III. SELF EVALUATION

Objectives

The objectives of our self-evaluation process were to survey curb ramps throughout the unincorporated County, rate them, and then prioritize them. We accomplished this through exhaustive field data collection. We collected 20 different pieces of information at each location.

After all the field data was collected we rated each ramp. **Ratings refer to the condition of the existing curb ramp.** The factors upon which each ramp was rated are shown in Table I. We rated ramps on a schedule of 0 to 8. A rating of 0 is the best rating, indicating no deficiencies. A rating of 8 is the worst rating.

Priorities refer to the order in which ramps should be replaced, based on need. In creating priorities, it is the County's intent to evaluate all areas of potential deficiency, and also to schedule structural changes where necessary based on the needs of the local disabled community. The assignment of priorities is intended to facilitate public review and to address specific concerns of the community. It must be emphasized that it is the County's intent that all individuals with disabilities be reasonably accommodated.

Methodology/Field Procedure

The Department of Public Works completed the self evaluation and curb ramp survey process in the summer of 2008. Our methodology was simple, but labor intensive. We collected data at 1,040 locations throughout the unincorporated County. Using a smart-level, tape measure, GPS locator, and a digital camera, we gathered specific and detailed information about each curb ramp. Evaluation factors consisted of checking ramp and sidewalk slopes and cross-slopes, ramp and sidewalk widths, presence of detectable warning systems (DWS) within the ramp area, and the existing type of curb and gutter. We also photographed each location for reference.

TABLE I - CURB RAMPS – EVALUATION FACTORS

EVALUATION FACTORS	STANDARDS
1. Ramp Longitudinal Slope	Must be 8.33% or less (1:12)
2. Ramp Width	Must be 4'0" or greater
3. Ramp Cross-Slopes	Must be 2% or less
4. Sidewalk Longitudinal Slope	Must be 8.33% or less (1:12)
5. Sidewalk Cross-Slope	Must be 2% or less
6. Sidewalk Width	Must be 4'0" or greater
7. Detectable Warning Systems	Must be present – full ramp width

In the field, we collected data for each curb ramp using a "Curb Ramp Info Form". Once we collected the field data, we then transferred this information to the curb ramp data base (Microsoft Access). We also attached photos of each ramp to the field inspection form. The database is too large to feasibly be presented within this Transition Plan; however, we attached summaries of data in the appendices. Figure I is an example of a form generated from the database.

FIGURE I – CURB RAMP DATABASE INFORMATION FORM

1. <u>GPS Locations</u>

Using a hand-held GPS unit, we collected map coordinates for each ramp. The coordinates are shown in Figure I as "North" and "West", and are in a degree minutes, second format. Using these coordinates, we utilized Google Earth to create an aerial map of the curb ramp locations. This allowed us to visually inspect an area that we had previously surveyed to determine if had missed any ramps. Eventually, this information will be used to create a layer within the County GIS system.

Figure II is an aerial view of the North Auburn Area near Highway 49 and Bell Road.
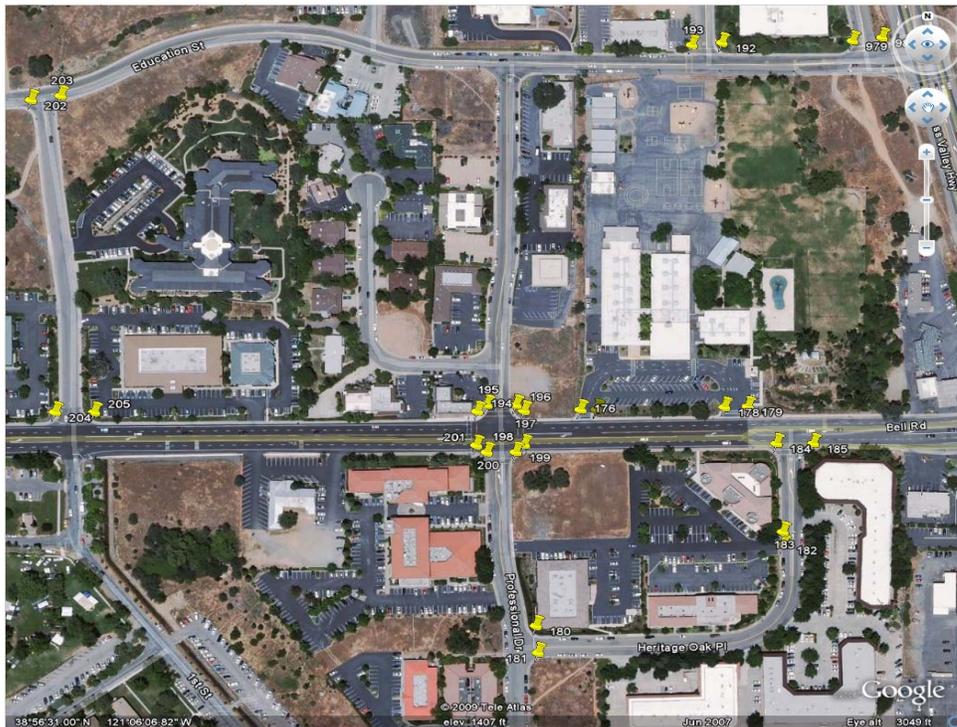
FIGURE II – GOOGLE EARTH RAMP LOCATION MAP (PARTIAL)
(North Auburn)

Task Results

Based on the information gathered from the survey results, we assigned a rating to each ramp based on the evaluation factors shown in table I. We rated ramps on a scale of 0 to 8. A rating of "0" is the best rating, indicating that there are no deficiencies. Ratings of 0 are typical of recent construction, especially in residential neighborhoods. As shown in figure I, we gave ramp number 195, which is at the intersection of Bell Road and Professional Drive in North Auburn, a rating of "0". Our field survey revealed no existing deficiencies as indicated by the data shown on the form.

