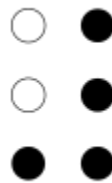




City of Placerville

**Americans with
Disabilities Act**

Transition Plan



Introduction

City of Placerville

**American With Disabilities Act
Transition Plan**

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City of Placerville
ADA Transition Plan

Commencing in 1994 and pursuant to the American with Disabilities Act (ADA), the City of Placerville began evaluating its policies, programs and facilities to determine the extent to which individuals with disabilities may be restricted in their access to City services and activities"

This update to the City's ADA Transition Plan describes the process developed to complete the City's self-evaluation of its policies, programs and facilities, and provides policy and program recommendations, as well as presents a Transition Plan for modifications of facilities to ensure accessibility" Although the Transition Plan has not been formally updated each year, City staff has reviewed accessibility issues each year as part of the budget process and incorporated elimination of the barriers into the budget to the greatest extent possible.

This document will continue to guide the planning and implementation of necessary program and facility modifications over the next several years. The ADA Transition Plan is significant in that it establishes the City's commitment to the development and maintenance of policies, programs and facilities that include all of its citizenry"

Federal Accessibility Requirements

The City of Placerville is obligated to observe all requirements of Title I in its employment practices; Title II in its policies, programs and services; any parts of Title IV and V that apply to the City and its programs, services or facilities; and all requirements specified in the ADA Accessibility Guidelines (ADAAG) that apply to facilities and other physical holdings (e.g., streets, sidewalks, and pedestrian rights-of-way)"

The City of Placerville Approach

In an effort to comply with the ADA, the City Council, in 1994, established a citizen advisory committee comprised of City staff and citizens from the disabled community. This advisory committee, "Disability Advisory Review Team (D.A.R.T)," completed the following:

- Gathered information and completed a citywide self-evaluation of existing policies and programs, and identified accessibility barriers;
- Development of an ADA Grievance Procedure;
- Assisted in the development of a Transition Plan.

Transition Plan - Development

The D.A.R.T committee convened for approximately one year and completed the initial self-evaluation. The City began immediately to address all non-compliance issues. All high priority readily-achievable physical barriers were removed or corrected to obtain compliance.

ADA Self-Evaluation

The following process, which was developed for the preparation of the ADA Self-Evaluation, included program and policy review and prioritization architectural barriers removal.

Policies, Programs and Procedures

Meetings with City staff and input gathered from D.A.R.T and the public addressed the following citywide programmatic accessibility barriers:

- Customer service
- Outreach and printed information
- City of Placerville website
- Training and staffing
- Public meetings
- Facilities and signage
- Public telephones and communication devices
- Purchasing accessible/adaptive equipment
- Emergency evacuation procedures
- Maintaining accessible programs

Additionally, when a policy, program, or procedure creates an accessibility barrier that is unique to a department or a certain program, the City will coordinate with the department head or program manager to address the matter in the most reasonable and accommodating manner.

Personnel

In 2002, the City completed a review of its employment policies, programs and procedures to determine current levels of service and the extent to which its employment policies and programs created barriers to accessibility for persons with disabilities. This resulted in revised job descriptions reducing accessibility barriers.

Buildings, Facilities and Parks

The City has conducted a survey of architectural barriers in its buildings, facilities and parks from October 1994 to date. Only those areas open to the public are surveyed. These surveys (see sections Streets, Buildings, Parking Lots and Parks) provide the City with an overview of the architectural barriers that prevent people with disabilities from using its facilities and participating in its programs.

Removal of Architectural Barriers

Upon completion of the surveys, the City proceeded immediately to correct all readily achievable barrier removal. Recognizing that the City has limited funds and cannot immediately make all buildings, facilities and parks fully accessible, City staff utilizes the following criteria as the basis for prioritizing the removal of architectural barriers:

- Level of use by the public: Buildings, facilities and parks that receive a high level of public use receive a high priority;
- Program uniqueness: Some programs are unique to a building, facility or park and cannot occur at another location; and
- Geographic distribution: By selecting a range of buildings, facilities and parks that are distributed throughout the City, the City can maximum access for all residents.

Prioritization of Barrier Removal

The criteria listed below are used to determine the priorities for addressing specific barriers in each building, facility and park.

- Priority One: The highest priority is placed on those barrier removal items that provide accessibility at the main entrance of a facility or improve a path of travel to the portion of the facility where program activities take place (e.g., parking, walks, ramps, stairs, doors, corridors, etc.).
- Priority Two: A second-level priority is placed on those barrier removal items that improve or enhance access to program-use areas (e.g., pools, public offices, restrooms, etc.).
- Priority Three: A third-level priority is placed on those barrier removal items that improve access to amenities serving program areas (e.g., drinking fountains, telephones, site furnishings, vending machines).

It is the intent of the City to address those items in Priorities One and Two within a time frame of one to seven years depending on immediate necessity, degree of complexity, and overall cost. In general, Priority Three items do not inhibit a person's ability to access or participate in a City program or event. Therefore, the City intends to address these items through routine maintenance, a building/facility remodel or improvement, or upon a request from a program manager or department head that a modification is necessary.

The City of Placerville reserves the right to change the barrier removal priorities in order to allow flexibility in accommodating community requests, petitions for reasonable modifications from persons with disabilities, and changes in City Programs.

Sidewalk and Curb Ramp Program

The City of Placerville has several programs devoted to making the City's streets and sidewalks more accessible:

- New Development and Infill Program: New development projects and those projects occurring as infill or redevelopment are required to install sidewalks and curb ramps.
- Annual Installation, Repair and Maintenance Program: On an annual basis, the City's Public Works Department repairs sidewalks and installs new ramps as part of routine maintenance.
- Street-Related Capital Improvement Projects: Sidewalks and/or curb ramps are installed and/or repaired in all street-related Capital Improvement Projects.
- Federally-Aided Street Overlay Construction Projects: The City includes the installation of curb ramps as part of federally-aided street overlay projects.

It is the goal of the City to continue its efforts to improve pedestrian accessibility. To achieve this goal, the City plans to utilize the following criteria to guide its sidewalk and curb program:

- Provide access to state or local facilities or offices: Since the ADA requires that funding priority be given to "walkways serving local and state government offices and facilities," these conditions have received the highest priority in the City.
- Provide access to places of public accommodation: Locations that provide access to "public, commercial, medical, professional, educational, or recreational services" are high priorities for curb ramp sites.
- Provide access to public transit: A goal is to improve access to bus stops along heavily used bus routes.
- Enhance safety at pedestrian crossings: High priority is given to curb ramps that allow for safe crossings at controlled or marked intersections.
- Create connected systems of accessible pathways: City staff will look for opportunities to complete a partially accessible intersection or pathway and expand an existing pathway system.

Undue Burden

The City of Placerville does not take any action that it can demonstrate would result in a fundamental alteration in the nature a program or activity, would create a hazardous condition for other people, or would represent an undue financial and administrative burden.

The determination that an undue financial burden would result must be based on an evaluation of all resources for use in a program. For example, if a barrier action is judged unduly burdensome, the City must consider other options for providing access that would ensure that the individuals with disabilities receive the benefits and services of the program or activity.

On-going Accessibility Improvements

Opportunities for further improvements of City services and facilities will continue to arise as advances are made in technology and the provisions of programs for people

with disabilities. Additionally, as the City acquires new facilities and develops new programs, it will be necessary to review each of them for access compliance.

Grievance Procedures

Grievance Procedure Under The American with Disabilities Act

This Grievance Procedure is established to meet the requirements of the Americans with Disabilities Act of 1990 (“ADA”). It may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the provision of services, activities, programs, or benefits by the City of Placerville, The City of Placerville’s Personnel Policy governs employment-related complaints of disability discrimination.

The complaint should be in writing and contain information about the alleged discrimination, such as name, address, phone number of the complainant, date, and description of the problem. Alternative means of filing complaints, such as personal interviews or a tape recording of the complainant will be made available for person with disabilities upon request.

The complaint should be submitted by the grievant and/or his/her designee as soon as possible but no later than sixty (60) calendar days after the alleged violation to:

Gary Pigg
ADA Coordinator
City of Placerville
3101 Center Street
Placerville, CA 95667

Within fifteen (15) calendar days after receipt of the complaint, the ADA Coordinator or his/her designee will conduct an investigation that may involve meeting with the complainant to discuss the complaint and the possible resolution. If an informal resolution is not reached with the complainant within sixty (60) calendar days after receipt of the complaint, the ADA Coordinator or his/her designee will respond in writing, and, where appropriate, in a format accessible to the complainant, such as large print, Braille, or audio tape. The response will explain the position of the City of Placerville and offer options for substantive resolution of the complaint.

If the response by the ADA Coordinator or his/her designee does not satisfactorily resolve the issue, the complainant and/or his/her designee may appeal the decision within fifteen (15) calendar days after receipt of the response of the City Manager.

Within sixty (60) calendar days after receipt of the appeal, the City Manager or his/her designee will review the complaint and the determination of the ADA Coordinator and respond in writing, and, where appropriate, in a format accessible to the complainant, with a final resolution of the complaint.

All written complaints received by the ADA Coordinator or his/her designee, appeals to the City Manager or his/her designee, and response from these two offices will be retained by the City of Placerville for at least three (3) years.

Identified Physical Barriers/Recommendations

PHYSICAL BARRIERS/RECOMMENDATIONS

BACKGROUND: The City of Placerville formed the Disability Advisory Review Team (D.ART.) to work with city staff in identifying physical barriers throughout City facilities. Physical barriers along with recommendations were identified as provided in the following sections:

STREETS

BUILDINGS

PARKING LOTS

PARKS/OPEN SPACE

REQUEST FOR COUNCIL ACTION

PROGRESS REPORT OF ADA REQUIREMENTS FOR
CITY SITES AND FACILITIES

DISCUSSION:

- Per Council direction, Community Development staff is conducting a survey at all city sites and facilities, identifying physical barriers which impact persons with disabilities. A Disability Advisory Review Team (DART) has been established. Please see attached DART Team list, Page 6. DART and staff have met formally four times to date, and have identified high priority readily achievable barrier removal items at Town Hall, City Hall, Upper Main Street, and Public Safety Building (see attached Surveys, Page 7). As our initial survey proceeds through completion of readily achievable barrier removal, more staff time will be required. To give some idea of this process, see attached chart on Page 5. Time expenditure by staff to date is 223 hours. In addition, many volunteer hours by DART members have been expended. Staff has attempted to meet the time demand required to begin the ADA compliance process, however without additional resources or staff, this task may become increasingly difficult. Staff time is currently being taken away from ongoing activities. For example, the Building Inspector's time to answer building permit related questions, plan reviewing, etc., has been cut from four hours to two hours a day. The two hours cut is then used to accomplish the ADA compliance process. As spring arrives, building permit activity will increase making it difficult to continue to devote two hours a day to the ADA compliance process.

After all city facilities and sites have been surveyed, and readily achievable items identified, staff and DART will turn our attention to more difficult barrier removal, barriers that are not readily achievable due to cost and/or time. Staff and DART will use the following guidelines to prioritize the barriers for their removal:

PHASE 1	HIGH priority	Readily achievable
PHASE 2	HIGH priority	LOW cost
PHASE 3	HIGH priority	MEDIUM cost
PHASE 4	HIGH priority	HIGH cost
PHASE 5	MEDIUM priority	LOW cost
PHASE 6	MEDIUM priority	MEDIUM cost
PHASE 7	MEDIUM priority	HIGH cost
PHASE 8	LOW priority	LOW cost
PHASE 9	LOW priority	MEDIUM cost
PHASE 10	LOW priority	HIGH cost

City parking lots are currently being surveyed separately from the above process. Estimated expenses for parking lot improvements are: \$4,086 from the General Fund and \$7,455 from the Parking District Fund. Estimated expenses include all necessary corrections required by ADA. Staff expects parking lot surveys to be submitted for City Council review and action in the following month.

- Implementation for removal of high priority readily achievable physical barriers.

To date Town Hall, City Hall, Public Safety Building and Upper Main Street have been surveyed and high priority readily achievable barriers have been identified. These facilities and sites are now ready to have the readily achievable barriers removed (see attached list for identification of high priority readily achievable barriers, Page 7).

- Designation of an ADA Coordinator to comply with the American with Disabilities Act (ADA) administrative requirements.

Our city must designate an official responsible for administration and implementation of the ADA requirements. This Coordinator needs to be someone who through the direction of Council has the authority to:

- Implement changes and modifications to barrier removal.
- Consult with persons with disabilities.
- Provide notification to the public regarding individual rights under the ADA.
- Establish ADA grievance procedure for filing and mediating informal complaints.
- Establish systems for evaluation and follow up.
- Establish a timeline for modifications of policies program services, activities and practices.
- Maintenance of the self-evaluation plan on file for the public's inspection for three years following it's completion.

- Implementation of phases 2-10 noted on Page 1.
- Other responsibilities as required by ADA.

A city wide "team" effort, under the direction of the Coordinator, will be necessary to accomplish the above listed ADA administrative implementation requirements. Recommended qualifications for the selection of an ADA Coordinator are as follows:

- Authority for that part of the budget relating to city facility improvements which fall under ADA and authority to request bids and cause work to be done to city facilities.
- Have adequate staffing and time to expend for above listed guideline requirements.
- Have direct access to City Council for direction.

The City Administrator or Public Services Director job responsibilities appear most suited to accomplish this ADA Coordinator task.

ALTERNATIVES:

Implementation of High Priority Readily Achievable Physical Barrier Removal.

Alternatives available to the City Council are :

- Direct staff to make changes and modifications at Town Hall, City Hall, Public Safety Building and Upper Main Street and remove barriers as outlined on Page 7.
- Direct staff to make changes to only one site or facility or any combination of sites and facilities. Then, at a later date, make changes and modifications to the remaining sites and facilities.
- Direct staff not to remove barriers as outlined above.

Designation of ADA Coordinator.

Alternatives available to the City Council are:

- Appoint Public Services Director.

- Appoint City Administrator.
- Appoint other.

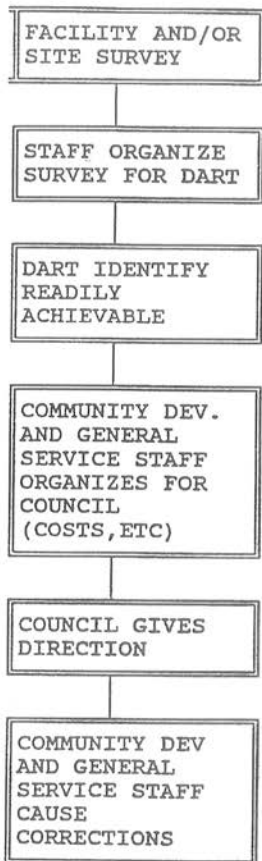
FISCAL IMPACT:

- Readily achievable barrier removal total cost is \$5,220.90. Total cost break down: staff labor \$ 1764.00; material cost \$3,456.90 (see attached breakdown, Page 9).
- Designation of ADA Coordinator. Total cost of administration and implementation is unknown. A prospective Coordinator may be selected, become familiar with the responsibilities, then determine fiscal impact.

RECOMMENDATIONS:

- For high priority readily achievable physical barriers, staff recommends that the City Council approve their removal and authorize the allocation of \$3,500 from the City General Fund to pay the cost of material.
- Staff recommends that either the City Administrator or his designee be selected as ADA Coordinator.

COUNCIL DATE: February 14, 1995	TITLE: ADA Requirements for City Sites and Facilities	TYPE OF ACTION: ORDINANCE: RESOLUTION: FORMAL ACTION: OTHER:
DATE SUBMITTED: February 7, 1995	SUBMITTED BY: Conrad B. Montgomery Community Development Director	
AGENDA NUMBER:	ADMINISTRATIVE REVIEW:	CONCURRENCE:



NOTE: This sequence repeats until all sites and facilities have been surveyed. With adequate resources and manpower staff expects to repeat this process once a month.

It is important to note that survey work initiated by staff has been limited to identification of physical barriers in areas used by the public only.

MEMORANDUM

TO: ALL INTERESTED IN JOINING DISABILITY ADVISORY REVIEW TEAM
(D.A.R.T.)

FROM: City of Placerville Community Development Department

DATE: October 19, 1994

SUBJECT: FORMATION OF DISABILITY ADVISORY REVIEW TEAM - D.A.R.T.

MEETING ANNOUNCEMENT

There will be a meeting for the formation of D.A.R.T. and to discuss barrier removal for City of Placerville owned sites and structures. The meeting will be held November 1, 1994, at the City of Placerville Town Hall in the Council Chambers, 549 Main Street, from 12:00 noon to 2:00 p.m.

AGENDA

1. INTRODUCTIONS
2. TEAM PURPOSE/SCOPE
3. HAND OUT PUBLICATIONS/TRAINING OPPORTUNITIES
4. ESTABLISH MEETING TIMES
5. ELECT OFFICERS (CHAIR, VICE CHAIR, AND SECRETARY)
6. NEW BUSINESS/QUESTIONS, ETC.
7. ADJOURNMENT

Call should you have any questions, (916) 642-5240.

Gary Pigg

GP:lj

DART TEAM

DORIS MCINTIRE, Chairperson 2585 Morrene Drive Placerville, CA 95667	(H) 622-5673 (W) 622-1774
STAFFORD HALL, Vice Chairperson MARGARET HALL 3300 Piedmont Drive Camino, CA 95709	644-6030
GARY PIGG, Secretary Community Dev. Specialist 487 Main Street Placerville, CA 95667	(W) 642-5252
JOHN BAUDENDISTEL <u>905 Reservoir St.</u> Placerville, CA 95667	626-7225
RENA BRYLA 3139 Turner St., Apt. B Placerville, CA 95667	626-6385
MARIAN WASHBURN 2910 Coloma Street Placerville, CA 95667	(H) 622-4647
BUD SHINKLE Engineer Technician 487 Main Street Placerville, CA 95667	(W) 642-5250
MACE BANNON Building Inspector 487 Main Street Placerville, CA 95667	(W) 642-5240
JACK ATKINS Building Official 487 Main Street Placerville, CA 95667	(W) 642-5240

CITY OF PLACERVILLE LIST OF PROPERTIES

Public Facilities

City Hall
Town Hall
Public Safety Building
Scout Hall

Public Utility Facilities

Water Treatment Plant (Pardi Way & Country Club Drive.)
Wastewater Treatment Plan Corporation yard
Fire Station (Sacramento Street)
Rec Shop (Gold Bug)

Parking Lots

P.P. Small Lot (West of PD)
City Hall
Town Hall
Public Safety Building (Main St. & Spanish Ravine)
Downtown Parking Structure
Ivy House
Fox Lot (next to Casa Grande/north Main)
Milton Lot (next to Murry & Downs)
Stagecoach Plaza
Village Square
Broadway/Main (across from Lyons Restaurant)
Mooney Lot (next to Tortilla Flats)
Coloma/Conrad St.
Bee Street
Gilette/Tetrault Lot (south of Milton Lot)
Small Lot (behind Casa Grande)

Streets

Commercial Areas
Residential Areas

Cemeteries

Myrtle (Jewish)
Mosquito (City)
Rector (City)

Parks

Gold Bug Park
Benham Park (Pool) (Dressing Rooms)
Lyon's Park
Veteran's Park (Broadway)
Bell Park (Next to D.A. Office)
Rotary Park
Lumsden Park
Railroad Plaza
Bell Tower

Streets

ADA SURVEY MAIN STREET FROM CHRISMAN ALLEY TO BROADWAY COURT.

2 * (3,4) CHRISMAN ALLEY @ MAIN ST AND RESERVOIR STREET @ MAIN STREET

- ▲ INSTALL HANDICAP RAMP @ EXISTING X-WALK BOTH SIDES OF MAIN STREET.

COUNTY COURT HOUSE (N.E. CORNER MAIN & BEDFORD)

- ▲ INSTALL 12" WIDE GROOVED BORDER
- ▲ INSTALL TRUNCATED DOMES ON FULL WIDTH OF RAMP

* (1,2) N.E. CORNER MAIN STREET & BEDFORD AVE. @ SOUTH SIDE MAIN

- ▲ RESTRIPE X-WALK SO EXISTING H.C. RAMP CAN SERVICE MAIN ST. CROSSING.
- ▲ INSTALL 12" GROOVED BORDER
- ▲ INSTALL TRUNCATED DOMES ON FULL WIDTH OF RAMP
- ▲ INSTALL H.C. RAMP ON SOUTH SIDE OF MAIN ST. IN EXIST. X-WALK.

(5) CENTER ST.

? How * TOWN HALL

- ▲ RELOCATE EXISTING X-WALK CROSSING MAIN ST. OUT OF EXISTING DRIVEWAYS
- ▲ INSTALL H.C. RAMP ON NORTH & SOUTH SIDE OF MAIN ST. IN RELOCATED X-WALK

Priority Hold off until Clay St Realignment

CLAY STREET @ MAIN ST / MAIN STREET X-WALK

- A INSTALL H.C. RAMP @ BOTH SIDES OF CLAY ST.
- A INSTALL H.C. RAMP @ SOUTH SIDE OF MAIN STREET. (NOTE: THIS WILL REQUIRE RELOCATION OF AN EXISTING FIRE HYD.)

(7,8)

CEDAR RAINE @ MAIN ST (INTER-COUNTY TO C¹H)

- A INSTALL H.C. RAMP @ EACH END OF X-WALK.

(9)

IVY HOUSE PARKING LOT / MAIN ST. (TO C¹H)

- A EXISTING H.C. RAMP @ IVY HOUSE LOT. EXCEEDS MAX. SLOPE BY 2% + AND NEEDS 12" GROOVED BOARDER. REMOVE & REPLACE W/APPROVED TYPE
- A INSTALL H.C. RAMP SOUTH SIDE OF MAIN ST. @ X-WALK

LOCUST STREET @ MAIN / MAIN ST. X-WALK

- A INSTALL 12" GROOVED BOARDER EAST SIDE LOCUST
- A INSTALL TRUNKATED DOMES EAST SIDE LOCUST
- A INSTALL H.C. RAMP BOTH SIDES OF MAIN ST. @ EXISTING X-WALK

NOTE ① INSTALLATION OF H.C. RAMP @ SOUTH SIDE WILL REQUIRE RELOCATION OF EXISTING FIRE HYD.
 ② MAX. SLOPE REG'S CAN NOT BE ADHERED TO AS MAIN ST IS 1' + ABOVE TOP OF SIDEWALK

SHERIDAN ST. @ MAIN / MAIN ST. X-WALK

- A INSTALL H.C. RAMP @ BOTH ENDS OF SHERIDAN X-WALK
- A INSTALL H.C. RAMP ON NORTH SIDE OF MAIN IN EXIST. X-WALK

HEAD OFF FOR PROJ.

