Americans with Disabilities Act
Formal Transition Plan
For
County Maintained Roadways

El Dorado County
Community Development Services
Department of Transportation

July, 2017
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I. INTRODUCTION

Background

The Americans with Disabilities Act (ADA) of 1990, along with its implementing regulations, and California Government Code Sections 4450 et seq. prescribe that facilities shall be made accessible to persons with disabilities. The Federal Highway Administration has reaffirmed that the *Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities* (ADAAG) shall apply to the design of Caltrans facilities under Title II of the ADA, which applies to the operations of State and local governments. Federal Funding can be withheld if agencies do not comply with these regulations.

Goals and Objectives

The ADA requires all public agencies to develop an ADA Transition Plan for the installation of curb ramps or other sloped areas at all locations where walkways cross curbs on County maintained roadways. ADA compliance on County maintained roadways is the responsibility of the Community Development Services, Department of Transportation (DOT). This ADA Formal Transition Plan for County Maintained Roadways does not address ADA compliance for other County owned or maintained facilities, such as buildings, that fall under the purview of the County’s Facilities Department.

Under Title II of the ADA, when streets or roads are newly built or altered, ramps must be provided wherever there are curbs or other barriers for entry from a pedestrian walkway. Likewise, when new sidewalks or walkways are built or altered, they must contain curb ramps or sloped areas wherever they cross curbs. This ADA Formal Transition Plan is intended to implement the goals and objectives of the County to make existing sidewalks accessible and usable for persons with disabilities.

As a first step to implementation of Title II of the ADA for County maintained roadways, DOT prepared a Preliminary ADA Transition Plan addressing existing and needed curb ramps within County maintained roadways. Following a public review period, DOT finalized this ADA Formal Transition Plan for County Maintained Roadways. The intent of the ADA Formal Transition Plan is to document what has been accomplished to date, what work is currently needed, and what ongoing efforts will be necessary to ensure that the County creates accessible paths of travel in the public right-of-way for people with disabilities.

The ADA Formal Transition Plan includes the results of a 2016 self-evaluation and survey conducted of known County maintained intersections in both the West Slope and Tahoe Basin of unincorporated El Dorado County. The results of the survey, along with community input, provided a platform from which to develop the initial capital improvement list and implementation schedule identified in Sections VII and VIII.
El Dorado County Commitment

The County has made a significant and long-term commitment to improving the accessibility of the public right-of-way pursuant to ADA requirements. Where there are sidewalks that intersect with curbs, improvements in the public right-of-way can be characterized in the following ways:

1. Maintenance and Repair Projects:
   - Work that specifically addresses spot areas that are limited to normal maintenance and repairs in the public right-of-way will maintain accessibility of the public right-of-way.
   - Upon request, reasonable accommodations, repairs, and retrofit of facilities are provided on a case by case basis.

2. Capital Improvement Projects:
   - Work that under the ADA would be considered an alteration of existing public improvements within the right-of-way will provide new and upgraded accessible features in the project area to meet current ADA standards. Examples include intersection improvements, road widening, and safety improvement projects.
   - Work that involves creating new public improvements within the right-of-way will provide accessible features in the project area that meets current ADA standards.

3. Improvements Necessary to Existing Curb Facilities Previously Constructed:
   - Since 1990, curb ramps have been required to be constructed to current standards in all new land development projects of the County. Changes in standards since 1990 have resulted in the existence of many curb ramps which are out of compliance with subsequent standards.

The County is thoroughly committed in making all curb ramp areas within the County right-of-way accessible to all pedestrians including those with disabilities. This is needed not only to comply with the ADA requirements, but to also ensure that citizens can travel safely throughout the unincorporated County.

Geographic Limits

This ADA Formal Transition Plan covers intersections on roadways maintained by DOT. Highways, state routes, and other right-of-ways that are not within the jurisdiction of El Dorado County are not addressed, nor will they be addressed in this ADA Formal Transition Plan.

II. ADA LEGISLATIVE REQUIREMENTS/BACKGROUND

The ADA, which was enacted on July 26, 1990, provides comprehensive civil rights protections to persons with disabilities in the areas of employment, state and local government services, transportation, telecommunications, and access to public accommodations. The ADA is a companion civil rights legislation to the Civil Rights Act
of 1964 and Section 504 of the Rehabilitation Act of 1973. This legislation mandates that qualified disabled individuals shall not be excluded from participation in, denied the benefit of, or be subjected to discrimination under any program or activity. The legislative requirements of the ADA are divided into five parts, covering the following areas:

Title I: EMPLOYMENT

Under this Title, employers, including governmental agencies, must ensure that their practices do not discriminate against persons with disabilities in the application, hiring, advancement, training, compensation, or discharge of an employee, or in other terms, conditions, and rights of employment.

Title II: PUBLIC SERVICES

This Title prohibits state and local governments from discriminating against persons with disabilities or from excluding participation in or denying benefits of public programs, services, or activities to persons with disabilities. Curb ramps, sidewalks, and other roadway access issues are required as part of this title. A Transition Plan is required under Title II to outline the methods by which physical or structural changes will be made to effect the non-discrimination policies described in Title II.

Title III: PUBLIC ACCOMMODATIONS

Title III requires places of public accommodation to be accessible to and usable by persons with disabilities. The term “public accommodations” as used in the definition is often misinterpreted as applying to public agencies, but the intent of the term is to refer to any privately funded and operated facility serving the public.

Title IV: TELECOMMUNICATIONS

This Title covers regulations regarding private telephone companies and requires common carriers offering telephone services to the public to increase the availability of interstate and intrastate telecommunications relay services to individuals with hearing and speech impairments.

Title V: MISCELLANEOUS PROVISIONS

This Title contains several miscellaneous regulations, including construction standards and practices, provisions for attorney’s fees, and technical assistance provisions.

