existing pedestrian walkway. See also Question 8.

**Q3: *If a roadway resurfacing alteration project does not span the full width of the road, do I have to put in curb ramps?***

A3: It depends on whether the resurfacing work affects a pedestrian crosswalk. If the resurfacing affects the crosswalk, even if it is not the full roadway width, then curb ramps must be provided at both ends of the crosswalk. See 28 CFR 35.151(i).

Public entities should not structure the scope of work to avoid ADA obligations to provide curb ramps when resurfacing a roadway. For example, resurfacing only between crosswalks may be regarded as an attempt to circumvent a public entity’s obligation under the ADA, and potentially could result in legal challenges.

If curb ramp improvements are needed in the vicinity of an alteration project, it is often cost effective to address such needs as part of the alteration project, thereby advancing the public entity’s progress in meeting its obligation to provide program access to its facilities. See Question 16 for further discussion.

**Q4: *When a road alteration project triggers the requirement to install curb ramps, what steps should public (State or local) entities take if they do not own the sidewalk right-of-way needed to install the required curb ramps?***

A4: The public entity performing the alteration is ultimately responsible for following and implementing the ADA requirements specified in the regulations implementing title II. At the time an alteration project is scoped, the public entity should identify what ADA requirements apply and whether the public entity owns sufficient right-of-way to make the necessary ADA modifications. If the public entity does not control sufficient



right-of-way, it should seek to acquire the necessary right-of-way. If a complaint is filed, the public entity will likely need to show that it made reasonable efforts to obtain access to the necessary right-of-way.

**Q5: *The Joint Technical Assistance is silent on when it becomes effective. Is there an effective date for when States and local public entities must comply with the requirements discussed in the technical assistance?***

A5: The Joint Technical Assistance, as well as this Supplement to it, does not create any new obligations. The obligation to provide curb ramps when roads are altered has been an ongoing obligation under the regulations implementing title II of the ADA (28 CFR 35.151) since the regulation was initially adopted in 1991. This technical assistance was provided to respond to questions that arose largely due to the development of a variety of road surface treatments, other than traditional road resurfacing, which generally involved the addition of a new layer of asphalt. Although the Joint Technical Assistance was issued on July 8, 2013, public entities have had an ongoing obligation to comply with the alterations requirements of title II and should plan to bring curb ramps that are or were part of an alteration into compliance as soon as possible.

**Q6: *Is the curb ramp installation work required to be a part of the Plans, Specifications and Estimate package for an alteration project or can the curb ramp work be accomplished under a separate contract?***

A6: The curb ramp installation work can be contracted separately, but the work must be coordinated such that the curb ramp work is completed prior to, or at the same time as, the completion of the rest of the alteration work. See 28 CFR 35.151(i).

**Q7: *Is a curb ramp required for a sidewalk that is not made of concrete or asphalt?***

A7: The Joint Technical Assistance states that “the ADA does not require installation of ramps or curb ramps in the absence of a pedestrian walkway with a prepared surface for pedestrian use.” A “prepared surface for pedestrian use” can be constructed out of numerous materials, including concrete, asphalt, compacted soil, decomposed granite, and other materials. Regardless of the materials used to construct the pedestrian walkway, if the intent of the design was to provide access to pedestrians, then curb ramps must be incorporated where an altered roadway intersects the pedestrian walkway. See 28 CFR 35.151(i).

**Q8: *If an existing curb ramp is replaced as part of a resurfacing alteration, is there an obligation to address existing obstacles on the adjacent sidewalk at the same time?***

A8: No. The Joint Technical Assistance addresses those requirements that are triggered when a public entity alters a roadway where the roadway intersects a street level pedestrian walkway (28 CFR 35.151(i)). Public entities are required to address other barriers on existing sidewalks, such as steep cross slopes or obstructions, as part of their on-going program access and transition plan obligations under title II of the ADA and Section 504 and in response to requests for reasonable modifications under the ADA or reasonable accommodations under Section 504. See 28 CFR 35.105, 35.130(b)(7), and 35.150(d); see also 49 CFR 27.7(e), 27.11(c)(2).