TURNER ST. @ MAIN ST.

- A INSTALL H.C. RAMP @ S.W. CORNER OF MAIN STREET.

(9)

SPANISH RAVINE @ MOSQUITO RD.

- A INSTALL H.C. RAMP SOUTH SIDE OF MAIN ST.
- A INSTALL 12" GROOVED BOARDER ON EXIST. H.C. RAMP ON NORTH SIDE OF SPANISH RAVINE

WASHINGTON ST. @ SPANISH RAVINE

- A REMOVE EXISTING H.C. RAMP @ N.W. CORNER AND INSTALL H.C. RAMP IN EXIST X-WALK WEST SIDE OF WASHINGTON ST.

WASHINGTON ST. @ HAZZARD ST.

- A INSTALL H.C. RAMP IN EXIST. X-WALK BOTH SIDES OF WASHINGTON ST.

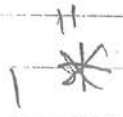
10

MOSQUITO ROAD @ BROADWAY

- A INSTALL H.C. RAMP IN EXIST. X-WALK WEST SIDE OF MOSQUITO ROAD.
- A INSTALL 12" GROOVED BOARDER EXIST. H.C. RAMP ON EAST SIDE MOSQUITO RD.

BROADWAY @ MOSQUITO ROAD

- A INSTALL H.C. RAMP SOUTH SIDE OF BROADWAY IN EXIST. X-WALK.



BROADWAY COURT @ MOSQUITO ROAD

- A INSTALL H.C. RAMP NORTH SIDE OF BROADWAY CT. IN EXIST. X-WALK

ITEMS STILL NEEDING ASSESSMENTS

PLACERVILLE BODY SHOP

- A EXCESSIVE X-SLOPES DUE TO HIGH CURB ALONG MOSQUITO ROAD FRONTAGE

STANCILS USED CAR LOT (SOUTH SIDE MAIN ST.)

- A EXCESSIVE X-SLOPE @ CENTER & EASTERLY DRIVEWAYS DUE TO HIGH CURB (18"±)
- A EXCESSIVE WESTERLY END SLOPE ON SIDEWALK DUE TO HIGH CURB (18"±)
- A ALL DRIVEWAY SIDEWALK TRANSITIONS ON AREA SURVEYED

Upper Main Street

1. Site Distance
 - A. Install mirror at 90° turn on Reservoir Street so pedestrians can see oncoming traffic.

READILY ACHIEVABLE BARRIER REMOVAL

Town Hall

<u>ITEM</u>	<u>STAFF TIME</u>	<u>MATERIAL COST</u>
1.A	1 hr.	100.00
1.B	1 hr.	7.00
1.C	1/2 hr.	-0-
→ 2.A	***	***
→ 2.B	***	***
3.A	1 1/2 hrs.	390.00
3.B	2 hrs.	-0-
4.A	1 1/2 hrs.	-0-
5.A	3 hrs.	116.95
6.A	1/4 hr.	-0-
6.B	1/4 hr.	35.00
7.A	0 hrs.	750.00
7.B	0 hrs.	
7.C	6 hrs.	50.00
7.D	8 hrs.	50.00
8.A	1 hr.	100.00
8.B	2 hrs.	120.00
8.C	1 hr.	7.00
TOTAL:	29 hrs. @\$24.00/hr. = \$696.00	\$1,725.95

June 14, 1996

RECEIVED

JUN 15 1996

ENGINEERING DIVISION
CITY OF PLACERVILLE

John Medina
City Engineer
487 Main Street
Placerville, CA 95667

Re: Curb cutouts

Dear Mr. Medina,

I am writing on behalf of the city's D.A.R.T. Committee (Disability Awareness Review Team) and as a member of the Wheelchair Friendly Committee.

I would like to bring to your attention the need for curb cutouts at both the Schnell School Rd. & Hwy 50 underpass.

Those traveling in a wheelchair to/from the Broadway area & Schnell School Rd, (for instance, the Senior Apartments) must go into the road at the underpass as there is no way to get onto the sidewalk. This is very dangerous!

The same is true for the Broadway/Main & Hwy 50 underpass area. Those traveling in a wheelchair to/from Broadway/Main St. area & Mosquito Rd. have this same problem. Again, this is very dangerous!

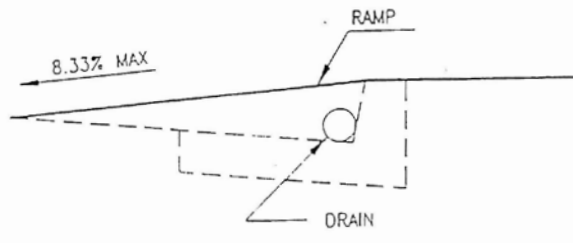
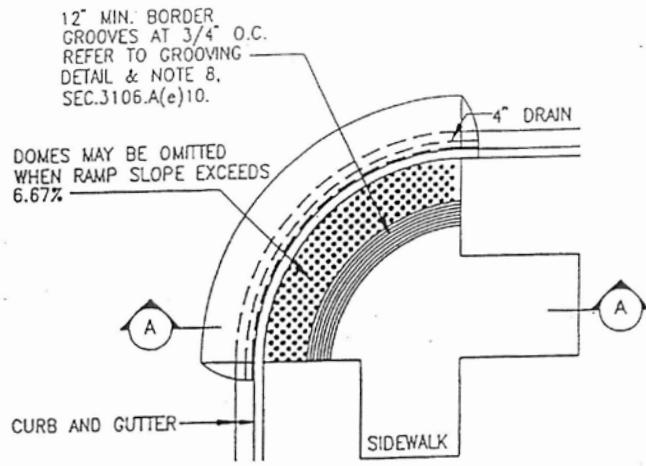
I am requesting that those two areas be included in your new budget. I would also appreciate being kept apprised of this situation.

Sincerely,

Doris McIntire, *D.A.R.T. Chairperson*, Wheelchair Friendly Committee
2585 Morrene Dr.
Placerville, CA 95667
622-5673

<p style="text-align: center;">Checklist # 5 CURB RAMPS CA Title 24, Section 3106A(e)</p>	<p style="text-align: center;">C O M P L I E S</p>	<p style="text-align: center;">C H A N G E S N E E D E D</p>
<p>A. Location: See Figures 31-19A.B.C & 31-20AB, CD.</p>		
<p>1. At each corner, in center of crosswalk or terminating in crosswalk.</p>		
<p>2. Where pedestrian way crosses curb.</p>		
<p>B. Width: Min 48"</p>		
<p>C. Finish: Stable, firm, slip-resistant, contrasting with adjacent sidewalk.</p>		
<p>D. Slope: Max 1:12. See Figure 31- 20I.</p>		
<p>E. Slope of flared sides (ADAAG 4.7.5): Max 1:10.</p>		
<p>F. Slope of adjoining gutters, road surfaces, accessible route: 1:20 for 4 feet at top & bottom of curb ramp.</p>		
<p>G. Top Landing: 4 feet deep over full width or slope of flared sides max 1:12. See Figure 31-22.</p>		
<p>H. Transition (ADAAG 4.7.2): To walkway & to road or gutter, flush & no abrupt changes.</p>		
<p>I. Returned Curbs: For sharp return curb cuts (no flared sides, but abrupt drops instead), barriers to prevent cross pedestrian traffic, (i.e. plantings, walls, guardrails, etc. are required). See Figure 31-21.</p>		
<p>J. Built-up Curb Ramps: Shall not project into vehicular traffic lanes or parking access aisles.</p>		
<p>K. Space for Parked Vehicles: Must not obstruct use of curb ramps.</p>		

<p style="text-align: center;">Checklist # 5 (continued) CURB RAMPS CA Title 24, Section 3106A(e)</p>	<p style="text-align: center;">C O M P L I E S</p>	<p style="text-align: center;">C H A N G E S N E E D E D</p>
<p>L. Detectable Warnings: (Required in California after 4-1-94.) See figure 31-23A.</p>		
<p>1. Application: Slopes < 1:15.</p>		
<p>2. Description : Truncated domes: diameter: 0.9" at base to .45" at top, height: 0.2", spacing: center-to-center 2.35", contrast: light-on-dark or dark-on-light, material: integral part of walking surface.</p>		
<p>3. Location: full width & depth of curb ramp inside grooved border.</p>		
<p>M. Grooved border: See Figure 31-20GH.</p>		
<p>1. Location: at level surface of sidewalk, along top and each side.</p>		
<p>2. Width: 12".</p>		
<p>3. Depth: 1/4" every 3/4".</p>		
<p>N. Diagonal Curb ramps: See Figure 31-20EF.</p>		
<p>1. If have returned curbs (or other well-defined edges): parallel to direction of pedestrian flow</p>		
<p>2. Bottom Level Area: Width = 48" within marked crossings.</p>		
<p>3. If have flared sides: 24" long segment of straight curb on each side of curb ramp & within marked crossing.</p>		
<p>O. Islands (ADAAG Section 4.7.11): Accessible path cut through at street level or curb ramps on both sides with level area 48" long between.</p>		

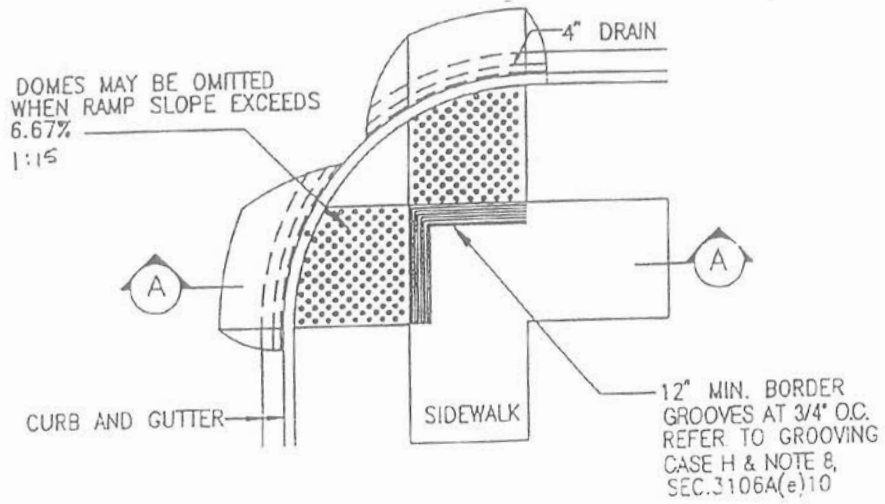


SECTION A-A

CURB DETAILS

FIGURE NO. 31-19A

THIS DIAGRAM ILLUSTRATES THE SPECIFIC REQUIREMENTS OF THESE REGULATIONS AND IS INTENDED ONLY AS AN AID FOR BUILDING DESIGN AND CONSTRUCTION

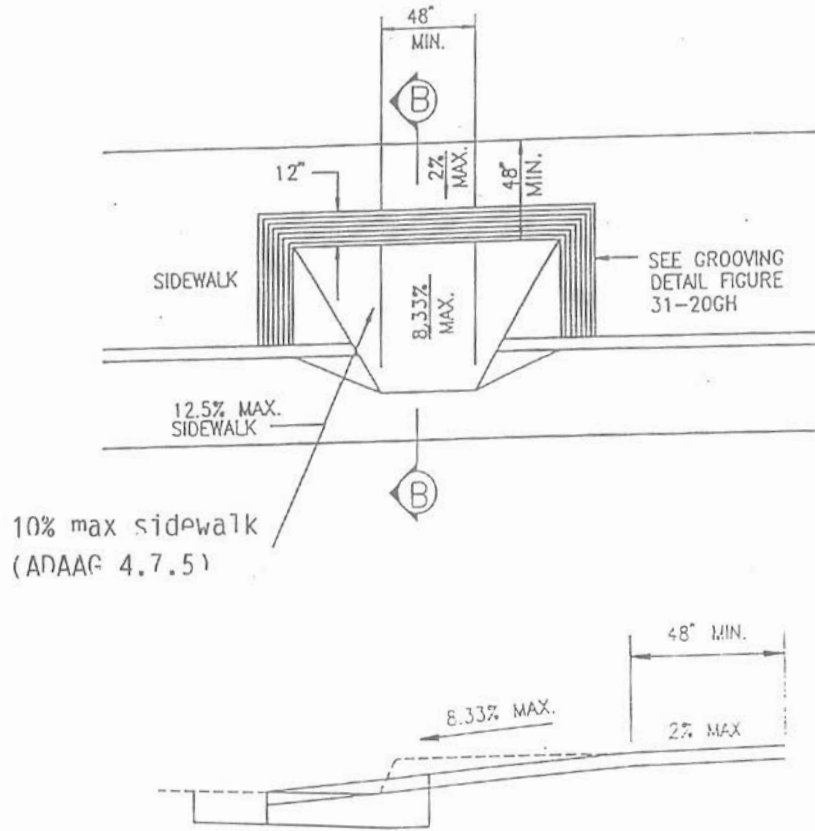


SEE FIG. 31-19A, SECTION A-A

CURB DETAIL

FIGURE NO. 31-19B

THIS DIAGRAM ILLUSTRATES THE SPECIFIC REQUIREMENTS
OF THESE REGULATIONS AND IS INTENDED ONLY AS AN
AID FOR BUILDING DESIGN AND CONSTRUCTION

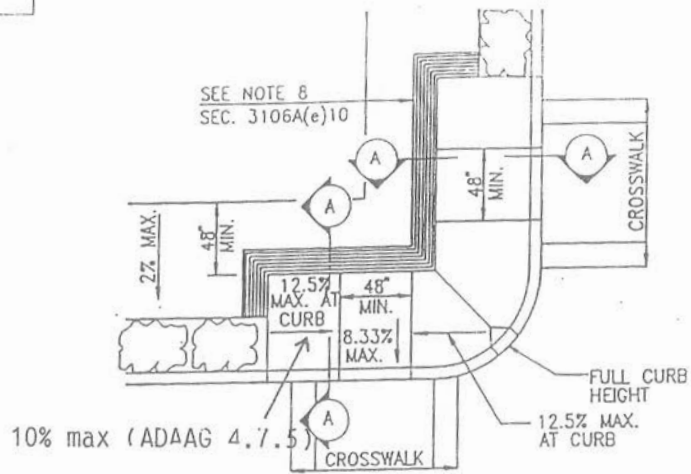


SECTION B-B

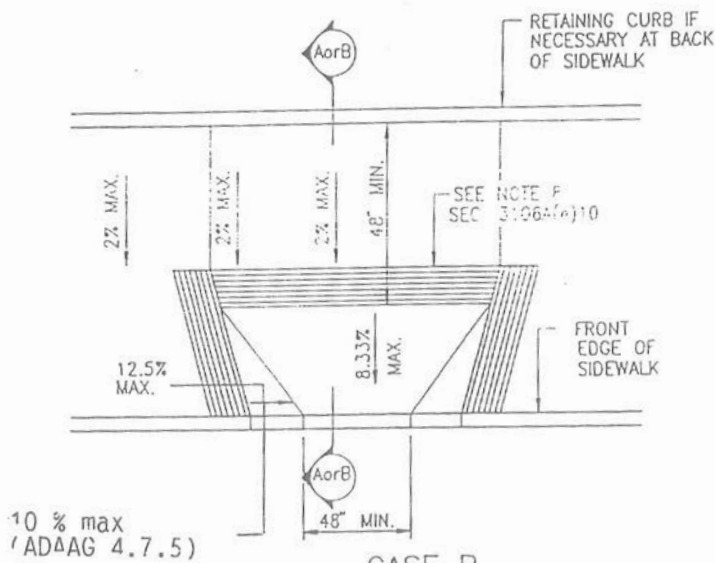
CURB DETAILS

FIGURE NO. 31-19C

THIS DIAGRAM ILLUSTRATES THE SPECIFIC REQUIREMENTS OF THESE REGULATIONS AND IS INTENDED ONLY AS AN AID FOR BUILDING DESIGN AND CONSTRUCTION



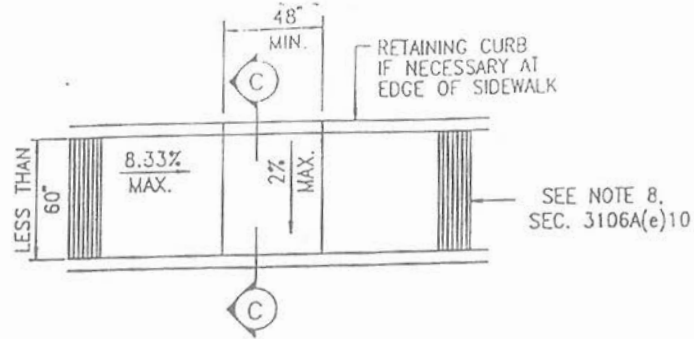
CASE A



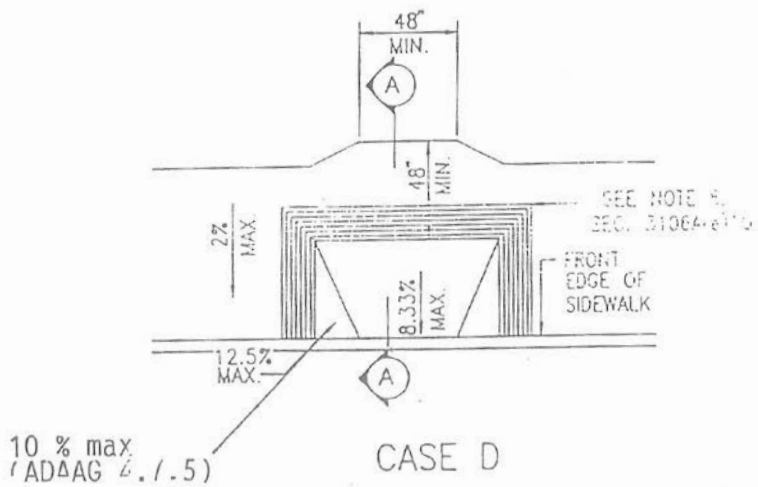
CASE B

CURB DETAIL A and B
FIGURE NO. 31-20AB

THIS DIAGRAM ILLUSTRATES THE SPECIFIC REQUIREMENTS OF THESE REGULATIONS AND IS INTENDED ONLY AS AN AID FOR BUILDING DESIGN AND CONSTRUCTION



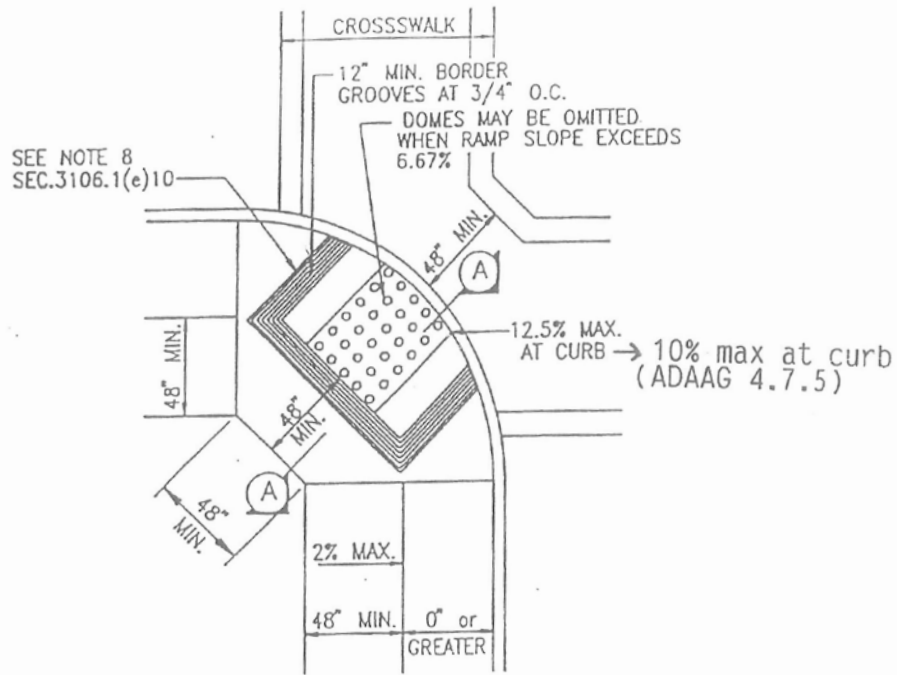
CASE C
(SIDEWALK LESS THAN 60" WIDE)



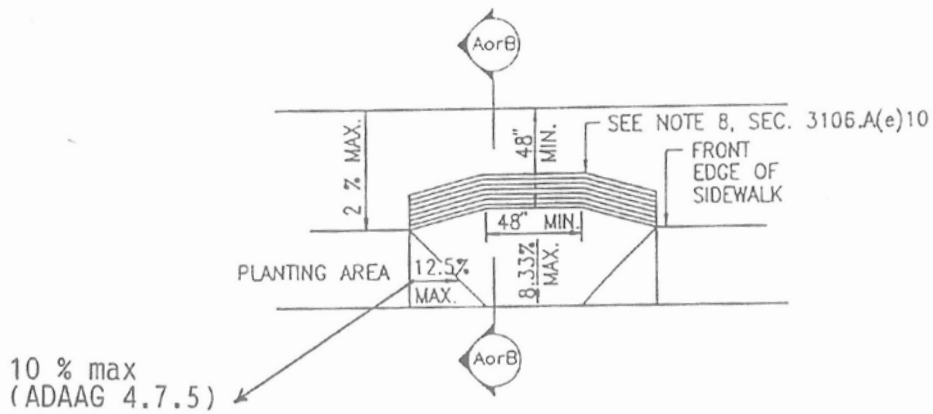
CURB DETAIL C and D

FIGURE NO. 31-20CD

THIS DIAGRAM ILLUSTRATES THE SPECIFIC REQUIREMENTS OF THESE REGULATIONS AND IS INTENDED ONLY AS AN AID FOR BUILDING DESIGN AND CONSTRUCTION



