

PUBLIC DRAFT



**Americans with Disabilities Act
Preliminary Transition Plan
For
County Maintained Roadways**



**El Dorado County
Community Development Agency
Transportation Division**

September, 2016

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I. INTRODUCTION

Background

The Americans with Disabilities Act (ADA) of 1990, along with its implementing regulations, and the 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 for other County owned or maintained facilities, such as buildings, are being addressed by the County Facilities Department.

Under Title II of the ADA, when streets or roads are newly built or altered, they must have ramps wherever there are curbs or other barriers to 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 intersect with streets or roads. The ADA 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, the El Dorado County Community Development Agency, Transportation Division (Transportation) prepared this Preliminary Transition Plan for curb ramps in County Maintained Roadways. The intent of this Plan is to outline what has been accomplished to date, what is currently being done, and what the ongoing efforts will be to ensure that the County creates accessible paths of travel in the public right of way for people with disabilities. This Preliminary Transition Plan begins the process of formalizing existing policies and practices, leading to preparation of the formal Transition Plan.

The Preliminary ADA Transition Plan includes the results of a 2016 survey conducted of known County maintained intersections in the western slope of Unincorporated El Dorado County. As more survey work is conducted in the future, including the eastern slope of El Dorado County, intersection information will be added to the County's database and placed on the list of needs and priorities.

To this end, following public input on the Preliminary ADA Transition Plan, Transportation will develop an initial capital improvement list and schedule of implementation by early 2017. This will be incorporated into the Formal ADA Transition Plan for County Roadways anticipated for adoption by the County Board of Supervisors in

spring of 2017. The County will also provide opportunities for interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the development of the formal Transition Plan by submitting comments and making specific recommendations.

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, 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 made 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 has resulted in the existence of many curb ramps which are out of compliance.

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 Transition Plan covers intersections on roadways maintained by El Dorado County Transportation. 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 the Formal ADA 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. This Preliminary Transition Plan begins the process of formalizing existing policies and practices, leading to completion of the formal Transition Plan.

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.

Both the Rehabilitation Act, Section 504 (1973) and the ADA, Title II, (1990) required state and local governments receiving federal funds to do a self-evaluation of their facilities and identify barriers, which prevent individuals with disabilities from accessing public areas. While the County has not yet prepared a formal written document, staff has been implementing the processes, procedures and practices that accomplished the intent of the legislation with each project that comes forward.

Specifically, new construction standards and requirements are implemented to insure that new development would be ADA compliant. In addition, all new 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. 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 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.

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, 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. 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 an 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.

The County's Transition Plan as it relates to curb ramps accessibility on County maintained roadways per Section 35.150(d)(2) of the ADA Rules will do the following:

- Identify inaccessible and non-compliant curb ramps located in the unincorporated portion of the County on County maintained roadways; and
- Develop a planning schedule and budget for making corrections and repairs; and
- Develop a repair/request procedure; and
- Develop a grievance process; and
- 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 a formal 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. Transportation has that responsibility along with developing an ADA Transition Plan for County roadways.

A Formal 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. SELF EVALUATION

Transportation has begun the self-evaluation process and completed a partial survey of County maintained intersections in unincorporated El Dorado County. The County has surveyed approximately 95% of known existing curb ramps in the western slope of El Dorado County, totaling 446 curb ramps.

There are many areas such as Georgetown, Pollock Pines, and most of Camino that lack sidewalks. These areas were visually surveyed through Google Earth 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 the Formal ADA 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

Total No. of Ramps Surveyed	478	
AREA	NO. OF CURB RAMPS	PERCENT OF TOTAL
Cameron Park	124	25.94%
Camino	5	1.05%
Diamond Springs	41	8.58%
El Dorado	1	0.21%
El Dorado Hills	274	57.32%
Latrobe	16	3.35%
Shingle Springs	15	3.14%
Unincorporated Placerville	2	0.42%
Total	478	100.00%

TABLE II - SUMMARY OF CURB RAMPS NEEDED PER AREA

AREA	NO. OF CURB RAMPS	PERCENT OF TOTAL
Cameron Park	12	17.39%
Camino	2	2.90%
Diamond Springs	3	4.35%
El Dorado Hills	30	43.48%
Georgetown	4	5.80%
Pollock Pines	12	17.39%
Shingle Springs	6	8.70%
Total	69	100.00%

This survey consists of gathering 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 surveys are maintained in a separate Microsoft Access database. The database is too large to feasibly be presented within this Preliminary Transition Plan. 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.

