



**AMERICANS WITH DISABILITIES ACT (ADA)
DRAFT TRANSITION PLAN FOR THE
CITY'S PUBLIC RIGHTS-OF-WAY**



November 2013

SECTION I – EXECUTIVE SUMMARY

1.1 Introduction to ADA Transition Plan

The purpose of this study is to outline a Transition Plan in compliance with the law and in accordance with the American with Disability Act (ADA) for the City of Coalinga's existing right-of-ways. The goal is to provide framework to make existing pedestrian facilities accessible for those members of the community with a disability.

The ADA mandates all cities to develop a transition plan for the installation of curb ramps or other forms of sloping access at every location where a pedestrian path of travel crosses a curb. A transition plan must also provide a schedule for such curb ramp installation, in addition to other necessary improvements to provide access to those citizens with disabilities. This transition plan focuses and describes the needs within the community for curb ramps and other pedestrian facilities and a process to implement the improvements over time to provide a system of curb ramps, sidewalks, and other pedestrian facilities to comply with the law.

Generally speaking, an ADA Transition Plan is intended to describe the need, plan improvements and create safe and useable pedestrian facilities for each and every member within the community, and assure compliance with all federal, state, and local regulations and standards. The document is intended to provide guidance for a variety of facilities within the City's public right-of-way. These facilities include streets and roadways, 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 that are part of the public right-of way.

1.2 Inventory Efforts

The most significant project effort was the inventory survey of existing pedestrian facilities throughout the entire community in order to develop a baseline of the existing facilities and their condition. This data forms the basis for recommended improvements to pedestrian facilities to comply with the ADA, State of California Title 24 requirements, and City policies.

During a four-day period, a survey took place covering pedestrian facilities throughout the entire community to document existing conditions. Physical location and condition in addition to measurements, dimensions, gradients (slopes) and/or other visual conditions were documented.

The inventory process surveyed 1,022 curb ramps locations throughout the community and 40 miles of streets with sidewalks typically found on both sides, and found the following:

Curb Ramps

Curb Ramps	Number Identified	Pct of Total	Cost Estimate (2012 Dollars)
Compliant	110	11%	\$0
Non-Compliant	624	61%	\$1,500,000
Missing	288	28%	\$690,000
Totals	1,022	100%	\$2,190,000

Sidewalks

Sidewalk Description	Inventoried Lineal Feet	Cost Estimate (2012 Dollars)
Missing	41,130	\$987,000
Non-Compliant	5,660	\$136,000
Totals	46,790	\$1,123,000

Approaches: Drive and Alley

Non-Compliant: (Approach Type)	Number of	Cost Estimate (2012 Dollars)
Drive	1,271	\$672,000
Alley	159	\$254,000
Totals	1,430	\$926,000

The cost estimate from the survey of the City's non-compliant ADA facilities within the rights-of-way is \$4,239,000 in 2012 dollars. This cost estimate does not include the removal or re-positioning of 130 power poles, sign posts and fire hydrants, which adds to the cost. In addition, the cost estimate does not include field surveying, engineering, and project management, which could add an additional \$650,000 to the estimate.

1.3 ADA Design Standards

The ADA Design Standards evolved to resolve conflicts between Americans with Disability 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, 2007 edition. Draft Guidelines for Public Rights-of-Way, published by U.S. Architectural and Transportation Barriers Compliance Board on November 5, 2005 and which are expected to take effect in the future were considered in the ADA Design Standards.

1.4 ADA Implementation Plan

An ADA Implementation Plan was developed to describe the projects needed to implement the ADA Transition Plan within the City's public rights-of-way. The types of projects in the ADA Implementation Plan focused in three areas:

- Compliant curb ramps
- Compliant sidewalks
- Compliant drive approaches

There are several existing and potential funding sources for the ADA Transition Plan. They include:

- General Fund Revenues
- Gas Tax Dollars
- CDBG funds
- Proposition 1B (one-time revenue)
- TDA – Transportation Development Funds
- Insurance settlements

- Developer contributions
- Caltrans (along state routes)
- Fresno County - Measure C
- Other State and Federal Funding as it becomes available (MAP 21)

It is envisioned that the ADA Implementation Plan will make use of existing and prospective funding, to the maximum extent possible. And while the ADA Implementation Plan specifies certain locations within the community, it is also intended to serve as a conceptual plan such that future projects can be appraised prior to preparing cost estimates and construction documents.

Over time, the ADA Implementation Plan will construct curb ramps that comply with ADA design guidelines, where they exist or are missing, in order to improve pedestrian accessibility throughout the public right-of-way. In addition, non-existent sidewalks will be constructed, non-compliant sidewalks replaced and drive approaches made compliant for ADA accessibility. (To note: many Coalinga homes have garage access from the alley, thereby reducing the number of non-compliant drive approaches located adjacent to sidewalks or the cost could be more.) The ADA Implementation Plan includes a list of project locations found in Appendix B where there are compliance issues within the City's rights-of-way. A 30-year implementation period to reach compliance is anticipated, which satisfies ADA program accessibility requirements.

Section II – INTRODUCTION to ADA

2.1 Introduction to ADA

The ADA was enacted on July 26, 1990 and provides comprehensive civil rights protection to citizens with disabilities in the area of employment, public service, access to public accommodations and transportation, and telecommunications. It is also associated with the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973. The purpose of this legislation was to mandate that qualified individuals with disabilities shall not be excluded from participation in, denied the benefit of, or be subjected to discrimination under any program or activity. The ADA also provides employees with disabilities with certain protections and requires employers to make reasonable accommodations for applicants and employees with disabilities.

The ADA is divided into these five parts:

Title I – Employment

Title I requires employers, including governmental agencies, ensure that their practices do not discriminate against people 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 Service

Title II prohibits state and local governments from discriminating against people with disabilities or from excluding participation in or denying benefits of programs, services, or activities to people with disabilities. Also, under Title II is the requirement for this Transition Plan.

Title III – Public Accommodations

Title III requires places of public accommodation to be accessible to and usable by people with disabilities. The term “public accommodation” is often misinterpreted as

applying to public agencies, but its intent also refers to any privately funded and operated facility serving the public.

Title IV – Telecommunications

Title IV, regulates and requires private telephone companies and common carriers offering telephone service to the public to increase the availability of interstate and intrastate telecommunications relay services to people with hearing and speech impairment.

Title V – Miscellaneous Provisions

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

Title II of the ADA states that a public entity must evaluate its policies, programs, services, and practices to determine whether they comply with ADA's nondiscrimination regulations. These regulations were issued in July 1991. The ADA also requires the public entity prepare a formal written transition plan describing any structural or physical changes required to make its programs accessible.

Under the ADA, a person with a "disability" has to pass one of these three tests:

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

If any individual meets any one of the three tests, that person is considered to be an individual with a disability for purposes of coverage under the ADA. The final rules of the ADA describe in greater detail the conditions included and excluded as disabilities under the ADA.

2.2 The City's Responsibilities Under the ADA

The City of Coalinga, like other cities, 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 it differs in that it applies only to government agencies and programs that receive federal financial assistance. Section 504 ensures that any individual with a disability is not discriminated against under any program or activity receiving federal financial assistance. The City of Coalinga has been subject to and operated under the requirements of Section 504 for years.

The ADA is clear when it states intent not to apply lesser standards than are required under other federal local laws; therefore, the law which is the most rigorous has precedence. This intent has particular application with respect to the City's responsibilities 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 City governments may not require eligibility criteria for participation in programs and activities that would screen people with disabilities, unless it shows that such requirements are necessary to provide the service program. A public entity must reasonably modify its policies and procedures to avoid discrimination toward disabled people. However, if the public entity can demonstrate that such a modification would essentially alter the nature of its service, it would not be required to make that modification. The lone exception to these

requirements would be because of undue hardship. The term “undue hardship” is defined in the ADA as an “action requiring significantly 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 is also required to designate a person to be responsible for coordinating the implementation of the ADA requirements and for investigating complaints of alleged noncompliance. At this time, the City has designated the City Manager, or his/her designee, as its ADA Coordinator.

2.3 Transition Plan Requirements

A public entity is mandated to develop a transition plan if physical or structural modifications to facilities and amenities are necessary to provide accessibility to programs or services. Under Title II of the ADA, government agencies are regulated with a primary goal to ensure all programs and services are accessible to persons with disabilities. While the transition plan is limited to evaluating physical obstacles, an analysis of programs and services rendered by the City are important to determine what improvements are required. The transition plan documents what actions the City will undertake to alter its facilities. The ADA requires the transition plan be submitted for public review before final approval by its legislative body.

Generally speaking, the transition plan lists existing obstacles in public rights-of-way under the City’s jurisdiction, and it further schedules those obstacles to be removed and provide accessibility to those with disabilities to City programs. While the City is required to provide access to all of its programs, it is not required to remove all architectural obstacles in all of its facilities. In addition to making physical improvements, governmental entities can choose among several administrative solutions, such as relocating or modifying a particular program, in order to obtain overall program access.

All ADA transition plans are required by the U.S. Department of Justice to address the following characteristics of accessibility:

- (1) If a public entity has responsibility or authority over roads and sidewalks, its transition plan shall include a schedule for providing curb ramps or other sloped areas where a pedestrian walks across 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 transition plan shall identify physical obstacles in the public entity’s facilities that restrict accessibility of its programs or activities to individuals with disabilities;
- (3) The transition plan shall describe the methods that will be used to make the facilities accessible; and
- (4) The transition plan shall specify the schedule for taking the steps necessary to achieve compliance with the ADA and, if the time period of the transition plan is longer than one year, identify steps to be taken during each year of the transition plan.

The City’s transition plan meets all of the above criteria. Obstacles within the City’s public rights-of-way have been surveyed and detailed into a comprehensive spreadsheet. The survey documents all obstacles present at the time of the survey, or benchmark.

The ADA does not specify a code or standard for evaluating access to existing right-of-way facilities. Title II of the ADA provides government entities a choice between the Uniform Federal

Access Standards (UFAS) and the ADAAG as a standard for renovations. Since the ADA specifically states that it does not override requirements of other state and local requirements, the State of California Building Code (Title 24, Part 2) access regulations must also be applied.

In creating priorities for the City, the intent has been to evaluate all right-of-way areas of probable deficiency and to make physical modifications where they are required. The assignment of priorities is envisioned to facilitate public scrutiny and to address common concerns of all within the local disability community.

Section III – ADA SELF EVALUATION & TRANSITION PLAN SCOPE of WORK

3.1 State and Federal Requirements

The City of Coalinga, in addition to California Accessible Requirements, is required to observe all requirements of ADA (Titles I thru V that are applicable). Title II requires policies, programs, services and facilities be in compliance. This Title carries the primary impact for the City.

All government entities that employ more than fifty people are required to complete the following administrative requirements:

- Complete a self-evaluation
- Develop an ADA complaint and grievance procedure
- Designate a person who is responsible for overseeing Title II compliance
- Develop a transition plan if the self-evaluation identifies any structural modifications necessary for compliance

Section IV – INVENTORY PROCESS & FINDINGS

4.1 Inventory Purpose

The purpose of the City's inventory effort was to provide a documented baseline of existing pedestrian facilities within the City's rights-of-way. The information gathered was analyzed to determine pedestrian facility compliance with the ADA and State Title 24 requirements and any City-approved policies.

4.2 Survey and Evaluation

A survey process taking four-days was undertaken by surveyors equipped with measuring devices and survey forms. The surveys identify physical barriers in City sidewalks based on ADAAG and CBC Title 24 standards. Specific identifiers, such as addresses, street location by name or intersection will locate the area that is surveyed. The work visited each intersecting street to document whether curb ramps existed or not, and if existing curb ramps were compliant with the ADA. In addition, all streets were driven and noted for the existence of sidewalks, and if the sidewalks complied with the ADA.

4.3 Curb Ramps

By far the most significant finding relates to the existing condition of curb ramps. Up until the 1990's, the community had only a few curb ramps mainly located where new development or right-of-way improvements funded their construction. During the 1990's a work crew from the Claremont Custody Center constructed many curb ramps throughout the community where they did not exist. As it happens, the ADA has had changes which now make most of the City's existing curb ramps non-compliant. Figure 1 is a map illustrating the community's right-of-way intersections and their compliance with the ADA. The community was divided into three areas using Elm Avenue and Polk Street as the line of demarcation. A pie-chart is included on this figure to provide some relative context.

A total of 1,022 curb ramps were evaluated for compliance using the following definitions from ADAAG and the CDC, Title 24 standards:

Curb Ramp

A sloping pedestrian way which provides access between a sidewalk and a surface located above or below an adjacent curb face. Each curb ramp shall have parallel relief lines embedded in cement surrounding ramp on level areas of landings; they shall have a grooved border 12-inches wide at each level surface of the sidewalk along the top and each side approximately ¾-inch on center; curb ramps constructed between the face of curb and street shall have a grooved border at the level surface of the sidewalk; and curb ramps shall be a minimum of 4 feet in width and shall lie, generally, in a single sloped plane, with a minimum of surface warping and cross slope.

Cross Slope

Cross slope is perpendicular to direction of travel or slope in center area of ramp. Cross slope must not exceed a 2% grade.

Flares

Flares are the grade from the base of the curb ramp toward its side landings. Flares must not exceed a 10% grade.

Level Landings

Level landings are the areas surrounding the entire rear and sides of a ramp. A level landing must not exceed a 2% grade.

Slope

Slope is the vertical grade from the curb ramp base toward its top, parallel to direction of travel, and perpendicular to cross slope. Slope must not exceed 8.33% grade.