**Q9: *Several pavement preservation treatment types are not listed in the technical assistance. If the treatment type is not specifically on the list of maintenance treatments, is it an alteration?***



A9: New treatments are always being developed and the best practice is for the City or other local public entity conducting the work, the State transportation agency, and FHWA to work together to come to an agreement on a reasonable determination of whether the unlisted treatment type is an alteration or maintenance and document their decisions. If the new treatment can be deemed to be the equivalent of any of the items listed as alterations, it is a reasonable interpretation that they are in fact alterations and should be treated as such.

**Q10: *When does a combination of two or more ‘maintenance’ treatments rise to the level of being an alteration?***

A10: The list of the pavement types that are considered maintenance, as stated in the 2013 Joint Technical Assistance document, are Chip Seals, Crack Filling and Sealing, Diamond Grinding, Dowel Bar Retrofit, Fog Seals, Joint Crack Seals, Joint Repairs, Pavement Patching, Scrub Sealing, Slurry Seals, Spot High-Friction Treatments, and Surface Sealing. The combination of two or more maintenance treatments may rise to the level of being an alteration.

The best practice is for the City or other local public entity conducting the work, the State transportation agency, and FHWA to work together to come to an agreement on a reasonable determination, document their policies, and apply that determination consistently in their locality.

**Q11: *When will utility trench work require compliance with ADA curb ramp requirements?***

A11: The answer to this question depends on the scope and location of the utility trench work being done. If the utility trench work is limited to a portion of the pavement, even including a portion of the crosswalk, repaving necessary to cover the trench would typically be considered maintenance and would not require simultaneous installation or upgrading of curb ramps. Public entities should note that the ADA requires maintenance of accessible features, and as such, they must ensure that when the trench is repaved or other road maintenance is performed, the work does not result in a lesser level of accessibility. See 28 CFR 35.133(a). If the utility work impacts the curb at a pedestrian street crossing where no curb ramp exists, the work affecting the curb falls within the definition of “alteration,” and a curb ramp must be constructed rather than simply replacing the curb. See 28 CFR 35.151(b) and 35.151(i).

If a public entity is unsure whether the scope of specific trench work and repair/repaving constitutes an alteration, the best practice is for the public entity to work together with the State transportation agency and the FHWA Division to come to an agreement on how to consistently handle these situations and document their decisions.

**Q12: *Is full-depth pavement patching considered maintenance?***

A12: The answer to this question depends on the scope and location of the pavement patch. If the pavement patch work is limited to a portion of the pavement, even including a portion of the crosswalk, patching the pavement would typically be considered maintenance and would not require simultaneous installation or upgrading of curb ramps. Public entities should note that the ADA requires maintenance of accessible features, and as such, they should ensure that when the pavement is patched or other road maintenance is performed, the work does not result in a lesser level of accessibility. See 28 CFR 35.133(a). If the pavement



patching impacts the curb at a pedestrian street crossing where no curb ramp exists, the work affecting the curb falls within the definition of “alteration,” and a curb ramp must be constructed rather than simply replacing the curb. See 28 CFR 35.151(b) and 35.151(i).

If a public entity is unsure whether the scope of specific full-depth pavement patching constitutes an alteration, the best practice is for the public entity to work together with the State transportation agency and the FHWA Division to come to an agreement on how to consistently handle these situations and document their decisions.

**Q13: Do any other requirements apply to road alteration projects undertaken by public entities that receive Federal financial assistance from DOT either directly or indirectly, even if such financial assistance is not used for the specific road alteration project at issue?**

A13: Yes, if a public entity receives any Federal financial assistance from DOT whether directly or through another DOT recipient, then the entity must also apply DOT’s Section 504 requirements even if the road alteration project at issue does not use Federal funds. See 49 CFR 27.3 (applicability of DOT’s Section 504 requirements) and 27.5 (definition of “program or activity”).

