ADA DECISION MATRIX

Design guidance for the alteration of pedestrian facilities in the public right-of-way

March 2015
Title VI and Americans with Disabilities Act (ADA) Information: It is Snohomish County's policy to assure that no person shall on the grounds of race, color, national origin, or sex as provided by Title VI of the Civil Rights Act of 1964, as amended, be excluded from participation in, be denied the benefits of, or otherwise be discriminated against under any County sponsored program or activity. For questions regarding Snohomish County Public Works' Title VI Program, or for interpreter or translation services for non-English speakers, or otherwise making materials available in an alternate format, contact the Department Title VI Coordinator via e-mail at spw-titlevi@snoco.org or phone 425-388-6660. Hearing/speech impaired may call 711.

Información sobre el Título VI y sobre la Ley de Americanos con Discapacidades (ADA por sus siglas en inglés): Es la política del Condado de Snohomish asegurar que ninguna persona sea excluída de participar, se le nieguen beneficios o se le discrimine de alguna otra manera en cualquier programa o actividad patrocinada por el Condado de Snohomish en razón de raza, color, país de origen o género, conforme al Título VI de la Enmienda a la Ley de Derechos Civiles de 1964. Comuníquese con el Department Title VI Coordinator (Coordinador del Título VI del Departamento) al correo electrónico spw-titlevi@snoco.org, o al teléfono 425-388-6660 si tiene preguntas referentes al Snohomish County Public Works' Title VI Program (Programa del Título VI de Obras Publicas del Condado de Snohomish), o para servicios de interpretación o traducción para los no angloparlantes, o para pedir que los materiales se hagan disponibles en un formato alternativo. Los que tienen necesidades comunicativas especiales pueden llamar al 711.
The ADA Decision Matrix pertains to the alteration of pedestrian facilities in the public right-of-way. The intent of the ADA Decision Matrix is to provide consistent design guidance to engineers, contractors, and inspectors on issues where the ADA is silent, vague or unclear, or where the County requirements are more stringent than the requirements of the ADA. The ADA Decision Matrix is not meant to provide an answer to every conceivable situation, and there will occasionally be exceptions to the guidance that are dependent upon field conditions.

Pedestrian facilities that cannot be altered to fully comply with ADA standards shall be altered to the maximum extent feasible (MEF) as indicated in documentation stamped and signed by a Professional Engineer licensed to practice in the State of Washington. All MEF designs and documentation require the review and approval of the County Traffic Engineer, or his/her designee. For more information about the MEF Design Review process and to obtain a copy of the MEF Design Review Application please visit www.snohomishcountywa.gov/pwADA, or call (425) 388-6438.

To obtain more information on how the County evaluates pedestrian facilities in the public right-of-way for compliance with ADA standards, guidelines please visit www.snohomishcountywa.gov/pwADA, or call (425) 388-6438.

The ADA Decision Matrix is a dynamic document and is expected to change and be updated as ADA standards change and/or additional guidance is provided. To comment or recommend changes to the ADA Decision Matrix email Contact.pwADA@snoco.org, or call (425) 388-6438.
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Scenario A

I will be altering a sidewalk as part of a project. What is the extent of the ADA improvements I’m required to make if the project limits include . . .

<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td></td>
<td>An existing non-compliant curb ramp?</td>
<td>Trenching or saw cutting through one or more sidewalk panels*?</td>
<td>An existing non-compliant driveway crossing?</td>
<td>Alteration work up to the point of curvature of the corner radius of an intersection?</td>
<td>Alteration work through the point of curvature of the corner radius of an intersection?</td>
</tr>
<tr>
<td>1</td>
<td>RESPONSE 1: The existing curb ramp shall be reconstructed to meet the requirements of the ADA.</td>
<td>RESPONSE 2: Trenching or saw cutting requires full panel replacement*. The replacement panels shall be reconstructed to meet the requirements of the ADA. A transition segment shall be created on one or both sides, as needed, to warp back to the existing sidewalk cross slope; or vertical discontinuities up to 0.5 in maximum can be beveled at 1:2 minimum (See Figure 1).</td>
<td>RESPONSE 4: Reconstruct the driveway to meet ADA requirements or construct a compliant pedestrian access route around the back of the driveway. Sidewalk panels on both sides of the driveway may need to be reconstructed to transition back to the existing sidewalk cross slope, or vertical discontinuities up to 0.5 in maximum can be beveled at 1:2 minimum.</td>
<td>RESPONSE 5: Non-compliant curb ramps and/or sidewalk panels located wholly or partially within the project limits prior to the point of curvature of the corner radius of the intersection shall be reconstructed to meet ADA requirements (See Figure 2).</td>
<td>RESPONSE 6: Non-compliant curb ramps and/or sidewalk panels located wholly or partially within the project limits and located wholly or partially within the corner radius of the intersection shall be reconstructed to meet ADA requirements (See Figure 2).</td>
</tr>
</tbody>
</table>

* For the purposes of this document a panel is from joint to joint (contraction or expansion).
Figure 1 – Mid-Block Sidewalk Alterations

Use transition segments to warp back to the existing sidewalk cross slope.