The Rehabilitation Act, Section 504 (1973) and the ADA, Title II (1990) require state and local governments receiving federal funds to do a self-evaluation of their facilities and identify barriers that prevent individuals with disabilities from accessing public areas.
III. COUNTY RESPONSIBILITIES UNDER THE ADA

The County has various responsibilities under Title II of the ADA. Title II of the ADA is similar to Section 504 of the Rehabilitation Act of 1973, but differs in that Section 504 applies only to government agencies that receive federal financial assistance.

Title II mandates that a public agency, such as the County of El Dorado, 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. The Joint Technical Assistance on Title II also states that when streets or roads are altered through resurfacing, public agencies are required to install curb ramps if none previously existed or upgrade non-compliant curb ramps to meet applicable standards, where there is an existing pedestrian walkway. However, as described in Title 28 of the Code of Federal Regulations, Section 35.150(a) (hereafter referred to as the ADA Rules), this does not necessarily require a public agency to make each of its existing facilities accessible to and usable by individuals with disabilities. Nor does it require a public agency to take any action that would threaten or destroy the historical significance of a historic property. If the public agency can demonstrate that a modification would fundamentally alter the nature of its service, program, or activity or cause undue financial and administrative burdens, it is not required to make that particular modification.

Title II dictates that a public agency must evaluate its facilities and public areas to determine whether or not they are in compliance with the nondiscrimination requirements of the ADA. The regulations detailing compliance requirements were issued in July 1991. The requirements include:

- Complete a self-evaluation to identify areas not within compliance of ADA standards.
- Prepare a Transition Plan describing any necessary structural or physical changes needed to make all required areas accessible and compliant with ADA.

In 1992 the County adopted an ADA Transition Plan for County facilities. However, that document did not address ADA compliance within County maintained roadways. While the County has not prepared a formal written document regarding County maintained roadways until now, staff has been implementing the processes, procedures, and practices that accomplished the intent of the legislation with each project that came forward.

Specifically, the most current construction standards and requirements are implemented to insure that new development would be ADA compliant. In addition, all new County capital projects are required to meet the latest accessibility requirements and standards for curbs and ramps where sidewalks are present.

Curb Ramps

Outside of sidewalks and pedestrian crossings at traffic signals, curb ramps are the most used public service facilities on the County’s roadways. Curb ramps are used by all pedestrians, including blind, disabled, and deaf, to safely cross roads where controlled crossings are provided. Design and construction standards for curb ramps have evolved and
changed over time as consensus has been forged by all users. This evolving nature of the standards has made it somewhat difficult to keep current of new needs, implement new standards, as well as retrofit non-compliant facilities, especially in the more rural areas of the County.

The County’s Transition Plan as it relates to curb ramp accessibility on County maintained roadways per Section 35.150(d)(2) of the ADA Rules includes the following:

- Identify inaccessible and non-compliant curb ramps located in the unincorporated portion of the County within County maintained roadways;
- Develop a planning schedule and budget for making corrections and repairs;
- Develop a repair/request procedure;
- Develop a grievance process;
- Implement a public involvement process; and
- Provide a periodic review of standards and procedures.

IV. TRANSITION PLAN CONTENT

In addition to the requirements for County facilities, a public agency that has responsibility or authority over streets, roads, or walkways must also develop an ADA Transition Plan to include a schedule for providing curb ramps or other sloped areas where pedestrian walkways cross curbs, giving priority to walkways serving entities covered by the Act, including local government offices and facilities, transportation, and places of public accommodation. DOT has the responsibility of developing an ADA Transition Plan for County maintained roadways.

A Transition Plan:

- Identifies physical obstacles in the public agency’s facilities that limit the accessibility of its programs or activities to individuals with disabilities;
- Describes in detail the methods that will be used to make the facilities accessible;
- Specifies the schedule for taking the steps necessary to achieve ADA compliance in making the facilities accessible; and
- Indicates the official responsible for implementation of the Plan.

V. PUBLIC OUTREACH

The ADA requires the County to “reach out to the local disability community” to obtain input on the development and improvement of facilities and the ADA Transition Plan. Public participation is key to the success of the program.

An ADA Workshop was held on October 24, 2016, in Placerville, California. Notifications were sent to numerous agencies and organizations, including Placerville Mobility Support Group, Mother Lode Rehabilitation Enterprises, Society for the Blind, senior centers, residential care facilities, and many others. An announcement was placed on the County’s website and the community was also invited to the workshop through a Press Release.
Attendees had the opportunity to discuss existing needs and share ideas and concerns with staff in order to further define priorities. A survey was distributed to participants, community members and organizations.

Additional outreach efforts on the Draft Preliminary ADA Transition Plan include the following:

- **Cameron Park Community Services District**: The County presented to the Board of Directors and attendees on October 19, 2016.
- **El Dorado Hills Community Services District**: The County presented to the Board of Directors and attendees on October 20, 2016.
- **Placerville Mobility Support Group (PMSG)**: The County presented to the PMSG on November 28, 2016. Participants engaged in a discussion sharing their experiences on county maintained roadways, curb ramp designs, and the priority levels.
- **Outreach to Persons with Visual Impairments**: County staff held a conference phone call with a citizen who is visually impaired on January 12, 2017. Items discussed included priority levels, experiences using curb ramps, and the standards that will be used to construct/improve curb ramps. The ADA Formal Transition Plan will be made available to persons who are visually impaired via large print text document or via email where software can convert the text to audio.
- **Survey**: A disabled access survey was distributed at public presentations and made available on the County website. The survey was used to better understand what accessibility conditions exist and how the community can be better served.
- **ADA Website**: The County ADA webpage was created to provide information on ADA Compliance regarding County right-of-ways and facilities, method to report ADA issues, useful links, and access to documents and plans pertaining to ADA.