DOT’s Section 504 disability nondiscrimination regulations are found at 49 CFR Part 27. These regulations implement Section 504 of the Rehabilitation Act of 1973 (Section 504). In 2006, DOT updated its accessibility standards by adopting the 2004 Americans with Disabilities Act Accessibility Guidelines (2004 ADAAG<sup>2</sup>) into its Section 504 regulations at 49 CFR 27.3 (referencing 49 CFR Part 37, Appendix A). These requirements replaced the previously applicable ADA Standards for Accessible Design (1991) (formerly known as 1991 ADAAG). At that time, DOT’s regulation adopted a modification to Section 406 of the 2004 ADAAG which required the placement of detectable warnings on curb ramps.

The revised DOT Section 504 regulation also provided a “safe harbor” provision (similar to the ADA provision discussed in Question 1) that applies to curb ramps that were newly constructed or altered by entities receiving Federal financial assistance from DOT and that were in compliance with the 1991 ADAAG requirements prior to November 29, 2006. If the “safe harbor” applies, these curb ramps are still considered compliant and do not have to be modified to add detectable warnings unless they are altered after November 29, 2006. The DOT “safe harbor” provision is found at 49 CFR 37.9(c). DOT’s Section 504 regulations (49 CFR 27.19(a)) require compliance with 49 CFR Part 37.

The Section 504 safe harbor does not apply, however, if, at the time of the road alteration project, the existing curb ramp does not comply with the 1991 ADAAG and at that time it must be brought into compliance with the current DOT Section 504 requirements (2004 ADAAG) including detectable warnings.

**Q14: Does the Section 504 safe harbor apply to curb ramps built in compliance with 1991 ADAAG during the time period when the requirement for detectable warnings was suspended and the roadway is now being resurfaced where it intersects the pedestrian walkway?**

A14: If the curb ramps that were built or altered prior to November 29, 2006 were fully compliant with 1991 ADAAG at the time that the detectable warnings requirements were suspended, then the DOT Section 504



safe harbor applies to them and the recipient does not have to add detectable warnings as a result of a resurfacing project.

**Q15: *In addition to the obligations triggered by road resurfacing alterations, are there other title II or Section 504 requirements that trigger the obligation to provide curb ramps?***

A15: In addition to the obligation to provide curb ramps when roads are resurfaced, both DOJ's title II ADA regulation and DOT's Section 504 regulation (applicable to recipients of DOT Federal financial assistance), require the provision of curb ramps if the sidewalk is installed or altered at the intersection, during new construction, as a means of providing program accessibility, and as a reasonable modification under title II or a reasonable accommodation under Section 504.

### **New Construction and Alterations**

DOJ's title II ADA regulation provides that newly constructed or altered streets, roads, and highways must contain curb ramps or other sloped areas at any intersection having curbs or other barriers to entry from a street level pedestrian walkway. In addition, the regulation provides that newly constructed or altered street level pedestrian walkways must contain curb ramps or other sloped areas at intersections to streets, roads, or highways. See 28 CFR 35.151(i). These curb ramps must comply with the 2010 Standards.<sup>3</sup>

DOT's Section 504 Federally assisted regulation also requires the provision of curb ramps in new construction and alterations. See 49 CFR 27.19(a) (requiring recipients of DOT financial assistance to comply with DOJ's ADA regulation at 28 CFR Part 35, including the curb ramp requirements at 28 CFR 35.151(i)); 49 CFR 27.75 (a)(2) (requiring all pedestrian crosswalks constructed with Federal financial assistance to have curb cuts or ramps).