Smooth Transitions

A smooth transition is that point where the curb ramp meets the adjoining gutter or road surface. It must be smooth and at the same level. Counter slopes of adjoining gutters and road surfaces immediately adjacent to the curb ramp shall not be steeper than 1:20. The adjacent surfaces at transitions at curb ramps to walks, gutters, and streets shall be at the same level.

Truncated Domes

Truncated domes are the plastic relief dots or miniature bumps applied to the center base of a curb ramp as a detectable warning device.

The survey found 11%, or 110 curb ramps, in compliance with the ADA requirements. Curb ramps did not exist in 28% or 288 locations. Finally, 61% or 624 locations had existing curb ramps, but they are non-compliant with the ADA. The estimated cost to construct and correct curb ramps to comply with the ADA is estimated to be \$2.2 million in 2012 dollars.

Curb Ramps

Curb Ramps	Number Identified	Percentage of Total	Cost Estimate (2012 Dollars)
Compliant	110	11%	\$0
Non-Compliant	624	61%	\$1,500,000
Missing	288	28%	\$690,000
Totals	1,022	100%	\$2,190,000

4.4 Sidewalks

Sidewalks are the most common form of pedestrian facility in a city. Sidewalks are typically found adjacent to roads, but there are sidewalks in parks, schools, libraries and parking lots. The ADA has requirements for sidewalks. The focus of this study though, is those ADA issues within the public rights-of-way. Drive approaches, which can be found in front of many homes within the sidewalk, are affected too.

One unique characteristic of Coalinga are the number of homes where garage access is from the alley and there is not a drive approach constructed into the sidewalk. In nearly every instance where a drive approach was located in the front and within the City's right-of-way, the drive approach did not comply with current ADA requirements. Where sidewalks or pedestrian access paths are provided adjacent to streets within public rights-of-ways, they will meet these requirements:

Clear Width

A clear width of 48 inches, not including the width of any curb that may be present between the sidewalk and street or gutter shall be provided.

Running Slope

Running slope of a sidewalk shall not exceed the grade of the adjacent road or 5%, whichever is greater.

Cross Slope

Cross slope of a sidewalk shall not be less than 1% or greater than 2%.

Level Areas

If a sidewalk has a running slope exceeding 5% for at least 400 feet, a 60-inch long landing with a maximum slope of 2% shall be provided every 400 feet of sidewalk length.

Changes in Level

Changes in level up to 1/4 inch may be vertical and without edge treatment. Changes in level between 1/4 and 1/2 inch shall be beveled with a slope no greater than 1 horizontal to 2 vertical. Changes greater than 1/2 inch shall be a ramp sloping no more than 8.3%. Multiple changes in level shall be separated horizontally by at least 30 inches.

Drive Approaches

Where a sidewalk crosses a drive approach, the minimum width of 48 inches and the maximum cross slope of 2% shall be provided for the entire width of the drive approach. Drive approach entries shall not be designed or used as curb ramps.

In many communities like Coalinga, shade trees are prevalent and located adjacent to a sidewalk. Depending on the tree's variety, manner in which it was planted, and the manner in which it has been cared for, tree roots will push up a sidewalk creating a non-compliant situation. The last sidewalk issue found during the survey was a total lack of sidewalk adjacent to a street, which does not provide a safe pedestrian pathway.

Figure 2 is a map of the community covering approximately 40 miles of City streets illustrating those areas where there are issues with sidewalks, drive approaches, and potential obstacles located in the path of travel of sidewalks. By far, the largest sidewalk related noncompliance issue has to do with having an appropriate path of travel around drive and alley approaches, which affects most drive approaches located in front yards. The estimated cost to construct and bring sidewalks and drive approaches into compliance is estimated to be \$2,049,000 in 2012 dollars.

Sidewalks

Sidewalk Description	Inventoried Lineal Feet	Cost Estimate (2012 Dollars)
Missing	41,130	\$987,000
Non-Compliant	5,660	\$136,000
Totals	46,790	\$1,123,000

Approaches: Drive and Alley

Non-Compliant (Approach Type)	Number of	Cost Estimate (2012 Dollars)
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The cost estimate from the survey of the City's non-compliant ADA facilities within its rights-of-way is \$4,239,000 in 2012 dollars. This cost estimate does not include the removal or re-positioning of 130 power poles, sign posts and fire hydrants, which adds to the cost. In addition, the cost estimate does not include field surveying, engineering, and project management, which could add an additional \$650,000 to the estimate.

Section V – ADA IMPLEMENTATION PLAN

5.1 Introduction

As a final step, the framework for an ADA Implementation Plan has been prepared to determine the extent of City and other participant's projects needed to implement the ADA Transition Plan within the City's public right-of-way.

The types of projects included can be categorized as follows:

- Curb ramp, sidewalk and drive approach retrofit projects needed for alleviating barriers based on a concluded ADA Transition Plan
- Curb ramp, sidewalk and drive approach retrofit projects included in a street or sidewalk construction repair program
- Curb ramp, sidewalk and drive approach retrofit projects in conjunction with construction by private parties
- Curb ramp, sidewalk and drive approach retrofit projects planned for the improvement of overall pedestrian facilities
- Curb ramp and sidewalk replacement projects based upon citizen request.

There are a number of existing and potential funding sources for these types of projects. The sources of funding include City-sponsored capital improvement and maintenance programs, in addition to specific projects and funding sources allocated in transportation improvement plans. The goal for this ADA Implementation Plan is to utilize, to the maximum extent possible, existing and prospective funding programs and sources. Once a scope of work and its costs is completed, an annual list of projects can be prepared. This plan targets higher priority uses and expects that it will take some 30 years to achieve compliance.

5.2 Goals and Objectives

Application of City policies should provide a prioritization for curb ramp and sidewalk projects based upon community use of right-of-way patterns and geographical criteria. In addition, requests from community groups and person with disabilities will be assessed upon request and analyzed. The ADA Transition Plan will expand priorities in order for the City's capital program forming the backbone of the ADA Implementation Plan which will describe which pedestrian accessibility projects are constructed first. The next sections describe the types of priorities considered.

5.3 Priority 1 – Projects Derived from Other Capital Improvements

This priority for ADA accessibility projects are combined with other capital improvement projects. An example would be a road improvement project in a neighborhood where the construction of road improvements is conducive to constructing ADA improvements at the same time.

5.4 Priority 2 – Other Locations

These areas can be found within the public right-of-way and/or serve places of public accommodation that are privately owned, including, but not limited to the following area in the following priority:

- (1) Small housing complexes,
- (2) Single-family residential neighborhoods,
- (3) Industrial areas,
- (4) Areas not included in any of the above groupings.

5.5 Citizen Requests

Requests could come from those individuals within the community with a disability and the City should have a program to address these requests for such accessibility matters. The areas of

request could be specific such as a bus stop, medical complex or some other facility or area to accommodate their activities related to their daily lives.

When a citizen request is received by the City's ADA Coordinator, it should be evaluated and discussed with the Public Works Department and an evaluation for construction and reconstruction commenced. For example, if it is a curb ramp, the evaluation could consist of the requested curb ramp and the entire intersection where the curb ramp request comes from. Any existing curb ramp is evaluated for usability and safety in order to determine the usable path of travel through that particular intersection. A citizen's complaint or request from is attached to this report.

5.6 Implementation Due to Condition

In order to be effective and efficient with implementing a transition plan, the City should make use of some basic factors when determining if a potential project is better suited for construction or reconstruction. The most basic process could make use of the existing condition, or based on the physical condition of the intersection, corner, or curb ramp. This process could also become the basis for developing priority.

The most serious situations and remedies could be generally described according to the following conditions, in the recommended order of priority:

- (1) A condition(s) where no curb ramps or sidewalks currently exist and are necessary to provide accessibility and paths for pedestrians to travel;
- (2) A condition(s) where the existing sidewalks or curb ramps have unsafe characteristics that could cause a trip and fall; and
- (3) A condition(s) where the existing sidewalks or curb ramps fail to meet current federal and state accessibility standards.

For existing curb ramps, a more detailed list of conditions could be used to remedy based on a case-by-case basis. The following curb ramp conditions are described and in a recommended order of priority:

- (1) Vertical shift of curb ramp;
- (2) Main curb ramp slopes greater than 8.33%;
- (3) Curb ramp with a width less than 48";
- (4) Side flared slopes greater than 10%;
- (5) Gutter pan or landing cross slopes larger than 2%;
- (6) Gutter slopes in excess of 5%;
- (7) Missing detectable warning surfaces;
- (8) Curb ramp lips not flush with gutter pan or road surface;
- (9) Curb ramp is not aligned with a cross walk, or blocked by cars or other obstructions.

Section VI – EXTENT & SCOPE of the ADA IMPLEMENTATION PLAN

The ADA Implementation Plan and a capital improvement plan list should be prepared to identify those projects needed to implement the ADA Transition Plan within the public right-of-way. This section describes the basis for determination and final determinations as the development of inventory and evaluation moves forward.

6.1 Types of Implementation Projects

The types of implementation projects included can be generally categorized in the following manner and in the recommended order of priority:

- Curb ramp and intersection retrofit projects necessary and essential for alleviating barriers based upon a finalized ADA Transition Plan;
- Curb ramp and intersections retrofit projects included with street or sidewalk construction repair projects;
- Curb ramp and intersection retrofit projects, in conjunction with construction by private parties;
- Street and sidewalk construction or retrofit projects planned for the improvement of overall pedestrian facilities;
- Curb ramp construction or replacement projects based on citizen request.

Existing and potential programs and sources of funding for the capital improvement projects need to be developed as projects move forward. This would include on-going City capital improvements and maintenance programs, in addition to specific projects and funding sources. The City's ADA Implementation Plan is planned to use, to the maximum extent possible, existing and prospective funding programs and sources of funds. While specifying certain locations and type of work, the ADA Implementation Plan is also planned to serve as a conceptual plan where future projects can be evaluated prior to preparing detailed project scope and cost estimates. Once an overall scope of work and its financial impact is set, an annual project list can be established and finalized, and a known number of annual improvements can be set as project goals.

The amount of work included in the ADA Implementation Plan would contain those types of capital improvements that should be made to intersections, streets and sidewalks. In the end, the amount of work in the plan should be based on an overall review process that includes review and recommendations of basic review elements from City staff, as well as other potential selected reviewers, which includes the community at the final public meeting on the subject. The general types and amount of the ADA work required for the City to transition into compliance with the requirements of Title II of the ADA are described in this section.

6.2 A Comprehensive Approach

It is recommended the City take a comprehensive approach, or that it make a series of related improvements at a particular location of work so that the entire location becomes compliant with applicable ADA Standards. The typical amount of work that are recommended for the most common types of improvements listed from the most to least comprehensive follow:

- (1) Complete ADA retrofit of a controlled intersection; crosswalk striping for all crossing directions where crosswalks are required by the ADA Standards; compliant sidewalk paving to meet existing sidewalks and other sidewalk improvements providing access to public uses along the path of travel. The scope may include providing new islands with cut-through or curb ramps at corners, if required by the standards or at the discretion of the design engineer.
- (2) Partial ADA retrofit at a 4-way intersection, single-family residential area; one new curb ramp per corner; crosswalk striping for all controlled intersections, for crossing directions where a crossing is not prohibited.
- (3) One or more new curb ramps where other curb ramps at the intersection are in compliance.

- (4) Rehabilitation of an existing curb ramp to remove a hazardous condition.
- (5) Rehabilitation of an existing curb ramp to add detectable warnings (truncated dome panel).
- (6) Miscellaneous sidewalks or other walkway widening and leveling.
- (7) Removal of sidewalk barriers, i.e. moving or removing the barrier or rebuilding the pedestrian pathway around the barrier, or the reconstruction of drive approaches).

It should be noted that the list above is for planning purposes and was created in order to provide a general overview of the types of conditions to be dealt with.

Section VII – FUNDING SOURCES

There are various sources of current and potential funding for capital improvements related to the ADA Implementation Plan. The purpose of this section is to describe some of them.

7.1 Gas Tax, Transportation Development Act (TDA) and Measure C

Both road/transportation improvements funding sources generally known as the “TDA” and the county-wide “Measure C” sales tax have small components set aside for ADA compliance matters.

7.2 Road Maintenance Program

The City can incorporate any non-compliant curb ramps and sidewalks into the scope of work for any or all road maintenance projects that anticipates rehabilitation or reconstruction of an existing road. Road maintenance programs have a 20% set aside for ADA issues within the project area if their funding source is state or federal.

7.3 Caltrans Construction Projects

Caltrans conducts projects to construct or rehabilitate its roadways and facilities along State highways within the City limits. Their work includes new curb ramps, sidewalks and other ADA accessibility related improvements. The City does not manage these projects, but if notified by Caltrans and can coordinate locations and the scope of work with Caltrans.

7.4 Private Developer Improvements

Private developers and their construction improvements within the City and its right-of-ways require their coordination with City staff. As a condition of approval of a building permit for development, the developer is required to construct or improve sidewalk, including curb ramps directly adjacent to the development project property.