Table III shows Curb Ramp - Main Evaluation Factors. Table IV is a Summary of Current Findings.

TABLE III – CURB RAMPS – MAIN EVALUATION FACTORS

EVALUATION FACTORS	STANDARDS
Curb Ramp Longitudinal Slope	Must be 8.33% or less
Curb Ramp Width	Must be 4'0" or greater
Curb Ramp Cross-Slopes	Must be 2% or less
Curb Ramp Landing Slopes	Must be 2% or less for Caltrans Case C Must be 8.33% or less for all other cases
Sidewalk Cross-Slope	Must be 2% or less
Sidewalk Width	Must be 4'0" or greater
Detectable Warning Surface	Must be present-full ramp width Must have 3' depth
Gutter Slope	Must be 5% or less
Transition from Ramp to Road	Must be blended transition, 0" lip

**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. All existing curb ramps with grooves have been noted.
2. Ramps with flares are evaluated with a maximum slope of 9% and have been noted.

TABLE IV- SUMMARY OF CURRENT FINDINGS

Total Curb Ramp (CR) Reviewed	478	
Visually Inspected Non-Compliant	130 of 478	
Inspected with Data	348 of 478	
	No. of CR w. Defect (Based on 324)	% CR w. Defect (Based on 324)
Left Running Slope (must be $\leq 8.33\%$)	44	9.21%
Right Running Slope (must be $\leq 8.33\%$)	31	6.49%
Left Cross-Slope (must be $\leq 2\%$)	62	12.97%
Right Cross-Slope (must be $\leq 2\%$)	78	16.32%
Landing Running Slope (must be $\leq 2\%$)	90	18.83%
Landing Cross-Slope (must be $\leq 2\%$)	158	33.05%
Gutter Slope (must be $\leq 5\%$)	125	26.15%
Left Sidewalk Width (must be $\geq 4\text{ft}$)	83	17.36%
Right Sidewalk Width (must be $\geq 4\text{ft}$)	86	17.99%
No Detectable Warning Surface	169	35.36%
Transition Lip (must be 0in)	164	34.31%
Total Non-Compliant Curb Ramps	426	89.12%

**Total Non-Compliant Curb Ramps includes Visually Inspected Non-Compliant*

**One ramp may fall into more than one field of defect*

After all field data was collected, the County rated each ramp. Ratings refer to the condition of the existing curb ramp. The County rated ramps on a scale of 0 to 8. 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:

Rating	Rating Description
R0	Ramp Meets All Specifications
R1	Ramp Has One Defect
R2	Ramp Has Two Defects
R3	Ramp Has Three Defects
R4	Ramp Has Four Defects
R5	Ramp Has Five Defects
R6	Ramp Has Six Defects
R7	Ramp Has Seven or More Defects
R8	Ramp Does Not Exist and is Needed

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

ADA requires that the formal transition plan show a reasonable timeline to bring facilities into compliance. Not all facilities have to be modified immediately. Priorities will be 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 developed with public input. This will help determine which projects need to be done first and which ones can wait for a few years and get them scheduled annually in the CIP. Below is a ranking system developed by staff for purposes of the self-evaluation of curb ramps. Priorities may be revised following the public outreach process.

