Sacramento County Department of Transportation

Americans with Disabilities Act Transition Plan

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in association with:
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Section 1: Executive Summary

Introduction

The Sacramento County Department of Transportation (SacDOT) began working on the Americans with Disabilities Act (ADA) Transition Plan and Pedestrian Master Plan project in April 2002. The main purpose of this project is to develop the County's policies and practices for implementing physical pedestrian improvements within the public right-of-way of the County's unincorporated areas. The goal is to optimize the pedestrian experience, to provide safe and usable pedestrian facilities for all pedestrians, and to assure compliance with all federal, state, and local regulations and standards.

The ADA Transition Plan and the Pedestrian Master Plan are on a parallel schedule, but have separate adoption processes and community advisory committees. The ADA Transition Plan is intended to represent both the legal and functional goals and objectives of the County to make the existing pedestrian facilities within the unincorporated County right-of-way accessible and usable for persons with disabilities. SacDOT is undertaking the Pedestrian Master Plan to enhance walking as a viable transportation choice to help make Sacramento County a better place to live. The Pedestrian Design Guidelines, as part of the Pedestrian Master Plan, will address new design standards to make facilities better for all pedestrians.

The ADA requires all public agencies to develop an ADA Transition Plan for the installation of curb ramps or other sloped areas at all locations where walkways cross curbs. The plan must include a schedule for curb ramp installation and for other improvements necessary to achieve programmatic accessibility for persons with disabilities. The main purpose of this ADA Transition Plan is to describe the curb ramp and other pedestrian facility needs in the unincorporated County, and to outline the recommended procedures for implementing and scheduling remedial work to provide a complying system of curb ramps, pedestrian signals and sidewalks.

The ADA Transition Plan and the Pedestrian Master Plan covers the unincorporated Sacramento County. This area is surrounded by incorporated cities to the north, east and south and by the Sacramento River to the west. Most of the developed areas are located within the middle of the County between the City of Sacramento and the cities of Citrus Heights, Folsom and Rancho Cordova. SacDOT has a wide variety of facilities within the public right-of-way. These facilities include streets and roadways, vehicular and pedestrian bridges, underground and above-ground utilities, vehicular and pedestrian signal systems, signage systems, on-street parking facilities, sidewalks with curb ramps at intersections, planting strips and buffers, pedestrian activity areas and unimproved open spaces.

Public Participation

SacDOT set up the ADA Transition Plan and Pedestrian Master Plan project to encourage and facilitate the maximum degree of public participation. This process included persons with disabilities and those representing disability service organizations. The outreach efforts included the following components:

- **Advisory Groups**: Two advisory committees, the ADA Community Advisory Group (CAG) and the Technical Advisory Committee (TAC) were formed and met regularly over a period of one and a half years to review documents and to provide feedback. Both groups contained members of the local disability community.
- **Outreach to Persons with Visual Impairments**: The ADA Transition Plan will be made available to persons who are visually impaired via text document and Braille master copy. Persons with visual impairments who have access to software that converts text to audio will be provided the document via e-mail, floppy disks or CDs. Sacramento Access News (SAN) has a free telephone reader service for individuals who are blind or with visual impairments that includes information on the ADA Transition Plan.
- **Community Planning Advisory Councils (CPAC)**: SacDOT presented the scope of work for the project to the interested CPACs in the unincorporated Sacramento County, which equaled over ten. Attendees of the CPAC meetings were given an opportunity for input into the process.
- **Consumer Survey**: SacDOT developed and distributed a pedestrian and disabled access consumer survey to identify hotspot locations or physical barriers to walking.
- **Press Releases**: The study team created and distributed three press releases to cover the following topics: project kick-off, consumer surveys and transportation fairs.
- **Transportation Fairs**: SacDOT staff and consultants described the project's activities in hands-on settings at four separate venues throughout the unincorporated County.
- **Web Site**: A project web-site was created to disseminate information about the project.
- **Electronic Newsletter**: Electronic newsletters and announcements were distributed to the public via the project list-serve.

The community will be able to submit formal comments about this ADA Transition Plan, either in written form or at a public hearing, per ADA requirements.

Inventory Efforts

SacDOT conducted a five-month survey of pedestrian facilities to document existing conditions within the public rights-of-way. These data were used to recommend improvements to pedestrian facilities and to comply with ADA and State Title 24 requirements and County approved policies. Surveying refers to visiting the particular location by a trained accessibility surveyor, and obtaining measurements, dimensions, gradients or other visual determinations as may be appropriate depending on the particular location. Highlights of the survey process and inventory findings are listed below:

- Approximately 2,200 miles of streets and roadways covering over 15,000 individual segments of roadway boundaries were traveled and surveyed to document physical conditions along the roadways, including conditions that might be barriers to persons with disabilities.
- The inventory focused on more heavily used roadways and intersections and on those roadways and intersections serving governmental, public service and commercial uses.
- For roadways surveyed, approximately 75 percent of County roadways have sidewalks on one or both sides, and 25 percent do not have sidewalks on either side of the street.
- Approximately 11,000 intersections or almost 44,000 street corners were surveyed, and measurements were taken for a variety of dimensions and gradients.
- Approximately 66 percent of all corners surveyed have rolled curbs, approximately 16 percent have vertical curbs, and 18 percent do not have curbs.
- Approximately 41 percent of all developed corners have curb ramps. Of these, approximately 57 percent were older perpendicular curb ramps with flared sides and approximately 40 percent were newer parallel pan-type curb ramps.

All survey findings are contained in a Microsoft Access database titled the ADA Public Rights-of-Way Database. The database is designed to be user-friendly, with interactive screens available to access the summary report, reports for each individual intersection or roadway segment and photographs. The database also includes data entry screens to be used for monitoring construction activity and producing status reports.

ADA Codes and Standards

SacDOT and the study team developed the ADA Codes and Standards for all facilities within the public right-of-way in the unincorporated County. The standards are intended to apply to all construction undertaken within the unincorporated County right-of way after the final approval of the ADA Transition Plan. The ADA CAG and the TAC reviewed three versions of the ADA Codes and Standards. SacDOT submitted the final draft document for review on April 25, 2003. This final draft version was reviewed at ADA CAG and TAC meetings on June 2, 2003.

The ADA Codes and Standards were developed to combine and resolve any conflicts between the *Americans with Disabilities Act Accessibility Guidelines* (ADAAG), published by the U.S. Architectural and Transportation Barriers Compliance Board in July 1991, and the *California State Building Code, Title 24, Part 2*, of the California Code of Regulation, 2001 edition. *Draft Guidelines for Public Rights-of-Way*, published by the U.S. Architectural and Transportation Barriers Compliance Board on June 17, 2002, which are expected to take effect in the future, also were considered in the ADA Codes and Standards. In addition, all County of Sacramento Board of Supervisor approved policies and standards affecting accessibility in the public right-of way were included in the standards.

ADA Capital Implementation Plan

The ADA Capital Implementation Plan was developed to describe the extent of County-operated and other participants' projects necessary to implement the ADA Transition Plan within the unincorporated County public rights-of-way.

Types of projects included in the ADA Capital Implementation Plan can be categorized as follows:

- Curb ramp construction or replacement projects based upon resident requests.
- Curb ramp, sidewalk and intersection retrofit projects included with street overlay or other street or sidewalk construction projects.
- Curb ramp, sidewalk and intersection retrofit projects, in conjunction with construction by private parties.
- Curb ramp, sidewalk and intersection retrofit projects deemed essential for mitigation of barriers based upon the finalized ADA Transition Plan.
- Street and sidewalk construction or retrofit projects planned for the improvement of overall pedestrian facilities.
- Signal retrofit projects.
- Roadway widening projects.

A number of existing and potential programs and funding sources for capital improvement projects were evaluated. These programs included on-going SacDOT capital improvement and maintenance programs, as well as specific projects and funding sources allocated in the seven year Transportation Improvement Plan (TIP). The ADA Capital Implementation Plan uses, to the maximum extent possible, existing and prospective funding programs and sources. The plan recommends specific goals for the construction of accessibility improvements. While specifying locations and the scope of work required at these locations, the plan also is intended to serve as a conceptual plan whereby the extent of future projects can be evaluated prior to preparing detailed cost estimates. Once an overall scope of work and its financial impact is established, annual projects can be finalized and the exact number of specified improvements can be set as project goals.

Curb ramps should be installed at all locations where they are missing and necessary for the full usage of the overall pedestrian path of travel, including at mid-block crosswalks. Older non-conforming curb ramps that pose potential hazards to wheelchair users should be repaired, upgraded or replaced. Some of these curb ramps may be ineffective or even dangerous due to steep slopes, narrow widths, high gutter lips and offset locations that require users to enter and exit streets outside of crosswalks. In addition to curb ramp construction and replacement, crosswalks, pedestrian signals and sidewalks serving each selected intersection should be evaluated for compliance with the ADA Codes and Standards and upgraded where necessary.

The ADA Capital Implementation Plan includes a detailed and prioritized list of approximately 1,800 project locations and items of work, which have been reviewed by SacDOT, the ADA CAG and the TAC. This implementation plan, which targets higher priority uses, anticipates a

15- to 20-year implementation period to achieve compliance with program accessibility requirements. Additional ADA work, such as new construction and additional curb ramps beyond the minimum program access requirements, will continue beyond the timeframe identified above.

Monitoring and Status Reporting

SacDOT currently is engaged in an on-going effort to construct curb ramps, sidewalks and other facilities at numerous locations within the unincorporated County. This construction activity involves several types of projects, including street overlay projects, street beautification projects, utility construction projects and other capital improvement projects in the public right-of-way. In addition, when this ADA Transition Plan is approved and implemented, more curb ramps and related improvements will be constructed.

While it is important to assure that codes and standards used to design and construct curb ramps and related improvements are up-to-date, it is equally important that improvements are constructed properly and in compliance with all applicable codes and standards. Therefore, the monitoring of construction activities and the reporting of the status of improvements is vital in assuring an effective overall compliance program.

The ADA Transition Plan details the methods and procedures for monitoring these construction activities and for tracking the status of compliance with the plan at all construction locations within the unincorporated County.

Section 2: Introduction and Administrative Information

Section 2.1: Introduction to the ADA

The Americans with Disabilities Act (ADA), enacted on July 26, 1990, provides comprehensive civil rights protections to persons with disabilities in the areas of employment, state and local government services, access to public accommodations, transportation and telecommunications. The ADA is companion civil rights legislation with the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973. This legislation mandates that qualified disabled individuals shall not be excluded from participation in, denied the benefit of, or be subjected to discrimination under any program or activity. The Act also protects employees with disabilities, with certain protections and requires employers to make reasonable accommodation for applicants and employees with disabilities.

The ADA is divided into five parts, covering the following areas:

Title I: Employment

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

Title II: Public Services

Title II prohibits state and local governments from discriminating against persons with disabilities or from excluding participation in or denying benefits of programs, services or activities to persons with disabilities. It is under this Title that this ADA Transition Plan has been prepared. The ADA Transition Plan is intended to outline the methods by which physical or structural changes will be made to effect the non-discrimination policies described in Title II.

Title III: Public Accommodations

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

Title IV: Telecommunications

Title IV covers regulations regarding private telephone companies, and requires common carriers offering telephone services to the public to increase the availability of interstate

and intrastate telecommunications relay services to individuals with hearing and speech impairments.

Title V: Miscellaneous Provisions

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

Title II of the ADA dictates that a public entity must evaluate its services, programs, policies and practices to determine whether they are in compliance with the nondiscrimination regulations of the ADA. The regulations detailing compliance requirements were issued in July 1991. A self-evaluation also is required. It is intended to examine activities and services, identify problems or barriers that may limit accessibility by persons with disabilities, and describe potential compliance solutions. The entity then must proceed to make the necessary changes resulting from the self-evaluation. The ADA further requires that an ADA transition plan be prepared to describe any structural or physical changes required to make programs accessible.

In the ADA, the term disability means, with respect to an individual:

(1) a physical or mental impairment that substantially limits one or more of the major life activities of such individual;
(2) a record of such an impairment; or
(3) being regarded as having such an impairment.

If an individual meets any one of these three tests, that person is considered to be an individual with a disability for purposes of coverage under the Americans with Disabilities Act. The Final Rules of the ADA describe in greater detail the conditions included and excluded as disabilities under the ADA. These rules are available upon request from the study team, and are incorporated by reference as part of this ADA Transition Plan.

Section 2.2: SacDOT Responsibilities under the ADA

SacDOT has various responsibilities under Title II of the ADA. Title II of the ADA is similar to Section 504 of the Rehabilitation Act of 1973, but differs in that Section 504 applies only to government agencies that receive federal financial assistance. The purpose of Section 504 is to ensure that no otherwise qualified individual with disabilities shall, solely by reason of disability, be discriminated against under any program or activity receiving federal financial assistance. SacDOT has been subject to and operating under the requirements of Section 504 for many years.

The ADA states an intent not to apply lesser standards than are required under other federal, state or local laws; therefore, the law that is the most stringent has precedence. This intent has particular application with respect to SacDOT's obligations under Section 504 or under Title 24 of the California Code of Regulations, which in some cases, exceed ADA requirements with respect to structural and physical changes.

Title II also mandates that County governments may not require eligibility criteria for participation in programs and activities that would screen persons with disabilities, unless it can be proven that such requirements are necessary for the mandatory provision of the service or program. A public entity must reasonably modify its policies and procedures to avoid discrimination toward disabled residents. Nevertheless, if the public entity can demonstrate that a modification fundamentally would alter the nature of its service, it would not be required to make that modification. Title II also discusses the use of auxiliary aids necessary to enable persons who have visual, hearing, mobility or similar impairments to gain access to programs and activities provided by the County so as to make an appropriate reasonable accommodation.

The lone exception to these requirements would be because of undue hardship. Undue hardship is defined in the ADA as an "action requiring significant difficulty or expense" when considering the nature and cost of the accommodation in relation to the size, resources and structure of the specific operation. Undue hardship is determined on a case-by-case basis.

A public entity also is required to designate a person to be responsible for coordinating the implementation of ADA requirements and for investigating complaints of alleged noncompliance. At the time of the ADA Transition Plan preparations, for the intent of this portion of the ADA Transition Plan that relates to streets, sidewalks and public rights-of-way, that designated person is Dave Franke, Program Access Coordinator, Sacramento County Department of Transportation, 906 G Street, Suite 510, Sacramento, CA 95814, Telephone (916) 874-6291, TTY (916) 875-7105.

Section 2.3: ADA Transition Plan Requirements

According to ADA, a public agency is required to prepare an ADA Transition Plan if physical or structural modifications to facilities are required to provide access to programs or services. Title II of the ADA regulates government agencies, with its primary goal being to ensure that all of their programs and services are accessible to individuals with disabilities. The ADA Transition Plan is limited to evaluating physical barriers; however, an analysis of the programs and services rendered by SacDOT also is important to determine what physical changes are necessary. The ADA Transition Plan documents what actions SacDOT will take to alter its facilities. The ADA requires that the ADA Transition Plan be submitted for public review before final approval and adoption by the appropriate regulatory agency.

Generally, the ADA Transition Plan lists existing barriers in the public rights-of-way under SacDOT's jurisdiction, and schedules which barriers to remove to provide access for individuals with disabilities to SacDOT programs. SacDOT is required to provide access to all of its programs, but is not required to remove all architectural barriers in all of its facilities. In addition to making physical improvements, government agencies can choose among various administrative solutions, such as relocating or modifying a particular program, to obtain overall program access.

The ADA Transition Plan is required by Department of Justice rules to address the following aspects of accessibility:

(1) If a public entity has responsibility or authority over streets, roads or walkways, its ADA Transition Plan shall include a schedule for providing curb ramps or other sloped areas where pedestrian walks cross curbs, giving priority to walkways serving entities covered by the ADA, including State and local government offices and facilities, transportation, places of public accommodation, and employers, followed by walkways serving other areas;

(2) The ADA Transition Plan shall identify physical obstacles in the public entity's facilities that limit the accessibility of its programs or activities to individuals with disabilities;

(3) The ADA Transition Plan shall describe the methods that will be used to make the facilities accessible; and

(4) The ADA Transition Plan shall specify the schedule for taking the steps necessary to achieve compliance with the ADA and, if the time period of the ADA Transition Plan is longer than one year, identify steps that will be taken during each year of the transition period.

The ADA Transition Plan contains detailed physical barrier surveys of SacDOT streets, curb ramps and related facilities. These surveys are contained in a comprehensive computer database, and document barriers present at the time of the survey. The survey does not provide a complete listing of complying architectural or physical features. It also is important to note that improvements made to facilities after the date of the survey are not included as part of this ADA Transition Plan.

The ADA does not designate a specific code or standard for evaluating access to existing facilities. Title II gives government agencies a choice between the Uniform Federal Access Standards (UFAS) and the Americans with Disabilities Act Accessibility Guidelines (ADAAG) as a standard for renovations. Since the ADA states that it does not override requirements of other state and local requirements, the State of California Title 24 access regulations also must be applied. Therefore, for the purpose of this ADA Transition Plan, each facility or site area is evaluated based on the most stringent requirements of the ADA Accessibility Guidelines dated July 26, 1991 or California State Building Code, Title 24, and Part 2, of the California Code of Regulation, 2001 edition.

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

Section 2.4: Description of Program Accessibility

The final Rules and Regulations of the ADA describe the requirements for program accessibility (Code of Federal Regulations, Title 28, Part 35, Subpart D). A public entity shall operate each service, program or activity, when viewed in its entirety, so that it is accessible to and usable by individuals with disabilities. The ADA does not require the public entity to make all of its existing facilities accessible, nor does it require a public entity to take any action that would fundamentally alter the nature of a service, program or activity. Also, it does not require implementation of the ADA that would result in undue financial and administrative burdens. In such cases where documentation is provided in keeping with strict procedures outlined in the ADA, there are various methods that may be appropriate for providing program accessibility in lieu of making actual physical changes to facilities.

With these facts in mind, the first step in determining what structural changes to existing facilities are necessary is to develop an understanding of the specific public programs and activities occurring at existing facilities within the County. This section attempts to describe the programs and activities in the public right-of-way. It should be noted that this section is not intended to be a self-evaluation, as described in the ADA. A self-evaluation includes an analysis of *all* programs and services offered by a public entity. The self evaluation may include communications, publications, employment and many other factors that are separate from proposed structural or physical modifications to facilities.

The activity of using the public right-of-way may be considered a program in two different ways:
(1) Streets, sidewalks and curb ramps may be part of a continuous path of travel between activities or programs, at various public and private facilities located on adjacent properties, such as public offices, schools, parks and recreational facilities, public service agencies, hospitals and health clinics, police facilities and public housing uses.
(2) Streets, sidewalks and curb ramps may themselves represent a program of public pedestrian activities that are essential to the usage and enjoyment of a County's built environment.

The Department of Justice's Title II Technical Assistance Manual points out that a public entity's programs related to streets, sidewalks and curb ramps may be prioritized with respect to relative importance and frequency of usage. It further describes that program accessibility would not require all streets, sidewalks and curb ramps to be fully accessible as required by current codes. A determination of what public rights-of-way are programmatically required to be accessible may vary from jurisdiction to jurisdiction.

Section 3: Public Participation and Input

Section 3.1 Introduction

The ADA states that a public entity is required to make available to applicants, participants, residents and other interested parties information regarding the ADA Transition Plan and its applicability to the services, programs or activities of the public entity, and to apprise the public of the protections against discrimination afforded to them by the ADA. A public entity also is required to provide an opportunity for interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the development of the ADA Transition Plan by submitting comments and making specific recommendations. The ADA also requires that a copy of the draft ADA Transition Plan shall be made available for public inspection during a formal public review period.

The ADA Transition Plan project was set up to encourage and facilitate the maximum degree of participation from residents of Sacramento County. This process included persons with disabilities and those representing disability service organizations. This section describes the public participation and outreach efforts made by the study team. The main objective of the outreach effort was to ensure that the ADA Transition Plan is one that truly represents the goals and aspirations of the local disability community.

Section 3.2: Community Participation

Introduction

SacDOT set up the ADA Transition Plan and Pedestrian Master Plan project to encourage and facilitate the maximum degree of public participation. This process included persons with disabilities and those representing disability service organizations. The outreach efforts included the following components as shown in bullet points and described in more detail below:

- Advisory Groups
- Outreach to Persons who are Visually Impaired
- Web Site
- Electronic Newsletter and List Serve
- Press Releases
- Transportation Fairs
- Community Planning Advisory Councils
- Public Information Workshops
- Consumer Survey (described in Section 3.3)

The community ultimately will be able to submit formal comments about this ADA Transition Plan, either in written form or at a public hearing, per ADA requirements as explained in Section 3.4.

Advisory Groups

As part of the ADA public participation process, advisory groups were formed to allow for additional input from key stakeholders, planning professionals, policy makers and the general public. The advisory groups acted as a sounding board for the ADA study team and SacDOT staff. Members reviewed and provided feedback on project documents and submittals. In addition, the advisory groups worked toward achieving consensus on project issues.

The following advisory groups were established:

- ADA Community Advisory Group (CAG) for the ADA Transition Plan;
- Technical Advisory Committee (TAC) for the ADA Transition Plan.

Refer to Acknowledgements for a list of the ADA CAG and TAC members.

The study team met with the advisory committees at key milestones throughout the ADA Transition Plan. The first meeting for each group was in April, 2002, and both groups held a total of nine regular meetings, including draft ADA Transition Plan review meetings in January 2004. The CAG and the TAC also met concurrently at different stages to allow the joint groups to discuss key project components.

Outreach to Persons who are Visually Impaired

The ADA Transition Plan will be made available to persons who are visually impaired via text document and Braille master copy. Persons with visual impairments who have access to software that converts text to audio will be provided the document via e-mail, floppy disks or CDs. The ADA Public Rights-of-Way Database will be available for review by appointment at the SacDOT Program Access Coordinator's office at 906 G Street, Suite 510, Sacramento, CA.

Sacramento Access News (SAN) has a free telephone reader service for individuals who are blind or with visual impairments that includes information on the ADA Transition Plan. A demonstration of the service can be reached by calling (916) 732-4000, selecting #1 for local area information, using the demo code 5555, pressing #3 (Special Interest Publications) and then pressing #18 (Sacramento County ADA Transition Plan). One can sign up as a Sacramento Access News subscriber by calling (916) 732-4010. SAN initiated the service for the ADA Transition Plan in August 2002, and received a total of 48 hits to the three project-related sites between August and December 2002. All information was updated on a regular basis to include upcoming events and meetings.

Web Site

The ADA study team used SacDOT's web site as an additional means of disseminating information on the ADA Transition Plan, as well as the Pedestrian Master Plan. The web site address is http://www.sacdot.com/projects/ATP_PMP/.

By using the web site, the public was able to obtain information on the project's purpose, schedule and timeline, pedestrian/ADA consumer survey, archived newsletters and related articles, approved and revised documents and discussion papers, public involvement opportunities and contact information. In addition, the draft and final ADA Transition Plan and Pedestrian Master Plan will be posted on the web site for an expected 12 months after final approval and adoption.

Electronic Newsletter and List Serve

The study team used the e-mail list-serves and electronic newsletters to keep interested parties apprised of the project's progress. The study team found e-newsletters to be a cost-effective way of communicating to a broad audience. The e-newsletters also afforded the study team a convenient method of communicating project updates or upcoming public involvement opportunities on a frequent, real-time basis.

Newsletters also were made available in hard copy, large print, CD, floppy disk or electronic mail. The study team relied on the ADA and pedestrian-oriented organizations and other advocacy groups in the Sacramento area to distribute project information through their existing web sites and e-mail list-serves.

Press Releases

The study team created and distributed three press releases to cover the following topics: project kick-off, consumer surveys and transportation fairs.

Transportation Fairs

The study team conducted a series of four transportation fairs in June and July 2003, for public input in the early stages of both the ADA Transition Plan and the Pedestrian Master Plan. The transportation fairs included both ADA and pedestrian issues at the same venue to allow everyone to understand both planning efforts. The information at the fairs focused on the development process, the results of the inventory and evaluation of existing conditions, draft ADA codes and standards and identification of neighborhood concerns.

Community Planning Advisory Councils

At the beginning of the project, the study team presented the ADA Transition Plan and Pedestrian Master Plan projects to the Community Planning Advisory Councils (CPACs). The presentation focused on each plan's purpose, objectives, scope, schedule and community outreach and involvement opportunities. Attendees of the CPAC meetings were given an

opportunity for input into the plan development process, as well as local problems such as safety issues, needed curb ramps and sidewalk connectivity. The study team distributed the consumer survey, as described in the next section, to CPAC meeting attendees to identify specific problem areas in their neighborhoods. The 14 CPACs located in Sacramento County and included in the public participation process are as follows:

- Antelope;
- Arden/Arcade;
- Carmichael;
- Cosumnes;
- Delta;
- Fair Oaks;
- Franklin / Laguna;
- Natomas;
- North Highlands;
- Orangevale;
- Rio Linda / Elverta;
- Southeast;
- South Sacramento; and
- Vineyard.

Public Information Workshops

SacDOT will present information on the draft ADA Transition Plan to focus groups that specialize in disabled access issues. The ADA Transition Plan also will have a workshop with representatives of the Board of Supervisors on the draft ADA Transition Plan and a Board Hearing on the final draft ADA Transition Plan. These meetings are expected to take place in mid to late 2004.

Section 3.3: Consumer Surveys

Introduction

The study team conducted a pedestrian and disabled access consumer survey to help identify specific community concerns, as well as hotspot locations or physical barriers to individuals with disabilities. The consumer survey also helped with the prioritization of the proposed projects as part of the ADA Capital Implementation Plan. The survey was designed to target all pedestrians, including individuals with disabilities.

The study team distributed questionnaires to public library branches throughout the County and to individuals and organizations on the study team's mailing list. Paratransit, Inc. mailed out about 4,000 questionnaires along with a project newsletter to their consumers in the unincorporated County. WalkSacramento also distributed the surveys to their members. The consumer survey was available on the project web site from September 2002 through April 2003.

For visually-impaired individuals, the questionnaire was made available in the following alternative formats:

- Audio tapes;
- Electronic using text files;
- Floppy disks;
- Large print documents;
- Telephone; and
- Telephone reader service (Sacramento Access News).

Survey Process

The goal was to receive at least 100 completed questionnaires from pedestrians who stated that they were disabled (all respondents were given the opportunity to decline stating that they had a disability) and at least 200 completed questionnaires from the general public. The study team collected and analyzed 197 questionnaires. Out of these surveys, 112 were filled out by individuals who stated that they had a disability.

The survey collected the following information:

- Disability type (optional);
- Reasons why respondent does not walk more;
- Purpose for walking (i.e., work, social/recreational, etc.);
- Time spent walking for each purpose; and
- Major walking constraints in Sacramento County.

Survey Results

Statistically valid results were not necessarily drawn from the survey results, because the pedestrian respondents were not randomly selected. Nevertheless, these pedestrians did provide a broader picture of pedestrian activity in the unincorporated County. About 62 percent of the respondents were female, and the survey showed that the female respondents walk for a longer amount of time compared to the male respondents (Table 1).

More respondents were older, and more respondents stated that they were disabled than the demographics of the unincorporated County. For example, 44 percent of the respondents were 60 years old or greater, and 57 percent of the respondents marked the optional question regarding disability. Furthermore, only 52 percent of the respondents owned a car or truck. According to the 1995 National Personal Transportation Survey (NPTS), one in ten households in the United States do not own an automobile.

The following tables outline key observations on the respondents' profile and pedestrian habits and constraints. In interpreting these observations, it should be remembered that respondents, since they were self selected, are more likely to travel longer distances and for more purposes than the average resident in the unincorporated County.

Table 1: Daily Times of Pedestrian Activity for Survey Respondents

	Personal / Family (min)	Social / Recreational (min)	School / Church / Civic (min)	Work (min)
Females	29	32	31	16
Males	17	29	11	17
Weighted Average for All	24	31	26	16

Table 2, shown on the next page, shows the total number of survey respondents, as well as the constraints or difficulties reported for specific elements within the various community planning areas.

Table 2: Pedestrian Constraints (or Difficulties) Reported by Community Planning Area

Community Planning Area	Total No. of Respondents	Sidewalk Constraints	Street Crossing Constraints	Disabled Accessibility Constraints
Antelope	12	3	2	3
		25%	17%	25%
Arden / Arcade	141	46	48	25
		33%	34%	18%
Carmichael	91	38	29	10
		42%	32%	11%
Cosumnes	2	1	0	0
		50%	0%	0%
Fair Oaks	20	7	8	2
		35%	40%	10%
North Highlands / Foothill Farms	49	17	17	12
		35%	35%	24%
Orangevale	7	2	4	0
		29%	57%	0%
Rio Linda - Elverta	51	23	10	8
		45%	20%	16%
South Sacramento	62	19	17	11
		31%	27%	18%
Vineyard	9	4	3	1
		44%	33%	11%
Total	**444**	**160**	**138**	**72**
		43%	**37%**	**20%**

Note: Statistically valid results cannot be drawn from the survey since the pedestrian respondents were not randomly selected.

Section 3.4: ADA Transition Plan Public Review and Comment Period

A public entity that employs 50 or more people is required to seek public input on its ADA Transition Plan. Beyond the legal requirements, such input is vital to assure that those affected by the SacDOT's programs, services and facilities understand the scope and nature of SacDOT's responsibilities for providing equal access to the public. As described in the previous section, the ADA Transition Plan process has spanned several years, and considerable efforts to obtain public input have been undertaken during this period.

The issuance of this public input draft ADA Transition Plan will commence a more formal period of public review and participation. The notice of the issuance of such a draft should be advertised in local publications, and upon issuance, members of the public will be afforded a 45-day comment period to submit written comments. The draft ADA Transition Plan will be available in alternate formats, and written comments will be received in any alternative formats chosen by respondents. Members of the public also will be afforded the opportunity to make public oral comments about the ADA Transition Plan at a public hearing, to be convened before the County of Sacramento Board of Supervisors after the 45-day comment period.

All public comments received should be incorporated in their entirety into a section of the final ADA Transition Plan. All public comments will be reviewed, analyzed and incorporated into the text of the final ADA Transition Plan as deemed to be appropriate.

Requests for copies of the ADA Transition Plan and public comments should be directed in writing (hard copies only, no e-mails accepted) to Sacramento County Department of Transportation, Program Access Coordinator, 906 G Street, Suite 510, Sacramento, CA, 95814, Telephone: (916) 874-6291, TTY (916) 875-7105. The ADA Transition Plan will be provided in various alternative formats upon written request.

Section 3.5: ADA Grievance Procedures

Introduction

The ADA states that a public entity is required to apprise the public of the protections against discrimination afforded to them by Title II of the ADA, including information about how Title II requirements apply to its particular programs, services and activities [28 C.F.R. § 35.106]. A public entity also is required to provide an opportunity for interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the development of policies and procedures that affect the implementation of an ADA transition plan by submitting comments and making specific recommendations.

A public entity that employs 50 or more persons is required by the ADA to adopt and publish grievance procedures providing for prompt and equitable resolution of complaints or grievances alleging any action that would be prohibited by Title II of the ADA. SacDOT's grievance procedure is described below. Any person with a disability or any parent or guardian who represents a minor person with a disability, who believes that they have been the subject of disability-related discrimination on the basis of the denial of access to facilities, programs or services, may file a grievance or complaint.

Grievance Procedures and Instructions

Step 1: File a Grievance Form

The complainant should fill out the ADA Complaint / Grievance Form shown below, giving all of the information requested. The ADA Complaint / Grievance Form should be filed in writing with the SacDOT Program Access Coordinator within 60 days of the alleged disability-related discrimination. A copy of the ADA Complaint / Grievance Form shall be forwarded by the Program Access Coordinator to the Chief of the Disability Compliance Office. Upon request, reasonable accommodations will be provided in completing the form, or alternative formats of the form will be provided. The ADA Complaint / Grievance Procedure and Form may be obtained from and sent to the Sacramento County Department of Transportation, Program Access Coordinator, 906 G Street, Suite 510, Sacramento, CA., 95814, Telephone: (916) 874-6291, TTY (916) 875-7105.

Step 2: An Investigation is Conducted

A notice of receipt shall be mailed to the complainant by registered mail within five days of the receipt of the complaint or grievance, and the SacDOT Program Access Coordinator or another authorized representative shall begin an investigation into the merits of the complaint within 60 days. If necessary, the SacDOT Program Access Coordinator or another authorized representative may contact the complainant directly to obtain additional facts or documentation relevant to the grievance. If the complainant alleges misconduct on the part of the SacDOT Program Access Coordinator, another authorized representative may be appointed by the

Director of SacDOT to undertake the investigation if the allegations can be substantiated. If the complainant does not wish to be contacted personally, he/she should indicate it on the ADA Complaint / Grievance Form.

After the grievance is received, the complaint shall be brought before the ADA Oversight Committee, co-chaired by the Chief of the Disability Compliance Office and the SacDOT Program Access Coordinator. The co-chairs shall meet on an ad-hoc committee to resolve the grievance.

Step 3: A Written Decision is Prepared and Forwarded to the Complainant

The Chief of the Disability Compliance Office and the SacDOT Program Access Coordinator shall prepare a written decision, after full consideration of the grievance merits, no later than 75 days following the receipt of the grievance. If the complaint alleges misconduct on the part of the SacDOT Program Access Coordinator, another authorized representative may be appointed by the Director of SacDOT to prepare the written decision if the allegations can be substantiated. A copy of the written decision shall be mailed to the complainant by registered mail no later than five days after preparation of the written decision. A copy of the written decision also shall be mailed to the Chief of the Disability Compliance Office.

Step 4: A Complainant May Appeal the Decision

If the complainant is dissatisfied with the written decision, the complainant may file a written appeal with either, at the complainant's option, the Director of SacDOT, or with the Chief of the Disability Compliance Office, no later than 30 days from the date of the mailing of the decision. The appeal must contain a statement of the reasons why the complainant is dissatisfied with the written decision, and must be signed by the complainant, or by someone authorized to sign on the complainant's behalf. A notice of receipt shall be mailed to the complainant by registered mail within five days of the receipt of the appeal. The appeal reviewers, consisting of the Chief of the Disability Compliance Office, and the SacDOT Program Access Coordinator, shall act upon the appeal no later than 60 days after receipt, and a copy of the appeal reviewers' written decision shall be mailed to the complainant by registered mail no later than five days after preparation of the decision. The decision of the appeal reviewer shall be final. A copy of the written decision also shall be mailed to the Chief of the Disability Compliance Office.

The SacDOT Program Access Coordinator, the Director of SacDOT, and the Chief of the Disability Compliance Office shall maintain the confidentiality of all files and records relating to grievances filed, unless disclosure is authorized or required by law. Any retaliation, coercion, intimidation, threat, interference or harassment for the filing of a grievance, or used to restrain a complainant from filing, is prohibited and should be reported immediately to the Chief of the Disability Compliance Office.

Sacramento County Department of Transportation - ADA Complaint / Grievance Form

Complainant: _____

Person Preparing Complaint (if different from Complainant): _____

Relationship to Complainant (if different from Complainant): _____

Street Address & Apt. No.: _____

City: _____ State: _____ Zip: _____

Phone: (_____) _____ E-mail:_____

Please provide a complete description of the specific complaint or grievance:

_____
_____
_____
_____
_____
_____

Please specify any location(s) related to the complaint or grievance (if applicable):

_____
_____
_____

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

_____
_____
_____
_____
_____

Please attach additional pages as needed.

□ Please do not contact me personally.

Signature: _____ Date: _____

Return to: Sacramento County Department of Transportation, Program Access Coordinator, 906 G Street, Suite 510, Sacramento, CA., 95814

Upon request, reasonable accommodation will be provided in completing this form, or copies of the form will be provided in alternative formats. Contact the Program Access Coordinator at the address listed above, via telephone (916) 874-6291 or via TTY (916) 875-7105.

Section 3.6: ADA Transition Plan Oversight Committee

Introduction

A key to ensuring timely and effective implementation of SacDOT's ADA Transition Plan is coordination among the various departments, divisions, offices and committees involved in this effort. To this end, an ADA Transition Plan Oversight Committee, co-chaired by the Chief of the Disability Compliance Office and the SacDOT Program Access Coordinator, shall be established. Its purpose is to assure that a reasonable work schedule is maintained and to monitor any additional work or costs as they are identified. The Committee should meet, at a minimum, quarterly and report annually to the Sacramento County Board of Supervisors on the status of ADA and accessibility improvements, as well as costs incurred to date and projected cost estimates for other components of the ADA Transition Plan. SacDOT will hold an informational public meeting prior to the annual Board of Supervisors report on the status of the ADA Transition Plan. Members of the Disability Advisory Committee, the Physical Access Subcommittee and Chiefs of both the Technical Resources Section and the Construction Management Division also will be briefed prior to the annual report to the Board of Supervisors.

Authority for forming such a committee was adopted by the Sacramento County Board of Supervisors as part of the Interim Policy on Street and Sidewalk Access Improvement Priorities, January 16, 2001. The recommendations contained in this section are consistent with "Part V – Implementation, The Transition Plan," as contained in that document.

The recommended composition of the committee is as follows:

1. Chief of the Sacramento County Disability Compliance Office.
2. Chief of SacDOT, Engineering and Planning.
3. Chief of SacDOT, Maintenance and Operations.
4. Program Access Coordinator of SacDOT.
5. Physical Access Subcommittee representative.

To date, elderly and disabled access funds and other funding sources, such as TEA-21, have been used to make modifications and upgrades to existing streets and sidewalks in the unincorporated County. The oversight committee should evaluate the need for additional funding and look for new funding opportunities, including funding to assist with the tasks performed by the ADA Transition Plan Oversight Committee.

Specific tasks that the ADA Transition Plan Oversight Committee should undertake and oversee would include the following:

(1) Curbs and Curb Ramps Evaluation

The Oversight Committee should monitor the status of curb ramp construction, and should recommend revisions/modifications to the policy to implement the ADA Transition Plan, to

handle public requests, to discuss variances and deviations to the standards and to determine technical infeasibility.

The Committee should evaluate SacDOT's current curb ramp designs on an on-going basis to ensure that they provide the appropriate degree of access, in accordance with the ADA Codes and Standards included in the ADA Transition Plan. Where the public right-of-way allows, alternative curb ramp designs should be investigated to ensure the appropriate complying level of access. Information from the Public Right-of-way Advisory Committee of the U. S. Access Board should be continually evaluated for purposes of determining that current curb ramp designs reflect the latest access trends. Current studies and code changes related to State of California Title 24 also should be closely monitored.

(2) Individual Intersection Curbs, Sidewalks and Pedestrian Islands Evaluation

The Oversight Committee should review the process, and should recommend revisions/modifications to the policy to implement the ADA Transition Plan, to handle public requests, to discuss variances and deviations to the standards, and to determine technical infeasibility. The on-going retrofitting of curbs, sidewalks and pedestrian islands should be in accordance with the ADA Transition Plan and all applicable federal and state laws and regulations, with the highest priority first and the lowest priority last.

Areas around bus stops, transportation, public and medical facilities, shopping areas and other facilities should have the highest priority. When a curb ramp is evaluated for construction or reconstruction, the whole intersection should be evaluated for safety and usability by persons with disabilities to determine usable paths of travel.

(3) Accessible Pedestrian Signals Evaluation

The Oversight Committee should review the process and recommend revisions/modifications to the policy to implement the ADA Transition Plan. The committee should oversee the installation of accessible pedestrian signals throughout the unincorporated County. When accessible pedestrian signals are installed, they should be equipped with all features that are required by the ADA Codes and Standards, and should be in compliance with the outlined policy. Accessible pedestrian signal installations also should be evaluated to reflect any new Federal guidelines contained in the FHWA Manual on Uniform Traffic Control Devices, along with advances in accessible signal technology.

(4) Tactile Guidestrips Evaluation

The Oversight Committee should review the process and recommend revisions/modifications to the policy to implement the ADA Transition Plan. The committee should oversee the needs for the installation of tactile guidestrips where they are necessary in the unincorporated County. In an attempt to make street crossings safer for persons who are blind, the Sacramento County Disability Advisory Committee drafted and approved the Sacramento County Guidestrip Policy on July 22, 1987, which was adopted by the County Board of

Supervisors on August 18, 1987. This policy gave authority to the Physical Access Subcommittee (formerly the Barriers Removal Subcommittee) to establish guidelines for evaluating and prioritizing requests for the installation of the raised tactile guidestrips. Guidestrips are placed at the midpoint between the crosswalk markings and guide a blind pedestrian from one side of a crossing to the other. Also, the installation procedures for these guidestrips were incorporated into the 1989 edition of the Sacramento County Improvement Standards. The County Improvement Standards for installation of guidestrips was updated in October 2001. The responsibility of the Oversight Committee is to incorporate the 1987 Guidestrip policy into these standards with recommendations to evaluate and improve the product.

(5) Private Developers' Improvements Evaluation

The ADA Transition Plan Oversight Committee should obtain from the County's Department of Public Works, Technical Resources Section, proposed plans for private developments, both residential and commercial, and evaluate the scope and impact of such plans on access improvements to streets and sidewalks in unincorporated areas.

The Committee should, through the Technical Resources Section, identify private projects, both residential and commercial, either completed or planned, where SacDOT retains sufficient right-of-way options to provide enhanced access improvements, such as the installation of sidewalks. Distinction should be made between those private developments where the responsibility for access improvements rests with the developer, and those situations where the County has granted variances to developers on access improvements. Where SacDOT has allowed a variance that impacts access for the disabled, the variance should be looked at to determine if SacDOT preserves the option to do future improvements such as installing sidewalks. On an as-needed basis, a representative of the Technical Resources Section should be included in the Oversight Committee to discuss Board approved variances for access improvements.

Section 4: Inventory Methodology and Findings

Section 4.1: Purpose and Summary of the Inventory Effort

The purpose of the inventory effort was to show a baseline of existing pedestrian facilities in unincorporated Sacramento County. These data will be used to improve pedestrian facilities and to comply with ADA and Title 24 requirements and County approved policies.

SacDOT has a wide variety of facilities within the public right-of-way. These facilities include streets and roadways, vehicular and pedestrian bridges, underground and above-ground utilities, vehicular and pedestrian signal systems, signage systems, on-street parking facilities, sidewalks with curb ramps at intersections, improved planting strips, buffers, and pedestrian activity areas, and unimproved open spaces or natural areas. The goal of the overall project is to optimize the pedestrian experience and to provide safe and usable pedestrian facilities for all pedestrians in Sacramento County, and to assure compliance with all federal, state, and local regulations and standards.

A five-month long period of surveying pedestrian facilities was undertaken to document existing conditions within the public rights-of-way under the jurisdiction of SacDOT. Surveying, as used in this section, refers to visiting the particular location by a trained accessibility surveyor, and obtaining measurements, dimensions, gradients or other visual determinations as may be appropriate depending on the particular location. Highlights of the survey process and inventory findings are listed below:

- Approximately 2,200 miles of streets and roadways covering over 15,000 individual segments of roadway boundaries were traveled and surveyed to document physical conditions along the roadways.
- The inventory focused on more heavily used roadways and on those roadways serving governmental, public service, and commercial uses.
- For roadways surveyed, approximately 75 percent of county roadways were two-lane, undivided roadways or collectors, with the remaining 25 percent being higher-use thoroughfares or arterials. (The County Standards define thoroughfares as six-lane roadways with 108-foot wide right-of-way, arterials as four-lane roadways with 84-foot wide right-of-way, and collectors as two-lane roadways with 60-foot wide right-of-way.)
- For roadways surveyed, approximately 75 percent of County roadways had sidewalks on one or both sides, with 25 percent being unimproved.
- Approximately 11,000 intersections or almost 44,000 street corners were surveyed, and measurements were taken for a variety of dimensions and gradients.
- Approximately 66 percent of all corners surveyed were found to have rolled curbs, with approximately 16 percent having vertical curbs and 18 percent being undeveloped or having no curbs at all.
- Approximately 41 percent of all developed corners had curb ramps installed. Of these, approximately 57 percent were older perpendicular curb ramps with flared sides (see

Appendix A for definition) and approximately 40 percent were newer parallel pan-type curb ramps (see Appendix A for definition).

Section 4.2. Inventory Methodology

The field surveying methodology for the ADA Transition Plan and Pedestrian Master Plan was originally described in the *Draft Inventory Methodology*, dated May 6, 2002. An *Errata - Inventory Methodology Report*, dated September 12, 2002, described some revisions to the original methodology. Both reports were reviewed and approved by the ADA CAG and TAC. These reports were followed in the survey process.

Field surveying began on June 3, 2002 and ended on November 8, 2002. During this five-month period, a total of 23 surveyors spent a total of over 9,000 hours collecting detailed measurements and other data within the unincorporated County. Each surveyor underwent at least 80 hours of training on equipment, data collection methods, procedures and ADA principles, including class and in-field instruction. Surveyors followed the procedures outlined in the previously submitted and approved *Surveyor's Manual*. Two full-time supervisors spent an additional 1,700 hours directing the surveyors' efforts, including preparing survey routes, handling assignments and personnel matters, answering questions and spot checking surveyors' completed data.

Prior to beginning all survey work, surveyors were given time goals to complete each type of survey. Time records for all surveyors and their activities were kept by supervisors throughout the survey process, and surveyors as a group met their time allotments to keep the project on schedule. All data for intersections and roadways were collected using personal digital assistants (PDA's) by Handspring. Surveyors typically worked in teams of two persons, with one person being the lead driver and navigator and the other person being the main PDA operator. Both surveyors would take measurements and collect data. Most teams worked either solely on intersections or on roadways, although a few teams worked on both aspects of data collection.

Completed data were downloaded into the master database program at regular intervals, usually at the end of each week, using Pendragon database software. Data were consolidated into tables sorted by data types, stored on compact disks, and transferred into the Microsoft Access database described in Section 4.6.

Other survey efforts were carried out by special methods. Approximately 1,700 digital photographs were taken by the survey team for intersections noted as irregular by the computer print-outs or otherwise noted as having significant implications. Other patterns of pedestrian usage, such as certain pedestrian bridges within the County right-of-way, were surveyed separately using manual checklists (see Section 4.5).

For the survey efforts, the unincorporated County was divided into geographical areas. There were a total of 92 separate and distinct survey areas identified. These areas represented similar land use areas patterns, and boundaries were selected to correspond to either major roadways or natural boundaries such as parks or open spaces. The areas not only aided in the organization of the survey effort, but they were useful in analyzing data for conditions common to similar land uses and geographical boundaries. These survey areas are delineated on the County map shown as Figure 1 on the following page.

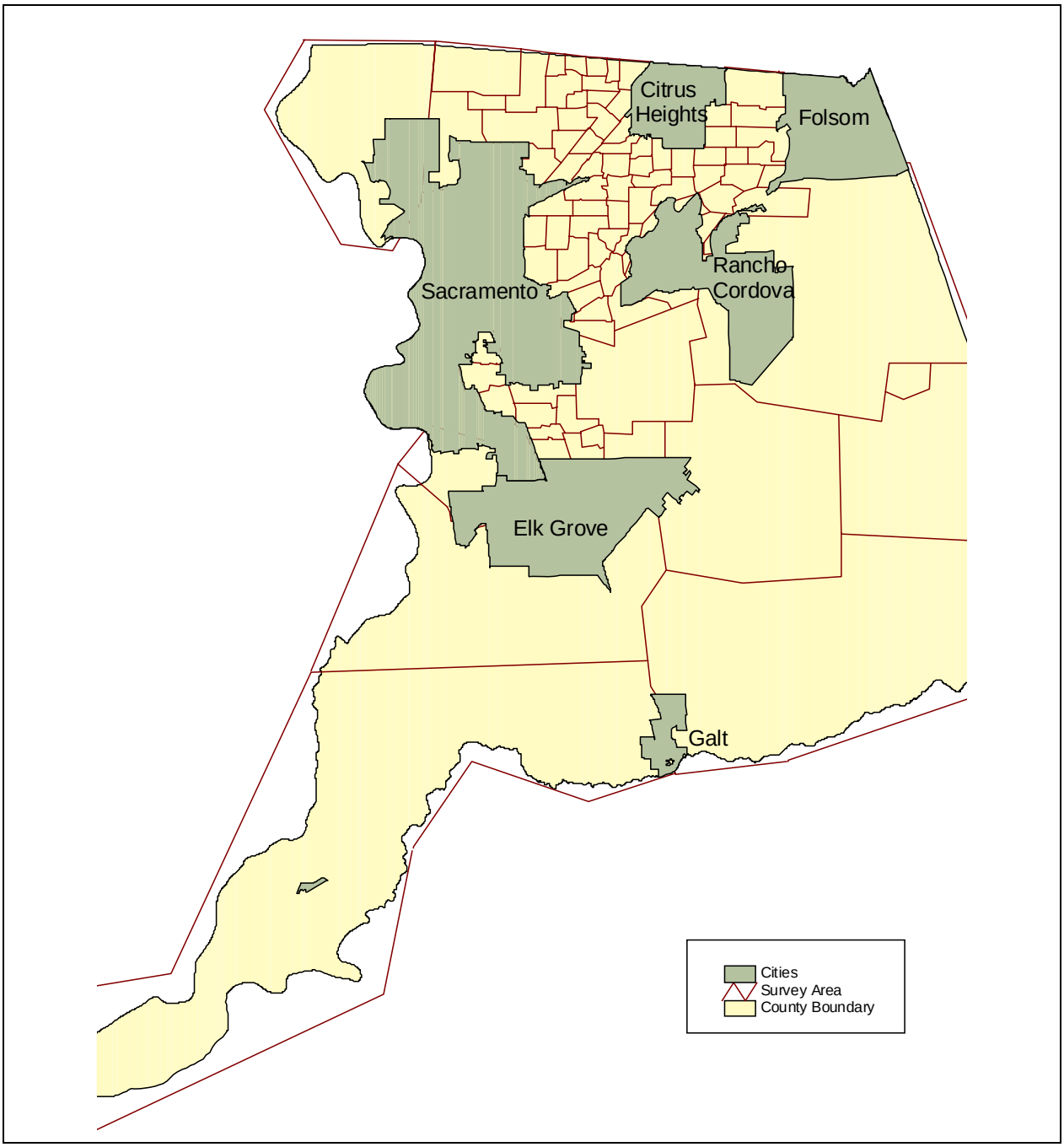


Figure 1: County Map of Survey Areas

(Note: City areas shown in gray are not included in this ADA Transition Plan.)

Section 4.3: Summary of Areas Surveyed and Priorities

Areas within the unincorporated Sacramento County were included in the survey process as described in the previously submitted and approved documents *Draft Inventory Methodology*, dated May 6, 2002, and the *Errata - Inventory Methodology Report*, dated September 12, 2002.

All intersections and roadway segments were classified as Priority Level 1 (High Priority), Priority Level 2 (Medium Priority) or Priority Level 3 (Lower Priority) based upon the criteria contained in these documents. A summary of these priorities and a description of each is as follows:

High Priority Intersections and Roadway Segments (Priority Level 1)

- Major roadways (Arterials or thoroughfares with a minimum 80-foot wide right-of-way) and intersections along these arterials or thoroughfares;
- Intersections and roadway segments serving Level 1 facilities, as described in the County's *Interim Policy on Street and Sidewalk Access Improvements* - State and Local Government Buildings, including:
  - County-owned facilities;
  - Public schools (approximately one-quarter mile radius for the main streets);
  - Hospitals, health clinics and health centers (public and private);
  - Public housing and homeless shelters, including senior facilities and rehabilitation facilities;
  - Sheriff's facilities;
  - Transportation hubs (includes bus lines and transit stations);
  - Department of Motor Vehicles offices;
  - County parks; and
  - Prisons.

For these high priority intersections and roadway segments, surveyors measured a variety of detailed accessibility and pedestrian data, as described in Section 4.4.

Medium Priority Intersections and Roadway Segments (Priority Level 2)

- *Collectors (streets with minimum 60-wide right-of-way) and other roadways, and intersections along these highways;*
- Intersections and roadway segments serving Level 2 facilities, as described in the County's *Interim Policy on Street and Sidewalk Access Improvements* – Public Accommodations, including:
  - Shopping malls, supermarkets and strip retail centers;
  - Major employment sites; and

- Housing complexes, including apartments.

For these medium priority intersections and roadway segments, surveyors also usually measured a detailed variety of accessibility and pedestrian data.

Lower Priority Intersections and Roadway Segments (Priority Level 3)

- Single-family residential areas;
- Industrial areas; and
- Other areas not classified as Priority Level 1 and 2.

For the ADA Transition Plan, lower priority intersections were surveyed using either the detailed survey or a simplified survey, specially designed to gather basic data. For these simplified surveys, surveyors were trained to visually inspect intersection elements to make a basic and objective determination of the overall compliance of the various elements, but did not collect all detailed data collection items if these data were not critical to the determination of overall compliance.

The survey team used the following criteria to determine which intersections in residential areas were surveyed using detailed measurements:

- Construction year of the adjacent land uses. For example, intersections and roadway segments within a specific subdivision are expected to be built with similar standards. These subdivisions were spot-checked to verify original assumptions;
- Geographic equity using zip codes: The survey team covered the unincorporated Sacramento County in an equitable manner;
- Highest pedestrian collision intersections; and
- Disabled person density using Paratransit, Inc.'s dataset of 8,000 active riders.

A County map showing the general extent of routes and areas surveyed as the highest priority roadways, including all intersections along these roadways, is shown in Figure 2 on the following page. This map is intended to be a general, graphic depiction of the extent of high priority surveys, and is not intended to depict or identify specific streets or roadways. For a more detailed map of survey routes, see Section 6.

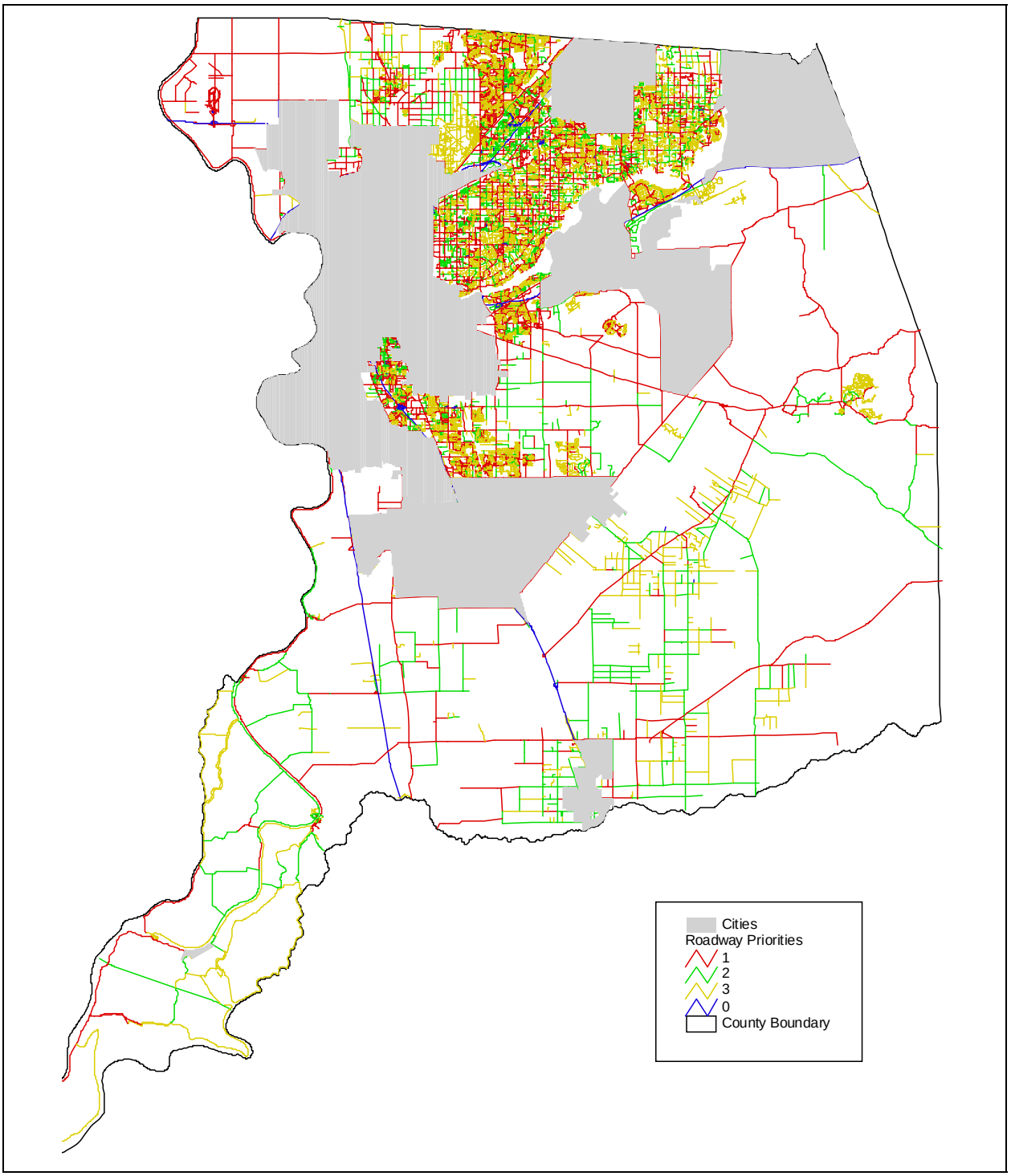


Figure 2: Priority Roadway Segments

(Note: City areas shown in gray are not included in this ADA Transition Plan.)

Section 4.4: ADA Data Collection Items

For detailed measurements at or near intersections, the survey team collected and analyzed the following data:

Crosswalks: Whether crosswalks are present at any or all crossings. If present, the width, type, alignment, presence of tactile guidestrips, presence of islands and disabled access.

Curb Ramps: Whether existing curb ramp(s) are present at any of the corners within the intersection.

Directional Corner of Intersection: NE, SE, SW and NW. (Note: All corners will be referred to by one of these compass points. If the street is not perfectly aligned north and south, the direction will be assigned within the nearest 45 degrees.)

Intersection Geometry: Whether the intersection is standard right angle, T-shaped, Y-shaped, skewed, or any other irregular geometry. Whether there are pedestrian island(s) or right turn lanes.

Islands: If present, then presence of curb ramps and push buttons.

Obstructions and Obstacles: The general presence and nature of abrupt changes in sidewalk level of greater than one-half inch, paving obstructions or accessibility obstacles immediately adjacent to the corner. The following obstacles near a corner will be recorded: utility pole, traffic light pole, drain inlet, fire hydrant, street furniture and newsstand.

Pedestrian Signals: Whether visual or accessible pedestrian signals are present. If present, the type, size, height and location of actuator buttons. The location parameters are "at curb," "on landing," "on ramp slope – arm length" and "on ramp slope – not arm length." Another location question asks if the pedestrian push button is parallel to the crosswalk alignment.

Sidewalk Present: Whether a sidewalk leading to and from the curb is present. If present, the paved sidewalk width at the intersection.

Tactile Guidestrips: Whether tactile guidestrips are present at any crosswalk. If present, the location, height, width and color of the tactile guidestrips.

Traffic Control: Whether traffic signals, stop signs (all way vs. two-way vs. one-way), yield control, roundabout or no control.

Transit Stop Type: The parameters of the transit stop type are none, light rail, bus and other.

If a curb ramp is not present at a particular corner, the following data was collected:

Curb Type: Whether a curb is present, and if present, the type (vertical or rolled).

Flush Corner: If there is no curb, whether a flush transition from the street to the sidewalk is present.

If a curb ramp is present (either one or two at a corner), the following data was collected for each curb ramp:

Car Obstruction: Curb ramp not located so that it could be obstructed by parked vehicle.

Common Landing: Dimensions of any common landing for two curb ramps.

Curb Ramp Type: A general description of the curb ramp: flared, pan, chute, blended corner or built-up.

Detectable Warnings/Truncated Domes: Whether truncated domes are present. If present, the dome location, size, type (e.g., plastic, concrete, concrete tile, brick or other) and color. Truncated domes are placed at level landings to alert visually-impaired individuals of a transition between the sidewalk and the street or railroad tracks.

Grooved Border: Whether a 12 inch grooved border around all sides is present and its width.

Gutter Slope: Slope in percent of the gutter or street transition.

Lip: Whether a lip is present at the bottom of the curb ramp, and if present, the height to the nearest 0.25 inch.

Location in Crosswalk: Curb ramp wholly contained in marked crosswalk, if applicable.

Main Slope: Main slope of the curb ramp or level landing in percent adjacent to and perpendicular to the street.

Main Cross Slope: Cross slope of the main slope of the curb ramp or level landing, parallel to the street. The cross slope is perpendicular to the main slope of a curb ramp.

Side Slope(s): Whether a side slope or parallel slope is present, and if present, the slope of each sloping side or flare parallel to the street in percent.

Slip-resistant Surface: Whether or not the surface is slip-resistant.

Street the curb ramp is facing, or if facing the intersection (diagonal).

Top Landing Depth: Whether a 48 inch deep level landing is provided at the top of the curb ramp, or at the top of each slope of a parallel curb ramp.

Transition Slope: Slope of the transition to the sidewalk, verifying slope of five percent or less for the right and left sides.

Width: Width of the curb ramp or pan. A pan or level landing exists when there is a lack of vertical separation between the sidewalk and the street.

Section 4.5 Inventory Findings

Listed in this section are basic statistics for the survey findings. These statistics include only County-wide statistics. Other breakdowns of findings are available from the ADA Public Rights-of-Way Database, such as separate statistics by Priority Level or by Survey Area, which can be viewed at SacDOT. While statistics for sub-categories of priority, geographical location and land use will be invaluable for future analysis and recommendations, such a listing in this document was deemed to be too voluminous.

The maximum allowable dimensions or gradients are noted for specific elements when they are the proposed standards for new construction. The extent to which other requirements may apply to existing construction has not been determined, although some alternate requirements also are given with the individual statistics.

Intersection Survey Statistics

Total number of intersections:			11,496
Priority Level 1:	4,124	= 35.9 percent	
Priority Level 2:	3,351	= 29.1 percent	
Priority Level 3:	4,021	= 35.0 percent	
Total number of all corners (including all 3 crossings at T-intersections):			43,860
Priority Level 1:	16,096	= 36.7 percent	
Priority Level 2:	12,080	= 27.5 percent	
Priority Level 3:	15,684	= 35.8 percent	
Total number of right-angle corners (only corners at right-angles):			29,892
Priority Level 1:	10,881	= 36.4 percent	
Priority Level 2:	8,489	= 28.4 percent	
Priority Level 3:	10,521	= 35.2 percent	

Corner Statistics

Percentages of types of corners

Rolled curb:	66.2 percent
Vertical curb:	15.4 percent
Flush transition:	0.2 percent
No curb (undeveloped):	18.2 percent

Percentages of corners with sidewalks at corners

With sidewalk:	69.9 percent
Without sidewalk:	30.1 percent

Average sidewalk width at corners: 52.5 inches

Percentages of corners with sidewalks with changes in level or gaps greater than ½ inch
- With no changes in level or gaps greater than ½ inch: 74.2 percent
- With changes in level or gaps greater than ½ inch: 25.8 percent

Percentages of corners with sidewalk obstacles limiting access:
- With obstacles: 22.0 percent
- With no obstacles: 78.0 percent

Curb Ramp Statistics:

Number of Curb Ramps Surveyed: 12,238
- Priority Level 1: 6,485 = 53.0 percent
- Priority Level 2: 2,321 = 20.0 percent
- Priority Level 3: 3,432 = 27.0 percent

Percentages of right-angle corners with curb ramps: 40.9 percent
- Priority Level 1: 60.0 percent
- Priority Level 2: 27.3 percent
- Priority Level 3: 32.6 percent

Percentages of types of curb ramps
- Perpendicular / flared (with side slopes): 56.9 percent
- Parallel / pan type (landing level with street): 40.1 percent
- Chute (with no side slopes): 1.5 percent
- Flush transition (blended corner): 0.7 percent
- Other: 0.8 percent

Percentages of gutter slopes at curb ramps (five percent maximum allowed):
- Less than or equal to five percent: 25.8 percent
- Greater than five percent: 74.2 percent
- Less than or equal to seven percent: 61.2 percent
- Greater than seven percent: 38.8 percent

Percentages of main slopes on curb ramps (8.33 percent maximum allowed):
- Less than or equal to 8.33 percent: 43.0 percent
- Greater than 8.33 percent: 57.0 percent
- Less than or equal to ten percent: 65.4 percent
- Greater than ten percent: 34.6 percent

Percentages of cross slopes on curb ramps (two percent maximum allowed):

Less than or equal to two percent:	61.5 percent
Greater than two percent:	38.5 percent
Less than or equal to three percent:	78.5 percent
Greater than three percent:	21.5 percent

Percentages of side slopes on perpendicular / flared curb ramps (ten percent maximum allowed)

Less than or equal to ten percent:	79.4 percent
Greater than ten percent:	20.6 percent
Less than or equal to 12 percent:	88.7 percent
Greater than 12 percent:	11.3 percent

Percentages of widths of curb ramps (48 inch minimum preferred)

Less than or equal to 36 inches:	0.7 percent
Between 36 inches and 48 inches:	5.4 percent
Greater than 48 inches:	93.9 percent

Percentages of beveled lip height on curb ramps (no lip preferred, ½ inch maximum)

No lip:	56.3 percent
0.25 inch:	16.9 percent
0.50 inch:	14.7 percent
0.75 inch:	3.9 percent
1.00+ inch	8.2 percent

Percentages of grooved borders on curb ramps (12 inch grooved border preferred)

Curb ramps with grooved border:	68.4 percent
Curb ramps without grooved border:	31.6 percent

Percentages of curb ramps with top landing for perpendicular / flared curb ramps, where top landing is required (48 inch minimum)

Greater than or equal to 48 inches:	88.9 percent
Less than 48 inches:	11.1 percent

Percentages of curb ramps with common landings between two ramps, for parallel / pan type ramps only (48 inch minimum)

Greater than or equal to 48 inches:	65.6 percent
Less than 48 inches:	34.5 percent

Percentages of curb ramps with truncated domes

Without truncated domes:	93.8 percent
With truncated domes:	6.2 percent

Crosswalk Statistics

Percentage of intersections with crosswalks: 15.7 percent

Percentage of types of intersections with crosswalks:
- Signalized intersections with crosswalks: 52.3 percent
- Sign-controlled intersections with crosswalks: 40.6 percent
- Uncontrolled intersections with crosswalks: 7.1 percent

Percentage of types of crosswalks:
- White lines, parallel: 71.9 percent
- Yellow lines, parallel: 21.9 percent
- White lines, ladder pattern: 0.7 percent
- Yellow lines, ladder pattern: 5.1 percent
- White lines, diagonal stripes: 0.3 percent
- Yellow lines, diagonal stripes: 0.1 percent

Percentages of width of crosswalks (96 inch minimum required)
- Greater than or equal to 96 inches: 60.8 percent
- Less than 96 inches: 39.2 percent

Percentage of number of crosswalks with crooked alignment:
- Without crooked alignment: 92.0 percent
- With crooked alignment: 8.0 percent
- With tactile guidestrips installed (if crooked alignment): 14.0 percent

Pedestrian Signal Statistics

Percentage of all intersections with pedestrian signals: 11.2 percent

Percentage of signalized intersections with accessible pedestrian signals: 11.0 percent
(where pedestrian signals are present)

Percentage of pedestrian signal push button sizes (two inches preferred)
- With ½ inch diameter push buttons: 73.0 percent
- With two inches diameter push buttons: 27.0 percent

Percentages of push button heights (48 inches preferred, 54 inches maximum)
- Less than or equal to 48 inches height: 84.9 percent
- Between 48 inches and 54 inches height: 13.8 percent
- Greater than 54 inches height: 1.3 percent

Roadway / Sidewalk Survey Statistics

Total miles of roadway: 4,200 approximately

Total number of roadway segments: 7,752
- Priority 1: 5,356
- Priority 2: 2,041
- Priority 3: 315

Total number of sides of roadway (east/west or north/south): 15,461
- Priority 1: 10,689
- Priority 2: 4,142
- Priority 3: 630

Presence of sidewalks
- Roadways segments with sidewalks on 1 or both sides of roadway: 70.1 percent
- Roadways segments without sidewalks on either side of roadway: 29.9 percent

Percentage of sidewalk coverage, when present
- 100 percent along length of roadway segment: 93.7 percent
- 75 percent along length of roadway segment: 1.6 percent
- 50 percent along length of roadway segment: 2.8 percent
- 25 percent along length of roadway segment: 1.9 percent

Average sidewalk width, when present: 4.4 feet

Sidewalk condition, when present:
- Almost new condition: 5.4 percent
- Very good condition: 3.0 percent
- Average condition: 88.5 percent
- Below average condition: 1.5 percent
- Very poor condition: 1.6 percent

Number of fixed obstructions (reducing width to less than 48 inches) along sidewalk
- None 70.5 percent
- 1 16.0 percent
- 2 7.4 percent
- 3 3.1 percent
- 4 1.6 percent
- 5+ 1.4 percent

Number of non-fixed obstructions (reducing width to less than 48 inches) along sidewalk

None	78.5 percent
1	11.4 percent
2	5.1 percent
3	1.9 percent
4	1.6 percent
5+	1.5 percent

Percentage of sidewalks segments with level changes greater than 1/2 inch

No level changes:	45.6 percent
1 or more level changes:	54.4 percent

Types of curb along roadway segments

Rolled curb:	63.5 percent
Vertical curb:	16.5 percent
No curb (open shoulder):	20.0 percent

Percentage of shoulder types, where no curb or sidewalk is present

Flat shoulder:	47.4 percent
Ditch or swale:	52.6 percent

Total number of marked mid-block crossings: 86
(Note: Statistics are included with crosswalks and curb ramps.)