7.5 Specific Funding Programs and Projects

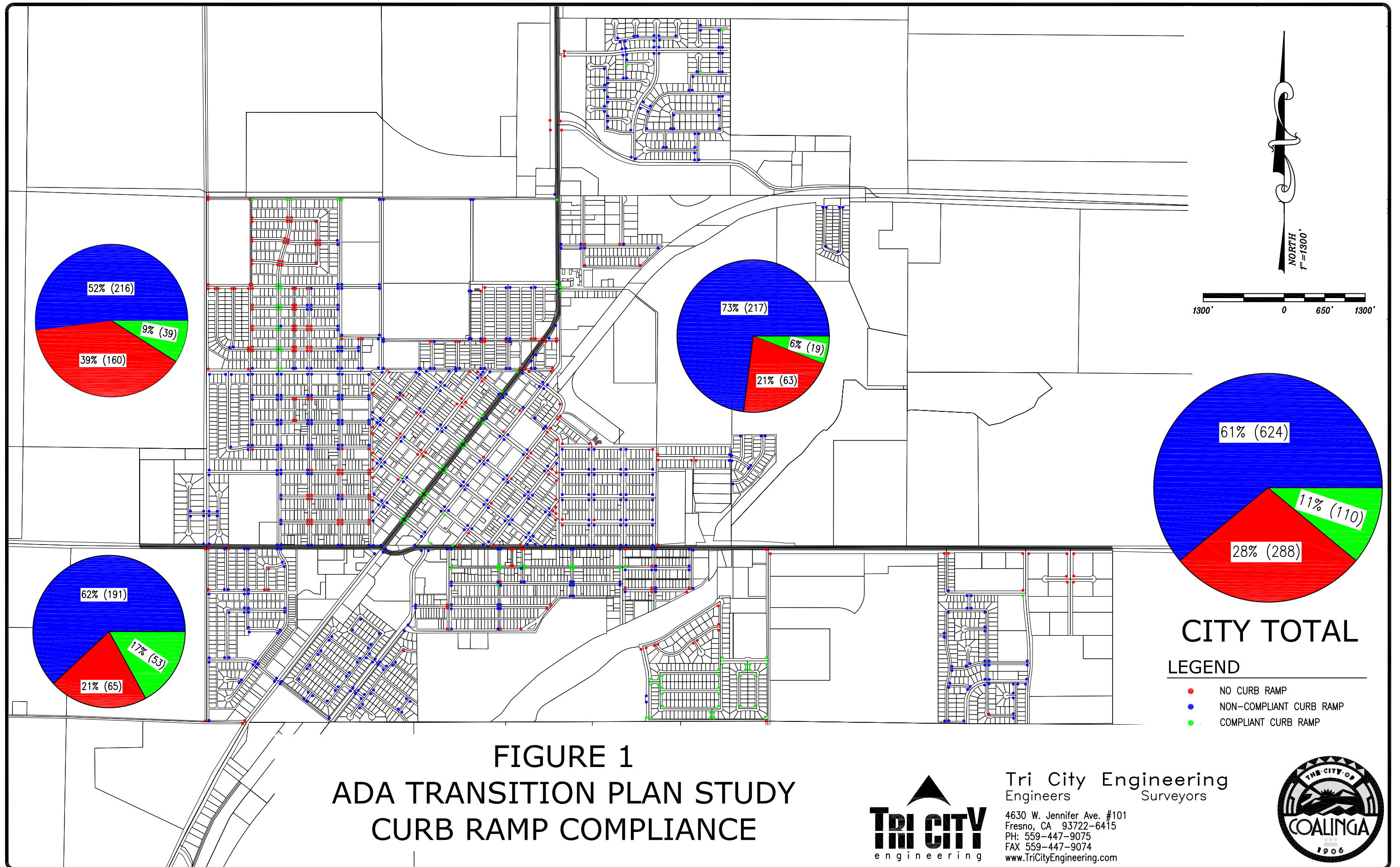
The Community Development Block Grant (CDBG) provides an opportunity to seek grant funding for making public improvements. Proposition 1B also has a one-time source of revenue to be earmarked for ADA compliance. The ADA Program is envisioned as a program that will make use of, to the maximum extent possible, existing and potential funding sources. As a part of the ADA Transition Plan, it should be made clear that other funding sources could be derived from sales tax funds, developer fees, and currently unspecified City-wide funding sources.

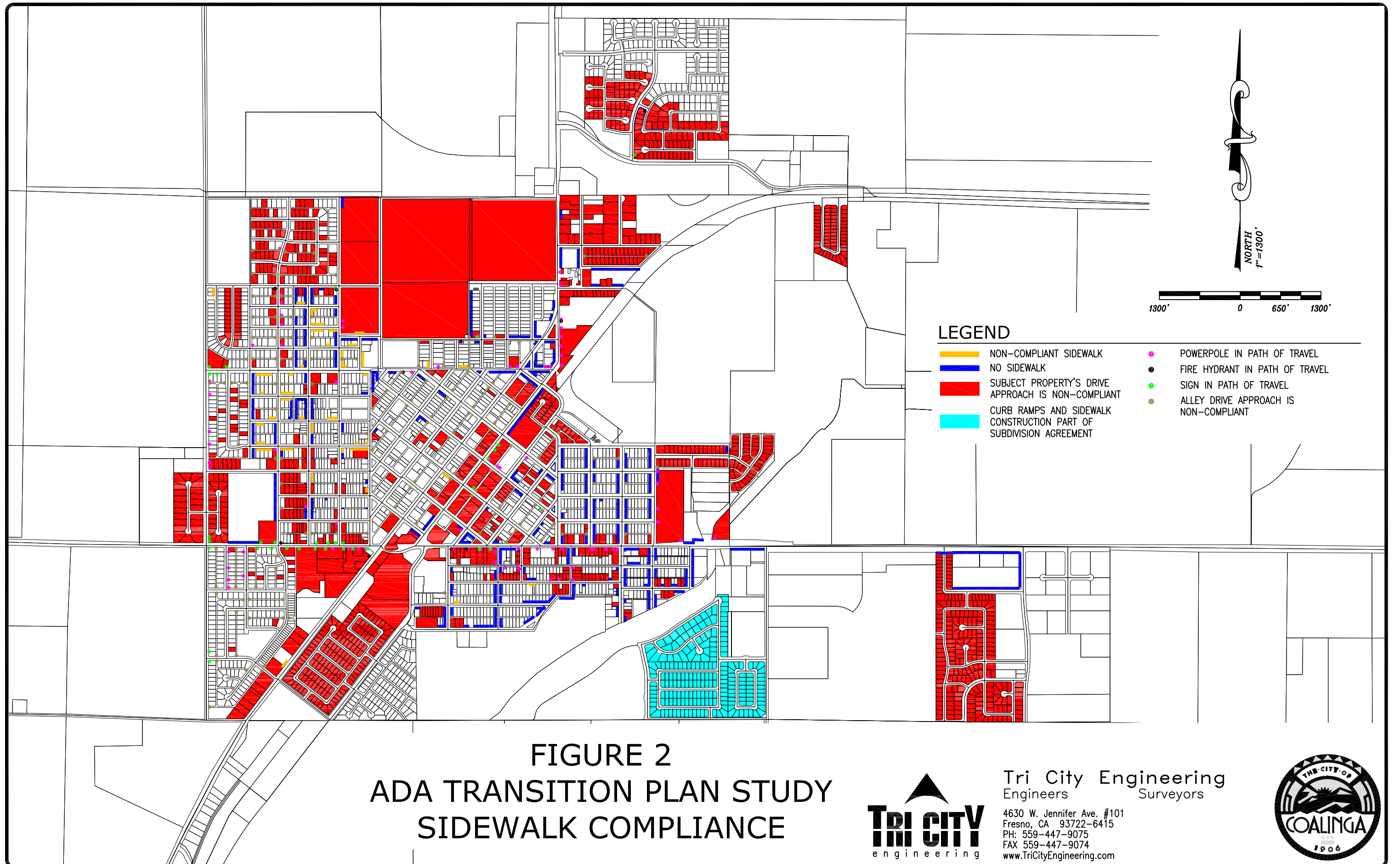
Section VIII – DESCRIPTION of ADA IMPLEMENTATION PLAN

The ADA Implementation Plan lays foundation for concepts concerning the extent of ADA work required, prioritization, locations, and potential funding sources. Until the exact funding sources are identified, an annual work and expenditure plan will only be of a preliminary nature. It is recommended that the City commit to a reasonable and responsible schedule bringing the City into compliance with the ADA as required. The work should include installation, repair, and replacement of curb ramps, together with other specified improvements, in an annual program.

The specific locations of work are subject to review and recommendations by the City and community. It is also probable that specific locations and project groupings will need to be adjusted during the period of time of the plan, after it has been given a more detailed review by City staff. It is important to note at this time that the detailed field surveys provide the basis for existing conditions within City rights-of-way and proposed project improvements.

An expansive list of potential improvement projects will be provided and discussed as a part of a five-year capital improvement program. The intent is to program the implementation of the capital projects in five-year increments. Appendix A contains the existing list of improvements necessary to be in compliance.





City of Coalinga Curb Ramp Locations Data Base

Exhibit B

Intersection			Ramp Y / N	Com- ply Y / N	48" min. width Y / N	Slope exceeds 8.33% G / %	Flared side slope less than 10% G / %	Level Land- ings G / N / %	Smooth trans- itions Y / N	12" Grove border Y / N	Trun- cated domes Y / N	Cross slope less than 2% Y / N
Street 1	Street 2	Cor.										
ADAMS	JOAQUIN	NE	Y	N	Y	10.20%	G	N	N	Y	N	Y
ADAMS	CALIFORNIA	NW	Y	N	Y	G	G	N	Y	Y	N	Y
ADAMS	CALIFORNIA	SW	Y	N	Y	11.60%	11.00%	N	Y	N	N	Y
ADAMS	CALIFORNIA	NE	Y	N	Y	G	G	N	N	N	N	Y
ADAMS	CALIFORNIA	SE	Y	N	Y	13.00%	G	N	Y	N	N	Y
ADAMS	COALINGA	NW	Y	N	Y	G	G	G	N	Y	N	Y
ADAMS	COALINGA	SW	Y	N	Y	G	G	5.70%	Y	Y	N	Y
ADAMS	COALINGA	NE	Y	N	Y	G	G	G	N	Y	N	Y
ADAMS	COALINGA	SE	Y	N	Y	10.00%	G	G	Y	Y	N	Y
ADAMS	FRESNO	SW	N	-	-	-	-	-	-	-	-	-
ADAMS	FRESNO	SE	N	-	-	-	-	-	-	-	-	-
ADAMS	FRESNO	NW	Y	N	Y	10.90%	G	N	N	Y	N	Y
ADAMS	FRESNO	NE	Y	N	Y	10.80%	G	N	N	Y	N	Y
ADAMS	JOAQUIN	SE	Y	N	Y	G	G	N	N	Y	N	Y
ADAMS	MURIETTA	SW	N	-	-	-	-	-	-	-	-	-
ADAMS	MURIETTA	SE	N	-	-	-	-	-	-	-	-	-
ADAMS	SUNSET	NW	Y	N	Y	G	G	N	Y	N	N	Y
ADAMS	SUNSET	SW	Y	N	Y	12.40%	12.00%	G	N	Y	N	Y
ADOBE	VIA ROBLES	SW	Y	N	Y	G	G	N	N	Y	N	Y
APPALOOSA	MUSTANG	E	Y	N	Y	G	G	G	Y	Y	N	Y
APPALOOSA	MUSTANG	S	Y	N	Y	G	G	G	Y	Y	N	Y
ARABIAN	MUSTANG	E	Y	N	Y	G	G	G	Y	Y	N	Y
ARABIAN	MUSTANG	S	Y	N	Y	G	G	G	N	Y	N	Y

City of Coalinga Curb Ramp Locations Data Base

Exhibit B

Intersection			Ramp Y / N	Com- ply Y / N	48" min. width Y / N	Slope exceeds 8.33% G / %	Flared side slope less than 10% G / %	Level Land- ings G / N / %	Smooth trans- itions Y / N	12" Grove border Y / N	Trun- cated domes Y / N	Cross slope less than 2% Y / N
Street 1	Street 2	Cor.										
ASH	SUNSET	NW	N	-	-	-	-	-	-	-	-	-
ASH	SUNSET	NE	N	-	-	-	-	-	-	-	-	-
ASH	SUNSET	SW	Y	N	Y	G	15.70%	G	N	N	N	Y
ASH	SUNSET	SE	Y	N	Y	13.00%	L	G	N	N	N	Y
BAKER	BUCHANAN	SW	N	-	-	-	-	-	-	-	-	-
BAKER	BUCHANAN	NE	N	-	-	-	-	-	-	-	-	-
BAKER	BUCHANAN	SE	N	-	-	-	-	-	-	-	-	-
BAKER	BUCHANAN	NW	Y	N		9.20%	29.00%	N	N	N	N	Y
BAKER	CALIFORNIA	SE	N	-	-	-	-	-	-	-	-	-
BAKER	CALIFORNIA	NE	Y	N	Y	G	G	3.50%	N	Y	N	Y
BAKER	ELM	NW	N	-	-	-	-	-	-	-	-	-
BAKER	ELM	SW	N	-	-	-	-	-	-	-	-	-
BAKER	ELM	SE	N	-	-	-	-	-	-	-	-	-
BAKER	ELM	NE	Y	N	Y	10.10%	11.20%	N	N	Y	N	Y
BAKER	FILLMORE	SW	N	-	-	-	-	-	-	-	-	-
BAKER	FILLMORE	SE	Y	N	Y	G	16.50%	N	N	N	N	Y
BAKER	GRANT	NW	N	-	-	-	-	-	-	-	-	-
BAKER	GRANT	SW	N	-	-	-	-	-	-	-	-	-
BAKER	GRANT	NE	N	-	-	-	-	-	-	-	-	-
BAKER	GRANT	SE	N	-	-	-	-	-	-	-	-	-
BAKER	LINCOLN	SW	N	-	-	-	-	-	-	-	-	-
BAKER	LINCOLN	NE	Y	N	Y	13.00%	21.00%	N	N	Y	N	Y
BAKER	LINCOLN	SE	Y	N	Y	11.00%	11.00%	G	N	Y	N	Y