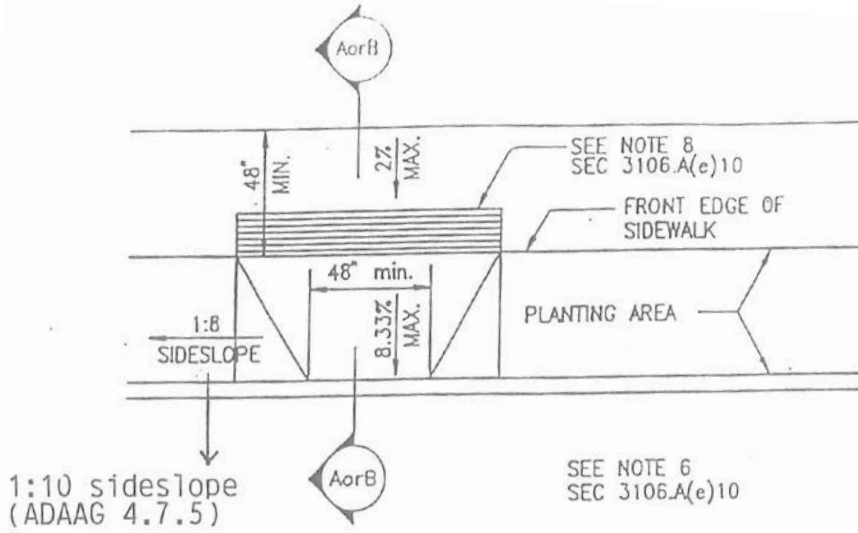
CASE E



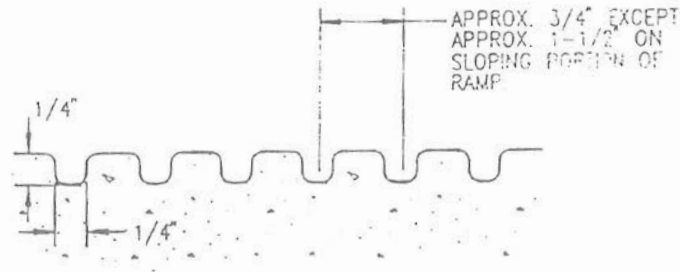
CASE F

FIGURE NO. 31-20EF

THIS DIAGRAM ILLUSTRATES THE SPECIFIC REQUIREMENTS OF THESE REGULATIONS AND IS INTENDED ONLY AS AN AID FOR BUILDING DESIGN AND CONSTRUCTION



CASE G

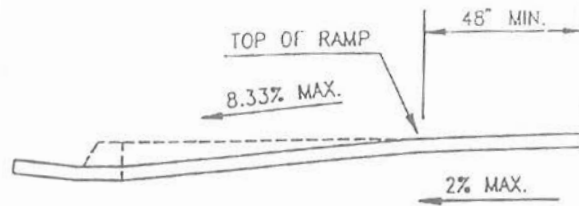


GROOVING DETAIL
CASE H

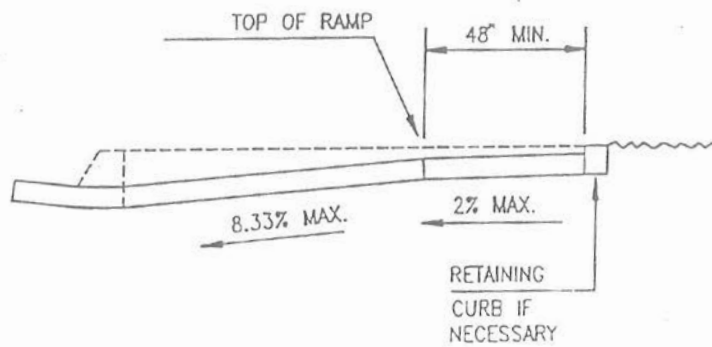
CURB DETAIL

FIGURE NO. 31-20GH

THIS DIAGRAM ILLUSTRATES THE SPECIFIC REQUIREMENTS
OF THESE REGULATIONS AND IS INTENDED ONLY AS AN
AID FOR BUILDING DESIGN AND CONSTRUCTION

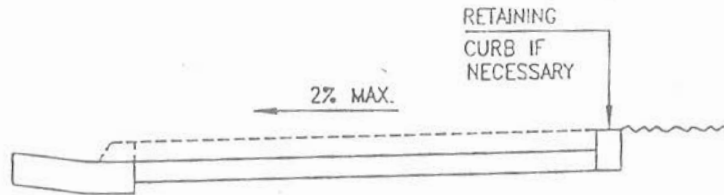


SECTION A-A



SECTION B-B

DEPRESS ENTIRE SIDEWALK AS REQUIRED

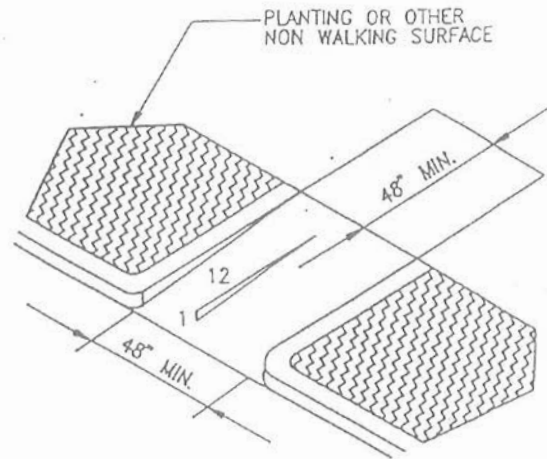


SECTION C-C

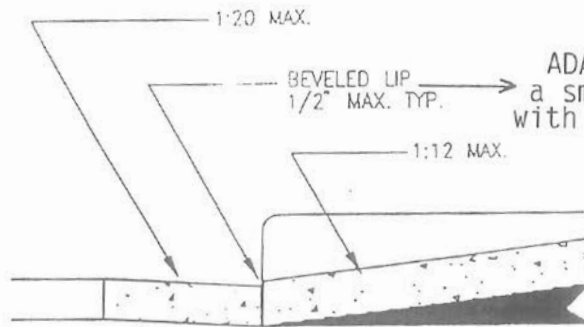
CURB SECTIONS

FIGURE NO. 31-20I

THIS DIAGRAM ILLUSTRATES THE SPECIFIC REQUIREMENTS OF THESE REGULATIONS AND IS INTENDED ONLY AS AN AID FOR BUILDING DESIGN AND CONSTRUCTION



(a)



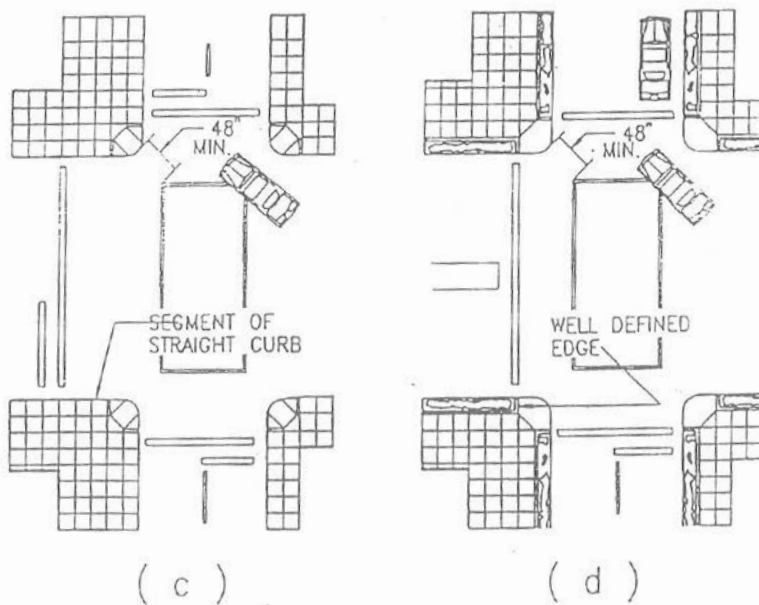
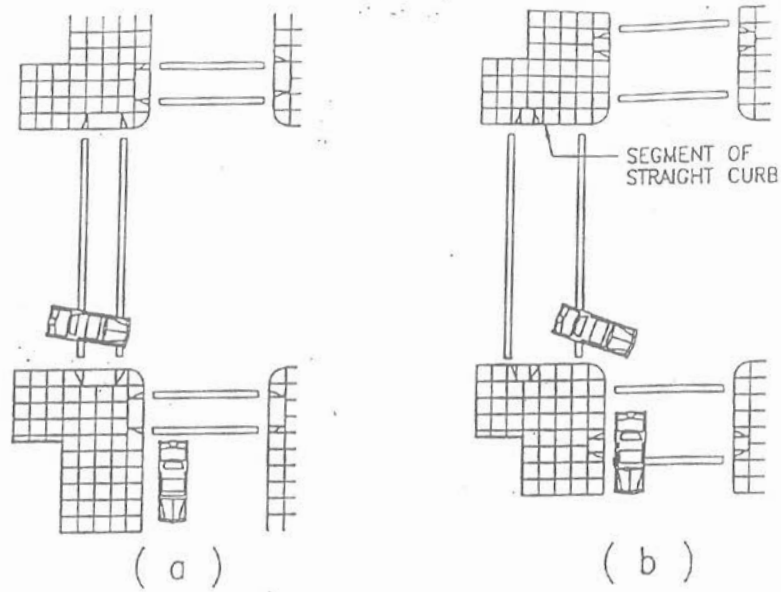
ADAAG 4.7.2 requires a smooth transition with no abrupt changes in level.

(b)

RETURNED CURB STYLE

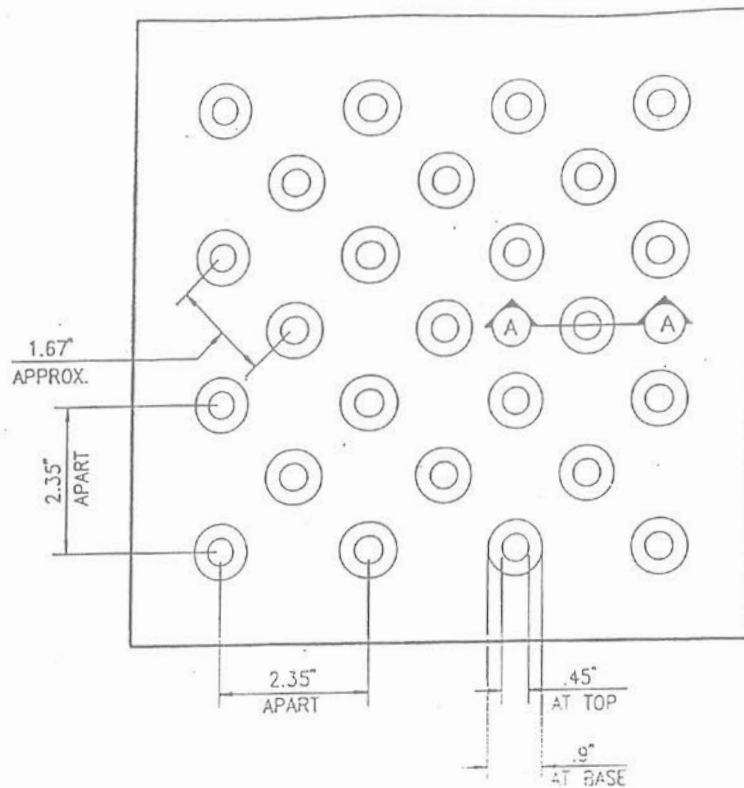
FIGURE NO. 31-21

THIS DIAGRAM ILLUSTRATES THE SPECIFIC REQUIREMENTS OF THESE REGULATIONS AND IS INTENDED ONLY AS AN AID FOR BUILDING DESIGN AND CONSTRUCTION

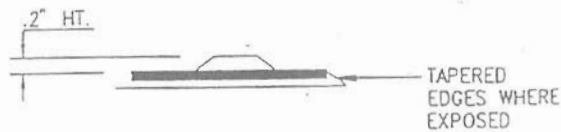


CURB RAMPS AT MARKED CROSSING
FIGURE NO. 31-22

THIS DIAGRAM ILLUSTRATES THE SPECIFIC REQUIREMENTS OF THESE REGULATIONS AND IS INTENDED ONLY AS AN AID FOR BUILDING DESIGN AND CONSTRUCTION



TYPICAL PLAN



TYPICAL SECTION A-A

TRUNCATED DOMES
FIGURE NO. 31-23A

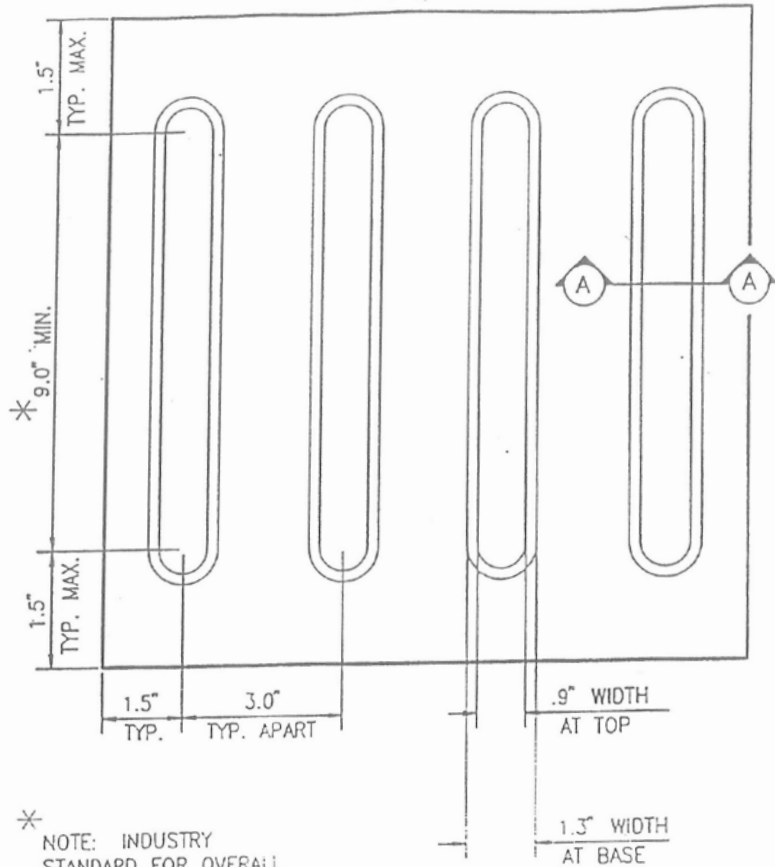
THIS DIAGRAM ILLUSTRATES THE SPECIFIC REQUIREMENTS OF THESE REGULATIONS AND IS INTENDED ONLY AS AN AID FOR BUILDING DESIGN AND CONSTRUCTION

<p style="text-align: center;">Checklist # 6 POLE-SUPPORTED TRAFFIC CONTROL BUTTONS CA Title 24 Section 3105A(e)11</p>	<p style="text-align: center;">C O M P L I E S</p>	<p style="text-align: center;">C H A N G E S N E E D E D</p>
<p>A. Identification (on pole-supported pedestrian traffic control buttons): Textured horizontal yellow band with 1" wide dark border band above & below.</p>		
<p>B. Location: Immediately above control buttons & 48" above ground surface.</p>		

<p style="text-align: center;">Checklist # 7 WALKS & SIDEWALKS CA Title 24 Sections 3105A(n), 3324 & 3325</p>	<p style="text-align: center;">C O M P L I E S</p>	<p style="text-align: center;">C H A N G E S N E E D E D</p>
<p>A. Width: Min 48". (If right-of-way restriction, natural barriers, or other existing conditions, E.F. = 36".)</p>		
<p>B. Slope: Max 1:20. Where slope exceeds 1:20, walkway must meet ramp standards. See Checklist #8 for handrail & other requirements.</p>		
<p>C. Change in level: Max 1/2", 1/4"- 1/2" beveled 1:2. Changes > 1/2" must comply with ramp standards. See Checklist #8.</p>		
<p>D. Surface: Stable, firm, & slip-resistant.</p>		
<p>E. Surface Slope: < 6% - medium salted. > 6% - slip resistant.</p>		
<p>F. Cross slope: Max 1 vertical to 50 horizontal. 2%</p>		
<p>G. Gratings: No gratings if possible. Where necessary, max width 1/2" in direction of traffic flow. (U.H. if E.F. No E.F. if legal or physical constraints & approval by appeals board.) See Figure 31-7B.</p>		
<p>H. Level Areas by Doors & Gates:</p>		
<p>1. Swing side: 60" x 60".</p>		
<p>2. Push side: 48" wide x 44" deep.</p>		
<p>3. Swing side Strike Edge Clearance: 24".</p>		
<p>I. Continuous gradients: Every 400 feet, 5 foot long level area.</p>		
<p>J U-Turns: Around an obstacle < 48", width must be minimum 42" on approach & 48" in turn.</p>		
<p>K. Passing spaces: For routes <60", 60" wide x 60" long or intersecting walks at 200 foot intervals.</p>		

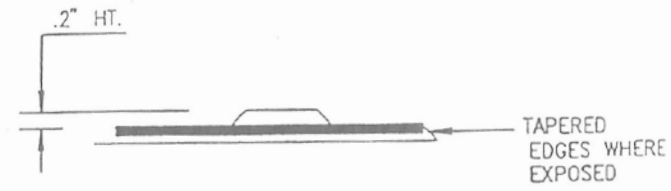
<p style="text-align: center;">CHECKLIST # 7 (continued) WALKS & SIDEWALKS CA Title 24 Sections 3105A(n), 3324 & 3325</p>	<p style="text-align: center;">C O M P L I E S</p>	<p style="text-align: center;">C H A N G E S N E E D E D</p>
<p>L. Hazards:</p>		
<p>1. Warning Curbs:</p>		
<p>a. Location: Abrupt changes in level > 4" vertical (planters, fountains, ponds).</p>		
<p>b. Height: 6". Exception allowed: Where guardrail or handrail provided if guide rail centered 2 - 4" above walk, walk = 5% or < slope, & no adjacent hazard.</p>		
<p>2. Overhanging Obstructions: Min 80" above walking surface.</p>		
<p>3. Detectable Warnings:</p>		
<p>a. Location: Where walk crosses or adjoins vehicular way not separated by curb, and by drop-off at transit boarding platforms.</p>		
<p>b. Width: 24" - 36"</p>		
<p>c. Truncated domes: See Checklist #5, L.</p>		
<p>d. Color: Yellow = Federal Color # 33538 of Standard # 595B. If color value contrast < 70% between yellow warning & walk, 1" wide black strip shall separate yellow warning from walk.</p>		
<p>e. Material: Durable, slip resistant.</p>		
<p>f. Resiliency: Providing difference in sound on cane contact from surrounding surface.</p>		
<p>4. Pedestrian Access Detectable Directional Texture at Boarding Platforms: See Figure 31-23B.</p>		
<p>a. Location: Behind yellow detectable warning texture aligning with all passenger doors of transit vehicles.</p>		

<p>Checklist # 7 (continued) WALKS & SIDEWALKS CA Title 24, Sections 3105A(n), 3324 & 3325</p>	<p>C O M P L I E S</p>	<p>C H A N G E S N E E D E D</p>
<p>L. 4. b. Size: Width of transit vehicle's door opening by 36".</p>		
<p>c. Texture Height: 0.1" tapering to 0.04".</p>		
<p>d. Resiliency: Providing difference in sound on cane contact from surrounding surface.</p>		
<p>e. Color: Yellow = Federal Color # 33538 of Standard # 595B.</p>		
<p>f. Directional Bars: Height: 0.2". Width: 1.3". Center to center: 3.0".</p>		



* NOTE: INDUSTRY STANDARD FOR OVERALL BAR LENGTH IS 11-1/4" TO 11-1/2".

TYPICAL PLAN

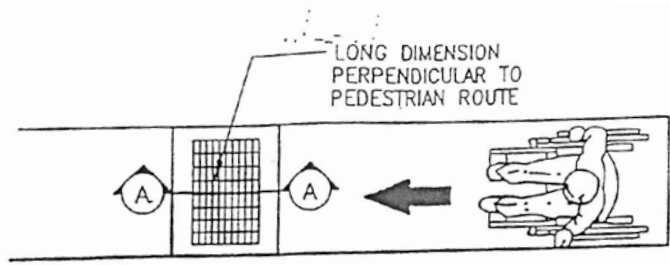


TYPICAL SECTION A-A

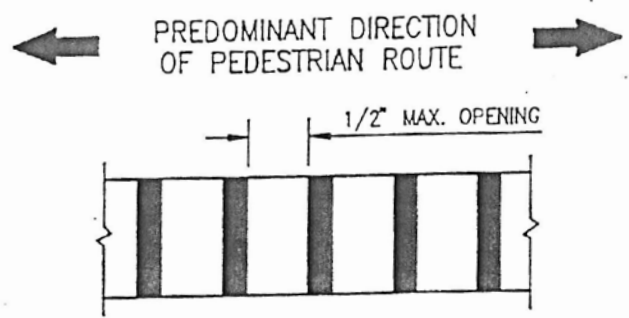
DIRECTIONAL BARS

FIGURE NO. 31-23B

THIS DIAGRAM ILLUSTRATES THE SPECIFIC REQUIREMENTS OF THESE REGULATIONS AND IS INTENDED ONLY AS AN AID FOR BUILDING DESIGN AND CONSTRUCTION

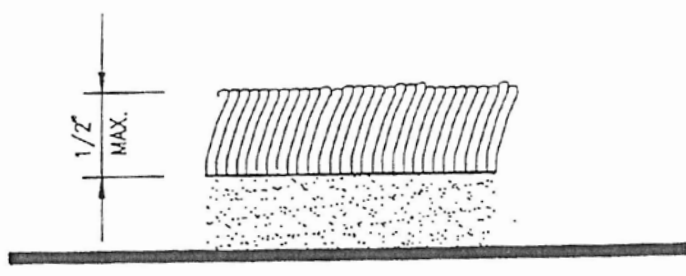


PLAN



SECTION A - A THROUGH GRATE

(a) GRATE ORIENTATION TO PATH OF TRAVEL



(b) CARPET PILE THICKNESS

FIGURE NO. 31-7B

THIS DIAGRAM ILLUSTRATES THE SPECIFIC REQUIREMENTS OF THESE REGULATIONS AND IS INTENDED ONLY AS AN AID FOR BUILDING DESIGN AND CONSTRUCTION

Buildings



Ad

City of Placerville

487 Main Street
Placerville, California 95667

November 14, 1994

TO: DART TEAM MEMBERS
FROM: Gary Pigg *GP*
Secretary
SUBJECT: NEXT DART MEETING - DECEMBER 14, 1994

This memorandum is a reminder of the next scheduled DART meeting on December 14, 1994 at the Town Hall Council Chambers.

Also, please find attached the correction list for the structure for your prioritization prior to the December meeting.

If you have any questions, please contact me at 642-5252.

Thank you.