Total number of transit stops: 836

Number of transit stops with loading pad: 821

Number of transit stops with cross-slope pad greater than three percent: 748

Number of bus shelters: 55

Number of bus shelters at least 30 inches by 48 inches in size: 55

Pedestrian Bridges

As part of the overall survey process, the survey team was asked to include pedestrian bridges within the County owned and managed right-of-way. A number of pedestrian bridges adjacent to roadways were surveyed as part of the roadway survey process, and statistics for these bridges are included with the computerized data.

In addition, two specific pedestrian bridges were identified for the survey team, and these bridges were surveyed separately by conventional methods. These include the following:

1. Pedestrian bridge over Arcade Creek along Pasadena Avenue, north of Winding Way:

On the south side, this bridge is reached via a 200-foot long, 12-foot wide asphalt pathway along the east side of Pasadena Avenue, heading north from Winding Way. A 66-foot long level path, composed of crushed gravel and dirt, leads to the south foot of the bridge. There are four bollards allowing a clearance of 15 inches between them at the south entrance to the bridge, and asphalt pavement at this location is broken and cracked, with gaps and changes in level exceeding 1.5 inches. The bridge itself is concrete, level and in good condition, with four-foot high chain link fencing on both sides. On the north side, there are two bollards allowing a clearance of 15 inches between them at the north entrance to the bridge, and asphalt pavement at this location is broken and cracked, with gaps and changes in level exceeding one inch. An asphalt ramp leads down to a cul-de-sac at the end of Pasadena Avenue on the north side. This ramp is 84 feet long and has an average slope of 12 percent, with some portions being as steep as 15 percent. The ramp has no level landings or handrails. There are neither directional signs nor lighting along the route. The portion of Pasadena Avenue north of the bridge does not have sidewalks, as the roadway is undeveloped and the area rural in nature.

2. Pedestrian bridge over Chicken Ranch Slough, north of Clairidge Way and south of Cowan Fundamental School: (Note: According to signage at the site, this bridge is not under the jurisdiction of SacDOT, but rather the San Juan School District.)

   This bridge is reached via a 150-foot long, eight-foot wide asphalt pathway located mid-block between private houses, and running north from Clairidge Way. The south entry to the bridge has a concrete abutment, which is in good condition. The bridge itself is made of wood boards, which are in fair to good condition, with a two-inches high curb and four-foot high chain link fencing on both sides. The north abutment is asphalt pavement, which is broken in places and in poor condition. Three bollards limit the clear width to 16 inches. The north end of the bridge connects to asphalt paths that are on the property of Cowan Fundamental School, according to signage at the site.

Photographs

As part of the survey process, approximately 1,700 digital photographs of corners within the unincorporated County were taken. These photographs are in .jpeg format and are stored on a separate compact disk. Criteria for selecting intersections for photographs generally included the following:

1. Major intersections identified to be of critical importance,
2. Specific intersections as requested by various parties,
3. Intersections denoted as irregular during the normal course of surveying, and
4. Intersections deemed to be significant by the survey team during the normal course of surveying.

For information on retrieving and viewing photographs, see the next section.

Section 4.6: ADA Public Rights-of-Way Database Preparation and Contents

All survey findings are contained in a Microsoft Access database titled the ADA Public Rights-of-Way Database. The database is designed to be user-friendly, with interactive screens available to access the summary report, reports for each individual intersection or roadway segment, and photographs. The database includes data entry screens to be used for monitoring and status reports.

When the database is opened, a welcome screen guides the user through a series of buttons, which access the next layer of screens. An Intersections button opens a search screen for finding data for each particular intersection. Data for a specific intersection may be found by either typing a street name or by selecting either of the two intersecting streets from a drop-down list. Once the first street is entered, a drop-down list appears that lists all intersecting streets. Once the second street is selected, a list of the corners with curb ramps appears. Intersections also may be found by using the unique County GIS number.

A series of one-page intersection reports are available through buttons on the screen. The first page of the report gives general data and data for corners. The second page of the report gives data for curb ramps. The third page of the report gives data for crosswalks and pedestrian signals. The fourth page of the report accesses the digital photographs. If no photographs were taken for the specific intersection, a dialog box appears with this information. If photographs are available, the user is instructed to insert the photo CD. Photographs are cataloged on the CD by GIS number and corner direction in numerical order. Photographs may either be viewed from the CD or copied onto the fourth page of the intersection report.

A Roadways button opens a search screen for finding data for each particular roadway segment. Data for a specific roadway segment may be found by either typing the street name or by selecting the street name from a drop-down list. Once entered, a drop-down list appears that lists all intersecting cross streets. Once a second street is selected, a drop-down list appears that lists the other intersecting cross street. Roadway segments also may be found by using the two unique County GIS numbers of the beginning and ending intersections. A one-page roadway and sidewalk report is available through a button on the screen. The report gives general data for the roadway segment and specific data for each side of the roadway.

The ADA Public Rights-of-Way Database is voluminous and is not included as a part of the text of this ADA Transition Plan. Nevertheless, the computerized database is intended to be made available to the general public, either by public access computers made available at the SacDOT office or other methods to be determined by the County.

Section 5: ADA Codes and Standards

Introduction

The ADA Codes and Standards were developed as part of an extensive process to propose applicable guidelines, codes and standards as they relate to the accessibility of all facilities within the public right-of-way in the unincorporated County. The ADA Codes and Standards went through a total of three versions. The TAC and ADA CAG reviewed and provided input to each version.

The first draft of an ADA Codes and Standards Matrix was presented to SacDOT, the ADA CAG and the TAC on May 6, 2002. Based upon comments from all parties received verbally at subsequent meetings, a second draft of the ADA Codes and Standards Matrix was submitted to SacDOT, the ADA CAG and the TAC on November 22, 2002. All parties then were asked to provide written comments on the standards by December 31, 2002. A total of 16 separate response documents were received. All comments from respondents (including some comments received after the December 31, 2002 date) were analyzed by the study team and considered in the preparation of the final draft document. The final draft document was completed and submitted for review on April 25, 2003, and it was reviewed at ADA CAG and TAC meetings on June 2, 2003.

The ADA Codes and Standards were developed to combine and resolve any conflicts between the Americans with Disabilities Act Accessibility Guidelines (ADAAG), published by the U.S. Architectural and Transportation Barriers Compliance Board in July 1991, and the California State Building Code, Title 24, Part 2, of the California Code of Regulation, 2001 edition. Draft Guidelines for Public Rights-of-Way, published by the U.S. Architectural and Transportation Barriers Compliance Board on June 17, 2002, which are expected to take effect in the near future, also were considered, but not necessarily replicated, in the ADA Codes and Standards described in this section. In addition, all County of Sacramento Board of Supervisor approved policies and standards affecting accessibility in the public right-of way were included in the ADA Codes and Standards.

The ADA Codes and Standards described in this section are intended to apply to all construction undertaken with the unincorporated County right-of way after the final approval of the ADA Transition Plan. The codes and standards would include all new development and all construction undertaken as part of the ADA Capital Implementation Plan included in Section 6.

Appendix B illustrates the Standard County Improvement Drawings for curb ramps, sidewalks, driveways, bus stops and other applicable issues.

Section 5.1: Applicability of County ADA Standards

This section describes how the ADA codes and standards impact SacDOT standards and procedures.

1.1 New Development: All areas of newly designed and newly constructed facilities in the County-regulated public right-of-way shall comply with these standards.

1.2 Additions in the Existing Public Right-of-Way: Each addition to an existing County-regulated public right-of-way shall comply with the applicable provisions of these standards. Where the addition connects with existing construction, the connection shall comply with Alterations, as described in the next subsection.

1.3 Alterations in the Existing Public Right-of-Way: Where existing elements or spaces in the County-regulated public right-of-way are altered, each altered element or space shall comply with the applicable provisions of these standards.

1.3.1 Exception: In alterations, where compliance with applicable provisions is technically infeasible, the alteration shall comply to the maximum extent feasible.

1.3.2 Prohibited Reduction in Access. An alteration that decreases or has the effect of decreasing the accessibility of a public right-of-way or site arrival points to buildings or facilities adjacent to the altered portion of the public right-of-way, below the requirements for new construction at the time that the alteration is prohibited.

1.4 Approval Procedures for Exceptions, Equivalent Facilitation and Technically Infeasible Conditions:

SacDOT shall appoint a SacDOT Program Access Coordinator, whose main duties are to review all aspects of compliance with the ADA Codes and Standards contained in this document. The SacDOT Program Access Coordinator shall report directly to the Director of SacDOT, and the Director may delegate such approval authority and responsibility contained in these standards to the SacDOT Program Access Coordinator, as he/she determines to be appropriate.

The SacDOT Program Access Coordinator also shall coordinate all activities with the Chief of the Disability Compliance Office, and shall send all determinations of exceptions, equivalent facilitation and technical infeasibility to the Chief of the Disability Compliance Office. The Chief of the Disability Compliance Office shall corroborate with SacDOT's determinations in all such cases. The Chief of the Disability Compliance Office may delegate specific determinations to the SacDOT Program Access Coordinator as he/she determines to be appropriate.

Upon determinations of exception, equivalent facilitation and technical infeasibility, the Chief of the Disability Compliance Office also shall send all such determinations to the Physical Access Subcommittee of the County's Disability Advisory Committee. The Physical Access

Subcommittee may approve or disapprove of any specific determinations of exception, equivalent facilitation and technical infeasibility. Upon disapproval, the Chief of the Disability Compliance Office may recommend a revision of the SacDOT determination or uphold the original determination. Any member of the Physical Access Subcommittee or of the public may appeal the determination, per the procedures outlined in the SacDOT ADA Grievance Procedures.

1.5 Dimensional Tolerances: All dimensions and numerical requirements contained in these standards are absolute and requirements have been derived taking into account construction practices and constraints, and no dimensional tolerances beyond the maximum or minimum dimensions are allowed, unless otherwise stated.

> **1.5.1 Advisory:** It is advised that designers use numerical criteria in designs and specifications that are below the maximum or are above the minimum requirements stated in these standards, so that the final constructed improvements meet the stated requirements.

1.6 Inclusion and Incorporation into Existing County Improvement Standards:

The intent of the listing of these standards is that all standards will be included and incorporated into SacDOT's Improvement Standards, Section 4 - Streets.

Where parentheses follow a specific standard, the number refers to the specific current County Improvement Standard sections that correspond to the specific requirements and in which the new standards will be included or incorporated.

Standard County Improvement Drawings also may be referenced as part of these standards (Appendix B). Written requirements as included in these standards shall take precedence over any drawings should there be any discrepancies in the requirements.

1.7 Future Applicable Federal and State Code Revisions: All future enactments and revisions to legally applicable Federal or State accessibility codes, standards or guidelines, such as the ADA Accessibility Guidelines or Title 24 of the California Code of regulation, shall be incorporated into these ADA Codes and Standards to the extent that such enactments or revisions exceed the requirements contained herein. Nevertheless, such enactments or revisions shall not decrease any requirement as contained herein.

Section 5.2: Applicable Reference Codes and Standards

The following codes and standards are referenced as applicable by law or statute. Nothing in these County standards shall have the effect of reducing any specific requirements of the referenced standards (1) or (3), or any other codes or standards required by applicable law or statute. Should other new codes or standards become applicable law or statute after the adoption of these County standards, such new codes or standards shall supercede these County standards, but only to the extent that new codes or standards are more restrictive or exceed these County standards.

(1) **The Americans with Disabilities Act Accessibility Guidelines (ADAAG)**, published by the U.S. Architectural and Transportation Barriers Compliance Board in July 1991, binding regulatory law in 1992, with several revisions through July 1998. (Note: Some jurisdictions mistakenly use a revised edition of these standards dated September 1994; this edition was never approved and should NOT be used.) The ADAAG guidelines were written to apply to newly constructed places of public accommodation. The ADAAG is an appendix to Title III of the ADA. The technical standards of the ADAAG also provide a technical definition for accessible elements. These guidelines were not written to specifically apply to public facilities, which must provide equal access to people with disabilities to all programs and services of local and state governments. Therefore, while meeting the technical requirements of the ADAAG assures owners of places of public accommodation of full compliance with the ADA, such technical compliance may not be sufficient to provide full access to programs and services for government entities.

(2) **Draft Guidelines for Public Rights-of-Way**, published by the U.S. Architectural and Transportation Barriers Compliance Board on June 17, 2002. These guidelines are currently out for public review and are intended to replace the current ADAAG guidelines listed in (1) in the future. The guidelines have not been approved, but are represented to be the most current state-of-the-art with respect to accessibility in the public right-of-way. The guidelines also were written to apply to new construction. The extent to which they should be applied to major alterations and retrofits is still under review by the Access Board, and is scheduled to be the subject of a technical assistance manual due for release in 2004.

(3) **California State Building Code, Title 24, Part 2**, of the California Code of Regulation, 2001 edition. These code requirements apply to any actual construction work within the public right-of-way at the time that the work is constructed, but the requirements of Title 24 are limited to the actual work being constructed and do not apply to adjacent areas beyond the construction limits.

(4) **Current SacDOT Improvement Standards**, including (a) County Design Improvement Standards for Streets, Sections 4-1 through 4-33, June 11, 2003, (b) Policy on Street and Sidewalk Access Improvement Priorities, December, 2000, (c) Policy for Audible Pedestrian Signals, adopted by the Board of Supervisors on July 20, 1999, (d) Improvement Standards for Crosswalks and Tactile Guidestrips, May, 2001, (e) Sacramento County Guidestrip Policy, approved by the Board of Supervisors on August 18, 1987.

Section 5.3: Sidewalk and Pedestrian Access Standards

3.1 Scope: Where sidewalks, corners or pedestrian access paths are provided adjacent to streets or roadways within the public right-of-way, they shall meet the requirements of this section.

3.2 Clear Width: Where a sidewalk is provided adjacent to a street or roadway, each part shall provide a minimum clear width of 48 inches, not including the width of any curb that may be present between the sidewalk and the street or gutter. This standard already is required in the County Design Improvement Standards for Streets, Section 4-21, June 11, 2003.

3.2.1 Exception: All frontages directly in front of all school properties shall have a clear width of 96 inches, except frontages in front of fenced play areas with no access may have a clear width of 72 inches.

3.2.2 Exception: Where existing conditions or obstructions or reduced right-of-way widths preclude providing a 48 inch clear width, the sidewalk width may be reduced to less than 48 inches for a distance not exceeding 24 inches, but in no case shall the clear width be less than 36 inches.

3.2.3 Advisory: For streets or roadways with a right-of-way width of 84 feet or greater, a minimum clear width of 72 inches is preferred.

3.3 Passing Space: If a sidewalk has less than 60 inches clear width, a passing space of at least 60 inches by 60 inches shall be located at reasonable intervals not to exceed 200 feet.

3.3.1 Exception: Where existing conditions or reduced right-of-way width preclude providing a 60 inch passing space, such space shall not be required.

3.4 Cross Slope: The cross slope of the sidewalk shall be 1:67 (1.5 percent), with allowances for a construction variance of 1:200 (0.5 percent) in either direction.

3.5 Running Slope: The running slope of the sidewalk shall not exceed the grade of the adjacent roadway or 1:20 (five percent), whichever is greater.

3.6 Level Areas on Continuous Slopes: For sidewalks with a running slope exceeding five percent for at least 400 feet, a 60-inch long landing with a maximum slope of two percent shall be provided for every 400 feet of the sidewalk length, except for roadway overpasses.

3.7 Meandering Sidewalks: Sidewalks may be separated from the curb by approved landscaping, forming a meandering sidewalk. The distance between the back of the curb and the edge of the sidewalk shall not be less than five feet nor more than 25 feet, except at transitions. If trees are planted between the back of the curb and the edge of the sidewalk, the distance between the back of the curb and the edge of the sidewalk shall not be less than five feet.

Meandering sidewalks shall comply with the requirements of either Case I or Case II, as described below. This standard already is required in the County Design Improvement Standards for Streets, Section 4-21, June 11, 2003.

For Case I, the sidewalk shall have a 24-inch wide minimum straight path along the sidewalk. For Case II, the sidewalk shall have no abrupt changes of direction and shall be constructed using only tangents of any length and inside radii of at least 150 feet. Refer to County Standard Drawing 4-29 (Appendix B).

3.8 Curbs at Streets Adjacent to Sidewalks: Curbs on the street side of sidewalks and corners shall be approximately vertical, with a height of at least five inches but no greater than eight inches. This standard already is required in the County Design Improvement Standards for Streets, Section 4-18, June 11, 2003.

3.8.1 Exception: Where a new portion of curb is constructed within an existing system of rolled curbs and existing drainage patterns must be maintained, a rolled curb matching the existing curb may be constructed. This exception shall not apply to a transit stop location, where the curb must be provided per Section 8.6

3.9 Surfaces: The surface shall be either Portland cement concrete or asphalt concrete, and it shall be firm, stable and slip-resistant.

3.9.1 Exception: A material other than concrete or asphalt may be used when it can be adequately demonstrated to the SacDOT Program Access Coordinator that it provides an equal firm, stable and slip-resistant surface.

3.10 Changes in Level: Changes in level up to 1/4 inch may be vertical and without edge treatment. Changes in level between 1/4 inch and 1/2 inch shall be beveled with a slope no greater than one horizontal to two vertical. Changes in level greater than 1/2 inch (13 mm) shall be accomplished by means of a ramp. Multiple changes in level shall be separated horizontally by at least 30 inches.

3.11 Gratings: If gratings are located in the sidewalk surface along a pedestrian access route or in the accessible portion of a curb ramp, they shall have spaces no greater than 1/2 inch wide in the direction of travel. If gratings have elongated openings, they shall be placed so that the long dimension is perpendicular to the direction of travel. Whenever possible, drainage inlets should be located outside of the crosswalk area, particularly the portion of the crosswalks that adjoin the accessible portion of curb ramps.

3.12 Protruding Objects:

Protruding objects shall not reduce the clear width required for sidewalks.

Objects with leading edges located between 27 inches above and 80 inches below the finish surface shall protrude no more than four inches horizontally into the pedestrian access route.

Free-standing objects mounted on posts or pylons shall overhang pedestrian access routes no more than four inches when located between 27 inches above and 80 inches below the finish surface (Figure 3).

Where a sign or other obstruction is mounted between posts or pylons and the clear distance between post or pylons is greater than 12 inches, the lowest edge of such sign or obstruction shall be located between 27 inches above and 80 inches below above the surface, and there shall be a bar or similarly detectable element 15 inches above the surface connecting the two posts or pylons.

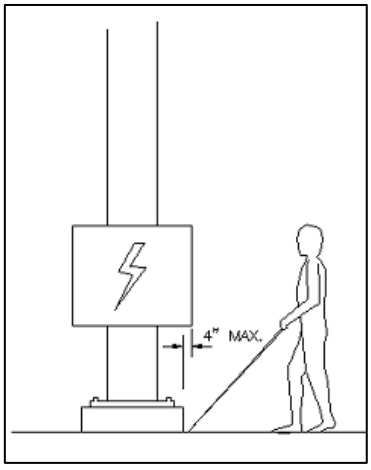


Figure 3: Barrier for Vertical Clearance Less than 80 Inches

Source: Public Rights-of-Way Access Advisory Committee, *Building A True Community*, January 2001.
Note: For alternative format, refer to the corresponding text

3.13 Barrier Curbs at Drop-offs:

Warning or barrier curbs shall be provided at the locations described below:

Abrupt changes in level at the edge of sidewalks, except between a sidewalk and an adjacent street, exceeding four inches in a vertical dimension, such as at planters or fountains located in or adjacent to sidewalks, shall be identified by curbs projecting at least six inches in height above the surface.

At bus stops, where a slope behind a sidewalk slopes toward the sidewalk, a barrier curb projecting at least six inches in height above the surface shall be provided to prevent water flow across the sidewalk.

Where the slope behind a sidewalk is greater than six (horizontal) to one (vertical) and the slope is away from the sidewalk, a barrier curb projecting at least six inches in height above the surface shall be provided for pedestrian safety. A retaining wall or fence may be provided in lieu of the required barrier curb.

These standards already are required in the County Design Improvement Standards for Streets, Section 4-20, June 11, 2003.

3.14 Driveway Crossings:

Where a sidewalk crosses a driveway, the minimum width of 48 inches and the cross slope of 1:67 (1.5 percent), with allowances for a construction variance of 1:200 (0.5 percent) in either direction, shall be provided for the entire width of the driveway.

Each driveway shall have a ½-inch to one-inch lip, beveled at 45 degrees, at the street or gutter.

Driveway entries shall not be designed or used as curb ramps.

This standard already is required in the County Design Improvement Standards for Streets, Section 4-10, June 11, 2003.

3.15 Rail Crossings:

Where a sidewalk crosses rail systems at grade, the surface of the sidewalk shall be level and flush with the top of the rail at the outer edge and between the rails.

Where a sidewalk crosses rail systems at grade, the horizontal gap at the inner edge of each rail shall be constructed to the minimum dimension necessary to allow passage of railroad car wheel flanges and shall not exceed 2½ inches (three inches for freight rails).

Where a sidewalk crosses rail systems at grade, detectable warning surfaces complying with Section 5.5 "Detectable Warning Standards" shall extend the full width of the sidewalk and 36 inches deep in the direction of pedestrian travel and shall be provided on each side of the rails.

3.16 Stairs: To the maximum extent feasible, stairs shall not be constructed within the public right-of way.

3.16.1 Exception: If provided, steps or stairs shall provide 1.5 inch diameter handrails 34 inches to 38 inches above each nosing on both sides, with extensions at the top and bottom meeting all applicable portions of the California State Building Code, Chapter 11B. If provided, steps or stairs shall provide a two inch contrasting yellow color stripe at each tread and the upper approach of each staircase. The contrasting color stripe shall be yellow conforming to Federal Color No. 33538, as shown in Table IV of Standard No. 595B.

Section 5.4: Curb Ramp and Blended Transition Standards

4.1 Scope: Each corner of an intersection shall be provided with two curb ramps, each oriented in the direction of pedestrian crossing to the adjacent corner, except that only one curb ramp with a six foot pan may be provided if two curb ramps are technically infeasible or excepted as described below. Curb ramps shall comply with the requirements of this section for flared sides, detectable warning devices, landings and ramps (Figure 4).

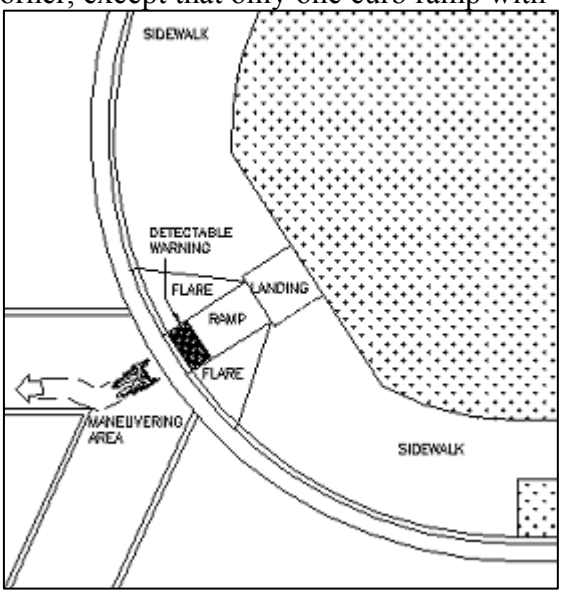


Figure 4: Curb Ramp Components

Source: Public Rights-of-Way Access Advisory Committee, *Building A True Community*, January 2001.

Note: The illustration shows the location of the ramp, flares, landing and other curb ramp features. For alternative format, refer to the corresponding text.

4.1.1 Exception: Where pedestrian crossing in a specific direction is prohibited by a continuous raised median, barricade or sign, no curb ramp shall be provided. Where only one curb ramp is provided at a corner to serve only one direction of travel to an adjacent corner, the curb ramp shall be aligned and oriented parallel to the intended direction of travel.

4.1.2 Exception: One curb ramp located at the center of the curb return at each corner or directional to the path of travel may be provided if technically infeasible to construct two ramps. For major streets with right-of-way width of 80' or larger, one curb ramp with a six foot pan shall be provided. For collector and minor residential streets with right-of-way width less than 80', one curb ramp with a four foot pan shall be provided where the sidewalk is located adjacent to the curb and gutter. Technical Infeasibility is based on the following intersection conditions:

1. A corner with a curb return radius that is so large that the crosswalks meet at the midpoint of the curve.

2. A corner where placing two curb ramps or flush landings would result in them being located outside the crosswalk markings, or would result in stop bars and/or stop signs or ramps placed too far back on the side street for driver safety or pedestrian safety.

3. An intersection that is skewed, such that two curb ramps or flush landings will not fit in the acute angle corners

4. An alteration, where the corner has retaining walls, buildings, signal poles and/or controller cabinets, utility poles or other barriers that are technically infeasible to relocate.

5. An intersection in which one street has an unavoidably steep grade, and a shared curb ramp or flush landing at the midpoint of the curb return may have less severe warp than a curb ramp or flush landing closer to the tangent of the steep street.

6. An intersection in an area of steep terrain, where both streets are flattened to allow for acceptable crosswalk slopes. It may be feasible to flatten a small intersection area and provide acceptable crosswalks leading to a shared ramp. Placement of a pair of curb ramps would necessitate a larger flattened area, resulting in steeper sidewalks between intersections.

Where the above conditions exist, the designers are encouraged to try to reduce the curb radius or take other measures to eliminate the need for shared curb ramps or flush landings."

In cases where curb ramps are installed on collector and minor residential streets (less than 80' in right-of-way width) intersections where the sidewalk is adjacent to the curb and gutter, a single ramp in normally installed. The reasoning is that on those street intersections, two ramps with flush landings would locate the crossing too far from the intersection for pedestrian safety (see item #2 above). In cases where a landscaped buffer is provided between the curb, gutter and sidewalk, two ramps can be constructed provided modified perpendicular ramps are installed..

4.2 Curb Ramp Types: Curb ramps shall be primarily perpendicular curb ramps, as shown in County Standard Drawing 4-23B (Appendix B), if there is sufficient right-of-way or sidewalk depth to construct the perpendicular curb ramp in full compliance with subsection 5.3. If there is not sufficient right-of-way or sidewalk depth to construct a perpendicular curb ramp, a parallel curb ramp, as shown in County Standard Drawing 4-23A (Appendix B), may be constructed. Blended transitions shall not be constructed, unless specifically approved by the Director of SacDOT and the Chief of the Disability Compliance Office.

4.3 Perpendicular Curb Ramps: Perpendicular curb ramps shall comply with the details described in this subsection, and shall have a running slope that cuts through the curb at right angles or meets the gutter grade break at right angles (Figure 5). This standard already is required in the County Design Improvement Standards for Streets, Section 4-17, June 11, 2003.

4.3.1 Running Slope: The running slope of the main portion of the curb ramp shall be 1:12 (8.33 percent) maximum.

4.3.1.1 <u>Advisory:</u> Where feasible, the minimum running slope of the main portion of the curb ramp is preferred to be 1:15 (6.67 percent).

4.3.2 Cross Slope: The cross slope of the main portion of the curb ramp shall be 1:67 (1.5 percent), with allowances for a construction variance of 1:200 (0.5 percent) in either direction.

4.3.3 Landing: A landing measuring 48 inches minimum by 48 inches minimum shall be provided at the top of the curb ramp, and shall be permitted to overlap other landings and clear spaces. Running and cross slopes of the landing shall be 1:67 (1.5 percent) maximum, with allowances for a construction variance of 1:200 (0.5 percent) in either direction.

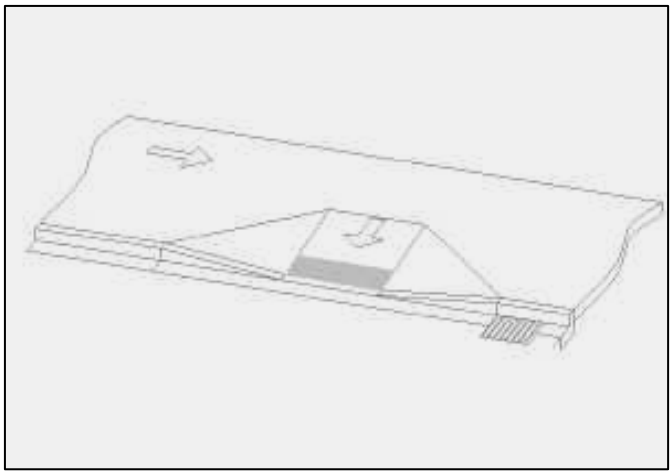


Figure 5: Perpendicular Curb Ramp

Note: For alternative format, refer to the corresponding text.
Source: www.access-board.gov/rowdraft.htm

4.3.4 Flared sides: Flared sides with a slope of 1:10 (ten percent) maximum, measured along the curb line, shall be provided where a circulation path crosses the curb ramp.

4.3.5 Clear Width: The clear width of the main portion of the curb ramp, excluding flared sides, shall be 48 inches minimum.

4.3.6 Detectable Warnings: Detectable warning surfaces complying with Section 5.5 shall be provided for the full width of the main portion of the curb ramp or blended transition, with the front edge located approximately six inches behind the curb line.

4.3.7 Grooved Border: A 12-inch wide grooved border with 1/4 inch grooves approximately 3/4 inch on center shall be provided at the top of the main slope and at the side of each side slope.

4.3.8 Surfaces: Surfaces of curb ramps and landings shall comply with Section 3.9. Gratings, access covers, and other appurtenances shall not be located on curb ramps, landings, and gutter areas directly in front of curb ramps.

> **4.3.8.1 Exception**: Where existing conditions, obstructions or reduced right-of-way widths preclude the relocation of drop inlets outside of the gutter areas directly in front of curb ramps, then the gratings for the drop inlets shall conform to Section 3.11 “Gratings”.

4.3.9 Changes in Level: Vertical changes in level greater than those described in Section 3.10 shall not be permitted on curb ramps, landings or gutter areas directly in front of curb ramps.

4.3.10 Gutter Slope: The counter slope of the gutter area or street at the foot of a curb ramp or landing shall be 1:20 (five percent) maximum.

4.3.11 Clear Space: Beyond the curb line toward the street, a clear space measuring 48 inches minimum by 48 inches minimum shall be provided within any marked crosswalk that may be present and located wholly outside of the parallel vehicle travel lane.

4.3.12 Obstructions: Curb ramps shall be located or protected to prevent their obstruction by parked cars.

4.4 Parallel Curb Ramps: Parallel curb ramps shall comply with the details described in this subsection, and shall have running slopes that are in-line with the direction of sidewalk travel (Figure 6). This standard already is required in the County Design Improvement Standards for Streets, Section 4-17, June 11, 2003.

4.4.1 Running Slope: The running slope of each side slope shall be 1:12 (8.33 percent) maximum.

4.4.1.1 <u>Advisory:</u> Where feasible, the minimum running slope of each side slope is preferred to be 1:15 (6.67 percent).

4.4.2 Cross Slope: The cross slope of each side shall be 1:67 (1.5 percent), with allowances for a construction variance of 1:200 (0.5 percent) in either direction.

4.4.3 Clear Width: The clear width of each side slope shall be 48 inches minimum.

4.4.4 Landing: A landing measuring 48 inches minimum by 48 inches minimum shall be provided at the bottom of each ramp slope. Landing slopes shall be 1:100 (one percent) minimum and 1:67 (1.5 percent) maximum, with allowances for a construction variance of 1:200 (0.5 percent) in either direction.

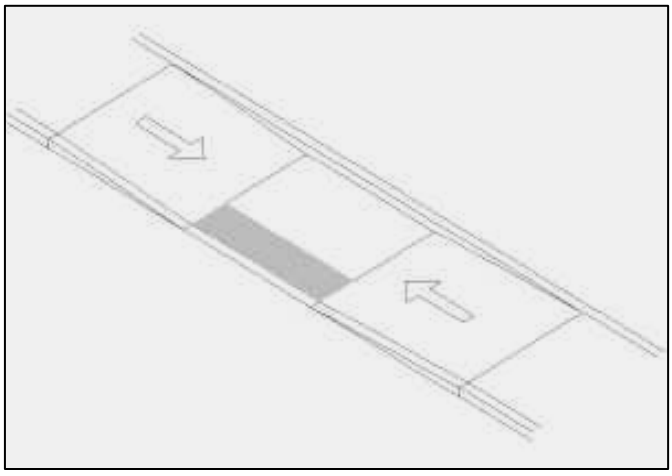


Figure 6: Parallel Curb Ramp

Note: For alternative format, refer to the corresponding text.
Source: www.access-board.gov/rowdraft.htm

4.4.5 Diverging Sidewalks: Where a parallel curb ramp does not occupy the entire width of a sidewalk, drop-offs at diverging segments shall be protected with a six inch curb or similar barrier.

4.4.6 Common Landing Width: Where two parallel curb ramps are located at a corner, the landing between the top of each side slope shall be 48 inches minimum.

4.4.7 Detectable Warnings: Detectable warning surfaces complying with Section 5.5 shall be provided for the full width of the lower landing between the side slopes of the curb ramp, with the front edge located approximately six inches behind the curb line.

4.4.8 Grooved Border: A 12-inch wide grooved border with 1/4 inch grooves approximately 3/4 inch on center shall be provided at the top of each side slope.

4.4.9 Surfaces: Surfaces of curb ramps and landings shall comply with Section 3.9. Gratings, access covers and other appurtenances shall not be located on curb ramps, landings and gutter areas directly in front of curb ramps.

> **4.4.9.1 Exception:** Where existing conditions or obstructions or reduced right-of-way widths preclude the relocation of drop inlets outside of the gutter areas directly in front of curb ramps, then the gratings for the drop inlets shall conform to Section 3.11 "Gratings".

4.4.10 Changes in Level: Vertical changes in level greater than those described in Section 3.10 shall not be permitted on curb ramps, landings, or gutter areas directly in front of curb ramps.

4.4.11 Gutter Slope: The counter slope of the gutter area or street at the foot of the lower landing shall be 1:20 (five percent) maximum.

4.4.12 Clear Space: Beyond the curb line toward the street, a clear space of 48 inches minimum by 48 inches minimum shall be provided within any marked crosswalk that may be present and located wholly outside the parallel vehicle travel lane.

4.4.13 Obstructions: Curb ramps shall be located or protected to prevent their obstruction by parked cars.

Section 5.5: Detectable Warning Standards

5.1 Scope: Where detectable warnings (truncated domes) are required by other sections of these standards, they shall comply with the requirements of this section.

5.2 Size and Location: Detectable warnings shall be 36 inches in depth and span the full width of the area where they are required.

5.3 Specifications: The detectable warning surface shall be prefabricated durable slip resistant surface and shall have in-line square grid pattern truncated domes with a diameter of nominal 0.9 in. (22.9 mm) at the base tapering to 0.45 in. (11.4 mm) at the top, a height of nominal 0.2 in. (5.08 mm), and a center-to-center spacing of 1.66 in. (59.7 mm) (2.35 in. center-to-center spacing on the diagonal.) "Nominal" as used here shall be in accordance with California State Referenced Standards Code Sections 12-11A and B-102. Detectable warnings shall be safety yellow conforming to Federal Color No. 33538, Table IV of Standard No. 595B. The 0.2 inch height of domes shall be measured from the top of the highest point on the field slip resistant surface to the highest point on the top of the truncated dome. Detectable warning surfaces shall differ from adjoining walking surfaces in resiliency or sound on cane contact.

Section 5.6: Pedestrian Crossing Standards

6.1 Scope: All signalized intersections shall be provided with marked crosswalks as described in this section. Crosswalk markings should be designed and installed per the County's Traffic Signal and Striping Design Guidelines, the Manual of Uniform Traffic Control Devices (MUTCD) and the MUTCD California Supplement as referenced in Section 5.5 "Crosswalks: General" of the Sacramento County Pedestrian Design Guidelines. If provided, all marked crosswalks shall comply with the requirements of this section.

6.2 Width: Marked crosswalks shall be 96 inches wide minimum, as measured between the striped lines.

6.2.1 Advisory: Where feasible, marked crosswalks shall be 120 inches wide, as measured between the striped lines.

6.3 Color and Size: Crosswalk stripes shall be 12 inches wide, and white in color.

6.3.1 Exception: Crosswalks serving schools shall be yellow in color.

6.4 Advisory Cross Slope: The cross slope of the pavement within a marked crosswalk shall be 1:67 (1.5 percent) maximum, measured perpendicular to the direction of pedestrian travel, with allowances for a construction variance of 1:200 (0.5 percent) in either direction.

6.5 Running Slope: The running slope of the pavement within a marked crosswalk shall be 1:20 (five percent) maximum measured parallel to the direction of pedestrian travel in the crosswalk.

6.6 Pedestrian Signal Phase Timing: The Sacramento County, Department of Transportation, shall time its pedestrian intervals at signalized intersections following the most current Manual on Uniform Traffic Control Devices (MUTCD) Standard. This policy allows for timing at a reduced walking rate at locations where those who walk (or use wheelchairs) slower than the four feet per second standard routinely use the intersection. The County policy will change in accordance with changes to the MUTCD standard, which currently reads:

MUTCD's Section 4E.10 Pedestrian Intervals and Signal Phases

When pedestrian signal heads are used, a WALKING PERSON (symbolizing WALK) signal indication shall be displayed only when pedestrians are permitted to leave the curb or shoulder. A pedestrian clearance time shall begin immediately following the WALKING PERSON (symbolizing WALK) signal indication. The first portion of the pedestrian clearance time shall consist of a pedestrian change interval during which a flashing UPRAISED HAND (symbolizing DONT WALK) signal indication shall be displayed. The remaining portions shall consist of the yellow change interval and any red clearance interval (prior to a conflicting green being displayed), during which a flashing or steady UPRAISED HAND (symbolizing DONT WALK) signal indication shall be displayed. If countdown pedestrian signals are used, a steady UPRAISED HAND (symbolizing DONT WALK) signal indication shall be displayed during the yellow change interval and any red clearance interval (prior to a conflicting green being displayed) (see Section 4E.07). At intersections

equipped with pedestrian signal heads, the pedestrian signal indications shall be displayed except when the vehicular traffic control signal is being operated in the flashing mode. At those times, the pedestrian signal lenses shall not be illuminated.

Guidance:
Except as noted in the Option, the walk interval should be at least seven seconds in length so that pedestrians will have adequate opportunity to leave the curb or shoulder before the pedestrian clearance time begins.

Option:
If pedestrian volumes and characteristics do not require a seven-second walk interval, walk intervals as short as four seconds may be used.

Support:
The walk interval itself need not equal or exceed the pedestrian clearance time calculated for the roadway width, because many pedestrians will complete their crossing during the pedestrian clearance time.

Guidance:
The pedestrian clearance time should be sufficient to allow a pedestrian crossing in the crosswalk who left the curb or shoulder during the WALKING PERSON (symbolizing WALK) signal indication to travel at a walking speed of 1.2 m (4 ft) per second, to at least the far side of the traveled way or to a median of sufficient
width for pedestrians to wait. Where pedestrians routinely walk (or use wheelchairs) slower than 1.2 m (4 ft) per second, a walking speed of less than 1.2 m (4 ft) per second should be considered in determining the pedestrian clearance time.

Option:
Passive pedestrian detection equipment, which can detect pedestrians who need more time to complete their crossing and can extend the length of the pedestrian clearance time for that particular cycle, may be used to avoid using a lower walking speed to determine the pedestrian clearance time.

Guidance:
Where the pedestrian clearance time is sufficient only for crossing from the curb or shoulder to a median of sufficient width for pedestrians to wait, additional measures should be considered, such as median-mounted pedestrian signals or additional signing.

Option:
The pedestrian clearance time may be entirely contained within the vehicular green interval, or may be entirely contained within the vehicular green and yellow change intervals. On a street with a median of sufficient width for pedestrians to wait, a pedestrian clearance time that allows the pedestrian to cross only from the curb or shoulder to the median may be

provided. During the transition into preemption, the walk interval and the pedestrian change interval may be shortened or omitted as described in Section 4D.13..

6.7 Medians and Pedestrian Refuge Islands: Medians and pedestrian refuge islands in crosswalks shall be cut through level with the street or have curb ramps complying with Section 5.4. Where the cut-through connects to the street, edges of the cut-through shall be aligned with the direction of the crosswalk for a length of 24 inches minimum.

6.7.1 Width: The width of all cut-throughs shall be 48 inches minimum.

6.7.1.1 Advisory: Where feasible, the width of all cut-throughs shall be 60 inches.

6.7.2 Length: Where signal timing is not designed or intended for full crossing of all traffic lanes or where the crossing is not signalized, cut-through medians and pedestrian refuge islands shall be 96 inches minimum in length in the direction of pedestrian travel.

6.7.3 Detectable Warnings: Medians and refuge islands shall have detectable warnings complying with the section titled Detectable Warnings (Section 5.5). Detectable warnings at cut-through islands shall span the full width of the cut-through and shall be separated by a 24-inch minimum length of walkway without detectable warnings.

6.8 Crosswalk Alignment: (per Sacramento County Guidestrip Policy, approved by the Board of Supervisors on August 18, 1987, see County Standard Drawing 4.29): Marked crosswalks shall have straight alignment, with no change of direction between the terminal ends of the crosswalk.

6.8.1 Exception: Where a straight crosswalk is not feasible at existing intersections due to the particular geometry of the intersection, or where blind pedestrians using a white cane have become confused and disoriented while making street crossings as a result of an intersection with unusual or nonstandard geometry, as determined by the ADA Transition Plan Oversight Committee, tactile guidestrips shall be installed within the crosswalk. Examples of unusual geometry include right turn lanes, unusual crosswalks, diagonal crosswalks, exceptionally large corner radii, T-intersections, intersections with exceptionally wide streets, and two one-way streets that intersect. Where required, a tactile guidestrip shall be located in the center of the crosswalk for the entire length of the crosswalk. The color of the tactile guidestrip shall match the crosswalk color. The tactile guidestrip material shall be vitrified polymer composite consisting of epoxy polymer composition employing aluminum oxide particles in the raised surface of the guidestrip. The nominal dimensions of the tactile guidestrip shall be 4 inches wide by 24 inches long by 5/16 inch thick. Tactile guidestrips shall be formed with structural flanges, which shall extend below the surface a minimum of 1-1/4 inch.

Section 5.7: Accessible Pedestrian Signal Standards

7.1 Scope: Each crosswalk with pedestrian signal indication shall have a signal device that includes accessible indications of the walk interval. Where a pedestrian pushbutton is provided, it shall be integrated into the signal device and shall comply with the requirements of this section.

7.2 Types and Location of Accessible Pedestrian Signals:

Accessible pedestrian signals (APS) may be either of the following types: (1) Overhead - the APS is mounted to the Pedestrian Head, or (2) Pedestrian Activated Signal Control (PASC) - the APS accessibility features is incorporated into the PASC.

All overhead and PASC accessible pedestrian signal devices shall serve the nearest crosswalk in relationship to their installation site. The speakers of all overhead and PASC APS devices shall be oriented toward the center of the crosswalk or the direction of travel to the maximum extent feasible. If possible due to intersection configuration, all overhead and PASC APS devices shall be separated a minimum of 120 inches from any other APS device, unless on an island or median, where space will not permit.

7.3 Audible Walk Indication:

The audible pedestrian signals shall emit two distinct audible signals that resemble birdcalls; "cuckoo" for the north-south walk phase and "peep-peep" for the east-west walk phase, (per the California Department of Transportation Traffic Manual, Revised, July 1996, Section 9-04.8) or the closest proximity to these compass directions.

Volume measured at 36 inches from the pedestrian signal device shall be between two and five decibel (dB) above ambient noise level and responsive to ambient noise level change. Automatic volume adjustment in response to ambient traffic sound level should be provided up to a maximum volume of 89 dB.

When accessible pedestrian signals have an audible tone, they shall have a tone for the walk interval. The audible tone shall be audible from the beginning of the associated walk interval.

Activation of the pedestrian-activated signal control shall simultaneously activate the accessible pedestrian signal. There shall be no extended button press required to activate the auditory tone feature that announces the onset of the walk interval. An extended button press shall be permitted to activate additional features (e.g. auditory announcement, “wait,” “street name,” etc). Buttons that provide additional features shall be marked with three Braille dots forming an equilateral triangle in the center of the pushbutton.

7.4 Pedestrian Pushbuttons: Pedestrian pushbuttons shall comply with the details described in this section.

7.4.1 Location: Pedestrian pushbuttons shall be located 60 inches maximum from the crosswalk line extended, and if possible due to intersection configuration, 120 inches maximum and 30 inches minimum from the curb line, and 120 inches minimum from any other pedestrian pushbutton at a crossing. The control face of the pushbutton shall be installed to face the intersection and be parallel to the direction of the crosswalk it serves.

7.4.2 Reach and Clear Space: A clear space measuring 30 inches wide by 48 inches deep shall be provided at each pushbutton and shall connect to or overlap the pedestrian path of travel.

7.4.3 Mounting Height: Pedestrian pushbuttons shall be mounted at a height from 34 inches minimum to 46 inches maximum to the centerline above the lowest adjacent walking surface.

7.4.4 Operation: Pedestrian pushbuttons shall require no more than five pounds of pressure to operate.

7.4.5 Size and Contrast: Pedestrian pushbuttons shall be a minimum of two inches across in one dimension and shall contrast visually with their housing or mounting.

7.4.6 Locator Tone: If used by the particular accessible signal manufacturer, pedestrian pushbuttons shall incorporate a locator tone (one per pole) at the pushbutton. Locator tone volume measured at 36 inches from the pushbutton shall be two dB minimum and five dB maximum above ambient noise level and shall be responsive to ambient noise level changes. Automatic volume adjustment in response to ambient traffic sound level should be provided up to a maximum volume of 89 dB. The duration of the locator tone shall be 0.15 seconds maximum and shall repeat at intervals of one second. The locator tone shall operate during the "don't walk" and flashing "don't walk" intervals only and shall be deactivated when the pedestrian signal system is not operative.

7.4.6.1 Exception: At existing pedestrian pushbuttons without locator tones, pole-supported pedestrian pushbuttons shall be identified with color coding consisting of a textured horizontal yellow band two inches in width encircling the pole, and a one-inch wide dark border band above and below the yellow band. Color-coding should be placed immediately above the pushbutton.

7.4.7 Vibrotactile Indicator: If used by the particular accessible signal manufacturer, pedestrian pushbuttons shall incorporate a vibrotactile indicator at the pushbutton. The vibrotactile indicator shall indicate that the walk interval is in effect, and for which direction it applies, through the use of a vibrating directional arrow. The vibrotactile indicator shall be part of the pedestrian pushbutton and adjacent to the intended crosswalk.

7.5 Directional Information and Signs: If used by the particular accessible signal manufacturer, pedestrian pushbuttons shall provide tactile and visual signs on the face of the

device or its housing or mounting indicating crosswalk direction and the name of the street containing the crosswalk served by the pedestrian signal.

7.5.1 Arrow: Signs shall include a tactile arrow aligned parallel to the crosswalk direction. The arrow shall be raised 1/32 inch minimum and shall be 1-1/2 inches minimum in length. The arrowhead shall be open at 45 degrees to the shaft and shall be 33 percent of the length of the shaft. Stroke width shall be 10 percent minimum and 15 percent maximum of arrow length. The arrow shall contrast with the background, white on black or black on white.

7.5.2 Street Name: Signs shall include street name information aligned parallel to the crosswalk direction. The street name shall be printed in non-serif raised white letters a minimum of 5/8 inches high, accompanied by contracted Grade 2 Braille below, on a black background.

Section 5.8: Transportation and Vehicle Access Standards

8.1 Scope: Where new public transportation facilities are constructed or substantially altered within the County-regulated right-of-way, they shall comply with the requirements of this section.

8.2 Location: Bus stops or other transit stops serving fixed transit routes shall be located on at least one pedestrian access route complying with the requirements of Section 5.3 for the pedestrian path of travel from the transit stop to the nearest four-way street intersection. Curb ramps located at the nearest four-way intersection or other locations along the pedestrian access route shall comply with the requirements of Section 5.4.

8.3 Clear Width: The sidewalk adjacent to each transit stop shall provide a minimum clear width of 72 inches, not including the width of any curb that may be present between the sidewalk and the street or gutter, for a minimum length of 28 feet. This standard already is required in the County Design Improvement Standards for Streets, Section 4-16, June 11, 2003.

> **8.3.1 Exception:** All transit stops directly in front of all school properties shall have a clear width of 96 inches, except frontages in front of fenced play areas with no access may have a clear width of 72 inches.

8.4 Cross Slope: The cross slope of the sidewalk along the required length of the transit stop shall be 1:67 (1.5 percent), with allowances for construction a variance of 1:200 (0.5 percent) in either direction.

8.5 Running Slope: The running slope of the sidewalk along the required length of the transit stop shall not exceed the grade of the adjacent roadway or 1:20 (five percent), whichever is greater.

> **8.5.1 Advisory:** A running slope of no greater than 1:48 (two percent) is preferred.

8.6 Curbs at Streets Adjacent to Sidewalks: Curbs on the street side of the sidewalk along the required length of the transit stop shall be approximately vertical, with a height of at least five inches but no greater than eight inches. This standard already is required in the County Design Improvement Standards for Streets, Section 4-16, June 11, 2003.

8.7 Surface: The surface of the sidewalk along the required length of the transit stop shall be either Portland cement concrete or asphalt concrete, and it shall be firm, stable and slip-resistant.

> **8.7.1 Exception:** A material other than concrete or asphalt may be used when it can be adequately demonstrated to the SacDOT Program Access Coordinator that it provides an equal firm, stable, and slip-resistant surface.

8.8 Barrier Curbs at Drop-offs: At transit stops, where a slope behind a sidewalk slopes toward the sidewalk, a barrier curb projecting at least six inches in height above the surface shall be provided to prevent water flow across the sidewalk. This standard already is required in the County Design Improvement Standards for Streets, Section 4-20, June 11, 2003.

8.9 Bus Shelters: Where Regional Transit provides a shelter at a transit stop, their shelter shall be located along a pedestrian access route complying with Section 5.3, and it shall provide a minimum 42 inches by 60 inches clear space, not including benches that are located completely beneath the shelter.

8.10 Bus Stop Signage: Where provided by Regional Transit, all new bus stop signage shall comply with ADAAG 4.30.2,.3,&.5 (1991).

> **8.10.1 Exception:** Bus schedules, timetables or maps do not have to comply with these standards.

Section 5.9: Street and Sidewalk Furnishings and Appurtenances Standards

9.1 Clear Space: Street and sidewalk furnishings shall have a 30 inch wide (measured parallel to the pedestrian travel direction) by 48 inch deep (measured perpendicular to the pedestrian travel direction) clear space in front of each portion used by a pedestrian and shall be connected to the sidewalk or pedestrian access route.

9.2 Facilities and Elements: Where drinking fountains, telephones, concession stands, kiosks, information counters or public toilet facilities are provided, they shall comply with all applicable portions of the California State Building Code, Chapter 11B.

9.3 Benches: The leading edge of benches and all similar sidewalk furnishings shall be set back 12 inches minimum from the required minimum width of the pedestrian access route. Bench seats shall be 17 inches to 19 inches vertical from the adjacent walkway surface to the seat.

Section 5.10: Temporary Construction Standards

10.1 Scope: Where construction or other temporary conditions prohibit full access to pedestrian facilities with the County-regulated right-of-way, an alternate pedestrian route shall be provided in compliance with the requirements of this section.

10.2 Location: To the maximum extent feasible, the alternate pedestrian route shall parallel the disrupted pedestrian route, on the same side of the street. Where access is not available on the same side of the street, the alternate pedestrian route may be located on the opposite side of the street as long as the distance in excess of the disrupted pedestrian route does not exceed 300 feet, and as long as all requirements of these standards are met.

10.3 Elements: The alternate pedestrian route shall include sidewalks and pedestrian access routes, curb ramps, pedestrian crossings and all other elements included in these standards.

10.4 Width: The alternate pedestrian route shall have a width of 48 inches minimum.

> **10.4.1 Exception:** Where technical infeasibility exists, the alternate pedestrian route may have a width of 36 inches minimum.

10.5 Barricade Protection: The alternate pedestrian route shall be protected with a solid barricade to separate alternate pedestrian route from any adjacent construction, drop-offs, openings or other hazards. Barricades shall be continuous, stable and non-flexible, and shall consist of a solid wall or fence with the bottom or lower rail 1-1/2 inches maximum above the walking surface, and the top of the fence, wall or upper rail 36 inches minimum above the walking surface. Barricade support members shall not protrude beyond the barricade face into the alternate pedestrian route. Barricades shall be of a contrasting color, with yellow or orange preferred. This standard already is required in the County Design Improvement Standards for Streets, Section 4-24, June 11, 2003.

10.6 Signs: Signs complying with California Building Code Section 1117B.5 shall be provided at both the near side and the far side of the intersection preceding a disrupted pedestrian route, with appropriate wording to guide pedestrians to the alternate pedestrian route. When raised characters or symbols are used, they shall be raised 1/32 inch (0.794 mm) minimum and shall be sans-serif uppercase characters accompanied by Grade 2 Braille. Dots shall be 1/10 inch (2.54 mm) on centers in each cell with 2/10 inch (5.08 mm) space between cells. Dots shall be raised a minimum of 1/40 inch (0.635 mm) above the background.

Section 6: ADA Capital Implementation Plan

Section 6.1: Introduction

The ADA Capital Implementation Plan is a final step in determining the extent of SacDOT-operated and other participants' projects necessary to implement the ADA Transition Plan within the unincorporated Sacramento County public right-of-way.

Types of projects included can be categorized as follows:

- Curb ramp construction or replacement projects based upon resident request.
- Curb ramp, sidewalk and intersection retrofit projects, included with street overlay or other street or sidewalk construction projects.
- Curb ramp, sidewalk and intersection retrofit projects, in conjunction with construction by private parties.
- Curb ramp, sidewalk and intersection retrofit projects deemed essential for mitigation of barriers based upon the finalized ADA Transition Plan.
- Street and sidewalk construction or retrofit projects planned for the improvement of overall pedestrian facilities.
- Signal retrofit projects.
- Roadway widening projects.

All proposed capital improvement projects were prioritized based upon SacDOT policy, as described in "Interim Policy on Streets and Sidewalk Access Improvement Priorities," dated and approved January 16, 2001.

A number of existing and potential programs and funding sources for capital improvement projects are described in this section. These programs include on-going SacDOT capital improvement and maintenance programs, as well as specific projects and funding sources allocated in the seven year Transportation Improvement Plan (TIP). The ADA Capital Implementation Plan uses, to the maximum extent possible, existing and prospective funding programs and sources. The plan recommends specific goals for the construction of accessibility improvements. While specifying locations and the scope of work, the plan also is intended to serve as a conceptual plan whereby the extent and goals of future projects will be evaluated prior to preparing detailed cost estimates. Once an overall scope of work and its financial impact is established, annual projects can be finalized and the exact number of specified improvements can be set as project goals.

The ADA Capital Implementation Plan includes a detailed and prioritized list of approximately 1,800 potential project locations and items of work, which have been reviewed by SacDOT, the ADA CAG and the TAC. This implementation plan, which targets higher priority uses, anticipates a 15- to 20-year implementation period to achieve compliance with program accessibility requirements. Additional ADA work, such as new construction and additional curb

ramps beyond the minimum program access requirements will continue beyond the timeframe identified above.

Section 6.2: Extent of Required ADA Work

The extent of work included in the ADA Transition Plan includes the types of capital improvements that should be made to intersections, streets and sidewalks. The extent of work included in the plan has been the result of an extensive process that has included review and recommendations of all basic elements of the ADA Transition Plan by SacDOT, the ADA CAG and the TAC. These basic elements include the ADA Codes and Standards, the ADA Monitoring Program and the ADA Prioritized Capital Implementation Plan. The general types and extent of ADA work that is required for SacDOT to transition into compliance with the programmatic access requirements of Title II of the ADA are included in this section.

Most recommended capital improvements will be comprehensive in their approach. A comprehensive approach refers to making a series of related improvements at each particular location of work in an effort to bring the entire location and any public uses (as described in the Use Priority 1 list on a subsequent page), if they occur, into compliance with the applicable ADA Codes and Standards. For example, at a typical four-way signalized intersection, the extent of work would include not only the construction of curb ramps at each corner, but it also would include removing accessibility barriers along the pedestrian route from any Priority 1 use leading to the curb ramps, and installing accessible pedestrian signals, crosswalk striping; accessible islands, if required; and appropriate signage. It is probable that some capital improvement projects may, to a lesser degree, include only specific elements that represent physical barriers that need to be removed at a particular location, or that are specifically funded by an existing program.

The typical extent and scope of work for the most common types of capital improvements, listed from most to least comprehensive, is shown below:

(1) Complete ADA retrofit of signalized four-way intersection: eight new curb ramps, two per corner (unless infeasible due to existing conditions such as utility conflicts or geometry or an exception as described in Section 5.4); new complying sidewalk paving to meet existing sidewalks and other sidewalk improvements to provide access to Priority 1 uses along the path of travel; new accessible pedestrian signals with push buttons; and crosswalk striping (if not existing, including removal and replacement of crosswalk striping where in poor condition) for all crossing directions where crosswalks are required by the ADA Codes & Standards. Scope may include new islands with cut-throughs or curb ramps, if required by the standards or at the design engineer's discretion.
(2) Complete ADA retrofit of controlled intersection: eight new curb ramps, two per corner (unless infeasible due to existing conditions such as utility conflicts or geometry or an exception as described in Section 5.4); and crosswalk striping (if not existing, including removal and replacement of crosswalk striping where in poor condition) for all crossing directions where crosswalks are required by the ADA Standards; new complying sidewalk paving to meet existing sidewalks and other sidewalk improvements to provide access to

Priority 1 uses along the path of travel. Scope may include providing new islands with cut-throughs or curb ramps, if required by the standards or at the design engineer's discretion.

(3) Complete ADA retrofit of signalized T-intersection: six new curb ramps with two per corner, except only one on either side of the top of the T (unless infeasible due to existing conditions such as utility conflicts or geometry or an exception as described in Section 5.4); new accessible pedestrian signals with push buttons; and crosswalk striping (if not existing, including removal and replacement of crosswalk striping where in poor condition) for all crossing directions where crosswalks are required by the ADA Standards; new complying sidewalk paving to meet existing sidewalks and other sidewalk improvements to provide access to Priority 1 uses along the path of travel. Scope may include providing new islands with cut-throughs or curb ramps, if required by the standards or at the design engineer's discretion.

(4) At signalized intersections, installation of new accessible pedestrian signals with push buttons and crosswalk striping (if not existing, including removal and replacement of crosswalk striping where in poor condition) for all crossing directions where crosswalks are required by the ADA Codes and Standards.

(5) Partial ADA retrofit at four-way intersection, single-family residential area: four new curb ramps (one per corner); crosswalk striping at all signalized or stop-controlled intersections, for crossing directions where a crossing is not prohibited.

(6) Partial ADA retrofit at T-intersection, single-family residential area: two new curb ramps to cross main street at one location of T-intersection, and at least one and preferably two new curb ramps to cross secondary street.

(7) One or more new single curb ramps where other curb ramps at the intersection are complying.

(8) Renovation of existing curb ramp to remove hazardous conditions.

(9) Installation of new curb, gutter and concrete sidewalk (Installation of sidewalk should be on a case-by-case basis).

(10) Partial curb, gutter and sidewalk installation to provide programmatic access (Installation of sidewalk should be on a case-by-case basis).

(11) Miscellaneous sidewalk or walkway repair or replacement.

(12) Selected sidewalk and bus pad pavement as required for transit access (Installation of sidewalk should be on a case-by-case basis).

(13) Selected sidewalk and bus pad pavement as required for new mid-block crosswalk with pedestrian signals (Installation of sidewalk should be on a case-by-case basis).

(14) Roadway widening or installation of required asphalt conforms for accessible pedestrian access routes.

(15) Removal of sidewalk barriers (either moving or removing the barrier or reconstructing the pedestrian walkway around the barrier, or the reconstruction of driveways).

Again, the above list is for project planning purposes only, and represents an attempt to categorize the general extent of work at each location. The exact extent of all ADA work is described in the ADA Codes and Standards.

Section 6.3: Prioritization Criteria for ADA Work

Capital improvement projects forming the ADA Capital Implementation Plan have been prioritized to determine which projects should be undertaken first. The major determinants for prioritizing and ranking projects is based upon current SacDOT policy, as described in "Interim Policy on Streets and Sidewalk Access Improvement Priorities," dated and approved January 16, 2001. It should be noted that current SacDOT policy regarding prioritization also follows ADA guidelines, as contained in 28 CFR Part 35 section 35.150 (c), (d) and 35.151 (e), and in the Accessibility Policy Statement of the U. S. Department of Transportation, dated July 1999.

Use Priority A: Public Input Requests

SacDOT has operated a program of public input requests for constructing curb ramps, installing accessible pedestrian signals and for providing other accessibility improvements on an annual basis for a number of years. The program is called the "Elderly and Disabled Accessibility Project," and is operated by SacDOT in conjunction with the Disability Compliance Office. Generally, requests for improvements come from community members with disabilities who wish to access shopping areas, medical facilities, bus stops, transportation and other facilities or areas to accommodate their activities of daily living. These requests should continue to be handled as the first line of priority.

When the requests come into SacDOT's Program Access Coordinator or to the Chief of the Disability Compliance Office, an evaluation for construction or reconstruction is undertaken. If a curb ramp is requested, the evaluation consists of the requested curb ramp and the entire intersection at which the curb ramp is located. Any existing curb ramp is evaluated for usability and safety to determine the usable path of travel through that intersection.

The Elderly and Disabled Accessibility Project primarily replaces curb, gutter and sidewalk sections with curb ramps. These ramps are installed at intersection corners, near schools and hospitals, at driveways or any other curb, gutter and sidewalk where accessibility needs to be improved. The curb ramp need is determined by constituent request, but if insufficient requests are made within the annual funding period, SacDOT, the Chief of the Disability Compliance Office and the Physical Access Subcommittee recommend additional curb ramps or other improvements necessary to fully use the available funds.

Use Priority 1: State and Local Governmental and Public Use

Priority 1 areas are those within the public right-of-way that abut or serve public and governmental agencies and offices, and include the following in the recommended order of priority:

1. State, county and local government buildings located within the unincorporated County,
2. Public hospitals, health clinics, medical clinics, mental health clinics and therapy centers,
3. Public housing projects and public homeless shelters,
4. Sheriff neighborhood service centers,
5. CalWorks offices, and Sacramento Employment Training Agency facilities,
6. County parks,
7. Public schools, including in the following order, but not limited to: community colleges; high school, junior high and elementary school programs with magnet programs for children with disabilities; and all other schools,
8. State and local district offices with high public traffic, beginning with, but not limited to: transportation hubs and major corridors and routes; Department of Motor Vehicles offices; state parks, and prisons.

Use Priority 2: Public Accommodations

Priority 2 areas are those within the public right-of-way that abut or serve places of public accommodations that are privately owned, including, but not limited to, the following in the recommended order of priority:

1. Private hospitals, doctors' offices, and medical and mental health offices,
2. Senior facilities,
3. Major shopping malls,
4. Large housing complexes,
5. Major employment sites,
6. Supermarkets,
7. Retail strip centers,
8. Small apartment facilities,
9. Service sites of disability organizations,
10. Rehabilitation facilities.

Use Priority 3: Low-Density Residential and Other Uses

Priority 3 areas are those within the public right-of-way that abut or serve:

1. Single-family residential areas,
2. Industrial areas,
3. Areas that have not fallen into any of the above groups.

Current SacDOT policy also uses basic considerations and evaluation factors when determining whether a curb is suitable for construction or reconstruction. These factors are called condition priorities because they are based on the physical condition of an existing intersection, corner or curb ramp. These factors also are used for consideration when determining the priority within a category/group list. The following list describes these factors, in order of importance (The descriptions below are verbatim from Board-approved SacDOT policy, with any additional descriptions not included in the SacDOT policy shown in parentheses):

Condition Priority 1:

The highest priority is to reconstruct curb ramps at locations where existing curb ramps have an unsafe condition that may cause a trip and fall. Examples are vertical displacement of the curb ramp, steep side slopes, deteriorated conditions, etc. (See also discussion of unsafe conditions in Condition Priority 5 below.)