City of Coalinga Curb Ramp Locations Data Base

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Intersection			Ramp Y / N	Com- ply Y / N	48" min. width Y / N	Slope exceeds 8.33% G / %	Flared side slope less than 10% G / %	Level Land- ings G / N / %	Smooth trans- itions Y / N	12" Grove border Y / N	Trun- cated domes Y / N	Cross slope less than 2% Y / N
Street 1	Street 2	Cor.										
BAKER	LINCOLN	NW	Y	N	Y	14.00%	16.40%	5.00%	N	Y	N	Y
BAKER	MOUNTAIN VIEW	SW	N	-	-	-	-	-	-	-	-	-
BAKER	MOUNTAIN VIEW	SE	N	-	-	-	-	-	-	-	-	-
BAKER	PIERCE	SW	N	-	-	-	-	-	-	-	-	-
BAKER	PIERCE	SE	N	-	-	-	-	-	-	-	-	-
BAKER	SUNSET	NE	Y	N	Y	G	G	G	N	Y	N	Y
BAKER	SUNSET	SE	Y	N	Y	G	G	G	N	Y	N	Y
BAKER	SUNSET	SW	Y	N	Y	G	G	G	N	Y	N	Y
BAKER	SUNSET	SE	Y	N	Y	G	G	G	N	Y	N	Y
BAKER	TRUMAN	NW	N	-	-	-	-	-	-	-	-	-
BAKER	TRUMAN	SW	N	-	-	-	-	-	-	-	-	-
BAKER	HS 1		N	-	-	-	-	-	-	-	-	-
BAKER	HS 2		N	-	-	-	-	-	-	-	-	-
BAKER	HS 3		N	-	-	-	-	-	-	-	-	-
BAKER	HS 4		N	-	-	-	-	-	-	-	-	-
BAKER	HS 5		N	-	-	-	-	-	-	-	-	-
BAKER	HS 6		N	-	-	-	-	-	-	-	-	-
BAKER	HS 7		Y	N	Y	G	12.30%	N	N	N	N	Y
BAKER	HS 8		Y	N	Y	G	G	N	N	N	N	Y
BAKER	HS 9		N	-	-	-	-	-	-	-	-	-
BAKER	MOUNTAIN VIEW	NE	Y	N	Y	9.20%	G	N	N	Y	N	Y
BIRCH	THIRD	S	Y	N	Y	18.00%	17.30%	N	N	Y	N	Y
BOARDAGARY	HALIBURTON	N	Y	N	Y	G	G	G	Y	Y	N	Y

City of Coalinga Curb Ramp Locations Data Base

Exhibit B

Intersection			Ramp Y / N	Com- ply Y / N	48" min. width Y / N	Slope exceeds 8.33% G / %	Flared side slope less than 10% G / %	Level Land- ings G / N / %	Smooth trans- itions Y / N	12" Grove border Y / N	Trun- cated domes Y / N	Cross slope less than 2% Y / N
Street 1	Street 2	Cor.										
BOARDAGARY	HALIBURTON	W	Y	N	Y	G	G	G	Y	Y	N	Y
BOARDAGARY	MASON	E	Y	N	Y	G	G	G	N	Y	N	Y
BUENA VISTA	LA CUESTA	NW	Y	N	Y	G	G	N	Y	Y	N	Y
BUENA VISTA	LA CUESTA	NE	Y	N	Y	G	G	N	Y	Y	N	Y
BUENA VISTA	SAN BENITO	SW	Y	N	Y	G	G	N	Y	Y	N	Y
BUENA VISTA	SAN BENITO	SE	Y	N	Y	G	G	N	Y	Y	N	Y
CABRILLO	BALBOA	NW	Y	N	Y	G	G	N	Y	Y	N	Y
CABRILLO	BALBOA	NE	Y	N	Y	G	G	N	Y	Y	N	Y
CABRILLO	CARMELE	NE	Y	N	Y	G	G	G	Y	Y	N	Y
CABRILLO	HACIENDA	SW	Y	N	Y	G	G	G	Y	Y	N	Y
CABRILLO	HACIENDA	SE	Y	N	Y	G	G	G	Y	Y	N	Y
CABRILLO	LAGUNA	NW	Y	N	N	G	G	N	Y	Y	N	Y
CABRILLO	POSA CHANET	NW	Y	N	Y	G	G	G	Y	Y	N	Y
CABRILLO	POSA CHANET	SW	Y	N	Y	G	G	G	Y	Y	N	Y
CABRILLO	POSA CHANET	NE	Y	N	Y	G	G	N	Y	Y	N	Y
CABRILLO	POSA CHANET	SE	Y	N	Y	G	G	N	Y	Y	N	Y
CAMBRIDGE	CALIFORNIA	SW	Y	Y	Y	G	G	G	Y	Y	Y	Y
CAMBRIDGE	CALIFORNIA	SE	Y	Y	Y	G	G	G	Y	Y	Y	Y
CAMBRIDGE	COALINGA	SW	Y	Y	Y	G	G	G	Y	Y	Y	Y
CAMBRIDGE	COALINGA	SE	Y	Y	Y	G	G	G	Y	Y	Y	Y
CAMBRIDGE	ELM	NW	Y	N	Y	G	G	G	Y	Y	N	Y
CAMBRIDGE	ELM	SW	Y	Y	Y	G	G	G	Y	Y	Y	Y
CAMBRIDGE	H.S.	N	Y	N	Y	G	G	G	Y	Y	N	Y

City of Coalinga Curb Ramp Locations Data Base

Exhibit B

Intersection			Ramp Y / N	Com- ply Y / N	48" min. width Y / N	Slope exceeds 8.33% G / %	Flared side slope less than 10% G / %	Level Land- ings G / N / %	Smooth trans- itions Y / N	12" Grove border Y / N	Trun- cated domes Y / N	Cross slope less than 2% Y / N
Street 1	Street 2	Cor.										
CAMBRIDGE	H.S.	S	Y	Y	Y	G	G	G	Y	Y	Y	Y
CAMBRIDGE	H.S. 1	SW	Y	N	Y	9.80%	11.00%	G	N	Y	N	Y
CAMBRIDGE	H.S. 2	SE	Y	N	Y	G	14.00%	G	N	Y	N	Y
CAMBRIDGE	H.S. 3	SW	Y	N	Y	8.80%	16.40%	G	N	Y	N	Y
CAMBRIDGE	H.S. 4	SE	Y	N	Y	10.90%	12.60%	G	N	Y	N	Y
CAMBRIDGE	JOAQUIN	SW	N	-	-	-	-	-	-	-	-	-
CAMBRIDGE	JOAQUIN	SE	Y	Y	Y	G	G	G	Y	Y	Y	Y
CAMBRIDGE	JOAQUIN	NW	Y	N	Y	G	G	G	Y	Y	N	Y
CAMBRIDGE	JOAQUIN	NE	Y	N	-	-	-	-	-	-	-	-
CAMBRIDGE	MEADOW	SW	Y	N	Y	G	G	G	N	Y	N	Y
CAMBRIDGE	MEADOW	SE	Y	N	Y	9.10%	G	G	N	Y	N	Y
CAMBRIDGE	MONTEREY	NE	N	-	-	-	-	-	-	-	-	-
CAMBRIDGE	MONTEREY	SE	N	-	-	-	-	-	-	-	-	-
CAMBRIDGE	SPRINGBROOK	SW	Y	N	Y	12.20%	G	G	N	Y	N	Y
CAMBRIDGE	SPRINGBROOK	SE	Y	N	Y	G	G	G	N	Y	N	Y
CAMBRIDGE	SUNSET	SW	Y	N	Y	G	G	G	N	G	N	Y
CAMBRIDGE	SUNSET	SE	Y	N	Y	G	G	G	N	G	N	Y
CAMBRIDGE	SUNSET	NW	Y	N	Y	G	G	G	Y	Y	N	Y
CAMBRIDGE	SUNSET	NE	Y	N	Y	G	G	G	Y	Y	N	Y
CASA BUENA	VIA ROBLES	NE	Y	N	Y	G	G	G	N	Y	N	Y
CASA BUENA	VIA ROBLES	SE	Y	N	Y	9.10%	G	G	N	Y	N	Y
CHABLIS	CABERNET	SE	Y	Y	Y	G	G	G	Y	Y	Y	Y
CHABLIS	MERLOT (N)	NW	Y	Y	Y	G	G	G	Y	Y	Y	Y

City of Coalinga Curb Ramp Locations Data Base

Exhibit B

Intersection			Ramp Y / N	Com- ply Y / N	48" min. width Y / N	Slope exceeds 8.33% G / %	Flared side slope less than 10% G / %	Level Land- ings G / N / %	Smooth trans- itions Y / N	12" Grove border Y / N	Trun- cated domes Y / N	Cross slope less than 2% Y / N
Street 1	Street 2	Cor.										
CHABLIS	MERLOT (N)	SW	Y	Y	Y	G	G	G	Y	Y	Y	Y
CHARDONNAY	BURGUNDY	NW	Y	Y	Y	G	G	G	Y	Y	Y	Y
CHARDONNAY	BURGUNDY	SW	Y	Y	Y	G	G	G	Y	Y	Y	Y
CHARDONNAY	BURGUNDY	NE	Y	Y	Y	G	G	G	Y	Y	Y	Y
CHARDONNAY	BURGUNDY	SE	Y	Y	Y	G	G	G	Y	Y	Y	Y
CHARDONNAY	MERCED	NW	Y	Y	Y	G	G	G	Y	Y	Y	Y
CHARDONNAY	MERCED	SW	Y	Y	Y	G	G	G	Y	Y	Y	Y
CHARDONNAY	MERLOT (N)	NE	Y	Y	Y	G	G	G	Y	Y	Y	Y
CHARDONNAY	MERLOT (N)	SE	Y	Y	Y	G	G	G	Y	Y	Y	Y
CHENEY	HALIBURTON	N	Y	N	Y	G	G	G	N	Y	N	Y
CHENEY	HALIBURTON	W	Y	N	Y	G	G	G	N	Y	N	Y
CHENEY	HAZELHURST	E	Y	N	Y	G	G	G	N	Y	N	Y
CHENEY	HAZELHURST	S	Y	N	Y	G	G	G	N	Y	N	Y
CHERRY	BUCHANAN	SW	N	-	-	-	-	-	-	-	-	-
CHERRY	BUCHANAN	SE	N	-	-	-	-	-	-	-	-	-
CHERRY	ELM	NW	Y	Y	Y	G	G	G	Y	Y	Y	Y
CHERRY	ELM	SW	Y	Y	Y	G	G	G	Y	Y	Y	Y
CHERRY	ELM	NE	Y	Y	Y	G	G	G	Y	Y	Y	Y
CHERRY	ELM	SE	Y	Y	Y	G	G	G	Y	Y	Y	Y
CHERRY	FALCON	NW	N	-	-	-	-	-	-	-	-	-
CHERRY	FALCON	NE	Y	N	Y	G	G	N	N	Y	N	Y
CHERRY	FALCON	SE	Y	N	Y	G	13.00%	N	N	Y	N	Y
CHERRY	FALCON	NW	Y	N	Y	11.00%	G	N	N	Y	Y	Y

City of Coalinga Curb Ramp Locations Data Base

Exhibit B

Intersection			Ramp Y / N	Com- ply Y / N	48" min. width Y / N	Slope exceeds 8.33% G / %	Flared side slope less than 10% G / %	Level Land- ings G / N / %	Smooth trans- itions Y / N	12" Grove border Y / N	Trun- cated domes Y / N	Cross slope less than 2% Y / N
Street 1	Street 2	Cor.										
CHERRY	GRANT	SW	Y	N	Y	G	G	G	N	Y	N	Y
CHERRY	GRANT	SE	Y	N	Y	G	G	G	Y	Y	N	Y
CHERRY	LINCOLN	SW	Y	N	Y	9.00%	G	N	Y	Y	N	Y
CHERRY	LINCOLN	SE	Y	N	Y	13.00%	G	N	Y	Y	N	Y
CHIANTI (E)	BURGUNDY	NW	Y	Y	Y	G	G	G	Y	Y	Y	Y
CHIANTI (E)	BURGUNDY	NE	Y	Y	Y	G	G	G	Y	Y	Y	Y
CHIANTI (E)	CHIANTI (N)	NW	Y	Y	Y	G	G	G	Y	Y	Y	Y
CHIANTI (E)	CHIANTI (N)	SW	Y	Y	Y	G	G	G	Y	Y	Y	Y
CHIANTI (E)	CHIANTI (N)	NE	Y	Y	Y	G	G	G	Y	Y	Y	Y
CHIANTI (E)	CHIANTI (N)	SE	Y	Y	Y	G	G	G	Y	Y	Y	Y
CINDY (E)	CINDY (N)	SE	N	-	-	-	-	-	-	-	-	-
CINDY (E)	COALINGA	NW	Y	N	Y	12.00%	11.00%	N	N	N	N	Y
CINDY (E)	COALINGA	NE	Y	N	Y	10.50%	12.00%	N	N	N	N	Y
COALINGA PLAZA	BIRCH	S	Y	N	Y	G	12.00%	G	N	N	N	Y
COALINGA PLAZA	BIRCH	N	Y	N	Y	G	G	3.50%	N	N	N	Y
COALINGA PLAZA	BIRCH	E	Y	N	Y	G	13.50%	G	N	Y	N	Y
COALINGA PLAZA	BIRCH	W	Y	N	Y	G	G	N	N	Y	N	Y
COALINGA PLAZA	CEDAR	N	N	-	-	-	-	-	-	-	-	-
COALINGA PLAZA	CEDAR	W	N	-	-	-	-	-	-	-	-	-
COALINGA PLAZA	CEDAR	E	Y	N	Y	9.80%	26.00%	G	Y	Y	N	Y
COALINGA PLAZA	CEDAR	S	Y	N	Y	13.00%	12.50%	G	Y	Y	N	Y
COALINGA PLAZA	DURIAN	N	N	-	-	-	-	-	-	-	-	-
COALINGA PLAZA	DURIAN	E	N	-	-	-	-	-	-	-	-	-