Attachment

GP:dmh

LISTED IN PRIORITY ORDER

1. Lower Bathrooms

- a. Signage.
- b. Accessible lock on toilet compartment doors.
- c. 48 inch minimum from toilet to door, currently 31 inches.
- d. Toilet compartment door, 36 inch minimum, currently 33 inches.
- e. Toilet seat minimum height 17 to 19 inches, currently 15 inches.
- f. Raise grab bar above toilet tank 36 inches above floor, currently 33 inches.
- g. Lavatory center line to wall minimum 18 inches, currently 16 inches.
- h. Knee space under lavatory 29 inches and 8 inches deep.
- i. Insulate lavatory pipes.
- j. Door pressure maximum five lbs. These are fire doors which are allowed to have 15 lbs. pressure with other access.
- k. Relocate disposable seat dispenser so it is within 40 inches off of floor and 30 inches by 48 inches clear space at floor.
- l. Control value urinal maximum 44 inches, currently 45 inches.
- m. Floor surface to extend up wall five inches, currently four inches.
- n. Wall to be covered with smooth, hard nonabsorbent material 48 inches minimum at urinals and toilets.

2. Exterior Parking/Access to Structure

- a. Provide van accessible parking space.
- b. Limit total parking spaces to 25.
- c. Provide 48 inch wide sidewalk to all entrances from front of van parking space.
- d. Remove obstructions from walkway area; i.e., phone, vehicle curbs, barriers.
- e. Overlay parking space for van to achieve (1) 1¼ inch max slope (2) stable firm sub-resistance surface.
- f. Relocate wheel curbs to prevent encroachment on walkway.
- g. Install all required parking lot signage.
- h. Relocate accessible parking space so it is central to all three entrances (bear in mind turn radius).
- i. Provide transition from new sidewalk to all three entrances.
- j. Landing at entrances to be sized to meet accessibility requirements (60"x60").

3. Doors

- a. Hardware to be changed to lever type except panic hardware.
- b. Some doors with self-closure do not meet three second maximum closing time.
- c. Park and Recreation main entry to be 6 feet, 8 inches high minimum, and 36 inches wide minimum, currently door 6 feet 7 inches high and 35½ inches wide.
- d. Kitchen door strike edge required minimum 18 inches. Relocate door to gain compliance.
- e. All doors to have 10-foot wide push plate on push side of door.
- f. Maximum effort interior door five lbs. Some doors do not comply.
- g. Maximum effort exterior doors 8½ lbs. Unknown if all comply.

4. Council Chamber/Assembly

- a. Replace emergency back-up light battery.
- b. Ramp to stage to meet slope, handrail, guardrail, landing requirements, etc.
- c. Assistive listening system required at Council Chambers with 4% of OCC available (15-units). Provide signage in prominent place indicating availability.

5. Room Access

- a. Handout racks to be raised a minimum of 27 inches above floor.
- b. Corridor near fountain to be widened to 44 inches, currently 40 inches.
- c. Park and Recreation counter height 28 inches to 34 inches, currently 43 inches (A section of counter 36 inches long must be provided).
- d. Communication outlet in Council Chambers to be raised a minimum of 15 inches above floor.

6. Signs Interior

- a. Sign to meet requirement Section 3105A (e).

7. Drinking Fountain

- a. Provide 27 inches knee space, currently 25 inches.
- b. Remove electric cord from toe space.
- c. Maximum height of bubbler 36 inches (when knee space is provided, bubbler height will be 36½ inches different unit will be required.).
- d. Floor to be slip resistant.

8. Telephone

- a. Relocate from future sidewalk.
- b. Reinstall per Section 3105A (d)2 and (K).

9. Stairs to Upper Floor/& Interior

- a. Handrail to be continuous.
- b. Handrails to be reinstalled 34 inches above nose of treads.
- c. Handrails to extend a minimum 12 inches past stairs bottom and top.
- d. Handrail dimension to be 1½ to 1¼ inches, existing 2 inches.
- e. Provide visual stripping all treads.
- f. Stair risers to be uniformed with other, currently varies 8 inches to 6 ½ inches.
- g. Stair risers to have enclosures.
- h. Install stairway signage.

10. Upper Floor Bathrooms

- a. Door cannot swing into required cleared space.
- b. Signage.
- c. 48 inch minimum clearance in front of toilet, currently 43 inches to 41 inches.
- d. Raise toilet seats 17 inches to 19 inches, currently 15 inches.
- e. Install grab bars.
- f. Sub-resistant floorings.
- g. Provide 29 inch knee space under lavatory.
- h. Insulate pipes under lavatory.
- i. Lower dispenser to maximum of 40 inches above floor with 30 inches by 48 inches clearance space.
- j. Flooring to extend a minimum of five inches up wall, currently four inches.
- k. Smooth, hard nonabsorbent material 48 inches up wall at water closet.

11. Elevator/Access to Upper Floor (Exercise Room)

- a. Required to access upper level.
- b. Install to requirements 3103A (a), 3105A (c) and 5103 (d.1).

TOWN HALL
LISTED IN PRIORITY ORDER

1. Lower Bathrooms

- a. Signage.
- b. Accessible lock on toilet compartment doors.
- c. 48 inch minimum from toilet to door, currently 31 inches.
- d. Toilet compartment door, 36 inch minimum, currently 33 inches.
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- k. Relocate disposable seat dispenser so it is within 40 inches off of floor and 30 inches by 48 inches clear space at floor.
- l. Control value urinal maximum 44 inches, currently 45 inches.
- m. Floor surface to extend up wall five inches, currently four inches.
- n. Wall to be covered with smooth, hard nonabsorbent material 48 inches minimum at urinals and toilets.

2. Exterior Parking/Access to Structure

- a. Provide van accessible parking space.
- b. Limit total parking spaces to 25 or provide additional accessible parking space.
- c. Provide 48 inch wide sidewalk to all entrances from front of van parking space.
- d. Remove obstructions from walkway area; i.e., phone, vehicle curbs, barriers.
- e. Overlay parking space for van to achieve (1) 1¼ inch max slope (2) stable firm sub-resistance surface.
- f. Relocate wheel curbs to prevent encroachment on walkway.
- g. Install all required parking lot signage.
- h. Relocate accessible parking space so it is central to all three entrances (bear in mind turn radius).
- i. Provide transition from new sidewalk to all three entrances.
- j. Landing at entrances to be sized to meet accessibility requirements (60"x60").

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- a. Hardware to be changed to lever type except panic hardware.
- b. Some doors with self-closure do not meet three second maximum closing time from 70° open position.
- c. Park and Recreation main entry to be 6 feet, 8 inches high minimum, and 36 inches wide minimum, currently door 6 feet 7 inches high and 35½ inches wide.
- d. Kitchen door strike edge required minimum 18 inches. Relocate door to gain compliance.
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- a. Handout racks at Parks and Recreation reception are to be raised a minimum of 27 inches above floor.
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- a. Relocate out of future sidewalk area.
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- c. Handrails to extend a minimum 12 inches past stairs bottom and top.
- d. Handrail dimension to be 1½ to 1¾ inches, existing 2 inches.
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- f. Stair risers to be uniformed with other, currently varies 8 inches to 6 ½ inches.
- g. Stair risers to have enclosures.
- h. Install stairway signage.

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- d. Raise toilet seats 17 inches to 19 inches, currently 15 inches.
- e. Install grab bars.
- f. Slip resistant floorings.
- g. Provide 29 inch knee space under lavatory.
- h. Insulate pipes under lavatory.
- i. Lower dispenser to maximum of 40 inches above floor with 30 inches by 48 inches clearance space.
- j. Flooring to extend a minimum of five inches up wall, currently four inches.
- k. Smooth, hard nonabsorbent material 48 inches up wall at water closet.

11. Elevator/Access to Upper Floor (Exercise Room)

- a. Required to access upper level.
- b. Install to requirements 3103A (a), 3105A (c) and 5103 (d.1).

CITY HALL SURVEY

1. EXTERIOR PARK/ACCESS TO BUILDINGS

A. Employee Parking Area.

1. One van size parking area to be installed.
2. Provide sidewalk in front of parking space, 48" wide to accessible entrances serving City Hall.

B. Public Parking Area.

1. One van size parking space and one car size parking space required.
2. Provide sidewalk 48" wide from front of parking spaces to Main Street sidewalk and public entrance of City Hall.
3. Provide all required parking lot signage.
4. Overlay accessible parking spaces with ¼" maximum slope, stable, firm, slip resistant surface.
5. Install wheel curb so vehicles cannot encroach onto new sidewalks.
6. Locate all accessible parking spaces central to City Hall entrances and Main Street sidewalk (bear in mind, turning radius into parking spaces).
7. Provide transition from new sidewalk to Main Street sidewalk and to all four required entrances into City Hall.
8. All required exits from City hall (lower floor level only) required to be accessible. They are both Main Street entrances, rear parking lot entrance (Employees Only) and northeast side entrance.
9. Provide 60"x60" square landing at each required exterior exit door.
10. Provide accessible signage and directional signage at each required door.
11. Remove and replace northeast entrance ramp to meet accessible requirements.
12. Provide ramps to landings at other three required exterior doors as necessary.
13. Maximum ramp slope 1:12, minimum width 48", provide slip resistant surface, handrails, wheel curb guards, intermediate landing every 30" in height, etc.

2. DOORS

- A. Change all door hardware to lever handle type except main entrance door.
- B. Post sign above main entrance door stating door to remain unlocked during business hours.
- C. Main door with self-closure to take minimum 3 seconds to close from 70° open position.
- D. All doors to have minimum 3' width. Many do not meet minimum width requirements.
- E. Maximum depth recess door 12". Main door doesn't comply
- F. Provide threshold at exterior doors, maximum height ½".
- G. Provide 18" minimum strike side clearance in Administrative Secretary room and Engineer Tech room.
- H. Provide 10" high smooth panel on "Push" side of all doors.

I. Non-required courtesy exit doors to be posted “Non-Accessible”.

3. TOILET ROOMS

- A. All sanitary facilities to be accessible. Currently there are four facilities in City Hall.
- B. Doors cannot swing into required clear space.
- C. Install required signage 60” above floor.
- D. Provide 60” diameter clear space in toilet room.
- E. Meet toilet, lavatory clear spaces.
- F. Provide 36” minimum width for restroom doors.
- G. Water closet seat height 17” to 19”.
- H. Provide grab bars 33” above floor, 42” long at side and back, 36” above floor, 24” long.
- I. Install all dispensers per standards in an accessible location.
- J. Provide 48” in front of toilets, 36” wide.
- K. Provide slip resistant floor surface.
- L. Provide 29” knee space under lavatory.
- M. Insulate hot pipes under lavatory.
- N. Extend floor surface minimum 5” up walls.
- O. Provide smooth, hard non-absorbent material 48” up wall at water closets.
- P. All toilet rooms have similar deficiencies. Recommend male and female accessible facilities at lower floor level (remove third facility on this floor) and provide one unisex facility on upper floor level.

4. ACCESS TO AND THROUGH ROOMS AND SPACES

- A. All floors common to each story shall have a ramp, lift or elevator. There are two floor level changes at lower floor and one change in upper floor level which are in public areas.
- B. Objects 27” to 80” above floor maximum protrusion from wall 4” – Engineer Tech Secretary counter requires modification.
- C. Upper level corridor leading to conference room needs to be widened to minimum 44”.
- D. Building, Accounting, Engineering, etc. counters to be modified so that 36” wide portion of counter has height above floor between 28” and 34”.

5. EXTERIOR STAIRS

- A. Provide handrails 34” above nose of treads each side of stairway.
- B. Extend handrails 12” past top nosing and 12” plus tread width past bottom nosing.
- C. Handrail to terminate in newel post, safety terminal.
- D. Handrail to resist 250 lbs. in any direction.
- E. Provide striping at all treads, 2” wide slip resistant.
- F. Provide 11” minimum tread width, now approximately 9”.
- G. Riser height varies more than 3/8” from riser to riser.

- H. Design treads so water doesn't accumulate.
- I. Stair signage indicating floor level access and upper and lower terminus post 60" above floor.
- J. Exterior stairway will need to be replaced.

6. SIGNS AND IDENTIFICATION

- A. Provide signage identifying rooms, exits, etc. – Light/dark contrast, raised letters or braille. Signs to be located 60" above floor and latch side of door.
- B. Provide directional and informational signs – 3" minimum letter size, light/dark contrast located in an accessible location.

7. ELEVATORS

- A. All local government buildings to provide elevators above first floor.
- B. Install to requirements, 3103A (a), 3105A (c), and 5103 (d.1).

8. CONFERENCE ROOM

- A. Provide accessible pathway from Conference Room to restroom.

9. DRINKING FOUNTAIN

- A. Each floor with a drinking fountain requires minimum of one accessible drinking fountain.
- B. Existing drinking fountain cannot be made to comply with accessibility requirements – Should be removed and a new fountain installed in an accessible location.

10. EMPLOYEE WORK AREA

- A. Employee work have been surveyed. These areas should be surveyed under the supervision of the department heads as practices, policies, activities, programs, and room uses must be taken into account.

PUBLIC SAFETY BUILDING

ITEMS FOUND NOT IN COMPLIANCE WITH A.D.A.

1. Exterior parking access to structure.

- A. Provide van accessible parking space.
- B. Install all required parking lot signage.
- C. Provide 48" wide sidewalk to main public entrance (remove vegetation that has encroached into this area).
- D. Handrail to be removed and new handrail to be installed in accordance with A.D.A. requirements, i.e. extend minimum 12" past stairs bottom and top, handrail dimension to be 1 ¼" to 1 ½" in diameter.
- E. Provide visual striping all treads.
- F. Provide accessible route from public entrance to public sidewalk (currently from public entrance, wheelchairs must travel through driveway and parking area).
- G. Main entrance door, actually a series of doors that do not comply for adequate clearance, corrective action could be to remove interior door and relocate emergency after hours telephone to exterior location.
- H. Overlay parking space for van to achieve: (1) ¼ inch maximum slope; and, (2) stable firm slip resistance surface.
- I. Construct ramp from public sidewalk to main entrance.

2. Doors

- A. Hardware to be changed to lever type.
- B. Some doors with self-closures do not meet three second maximum closing time from 70° open position.
- C. All doors to have 10" wide push plate on push side of door.
- D. Maximum effort interior doors, 5 lbs. Some doors do not comply.
- B. Maximum effort exterior doors, 8 ½ lbs. Unknown if all comply.

3. Reception Area

- A. Drinking Fountain
 - 1. Provide 27" knee space, currently 25".
- B. Counter
 - 1. Counter height to be lowered to 28" to 34" above floor. Currently 41" above floor. (A section of counter 36" long must be provided.)
- C. Public Bathrooms
 - 1. Signage.
 - 2. Hardware to be changed to lever type.

3. Toilet seat minimum height 17" to 19", currently 15".
4. Raise grab bars above toilet tank to 36" above floor, currently 33".
5. Change light switches from twist timer to single lever control.
6. Door pressure maximum 5 lbs.
7. Relocate disposable seat dispenser so that within 40" of floor and 30"x48" clear space at floor.
8. Control valve urinal maximum 44", currently 47".
9. Floor surface to extend up wall 5".
10. Knee space under lavatory 29" and 8" deep
11. Insulate lavatory pipes.
12. Adjust operating mechanism on faucet to maximum 5lbs force.
13. Relocate mirrors, soap dispenser, toilet paper dispenser to maximum 40" above floor. Currently all 42" or above.

A.D.A. SURVEY – SCOUT HALL

1. EXTERIOR ROUTE OF TRAVEL

- A. Repair crack in sidewalk servicing main entry.
- B. Side exit exterior corridor minimum required width 60", currently 30" wide. (60" required for 24" strike edge clearance.)
- C. Install international symbol of accessibility at entry door.
- D. Provide firm path of egress from side exit door.

2. DOORS

- A. Install lever hardware at all doors.
- B. Side exit door to be enlarged to 36" wide, currently 32".
- C. Main entrance threshold to be beveled at ½" vertical threshold level.
- D. Install push plates 10" high on push side of doors. (6 locations.)
- E. Both exit doors to be modified to allow maximum 8 ½ lbs. pressure to open. (Doors rub against door frames.)
- E. Remove items stored which block 18" strike edge clearance at interior doors.

3. ACCESS THROUGH ROOMS AND SPACES

- A. Changes in floor level to have ramps, maximum ramp slope 1:12 (2 locations).
- B. Corridor serving bathrooms to be widened to 36" minimum, currently 34 ½".

4. BATHROOMS

- A. Install bathroom access signage 60" high at strike edge of door.
- B. Provide 60" diameter circle clear space at floors in toilet rooms.
- C. Provide 32" side clearance one side of toilet. Provide 48" in front of toilet clear floor space.
- D. Raise women's toilet to between 17" to 19" above floor, currently 15" above floor
- E. Install grab bars to service toilets in both bathrooms.
- F. Provide 30"x48" clear floor space in front of lavatories.
- G. Provide minimum 18" from wall to center line of lavatory at women's currently 16".
- H. Lavatory height maximum above floor 34", currently both are 35".
- I. All sharp or abrasive surfaces under lavatories to be padded.
- J. Insulate supply and drain pipes under lavatories.
- K. Install lever type lavatory valves.
- L. Relocate all dispensers maximum 40" off floor with 30"x48" approach space. (Better if possible.)
- M. Lower mirror in women's bathroom to a maximum of 40" off floor.
- N. Urinal, provide 30"x48" clear space for approach.
- O. Lower urinal to a maximum of 17" off floor, currently 24".
- P. Flooring to be smooth, hard, slip resistant and covered up walls 5" minimum in both bathrooms.

- Q. Walls at toilets and urinals areas to be smooth, hard and nonabsorbent. Minimum 48” above floor.
- R. Bath doors to be 36” wide, currently 24” wide.
- S. Level floor in men’s bathroom.

HIGH PRIORITY BARRIER REMOVAL ITEMS

Town Hall

1. Lower Bathrooms
 - A. Raise toilet seat from current height of 15” to required height between 17” and 19” off floor.
 - B. Insulate lavatory water supply pipes and drain.
 - C. Relocate disposable seat dispenser so it is within 40” of floor with a 30”x48” clear floor space for access.

2. Exterior Parking/Access to Structure
 - A. Provide one van size accessible parking space and one car size accessible parking space next to each other.
 - B. Install parking lot signage.

3. Doors
 - A. Change Parks and Recreation entry door hardware and all bathroom door hardware to accessible lever hardware.
 - B. Adjust all doors with self-closures so that when door is opened 70°, it will close no faster than 3 seconds.

4. Room Access
 - A. Hand out rack at Parks and Recreation reception area to be raised to a minimum of 27” above floor.

5. Signs Interior
 - A. Install interior signs as required by Section 3105A (e).

6. Drinking Fountain
 - A. Remove electrical cord from toe space.
 - B. Install slip resistant floor surface at drinking fountain (mat).

7. Interior and Exterior Stairs Servicing Upper Floor
 - A. Handrails to be continuous.
 - B. Handrails to extend minimum 12” beyond top and bottom riser.
 - C. Install visual striping on treads (exterior).
 - D. Install stairway striping (interior).

8. Upper Floor Bathrooms
 - A. Raise toilet seat to 17” and 19” above floor, currently 15” above floor.
 - B. Install grab bars.
 - C. Insulate lavatory water supply pipes and drain.

City Hall

1. **Public Parking/Access to Structure**
 - A. Provide one van size accessible parking space and one car size accessible parking space. Relocate to accessible location.
 - B. Install parking lot signage.
2. **Doors**
 - A. Post sign at main entrance door stating “This Door to Remain Unlocked During Business Hours”.
 - B. Change door hardware at east side entrance to accessible lever hardware.
 - C. Install buzzer at east side entrance, buzzer to be audible at employee work station.
 - D. Adjust self-closure at main entry door so minimum 3 second time elapses for door to close from 70° open position.
 - E. Non-required courtesy exit doors to be posted “Non-Accessible”.
3. **Downstairs Bathroom East Side of Building**
 - A. Raised toilet seats to be between 17” and 19” above floor.
 - B. Provide grab bar 33” above floor 42” long at side of toilet, and 36” above floor 24” long at back of toilet.
 - C. Install all dispensers per standards in an accessible location.
 - D. Insulate lavatory water supply pipes and drain.
4. **Interior and Exterior Stairs Serving Second Floor Level**
 - A. Provide visual striping at treads.
 - B. Provide signage.

Public Safety Building

1. **Exterior Parking/Access to Structure**
 - A. Provide van accessible parking space.
 - B. Install all required parking lot signage.
 - C. Provide visual striping at all exterior stair treads.
2. **Doors**
 - A. Door hardware to be changed to lever type (entry doors).
 - B. Doors with self-closures do not meet three second minimum closing time from 70° open position.
 - C. All doors to have 10” wide push plate on push side of door.
 - D. Maximum effort interior doors, 5 lbs. Some doors do not comply.
 - E. Maximum effort exterior doors, 8 ½ lbs. Unknown if all comply.

3. Public Bathrooms

- A. Install all required signage.
- B. Door hardware to be change to lever type (2 doors).
- C. Toilet seat height required 17” to 19”, current height 15”.
- D. Relocate disposable seat dispenser so that dispenser is within 40” of floor with clear floor space 30”x48”.
- E. Insulate lavatory pipes.

City Hall

1.A	***	***
1.B	***	***
2.A	¼ hr	2.95
2.B	1 hr	150.00
2.C	5 hrs.	50.00
2.D	¼ hr	0
2.E	1 hr	100.00
3.A	1 hr	100.00
3.B	2 hrs	120.00
3.C	4 hrs	0
3.D	1 hr	7.00
4.A	14 hrs.	100.00
Total:	29 ½ hrs. @ \$24.00/hr. = \$708.00	\$ 629.95

Public Safety Building

1.A	***	***
1.B	***	***
1.C	2 hrs	25.00
2.A	1 hr	320.00
2.B	1 hr	0
2.C	3 hrs.	140.00
2.D	1 hr	0
2.E	1 hr	0
3.A	½ hr	40.00
3.B	1 hr	230.00
3.C	1 hr	100.00
3.D	½ hr	0
3.E	1 hr.	7.00
Total:	13 hrs. @ \$24.00/hr. = \$312.00	\$ 826.00

Upper Main Street

1.A	2hrs	275.00
Total:	2 hrs. @ \$24.00/hr. = \$48.00	\$ 275.00

GRAND TOTAL:

73 ½ hrs. @\$24.00/hr. = \$1,764.00 **\$3,456.90**

*** Denotes High Priority Readily achievable items to be completed in separate process. (See Page 2, Parking Lot Survey for More information.)

Door-Aid® Division of M. S. S.