Whenever capital or maintenance funds are available to be committed solely to correcting pedestrian facilities, the following provides suggested priorities commonly used by other jurisdictions to follow:

Priority Number	Priority Description
P1	Known Frequented Routes of Disabled Citizens <ul style="list-style-type: none"> • Paratransit, senior shuttle bus, retirement facilities, residential care facilities
P2	Facilities Near Heavily Used Public Transit Stops <ul style="list-style-type: none"> • El Dorado Transit, Park & Rides

Priority Number	Priority Description
P3	Facilities Near Essential Public Facilities <ul style="list-style-type: none"> School, health, community centers, fire department, library, post office, government, parks, others
P4	Facilities Near Major Commercial Centers <ul style="list-style-type: none"> Shopping centers, supermarkets, retail centers
P5	Facilities Along Major Arterials <ul style="list-style-type: none"> Major roadways
P6	Facilities Along Transit Routes <ul style="list-style-type: none"> El Dorado Transit
P7	Facilities Near Neighborhood Commercial Development
P8	Facilities in Residential Neighborhoods <ul style="list-style-type: none"> Multifamily, Medium to high density single-family residential areas

To assist in developing a preliminary repair/replacement schedule, the County evaluated the ratings of each ramp within each suggested priority grouping. See Table V for the number of curb ramps in a rating within a priority.

After completion of the western slope inventory, the County will evaluate and prioritize the non-compliant facilities. This prioritized list will be matched against available and anticipated funding.

TABLE V- RATINGS COMPARED TO SUGGESTED PRIORITY

	R0 (Perfect)	R1	R2	R3	R4	R5	R6	R7	R8 (Needed)	Total
P1	5	4	7	7	5	4	1	1	0	34
P2	10	7	4	5	6	2	4	1	0	39
P3	7	8	19	14	15	12	11	13	43	142
P4	14	12	13	3	4	0	4	0	9	59
P5	3	6	1	6	1	0	3	0	5	25
P6	1	1	0	1	0	0	0	0	0	3
P7	0	0	0	0	0	0	0	0	0	0
P8	12	12	18	14	11	13	14	139	12	245
Total	52	50	62	50	42	31	37	154	69	547

Once funding sources and budgets have been determined, the County will identify a list of necessary improvements together with an implementation schedule. This Capital Improvement list and Implementation Plan will become part of the Formal Transition Plan.

As shown in Tables II and IV, using the suggested priority matrix, there are currently 426 ramps that are deficient in at least one evaluation factor and an additional 69 areas in need of curb ramps. These 426 curb ramps and 69 areas are assigned to four different cases of repair, replacement, or installation. 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% of soft costs that are

traditionally non-seen items that compose of the initial part of a project, such as preliminary engineering and design, bidding and permitting costs. See Appendix B for estimated costs of curb ramps in a rating within a priority.

TABLE VI- ITEM COST PER CASE (PRELIMINARY)

Case	Item Description	Unit of Measure	Estimated Quantity	Unit Price	Item Cost	Notes
1	Detectable Warning Surface	SF	12	45.00	\$540.00	Assume 4' x 3' detectable warning system
2	Remove and Replace Curb & Gutter	LF	50	65.00	\$3,250.00	Assume slope of roadway towards ramp is less than 5%, which meets Caltrans Standards
3	Remove and Replace Curb Ramp	EA	1	10,000.00	\$10,000.00	Assume slopes of sidewalk toward the ramp meets Caltrans Standards
4	Minor Concrete (Install Curb Ramp)	LS	1	7,500.00	\$7,500.00	The price includes removing existing curbs

**Note: Curb ramps may be assigned both Case 1 and Case 2*

TABLE VII- REPAIR/REPLACEMENT COST (PRELIMINARY)

Case	Item Cost	No. of Curb Ramps	Total Cost
1	\$540.00	25	\$13,500.00
2	\$3,250.00	34	\$110,500.00
3	\$10,000.00	382	\$3,820,000.00
4	\$7,500.00	69	\$517,500.00
Total Construction Cost for all Cases			\$4,461,500.00
Assume 20% PE/Design & 15% CM for total of 35%			\$1,561,525.00
GRAND TOTAL			\$6,023,025.00

Repair/Replacement – Schedule

The Formal Transition Plan will include a schedule and budget to implement actions recommended in the plan to address barriers. A properly placed budget will aid in the annual CIP planning process. Transportation is analyzing the feasibility of repairing non-compliant ramps over a 15 year period. According to preliminary cost estimates in Table IV, this equates to a yearly cost of approximately \$401,535. For discussion purposes the number is rounded to \$402,000 per year.