Or, vertical deflections less than 0.5” can be ground.
### Sidewalk Alteration Project Limits

<table>
<thead>
<tr>
<th></th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>A</td>
<td>Sidewalk alteration project limits that do not extend into the corner radius of the intersection do not require the curb ramps located wholly within the corner radius to be reconstructed.</td>
</tr>
<tr>
<td>B</td>
<td>Sidewalk alteration projects that extend into the corner radius of the intersection require the curb ramps located wholly or partially within the corner radius to be reconstructed.</td>
</tr>
</tbody>
</table>
Scenario B

I will be altering Curb Ramp “A” on one side of a crosswalk to meet ADA requirements. Am I also required to do additional ADA compliance work or pedestrian facility improvements on the other side of the crosswalk from Curb Ramp “A” if . . .

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<tbody>
<tr>
<td>There is a curb ramp (Ramp “B”) on the other side of the crossing but it is not ADA compliant?</td>
<td>There is sidewalk/curb/gutter on the other side of the crossing but no curb ramp (Ramp “B” is missing)?</td>
<td>There is no sidewalk/curb/gutter on the other side of the crossing?</td>
<td>The other side of the crossing lands in a driveway?</td>
</tr>
</tbody>
</table>

**RESPONSE 1:**
No, you will not be required to reconstruct Curb Ramp “B” to meet the ADA requirements *(See Figure 3).*

**RESPONSE 2:**
Yes, you will be required to install Curb Ramp “B” which shall be constructed to meet ADA requirements *(See Figure 4).*

**RESPONSE 3:**
No.

**RESPONSE 4:**
Refer to Scenario E.
Ramp “A” is being altered to meet ADA requirements.

Ramp “B” is not ADA compliant? Upgrade not required.
Figure 4 – Corresponding Ramp Requirements (Missing Ramp “B”)

Ramp “A” is being altered to meet ADA requirements.

Ramp “B” is missing? Installation of a compliant curb ramp is required.
Scenario C

The project I am working on will require an overlay or restoration work to the roadway pavement. Will I be required to upgrade curb ramps as part of the project if the type of pavement work includes . . .

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<tbody>
<tr>
<td>Crack filling, sealing (surface, chip, slurry, fog, scrub, and crack), joint repairs, dowel bar retrofit, friction treatments, or diamond grinding of the roadway surface?</td>
<td>Addition of a new layer of asphalt, reconstruction, concrete pavement rehabilitation and reconstruction, open-graded surface course, micro-surfacing, thin lift overlays, cape seals, or in-place asphalt recycling of the roadway surface?</td>
<td>A half width overlay?</td>
</tr>
</tbody>
</table>

**RESPONSE 1:**
No, curb ramps are not required to be upgraded in conjunction with roadway maintenance work.

**RESPONSE 2:**
Yes, the curb ramp(s) for each pedestrian crossing improved through the means listed above shall be constructed / reconstructed to meet the requirements of the ADA.

For a guide on which ramps at intersections require upgrades as part of a full width overlay
*See Figures 5a & 5b.*

**RESPONSE 3:**
Yes, the curb ramp(s) for each pedestrian crossing improved through the means listed above shall be constructed / reconstructed to meet the requirements of the ADA.

For a guide on which ramps at intersections require upgrades as part of a half width overlay
*See Figure 5a & 5b.*
Figure 5a – Overlay Reconstruction Requirements – Standard Curb Ramps

LEGEND

No Reconstruction Required

Reconstruction Required

Paving Limits

Direction of Paving
Figure 5b – Overlay Reconstruction Requirements – Diagonal Curb Ramps

1. No Reconstruction Required
2. Reconstruction Required
3. No Reconstruction Required
4. Reconstruction Required
Scenario D

I’m altering an existing ramp that doesn’t have a detectable warning surface (DWS). Do I need to install DWS on the ramp if it is located at a(n) . . .