A Subsidiary of International Research and Development Corporation

May 22, 1995

Gary Pigg
City of Placerville
487 Main Street
Placerville, CA 95667

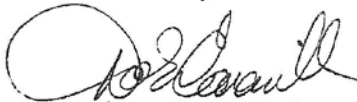
Dear Gary:

Thank you for taking the time to inquire about our product. Door-Aid® is a quickly emerging product that is a simple and cost-effective way to make most doors easily accessible to people who are handicapped. The unit is easy to install, with no special wiring required, and should only take ninety minutes using standard tools. A unique feature of Door-Aid® is that it does not attach to the door itself. This means that the gearbox and motor only cycle when the unit is activated, saving a considerable amount of wear and tear on the mechanism.

The following companies are among the many Door-Aid® clients and stand as testimony to the quality of our product, our service, and the importance of this product in the marketplace: McDonald's Corporation, Wendy's, Harvard University, University of Southern California, Stanford University, Ford Motor Co., 1st Bank Systems, First of America Banks, regional malls too numerous to mention, and the United States Post Office.

I have included additional information and look forward to answering any questions you may have. Should you have an unusual or problematic application, please feel free to call and ask for our technical support representative for assistance. Our toll-free number is 1-800-527-5672.

Yours truly,



David E. Carambula
Director of Marketing & Sales

Enclosures

5148 Lovers Lane, Kalamazoo, MI 49002 (616) 385-5000 (800) 527-5672 FAX: (616) 385-3333

Parking Lots

MEMORANDUM

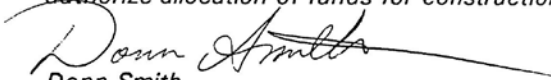
TO: Conrad B. Montgomery, Community Development Director

FROM: Donn Smith, Engineering Division

DATE: February 6, 1995

**SUBJECT: MODIFICATIONS TO EXISTING PARKING DISTRICT AND CITY OWNED
PARKING FACILITIES TO MEET THE REQUIREMENTS OF THE
AMERICANS WITH DISABILITIES ACT.(ADA)**

Attached is an Engineer's Estimate for the ADA requirements as requested by the Disability Advisory Review Team (DART) and a Request for Council Action to authorize allocation of funds for construction in the next fiscal year.



*Donn Smith
Engineering Division*

*DS:aw
Attachments*

**ENGINEER'S ESTIMATE
AMERICANS WITH DISABILITIES ACT
PARKING LOT IMPROVEMENTS**

PUBLIC SAFETY LOT:

1.	Restripe one handicap stall for van access.	\$ 50.00
2.	Additional signage.	\$100.00
3.	Blackout and restripe stalls (12 L.F.)	\$ 29.00
4.	Install 20 L.F. of concrete ramp (80 S.F.)	\$200.00
	Total	\$379.00

MOONEY PARKNG LOT:

1.	Restripe two handicap stalls, one for van access.	\$100.00
2.	Additional signage.	\$400.00
3.	Black out and restripe stalls (234 L.F.)	\$ 42.00
4.	Remove portion of existing planter and install concrete walkway (Lump sum)	\$370.00
	Total	\$912.00

TOWN HALL PARKING LOT:

1.	Remove existing asphalt and install 75 L.F. of concrete side walk (300 S.F.)	\$1050.00
2.	Install concrete wheel stop (5)	\$ 125.00
3.	Restripe two handicap stalls, one for van access.	\$ 100.00
4.	Additional signage.	\$400.00
5.	Install two steel bollards.	\$300.00
6.	Asphalt leveling course for handicap stall (400 S.F.)	\$800.00
7.	Blackout and restripe stalls (108 L.F.)	\$ 20.00
8.	Screen transformer (Lump sum)	\$400.00
9.	Install planter concrete curb (60 L.F.)	\$360.00
	Total	\$3,555.00

CITY HALL PARKING LOT:

1.	Restripe two handicap stalls, one for van access.	\$100.00
2.	Additional signage.	\$400.00
3.	Blackout and restripe (100 L.F.)	\$ 20.00
4.	Widen Walkway at planter (Lump sum)	\$320.00
5.	Install 40 L.F. of concrete sidewalk (140 S.F.)	\$400.00
	Total	\$1,240.00

CENTER STREET PARKING STRUCTURE:

1.	Restripe four handicap stalls, one for van access.	\$200.00
2.	Additional signage.	\$1000.00
3.	Blackout and restripe (300 L.F.)	\$ 54.00
4.	Removal of existing block wall (40 S.F.)	\$250.00

5.	Install 6" high concrete curb (40 L.F.)	\$240.00
6.	Install 9' concrete ramp (44 S.F.)	\$110.00
	Total	<u>\$1,854.00</u>

FOX PARKING LOT:

1.	Stripe two and restripe one handicap stall one for van access.	\$150.00
2.	Additional signage.	\$100.00
3.	Blackout and restripe (334 L.F.)	\$ 42.00
4.	Asphalt leveling course for handicap stalls and install ramp (300 S.F.)	\$600.00
	Total	<u>\$1,192.00</u>

MILTON, TETRAULT AND GILLETT PARKING LOTS:

1.	Stripe two and restripe two handicap stalls.	\$200.00
2.	Additional signage	\$400.00
3.	Blackout and restripe (522 L.F.)	\$ 94.00
4.	Reconstruct planter wall and install concrete handicap ramp.	\$1,200.00
	Total	<u>\$1,894.00</u>

TOTAL PROJECT COSTS:

1.	Total parking lot improvements.	\$11,026.00
2.	Administrative and contingency costs 20%	\$ 2,205.00

TOTAL ESTIMATED PROJECT COST:	\$13,231.00
FOR BUDGETING USE:	\$13,500.00



Accessible Parking Requirements

CITY OF SAN DIEGO DEVELOPMENT SERVICES DEPARTMENT
1222 FIRST AVENUE, MS 301, SAN DIEGO, CA 92101
Call (619) 236-6250 for information.

INFORMATION
BULLETIN
305
March 1995

This Information Bulletin covers requirements under the California Code of Regulations (Title 24) for Accessible Parking standards and reflect state guidelines which became effective April 1, 1994.

I. WHEN ACCESSIBLE PARKING IS REQUIRED

Accessible parking is required for all new parking lots and in existing parking lots when alterations, structural repairs, or additions are made.

The following are examples of alterations which would trigger compliance:

1. Resurfacing of an existing parking lot.
2. Slurry-sealing operation when the existing lines are blacked-out and new lines are painted over.
3. Realignment of existing striping.

Re-striping (re-painting the existing lines) is considered to be maintenance and does not trigger compliance with the current accessible parking provisions. However, it is the owner's responsibility to ensure that existing accessible parking spaces meet all applicable access provisions.

II. WHERE ACCESSIBLE PARKING IS REQUIRED

Each lot or parking structure where parking is provided for the public as clients, guests or employees, shall provide accessible parking as outlined by these standards.

III. WHERE ACCESSIBLE PARKING SPACES MUST BE LOCATED

Accessible parking spaces serving a particular building shall be located on the shortest accessible route of travel from adjacent parking to an accessible entrance. In parking facilities that do not serve a particular building, accessible parking shall be located on the shortest accessible route of travel to an accessible pedestrian entrance of the parking facility. In buildings with multiple accessible entrances with adjacent parking, accessible parking spaces shall be dispersed and located closest to the accessible entrances.

IV. SLOPE OF ACCESSIBLE PARKING SPACES AND ACCESS AISLES

Surface slopes of accessible parking spaces and associated access aisles shall be the minimum possible and shall not exceed **1/4 inch per foot** (2.083 percent gradient) IN ANY DIRECTION.

V. ACCESSIBLE PARKING SPACE REQUIREMENTS

The following is a table to determine the number of accessible parking spaces required:

Total Number of Parking Spaces in Lot or Garage	Minimum Number of Accessible Spaces Required
1-25	1
26-50	2
51-75	3
76-100	4
101-150	5
151-200	6
201-300	7
301-400	8
401-500	9
501-1,000	2% of Total
1,001 & over	20 plus 1 for each of 100, or fraction thereof over 1001

Important: One in every eight accessible spaces, but not less than one, shall be served by an access aisle 96" wide minimum and shall be designated van accessible. All such spaces may be grouped on one level of a parking structure.

When less than five regular parking spaces are provided, one shall be 14 feet wide and lined to provide a 9 foot parking area and a 5 foot loading and unloading area. However, there is no requirement that the space be reserved exclusively or identified for use by persons with disabilities only.

A higher percentage is required for medical care outpatient facilities as follows:

1. 10% of total number of parking provided for outpatient facilities.
2. 20% of total number of parking provided for facilities that specialize in treatment or services for persons with mobility impairments.

VI. ARRANGEMENT OF ACCESSIBLE PARKING SPACES

Access aisle must be provided on the **passenger side** of the vehicle for single spaces. When more than one accessible space is provided, the access aisle can be located in the center between the accessible spaces. Access aisles must always be provided on the passenger side for van-accessible spaces.

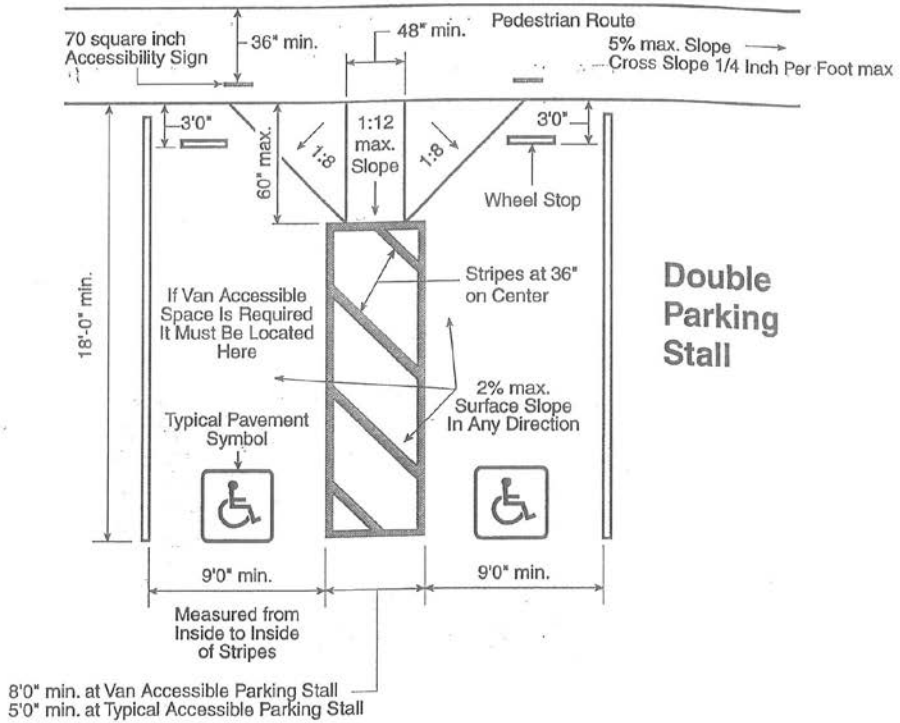
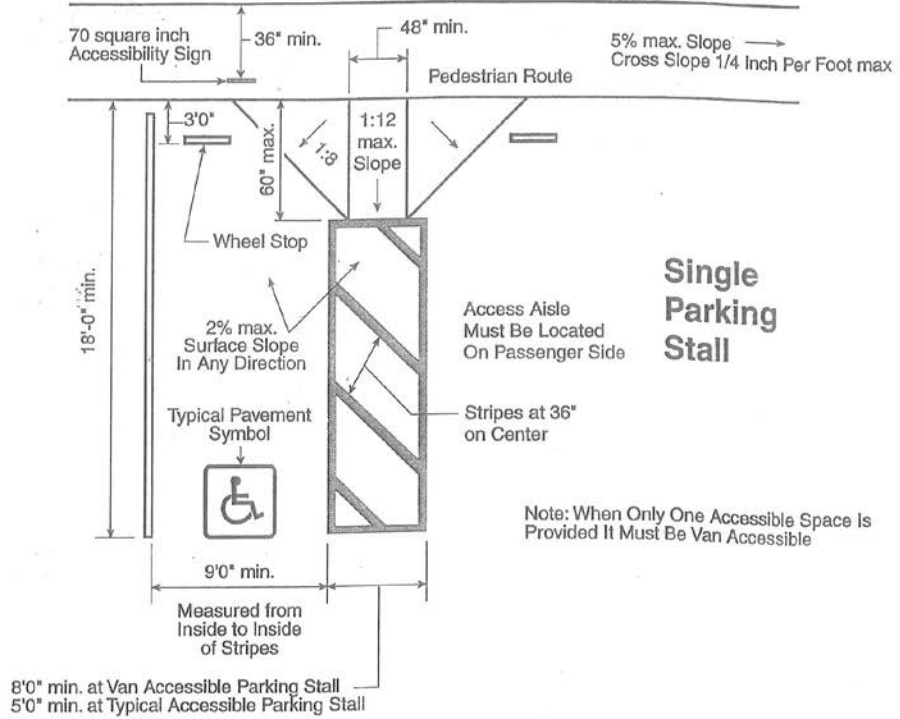
In each parking area, a bumper or curb shall be provided and located to prevent encroachment of cars over the required width of walkways.

The space shall be so located that persons with dis-

This information is available on alternative formats for persons with disabilities. To request this bulletin in alternative format, call 236-7703 or 236-5703 (TDD).

DS-5305 (3-95)

The following figures illustrate the size requirements for accessible parking spaces



PARTIAL SURVEY-PARKING GARAGE
January 31, 1995

1. STAIRWAYS

- a. Provide handrail with grip of 1 ¼” to 1 ½” or equivalent shape (current handrail shape not approved).
 - b. Raised handrail to 34” above nose of treads (current height 32”).
 - c. Install Stripping at upper approach and all stair treads. Strip minimum 2” wide and of slip-resistant material.
 - d. Enclose risers at all stairways.
 - e. Extend height of guardrail at stairways to 42” above nose of treads (current guardrail height 32” above nose of treads).
2. SEE SURVEY DONE BY DONN SMITH, DECEMBER 1994, FOR OTHER ADA SURVEY ITEMS IDENTIFIED FOR SITE.

**PARTIAL SURVEY PARKING GARAGE
JANUARY 31, 1995**

1. Signage
 - a. Install “van accessible” signage at van spaces.
 - b. Install reflectorized international symbol of accessibility at each space, min 70” sq and 80” high.
 - c. Install tow away sign with telephone number at each entrance to parking lot. Min size 17” x 22” with 1” high letters.

2. Exterior routes of travel
 - a. Provide curb cut to sidewalk located at south east corner of parking garage.
 - b. PG&E and signal boxes installed in path of travel located at northeast corner of parking garage to be flush with walking surface. Lids on boxes to be level with slip resistant surface.
 - c. Repaint all paths of travel to sidewalks etc. Path of travel min. width 48”.

3. Stairways
 - a. Provide handrail with grip of 1 ¼” to 1 ½” or equivalent shape (current handrail shape not approved).
 - b. Raise handrail to 34” above nose of treads (current height 32”).
 - c. Install striping at approach and all stair treads. Strip min 2” wide and of slip resistant material.
 - d. Enclose risers at all stairways.
 - e. Extend height of guardrail at stairways to 42” above nose of treads (current guardrail height 32” above nose of treads).

4. See survey done by Donn Smith December 1994 for other ADA survey items identified for this site.

BUDGETING BREAKDOWN

Parking District Fund:

Mooney Parking Lot	\$ 912.00
City Hall Parking Lot	1,240.00
Center Street Parking Lot	1,854.00
Fox Parking Lot	1,192.00
Milton, Tetrault & Gillett Parking Lots	1,894.00
Railroad Plaza Parking Lot	185.00
	<hr/>
Sub-Total	\$7,277.00
Administrative & Contingency Cost 20%	<hr/>
	1,455.00
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Parking District Total	\$8,732.00

General Fund:

Public Safety Parking Lot	\$ 379.00
Town Hall Parking Lot	3,555.00
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Sub-Total	\$3,934.00
Administrative & Contingency Cost 20%	<hr/>
	786.00
	<hr/>
General Fund Total	\$4,720.00

Total Project Cost:

1. Total parking lot improvements	\$11,211.00
2. Administrative and contingency cost 20%	\$ 2,242.00

Total Estimated Project Cost: \$13,453.00

For Budget Use: \$13,500.00



SPR528



SPR530



SPR532



SPR534



SPR536



SPR538



SPR540



SPR542



SPR544



SPR546



SPR548



SPR550



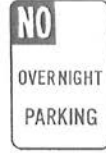
SPR552



SPR554



SPR556



SPR558



SPR560



SPR562



SPR564



SPR566



SPR568



SPR570



SPR572



SPR574



SPR576



SPR578



SPR580



SPR582



SPR584



SPR586



SPR588



SPR590



SPR592

Illustrations show typical examples of arrow direction and times.

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HAWKINS TRAFFIC SAFETY SUPPLY
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1255 Eastshore Hwy.
 Berkeley, CA 94710-1095
 Phone: 415/525-4040





Customer Service 1-415-525-4040
 1-800-772-3995 Fax: 1-415-525-2861

For color illustrations of signs offered on this price page, refer to Hawkins Traffic Sign Catalog V200A page(s) 22 & 23.

HAWKINS CODE	STATE CODE	FEDERAL CODE	SIGN SIZE	UNIT PRICE	HAWKINS CODE	STATE CODE	FEDERAL CODE	SIGN SIZE	UNIT PRICE
SPR486			12 X 18	17.00	SPR534			12 X 18	17.00
SPR488			12 X 18	17.00	SPR536			12 X 18	17.00
SPR490			12 X 18	17.00				<i>Specify left, right or double arrow</i>	
SPR492			12 X 18	17.00					
SPR494			12 X 18	17.00	SPR538			12 X 18	17.00
			<i>Specify left, right or double arrow</i>		SPR540			12 X 18	17.00
					SPR542			12 X 18	17.00
SPR496			12 X 18	17.00	SPR544			12 X 18	17.00
			<i>Specify left, right or double arrow</i>					<i>Specify left, right or double arrow</i>	
SPR498			12 X 12	13.00					
SPR498			18 X 18	23.00	SPR546			12 X 18	17.00
					SPR548			12 X 18	17.00
SPR500			12 X 12	13.00	SPR550			12 X 18	17.00
SPR500			18 X 18	23.00	SPR552			12 X 18	17.00
SPR502			12 X 18	17.00	SPR554			12 X 18	17.00
			<i>Specify left, right or double arrow</i>						
SPR504			12 X 18	17.00	SPR556			12 X 18	17.00
			<i>Specify left, right or double arrow</i>		SPR558			12 X 18	17.00
					SPR560			12 X 18	17.00
SPR506			12 X 18	17.00	SPR562			12 X 18	17.00
SPR508			12 X 18	17.00	SPR564			12 X 18	17.00
			<i>Specify time</i>						
SPR510			12 X 18	17.00	SPR566			12 X 18	17.00
SPR512			12 X 18	17.00	SPR568			12 X 18	17.00
					SPR570			12 X 18	17.00
SPR514			12 X 18	17.00	SPR572			12 X 18	17.00
SPR516			12 X 18	17.00	SPR574			12 X 18	17.00
SPR518			18 X 12	17.00					
SPR520			12 X 17	17.00	SPR576			18 X 24	29.00
SPR520			18 X 24	29.00				<i>Specify address and phone number</i>	
					SPR578			12 X 18	17.00
SPR522			18 X 12	17.00	SPR580			12 X 18	17.00
SPR524			18 X 12	17.00	SPR582			12 X 18	17.00
			<i>Specify time</i>						
SPR526			18 X 12	17.00	SPR584			12 X 18	17.00
SPR528			12 X 18	17.00	SPR586			12 X 18	17.00
					SPR588			12 X 18	17.00
SPR530			12 X 18	17.00	SPR590			12 X 18	17.00
SPR532			12 X 18	17.00	SPR592			12 X 18	17.00
			<i>Specify left, right or double arrow</i>						

20

*Non-standard and subject to a \$36.00 set up charge.

Hawkins Traffic Safety Supply Division
 1255 Eastshore Highway • Berkeley, CA. 94710-1095 U.S.A.



Parks

ADA SURVEY

BELL PARK

1. Drinking Fountain
 - a. Provide 32" wide by 48" deep level concrete area to approach fountain.
2. Install curb cut upgrades as outlined in the Main Street Survey.

BELL TOWER

1. Stairs
 - a. Strip treads 2" wide slip resistant.
 - b. Provide handrails 34" above nose of treads each side of stairways.
 - c. Extend handrail 12" past top tread nosing and 12" plus tread width past bottom nosing.
 - d. Handrail to terminate in newel post or safety terminal.
 - e. Handrails to resist 250 lbs in any direction.
 - f. Remove rock veneer at stair approach so tread width is in conformity with other treads.
 - g. Stair rise average 6 ½" run average 10 ½" minimum run required is 11".
2. Ramp
 - a. Ramp is required to Bell Tower platform.
 - b. Height differential of approximately 26"
 - c. Alternative – Install lift at stairs.

RAILROAD PLAZA

1. Parking
 - a. Enlarge accessibility parking space to van size.
 - b. Install van signage.
2. Caboose steps do not meet required rise, run, shape or enclosure requirements. Due to the nature of the exhibit, alterations to the stairway would damage the caboose's historical significance. The State Historical Society Board has reviewed this condition and approved its existing configuration with the following condition: Kiosk to be constructed meeting all accessibility requirements with video displaying all inaccessible components of caboose with regard to the disabled. Video is to take into account hearing impaired.

VETERANS PARK

1. Curb cut/crosswalk located at intersection of Broadway and Carson Road to be upgraded to accessibility standards. See Survey for specific requirements.
2. Path to Monument
 - a. Provide 4 wide pathway of stable material to monument.

LION'S PARK SURVEY

5/18/95

LOWER FIELD

PARKING SURVEY:

- EXISTING - No handicap designated spaces.
One ramp from parking area to sidewalk (not in an appropriate location).
Total number of parking spaces is undetermined as parking is along sidewalk and in large graveled area. (This parking area along sidewalk is hazardous for any car parking or leaving parking area, especially latter).

READILY ACHIEVABLE

- SUGGESTION - 1st two spaces by gate be designated as handicap parking – they should be van accessible. There should be proper signing, paint, and slash marks between spaces.

There should be a ramp between the two spaces for access to the sidewalk.

PATH SURVEY:

- EXISTING - Direct drop off around sidewalks around trees near both grandstands. This drop off varies from 1" to 4 ½".

READILY ACHIEVABLE

- SUGGESTION - Bark fill or similar around trees so the area from sidewalk to dirt area is level.