The County will replace and/or repair existing curb ramps in order of their priority grouping. The County assumes that changes in use and demographics will alter priorities, and therefore the replacement schedule may be subjected to change. To gain the economy of scale, the County also reserves the right to repair ramps that are in close proximity to priority ramps, but may be further down the repair schedule.

VI. CURRENT/FUTURE STANDARDS

The County will use the current Caltrans ramp design standard (2015 Revised Standard Plan A88A) to construct or reconstruct curb ramps. This standard is available on the Caltrans Website listed below and is also attached for reference.

http://www.dot.ca.gov/hq/esc/oe/project_plans/highway_plans/stdplans_US-customary-units_15/viewable_pdf/rspa88a.pdf

VII. PUBLIC OUTREACH

The Americans with Disabilities Act of 1990 (ADA) requires the County to “reach out to the local disability community” to provide input on the development and improvement of facilities and the ADA Transition Plan. Public participation is key to the success of the program.

An American with Disabilities Workshop is scheduled on October 24, 2016, in Placerville, California. Notifications will be sent to numerous agencies and organizations and an announcement will be placed on the County’s website. Attendees will have an opportunity to discuss existing needs and share ideas and concerns with staff in order to further define spending priorities. Feedback from the community may alter the suggested priority listing. To obtain broader input, a survey will be distributed to participants, community members and organizations.

Additional outreach efforts include scheduled presentations to the Board of Directors for the Cameron Park Community Services District (CSD) and the El Dorado Hills CSD in October of 2016. County staff is also available to meet with other interested groups or organizations upon request.

VIII. REPAIR / MODIFICATION REQUESTS, COMPLAINT, 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 and complaints of disability discrimination in a prompt and fair manner.

To the maximum extent practicable, staff will endeavor to resolve complaints at the lowest level. Where phone calls, direct contact or web access complaints are brought forward, they will be dealt with quickly and fairly. In addition, staff will log the calls to keep an ongoing record of complaints that can be used in helping to set future projects and priorities.

Where staff is not able to resolve a complaint, a grievance procedure has been developed that provides for anyone with a disability to file a complaint or grievance. They can file the

complaint if they believe they have been the subject of disability related discrimination on the basis of denial of access where sidewalks cross curbs.

Any person with a disability, who believes that they have been the subject of disability-related discrimination on the basis of denial of access where sidewalks cross curbs, would fill out the grievance form with all the information requested. See Appendix C for the Grievance Procedures and Form.

IX. TRANSITION PLAN PROGRAM IMPLEMENTATION

The County is thoroughly committed in making all sidewalk and curb ramp areas accessible to all pedestrians including those with disabilities. Transportation will work within existing budgets and resource constraints and complete the Transition Plan for the Western Slope by February 2017. Not all facilities will be brought up to code immediately. Due to limited funding, the repair and modification of non-compliant ramps will begin with those that score higher on the list of priorities.

During the development of the Formal Transition Plan the County will continue to make necessary repairs to curb ramps and sidewalks. This has been a standard practice of Transportation, and is generally done on a request/complaint basis. Generally, these requests come from citizens with disabilities who wish to get to shopping areas, medical facilities, bus stops, transportation, and other facilities or areas to accommodate their activities of daily living. In the Transition Plan we will develop and implement a repair/complaint procedure that formalizes the current process. When requests reach the Transportation ADA Coordinator, they will be logged into a Curb Ramp Request database and will be entered by date and time received. The County will also develop and implement a similar formal grievance procedure.

Transportation will make available to applicants, participants, residents, and other interested parties, information regarding the development of the Transition Plan. Transportation will also provide opportunities for interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the development of the Transition Plan by submitting comments and making specific recommendations.