**VI. SELF EVALUATION**

DOT has completed the self-evaluation process and completed a survey of County maintained intersections in unincorporated El Dorado County. DOT surveyed all known existing curb ramps in the West Slope and in the Tahoe Basin of unincorporated El Dorado County, totaling 516 curb ramps and 75 corners where curb ramps are non-existent and needed.

Many areas of the County such as Georgetown, Pollock Pines, and much of Camino lack sidewalks. These areas were visually surveyed through Google Earth\(^1\) for intersections needing curb ramps. Intersections identified as having a need for curb ramps have been noted and will be considered on a case to case basis in context of the priorities established in this ADA Formal Transition Plan. Tables I and II provide a Summary of Existing Curb Ramps per Area and Summary of Curb Ramps Needed per Area.

---
### TABLE I - SUMMARY OF EXISTING CURB RAMPS PER AREA

<table>
<thead>
<tr>
<th>AREA</th>
<th>NO. OF CURB RAMPS</th>
<th>PERCENT OF TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cameron Park</td>
<td>124</td>
<td>24.03%</td>
</tr>
<tr>
<td>Camino</td>
<td>5</td>
<td>0.97%</td>
</tr>
<tr>
<td>Diamond Springs</td>
<td>41</td>
<td>7.95%</td>
</tr>
<tr>
<td>El Dorado</td>
<td>1</td>
<td>0.19%</td>
</tr>
<tr>
<td>El Dorado Hills</td>
<td>272</td>
<td>52.71%</td>
</tr>
<tr>
<td>Latrobe</td>
<td>49</td>
<td>9.50%</td>
</tr>
<tr>
<td>Placerville (Unincorporated)</td>
<td>2</td>
<td>0.39%</td>
</tr>
<tr>
<td>Pollock Pines</td>
<td>4</td>
<td>0.78%</td>
</tr>
<tr>
<td>Shingle Springs</td>
<td>16</td>
<td>3.10%</td>
</tr>
<tr>
<td>South Lake Tahoe</td>
<td>2</td>
<td>0.39%</td>
</tr>
<tr>
<td><strong>Total</strong>*</td>
<td><strong>516</strong></td>
<td><strong>100.00%</strong></td>
</tr>
</tbody>
</table>

*Only covering County maintained roadways

### TABLE II – SUMMARY OF CURB RAMPS NEEDED PER AREA

<table>
<thead>
<tr>
<th>AREA</th>
<th>NO. OF CURB RAMPS</th>
<th>PERCENT OF TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cameron Park</td>
<td>13</td>
<td>17.33%</td>
</tr>
<tr>
<td>Camino</td>
<td>2</td>
<td>2.67%</td>
</tr>
<tr>
<td>Diamond Springs</td>
<td>3</td>
<td>4.00%</td>
</tr>
<tr>
<td>El Dorado Hills</td>
<td>31</td>
<td>41.33%</td>
</tr>
<tr>
<td>Georgetown</td>
<td>4</td>
<td>5.33%</td>
</tr>
<tr>
<td>Pollock Pines</td>
<td>16</td>
<td>21.33%</td>
</tr>
<tr>
<td>Shingle Springs</td>
<td>5</td>
<td>6.67%</td>
</tr>
<tr>
<td>South Lake Tahoe</td>
<td>1</td>
<td>1.33%</td>
</tr>
<tr>
<td><strong>Total</strong>*</td>
<td><strong>75</strong></td>
<td><strong>100.00%</strong></td>
</tr>
</tbody>
</table>

*Only covering County maintained roadways

This survey gathered specific, detailed information about each curb ramp. Among other things, evaluation factors consist of checking ramp slopes and cross-slopes, detectable warning surfaces within the ramp area, ramp connections to existing sidewalks, ramp surface condition, as well as ramp orientation to the crossing direction.

Approximately twenty pieces of data were collected for each corner or side of an intersection, including but not limited to crosswalk information, curb ramp width, depth, and slope. The curb ramp survey is maintained in a separate database which is too large and detailed to feasibly be presented within this ADA Formal Transition Plan, however the information is available and can be requested through the DOT ADA Coordinator. Locations of existing ramps and corners where ramps are needed were mapped and are included in the County Map Book of Existing and Needed Curb Ramps (see Appendix E).

A sample inspection sheet is attached for reference in Appendix A. In evaluating the accessibility of existing curb ramps, the County considered the following factors: the longitudinal slope, cross slopes, width of curb ramp, landing running slopes, presence of detectable warning surface, gutter slope, and transition from ramp to street. In evaluating the intersections, the County had two employees out in the field, one as note taker and one
doing the measurements. The County also photographed each location for reference. Ramps in certain subdivisions were visually inspected. Intersections and roadway segments within a specific subdivision are expected to be built with similar standards. These subdivisions were spot-checked to verify original design/construction standards.

Curb ramps are evaluated per Caltrans Standards shown in Table III; however the County follows the Department of Justice’s “safe harbor” provision on curb ramps. The “safe harbor” provision states that if a curb ramp was built on 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 Uniform Federal Accessibility Standards, it does not have to be modified to comply with the requirements in the 2010 Standards. Ramps are evaluated per this provision as well. Table IV is a summary of current findings after evaluating curbs and ramps on County maintained roadways.