City of Coalinga Curb Ramp Locations Data Base

Exhibit B

Intersection			Ramp Y / N	Com- ply Y / N	48" min. width Y / N	Slope exceeds 8.33% G / %	Flared side slope less than 10% G / %	Level Land- ings G / N / %	Smooth trans- itions Y / N	12" Grove border Y / N	Trun- cated domes Y / N	Cross slope less than 2% Y / N
Street 1	Street 2	Cor.										
COALINGA PLAZA	DURIAN	S	N	-	-	-	-	-	-	-	-	-
COALINGA PLAZA	DURIAN	W	N	-	-	-	-	-	-	-	-	-
COALINGA PLAZA	ELM	N	Y	Y	Y	G	G	G	Y	Y	Y	Y
COALINGA PLAZA	ELM	W	Y	Y	Y	G	G	G	Y	Y	Y	Y
COALINGA PLAZA	SUNSET	NE	Y	N	Y	15.00%	25.00%	G	N	N	N	Y
COALINGA PLAZA	SUNSET	SE	Y	N	Y	15.00%	25.00%	H	N	N	N	Y
COLLEGE	CALIFORNIA	NW	Y	N	Y	G	G	N	N	Y	N	Y
COLLEGE	CALIFORNIA	SW	Y	N	Y	12.40%	G	N	N	Y	N	Y
COLLEGE	CALIFORNIA	NE	Y	N	Y	G	G	N	N	Y	N	Y
COLLEGE	CALIFORNIA	SE	Y	N	Y	G	G	N	N	N	N	Y
COLLEGE	COALINGA	NW	Y	Y	Y	G	G	G	Y	Y	Y	Y
COLLEGE	COALINGA	SW	Y	Y	Y	G	G	G	Y	Y	Y	Y
COLLEGE	COALINGA	NE	Y	Y	Y	G	G	G	Y	Y	Y	Y
COLLEGE	COALINGA	SE	Y	Y	Y	G	G	G	Y	Y	Y	Y
COLLEGE	FRESNO	NW	N	-	-	-	-	-	-	-	-	-
COLLEGE	FRESNO	SW	N	-	-	-	-	-	-	-	-	-
COLLEGE	FRESNO	NE	N	-	-	-	-	-	-	-	-	-
COLLEGE	FRESNO	SE	N	-	-	-	-	-	-	-	-	-
COLLEGE	JOAQUIN	NW	N	-	-	-	-	-	-	-	-	-
COLLEGE	JOAQUIN	SW	N	-	-	-	-	-	-	-	-	-
COLLEGE	JOAQUIN	NE	N	-	-	-	-	-	-	-	-	-
COLLEGE	JOAQUIN	SE	N	-	-	-	-	-	-	-	-	-
COLLEGE	MOUNTAIN VIEW	NW	Y	N	Y	11.70%	G	N	N	N	N	Y

**City of Coalinga
Curb Ramp Locations
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Exhibit B

Intersection			Ramp Y / N	Com- ply Y / N	48" min. width Y / N	Slope exceeds 8.33% G / %	Flared side slope less than 10% G / %	Level Land- ings G / N / %	Smooth trans- itions Y / N	12" Grove border Y / N	Trun- cated domes Y / N	Cross slope less than 2% Y / N
Street 1	Street 2	Cor.										
COLLEGE	MOUNTAIN VIEW	SW	Y	N	Y	11.50%	G	G	N	N	N	Y
COLLEGE	MURIETTA	NW	N	-	-	-	-	-	-	-	-	-
COLLEGE	MURIETTA	SW	N	-	-	-	-	-	-	-	-	-
COLLEGE	MURIETTA	NE	N	-	-	-	-	-	-	-	-	-
COLLEGE	MURIETTA	SE	N	-	-	-	-	-	-	-	-	-
COLLEGE	PRINCETON	NW	Y	N	Y	16.40%	14.00%	N	N	Y	N	Y
COLLEGE	PRINCETON	NE	Y	N	Y	13.20%	15.80%	N	N	Y	N	Y
COOLIDGE	GARFIELD	NW	Y	N	Y	G	G	N	Y	Y	N	Y
COOLIDGE	GARFIELD	SW	Y	N	Y	12.00%	13.00%	N	N	Y	N	Y
COOLIDGE	HACHMAN	NW	Y	N	Y	11.00%	G	N	Y	Y	N	Y
COOLIDGE	HACHMAN	SW	Y	N	Y	15.00%	20.00%	N	Y	Y	N	Y
COOLIDGE	HACHMAN	NE	Y	N	Y	11.00%	G	N	Y	Y	N	Y
COOLIDGE	HACHMAN	SE	Y	N	Y	10.50%	17.50%	N	Y	Y	N	Y
COOLIDGE	HAYES	NE	N	-	-	-	-	-	-	-	-	-
COOLIDGE	HAYES	SE	N	-	-	-	-	-	-	-	-	-
COOLIDGE	PINE	NE	N	-	-	-	-	-	-	-	-	-
COOLIDGE	PINE	NW	Y	N	Y	10.50%	11.00%	N	Y	Y	N	Y
COOLIDGE	PINE	SW	Y	N	Y	15.00%	16.00%	N	Y	Y	N	Y
COOLIDGE	PINE	SE	Y	N	Y	11.00%	14.00%	N	Y	Y	N	Y
COPPER CANYON	BUCKEYE SPRINGS	NW	Y	N	Y	G	G	G	N	Y	N	Y
COPPER CANYON	BUCKEYE SPRINGS	NE	Y	N	Y	G	G	G	N	Y	N	Y
COPPER CANYON	SANDAL WOOD	NW	Y	N	Y	G	G	G	N	Y	N	Y
CORNELL	CALIFORNIA	NW	Y	N	N	14.00%	12.00%	N	N	Y	N	Y

City of Coalinga Curb Ramp Locations Data Base

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Intersection			Ramp Y / N	Com- ply Y / N	48" min. width Y / N	Slope exceeds 8.33% G / %	Flared side slope less than 10% G / %	Level Land- ings G / N / %	Smooth trans- itions Y / N	12" Grove border Y / N	Trun- cated domes Y / N	Cross slope less than 2% Y / N
Street 1	Street 2	Cor.										
CORNELL	CALIFORNIA	SW	Y	N	Y	14.00%	11.80%	N	N	Y	N	Y
CORNELL	COALINGA	NW	N	-	-	-	-	-	-	-	-	-
CORNELL	COALINGA	SW	N	-	-	-	-	-	-	-	-	-
CORNELL	COALINGA	NE	N	-	-	-	-	-	-	-	-	-
CORNELL	COALINGA	SE	N	-	-	-	-	-	-	-	-	-
CORNELL	JOAQUIN	NE	N	-	-	-	-	-	-	-	-	-
CORNELL	JOAQUIN	SE	N	-	-	-	-	-	-	-	-	-
CORNELL	NEVADA	NW	N	-	-	-	-	-	-	-	-	-
CORNELL	NEVADA	SW	N	-	-	-	-	-	-	-	-	-
CORNELL	NEVADA	NE	N	-	-	-	-	-	-	-	-	-
CORNELL	NEVADA	SE	N	-	-	-	-	-	-	-	-	-
COX	FORREST	N	Y	N	Y	G	G	G	N	Y	N	Y
COX	FORREST	E	Y	N	Y	G	G	G	Y	Y	N	Y
COX	FORREST	S	Y	N	Y	G	G	G	Y	Y	N	Y
COX	FORREST	W	Y	N	Y	G	G	G	N	Y	N	Y
COX	HALIBURTON	E	Y	N	Y	G	G	G	N	Y	N	Y
COX	HALIBURTON	S	Y	N	Y	G	G	G	N	Y	N	Y
COX	MUSTANG	N	Y	N	Y	G	G	G	Y	Y	N	Y
COX	MUSTANG	W	Y	N	Y	G	G	G	Y	Y	N	Y
CURTISS	HALIBURTON	W	Y	N	Y	G	G	G	Y	Y	N	Y
CURTISS	MASON	S	Y	N	Y	G	G	G	Y	Y	N	Y
DARTMOUTH	COALINGA	NW	N	-	-	-	-	-	-	-	-	-
DARTMOUTH	COALINGA	SW	N	-	-	-	-	-	-	-	-	-

City of Coalinga Curb Ramp Locations Data Base

Exhibit B

Intersection			Ramp Y / N	Com- ply Y / N	48" min. width Y / N	Slope exceeds 8.33% G / %	Flared side slope less than 10% G / %	Level Land- ings G / N / %	Smooth trans- itions Y / N	12" Grove border Y / N	Trun- cated domes Y / N	Cross slope less than 2% Y / N
Street 1	Street 2	Cor.										
DARTMOUTH	COALINGA	NE	N	-	-	-	-	-	-	-	-	-
DARTMOUTH	COALINGA	SE	N	-	-	-	-	-	-	-	-	-
DARTMOUTH	JOAQUIN	NE	N	-	-	-	-	-	-	-	-	-
DARTMOUTH	JOAQUIN	SE	N	-	-	-	-	-	-	-	-	-
DARTMOUTH	NEVADA	SW	N	-	-	-	-	-	-	-	-	-
DEERFIELD	SADDLEBACK	NW	Y	N	Y	G	G	G	N	Y	N	Y
DEERFIELD	SADDLEBACK	SW	Y	N	Y	G	G	G	N	Y	N	Y
DOVE WOOD	COALINGA	NW	Y	N	Y	12.50%	12.50%	N	N	N	N	Y
DOVE WOOD	COALINGA	SW	Y	N	Y	10.70%	G	N	N	N	N	Y
ECHO CANYON	BUCKEYE SPRINGS	NE	Y	N	Y	G	G	N	N	Y	N	Y
ECHO CANYON	BUCKEYE SPRINGS	SE	Y	N	Y	14.50%	14.50%	N	N	Y	N	Y
ECHO CANYON	COYOTE SPRINGS	NE	Y	N	Y	G	G	N	N	Y	N	Y
ECHO CANYON	COYOTE SPRINGS	NW	Y	N	Y	G	G	N	N	Y	N	Y
ECHO CANYON	LONGHOLLOW	NW	Y	N	Y	G	G	N	N	Y	N	Y
ECHO CANYON	LONGHOLLOW	SW	Y	N	Y	G	G	N	N	Y	N	Y
ECHO CANYON	LONGHOLLOW	NE	Y	N	Y	G	G	N	N	Y	N	Y
ECHO CANYON	LONGHOLLOW	SE	Y	N	Y	G	G	N	N	Y	N	Y
EL CAMINO	VIA ROBLES	NE	Y	N	Y	9.80%	G	G	N	Y	N	Y
EL CAMINO	VIA ROBLES	SE	Y	N	Y	10.00%	G	G	N	Y	N	Y
EL RANCHO	ELM	NE	N	-	-	-	-	-	-	-	-	-
EL RANCHO	ELM	SE	N	-	-	-	-	-	-	-	-	-
EL RANCHO	HACIENDA	NW	Y	N	Y	G	G	G	Y	Y	N	Y
EL RANCHO	HACIENDA	SW	Y	N	Y	G	G	G	Y	Y	N	Y

City of Coalinga Curb Ramp Locations Data Base

Exhibit B

Intersection			Ramp Y / N	Com- ply Y / N	48" min. width Y / N	Slope exceeds 8.33% G / %	Flared side slope less than 10% G / %	Level Land- ings G / N / %	Smooth trans- itions Y / N	12" Grove border Y / N	Trun- cated domes Y / N	Cross slope less than 2% Y / N
Street 1	Street 2	Cor.										
EL RANCHO	HACIENDA	NE	Y	N	Y	G	G	G	Y	Y	N	Y
EL RANCHO	HACIENDA	SE	Y	N	Y	G	G	G	Y	Y	N	Y
EL RANCHO	POSA CHANET	NW	Y	N	Y	G	G	G	Y	Y	N	Y
EL RANCHO	POSA CHANET	SW	Y	N	Y	G	G	N	Y	Y	N	Y
EL RANCHO	POSA CHANET	NE	Y	N	Y	G	G	G	Y	Y	N	Y
EL RANCHO	POSA CHANET	SE	Y	N	Y	G	G	N	Y	Y	N	Y
EL RANCHO	SAN PABLO	NW	Y	N	Y	G	G	N	Y	Y	N	Y
EL RANCHO	SAN PABLO	SW	Y	N	Y	G	G	G	Y	Y	N	Y
EL RANCHO	SAN PABLO	NE	Y	N	Y	G	G	N	Y	Y	N	Y
EL RANCHO	SAN PABLO	SE	Y	N	Y	G	G	G	Y	Y	N	Y
FIFTH	ELM	E	Y	Y	Y	G	G	G	Y	Y	Y	Y
FIFTH	ELM	S	Y	Y	Y	G	G	G	Y	Y	Y	Y
FIFTH	FORREST	N	Y	N	Y	10.00%	G	10.00%	Y	Y	N	Y
FIFTH	FORREST	E	Y	N	Y	11.00%	12.00%	11.00%	Y	Y	N	Y
FIFTH	FORREST	S	Y	N	Y	14.00%	16.00%	N	Y	Y	N	Y
FIFTH	FORREST	W	Y	N	Y	12.50%	16.00%	5.00%	Y	Y	N	Y
FIFTH	GLENN	E	N	-	-	-	-	-	-	-	-	-
FIFTH	GLENN	N	Y	N	Y	14.00%	G	G	N	Y	N	Y
FIFTH	GLENN	S	Y	N	Y	13.00%	12.50%	N	N	Y	N	Y
FIFTH	GLENN	W	Y	N	Y	13.50%	G	G	N	Y	N	Y
FIFTH	HAWTHORNE	N	Y	N	Y	G	12.50%	4.50%	N	Y	N	Y
FIFTH	HAWTHORNE	E	Y	N	Y	10.00%	12.00%	10.00%	N	N	N	Y
FIFTH	HAWTHORNE	S	Y	N	Y	G	G	N	N	N	N	Y