Condition Priority 2:

A new curb ramp will be installed at locations where there is no curb ramp to provide accessibility.

Condition Priority 3:

When a corner has one existing curb ramp and conditions allow for the construction of an additional curb ramp at the same corner, and provided that traffic controls allow for a safe path of travel, an additional curb ramp will be installed. (SacDOT's policy is that this condition applies only to corners at intersections on arterial and thoroughfare streets, and that it would not apply to signalized locations on major streets for which the geometry of the intersection makes it impossible to install an eight-phase signal operation.)

Condition Priority 4:

A curb ramp is constructed or reconstructed at a location with difficult physical conditions such as major utility conflicts, physical barriers, or other constraints, which would create a hardship situation on the entity. (At rare locations, existing conflicting facilities or intersection geometry may make installation of a curb ramp technically infeasible.)

Condition Priority 5:

An existing curb ramp will be reconstructed when it does not meet current federal and state accessibility standards (i.e. steep slopes, improper landings, lack of detectable warnings, etc.).

In reviewing the priorities for reconstructing existing curb ramps, SacDOT should establish criteria that separate existing curb ramps that are so bad that they pose a real barrier or safety hazard from those that are just a bit out of specifications. Such determinations should be made on a case-by-case basis as described in Section 3.6. All of these non-complying curb ramps should be on the list of ADA-required work, but those curb ramps that for most persons work fairly well should be shifted to the end of the list. It is recommended that such criteria for those curb ramps and related facilities

that are out of compliance, but not posing a great need for quick reconstruction, are those with one or more of the following:

- Main slopes greater than 8.3 percent, but less than 11 percent.
- Side flared slopes greater than 10 percent, but less than 12 percent.
- Pan or landing cross-slopes greater than two percent, but less than four percent.
- Gutter slopes greater than five percent, but less than ten percent.
- Detectable warning surfaces missing.
- Curb ramp lips greater than one-half inch, but less than one inch.

Current SacDOT policy also includes priorities and evaluation criteria based upon pedestrian usage. A points system evaluates criteria such as proximity to facilities for the disabled, proximity to key facilities, density and access to public transit. The policy also contains mobility evaluation criteria. Since these policies are quite lengthy, they are not detailed in this report

All of these prioritization criteria were used, although not at the level of filling out evaluation forms for each curb ramp or intersection, in the preparation of the ADA Capital Implementation Plan.

Section 6.4: Types of Projects and Funding Sources

There are a number of existing and potential programs and funding sources for capital improvement projects included in the ADA Capital Implementation Plan. These programs are described in this section.

On-Going Capital Improvement Programs

These programs are operated by or coordinated with SacDOT on an on-going, annual basis. The extent of funding levels may be fixed or may vary yearly. These programs include the following:

1) Curb, Gutter and Sidewalk Maintenance Program

SacDOT's Curb, Gutter and Sidewalk Maintenance Program identifies curbs, gutters and sidewalks that are in need of repair or replacement and develops a priority list for their inclusion into the maintenance program. The Curb, Gutter and Sidewalk Maintenance Program has two facets: permanent replacement and temporary repair. Priority is based upon such factors as severity of damage, the amount of pedestrian traffic, and the proximity to schools, parks, bus stops and hospitals.

Defective residential curb, gutter and sidewalks are prioritized by a computerized rating system. Areas with sidewalks that have the highest numerical rating are inspected for any additional work that may not have been reported. Defective sidewalks in the immediate neighborhood then are included in the contract for replacement.

Damaged curb, gutter and sidewalk must meet certain criteria to be added to the scheduled priority list. Criteria includes: uplift or sag of 3/4 inch or more, misalignment of 1-1/4 inches or more, or standing water of more than one inch deep for a distance of more than ten feet. These criteria are being revised to comply with current ADA standards. A revised policy is expected to be approved by the Sacramento County Board of Supervisors in 2004.

2) Elderly and Disabled Accessibility Project

The Elderly and Disabled Accessibility Project primarily replaces curb, gutter and sidewalk with new curb ramps. These curb ramps and sidewalks are installed near schools and hospitals, at driveways, or at other curb, gutter and sidewalk locations where accessibility for persons with disabilities could be improved. Accessible pedestrian signals and tactile guidestrips also are installed as part of this program. Improvement needs are determined by constituents' requests. The Elderly and Disabled Accessibility Project is funded by Measure A funds at a current funding level of $300,000 per year.

3) Pavement Maintenance Program (Street Overlay Projects)

SacDOT operates an annual pavement maintenance program for overlaying streets with new asphalt. Recent federal court judgements (most notably *Kenney v. Yerusalem, PA.)* have required that curb ramps be installed along sidewalks adjacent to street overlays, and the SacDOT has and continues to construct numerous curb ramps as a part of these projects.

4) Caltrans Construction Projects

Caltrans construction and renovation of roadways and facilities along State highways within the unincorporated County typically includes new curb ramps and other accessibility-related improvements. While SacDOT does not directly manage these projects, it coordinates locations and details of the work with Caltrans.

5) Private Developer Construction Projects adjacent to the County Right-of Way

There is typically private construction throughout the unincorporated County that has direct impact on improvements within the SacDOT right-of-way. As a condition of the approval of a building permit, Contractors are typically required to construct or improve the sidewalk, including curb ramps, directly adjacent to the subject property. For larger projects, developers also may be required to construct intersections complete with traffic signals.

A renewed training effort for plan checkers and inspectors is recommended to assure that the full potential of the ADA Transition Plan is realized.

Specific Funding Programs and Projects

The ADA Capital Implementation Program is envisioned as one that will use, to the maximum extent possible, existing and prospective funding programs and sources. The ADA improvements will be funded by a variety of funding sources either as stand alone projects or as a minor component of a transportation improvement project. These programs and sources include the following:

1) Funding Programs

Measure A Sales Tax Program: The Measure A Sales Tax Program utilizes Measure A revenues and expenditures for specific projects and uses from FY (Fiscal Year, from July 1 - June 30) 2001/2002 through FY 2008/2009.

Development Fee Program: The Development Fee Program utilizes fees charged to developers of large housing and commercial projects and has allocations for FY 2001/2002 through FY 2008/2009.

Road Fund: Road Fund is used for capital improvement projects and maintenance overlay projects.

Financing Districts: Expenditures and funding allocations are planned for the various Sacramento County Financing Districts, including:

- Antelope Public Facilities Financing Plan
- Elk Grove Specific Plan
- Vineyard Public Facilities Financing Plan
- Laguna Community Facilities District
- Laguna Creek Ranch/Elliot Ranch
- North Vineyards Station Public Facilities Financing Plan (not yet approved by the Board of Supervisors)
- Fulton Avenue Property and Business Improvement District
- Florin Road Partnership
- Vineyards Springs Comprehensive Plan Public Facilities Funding Plan

State Funding Programs: projects funded by the various State funding programs:

- **STIP**- State Transportation Improvement Program
- **SR2S**- Safe Routes to School Program
- **TCRP**- Traffic Congestion Relief Program

Federal Funding (IS TEA): Funding approved under the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) programs:

CMAQ- Congestion Mitigation and Air Quality Program
HBRR- Highway Bridge Replacement & Rehabilitation Program
HES- Hazard Elimination & Safety Program
RSTP- Regional Surface Transportation Program
TEA- Transportation Enhancement Activities

Federal Funding (TEA-21): Funding approved under the 1998 Transportation Equity Act for the 21st Century (TEA-21). The funding programs included in TEA-21 are the same as for ISTEA, as indicated above. The CIP also includes funding allocations from the TEA-21 Intelligent Transportation Systems (ITS) Program for the Watt Avenue Transit Priority and Mobility Enhancement project.

2) Specific SacDOT Construction Projects

The following specific projects are funded through FY 2008-2009. The list does not include all SacDOT projects, but those that provide for a significant degree of funding for necessary accessibility improvements. Other projects also may be included in the detailed project list that follows in Appendix C.

Audible Pedestrian Signal Projects.
Sidewalk Continuity Projects.
Disabled Access to Transit.
Pedestrian Guide Strips Projects.
Traffic Signal Projects.
Major Intersections Design Projects.
Coloma Rd. Enhancements, Sunrise Blvd. to West of Truckee Rd.
Del Paso Manor Elementary Sidewalk Project.
Elkhorn Blvd. Widening, Rio Linda Blvd. to State Route 99.
Hickory Ave Bikeway Project, Greenback Ln. to Oak Ave.
Watt Ave Transit Priority & Mobility Enhancements.
North Vineyard Station Public Facilities Project.
Fulton Avenue Business Improvement Project.
Florin Road Beautification Project.
Folsom Blvd. Enhancements Project.

3) ADA Transition Plan Funding

As part of the ADA Transition Plan, it is foreseen that an ADA Transition Plan Retrofit Project will be recommended to provide funding for required ADA improvements. Funding may come from one or more of either Measure A sales tax funds, developer fees, Sacramento Area Council of Government programs, and currently unspecified County-wide sources, and not necessarily from SacDOT funds.

Section 6.5: Description of ADA Capital Implementation Plan

The ADA Capital Implementation Plan of the ADA Transition Plan includes specified goals for the construction of accessibility improvements. The exact goals should take into account all of the various items of work required under the plan, including curb ramps, accessible pedestrian signals, sidewalk barrier removal and sidewalk installation, crosswalk markings and other work necessary to comply with the ADA Codes and Standards. The ADA Capital Implementation Plan lays the groundwork for concepts concerning the extent of ADA work required, prioritization, locations and potential funding sources. Until exact funding sources are finalized, the annual work and expenditures proposed must be of a preliminary nature.

It is recommended that SacDOT commit to an aggressive schedule to bring the unincorporated County into ADA compliance. This work should include installation, repair and replacement of curb ramps, together with other specified improvements, on an annual basis. An evaluation of existing annual ADA work is presented on the following page as Table 3.

If new construction associated with development is removed from the totals shown in Table 3, it is estimated that SacDOT's estimated annual budget for the ADA Capitol Implementation Plan is roughly $4,593,000. SacDOT proposes to increase the Measure A funding to the Elderly and Disabled Annual Program, which has a current annual budget of $300,000 from Measure A Sales Tax, as follows:

Fiscal Year	Elderly & Disabled Program Funding
2004/2005	$ 750,000
2005/2006	$1,500,000
2006/2007	$2,250,000
2007/2008	$3,000,000
2008/2009	$3,000,000
2009/2010	Dependent on Measure A renewal

The Elderly and Disabled Program annual funding will be used to implement the highest priority locations of the ADA Capital Implementation Plan. In addition, the existing funding sources will continue to fund locations within the plan. The above table assumes that sidewalk repair will include the items described in Section 6.4 as part of the Curb, Gutter and Sidewalk Maintenance Program, plus the removal of other barriers that may be subsequently determined as part of the ADA. Likewise, sidewalk repair work would include the retrofit of existing driveways that have excessive cross slope, by using methods presented in the Pedestrian Design Guidelines and other criteria to be subsequently determined as part of the ADA. The pedestrian bridges identified in Section 4.5, as well as other similar examples, also are included in the recommended list of improvement projects that should be upgraded as part of this ADA Transition Plan.

Table 3: Estimated Existing Scenario for Annual ADA Capital Implementation Program

Type of Project		No. of Curb Ramps		No. of Complete ADA Intersections		No. of Crosswalks		Sidewalk Repair & Construction Segments
Estimated Cost		$6,200 /EA		$70,000 /EA		$800 /Xwalk		$5,000 / Intersection
1 Improvements by public input request (Elderly & Disabled Accessibility Project)	=	50 $310,000 *1*	=	3 $210,000 *2*	=	0 $0	=	0 $0
2 Caltrans construction projects	=	30 $186,000 *3*	=	4 $280,000 *3*	=	10 $8,000 *3*	=	0 $0
3 County street overlay projects	=	270 $1,674,000 *4*	=	0 $0	=	10 $8,000	=	60 $300,000 *5*
4 Private developer projects	=	700 $4,340,000 *6*	=	2 $140,000 *7*	=	0 $0	=	0 $0
5 Major intersection projects	=	30 $186,000 *8*	=	8 $560,000 *9*	=	0 $0	=	5 $25,000
6 County improvement projects	=	30 $186,000 *8*	=	8 $560,000 *10*	=	0 $0	=	20 $100,000 *11*
Totals	=	**1110 $6,882,000**	=	**25 $1,750,000**	=	**20 $16,000**	=	**85 $425,000**

Comments

1 Sidewalk Ramp Improvement Project Phase 1 - 47 ramps, estimated total project cost = $180,000

2 Accessible Signal Project - 3 intersections, estimated total project cost = $199,000

3 Contract #3526, I80/Greenback Lane / Elkhorn Blvd. Interchange Modification Project

4 Per Maintenance Engineering, 3 year average of ramps installed with overlay projects = 270

5 Per Maint. Eng., Curb, Gutter & Sidewalk Repl. Project avg. is $300,000 annually for 100 locations. Exception is Curb Gutter & Sidewalk Repl. Project 02/03, funded by Tobacco Tax, at roughly $1,000,000

6 3-year average from 1998 to 2000 per Signal Design inventory

7 Estimate two signals per year designed by County forces for Developer projects

8 3-year average from 1998 to 2000 per Signal Design inventory, split equally between County improvement and major intersection projects

9 Traffic Signal Project 02/03, 8 Intersections, $2.3 Million, assume 1/4 of cost is for disabled access improvements

10 Assumes roughly eight signalized intersections constructed with County improvement projects, see comment 9.

11 Does not include County Sidewalk Continuity Project-Phase 2, estimated total project cost = $2.4 Million Covers 18 roadway segments.

Section 6.6: Detailed Reports of Proposed Work

Detailed descriptions of proposed disabled access improvement projects are included in the ADA Public Rights-of-Way Database, as described in Section 4.6. A table of CIP projects is included in Appendix C. The table contains almost 2,000 entries. The CIP table also is summarized in Tables 4 and 5 below.

The ADA improvement projects are subdivided by fiscal year as part of a 15 to 20 year implementation plan. It is estimated that this period would yield a degree of compliance that could be described as compliance with Use Priorities 1 and 2 and Condition Priorities 1 and 2, as described in Section 6.3. It is felt that a detailed breakdown of projects past these periods would be inappropriate, since conditions would be subject to numerous changes over such a time span. It is anticipated that overall compliance with all Use and Condition Priorities could be achieved in 20 to 25 years.

The locations of work are subject to review and recommendations by SacDOT, the ADA Transition Plan Oversight Committee and the public. Likewise, it is probable that specific locations and project groupings will need to be adjusted among the various years of the plan, after a more detailed review by SacDOT program managers. Other breakdowns of proposed work locations and extent are available, including by County areas, types of work or funding sources. It should be noted that the detailed field surveys undertaken, as described in Section 4, form the basis of existing conditions requiring correction under the proposed projects. It should also be noted that the detailed reports include projects that may be part of the ADA Transition Plan work implemented and funded by other jurisdictions or municipalities.

Construction and soft costs given in both the detailed and summary tables of improvement projects should be considered schematic, order of magnitude costs, based upon the unit costs and estimating parameters developed specifically for this ADA Transition Plan. These costs originally were prepared by Burrell Engineering in July 2002, and were revised by SacDOT in October 2003. The costs include all incidental soft costs, such as engineering, bidding and permitting costs, utilities and other appurtenances and contingencies. The cost basis and preliminary cost estimates are not included as part of this ADA Transition Plan, but they are available from SacDOT upon request.

The detailed table of improvement projects does not necessarily depict the complete and exact locations of all sidewalk and driveway repair work to be undertaken as part of the ADA Transition Plan, since much of this work will be determined by public input requests and will be evaluated in conjunction with intersection work or other construction projects. It should be noted that the Pedestrian Master Plan Draft Capital Improvement Program also contains sidewalk and related pedestrian access work.

Maps shown as Figures 7-10 represent graphic depictions of the various locations of improvements included in the ADA Capital Implementation Plan. It should be noted that due to incompatibilities of the various programs used to map the tables, not all intersections are necessarily shown. Also, not all areas of the County are necessarily mapped.

Table 4: Summary of ADA Implementation Plan Projects by Fiscal Year

Fiscal Year	Total No. of Inter-sections Included	Est. No. of Curb Ramps Compliant	Est. Total Curb Ramp Costs	Est. Total Accessible Signal Costs	Est. Total Sidewalk Costs	Est. Total Cap. Improve-ment Costs*
04/05	160	525	$2,856,245	$584,800	$940,800	$4,707,805
05/06	160	570	3,212,050	546,320	992,650	5,118,780
06/07	155	610	3,535,685	546,320	764,440	5,246,125
07/08	200	650	3,126,970	525,600	1,022,490	5,035,220
08/09	160	580	3,152,495	336,160	803,600	4,675,975
09/10	130	560	3,406,715	371,680	860,670	5,017,465
10/11	140	540	3,011,585	419,040	902,350	4,693,135
11/12	200	590	3,250,810	200,000	1,094,650	4,904,860
12/13	220	450	2,716,920	223,680	1,359,210	4,499,610
13/14	140	540	3,296,960	279,920	910,660	4,877,340
14/15	150	575	3,541,360	259,200	932,890	5,194,530
15/16	210	470	2,812,800	220,720	1,403,480	4,668,720
16/17	140	465	2,805,600	471,040	886,510	4,498,910
17/18	155	470	2,766,280	474,000	845,920	4,423,480
Totals	**2,320**	**7,595**	**$43,492,475**	**$5,458,480**	**$13,720,320**	**$67,561,955**

* Note: Costs included in this table do not include Elderly and Disabled Project costs. Total costs also include other items such as crosswalks.

Table 5: Summary of ADA Implementation Plan Projects by Community Planning Area

Community Planning Area	Total No. of Inter-sections Included	Est. No. of Curb Ramps Compliant	Est. Total Curb Ramp Costs	Est. Total Accessible Signal Costs	Est. Total Sidewalk Costs	Est. Total Cap. Improve-ment Costs*
Antelope	115	345	$1,852,055	$318,400	$671,440	$2,937,895
Arden/Arcade	423	1475	8,676,820	800,820	2,691,260	13,606,360
Carmichael	117	300	1,669,455	271,040	654,890	3,070,865
Cosumnes	48	125	675,100	235,520	242,260	1,204,060
Delta	20	60	420,000	80,000	115,400	665,000
Fair Oaks	114	405	2,637,385	404,240	954,790	4,265,205
Franklin/Laguna	41	105	610,000	200,200	325,500	1,300,500
Natomas	40	100	580,000	195,800	350,000	1,255,080
North Highlands	399	1360	7,273,100	575,920	2,156,870	10,102,530
Orangevale	165	500	2,859,210	488,800	922,210	4,295,780
Rio Linda/Elverta	89	275	1,510,000	223,680	492,040	2,284,850
Southeast	24	80	450,000	80,000	110,000	678,000
S. Sacramento	274	935	5,539,615	578,540	1,843,630	8,826,405
Vineyard	185	560	3,274,150	416,080	911,530	4,990,560
Unspecified			5,465,585	589,440	1,278,500	8,078,865
Totals	**2,320**	**7,595**	**$43,492,475**	**$5,458,480**	**$13,720,320**	**$67,561,955**

* Note: Costs included in this table do not include Elderly and Disabled Project costs. Total costs also include other items such as crosswalks.

Figure 7: ADA Capital Implementation Plan Project Locations, Northwest County

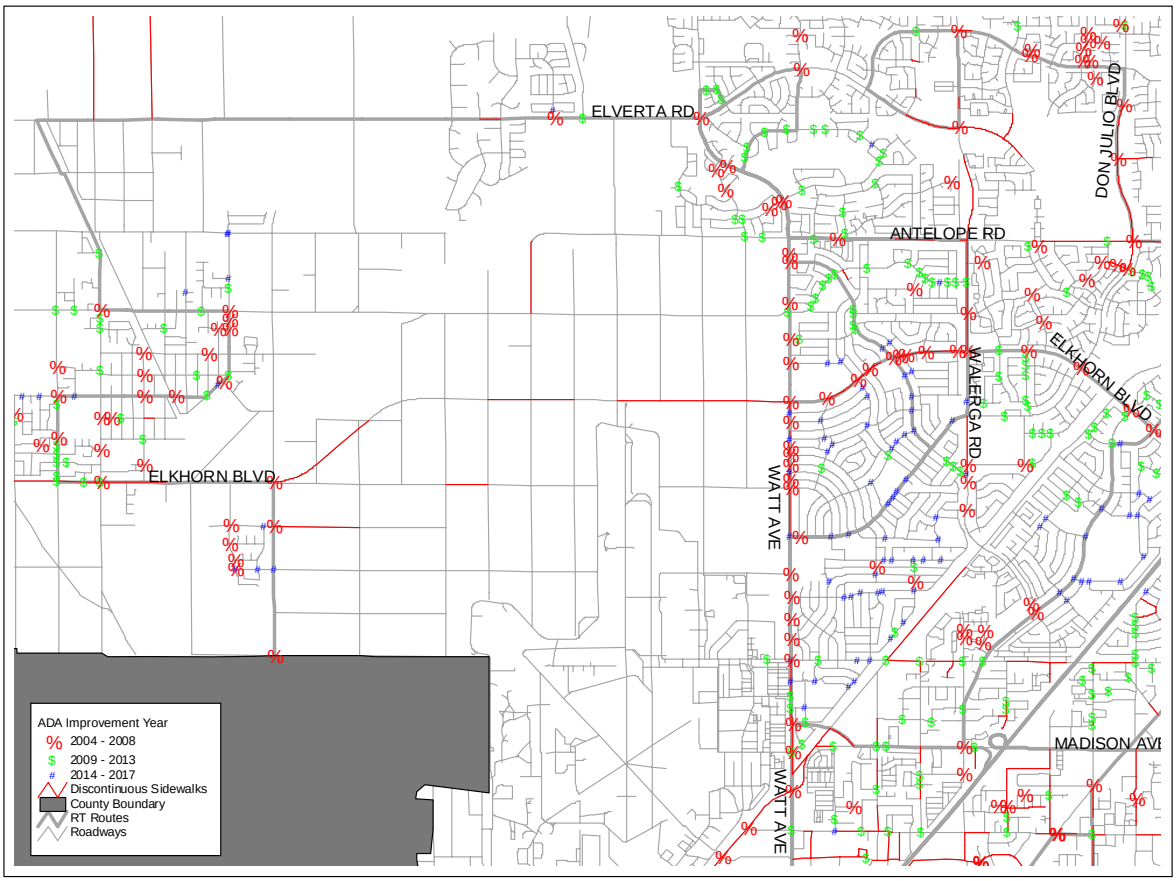


Figure 8: ADA Capital Implementation Plan Project Locations, Northeast County

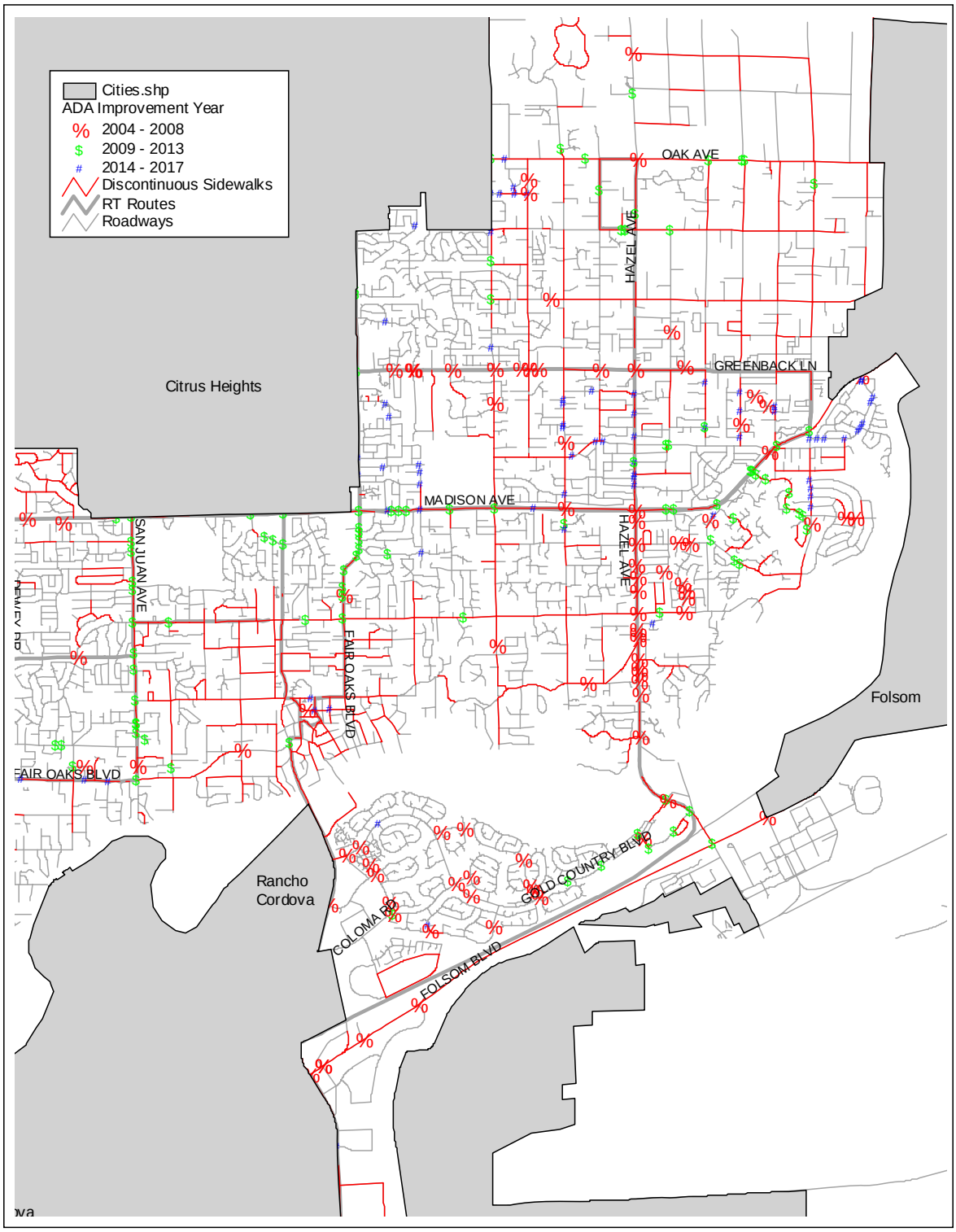


Figure 9: ADA Capital Implementation Plan Project Locations, East County

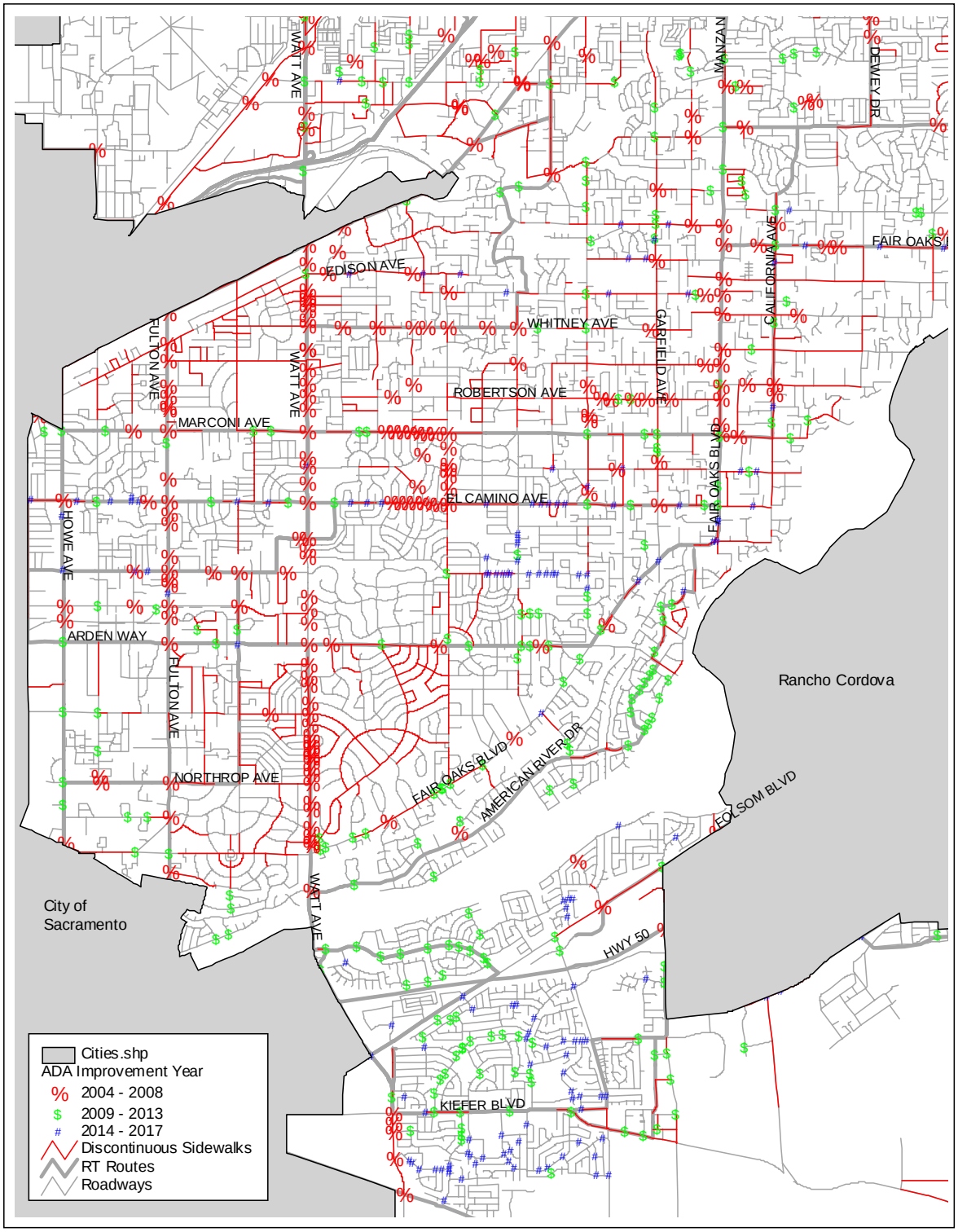
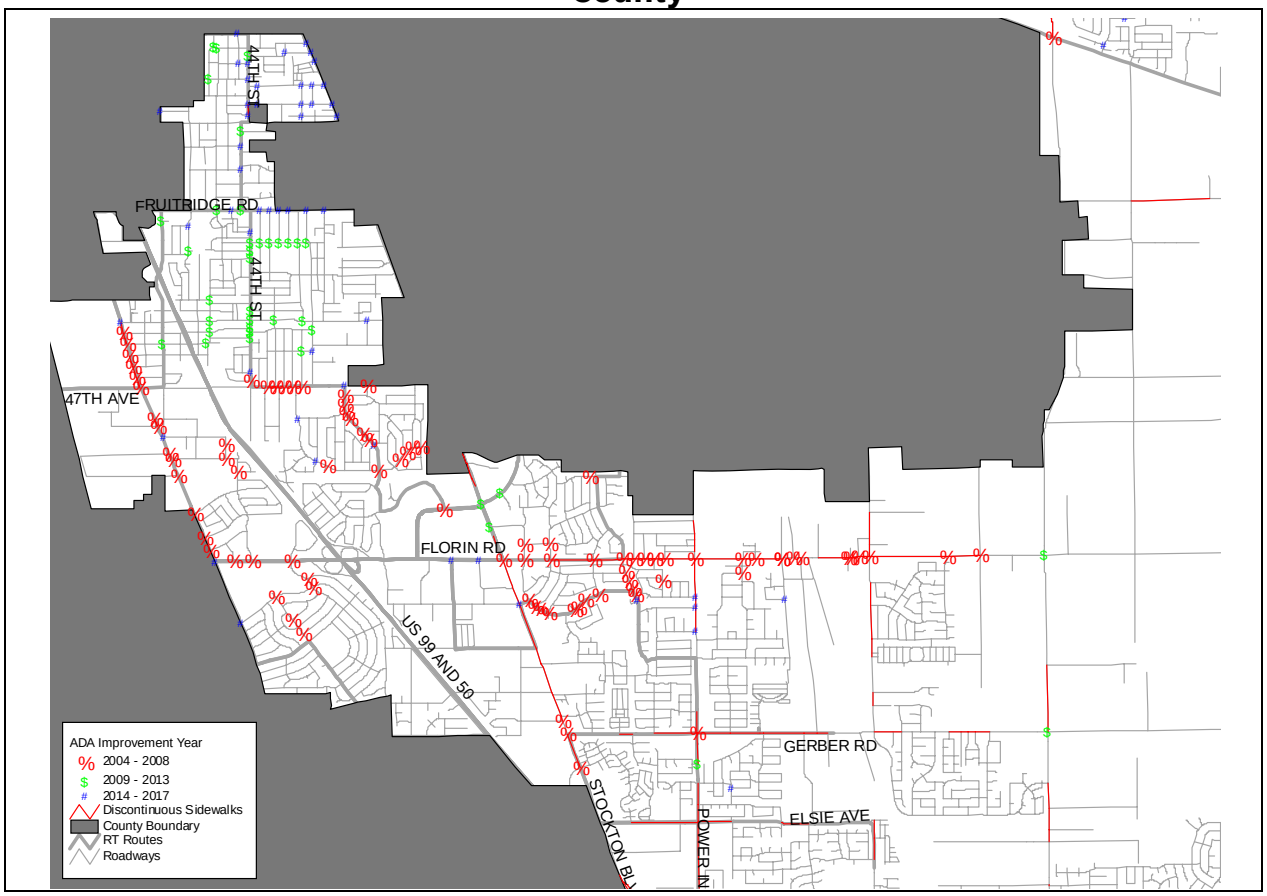


Figure 10: ADA Capital Implementation Plan Project Locations, Central South County



Section 7: Monitoring and Status Reporting

Section 7.1: Introduction

SacDOT currently is engaged in an on-going effort to construct curb ramps, sidewalks, and other pedestrian facilities at numerous locations within the unincorporated County. This construction activity involves several types of projects, including street overlay projects, street beautification projects, utility construction projects and other capital improvement projects in the public right-of-way. In addition, when this ADA Transition Plan is approved and implemented, more curb ramps and related improvements will be constructed.

While it is important to assure that codes and standards used to design and construct curb ramps and related improvements are up-to-date, it is equally important that ADA improvements are constructed properly and in compliance with all applicable codes and standards. Therefore, the monitoring of construction activities and the reporting of the status of improvements is vital in assuring an effective overall compliance program.

This section details the methods and procedures for monitoring these construction activities and for tracking the status of compliance with the ADA Transition Plan for the public right-of-way at all construction locations within the unincorporated County.

Section 7.2: Field Inspections and Monitoring

All curb ramps and sidewalks currently being constructed under the jurisdiction of SacDOT are required to be personally inspected by a trained inspector either employed by or under contract with SacDOT. The types of projects under which curbs ramps and other improvements are or will be constructed and inspected are the following:

1. Curb ramp or sidewalk construction or rehabilitation undertaken under the jurisdiction of SacDOT or its contractors as part of capital improvement projects or other specialized construction projects,
2. Curb ramp or sidewalk construction or rehabilitation undertaken by other agencies or private parties within the unincorporated County, over which SacDOT has jurisdiction, and
3. Curb ramp or, sidewalk construction or rehabilitation undertaken as part of the ADA Transition Plan.

Specific procedures for all field inspections are recommended to be as follows:

1. Every curb ramp constructed under the jurisdiction of SacDOT is to be personally inspected by a Department-approved inspector within ten days after the completion of the curb ramp construction. All inspectors are to be appropriately trained to know and understand the ADA Codes and Standards, as described in 5, and the measurements necessary to inspect curb ramps and other improvements as they are constructed.
2. The inspector is to inspect and obtain all dimensions using a tape measure to verify that all dimensions meet or exceed the ADA Codes and Standards.
3. The inspector is to inspect and obtain all slopes and gradients using a two-foot to four-foot long Smart-level or equal slope-measurement tool to verify that all slopes and gradients meet or exceed the ADA Codes and Standards. Three measurements are to be taken and recorded for each access-related slope.
4. The inspector is to inspect all other physical conditions relating to the curb ramp and related construction to verify that all construction meets or exceeds the ADA Codes and Standards.
5. The inspector is to inspect all physical conditions relating to the installation of all accessible pedestrian signals to verify that all installations meet or exceed the ADA Codes and Standards.
6. The inspector is to inspect all physical conditions relating to the installation of all sidewalks to verify that all installations meet or exceed the ADA Codes and Standards.
7. All dimensions, slopes, and other conditions verified in 2, 3, 4, 5, and 6 above are to be entered on approved SacDOT Curb Ramp Inspection Forms, Pedestrian Signal Inspection Forms, and Sidewalk Inspection Forms, and such forms are to be certified as correct and truthful by the Inspector's signature.
8. Any exceptions to full compliance with the ADA Codes and Standards are to be described on the Curb Ramp Inspection Form, Pedestrian Signal Inspection Form or Sidewalk Inspection Form, certified as a "Finding for Non-compliance Element(s)" by the inspector, reviewed and approved by the Program Manager, and finally approved by

the Director of SacDOT or his/her authorized representative and the SacDOT Program Access Coordinator or his/her authorized representative.

9. The Curb Ramp Inspection Form, Pedestrian Signal Inspection Form and Sidewalk Inspection Form are to be submitted to the Program Access Coordinator within ten days after the completion of the curb ramp construction.

Copies of the Curb Ramp Inspection Form, the Pedestrian Signal Inspection Form and the Sidewalk Inspection Form are included in a following section.

Section 7.3: Computerized Tracking and Status Reporting

Once the Curb Ramp Inspection Form, Pedestrian Signal Inspection Form, and Sidewalk Inspection Form have been completed and approved for each constructed curb ramp, installed pedestrian signal or constructed sidewalk, the data are to be entered into the master ADA Public Rights-of-Way Database. This database has been developed as part of the overall ADA Transition Plan project, and it contains detailed data for intersections, sidewalks and roadways throughout the unincorporated County.

The database also contains all intersections included in the ADA Transition Plan Capital Implementation Plan. Several reports are available to show the details of these intersections and adjacent pedestrian facilities. Also, when As Constructed data are entered into the database, as described below, locations included in the ADA Transition Plan Capital Implementation Plan can be tracked automatically to include the recommended changes. The status of the overall compliance activities also can be tracked and monitored.

All data from the Curb Ramp Inspection Forms, Pedestrian Signal Inspection Forms and Sidewalk Inspection Forms are to be entered into a special section of the database reserved for As Constructed data. The database will continue to maintain records both for pre-existing conditions and for newly constructed conditions.

The data entry for the Curb Ramp Inspection Forms, Pedestrian Signal Inspection Forms and Sidewalk Inspection Forms could be performed either by the field inspectors themselves or by separate clerical personnel, at the discretion of the Program Manager.

Once the As Constructed data have been entered into the computerized database, several reports are available to track the progress of the work and to document the current status of either a specific project or a specific geographical area. One report has been developed specifically for As Constructed data. This report includes a printout of each specific curb ramp and pedestrian signal control constructed and installed as part of the project. A sample of this report is included in the next section.

The computerized database is intended to be made available to the general public, either by public access computers made available at the SacDOT office or other methods to be determined by the County. In addition, SacDOT staff will be available to the general public to provide updated As Constructed monitoring and status reports upon request.

Section 7.4: Sample Curb Ramp Survey / Status Report

Date of inspection	1/2/03
Project	CRP-2003-2
Contractor	Curb Ramp Const. Co.
County Inspector	Joe Curbramp
Intersection (GIS) number:	1800
North/south street:	Opal St
East/west street:	Johnson Ave.
Corner position:	NE
Curb ramp type:	Pan
Orientation:	Center
Street facing curb ramp:	Intersection
Curb type:	Vertical
Adjoining sidewalk present:	Yes
Marked crosswalk present:	Yes
Intersection priority:	1

Curb Ramp Conditions	Requirement (Acceptable Range)	Measurement	Complies
Gutter/street slope:	2.0% to 5.0%	4.7%	Yes
Pan slope:	1.5% to 2.0%	1.8%	Yes
Left side slope:	2.0% to 8.33%	8.2%	Yes
Left transition slope:	2.0% to 5.0%	4.2%	Yes
Right side slope:	2.0% to 8.33%	4.7%	Yes
Right transition slope:	2.0% to 5.0%	6.2%	No
Width of pan:	48 inches or greater	51 inches	Yes
Width of curb ramps:	48 inches or greater	50 inches	Yes
Lip at street:	None (0 inches)	None	Yes
Curb installed behind pan:	Yes	Yes	Yes
Common landing between ramps:	---	None	N.A.
Common landing length:	N.A.	N.A.	N.A.
Grooved border installed:	Yes	Yes	Yes
Detectable warnings installed:	Yes	Yes	Yes
Curb ramp within marked crosswalk:	Yes	Yes	Yes

Pedestrian Signal Conditions	Requirement (Acceptable Range)	Measurement	Complies
Push button within 60 inches of crosswalk:	Yes	Yes	Yes
Push button height:	36 to 46 inches	42 inches	Yes
Push button diameter:	2 inches	2 inches	Yes
Clear space 30 inches by 48 inches minimum:	Yes	Yes	Yes
Push button parallel to crosswalk:	Yes	Yes	Yes
Accessible pedestrian signal operational:	Yes	Yes	Yes
Locator tone operational:	Yes	Yes	Yes

Other Comments: None

Section 7.5: Inspection Forms

Copies of the Curb Ramp Inspection Form, the Pedestrian Signal Inspection Form and the Sidewalk Inspection Form are included on the following pages.

Curb Ramp Inspection Form

Must be filled out for every ramp constructed in County right-of-way in Sacramento County. This from must be filled out and submitted within ten days of ramp construction to the SacDOT Program Access Coordinator.

Curb Ramp Location:

Project Name:_____

☐ N/E ☐ N/W ☐ S/E ☐ S/W

N/S STREET_____ E/W STREET_____

Curb Ramps per County Standard Drawing 4-23 & 4-24:

☐ Vertical Curb ☐ Rolled curb

Check One:

☐ One Ramp ☐ Two Ramps

STANDARDS:

- *NO POLES OR PULLBOXES SHALL BE LOCATED IN RAMPS*
- *ALL ELEMENTS, EXCEPT GUTTERS AND RETAINING CURBS, MUST BE CONSTRUCTED PLANAR IN NATURE, WITH WEAKENED PLANED JOINTS SCORED BETWEEN EACH ELEMENT.*
- *PAN MUST BE WITHIN STRIPED CROSSWALKS*

A1:_____ B1: _____ C1: _____ D1: _____

A2:_____ B2: _____ C2: _____ D2: _____

A3:_____ B3: _____ C3: _____ D3: _____

RIGHT SIDE LENGTH: _____ FT. _____ IN.

PAN WIDTH: _____ FT. _____ IN.

LEFT SIDE LENGTH: _____ FT. _____ IN.

IF TWO RAMPS ON CORNER (DATA FOR 2ND RAMP):

E1:_____ F1: _____ G1: _____ H1: _____

E2:_____ F2: _____ G2: _____ H2: _____

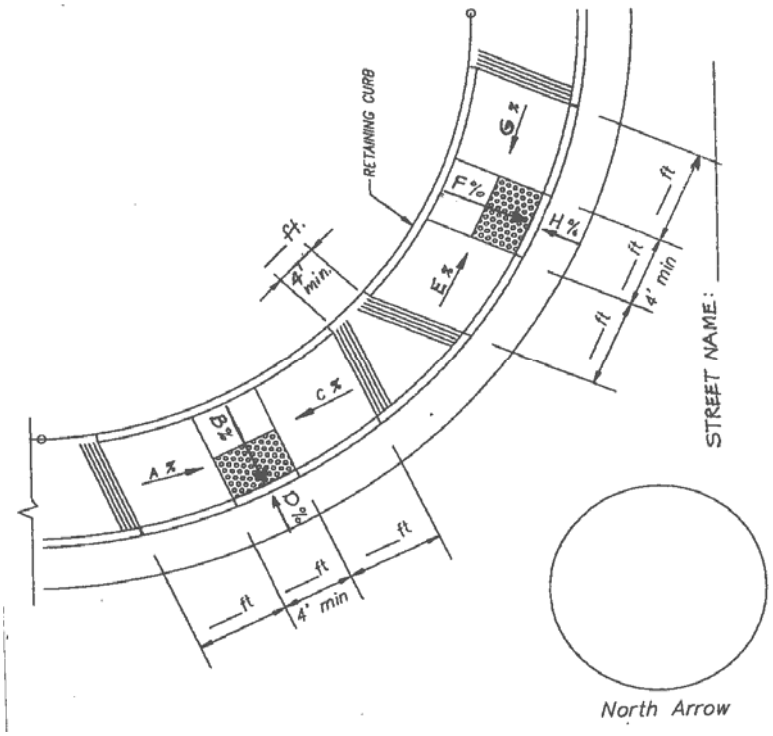
E3:_____ F3: _____ G3: _____ H3: _____

RIGHT SIDE LENGTH: _____ FT. _____ IN.

PAN WIDTH: _____ FT. _____ IN.

LEFT SIDE LENGTH: _____ FT. _____ IN.

DISTANCE BETW. RAMPS: _____ FT. _____ IN.



STREET NAME: _____

Inspected/measured by (print):_____ **Date Field Measured:**_____

Directions:

Three measurements for all data shall be taken at the ramps and pans, one measurement shall be taken at the centerline of the element and the other two shall be taken 18 inches on either side of the first measurement for the element. None of the three recorded measurements of any element may exceed the limits indicated above.

See reverse side for Compliance with Standards.

Curb Ramp Inspection Form

Compliance with Standards:

Note: All curb ramps should comply with SacDOT's current design and construction standards. Where it is infeasible to construct or reconstruct a curb ramp to current standards, the Designer or Inspector must complete the Findings for Non-compliance Element(s) section below and state what the non-compliant element(s) are and the reason for the non-compliance. A drawing or picture can be included in the box below. After completing this form submit it to the SacDOT Program Access Coordinator for acceptance and then signature by the Director of SacDOT.

Findings for Non-Compliance Element(s): _____

_____

_____

_____

_____

_____

Picture or Drawing, if needed

_____	_____	_____	_____
Designer/Inspector Date	Reviewed by Program Access Coord. Date	Approved by SacDOT Director Date	Approved by Chief, Disability Compliance, Sac. Co. Date
_____	_____	_____	_____
Designer/Inspector Signature	Reviewed by Signature	SacDOT Dir. Signature	Chief Disability Comp. Signature

Pedestrian Signal Inspection Form

Must be filled out for all new pedestrian signals installed in County right-of-way in Sacramento County. This from must be filled out and submitted within ten days of signal installation to the SacDOT Program Access Coordinator.

Pedestrian Signal Location: **Project Name:**_____

☐ N/E ☐ N/W ☐ S/E ☐ S/W

N/S STREET_____ E/W STREET_____

Pedestrian Signals per County Standard Drawings: **Check One:**

☐ Vertical Curb ☐ Rolled curb ☐ One Ramp ☐ Two Ramps

STANDARDS:

- EACH PUSH BUTTON LOCATED WITHIN 60" OF EXTENDED CROSSWALK LINE, AND 120" FROM OTHER BUTTONS.
- EACH PUSH BUTTON LOCATED 120" MAX. AND 30" MIN. FROM CURB LINE.
- PUSH BUTTON PARALLEL TO DIRECTION OF CROSSING.
- CLEAR SURFACE SPACE OF 30" X 48" AT PUSH BUTTON.
- HEIGHT TO C.L. OF PUSH BUTTON FROM 42" TO 46" MAX.
- MAX. 5 LBS. OF PRESSURE TO OPERATE.
- LOCATOR TONE FROM 2 DB TO 5 DB, & ABOVE AMBIENT.

IF ONE PUSH BUTTON IS PRESENT:

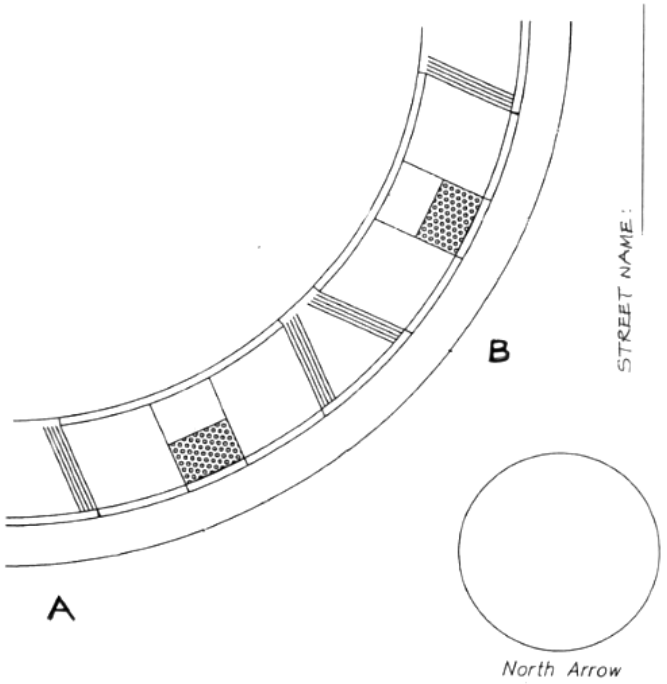
A:

HEIGHT OF PUSH BUTTON (IN.): _____
DIAMETER OF PUSH BUTTON (IN.): _____
ACCESSIBLE SIGNAL OPERATIONAL (Y/N): _____
LOCATOR TONE OPERATIONAL (Y/N): _____
PUSH BUTTON PARALLEL TO DIRECTION (Y/N): _____

IF TWO PUSH BUTTONS ARE PRESENT:

B:

HEIGHT OF PUSH BUTTON (IN.): _____
DIAMETER OF PUSH BUTTON (IN.): _____
ACCESSIBLE SIGNAL OPERATIONAL (Y/N): _____
LOCATOR TONE OPERATIONAL (Y/N): _____
PUSH BUTTON PARALLEL TO DIRECTION (Y/N): _____



STREET NAME: _____

ANY CONDITIONS NOT IN COMPLAINCE WITH THE STANDARDS LISTED ABOVE_____
_____
_____

DRAW LOCATION OF PUSH BUTTON(S) AT THE PROPER LOCATION (IF ONLY ONE RAMP, DRAW BUTTON LOCATION ON RAMP A)

Inspected/measured by (print):_____ Date Field Measured:_____

See reverse side for Compliance with Standards.

Pedestrian Signal Inspection Form

Compliance with Standards:

Note: All pedestrian signals should comply with SacDOT's current design and construction standards. Where it is infeasible to install pedestrian signals to current standards, the Designer or Inspector must complete the Findings for Non-compliance Element(s) section below and state what the non-compliant element(s) are and the reason for the non-compliance. A drawing or picture can be included in the box below. After completing this form, submit it to the SacDOT Program Access Coordinator for acceptance and then signature by the Director of SacDOT.

Findings for Non-Compliance Element(s): _____

_____

_____

_____

_____

_____

Picture or Drawing, if needed

Designer/Inspector Date	Reviewed by Program Access Coord. Date	Approved by SacDOT Director Date	Approved by Chief, Disability Compliance, Sac. Co. Date
Designer/Inspector Signature	Reviewed by Signature	SacDOT Dir. Signature	Chief Disability Comp. Signature

Sidewalk Inspection Form

Must be filled out for every sidewalk constructed in County right-of-way in Sacramento County. This form must be filled out and submitted within ten days of construction to the SacDOT Program Access Coordinator.

Street: _____ **Project Name:**_____

Sides of Street:

☐ N ☐ E ☐ S ☐ W

Nearest Cross-Streets:

☐ STREET_____ ☐ STREET_____

Sidewalks per County Standard Drawing 4-25: **Check all that apply:**

☐ Vertical Curb ☐ Rolled curb ☐ No Curb ☐ Planter strip entire length ☐ Partial length planter strip

STANDARDS:

- *CLEAR WIDTH AT LEAST 48" (NOT INCLUDING CURB) OR AT LEAST 36" AT AN OBSTRUCTION*
- *NO OVERHEAD OBSTRUCTIONS LOWER THAN 84".*
- *CROSS-SLOPE 1.5%. RUNNING SLOPE NOT GREATER THAN STREET OR 5%, WHICHEVER IS GREATER.*
- *NO GAPS WIDER THAN 1/2".*
- *SURFACE CONCRETE OR ASPHALT, BROOM FINISH OR EQUAL SLIP-RESISTANCE.*
- *NO DROP-OFF GREATER THAN 4" AT BACK OR AT PLANTER STRIP.*

*NORTH OR EAST CROSS-STREET*_____

NORTH OR WEST SIDE OF STREET:

SIDEWALK CLEAR WIDTH: A1: _____ *FT.* _____ *IN.*
A2: _____ *FT.* _____ *IN.*
A3: _____ *FT.* _____ *IN.*

PLANTER STRIP WIDTH: B: _____ *FT.* _____ *IN.*
(PUT "0" IF NO PLANTER STRIP)

RUNNING SLOPE: C1: _____ *% C2:* _____ *% C3:* _____ *%*

CROSS-SLOPE: D1: _____ *% D2:* _____ *% D3:* _____ *%*

OTHER SPECIFIC CONDITIONS: _____

SOUTH OR EAST SIDE OF STREET:

SIDEWALK CLEAR WIDTH: E1: _____ *FT.* _____ *IN.*
E2: _____ *FT.* _____ *IN.*
E3: _____ *FT.* _____ *IN.*

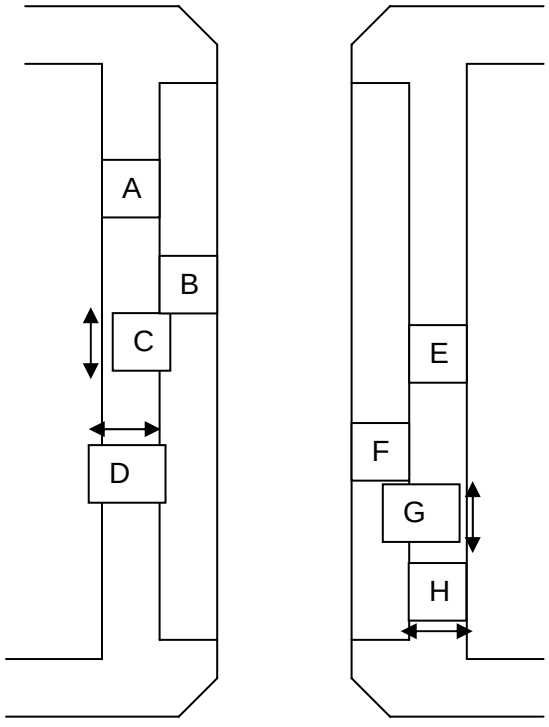
PLANTER STRIP WIDTH: F: _____ *FT.* _____ *IN.*
(PUT "0" IF NO PLANTER STRIP)

RUNNING SLOPE: G1: _____ *% G2:* _____ *% G3:* _____ *%*

CROSS-SLOPE: H1: _____ *% H2* _____ *% H3:* _____ *%*

OTHER SPECIFIC CONDITIONS: _____

DRAW ALL OBSTRUCTIONS OR HAZARDS ON THE PLAN:



*SOUTH OR EAST CROSS-STREET*_____

Inspected/measured by (print):_____ **Date Field Measured:**_____

Directions: Three measurements shall be taken at various locations along the sidewalk. None of the three recorded measurements may exceed the limits indicated above. See reverse side for Compliance with Standards.

Sidewalk Inspection Form

Compliance with Standards:

Note: All sidewalks should comply with SacDOT's current design and construction standards. Where it is infeasible to construct or reconstruct a sidewalk to current standards, the Designer or Inspector must complete the Findings for Non-compliance Element(s) section below and state what the non-compliant element(s) are and the reason for the non-compliance. A drawing or picture can be included in the box below. After completing this form, submit it to the SacDOT Program Access Coordinator for acceptance and then signature by the Director of SacDOT.

Findings for Non-Compliance Element(s): _____

_____

_____

_____

_____

_____

Picture or Drawing, if needed

_____	_____	_____	_____
Designer/Inspector Date	Reviewed by Program Access Coord. Date	Approved by SacDOT Director Date	Approved by Chief, Disability Compliance, Sac. Co. Date
_____	_____	_____	_____
Designer/Inspector Signature	Reviewed by Signature	SacDOT Dir. Signature	Chief Disability Comp. Signature

Appendix A: Glossary

Accessible Pedestrian Signal. A device that communicates information about the pedestrian walk phase in non-visual formats such as audible tones, vibrotactile features or auditory announcements.

Island. Curbed or painted area outside of the vehicular path that is provided to separate and direct traffic movement, and which also may serve as a refuge for pedestrians.

Blended Curb or Transition. A curb ramp shallower than 1:20 (5 percent), where the sidewalk is blended into or flush with the street.

Cross Slope. The slope that is perpendicular to the intended direction of travel.

Crosswalk. That part of a roadway at an intersection that is included within the extensions of the lateral lines of the sidewalks on opposite sides of the roadway, measured from the curb line or, in the absence of curbs, from the edges of the roadway or, in the absence of a sidewalk on one side of the roadway, the part of the roadway included within the extension of the lateral lines of the sidewalk at right angles to the centerline.

Marked Crosswalk. Any portion of a roadway at an intersection or elsewhere that is distinctly indicated for pedestrian crossing by lines or other markings on the surface.

Curb. A vertical or rolled transition from the roadway or gutter to the sidewalk or planting strip.

Curb Line. A line at the face of the curb that marks the transition from the roadway or gutter to a sidewalk or planting strip.

Curb Ramp. A ramp cutting through a curb.

Detectable Warning. A surface feature built in or applied to walking surfaces or other elements to warn of hazards on a pedestrian access path.

Driveway. A vehicular path serving a single parcel of private property.

Element. An architectural or mechanical component of a facility, space, site or public right-of-way.

Equivalent Facilitation: A departure from a particular technical or scoping requirement of these standards by the use of other designs and technologies, where the alternative designs and technologies used provide substantially equivalent or greater access to and usability of the element.

Facility. All or any portion of structures, improvements, elements, and pedestrian or vehicular routes located on a site or in a public right-of-way.

Flush Transition. See Blended Transition.

Grade. See Running Slope.

Grade Break. The meeting line of two adjacent surfaces of different slope (grade).

Land Use Zone. The land use of a particular property location, as defined by Title II of the Sacramento County Zoning Code.

Locator Tone. A repeating sound that identifies the location of the pedestrian push button.

Parallel Curb Ramp. A system of two sloped ramps that run parallel to the curb line from a common lower landing that is approximately level with the street.

Pedestrian Access Route (Path). Any walk or path intended for pedestrian movement or activity.

Perpendicular Curb Ramp. A curb ramp with a main slope running perpendicular to the curb line, and which may include one or more flared side slopes.

Program Access Requirements. Requirements in the ADA Transition Plan for making the public right-of-way accessible to persons with disabilities.

Public Right-of-Way. Land or property owned by a public entity and usually is acquired for or devoted to transportation or pedestrian purposes.

Ramp. A sloping portion of a walkway with a running slope exceeding five percent.

Running Slope. The slope that is parallel to the direction of travel expressed as a ratio of rise to run, usually expressed in percent.

Sidewalk. That portion of a public right-of-way between the curb line or lateral line of a roadway and the adjacent property line that is improved for use by pedestrians.

Sidewalk Ramp: See Curb Ramp.

Street Furniture. Elements in the public right-of-way that are intended for use by pedestrians.

Tactile Guidestrip. A horizontal strip applied to the walking surface along an accessible pedestrian access route that provides directional cues for persons with low vision or persons who are blind and use a cane.

Technical Infeasibility. With respect to an alteration of an existing element, that it has little likelihood of being accomplished because existing physical or site constraints prohibit modification or addition of elements, spaces or features that are in full and strict compliance with the minimum requirements for new construction and that are necessary to provide accessibility.

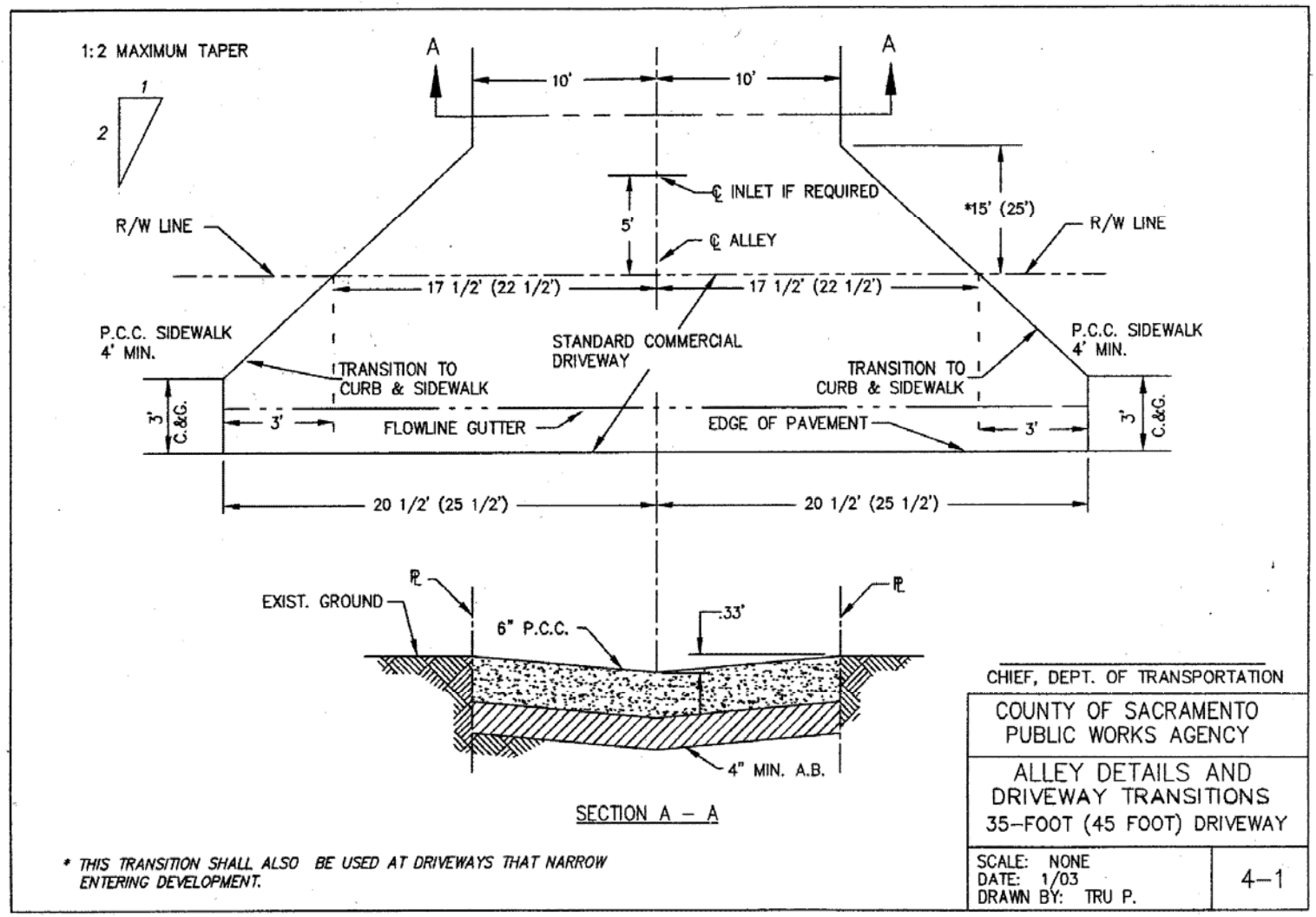
Walk Interval. The phase of a traffic signal cycle during which the pedestrian is to begin crossing, typically indicated by a walk message or the walking person symbol and its audible equivalent.