**TABLE III – CURB RAMPS – MAIN EVALUATION FACTORS**

<table>
<thead>
<tr>
<th>EVALUATION FACTORS*</th>
<th>STANDARDS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Curb Ramp Longitudinal Slope</td>
<td>Must be 8.33% or less</td>
</tr>
<tr>
<td>Curb Ramp Width</td>
<td>Must be 4’0” or greater</td>
</tr>
<tr>
<td>Curb Ramp Cross-Slopes</td>
<td>Must be 2% or less</td>
</tr>
<tr>
<td>Curb Ramp Landing Slopes</td>
<td>Must be 2% or less for Caltrans Case C</td>
</tr>
<tr>
<td>Must be 8.33% or less for all other cases</td>
<td></td>
</tr>
<tr>
<td>Sidewalk Cross-Slope</td>
<td>Must be 2% or less</td>
</tr>
<tr>
<td>Sidewalk Width</td>
<td>Must be 4’0” or greater</td>
</tr>
<tr>
<td>Detectable Warning Surface</td>
<td>Must be present—full ramp width</td>
</tr>
<tr>
<td>Must have 3’ depth</td>
<td></td>
</tr>
<tr>
<td>Gutter Slope</td>
<td>Must be 5% or less</td>
</tr>
<tr>
<td>Transition from Ramp to Road</td>
<td>Must be blended transition, 0” lip</td>
</tr>
</tbody>
</table>

*Evaluation Factors per Caltrans 2006 Standard Plan A88A

Notes:
1. Grooves are no longer required per Caltrans 2015 Standard Plan A88A, but curb ramps are evaluated per Caltrans 2006 standards where grooves are acceptable. Ramps with grooves have been noted.
2. Ramps with flares are evaluated with a maximum slope of 10% and have been noted.

**TABLE IV- SUMMARY OF CURRENT FINDINGS**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>NO. OF CURB RAMPS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total existing curb ramps inspected</td>
<td>516</td>
</tr>
<tr>
<td>Total curb ramps that are ADA compliant</td>
<td>121</td>
</tr>
<tr>
<td>Total non-compliant curb ramps</td>
<td>395</td>
</tr>
<tr>
<td>Corners where curb ramps do not exist and are needed</td>
<td>75</td>
</tr>
</tbody>
</table>
After all field data was collected, each ramp was rated on a scale of 0 to 8. Ratings refer to the condition of the existing curb ramp. A rating of 0 is the best rating, indicating no deficiencies. A rating of 7 is the worst and a rating of 8 is where a curb ramp does not exist and is needed. The factors upon which each ramp was rated are shown below:

<table>
<thead>
<tr>
<th>Rating</th>
<th>Rating Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>R0</td>
<td>Ramp Meets All Specifications</td>
</tr>
<tr>
<td>R1</td>
<td>Ramp Has One Defect</td>
</tr>
<tr>
<td>R2</td>
<td>Ramp Has Two Defects</td>
</tr>
<tr>
<td>R3</td>
<td>Ramp Has Three Defects</td>
</tr>
<tr>
<td>R4</td>
<td>Ramp Has Four Defects</td>
</tr>
<tr>
<td>R5</td>
<td>Ramp Has Five Defects</td>
</tr>
<tr>
<td>R6</td>
<td>Ramp Has Six Defects</td>
</tr>
<tr>
<td>R7</td>
<td>Ramp Has Seven or More Defects</td>
</tr>
<tr>
<td>R8</td>
<td>Ramp Does Not Exist and is Needed</td>
</tr>
</tbody>
</table>

*Lack of DWS (Detectable Warning Surface-“yellow truncated domes”) is considered a defect.*

ADA requires that the Transition Plan show a reasonable timeline to bring facilities into compliance. Not all facilities have to be modified immediately; therefore priorities have been established to facilitate the orderly improvement of non-existent or non-compliant ramps.

In creating priorities, it is the County’s intent to evaluate all areas of potential deficiency and to make structural changes where necessary. The assignment of priorities is intended to facilitate public review and to address specific concerns of the local disabled community. It must be emphasized that it is the County’s intent that all individuals with disabilities be reasonably accommodated.

Projects will be prioritized using a priority system and ranking process, which was developed with public input. Within each priority, intersections are ordered considering the following criteria:

- Rating (number of deficiencies)
- Location

Ramps that pose a safety threat are ordered above those that are slightly out of specification. This will help determine which projects need to be done first and which ones can be scheduled for modification in the Capital Improvement Program (CIP).

During the public outreach process it was suggested that the County review accident data as a factor to consider in the prioritization process. As a consequence, annual accident location studies from 2010 to 2015 were reviewed for pedestrian related accidents to ensure intersections that pose a safety threat are at a high priority level.
Below is a ranking system developed by staff for purposes of the self-evaluation of curb ramps:

**Priority Number and Description**

**P1: Known Routes of Disabled Citizens**
- Intersections surrounding senior centers, retirement facilities, residential care facilities for the elderly, medical and rehabilitation facilities, and similar facilities
- El Dorado Transit stops frequented by wheelchair users – a minimum of 2 total wheelchairs boarding and alighting per day. Data analyzed from latest El Dorado Transit Bus Stop Boarding and Alighting Report FY 2015-2016

**P2: Facilities near Heavily Used Public Transit Stops**
- El Dorado Transit stops with a minimum of 5 average boarding and alighting per day. Data analyzed from latest El Dorado Transit Bus Stop Boarding and Alighting Report FY 2015-2016
- Park & Rides within the County considered as heavily used transit stops

**P3: Facilities near Essential Public Facilities**
- Schools, educational centers, parks, health centers, community centers, fire departments, libraries, post offices, government service facilities, and other public facilities

**P4: Facilities near Commercial Centers**
- Shopping centers, supermarkets, retail centers, and business districts

**P5: Facilities along Major Arterials**
- Major roadways that provides intra-community travel and access to the county-wide highway system

**P6: Facilities along Transit Routes**
- El Dorado Transit Routes
- Routes paralleled or adjacent to El Dorado Transit Routes

**P7: Facilities in Residential Neighborhoods and Other Areas not classified**
- Multifamily residential areas
- Medium to high density single-family residential areas
- Other areas not classified as a Priority

To assist in developing a repair/replacement/installation schedule, the County evaluated the ratings of each ramp within each suggested priority grouping (see Table V for the number of rated curb ramps within each priority).
TABLE V- RATINGS COMPARED TO SUGGESTED PRIORITY