X. SCHEDULE

ADA PRELIMINARY PLAN ADOPTION SCHEDULE

ITEM	COMPLETION DATE	STATUS
Self-Evaluation of curbs and ramps on County roadways	July 15, 2016	Completed
Set up database and inventory	August 15, 2016	Completed
Prepare draft Preliminary ADA Plan	September 15, 2016	Completed
Public Outreach	October - November, 2016	In Progress
Finalize ADA Draft Transition Plan	January 15, 2017	In Progress
Public Meeting and Board Approval	February, 2017	In Progress

XI. RESPONSIBLE INDIVIDUAL

The Transportation ADA Coordinator responsible for the development and implementation of the County's Transition Plan with respect to curb ramps is Donna Keeler, Senior Planner, 2850 Fairlane Court, Placerville, CA 95667; donna.keeler@edcgov.us

XII. APPENDICES

Appendix A: Sample Inspection Sheet
Appendix B: Estimated Cost for Curb Ramps Repair
Appendix C: Grievance Procedures and Form

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Appendix A
COMMUNITY DEVELOPMENT AGENCY
TRANSPORTATION DIVISION
<http://www.edcgov.us/DOT/>

Curb Ramp Inspection Form

Project Name: EDC ADA Transition Plan

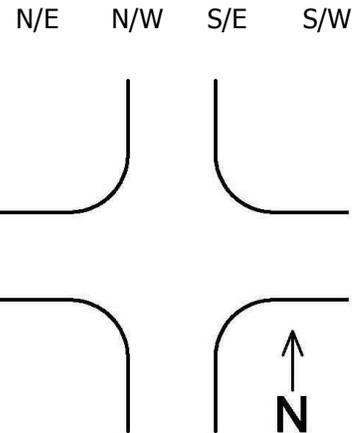
Inspected/measured by: _____

Date Field Measured: _____

N/S STREET _____

E/W STREET _____

Curb Ramp Location (circle one):



Curb Ramps Case per Caltrans A88A 2006 Standard Plan: A B C D E F G Na

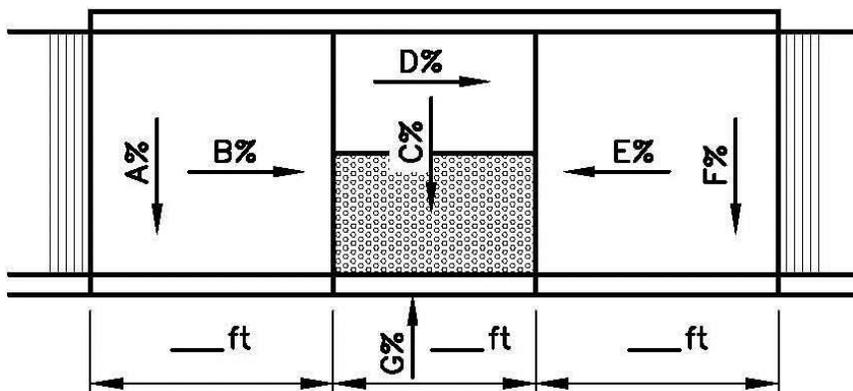
Data Collection:

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.): _____



Drawing name: \\CDADData\TD-Engineering\Projects\Active\33007 ADA Compliance Project\dwg\Exhibits\ADA Curb Ramp Exhibit_Back Sheet.dwg Layout Tab: Exhibit Dec 16, 2015 - 11:51am abishop