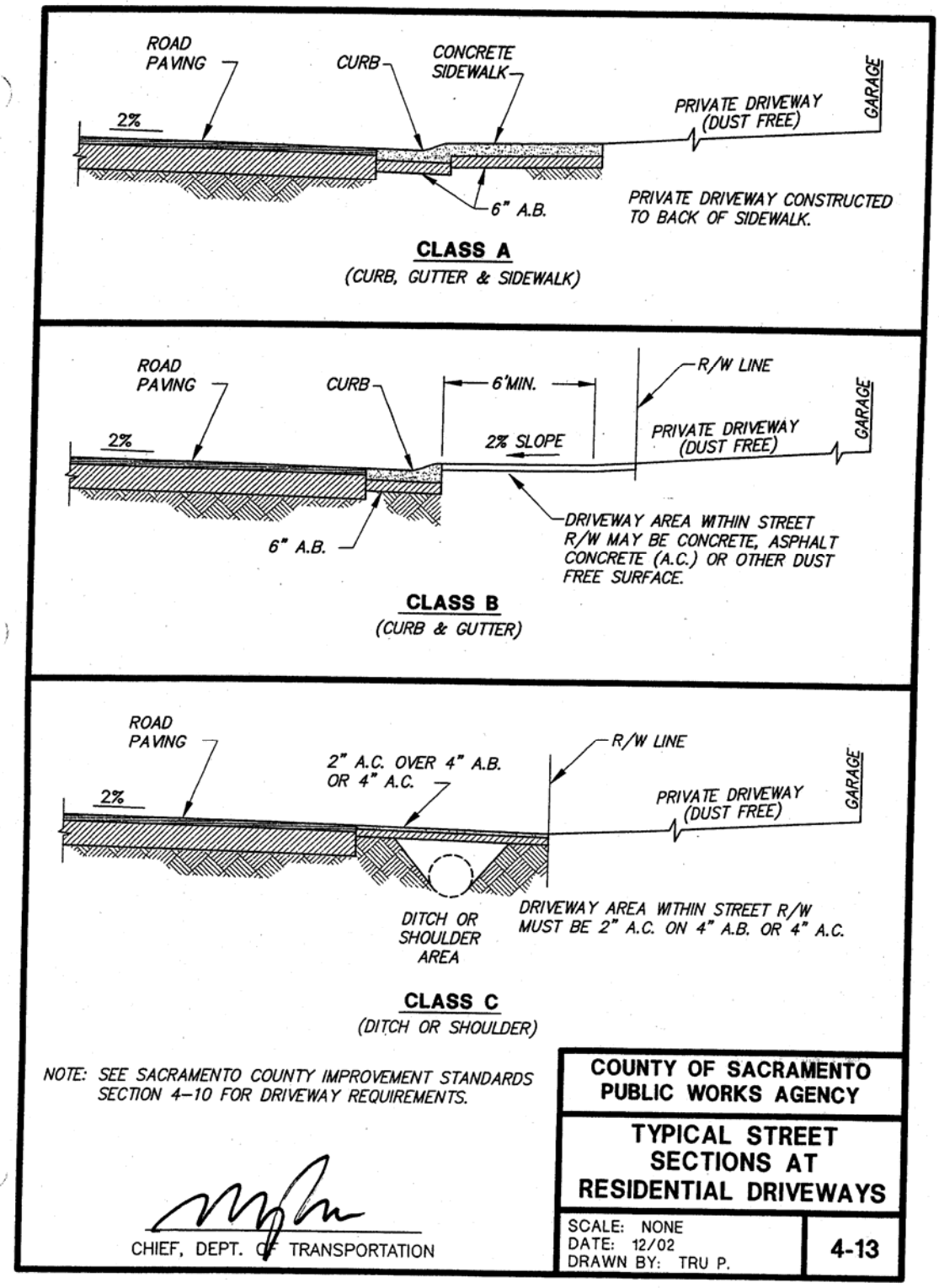
Appendix B: Standard County Improvement Drawings

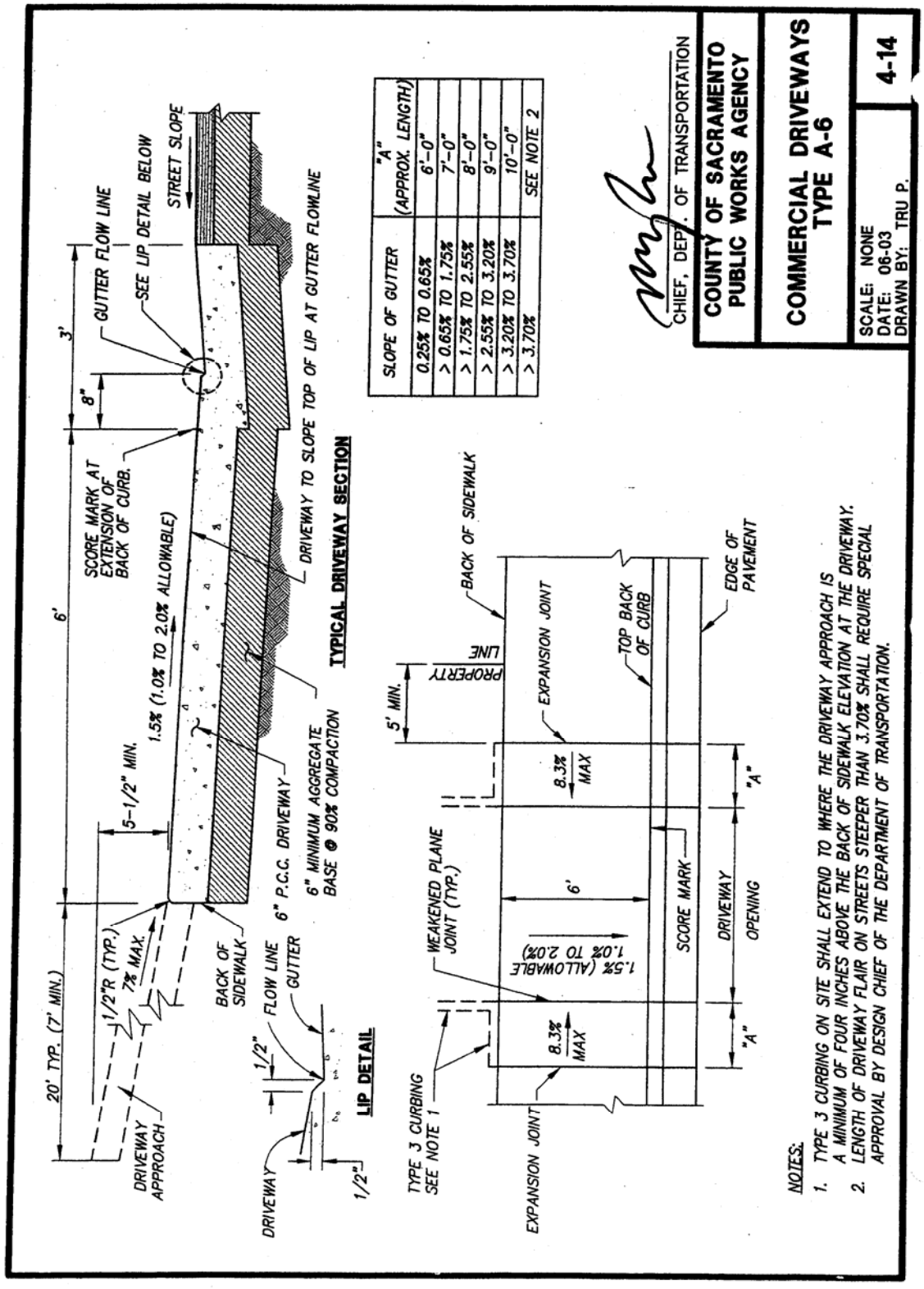
(Note: Drawing numbers shown refer to numbers assigned by the County Improvement Standards, not by the ADA Transition Plan)

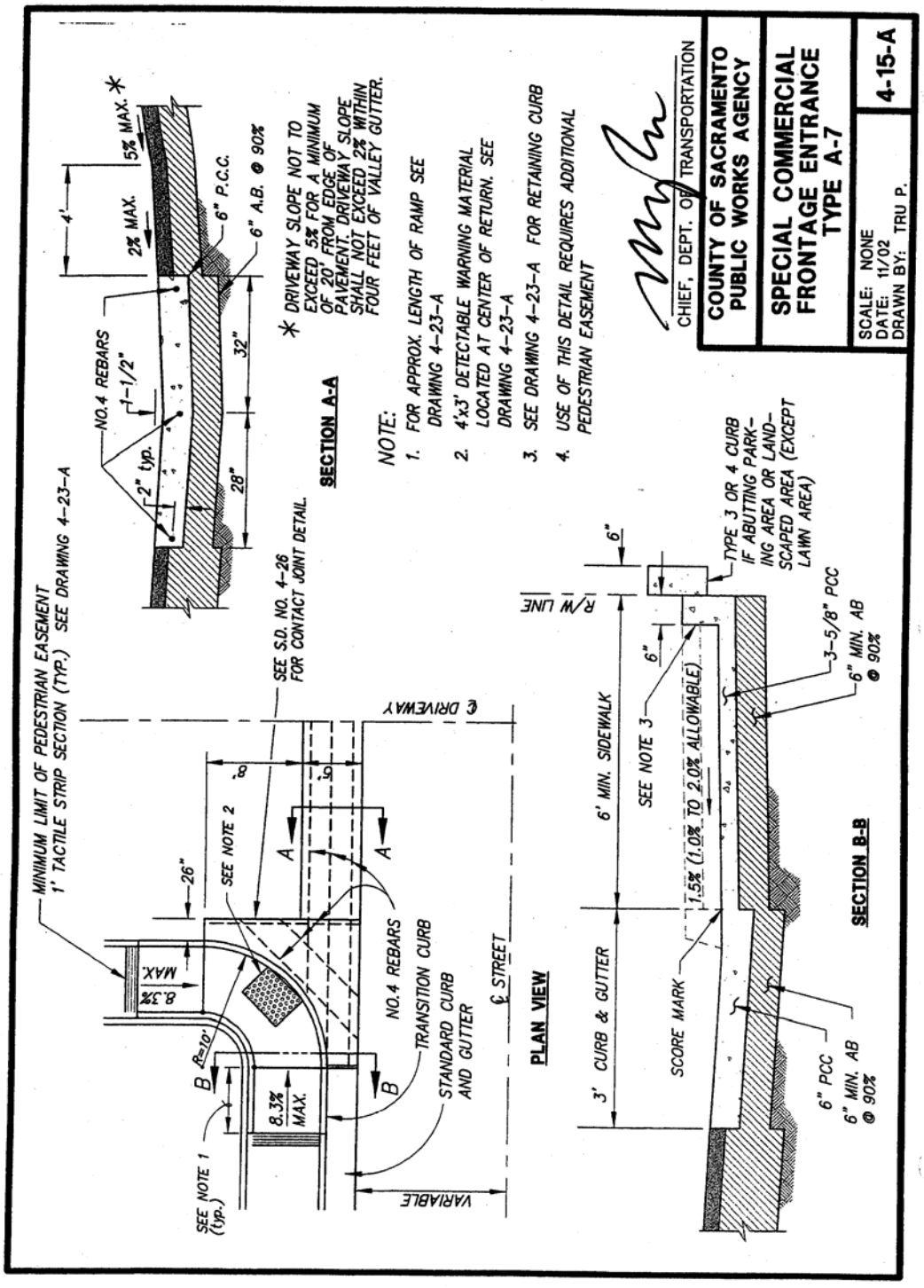
4-1	Alley Details and Driveway Transitions
4-14	Commercial Driveways Type A-6
4-15A	Special Commercial Frontage Entrance Type A-7
4-15B	Sidewalk Ramp for Type A-7 Driveways without Additional R/W
4-21	Bus Turnout
4-22	Bus Stop
4-23A	Sidewalk Ramp Detail
4-23B	Sidewalk Ramp Detail for Plaza Areas
4-23C	A.C. Conforms to New Sidewalk Ramp Construction
4-24	Curb Ramp Placement
4-25	Curbs and Gutter
4-26	Cross Gutter
4-27	Barrier Curb Detail
4-28	Under Sidewalk Drain
4-29	Meandering Sidewalk Standards
4-32	Pavement Widening Detail
4-33	Street Sign Fully Reflectorized
4-34	Street Name Sign Placement Details
4-35	Street Name Sign on Street Light Pole Placement Detail
4-36	Street Name Sign Installation on Street Light Pole
4-37	Street Name Sign Placement Details
4-39	Signs and Barricades at Abrupt Change of Pavement Width
4-40	Sidewalk Barricade
4-41	Utility Pole Placement Locations
4-42	A.C. Sidewalk Conform
4-43	Sidewalk Concrete Joint Details

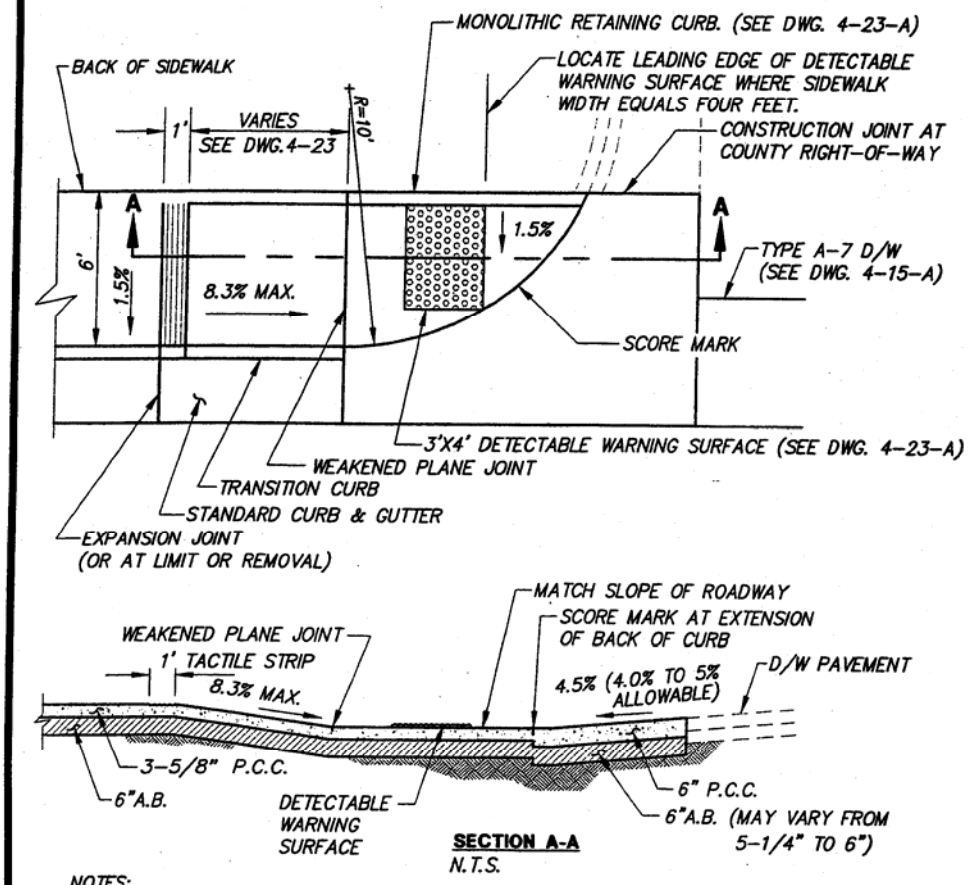
For an alternate format, refer to the corresponding text in Section 5.


1:2 MAXIMUM TAPER
1
2
A
A
10'
10'
℄ INLET IF REQUIRED
5'
℄ ALLEY
*15' (25')
R/W LINE
R/W LINE
17 1/2' (22 1/2')
17 1/2' (22 1/2')
P.C.C. SIDEWALK
4' MIN.
TRANSITION TO
CURB & SIDEWALK
STANDARD COMMERCIAL
DRIVEWAY
TRANSITION TO
CURB & SIDEWALK
P.C.C. SIDEWALK
4' MIN.
3'
C.&G.
3'
FLOWLINE GUTTER
EDGE OF PAVEMENT
3'
3'
C.&G.
20 1/2' (25 1/2')
20 1/2' (25 1/2')
EXIST. GROUND
℄
6" P.C.C.
.33'
℄
4" MIN. A.B.
SECTION A – A
* THIS TRANSITION SHALL ALSO BE USED AT DRIVEWAYS THAT NARROW ENTERING DEVELOPMENT.
CHIEF, DEPT. OF TRANSPORTATION
COUNTY OF SACRAMENTO
PUBLIC WORKS AGENCY
ALLEY DETAILS AND
DRIVEWAY TRANSITIONS
35–FOOT (45 FOOT) DRIVEWAY
SCALE: NONE
DATE: 1/03
DRAWN BY: TRU P.
4–1


ROAD PAVING
CURB
CONCRETE SIDEWALK
2%
PRIVATE DRIVEWAY (DUST FREE)
GARAGE
6" A.B.
PRIVATE DRIVEWAY CONSTRUCTED TO BACK OF SIDEWALK.
CLASS A
(CURB, GUTTER & SIDEWALK)
ROAD PAVING
CURB
6' MIN.
R/W LINE
2%
2% SLOPE
PRIVATE DRIVEWAY (DUST FREE)
GARAGE
6" A.B.
DRIVEWAY AREA WITHIN STREET R/W MAY BE CONCRETE, ASPHALT CONCRETE (A.C.) OR OTHER DUST FREE SURFACE.
CLASS B
(CURB & GUTTER)
ROAD PAVING
2" A.C. OVER 4" A.B. OR 4" A.C.
R/W LINE
2%
PRIVATE DRIVEWAY (DUST FREE)
GARAGE
DITCH OR SHOULDER AREA
DRIVEWAY AREA WITHIN STREET R/W MUST BE 2" A.C. ON 4" A.B. OR 4" A.C.
CLASS C
(DITCH OR SHOULDER)
NOTE: SEE SACRAMENTO COUNTY IMPROVEMENT STANDARDS SECTION 4-10 FOR DRIVEWAY REQUIREMENTS.
CHIEF, DEPT. OF TRANSPORTATION
COUNTY OF SACRAMENTO
PUBLIC WORKS AGENCY
TYPICAL STREET SECTIONS AT RESIDENTIAL DRIVEWAYS
SCALE: NONE
DATE: 12/02
DRAWN BY: TRU P.
4-13


TYPICAL DRIVEWAY SECTION
LIP DETAIL
SLOPE OF GUTTER
"A" (APPROX. LENGTH)
0.25% TO 0.65%
6'-0"
> 0.65% TO 1.75%
7'-0"
> 1.75% TO 2.55%
8'-0"
> 2.55% TO 3.20%
9'-0"
> 3.20% TO 3.70%
10'-0"
> 3.70%
SEE NOTE 2
CHIEF, DEPT. OF TRANSPORTATION
COUNTY OF SACRAMENTO
PUBLIC WORKS AGENCY
COMMERCIAL DRIVEWAYS
TYPE A-6
SCALE: NONE
DATE: 06-03
DRAWN BY: TRU P.
4-14
NOTES:
1. TYPE 3 CURBING ON SITE SHALL EXTEND TO WHERE THE DRIVEWAY APPROACH IS A MINIMUM OF FOUR INCHES ABOVE THE BACK OF SIDEWALK ELEVATION AT THE DRIVEWAY.
2. LENGTH OF DRIVEWAY FLAIR ON STREETS STEEPER THAN 3.70% SHALL REQUIRE SPECIAL APPROVAL BY DESIGN CHIEF OF THE DEPARTMENT OF TRANSPORTATION.


MINIMUM LIMIT OF PEDESTRIAN EASEMENT
1' TACTILE STRIP SECTION (TYP.) SEE DRAWING 4-23-A
SEE S.D. NO. 4-26 FOR CONTACT JOINT DETAIL.
SEE NOTE 2
26"
8.3% MAX.
8'
6'
A
A
B
B
8.3% MAX.
SEE NOTE 1 (typ.)
NO.4 REBARS
TRANSITION CURB
STANDARD CURB AND GUTTER
℄ STREET
℄ DRIVEWAY
VARIABLE
PLAN VIEW
NO.4 REBARS
1-1/2"
2" typ.
28"
32"
6" P.C.C.
6" A.B. @ 90%
2% MAX.
4'
5% MAX. *
* DRIVEWAY SLOPE NOT TO EXCEED 5% FOR A MINIMUM OF 20' FROM EDGE OF PAVEMENT. DRIVEWAY SLOPE SHALL NOT EXCEED 2% WITHIN FOUR FEET OF VALLEY GUTTER.
SECTION A-A
NOTE:
1. FOR APPROX. LENGTH OF RAMP SEE DRAWING 4-23-A
2. 4'x3' DETECTABLE WARNING MATERIAL LOCATED AT CENTER OF RETURN. SEE DRAWING 4-23-A
3. SEE DRAWING 4-23-A FOR RETAINING CURB
4. USE OF THIS DETAIL REQUIRES ADDITIONAL PEDESTRIAN EASEMENT
CHIEF, DEPT. OF TRANSPORTATION
COUNTY OF SACRAMENTO
PUBLIC WORKS AGENCY
SPECIAL COMMERCIAL FRONTAGE ENTRANCE TYPE A-7
4-15-A
SCALE: NONE
DATE: 11/02
DRAWN BY: TRU P.
R/W LINE
6"
TYPE 3 OR 4 CURB IF ABUTTING PARKING AREA OR LANDSCAPED AREA (EXCEPT LAWN AREA)
6' MIN. SIDEWALK
SEE NOTE 3
6"
1.5% (1.0% TO 2.0% ALLOWABLE)
3-5/8" PCC
6" MIN. AB @ 90%
3' CURB & GUTTER
SCORE MARK
6" PCC
6" MIN. AB @ 90%
SECTION B-B



NOTES:

1. SEE DRAWING 4-15 FOR REINFORCING & ADDITIONAL CONSTRUCTION NOTES.
2. THIS DETAIL IS NOT FOR NEW CONSTRUCTION. IT MAY BE USED FOR RECONSTRUCTION OF TYPE A-7 DRIVEWAYS IN AREAS WITHOUT SUFFICIENT RIGHT-OF-WAY FOR STANDARD TYPE A-7 DRIVEWAY CONSTRUCTION AND WITHOUT WALKWAY EXTENSION ON TO ABUTTING PROPERTY.
3. NO PULL BOX, UTILITY VAULT, UTILITY POLE, MANHOLE OR SIMILAR APPURTENANCE SHALL BE LOCATED WITHIN SIDEWALK RAMP AREA.
4. IT IS DESIREABLE TO LOCATE ALL DRAIN INLETS OUT OF SIDEWALK RAMP AREA. USE OF DRAIN INLET WITHIN RAMP AREA REQUIRES SPECIAL DESIGN OF INLETS.

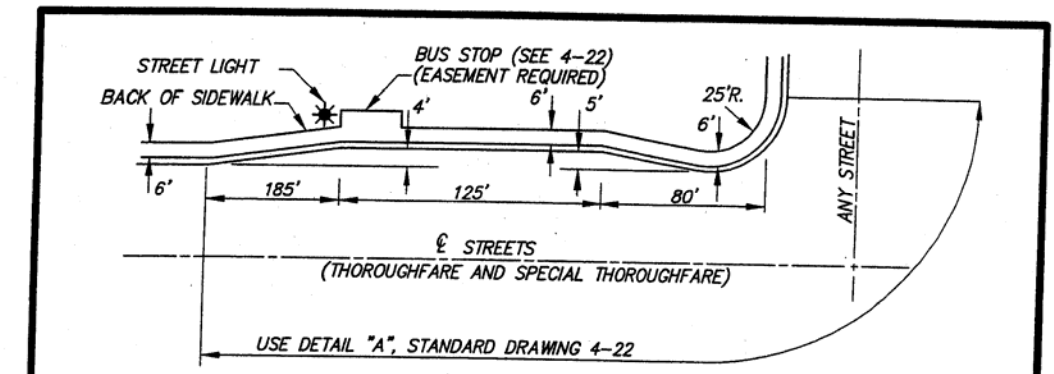
CHIEF, DEPT. OF TRANSPORTATION

COUNTY OF SACRAMENTO
PUBLIC WORKS AGENCY

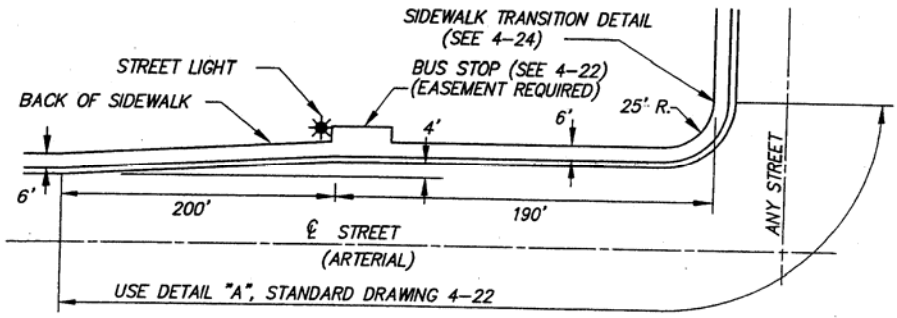
SIDEWALK RAMP FOR A-7 DRIVEWAYS WITHOUT ADDITIONAL R/W

SCALE: NONE
DATE: 06/03
DRAWN BY: TRU P.

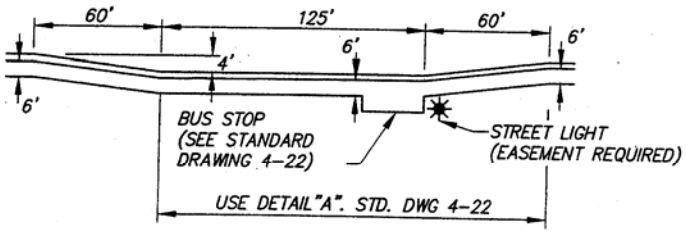
4-15-B



BUS TURNOUT ON THOROUGHFARE STREETS



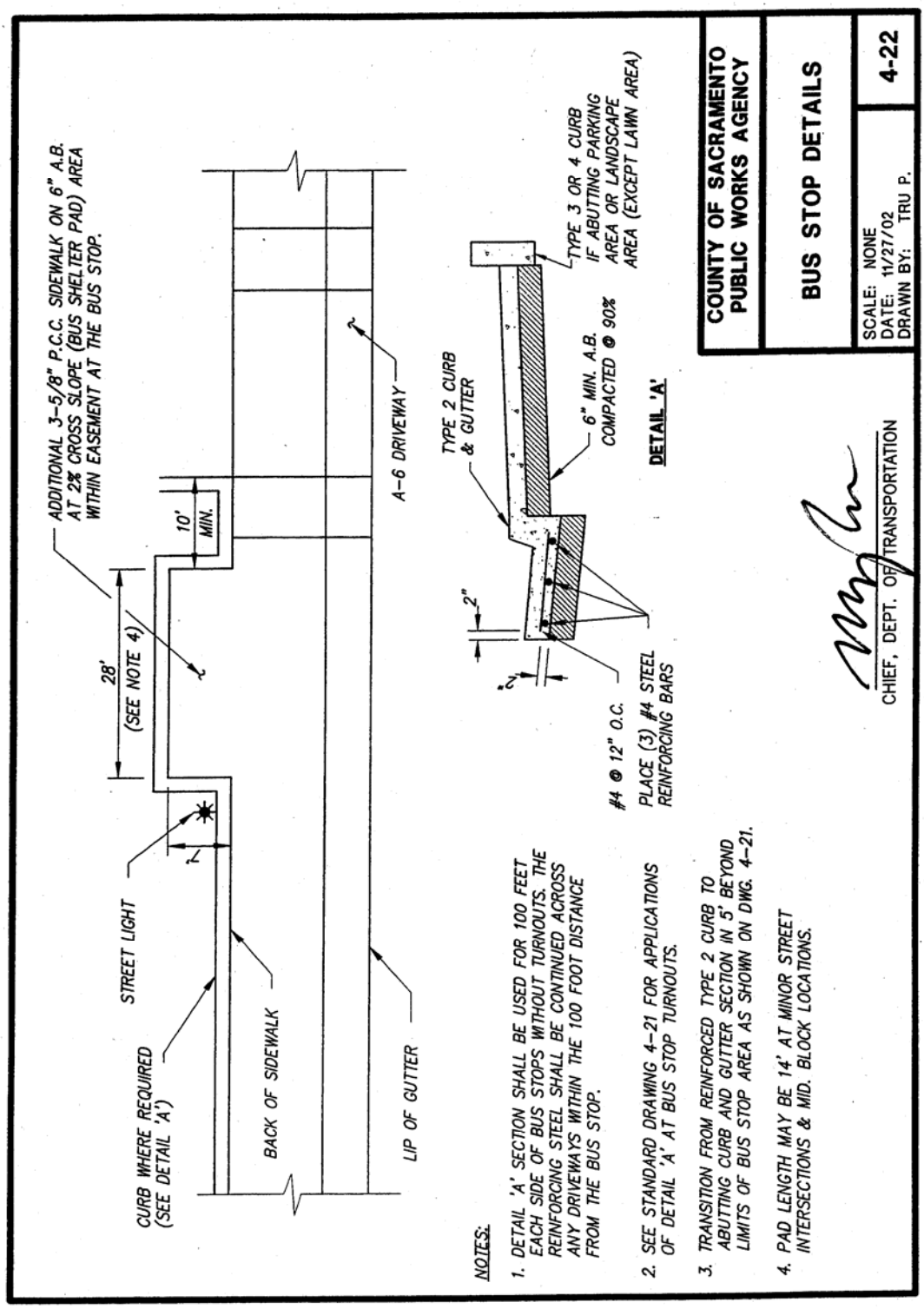
BUS TURNOUT ON ARTERIAL STREETS

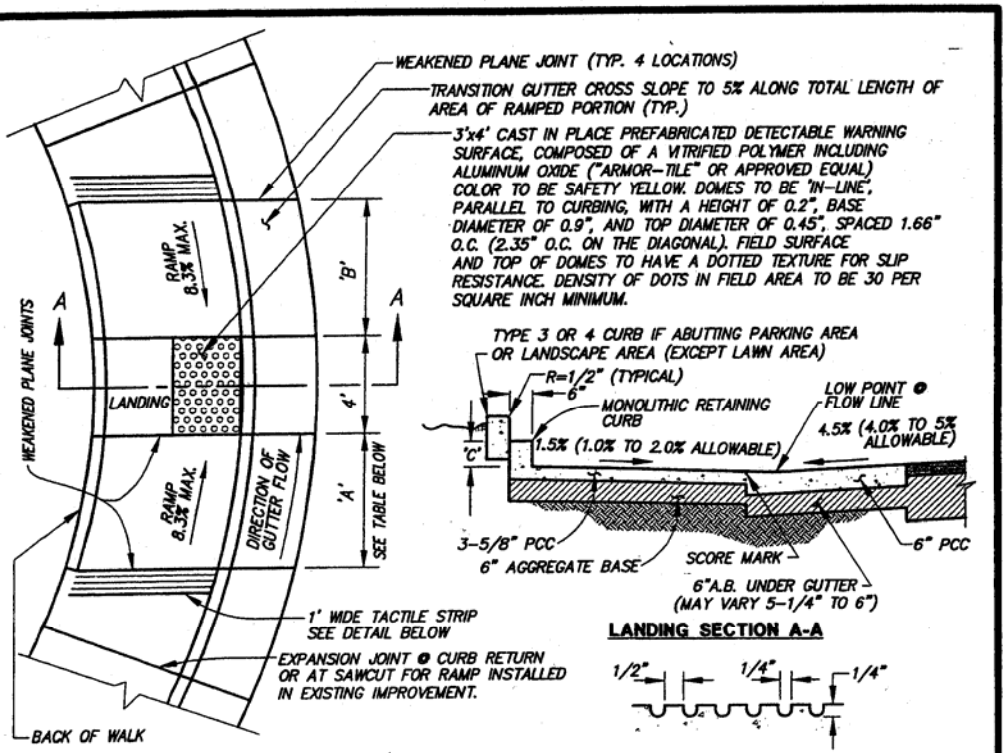


TYPICAL MID-BLOCK BUS TURNOUT

CHIEF, DEPT. OF TRANSPORTATION

COUNTY OF SACRAMENTO PUBLIC WORKS AGENCY	
BUS TURNOUTS	
SCALE: NONE DATE: 11/27/02 DRAWN BY: TRU P.	4-21


ADDITIONAL 3-5/8" P.C.C. SIDEWALK ON 6" A.B. AT 2% CROSS SLOPE (BUS SHELTER PAD) AREA WITHIN EASEMENT AT THE BUS STOP.
28'
(SEE NOTE 4)
10'
MIN.
STREET LIGHT
CURB WHERE REQUIRED (SEE DETAIL 'A')
BACK OF SIDEWALK
LIP OF GUTTER
A-6 DRIVEWAY
TYPE 2 CURB & GUTTER
2"
6" MIN. A.B. COMPACTED @ 90%
TYPE 3 OR 4 CURB IF ABUTTING PARKING AREA OR LANDSCAPE AREA (EXCEPT LAWN AREA)
#4 @ 12" O.C.
PLACE (3) #4 STEEL REINFORCING BARS
DETAIL 'A'
NOTES:
1. DETAIL 'A' SECTION SHALL BE USED FOR 100 FEET EACH SIDE OF BUS STOPS WITHOUT TURNOUTS. THE REINFORCING STEEL SHALL BE CONTINUED ACROSS ANY DRIVEWAYS WITHIN THE 100 FOOT DISTANCE FROM THE BUS STOP.
2. SEE STANDARD DRAWING 4-21 FOR APPLICATIONS OF DETAIL 'A' AT BUS STOP TURNOUTS.
3. TRANSITION FROM REINFORCED TYPE 2 CURB TO ABUTTING CURB AND GUTTER SECTION IN 5' BEYOND LIMITS OF BUS STOP AREA AS SHOWN ON DWG. 4-21.
4. PAD LENGTH MAY BE 14' AT MINOR STREET INTERSECTIONS & MID. BLOCK LOCATIONS.
CHIEF, DEPT. OF TRANSPORTATION
COUNTY OF SACRAMENTO
PUBLIC WORKS AGENCY
BUS STOP DETAILS
SCALE: NONE
DATE: 11/27/02
DRAWN BY: TRU P.
4-22



SLOPE OF GUTTER	'A' FOR TYPE 2 CURB (APPROX. LENGTH)
0.5% to 0.6%	6'-6" MIN.
> 0.6% to 1.1%	7'-0"
> 1.1% to 1.6%	7'-6"
> 1.6% to 2.0%	8'-0"
> 2.0% to 2.4%	8'-6"
> 2.4% to 2.7%	9'-0"
> 2.7% to 3.0%	9'-6"
> 3.0% to 3.3%	10'-0"
> 3.3%	SEE NOTE #4

CURB TYPE	TYPE 1/1A	TYPE 2
DIM 'B'	3'-6"	6'-0"

SLOPE OF GUTTER	'A' FOR TYPE 1/1A CURB (APPROX. LENGTH)
0.5% to 0.7%	4'-0" MIN.
> 0.7% to 1.6%	4'-6"
> 1.6% to 2.2%	5'-0"
> 2.2% to 2.8%	5'-6"
> 2.8% to 3.2%	6'-0"
> 3.2% to 3.6%	6'-6"
> 3.6% to 4.0%	7'-0"
> 4.0% to 4.3%	7'-6"
> 4.3%	SEE NOTE #4

CURB TYPE	TYPE 1/1A	TYPE 2
* DIM 'C'	3-5/8"	6"

* OR AS NEEDED TO MATCH EXISTING ON SITE IMPROVEMENTS, 8" MAX.

NOTES:

1. DIMENSION 'A' IS THE LENGTH OF THE INCLINED PORTION OF THE RAMP THAT SLOPES IN THE SAME DIRECTION AS THE FLOW OF THE GUTTER.
2. DIMENSION 'B' IS THE LENGTH OF THE INCLINED PORTION OF THE RAMP THAT SLOPES IN THE OPPOSITE DIRECTION AS THE FLOW OF THE GUTTER.
3. RAMPS SHALL HAVE A HEAVY BROOM FINISH TRANSVERSE TO THEIR SLOPE.
4. REQUIRES SPECIAL DESIGN APPROVAL BY THE CHIEF OF THE DEPARTMENT OF TRANSPORTATION.
5. NO PULL BOX, UTILITY VAULT, UTILITY POLE, MANHOLE, OR SIMILAR APPURTENANCE SHALL BE LOCATED WITHIN SIDEWALK RAMP AREA.
6. SEE NOTE 6 DWG 4-24 FOR RAMPS WITH 6' WIDE RAMP PANS.

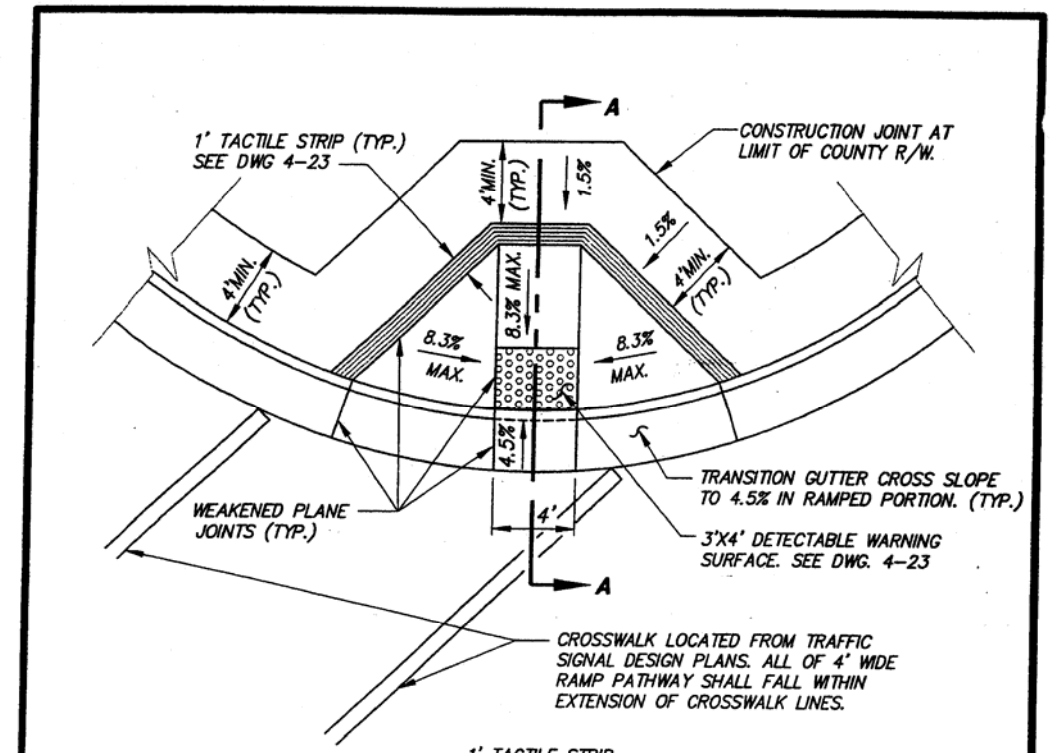
6/6/03
CHIEF, DEPT. OF TRANSPORTATION

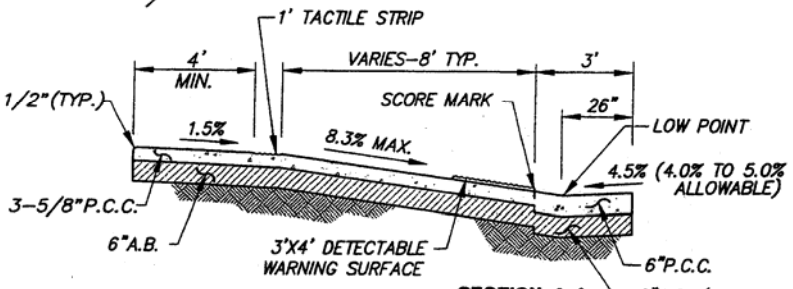
COUNTY OF SACRAMENTO
PUBLIC WORKS AGENCY

SIDEWALK RAMPS DETAIL

SCALE: NONE
DATE: 06/03
DRAWN BY: TRU P.

4-23-A





SECTION A-A
N.T.S.

NOTES:

1. USE OF THIS DETAIL WITHIN COUNTY REQUIRES ADDITIONAL AREA OF COUNTY R/W OR SIDEWALK EASEMENT
2. SEE DWG. 4-23 FOR FINISH & MATERIAL REQUIREMENTS.
3. SEE DWG. 4-24 FOR RAMP PLACEMENT REQUIREMENTS. IF TWO RAMPS OF THIS DESIGN ARE TO BE LOCATED ON ONE CORNER, RAMPS SHALL BE A MINIMUM OF 5' APART AT BACK OF CURB.
4. NO PULL BOX, UTILITY VAULT, UTILITY POLE, MANHOLE OR SIMILAR APPURTENANCE SHALL BE LOCATED WITHIN SIDEWALK RAMP AREA.
5. IT IS DESIREABLE TO LOCATE ALL DRAIN INLETS OUT OF SIDEWALK RAMP AREA. USE OF DRAIN INLET WITHIN RAMP AREA REQUIRES SPECIAL DESIGN OF INLETS.
6. SEE DWG. 4-25 FOR SIDEWALK GRADE TOLERANCE.

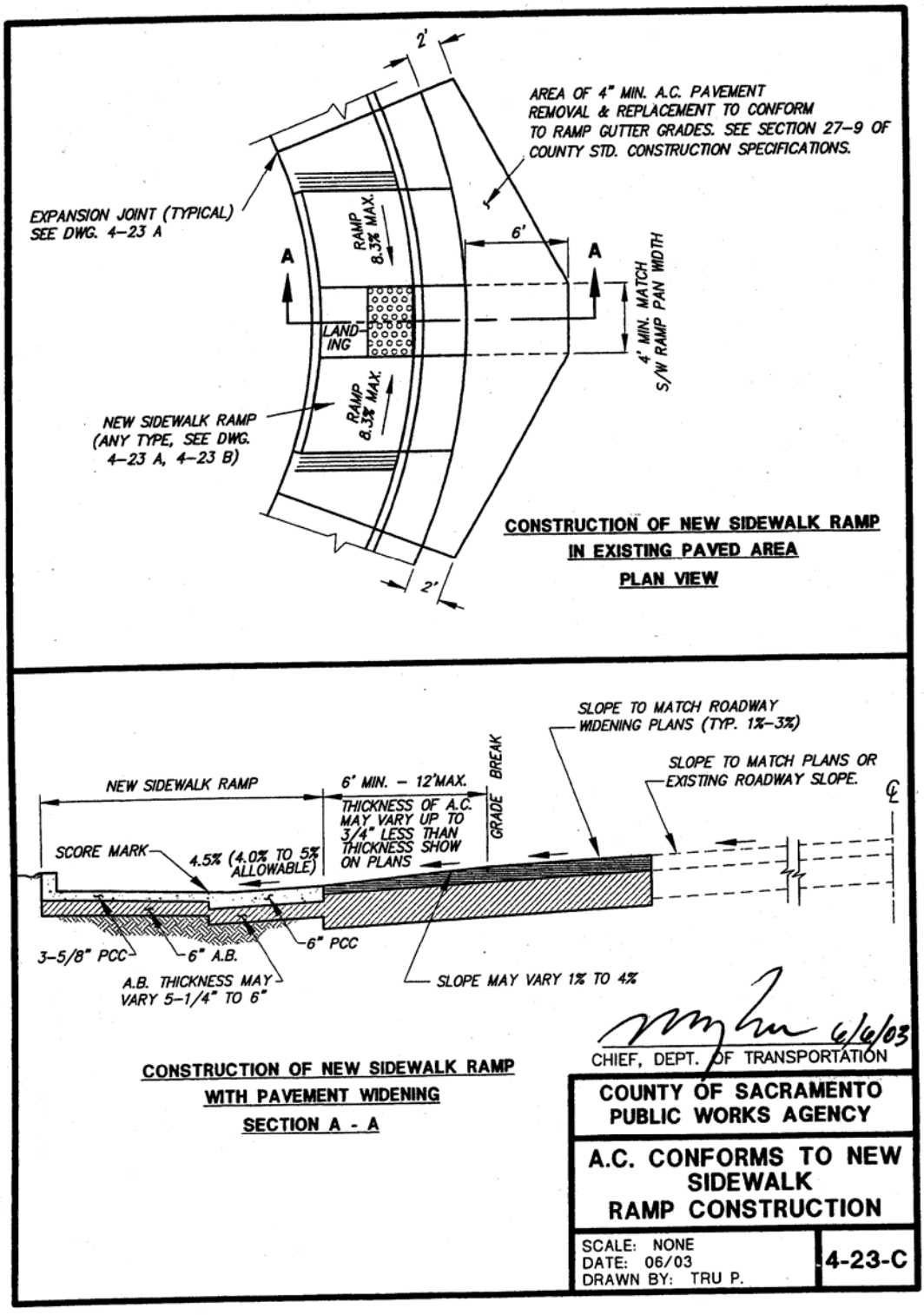
CHIEF, DEPT. OF TRANSPORTATION

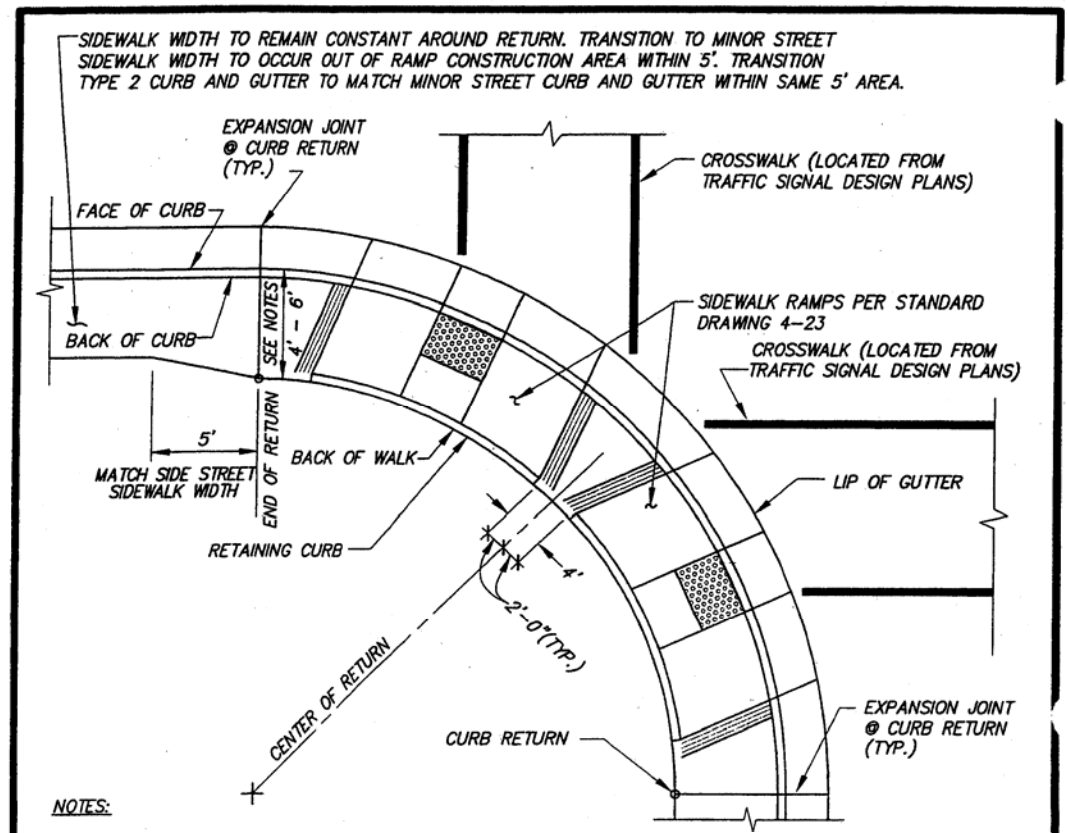
COUNTY OF SACRAMENTO
PUBLIC WORKS AGENCY

SIDEWALK RAMP DETAIL FOR PLAZA AREAS

SCALE: NONE
DATE: 06/03
DRAWN BY: TRU P.

4-23-B


2'
AREA OF 4" MIN. A.C. PAVEMENT REMOVAL & REPLACEMENT TO CONFORM TO RAMP GUTTER GRADES. SEE SECTION 27-9 OF COUNTY STD. CONSTRUCTION SPECIFICATIONS.
EXPANSION JOINT (TYPICAL) SEE DWG. 4-23 A
RAMP 8.3% MAX.
6'
A
A
LAND-ING
4' MIN. MATCH S/W RAMP PAN WIDTH
NEW SIDEWALK RAMP (ANY TYPE, SEE DWG. 4-23 A, 4-23 B)
CONSTRUCTION OF NEW SIDEWALK RAMP
IN EXISTING PAVED AREA
PLAN VIEW
SLOPE TO MATCH ROADWAY WIDENING PLANS (TYP. 1%-3%)
SLOPE TO MATCH PLANS OR EXISTING ROADWAY SLOPE.
NEW SIDEWALK RAMP
6" MIN. - 12'MAX.
GRADE BREAK
THICKNESS OF A.C. MAY VARY UP TO 3/4" LESS THAN THICKNESS SHOW ON PLANS
SCORE MARK
4.5% (4.0% TO 5% ALLOWABLE)
3-5/8" PCC
6" A.B.
6" PCC
A.B. THICKNESS MAY VARY 5-1/4" TO 6"
SLOPE MAY VARY 1% TO 4%
CONSTRUCTION OF NEW SIDEWALK RAMP
WITH PAVEMENT WIDENING
SECTION A - A
6/6/03
CHIEF, DEPT. OF TRANSPORTATION
COUNTY OF SACRAMENTO
PUBLIC WORKS AGENCY
A.C. CONFORMS TO NEW SIDEWALK RAMP CONSTRUCTION
SCALE: NONE
DATE: 06/03
DRAWN BY: TRU P.
4-23-C



NOTES:

1. AT INTERSECTIONS HAVING A STREET WITH A RIGHT-OF-WAY WIDTH OF 80 FEET OR GREATER, THE CORNER RETURNS SHALL HAVE TWO (2) RAMPS AS SHOWN, AND TYPE 2 CURB & GUTTER AROUND THE RETURNS, AND SIDEWALK WIDTH SHALL BE 6' AROUND THE RETURNS. EXCEPTIONS – SEE NOTES 5 & 6.
2. AT INTERSECTIONS WITH NO MAJOR (84, 108, OR 130 FOOT) STREET, A SINGLE RAMP AT THE CENTER OF THE RETURNS AND TYPE 1 OR 1A CURB & GUTTER MAY BE USED. SIDEWALK WIDTH AROUND RETURNS SHALL BE 4' FOR INTERSECTIONS OF STREETS WITH SINGLE FAMILY RESIDENTIAL DEVELOPEMENT.
3. THE PLANS SHALL SHOW THE CORRECT NUMBER & LOCATION OF RAMPS ON EACH CORNER.
4. FULL WIDTH OF RAMP PAN (THE FULLY DEPRESSED PORTION OF RAMP) SHALL BE LOCATED WITHIN THE EXTENSION OF THE ASSOCIATED CROSSWALK STRIPES, WHERE CROSSWALKS EXIST.
5. ON MAJOR STREETS (AS DEFINED IN NOTE #1 ABOVE) WITH A CONTINUOUS RAISED MEDIAN ACROSS THE INTERSECTION, A SINGLE STANDARD SIDEWALK RAMP IS TO BE INSTALLED. LOCATE RAMP AT CENTER OF RETURN.
6. FOR CORNERS WITH TWO STRIPED CROSSWALKS AND WITH OBSTRUCTIONS THAT PREVENT THE CONSTRUCTION OF TWO STANDARD RAMPS, A SINGLE SIDEWALK RAMP MAY BE INSTALLED CENTERED IN THE TWO CROSSWALKS. THE WIDTH OF RAMP PAN (THE FULLY DEPRESSED PORTION OF RAMP) IS TO BE 6'. THE WARNING SURFACE MATERIAL SHALL BE THREE FEET BY SIX FEET. USE OF THIS OPTION REQUIRES PRIOR WRITTEN APPROVAL BY CHIEF OF THE DEPARTMENT OF TRANSPORTATION.

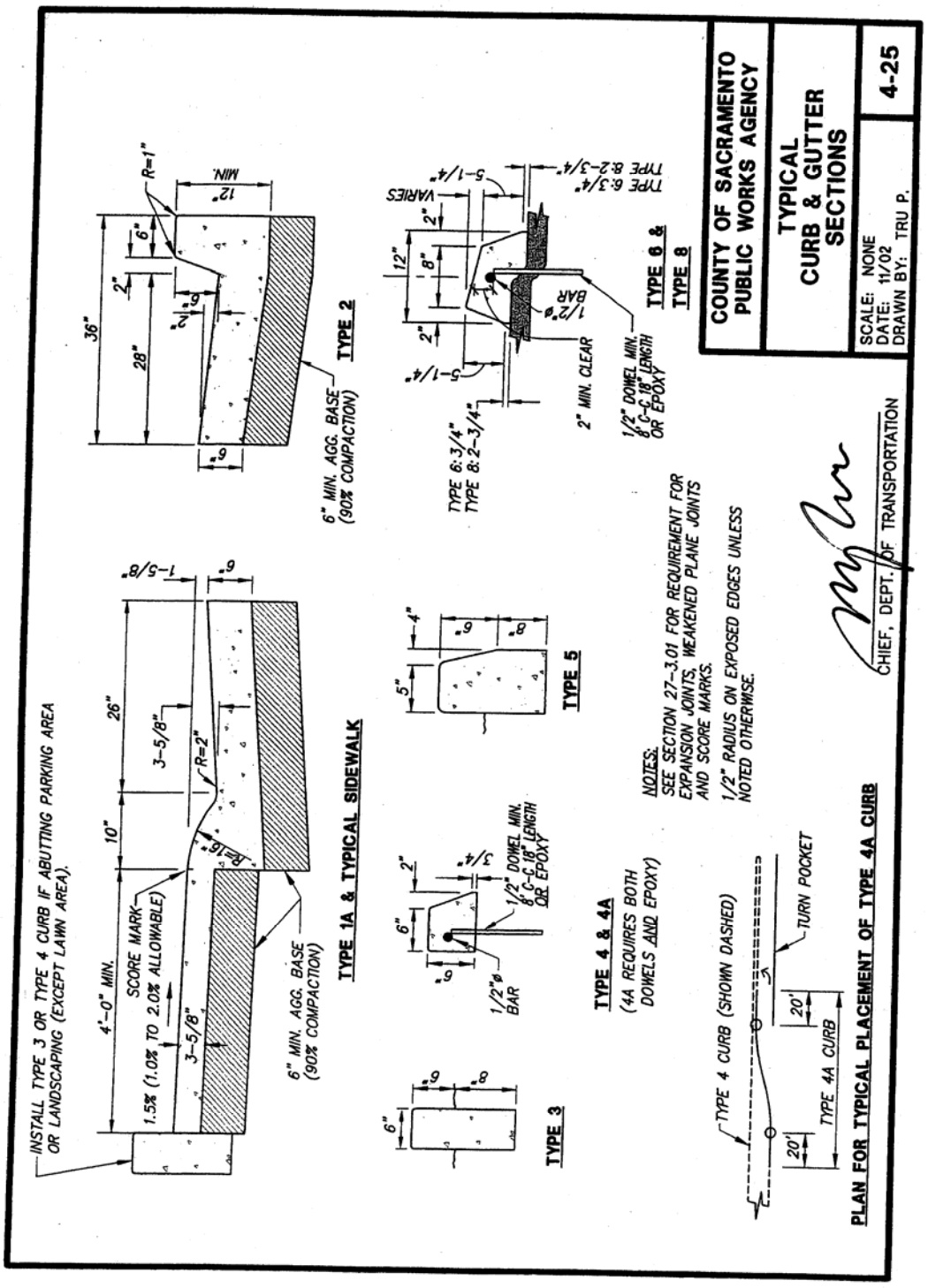
CHIEF, DEPT. OF TRANSPORTATION

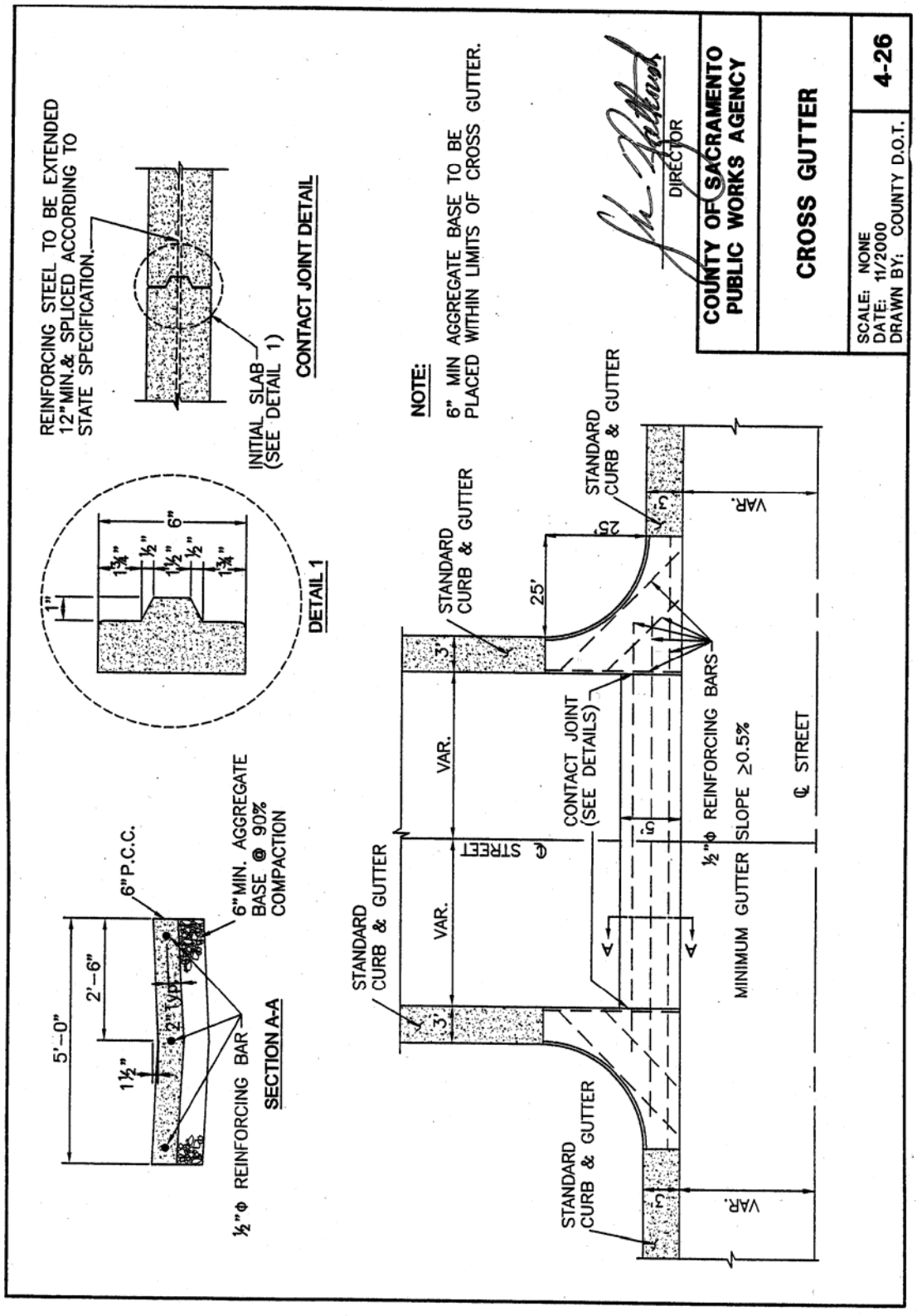
COUNTY OF SACRAMENTO
PUBLIC WORKS AGENCY

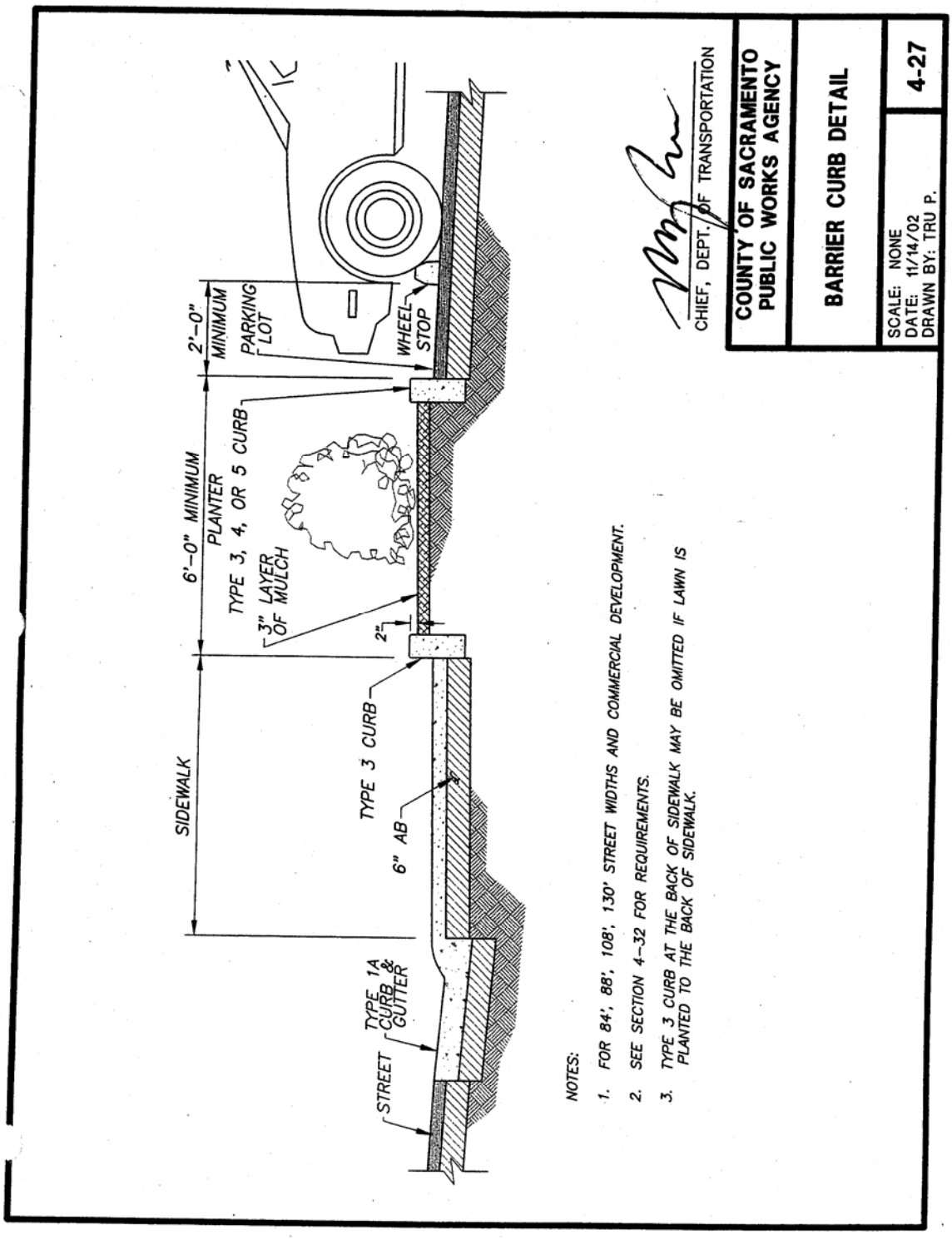
SIDEWALK RAMP PLACEMENT

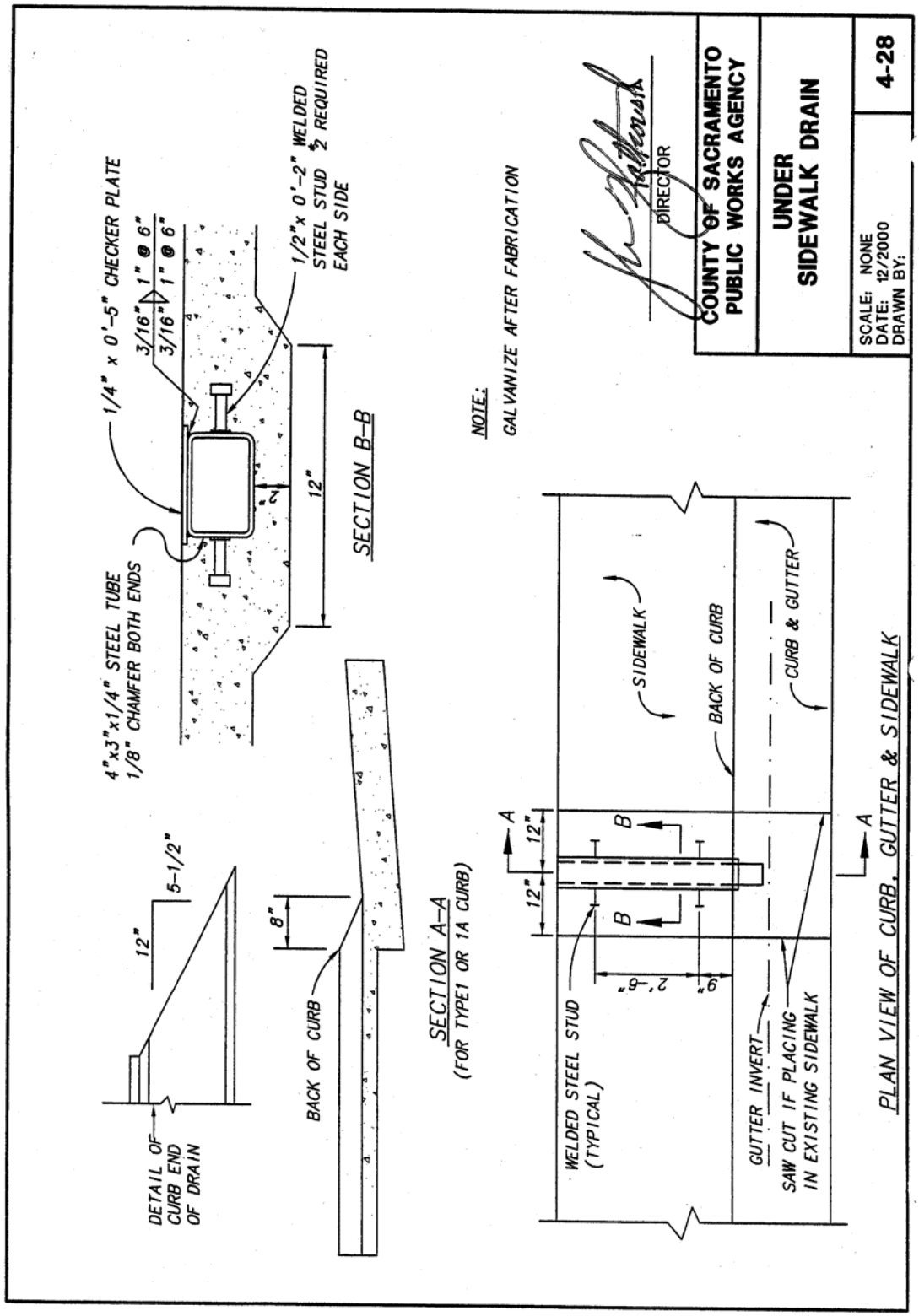
SCALE: NONE
DATE: 11/02
DRAWN BY: TRU P.