<table>
<thead>
<tr>
<th></th>
<th>R0 (Perfect)</th>
<th>R1</th>
<th>R2</th>
<th>R3</th>
<th>R4</th>
<th>R5</th>
<th>R6</th>
<th>R7</th>
<th>R8 (Needed)</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>P1</td>
<td>19</td>
<td>5</td>
<td>5</td>
<td>7</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>5</td>
<td>46</td>
</tr>
<tr>
<td>P2</td>
<td>6</td>
<td>3</td>
<td>8</td>
<td>5</td>
<td>4</td>
<td>0</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td>30</td>
</tr>
<tr>
<td>P3</td>
<td>13</td>
<td>9</td>
<td>23</td>
<td>10</td>
<td>8</td>
<td>6</td>
<td>7</td>
<td>66</td>
<td>46</td>
<td>138</td>
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<tr>
<td>P4</td>
<td>17</td>
<td>7</td>
<td>12</td>
<td>3</td>
<td>3</td>
<td>1</td>
<td>4</td>
<td>0</td>
<td>4</td>
<td>51</td>
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<tr>
<td>P5</td>
<td>9</td>
<td>7</td>
<td>7</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>5</td>
<td>33</td>
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<tr>
<td>P6</td>
<td>4</td>
<td>8</td>
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<td>2</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>3</td>
<td>19</td>
<td></td>
</tr>
<tr>
<td>P7</td>
<td>53</td>
<td>14</td>
<td>14</td>
<td>19</td>
<td>141</td>
<td>11</td>
<td>10</td>
<td>1</td>
<td>11</td>
<td>274</td>
</tr>
<tr>
<td>Total</td>
<td>121</td>
<td>53</td>
<td>70</td>
<td>48</td>
<td>168</td>
<td>21</td>
<td>25</td>
<td>10</td>
<td>75</td>
<td>591</td>
</tr>
</tbody>
</table>

VII. REPAIR/REPLACEMENT/INSTALLATION COST

As shown in Tables IV and V, using the suggested priority matrix, there are currently 395 (sum of R1 through R7) ramps that are deficient in at least one evaluation factor and an additional 75 (R8) intersections in need of curb ramps. Table VI shows the four different cases for repair. Using 2016 costs, Table VI provides a listing of the four cases and cost per case (see Table VII for estimated total cost per case and estimated grand total of repair/replacement of curb ramps). The grand total costs include 35% for soft costs for items, such as preliminary engineering and design and bidding and permitting costs.

TABLE VI- ITEM COST PER CASE (2016 COSTS)

<table>
<thead>
<tr>
<th>Case</th>
<th>Item Description</th>
<th>Unit of Measure</th>
<th>Estimated Quantity</th>
<th>Unit Price</th>
<th>Item Cost</th>
<th>Notes</th>
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<tbody>
<tr>
<td>1*</td>
<td>Detectable Warning Surface</td>
<td>SF</td>
<td>12</td>
<td>45.00</td>
<td>$540.00</td>
<td>Assumes 4’ x 3’ detectable warning system</td>
</tr>
<tr>
<td>2*</td>
<td>Remove and Replace Curb &amp; Gutter</td>
<td>LF</td>
<td>50</td>
<td>65.00</td>
<td>$3,250.00</td>
<td>Assumes slope of roadway towards ramp is less than 5%, which meets Caltrans Standards</td>
</tr>
<tr>
<td>3</td>
<td>Remove and Replace Curb Ramp</td>
<td>EA</td>
<td>1</td>
<td>10,000.00</td>
<td>$10,000.00</td>
<td>Assumes slopes of sidewalk toward the ramp meets Caltrans Standards</td>
</tr>
<tr>
<td>4</td>
<td>Minor Concrete (Install New Curb Ramp)</td>
<td>LS</td>
<td>1</td>
<td>7,500.00</td>
<td>$7,500.00</td>
<td>The price includes removing existing curbs</td>
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*Note: Curb ramps may be assigned both Case 1 and Case 2
TABLE VII- REPAIR/REPLACEMENT/INSTALLATION COST

<table>
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<tr>
<th>Case</th>
<th>Item Cost</th>
<th>No. of Curb Ramps</th>
<th>Total Cost*</th>
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<td>1</td>
<td>$540</td>
<td>16</td>
<td>$8,640</td>
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<td>2</td>
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<td>4</td>
<td>$7,500</td>
<td>71</td>
<td>$532,500</td>
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<td></td>
<td><strong>Total Construction Cost for all Cases</strong>*</td>
<td><strong>$4,198,640</strong></td>
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<tr>
<td></td>
<td>Assumes 20% PE/Design &amp; 15% CM for total of 35%</td>
<td>$1,469,524</td>
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<tr>
<td></td>
<td><strong>Grand Total</strong></td>
<td><strong>$5,668,164</strong></td>
<td></td>
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</table>

*2016 Estimated Costs

VIII. PROPOSED REPAIR/REPLACEMENT/INSTALLATION SCHEDULE

This ADA Formal Transition Plan for County Maintained Roadways includes a schedule and budget to implement actions recommended in the plan to address barriers. A properly established budget will aid in the annual CIP planning process. DOT is analyzing the feasibility of repairing non-compliant ramps over a 20 year period. According to preliminary cost estimates in Table VII, this equates to a yearly cost of approximately $283,408. For discussion purposes the number is rounded to $285,000 per year.

Curb ramps will be repaired, replaced, and/or installed in order of their priority grouping. The County anticipates that changes in use and demographics will alter priorities, and therefore the replacement schedule may be altered to account for changing needs. To gain an economy of scale, the County also may repair ramps that are in close proximity to priority ramps, but may be further down the repair schedule. In addition to the repair schedule, curb ramps will be installed or upgraded when streets or roads are altered through resurfacing work or other Capital Improvement Projects.