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<th>6</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Pedestrian crossing of an intersection or a mid-block crossing?</td>
<td>Crossing of a residential driveway?</td>
<td>Crossing of a commercial driveway?</td>
<td>Crossing of an auto court or alley?</td>
<td>End of sidewalk transition from the sidewalk to the shoulder/roadway?</td>
<td>Crossing of a private road?</td>
</tr>
<tr>
<td></td>
<td>RESPONSE 1: Yes.</td>
<td>RESPONSE 2: No.</td>
<td>RESPONSE 3: Only if the commercial driveway is constructed with returned curbs or is signalized.</td>
<td>RESPONSE 4: Only if the auto court or alley is constructed with returned curbs or is signalized.</td>
<td>RESPONSE 5: No.</td>
<td>RESPONSE 6: Only if the private road is constructed with returned curbs or is signalized.</td>
</tr>
</tbody>
</table>
Scenario E

I’m required to alter curb ramps on both sides of a crosswalk but there is an obstacle on one side of the crosswalk that will conflict with the placement/alteration of one of the curb ramps. What should I do if the obstacle is . . .

<table>
<thead>
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<tbody>
<tr>
<td></td>
<td>A driveway constructed through a vertical curb sidewalk?</td>
<td>A driveway constructed through a rolled curb sidewalk?</td>
<td>A utility or traffic signal junction box or other utility component such as catch basin or manhole cover, etc.?</td>
</tr>
</tbody>
</table>

**RESPONSE 1:**
Construct a curb ramp at the same elevation as the driveway but outside of the vehicular traveled way *(See Figures 6 & 7).*

The crossing may be skewed up to 15 degrees horizontally from the center of the existing crossing to allow the new curb ramp to be placed adjacent to the driveway *(See Figure 10).*

**RESPONSE 2:**
Construct a curb ramp adjacent to the driveway but outside of the vehicular traveled way *(See Figure 8 & 9).*

The crossing may be skewed up to 15 degrees horizontally from the center of the existing crossing to allow the new curb ramp to be placed adjacent to the driveway *(See Figure 10).*

**RESPONSE 3:**
If moving the utility and/or traffic signal component would be outside the scope of the project the crossing may be skewed up to 15 degrees horizontally from the center of the existing crossing to allow the new curb ramp to be placed adjacent to the utility and/or traffic signal component *(See Figure 10).*

Other options include lowering curb height requirements, adding slip-resistant surface treatments to utility covers, or making slight adjustments to the elevation of the access points to the utilities or traffic signal equipment covers or junction boxes. Please discuss these other options with the County before applying them to a particular project.
Figure 6 – Driveway Curb Ramp Combo for Vertical Curbs

*Pedestrian curb shown for illustrative purposes only. Installation of pedestrian curb depends on field conditions.
Figure 7 – Driveway Curb Ramp Combo for Vertical Curbs with Planter Strips

*PEDESTRIAN CURB SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. INSTALLATION OF PEDESTRIAN CURB DEPENDS ON FIELD CONDITIONS.
Figure 8 – Driveway Curb Ramp Combo for Rolled Curbs

*Pedestrian curb shown for illustrative purposes only. Installation of pedestrian curb depends on field conditions.
Figure 9 – Driveway Curb Ramp Combo for Rolled Curb with Planter Strip

*PEDESTRIAN CURB SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. INSTALLATION OF PEDESTRIAN CURB DEPENDS ON FIELD CONDITIONS.
Figure 10 – Crosswalk Skew Due to Existing Constraint on Receiving End

Catch basin, driveway or other obstacle

15 degree maximum allowable crosswalk skew either direction
Scenario F

I’m working on an alteration project at a signalized intersection or mid-block crossing with a signal or beacon. Will I be required to install an Accessible Pedestrian Signal (APS) if the scope of my work is to . . .

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<tbody>
<tr>
<td>Construct a new crossing at an existing signalized intersection?</td>
<td>Install, alter or upgrade pedestrian countdown indications at an existing intersection or mid-block crossing?</td>
<td>Perform routine maintenance?</td>
<td>Alter or add curb ramps to the intersection or mid-block crossing?</td>
<td>Rehabilitate, repair, restore, or overlay the roadway pavement?</td>
<td>Reconstruct or alter utilities located in the roadway or in the sidewalk at the intersection or crossing?</td>
</tr>
<tr>
<td>RESPONSE 1: Yes.</td>
<td>RESPONSE 2: No. Routine maintenance includes traffic signal timing adjustments, rewiring, fixing damaged or broken equipment, software updates to existing equipment, or replacing parts in-kind.</td>
<td>RESPONSE 3: Yes.</td>
<td>RESPONSE 4: As long as the curb ramp work does not require moving existing push buttons or altering access to existing push buttons then APS installation will not be required.</td>
<td>RESPONSE 5: As long as any associated curb ramp work does not require moving existing push buttons or altering access to existing push buttons then APS installation will not be required.</td>
<td>RESPONSE 6: As long as any associated curb ramp work does not require moving existing push buttons or altering access to existing push buttons then APS installation will not be required.</td>
</tr>
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