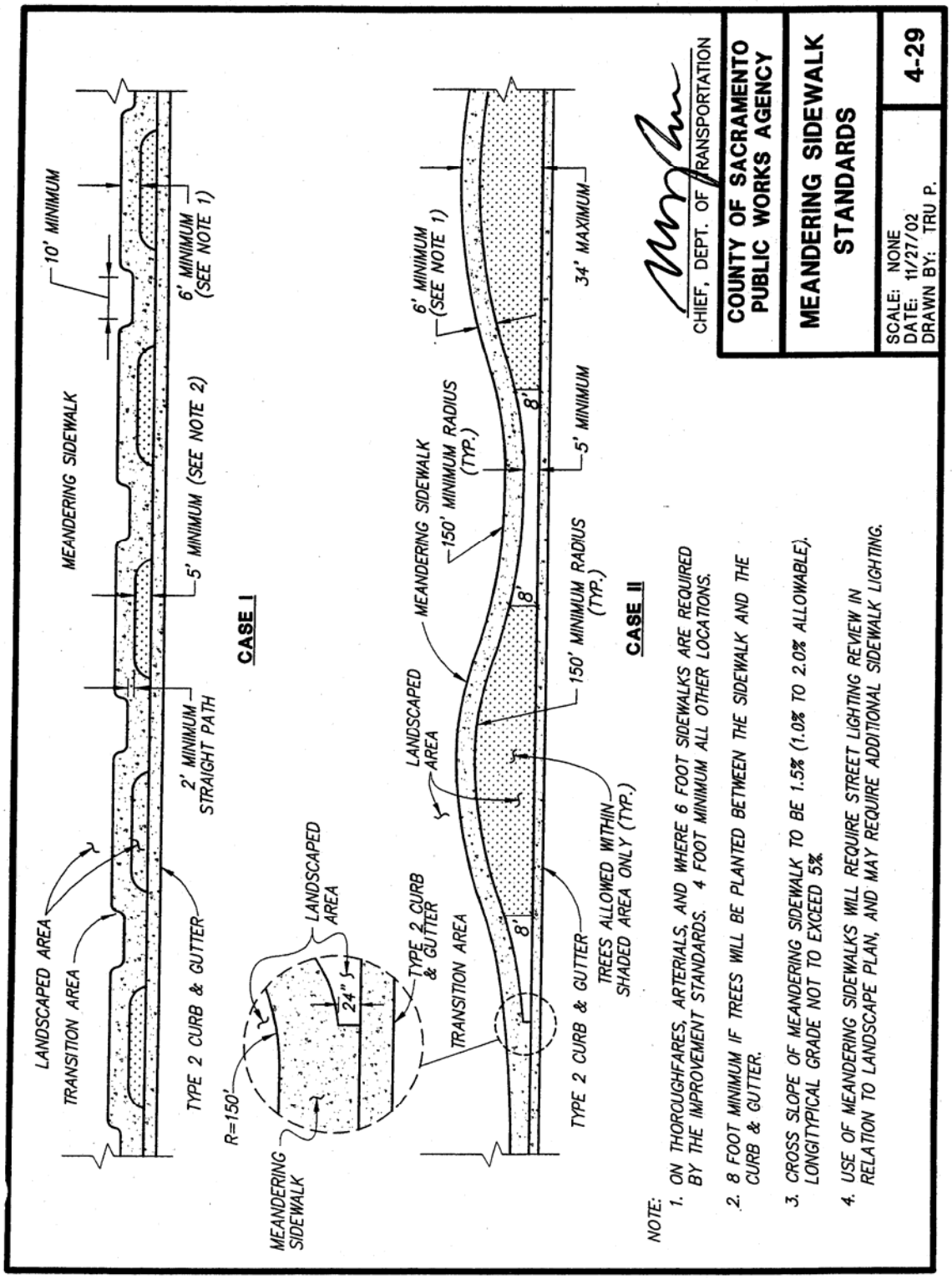
4-24

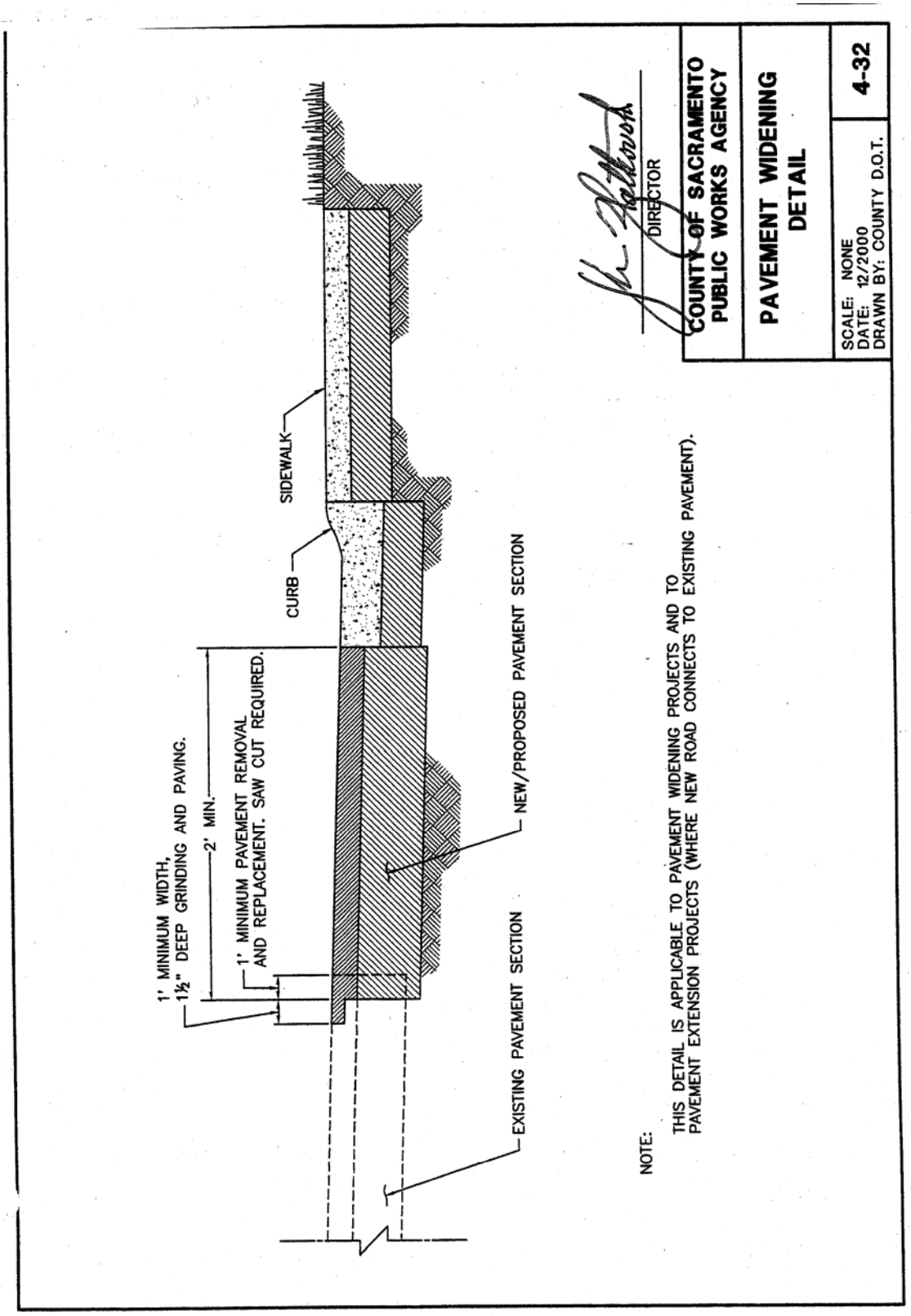

COUNTY OF SACRAMENTO
PUBLIC WORKS AGENCY
TYPICAL
CURB & GUTTER
SECTIONS
4-25
SCALE: NONE
DATE: 11/02
DRAWN BY: TRU P.
CHIEF, DEPT. OF TRANSPORTATION
PLAN FOR TYPICAL PLACEMENT OF TYPE 4A CURB
TYPE 4 CURB (SHOWN DASHED)
TURN POCKET
TYPE 4A CURB
20'
20'
NOTES:
SEE SECTION 27-3.01 FOR REQUIREMENT FOR EXPANSION JOINTS, WEAKENED PLANE JOINTS AND SCORE MARKS.
1/2" RADIUS ON EXPOSED EDGES UNLESS NOTED OTHERWISE.
TYPE 1A & TYPICAL SIDEWALK
INSTALL TYPE 3 OR TYPE 4 CURB IF ABUTTING PARKING AREA OR LANDSCAPING (EXCEPT LAWN AREA).
4'-0" MIN.
SCORE MARK
1.5% (1.0% TO 2.0% ALLOWABLE)
3-5/8"
3-5/8"
26"
10"
R=2"
1-5/8"
6"
6" MIN. AGG. BASE (90% COMPACTION)
TYPE 2
36"
28"
2"
6"
12" MIN.
R=1"
6" MIN. AGG. BASE (90% COMPACTION)
TYPE 3
6"
6"
8"
TYPE 4 & 4A
(4A REQUIRES BOTH DOWELS AND EPOXY)
6"
2"
1/2"ø BAR
1/2" DOWEL MIN. 6" C-C 18" LENGTH OR EPOXY
TYPE 5
5"
4"
6"
8"
TYPE 6 & TYPE 8
TYPE 6: 3/4"
TYPE 8: 2-3/4"
5-1/4"
2" MIN. CLEAR
1/2" DOWEL MIN. 6" C-C 18" LENGTH OR EPOXY
1/2"ø BAR
12"
8"
2"
2"
VARIES
TYPE 6: 3/4"
TYPE 8: 2-3/4"
5-1/4"

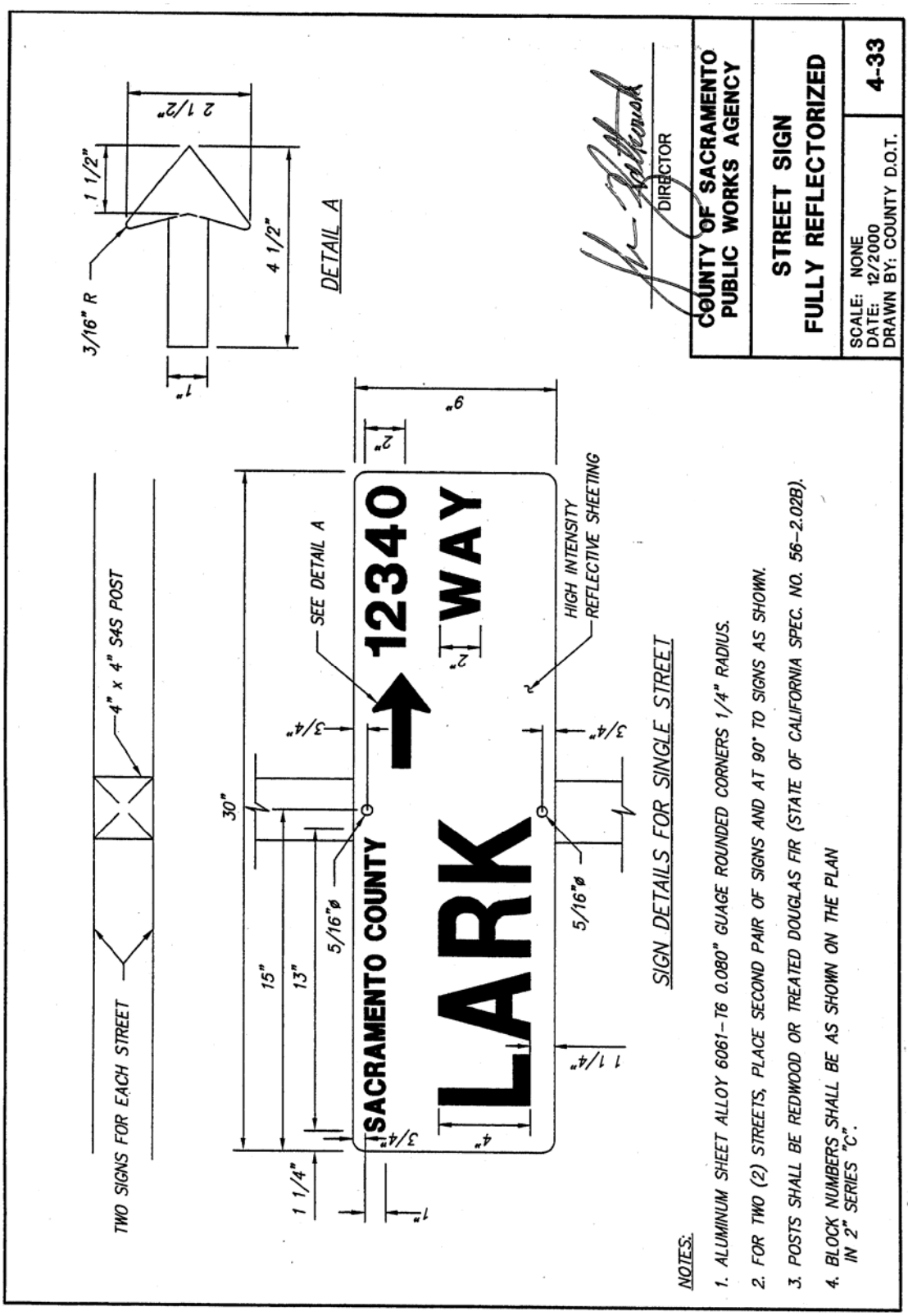

REINFORCING STEEL TO BE EXTENDED 12" MIN.& SPLICED ACCORDING TO STATE SPECIFICATION.
INITIAL SLAB (SEE DETAIL 1)
CONTACT JOINT DETAIL
DETAIL 1
6" P.C.C.
6" MIN. AGGREGATE BASE @ 90% COMPACTION
½"Φ REINFORCING BAR
SECTION A-A
NOTE:
6" MIN AGGREGATE BASE TO BE PLACED WITHIN LIMITS OF CROSS GUTTER.
STANDARD CURB & GUTTER
VAR.
25'
CONTACT JOINT (SEE DETAILS)
℄ STREET
½"Φ REINFORCING BARS
MINIMUM GUTTER SLOPE ≥0.5%
DIRECTOR
COUNTY OF SACRAMENTO
PUBLIC WORKS AGENCY
CROSS GUTTER
4-26
SCALE: NONE
DATE: 11/2000
DRAWN BY: COUNTY D.O.T.

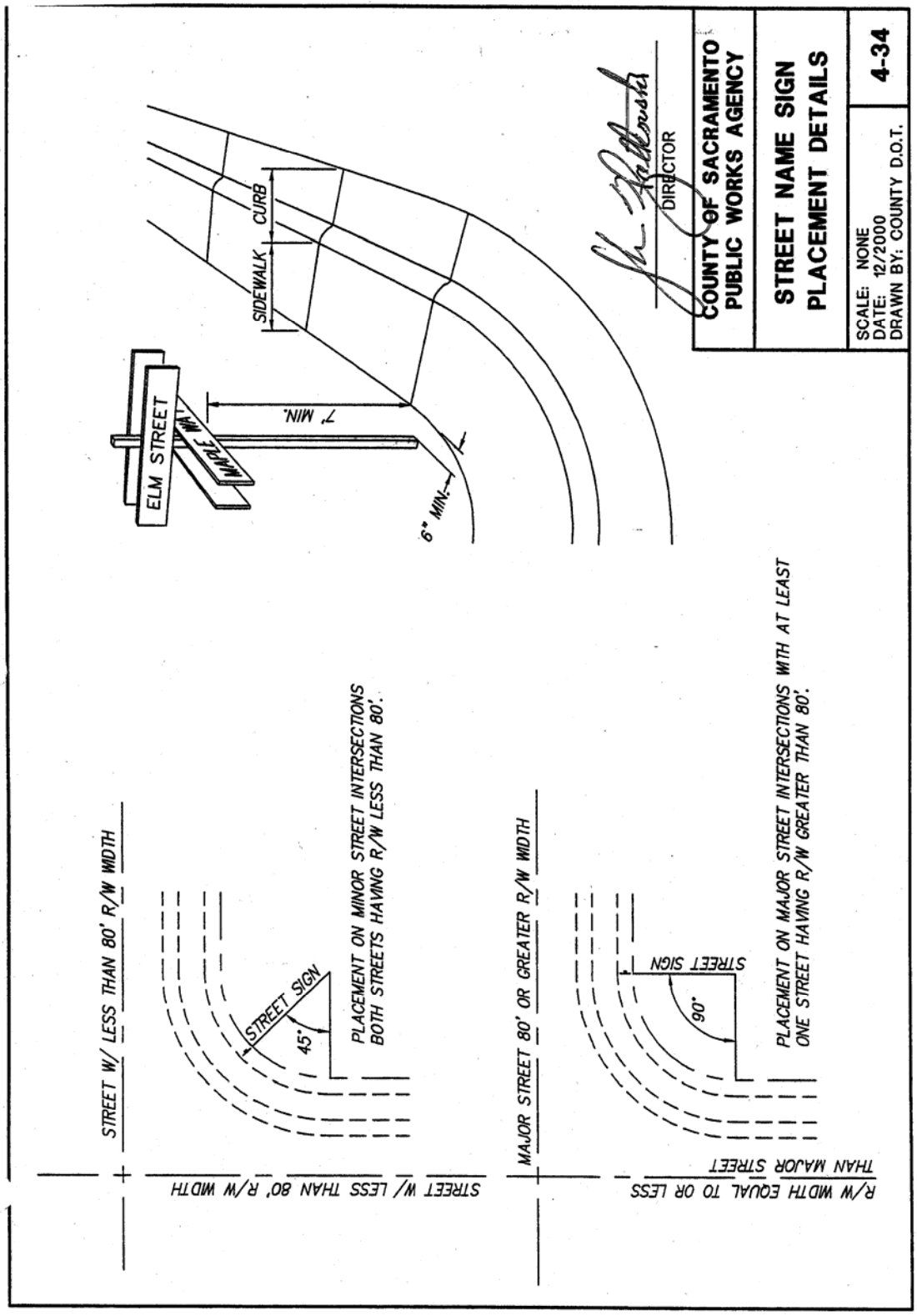

2'-0" MINIMUM
PARKING LOT
WHEEL STOP
6'-0" MINIMUM PLANTER
TYPE 3, 4, OR 5 CURB
3" LAYER OF MULCH
2"
SIDEWALK
TYPE 3 CURB
6" AB
TYPE 1A CURB & GUTTER
STREET
NOTES:
1. FOR 84', 88', 108', 130' STREET WIDTHS AND COMMERCIAL DEVELOPMENT.
2. SEE SECTION 4-32 FOR REQUIREMENTS.
3. TYPE 3 CURB AT THE BACK OF SIDEWALK MAY BE OMITTED IF LAWN IS PLANTED TO THE BACK OF SIDEWALK.
CHIEF, DEPT. OF TRANSPORTATION
COUNTY OF SACRAMENTO
PUBLIC WORKS AGENCY
BARRIER CURB DETAIL
SCALE: NONE
DATE: 11/14/02
DRAWN BY: TRU P.
4-27


1/4" x 0'-5" CHECKER PLATE
3/16" 1" @ 6"
3/16" 1" @ 6"
1/2"x 0'-2" WELDED STEEL STUD 2 REQUIRED EACH SIDE
4"x3"x1/4" STEEL TUBE
1/8" CHAMFER BOTH ENDS
12"
SECTION B-B
NOTE:
GALVANIZE AFTER FABRICATION
DIRECTOR
COUNTY OF SACRAMENTO
PUBLIC WORKS AGENCY
UNDER
SIDEWALK DRAIN
4-28
SCALE: NONE
DATE: 12/2000
DRAWN BY:
12"
5-1/2"
DETAIL OF
CURB END
OF DRAIN
8"
BACK OF CURB
SECTION A-A
(FOR TYPE1 OR 1A CURB)
A
12"
12"
B
B
A
SIDEWALK
BACK OF CURB
CURB & GUTTER
WELDED STEEL STUD
(TYPICAL)
GUTTER INVERT
SAW CUT IF PLACING
IN EXISTING SIDEWALK
PLAN VIEW OF CURB, GUTTER & SIDEWALK

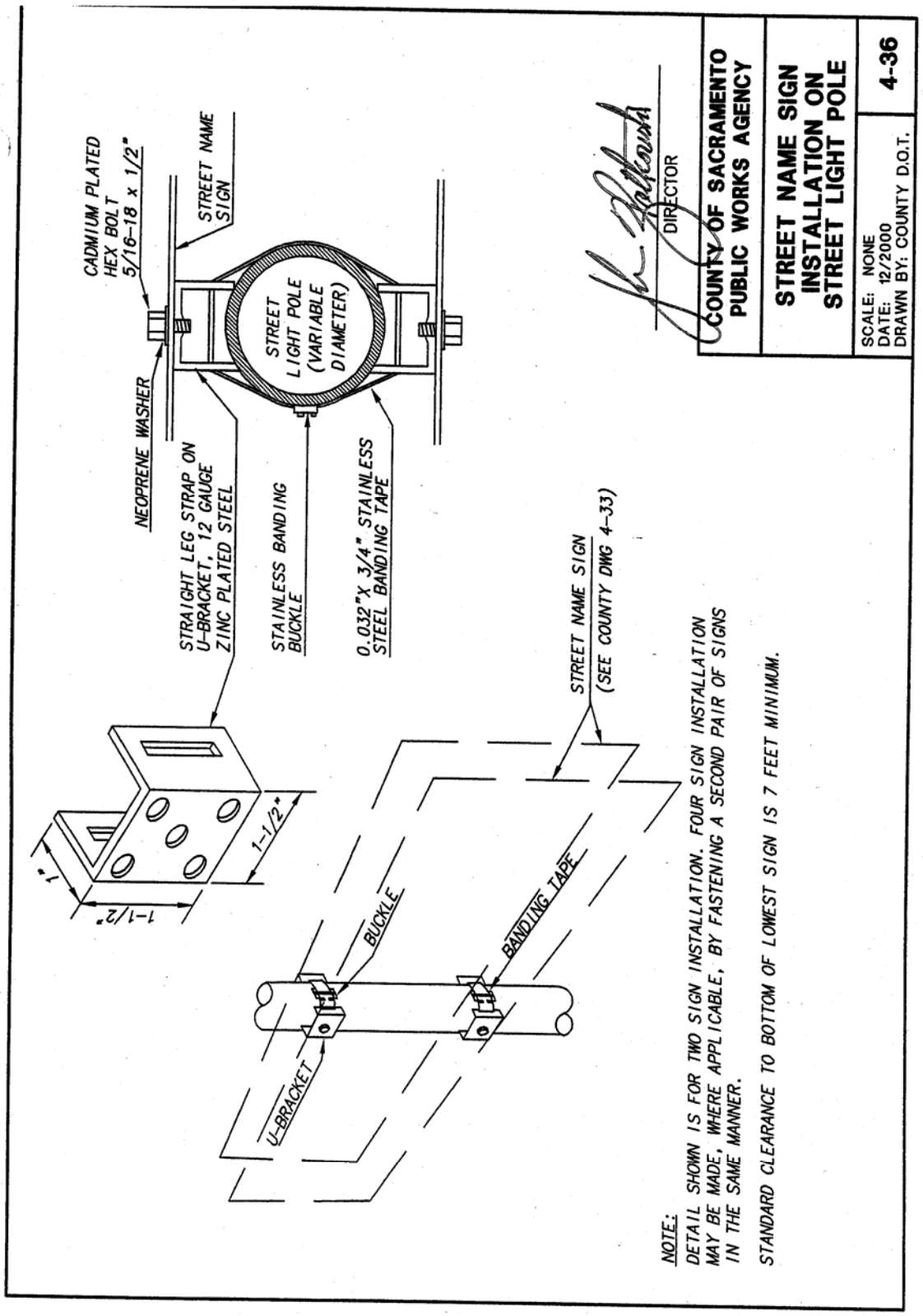

LANDSCAPED AREA
TRANSITION AREA
MEANDERING SIDEWALK
10' MINIMUM
6' MINIMUM (SEE NOTE 1)
5' MINIMUM (SEE NOTE 2)
2' MINIMUM STRAIGHT PATH
TYPE 2 CURB & GUTTER
CASE I
R=150'
LANDSCAPED AREA
24"
TYPE 2 CURB & GUTTER
MEANDERING SIDEWALK
LANDSCAPED AREA
MEANDERING SIDEWALK
150' MINIMUM RADIUS (TYP.)
6' MINIMUM (SEE NOTE 1)
34' MAXIMUM
5' MINIMUM
8'
8'
8'
150' MINIMUM RADIUS (TYP.)
TRANSITION AREA
TYPE 2 CURB & GUTTER
TREES ALLOWED WITHIN SHADED AREA ONLY (TYP.)
CASE II
NOTE:
1. ON THOROUGHFARES, ARTERIALS, AND WHERE 6 FOOT SIDEWALKS ARE REQUIRED BY THE IMPROVEMENT STANDARDS. 4 FOOT MINIMUM ALL OTHER LOCATIONS.
2. 8 FOOT MINIMUM IF TREES WILL BE PLANTED BETWEEN THE SIDEWALK AND THE CURB & GUTTER.
3. CROSS SLOPE OF MEANDERING SIDEWALK TO BE 1.5% (1.0% TO 2.0% ALLOWABLE). LONGITYPICAL GRADE NOT TO EXCEED 5%.
4. USE OF MEANDERING SIDEWALKS WILL REQUIRE STREET LIGHTING REVIEW IN RELATION TO LANDSCAPE PLAN, AND MAY REQUIRE ADDITIONAL SIDEWALK LIGHTING.
CHIEF, DEPT. OF TRANSPORTATION
COUNTY OF SACRAMENTO
PUBLIC WORKS AGENCY
MEANDERING SIDEWALK
STANDARDS
SCALE: NONE
DATE: 11/27/02
DRAWN BY: TRU P.
4-29

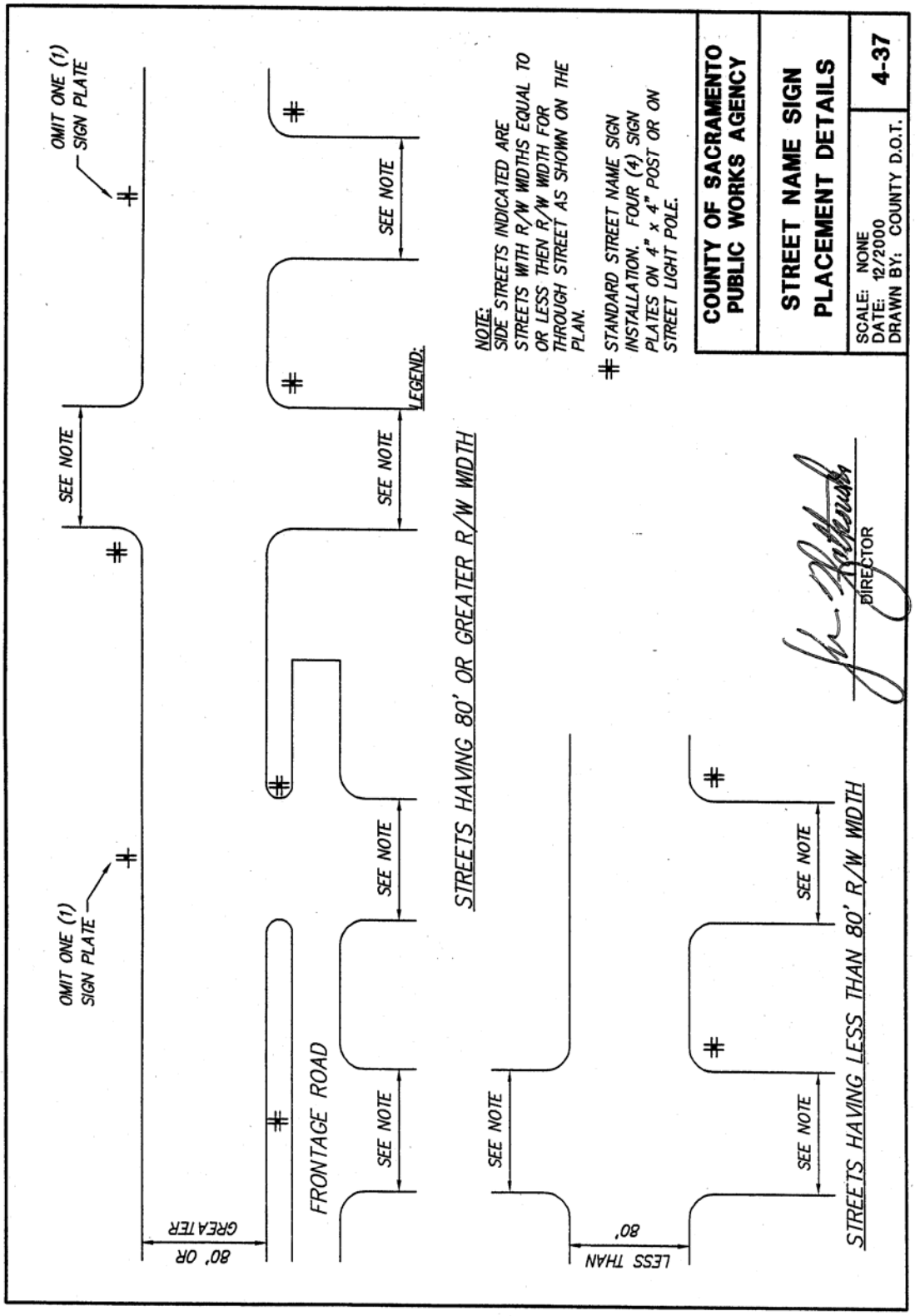

1' MINIMUM WIDTH,
1½" DEEP GRINDING AND PAVING.
2' MIN.
1' MINIMUM PAVEMENT REMOVAL
AND REPLACEMENT. SAW CUT REQUIRED.
CURB
SIDEWALK
NEW/PROPOSED PAVEMENT SECTION
EXISTING PAVEMENT SECTION
NOTE:
THIS DETAIL IS APPLICABLE TO PAVEMENT WIDENING PROJECTS AND TO
PAVEMENT EXTENSION PROJECTS (WHERE NEW ROAD CONNECTS TO EXISTING PAVEMENT).
DIRECTOR
COUNTY OF SACRAMENTO
PUBLIC WORKS AGENCY
PAVEMENT WIDENING
DETAIL
4-32
SCALE: NONE
DATE: 12/2000
DRAWN BY: COUNTY D.O.T.

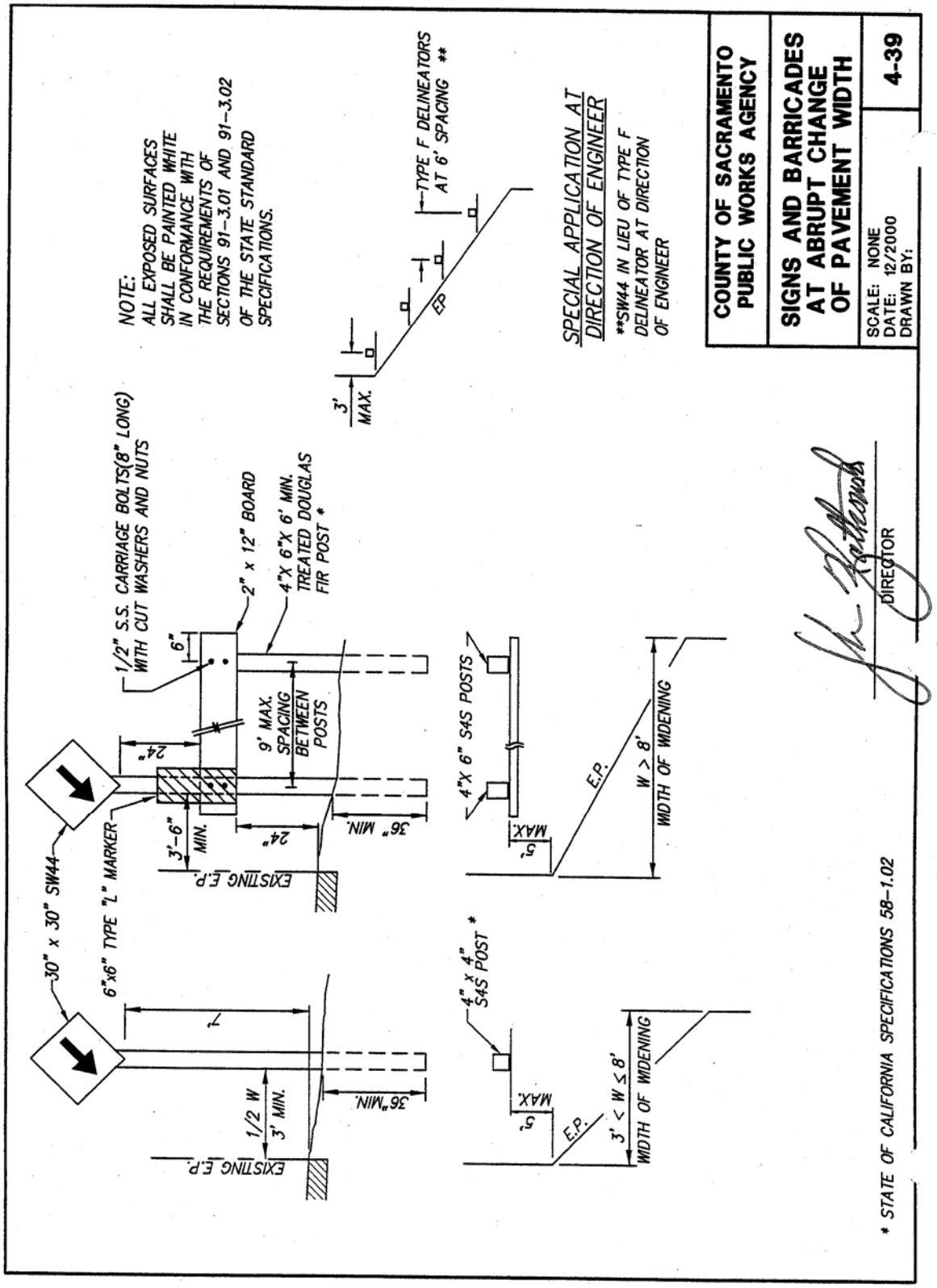

TWO SIGNS FOR EACH STREET
4" x 4" S4S POST
SACRAMENTO COUNTY
LARK
WAY
12340
SEE DETAIL A
HIGH INTENSITY REFLECTIVE SHEETING
30"
15"
13"
5/16"ø
3/4"
1 1/4"
1"
4"
2"
9"
1 1/4"
SIGN DETAILS FOR SINGLE STREET
DETAIL A
3/16" R
1 1/2"
2 1/2"
4 1/2"
1"
NOTES:
1. ALUMINUM SHEET ALLOY 6061-T6 0.080" GUAGE ROUNDED CORNERS 1/4" RADIUS.
2. FOR TWO (2) STREETS, PLACE SECOND PAIR OF SIGNS AND AT 90° TO SIGNS AS SHOWN.
3. POSTS SHALL BE REDWOOD OR TREATED DOUGLAS FIR (STATE OF CALIFORNIA SPEC. NO. 56-2.02B).
4. BLOCK NUMBERS SHALL BE AS SHOWN ON THE PLAN IN 2" SERIES "C".
DIRECTOR
COUNTY OF SACRAMENTO
PUBLIC WORKS AGENCY
STREET SIGN
FULLY REFLECTORIZED
SCALE: NONE
DATE: 12/2000
DRAWN BY: COUNTY D.O.T.
4-33

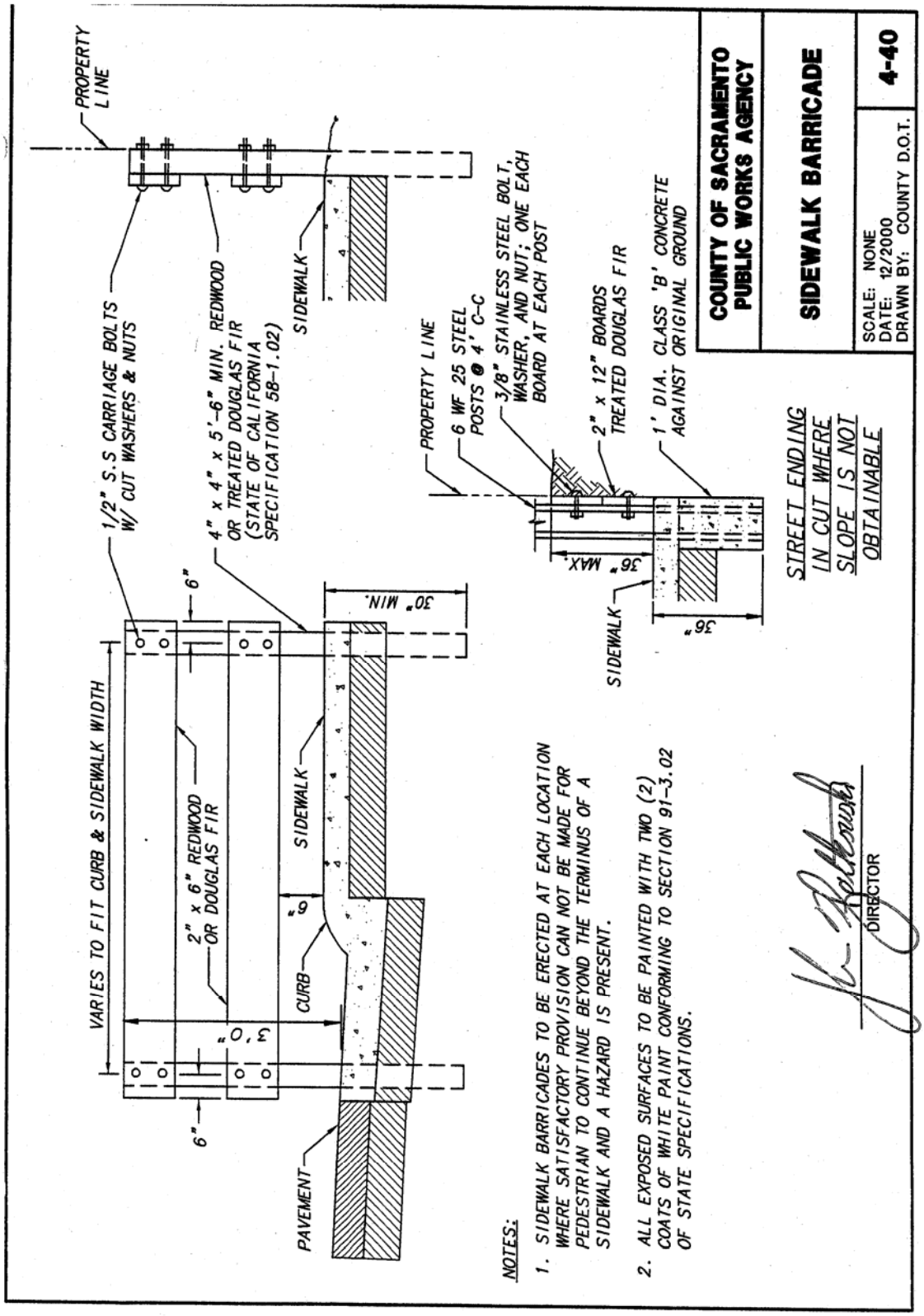

ELM STREET
MAPLE WAY
7' MIN.
6" MIN.
SIDEWALK
CURB
DIRECTOR
COUNTY OF SACRAMENTO
PUBLIC WORKS AGENCY
STREET NAME SIGN
PLACEMENT DETAILS
4-34
SCALE: NONE
DATE: 12/2000
DRAWN BY: COUNTY D.O.T.
STREET W/ LESS THAN 80' R/W WIDTH
STREET W/ LESS THAN 80' R/W WIDTH
PLACEMENT ON MINOR STREET INTERSECTIONS
BOTH STREETS HAVING R/W LESS THAN 80'.
STREET SIGN
45°
MAJOR STREET 80' OR GREATER R/W WIDTH
R/W WIDTH EQUAL TO OR LESS
THAN MAJOR STREET
PLACEMENT ON MAJOR STREET INTERSECTIONS WITH AT LEAST
ONE STREET HAVING R/W GREATER THAN 80'.
STREET SIGN
90°

AREA FOR LOCATION OF SECOND SIGN ONLY.
CURB & GUTTER
PREFERRED AREA FOR LOCATION OF FIRST SIGN
PROJECTED BACK OF CURB LINE
R/W
C.R.
45°
R/W
C.R.
45°
R/W
ALTERNATE AREA FOR LOCATION OF FIRST SIGN
NOTES:
1. STREET NAME SIGNS SHALL BE INSTALLED ON STREET LIGHT POLES WHEN THEY ARE LOCATED WITHIN THE LOCATION LIMITS DEFINED ON THIS DETAIL.
2. THE LOCATION FOR SECOND SIGN SHALL BE USED ONLY WHEN 2 (TWO) SETS OF STREET NAME SIGNS ARE REQUIRED AS SHOWN IN STANDARD DRAWING NUMBER 4-37.
3. ALL OTHER STREET NAME SIGN REQUIREMENTS IN SECT'S 4-26 & 4-27 AND IN DRAWINGS 4-33, 4-34, 4-36 & 4-37 OF THE SACRAMENTO COUNTY IMPROVEMENT STANDARDS SHALL APPLY.
DIRECTOR
COUNTY OF SACRAMENTO
PUBLIC WORKS AGENCY
STREET NAME SIGN ON STREET LIGHT POLE PLACEMENT DETAIL
SCALE: NONE
DATE: 12/2000
DRAWN BY: COUNTY D.O.T.
4-35

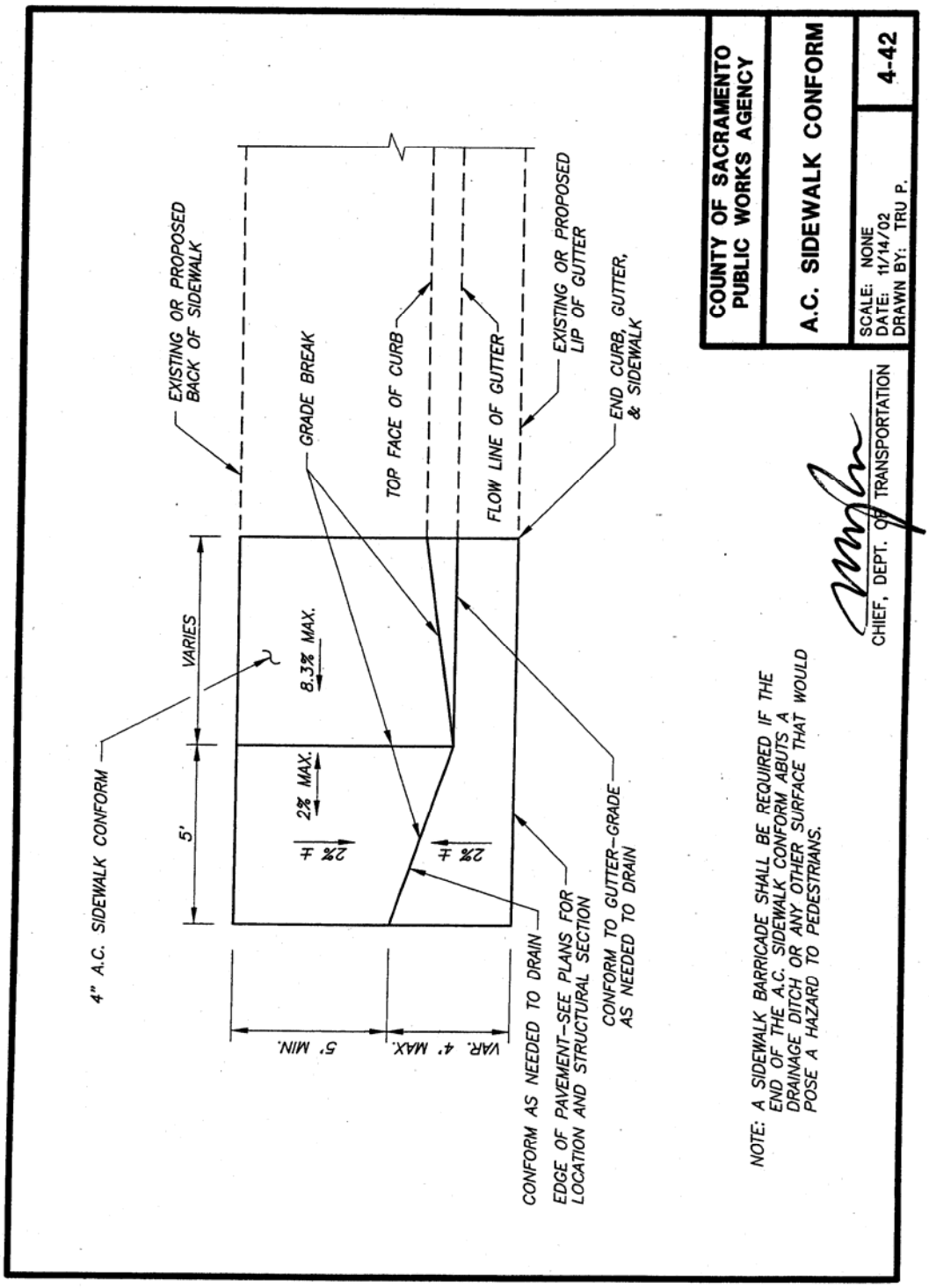

CADMIUM PLATED HEX BOLT 5/16–18 x 1/2"
STREET NAME SIGN
NEOPRENE WASHER
STRAIGHT LEG STRAP ON U-BRACKET, 12 GAUGE ZINC PLATED STEEL
STAINLESS BANDING BUCKLE
0.032"X 3/4" STAINLESS STEEL BANDING TAPE
STREET LIGHT POLE (VARIABLE DIAMETER)
STREET NAME SIGN (SEE COUNTY DWG 4–33)
1"
1-1/2"
1-1/2"
BUCKLE
BANDING TAPE
U-BRACKET
NOTE:
DETAIL SHOWN IS FOR TWO SIGN INSTALLATION. FOUR SIGN INSTALLATION MAY BE MADE, WHERE APPLICABLE, BY FASTENING A SECOND PAIR OF SIGNS IN THE SAME MANNER.
STANDARD CLEARANCE TO BOTTOM OF LOWEST SIGN IS 7 FEET MINIMUM.
DIRECTOR
COUNTY OF SACRAMENTO
PUBLIC WORKS AGENCY
STREET NAME SIGN
INSTALLATION ON
STREET LIGHT POLE
SCALE: NONE
DATE: 12/2000
DRAWN BY: COUNTY D.O.T.
4-36

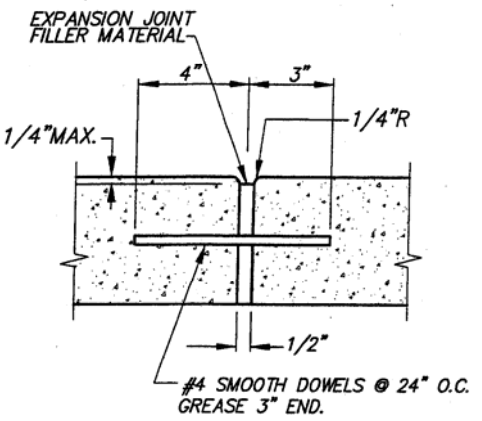

OMIT ONE (1) SIGN PLATE
SEE NOTE
SEE NOTE
SEE NOTE
SEE NOTE
LEGEND:
NOTE: SIDE STREETS INDICATED ARE STREETS WITH R/W WIDTHS EQUAL TO OR LESS THEN R/W WIDTH FOR THROUGH STREET AS SHOWN ON THE PLAN.
STANDARD STREET NAME SIGN INSTALLATION. FOUR (4) SIGN PLATES ON 4" x 4" POST OR ON STREET LIGHT POLE.
COUNTY OF SACRAMENTO
PUBLIC WORKS AGENCY
STREET NAME SIGN
PLACEMENT DETAILS
SCALE: NONE
DATE: 12/2000
DRAWN BY: COUNTY D.O.T.
4-37
DIRECTOR
STREETS HAVING 80' OR GREATER R/W WIDTH
80' OR GREATER
FRONTAGE ROAD
OMIT ONE (1) SIGN PLATE
SEE NOTE
SEE NOTE
STREETS HAVING LESS THAN 80' R/W WIDTH
LESS THAN 80'
SEE NOTE
SEE NOTE


NOTE:
ALL EXPOSED SURFACES SHALL BE PAINTED WHITE IN CONFORMANCE WITH THE REQUIREMENTS OF SECTIONS 91-3.01 AND 91-3.02 OF THE STATE STANDARD SPECIFICATIONS.
TYPE F DELINEATORS AT 6' SPACING **
3' MAX.
SPECIAL APPLICATION AT DIRECTION OF ENGINEER
**SW44 IN LIEU OF TYPE F DELINEATOR AT DIRECTION OF ENGINEER
1/2" S.S. CARRIAGE BOLTS(8" LONG) WITH CUT WASHERS AND NUTS
2" x 12" BOARD
4"X 6"X 6' MIN. TREATED DOUGLAS FIR POST *
6"
9' MAX. SPACING BETWEEN POSTS
24"
30" x 30" SW44
6"x6" TYPE "L" MARKER
3'-6" MIN.
EXISTING E.P.
36" MIN.
4"X 6" S4S POSTS
5' MAX.
E.P.
W > 8'
WIDTH OF WIDENING
4" x 4" S4S POST *
3' < W ≤ 8'
1/2 W
3' MIN.
COUNTY OF SACRAMENTO
PUBLIC WORKS AGENCY
SIGNS AND BARRICADES AT ABRUPT CHANGE OF PAVEMENT WIDTH
4-39
SCALE: NONE
DATE: 12/2000
DRAWN BY:
DIRECTOR
* STATE OF CALIFORNIA SPECIFICATIONS 5B-1.02

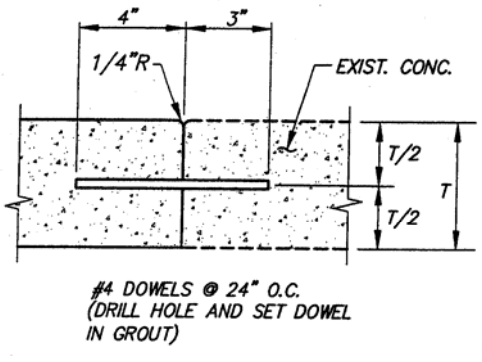

PROPERTY LINE
1/2" S.S CARRIAGE BOLTS W/ CUT WASHERS & NUTS
4" x 4" x 5'-6" MIN. REDWOOD OR TREATED DOUGLAS FIR (STATE OF CALIFORNIA SPECIFICATION 58-1.02)
SIDEWALK
PROPERTY LINE
6 WF 25 STEEL POSTS @ 4' C-C
3/8" STAINLESS STEEL BOLT, WASHER, AND NUT; ONE EACH BOARD AT EACH POST
2" x 12" BOARDS TREATED DOUGLAS FIR
1' DIA. CLASS 'B' CONCRETE AGAINST ORIGINAL GROUND
36" MAX.
SIDEWALK
36"
STREET ENDING IN CUT WHERE SLOPE IS NOT OBTAINABLE
VARIES TO FIT CURB & SIDEWALK WIDTH
6"
2" x 6" REDWOOD OR DOUGLAS FIR
6"
CURB
SIDEWALK
30" MIN.
PAVEMENT
NOTES:
1. SIDEWALK BARRICADES TO BE ERECTED AT EACH LOCATION WHERE SATISFACTORY PROVISION CAN NOT BE MADE FOR PEDESTRIAN TO CONTINUE BEYOND THE TERMINUS OF A SIDEWALK AND A HAZARD IS PRESENT.
2. ALL EXPOSED SURFACES TO BE PAINTED WITH TWO (2) COATS OF WHITE PAINT CONFORMING TO SECTION 91-3.02 OF STATE SPECIFICATIONS.
DIRECTOR
COUNTY OF SACRAMENTO
PUBLIC WORKS AGENCY
SIDEWALK BARRICADE
SCALE: NONE
DATE: 12/2000
DRAWN BY: COUNTY D.O.T.
4-40

CASE #1
PREFERRED LOCATION WHERE UTILITY CONFLICTS AND PHYSICAL CONDITIONS ALLOW AND AN EASEMENT OR RIGHT OF WAY EXISTS BEHIND WALK.
UTILITY POLE
SIDEWALK
CURB
PAVEMENT
PUE
OR ADDL R/W
4' MIN.
CASE #2
STANDARD LOCATION WHERE CASE #1 IS NOT REASONABLY ACHIEVABLE
R/W LINE AND BACK OF WALK
UTILITY POLE
SIDEWALK
CURB
PAVEMENT
VAR *
* PEDESTRIAN CLEARANCE OF 36" MINIMUM IN FRONT OF THE POLE IS DESIRABLE. POLE CAN BE PLACED 12" MINIMUM FROM BACK OF CURB IF 36" MINIMUM PEDESTRIAN CLEARANCE IS PROVIDED BEHIND POLE. POLE TO BE PLACED WITH BACK OF POLE FLUSH WITH BACK OF WALK IF NOT IN CONFLICT WITH OTHER UTILITIES.
CASE #3
ACCEPTABLE LOCATION ONLY WHERE CASES 1 OR 2 CANNOT BE REASONABLY ACHIEVED OR WHERE SPECIAL CONDITIONS DICTATE (I.E. WHERE SHORT FRONTAGE IMPROVEMENT CAUSES SIGNIFICANT DEVIATION FROM POLE LINE RESULTING IN UNDESIRABLE GUYING REQUIREMENTS.
UTILITY POLE
SIDEWALK
CURB
PAVEMENT
36" MIN.
CASE #4
REFER TO NOTE 1
UTILITY POLE
ALTERNATE LOCATIONS
UTILITY POLE
EDGE OF PAVEMENT
PAVEMENT
4' MIN.*
R/W LINE
* SEE NOTE 2 BELOW
NOTES:
1. WHERE STREET IMPROVEMENTS WILL ULTIMATELY BE CLASS A OR B, THE POLE SHOULD BE LOCATED IN CONFORMANCE TO THE APPROPRIATE CASE #1 OR #2 BASED ON THE FUTURE LOCATION OF THE STREET IMPROVEMENTS. IN THE CASE WHERE NO CURBS WOULD EVER BE ANTICIPATED, THE POLE SHOULD BE LOCATED 4 FEET MINIMUM FROM THE EDGE OF PAVEMENT SO AS NOT TO ENCROACH IN AN ADJACENT DITCH AS SHOWN IN CASE #4.
2. WHEN URBAN AREA ROADWAY IMPROVEMENT PROJECTS ARE UNDERTAKEN TO INCREASE ROADWAY CAPACITY OR SAFETY, UTILITY POLES MAY BE ALLOWED TO REMAIN AT THE EDGE OF PAVEMENT, WITH PREFERABLY 0.5 FEET MINIMUM CLEARANCE (CASE #4). HOWEVER, WHERE THE PRE-PROJECT UTILITY POLE LOCATION IS WITHIN THE PROPOSED PAVEMENT SECTION, UTILITY POLES SHOULD BE RELOCATED TO THE ULTIMATE LOCATION PER CASE #1 OR CASE #2 ABOVE, IN ORDER TO AVOID RELOCATION OF THE UTILITY POLE IN THE FUTURE.
3. UTILITY POLE PLACEMENT UNDER THE FOLLOWING CONDITIONS IS SUBJECT TO APPROVAL BY THE CHIEF OF THE DEPARTMENT OF TRANSPORTATION:
A- IN VISIBILITY CONTROL AREA (SEE STANDARD DRAWING 4-20) AND IN THE RIGHT-OF-WAY IMMEDIATELY ADJACENT TO, OR AS AN EXTENSION OF, VISIBILITY CONTROL AREAS.
B- IN ADDITION TO THE REQUIREMENTS OF 3-A ABOVE, POLES LARGER THAN 18 INCHES IN DIAMETER WITHIN 9 FEET OF THE EDGE OF PAVEMENT OR EDGE LINE WHERE THERE IS NO SIDEWALK.
C- POLES LOCATED ON THE OUTSIDE OF SHARP CURVES, OR IN THE TANGENT OF THE CURVES WITHIN 200 FEET OF THE BEGINNING OR END OF CURVE (FOR 45 MPH OR GREATER SPEED LIMIT) OR 100 FEET (FOR A LESSER SPEED LIMIT) FOR CONSIDERATION OF GUARDRAIL OR SPECIAL DELINEATION. FOR PURPOSES OF THIS SECTION, SHARP CURVES SHALL BE CONSIDERED THOSE WITH RADII OF LESS THAN 800 FEET FOR URBAN 2 LANE STREETS AND WITH RADII OF LESS THAN 2000 FEET FOR RURAL ROADS OR MULTI-LANE STREETS.
D- RISERS PROPOSED IN A LOCATION THAT WOULD REDUCE PEDESTRIAN CLEARANCE TO LESS THAN 36 INCHES SHALL NOT BE ALLOWED.
DIRECTOR
COUNTY OF SACRAMENTO
PUBLIC WORKS AGENCY
UTILITY POLE
PLACEMENT LOCATIONS
SCALE: NONE
DATE: 12/2000
DRAWN BY: COUNTY D.O.T.
4-41


EXISTING OR PROPOSED BACK OF SIDEWALK
GRADE BREAK
TOP FACE OF CURB
FLOW LINE OF GUTTER
EXISTING OR PROPOSED LIP OF GUTTER
END CURB, GUTTER, & SIDEWALK
4" A.C. SIDEWALK CONFORM
VARIES
5'
8.3% MAX.
2% MAX.
2% ±
2% ±
5' MIN.
VAR. 4' MAX.
CONFORM AS NEEDED TO DRAIN
EDGE OF PAVEMENT–SEE PLANS FOR LOCATION AND STRUCTURAL SECTION
CONFORM TO GUTTER–GRADE AS NEEDED TO DRAIN
NOTE: A SIDEWALK BARRICADE SHALL BE REQUIRED IF THE END OF THE A.C. SIDEWALK CONFORM ABUTS A DRAINAGE DITCH OR ANY OTHER SURFACE THAT WOULD POSE A HAZARD TO PEDESTRIANS.
CHIEF, DEPT. OF TRANSPORTATION
COUNTY OF SACRAMENTO
PUBLIC WORKS AGENCY
A.C. SIDEWALK CONFORM
SCALE: NONE
DATE: 11/14/02
DRAWN BY: TRU P.
4-42

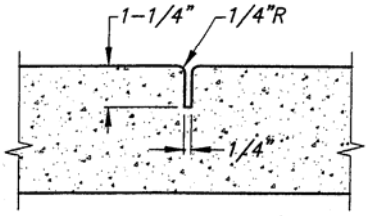


EXPANSION JOINT

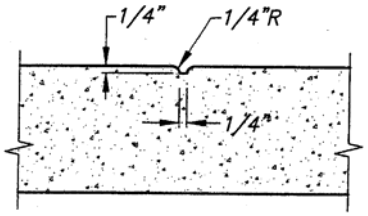


SIDEWALK CONTACT JOINT

(USE WHERE NEW CONSTRUCTION OF S/W AND OR CURB & GUTTER ABUTTS EXISTING IMPROVEMENTS.)



WEAKENED PLANE JOINT



SCORE MARK

CHIEF, DEPT. OF TRANSPORTATION

COUNTY OF SACRAMENTO PUBLIC WORKS AGENCY	
STANDARD CONCRETE JOINT DETAILS	
SCALE: NONE DATE: 12/02 DRAWN BY: TRU P.	4-43

Appendix C: Capital Implementation Program Project List

Legend for Project List

Use Priorities

A. Public input requests
1. Government services.
2. Commercial, business or multi-family residential.
3. Single-family residential.

(Refer to Section 6.3 for detailed descriptions)

Condition Priorities

1) Reconstruct curb ramps at locations where existing curb ramps have an unsafe condition that may cause a trip and fall.
2) A new curb ramp will be installed at locations where there is no curb ramp to provide accessibility.
3) When a corner has one existing curb ramp and conditions allow for the construction of an additional curb ramp at the same corner, and provided that traffic controls allow for a safe path of travel, an additional curb ramp will be installed.
4) A curb ramp is constructed or reconstructed at a location with difficult physical conditions such as major utility conflicts, physical barriers or other constraints, which would create a hardship situation on the entity.
5) An existing curb ramp will be reconstructed when it does not meet current federal and state accessibility standards

(Refer to Section 6.3 for detailed descriptions)

Work Scope Codes

(1) Complete ADA retrofit of signalized four-way intersection.
(2) Complete ADA retrofit of controlled intersection.
(3) Complete ADA retrofit of signalized T-intersection.
(4) At signalized intersections, installation of new accessible pedestrian signals with push buttons and crosswalk striping for all crossing directions where crosswalks are required by the ADA Codes and Standards.
(5) Partial ADA retrofit at four-way intersection, single-family residential area.

(6) Partial ADA retrofit at T-intersection, single-family residential area.
(7) One or more new single curb ramps where other curb ramps at the intersection are complying.
(8) Renovation of existing curb ramp to remove hazardous conditions.
(9) Installation of new curb, gutter and concrete sidewalk.
(10) Partial curb, gutter and sidewalk installation to provide programmatic access.
(11) Miscellaneous sidewalk or walkway repair or replacement.
(12) Selected sidewalk and bus pad pavement as required for transit access.
(13) Selected sidewalk and bus pad pavement as required for new mid-block crosswalk with pedestrian signals.
(14) Roadway widening or installation of required asphalt conforms for accessible pedestrian access routes.
(15) Removal of sidewalk barriers.

(Refer to Section 6.2 for detailed descriptions)

Funding Codes

A. Measure A sales tax funds.
B. Disabled Access to Transit Program, funded by Congestion Mitigation and Air Quality Program (Federal TEA-21 Program).
C. State Transportation Improvement Program (STIP) (includes Measure A sales tax funds and specified developer fees).
D. Regional Surface Transportation Program (includes Measure A sales tax funds and specified developer fees).
E. Florin Beautification Project, funded by Regional Surface Transportation Program (Federal TEA-21 Program) and local Florin Road Partnership Business Improvement District.
F. Florin Beautification Project, funded by State Transportation Improvement Program.
G. Folsom Blvd. Enhancement Project, funded by State Transportation Improvement Program.
H. Franklin Blvd. Streetscape Project, funded by Regional Surface Transportation Program (Federal TEA-21 Program) and Sacramento Housing and Redevelopment Association and the City of Sacramento.
I. Fulton Avenue Enhancement Project, funded by Regional Surface Transportation Program (Federal TEA-21 Program) and Fulton Avenue Business Improvement District.
J. Roadway Development Fee Capital Improvement Plan (includes Measure A sales tax funds).
K. Elk Grove West Vineyard Public Facilities and Vineyard Springs Comprehensive Financing Plans.
L. North Natomas Financing Plan, in conjunction with the City of Sacramento.
M. Sacramento Area Flood Control Agency administered (from Measure A sales tax funds).
N. Antelope Public Facilities Financing Plan Capital Improvement Program.

O. Greenback Lane Improvement Project, in cooperation with the City of Citrus Heights (includes Measure A sales tax funds and specified developer fees).
P. Federal Safe Routes to School Program.
Q. North Watt Avenue Enhancement Program, funded by State Transportation Improvement Program (STIP) (includes Measure A sales tax funds) and Sacramento Housing and Redevelopment Association.
R. Funds from Developer fees.
S. Sidewalk Continuity Project, from Measure A sales tax funds.
T. Unused
U. Unused
V. Unused
W. Unused
X. (also called CR) Elderly and Disabled Access Program, improvements determined from resident requests.
Y. Major Intersection Projects, from Measure A sales tax funds.
Z. ADA Transition Plan Implementation Projects, from combination of Measure A sales tax funds, developer fees and other currently unspecified funds.