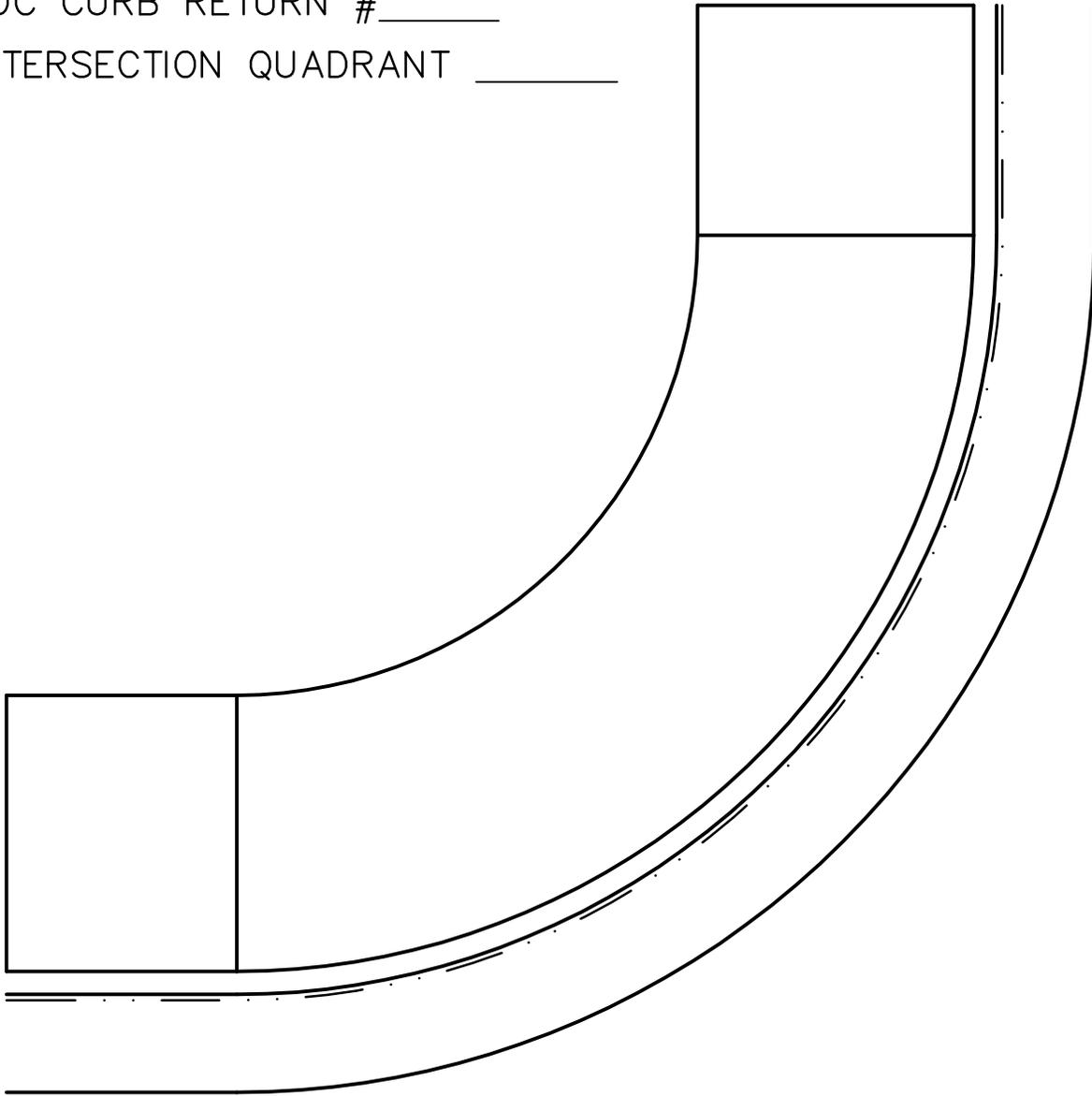
CURB RETURN DIAGRAM

DATE INSPECTED _____

INSPECTED BY _____

EDC CURB RETURN # _____

INTERSECTION QUADRANT _____



NORTH

STREET _____

STREET



**EL DORADO COUNTY
COMMUNITY DEVELOPMENT AGENCY**

Appendix B

ESTIMATED COST FOR CURB RAMPS REPAIR										
	R0 (perfect)	R1	R2	R3	R4	R5	R6	R7	R8 (needed)	Total
P1	\$0	\$33,250	\$70,000	\$70,000	\$50,000	\$40,000	\$10,000	\$10,000	\$0	\$283,250
P2	\$0	\$49,750	\$40,000	\$50,000	\$60,000	\$20,000	\$40,000	\$10,000	\$0	\$269,750
P3	\$0	\$35,410	\$158,950	\$140,000	\$150,000	\$120,000	\$110,000	\$130,000	\$322,500	\$1,166,860
P4	\$0	\$80,830	\$123,790	\$30,000	\$40,000	\$0	\$40,000	\$0	\$67,500	\$382,120
P5	\$0	\$19,500	\$10,000	\$60,000	\$10,000	\$0	\$30,000	\$0	\$37,500	\$167,000
P6	\$0	\$10,000	\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$20,000
P7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
P8	\$0	\$64,620	\$117,900	\$140,000	\$110,000	\$130,000	\$130,000	\$1,390,000	\$90,000	\$2,172,520
Total	\$0	\$293,360	\$520,640	\$500,000	\$420,000	\$310,000	\$360,000	\$1,540,000	\$517,500	\$4,461,500
Total Construction Cost										\$4,461,500
Assume 20% PE/Design & 15% CM for total of 35%										\$1,561,525
GRAND TOTAL										\$6,023,025