**City of Coalinga
Curb Ramp Locations
Data Base**

Exhibit B

Intersection			Ramp Y / N	Com- ply Y / N	48" min. width Y / N	Slope exceeds 8.33% G / %	Flared side slope less than 10% G / %	Level Land- ings G / N / %	Smooth trans- itions Y / N	12" Grove border Y / N	Trun- cated domes Y / N	Cross slope less than 2% Y / N
Street 1	Street 2	Cor.										
FIFTH	HAWTHORNE	W	Y	N	Y	11.00%	13.50%	G	N	Y	N	Y
FIFTH	IVY	N	Y	N	Y	G	G	5.00%	N	Y	N	Y
FIFTH	IVY	E	Y	N	Y	13.00%	15.00%	7.00%	N	Y	N	Y
FIFTH	IVY	S	Y	N	Y	G	G	G	N	Y	N	Y
FIFTH	IVY	W	Y	N	Y	11.50%	11.50%	N	N	Y	N	Y
FIRST	ELM	E	N	-	-	-	-	-	-	-	-	-
FIRST	ELM	S	Y	N	Y	G	G	6.50%	N	Y	N	Y
FIRST	FORREST	N	Y	N	Y	G	14.00%	4.00%	N	N	N	Y
FIRST	FORREST	E	Y	N	Y	10.00%	14.00%	N	Y	Y	N	Y
FIRST	FORREST	S	Y	N	Y	G	G	4.50%	N	Y	N	Y
FIRST	FORREST	W	Y	N	Y	15.80%	15.80%	N	N	Y	N	Y
FIRST	GLENN	W	N	-	-	-	-	-	-	-	-	-
FISHER	HALIBURTON	N	Y	N	Y	G	G	G	Y	Y	N	Y
FISHER	HALIBURTON	W	Y	N	Y	G	G	G	Y	Y	N	Y
FISHER	HAZELHURST	E	Y	N	Y	G	G	G	N	Y	N	Y
FISHER	HAZELHURST	S	Y	N	Y	G	G	G	Y	Y	N	Y
FOURTH	BIRCH	E	N	-	-	-	-	-	-	-	-	-
FOURTH	BIRCH	W	N	-	-	-	-	-	-	-	-	-
FOURTH	BIRCH	N	Y	N	Y	10.50%	19.20%	N	N	N	N	Y
FOURTH	BIRCH	S	Y	N	Y	G	G	N	N	N	N	Y
FOURTH	CEDAR	S	N	-	-	-	-	-	-	-	-	-
FOURTH	CEDAR	W	N	-	-	-	-	-	-	-	-	-
FOURTH	CEDAR	N	Y	N	Y	11.60%	G	G	N	Y	N	Y

City of Coalinga Curb Ramp Locations Data Base

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Street 1	Street 2	Cor.										
FOURTH	CEDAR	E	Y	N	Y	11.30%	G	N	N	Y	N	Y
FOURTH	DURIAN	N	Y	N	Y	10.00%	12.20%	N	N	Y	N	Y
FOURTH	DURIAN	E	Y	N	Y	13.00%	G	5.00%	Y	Y	N	Y
FOURTH	DURIAN	S	Y	N	Y	12.50%	G	G	Y	Y	N	Y
FOURTH	DURIAN	W	Y	N	Y	13.50%	14.20%	N	N	Y	N	Y
FOURTH	ELM	N	Y	Y	Y	G	G	G	Y	Y	Y	Y
FOURTH	ELM	E	Y	Y	Y	G	G	G	Y	Y	Y	Y
FOURTH	ELM	S	Y	Y	Y	G	G	G	Y	Y	Y	Y
FOURTH	ELM	W	Y	Y	Y	G	G	G	Y	Y	Y	Y
FOURTH	FORREST	N	N	-	-	-	-	-	-	-	-	-
FOURTH	FORREST	E	Y	N	Y	G	G	G	N	Y	N	Y
FOURTH	FORREST	S	Y	N	Y	10.00%	G	3.50%	N	Y	N	Y
FOURTH	FORREST	W	Y	N	Y	G	G	3.00%	N	Y	N	Y
FOURTH	GLENN	E	N	-	-	-	-	-	-	-	-	-
FOURTH	GLENN	N	Y	N	Y	9.60%	11.40%	N	N	Y	N	Y
FOURTH	GLENN	S	Y	N	Y	10.00%	G	N	N	Y	N	Y
FOURTH	GLENN	W	Y	N	Y	10.00%	12.00%	G	N	Y	N	Y
FOURTH	HAWTHORNE	N	Y	N	Y	14.50%	12.00%	N	N	Y	N	Y
FOURTH	HAWTHORNE	E	Y	N	Y	G	G	3.50%	N	Y	N	Y
FOURTH	HAWTHORNE	S	Y	N	Y	G	G	N	N	Y	N	Y
FOURTH	HAWTHORNE	W	Y	N	Y	G	G	N	N	Y	N	Y
FOURTH	HAYES	NW	N	-	-	-	-	-	-	-	-	-
FOURTH	HAYES	SW	N	-	-	-	-	-	-	-	-	-

City of Coalinga Curb Ramp Locations Data Base

Exhibit B

Intersection			Ramp Y / N	Com- ply Y / N	48" min. width Y / N	Slope exceeds 8.33% G / %	Flared side slope less than 10% G / %	Level Land- ings G / N / %	Smooth trans- itions Y / N	12" Grove border Y / N	Trun- cated domes Y / N	Cross slope less than 2% Y / N
Street 1	Street 2	Cor.										
FOURTH	IVY	E	N	-	-	-	-	-	-	-	-	-
FOURTH	IVY	N	Y	N	Y	11.00%	12.50%	N	N	Y	N	Y
FOURTH	IVY	S	Y	N	Y	12.00%	G	N	N	Y	N	Y
FOURTH	IVY	W	Y	N	Y	G	G	G	N	Y	N	Y
FREISA	BORDEAUX	NE	Y	Y	Y	G	G	G	Y	Y	Y	Y
FREISA	BORDEAUX	SE	Y	Y	Y	G	G	G	Y	Y	Y	Y
FREISA	CABERNET	NW	Y	Y	Y	G	G	G	Y	Y	Y	Y
FREISA	CABERNET	SW	Y	Y	Y	G	G	G	Y	Y	Y	Y
GALE	CODY	SW	N	-	-	-	-	-	-	-	-	-
GALE	CODY	SE	N	-	-	-	-	-	-	-	-	-
GALE	ELM	NW	N	-	-	-	-	-	-	-	-	-
GALE	ELM	SW	N	-	-	-	-	-	-	-	-	-
GALE	OIL CITY	NW	N	-	-	-	-	-	-	-	-	-
GALE	OIL CITY	NE	N	-	-	-	-	-	-	-	-	-
HARRISON	GARFIELD	NW	Y	N	Y	10.00%	G	N	Y	Y	N	Y
HARRISON	GARFIELD	SW	Y	N	Y	9.00%	G	N	N	Y	N	Y
HARRISON	HACHMAN	NW	Y	N	Y	10.00%	G	N	Y	Y	N	Y
HARRISON	HACHMAN	SW	Y	N	Y	12.00%	14.00%	N	N	Y	N	Y
HARRISON	HACHMAN	NE	Y	N	Y	12.50%	G	N	Y	Y	N	Y
HARRISON	HACHMAN	SE	Y	N	Y	13.00%	11.50%	N	N	Y	N	Y
HARRISON	HAYES	NE	Y	N	Y	G	G	N	N	N	N	Y
HARRISON	HAYES	SE	Y	N	Y	10.50%	11.10%	N	N	N	N	Y
HARRISON	PINE	NW	Y	N	Y	13.00%	14.50%	N	N	Y	N	Y

**City of Coalinga
Curb Ramp Locations
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Exhibit B

Intersection			Ramp Y / N	Com- ply Y / N	48" min. width Y / N	Slope exceeds 8.33% G / %	Flared side slope less than 10% G / %	Level Land- ings G / N / %	Smooth trans- itions Y / N	12" Grove border Y / N	Trun- cated domes Y / N	Cross slope less than 2% Y / N
Street 1	Street 2	Cor.										
HARRISON	PINE	SW	Y	N	Y	13.00%	16.00%	N	N	Y	N	Y
HARRISON	PINE	NE	Y	N	Y	9.00%	11.00%	N	N	Y	N	Y
HARRISON	PINE	SE	Y	N	Y	12.50%	11.00%	N	N	Y	N	Y
HARVARD	CALIFORNIA	NE	Y	N	N	G	G	G	N	N	N	Y
HARVARD	CALIFORNIA	SE	Y	N	N	10.80%	G	G	N	N	N	Y
HARVARD	CALIFORNIA	SW	N	-	-	-	-	-	-	-	-	-
HARVARD	CALIFORNIA	NW	Y	N	Y	12.50%	G	N	N	Y	N	Y
HARVARD	COALINGA	NW	Y	Y	Y	G	G	G	Y	Y	Y	Y
HARVARD	COALINGA	SW	Y	Y	Y	G	G	G	Y	Y	Y	Y
HARVARD	COALINGA	NE	Y	Y	Y	G	G	G	Y	Y	Y	Y
HARVARD	COALINGA	SE	Y	Y	Y	G	G	G	Y	Y	Y	Y
HARVARD	COLLEGE	SW	N	-	-	-	-	-	-	-	-	-
HARVARD	COLLEGE	SE	N	-	-	-	-	-	-	-	-	-
HARVARD	FRESNO	SW	Y	N	Y	9.30%	G	N	N	Y	N	Y
HARVARD	FRESNO	SE	Y	N	Y	G	11.70%	N	N	Y	N	Y
HARVARD	JOAQUIN	NW	N	-	-	-	-	-	-	-	-	-
HARVARD	JOAQUIN	SW	N	-	-	-	-	-	-	-	-	-
HARVARD	JOAQUIN	NE	N	-	-	-	-	-	-	-	-	-
HARVARD	JOAQUIN	SE	N	-	-	-	-	-	-	-	-	-
HARVARD	MONTEREY	NE	N	-	-	-	-	-	-	-	-	-
HARVARD	MONTEREY	SE	N	-	-	-	-	-	-	-	-	-
HARVARD	MURIETTA	SW	N	-	-	-	-	-	-	-	-	-
HARVARD	MURIETTA	SE	N	-	-	-	-	-	-	-	-	-

City of Coalinga Curb Ramp Locations Data Base

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Intersection			Ramp Y / N	Com- ply Y / N	48" min. width Y / N	Slope exceeds 8.33% G / %	Flared side slope less than 10% G / %	Level Land- ings G / N / %	Smooth trans- itions Y / N	12" Grove border Y / N	Trun- cated domes Y / N	Cross slope less than 2% Y / N
Street 1	Street 2	Cor.										
HARVARD	PRINCETON	SW	N	-	-	-	-	-	-	-	-	-
HARVARD	PRINCETON	SE	N	-	-	-	-	-	-	-	-	-
HAYES	HAWTHORNE	NW	N	-	-	-	-	-	-	-	-	-
HAYES	HAWTHORNE	SW	N	-	-	-	-	-	-	-	-	-
HAYES	IVY	NW	N	-	-	-	-	-	-	-	-	-
HAYES	IVY	SW	N	-	-	-	-	-	-	-	-	-
HOOVER	GARFIELD	NW	Y	N	Y	10.00%	G	N	N	Y	N	Y
HOOVER	GARFIELD	SW	Y	N	Y	12.70%	G	N	N	Y	N	Y
HOOVER	HACHMAN	NW	Y	N	Y	12.00%	13.00%	N	N	Y	N	Y
HOOVER	HACHMAN	SW	Y	N	Y	14.00%	G	N	N	Y	N	Y
HOOVER	HACHMAN	NE	Y	N	Y	10.00%	11.30%	N	N	Y	N	Y
HOOVER	HACHMAN	SE	Y	N	Y	13.00%	12.00%	N	N	Y	N	Y
HOOVER	HAYES	NE	Y	N	Y	10.00%	G	5.00%	N	N	N	Y
HOOVER	HAYES	SE	Y	N	Y	13.00%	12.50%	3.30%	N	N	N	Y
HOOVER	PINE	NW	Y	N	Y	15.00%	21.70%	N	N	Y	N	Y
HOOVER	PINE	SW	Y	N	Y	13.00%	13.00%	N	N	Y	N	Y
HOOVER	PINE	NE	Y	N	Y	14.00%	12.50%	N	N	Y	N	Y
HOOVER	PINE	SE	Y	N	Y	10.50%	G	N	N	Y	N	Y
HOUSTON	BARKER	NW	Y	N	Y	10.00%	G	N	Y	Y	N	Y
HOUSTON	BARKER	SW	Y	N	Y	12.70%	13.20%	N	Y	Y	N	Y
HOUSTON	BARKER	NE	Y	N	Y	12.30%	14.30%	N	Y	Y	N	Y
HOUSTON	BARKER	SE	Y	N	Y	10.00%	11.00%	N	Y	Y	N	Y
HOUSTON	COALINGA	NW	Y	N	Y	12.60%	G	N	N	N	N	Y