Community	Street 1 (typically NS Street)	Street 2 (typically EW Street)	Use	Condi-tion	Work Scope	Fund-ing	Curb Ramps	Signals	Cross-walks	Side walks	Total Costs
FY 2004-2005											
S. Sacto	55th St	Florin Rd	1	2	9	E	$25,040		$3,040	$8,200	$36,280
Carmichael	Auburn Blvd	Myrtle Ave	1	2	5	A	$0	$11,840	$0	$9,840	$21,680
Arden Arcade	Avalon Dr	Marilona Dr	1	2	3	P	$37,560		$4,560	$6,150	$48,270
S. Sacto	Bowling Dr	Florin Rd	1	2	9	E	$12,520		$1,520	$12,300	$26,340
N. Highlands	College Oak Dr	Myrtle Ave	1	2	5	A	$0	$11,840	$0	$9,840	$21,680
S. Sacto	E Southgate Dr	Florin Rd	1	2	9	E	$12,520		$1,520	$12,300	$26,340
Antelope	Falcon View Dr	N Loop Blvd	1	2	1	N	$50,080	$11,840	$6,080	$6,560	$74,560
S. Sacto	Fawn Way	Florin Rd	1	2	9	E	$12,520		$1,520	$12,300	$26,340
S. Sacto	Franklin Blvd	41st Ave	1	2	9	H	$12,520		$1,520	$9,840	$23,880
S. Sacto	Franklin Blvd	42nd Ave	1	2	9	H	$12,520		$1,520	$9,840	$23,880
S. Sacto	Franklin Blvd	43rd Ave	1	2	9	H	$12,520		$1,520	$8,200	$22,240
S. Sacto	Franklin Blvd	44th Ave	1	2	9	H	$12,520		$1,520	$8,200	$22,240
S. Sacto	Franklin Blvd	45th Ave	1	2	9	H	$12,520		$1,520	$8,200	$22,240
S. Sacto	Franklin Blvd	46th Ave	1	2	9	H	$12,520		$1,520	$8,200	$22,240
S. Sacto	Franklin Blvd	47th Ave	1	2	1	H	$50,080	$11,840	$6,080	$8,200	$76,200
S. Sacto	Franklin Blvd	48th Ave	1	2	9	H	$12,520		$1,520	$12,300	$26,340
S. Sacto	Franklin Blvd	51st Ave	1	2	9	H	$12,520		$1,520	$9,840	$23,880
S. Sacto	Franklin Blvd	52nd Ave	1	2	9	H	$12,520		$1,520	$9,840	$23,880
S. Sacto	Franklin Blvd	Cuny Ave	1	2	9	H	$12,520		$1,520	$9,840	$23,880
S. Sacto	Franklin Blvd	Florin Rd	1	2	1	E	$50,080	$11,840	$6,080	$12,300	$80,300
S. Sacto	Franklin Blvd	Green Tree Dr	1	2	9	H	$12,520		$1,520	$9,840	$23,880
S. Sacto	Franklin Blvd	Turnbridge Dr	1	2	9	H	$12,520		$1,520	$9,840	$23,880
S. Sacto	Franklin Blvd	Williamsborough Dr	1	2	9	H	$12,520		$1,520	$9,840	$23,880
Arden Arcade	Fulton Ave	Alta Arden Expy	1	2	1	I	$50,080	$11,840	$6,080	$9,840	$77,840
Arden Arcade	Fulton Ave	Arden Way	1	2	1	I	$50,080	$11,840	$6,080	$12,300	$80,300
Arden Arcade	Fulton Ave	Armstrong Dr	1	2	9	I	$12,520		$1,520	$8,200	$22,240
Arden Arcade	Fulton Ave	Auburn Blvd	1	2	1	I	$50,080	$11,840	$6,080	$8,200	$76,200
Antelope	Watt Ave	Bainbridge Dr	1	2	2	Q	$50,080		$6,080	$6,150	$62,310
N. Highlands	Watt Ave	E St	1	2	9	Q	$12,520		$1,520	$9,840	$23,880
N. Highlands	Watt Ave	Karen Ln	1	2	9	Q	$12,520		$1,520	$9,840	$23,880
N. Highlands	Watt Ave	Karl Dr	1	2	9	Q	$12,520		$1,520	$9,840	$23,880

Community	Street 1 (typically NS Street)	Street 2 (typically EW Street)	Use	Condition	Work Scope	Funding	Curb Ramps	Signals	Cross-walks	Side walks	Total Costs
Antelope	Watt Ave	Larchmont Dr	1	2	9	Q	$12,520		$1,520	$12,300	$26,340
N. Highlands	Watt Ave	Margaret Way	2	2	9	Q	$12,520		$760	$1,750	$15,030
N. Highlands	Watt Ave	McClellan Dr	1	2	9	Q	$12,520		$1,520	$9,840	$23,880
Antelope	Watt Ave	Mountain Oak Way	1	2	9	Q	$12,520		$1,520	$12,300	$26,340
Carmichael	Watt Ave	Myrtle Ave	1	2	1	Q	$50,080	$11,840	$6,080	$9,840	$77,840
N. Highlands	Watt Ave	N Haven Dr	1	2	9	Q	$12,520		$1,520	$12,300	$26,340
N. Highlands	Watt Ave	Oak Dell Ave	1	2	9	Q	$12,520		$1,520	$8,200	$22,240
N. Highlands	Watt Ave	Orange Grove Ave	1	2	9	Q	$12,520		$1,520	$8,200	$22,240
N. Highlands	Watt Ave	Palm St	1	2	9	Q	$12,520		$1,520	$9,840	$23,880
Antelope	Watt Ave	Plymouth Dr	1	2	9	Q	$12,520		$1,520	$12,300	$26,340
N. Highlands	Watt Ave	Poplar Blvd	1	2	9	Q	$12,520		$1,520	$6,560	$20,600
Antelope	Watt Ave	Quinn Way	1	2	9	Q	$12,520		$1,520	$9,840	$23,880
N. Highlands	Watt Ave	Roseville Rd	1	2	9	Q	$25,040		$3,040	$12,300	$40,380
Antelope	Watt Ave	Turner Dr	1	2	9	Q	$12,520		$1,520	$9,840	$23,880
N. Highlands	Watt Ave	Wings Way	1	2	9	Q	$12,520		$1,520	$9,840	$23,880
Arden Arcade	Maryal Dr	Marilona Dr	1	2	3	P	$37,560		$4,560	$1,750	$43,870
S. Sacto	Florin Mall 1	Florin Rd	1	2	9	E	$12,520		$1,520	$1,750	$15,790
S. Sacto	Mall Drive	Florin Rd	1	2	1	E	$50,080	$11,840	$6,080	$1,750	$69,750
S. Sacto	Florin Mall 2	Florin Rd	1	2	9	E	$12,520		$1,520	$1,750	$15,790
S. Sacto	65th Expy	Florin Rd	1	2	3	E	$37,560	$8,880	$4,560	$1,750	$52,750
S. Sacto	Franklin Blvd	49th Ave	2	2	9	H	$12,520		$760	$1,750	$15,030
S. Sacto	Franklin Blvd	La Grande Blvd	2	2	9	H	$12,520		$760	$1,750	$15,030
Arden Arcade	Fulton Ave	Trade Wind Ave	2	2	9	I	$12,520		$760	$1,750	$15,030
Arden Arcade	Fulton Ave	Echo Way	2	2	9	I	$12,520		$760	$1,750	$15,030
Antelope	Watt Ave	Fairbairn Dr	2	2	9	Q	$12,520		$760	$1,750	$15,030
Antelope	Watt Ave	Antelope Blvd	2	2	1	Q	$50,080	$11,840	$3,040	$1,750	$66,710
Antelope	N Loop Blvd	Elverta Rd	3	2	3	N	$37,560	$8,880	$0	$350	$46,790
Arden Arcade	GARFIELD AVE	GIBBONS DR	1	1	10	Z	$145				$145
Arden Arcade	COUNTRY HAVEN CT	EDISON AVE	1	1	10	Z	$145				$145
Arden Arcade	ENGLE RD	HALLELUJAH CT	1	1	10	Z	$145				$145
Arden Arcade	WHITNEY AVE	NORRIS AVE	1	1	10	Z	$145				$145
Arden Arcade	WHITNEY AVE	CONCETTA WAY	1	1	10	Z	$145				$145
Arden Arcade	MISSION AVE	WHITNEY AVE	1	1	10	Z	$145				$145

Community	Street 1 (typically NS Street)	Street 2 (typically EW Street)	Use	Condition	Work Scope	Funding	Curb Ramps	Signals	Cross-walks	Side walks	Total Costs
Arden Arcade	WHITNEY AVE	FOSTER WAY	1	1	10	Z	$145				$145
Arden Arcade	WATT AVE	LARCHMONT SQUARE LN	1	1	10	Z	$145				$145
Arden Arcade	WATT AVE	LYNNE WAY	1	1	10	Z	$145				$145
Arden Arcade	WALNUT AVE	LOVE WAY	1	1	10	Z	$145				$145
Arden Arcade	WATT AVE	GREENVIEW LN	1	1	10	Z	$145				$145
Arden Arcade	MARCONI AVE	WRIGHT ST	1	1	10	Z	$145				$145
Arden Arcade	DELROSE CT	GARFIELD AVE	1	1	10	Z	$145				$145
Arden Arcade	CHENU AVE	WATT AVE	1	1	10	Z	$145				$145
Arden Arcade	WATT AVE	KINGS WAY	1	1	10	Z	$145				$145
Arden Arcade	JULIE ANN CT	KENNETH AVE	1	1	10	Z	$145				$145
Arden Arcade	ELVYRA WAY	FULTON AVE	1	1	10	Z	$290				$290
Arden Arcade	KENTFIELD DR	WATT AVE	1	1	10	Z	$145				$145
Arden Arcade	ROSE CT	WALNUT AVE	1	1	10	Z	$145				$145
Arden Arcade	FULTON AVE	LOMA VISTA DR	1	1	10	Z	$145				$145
Arden Arcade	BUTANO DR	PARK TOWNE CIR	1	1	10	Z	$290				$290
Arden Arcade	LA MESA WAY	FULTON AVE	1	1	10	Z	$290				$290
Arden Arcade	WATT AVE	MARYAL DR	1	1	10	Z	$290				$290
Arden Arcade	COTTAGE WAY	FULTON AVE	1	1	10	Z	$290				$290
Arden Arcade	LANDON LN	COTTAGE WAY	1	1	10	Z	$145				$145
Arden Arcade	COTTAGE WAY	MORSE AVE	1	1	10	Z	$145				$145
Arden Arcade	RICHMOND ST	COTTAGE WAY	2	1	10	Z	$145				$145
Arden Arcade	TESLA WAY	FULTON AVE	1	1	10	Z	$145				$145
Arden Arcade	FULTON AVE	TOWER AVE	1	1	10	Z	$145				$145
Arden Arcade	WYDA WAY	HOWE AVE	1	1	10	Z	$435				$435
Arden Arcade	ALTA ARDEN EXPY	MORSE AVE	1	1	10	Z	$145				$145
Arden Arcade	WYDA WAY	WRIGHT ST	1	1	10	Z	$145				$145
Arden Arcade	FULTON AVE	ARMSTRONG DR	1	1	10	Z	$290				$290
Arden Arcade	HOWE AVE	ALTA ARDEN EXPY	1	1	10	Z	$145				$145
Arden Arcade	WATT AVE	WILLETT CT	1	1	10	Z	$145				$145
Arden Arcade	EASTERN AVE	ALLEY	1	1	10	Z	$145				$145
Arden Arcade	ARDEN WAY	FULTON AVE	1	1	10	Z	$580				$580
Arden Arcade	AVONDALE AVE	ARDEN WAY	1	1	10	Z	$145				$145
Arden Arcade	ARDEN WAY	WATT AVE	1	1	10	Z	$290				$290

Community	Street 1 (typically NS Street)	Street 2 (typically EW Street)	Use	Condition	Work Scope	Funding	Curb Ramps	Signals	Cross-walks	Side walks	Total Costs
Arden Arcade	ARDEN WAY	LAS PASAS WAY	1	1	10	Z	$145				$145
Arden Arcade	SAFARI CT	ARDEN WAY	1	1	10	Z	$145				$145
Arden Arcade	HURLEY WAY	RUSHDEN DR	1	1	10	Z	$145				$145
Arden Arcade	BELL ST	VILLANOVA CIR	2	1	10	Z	$145				$145
Arden Arcade	HOWE AVE	CADILLAC DR	1	1	10	Z	$290				$290
Arden Arcade	Fulton Ave	Carlsbad Ave	1	2	9	I	$12,520		$1,520	$8,200	$22,240
Arden Arcade	Fulton Ave	Carson Way	1	2	2	I	$50,080		$6,080	$8,200	$64,360
Arden Arcade	Fulton Ave	Cottage Way	1	2	1	I	$50,080	$11,840	$6,080	$9,840	$77,840
Arden Arcade	Fulton Ave	Edison Ave	1	2	1	I	$50,080	$11,840	$6,080	$8,200	$76,200
Arden Arcade	Fulton Ave	El Camino Ave	1	2	1	I	$50,080	$11,840	$6,080	$9,840	$77,840
Arden Arcade	Fulton Ave	Elvyra Way	1	2	9	I	$12,520		$1,520	$8,200	$22,240
Arden Arcade	Fulton Ave	Hernando Rd	1	2	9	I	$12,520		$1,520	$8,200	$22,240
Arden Arcade	Fulton Ave	Juniper Ln	1	2	9	I	$12,520		$1,520	$9,840	$23,880
Arden Arcade	Fulton Ave	La Mesa Way	1	2	9	I	$12,520		$1,520	$9,840	$23,880
Arden Arcade	Fulton Ave	Loma Vista Dr	1	2	9	I	$12,520		$1,520	$8,200	$22,240
Arden Arcade	Fulton Ave	Loma Vista Dr	1	2	9	I	$12,520		$1,520	$9,840	$23,880
Arden Arcade	Fulton Ave	Marconi Ave	1	2	1	I	$50,080	$11,840	$6,080	$8,200	$76,200
Arden Arcade	Fulton Ave	Northrop Ave	1	2	5	A	$0	$11,840			$11,840
Arden Arcade	Fulton Ave	Pope Ave	1	2	9	I	$12,520		$1,520	$8,200	$22,240
Arden Arcade	Fulton Ave	Tesla Way	1	2	9	I	$12,520		$1,520	$9,840	$23,880
Arden Arcade	Fulton Ave	Tioga Way	1	2	9	I	$12,520		$1,520	$12,300	$26,340
Arden Arcade	Fulton Ave	Tower Ave	1	2	9	I	$12,520		$1,520	$9,840	$23,880
Arden Arcade	Fulton Ave	Valley Rd	1	2	9	I	$12,520		$1,520	$12,300	$26,340
N. Highlands	Garfield Ave	Greenback Ln	1	2	1	C	$50,080	$11,840	$6,080	$8,200	$76,200
Consumnes	Grant Line Rd	Calvine Rd	2	2	3	K	$37,560	$8,880	$2,280	$1,750	$50,470
N. Highlands	Hackberry Ln	Winding Way	1	2	1	A	$50,080	$11,840	$6,080	$6,150	$74,150
Orangevale	Hazel Ave	Cherry Ave	3	2	3	D	$37,560	$8,880		$350	$46,790
Orangevale	Hazel Ave	Oak Ave	1	2	1	D	$50,080	$11,840	$6,080	$6,560	$74,560
N. Highlands	I-80 ramps	Greenback Ln	1	2	9	C	$50,080		$6,080	$12,300	$68,460
Fair Oaks	Illinois Ave	Madison Ave	1	2	1	P	$50,080	$11,840	$6,080	$9,840	$77,840
Vineyard	Kingsbridge Dr	Calvine Rd	1	2	3	K	$18,780		$2,280	$6,150	$27,210
S. Sacto	Lincolnshire Dr	Florin Rd	1	2	9	E	$12,520		$1,520	$12,300	$26,340
Arden Arcade	Marilona Dr	Marconi Ave	1	2	9	P	$12,520		$1,520	$9,840	$23,880

Community	Street 1 (typically NS Street)	Street 2 (typically EW Street)	Use	Condition	Work Scope	Funding	Curb Ramps	Signals	Crosswalks	Side walks	Total Costs
Arden Arcade	Maryal Dr	Avalon Dr	1	2	2	P	$25,040		$6,080	$6,150	$37,270
Arden Arcade	Maryal Dr	El Camino Ave	1	2	9	P	$25,040		$3,040	$9,840	$37,920
Antelope	N Loop Blvd	Diane Dr	1	2	3	N	$37,560	$8,880	$4,560	$9,840	$60,840
Antelope	Palmerson Dr	N Loop Blvd	1	2	1	N	$50,080	$11,840	$6,080	$9,840	$77,840
Antelope	Redwater Dr	N Loop Blvd	1	2	3	N	$37,560	$8,880	$4,560	$12,300	$63,300
S. Sacto	Sky Pkwy	65th St	1	2	3	E	$37,560	$8,880	$4,560	$12,300	$63,300
S. Sacto	Stockton Blvd	65th St	1	2	1	E	$50,080	$11,840	$6,080	$8,200	$76,200
S. Sacto	Stockton Blvd	Florin Rd	1	2	1	E	$50,080	$11,840	$6,080	$12,300	$80,300
Consumnes	Sunrise Blvd	Grant Line Rd	1	2	3	K	$37,560	$8,880	$4,560	$6,560	$57,560
Arden Arcade	Trinity River Dr	Coloma Rd	1	2	2	A	$37,560	$8,880	$4,560	$8,200	$59,200
S. Sacto	U.S. 99	Florin Rd	1	2	2	E	$25,040		$3,040	$12,300	$40,380
Vineyard	Vineyard Rd	Calvine Rd	2	2	4	K	$25,040		$1,520	$1,750	$28,310
Antelope	Walerga Rd	N Loop Blvd	1	2	1	N	$50,080	$11,840	$6,080	$6,560	$74,560
N. Highlands	Watt Ave	A St	2	2	2	Q	$50,080		$3,040	$1,750	$54,870
N. Highlands	Watt Ave	Airbase Dr	1	2	3	Q	$37,560	$8,880	$4,560	$9,840	$60,840
Arden Arcade	Watt Ave	American River Dr	1	2	9	D	$50,080		$6,080	$9,840	$66,000
Carmichael	Watt Ave	Auburn Blvd	1	2	1	A	$50,080	$11,840	$6,080	$9,840	$77,840
Unspecified Locations for Curb Ramps, Sidewalks, Crosswalks and Accessible Signals						AZ	$200,000	$200,000	$25,000	$100,000	$525,000
Yearly Totals							$2,856,245	$584,800	$325,960	$940,800	$4,707,805
FY 2005-2006											
N. Highlands	Andrea Blvd	Elkhorn Blvd	1	2	1	J	$50,080	$11,840	$6,080	$9,840	$77,840
Carmichael	Annadale Ln	Auburn Blvd	1	2	4	S	$12,520		$1,520	$8,200	$22,240
Arden Arcade	Annadale Ln	Edison Ave	1	2	4	S	$25,040		$3,040	$6,560	$34,640
Arden Arcade	Annadale Ln	Merrily Way	1	2	4	S	$25,040		$3,040	$6,560	$34,640
Antelope	Antelope North Rd	Olive Ave	1	2	3	N	$25,040		$3,040	$1,750	$29,830
Antelope	Antelope North Rd	Poker Ln	3	2	3	N	$25,040		$0	$350	$25,390
N. Highlands	Auburn Blvd	Manzanita Ave	1	2	2	B	$25,040	$5,920	$3,040	$8,200	$42,200
Carmichael	Auburn Blvd	Orange Grove Ave	1	2	2	B	$37,560	$8,880	$4,560	$8,200	$59,200
Arden Arcade	Avalon Dr	El Camino Ave	1	2	9	S	$50,080		$6,080	$9,840	$66,000
Arden Arcade	Avalon Dr	Marconi Ave	1	2	9	S	$25,040		$3,040	$9,840	$37,920
S. Sacto	Bacchini Ave	Florin Rd	1	2	9	F	$12,520		$1,520	$6,150	$20,190
Arden Arcade	Barbarell Way	Marconi Ave	1	2	9	S	$12,520		$1,520	$9,840	$23,880

Community	Street 1 (typically NS Street)	Street 2 (typically EW Street)	Use	Condi-tion	Work Scope	Fund-ing	Curb Ramps	Signals	Cross-walks	Side walks	Total Costs
Arden Arcade	Bell St	Northrop Ave	1	2	4	S	$25,040		$3,040	$12,300	$40,380
Carmichael	Bellue St	Moraga Dr	1	2	9	CR	$12,520		$1,520	$6,150	$20,190
N. Highlands	Bismarck Dr	Elkhorn Blvd	1	2	9	A	$25,040		$3,040	$9,840	$37,920
S. Sacto	Briggs Dr	Florin Rd	1	2	1	F	$50,080	$11,840	$6,080	$6,150	$74,150
Arden Arcade	Burgundy Way	El Camino Ave	1	2	4	S	$12,520		$1,520	$9,840	$23,880
Arden Arcade	Butano Dr	El Camino Ave	1	2	2	CR	$50,080		$6,080	$8,200	$64,360
N. Highlands	Butterball Way	Elkhorn Blvd	1	2	3	A	$37,560		$4,560	$8,200	$50,320
N. Highlands	Cantel Way	Elkhorn Blvd	1	2	3	A	$37,560	$8,880	$4,560	$9,840	$60,840
Arden Arcade	Carrisa Way	Marconi Ave	1	2	9	S	$12,520		$1,520	$9,840	$23,880
Arden Arcade	Cathay Way	El Camino Ave	1	2	9	S	$12,520		$1,520	$9,840	$23,880
S. Sacto	Celia Ave	Florin Rd	2	2	9	F	$12,520		$760	$1,750	$15,030
S. Sacto	Chandler Dr	Florin Rd	1	2	9	F	$25,040		$3,040	$9,840	$37,920
N. Highlands	Crater Way	Elkhorn Blvd	1	2	9	J	$12,520		$1,520	$9,840	$23,880
Arden Arcade	Devonshire Rd	Arden Way	1	2	4	S	$25,040		$3,040	$9,840	$37,920
Carmichael	Dewey Dr	Oakcrest Ave	1	2	2	CR	$50,080		$6,080	$8,200	$64,360
Carmichael	Dewey Dr	Pepperwood Way	1	2	9	CR	$12,520		$1,520	$12,300	$26,340
N. Highlands	College Oak Dr	Orange Grove Ave	1	2	1	B	$50,080	$11,840	$6,080	$1,750	$69,750
N. Highlands	Dillingham Dr	Elkhorn Blvd	2	2	9	A	$12,520		$760	$1,750	$15,030
Vineyard	Elk Grove-Florin Rd	Florin Rd	1	2	1	F	$50,080	$11,840	$6,080	$1,750	$69,750
Vineyard	N Kiefer Rd	Kiefer Blvd	2	2	2	S	$50,080		$3,040	$1,750	$54,870
N. Highlands	Harlequin Way	Elkhorn Blvd	2	2	9	CR	$12,520		$760	$1,750	$15,030
RL/Elverta	9th St	M St	2	2	2	CR	$25,040		$1,520	$1,750	$28,310
Arden Arcade	Ione St	El Camino Ave	1	2	9	S	$25,040		$3,040	$9,840	$37,920
Arden Arcade	Ione St	Marconi Ave	1	2	9	S	$12,520		$1,520	$9,840	$23,880
S. Sacto	Kara Dr	Florin Rd	1	2	9	F	$12,520		$1,520	$6,150	$20,190
N. Highlands	Kimmel Dr	Elkhorn Blvd	1	2	3	A	$37,560		$4,560	$9,840	$51,960
S. Sacto	Kingsley St	Florin Rd	1	2	9	F	$12,520		$1,520	$6,150	$20,190
N. Highlands	Larchmont Dr	Elkhorn Blvd	1	2	3	A	$37,560		$4,560	$9,840	$51,960
S. Sacto	Lindale Dr	Florin Rd	1	2	9	F	$25,040		$3,040	$8,200	$36,280
S. Sacto	McComber St	Florin Rd	1	2	9	F	$12,520		$1,520	$6,560	$20,600
S. Sacto	McCurdy	Florin Rd	2	2	9	F	$25,040		$1,520	$1,750	$28,310
Carmichael	Miles Ln	Fair Oaks Blvd	1	2	4	S	$12,520		$1,520	$8,200	$22,240
Arden Arcade	Morse Ave	Alta Arden Expy	1	2	2	S	$50,080	$11,840	$6,080	$9,840	$77,840

Community	Street 1 (typically NS Street)	Street 2 (typically EW Street)	Use	Condition	Work Scope	Funding	Curb Ramps	Signals	Cross-walks	Side walks	Total Costs
Arden Arcade	Munroe St	Fair Oaks Blvd	1	2	2	S	$50,080	$11,840	$6,080	$12,300	$80,300
Arden Arcade	Munroe St	Huntington Rd	1	2	4	S	$25,040		$3,040	$9,840	$37,920
Orangevale	Pershing Ave	Madison Ave	1	2	7	CR	$12,520	$2,960	$1,520	$12,300	$29,300
N. Highlands	Plumber Way	Elkhorn Blvd	1	2	9	A	$12,520		$1,520	$9,840	$23,880
RL/Elverta	Rio Linda Blvd	Q St	1	2	2	CR	$50,080		$6,080	$9,840	$66,000
Antelope	Roseville Rd	Katella Way	1	2	9	CR	$25,040		$3,040	$6,560	$34,640
N. Highlands	Diablo Dr	Elkhorn Blvd	1	2	1	J	$50,080	$11,840	$6,080	$9,840	$77,840
N. Highlands	Don Julio Blvd	Elkhorn Blvd	1	2	1	A	$50,080	$11,840	$6,080	$12,300	$80,300
RL/Elverta	Dry Creek Rd	Ascot Ave	1	2	2	M	$50,080		$6,080	$8,200	$64,360
S. Sacto	Bowling Dr	Florin Rd	1	2	9	E	$12,520		$1,520	$12,300	$26,340
Arden Arcade	Eastern Ave	Engle Rd	1	2	2	S	$50,080	$11,840	$6,080	$6,560	$74,560
Vineyard	Bradshaw Rd	Calvine Rd	1	2	2	K	$50,080	$11,840	$6,080	$6,150	$74,150
N. Highlands	College Oak Dr	Myrtle Ave	1	2	5	A		$11,840			$11,840
S. Sacto	E Southgate Dr	Florin Rd	1	2	9	E	$12,520		$1,520	$12,300	$26,340
S. Sacto	Fawn Way	Florin Rd	1	2	9	E	$12,520		$1,520	$12,300	$26,340
S. Sacto	Franklin Blvd	41st Ave	1	2	9	H	$12,520		$1,520	$9,840	$23,880
S. Sacto	Franklin Blvd	42nd Ave	1	2	9	H	$12,520		$1,520	$9,840	$23,880
S. Sacto	Franklin Blvd	43rd Ave	1	2	9	H	$12,520		$1,520	$8,200	$22,240
S. Sacto	Franklin Blvd	44th Ave	1	2	9	H	$12,520		$1,520	$8,200	$22,240
S. Sacto	Franklin Blvd	45th Ave	1	2	9	H	$12,520		$1,520	$8,200	$22,240
S. Sacto	Franklin Blvd	46th Ave	1	2	9	H	$12,520		$1,520	$8,200	$22,240
Arden Arcade	Eastern Ave	Hazelwood Ave	1	2	9	S	$12,520		$1,520	$6,560	$20,600
S. Sacto	Franklin Blvd	47th Ave	1	2	1	H	$50,080	$11,840	$6,080	$8,200	$76,200
S. Sacto	Franklin Blvd	48th Ave	1	2	9	H	$12,520		$1,520	$12,300	$26,340
S. Sacto	Franklin Blvd	51st Ave	1	2	9	H	$12,520		$1,520	$9,840	$23,880
S. Sacto	Franklin Blvd	52nd Ave	1	2	9	H	$12,520		$1,520	$9,840	$23,880
S. Sacto	Franklin Blvd	Cuny Ave	1	2	9	H	$12,520		$1,520	$9,840	$23,880
S. Sacto	Franklin Blvd	Florin Rd	1	2	1	E	$50,080	$11,840	$6,080	$12,300	$80,300
S. Sacto	Franklin Blvd	Green Tree Dr	1	2	9	H	$12,520		$1,520	$9,840	$23,880
S. Sacto	Franklin Blvd	Turnbridge Dr	1	2	9	H	$12,520		$1,520	$9,840	$23,880
S. Sacto	Franklin Blvd	Williamsborough Dr	1	2	9	H	$12,520		$1,520	$9,840	$23,880
Arden Arcade	Eastern Ave	Lyle St	1	2	9	S	$12,520		$1,520	$6,560	$20,600
Arden Arcade	Eastern Ave	Marconi Ave	1	2	2	S	$50,080	$11,840	$6,080	$9,840	$77,840

Community	Street 1 (typically NS Street)	Street 2 (typically EW Street)	Use	Condition	Work Scope	Funding	Curb Ramps	Signals	Crosswalks	Side walks	Total Costs
Arden Arcade	Eastern Ave	Ravenwood Ave	1	2	9	S	$12,520		$1,520	$6,560	$20,600
Arden Arcade	Watson St	El Camino Ave	1	2	9	S	$25,040		$3,040	$9,840	$37,920
Arden Arcade	Watt Ave	Barrington Rd	1	2	9	CR	$12,520		$1,520	$9,840	$23,880
Arden Arcade	Watt Ave	Edison Ave	1	2	2	S	$50,080	$11,840	$6,080	$9,840	$77,840
Arden Arcade	Watt Ave	El Camino Ave	1	2	1	B	$50,080	$11,840	$6,080	$8,200	$76,200
Arden Arcade	Watt Ave	Robertson Ave	1	2	4	S	$25,040		$3,040	$8,200	$36,280
Arden Arcade	Watt Ave	West Way	1	2	4	S	$25,040		$3,040	$9,840	$37,920
N. Highlands	Weddigen Way	Elkhorn Blvd	1	2	9	A	$25,040		$3,040	$8,200	$36,280
Carmichael	Wilmer St	Moraga Dr	1	2	9	CR	$12,520		$1,520	$6,150	$20,190
Arden Arcade	Wright St	Cottage Way	1	2	9	CR	$12,520		$1,520	$9,840	$23,880
N. Highlands	Garfield Ave	Greenback Ln	1	2	1	C	$50,080	$11,840	$6,080	$8,200	$76,200
Cosumnes	Grant Line Rd	Calvine Rd	2	2	3	K	$37,560	$8,880	$2,280	$1,750	$50,470
N. Highlands	Hackberry Ln	Winding Way	1	2	1	A	$50,080	$11,840	$6,080	$6,150	$74,150
Orangevale	Hazel Ave	Cherry Ave	3	2	3	D	$37,560	$8,880		$350	$46,790
Orangevale	Hazel Ave	Oak Ave	1	2	1	D	$50,080	$11,840	$6,080	$6,560	$74,560
N. Highlands	I-80 ramps	Greenback Ln	1	2	9	C	$50,080		$6,080	$12,300	$68,460
Fair Oaks	Illinois Ave	Madison Ave	1	2	1	P	$50,080	$11,840	$6,080	$9,840	$77,840
S. Sacto	Edith St	Florin Rd	1	2	9	F	$12,520		$1,520	$6,150	$20,190
Arden Arcade	Yorktown Ave	El Camino Ave	1	2	9	CR	$12,520		$1,520	$8,200	$22,240
Arden Arcade	Fair Oaks Blvd	Grant Ave	1	2	2	B	$37,560	$8,880	$4,560	$12,300	$63,300
Arden Arcade	Fair Oaks Blvd	Landis Ave	1	2	8	B	$6,260		$760	$12,300	$19,320
Vineyard	Kingsbridge Dr	Calvine Rd	1	2	3	K	$18,780		$2,280	$6,150	$27,210
Cosumnes	Sunrise Blvd	Grant Line Rd	1	2	3	K	$37,560	$8,880	$4,560	$6,560	$57,560
Arden Arcade	Fairchild Dr	Fair Oaks Blvd	1	2	4	S	$12,520		$1,520	$8,200	$22,240
Arden Arcade	Fulton Ave	Sierra Blvd	1	2	3	S	$37,560	$8,880	$4,560	$12,300	$63,300
S. Sacto	U.S. 99	Florin Rd	1	2	2	E	$25,040		$3,040	$12,300	$40,380
Vineyard	Vineyard Rd	Calvine Rd	2	2	4	K	$25,040		$1,520	$1,750	$28,310
S. Sacto	Gardner Ave	Florin Rd	1	2	9	F	$25,040		$3,040	$1,750	$29,830
Arden Arcade	Garfield Ave	El Camino Ave	1	2	1	B	$50,080	$11,840	$6,080	$9,840	$77,840
Cosumnes	Waterman Rd	Grant Line Rd	2	2	3	K	$37,560	$8,880	$2,280	$1,750	$50,470
Arden Arcade	Howe Ave	El Camino Ave	1	2	2	B	$37,560	$8,880	$4,560	$9,840	$60,840
Unspecified Locations for Curb Ramps, Sidewalks, Crosswalks and Accessible Signals						A	$257,330	$208,880	$31,080	$119,680	$616,970
Yearly Totals							$3,212,050	$546,320	$367,760	$992,650	$5,118,780

Community	Street 1 (typically NS Street)	Street 2 (typically EW Street)	Use	Condition	Work Scope	Funding	Curb Ramps	Signals	Cross-walks	Side walks	Total Costs
FY 2006-2007											
S. Sacto	Power Inn Rd	Florin Rd	1	2	1	F	$50,080	$11,840	$6,080	$6,150	$74,150
S. Sacto	Power Inn Rd	Gerber Rd	1	2	2	S	$50,080	$11,840	$6,080	$12,300	$80,300
S. Sacto	Power Inn Rd	Stevenson Ave	1	2	2	CR	$50,080		$6,080	$9,840	$66,000
S. Sacto	Reese Rd	Florin Rd	2	2	9	F	$12,520		$760	$1,750	$15,030
S. Sacto	Rimrock Dr	Florin Rd	1	2	9	F	$25,040		$3,040	$9,840	$37,920
Carmichael	Manzanita Ave	Bourbon Dr	1	2	9	CR	$25,040		$3,040	$8,200	$36,280
Carmichael	Manzanita Ave	Fair Oaks Blvd	1	2	7	CR	$25,040	$5,920	$3,040	$9,840	$43,840
Carmichael	Samoa Way	Grant Ave	1	2	2	Z	$37,560		$4,560	$1,750	$43,870
Arden Arcade	Montclaire St	Whitney Ave	1	2	2	Z	$37,560		$4,560	$8,200	$50,320
Arden Arcade	Becerra Way	Whitney Ave	1	2	1	Z	$50,080	$11,840	$6,080	$9,840	$77,840
Arden Arcade	Ronk Way	Whitney Ave	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
Arden Arcade	Eastern Ave	Whitney Ave	1	2	1	Z	$50,080	$11,840	$6,080	$12,300	$80,300
Arden Arcade	Kirkland Way	Whitney Ave	1	2	4	Z	$25,040		$3,040	$1,750	$29,830
Arden Arcade	Mission Ave	North Ave	1	2	2	Z	$50,080		$6,080	$6,560	$62,720
Arden Arcade	Green Park Ln	North Ave	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
Carmichael	COYLE AVE	DEWEY DR	1	1	10	Z	$145				$145
Carmichael	MADISON AVE	TOOMBS ST	1	1	10	Z	$145				$145
Carmichael	SONORA WAY	MADISON AVE	1	1	10	Z	$145				$145
Carmichael	LEAVITT WAY	ELSINORE WAY	2	1	10	Z	$145				$145
Carmichael	EDGERLY WAY	MADISON AVE	1	1	10	Z	$145				$145
Carmichael	PALMTREE CT	DEWEY DR	1	1	10	Z	$290				$290
Carmichael	PALM AVE	DEWEY DR	1	1	10	Z	$145				$145
Carmichael	BOURBON DR	SCOTCH CT	1	1	10	Z	$145				$145
Carmichael	WINDING WAY	ZELINDA DR	1	1	10	Z	$580				$580
Carmichael	RAMPART DR	WINDING WAY	1	1	10	Z	$145				$145
Carmichael	NEW YORK AVE	FAIR OAKS BLVD	1	1	10	Z	$435				$435
Carmichael	FOUNTAINDALE WAY	CALIFORNIA AVE	1	1	10	Z	$290				$290
Carmichael	MURDOCK WAY	GROVER CT	2	1	10	Z	$145				$145
Carmichael	BARKER ELMS CT	CALIFORNIA AVE	1	1	10	Z	$145				$145
Carmichael	PANAMA AVE	PALM DR	1	1	10	Z	$145				$145
Arden Arcade	Norris Ave	Woodmark Ct	1	2	4	Z	$25,040		$3,040	$6,150	$34,230

Community	Street 1 (typically NS Street)	Street 2 (typically EW Street)	Use	Condition	Work Scope	Funding	Curb Ramps	Signals	Cross-walks	Side walks	Total Costs
Carmichael	Leafwood Dr	Stanley Ave	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Carmichael	California Ave	Stanley Ave	1	2	2	Z	$50,080		$6,080	$8,200	$64,360
Carmichael	California Ave	Cole Ave	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
Arden Arcade	Clairidge Oak Ct	Robertson Ave	1	2	2	Z	$37,560		$4,560	$6,150	$48,270
Arden Arcade	Robertson Ave	Mayer Way	1	2	4	Z	$25,040		$3,040	$1,750	$29,830
Arden Arcade	Terry Way	Robertson Ave	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
Arden Arcade	Merrimac St	Robertson Ave	1	2	2	Z	$37,560		$4,560	$1,750	$43,870
Arden Arcade	Birch St	Robertson Ave	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
Arden Arcade	Whitewood Dr	Robertson Ave	1	2	4	Z	$25,040		$3,040	$1,750	$29,830
Arden Arcade	Whitewood Dr	Robertson Ave	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Arden Arcade	Fair Oaks Blvd	Robertson Ave	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
Arden Arcade	GARFIELD AVE	LOCUST AVE	1	1	10	Z	$145				$145
Arden Arcade	MILGRAY CT	GARFIELD AVE	1	1	10	Z	$290				$290
Arden Arcade	HACKBERRY LN	CYPRESS AVE	1	1	10	Z	$145				$145
Arden Arcade	CYPRESS AVE	MANZANITA AVE	1	1	10	Z	$290				$290
RL/Elverta	10th St	Arrowhead Ave	2	2	2	CR	$25,040		$1,520	$1,750	$28,310
RL/Elverta	10th St	E St	2	2	2	CR	$25,040		$1,520	$1,750	$28,310
RL/Elverta	10th St	G St	1	2	2	CR	$50,080		$6,080	$6,560	$62,720
RL/Elverta	10th St	Lomita Way	2	2	2	CR	$25,040		$1,520	$1,750	$28,310
RL/Elverta	10th St	Q St	1	2	2	CR	$50,080		$6,080	$6,560	$62,720
RL/Elverta	2nd St	M St	1	2	2	CR	$50,080		$6,080	$8,200	$64,360
RL/Elverta	2nd St	Q St	1	2	2	CR	$50,080		$6,080	$6,560	$62,720
Fair Oaks	San Juan Ave	Amy Ave	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
Fair Oaks	Leo's Ln	Fair Oaks Blvd	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
RL/Elverta	6th St	M St	1	2	2	CR	$25,040		$3,040	$9,840	$37,920
RL/Elverta	6th St	N St	1	2	2	CR	$25,040		$3,040	$6,150	$34,230
RL/Elverta	9th St	O St	2	2	2	CR	$25,040		$1,520	$1,750	$28,310
N. Highlands	Hillsdale Blvd	Tresler Ave	1	2	4	CR	$25,040		$3,040	$1,750	$29,830
Carmichael	Sunrise Blvd	Madison Ave	1	2	1	B	$50,080	$11,840	$6,080	$8,200	$76,200
N. Highlands	Thomas Dr	Elkhorn Blvd	1	2	1	A	$50,080	$11,840	$6,080	$9,840	$77,840
S. Sacto	Tokay Ave	Florin Rd	2	2	9	F	$12,520		$760	$1,750	$15,030
Arden Arcade	Verna Way	El Camino Ave	1	2	9	S	$25,040		$3,040	$9,840	$37,920
Arden Arcade	Verna Way	Marconi Ave	1	2	9	S	$12,520		$1,520	$9,840	$23,880

Community	Street 1 (typically NS Street)	Street 2 (typically EW Street)	Use	Condition	Work Scope	Funding	Curb Ramps	Signals	Cross-walks	Side walks	Total Costs
Arden Arcade	Villa Vista Way	Marconi Ave	1	2	9	S	$12,520		$1,520	$9,840	$23,880
N. Highlands	Walerga Rd	Elkhorn Blvd	1	2	1	A	$50,080	$11,840	$6,080	$12,300	$80,300
Antelope	Walerga Rd	Elverta Rd	1	2	1	CR	$50,080	$11,840	$6,080	$8,200	$76,200
Arden Arcade	Walnut Ave	El Camino Ave	1	2	2	B	$50,080	$11,840	$6,080	$8,200	$76,200
S. Sacto	Lincolnshire Dr	Florin Rd	1	2	9	E	$12,520		$1,520	$12,300	$26,340
S. Sacto	Sky Pkwy	65th St	1	2	3	E	$37,560	$8,880	$4,560	$12,300	$63,300
S. Sacto	Stockton Blvd	65th St	1	2	1	E	$50,080	$11,840	$6,080	$8,200	$76,200
S. Sacto	Stockton Blvd	Florin Rd	1	2	1	E	$50,080	$11,840	$6,080	$12,300	$80,300
S. Sacto	Florin Mall 1	Florin Rd	1	2	9	E	$12,520		$1,520	$1,750	$15,790
S. Sacto	Mall Drive	Florin Rd	1	2	1	E	$50,080	$11,840	$6,080	$1,750	$69,750
S. Sacto	Florin Mall 2	Florin Rd	1	2	9	E	$12,520		$1,520	$1,750	$15,790
S. Sacto	65th Expy	Florin Rd	1	2	3	E	$37,560	$8,880	$4,560	$1,750	$52,750
S. Sacto	Franklin Blvd	49th Ave	2	2	9	H	$12,520		$760	$1,750	$15,030
S. Sacto	Franklin Blvd	La Grande Blvd	2	2	9	H	$12,520		$760	$1,750	$15,030
Arden Arcade	Rushden Dr	Hurley Way	1	2	2	CR	$50,080		$6,080	$6,560	$62,720
Vineyard	S Watt Ave	Alderson Ave	1	2	9	R	$12,520		$1,520	$6,560	$20,600
Vineyard	S Watt Ave	Canberra Dr	1	2	9	R	$12,520		$1,520	$6,150	$20,190
Vineyard	S Watt Ave	Frederic Dr	3	2	9	R	$12,520		$0	$350	$12,870
Vineyard	S Watt Ave	Jackson Rd	1	2	1	R	$50,080	$11,840	$6,080	$6,560	$74,560
Vineyard	S Watt Ave	Kiefer Blvd	1	2	1	R	$50,080	$11,840	$6,080	$12,300	$80,300
Fair Oaks	San Juan Ave	Sunset Ave	1	2	1	CR	$50,080	$11,840	$6,080	$12,300	$80,300
N. Highlands	Schofield Way	Elkhorn Blvd	1	2	9	A	$12,520		$1,520	$9,840	$23,880
S. Sacto	Simon St	Florin Rd	1	2	9	F	$12,520		$1,520	$6,150	$20,190
N. Highlands	Sprig Dr	Elkhorn Blvd	1	2	3	A	$37,560		$4,560	$8,200	$50,320
S. Sacto	Stockton Blvd	Gerber Rd	1	2	3	CR	$37,560	$8,880	$4,560	$9,840	$60,840
S. Sacto	Strand St	Florin Rd	2	2	9	F	$12,520		$760	$1,750	$15,030
Fair Oaks	KENNETH AVE	KENNETH OAK WAY	1	1	10	Z	$145				$145
Fair Oaks	MADISON AVE	FAIR OAKS BLVD	1	1	10	Z	$290				$290
Fair Oaks	E CARRIAGE LN	FAIR OAKS BLVD	1	1	10	Z	$290				$290
Fair Oaks	SUNSET AVE	HAZEL AVE	1	1	10	Z	$145				$145
Fair Oaks	HALE RANCH LN	WINDING WAY	2	1	10	Z	$145				$145
Fair Oaks	HAZEL AVE	CURRAGH DOWNS DR	1	1	10	Z	$290				$290
N. Highlands	Watt Ave	A St	2	2	2	Q	$50,080		$3,040	$1,750	$54,870

Community	Street 1 (typically NS Street)	Street 2 (typically EW Street)	Use	Condition	Work Scope	Funding	Curb Ramps	Signals	Crosswalks	Side walks	Total Costs
N. Highlands	Watt Ave	Airbase Dr	1	2	3	Q	$37,560	$8,880	$4,560	$9,840	$60,840
N. Highlands	Watt Ave	E St	1	2	9	Q	$12,520		$1,520	$9,840	$23,880
N. Highlands	Watt Ave	Karen Ln	1	2	9	Q	$12,520		$1,520	$9,840	$23,880
N. Highlands	Watt Ave	Karl Dr	1	2	9	Q	$12,520		$1,520	$9,840	$23,880
N. Highlands	Watt Ave	Margaret Way	2	2	9	Q	$12,520		$760	$1,750	$15,030
Arden Arcade	Rosyln Way	El Camino Ave	1	2	9	S	$25,040		$3,040	$9,840	$37,920
S. Sacto	East Pkwy	Florin Rd	1	2	2	S	$50,080	$11,840	$6,080	$12,300	$80,300
Arden Arcade	Eastern Ave	Alva Ct	1	2	9	S	$12,520		$1,520	$6,150	$20,190
Arden Arcade	Eastern Ave	Annette St	1	2	3	S	$37,560		$4,560	$6,560	$48,680
Arden Arcade	Eastern Ave	El Camino Ave	1	2	2	S	$50,080	$11,840	$6,080	$9,840	$77,840
Vineyard	Bradshaw Rd	Elder Creek Rd	1	2	2	J	$50,080	$11,840	$6,080	$6,560	$74,560
Vineyard	Bradshaw Rd	Florin Rd	2	2	2	J	$50,080	$11,840	$3,040	$1,750	$66,710
Arden Arcade	Fair Oaks Blvd	North Ave	1	2	9	CR	$12,520		$1,520	$9,840	$23,880
Consumnes	Fair Oaks Blvd	Sutter Ave	1	2	3	CR	$37,560		$4,560	$9,840	$51,960
Fair Oaks	Fair Oaks Blvd	Winding Way	1	2	3	CR	$37,560		$4,560	$6,560	$48,680
S. Sacto	Fletcher Farm Dr	Florin Rd	1	2	9	F	$12,520		$1,520	$1,750	$15,790
S. Sacto	Florin-Perkins Rd	Florin Rd	1	2	1	F	$50,080	$11,840	$6,080	$6,560	$74,560
S. Sacto	Franusich Ave	Florin Rd	1	2	9	F	$12,520		$1,520	$1,750	$15,790
Unspecified Locations for Curb Ramps, Sidewalks, Crosswalks and Accessible Signals						AZ	$688,280	$268,080	$72,880	$154,240	$1,183,480
Yearly Totals							$3,535,685	$546,320	$399,680	$764,440	$5,246,125
FY 2007-2008											
N. Highlands	Gay Way	Georgia Dr	1	2	2	CR	$25,040		$6,080	$6,150	$37,270
N. Highlands	Gay Way	N Haven Dr	1	2	2	CR	$25,040		$6,080	$6,150	$37,270
N. Highlands	Hillsdale Blvd	Elkhorn Blvd	1	2	3	J	$37,560	$8,880	$4,560	$9,840	$60,840
N. Highlands	Hillsdale Blvd	Madison Ave	1	2	1	CR	$50,080	$11,840	$6,080	$9,840	$77,840
Cosumnes	Trib Crossing Dr	Silver Point Ln	1	2	2	Z	$37,560		$4,560	$1,750	$43,870
Consumnes	Aerojet Rd	Folsom Blvd	2	2	2	G	$50,080		$3,040	$1,750	$54,870
Vineyard	Bradshaw Rd	Gerber Rd	2	2	1	J	$50,080	$11,840	$3,040	$1,750	$66,710
Arden Arcade	Fair Oaks Blvd	Angelina Ave	1	2	9	C	$12,520		$1,520	$6,150	$20,190
Arden Arcade	Fair Oaks Blvd	Engle Rd	1	2	2	C	$37,560	$8,880	$4,560	$9,840	$60,840
Arden Arcade	Fair Oaks Blvd	Landis Ave	1	2	9	C	$12,520		$1,520	$12,300	$26,340
Arden Arcade	Fair Oaks Blvd	Lloyd Way	1	2	9	C	$12,520		$1,520	$9,840	$23,880

Community	Street 1 (typically NS Street)	Street 2 (typically EW Street)	Use	Condition	Work Scope	Funding	Curb Ramps	Signals	Cross-walks	Side walks	Total Costs
Arden Arcade	Fair Oaks Blvd	Robertson Ave	1	2	9	C	$12,520		$1,520	$9,840	$23,880
Arden Arcade	Fair Oaks Blvd	Stanley Ave	1	2	2	C	$37,560	$8,880	$4,560	$9,840	$60,840
Fair Oaks	Hazel Ave	Bedford Ave	1	2	9	C	$12,520		$1,520	$9,840	$23,880
Fair Oaks	Hazel Ave	Black Olive Ct	1	2	9	C	$12,520		$1,520	$9,840	$23,880
Fair Oaks	Hazel Ave	Curragh Downs Dr	1	2	3	G	$37,560	$8,880	$4,560	$8,200	$59,200
Consumnes	Hazel Ave	Folsom Blvd	1	2	3	G	$37,560	$8,880	$4,560	$1,750	$52,750
Consumnes	Hazel Ave	Gold Country Blvd	1	2	9	C	$25,040		$3,040	$6,560	$34,640
Fair Oaks	Hazel Ave	Kalo Ct	1	2	9	C	$12,520		$1,520	$8,200	$22,240
Fair Oaks	Hazel Ave	Kruitof Way	1	2	9	C	$12,520		$1,520	$16,400	$30,440
Fair Oaks	Hazel Ave	La Serena Dr	1	2	3	C	$37,560	$8,880	$4,560	$12,300	$63,300
Arden Arcade	Bryan Way	Fair Oaks Blvd	1	2	2	Z	$37,560		$4,560	$8,200	$50,320
Fair Oaks	Hazel Ave	Madison Ave	1	2	1	C	$50,080	$11,840	$6,080	$12,300	$80,300
Fair Oaks	Hazel Ave	N Winding Way	1	2	9	C	$12,520		$1,520	$6,560	$20,600
Fair Oaks	Hazel Ave	Phoenix Ave	1	2	1	C	$50,080	$11,840	$6,080	$8,200	$76,200
Fair Oaks	Hazel Ave	Pomo Cir	1	2	9	C	$12,520		$1,520	$8,200	$22,240
Fair Oaks	Hazel Ave	Quail Run Way	1	2	9	C	$12,520		$1,520	$8,200	$22,240
Fair Oaks	Hazel Ave	Roediger Ln	1	2	9	C	$12,520		$1,520	$9,840	$23,880
Fair Oaks	Hazel Ave	Sunset Ave	1	2	1	C	$50,080	$11,840	$6,080	$9,840	$77,840
Fair Oaks	Hazel Ave	Timm Ave	1	2	9	C	$12,520		$1,520	$8,200	$22,240
Consumnes	Hazel Ave	Tributary Pt Dr	1	2	9	C	$12,520		$1,520	$12,300	$26,340
Fair Oaks	Hazel Ave	Van Gogh Cir	1	2	9	C	$25,040		$3,040	$8,200	$36,280
Fair Oaks	Hazel Ave	Van Gogh Cir	1	2	9	C	$25,040		$3,040	$8,200	$36,280
Fair Oaks	Hazel Ave	Vincent Ave	1	2	9	C	$12,520		$1,520	$12,300	$26,340
Arden Arcade	Fulton Ave	Valley Rd	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
Arden Arcade	Heron Way	Marconi Ave	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
Arden Arcade	Walnut Ave	Almond Way	1	2	4	Z	$25,040		$3,040	$1,750	$29,830
Arden Arcade	Walnut Ave	Von Way	1	2	4	Z	$25,040		$3,040	$1,750	$29,830
Fair Oaks	Hazel Ave	Winding Way	1	2	3	G	$37,560	$8,880	$4,560	$8,200	$59,200
N. Natomas	Rio Linda Blvd	Elkhorn Blvd	2	2	1	L	$50,080	$11,840	$3,040	$1,750	$66,710
Arden Arcade	Watt Ave	Adams Rd	1	2	9	C	$12,520		$1,520	$8,200	$22,240
Arden Arcade	Watt Ave	Arden Creek Rd	2	2	2	C	$50,080		$3,040	$1,750	$54,870
Arden Arcade	Watt Ave	Arden Way	1	2	3	C	$37,560	$8,880	$4,560	$9,840	$60,840
Arden Arcade	Watt Ave	Arden Way	1	2	1	C	$50,080	$11,840	$6,080	$9,840	$77,840

Community	Street 1 (typically NS Street)	Street 2 (typically EW Street)	Use	Condition	Work Scope	Funding	Curb Ramps	Signals	Crosswalks	Side walks	Total Costs
Arden Arcade	Watt Ave	Ardenridge Dr	1	2	9	C	$12,520		$1,520	$8,200	$22,240
Arden Arcade	Watt Ave	Ardenridge Ln	1	2	9	C	$12,520		$1,520	$8,200	$22,240
Arden Arcade	Watt Ave	Barberry Ln	1	2	9	C	$12,520		$1,520	$9,840	$23,880
Arden Arcade	Watt Ave	Ben Lomond Dr	1	2	9	C	$12,520		$1,520	$9,840	$23,880
Arden Arcade	Watt Ave	Bodega Ct	1	2	9	C	$12,520		$1,520	$8,200	$22,240
Arden Arcade	Watt Ave	Buena Vista Dr	1	2	9	C	$12,520		$1,520	$8,200	$22,240
Arden Arcade	Watt Ave	Butano Dr	1	2	2	C	$50,080		$6,080	$12,300	$68,460
N. Highlands	Watt Ave	Channing Dr	1	2	9	N	$12,520		$1,520	$8,200	$22,240
Arden Arcade	Watt Ave	Chenu Ave	1	2	9	C	$12,520		$1,520	$9,840	$23,880
N. Highlands	Watt Ave	Clara Way	1	2	9	N	$12,520		$1,520	$8,200	$22,240
Arden Arcade	Watt Ave	Club Ln	1	2	9	C	$12,520		$1,520	$9,840	$23,880
Arden Arcade	Watt Ave	Cody Way	1	2	9	C	$12,520		$1,520	$6,560	$20,600
Arden Arcade	Watt Ave	Cosmos Ave	1	2	9	C	$12,520		$1,520	$9,840	$23,880
Arden Arcade	Fulton Ave	Cottage Way	1	2	1	Z	$50,080	$11,840	$6,080	$12,300	$80,300
N. Highlands	Watt Ave	Don Julio Blvd	1	2	3	N	$37,560	$8,880	$4,560	$9,840	$60,840
Arden Arcade	Watt Ave	El Encino Way	1	2	9	C	$12,520		$1,520	$12,300	$26,340
Arden Arcade	Watt Ave	El Ricon Way	1	2	9	C	$12,520		$1,520	$9,840	$23,880
N. Highlands	Watt Ave	Elkhorn Blvd	1	2	1	N	$50,080	$11,840	$6,080	$8,200	$76,200
Antelope	Watt Ave	Elverta Rd	1	2	1	N	$50,080	$11,840	$6,080	$9,840	$77,840
N. Highlands	Watt Ave	Grattan Way	1	2	9	N	$12,520		$1,520	$12,300	$26,340
Arden Arcade	Watt Ave	Greenview Ln	1	2	9	C	$12,520		$1,520	$9,840	$23,880
Arden Arcade	Watt Ave	Harmony Ln	1	2	9	C	$12,520		$1,520	$9,840	$23,880
Arden Arcade	Watt Ave	Humboldt Way	1	2	9	C	$12,520		$1,520	$8,200	$22,240
Arden Arcade	Watt Ave	Hyde Way	1	2	9	C	$12,520		$1,520	$9,840	$23,880
Arden Arcade	Watt Ave	Kentfield Dr	1	2	9	C	$12,520		$1,520	$8,200	$22,240
Arden Arcade	Watt Ave	Kings Way	1	2	9	C	$12,520		$1,520	$8,200	$22,240
Arden Arcade	Fair Oaks Blvd	Carter Rd	1	2	4	Z	$25,040		$3,040	$1,750	$29,830
Arden Arcade	Watt Ave	La Brea Way	1	2	9	C	$12,520		$1,520	$9,840	$23,880
N. Highlands	Watt Ave	Larry Way	1	2	9	N	$12,520		$1,520	$12,300	$26,340
Arden Arcade	Watt Ave	Las Pasas Way	1	2	9	C	$12,520		$1,520	$9,840	$23,880
Arden Arcade	Watt Ave	Lerwick Rd	1	2	9	C	$12,520		$1,520	$9,840	$23,880
Arden Arcade	Watt Ave	Los Alamos Way	1	2	9	C	$12,520		$1,520	$12,300	$26,340
Arden Arcade	Watt Ave	Lynne Way	1	2	9	C	$12,520		$1,520	$9,840	$23,880

Community	Street 1 (typically NS Street)	Street 2 (typically EW Street)	Use	Condition	Work Scope	Funding	Curb Ramps	Signals	Cross-walks	Side walks	Total Costs
Arden Arcade	Watt Ave	Lynne Way	1	2	9	C	$12,520		$1,520	$9,840	$23,880
Arden Arcade	Watt Ave	Maplewood Ln	1	2	9	C	$12,520		$1,520	$6,560	$20,600
Arden Arcade	Watt Ave	Marconi Ave	1	2	1	C	$50,080	$11,840	$6,080	$9,840	$77,840
Arden Arcade	Watt Ave	Maryal Dr	1	2	9	C	$12,520		$1,520	$6,560	$20,600
Arden Arcade	Watt Ave	Mayfair Dr	1	2	9	C	$12,520		$1,520	$8,200	$22,240
N. Highlands	Watt Ave	Milton Way	1	2	9	N	$12,520		$1,520	$8,200	$22,240
Arden Arcade	Wilhaggin Dr	Fair Oaks Blvd	1	2	1	Z	$50,080	$11,840	$6,080	$1,750	$69,750
Arden Arcade	Ashton Dr	Guildford Ct	1	2	2	Z	$37,560		$4,560	$6,560	$48,680
Arden Arcade	Watt Ave	Northrop Ave	1	2	3	C	$37,560	$8,880	$4,560	$12,300	$63,300
Arden Arcade	Watt Ave	Pope Ave	1	2	9	C	$12,520		$1,520	$9,840	$23,880
Arden Arcade	Watt Ave	Potter Ln	1	2	9	C	$12,520		$1,520	$9,840	$23,880
Arden Arcade	Watt Ave	San Lucas Way	1	2	9	C	$12,520		$1,520	$9,840	$23,880
Arden Arcade	Watt Ave	San Ysidro Way	1	2	1	C	$50,080	$11,840	$6,080	$9,840	$77,840
Arden Arcade	Watt Ave	Shady Ln	1	2	9	C	$12,520		$1,520	$9,840	$23,880
Arden Arcade	Watt Ave	Sierra View Ln	1	2	9	C	$12,520		$1,520	$9,840	$23,880
Arden Arcade	Watt Ave	St. Mathews Dr	1	2	9	C	$12,520		$1,520	$8,200	$22,240
Arden Arcade	Watt Ave	Tembrook Dr	1	2	9	C	$12,520		$1,520	$8,200	$22,240
N. Highlands	Watt Ave	Van Owen St	1	2	1	N	$50,080	$11,840	$6,080	$12,300	$80,300
Arden Arcade	Watt Ave	Wellington Dr	1	2	9	C	$12,520		$1,520	$8,200	$22,240
Antelope	REDWATER DR	THORNBURY DR	1	1	10	Z	$145				$145
Antelope	FOBES DR	REDWATER DR	2	1	10	Z	$145				$145
Antelope	WINTER OAK WAY	PALMERSON DR	1	1	10	Z	$145				$145
Antelope	PALMERSON DR	MISTY PASS WAY	1	1	10	Z	$145				$145
Antelope	HIDDEN MEADOW WAY	FALCON VIEW DR	2	1	10	Z	$145				$145
Antelope	OLD DAIRY DR	PALMERSON DR	1	1	10	Z	$145				$145
Antelope	SUPPORO WAY	ALBERTVILLE WAY	1	1	10	Z	$145				$145
Antelope	MEADOW PASS WAY	MISTY PASS WAY	1	1	10	Z	$290				$290
Antelope	WALERGA RD	N LOOP BLVD	1	1	10	Z	$145				$145
Antelope	FALCON VIEW DR	LONESTAR WAY	2	1	10	Z	$145				$145
Antelope	BLACK EAGLE DR	NIGHT STAR CT	2	1	10	Z	$145				$145
Antelope	FALCON VIEW DR	FAN WOOD WAY	2	1	10	Z	$290				$290
Arden Arcade	Watt Ave	Wemberley Dr	1	2	9	C	$12,520		$1,520	$8,200	$22,240
Antelope	FAN WOOD WAY	HILLSBROOK DR	1	1	10	Z	$145				$145

Community	Street 1 (typically NS Street)	Street 2 (typically EW Street)	Use	Condition	Work Scope	Funding	Curb Ramps	Signals	Cross-walks	Side walks	Total Costs
Antelope	FALCON VIEW DR	FALCONWOOD WAY	1	1	10	Z	$145				$145
Antelope	KIRKCALDY WAY	OAKENSHIELD CIR	1	1	10	Z	$290				$290
Antelope	KIRKCALDY WAY	N LOOP BLVD	1	1	10	Z	$290				$290
Antelope	FAWNRIDGE CT	FOUNTAINARBOR WAY	1	1	10	Z	$145				$145
Antelope	FAWNRIDGE WAY	FALCON VIEW DR	1	1	10	Z	$145				$145
Antelope	AZTEC WAY	ELVERTA RD	1	1	10	Z	$145				$145
Antelope	ROSEVILLE RD	ADAGIO WAY	1	1	10	Z	$145				$145
Antelope	CRATER BUTTE WAY	CHIMANGO CT	1	1	10	Z	$145				$145
Antelope	LORAC VISTA DR	DON JULIO BLVD	1	1	10	Z	$145				$145
Antelope	ELVERTA RD	WALERGA RD	1	1	10	Z	$145				$145
Antelope	VALLEY QUAIL CT	WATT AVE	1	1	10	Z	$145				$145
Antelope	KINGLET WAY	DELANEY DR	1	1	10	Z	$435				$435
Antelope	BIG CLOUD WAY	HEATHSTON CT	1	1	10	Z	$290				$290
Antelope	DELANEY DR	GOLDFINCH WAY	1	1	10	Z	$145				$145
Antelope	SCOTLAND DR	WATT AVE	1	1	10	Z	$145				$145
Antelope	DAVIDSON DR	SCOTLAND DR	1	1	10	Z	$145				$145
Antelope	DAVIDSON DR	ORT WAY	1	1	10	Z	$145				$145
Antelope	ANTELOPE RD	BELERO DR	1	1	10	Z	$145				$145
Antelope	WATT AVE	BAINBRIDGE DR	1	1	10	Z	$145				$145
Arden Arcade	Watt Ave	Whitney Ave	1	2	1	C	$50,080	$11,840	$6,080	$9,840	$77,840
Arden Arcade	Watt Ave	William Way	1	2	9	C	$12,520		$1,520	$9,840	$23,880
Arden Arcade	Watt Ave	Windsor Dr	1	2	9	C	$12,520		$1,520	$8,200	$22,240
Fair Oaks	Hazel Ave	I-50 off-ramps	1	2	2	C	$50,080		$6,080	$1,750	$57,910
Fair Oaks	Hazel Ave	Overlook	1	2	9	C	$12,520		$1,520	$1,750	$15,790
N. Highlands	AUSPICIOUS WAY	LUXFORD CT	1	1	10	Z	$145				$145
N. Highlands	ANTELOPE RD	ROSEVILLE RD	1	1	10	Z	$580				$580
N. Highlands	MONOGRAM DR	PERCEPTIVE WAY	2	1	10	Z	$145				$145
N. Highlands	BUTTERBALL WAY	HOLWORTHY WAY	2	1	10	Z	$145				$145
N. Highlands	MONOGRAM DR	WOODVILLE LN	1	1	10	Z	$145				$145
Fair Oaks	Hazel Ave	Nimbus Rd	2	2	9	C	$25,040		$1,520	$1,750	$28,310
Fair Oaks	Hazel Ave	Cedar-Village	2	2	9	C	$12,520		$760	$1,750	$15,030
Fair Oaks	Hazel Ave	Amoruso Ave	2	2	9	C	$12,520		$760	$1,750	$15,030
Arden Arcade	Watt Ave	La Habra Way	2	2	9	C	$12,520		$760	$1,750	$15,030

Community	Street 1 (typically NS Street)	Street 2 (typically EW Street)	Use	Condition	Work Scope	Funding	Curb Ramps	Signals	Crosswalks	Side walks	Total Costs
Arden Arcade	Watt Ave	Winding Way	2	2	1	C	$50,080	$11,840	$3,040	$1,750	$66,710
Arden Arcade	Watt Ave	Yorktown Ave	1	2	9	C	$12,520		$1,520	$1,750	$15,790
Arden Arcade	Watt Ave	Bolivar St	2	2	1	N	$50,080	$11,840	$3,040	$1,750	$66,710
N. Highlands	DON JULIO BLVD	MONOGRAM DR	1	1	10	Z	$145				$145
N. Highlands	MONOGRAM DR	BESTOW WAY	2	1	10	Z	$145				$145
N. Highlands	ARUTAS DR	BLACKFIELD DR	1	1	10	Z	$145				$145
N. Highlands	GALBRATH DR	MCDERMOTT DR	1	1	10	Z	$145				$145
N. Highlands	GALBRATH DR	WALERGA RD	1	1	10	Z	$145				$145
N. Highlands	ROSEVILLE RD	STATIONERS WAY	1	1	10	Z	$290				$290
N. Highlands	MCDERMOTT DR	GOLDEN ASPEN DR	1	1	10	Z	$145				$145
N. Highlands	VISTA OAK WAY	ROCA WAY	1	1	10	Z	$290				$290
N. Highlands	ANDREA BLVD	ROCA WAY	2	1	10	Z	$290				$290
N. Highlands	SUNSET OAK CT	DIABLO DR	2	1	10	Z	$290				$290
N. Highlands	ROSEVILLE RD	GOLD RUN AVE	1	1	10	Z	$290				$290
N. Highlands	ELKHORN BLVD	LARCHMONT DR	1	1	10	Z	$290				$290
N. Highlands	PABLO DR	LANCELOT DR	1	1	10	Z	$580				$580
N. Highlands	LANCELOT DR	DIABLO DR	1	1	10	Z	$290				$290
N. Highlands	WATT AVE	ELKHORN BLVD	1	1	10	Z	$580				$580
N. Highlands	HILLSDALE BLVD	ELKHORN BLVD	1	1	10	Z	$145				$145
N. Highlands	BELL HILL DR	DIABLO DR	1	1	10	Z	$290				$290
N. Highlands	WATT AVE	VAN OWEN ST	1	1	10	Z	$290				$290
N. Highlands	CHANNING DR	WATT AVE	1	1	10	Z	$145				$145
N. Highlands	KEEMA AVE	GUTHRIE ST	1	1	10	Z	$580				$580
N. Highlands	WATT AVE	LARRY WAY	1	1	10	Z	$290				$290
N. Highlands	KEEMA AVE	WALERGA RD	1	1	10	Z	$290				$290
N. Highlands	WALERGA RD	PENWITH WAY	1	1	10	Z	$145				$145
N. Highlands	WATT AVE	I ST	1	1	10	Z	$580				$580
N. Highlands	GREENBACK LN	GARFIELD AVE	1	1	10	Z	$435				$435
N. Highlands	KIRKBY WY	WALERGA RD	1	1	10	Z	$580				$580
N. Highlands	ERNESTINE WAY	BRUCE WAY	1	1	10	Z	$145				$145
N. Highlands	VERNER AVE	GARFIELD AVE	1	1	10	Z	$145				$145
N. Highlands	MORAZAN ST	DON JULIO BLVD	1	1	10	Z	$145				$145
N. Highlands	DON JULIO BLVD	WATT AVE	1	1	10	Z	$290				$290

Community	Street 1 (typically NS Street)	Street 2 (typically EW Street)	Use	Condition	Work Scope	Funding	Curb Ramps	Signals	Crosswalks	Side walks	Total Costs
N. Highlands	WATT AVE	E ST	1	1	10	Z	$435				$435
N. Highlands	WATT AVE	KARL DR	1	1	10	Z	$435				$435
N. Highlands	WALERGA RD	WILLOWBROOK DR	2	1	10	Z	$290				$290
N. Highlands	WALERGA RD	HILLSDALE BLVD	1	1	10	Z	$290				$290
N. Highlands	HILLTOP DR	MANZANITA AVE	1	1	10	Z	$290				$290
N. Highlands	CALCUTTA WAY	HAMILTON ST	1	1	10	Z	$145				$145
N. Highlands	GLASSBORO WAY	CALCUTTA WAY	2	1	10	Z	$145				$145
N. Highlands	GREENHOLME DR	HAMILTON ST	2	1	10	Z	$145				$145
N. Highlands	N HAVEN DR	WATT AVE	1	1	10	Z	$290				$290
N. Highlands	GLASSBORO WAY	GREENHOLME DR	2	1	10	Z	$145				$145
N. Highlands	BUFFWOOD WAY	WALNUT AVE	2	1	10	Z	$145				$145
N. Highlands	MADISON AVE	HACKBERRY LN	1	1	10	Z	$290				$290
N. Highlands	PEACEKEEPER WAY	WATT AVE	1	1	10	Z	$435				$435
N. Highlands	COLLEGE OAK DR	AMBER LN	2	1	10	Z	$290				$290
N. Highlands	WATT AVE	ROSEVILLE RD	1	1	10	Z	$290				$290
N. Highlands	LAVELLE WAY	CYCLAMEN WAY	2	1	10	Z	$290				$290
N. Highlands	COLLINA PL	WALNUT AVE	2	1	10	Z	$290				$290
N. Highlands	MIEKO WAY	MIEKO WAY	2	1	10	Z	$145				$145
N. Highlands	TYLER ST	MIEKO WAY	1	1	10	Z	$290				$290
N. Highlands	SHELL ST	JONKO AVE	2	1	10	Z	$145				$145
N. Highlands	MYRTLE AVE	ROSEVILLE RD	1	1	10	Z	$435				$435
N. Highlands	BRITTNEY LEE CT	MYRTLE AVE	1	1	10	Z	$145				$145
N. Highlands	MYRTLE AVE	AUBURN BLVD	1	1	10	Z	$145				$145
N. Highlands	ROSEVILLE RD	DUDLEY LOOP	2	1	10	Z	$290				$290
N. Highlands	PONDERAY LN	PASADENA AVE	2	1	10	Z	$145				$145
N. Highlands	PASADENA AVE	CREEK RD	1	1	10	Z	$145				$145
N. Highlands	HACKBERRY LN	REGAN HALL LN	1	1	10	Z	$145				$145
N. Highlands	WATT AVE	I 80	1	1	10	Z	$145				$145
N. Highlands	ROSEVILLE RD	LONGVIEW DR	1	1	10	Z	$145				$145
Unspecified Locations for Curb Ramps, Sidewalks, Crosswalks and Accessible Signals						AZ	$487,960	$235,520	$58,440	$136,850	$918,770
Yearly Totals							$3,126,970	$525,600	$360,160	$1,022,490	$5,035,220