### **Program Accessibility**

Both DOJ's title II ADA regulation and DOT's Section 504 regulation require that public entities/recipients operate each service, program, or activity so that the service, program, or activity, when viewed in its entirety, is readily accessible to and usable by individuals with disabilities. This obligation, which is known as providing "program accessibility," includes a requirement to evaluate existing facilities in the public right-of-way for barriers to accessibility, including identifying non-existent or non-compliant curb ramps where roads intersect pedestrian access routes (sidewalks or other pedestrian walkways). After completing this self-evaluation, a public entity/recipient must set forth a plan for eliminating such barriers so as to provide overall access for persons with disabilities. See 28 CFR 35.150, and 49 CFR 27.11(c).

Since March 15, 2012, the DOJ title II regulation requires the use of the 2010 Standards for structural changes needed to provide program access. However, in accordance with the ADA safe harbor discussed in Question 1, if curb ramps constructed prior to March 15, 2012 already comply with the curb ramp requirements in the 1991 Standards, they need not be modified in accordance with the 2010 Standards in order to provide program access, unless they are altered after March 15, 2012.

Similarly, DOT's Section 504 "safe harbor" allows curb ramps that were newly constructed or altered prior to November 29, 2006, and that meet the 1991 ADAAG to be considered compliant.<sup>4</sup> Elements not covered

under the safe harbor provisions may need to be modified to provide program access and should be incorporated into a program access plan for making such modifications. 49 CFR 27.11(c)(2).

Under Section 504, self-evaluations and transition plans should have been completed by December 29, 1979. Under the ADA, transition plans should have been completed by July 26, 1992, and corrective measures should have been completed by January 26, 1995. While these deadlines have long since passed, entities that did not develop a transition plan prior to those dates should begin immediately to complete their self-evaluation and develop a comprehensive transition plan.

### **Reasonable Modification /Accommodation**

In addition to alteration and program accessibility obligations, public entities may have an obligation under title II and Section 504 to undertake curb ramp construction or alteration as a “reasonable modification/accommodation” in response to a request by, or on behalf of, someone with a disability. Such a request may be made to address a non-compliant curb ramp outside of the schedule provided in the public entity’s transition plan. A public entity must appropriately consider such requests as they are made. 28 CFR 35.130(b)(7); 49 CFR 27.7(e).

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<sup>1</sup> The 2010 Standards can be found on DOJ’s website at

[http://www.ada.gov/2010ADAstandards\\_index.htm](http://www.ada.gov/2010ADAstandards_index.htm).

<sup>2</sup> In 2004, the United States Architectural and Transportation Barriers Board (U.S. Access Board) published the Americans with Disabilities Act Accessibility Guidelines (2004 ADAAG), which serve as the basis of the current enforceable ADA standards adopted by both DOT and DOJ.

<sup>3</sup> The 2010 Standards include a provision on equivalent facilitation that allows covered entities to use other designs for curb ramps if such designs provide equal or greater access. See section 103 of the [2010 Standards](#).

<sup>4</sup> The DOT “safe harbor” provision is found at 49 CFR 37.9(c). DOT’s Section 504 regulations (49 CFR 27.19(a)) require compliance with 49 CFR Part 37.

The Americans with Disabilities Act authorizes the Department of Justice (the Department) to provide technical assistance to individuals and entities that have rights or responsibilities under the Act. This document provides informal guidance to assist you in understanding the ADA and the Department's regulations.

This guidance document is not intended to be a final agency action, has no legally binding effect, and may be rescinded or modified in the Department's complete discretion, in accordance with applicable laws. The Department's guidance documents, including this guidance, do not establish legally enforceable responsibilities beyond what is required by the terms of the applicable statutes, regulations, or binding judicial precedent.



**Public Right-of-Way  
ADA (Americans with Disabilities Act)  
Self-Evaluation and Transition Plan**



## **Appendix E**

### **Public Engagement Strategy and Findings**

**December 2024**

**Prepared by**



**Appendix E will be available  
after the public comment period ends**

**For more information, see Chapter E  
of the Jefferson County PROW ADA Transition Plan**