City of Coalinga Curb Ramp Locations Data Base

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Street 1	Street 2	Cor.										
HOUSTON	COALINGA	SW	Y	N	Y	12.60%	G	N	N	N	N	Y
HOUSTON	FORREST	NE	Y	N	Y	G	G	N	N	Y	N	Y
HOUSTON	FORREST	SE	Y	N	Y	10.70%	G	N	N	Y	N	Y
HOUSTON	JOAQUIN	NW	Y	N	Y	9.00%	G	N	N	N	N	Y
HOUSTON	JOAQUIN	SW	Y	N	Y	10.00%	G	N	N	N	N	Y
HOUSTON	JOAQUIN	NE	Y	N	Y	9.00%	G	N	N	N	N	Y
HOUSTON	JOAQUIN	SE	Y	N	Y	10.00%	G	N	N	N	N	Y
HOUSTON	LOUISIANA	NW	N	-	-	-	-	-	-	-	-	-
HOUSTON	LOUISIANA	SW	N	-	-	-	-	-	-	-	-	-
HOUSTON	LOUISIANA	NE	Y	N	Y	G	G	N	Y	Y	N	Y
HOUSTON	LOUISIANA	SE	Y	N	Y	10.00%	G	N	N	Y	N	Y
HOUSTON	PRINCETON	SE	Y	N	Y	13.00%	G	N	N	N	N	Y
HOUSTON	WARTHAN	NW	N	-	-	-	-	-	-	-	-	-
HOUSTON	WARTHAN	SW	N	-	-	-	-	-	-	-	-	-
JACKSON	CALIFORNIA	NE	N	-	-	-	-	-	-	-	-	-
JACKSON	CALIFORNIA	NW	Y	N	Y	10.60%	11.00%	N	N	N	N	Y
JACKSON	CALIFORNIA	SW	Y	N	Y	14.70%	14.40%	N	N	N	N	Y
JACKSON	CALIFORNIA	SE	Y	N	Y	13.70%	12.10%	N	N	N	N	Y
JACKSON	COALINGA	NE	Y	N	Y	G	G	N	N	Y	N	Y
JACKSON	COALINGA	SE	Y	N	Y	G	G	N	N	Y	N	Y
JACKSON	FRESNO	NW	N	-	-	-	-	-	-	-	-	-
JACKSON	FRESNO	SW	N	-	-	-	-	-	-	-	-	-
JACKSON	FRESNO	NE	N	-	-	-	-	-	-	-	-	-

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Street 1	Street 2	Cor.										
JACKSON	FRESNO	SE	N	-	-	-	-	-	-	-	-	-
JACKSON	SUNSET	NW	N	-	-	-	-	-	-	-	-	-
JACKSON	SUNSET	SW	N	-	-	-	-	-	-	-	-	-
JANAY	LA CUESTA	NW	Y	N	Y	G	G	N	N	Y	N	Y
JANAY	LA CUESTA	SW	Y	N	Y	G	G	G	N	Y	N	Y
JANAY	MALIBU	NW	Y	N	Y	G	G	G	N	Y	N	Y
JANAY	MALIBU	SW	Y	N	Y	G	G	3.50%	N	Y	N	Y
JEFFERSON	CALIFORNIA	NW	Y	N	Y	G	G	G	Y	Y	N	Y
JEFFERSON	CALIFORNIA	SW	Y	N	Y	11.00%	10.50%	5.00%	Y	Y	N	Y
JEFFERSON	CALIFORNIA	NE	Y	N	Y	11.00%	G	4.00%	Y	Y	N	Y
JEFFERSON	CALIFORNIA	SE	Y	N	Y	14.40%	G	N	Y	Y	N	Y
JEFFERSON	COALINGA	NW	Y	N	Y	13.60%	G	N	N	Y	N	Y
JEFFERSON	COALINGA	SW	Y	N	Y	11.00%	11.60%	G	N	Y	N	Y
JEFFERSON	COALINGA	NE	Y	N	Y	16.00%	13.30%	16.00%	N	Y	N	Y
JEFFERSON	COALINGA	SE	Y	N	Y	13.20%	12.50%	G	N	Y	N	Y
JEFFERSON	FRESNO	NW	Y	N	Y	11.60%	11.80%	N	N	Y	N	Y
JEFFERSON	FRESNO	SW	Y	N	Y	9.00%	G	N	N	Y	N	Y
JEFFERSON	FRESNO	NE	Y	N	Y	G	G	N	N	Y	N	Y
JEFFERSON	FRESNO	SE	Y	N	Y	9.00%	12.40%	N	N	Y	N	Y
JEFFERSON	JOAQUIN	NE	Y	N	Y	G	G	N	N	Y	N	Y
JEFFERSON	JOAQUIN	SE	Y	N	Y	11.00%	11.00%	N	N	Y	N	Y
JEFFERSON	MURIETTA	NW	N	-	-	-	-	-	-	-	-	-
JEFFERSON	MURIETTA	NE	N	-	-	-	-	-	-	-	-	-

**City of Coalinga
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Exhibit B

Intersection			Ramp Y / N	Com- ply Y / N	48" min. width Y / N	Slope exceeds 8.33% G / %	Flared side slope less than 10% G / %	Level Land- ings G / N / %	Smooth trans- itions Y / N	12" Grove border Y / N	Trun- cated domes Y / N	Cross slope less than 2% Y / N
Street 1	Street 2	Cor.										
JEFFERSON	SUNSET	NW	Y	N	Y	G	11.20%	5.00%	N	Y	N	Y
JEFFERSON	SUNSET	SW	Y	N	Y	12.50%	12.60%	4.30%	N	Y	N	Y
JEWELFLOWER	BUCKEYE SPRINGS	NW	Y	N	Y	G	G	N	N	Y	N	Y
JEWELFLOWER	BUCKEYE SPRINGS	SW	Y	N	Y	G	G	N	N	Y	N	Y
LOCUST	ACEBEDO	NW	N	-	-	-	-	-	-	-	-	-
LOCUST	MAPLE	NE	N	-	-	-	-	-	-	-	-	-
LUCILLE	BORDEAUX	NW	Y	Y	Y	G	G	G	Y	Y	Y	Y
LUCILLE	BORDEAUX	NE	Y	Y	Y	G	G	G	Y	Y	Y	Y
LUCILLE	CORVINA	NW	Y	Y	Y	G	G	G	Y	Y	Y	Y
LUCILLE	CORVINA	NE	Y	Y	Y	G	G	G	Y	Y	Y	Y
LUCILLE	ELM	NW	N	-	-	-	-	-	-	-	-	-
LUCILLE	ELM	SW	N	-	-	-	-	-	-	-	-	-
LUCILLE	MERCED	SW	N	-	-	-	-	-	-	-	-	-
LUCILLE	MERCED	NW	Y	Y	Y	G	G	G	Y	Y	Y	Y
LUCILLE	MONTEREY	NW	N	-	-	-	-	-	-	-	-	-
LUCILLE	MONTEREY	NE	Y	N	Y	10.20%	14.00%	N	N	N	N	Y
MADISON	CALIFORNIA	SE	N	-	-	-	-	-	-	-	-	-
MADISON	CALIFORNIA	NW	Y	N	Y	11.80%	G	G	N	Y	N	Y
MADISON	CALIFORNIA	SW	Y	N	Y	15.50%	12.10%	3.40%	N	Y	N	Y
MADISON	CALIFORNIA	NE	Y	N	Y	G	G	N	N	N	N	Y
MADISON	COALINGA	NW	Y	N	Y	13.80%	11.80%	N	N	Y	N	Y
MADISON	COALINGA	SW	Y	N	Y	14.50%	10.80%	G	N	Y	N	Y
MADISON	COALINGA	NE	Y	N	Y	G	G	G	N	N	N	Y

**City of Coalinga
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Intersection			Ramp Y / N	Com- ply Y / N	48" min. width Y / N	Slope exceeds 8.33% G / %	Flared side slope less than 10% G / %	Level Land- ings G / N / %	Smooth trans- itions Y / N	12" Grove border Y / N	Trun- cated domes Y / N	Cross slope less than 2% Y / N
Street 1	Street 2	Cor.										
MADISON	COALINGA	SE	Y	N	Y	12.70%	11.70%	N	N	Y	N	Y
MADISON	FRESNO	NW	Y	N	Y	19.00%	G	3.50%	Y	Y	N	Y
MADISON	FRESNO	SW	Y	N	Y	23.70%	21.20%	5.00%	Y	Y	N	Y
MADISON	FRESNO	NE	Y	N	Y	13.00%	G	N	N	Y	N	Y
MADISON	FRESNO	SE	Y	N	Y	16.40%	16.40%	5.00%	N	Y	N	Y
MADISON	JOAQUIN	SE	N	-	-	-	-	-	-	-	-	-
MADISON	JOAQUIN	NW	Y	N	Y	10.90%	G	4.00%	N	N	N	Y
MADISON	JOAQUIN	SW	Y	N	Y	10.00%	G	N	N	N	N	Y
MADISON	JOAQUIN	NE	Y	N	Y	G	G	G	N	N	N	Y
MADISON	PRINCETON	NE	Y	N	Y	10.80%	13.50%	N	N	N	N	Y
MADISON	SUNSET	SW	N	-	-	-	-	-	-	-	-	-
MADISON	SUNSET	NW	Y	N	Y	G	G	N	N	N	N	Y
MADRE	VIA ROBLES	NW	Y	N	Y	G	G	N	N	Y	N	Y
MADRE	VIA ROBLES	SW	Y	N	Y	G	G	N	N	Y	N	Y
MALIBU	MALIBU	SE	Y	N	N	12.00%	12.00%	N	N	Y	N	Y
MALIBU	MALIBU	NE	Y	N	Y	11.60%	G	N	N	Y	N	Y
MALIBU	SAN BENITO	NW	Y	N	Y	G	G	G	Y	Y	N	Y
MALIBU	SAN BENITO	SW	Y	N	Y	G	G	G	Y	Y	N	Y
MAY	FORREST	N	Y	N	Y	G	G	G	N	Y	N	Y
MAY	FORREST	E	Y	N	Y	G	G	G	Y	Y	N	Y
MAY	FORREST	S	Y	N	Y	G	G	G	Y	Y	N	Y
MAY	FORREST	W	Y	N	Y	G	G	G	N	Y	N	Y
MAY	HALIBURTON	E	Y	N	Y	G	G	G	Y	Y	N	Y

**City of Coalinga
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Exhibit B

Intersection			Ramp Y / N	Com- ply Y / N	48" min. width Y / N	Slope exceeds 8.33% G / %	Flared side slope less than 10% G / %	Level Land- ings G / N / %	Smooth trans- itions Y / N	12" Grove border Y / N	Trun- cated domes Y / N	Cross slope less than 2% Y / N
Street 1	Street 2	Cor.										
MAY	HALIBURTON	S	Y	N	Y	G	G	G	Y	Y	N	Y
MAY	MUSTANG	N	Y	N	Y	G	G	G	Y	Y	N	Y
MAY	MUSTANG	W	Y	N	Y	G	G	G	Y	Y	N	Y
MCCOLLUM	HALIBURTON	N	Y	N	Y	G	G	G	N	Y	N	Y
MCCOLLUM	HALIBURTON	W	Y	N	Y	10.60%	L	G	N	Y	N	Y
MCCOLLUM	HAZELHURST	E	Y	N	Y	G	G	G	N	Y	N	Y
MCCOLLUM	MOTTE	S	Y	N	Y	G	G	G	N	Y	N	Y
MCCOLLUM	MOTTE	W	Y	N	Y	G	G	G	N	Y	N	Y
MERCHANTILE	ENTERPRISE PARKWAY	NW	N	-	-	-	-	-	-	-	-	-
MERCHANTILE	ENTERPRISE PARKWAY	SW	N	-	-	-	-	-	-	-	-	-
MERCHANTILE	ENTERPRISE PARKWAY	NE	N	-	-	-	-	-	-	-	-	-
MERCHANTILE	ENTERPRISE PARKWAY	SE	N	-	-	-	-	-	-	-	-	-
MERLOT (E)	BORDEAUX	SW	N	-	-	-	-	-	-	-	-	-
MERLOT (E)	BORDEAUX	SE	N	-	-	-	-	-	-	-	-	-
MERLOT (E)	MERLOT (N)	SW	N	-	-	-	-	-	-	-	-	-
MERLOT (E)	SHIRAZ	SW	N	-	-	-	-	-	-	-	-	-
MERLOT (E)	SHIRAZ	SE	N	-	-	-	-	-	-	-	-	-
MESA	LA CUESTA	SE	Y	N	N	G	G	G	Y	Y	N	Y
MESA	RIO GRANDE	NW	Y	N	Y	G	G	N	Y	Y	N	Y
MESA	RIO GRANDE	NE	Y	Y	Y	G	G	G	Y	Y	Y	Y
MESA	SAN PABLO	NW	Y	N	Y	G	G	N	Y	Y	N	Y
MESA	SAN PABLO	NE	Y	N	Y	G	G	N	Y	Y	N	Y
MONROE	CALIFORNIA	NW	N	-	-	-	-	-	-	-	-	-