Community	Street 1 (typically NS Street)	Street 2 (typically EW Street)	Use	Condition	Work Scope	Funding	Curb Ramps	Signals	Cross-walks	Side walks	Total Costs
FY 2008-2009											
RL/Elverta	Elwyn Ave	Artesia Rd	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
N. Highlands	Walerga Rd	Keema Ave	1	2	2	Z	$37,560	$8,880	$4,560	$6,150	$57,150
Orangevale	Lake Natoma Dr	Madison Ave	1	2	2	Z	$37,560	$8,880	$4,560	$6,560	$57,560
N. Highlands	Watt Ave	Palm St	1	2	2	Z	$37,560	$8,880	$4,560	$12,300	$63,300
Fair Oaks	Kenneth Ave	Hans Engel Way	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
N. Highlands	Winters St	Bell Ave	1	2	4	Z	$25,040		$3,040	$1,750	$29,830
S. Sacto	Farmington Way	Lawnwood Dr	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
S. Sacto	Franklin Blvd	Turnbridge Dr	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
S. Sacto	Chandler Dr	Sunnyslope Dr	1	2	2	Z	$25,040		$6,080	$1,750	$32,870
S. Sacto	Lindale Dr	Sunnyslope Dr	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
S. Sacto	Pritchard Rd	Florin Rd	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
S. Sacto	Franusich Ave	Florin Rd	1	2	4	Z	$25,040		$3,040	$1,750	$29,830
S. Sacto	Palmer House Dr	Conrad Dr	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
N. Highlands	Channing Dr	David Dr	2	2	2	CR	$50,080		$3,040	$1,750	$54,870
S. Sacto	Chris Ave	Florin Rd	1	2	9	F	$12,520		$1,520	$1,750	$15,790
N. Highlands	College Oak Dr	Winding Way	1	2	2	CR	$50,080		$6,080	$9,840	$66,000
S. Sacto	Kara Dr	Diana Way	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
S. Sacto	Circle Pkwy	East Pkwy	1	2	4	Z	$25,040		$3,040	$1,750	$29,830
S. Sacto	Carmi St	Samantha Way	1	2	2	Z	$37,560		$4,560	$6,560	$48,680
S. Sacto	Palmer House Dr	Nomad Way	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
S. Sacto	A Pkwy	East Pkwy	1	2	2	Z	$50,080		$6,080	$1,750	$57,910
S. Sacto	Palmer House Dr	Blackhawk Dr	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
S. Sacto	Rimrock Dr	Lindale Dr	1	2	2	Z	$50,080		$6,080	$12,300	$68,460
S. Sacto	A Pkwy	Center Pkwy	1	2	2	Z	$50,080		$6,080	$1,750	$57,910
S. Sacto	Lindale Dr	Chandler Dr	1	2	2	Z	$50,080		$6,080	$8,200	$64,360
S. Sacto	Ewing Way	Lindale Dr	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
S. Sacto	Lindale Dr	Flamingo Way	1	2	4	Z	$25,040		$3,040	$8,200	$36,280
S. Sacto	Lindale Dr	Bama Ct	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
S. Sacto	Sahara Ct	Lindale Dr	1	2	4	Z	$25,040		$3,040	$8,200	$36,280
S. Sacto	Lindale Dr	Fort Pitt Way	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
S. Sacto	Del Prado Way	Lindale Dr	1	2	2	Z	$37,560		$4,560	$9,840	$51,960
S. Sacto	Center Pkwy	C Pkwy	1	2	4	Z	$25,040		$3,040	$16,400	$44,480

Community	Street 1 (typically NS Street)	Street 2 (typically EW Street)	Use	Condition	Work Scope	Funding	Curb Ramps	Signals	Cross-walks	Side walks	Total Costs
S. Sacto	Center Pkwy	F Pkwy	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
S. Sacto	Stockton Blvd	Stacy Ave	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
S. Sacto	Stockton Blvd	Massie Ct	1	2	4	Z	$25,040		$3,040	$8,200	$36,280
S. Sacto	Power Inn Rd	Stevenson Ave	1	2	2	Z	$50,080		$6,080	$12,300	$68,460
Vineyard	Vineyard Rd	Caprilli Dr	1	2	2	Z	$37,560		$4,560	$1,750	$43,870
S. Sacto	Short Rd	Calvine Rd	1	2	4	Z	$25,040		$3,040	$8,200	$36,280
N. Natomas	El Centro Rd	Elverta Rd	1	2	1	Z	$50,080	$11,840	$6,080	$1,750	$69,750
N. Natomas	El Centro Rd	Elverta Rd	1	2	1	Z	$50,080	$11,840	$6,080	$1,750	$69,750
Orangevale	Shumway Dr	Buffalo Ave	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
Orangevale	Bullion Way	Buffalo Ave	1	2	2	Z	$37,560		$4,560	$6,560	$48,680
Orangevale	Smokewood Ct	Winding Oak Dr	1	2	4	Z	$25,040		$3,040	$1,750	$29,830
Orangevale	Main Ave	Lakefair Ct	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Fair Oaks	Almond Ave	Greenback Ln	1	2	2	O	$37,560		$4,560	$9,840	$51,960
Orangevale	Beech Ave	Greenback Ln	1	2	2	O	$37,560		$4,560	$12,300	$54,420
Fair Oaks	Birks Ln	Greenback Ln	1	2	9	O	$12,520		$1,520	$9,840	$23,880
Antelope	Don Julio Blvd	Antelope Rd	1	2	1	N	$50,080	$11,840	$6,080	$8,200	$76,200
Antelope	Don Julio Blvd	N Loop Blvd	1	2	4	N	$37,560		$4,560	$6,560	$48,680
Antelope	Don Julio Blvd	Poker Ln	1	2	3	N	$37,560	$8,880	$4,560	$12,300	$63,300
Fair Oaks	Fair Oaks Blvd	Greenback Ln	1	2	1	O	$50,080	$11,840	$6,080	$8,200	$76,200
Orangevale	Hazel Ave	Greenback Ln	1	2	1	O	$50,080	$11,840	$6,080	$8,200	$76,200
Fair Oaks	Hoffman Ln	Greenback Ln	2	2	9	O	$12,520		$760	$1,750	$15,030
Fair Oaks	Kenneth Ave	Greenback Ln	1	2	1	O	$50,080	$11,840	$6,080	$9,840	$77,840
Fair Oaks	Kifisia Way	Greenback Ln	1	2	9	O	$12,520		$1,520	$8,200	$22,240
Fair Oaks	Stratus Dr	Greenback Ln	1	2	9	O	$12,520		$1,520	$9,840	$23,880
Fair Oaks	Trajan Dr	Greenback Ln	1	2	2	O	$37,560		$4,560	$12,300	$54,420
Fair Oaks	Wittenham Way	Greenback Ln	1	2	9	O	$12,520		$1,520	$8,200	$22,240
Orangevale	Hickory Ave	Greenback Ln	2	2	1	O	$50,080	$11,840	$3,040	$1,750	$66,710
Vineyard	Bradshaw Rd	Hwy 50	1	2	2	Z	$37,560	$8,880	$4,560	$1,750	$52,750
Vineyard	Bradshaw Rd	Hwy 50	1	2	2	Z	$37,560	$8,880	$4,560	$6,560	$57,560
S. Sacto	46th Ave	44th St	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
S. Sacto	54th St	47th Ave	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
S. Sacto	Vista Ave	47th Ave	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
S. Sacto	Burns Way	47th Ave	1	2	4	Z	$25,040		$3,040	$9,840	$37,920

Community	Street 1 (typically NS Street)	Street 2 (typically EW Street)	Use	Condi-tion	Work Scope	Fund-ing	Curb Ramps	Signals	Cross-walks	Side walks	Total Costs
S. Sacto	Leola Way	47th Ave	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
S. Sacto	Laurine Way	47th Ave	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
S. Sacto	Welty Way	47th Ave	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
S. Sacto	Steiner Dr	48th Ave	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
Orangevale	Mellowstoffer	Greenback Ln	2	2	9	O	$12,520		$760	$1,750	$15,030
S. Sacto	Steiner Dr	Sitton Way	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
S. Sacto	Steiner Dr	50th Ave	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
S. Sacto	Steiner Dr	51st St	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
S. Sacto	Steiner Dr	Frawley Way	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
S. Sacto	Steiner Dr	53rd St	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
S. Sacto	42nd St	Elko Ct	1	2	4	Z	$25,040		$3,040	$16,400	$44,480
S. Sacto	Burdett Way	53rd Ave	1	2	2	Z	$37,560		$4,560	$6,560	$48,680
S. Sacto	Wire Dr	53rd Ave	1	2	4	Z	$25,040		$3,040	$8,200	$36,280
S. Sacto	Prentiss Dr	53rd Ave	1	2	4	Z	$25,040		$3,040	$8,200	$36,280
S. Sacto	42nd St	Cuny Ave	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
S. Sacto	Dawson Way	53rd Ave	1	2	4	Z	$25,040		$3,040	$8,200	$36,280
S. Sacto	Bowling Dr	Greenwich Cir	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
S. Sacto	Marburn Ct	47th St	1	2	4	Z	$25,040		$3,040	$1,750	$29,830
S. Sacto	Burdett Way	53rd Ave	1	2	2	Z	$37,560		$4,560	$8,200	$50,320
S. Sacto	Steiner Dr	53rd Ave	1	2	2	Z	$50,080		$6,080	$12,300	$68,460
S. Sacto	Bowling Dr	Greenwich Cir	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
S. Sacto	Palmer House Dr	Lindale Dr	1	2	2	Z	$37,560		$4,560	$9,840	$51,960
N. Natomas	ANGEL WAY	W 2ND ST	1	1	10	Z	$290				$290
N. Natomas	RIO LINDA BLVD	L ST	1	1	10	Z	$145				$145
N. Natomas	2ND ST	EVCAR WAY	1	1	10	Z	$145				$145
N. Natomas	EVCAR WAY	RINETTI WAY	1	1	10	Z	$290				$290
N. Natomas	RIO LINDA BLVD	MONTAGUE WAY	1	1	10	Z	$145				$145
N. Natomas	STRIKER AVE	NATIONAL DR	1	1	10	Z	$290				$290
N. Natomas	SPORTS DR	GATEWAY PARK BLVD	2	1	10	Z	$145				$145
N. Natomas	N MARKET BLVD	NATIONAL DR	1	1	10	Z	$145				$145
N. Natomas	N MARKET BLVD	GATEWAY PARK BLVD	1	1	10	Z	$145				$145
Orangevale	W RANCH DR	HAZEL AVE	1	1	10	Z	$145				$145
Orangevale	ALMOND AVE	WHITE OWL CT	1	1	10	Z	$290				$290

Community	Street 1 (typically NS Street)	Street 2 (typically EW Street)	Use	Condition	Work Scope	Funding	Curb Ramps	Signals	Cross-walks	Side walks	Total Costs
Orangevale	MENKE WAY	MENKE WAY	2	1	10	Z	$145				$145
Orangevale	ALMOND AVE	PHEASANT CLUB CT	1	1	10	Z	$145				$145
Orangevale	FAIR OAKS BLVD	LINDEN LIME CT	1	1	10	Z	$145				$145
Orangevale	CENTRAL PARK CT	CENTRAL AVE	1	1	10	Z	$145				$145
Orangevale	PECAN AVE	AUGUSTINE CT	2	1	10	Z	$145				$145
Orangevale	GREEN EYES WAY	GREEN TOP WAY	2	1	10	Z	$145				$145
Orangevale	BEECH AVE	GREENBACK LN	1	1	10	Z	$435				$435
Orangevale	GREENBACK LN	HAZEL AVE	1	1	10	Z	$290				$290
Orangevale	SHERRY DR	ROLOFF WAY	2	1	10	Z	$145				$145
Orangevale	SUEDE HILL CT	GARDEN TOWNE WAY	1	1	10	Z	$290				$290
Orangevale	ROCK CANYON WAY	AIRHILL WAY	1	1	10	Z	$145				$145
Orangevale	CHESTNUT AVE	HILARI WAY	2	1	10	Z	$145				$145
Orangevale	VILLAGE PARK CT	ILLINOIS AVE	1	1	10	Z	$145				$145
Orangevale	PHOENIX EAST CT	PHOENIX AVE	2	1	10	Z	$435				$435
Orangevale	RUNWAY DR	PHOENIX AVE	2	1	10	Z	$145				$145
Orangevale	SKYWAY DR	CEDARVILLAGE DR	1	1	10	Z	$290				$290
Orangevale	RUNWAY DR	GRUMMAN WAY	2	1	10	Z	$435				$435
Orangevale	HANGAR WAY	RUNWAY DR	2	1	10	Z	$290				$290
Orangevale	ERLE BLUNDEN WAY	RUNWAY DR	2	1	10	Z	$145				$145
Orangevale	SUNSET AVE	RUNWAY DR	1	1	10	Z	$145				$145
RL/Elverta	ELVERTA RD	DUTCH HAVEN BLVD	1	1	10	Z	$145				$145
RL/Elverta	Q ST	10TH ST	1	1	10	Z	$145				$145
RL/Elverta	10TH ST	TAKAMI CT	1	1	10	Z	$290				$290
RL/Elverta	9TH AVE	ANDERSON WOOD WAY	2	1	10	Z	$435				$435
RL/Elverta	ANDERSON WOOD WAY	10TH ST	1	1	10	Z	$290				$290
RL/Elverta	6TH ST	O ST	1	1	10	Z	$145				$145
RL/Elverta	2ND ST	SHADY WOODS WAY	2	1	10	Z	$145				$145
RL/Elverta	N ST	6TH ST	1	1	10	Z	$145				$145
RL/Elverta	OAK LN	CURVED BRIDGE RD	1	1	10	Z	$145				$145
RL/Elverta	OAK LN	9TH AVE	1	1	10	Z	$145				$145
RL/Elverta	W M ST	W 2ND ST	2	1	10	Z	$145				$145
RL/Elverta	W M ST	SUN ACER WAY	2	1	10	Z	$290				$290
RL/Elverta	M ST	2ND ST	2	1	10	Z	$145				$145

Community	Street 1 (typically NS Street)	Street 2 (typically EW Street)	Use	Condition	Work Scope	Funding	Curb Ramps	Signals	Crosswalks	Side walks	Total Costs
RL/Elverta	6TH ST	M ST	1	1	10	Z	$145				$145
RL/Elverta	7TH AVE	M ST	1	1	10	Z	$145				$145
RL/Elverta	L ST	4TH ST	1	1	10	Z	$145				$145
RL/Elverta	JAMIE CT	6TH ST	1	1	10	Z	$145				$145
RL/Elverta	DRY CREEK RD	I ST	1	1	10	Z	$290				$290
RL/Elverta	G ST	DRY CREEK RD	1	1	10	Z	$145				$145
RL/Elverta	E ST	HAYER CIR	2	1	10	Z	$145				$145
Unspecified Locations for Curb Ramps, Sidewalks, Crosswalks and Accessible Signals						AZ	$462,920	$200,000	$63,000	$146,550	$872,470
Yearly Totals							$3,152,495	$336,160	$383,720	$803,600	$4,675,975
FY 2009-2010											
Fair Oaks	California Ave	Fair Oaks Blvd	1	2	1	Z	$50,080	$11,840	$6,080	$12,300	$80,300
Orangevale	Amoruso Ave	Madison Ave	1	2	9	A	$12,520		$1,520	$8,200	$22,240
Orangevale	Blue Oak Dr	Madison Ave	2	2	9	A	$12,520		$760	$1,750	$15,030
Fair Oaks	Buena Ventura Way	Madison Ave	1	2	9	A	$12,520		$1,520	$9,840	$23,880
Fair Oaks	Buena Vista Ave	Madison Ave	1	2	9	A	$12,520		$1,520	$9,840	$23,880
Vineyard	Elk Grove-Florin Rd	Gerber Rd	2	2	2	K	$50,080	$11,840	$3,040	$1,750	$66,710
Fair Oaks	Fair Oaks Blvd	Dorian Way	1	2	9	A	$12,520		$1,520	$8,200	$22,240
Fair Oaks	Fair Oaks Blvd	E Carriage Ln	1	2	9	A	$12,520		$1,520	$12,300	$26,340
Fair Oaks	Fair Oaks Blvd	Kaula Dr	1	2	9	A	$12,520		$1,520	$9,840	$23,880
Fair Oaks	Fair Oaks Blvd	Madison Ave	1	2	1	A	$50,080	$11,840	$6,080	$9,840	$77,840
Fair Oaks	Fair Oaks Blvd	McMillan Dr	1	2	9	A	$12,520		$1,520	$9,840	$23,880
Fair Oaks	Fair Oaks Blvd	Oahu Dr	1	2	9	A	$12,520		$1,520	$9,840	$23,880
Antelope	Watt Ave	Tolman Ln	1	2	2	Z	$50,080		$6,080	$6,560	$62,720
Antelope	Choctaw Ct	Navaho Dr	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
Antelope	Chippewa Ct	Navaho Dr	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
Antelope	Mohican Way	Navaho Dr	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
Fair Oaks	Fair Oaks Blvd	Orange Tree Ct	1	2	9	A	$12,520		$1,520	$8,200	$22,240
Fair Oaks	Fair Oaks Blvd	Sunset Ave	1	2	1	A	$50,080	$11,840	$6,080	$12,300	$80,300
Fair Oaks	Fair Oaks Blvd	Westcamp Rd	1	2	9	A	$12,520		$1,520	$12,300	$26,340
Fair Oaks	Fair Oaks Blvd	Woodleaf Dr	1	2	9	A	$12,520		$1,520	$9,840	$23,880
Orangevale	Flyway Dr	Madison Ave	1	2	9	A	$12,520		$1,520	$8,200	$22,240
Fair Oaks	Greenbrier Way	Madison Ave	1	2	9	A	$12,520		$1,520	$9,840	$23,880

Community	Street 1 (typically NS Street)	Street 2 (typically EW Street)	Use	Condition	Work Scope	Funding	Curb Ramps	Signals	Cross-walks	Side walks	Total Costs
Fair Oaks	Kenneth Ave	Madison Ave	1	2	1	A	$50,080	$11,840	$6,080	$8,200	$76,200
Vineyard	S Watt Ave	Alder Ave	1	2	2	R	$50,080		$6,080	$6,560	$62,720
Vineyard	S Watt Ave	Elder Creek Rd	3	2	1	R	$50,080	$11,840	$0	$350	$62,270
Antelope	Aztec Way	Navaho Dr	1	2	2	Z	$50,080		$6,080	$12,300	$68,460
Antelope	Aztec Way	Navaho Dr	1	2	2	Z	$50,080		$6,080	$12,300	$68,460
Antelope	Teton Way	Navaho Dr	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
Antelope	Teton Way	Navaho Dr	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
Antelope	Mohican Way	Navaho Dr	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
Antelope	Seneca Way	Navaho Dr	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
Antelope	Blackfoot Way	Pima Way	1	2	2	Z	$50,080		$6,080	$1,750	$57,910
Antelope	Blackfoot Way	Navaho Dr	1	2	4	Z	$25,040		$3,040	$1,750	$29,830
Antelope	Seneca Way	Navaho Dr	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
Vineyard	S Watt Ave	Osage Ave	1	2	2	R	$50,080		$6,080	$6,560	$62,720
Fair Oaks	Shire Ct	Madison Ave	1	2	9	A	$12,520		$1,520	$9,840	$23,880
Orangevale	Walnut Ave	Madison Ave	1	2	9	A	$25,040		$3,040	$8,200	$36,280
N. Highlands	Walnut Ave	Madison Ave	1	2	9	A	$25,040		$3,040	$8,200	$36,280
Antelope	Blackfoot Way	Pima Way	1	2	2	Z	$50,080		$6,080	$6,560	$62,720
Antelope	Delaney Dr	Davidson Dr	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
Antelope	Sullivan Dr	Davidson Dr	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
Antelope	34th St	U St	1	2	2	Z	$37,560		$4,560	$1,750	$43,870
Antelope	Component Way	Antelope Rd	1	2	4	Z	$25,040		$3,040	$1,750	$29,830
Antelope	La Tour Dr	Antelope Rd	1	2	2	Z	$37,560		$4,560	$8,200	$50,320
N. Highlands	Monument Dr	Auspicious Way	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
N. Highlands	Danfield Cir	Bainbridge Dr	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
N. Highlands	Danfield Cir	Bainbridge Dr	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
N. Highlands	Worthington Dr	Bainbridge Dr	1	2	2	Z	$37,560		$4,560	$6,150	$48,270
Arden Arcade	Fair Oaks Blvd	Captain Ct	1	2	9	A	$12,520		$1,520	$1,750	$15,790
Orangevale	McKay St	Madison Ave	2	2	1	A	$50,080	$11,840	$3,040	$1,750	$66,710
Carmichael	Valoma St	Madison Ave	2	2	9	A	$12,520		$760	$1,750	$15,030
N. Highlands	Worthington Dr	Bainbridge Dr	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
N. Highlands	Holbrook Way	Bainbridge Dr	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
N. Highlands	Wrigley Cir	Bainbridge Dr	1	2	2	Z	$37,560		$4,560	$9,840	$51,960
N. Highlands	Bainbridge Dr	Wrigley Cir	1	2	4	Z	$25,040		$3,040	$9,840	$37,920

Community	Street 1 (typically NS Street)	Street 2 (typically EW Street)	Use	Condition	Work Scope	Funding	Curb Ramps	Signals	Cross-walks	Side walks	Total Costs
N. Highlands	Arutas Dr	Bainbridge Dr	1	2	2	Z	$50,080		$6,080	$6,150	$62,310
N. Highlands	Larchmont Dr	Bainbridge Dr	1	2	2	Z	$50,080		$6,080	$12,300	$68,460
N. Highlands	Salazar Dr	Bainbridge Dr	1	2	2	Z	$37,560		$4,560	$6,150	$48,270
N. Highlands	Wrigley Cir	Bainbridge Dr	1	2	2	Z	$37,560		$4,560	$6,150	$48,270
Fair Oaks	Winding Oak Dr	Madison Ave	2	2	2	A	$50,080		$3,040	$1,750	$54,870
Carmichael	Greenback Ln	Madison Ave	2	2	3	A	$37,560	$8,880	$2,280	$1,750	$50,470
RL/Elverta	U.S. 99	Elverta Rd	2	2	9	A	$50,080	$11,840	$3,040	$1,750	$66,710
RL/Elverta	Rio Linda Blvd	Elverta Rd	2	2	2	A	$50,080	$11,840	$3,040	$1,750	$66,710
N. Highlands	Bainbridge Dr	Wrigley Cir	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
N. Highlands	Meath Way	Bainbridge Dr	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
N. Highlands	Dutch Flat Dr	Bainbridge Dr	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
N. Highlands	Worthington Dr	Bainbridge Dr	1	2	2	Z	$37,560		$4,560	$6,150	$48,270
N. Highlands	Worthington Dr	Bainbridge Dr	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
N. Highlands	Walerga Rd	Bainbridge Dr	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
N. Highlands	Bainbridge Dr	Rutherford Way	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
N. Highlands	Monument Dr	Auspicious Way	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
N. Highlands	Winthrop Ct	Bainbridge Dr	1	2	2	Z	$37,560		$4,560	$6,150	$48,270
Vineyard	S Watt Ave	Tokay Ln	3	2	9	R	$12,520		$0	$350	$12,870
Vineyard	S Watt Ave	43rd Ave	3	2	9	R	$12,520		$0	$350	$12,870
Vineyard	S Watt Ave	Wayne Ct	3	2	9	R	$12,520		$0	$350	$12,870
Vineyard	S Watt Ave	Fruitridge Rd	3	2	1	R	$50,080	$11,840	$0	$350	$62,270
N. Highlands	Quinn Way	Bainbridge Dr	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
N. Highlands	Larchmont Dr	Delhaven Way	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
N. Highlands	Larchmont Dr	Galbrath Dr	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
N. Highlands	Larchmont Dr	Ramsey Dr	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
N. Highlands	Larchmont Dr	Turner Dr	1	2	2	Z	$37,560		$4,560	$9,840	$51,960
N. Highlands	Jonothan Way	Turner Dr	1	2	4	Z	$25,040		$3,040	$8,200	$36,280
Antelope	Watt Ave	Turner Dr	1	2	2	Z	$37,560		$4,560	$9,840	$51,960
N. Highlands	Cimarron Way	Silverthorne Cir	1	2	2	Z	$37,560		$4,560	$6,150	$48,270
N. Highlands	La Cienega Dr	Melrose Dr	1	2	2	Z	$50,080		$6,080	$6,560	$62,720
N. Highlands	Diablo Dr	Olympic Way	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
N. Highlands	Craighurst Dr	Larchmont Dr	1	2	2	Z	$50,080		$6,080	$6,560	$62,720
N. Highlands	Longdale Dr	Keema Ave	1	2	4	Z	$25,040		$3,040	$6,150	$34,230

Community	Street 1 (typically NS Street)	Street 2 (typically EW Street)	Use	Condition	Work Scope	Funding	Curb Ramps	Signals	Crosswalks	Side walks	Total Costs
N. Highlands	Guthrie St	Keema Ave	1	2	2	Z	$50,080		$6,080	$6,150	$62,310
N. Highlands	Pinebrook Way	Silverthorne Cir	1	2	4	Z	$25,040		$3,040	$1,750	$29,830
N. Highlands	Larchmont Dr	Colette Way	1	2	2	Z	$37,560		$4,560	$6,150	$48,270
N. Highlands	Silverthorne Cir	Klamath Dr	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
N. Highlands	Larry Way	Thomas Dr	1	2	2	Z	$37,560		$4,560	$6,560	$48,680
N. Highlands	La Cienega Dr	Larchmont Dr	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
N. Highlands	Cimarron Way	Silverthorne Cir	1	2	2	Z	$37,560		$4,560	$6,150	$48,270
N. Highlands	Watt Ave	I St	1	2	1	Z	$50,080	$11,840	$6,080	$8,200	$76,200
N. Highlands	Greenback Ln	I 80	1	2	1	Z	$50,080	$11,840	$6,080	$12,300	$80,300
N. Highlands	McCloud Dr	Jack London Cir	1	2	2	Z	$50,080		$6,080	$6,560	$62,720
Fair Oaks	Fair Oaks Blvd	Greenback Ln	1	2	1	Z	$50,080	$11,840	$6,080	$8,200	$76,200
N. Highlands	Brinef Dr	Garfield Ave	1	2	4	Z	$25,040		$3,040	$1,750	$29,830
N. Highlands	Santa Fe Way	San Ardo Way	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
N. Highlands	Santa Fe Way	San Ardo Way	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
Arden Arcade	Eastern Ave	Cottage Way	1	2	2	Z	$37,560	$8,880	$4,560	$6,150	$57,150
N. Highlands	MYRTLE AVE	COLLEGE OAK DR	1	1	10	Z	$145			$6,560	$6,705
Arden Arcade	SAN JUAN AVE	WINDING WAY	1	1	10	Z	$145			$6,560	$6,705
Arden Arcade	SAN JUAN AVE	WALNUT RD	1	1	10	Z	$290			$6,560	$6,850
Arden Arcade	WATT AVE	AUBURN BLVD	1	1	10	Z	$290			$6,560	$6,850
Arden Arcade	FAIR OAKS BLVD	STANLEY AVE	1	1	10	Z	$145			$6,560	$6,705
Carmichael	FAIR OAKS BLVD	PALM DR	1	1	10	Z	$145			$6,560	$6,705
Arden Arcade	EL CAMINO AVE	FALLWATER LN	1	1	10	Z	$435			$6,560	$6,995
Unspecified Locations for Curb Ramps, Sidewalks, Crosswalks and Accessible Signals						AZ	$200,000	$200,000	$25,000	$100,000	$525,000
Yearly Totals							$3,406,715	$371,680	$378,400	$860,670	$5,017,465
FY 2010-2011											
Antelope	Navaho Dr	Mohican Way	1	2	2	Z	$37,560		$4,560	$6,560	$48,680
Antelope	Navaho Dr	Arapaho Way	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
Arden Arcade	San Juan Ave	San Nita Way	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
Arden Arcade	San Juan Ave	Julep Way	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
Arden Arcade	Walnut Ave	Laurelview Ave	1	2	4	Z	$25,040		$3,040	$1,750	$29,830
Arden Arcade	Bonnie Jean Way	Winding Way	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
Arden Arcade	Pasadena Ave	Winding Way	1	2	1	Z	$50,080	$11,840	$6,080	$8,200	$76,200

Community	Street 1 (typically NS Street)	Street 2 (typically EW Street)	Use	Condition	Work Scope	Funding	Curb Ramps	Signals	Cross-walks	Side walks	Total Costs
Arden Arcade	Norris Ave	Auburn Blvd	1	2	4	Z	$25,040		$3,040	$8,200	$36,280
Arden Arcade	San Juan Ave	Oak Knoll Dr	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
Arden Arcade	Walnut Ave	Hope Ln	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
N. Highlands	Hillsdale Blvd	Oberon Ave	1	2	2	Z	$37,560		$4,560	$9,840	$51,960
Fair Oaks	Hazel Ave	Vincent Ave	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
Fair Oaks	Illinois Ave	Great Oak Way	1	2	4	Z	$25,040		$3,040	$8,200	$36,280
Fair Oaks	Fair Oaks Blvd	Temple Park Rd	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
N. Highlands	Field St	Poplar Blvd	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
Fair Oaks	Hazel Ave	Phoenix Ave	1	2	2	Z	$37,560		$4,560	$8,200	$50,320
N. Highlands	Garfield Ave	Madison Ave	1	2	1	Z	$50,080	$11,840	$6,080	$12,300	$80,300
N. Highlands	Hackberry Ln	Madison Ave	1	2	1	Z	$50,080	$11,840	$6,080	$12,300	$80,300
Fair Oaks	San Juan Ave	Gail Way	1	2	4	Z	$25,040		$3,040	$8,200	$36,280
Fair Oaks	Cocoa Palm Way	Kaula Dr	1	2	2	Z	$50,080		$6,080	$6,560	$62,720
Fair Oaks	Hazel Ave	Bedford Ave	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
N. Highlands	Jackson St	Woodhue Way	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
N. Highlands	Watt Ave	Roseville Rd	1	2	1	Z	$50,080	$11,840	$6,080	$12,300	$80,300
Fair Oaks	San Juan Ave	Pheasant Rd	1	2	4	Z	$25,040		$3,040	$8,200	$36,280
N. Highlands	Date Ave	Judy Ct	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
Carmichael	Heritage Dr	St James Dr	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Carmichael	Brookglen Way	St James Dr	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Fair Oaks	San Juan Ave	Cardinal Rd	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
Carmichael	Crestview Dr	St James Dr	1	2	2	Z	$37,560		$4,560	$6,150	$48,270
N. Highlands	Tyler St	Ashcroft Ave	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
N. Highlands	JAMES WAY	ARNOLD AVE	2	1	10	Z	$145				$145
N. Highlands	A ST	WATT AVE	1	1	10	Z	$580				$580
N. Highlands	GEORGIA DR	A ST	1	1	10	Z	$580				$580
N. Highlands	ROSEVILLE RD	A ST	1	1	10	Z	$145				$145
N. Highlands	PALM AVE	HARRISON ST	2	1	10	Z	$145				$145
N. Highlands	PALM AVE	HAMILTON ST	2	1	10	Z	$145				$145
N. Highlands	HILLSDALE BLVD	PALM AVE	1	1	10	Z	$290				$290
N. Highlands	WATT AVE	PALM ST	1	1	10	Z	$290				$290
N. Highlands	TYLER ST	TERRACE DOWNS WAY	2	1	10	Z	$145				$145
N. Highlands	GARFIELD AVE	YELLOW PINE WAY	1	1	10	Z	$290				$290

Community	Street 1 (typically NS Street)	Street 2 (typically EW Street)	Use	Condition	Work Scope	Funding	Curb Ramps	Signals	Crosswalks	Side walks	Total Costs
N. Highlands	WINGS WAY	WATT AVE	1	1	10	Z	$290				$290
N. Highlands	MANZANITA AVE	SHADOW CREEK DR	1	1	10	Z	$290				$290
N. Highlands	COLLEGE OAK DR	SUMMERWOOD CIR	2	1	10	Z	$145				$145
N. Highlands	ROCKWELL DR	N AIRWAY DR	1	1	10	Z	$290				$290
N. Highlands	COLLEGE OAK DR	CHIPPENDALE DR	2	1	10	Z	$145				$145
N. Highlands	RENICK WAY	MADISON AVE	1	1	10	Z	$145				$145
N. Highlands	MADISON AVE	JACKSON ST	1	1	10	Z	$290				$290
N. Highlands	GARFIELD AVE	MADISON AVE	1	1	10	Z	$290				$290
Carmichael	Perth Way	Palm Dr	1	2	4	Z	$25,040		$3,040	$16,400	$44,480
Carmichael	California Ave	Mauer Ave	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
Arden Arcade	Bryce St	Marconi Ave	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
Arden Arcade	Morse Ave	Marconi Ave	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
Arden Arcade	Morse Ave	Marconi Ave	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
Arden Arcade	Ashbourne Dr	Marconi Ave	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
Arden Arcade	Darwin St	Helena Ave	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
Arden Arcade	La Paz Way	Marconi Ave	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
Arden Arcade	Kino St	Marconi Ave	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
Arden Arcade	Carrisa Way	Marconi Ave	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
Vineyard	Bradshaw Rd	Lincoln Village Dr	1	2	3	CR	$37,560	$8,880	$4,560	$9,840	$60,840
Vineyard	Bradshaw Rd	Calvine Rd	1	2	2	K	$50,080	$11,840	$6,080	$6,150	$74,150
Vineyard	Bradshaw Rd	Elder Creek Rd	1	2	2	J	$50,080	$11,840	$6,080	$6,560	$74,560
Vineyard	Bradshaw Rd	Florin Rd	2	2	2	J	$50,080	$11,840	$3,040	$1,750	$66,710
Consumnes	Waterman Rd	Grant Line Rd	2	2	3	K	$37,560	$8,880	$2,280	$1,750	$50,470
Arden Arcade	Walnut Ave	Whitney Ave	1	2	1	CR	$50,080	$11,840	$6,080	$6,560	$74,560
Arden Arcade	Walnut Ave	Winding Way	1	2	3	CR	$37,560		$4,560	$6,150	$48,270
Arden Arcade	Garfield Ave	Marconi Ave	1	2	1	CR	$50,080	$11,840	$6,080	$9,840	$77,840
Arden Arcade	Howe Ave	Arden Way	1	2	1	CR	$50,080	$11,840	$6,080	$9,840	$77,840
Arden Arcade	Howe Ave	Hurley Way	1	2	1	CR	$50,080	$11,840	$6,080	$9,840	$77,840
Arden Arcade	Howe Ave	Marconi Ave	1	2	1	CR	$50,080	$11,840	$6,080	$9,840	$77,840
Arden Arcade	Walnut Ave	Engle Rd	1	2	1	CR	$50,080	$11,840	$6,080	$6,560	$74,560
Arden Arcade	Walnut Ave	Marconi Ave	1	2	1	CR	$50,080	$11,840	$6,080	$9,840	$77,840
N. Highlands	Jolana Ln	Myrtle Ave	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
N. Highlands	Perina Way	Myrtle Ave	1	2	4	Z	$25,040		$3,040	$6,150	$34,230

Community	Street 1 (typically NS Street)	Street 2 (typically EW Street)	Use	Condition	Work Scope	Funding	Curb Ramps	Signals	Crosswalks	Side walks	Total Costs
N. Highlands	Brittney Lee Ct	Myrtle Ave	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
Fair Oaks	Shamrock Dr	Sunset Ave	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Fair Oaks	Medford St	Sunset Ave	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Carmichael	Ward Ln	Sunset Ave	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
N. Highlands	Donna Cir	Winona Way	1	2	4	Z	$25,040		$3,040	$1,750	$29,830
N. Highlands	Donna Cir	Winona Way	1	2	4	Z	$25,040		$3,040	$1,750	$29,830
Carmichael	Jan Dr	Moraga Dr	1	2	2	Z	$37,560		$4,560	$6,150	$48,270
N. Highlands	Garfield Ave	Kiva Dr	1	2	4	Z	$25,040		$3,040	$1,750	$29,830
N. Highlands	Garfield Ave	Winding Way	1	2	1	CR	$50,080	$11,840	$6,080	$6,150	$74,150
N. Highlands	Gay Way	David Dr	1	2	2	CR	$50,080		$6,080	$6,150	$62,310
N. Highlands	Watt Ave	McClellan Dr	1	2	9	Q	$12,520		$1,520	$9,840	$23,880
N. Highlands	Watt Ave	N Haven Dr	1	2	9	Q	$12,520		$1,520	$12,300	$26,340
N. Highlands	Watt Ave	Oak Dell Ave	1	2	9	Q	$12,520		$1,520	$8,200	$22,240
N. Highlands	Watt Ave	Orange Grove Ave	1	2	9	Q	$12,520		$1,520	$8,200	$22,240
N. Highlands	Watt Ave	Palm St	1	2	9	Q	$12,520		$1,520	$9,840	$23,880
N. Highlands	Watt Ave	Poplar Blvd	1	2	9	Q	$12,520		$1,520	$6,560	$20,600
N. Highlands	Watt Ave	Roseville Rd	1	2	9	Q	$25,040		$3,040	$12,300	$40,380
N. Highlands	Watt Ave	Wings Way	1	2	9	Q	$12,520		$1,520	$9,840	$23,880
Arden Arcade	La Colina Way	Marconi Ave	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
Carmichael	Royal Palm Way	Palm Dr	1	2	4	Z	$25,040		$3,040	$16,400	$44,480
Arden Arcade	Fulton Ave	El Sutton Ln	1	2	4	Z	$25,040		$3,040	$8,200	$36,280
Arden Arcade	Garfield Ave	La Colina Way	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Arden Arcade	Garfield Ave	Clark Ave	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Cosumnes	GOLD COUNTRY BLVD	HAZEL AVE	1	1	10	Z	$145			$6,560	$6,705
Cosumnes	HAZEL AVE	TRIBUTARY PT DR	1	1	10	Z	$290			$6,560	$6,850
Cosumnes	TRIBUTARY LN	TRIBUTARY PT DR	2	1	10	Z	$290			$1,750	$2,040
Cosumnes	TRIBUTARY LN	TRIBUTARY PT DR	1	1	10	Z	$145			$6,560	$6,705
Cosumnes	TRIB CROSSING DR	GOLD POINTE LN	2	1	10	Z	$290			$1,750	$2,040
Cosumnes	HAZEL AVE	FOLSOM BLVD	2	1	10	Z	$290			$1,750	$2,040
Cosumnes	TRIB CROSSING DR	TRIBUTARY PT DR	1	1	10	Z	$145			$6,560	$6,705
Cosumnes	GOLD COUNTRY BLVD	BLUE LEDGE DR	1	1	10	Z	$145			$6,560	$6,705
Cosumnes	DARK CANYON DR	GOLD COUNTRY BLVD	1	1	10	Z	$145			$6,560	$6,705
Unspecified Locations for Curb Ramps, Sidewalks, Crosswalks and Accessible Signals						AZ	$613,740	$223,680	$75,160	$202,720	$1,115,300

Community	Street 1 (typically NS Street)	Street 2 (typically EW Street)	Use	Condition	Work Scope	Funding	Curb Ramps	Signals	Crosswalks	Side walks	Total Costs
Yearly Totals							$3,011,585	$419,040	$360,160	$902,350	$4,693,135
FY 2011-2012											
RL/Elverta	Rio Linda Blvd	Aldea Dr	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
RL/Elverta	Rio Linda Blvd	Rafael Dr	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
RL/Elverta	Gibson Ranch Rd	Elverta Rd	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
Orangevale	Hazel Ave	Creek Oaks Ln	1	2	4	Z	$25,040		$3,040	$1,750	$29,830
RL/Elverta	Rio Linda Blvd	Savoy Ave	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
Orangevale	Hickory Ave	Shoshone Way	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
Orangevale	Wachtel Way	Oak Ave	1	2	2	Z	$50,080		$6,080	$1,750	$57,910
Orangevale	Redwing Ct	Oak Ave	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
Orangevale	Filbert Ave	Oak Ave	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
Orangevale	Granite Ave	Oak Ave	1	2	2	Z	$50,080		$6,080	$6,150	$62,310
Orangevale	Chestnut Ave	Oak Ave	1	2	2	Z	$50,080		$6,080	$6,150	$62,310
RL/Elverta	10th St	Quiet Way	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Orangevale	Main Ave	Ottomon Way	1	2	2	Z	$37,560		$4,560	$6,150	$48,270
Orangevale	Main Ave	Ottomon Way	1	2	2	Z	$37,560		$4,560	$6,150	$48,270
RL/Elverta	2nd St	Q St	1	2	2	Z	$50,080		$6,080	$6,560	$62,720
Orangevale	Beech Ave	Mavis Ave	1	2	2	Z	$50,080		$6,080	$12,300	$68,460
RL/Elverta	Dorado St	Q St	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
RL/Elverta	Belcamp St	Q St	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
RL/Elverta	Rio Linda Blvd	Paladin Way	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
RL/Elverta	7th St	Quebec Way	1	2	2	Z	$37,560		$4,560	$6,560	$48,680
RL/Elverta	Rio Linda Blvd	Archway Ave	1	2	2	Z	$37,560		$4,560	$6,150	$48,270
Orangevale	Hazel Ave	Leue Ave	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
Orangevale	Bobby St	Elm Ave	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
Orangevale	Tahiti Ct	Elm Ave	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
Orangevale	Pecan Ave	Elm Ave	1	2	2	Z	$37,560		$4,560	$6,560	$48,680
RL/Elverta	Rio Linda Blvd	Bradley Way	1	2	4	Z	$25,040		$3,040	$1,750	$29,830
RL/Elverta	8th Ave	N St	1	2	2	Z	$37,560		$4,560	$1,750	$43,870
RL/Elverta	Oak Ln	N St	1	2	4	Z	$25,040		$3,040	$8,200	$36,280
RL/Elverta	9th St	Oak Ln	1	2	4	Z	$25,040		$3,040	$8,200	$36,280
Orangevale	Kenneth Ave	Cortadera Dr	1	2	4	Z	$25,040		$3,040	$6,560	$34,640

Community	Street 1 (typically NS Street)	Street 2 (typically EW Street)	Use	Condition	Work Scope	Funding	Curb Ramps	Signals	Cross-walks	Side walks	Total Costs
RL/Elverta	5th St	L St	1	2	2	Z	$50,080		$6,080	$6,560	$62,720
Orangevale	Fair Oaks Blvd	Linden Lime Ct	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
Orangevale	Fair Oaks Blvd	Sundance Dr	1	2	4	Z	$25,040		$3,040	$8,200	$36,280
RL/Elverta	6th St	K St	1	2	2	Z	$50,080		$6,080	$6,150	$62,310
Orangevale	Kenneth Ave	Central Ave	1	2	2	Z	$50,080		$6,080	$6,560	$62,720
Orangevale	Kilwood Ct	Lake Natoma Dr	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Carmichael	MERCY CT	DEWEY DR	1	1	8	Z	$5,760			$12,300	$18,060
Carmichael	SUNRISE BLVD	MADISON AVE	1	1	8	Z	$5,760			$8,200	$13,960
Carmichael	MADISON AVE	PRIMROSE DR	1	1	8	Z	$5,760			$8,200	$13,960
Carmichael	MADISON AVE	SAN JUAN AVE	1	1	8	Z	$5,760			$9,840	$15,600
Carmichael	MADISON AVE	FLEETWOOD DR	1	1	8	Z	$5,760			$9,840	$15,600
Carmichael	MADISON AVE	OGILBY WAY	1	1	8	Z	$5,760			$6,560	$12,320
Carmichael	EDGERLY WAY	MADISON AVE	1	1	8	Z	$5,760			$6,560	$12,320
Carmichael	RUTLAND DR	MADISON AVE	1	1	8	Z	$5,760			$6,560	$12,320
Carmichael	OAKRIDGE CT	WILDRIDGE DR	2	1	8	Z	$5,760			$1,750	$7,510
Carmichael	SUNRISE HILLS DR	WILDRIDGE DR	2	1	8	Z	$5,760			$1,750	$7,510
Carmichael	PALM AVE	DEWEY DR	1	1	8	Z	$5,760			$12,300	$18,060
Carmichael	MADISON AVE	SCHUYLER DR	1	1	8	Z	$5,760			$6,560	$12,320
Carmichael	MULDROW RD	MANZANITA AVE	2	1	8	Z	$5,760			$1,750	$7,510
Carmichael	BOURBON DR	RYE WAY	2	1	8	Z	$5,760			$1,750	$7,510
Carmichael	WINDING WAY	MANZANITA AVE	1	1	8	Z	$5,760			$9,840	$15,600
Carmichael	SALMAAN DR	CAMRAY CIR	1	1	8	Z	$5,760			$16,400	$22,160
Carmichael	SALMAAN DR	CAMRAY CIR	1	1	8	Z	$5,760			$16,400	$22,160
Carmichael	ADANA CIR	SALMAAN DR	1	1	8	Z	$5,760			$16,400	$22,160
Carmichael	WISAM CT	SADEK WAY	2	1	8	Z	$5,760			$1,750	$7,510
Carmichael	LINCOLN AVE	CALIFORNIA AVE	1	1	8	Z	$5,760			$9,840	$15,600
Carmichael	LINCOLN AVE	LINCOLN CREEK CIR	2	1	8	Z	$5,760			$1,750	$7,510
Carmichael	PARADISE DR	LINCOLN AVE	2	1	8	Z	$5,760			$1,750	$7,510
Carmichael	HOLLISTER AVE	MURDOCK WAY	2	1	8	Z	$5,760			$1,750	$7,510
Carmichael	OAK TOP WAY	BANNISTER RD	2	1	8	Z	$5,760			$1,750	$7,510
Carmichael	PATTYPEART WAY	PATTYPEART WAY	1	1	8	Z	$5,760			$6,560	$12,320
Carmichael	BARKER ELMS CT	CALIFORNIA AVE	1	1	8	Z	$5,760			$12,300	$18,060
Carmichael	GRANT PARK DR	LANDIS AVE	2	1	8	Z	$5,760			$1,750	$7,510

Community	Street 1 (typically NS Street)	Street 2 (typically EW Street)	Use	Condition	Work Scope	Funding	Curb Ramps	Signals	Crosswalks	Side walks	Total Costs
Carmichael	KENNETH AVE	ARBORETA CT	1	1	8	Z	$5,760			$16,400	$22,160
Orangevale	FILBERT AVE	TERRAMORE DR	2	1	8	Z	$5,760			$1,750	$7,510
Orangevale	MADISON AVE	MAIN AVE	1	1	8	Z	$11,520			$8,200	$19,720
Orangevale	MADISON AVE	MAIN AVE	1	1	8	Z	$5,760			$6,560	$12,320
Orangevale	PERSHING AVE	PECAN AVE	1	1	8	Z	$5,760			$6,560	$12,320
Orangevale	PECAN AVE	PERSHING AVE	1	1	8	Z	$5,760			$6,560	$12,320
Orangevale	AMERIGO AVE	HAZEL AVE	1	1	8	Z	$11,520			$6,560	$18,080
Orangevale	MADISON AVE	MADISON GREEN LN	1	1	8	Z	$5,760			$8,200	$13,960
Orangevale	BLUE OAK DR	CAMAS CT	2	1	8	Z	$5,760			$1,750	$7,510
Orangevale	MONTIA CT	BLUE OAK DR	2	1	8	Z	$5,760			$1,750	$7,510
Orangevale	BLUE OAK DR	PLANTAIN CIR	2	1	8	Z	$5,760			$1,750	$7,510
Orangevale	BEAUREGARD WAY	WINDING OAK DR	1	1	8	Z	$5,760			$12,300	$18,060
Orangevale	PLANTAIN CIR	BLUE OAK DR	1	1	8	Z	$5,760			$6,560	$12,320
Orangevale	LEMON TREE CT	BLUE OAK DR	2	1	8	Z	$5,760			$1,750	$7,510
Orangevale	BLUE OAK DR	BUTTERWOOD CIR	2	1	8	Z	$5,760			$1,750	$7,510
Orangevale	LONG CANYON DR	LARIAT CT	1	1	8	Z	$5,760			$6,560	$12,320
Orangevale	BUTTERWOOD CIR	BUTTERWOOD CIR	1	1	8	Z	$5,760			$6,560	$12,320
Orangevale	WINDSOCK AVE	WINDING OAK DR	1	1	8	Z	$5,760			$6,560	$12,320
Orangevale	WINDING OAK DR	VISTA DEL ORO WAY	2	1	8	Z	$5,760			$1,750	$7,510
Orangevale	WINDING OAK DR	SADDLE RIDGE WAY	1	1	8	Z	$5,760			$6,560	$12,320
Orangevale	SUNSET AVE	QUAIL MEADOW WAY	1	1	8	Z	$5,760			$16,400	$22,160
Vineyard	Waterton Way	La Riviera Dr	1	2	2	Z	$50,080		$6,080	$9,840	$66,000
Vineyard	Lanier Way	La Riviera Dr	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
Vineyard	La Riviera Dr	Vancouver Dr	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
Vineyard	La Riviera Dr	Tuolumne Dr	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
Vineyard	Salmon Falls Dr	Tuolumne Dr	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
Vineyard	Warrego Way	Salmon Falls Dr	1	2	4	Z	$25,040		$3,040	$1,750	$29,830
Vineyard	Waterton Way	Salmon Falls Dr	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Vineyard	Posada Way	Caldera Way	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
Vineyard	Mirada St	Trujillo Way	1	2	4	Z	$25,040		$3,040	$8,200	$36,280
Vineyard	Nikol St	Caldera Way	1	2	4	Z	$25,040		$3,040	$16,400	$44,480
Vineyard	Posada Way	Caldera Way	1	2	4	Z	$25,040		$3,040	$16,400	$44,480
Vineyard	Eisenhower Dr	Rosemont Dr	1	2	4	Z	$25,040		$3,040	$6,150	$34,230

Community	Street 1 (typically NS Street)	Street 2 (typically EW Street)	Use	Condi-tion	Work Scope	Fund-ing	Curb Ramps	Signals	Cross-walks	Side walks	Total Costs
Vineyard	Floradora Dr	Rosemont Dr	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Vineyard	Thom Way	Rosemont Dr	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Vineyard	Tango St	Caldera Way	1	2	4	Z	$25,040		$3,040	$16,400	$44,480
Vineyard	Moonbeam Dr	Goethe Rd	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
Vineyard	Fusilier Way	Rosemont Dr	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Vineyard	Rosemont Dr	Brunner Dr	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Vineyard	Rosemont Dr	Goldilocks Way	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Vineyard	Bradshaw Rd	Ecology Ln	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
Vineyard	Branch Center Rd	Ecology Ln	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
Vineyard	Rosemont Dr	New Dawn Dr	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Vineyard	Pageant Dr	Eisenhower Dr	1	2	2	Z	$37,560		$4,560	$6,150	$48,270
Vineyard	Huntsman Dr	Eisenhower Dr	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Vineyard	Brunner Dr	S Port Dr	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
S. Sacto	Sampson Blvd	Iowa Ave	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
S. Sacto	Sampson Blvd	Iowa Ave	1	2	4	Z	$25,040		$3,040	$1,750	$29,830
S. Sacto	Sampson Blvd	Iowa Ave	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
S. Sacto	Vista Ave	Iowa Ave	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
S. Sacto	Vista Ave	Iowa Ave	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
S. Sacto	Bonniemae Way	Iowa Ave	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
S. Sacto	Ethel Way	Iowa Ave	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
S. Sacto	Laurine Way	Iowa Ave	1	2	2	Z	$50,080		$6,080	$6,150	$62,310
S. Sacto	Nona Way	Iowa Ave	1	2	2	Z	$37,560		$4,560	$6,560	$48,680
S. Sacto	44th St	Iowa Ave	1	2	2	Z	$50,080		$6,080	$9,840	$66,000
S. Sacto	35th Ave	Mendocino Blvd	1	2	2	Z	$37,560		$4,560	$1,750	$43,870
S. Sacto	44th St	34th Ave	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
S. Sacto	35th Ave	Mendocino Blvd	1	2	2	Z	$37,560		$4,560	$1,750	$43,870
S. Sacto	44th St	35th Ave	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
S. Sacto	41st St	39th Ave	1	2	4	Z	$25,040		$3,040	$1,750	$29,830
S. Sacto	41st St	39th Ave	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
S. Sacto	44th St	40th Ave	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
S. Sacto	Laurine Way	Lemon Hill Ave	1	2	2	Z	$50,080		$6,080	$6,150	$62,310
S. Sacto	41st Ave	44th St	1	2	2	Z	$50,080		$6,080	$12,300	$68,460
S. Sacto	41st St	41st Ave	1	2	2	Z	$50,080		$6,080	$6,150	$62,310

Community	Street 1 (typically NS Street)	Street 2 (typically EW Street)	Use	Condition	Work Scope	Funding	Curb Ramps	Signals	Cross-walks	Side walks	Total Costs
S. Sacto	Vista Ave	Lemon Hill Ave	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
S. Sacto	44th St	42nd Ave	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
S. Sacto	42nd Ave	44th St	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
S. Sacto	Sampson Blvd	42nd Ave	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
S. Sacto	42nd Ave	44th St	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
S. Sacto	41st St	42nd Ave	1	2	2	Z	$37,560		$4,560	$6,560	$48,680
S. Sacto	44th St	43rd Ave	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
S. Sacto	41st St	43rd Ave	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
S. Sacto	Vista Ave	44th Ave	1	2	2	Z	$37,560		$4,560	$6,560	$48,680
Orangevale	WILDRIDGE DR	SUNRISE BLVD	1	1	10	Z	$145				$145
S. Sacto	65TH ST	STOCKTON BLVD	1	1	10	Z	$145				$145
S. Sacto	65TH ST	SKY PKWY	1	1	10	Z	$145				$145
S. Sacto	STOCKTON BLVD	LINDALE DR	1	1	10	Z	$145				$145
S. Sacto	FAWN WAY	FLORIN RD	1	1	10	Z	$145				$145
Rancho Murieta	MURIETA PKWY	MARR DR	1	1	10	Z	$145				$145
S. Sacto	W NICHOLS AVE	E NICHOLS AVE	2	1	10	Z	$145				$145
S. Sacto	15TH AVE	E NICHOLS AVE	2	1	10	Z	$145				$145
S. Sacto	ORINDA WAY	44TH ST	1	1	10	Z	$145				$145
S. Sacto	18TH AVE	W NICHOLS AVE	2	1	10	Z	$145				$145
S. Sacto	44TH ST	PERRY AVE	1	1	10	Z	$145				$145
S. Sacto	FRUITRIDGE RD	44TH ST	1	1	10	Z	$145				$145
S. Sacto	FRUITRIDGE RD	DEL NORTE BLVD	1	1	10	Z	$580				$580
S. Sacto	RIZZO CT	MLK JR BLVD	1	1	10	Z	$145				$145
S. Sacto	LEMON HILL AVE	LUCERO DR	1	1	10	Z	$145				$145
S. Sacto	MLK JR BLVD	43RD AVE	1	1	10	Z	$145				$145
S. Sacto	49TH AVE	MLK JR BLVD	1	1	10	Z	$145				$145
S. Sacto	65TH ST	SAVINGS PL	1	1	10	Z	$145				$145
S. Sacto	TRAIL WOODS DR	POWER INN RD	1	1	10	Z	$145				$145
S. Sacto	BRITTANY PARK DR	WESTPORT CIR	1	1	10	Z	$145				$145
S. Sacto	BRITTANY PARK DR	ELK GROVE-FLORIN RD	1	1	10	Z	$435				$435
S. Sacto	DARIEN CIR	BRITTANY PARK DR	1	1	10	Z	$145				$145
S. Sacto	VINTAGE PARK DR	BEDFORD COVE WAY	1	1	10	Z	$145				$145
S. Sacto	BAYTOWN WAY	VINTAGE PARK DR	1	1	10	Z	$145				$145

Community	Street 1 (typically NS Street)	Street 2 (typically EW Street)	Use	Condition	Work Scope	Funding	Curb Ramps	Signals	Crosswalks	Side walks	Total Costs
S. Sacto	VINTAGE PARK DR	FINTOWN CT	1	1	10	Z	$145				$145
S. Sacto	FINTOWN CT	ORANMORE CT	1	1	10	Z	$145				$145
S. Sacto	NEW POINT DR	CALVINE RD	1	1	10	Z	$290				$290
Vineyard	LA RIVIERA DR	RAMP	1	1	10	Z	$145				$145
Vineyard	LA RIVIERA DR	RAMP	1	1	10	Z	$145				$145
Vineyard	WATT AVE	RAMP	1	1	10	Z	$145				$145
Vineyard	BRADSHAW RD	COUNTRYROADS DR	1	1	10	Z	$145				$145
Vineyard	ROSEMONT DR	AMERICANA WAY	1	1	10	Z	$145				$145
Vineyard	ROSEMONT DR	SPARTAN WAY	1	1	10	Z	$145				$145
Vineyard	BRADVIEW DR	KRISTI CT	2	1	10	Z	$145				$145
Vineyard	WATT AVE	FOLSOM BLVD	1	1	10	Z	$290				$290
Vineyard	S WATT AVE	MANLOVE RD	1	1	10	Z	$145				$145
Vineyard	PROVINCETOWN WAY	AUBERGINE WAY	1	1	10	Z	$145				$145
Vineyard	KIEFER BLVD	SCOTTSBORO DR	1	1	10	Z	$145				$145
Vineyard	MCROBERTS DR	WOODRING DR	1	1	10	Z	$145				$145
Vineyard	WETHERSFIELD DR	MUSTIC WAY	1	1	10	Z	$145				$145
Vineyard	AUBERGINE WAY	WICKFORD WAY	1	1	10	Z	$145				$145
Vineyard	WESTPORTER DR	PORTWOOD CT	2	1	10	Z	$145				$145
Vineyard	FLORIN RD	S WATT AVE	1	1	10	Z	$145				$145
Vineyard	BOTHWELL DR	VINTAGE PARK DR	1	1	10	Z	$145				$145
Vineyard	KINGSBRIDGE DR	CALVINE RD	1	1	10	Z	$580				$580
Unspecified Locations for Curb Ramps, Sidewalks, Crosswalks and Accessible Signals						AZ	$200,435	$200,000	$25,000	$100,000	$525,435
Yearly Totals							$3,250,810	$200,000	$359,400	$1,094,650	$4,904,860
FY 2012-2013											
Arden Arcade	Eastern Ave	Alley	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Arden Arcade	Walnut Ave	San Marque Cir	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Carmichael	Wingfield Way	Shelfield Dr	1	2	2	Z	$37,560		$4,560	$8,200	$50,320
Arden Arcade	Walnut Ave	San Marque Cir	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Carmichael	Carmelo Dr	Shelfield Dr	1	2	4	Z	$25,040		$3,040	$8,200	$36,280
Arden Arcade	Alta Arden Expy	Wyda Way	1	2	4	Z	$25,040		$3,040	$1,750	$29,830
Arden Arcade	Brier Way	Thor Way	1	2	4	Z	$25,040		$3,040	$16,400	$44,480
Arden Arcade	Bowerwood Dr	Thor Way	1	2	4	Z	$25,040		$3,040	$6,560	$34,640

Community	Street 1 (typically NS Street)	Street 2 (typically EW Street)	Use	Condition	Work Scope	Funding	Curb Ramps	Signals	Cross-walks	Side walks	Total Costs
Arden Arcade	Mission Ave	Thor Way	1	2	2	Z	$50,080		$6,080	$16,400	$72,560
Arden Arcade	Marione Dr	Fair Oaks Blvd	1	2	4	Z	$25,040		$3,040	$8,200	$36,280
Arden Arcade	Morse Ave	Via Grande	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Carmichael	Carmelo Dr	Bentley Way	1	2	4	Z	$25,040		$3,040	$8,200	$36,280
Arden Arcade	Marione Dr	Fair Oaks Blvd	1	2	4	Z	$25,040		$3,040	$8,200	$36,280
Arden Arcade	Morse Ave	Via Grande	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
Arden Arcade	Eastern Ave	Alley	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
Arden Arcade	Eastern Ave	Alley	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
Carmichael	McClaren Dr	Gary Way	1	2	4	Z	$25,040		$3,040	$1,750	$29,830
Arden Arcade	Avondale Ave	Arden Way	1	2	2	Z	$37,560		$4,560	$8,200	$50,320
Arden Arcade	Stewart Rd	Arden Way	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
Arden Arcade	Mission Ave	Arden Way	1	2	4	Z	$25,040		$3,040	$8,200	$36,280
Arden Arcade	Mission Ave	Arden Way	1	2	4	Z	$25,040		$3,040	$8,200	$36,280
Arden Arcade	Mendota Way	Arden Way	1	2	4	Z	$25,040		$3,040	$8,200	$36,280
Arden Arcade	Copenhagen Way	Arden Way	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
Carmichael	Carmelo Dr	Alder Glen Ct	1	2	4	Z	$25,040		$3,040	$8,200	$36,280
Arden Arcade	Eastern Ave	Alley	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Arden Arcade	Mission Ave	Valmonte Dr	1	2	4	Z	$25,040		$3,040	$1,750	$29,830
Arden Arcade	Fair Oaks Blvd	Paloma Ave	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
Carmichael	Gary Way	Ivanhoe Way	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
Carmichael	Gary Way	Shelley Way	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
Carmichael	McClaren Dr	Ivanhoe Way	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Arden Arcade	Fair Oaks Blvd	Menlo Ave	1	2	4	Z	$25,040		$3,040	$1,750	$29,830
Arden Arcade	Hurley Way	Bell St	1	2	1	Z	$50,080	$11,840	$6,080	$6,560	$74,560
Arden Arcade	Eastern Ave	Alley	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
Arden Arcade	Lake Oak Ct	Fair Oaks Blvd	1	2	1	Z	$50,080	$11,840	$6,080	$6,560	$74,560
Arden Arcade	Columbia Dr	Fair Oaks Blvd	1	2	4	Z	$25,040		$3,040	$1,750	$29,830
Arden Arcade	Fallen Leaf Way	Fair Oaks Blvd	1	2	4	Z	$25,040		$3,040	$1,750	$29,830
Arden Arcade	Treehouse Ln	Fair Oaks Blvd	1	2	4	Z	$25,040		$3,040	$1,750	$29,830
Arden Arcade	Howe Ave	Spanos Ct	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
Arden Arcade	Ashton Dr	Offham Ct	1	2	2	Z	$50,080		$6,080	$1,750	$57,910
Arden Arcade	Kevington Ct	Fair Oaks Blvd	1	2	4	Z	$25,040		$3,040	$1,750	$29,830
Arden Arcade	Rodante Way	Fair Oaks Blvd	1	2	2	Z	$37,560		$4,560	$1,750	$43,870

Community	Street 1 (typically NS Street)	Street 2 (typically EW Street)	Use	Condition	Work Scope	Funding	Curb Ramps	Signals	Cross-walks	Side walks	Total Costs
Arden Arcade	La Sierra Dr	San Lucas Way	1	2	2	Z	$50,080		$6,080	$6,560	$62,720
Arden Arcade	Estates Dr	Ramel Way	1	2	4	Z	$25,040		$3,040	$1,750	$29,830
Arden Arcade	San Lucas Way	Fair Oaks Blvd	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Arden Arcade	Parkfair Dr	Fair Oaks Blvd	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Arden Arcade	Estates Dr	Crondall Dr	1	2	2	Z	$37,560		$4,560	$16,400	$58,520
Arden Arcade	Mills Rd	Royce Way	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Arden Arcade	Mills Rd	Latham Dr	1	2	2	Z	$37,560		$4,560	$6,150	$48,270
Arden Arcade	Moffatt Way	Kadema Dr	1	2	4	Z	$25,040		$3,040	$1,750	$29,830
Arden Arcade	Clunie Dr	Kadema Dr	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
Carmichael	SAN JUAN AVE	PALM AVE	1	1	8	Z	$5,760			$8,200	$13,960
Fair Oaks	SUNSET AVE	SAN JUAN AVE	1	1	8	Z	$5,760			$12,300	$18,060
Carmichael	PASADENA AVE	AUBURN BLVD	1	1	8	Z	$5,760			$8,200	$13,960
Carmichael	SAN JUAN AVE	WALNUT RD	1	1	8	Z	$5,760			$9,840	$15,600
Carmichael	WALNUT RD	SAN JUAN AVE	1	1	8	Z	$5,760			$6,560	$12,320
Carmichael	SUNRISE BLVD	FAIR OAKS BLVD	1	1	8	Z	$5,760			$12,300	$18,060
Arden Arcade	WATT AVE	AUBURN BLVD	1	1	8	Z	$5,760			$9,840	$15,600
Arden Arcade	SAN JUAN AVE	FAIR OAKS BLVD	1	1	8	Z	$5,760			$9,840	$15,600
Carmichael	MARCONI AVE	FAIR OAKS BLVD	1	1	8	Z	$5,760			$9,840	$15,600
Carmichael	FAIR OAKS BLVD	PALM DR	1	1	8	Z	$5,760			$12,300	$18,060
Arden Arcade	TOPP CT	FAIR OAKS BLVD	1	1	8	Z	$5,760			$12,300	$18,060
Arden Arcade	EL CAMINO AVE	BELL ST	1	1	8	Z	$5,760			$9,840	$15,600
Arden Arcade	FULTON AVE	EL CAMINO AVE	1	1	8	Z	$5,760			$9,840	$15,600
Arden Arcade	EL CAMINO AVE	MEADOWBROOK RD	1	1	8	Z	$5,760			$9,840	$15,600
Arden Arcade	EL CAMINO AVE	YORKTOWN AVE	1	1	8	Z	$5,760			$8,200	$13,960
Arden Arcade	EL CAMINO AVE	BUTANO DR	1	1	8	Z	$5,760			$8,200	$13,960
Arden Arcade	EL CAMINO AVE	WALNUT AVE	1	1	8	Z	$5,760			$8,200	$13,960
Arden Arcade	EL CAMINO AVE	CAMINO PARK CT	1	1	8	Z	$5,760			$9,840	$15,600
Arden Arcade	EL CAMINO AVE	FAIR OAKS BLVD	1	1	8	Z	$5,760			$12,300	$18,060
Antelope	PALMERSON DR	OAK FLAT WAY	1	1	8	Z	$11,520			$6,150	$17,670
Antelope	MEADOW PASS WAY	DON JULIO BLVD	1	1	8	Z	$5,760			$6,560	$12,320
Antelope	FORRESTER WAY	PALMERSON DR	1	1	8	Z	$11,520			$6,150	$17,670
Antelope	REDWATER DR	N LOOP BLVD	1	1	8	Z	$5,760			$12,300	$18,060
Antelope	BLACK SADDLE DR	BIG SKY DR	1	1	8	Z	$5,760			$6,560	$12,320