ADA CURB RAMP PRIORITY & RATING DESCRIPTION

Priority Number	Priority Description	Rating Number	Rating Description
P1	Known Frequented Routes of Disabled Citizens <ul style="list-style-type: none"> • Paratransit, senior shuttle bus, retirement facilities, residential care facilities 	R0	Ramp Meets All Specifications
		R1	Ramp Has One Defect
P2	Facilities Near Heavily Used Public Transit Stops <ul style="list-style-type: none"> • El Dorado Transit, Park & Rides 	R2	Ramp Has Two Defects
P3	Facilities Near Essential Public Facilities <ul style="list-style-type: none"> • School, health, community centers, fire department, library, post office, government, parks, others 	R3	Ramp Has Three Defects
P4	Facilities Near Major Commercial Centers <ul style="list-style-type: none"> • Shopping centers, supermarkets, retail centers 	R4	Ramp Has Four Defects
P5	Facilities Along Major Arterials <ul style="list-style-type: none"> • Major roadways 	R5	Ramp Has Five Defects
P6	Facilities Along Transit Routes <ul style="list-style-type: none"> • El Dorado Transit 	R6	Ramp Has Six Defects
P7	Facilities Near Neighborhood Commercial Development	R7	Ramp Has Seven or More Defects
P8	Facilities in Residential Neighborhoods <ul style="list-style-type: none"> • Multifamily, Medium to high density single-family residential areas 	R8	Ramp Does Not Exist and is Needed

**Lack of DWS is considered a Defect*



ADA Grievance Procedures

Purpose

The purpose of this grievance procedure is to resolve as promptly as possible any complaints, conflicts, or repair/modification requests related to El Dorado County's ADA compliance. 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.

Step 1: Contact El Dorado County

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

Step 2: File a Grievance Form

The grievant should fill out the El Dorado County - ADA Complaint/Grievance Form provided on the County's ADA webpage or by contacting the ADA Coordinator. 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 to the El Dorado County ADA Coordinator listed below. The Grievance Form may be submitted in person, online, or mailed in at the address below.

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 Complaint/Grievance Form.



Appendix C
COUNTY OF EL DORADO, CALIFORNIA

<http://www.edcgov.us/>

ADA Grievance Procedures

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 complainant is dissatisfied with the written decision, and must be signed by the complainant or designee. A notice of receipt shall be mailed to the complainant by registered mail within five days of the receipt of the appeal.

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 complainant 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 EDC, including appeals and responses will be retained by EDC for at least 3 years and in summary for at least 5 years. EDC 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 complainant from filing, is prohibited and should be reported immediately to the El Dorado County Chief Administrative Office.

El Dorado County ADA Coordinator	Contact Information
Marco Sandoval 330 Fair Lane Placerville, CA 95667	marco.sandoval@edcgov.us (530)621-5565 (530) 642-9815-Fax



COMMUNITY DEVELOPMENT AGENCY TRANSPORTATION DIVISION

<http://www.edcgov.us/DOT/>

ADA Grievance Form

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

Please give the date(s), time(s) and location(s) related to the complaint or grievance:

Please state what you think should be done to resolve the complaint or grievance:

Grievant: _____

Person preparing grievance (if different from grievant): _____

Relationship to grievant (if different from grievant): _____

Street Address: _____

City: _____ State: _____ Zip: _____

Phone: (____) _____ Email: _____

Signature: _____ Date: _____

Return to: **El Dorado County, Transportation Division ADA Coordinator, 2850 Fairlane Court, Placerville, CA, 95667**

Upon request, reasonable accommodation will be provided in completing this form, or copies of the form will be provided in alternative formats. Contact the Transportation ADA Coordinator at the address listed below, via email adacoordinator@edcgov.us, or via telephone (530)621-5900.