PICNIC AREAS:

- EXISTING - The grassy picnic tables are completely inaccessible. The tennis courts are inaccessible. The water fountains are inaccessible. No water by gazebo area.
- SUGGESTIONS - The path in back of gazebo to tennis court should be paved or blacktopped as it is dirt and impassable for the physically

challenged. This path might be extended to the grassy area for the picnic tables and playground area.

One water fountain is up steps by tennis court and is inaccessible. The one by the bridge to the playground is on a raised platform and cannot be reached by anyone in a wheelchair. This water fountain could be made accessible possibly by making a ramp to a wider apron area with plenty of room for turn around.

UPPER AREA

This area needs a lot of work – from a bathroom to field accessibility.

SUGGESTION – One possibility for the accessibility is to make a paved or blacktopped path at the lower end of the upper field which would be fairly level from the graveled area to the field. This path would start in roughly the same area where the path ends that traverses the lower field – in back and above.

READILY ACHIEVABLE

Another major suggestion is a designated walk-way between the two fields - possibly on the field side of the roadway. This would have several benefits – it would make the one new bathroom more accessible to both fields and would be a protected area for the many ball players walking between the two fields.

Overall, Lyons Park is fairly accessible but would be greatly enhanced by the afore-mentioned suggestions. The slope between the two fields is steep for a wheelchair.

PARKING:

EXISTING - No designated handicap parking.

READILY ACHIEVABLE

SUGGESTION - Two parking spaces by bleachers. This would include signing, paint and slash marks.

MEMORANDUM

TO: Mace Bannon, A.D.A. Coordinator
FROM: Donn Smith, Engineering Division
DATE: June 20, 1995
SUBJECT: **Engineer's Estimate for Proposed Lions Park Parking Lot
Improvements to Meet the New A.D.A. Requirements**

Per your request, please find the subject estimates attached.

If you have any questions, see me.



*Donn Smith
Engineering Division*

DS:lj

Attachment

estima2.doc

- ENGINEER'S ESTIMATE -
 LIONS PARK PARKING LOT IMPROVEMENTS
 AS REQUIRED BY THE
 AMERICANS WITH DISABILITIES ACT

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
1.	Patch, level, etc., existing parking lot with 2" of AC. paving (1500 s.f. @ \$1.50/s.f.)	\$ 2,250.00
2.	Chip seal with slurry seal overlay (66,000 s.f. @ \$.17/s.f.)	11,220.00
3.	Concrete curb and gutter (100 L.F. @ \$11.00/L.F.)	1,100.00
4.	Concrete sidewalk and ramps (135 L.F. of 4.5' wide walkway, 608 s.f. @ \$2.00/s.f.)	1,215.00
5.	Striping parking stall (3,572 L.F. @ \$.18/s.f.)	643.00
6.	Signing and pavement marking for handicap stalls (6 @ \$250.00 each)	1,500.00
7.	Paved walkway from upper field to lower field (540 L.F. of 4' wide walkway, 2160 s.f. @ \$1.50/s.f.)	<u>3,240.00</u>
	Project Total	\$21,168.00
	ADMINISTRATIVE & CONTINGENCY COST 15%	<u>3,175.00</u>
	TOTAL ESTIMATED PROJECT COST:	<u>\$24,343.00</u>
	FOR BUDGETING USE:	\$24,500.00

NOTE:

1. A portion of this project should be funded as a Capital Improvement project and a portion from some type of ADA funding.

The breakdown is as follows:

CAPITAL IMPROVEMENT PROJECT FUNDING

ITEM 1.		\$ 2,250.00
ITEM 2.		11,220.00
ITEM 3.		1,100.00
ITEM 5.		643.00
	SUB TOTAL	\$15,213.00
	CONTINGENCY	2,282.00
	TOTAL	\$17,495.00

ADA FUNDING

ITEM 4.		\$ 1,215.00
ITEM 6.		1,500.00
ITEM 7.		3,240.00
	SUBTOTAL	\$ 5,955.00
	CONTINGENCY	893.00
	TOTAL	\$ 6,848.00

2. The Capital Improvement portion of this project was previously proposed in 1984 as Lions Parking Lot Improvements and was never constructed. The additional improvements are to bring the park into compliance with ADA. All improvements should be constructed together for cost effectiveness. For example, patching the pavement and sealing prior to painting and signing handicap stalls.

MEMORANDUM

DATE: October 9, 1995
TO: Gary Pigg
FROM: Steve Youel
RE: A.D.A. Survey of Lumsden and Rotary Parks

The following park amenities do not meet minimum A..D.A. standards:

Lumsden:

1. No handicap entrance to park.
2. Foot Paths, Bridges and observation pier.
3. Restrooms (step/receptacles/hand rails/sink/toilet/no mirror)
4. No handicap parking stalls (stalls should be located in flat area)
5. Trash Receptacles, Drinking Fountains, Picnic Tables, BBQ grills.
6. Playground

Rotary:

1. No handicap entrance to park.
2. Foot Paths to ball field, snack stand, playground and restrooms.
3. Restrooms (step/receptacles/hand rails/sink/toilet/no mirror)
4. Handicap parking stalls are not level (stalls should be located in flat area)
5. Trash Receptacles, Drinking Fountains, Picnic Tables, BBQ Grills.
6. Playground

The Park Commission will need to review and approve this project. Bid and specification will be provide at a later date for council review.

- City Parking Lot Improvements. Purpose is to bring existing municipal parking lots into compliance with ADA regulations. Staff recommends that all parking lot improvements are joined into a single project; this will provide cost savings through the bid process. City forces should be able to do a majority of improvement required, i.e. striping, signage, etc. Funding for staff should come through Parking District monies. See Cost Breakdown attached. It is important to note improvement will need to be approved by the Parking Commission.

FISCAL IMPACT:

- Permanently Installed Assistive Listening System for Town Hall. Cost to provide equipment and installation is estimated at \$2,000. Monies would need to be budgeted from City's General Fund.
- Readily Achievable High Priority Barrier Removal for City Parks and Historical Sites. Total cost to remove barriers is estimated at \$6,000. Total cost breakdown estimated: Staff Labor, \$2,000; Material Cost, \$4,000. Money is budgeted from the General Fund.
- Curb Cuts and City Sidewalks. Each curb cut installation is estimated at \$1,000 for a total cost of \$6,000. Staff may be able to reduce some of the contract cost by using City labor and equipment where possible. Gas tax fund.
- Access Improvements for Lyons Park. Total cost \$24,000 from Park Development or General Fund.
- City parking Lot Improvements. Total cost \$13,500. Cost breakdown: \$8,732 from parking District Fund and \$4,720 from the General Fund (see itemized Breakdown attached.).

ALTERNATIVES:

- Permanently Installed Assistive Listening System for Town Hall.
 1. Choose to budget \$2,000 from General Fund for 1995/96 budget year.
 2. Choose not to budget.
 3. Choose other.
- Curb Cuts and City Sidewalks.
 1. Choose to budget \$6,000 from Gas Tax Fund.
 2. Choose not to budget.

3. Choose other.
- Access Improvements for Lyon's Park.
 1. Choose to budget \$24,000 from Parking District Fund for 1995/96 budget year.
 2. Choose not to budget.
 3. Choose other.
 - City Parking Lot Improvements.
 1. Choose to approve Capital Outlay of \$8,732 from Parking District Fund and \$4,720 from General Fund.
 2. Choose not to approve Capital Outlay.
 3. Choose other.

Mace Bannon
Building Inspector/ADA Coordinator

MB: lj

cbm6.doc

Project Priority Budget

DRAFT MEMORANDUM

TO: Conrad B. Montgomery, Community Development Director

FROM: Mace Bannon, Building Inspector

DATE: August 23, 1995

SUBJECT: **Budgeting for Americans with Disabilities Act (ADA)
Barrier Removal for 1995/96 Budget Year**

DISCUSSION:

The following are priority barrier removal items identified by the City's Disability Advisory Review Team (DART). DART proposes that these barriers be corrected in the 1995/96 budget year.

- Permanently Installed Assistive Listening System for Town Hall and Portable Unit for City Hall Conference Room. The sound amplification system for Town Hall is required by ADA to serve a minimum of 4% of the Council's meeting room occupant load, which amounts to a minimum of 14 receivers with batteries and earphones. The portable unit for the City Hall conference room will require a minimum of 4 receivers with batteries and earphones. Signage is to be posted in a prominent location displaying the international symbol of access for hearing loss with wording stating "Assistive Listening System Available". The Town Hall system will incorporate into the existing audio equipment currently used at Town Hall and installation will be provided by the vendor whose bid the City accepts. A monitor will need to be appointed to handle distribution and return of receivers at meetings. Staff has secured three bids, inclusive of installation. Attached you will find bids and specifications and DART recommendations for Council approval. It is important to note that DART plans to attend a Council meeting with the intention of supplying an Assistive Listening System for the meeting. The system will be operational for the meeting.
- Readily Achievable High Priority Barrier Removal for City Parks and Historical Sites. Readily Achievable High Priority Barriers are defined as "physical barriers that take little or no time at little or no cost to remove". This procedure will be similar to the barrier removal request sent to Council for City buildings in the 1994/95 budget year. Staff and DART are in the process of surveying these sites for identification of Readily Achievable High Priority Barrier Removal items. To date, the following sites have been reviewed: Bell Park, Bell Tower, Railroad Plaza, Veterans Park, Lions Park, and Gold Bug Park. Benham Park, Lumsden Park, and Rotary Park have, as of yet, not been surveyed. Attached you will find an ADA Survey of Readily Achievable High Priority items for Bell Park, Bell Tower, Railroad Plaza, and Veterans Park. These lists identify typical items necessary for budgeting purposes. A

) complete list of Readily Achievable High Priority items will be submitted by staff when all survey work has been complete.

- Curb Cuts and City Sidewalks. Curb cuts are necessary to provide persons with disabilities access to City walks enroute to businesses, etc. DART has six curb cuts prioritized for Main Street. They are, in order of priority: Priority 1&2 - Main at Bedford; Priority 3&4 - Main at Crissman and Reservoir; Priority 5 - Center Street, southwest of parking structure; Priority 6 - Main at C&H Auto, opposite Ivy House.
- Access Improvements for Lions Park. This will provide access for persons with disabilities for parking, path of travel to and from restrooms and ball fields. The project goal is to compliment bathroom capital improvement which is currently being constructed. It is important to note that the Park Commission will need to review and approve this project. Bids and specifications will be provided at a later date for Council review.
- City Parking Lot Improvements. Purpose is to bring existing municipal parking lots into compliance with ADA regulations. Staff recommends that all parking lot improvements are joined into a single project that will provide cost savings through the bid process. City forces should be able to do a majority of the improvements required, i.e. striping, signage, etc. Funding for staff should come through Parking District monies. See Cost Breakdown attached. It is important to note improvements will need to be approved by the Parking Commission.

FISCAL IMPACT:

- Permanently Installed Assistive Listening System for Town Hall. Cost to provide equipment and installation is \$2,477.17. Monies would need to be budgeted from City's General Fund or from Housing Rehabilitation recaptured funds.
- Readily Achievable High Priority Barrier Removal for City Parks and Historical Sites. Total cost to remove barriers is estimated at \$6,000. Total cost breakdown estimated: Staff Labor, \$2,000; Material Cost, \$4,000. Money will be budgeted from the General Fund or Housing Rehabilitation recaptured funds.
- Curb Cuts and City Sidewalks. Each curb cut installation is estimated at \$1,000 for a total cost of \$6,000. Staff may be able to reduce some of the contract cost by using City labor and equipment where possible. Money may be budgeted from the Gas Tax Fund.
- Access Improvements for Lions Park. Total cost \$24,000. ~~\$~~ \$17,495.00 of this amount is for capital improvements not directly related to ADA requirements. The remaining ~~\$6,505~~ \$6,505 amount relates directly to ADA requirements. Monies may come from Park Development Fund, General Fund or Housing Rehabilitation recaptured funds.
- City Parking Lot Improvements. Total cost \$13,500. Cost breakdown: \$8,732 from Parking District Fund and \$4,720 from the General Fund (see itemized Breakdown attached). Some monies may come from Housing Rehabilitation recaptured funds.



BIDS/QUOTES

Date: July 11, 1995

Customer Name: Colette Noble, Advisor, ADA DART

Address: _____

City, State, Zip: _____

Telephone Number: (916) 622-2243 Voice/TDD Voice TTY

Fax Number: (916) 626-1255 Fax

Resale Number: _____

Quantity	Product	Per Unit Quote	Subtotal
	For a permanent system		
1	Personal PA Value Pack System (WS-PPAVPE...1 transmitter and 4 receivers)		\$695 ⁰⁰
11	Personal Receivers (WS-PPA R7E)with 9V battery and mini-earphone	\$66 ⁰⁰	\$726 ⁰⁰
1	Neckloop Telecoil (WS-NKL001)		\$ 36 ⁰⁰
1	Microphone (WS-MIC053)		\$ 47 ⁰⁰
1	Silhouette (single) (WS-INC 005WC)		\$ 30.00
1	Silhouette (dual) (WS-INC 006WC)		\$ 55.00
Installation charges are not included in the aforementioned quotes. Manual instructions are easy to follow.		Subtotal	\$ 1589 ⁰⁰
		Shipping	23 ⁰⁰
		Total	\$ 1612 ⁰⁰

Harris Communications • 6541 City West Parkway • Eden Prairie, MN 55344-3248

(612) 946-0921 Voice • (612) 946-0922 TDD

- Note #1. As indicated above, Housing Rehabilitation recaptured funds may be eligible to be used for ADA improvements. The City's Community Development Specialist will meet with the City Finance Director to ascertain exact eligibility criteria for the use of Rehabilitation recaptured funds in conjunction with ADA barrier removal.
- Note # 2. Access improvements for Lions Park. An exact cost breakdown, separating capital improvements at Lions Park, not relating to ADA versus improvements required by ADA, will be completed by Engineer Technician Donn Smith at a later date.

ALTERNATIVES:

- Permanently Installed Assistive Listening System to Town Hall.
 1. Choose to budget \$2,477.17 from General Fund or Housing Rehabilitation recaptured funds for 1995/96 budget year.
 2. Choose not to budget.
 3. Choose other.
- Readily Achievable High Priority Barrier Removal for City Parks and Historical Sites.
 1. Choose to budget \$4,000 from General Fund or Housing Rehabilitation recaptured funds for 1995/96 budget year.
 2. Choose not to budget.
 3. Choose other.
- Curb Cuts and City Sidewalks.
 1. Choose to budget \$6,000 from Gas Tax Fund for 1995/96 budget year.
 2. Choose not to budget.
 3. Choose other.
- Access Improvements for Lions Park.
 1. Choose to budget \$^{*}17,495⁰⁰ from Park Development Fund and \$^{*}6,848⁰⁰ from General Fund or Housing Rehabilitation recaptured funds for 1995/96 budget year.
 2. Choose not to budget.
 3. Choose other.

- City Parking Lot Improvements.

1. Choose to approve capital outlay of \$8,732 from Parking District Fund and \$4,720 from General Fund or Housing Rehabilitation recaptured funds for 1995/96 budget year.
2. Choose not to approve capital outlay.
3. Choose other.



Mace Bannon
Building Inspector/ADA Coordinator

MB:lj

cbm8a.doc



BIDS/QUOTES

Date: July 11, 1995

Customer Name: Colette Noble, Advisor, ADA DART

Address: _____

City, State, Zip: _____

Telephone Number: (916) 622-2243 Voice/TDD Voice TTY

Fax Number: (916) 626-1255 Fax

Resale Number: _____

Quantity	Product	Per Unit Quote	Subtotal
	For a permanent system		
1	Personal PA Value Pack System (WS-PPAVPE...1 transmitter and 4 receivers)		\$695 ⁰⁰
11	Personal Receivers (WS-PPA R7E)with 9V battery and mini-earphone	\$66 ⁰⁰	\$726 ⁰⁰
1	Neckloop Telecoil (WS-NKL001)		\$ 36 ⁰⁰
1	Microphone (WS-MIC053)		\$ 47 ⁰⁰
1	Silhouette (single) (WS-INC 005WC)		\$ 30.00
1	Silhouette (dual) (WS-INC 006WC)		\$ 55.00
Installation charges are not included in the aforementioned quotes. Manual instructions are easy to follow.		Subtotal	\$ 1589 ⁰⁰
		Shipping	23 ⁰⁰
		Total	\$ 1612 ⁰⁰

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(612) 946-0921 Voice • (612) 946-0922 TDD



BIDS/QUOTES (second page)

Date: July 11, 1995
Customer Name: Colette Noble, Advisor, ADA DART
Address:
City, State, Zip:
Telephone Number: (916) 622-2243 V/TTY
Fax Number: (916) 626-1255 Fax
Resale Number:

Table with 4 columns: Quantity, Product, Per Unit Quote, Subtotal. Row 1: 1 Personal PA Value Pack System (WS-PPAVPE...1 transmitter and 4 receivers) \$695.00. Summary rows: Subtotal \$695.00, Shipping 15.00, Total \$710.00.

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(612) 946-0921 Voice • (612) 946-0922 TDD



BIDS/QUOTES (third page)

Date: July 11, 1995

Customer Name: Colette Noble, Advisor, ADA DART

Address: _____

City, State, Zip: _____

Telephone Number: (916) 622-2243 Voice/TTY Voice TTY
(916) 626-1255 Fax

Fax Number: _____

Resale Number: _____

Quantity	Product	Per Unit Quote	Subtotal
	for a portable system (alternative #2)		
1	Personal FM Economy System (9V) (WS-PFMA) (1 transmitter & 1 receiver)		\$ 409 ⁰⁰
	extra receivers (WS-PFM-RF)	4 @ \$ 75 ⁰⁰	300
Shipping charges to be based on the number of receivers to order -		Subtotal	
		Shipping	
		Total	709 ⁰⁰

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(612) 946-0921 Voice • (612) 946-0922 TDD

Potomac Technology, Inc.

One Church Street Suite 101 • Rockville, Maryland 20850
301-762-0851 TDD • 301-762-4005 Voice

FAX # (301) 762-1892

FAX Document Cover Sheet

Date: 7/12/95

To FAX#: (916) 626-1255

Alln: Colette Nable

Dept./Loc: _____

From: Jeannette Salaum

Number of pages to follow: 0

Copy to: _____



*I love faxing.
When else is there time to contemplate
the origins of the universe?*

Notes:

*I'm just letting you know
that we received your request +
we will response to it as soon as
we can - thank you for your patience
_____ Jeannette*

If you do not receive legible copies of all pages, or if the total number of pages you receive is different as the number specified above, call our office as soon as possible.

Call us at (301)-762-0851 TDD • (301)-762-4005 Voice
Thank you

Potomac Technology, Inc.

TTY (301) 762-0851
VOICE (301) 762-4005

ONE CHURCH STREET, SUITE 101
ROCKVILLE, MARYLAND 20850-4158

July 12, 1995

ADA Disability
Advisory Review Team
Placerville, CA

In response to your bid faxed to us on July 11th, we offer the following Comtec FM equipment:

Base Station	\$356.00
15 Receivers @52.50 ea.	787.50
1 Neckloop	52.50
1 Silhouette Single	32.00
1 Silhouette Double	67.00
1 fixed Channel Transmitter	543.00
1 Microphone	65.00
1 Microphone w/15 foot cable	115.00
Retail Total	2018.00
Quantity discount	-202.00
Shipping	25.00
Total after discount	\$1841.00

If you have any questions regarding this offer, please call me at 1-301-762-4005. Thank you for considering us for this proposal.

Sincerely,

Patricia Relihan
General Manager



Potomac Technology
3010 Rockville Pike, Suite 801
Rockville, MD 20852
(301) 762-0851 (TDD)
(301) 762-4005 (Voice)
(301) 762-1892 (FAX)

FROM: Patricia

OF PAGES: 1

TO: Collette Noble

CO: _____

FAX: 916-626-1255

Notes:



General Technologies

7415 Winding Way
Fair Oaks, CA 95628-6701

962-9225

Thursday - June 29, 1995

To: DART Group
From: Joe Marin
Re: Price Quotes For Assistive Listening Systems

I Large Meeting Room System - \$890

PPA VPE Wide Band FM System. Includes 10-Channel T17 Transmitter and four R7 Receivers with batteries and mini-earphones. 300+ foot range: \$740; MIC 053 with 15 foot cord for stand-alone operation: \$50; Installation \$100.

II Small Meeting System - \$400

PFM SYS AE Wide Band Personal FM System. Includes Carrying Case, 10-Channel T16 Body Pack Transmitter with battery, Lapel Microphone, and belt clip case; and one R7 Receiver with battery, mini-earphone, and belt clip case.

III Accessories - \$802

10 Additional R7 Receivers. May be used with either system above. Includes battery and mini-earphone @ \$69 each = \$690. ADD 3 ADDITION

1 NKL-001 Neckloops: \$42

1 Single Silhouette: \$30

1 Dual Silhouette: \$40

IV TOTAL BID PRICE: \$2092 + Tax

207⁰⁰
+ TAX 172.17

Colette Boyer Noble
ADA Advisor Dart
July 17, 1995

I would question the Potamac bid. They are using only one transmitter (\$543) and a adapter (\$356) in order to use the same small transmitter as a large meeting room system. They are charging a few dollars above retail on some items before they give a discount. The receivers - Comptek PR-72b basic receivers are among the most expensive around, retail for \$238.5 ea., yet they quote \$52.5 each. This bid is non-responsive. We need exact model numbers for each item to tell what they are doing.

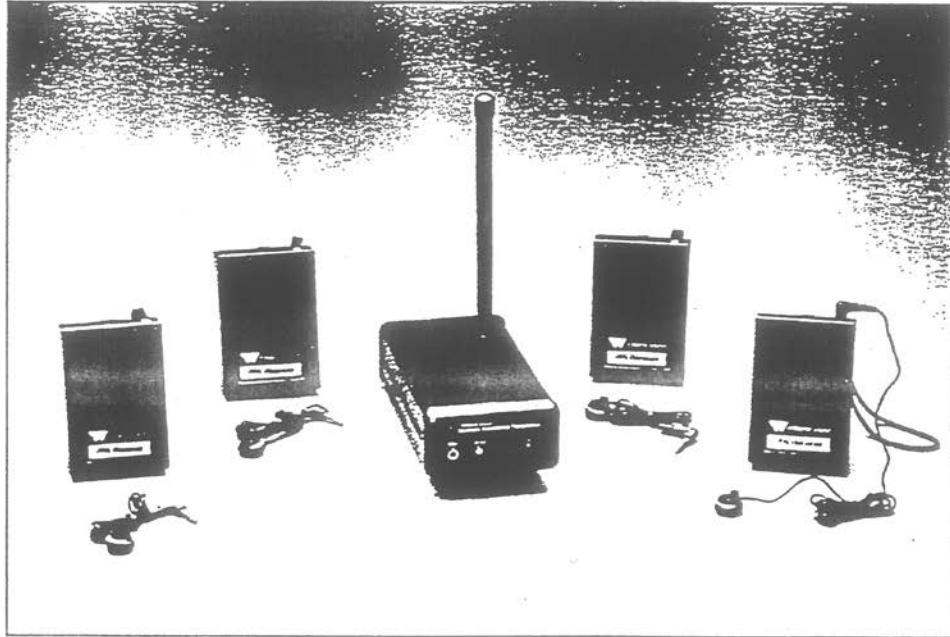
Harris Communications is a valid bid. They give 2 options on the small meeting room system. However, their "alternative 1" system is actually another Value Pack large meeting room system without extra receivers, neckloops, etc. "Alternative 2" is the small room system, much less expensive and it's all that is required.