Community	Street 1 (typically NS Street)	Street 2 (typically EW Street)	Use	Condition	Work Scope	Funding	Curb Ramps	Signals	Crosswalks	Side walks	Total Costs
Antelope	BLACK SADDLE DR	DRIVER RANCH CT	1	1	8	Z	$5,760			$9,840	$15,600
Antelope	BOULDER CREEK WAY	BIG SKY DR	1	1	8	Z	$11,520			$9,840	$21,360
Antelope	BROWN OTTER DR	N COUNTRY DR	1	1	8	Z	$5,760			$6,560	$12,320
Antelope	BLACKFOOT WAY	SUN MAIDEN WAY	1	1	8	Z	$5,760			$6,560	$12,320
Antelope	SCOTLAND DR	ANGUS WAY	1	1	8	Z	$11,520			$6,560	$18,080
Antelope	BLACKFOOT WAY	SUN MAIDEN WAY	1	1	8	Z	$5,760			$6,150	$11,910
Antelope	DAVIDSON DR	SCOTLAND DR	1	1	8	Z	$11,520			$6,150	$17,670
Antelope	DAVIDSON DR	ORT WAY	1	1	8	Z	$5,760			$6,150	$11,910
Antelope	LIGHT FOOT CT	BLACK BEAR DR	2	1	8	Z	$5,760			$1,750	$7,510
Antelope	BLACK BEAR DR	LITTLE ROCK DR	1	1	8	Z	$5,760			$6,150	$11,910
Antelope	U ST	MIDTOWN DR	1	1	8	Z	$11,520			$6,560	$18,080
Antelope	COMMONWEALTH DR	ANTELOPE RD	1	1	8	Z	$11,520			$9,840	$21,360
Antelope	WATT AVE	BAINBRIDGE DR	1	1	8	Z	$5,760			$6,150	$11,910
Arden Arcade	KIMBERLY HILL CT	MANZANITA AVE	1	1	8	Z	$5,760			$9,840	$15,600
Arden Arcade	LOCUST AVE	SCRANTON CIR	1	1	8	Z	$5,760			$6,560	$12,320
Arden Arcade	LOCUST AVE	SCRANTON CIR	1	1	8	Z	$5,760			$6,150	$11,910
Arden Arcade	MILGRAY CT	GARFIELD AVE	1	1	8	Z	$5,760			$6,150	$11,910
Arden Arcade	CYPRESS AVE	GARFIELD AVE	1	1	8	Z	$5,760			$6,560	$12,320
Arden Arcade	GARFIELD AVE	TRIPLETT CT	1	1	8	Z	$5,760			$6,150	$11,910
Arden Arcade	REGGIE WAY	LINDA LOU DR	1	1	8	Z	$5,760			$6,560	$12,320
Arden Arcade	WATT AVE	EDISON AVE	1	1	8	Z	$5,760			$9,840	$15,600
Arden Arcade	ENGLE RD	SARECO CT	1	1	8	Z	$5,760			$6,560	$12,320
Arden Arcade	WHITNEY AVE	FOSTER WAY	1	1	8	Z	$5,760			$6,560	$12,320
Arden Arcade	ROBERTSON AVE	PETTY LN	1	1	8	Z	$5,760			$6,560	$12,320
Arden Arcade	ROBERTSON AVE	KOBROCK WAY	2	1	8	Z	$5,760			$1,750	$7,510
Arden Arcade	MARCONI AVE	EASTERN AVE	1	1	8	Z	$5,760			$9,840	$15,600
Arden Arcade	MARCONI AVE	WALNUT AVE	1	1	8	Z	$5,760			$9,840	$15,600
Arden Arcade	HALSTED AVE	HOMEWOOD WAY	2	1	8	Z	$5,760			$1,750	$7,510
Arden Arcade	MISSION AVE	KNAPP WAY	1	1	8	Z	$5,760			$6,150	$11,910
Arden Arcade	COTTAGE WAY	FULTON AVE	1	1	8	Z	$5,760			$9,840	$15,600
Arden Arcade	COTTAGE WAY	MORSE AVE	1	1	8	Z	$5,760			$9,840	$15,600
Arden Arcade	WYDA WAY	BELL ST	1	1	8	Z	$5,760			$6,560	$12,320
Arden Arcade	THOR WAY	WALNUT AVE	1	1	8	Z	$5,760			$6,560	$12,320

Community	Street 1 (typically NS Street)	Street 2 (typically EW Street)	Use	Condition	Work Scope	Funding	Curb Ramps	Signals	Crosswalks	Side walks	Total Costs
Arden Arcade	MORSE AVE	VIA GRANDE	1	1	8	Z	$5,760			$6,150	$11,910
Arden Arcade	KUBEL CIR	AVONDALE AVE	1	1	8	Z	$5,760			$6,560	$12,320
Arden Arcade	EASTERN AVE	ALLEY	1	1	8	Z	$5,760			$6,560	$12,320
Arden Arcade	AVONDALE AVE	ARDEN WAY	1	1	8	Z	$5,760			$8,200	$13,960
Arden Arcade	LA SIERRA DR	ARDEN WAY	1	1	8	Z	$5,760			$8,200	$13,960
Arden Arcade	HURLEY WAY	BELL ST	1	1	8	Z	$5,760			$6,560	$12,320
Arden Arcade	BELL ST	CLINTON RD	2	1	8	Z	$5,760			$1,750	$7,510
Arden Arcade	FAIR OAKS BLVD	SAVERIEN DR	1	1	8	Z	$5,760			$6,560	$12,320
Arden Arcade	NORTHROP AVE	HOWE AVE	1	1	8	Z	$5,760			$9,840	$15,600
Arden Arcade	SIERRA BLVD	WOODSIDE SIERRA	2	1	8	Z	$5,760			$1,750	$7,510
Arden Arcade	SIERRA BLVD	WOODSIDE OAKS	1	1	8	Z	$5,760			$6,560	$12,320
Arden Arcade	FULTON AVE	FAIR OAKS BLVD	1	1	8	Z	$5,760			$6,560	$12,320
Arden Arcade	FAIR OAKS BLVD	MUNROE ST	1	1	8	Z	$5,760			$12,300	$18,060
Arden Arcade	WYNDGATE RD	AMERICAN RIVER DR	1	1	8	Z	$5,760			$8,200	$13,960
N. Highlands	REIMS WAY	SAINT TROPEZ WAY	1	1	8	Z	$5,760			$6,560	$12,320
N. Highlands	SAINT TROPEZ WAY	CHERBOURG DR	2	1	8	Z	$5,760			$1,750	$7,510
N. Highlands	CHERBOURG DR	DIEPPE WAY	2	1	8	Z	$5,760			$1,750	$7,510
N. Highlands	VERSAILLES WAY	CHERBOURG DR	2	1	8	Z	$5,760			$1,750	$7,510
N. Highlands	CHERBOURG DR	SAINT MORITZ CT	2	1	8	Z	$5,760			$1,750	$7,510
N. Highlands	GLENEAGLE WAY	CANDLESTICK WAY	1	1	8	Z	$11,520			$16,400	$27,920
N. Highlands	MONOGRAM DR	MONUMENT DR	1	1	8	Z	$5,760			$6,150	$11,910
N. Highlands	TUPELO DR	ROCA WAY	1	1	8	Z	$11,520			$6,560	$18,080
N. Highlands	TUPELO DR	CANDLESTICK WAY	2	1	8	Z	$11,520			$1,750	$13,270
N. Highlands	TUPELO DR	OFFIELD CT	2	1	8	Z	$5,760			$1,750	$7,510
N. Highlands	ABERFELDY WAY	TUPELO DR	2	1	8	Z	$11,520			$1,750	$13,270
N. Highlands	TUPELO DR	ANDREA BLVD	2	1	8	Z	$11,520			$1,750	$13,270
N. Highlands	VISTA OAK WAY	ROCA WAY	1	1	8	Z	$11,520			$6,150	$17,670
N. Highlands	SAWTOOTH CT	DIABLO DR	2	1	8	Z	$11,520			$1,750	$13,270
N. Highlands	LINDA OAK CT	ROCA WAY	1	1	8	Z	$11,520			$6,150	$17,670
N. Highlands	DIABLO DR	BOOTJACK DR	2	1	8	Z	$11,520			$1,750	$13,270
N. Highlands	PABLO DR	ROCA WAY	1	1	8	Z	$5,760			$6,150	$11,910
N. Highlands	EAGLE VIEW WAY	PABLO DR	1	1	8	Z	$5,760			$16,400	$22,160
N. Highlands	ANDREA BLVD	ROCA WAY	2	1	8	Z	$11,520			$1,750	$13,270

Community	Street 1 (typically NS Street)	Street 2 (typically EW Street)	Use	Condition	Work Scope	Funding	Curb Ramps	Signals	Crosswalks	Side walks	Total Costs
N. Highlands	ELKHORN BLVD	BUTTERBALL WAY	1	1	8	Z	$5,760			$8,200	$13,960
N. Highlands	SUNSET OAK CT	DIABLO DR	2	1	8	Z	$11,520			$1,750	$13,270
N. Highlands	SPRIG DR	BLACK DUCK WAY	2	1	8	Z	$5,760			$1,750	$7,510
N. Highlands	SPRIG DR	REDHEAD WAY	2	1	8	Z	$11,520			$1,750	$13,270
N. Highlands	PABLO DR	PHLOX CT	1	1	8	Z	$11,520			$6,560	$18,080
N. Highlands	ELKHORN BLVD	DON JULIO BLVD	1	1	8	Z	$5,760			$12,300	$18,060
N. Highlands	ANDREA BLVD	SUTTER OAK CT	2	1	8	Z	$11,520			$1,750	$13,270
N. Highlands	ANDREA BLVD	KILKENNY DR	1	1	8	Z	$5,760			$9,840	$15,600
N. Highlands	BLUEBILL WAY	SPRIG DR	2	1	8	Z	$5,760			$1,750	$7,510
N. Highlands	BUTTERBALL WAY	HARLEQUIN WAY	2	1	8	Z	$5,760			$1,750	$7,510
N. Highlands	BARBARA LEE CIR	KARM WAY	2	1	8	Z	$11,520			$1,750	$13,270
N. Highlands	BARBARA LEE CIR	KARM WAY	2	1	8	Z	$5,760			$1,750	$7,510
N. Highlands	ELKHORN BLVD	CANTEL WAY	1	1	8	Z	$5,760			$9,840	$15,600
N. Highlands	KARM WAY	KARM WAY	2	1	8	Z	$11,520			$1,750	$13,270
N. Highlands	SPRIG DR	BUTTERBALL WAY	2	1	8	Z	$11,520			$1,750	$13,270
N. Highlands	HARLEQUIN WAY	BLACKJACK WAY	2	1	8	Z	$11,520			$1,750	$13,270
N. Highlands	KARM WAY	CONCERT WAY	1	1	8	Z	$11,520			$6,560	$18,080
N. Highlands	KARM WAY	KARM WAY	2	1	8	Z	$11,520			$1,750	$13,270
N. Highlands	SPECKLE WAY	SPRIG DR	2	1	8	Z	$11,520			$1,750	$13,270
N. Highlands	SAKO CT	WEATHERBY WAY	2	1	8	Z	$5,760			$1,750	$7,510
N. Highlands	DON JULIO BLVD	FOX VALLEY CIR	1	1	8	Z	$5,760			$6,150	$11,910
N. Highlands	DON JULIO BLVD	FOX VALLEY CIR	1	1	8	Z	$5,760			$6,150	$11,910
N. Highlands	HILLSDALE BLVD	WEATHERBY WAY	1	1	8	Z	$5,760			$6,560	$12,320
N. Highlands	WEATHERBY WAY	RUGER CT	2	1	8	Z	$5,760			$1,750	$7,510
N. Highlands	KINGBIRD WAY	KEEMA AVE	1	1	8	Z	$11,520			$6,560	$18,080
N. Highlands	KINGBIRD WAY	OSPREY CT	1	1	8	Z	$5,760			$6,150	$11,910
N. Highlands	KINGBIRD WAY	FOXTAIL CT	1	1	8	Z	$5,760			$6,150	$11,910
N. Highlands	WEATHERBY WAY	ANDREA BLVD	2	1	8	Z	$5,760			$1,750	$7,510
N. Highlands	ANDREA BLVD	HILLSDALE BLVD	1	1	8	Z	$5,760			$9,840	$15,600
N. Highlands	WALERGA RD	PENWITH WAY	1	1	8	Z	$5,760			$6,150	$11,910
N. Highlands	MCCLOUD DR	OGDEN NASH WAY	1	1	8	Z	$5,760			$6,150	$11,910
N. Highlands	SHILOH WAY	SHILOH WAY	2	1	8	Z	$5,760			$1,750	$7,510
N. Highlands	WATT AVE	E ST	1	1	8	Z	$5,760			$9,840	$15,600

Community	Street 1 (typically NS Street)	Street 2 (typically EW Street)	Use	Condition	Work Scope	Funding	Curb Ramps	Signals	Crosswalks	Side walks	Total Costs
N. Highlands	BRINEF DR	GARFIELD AVE	1	1	8	Z	$5,760			$6,560	$12,320
N. Highlands	MODOC WAY	WALNUT AVE	1	1	8	Z	$5,760			$6,150	$11,910
N. Highlands	FLETCHER CT	WALNUT AVE	2	1	8	Z	$5,760			$1,750	$7,510
N. Highlands	GLASSBORO WAY	CALCUTTA WAY	2	1	8	Z	$5,760			$1,750	$7,510
N. Highlands	BUFFWOOD WAY	ATLANTA WAY	2	1	8	Z	$5,760			$1,750	$7,510
N. Highlands	GLASSBORO WAY	GREENHOLME DR	2	1	8	Z	$5,760			$1,750	$7,510
N. Highlands	BUFFWOOD WAY	WALNUT AVE	2	1	8	Z	$5,760			$1,750	$7,510
N. Highlands	WALNUT AVE	PALM AVE	2	1	8	Z	$5,760			$1,750	$7,510
N. Highlands	COLLEGE OAK DR	MISSIE WAY	2	1	8	Z	$5,760			$1,750	$7,510
N. Highlands	RESCUE CT	SHAVER CT	2	1	8	Z	$5,760			$1,750	$7,510
N. Highlands	WILLOW ROCK WAY	KOHLER RD	2	1	8	Z	$5,760			$1,750	$7,510
N. Highlands	BOBBIE JO CT	MARY KATE DR	2	1	8	Z	$5,760			$1,750	$7,510
N. Highlands	SPRINGFIELD WAY	DARKWOODS CT	2	1	8	Z	$5,760			$1,750	$7,510
N. Highlands	SPRINGFIELD WAY	COLLEGE OAK DR	2	1	8	Z	$5,760			$1,750	$7,510
N. Highlands	CHRIS ANN CT	HACKBERRY LN	2	1	8	Z	$5,760			$1,750	$7,510
N. Highlands	TYLER ST	ZACHARY WAY	2	1	8	Z	$5,760			$1,750	$7,510
N. Highlands	SENATE AVE	PRESIDENT AVE	1	1	8	Z	$5,760			$6,150	$11,910
N. Highlands	GREENLAWN WAY	WALLABY WAY	2	1	8	Z	$5,760			$1,750	$7,510
N. Highlands	MADISON AVE	POLK ST	1	1	8	Z	$5,760			$6,560	$12,320
N. Highlands	HILLSDALE BLVD	MADISON AVE	1	1	8	Z	$5,760			$9,840	$15,600
N. Highlands	INTERSTATE AVE	MADISON AVE	1	1	8	Z	$5,760			$9,840	$15,600
N. Highlands	TRESLER AVE	HARRISON ST	2	1	8	Z	$5,760			$1,750	$7,510
N. Highlands	HARRISON ST	BAPTIST CT	2	1	8	Z	$5,760			$1,750	$7,510
N. Highlands	LAVELLE WAY	CYCLAMEN WAY	2	1	8	Z	$5,760			$1,750	$7,510
N. Highlands	OMNI DR	CONNECTICUT DR	2	1	8	Z	$5,760			$1,750	$7,510
N. Highlands	OMNI DR	HELAMAN CT	2	1	8	Z	$5,760			$1,750	$7,510
N. Highlands	MIEKO WAY	MIEKO WAY	2	1	8	Z	$5,760			$1,750	$7,510
N. Highlands	TYLER ST	MIEKO WAY	1	1	8	Z	$5,760			$6,560	$12,320
N. Highlands	HACKBERRY LN	MULDROW RD	2	1	8	Z	$5,760			$1,750	$7,510
N. Highlands	BELLINGER CT	POLK ST	1	1	8	Z	$5,760			$6,150	$11,910
N. Highlands	WATT AVE	MYRTLE AVE	1	1	8	Z	$5,760			$9,840	$15,600
N. Highlands	MYRTLE AVE	HARRISON ST	2	1	8	Z	$5,760			$1,750	$7,510
N. Highlands	TYLER ST	MYRTLE AVE	1	1	8	Z	$5,760			$6,560	$12,320

Community	Street 1 (typically NS Street)	Street 2 (typically EW Street)	Use	Condition	Work Scope	Funding	Curb Ramps	Signals	Crosswalks	Side walks	Total Costs
N. Highlands	MYRTLE AVE	AUBURN BLVD	1	1	8	Z	$5,760			$8,200	$13,960
N. Highlands	I 80	WATT AVE	1	1	8	Z	$5,760			$8,200	$13,960
Unspecified Locations for Curb Ramps, Sidewalks, Crosswalks and Accessible Signals						AZ	$200,000	$200,000	$25,000	$100,000	$525,000
Yearly Totals							$2,716,920	$223,680	$199,800	$1,359,210	$4,499,610
FY 2013-2014											
N. Natomas	Camelot St	Elkhorn Blvd	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
Vineyard	Whitewater Way	Stansberry Way	1	2	2	Z	$50,080		$6,080	$6,150	$62,310
Vineyard	Whitewater Way	Linda Rio Dr	1	2	2	Z	$50,080		$6,080	$16,400	$72,560
Vineyard	Stansberry Way	La Riviera Dr	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
Vineyard	Payette Dr	La Riviera Dr	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
Vineyard	Woodman Way	La Riviera Dr	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
Vineyard	Rogue River Dr	La Riviera Dr	1	2	2	Z	$50,080		$6,080	$9,840	$66,000
Vineyard	Ramp	La Riviera Dr	1	2	2	Z	$37,560	$8,880	$4,560	$12,300	$63,300
Vineyard	Ramp	La Riviera Dr	1	2	2	Z	$37,560	$8,880	$4,560	$1,750	$52,750
Vineyard	Ramp	La Riviera Dr	1	2	2	Z	$37,560	$8,880	$4,560	$8,200	$59,200
Vineyard	Ramp	La Riviera Dr	1	2	2	Z	$37,560	$8,880	$4,560	$8,200	$59,200
Vineyard	Linda Rio Dr	La Riviera Dr	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
Vineyard	Rosemont Dr	Fashion Dr	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Vineyard	Bradshaw Rd	Preservation Way	1	2	2	Z	$50,080		$6,080	$6,560	$62,720
Vineyard	Rosemont Dr	Sutters Gold Dr	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Vineyard	Huntsman Dr	Parfait Dr	1	2	2	Z	$50,080		$6,080	$6,150	$62,310
Vineyard	Rosemont Dr	Mojave Dr	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Vineyard	Tallyho Dr	Kiefer Blvd	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
Vineyard	Kiefer Blvd	Thornhill Dr	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
Vineyard	Tallyho Dr	Kiefer Blvd	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
Vineyard	Rosemont Dr	Kiefer Blvd	1	2	2	Z	$37,560		$4,560	$8,200	$50,320
Vineyard	Bradshaw Rd	Conservation Rd	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
Vineyard	Thornhill Dr	Alderson Ave	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Vineyard	Agriculture Ln	Traffic Way	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
Vineyard	Wildrose Way	Alderson Ave	1	2	4	Z	$25,040		$3,040	$1,750	$29,830
Vineyard	Service Rd	Kiefer Blvd	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
Vineyard	Thornhill Dr	Brydon Way	1	2	4	Z	$25,040		$3,040	$6,150	$34,230

Community	Street 1 (typically NS Street)	Street 2 (typically EW Street)	Use	Condition	Work Scope	Funding	Curb Ramps	Signals	Crosswalks	Side walks	Total Costs
Vineyard	Youth Center Ct	Kiefer Blvd	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
Vineyard	Thornhill Dr	Nasreen Dr	1	2	2	Z	$37,560		$4,560	$6,150	$48,270
N. Natomas	KENORA ST	2ND ST	1	1	8	Z	$5,760			$8,200	$13,960
N. Natomas	CHERRI LYNN AVE	W 2ND ST	1	1	8	Z	$5,760			$6,150	$11,910
N. Natomas	SUNVIEW WAY	2ND ST	1	1	8	Z	$5,760			$8,200	$13,960
N. Natomas	WITHINGTON AVE	2ND ST	1	1	8	Z	$5,760			$8,200	$13,960
N. Natomas	2ND ST	LINN WAY	1	1	8	Z	$5,760			$8,200	$13,960
N. Natomas	QUADRA AVE	QUADRA AVE	2	1	8	Z	$5,760			$1,750	$7,510
N. Natomas	2ND ST	JUBILEE WAY	1	1	8	Z	$5,760			$8,200	$13,960
N. Natomas	W ELKHORN BLVD	2ND ST	1	1	8	Z	$5,760			$8,200	$13,960
N. Natomas	ELKHORN BLVD	RIO LINDA BLVD	1	1	8	Z	$5,760			$12,300	$18,060
N. Natomas	DEL PASO RD	KENMAR RD	2	1	8	Z	$5,760			$1,750	$7,510
N. Natomas	STRIKER AVE	STADIUM LN	2	1	8	Z	$5,760			$1,750	$7,510
N. Natomas	N MARKET BLVD	SIERRA POINT DR	1	1	8	Z	$5,760			$6,560	$12,320
N. Natomas	VISTA PARK CT	NATIONAL DR	1	1	8	Z	$5,760			$8,200	$13,960
N. Natomas	LENNANE DR	NATIONAL DR	1	1	8	Z	$5,760			$12,300	$18,060
N. Natomas	SIERRA POINT DR	NATIONAL DR	1	1	8	Z	$5,760			$6,560	$12,320
N. Natomas	N FREEWAY BLVD	LENNANE DR	1	1	8	Z	$5,760			$6,560	$12,320
Unspecified Locations for Curb Ramps, Sidewalks, Crosswalks and Accessible Signals						AZ	$2,278,320	$244,400	$277,320	$548,900	$3,348,940
Yearly Totals							$3,296,960	$279,920	$389,800	$910,660	$4,877,340
FY 2014-2015											
N. Highlands	Diablo Dr	Everest Way	1	2	2	Z	$37,560		$4,560	$1,750	$43,870
N. Highlands	Don Julio Blvd	Dewar Way	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
N. Highlands	Don Julio Blvd	Providence Way	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
N. Highlands	Hillsdale Blvd	McCloud Dr	1	2	2	Z	$37,560		$4,560	$9,840	$51,960
N. Highlands	McCloud Dr	Everest Way	1	2	2	Z	$50,080		$6,080	$1,750	$57,910
N. Highlands	Sagebrush Way	McCloud Dr	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
N. Highlands	Bruce Way	Ernestine Way	1	2	2	Z	$37,560		$4,560	$6,560	$48,680
N. Highlands	Oakhollow Dr	Robert Frost Way	1	2	2	Z	$37,560		$4,560	$16,400	$58,520
N. Highlands	Oakhollow Dr	Ravenstone Way	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
N. Highlands	Grattan Way	Don Julio Blvd	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
N. Highlands	Bolivar Ave	Don Julio Blvd	1	2	4	Z	$25,040		$3,040	$9,840	$37,920

Community	Street 1 (typically NS Street)	Street 2 (typically EW Street)	Use	Condition	Work Scope	Funding	Curb Ramps	Signals	Crosswalks	Side walks	Total Costs
N. Highlands	Hillsdale Blvd	Robert Frost Way	1	2	2	Z	$37,560		$4,560	$9,840	$51,960
N. Highlands	Claussen Way	Larry Way	1	2	4	Z	$25,040		$3,040	$1,750	$29,830
N. Highlands	Bruce Way	Larry Way	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
Orangevale	Lake Natoma Dr	Margo Dr	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Orangevale	Lake Natoma Dr	Woodminster Cir	1	2	4	Z	$25,040		$3,040	$1,750	$29,830
Orangevale	Filbert Ave	Westeria Way	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
N. Highlands	Diablo Dr	Everest Way	1	2	2	Z	$37,560		$4,560	$6,150	$48,270
Orangevale	Lake Natoma Dr	Woodminster Cir	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
N. Highlands	Sunday Dr	Stephen Dr	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
N. Highlands	Cornelia Way	Stephen Dr	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
Orangevale	Hazel Ave	Fortuna Way	1	2	2	Z	$37,560		$4,560	$12,300	$54,420
N. Highlands	Gay Way	Stephen Dr	1	2	2	Z	$37,560		$4,560	$6,150	$48,270
N. Highlands	Duff Ct	Stephen Dr	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
N. Highlands	Queen Ct	Stephen Dr	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
Orangevale	Lake Natoma Dr	Overwood Ct	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Orangevale	Lake Natoma Dr	Beachwood Dr	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Orangevale	Illinois Ave	Windshire Ln	1	2	4	Z	$25,040		$3,040	$1,750	$29,830
N. Highlands	Channing Dr	N Haven Dr	1	2	2	Z	$50,080		$6,080	$6,560	$62,720
N. Highlands	Hillsdale Blvd	Diablo Dr	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
N. Highlands	Diablo Dr	Oakbank Dr	1	2	2	Z	$37,560		$4,560	$6,150	$48,270
N. Highlands	Lila Ln	N Haven Dr	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
N. Highlands	Revelstok Dr	Diablo Dr	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
N. Highlands	Jeanine Dr	Diablo Dr	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Orangevale	Hazel Ave	Van Moore Ln	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
Orangevale	Lake Natoma Dr	Tonkin Dr	1	2	2	Z	$37,560		$4,560	$6,560	$48,680
Orangevale	Tonkin Dr	Lake Natoma Dr	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
N. Highlands	Karl Dr	Santa Fe Way	1	2	2	Z	$50,080		$6,080	$6,150	$62,310
N. Highlands	Bliss Ct	Karl Dr	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
N. Highlands	Verner Ave	Pioneer Way	1	2	2	Z	$37,560		$4,560	$1,750	$43,870
N. Highlands	Brett Dr	Hillsdale Blvd	1	2	1	Z	$50,080	$11,840	$6,080	$9,840	$77,840
N. Highlands	Rio Verde Way	Karl Dr	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
N. Highlands	El Campo Way	Karl Dr	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
N. Highlands	San Marcos Way	Karl Dr	1	2	4	Z	$25,040		$3,040	$6,560	$34,640

Community	Street 1 (typically NS Street)	Street 2 (typically EW Street)	Use	Condition	Work Scope	Funding	Curb Ramps	Signals	Cross-walks	Side walks	Total Costs
Orangevale	Kilwood Ct	Lake Natoma Dr	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
N. Highlands	Rosario Blvd	Karl Dr	1	2	2	Z	$37,560		$4,560	$6,560	$48,680
N. Highlands	Brett Dr	Revelstok Dr	1	2	2	Z	$37,560		$4,560	$6,150	$48,270
Orangevale	Illinois Ave	Boca Ave	1	2	4	Z	$25,040		$3,040	$1,750	$29,830
Orangevale	Snowberry Way	Lake Natoma Dr	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Orangevale	Patte Way	Lake Natoma Dr	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
N. Highlands	Santa Fe Way	Elmo Dr	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Orangevale	Hazel Ave	Aksarben Dr	1	2	4	Z	$25,040		$3,040	$8,200	$36,280
Orangevale	Chestnut Ave	Rich Hill Dr	1	2	4	Z	$25,040		$3,040	$1,750	$29,830
Orangevale	Dalton Way	Lake Natoma Dr	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Orangevale	Main Ave	Lake Natoma Dr	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Orangevale	Lake Natoma Dr	Tonkin Dr	1	2	2	Z	$37,560		$4,560	$6,150	$48,270
Orangevale	Tonkin Dr	Lake Natoma Dr	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Orangevale	Dalton Way	Lake Natoma Dr	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Orangevale	Snipes Blvd	Lake Natoma Dr	1	2	2	Z	$37,560		$4,560	$6,150	$48,270
Orangevale	Beech Ave	Pershing Ave	1	2	2	Z	$37,560		$4,560	$6,150	$48,270
Orangevale	Beech Ave	Pershing Ave	1	2	2	Z	$37,560		$4,560	$6,150	$48,270
Orangevale	Fairvale Way	Pershing Ave	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
N. Highlands	Santa Fe Way	Elmo Dr	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
Orangevale	Pershing Ave	Baxter Way	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Orangevale	Baxter Way	Pershing Ave	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
N. Highlands	Rosebud Ln	Auburn Blvd	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
Orangevale	Walnut Ave	Madison Ave	1	2	4	Z	$25,040		$3,040	$8,200	$36,280
N. Highlands	Santa Fe Way	Ellis Ct	1	2	4	Z	$25,040		$3,040	$1,750	$29,830
Orangevale	Pershing Ave	Baxter Way	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Orangevale	Baxter Way	Pershing Ave	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Orangevale	Hazel Ave	Lance Ave	1	2	4	Z	$25,040		$3,040	$8,200	$36,280
Orangevale	Amerigo Ave	Hazel Ave	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
Fair Oaks	Leafcrest Way	Treecrest Ave	1	2	4	Z	$25,040		$3,040	$1,750	$29,830
N. Highlands	Manzanita Ave	Casa Alegre	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
Fair Oaks	McKay St	Wightman Ave	1	2	4	Z	$25,040		$3,040	$1,750	$29,830
Orangevale	Hazel Ave	Leedy Ln	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
N. Highlands	A St	A St	1	2	1	Z	$50,080	$11,840	$6,080	$12,300	$80,300

Community	Street 1 (typically NS Street)	Street 2 (typically EW Street)	Use	Condition	Work Scope	Funding	Curb Ramps	Signals	Crosswalks	Side walks	Total Costs
N. Highlands	A St	A St	1	2	1	Z	$50,080	$11,840	$6,080	$12,300	$80,300
N. Highlands	Aero Ct	A St	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
N. Highlands	Poplar Blvd	A St	1	2	2	Z	$50,080		$6,080	$6,560	$62,720
Fair Oaks	Fair Oaks Blvd	Leafcrest Way	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
N. Highlands	Palm Ave	Garfield Ave	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Orangevale	Hazel Ave	Jonnie Way	1	2	4	Z	$25,040		$3,040	$8,200	$36,280
Orangevale	Main Ave	Golden Dr	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
Fair Oaks	Mckay St	Deseret Ave	1	2	2	Z	$37,560		$4,560	$6,150	$48,270
Orangevale	Hazel Ave	Britland Way	1	2	4	Z	$25,040		$3,040	$8,200	$36,280
Orangevale	Main Ave	Bullion Way	1	2	2	Z	$50,080		$6,080	$6,150	$62,310
N. Highlands	Georgia Dr	Mcclellan Dr	1	2	2	Z	$37,560		$4,560	$6,150	$48,270
N. Highlands	Watt Ave	McClellan Dr	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
N. Highlands	Poplar Blvd	McClellan Dr	1	2	2	Z	$37,560		$4,560	$1,750	$43,870
Orangevale	Illinois Ave	Sheraton Dr	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
N. Highlands	Poplar Blvd	Payne Way	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
Orangevale	Main Ave	Shumway Dr	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Orangevale	Main Ave	Drift Way	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
Fair Oaks	Valonia St	Madison Ave	1	2	4	Z	$25,040		$3,040	$8,200	$36,280
Fair Oaks	Chicago Ave	Madison Ave	1	2	1	Z	$50,080	$11,840	$6,080	$12,300	$80,300
Fair Oaks	Hazel Ave	Madison Ave	1	2	1	Z	$50,080	$11,840	$6,080	$12,300	$80,300
Fair Oaks	Kahala Ct	Madison Ave	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
N. Highlands	Rockwell Dr	Wings Way	1	2	2	Z	$37,560		$4,560	$6,560	$48,680
N. Highlands	Walnut Ave	Madison Ave	1	2	4	Z	$25,040		$3,040	$8,200	$36,280
Fair Oaks	Chicago Ave	Kaula Dr	1	2	2	Z	$50,080		$6,080	$6,560	$62,720
N. Highlands	Polk St	Myrtle Ave	1	2	2	Z	$37,560		$4,560	$6,150	$48,270
Carmichael	Panay Ct	Kenneth Ave	1	2	4	Z	$25,040		$3,040	$16,400	$44,480
Carmichael	Los Feliz Way	Kenneth Ave	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
Carmichael	Lost Deer Ln	Van Alstine Ave	1	2	4	Z	$25,040		$3,040	$1,750	$29,830
Orangevale	OAK AVE	BIRUTA AVE	2	1	8	Z	$11,520			$1,750	$13,270
Orangevale	KROGH CT	SUNCREEK WAY	1	1	8	Z	$5,760			$6,560	$12,320
Orangevale	KENNETH AVE	MENKE WAY	1	1	8	Z	$5,760			$6,560	$12,320
Orangevale	MENKE WAY	MENKE WAY	2	1	8	Z	$5,760			$1,750	$7,510
Orangevale	SUNCREEK WAY	MENKE WAY	1	1	8	Z	$5,760			$6,150	$11,910

Community	Street 1 (typically NS Street)	Street 2 (typically EW Street)	Use	Condition	Work Scope	Funding	Curb Ramps	Signals	Crosswalks	Side walks	Total Costs
Orangevale	MENKE WAY	ALMOND AVE	1	1	8	Z	$5,760			$6,150	$11,910
Orangevale	DRYWOOD WAY	CROSSOAK WAY	2	1	8	Z	$5,760			$1,750	$7,510
Orangevale	KENNETH AVE	MURICATIA DR	1	1	8	Z	$11,520			$6,560	$18,080
Orangevale	FAIR OAKS BLVD	SUNDANCE DR	1	1	8	Z	$5,760			$8,200	$13,960
Orangevale	SKYVIEW DR	WOODLAKE HILLS DR	2	1	8	Z	$5,760			$1,750	$7,510
Orangevale	OAKWIND CT	KENNETH AVE	2	1	8	Z	$5,760			$1,750	$7,510
Orangevale	SHERRY DR	ROLOFF WAY	2	1	8	Z	$11,520			$1,750	$13,270
Orangevale	SHERRY DR	ROLOFF WAY	2	1	8	Z	$5,760			$1,750	$7,510
Orangevale	RENEE ANN ST	CHESTNUT AVE	2	1	8	Z	$5,760			$1,750	$7,510
Orangevale	SUEDE HILL CT	GARDEN TOWNE WAY	1	1	8	Z	$5,760			$6,560	$12,320
Orangevale	THELEN CT	ILLINOIS AVE	1	1	8	Z	$5,760			$6,560	$12,320
Orangevale	AIRHILL WAY	WALNUT AVE	2	1	8	Z	$5,760			$1,750	$7,510
Orangevale	CHESTNUT AVE	ROCK CANYON WAY	2	1	8	Z	$11,520			$1,750	$13,270
Orangevale	WALNUT AVE	SIRL WAY	1	1	8	Z	$5,760			$6,560	$12,320
Orangevale	QUAIL OAK WAY	ILLINOIS AVE	1	1	8	Z	$5,760			$6,150	$11,910
Orangevale	TERRAMORE DR	FILBERT AVE	2	1	8	Z	$11,520			$1,750	$13,270
Orangevale	VISTA DOME CT	WINDING OAK DR	1	1	8	Z	$5,760			$6,560	$12,320
Orangevale	WINDING OAK DR	VISTA DEL ORO WAY	1	1	8	Z	$5,760			$6,560	$12,320
Unspecified Locations for Curb Ramps, Sidewalks, Crosswalks and Accessible Signals						AZ	$200,000	$200,000	$25,000	$100,000	$525,000
Yearly Totals							$3,541,360	$259,200	$411,080	$932,890	$5,144,530
FY 2015-2016											
RL/Elverta	Buckboard Dr	G St	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
RL/Elverta	Dry Creek Rd	E St	1	2	2	Z	$50,080		$6,080	$12,300	$68,460
S. Sacto	65TH ST	STOCKTON BLVD	1	1	8	Z	$5,760			$8,200	$13,960
S. Sacto	FLORIN MALL DR	FLORIN RD	1	1	8	Z	$5,760			$9,840	$15,600
S. Sacto	FAWN WAY	FLORIN RD	1	1	8	Z	$5,760			$12,300	$18,060
RL/Elverta	ZUIDER ZEE CIR	DUTCH HAVEN BLVD	2	1	8	Z	$11,520			$1,750	$13,270
RL/Elverta	U ST	10TH ST	1	1	8	Z	$5,760			$16,400	$22,160
RL/Elverta	10TH ST	U ST	1	1	8	Z	$5,760			$6,560	$12,320
RL/Elverta	LUCILE WAY	10TH ST	1	1	8	Z	$5,760			$6,560	$12,320
RL/Elverta	8TH ST	SUN VISTA CT	1	1	8	Z	$5,760			$6,560	$12,320
RL/Elverta	OAK LN	9TH AVE	1	1	8	Z	$5,760			$8,200	$13,960

Community	Street 1 (typically NS Street)	Street 2 (typically EW Street)	Use	Condition	Work Scope	Funding	Curb Ramps	Signals	Cross-walks	Side walks	Total Costs
RL/Elverta	W M ST	SUN ACER WAY	2	1	8	Z	$5,760			$1,750	$7,510
RL/Elverta	M ST	BIRNAM ST	2	1	8	Z	$11,520			$1,750	$13,270
RL/Elverta	M ST	2ND ST	2	1	8	Z	$5,760			$1,750	$7,510
RL/Elverta	SHADY WOODS WAY	M ST	1	1	8	Z	$5,760			$8,200	$13,960
RL/Elverta	7TH AVE	M ST	1	1	8	Z	$5,760			$9,840	$15,600
RL/Elverta	E ST	SKI PARK CT	2	1	8	Z	$5,760			$1,750	$7,510
RL/Elverta	E ST	HAYER CIR	2	1	8	Z	$5,760			$1,750	$7,510
RL/Elverta	E ST	HAYER CIR	2	1	8	Z	$5,760			$1,750	$7,510
S. Sacto	16TH AVE	47TH ST	1	1	8	Z	$5,760			$6,560	$12,320
S. Sacto	STOCKTON BLVD	16TH AVE	1	1	8	Z	$5,760			$12,300	$18,060
S. Sacto	STOCKTON BLVD	17TH AVE	1	1	8	Z	$5,760			$12,300	$18,060
S. Sacto	16TH AVE	44TH ST	1	1	8	Z	$5,760			$9,840	$15,600
S. Sacto	43RD ST	16TH AVE	1	1	8	Z	$5,760			$6,560	$12,320
S. Sacto	STOCKTON BLVD	PARKER AVE	1	1	8	Z	$5,760			$12,300	$18,060
S. Sacto	48TH ST	PARKER AVE	1	1	8	Z	$5,760			$6,560	$12,320
S. Sacto	ROOSEVELT AVE	STOCKTON BLVD	1	1	8	Z	$5,760			$8,200	$13,960
S. Sacto	48TH ST	ROOSEVELT AVE	1	1	8	Z	$5,760			$6,560	$12,320
S. Sacto	22ND AVE	MLK JR BLVD	1	1	8	Z	$5,760			$9,840	$15,600
S. Sacto	BAKER AVE	STOCKTON BLVD	1	1	8	Z	$5,760			$8,200	$13,960
S. Sacto	48TH ST	BAKER AVE	2	1	8	Z	$11,520			$1,750	$13,270
S. Sacto	SIERRA VISTA AVE	44TH ST	1	1	8	Z	$5,760			$9,840	$15,600
S. Sacto	FRUITRIDGE RD	DEWEY BLVD	1	1	8	Z	$5,760			$8,200	$13,960
S. Sacto	FRUITRIDGE RD	44TH ST	1	1	8	Z	$5,760			$9,840	$15,600
S. Sacto	LEMON HILL AVE	LUCERO DR	1	1	8	Z	$5,760			$6,560	$12,320
S. Sacto	41ST AVE	FRANKLIN BLVD	1	1	8	Z	$5,760			$9,840	$15,600
S. Sacto	43RD AVE	FRANKLIN BLVD	1	1	8	Z	$5,760			$8,200	$13,960
S. Sacto	49TH AVE	MLK JR BLVD	1	1	8	Z	$5,760			$6,560	$12,320
S. Sacto	FLORIN RD	FLETCHER FARM DR	1	1	8	Z	$5,760			$16,400	$22,160
S. Sacto	POWER INN RD	FLORIN RD	1	1	8	Z	$5,760			$6,150	$11,910
S. Sacto	FLORIN RD	FRANKLIN BLVD	1	1	8	Z	$11,520			$12,300	$23,820
S. Sacto	POWER INN RD	BLACKHAWK DR	1	1	8	Z	$5,760			$6,150	$11,910
S. Sacto	PRITCHARD RD	FLORINTOWN WAY	2	1	8	Z	$5,760			$1,750	$7,510
S. Sacto	PALMER HOUSE DR	GREYHAWK CT	1	1	8	Z	$5,760			$9,840	$15,600

Community	Street 1 (typically NS Street)	Street 2 (typically EW Street)	Use	Condition	Work Scope	Funding	Curb Ramps	Signals	Crosswalks	Side walks	Total Costs
S. Sacto	STOCKTON BLVD	CHANDLER DR	1	1	8	Z	$5,760			$8,200	$13,960
S. Sacto	POWER INN RD	LOUCRETA DR	1	1	8	Z	$5,760			$6,560	$12,320
S. Sacto	A PKWY	FRANKLIN BLVD	1	1	8	Z	$5,760			$12,300	$18,060
S. Sacto	POWER INN RD	68TH AVE	1	1	8	Z	$5,760			$6,150	$11,910
S. Sacto	DARLA WAY	HOMEFIELD WAY	1	1	8	Z	$5,760			$6,560	$12,320
Vineyard	SALMON FALLS DR	BARRACUDA WAY	1	1	8	Z	$5,760			$8,200	$13,960
Vineyard	HANKS ST	COUNTRYROADS DR	2	1	8	Z	$5,760			$1,750	$7,510
Vineyard	HUNTSMAN DR	MICRON AVE	1	1	8	Z	$5,760			$6,560	$12,320
Vineyard	ASTRAL DR	OLD PLACERVILLE RD	2	1	8	Z	$5,760			$1,750	$7,510
Vineyard	FOLSOM BLVD	STARFIRE DR	1	1	8	Z	$5,760			$12,300	$18,060
Vineyard	OLD PLACERVILLE RD	HAPPY LN	2	1	8	Z	$5,760			$1,750	$7,510
Vineyard	CALDERA WAY	STARINA WAY	2	1	8	Z	$5,760			$1,750	$7,510
Vineyard	HEIRLOOM WAY	CALDERA WAY	2	1	8	Z	$5,760			$1,750	$7,510
Vineyard	FIRELIGHT WAY	CALDERA WAY	2	1	8	Z	$5,760			$1,750	$7,510
Vineyard	HUNTSMAN DR	GYPSY WAY	1	1	8	Z	$5,760			$6,150	$11,910
Vineyard	MANLOVE RD	CAL CENTER DR	1	1	8	Z	$5,760			$8,200	$13,960
Vineyard	HUNTSMAN DR	THILOW DR	1	1	8	Z	$5,760			$6,560	$12,320
Vineyard	HUNTSMAN DR	ROSEMONT DR	1	1	8	Z	$5,760			$6,560	$12,320
Vineyard	ROSEMONT DR	ZORINA WAY	1	1	8	Z	$5,760			$6,150	$11,910
Vineyard	ROSEMONT DR	CONTEMPO DR	1	1	8	Z	$5,760			$6,150	$11,910
Vineyard	ROSEMONT DR	AMERICANA WAY	1	1	8	Z	$5,760			$6,150	$11,910
Vineyard	ROSEMONT DR	FRENSHAM WAY	1	1	8	Z	$5,760			$6,150	$11,910
Vineyard	ROSEMONT DR	REDGOLD WAY	1	1	8	Z	$5,760			$6,150	$11,910
Vineyard	TANGO ST	NEW DAWN DR	1	1	8	Z	$5,760			$8,200	$13,960
Vineyard	AMERICANA WAY	BLUE RIVER CT	1	1	8	Z	$5,760			$6,560	$12,320
Vineyard	WATT AVE	FOLSOM BLVD	1	1	8	Z	$5,760			$8,200	$13,960
Vineyard	AMERICANA WAY	HUNTSMAN DR	1	1	8	Z	$5,760			$6,560	$12,320
Vineyard	REEDSPORT CT	CONTEMPO DR	1	1	8	Z	$5,760			$6,150	$11,910
Vineyard	MARCOLA CT	CONTEMPO DR	1	1	8	Z	$5,760			$6,150	$11,910
Vineyard	MAYHEW RD	MIRANDY DR	1	1	8	Z	$5,760			$9,840	$15,600
Vineyard	FABERGE WAY	MIRANDY DR	1	1	8	Z	$11,520			$6,150	$17,670
Vineyard	TILLAMOOK WAY	MIRANDY DR	1	1	8	Z	$5,760			$6,150	$11,910
Vineyard	BIRCH TREE WAY	GLEN ALDER WAY	1	1	8	Z	$11,520			$6,560	$18,080

Community	Street 1 (typically NS Street)	Street 2 (typically EW Street)	Use	Condition	Work Scope	Funding	Curb Ramps	Signals	Crosswalks	Side walks	Total Costs
Vineyard	MIRANDY DR	CONTEMPO DR	1	1	8	Z	$5,760			$6,150	$11,910
Vineyard	N KIEFER BLVD	TILLAMOOK WAY	1	1	8	Z	$5,760			$9,840	$15,600
Vineyard	AUTUMNWOOD DR	KIEFER BLVD	1	1	8	Z	$5,760			$8,200	$13,960
Vineyard	S WATT AVE	FREDRIC AVE	1	1	8	Z	$5,760			$6,560	$12,320
Vineyard	WESTPORTER DR	LUTHERAN CIR	2	1	8	Z	$5,760			$1,750	$7,510
Vineyard	LILIBET AVE	TALLYHO DR	1	1	8	Z	$5,760			$6,560	$12,320
Vineyard	ROSEPORT WAY	COBBLEWOOD CT	1	1	8	Z	$11,520			$6,560	$18,080
Vineyard	S PORT DR	NASREEN DR	2	1	8	Z	$5,760			$1,750	$7,510
Vineyard	TALLYHO DR	CLENDENEN WAY	1	1	8	Z	$5,760			$6,560	$12,320
Vineyard	ASHGROVE WAY	FIRGROVE CT	2	1	8	Z	$5,760			$1,750	$7,510
Vineyard	CLENDENEN WAY	OZRO CT	1	1	8	Z	$5,760			$6,560	$12,320
Vineyard	ELMGROVE CT	BIRCHGROVE WAY	2	1	8	Z	$5,760			$1,750	$7,510
Vineyard	S PORT DR	NEWHALL DR	2	1	8	Z	$5,760			$1,750	$7,510
Vineyard	TALLYHO DR	NEWHALL DR	2	1	8	Z	$5,760			$1,750	$7,510
Vineyard	HOLLYGROVE CT	NEWHALL DR	2	1	8	Z	$5,760			$1,750	$7,510
Vineyard	BAIRNSDALE WAY	CANBERRA DR	1	1	8	Z	$5,760			$6,150	$11,910
Vineyard	TALLYHO DR	OXWOOD DR	2	1	8	Z	$5,760			$1,750	$7,510
Vineyard	ROSE RIVER WAY	LEAFMONT WAY	1	1	8	Z	$5,760			$6,560	$12,320
Vineyard	NASREEN DR	NEWHALL DR	2	1	8	Z	$5,760			$1,750	$7,510
Vineyard	CANBERRA DR	CANBERRA DR	1	1	8	Z	$5,760			$6,150	$11,910
Vineyard	TALLYHO DR	PLUMGROVE WAY	2	1	8	Z	$11,520			$1,750	$13,270
Vineyard	KANGAROO CT	CANBERRA DR	1	1	8	Z	$5,760			$6,560	$12,320
Vineyard	PLUMGROVE WAY	APPLEGATE DR	2	1	8	Z	$5,760			$1,750	$7,510
Vineyard	WINDSONG CT	THORNHILL DR	1	1	8	Z	$5,760			$6,150	$11,910
Vineyard	TALLYHO DR	CEDARGROVE DR	2	1	8	Z	$5,760			$1,750	$7,510
Vineyard	TALLYHO DR	JUSTIN WAY	2	1	8	Z	$5,760			$1,750	$7,510
Vineyard	BAIRNSDALE WAY	CANBERRA DR	1	1	8	Z	$5,760			$6,560	$12,320
Vineyard	THORNHILL DR	CANBERRA DR	1	1	8	Z	$5,760			$6,150	$11,910
Vineyard	CANBERRA DR	WYALONG WAY	1	1	8	Z	$5,760			$6,150	$11,910
Vineyard	GLEN INNES WAY	CANBERRA DR	1	1	8	Z	$5,760			$6,150	$11,910
Vineyard	TALLYHO DR	CLENDENEN WAY	2	1	8	Z	$5,760			$1,750	$7,510
Vineyard	BIRDSONG CT	THORNHILL DR	1	1	8	Z	$5,760			$6,150	$11,910
Vineyard	MAYHEW RD	OXWOOD DR	1	1	8	Z	$5,760			$16,400	$22,160

Community	Street 1 (typically NS Street)	Street 2 (typically EW Street)	Use	Condition	Work Scope	Funding	Curb Ramps	Signals	Crosswalks	Side walks	Total Costs
Vineyard	OXWOOD DR	LEAFMONT WAY	1	1	8	Z	$5,760			$6,560	$12,320
Vineyard	CLARECASTLE CT	CASTLEBAR WAY	2	1	8	Z	$5,760			$1,750	$7,510
Vineyard	PRAIRIE TRAIL WAY	THORNHILL DR	1	1	8	Z	$5,760			$6,150	$11,910
Unspecified Locations for Curb Ramps, Sidewalks, Crosswalks and Accessible Signals						AZ	$2,052,240	$220,720	$222,600	$685,960	$3,181,520
Yearly Totals							$2,812,800	$220,720	$231,720	$1,403,480	$4,668,720
FY 2016-2017											
N. Highlands	Plumber Way	Goddard Way	1	2	2	Z	$37,560		$4,560	$6,560	$48,680
N. Highlands	Larchmont Dr	Goddard Way	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
N. Highlands	Thomas Dr	Plymouth Dr	1	2	2	Z	$37,560		$4,560	$1,750	$43,870
N. Highlands	Cantel Way	Plymouth Dr	1	2	4	Z	$25,040		$3,040	$1,750	$29,830
N. Highlands	Schofield Way	Painter Way	1	2	2	Z	$37,560		$4,560	$6,560	$48,680
N. Highlands	Larchmont Dr	Painter Way	1	2	2	Z	$37,560		$4,560	$9,840	$51,960
N. Highlands	Andrea Blvd	Roble Way	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
N. Highlands	Thomas Dr	Lankershim Way	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
N. Highlands	Thomas Dr	Milton Way	1	2	4	Z	$25,040		$3,040	$8,200	$36,280
N. Highlands	Larchmont Dr	Gothberg Ave	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
N. Highlands	Diablo Dr	Woodforest Dr	1	2	2	Z	$37,560		$4,560	$12,300	$54,420
N. Highlands	Blackjack Way	Walerga Rd	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
N. Highlands	Diablo Dr	Forestwood Dr	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
N. Highlands	Floral Dr	Larchmont Dr	1	2	2	Z	$50,080		$6,080	$9,840	$66,000
N. Highlands	Watt Ave	Lankershim Way	1	2	4	Z	$25,040		$3,040	$8,200	$36,280
N. Highlands	Fox Valley Cir	Don Julio Blvd	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
N. Highlands	Fox Valley Cir	Don Julio Blvd	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
N. Highlands	Cantel Way	Milton Way	1	2	2	Z	$37,560		$4,560	$6,560	$48,680
N. Highlands	Aqua Ct	Don Julio Blvd	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
N. Highlands	Watt Ave	Milton Way	1	2	2	Z	$37,560		$4,560	$8,200	$50,320
N. Highlands	Thomas Dr	Floral Dr	1	2	2	Z	$50,080		$6,080	$1,750	$57,910
N. Highlands	Larchmont Dr	Melrose Dr	1	2	2	Z	$37,560		$4,560	$9,840	$51,960
N. Highlands	Pearson Ln	Melrose Dr	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
N. Highlands	Cantel Way	Floral Dr	1	2	4	Z	$25,040		$3,040	$16,400	$44,480
N. Highlands	Watt Ave	Floral Dr	1	2	4	Z	$25,040		$3,040	$8,200	$36,280
N. Highlands	Graylock Ln	Melrose Dr	1	2	4	Z	$25,040		$3,040	$6,150	$34,230

Community	Street 1 (typically NS Street)	Street 2 (typically EW Street)	Use	Condition	Work Scope	Funding	Curb Ramps	Signals	Crosswalks	Side walks	Total Costs
N. Highlands	Andrea Blvd	Filaree Way	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
N. Highlands	Ridley Way	Thomas Dr	1	2	4	Z	$25,040		$3,040	$16,400	$44,480
N. Highlands	Stoneman Dr	Melrose Dr	1	2	2	Z	$37,560		$4,560	$6,560	$48,680
N. Highlands	Thomas Dr	Van Owen St	1	2	2	Z	$37,560		$4,560	$16,400	$58,520
Fair Oaks	KENNETH AVE	KENNETH OAK WAY	1	1	8	Z	$5,760			$12,300	$18,060
Fair Oaks	DUTCHESS CT	SUNBONNET DR	2	1	8	Z	$5,760			$1,750	$7,510
Fair Oaks	SPRING GLEN DR	SUNBONNET DR	1	1	8	Z	$5,760			$6,560	$12,320
Fair Oaks	FAIR OAKS BLVD	NIESSEN WAY	1	1	8	Z	$5,760			$6,560	$12,320
Fair Oaks	TREECREST AVE	MCKAY ST	2	1	8	Z	$5,760			$1,750	$7,510
Fair Oaks	ILLINOIS AVE	LINCOLN VILLA WAY	1	1	8	Z	$5,760			$8,200	$13,960
Fair Oaks	QUAIL HILL WAY	QUAIL MEADOW WAY	1	1	8	Z	$5,760			$16,400	$22,160
Fair Oaks	OLD WINDING WAY	BIJAN CT	1	1	8	Z	$5,760			$6,560	$12,320
Fair Oaks	SACRAMENTO ST	FAIR OAKS BLVD	1	1	8	Z	$5,760			$9,840	$15,600
S. Sacto	Franklin Blvd	47th Ave	1	2	1	Z	$50,080	$11,840	$6,080	$8,200	$76,200
S. Sacto	Franklin Blvd	47th Ave	1	2	1	Z	$50,080	$11,840	$6,080	$8,200	$76,200
Antelope	Pima Way	Navaho Dr	1	2	2	Z	$37,560		$4,560	$6,560	$48,680
N. Highlands	Fair Play Dr	Bainbridge Dr	1	2	2	Z	$37,560		$4,560	$6,560	$48,680
N. Highlands	Watt Ave	Grattan Way	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
N. Highlands	Walerga Rd	Larchmont Dr	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
N. Highlands	Diablo Dr	Klamath Dr	1	2	2	Z	$37,560		$4,560	$6,560	$48,680
N. Highlands	Don Julio Blvd	Garland Ct	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
N. Highlands	Belva Way	Melrose Dr	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
N. Highlands	Don Julio Blvd	Scotia Way	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
N. Highlands	Pinebrook Way	Tacomic Dr	1	2	2	Z	$37,560		$4,560	$6,150	$48,270
N. Highlands	Tacomic Dr	Everest Way	1	2	2	Z	$37,560		$4,560	$1,750	$43,870
N. Highlands	Watt Ave	Don Julio Blvd	1	2	1	Z	$50,080	$11,840	$6,080	$9,840	$77,840
Carmichael	California Ave	Kiernan Dr	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
Arden Arcade	Watt Ave	Kings Way	1	2	1	Z	$50,080	$11,840	$6,080	$8,200	$76,200
Arden Arcade	Catalina Dr	El Camino Ave	1	2	2	Z	$37,560		$4,560	$9,840	$51,960
Arden Arcade	Howe Ave	Cottage Way	1	2	1	Z	$50,080	$11,840	$6,080	$12,300	$80,300
N. Highlands	Garfield Ave	Winding Way	1	2	1	Z	$50,080	$11,840	$6,080	$6,150	$74,150
Fair Oaks	Watkins Dr	Sacramento St	1	2	2	Z	$50,080		$6,080	$6,560	$62,720
Carmichael	Clover Knoll Ct	Lincoln Ave	1	2	4	Z	$25,040		$3,040	$6,150	$34,230

Community	Street 1 (typically NS Street)	Street 2 (typically EW Street)	Use	Condition	Work Scope	Funding	Curb Ramps	Signals	Crosswalks	Side walks	Total Costs
Arden Arcade	Millrace Rd	El Camino Ave	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
Arden Arcade	Midland Way	El Camino Ave	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
Arden Arcade	Landwood Way	El Camino Ave	1	2	4	Z	$25,040		$3,040	$8,200	$36,280
Arden Arcade	Hazelwood Ave	El Camino Ave	1	2	2	Z	$37,560		$4,560	$8,200	$50,320
Arden Arcade	Via Camino Ave	El Camino Ave	1	2	2	Z	$37,560		$4,560	$8,200	$50,320
Arden Arcade	Upham Ct	El Camino Ave	1	2	4	Z	$25,040		$3,040	$8,200	$36,280
Arden Arcade	Lillian Ln	El Camino Ave	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
Arden Arcade	Pueblo St	Cypress Ave	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
Arden Arcade	Jane Ct	Cypress Ave	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
Arden Arcade	Garfield Ave	Aris Way	1	2	4	Z	$25,040		$3,040	$1,750	$29,830
Arden Arcade	Queenston Ct	Fair Oaks Blvd	1	2	4	Z	$25,040		$3,040	$8,200	$36,280
Arden Arcade	Champlain Ln	Fair Oaks Blvd	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
Arden Arcade	Grover Ct	Fair Oaks Blvd	1	2	4	Z	$25,040		$3,040	$8,200	$36,280
Arden Arcade	Dell Rd	Fair Oaks Blvd	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
Arden Arcade	Rochdale Dr	Gibbons Dr	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
Arden Arcade	Linus Way	Gibbons Dr	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
Carmichael	California Ave	Casita Ave	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
Arden Arcade	Payton St	Edison Ave	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
Arden Arcade	Norris Ave	Edison Ave	1	2	2	Z	$50,080		$6,080	$1,750	$57,910
Arden Arcade	Brownson St	Edison Ave	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Arden Arcade	Brownson St	Edison Ave	1	2	4	Z	$25,040		$3,040	$1,750	$29,830
Arden Arcade	Belcrest Way	Engle Rd	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
Arden Arcade	Belcrest Way	Engle Rd	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
Arden Arcade	Casa Rosa Way	Engle Rd	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
Arden Arcade	Vega Ct	Engle Rd	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
Unspecified Locations for Curb Ramps, Sidewalks, Crosswalks and Accessible Signals						AZ	$400,000	$400,000	$50,000	$200,000	$1,050,000
Yearly Totals							$2,805,600	$471,040	$335,760	$886,510	$4,498,910
FY 2017-2018											
S. Sacto	49th St	Parker Ave	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
S. Sacto	45th St	Parker Ave	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
S. Sacto	49th St	Roosevelt Ave	1	2	4	Z	$25,040		$3,040	$1,750	$29,830
S. Sacto	45th St	Roosevelt Ave	1	2	4	Z	$25,040		$3,040	$6,150	$34,230

Community	Street 1 (typically NS Street)	Street 2 (typically EW Street)	Use	Condition	Work Scope	Funding	Curb Ramps	Signals	Crosswalks	Side walks	Total Costs
S. Sacto	44th St	Roosevelt Ave	1	2	2	Z	$50,080		$6,080	$12,300	$68,460
S. Sacto	44th St	22nd Ave	1	2	2	Z	$37,560		$4,560	$12,300	$54,420
S. Sacto	44th St	26th Ave	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
S. Sacto	44th St	26th Ave	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
S. Sacto	Sampson Blvd	Fruitridge Rd	1	2	2	Z	$37,560		$4,560	$8,200	$50,320
S. Sacto	Bonniemae Way	Fruitridge Rd	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
S. Sacto	Ethel Way	Fruitridge Rd	1	2	2	Z	$37,560		$4,560	$9,840	$51,960
S. Sacto	Laurine Way	Fruitridge Rd	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
S. Sacto	Nona Way	Fruitridge Rd	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
S. Sacto	O'Dea Dr	Fruitridge Rd	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
S. Sacto	Mendocino Blvd	32nd Ave	1	2	4	Z	$25,040		$3,040	$16,400	$44,480
S. Sacto	44th St	O'dea Dr	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
S. Sacto	Sampson Blvd	44th Ave	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
S. Sacto	44th St	45th Ave	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
S. Sacto	47th Ave	Steiner Dr	1	2	2	Z	$37,560	$8,880	$4,560	$12,300	$63,300
S. Sacto	47th St	50th Ave	1	2	2	Z	$37,560		$4,560	$1,750	$43,870
S. Sacto	Steiner Dr	Austin Way	1	2	2	Z	$50,080		$6,080	$9,840	$66,000
S. Sacto	Livingston Way	47th St	1	2	2	Z	$37,560		$4,560	$6,560	$48,680
S. Sacto	Franklin Blvd	Florin Rd	1	2	1	Z	$50,080	$11,840	$6,080	$12,300	$80,300
S. Sacto	Grand Cru Dr	Calvine Rd	1	2	1	Z	$50,080	$11,840	$6,080	$1,750	$69,750
S. Sacto	43rd St	14th Ave	1	2	4	Z	$25,040		$3,040	$8,200	$36,280
S. Sacto	Stockton Blvd	15th Ave	1	2	4	Z	$25,040		$3,040	$8,200	$36,280
S. Sacto	44th St	18th Ave	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
S. Sacto	44th St	18th Ave	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
Arden Arcade	Walnut Ave	Foothill Dr	1	2	4	Z	$25,040		$3,040	$1,750	$29,830
Arden Arcade	Wright St	Wulff Ln	1	2	4	Z	$25,040		$3,040	$1,750	$29,830
Arden Arcade	Ethan Way	El Camino Ave	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
Arden Arcade	Moretti Way	El Camino Ave	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
Arden Arcade	Tamarack Way	El Camino Ave	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
Arden Arcade	Pasadena Ave	Auburn Blvd	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
Arden Arcade	Wright St	El Camino Ave	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
Arden Arcade	Gwen Rd	El Camino Ave	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
Arden Arcade	Morse Ave	El Camino Ave	1	2	4	Z	$25,040		$3,040	$9,840	$37,920

Community	Street 1 (typically NS Street)	Street 2 (typically EW Street)	Use	Condition	Work Scope	Funding	Curb Ramps	Signals	Crosswalks	Side walks	Total Costs
Arden Arcade	Sunview Ave	El Camino Ave	1	2	4	Z	$25,040		$3,040	$1,750	$29,830
Arden Arcade	Borica Way	El Camino Ave	1	2	4	Z	$25,040		$3,040	$8,200	$36,280
Arden Arcade	Borica Way	El Camino Ave	1	2	4	Z	$25,040		$3,040	$8,200	$36,280
Arden Arcade	Cambon Way	El Camino Ave	1	2	4	Z	$25,040		$3,040	$8,200	$36,280
Arden Arcade	Rosyln Way	El Camino Ave	1	2	2	Z	$37,560		$4,560	$9,840	$51,960
Arden Arcade	El Vita Way	El Camino Ave	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
Arden Arcade	Mission Ave	Nottingham Cir	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Arden Arcade	Venus Dr	Laurelwood Way	1	2	2	Z	$37,560		$4,560	$6,150	$48,270
Arden Arcade	Mission Ave	Laurelwood Way	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Arden Arcade	Garfield Ave	Fair Oaks Blvd	1	2	4	Z	$25,040		$3,040	$1,750	$29,830
Arden Arcade	Byron Rd	Cottage Way	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
Arden Arcade	Cortez Ln	Cottage Way	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
Arden Arcade	Venus Dr	Cottage Way	1	2	2	Z	$37,560		$4,560	$6,150	$48,270
Arden Arcade	Venus Dr	Cottage Way	1	2	2	Z	$37,560		$4,560	$6,150	$48,270
Arden Arcade	Mercury Way	Cottage Way	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Arden Arcade	Daphne Ave	Cottage Way	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Arden Arcade	Adonis Way	Cottage Way	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Arden Arcade	Park Ridge Ct	Cottage Way	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Arden Arcade	Morpheus Ln	Cottage Way	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Arden Arcade	Santa Lucia Way	Cottage Way	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
Arden Arcade	Bircher Way	Cottage Way	1	2	2	Z	$37,560		$4,560	$6,150	$48,270
Arden Arcade	Maddox Ct	Cottage Way	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Arden Arcade	Eric Rd	Cottage Way	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Arden Arcade	Oak Leaf Ave	Cottage Way	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Arden Arcade	Carob Ct	Cottage Way	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Arden Arcade	Walnut Ave	Cottage Way	1	2	2	Z	$37,560	$8,880	$4,560	$6,150	$57,150
Arden Arcade	Root Ave	Kenneth Ave	1	2	4	Z	$25,040		$3,040	$6,150	$34,230
Arden Arcade	Gunn Rd	Kenneth Ave	1	2	2	Z	$50,080		$6,080	$6,150	$62,310
Arden Arcade	Marchita Way	Fair Oaks Blvd	1	2	4	Z	$25,040		$3,040	$8,200	$36,280
Arden Arcade	Walnut Ave	Oak Leaf Ave	1	2	2	Z	$37,560		$4,560	$6,150	$48,270
Arden Arcade	Coloma Rd	Neiretto Ct	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
Arden Arcade	Howe Ave	Dawn Way	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
Carmichael	Fair Oaks Blvd	Wedgewood Ave	1	2	4	Z	$25,040		$3,040	$12,300	$40,380

Community	Street 1 (typically NS Street)	Street 2 (typically EW Street)	Use	Condi-tion	Work Scope	Fund-ing	Curb Ramps	Signals	Cross-walks	Side walks	Total Costs
Carmichael	Fair Oaks Blvd	Frontier Way	1	2	4	Z	$25,040		$3,040	$12,300	$40,380
Arden Arcade	Mission Ave	Oxbow Dr	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
Arden Arcade	Mission Ave	Nelroy Way	1	2	4	Z	$25,040		$3,040	$6,560	$34,640
Carmichael	Fair Oaks Blvd	Oak Ave	1	2	4	Z	$25,040		$3,040	$8,200	$36,280
Carmichael	Boyer Dr	Oak Ave	1	2	4	Z	$25,040		$3,040	$1,750	$29,830
Carmichael	Shelfield Dr	Newbury Way	1	2	2	Z	$37,560		$4,560	$8,200	$50,320
Arden Arcade	Juniper Ln	Fulton Ave	1	2	4	Z	$25,040		$3,040	$9,840	$37,920
Arden Arcade	Howe Ave	Alta Arden Expy	1	2	1	Z	$50,080	$11,840	$6,080	$9,840	$77,840
Arden Arcade	Morse Ave	Arden Way	1	2	1	Z	$50,080	$11,840	$6,080	$12,300	$80,300
Arden Arcade	Fair Oaks Blvd	Jacob Ln	1	2	2	Z	$37,560	$8,880	$4,560	$1,750	$52,750
Unspecified Locations for Curb Ramps, Sidewalks, Crosswalks and Accessible Signals						AZ	$400,000	$400,000	$50,000	$200,000	$1,050,000
Yearly Totals							$2,766,280	$474,000	$337,280	$845,920	$4,423,480