The locations of projects are subject to review and recommendations by the County and public. As a living document, specific locations and priority groupings may be adjusted as projects are completed, new projects are identified, and funding allocated (see below for a list of current CIP projects). A detailed Curb Ramp Repair/Replacement/Implementation Schedule is shown in Appendix C.
List of Current Capital Improvement Projects:

<table>
<thead>
<tr>
<th>CIP Name and Project ID</th>
<th>Construction FY*</th>
<th>Road Name</th>
<th>Crossroad Name</th>
<th>Priority</th>
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<tbody>
<tr>
<td>Merrychase Dr. &amp; Country Club Dr. – Sidewalks and Class II &amp; Class III Bike Paths, 72312</td>
<td>18/19</td>
<td>Country Club Dr.</td>
<td>Merrychase Dr.</td>
<td>3</td>
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<td>Country Club Dr.</td>
<td>Castana Dr.</td>
<td>3</td>
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<td></td>
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<td>Merrychase Dr.</td>
<td>Greenwood Ln</td>
<td>3</td>
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<tr>
<td>Cameron Park Dr. Widening – Palmer Dr. to Hacienda Rd, 72143</td>
<td>19/20</td>
<td>Cameron Park Dr.</td>
<td>Palmer Dr.</td>
<td>1</td>
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<td></td>
<td></td>
<td>Cameron Park Dr.</td>
<td>Country Club Dr.</td>
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<tr>
<td></td>
<td></td>
<td>Country Club Dr.</td>
<td>Los Santos Dr.</td>
<td>4</td>
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*Current proposed Construction Fiscal Year (FY) is subject to change

IX. CURRENT/FUTURE STANDARDS

The County will use the most current Caltrans ramp design standard to construct or reconstruct curb ramps. The current standard, 2015 Revised Standard Plan A88A, is available on the Caltrans Website listed below and is also found in Appendix B for reference. The County will continue to use the latest accessibility requirements and standards when modifications are made in the future.


X. TRANSITION PLAN PROGRAM IMPLEMENTATION

The County is thoroughly committed to making all sidewalk and curb ramp areas within County maintained rights of way accessible to all pedestrians, including those with disabilities. DOT will work within existing budgets and resource constraints to implement the ADA Formal Transition Plan. Not all facilities will be brought up to code immediately. Due to limited funding, the repair and replacement of non-compliant curb ramps and installation of needed curb ramps will begin with those that score higher on the list of priorities. DOT will seek to incorporate ADA improvements into the CIP planning process, along with pursuing grant funding and all other available federal and state funding sources to accelerate implementation.

As a living document, this ADA Formal Transition Plan for County Maintained Roadways will need to be updated regularly to update accomplishments, identify and reprioritize improvements that are needed, and expand the scope of the plan, as necessary, to ensure that the County creates accessible paths of travel in the public right-of-way for all pedestrians, including those with disabilities. DOT will prepare annual updates the plan, and present those updates to the Board of Supervisors. This will allow DOT to keep the plan current and will aid in utilization of the plan for seeking grant funding and facilitate incorporating ADA related improvements into the CIP planning process.
XI. REPAIR/MODIFICATION REQUESTS AND GRIEVANCE PROCEDURES

Local governments are required to adopt and publish procedures for resolving grievances arising under Title II of the ADA. Such procedures set out a system for addressing repair/modification requests of disability discrimination in a prompt and fair manner.

To meet ADA requirements, a grievance procedure has been established under the ADA Formal Transition Plan for County Maintained Roadways. The purpose of the grievance procedure is to resolve as promptly as possible any issues, conflicts, or repair/modification requests related to the County’s ADA compliance. The ADA Grievance Procedure and ADA Grievance Form are found in Appendixes D-1 and D-2. The online repair/modification and issue reporting page, as well as a PDF fillable ADA Grievance Form can be found on the County’s website at http://www.edcgov.us/ADA.aspx, or can be mailed to the complainant/grievant by calling the DOT ADA Coordinator.

XII. RESPONSIBLE INDIVIDUAL/ADA COORDINATOR

The DOT ADA Coordinator responsible for the development and implementation of the County’s ADA Formal Transition Plan for County Maintained Roadways is the Transportation Director or designee, 2850 Fairlane Court, Placerville, CA 95667; (530) 621-5900. Updated contact information for the DOT ADA Coordinator will be maintained on the County’s website at http://www.edcgov.us/ADA.aspx.

XIII. APPENDICES

Appendix A: Curb Ramp Inspection Form and Curb Return Diagram
Appendix B: Caltrans 2015 Revised Standard Plan A88A
Appendix C: 2017 Curb Ramp Repair/Replacement/Installation Schedule
Appendix D-1: ADA Grievance Procedures
Appendix D-2: ADA Grievance Form
Appendix E: 2017 Map Book of Existing and Needed Curb Ramps
Curb Ramp Inspection Form

Project Name: EDC ADA Transition Plan

Inspected/measured by: ____________________________
Date Field Measured: ____________________________
N/S STREET ____________________________
E/W STREET ____________________________

Curb Ramps Case per Caltrans A88A 2015 Standard Plan: A  B  C  D  E  F  G  Na

Data Collection:

A1:______ B1:______ C1:______ D1:______ E1:______ F1:______ G1:______
A2:______ B2:______ C2:______ D2:______ E2:______ F2:______ G2:______
A3:______ B3:______ C3:______ D3:______ E3:______ F3:______ G3:______

Transition on/off CR (in.): ______

Appendix A
**CURB RAMP REPAIR/INSTALLATION SCHEDULE**

El Dorado County is developing a schedule to repair and/or install curb ramps on county maintained roadways to meet current ADA standards. The total cost estimate to bring existing curb ramps to compliance is $5,681,164.\(^1\) The County is proposing to repair, modify, and install curb ramps within a 20 year period, allocating a yearly fund of approximately $290,000 to this project.