* General Technologies bid seems the most cost effective and includes all the equipment requested on the bid, including tax, shipping and an installation fee.

PERSONAL PA FM Value Pack

Hearing Assistance System

a wireless system for group listening



PPA VPE Value Pack System

Now Everyone Can Hear!

- The Williams PERSONAL PA System helps anyone needing auditory assistance by overcoming background noise, reverberation, and distance from the sound source.
- The Value Pack System (PPA VPE) includes: 1 PPA T17 Transmitter with antenna, audio cable, and power supply, 4 PPA R7 receivers with batteries and mini "earbud" earphones, and a wall plaque.
- The PERSONAL PA System can be used in theaters, cinemas, houses of worship, auditoriums, classrooms, parks, zoos, or any place of public access to provide hearing assistance for the handicapped - fulfills the Americans with Disabilities Act (ADA) accessibility requirements.
- The Transmitter connects to the existing sound system or can be used with its own microphone. Listeners use a compact, portable receiver and earphone to hear clearly and easily, from anywhere in the seating area.
- The PERSONAL PA Transmitter is compact, easy to set up and use, with no license required.
- The Williams PERSONAL PA System operates over a 300' to 500' (90-150m) distance and accommodates any number of users with additional receivers.
- The Williams PERSONAL PA System is the latest in hearing assistance technology and is backed by a 3-year warranty, your assurance of quality and satisfaction.

 **Williams Sound**®

PERSONAL PA SYSTEM SPECIFICATIONS

PERSONAL PA Transmitter, Model PPA T17

Dimensions:	3.25" W x 6.875" L x 1.75" H (82.5mm x 174.6mm x 44.5mm)
Weight:	13 oz., 368.5 g
Color:	Black
Power (U.S./Canada):	105-130 VAC, 50-60Hz, .5W
Operating Frequencies:	72.1MHz - 75.9MHz*
RF Field Strength:	8000 uV/m at 30 m Max., 50mW typical
Nominal Range:	300 -500 feet, 90 -150m
Modulation:	75 kHz (wideband)
Stability:	± .005% over 0-50°C
FCC ID:	CNMT17
Pre-Emphasis:	75 uS
Frequency Response:	100 Hz - 15 kHz ±3dB
Distortion:	1 % Max. THD
Signal to Noise Ratio:	55 - 60 dB with PPA R7 Receiver
Microphone Input:	3.5mm mini phone jack, supplies +DC for electret mics
Mic Input Level:	1 - 10 mV, nominal
Line-Level Input:	RCA Jack, Hi Z, unbal.
Line Input Level:	.1 - 1 Vrms, nominal
Input Attenuator:	Pot, screwdriver-adjust
RF Output:	Thread Mount for "rubber duckie" flexible whip antenna. Female "F" connector for 75Ω remote Coaxial Antenna (ANT 005)

PERSONAL PA Receiver, Model PPA R7

Dimensions:	3-5/8" L x 2-3/8" W x 7/8" H (92.1mm x 60.3mm x 22.2mm)
Weight:	3.2 oz (90 g) with battery
Color:	Burgundy
Battery Type:	9 Volt, Eveready 522 Alkaline or Varta TR 7/8 Ni-Cad
Current Drain:	14 mA, nominal
Battery Life:	32 hours with Eveready 522, 6 hours/charge with Varta TR 7/8
FCC ID:	CNM R7
Operating Frequency:	Pre-Tuned, Adjustable, 72 MHz - 76 MHz *
Intermediate Frequency:	70 KHz
FM Deviation:	Wideband, 75 KHz
De-Emphasis:	75 uS
AFC Range:	± 300 KHz
Sensitivity:	2 uV at 12 dB Sinad with squelch defeated
Squelch:	Squelches at 10 uV for minimum 50 dB S/N ratio
Input Overload:	20 mV
Frequency Response:	100 to 10KHz, ± 3 dB
Signal-to-Noise Ratio:	50 dB at 10 uV
Receiver Antenna:	Integral with earphone cord
Audio Output:	250 mW, max. at 16 Ohms
Output Connector:	3.5 mm mini phone jack, also serves as a charging jack for rechargeable battery
Earphone:	Single earbud-type with foam cushion, 3.5mm plug, 16Ω

* Note: FCC Rules limit the use of the 72 -76 MHz band to hearing assistance for the handicapped only. Other frequencies are available that do not have this use restriction.

The diagram illustrates the system setup. On the left, a 'Sound System Amplifier' is shown with two 'Microphones' connected to its top. A 'Line-Level Output' from the amplifier is connected to the 'T17 Transmitter'. The transmitter has an antenna. To the right, four 'FM Pocket Receivers with Earphones' are shown, representing the listening devices.

How the System Works:

The transmitter connects to the existing sound system or can be used with its own microphone (not included). The signal from the sound system is broadcast as an FM radio signal over a distance of 300-500 feet (90 - 150 m). Listeners use a pocket receiver and earphone to hear the message directly, with reduced background noise, and without seating restrictions.

Your Authorized Williams Sound Dealer Is:

*mixer - more than 1 mic
trans is plug into mixer or amplifier*

ADA SURVEY

BELL PARK

1. Drinking Fountain
 - a. Provide 32” wide by 48” deep level concrete area to approach fountain.
2. Install curb cut upgrades as outlined in the Main Street Survey.

BELL TOWER

1. Stairs
 - a. Stripe treads 2” wide slip resistant.
 - b. Provide handrails 34” above nose of treads each side of stairways.
 - c. Extend handrail 12” past top tread nosing and 12” plus tread width past bottom nosing.
 - d. Handrail to terminate in newel post or safety terminal.
 - e. Handrails to resist 250 lbs in any direction.
 - f. Remove rock veneer at stair approach so tread width is in conformity with other treads.
 - g. Stair rise average 6 ½” run average 10 ½” minimum run required is 11”.
2. Ramp
 - a. Ramp is required to Bell Tower platform.
 - b. Height differential of approximately 26”
 - c. Alternative – Install lift at stairs.

RAILROAD PLAZA

1. Parking
 - a. Enlarge accessibility parking space to van size.
 - b. Install van signage.
2. Caboose steps do not meet required rise, run, shape or enclosure requirements. Due to the nature of the exhibit, alterations to the stairway would damage the caboose’s historical significance. The State Historical Society Board has reviewed this condition and approved its existing configuration with the following condition: Kiosk to be constructed meeting all accessibility requirements with video displaying all inaccessible components of caboose with regard to the disabled. Video is to take into account hearing impaired.

VETERANS PARK

1. Curb cut/crosswalk located at intersection of Broadway and Carson Road to be upgraded to accessibility standards. See Survey for specific requirements.
2. Path to Monument
 - a. Provide 4' wide pathway of stable material to monument.

- ENGINEER'S ESTIMATE -
 PARKING LOT IMPROVEMENTS
 AS REQUIRED BY THE
 AMERICANS WITH DISABILITIES ACT

PUBLIC SAFETY LOT:

1.	Restripe one handicap stall for van access.	\$ 50.00
2.	Additional signage.	100.00
3.	Blackout and restripe stalls (162 L.F.)	29.00
4.	Install 20 L.F. of concrete ramp (80 S.F.)	200.00
	Total	<u>\$ 379.00</u>

MOONEY PARKING LOT:

1.	Restripe two handicap stalls, one for van access.	\$ 100.00
2.	Additional signage.	400.00
3.	Black out and restripe stalls (234 L.F.)	42.00
4.	Remove portion of existing planter and install concrete walkway (Lump sum)	370.00
	Total	<u>\$ 912.00</u>

TOWN HALL PARKING LOT:

1.	Remove existing asphalt and install 75 L.F. of concrete sidewalk (300 S.F.)	\$1,050.00
2.	Install concrete wheel stop (5)	125.00
3.	Restripe two handicap stalls, one for van access.	100.00
4.	Additional signage.	400.00
5.	Install two steel bollard.	300.00
6.	Asphalt leveling course for handicap stall (400 S.F)	800.00
7.	Blackout and restripe stalls (108 L.F.)	20.00
8.	Screen transformer (Lump sum)	400.00
9.	Install planter concrete curb (60 L.F.)	360.00
	Total	<u>\$3,555.00</u>

CITY HALL PARKING LOT :

1.	Restripe two handicap stalls, one for van access.	\$ 100.00
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2.	Additional signage.	400.00
3.	Blackout and restripe (100 L.F.)	20.00
4.	Widen Walkway at planter (Lump sum)	320.00
5.	Install 40 L.F. of concrete sidewalk (160 S.F.)	400.00
	Total	\$1,240.00

CENTER STREET PARKING STRUCTURE:

1.	Restripe four handicap stalls, one for van access.	\$ 200.00
2.	Additional signage.	1,000.00
3.	Blackout and restripe (300 L.F.)	54.00
4.	Removal of existing block wall (40 S.F.)	250.00
5.	Install 6" high concrete curb (40 L.F.)	240.00
6.	Install 9' concrete ramp (44 S.F.)	110.00
	Total	\$1,854.00

FOX PARKING LOT:

1.	Stripe two and restripe one handicap stall one for van access.	\$ 150.00
2.	Additional signage.	100.00
3.	Blackout and restripe (334 L.F.)	42.00
4.	Asphalt leveling course for handicap stalls and install ramp (300 S.F)	600.00
	Total	\$1,192.00

MILTON, TETRAULT AND GILLETT PARKING LOTS:

1.	Stripe two and restripe two handicap stalls	\$ 200.00
2.	Additional signage	400.00
3.	Blackout and restripe (522 L.F.)	94.00
4.	Reconstruct planter wall and install concrete handicap ramp.	1,200.00
	Total	\$1,894.00

RAILROAD PLAZA:

1.	Restripe one handicap stall for van access.	\$ 50.00
2.	Additional signage.	100.00
3.	Blackout and restripe stalls (190 LF)	35.00
	Total	\$ 185.00

BUDGETING BREAKDOWN

PARKING DISTRICT FUND:

MOONEY PARKING LOT	\$ 912.00
CITY HALL PARKING LOT	1,240.00
CENTER STREET PARKING LOT	1,854.00
FOX PARKING LOT	1,192.00
MILTON, TETRAULT & GILLETT PARKING LOTS	1,894.00
RAILROAD PLAZA PARKING LOT	185.00
	<u>SUB-TOTAL \$7,277.00</u>

ADMINISTRATIVE & CONTINGENCY COST 20%	<u>1,455.00</u>
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PARKING DISTRICT TOTAL \$8,732.00

GENERAL FUND:

PUBLIC SAFETY PARKING LOT	\$ 379.00
TOWN HALL PARKING LOT	3,555.00
	<u>SUB-TOTAL \$3,934.00</u>

ADMINISTRATIVE & CONTINGENCY COST 20%	<u>786.00</u>
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GENERAL FUND TOTAL \$4,720.00

TOTAL PROJECT COST:

1. Total parking lot improvements	\$11,211.00
2. Administrative and contingency cost 20%	\$ 2,242.00

TOTAL ESTIMATED PROJECT COST:	<u>\$13,453.00</u>
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FOR BUDGETING USE:	<u>\$13,500.00</u>
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\$40,000

ASSISTIVE LISTENING SYSTEM	\$2,478.00
BARRIER REMOVAL CITY PARKS AND HISTORICAL SITES	6,000.00
CURB CUTS & SIDEWALKS	6,000.00
ACCESS IMPROVEMENTS LIONS PARK	4,848.00
CITY PARKING LOT IMPROVEMENTS	4,720.00
SUBTOTAL	<u>26,046.00</u>

13,954.00

CITY PARK / POOL	8,000.00
LUMSDEN PARK	3,000.00
ADDITIONAL CURB CUTS	2,954.00
	<u>40,000.00</u>

\$14,000 CITY PARK
PRIORITY

- #1 ACCESS TO BATHROOM
- #2 BATHROOM ACCESSIBILITY
- #3 POOL ACCESS
- #4 POOL ACCESSIBILITY
- #5 Pk. PICNIC TABLE & BARBQ ACCESS
- #6 TABLE & BARBQ ACCESSIBILITY

Completed Projects

City of Placerville

**STREETS DIVISION
ADA TRANSITION PLAN
IMPROVEMENT PROJECTS**

<u>SITE & PROJECT</u>	<u>COST</u>	<u>COMPLETED</u>
<u>ADA COMPLIANT CROSSWALK IMPROVEMENTS</u>		
Forni Road @ Auto Dealer (2)	20,000	2000
Forni Road @ Brew Road (2)	16,000	1998
Forni Road @ Lo Hi Way (2)	16,000	1998
Forni Road @ West Forni Road (2)	20,000	1997
Placerville Drive @ Armory Drive (2)	16,000	1995
Placerville Drive @ Ray Lawyer Drive (3)	30,000	1999
Placerville Drive @ Cold Springs Road (3)	40,000	2004
Benham Street @ Aquatics Complex (1)	12,000	2005
Main Street @ Bedford Avenue (2)	25,000	2006
Main Street @ Town Hall (Relocated 2006) (2)	30,000	2006
Main Street @ Locust Street (3 with truncated domes)	45,000	2006
Main Street @ Sheridan Street (3 with truncated domes)	45,000	2006
Main Street @ Turner Street (2 with truncated domes)	30,000	2006
Spanish Ravine @ Mosquito Road (1)	15,000	2006
Broadway @ Mosquito Road (4/2 have truncated domes)	50,000	2006
Mosquito Road @ Clay St. (Park & Bus) (2)	25,000	2003

<u>SITE & PROJECT</u>	<u>COST</u>	<u>COMPLETED</u>
Broadway @ Schnell School Road (3)	35,000	1996
Schnell School Road @ Highway 50 (3)	30,000	1998
Schnell School Road @ School Entrance (2)	20,000	2006

City of Placerville

**BUILDINGS DIVISION
ADA TRANSITION PLAN
IMPROVEMENT PROJECTS**

<u>SITE & PROJECT</u>	<u>COST</u>	<u>COMPLETED</u>
<u>City Hall Parking Lot/Exterior</u>		
Installed one (1) van size ADA accessible parking space and one (1) car size ADA accessible parking space.	2,500	1996
Installed disability parking lot signage.	500	1996
Improved east entrance ramp to meet ADA access standard.	4,000	
Constructed public restrooms that meet ADA standards.	180,000	2001
<u>Old City Hall Building Improvements</u>		
Changed all door hardware to accessible levers.	2,000	1998
Raised toilet seats to meet ADA compliance.	3,200	1997
Installed grab bars in toilets.	1,200	1997
Relocated all paper dispensers per ADA standards.		1997
Modified counter height in Accounting to meet ADA.	6,500	2001
Made ADA improvements to stairway handrails.	1,200	2000
New City Hall Construction*	2,400,000	2005
*NOTE: The City relocated in 2005 the City Hall offices to a new facility with improved access.		
<u>Town Hall Parking Lot/Exterior</u>		
Installed one (1) van size ADA accessible parking space & one (1) car size ADA accessible parking space next to each other.	2,500	1996
Installed parking lot disability signage.	500	1996

<u>SITE & PROJECT</u>	<u>COST</u>	<u>COMPLETED</u>
Relocated wheel curbs to enlarge walkway.	500	1996
Improved landings at two (2) side entrances to building to meet ADA accessibility requirements.	3,000	1998
<u>Town Hall Lower Floor Bathrooms</u>		
Completed significant improvements to meet ADA accessibility Requirements: raised toilet seat height, relocated disposable seat dispenser, installed and/or relocated grab bars, signage.	4,500	1997
<u>Town Hall Lower Floor Building Improvements</u>		
Changed all door hardware to lever type/except panic bar doors	2,500	1998
Made adjustments to self-closure doors.	300	1997
Installed 10" wide push plates on doors.	500	1999
Adjusted information rack on wall to meet height requirement.		1997
Installed slip resistant floor surface at drinking fountain.	150	1996
Made interior and exterior handrails continuous.	1,500	1999
Installed stairway visual striping.		1998
Constructed ADA access to stage/City Council area.	7,000	1999
Purchased and installed Assisted Listening Device for public meetings.	2,500	2,000
<u>Town Hall Upper Floor Bathrooms</u>		
Raised toilet seats to meet ADA requirement.	2,000	1997
Installed ADA compliant grab bars in restrooms.	1,000	1997
<u>Public Safety Building Exterior</u>		
Provided van accessible ADA parking space and installed required parking lot disability signage.	2,500	1996
Installed lever type door hardware, installed 10" wide push plates on doors and adjusted self-closure times.	2,000	1997

<u>SITE & PROJECT</u>	<u>COST</u>	<u>COMPLETED</u>
Made path of travel improvements for access from parking lot to building main entrance.	4,000	1998
<u>Public Safety Building – Bathrooms</u>		
Made ADA improvements that included: increased the height of the toilets, relocated seat dispensers, made improvements to grab bars, relocated mirrors, soap dispenser and toilet paper dispenser.	3,000	1999
<u>Scout Hall Exterior</u>		
Made path of travel improvements to sidewalk servicing main entry.	2,500	2000
<u>Scout Hall Building/Interior</u>		
Installed lever hardware and 10” push plates on doors.	1,000	1999
Made ADA compliant bathroom improvements to include: raised height of toilet seats, installed grab bars, and relocated paper dispensers and mirrors.	2,000	1999

City of Placerville

PARKING DIVISION
ADA TRANSITION PLAN
IMPROVEMENT PROJECTS

<u>SITE & PROJECT</u>	<u>COST</u>	<u>COMPLETED</u>
<u>Public Safety Parking Lot</u> – (a) Installed ADA compliant van accessible parking space; (b) installed concrete ramp to meet ADA standard for transition from parking lot to building; © installed disability signage.	6,500	1996
<u>Mooney Parking Lot</u> – (a) Installed one (1) ADA compliant van accessible parking stall and one (1) car size accessible parking space, (b) installed required signage, (c) installed concrete walkway.	9,500	2001
<u>Town Hall Parking Lot</u> – (a) Installed one (1) ADA compliant van size accessible parking space and one (1) car size accessible parking space; (b) installed disability signage; (c) relocated wheel curbs to enlarge walkway; and (d) Improved door entry landings at side entrances to building.	7,500	1996
<u>City Hall Parking Lot</u> – (a) Installed one (1) ADA compliant van size accessible parking space and one (1) car size accessible parking space; (b) installed disability signage.	3,000	1996
<u>Center Street Parking Structure</u> – (a) Installed two (2) ADA compliant van accessible parking spaces and four (4) car size accessible parking spaces; (b) installed disability signage.	4,500	1998
<u>Fox Parking Lot</u> – (a) Installed two (2) ADA compliant van accessible parking spaces and two (2) car size accessible parking spaces; (b) installed disability signage.	6,500	2000
<u>Milton, Tetrault and Gillett Parking Lots</u> – (a) installed two (2) van compliant accessible parking spaces; (b) installed disability signage;	5,500	2001
<u>Ivy House Parking Lot</u> – (a) Installed two (2) ADA compliant van accessible parking spaces; (b) installed disability signage.	3,500	2002

City of Placerville

**PARKS & OPEN SPACE
ADA TRANSITION PLAN
IMPROVEMENT PROJECTS**

<u>SITE & PROJECT</u>	<u>PROJECT COST</u>	<u>COMPLETED</u>
<u>TOWN HALL</u>		
ADA compliant parking improvements (restripping to provide van accessible parking and installed disability signage).	4,000	1997
Door assessable hardware	1,000	1996
Restroom ADA improvements	12,000	1999
Assisted listening device for meetings	2,000	1996
ADA compliant access to stage in Main Hall	7,000	1999
<u>SCOUT HALL</u>		
Door assessable hardware	500	1997
Restroom improvements to meet ADA standards	1,500	1998
Improved path of travel to building entrance	2,500	2000
<u>GOLD BUG PARK</u>		
Improved parking with designated disability spaces	95,000	2000
Curb cuts for ADA compliant access	10,000	2000
ADA access to Group Picnic area	5,000	2004
ADA access to Gift Shop and Gold Bug Mine	45,000	2001
ADA access to Stamp Mill	20,000	1998
<u>CITY PARK</u>		
Development of two (2) tot lots that meet ADA standards	55,000	1997
Installed ADA picnic tables	3,000	1999
Reconstructed park restrooms to meet ADA & health standards	125,000	2005
ADA drinking fountain	3,000	2002

<u>SITE & PROJECT</u>	<u>COST</u>	<u>COMPLETED</u>
<u>ROTARY PARK</u>		
Developed a tot-lot to meets access standards	40,000	1998
ADA approved drinking fountain	3,000	2001
<u>LUMSDEN PARK</u>		
Developed a tot-lot that meets access standards	25,000	1999
Improved parking with ADA compliant parking stall	3,000	1998
<u>LIONS PARK</u>		
ADA compliant parking and curb cut improvements	25,000	1996
Improved path of travel to ballpark, restroom and group picnic area.	15,000	1996
Restroom reconstruction with ADA accessibility	80,000	1997
ADA approved drinking fountain	3,000	2000
<u>PLACERVILLE AQUATICS CENTER</u>		
Reconstruction of City Pool to meet health, safety and ADA access standards.	2,000,000	2005

Transition Plan Annual

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CAPITAL IMPROVEMENT PROJECTS 2007-08
Physical Barrier Improvements

RECREATION & PARKS FACILITIES MASTER PLAN

Project Description – The project will set the framework for decision makers in the planning and rehabilitation of the City’s recreation, park and open spaces facilities. The Master Plan is intended as a planning tool that addresses future needs, meets parks and facilities standards and provided an approach to implementation.

Physical Barrier Improvements – The Recreation & Parks Facilities Master Plan is intended to identify existing physical barriers and provide a plan that address ADA accessibility standards for the City’s park and open space system.

