

<b>ADA Improvement Jurisdiction Matrix Alteration Projects (HMA Overlay and Inlay)</b>			
	<b>State Jurisdiction Sidewalk<sup>6</sup></b>	<b>City Jurisdiction Sidewalk</b>	<b>No Sidewalk<sup>10</sup></b>
<b>Non-Signalized Intersection</b>	State Highway Ramps	State Highway Ramps	
	City Street Ramps	City Street Ramps <sup>1,7</sup>	
<b>State Jurisdiction Traffic Signal</b>	State Highway Ramps <sup>8</sup>	State Highway Ramps	
	City Street Ramps <sup>8</sup>	City street ramps (if needed to make PPB accessible) <sup>3,4</sup>	
	City Street Ramps <sup>8</sup>	City Street Ramps <sup>1,7</sup>	
	Make PPB accessible <sup>3</sup> Install APS in Priority Areas	Make PPB accessible <sup>3</sup> Install APS in Priority Areas	Make PPB accessible
<b>City Jurisdiction Traffic Signal</b>	State Highway Ramps <sup>8</sup>	State Highway Ramps <sup>8</sup>	
	City Street Ramps <sup>8</sup>	City Street Ramps <sup>1</sup>	
	Full APS <sup>2</sup>	Full APS <sup>2</sup>	

**Notes:**

- <sup>1</sup> Include in project where local agency provides funds for curb ramp improvements (City funds, TIB Grant, WSDOT Local Programs Grant, etc.)
- <sup>2</sup> Include in project where local agency provides funds for signal system improvements (City funds, TIB Grant, WSDOT Local Programs Grant, etc.)
- <sup>3</sup> Design landing such that the existing pedestrian push buttons (PPB) location is accessible or relocate PPB pole.
- <sup>4</sup> Install APS in priority areas.
- <sup>5</sup> Unless City/State agreement states otherwise. Confirm with WSDOT Region Signal Maintenance Office.
- <sup>6</sup> Evaluate sidewalk for spot improvements to remove barriers to pedestrian access in priority areas.
- <sup>7</sup> Include regardless of funding partnership when crosswalk (marked or unmarked) is altered by paving (Within Construction Impact Zone)
- <sup>8</sup> Curb ramp work shall not make a previously accessible push button inaccessible. Relocate PPB and pole if necessary
- <sup>9</sup> Approval by ASDE needed to exclude this work. Place copy of approval email in Project File
- <sup>10</sup> Review pedestrian paths for obstructions to pedestrian travel (e.g., dirt trail between sidewalks, paths behind guardrail, etc.). Record obstructions in the pedestrian travel path that are not upgraded and submit to the ADA Data Steward.

<b>Legend</b>
Required per Federal Regulations
Transition Plan Commitment-Exceptions Allowed <sup>9</sup>
Funding Partnership-Include Work when funded by others <sup>1,2</sup>
N/A

<b>ADA Improvement Jurisdiction Matrix Chip Seal (BST) Projects</b>			
	<b>State Jurisdiction Sidewalk<sup>6</sup></b>	<b>City Jurisdiction Sidewalk</b>	<b>No Sidewalk<sup>10</sup></b>
<b>Non-Signalized Intersection</b>	All Ramps <sup>9</sup>		
<b>State Jurisdiction Traffic Signal</b>	All Ramps <sup>9</sup>	All Ramps <sup>1</sup>	
	Make PPB accessible <sup>3,4,9</sup>	Evaluate Making PPB accessible <sup>3,4</sup>	Evaluate Making PPB Accessible
		Make PPB accessible <sup>1,3,4</sup>	
<b>City Jurisdiction Traffic Signal</b>	All Ramps <sup>9</sup>	State Highway Ramps <sup>1</sup> City Street Ramps <sup>1</sup>	
	Full APS <sup>2</sup>		

**Notes:**

- <sup>1</sup> Include in project where local agency provides funds for curb ramp improvements (City funds, TIB Grant, WSDOT Local Programs Grant, etc.)
- <sup>2</sup> Include in project where local agency provides funds for signal system improvements (City funds, TIB Grant, WSDOT Local Programs Grant, etc.)
- <sup>3</sup> Design landing such that the existing PPB location is accessible or relocate PPB pole.
- <sup>4</sup> Install APS in priority areas.
- <sup>5</sup> Unless City/State agreement states otherwise. Confirm with WSDOT Region Signal Maintenance Office.
- <sup>6</sup> Evaluate sidewalk for spot improvements to remove barriers to pedestrian access in priority areas.
- <sup>7</sup> Include regardless of funding partnership when crosswalk (marked or unmarked) is altered by paving (Within Construction Impact Zone)
- <sup>8</sup> Curb ramp work shall not make a previously accessible push button inaccessible. Relocate PPB and pole if necessary
- <sup>9</sup> Approval by ASDE needed to exclude this work. Place copy of approval email in Project File.
- <sup>10</sup> Review pedestrian paths for obstructions to pedestrian travel (e.g., dirt trail between sidewalks, paths behind guardrail, etc.). Obstructions to pedestrian travel should be identified and submitted to the ADA Data Steward.

<b>Legend</b>
Required per Federal Regulations
Transition Plan Commitment-Exceptions Allowed <sup>9</sup>
Funding Partnership-Include Work when funded by others <sup>1,2</sup>
N/A

<b>Definitions</b>	
<b>State Jurisdiction Sidewalk</b>	Outside incorporated City Limits Inside Incorporated City Limits with Limited Access Control (Full, Partial, Modified)
<b>City Jurisdiction Sidewalk</b>	Inside Incorporated City Limits with Managed Access Control
<b>State Jurisdiction Signals</b>	Outside Incorporated City Limits <sup>5</sup> Inside Incorporated City Limits with Limited Access Control (Full, Partial, Modified) <sup>5</sup> Inside Incorporated City Limits with Managed Access when population is BELOW 25,000 <sup>5</sup>
<b>City Jurisdiction Signals</b>	Inside Incorporated City Limits (Managed Access and Limited Access) when population is 25,000 or GREATER <sup>5</sup>
<b>Accessible PPB</b>	A Pedestrian Push Button (PPB) that meets the location, clear space, and reach range requirements in Design Manual Chapter 1510.12(1)
<b>Full APS</b>	Accessible Pedestrian Signal (APS)-A device that communicates information about the “WALK” phase in audible and vibrotactile (vibrating surface that communicates information through touch, located on the accessible pedestrian signal button) formats.

**Notes:**

<sup>5</sup> Unless City/State agreement states otherwise. Confirm with WSDOT Region Signal Maintenance Office.