A rating of "8" is the worst rating, indicating that there is no existing ramp and was typically found in older neighborhoods.

Table II summarizes current ratings of surveyed ramps.

TABLE II – <u>SUMMARY OF RAMP RATINGS</u>

Total Reviewed	1040	Percent of Total
Rating 8 – no ramp	140	13.5
Rating 7	17	1.6
Rating 6	110	10.6
Rating 5	121	11.6
Rating 4	156	15.0
Rating 3	135	13.0
Rating 2	162	15.6
Rating 1	129	12.4
Rating 0 – compliant	78	0
Total Non-Compliant	**970**	**93.3**

IV. FINAL TRANSITION PLAN

Evaluation of Ramps

On April 29, 2008, the Placer County Board of Supervisors adopted the Preliminary Transition Plan. In the Preliminary Transition Plan, we established priorities by which we would create a repair/replacement schedule of deficient ramps.

The priorities, from high to low, are as follows:

Known frequented routes of disabled citizens:

1. Facilities near heavily used public transit stops.
2. Facilities near essential public facilities.
3. Facilities near major commercial centers.
4. Facilities along major arterials.
5. Facilities along transit routes.
6. Facilities near neighborhood commercial development.
7. Facilities in residential neighborhoods.

Using the above list, we assigned one or more priorities to each of the ramps that we surveyed. As an example, refer again to Figure I. We assigned priorities one through six to this particular ramp because it meets the criteria of these priorities, i.e. – it is a known and frequented route of disabled citizen (priority 1), it is near a heavily used public transit stop (priority 2), etc. After we evaluated all the ramps based on priorities, we then used the data base to sort them by their highest listed priority. Table III summarizes current priority groupings.

TABLE III –<u>PRIORITY GROUPINGS</u>

Total Reviewed	1040	% of Total in Group
Priority 1 – highest priority	304	29.2
Priority 2	13	1.3
Priority 3	41	3.9
Priority 4	88	8.5
Priority 5	73	7.0
Priority 6	0	0
Priority 7	70	6.7
Priority 8 – lowest priority	451	43.4
	1040	

Analysis of Priority Groupings

To assist us in developing a repair/replacement schedule, we evaluated the ratings of each ramp within each priority grouping.   The rating breakout by priority group follows:

TABLE IVa –<u>RATINGS WITHIN PRIORITY 1</u>

Total Reviewed	304	Percent
Rating 8 – Worst	40	13.1
Rating 7	9	3.0
Rating 6	33	10.9
Rating 5	31	10.2
Rating 4	42	13.8
Rating 3	46	15.1
Rating 2	51	16.8
Rating 1	39	12.8
Rating 0 – Compliant	13	4.3
	304	

TABLE IVb –<u>RATINGS WITHIN PRIORITY 2</u>

Total Reviewed	13	Percent
Rating 8 – Worst	0	0
Rating 7	1	7.7
Rating 6	2	15.4
Rating 5	3	23.1
Rating 4	2	15.4
Rating 3	2	15.4
Rating 2	2	15.4
Rating 1	0	0
Rating 0 – Compliant	1	7.7
	13	

TABLE IVc – <u>RATINGS WITHIN PRIORITY 3</u>

Total Reviewed	41	Percent
Rating 8 – Worst	5	12.2
Rating 7	2	4.8
Rating 6	1	2.4
Rating 5	0	0
Rating 4	9	22.0
Rating 3	7	17.1
Rating 2	13	31.8
Rating 1	1	2.4
Rating 0 – Compliant	3	7.3
	41	

TABLE IVd – <u>RATINGS WITHIN PRIORITY 4</u>

Total Reviewed	88	Percent
Rating 8 – Worst	13	14.8
Rating 7	0	0
Rating 6	1	1.2
Rating 5	4	4.5
Rating 4	3	3.4
Rating 3	12	13.6
Rating 2	19	21.6
Rating 1	21	23.9
Rating 0 – Compliant	15	17.0
	88	

TABLE IVe – <u>RATINGS WITHIN PRIORITY 5</u>

Total Reviewed	73	Percent
Rating 8 – Worst	28	38.4
Rating 7	0	0
Rating 6	3	4.1
Rating 5	5	6.8
Rating 4	6	8.2
Rating 3	9	12.3
Rating 2	10	13.7
Rating 1	7	9.6
Rating 0 – Compliant	5	6.9

TABLE IVf – <u>RATINGS WITHIN PRIORITY 6</u>

Total Reviewed	0	Percent
All ramps that had priority 6 also had a higher priority assigned	0	

TABLE IVg –<u>RATINGS WITHIN PRIORITY 7</u>

Total Reviewed	70	Percent
Rating 8 – Worst	20	28.6
Rating 7	0	0
Rating 6	5	7.1
Rating 5	6	8.6
Rating 4	8	11.4
Rating 3	9	12.9
Rating 2	13	18.6
Rating 1	5	7.1
Rating 0 – Compliant	4	5.7
	70	

TABLE IVh –RATINGS WITHIN PRIORITY 8

Total Reviewed	451	Percent
Rating 8 – Worst	34	7.5
Rating 7	5	1.1
Rating 6	65	14.4
Rating 5	72	16.0
Rating 4	87	19.3
Rating 3	47	10.4
Rating 2	51	11.3
Rating 1	54	12.0
Rating 0 – Compliant	36	8.0
	451	