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CAPITAL IMPROVEMENT PROJECTS 2006-07
Physical Barrier Improvements

WESTERN PLACERVILLE DRIVE INTERCHANGE

Project Description – The project will make major roadway/intersection improvements to the Placerville Drive/Ray Lawyer Drive connection. The project will improve roadway and interchange levels of services.

Physical Barrier Improvements – The project will install ADA compliant curb crossings, disabled signage and intersection access improvements.

SIDEWALK REPAIR IDENTIFICATION AND IMPLEMENTATION

Project Description – The project will establish a program for the inspection and identification of those sidewalks that need maintenance or repair, and the notification of property owners to make the necessary repairs.

Physical Barrier Improvements – This program will improve sidewalk paths of travel.

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CAPITAL IMPROVEMENT PROJECTS 2005-06
Physical Barrier Improvements

UPPER MAIN STREET REHABILITATION PROJECT

Project Description – This project rehabilitated the upper end of Main Street between Bedford Avenue and Broadway in the historic section of Placerville. The project included all of the street/sidewalk infrastructure, sewer and water system repairs and ADA compliant pedestrian facilities at all crosswalks.

Physical Barrier Improvements – This project constructed 12 ADA compliant crosswalk improvements to upper Main Street.

PEDESTRIAN CIRCULATION SYSTEM IMPROVEMENT PROGRAM

Project Description – This program expands upon the work that was accomplished in the Non Motorized Transportation Plan. The plan develops an improvement program that (a) identifies areas of the City where sidewalks/pedestrian paths would provide opportunities for residents to walk to and from various destinations within the City; (b) identify areas where existing sidewalks need rehabilitation or replacement; (c) develop cost estimates and funding sources.

Physical Barrier Improvements – The plan will focus on meeting sidewalk/curb ADA access standards.

PEDESTRIAN CIRCULATION SYSTEM IMPROVEMENT PROGRAM

Project Description – The project replaces the existing tot lot at Lions Park that has been in existence since the early 1980's. The structures are made of wood materials that have deteriorated and access to and within the tot lot are sub-standard.

Physical Barrier Improvements – This project will put in place the most current playground equipment that meets the ADA access standards. In addition, the project will improve the path of travel to the tot lot.

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CAPITAL IMPROVEMENT PROJECTS 2004-05
Physical Barrier Improvements

BENHAM PARK PEDESTRIAN ACCESSIBILITY PROJECT

Project Description – This project corrects a number of safety and access deficiencies at Benham Park. The project includes improvements to the park entrance, crosswalks and access within the park.

Physical Barrier Improvements – When fully completed, the project will improve the crosswalks at the park to ADA standards, relocate the entrance to the park to improve the path of travel and provide improved access within the park.

GOLD BUG PARK RESTROOM RENOVATION

Project Description – The project will reconstruct the existing restrooms at Gold Bug Park. The existing restrooms facilities are sub-standard and no longer meet the increased user base at Gold Bug Park.

Physical Barrier Improvements – The restroom will be built to meet the current ADA standard for facility. In addition, access to the restroom facility will be improved.

TOT LOT DEVELOPMENT – LIONS PARK

Project Description – This is a continuing Capital Improvement Project as identified in the 2005-06 CIP.

SAFE ROUTES TO SCHOOL, 2004-05 PROJECT

Project Description – The City has applied for state funding through the Safe Routes to Schools Program that would construct pedestrian access facilities on Thompson Way to Sierra Elementary School.

Physical Barrier Improvements – The project will enhance the identified intersection with ADA complaint crosswalks and improve the path of travel to Sierra School.

MAIN STREET PAVEMENT AND UNDERGROUND UTILITY IMPROVEMENT PROJECT

Project Description – This multi-phased project will improve the pavement and sidewalks on Main Street from Pacific Street to Broadway.

Physical Barrier Improvements – The project will make improvements that will meet the ADA curb/crosswalk access standard.

NEW CITY HALL TENANT IMPROVEMENTS AND TRAFFIC CALMING ENHANCEMENTS

Project Description – The project purchased the old El Dorado Savings building located at 3101 Center Street and was renovated as the new home of Placerville City Hall. In addition, the project will construct traffic calming enhancements along Center Street and Stagecoach Alley.

Physical Barrier Improvements – The construction of the new City Hall made significant improvements to many existing physical barriers at the old City Hall. This project improved exterior access to the new City Hall, while the interior of the building meets ADA accessibility standards for residents as well as employees. The next phase of the project will improve the intersection at Center Street and Stagecoach Alley and include ADA compliant crosswalks.

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CAPITAL IMPROVEMENT PROJECTS 2003-04
Physical Barrier Improvements

ANNUAL SIDEWALK REPAIR/REPLACEMENT

Project Description – This annual funding project will repair or replace damaged and hazardous sidewalks along City streets. The focus will be on the downtown and core commercial areas where there is high pedestrian traffic.

Physical Barrier Improvements – The program will improve the path of travel along high use sidewalks and make ADA compliant crosswalk improvements in high use areas.

ANNUAL PEDESTRIAN ACCESSIBILITY PROGRAM

Project Description – This is an annual funding to meet many of the ADA driven needs within the City. Much of the infrastructure within the City of Placerville is not user friendly. City streets, sidewalks, parks, buildings all have needs that have been identified by DART, community and staff for improved access. This annual funding source will address the high priority needs.

Physical Barrier Improvements – The annual funding project will improve physical barriers on streets, sidewalks, parks and buildings. The funds will be used to meet ADA standards throughout City facilities on a high priority needs basis.

GOLD BUG PARK RESTROOM RENOVATION – DESIGN PHASE

Project Description – This program will fund the design for the eventual reconstruction of the restrooms at historic Gold Bug Park.

NOTE: Refer to 2004-05 CIP Project for full description and Physical Barrier Improvements.

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City of Placerville

CAPITAL IMPROVEMENT PROJECTS 2002-03
Physical Barrier Improvements

ANNUAL SIDEWALK REPAIR/REPLACEMENT

Project Description – This is an annual funding project to repair or replace damaged and hazardous sidewalks along City streets, with a focus on the downtown and core commercial areas.

Physical Barrier Improvements – The program will improve the path of travel along high use sidewalks and make ADA compliant crosswalk improvements in high priority areas.

ANNUAL PEDESTRIAN ACCESSIBILITY PROGRAM

Project Description – This annual funding to meet many of the ADA driven needs within the City. The program is intended to address high priority needs on streets, sidewalks, parks and buildings.

Physical Barrier Improvements – This annual funding source will be used to meet ADA standards throughout City facilities on a high priority needs basis.

CITY POOL RECONSTRUCTION PROJECT

Project Description – The reconstruction of the City Pool will replace the City Pool that was originally constructed in 1934. The facility will be enlarged and enhanced to meet both City and County aquatic user needs.

Physical Barrier Improvements – The Placerville Aquatics Center is a new, modern facility with enhanced accessibility throughout the facility. The buildings and pools were designed and built to meet ADA standards. In addition, the street and crosswalks in front of the pool were constructed to ADA standards.

SAFE ROUTES TO SCHOOL PROGRAM, 2002-03

Project Description – This state grant program will provide sidewalk construction and pedestrian access facilities on Middletown road, Combella Road and Canal Street to serve Markham Middle School and El Dorado High School.

Physical Barrier Improvements – The project will construct sidewalks, rehabilitate existing sidewalks and construct ADA compliant crosswalks at priority intersections.

GOLD BUG PARK TRAIL

Project Description – Gold Bug Park is an historic park depicting the hard rock mining process, and receives approximately 50,000 visitors annually. The project will construct a bridge across Big Canyon Creek for improved access to park facilities.

Physical Barrier Improvements – The construction of a bridge across Big Canyon Creek will improve the path of travel to features within the park. The bridge will be built to meet ADA standards.

PLACERVILLE DRIVE BRIDGE WIDENING

Project Description – In 1997 the City of Placerville made extensive street improvements to Placerville Drive. The City did not have sufficient funds to widen the bridge on Placerville Drive. This project will fund a widening of the bridge over Hangtown Creek.

Physical Barrier Improvements – The widening of the bridge will be constructed to meet ADA standards. In addition, the project will improve pedestrian accessibility along Placerville Drive.

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CAPITAL IMPROVEMENT PROJECTS 2001-02
Physical Barrier Improvements

ANNUAL PEDESTRIAN ACCESSIBILITY PROGRAM

Project Description – This is a continuing annual funding program to meet high priority accessibility needs on streets, sidewalks, parks and buildings.

Physical Barrier Improvements – This annual funding source will make ADA accessibility improvements on a priority-identified basis.

GOLD BUG PARK RESTROOM RENOVATION

Project Description – This is a continuing project to reconstruct the restrooms at Gold Bug Park as identified in the 04-05 CIP Projects.

TOT LOT DEVELOPMENT – LIONS PARK

Project Description – Continuing project to reconstruct the tot lot at Lions Park as described in the 04-05 CIP Projects.

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CAPITAL IMPROVEMENT PROJECTS 2000-01
Physical Barrier Improvements

ANNUAL PEDESTRIAN ACCESSIBILITY PROGRAM

Project Description – This is a continuing annual funding program to meet high priority accessibility needs on streets, sidewalks, parks and buildings.

Physical Barrier Improvements – This annual funding source will make ADA accessibility improvements on a priority-identified basis.

BENHAM PARK SAFETY IMPROVEMENTS

Project Description – The project makes improvements to a number of safety and access deficiencies at Benham Park. The project includes improvements to the park entrance, crosswalks and access within the park.

Physical Barrier Improvements – When fully completed, the project will improve the crosswalks at the park to ADA standards, relocate the entrance to the park to improve the path of travel and provide improved access within the park.

PARKS FACILITIES MASTER PLAN

Project Description – This project will fund a plan for the planning of new park and open space facilities in addition to the planning for the rehabilitation of the City’s existing park facilities and open spaces.

Physical Barrier Improvements – The Park Facilities Master Plan is intended to identify existing physical barriers and provide a plan that addresses ADA accessibility standards for the City’s park and open space system.

GOLD BUG PARK TEA PROJECT

Project Description – This project completes the transportation improvement projects at Gold Bug Park. This is the 2nd phase of the project and will complete trail improvements along Big Canyon Creek and construct a pedestrian bridge across Big Canyon Creek.

Physical Barrier Improvements – The project will improve a path of travel tying together historic features along Big Canyon Creek. In addition, the project will construct a pedestrian bridge across the creek that meets ADA standards.

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City of Placerville

CAPITAL IMPROVEMENT PROJECTS 1999-2000

Physical Barrier Improvements

WORKSTATION REHABILITATION

Project Description – Several departments throughout the City have been identified a severely dysfunctional and hazardous. This project will upgrade employee workstations to improve workability and access needs.

Physical Barrier Improvements – The project improves accessibility to the employee workstation and improved access at the workstation.

CITYWIDE TECHNOLOGY

Project Description – This project improved the computer technology within the City and created a City of Placerville web site.

Physical Barrier Improvements – The City of Placerville Web Site enables those with physical access problems to access citywide information.

1998 – 1999 CAPITAL IMPROVEMENT PROJECTS

9801	Annual Slurry Seal Project	\$ 48,300
9802	Annual Chip Seal Project	\$ 29,000
9803	Annual A.C. Overlay Project	\$ 115,000
9804	Annual Street Centerline Striping	\$ 14,000
9805	Annual Water Line Replacement Project	\$ 15,000
9806	Annual Fire Hydrant Replacement Project	\$ 5,000
9807	Annual Parking Lot Slurry Seal Project	\$ 5,280
9808	Canal Street Sewer Main Replacement	\$ 29,350
9809	Replacement of Street Sweeper	\$ 115,000
9810	Restroom Rehabilitation	\$ 110,000
9811	Sewer Flusher Replacement/Mult-Purpose Truck	\$ 75,000
9812	Slurry Seal & Stripe El Dorado Trail	\$ 10,000
9813	Water Storage Tank Replacement	\$ 41,400
9814	Information Systems Replacement	\$ 25,000
9815	Sewer Inflow & Infiltration Study – Year 3	\$ 50,000
9816	Placerville Drive Bridge Widening	\$ 585,000
9817	Hangtown Creek Temperature Study	\$ 12,000
9818	Pierroz Road Improvements	\$ 30,000
9819	Clay Street Bridge Widening	\$ 330,000
9820	Coloma Street Water Main Replacement	\$ 69,000
9821	Pleasant Street Water Main Replacement	\$ 85,000
	Total Projected Expenditures	\$1,799,530

City of Placerville

CAPITAL IMPROVEMENT PROJECTS 1998-1999

Physical Barrier Improvements

RESTROOM REHABILITATION – ROTARY PARK, LUMSDEN PARK & GOLD BUG PARK

Project Description – The project makes several health, safety and accessibility improvements to these park restrooms.

Physical Barrier Improvements – The project improves the interior of the restrooms and makes ADA access improvements within the restrooms. The project also improves the path of travel to the restrooms.

PLACERVILLE DRIVE BRIDGE WIDENING

Project Description – As identified in the 2002-03 CIP budget, this project will widen the bridge on Placerville Drive that crosses Hangtown Creek.

Physical Barrier Improvements – The project will be developed to meet ADA standards and will allow for safe pedestrian travel along Placerville Drive.

CLAY STREET BRIDGE WIDENING

Project Description – The existing bridge over Hangtown Creek on Clay Street is currently a one lane bridge, located on a busily travel street that leads to Main Street and a new housing development/ Cottonwood. The project will widen the bridge and be designed and constructed to meet ADA standards.

Physical Barrier Improvements – The bridge will be constructed to meet ADA standards.

1997 – 1998 CAPITAL IMPROVEMENT PROJECTS

97-01	Annual Slurry Seal	\$ 48,300
97-02	Annual Chip Seal Project	\$ 29,000
97-03	Annual A.C. Overlay Project	\$ 115,000
97-04	Annual Street Centerline Striping	\$ 10,000
97-05	Guardrail @ Main Street and Broadway	\$ 7,500
97-06	Parks Masterplan	\$ 10,000
97-07	Tot Lots Rehabilitation	\$ 100,000
97-08	Water Line Replacement	\$ 15,000
97-09	Annual Fire Hydrant Replacement Project	\$ 5,000
97-10	Waste System Study	\$ 60,000
97-11	Cedar Ravine Water Main Connection	\$ 80,800
97-12	Sewer Manhole Structure Reconstruction	\$ 118,800
97-13	Hangtown Creek Sewer Main Repair	\$ 11,750
97-14	Tunnel Street Sewer Main Replacement	\$ 23,700
97-15	Sewer Inflow & Infiltration Study –2	\$ 50,000
97-16	Wastewater Treatment Plant – Phase IIB	\$4,330,000
97-17	Fuel Tank Removals/Replacement	\$ 100,000
97-18	Placerville Drive Revitalization	\$ 60,000
97-19	Police Records Management System	\$ 160,000
97-20	Carpet @ City Hall	\$ 19,200
	Total Expenditures	\$5,354,050

CAPITAL IMPROVEMENT PROJECTS 1997-1998

Physical Barrier Improvements

PEDESTRIAN HANDRAIL & VEHICLE BARRIER REPLACEMENT

Project Description – This project replaces a hazardous handrail where Main Street crosses Hangtown Creek on Upper Main Street.

Physical Barrier Improvements – The project enhances the pedestrian path of travel along Main Street and provides a safe pedestrian route along Main Street.

PARKS MASTERPLAN

Project Description – The project focused on planning future improvements to Rotary Park, Lumsden Park and Lions Park. These parks were constructed by service clubs and improvements are needed to the infrastructure and access to and within the park.

Physical Barrier Improvements – The planning project will provide direction to improve pedestrian and ADA access within the parks.

TOT LOT REHABILITATION – ROTARY PARK, LUMSDEN PARK & GOLD BUG PARK

Project Description – The project removed existing playgrounds (tot lot equipment) that no longer were safe or met access standards, and replaced tot lot equipment and improved the surface of the tot lots.

Physical Barrier Improvements – The project installed ADA compliant tot lot equipment and provided surfacing that allowed disabled access to the equipment.

CARPET REPLACEMENT – CITY HALL

Project Description – The project replaced the existing carpeting at City Hall with a goal of improved access for employees and the public.

Physical Barrier Improvements – The project resulted in improved path of travel and improved access to employee workstations.

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Annual Waterline Replacement	10
Annual Fire Hydrant Replacement Project	11
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1995 – 1996 CAPITAL IMPROVEMENT PROJECTS

		STREETS	
95-01		Pacific St. Reconstruction	\$ 133,000
95-02		Annual Slurry Seal Project	\$ 34,500
95-03		Annual Chip Seal Project	\$ 20,700
95-04		Annual A.C. Overlay Project	\$ 105,600
95-05		Placerville Drive Improvements	\$1,842,500
95-06		Ivy House Parking Lot Landscaping	\$ 12,900
		PARKS	
95-07		Lions Parking Lot Improvements	\$ 30,300
95-08		Misc. Park Improvements	\$ 19,800
95-09		Park & Ride – Mosquito Road	\$ 271,000
95-10		City Pool Resurfacing	\$ 45,000
95-11		Trail Access at Schnell School Road	\$ 12,000
95-12		Gold Bug / Haitte Museum	\$ 38,000
		WATER	
95-13		Water Line Replacement	\$ 13,800
95-14		Annual Fire Hydrant Replacement	\$ 5,700
		SEWER	
95-15		Sewer Line Study	\$ 15,000
		OTHER	
95-16		ADA Improvements	\$ 42,000
95-17		Police Records Management System	\$ 45,200
95-18		Public Safety Building Carpet	\$ 12,000
95-19		City Hall Repainting	\$ 40,000
95-20*		Downtown Revitalization Phase I	\$ 61,000
95-21*		Financial/Management Information System	\$ 32,000
95-22		Dumptruck Purchase	\$ 41,000
		Total Expenditures	\$5,354,050

*These projects have been previously approved by Council and no detailed description follows.

City of Placerville

CAPITAL IMPROVEMENT PROJECTS 1995-1996

Physical Barrier Improvements

PLACERVILLE DRIVE IMPROVEMENTS

Project Description – This project reconstructed the pavement and widened Placerville Drive from Fair Lane to Highway 50. In addition, the project developed a Class II Bike/Pedestrian Lane.

Physical Barrier Improvements – The project improved pedestrian path of travel along Placerville Drive.

LIONS PARKING LOT IMPROVEMENTS

Project Description – Lions Park is the Community Park for the City of Placerville. The project provided resurfacing of the parking lot, stripping and pedestrian access improvements from the parking lot to the park.

Physical Barrier Improvements – The planning project will provide direction to improve pedestrian and ADA access within the parks.

PARK AND RIDE AT MOSQUITO ROAD

Project Description – The project provided the dual purpose of providing a Park & Ride for community commuters, as well as, a staging area for local users of the El Dorado Trail.

Physical Barrier Improvements – The Park & Ride has provided ADA compliant public transit service throughout El Dorado County.

GOLD BUG PARK – HATTIE MUSEUM

Project Description – The project constructed a Museum and Gift Shop at Gold Bug Park. The project included ADA compliant access over Big Canyon Creek to the museum and ADA compliant ramp from the gift shop to Gold Bug Mine.

Physical Barrier Improvements – The project constructed ADA access to the museum, gift shop and Gold Bug Mine.

AMERICAN WITH DISABILITIES ACT IMPROVEMENTS

Project Description – This project completed many of the readily achievable ADA projects within the City of Placerville that were identified by the City’s Disability Advisory Review Team (DART).

Physical Barrier Improvements – The improvements included ADA standard parking stalls, concrete ramps, wheel stops, signage for the following parking lots: Mooney, City Hall, Center Street, Fox, Milton, Tetrault, Gillette, Railroad Plaza, Public Safety and Town Hall. In addition, the project purchased an assisted listening device for public meetings at Town Hall.

Transition Plan Future Improvements

City of Placerville

**ADA TRANSITION PLAN
FUTURE IMPROVEMENTS**

BUDGETED PROJECTS

SITE & PROJECT	EST. COST	PROJECTED COMPLETION
Highway 50 Improvement Project – The project will create access improvements/connectivity with Main Street to Placerville Drive. In addition, the project will create pedestrian access improvements with bridge improvements at Spring St. and Canal Street. The project will further create access improved pedestrian crossing over U.S. 50 at Bedford.	\$ 35,000,000	2009
Lions Park Tot-Lot Reconstruction – The project will reconstruct an existing tot-lot to meet access and safety standards.	\$150,000	2008
Gold Bug Park Restroom – This project will reconstruct a restroom at historic Gold Bug Park to meet access, health and safety standards.	\$190,000	2008
Parks/Open Space/Facility Master Plan – The plan will access improvements and funding sources to make the necessary improvements.	\$40,000	2008/2009
Wastewater Treatment Plant Improvements – This major improvement project of the City’s Wastewater Treatment plant will bring the facility into compliance with operations/access improvements.	\$45,000,000	2009
Western Placerville Drive Interchange Project (Design Phase) – The project will include pedestrian access improvements.	\$3,000,000	2009
Sidewalk Maintenance Program – The program requires property owners to maintain their sidewalks to current access standards.	Policy	On-going

(cont'd) SITE & PROJECT	EST. COST	PROJECTED COMPLETION
Pedestrian Circulation Plan – The plan is providing priorities and funding options for the ultimate construction and maintenance of an extensive sidewalk network throughout the City with a focus on ADA compliance	\$22,000	On-going
Non-Motorized Transportation Plan – The plan will comply with Caltrans streets and Highways Code and will provide plans for improvements to facilities by non-motorized uses.	Grants	On-going
Blair Lane Bridge Improvements – The bridge that crosses Hangtown Creek will be widened by a developer to improve non-motorized, ADA compliant access.	Developer responsibility	2009
Clay Street Roundabout Project – This project will construct the City’s first roundabout at an intersection where Cedar Ravine, Main Street and Clay Street meet. The project will include ADA compliant crosswalks at all locations and improve sidewalks. The project will also widen Clay Street and the Bridge on Clay that crosses Hangtown Creek, improving pedestrian access in that area.	\$2,200,000	2010
Center Street & Statecoach Alley Project – This project will complement the new City Hall Project. This project is intended to provide traffic calming at the intersection and provide ADA compliant crosswalks.	\$500,000	2008

City of Placerville

**ADA TRANSITION PLAN
FUTURE IMPROVEMENTS**

UNFUNDED PROJECTS

SITE & PROJECT	EST. COST	PROJECTED COMPLETION
Placerville Drive Bridge Widening – The bridge on Placerville Drive that crosses Hangtown Creek will be widened to provide non-motorized ADA access along Placerville Drive.	\$1,500,000	2011