

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

<u>Curb Ramp Conditions</u>	<u>Requirement</u> <u>(Acceptable Range)</u>	<u>Measurement</u>	<u>Complies</u>
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

<u>Pedestrian Signal Conditions</u>	<u>Requirement</u> <u>(Acceptable Range)</u>	<u>Measurement</u>	<u>Complies</u>
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.