**Legend:**

P: Priority Level:
1: Known Routes of Disabled Citizens
2: Facilities Near Heavily Used Public Transit Stops
3: Facilities Near Essential Public Facilities
4: Facilities Near Commercial Centers
5: Facilities Along Major Arterials
6: Facilities Along Transit Routes
7: Facilities in Residential Neighborhoods and Other Areas Not Classified

CR ID#s: Identification number of individual ramps and needed curb ramps (NR# = needed curb ramp/ramp does not exist).

# of CRs: Total number of curb ramps within an intersection, including ramps that comply, and corners where ramps are needed (see database for more details on specific ramps by using the ID number).

COST: Cost to repair ramps within the intersection (see excel database for breakdown of cost per ramp).

NOTES: Capital Improvement Projects and Special Projects affecting an intersection are shown in the “Notes” section. Repair/installation of ramps is subjected to follow the CIP and Special Projects timeline.

---

\(^1\) 2016 Cost Estimates
### CURB RAMP REPAIR/REPLACEMENT/INSTALLATION SCHEDULE

#### Fiscal Year 2018/19

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<thead>
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<th>CR ID#s</th>
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<th>CROSS ROAD</th>
<th># of CRs</th>
<th>AREA</th>
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<th>NOTES</th>
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**Totals** 32 $199,750

Grand Total Cost including 35% PE/Design & CM $269,663

#### Fiscal Year 2019/20

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**Totals** 25 $210,750

Grand Total Cost including 35% PE/Design & CM $284,513

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**Fiscal Year 2017**

---

**Page 1**
## CURB RAMP REPAIR/REPLACEMENT/INSTALLATION SCHEDULE

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Grand Total Cost including 35% PE/Design & CM $282,987

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Grand Total Cost including 35% PE/Design & CM $285,741

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Fiscal Year 2020/21
Fiscal Year 2021/22

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2017
### Fiscal Year 2022/23

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**Totals** 30  $214,000

**Grand Total Cost including 35% PE/Design & CM**  $288,900

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### Fiscal Year 2023/24

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**Totals** 23  $212,500

**Grand Total Cost including 35% PE/Design & CM**  $286,875
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**Totals**: 31

**Grand Total Cost including 35% PE/Design & CM**: $297,000

### Fiscal Year 2025/26

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**Totals**: 31

**Grand Total Cost including 35% PE/Design & CM**: $272,579
## CURB RAMP REPAIR/REPLACEMENT/INSTALLATION SCHEDULE

### Fiscal Year 2026/27

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Grand Total Cost including 35% PE/Design & CM: $276,521

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Grand Total Cost including 35% PE/Design & CM: $277,425

2017
## CURB RAMP REPAIR/REPLACEMENT/INSTALLATION SCHEDULE

### Fiscal Year 2028-Future

*Detailed breakdown of projects further is inappropriate since conditions and repair schedule is subject to change*

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**Totals** 232 $2,108,120

**Grand Total Cost including 35% PE/Design & CM** $2,845,962

### Summary
- **Total Curb Ramp Repair/Replacements**: 395
- **Total Curb Ramp Installations**: 75
- **Totals**: 470

**Construction Cost**: $4,198,640
**35% PE/Design & CM**: $1,469,524
**Total Costs**: $5,668,164

*Note: # of Curb Ramps may include ADA Compliant curb ramps within the intersection*
Purpose

The purpose of this grievance procedure is to provide an administrative remedy to resolve as promptly as possible any issues, conflicts, or repair/modification requests related to El Dorado County’s ADA compliance within County Facilities or County Maintained Roadways. This grievance procedure may be used by any person with a disability or any parent/guardian who represents a minor with a disability, who wishes to file a grievance alleging discrimination on the basis of disability in the provision of programs, services, or activities by the County within County Facilities or County Maintained Roadways.

Step 1: Contact El Dorado County

The complainant should express the issue, conflict, or repair/modification request by contacting the appropriate ADA Coordinator (see below) through phone call, email, web access ADA issue reporting, or through direct contact. The ADA Coordinator will endeavor to resolve the issue quickly and fairly. In addition, staff will log all calls, emails, and direct contacts to keep an ongoing record of issues that can be used in helping to set future projects and priorities. Where the ADA Coordinator is not able to resolve an issue, the complainant may file a formal ADA Grievance Form.

Step 2: File an ADA Grievance Form

The grievant must fill out the ADA Grievance Form provided on the ADA webpage listed above or by contacting the appropriate ADA Coordinator listed below. The form should contain information about the alleged discrimination such as name, address, phone number of grievant, and location, date, and description of the issue. Upon request, reasonable accommodations such as personal interviews or a tape recording will be provided in completing the form.

The grievance should be submitted by the grievant and/or the designee as soon as possible but no later than 60 calendar days after the alleged violation is first reported to the ADA Coordinator. The ADA Grievance Form may be submitted in person, online to the email address below, or mailed in at the physical address below. Failure to file a timely grievance form will constitute a failure to exhaust administrative remedies in any subsequent action based on the alleged violation.

Step 3: Communication between ADA Coordinator and Grievant

Within 15 calendar days after the receipt of the grievance, the ADA Coordinator, or his/her designee, will communicate with the grievant to discuss the grievance and possible solutions. If needed, the ADA Coordinator may conduct an investigation and/or contact the grievant directly to obtain additional facts.
or documentation relevant to the grievance. If the grievant does not wish to be contacted personally, he/she should indicate it on the ADA Grievance Form.

**Step 4: Written Decision**

Within 180 days of receipt of the grievance, the ADA Coordinator will respond in writing to explain the position of the County and propose a solution which will include options for resolution of the grievance. If requested, an accessible format such as large print, Braille, or audio tape will be provided.

**Step 5: Grievant May Appeal Decision**

If the grievant is dissatisfied with the written response, the grievant or designee may appeal the decision with the Chief Administrative Officer, or designee within 30 calendar days after the receipt of the response. The appeal must contain a statement of the reasons why the grievant is dissatisfied with the written decision and must be signed by the grievant or designee. A notice of receipt shall be mailed to the grievant by registered mail within five days of the receipt of the appeal. If no appeal is filed within 30 days, the written decision of the ADA Coordinator will become final. Failure to timely appeal the written decision of the ADA Coordinator will constitute a failure to exhaust administrative remedies in any subsequent action based on the alleged violation.

**Step 6: Final Decision**

The Chief Administrative Officer, or designee shall act upon the appeal no later than 60 days after receipt, and a copy of the appeal reviewers’ written decision shall be mailed to the grievant by registered mail no later than five days after preparation of the decision. The decision of the appeal reviewer shall be final.

All grievances received by El Dorado County, including appeals and responses will be retained by El Dorado County for at least 3 years and in summary for at least 5 years. El Dorado County shall maintain the confidentiality of all files and records relating to grievances filed, unless disclosure is authorized or required by law. Any retaliation, coercion, intimidation, threat, interference, or harassment for the filing of a grievance, or used to restrain a grievant from filing, is prohibited and should be reported immediately to the El Dorado County Chief Administrative Office.
# Americans with Disabilities Act (ADA) Grievance Procedure

## County ADA Coordinators

<table>
<thead>
<tr>
<th>Countywide - ADA Coordinator</th>
<th>Contact Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marco Sandoval</td>
<td><a href="mailto:adacoordinator@edcgov.us">adacoordinator@edcgov.us</a> (530) 621-5565</td>
</tr>
<tr>
<td>330 Fair Lane</td>
<td></td>
</tr>
<tr>
<td>Placerville, CA 95667</td>
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<table>
<thead>
<tr>
<th>DOT - ADA Coordinator</th>
<th>Contact Information</th>
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<tbody>
<tr>
<td>Rob Peters</td>
<td><a href="mailto:adacoordinator@edcgov.us">adacoordinator@edcgov.us</a> (530) 621-5900</td>
</tr>
<tr>
<td>2850 Fairlane Court</td>
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<tr>
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<tr>
<th>Facilities - ADA Coordinator</th>
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<tr>
<td>Kevin Gilliland</td>
<td><a href="mailto:adacoordinator@edcgov.us">adacoordinator@edcgov.us</a> (530) 621-5890</td>
</tr>
<tr>
<td>3000 Fairlane Court, Suite 1</td>
<td></td>
</tr>
<tr>
<td>Placerville, CA 95667</td>
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</table>
Americans with Disabilities Act (ADA) Grievance Form

Please provide a complete description of the specific grievance. Include all known names and contact information. Add additional pages if necessary:

________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________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Appendix E

EL DORADO COUNTY MAINTAINED ROADS: MAP BOOK OF EXISTING AND NEEDED CURB RAMPS

YEAR 2017

DEPARTMENT OF TRANSPORTATION

Appendix E
CURB RAMP DATA
Shingle Springs

DISCLAIMER:
This Depiction was compiled from unverified public and private sources and is illustrative only. No presentation is made as to the accuracy of this information. Parcel boundaries are particularly unreliable. Users make use of this depiction at their own risk.

NOTES:
June 2017
Map Prepared By: Rob Peters
ADA Transition Plan
Map Book of Existing and Needed Curb Ramps
El Dorado County Transportation Department
CURB RAMP DATA
El Dorado - Diamond Springs

DISCLAIMER:
This Depiction was compiled from unverified public and private sources and is illustrative only. No presentation is made as to the accuracy of this information. Parcel boundaries are particularly unreliable. Users make use of this depiction at their own risk.

NOTES:
June 2017
Map Prepared By: Rob Peters
ADA Transition Plan
Map Book of Existing and Needed Curb Ramps
El Dorado County Transportation Department

Legend
- Existing Curb Ramps
- Curb Ramp Needed

Priority Listing (P1-P7)
P1: Known Frequented Routes of Disabled Citizens
P2: Near Heavily Used Public Transit Stops
P3: Near Essential Public Facilities
P4: Near Major Commercial Centers
P5: Along Major Arterials
P6: Along Transit Routes
P7: Near Neighborhood Commercial Development

- Parks
- Fire Stations
- Schools, Libraries, and other Public Facilities
- Commercial Centers
- County Maintained Roadways
- Other Roads
- Lakes
- Rivers/Streams
- Cities
- County Boundary

NOTES:
June 2017
Map Prepared By: Rob Peters
ADA Transition Plan
Map Book of Existing and Needed Curb Ramps
El Dorado County Transportation Department

Legend
- Existing Curb Ramps
- Curb Ramp Needed

Priority Listing (P1-P7)
P1: Known Frequented Routes of Disabled Citizens
P2: Near Heavily Used Public Transit Stops
P3: Near Essential Public Facilities
P4: Near Major Commercial Centers
P5: Along Major Arterials
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- Parks
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- Commercial Centers
- County Maintained Roadways
- Other Roads
- Lakes
- Rivers/Streams
- Cities
- County Boundary
CURB RAMP DATA
Georgetown

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NOTES:
June 2017
Map Prepared By: Rob Peters
ADA Transition Plan
Map Book of Existing and Needed Curb Ramps
El Dorado County Transportation Department

Legend
- Existing Curb Ramp
- Curb Ramp Needed

Priority Listing (P1-P7)
P1: Known Frequent Route of Disabled Citizens
P2: Near Heavily Used Public Transit Stops
P3: Near Essential Public Facilities
P4: Near Major Commercial Centers
P5: Along Major Arterials
P6: Along Transit Routes
P7: Near Neighborhood Commercial Development

- Parks
- Fire Stations
- Schools, Libraries, and other Public Facilities
- Commercial Centers
- County Maintained Roadways
- Other Roads
- Lakes
- Rivers/Streams
- Clare
- County Boundary

Map displayed in State Plane Coordinate System
(WGS 1984 California Zone 2, feet)

![Map of Georgetown with curb ramp data](image_url)