City of Coalinga Curb Ramp Locations Data Base

Exhibit B

Intersection			Ramp Y / N	Com- ply Y / N	48" min. width Y / N	Slope exceeds 8.33% G / %	Flared side slope less than 10% G / %	Level Land- ings G / N / %	Smooth trans- itions Y / N	12" Grove border Y / N	Trun- cated domes Y / N	Cross slope less than 2% Y / N
Street 1	Street 2	Cor.										
MONROE	CALIFORNIA	SW	N	-	-	-	-	-	-	-	-	-
MONROE	CALIFORNIA	NE	N	-	-	-	-	-	-	-	-	-
MONROE	CALIFORNIA	SE	N	-	-	-	-	-	-	-	-	-
MONROE	COALINGA	NW	Y	N	Y	9.80%	G	N	N	N	N	Y
MONROE	COALINGA	SW	Y	N	Y	G	11.00%	G	N	N	N	Y
MONROE	COALINGA	NE	Y	N	Y	G	G	N	Y	N	N	Y
MONROE	COALINGA	SE	Y	N	Y	18.00%	G	N	Y	N	N	Y
MONROE	FRESNO	NE	N	-	-	-	-	-	-	-	-	-
MONROE	FRESNO	NW	Y	N	Y	9.10%	11.60%	8.00%	N	N	N	Y
MONROE	FRESNO	SW	Y	N	Y	11.00%	16.00%	N	N	N	N	Y
MONROE	FRESNO	SE	Y	N	Y	G	G	N	N	N	N	Y
MONROE	MONTEREY	NE	Y	N	Y	G	G	G	N	Y	N	Y
MONROE	MONTEREY	SE	Y	N	Y	G	G	G	N	Y	N	Y
MONROE	PARK	SW	Y	N	Y	G	G	N	N	Y	N	Y
MONROE	PARK	SE	Y	N	Y	9.70%	G	N	N	Y	N	Y
MONROE	SUNSET	NW	N	-	-	-	-	-	-	-	-	-
MONROE	SUNSET	SW	N	-	-	-	-	-	-	-	-	-
PACIFIC	COALINGA	N	Y	N	Y	13.00%	G	N	N	N	N	Y
PACIFIC	COALINGA	E	Y	N	Y	G	G	N	N	N	N	Y
PACIFIC	COALINGA	S	Y	N	Y	G	11.00%	N	N	N	N	Y
PACIFIC	COALINGA	W	Y	N	Y	12.00%	13.00%	N	N	N	N	Y
PACIFIC	ELM	S[R]	Y	N	Y	9.50%	16.00%	3.00%	N	Y	N	Y
PACIFIC	ELM	S(L)	Y	N	Y	9.70%	14.60%	G	N	Y	N	Y

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Intersection			Ramp Y / N	Com- ply Y / N	48" min. width Y / N	Slope exceeds 8.33% G / %	Flared side slope less than 10% G / %	Level Land- ings G / N / %	Smooth trans- itions Y / N	12" Grove border Y / N	Trun- cated domes Y / N	Cross slope less than 2% Y / N
Street 1	Street 2	Cor.										
PACIFIC	ELM	W[R]	Y	N	Y	10.60%	12.00%	G	N	Y	N	Y
PACIFIC	ELM	W(L)	Y	N	Y	9.50%	10.50%	G	N	Y	N	Y
PACIFIC	ELM	N(L)	Y	N	Y	G	G	G	N	Y	N	Y
PACIFIC	ELM	N[R]	Y	N	Y	9.80%	12.00%	G	N	Y	N	Y
PACIFIC	ELM	E(L)	Y	N	Y	9.10%	12.20%	G	N	Y	N	Y
PACIFIC	ELM	E[R]	Y	N	Y	G	13.70%	G	N	Y	N	Y
PACIFIC	FORREST	N	Y	N	Y	G	G	G	N	Y	N	Y
PACIFIC	MONTEREY	NE	Y	N	Y	11.60%	G	N	N	N	N	Y
PACIFIC	MONTEREY	SE	Y	N	Y	12.00%	13.00%	N	N	N	N	Y
PACIFIC	MOTTE	N	Y	N	Y	G	G	G	N	Y	N	Y
PACIFIC	MOTTE	E	Y	N	Y	G	G	G	N	Y	N	Y
PACIFIC	PRINCETON	NW	Y	N	Y	11.30%	G	N	N	N	N	Y
PACIFIC	PRINCETON	NE	Y	N	Y	12.00%	11.50%	N	N	N	N	Y
PALOMINO	CLYDESDALE	S	Y	N	Y	G	G	G	Y	Y	N	Y
PALOMINO	CLYDESDALE	W	Y	N	Y	G	G	G	Y	Y	N	Y
PALOMINO	MUSTANG	E	Y	N	Y	G	G	G	N	Y	N	Y
PALOMINO	MUSTANG	S	Y	N	Y	G	G	G	Y	Y	N	Y
PETITTE	CABERNET	NE	Y	Y	Y	G	G	G	Y	Y	Y	Y
PETITTE	CORVINA	SW	Y	Y	Y	G	G	G	Y	Y	Y	Y
PETITTE	CORVINA	SE	Y	Y	Y	G	G	G	Y	Y	Y	Y
PETITTE	MERLOT (N)	NW	Y	Y	Y	G	G	G	Y	Y	Y	Y
PHELPS	CAMBRIDGE	NW	N	-	-	-	-	-	-	-	-	-
PHELPS	CAMBRIDGE	SW	N	-	-	-	-	-	-	-	-	-

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Intersection			Ramp Y / N	Com- ply Y / N	48" min. width Y / N	Slope exceeds 8.33% G / %	Flared side slope less than 10% G / %	Level Land- ings G / N / %	Smooth trans- itions Y / N	12" Grove border Y / N	Trun- cated domes Y / N	Cross slope less than 2% Y / N
Street 1	Street 2	Cor.										
PHELPS	CAMBRIDGE	NE	N	-	-	-	-	-	-	-	-	-
PHELPS	CAMBRIDGE	SE	N	-	-	-	-	-	-	-	-	-
PHELPS	ELM	NW	N	-	-	-	-	-	-	-	-	-
PHELPS	ELM	SW	N	-	-	-	-	-	-	-	-	-
PHELPS	ELM	NE	N	-	-	-	-	-	-	-	-	-
PHELPS	ELM	SE	N	-	-	-	-	-	-	-	-	-
PHELPS	LA CUESTA	NW	Y	N	Y	G	G	G	N	Y	N	Y
PHELPS	LA CUESTA	NE	Y	N	Y	G	G	G	N	Y	N	Y
PHELPS	POSA CHANET	NW	Y	N	Y	G	G	G	N	Y	N	Y
PHELPS	POSA CHANET	NE	Y	N	Y	G	G	G	N	Y	N	Y
PINE	GLENN	E	N	-	-	-	-	-	-	-	-	-
PINE	GLENN	S	N	-	-	-	-	-	-	-	-	-
PINTO	CLYDESDALE	N	Y	N	Y	G	G	G	Y	Y	N	Y
PINTO	CLYDESDALE	E	Y	N	Y	G	G	G	Y	Y	N	Y
PINTO	MUSTANG	E	Y	N	Y	G	G	G	Y	Y	N	Y
PINTO	MUSTANG	S	Y	N	Y	G	G	G	Y	Y	N	Y
PLEASANT	ALFRED	NW	Y	N	Y	G	G	N	Y	Y	N	Y
PLEASANT	ALFRED	NE	Y	N	Y	12.00%	12.00%	N	Y	Y	N	Y
PLEASANT	BARKER	NW	N	-	-	-	-	-	-	-	-	-
PLEASANT	BARKER	SW	Y	N	Y	G	G	N	Y	Y	N	Y
PLEASANT	BARKER	NE	Y	N	Y	13.00%	12.00%	N	Y	Y	N	Y
PLEASANT	BARKER	SE	Y	N	Y	10.00%	12.00%	N	Y	Y	N	Y
PLEASANT	CINDY (N)	NW	N	-	-	-	-	-	-	-	-	-

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Intersection			Ramp Y / N	Com- ply Y / N	48" min. width Y / N	Slope exceeds 8.33% G / %	Flared side slope less than 10% G / %	Level Land- ings G / N / %	Smooth trans- itions Y / N	12" Grove border Y / N	Trun- cated domes Y / N	Cross slope less than 2% Y / N
Street 1	Street 2	Cor.										
PLEASANT	CINDY (N)	NE	N	-	-	-	-	-	-	-	-	-
PLEASANT	COALINGA	NW	Y	N	Y	10.50%	G	N	N	N	N	Y
PLEASANT	COALINGA	SW	Y	N	Y	10.50%	G	N	N	N	N	Y
PLEASANT	COALINGA	NE	Y	N	Y	G	G	N	N	N	N	Y
PLEASANT	COALINGA	SE	Y	N	Y	11.00%	G	N	N	N	N	Y
PLEASANT	GARFIELD	NW	N	-	-	-	-	-	-	-	-	-
PLEASANT	GARFIELD	SW	N	-	-	-	-	-	-	-	-	-
PLEASANT	GARFIELD	NE	Y	N	Y	G	G	N	Y	Y	N	Y
PLEASANT	GARFIELD	SE	Y	N	Y	13.10%	12.20%	N	Y	Y	N	Y
PLEASANT	HACHMAN	NE	N	-	-	-	-	-	-	-	-	-
PLEASANT	HACHMAN	NW	Y	N	Y	9.60%	18.00%	N	Y	Y	N	Y
PLEASANT	HACHMAN	SW	Y	N	Y	11.00%	G	N	Y	N	N	Y
PLEASANT	HACHMAN	SE	Y	N	Y	G	G	4.30%	Y	Y	N	Y
PLEASANT	JOAQUIN	NW	Y	N	Y	11.50%	G	N	N	N	N	Y
PLEASANT	JOAQUIN	SW	Y	N	Y	9.60%	G	N	N	N	N	Y
PLEASANT	JOAQUIN	NE	Y	N	Y	13.00%	14.50%	N	N	N	N	Y
PLEASANT	JOAQUIN	SE	Y	N	Y	11.20%	G	N	N	N	N	Y
PLEASANT	LOUISIANNA	SE	Y	N	Y	13.70%	17.10%	N	Y	Y	N	Y
PLEASANT	LOUISIANNA	NE	Y	N	Y	11.70%	13.30%	N	Y	Y	N	Y
PLEASANT	LOUISIANNA	SW	Y	Y	Y	G	G	G	Y	Y	Y	Y
PLEASANT	MONTEREY	NE	N	-	-	-	-	-	-	-	-	-
PLEASANT	MONTEREY	SE	Y	N	Y	G	G	N	N	N	N	Y
PLEASANT	PRINCETON	NW	Y	N	Y	10.50%	11.00%	N	N	Y	Y	Y

City of Coalinga Curb Ramp Locations Data Base

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Intersection			Ramp Y / N	Com- ply Y / N	48" min. width Y / N	Slope exceeds 8.33% G / %	Flared side slope less than 10% G / %	Level Land- ings G / N / %	Smooth trans- itions Y / N	12" Grove border Y / N	Trun- cated domes Y / N	Cross slope less than 2% Y / N
Street 1	Street 2	Cor.										
PLEASANT	PRINCETON	NE	Y	N	Y	10.50%	16.00%	4.20%	N	Y	N	Y
PLEASANT	THOMPSON	NW	N	-	-	-	-	-	-	-	-	-
PLEASANT	WARTHAN	SE	N	-	-	-	-	-	-	-	-	-
PLEASANT	WARTHAN	NW	Y	N	Y	11.80%	G	N	Y	Y	N	Y
PLEASANT	WARTHAN	SW	Y	N	Y	16.50%	16.50%	N	Y	Y	N	Y
PLEASANT	WARTHAN	NE	Y	N	Y	G	G	N	Y	Y	N	Y
POLK	ALFRED	SW	N	-	-	-	-	-	-	-	-	-
POLK	ALFRED	SE	N	-	-	-	-	-	-	-	-	-
POLK	BARKER	SW	Y	N	Y	G	G	N	N	Y	N	Y
POLK	BARKER	SE	Y	N	Y	G	12.90%	N	N	Y	N	Y
POLK	CALIFORNIA	NW	Y	N	Y	11.40%	10.30%	N	N	Y	N	Y
POLK	CALIFORNIA	NE	Y	N	Y	9.40%	G	N	N	Y	N	Y
POLK	COALINGA	NW	Y	N	Y	G	G	N	N	N	N	Y
POLK	COALINGA	SW	Y	N	Y	G	G	N	N	Y	N	Y
POLK	COALINGA	NE	Y	N	Y	10.00%	G	N	N	Y	N	Y
POLK	COALINGA	SE	Y	N	Y	G	G	N	N	Y	N	Y
POLK	DOROTHY	SW	N	-	-	-	-	-	-	-	-	-
POLK	DOROTHY	SE	N	-	-	-	-	-	-	-	-	-
POLK	ELM	NW	Y	N	Y	9.80%	G	G	N	Y	N	Y
POLK	ELM	SW	Y	N	Y	12.90%	G	G	N	Y	N	Y
POLK	ELM	NE	Y	N	Y	9.30%	G	G	N	Y	N	Y
POLK	ELM	SE	Y	N	Y	10.80%	G	G	N	Y	N	Y
POLK	ELM	NW	Y	N	Y	10.70%	G	G	N	Y	N	Y

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Data Base**

Exhibit B

Intersection			Ramp Y / N	Com- ply Y / N	48" min. width Y / N	Slope exceeds 8.33% G / %	Flared side slope less than 10% G / %	Level Land- ings G / N / %	Smooth trans- itions Y / N	12" Grove border Y / N	Trun- cated domes Y / N	Cross slope less than 2% Y / N
Street 1	Street 2	Cor.										
POLK	ELM	NE	Y	N	Y	11.70%	G	G	N	Y	N	Y
POLK	ELM	SE	Y	N	Y	9.90%	G	G	N	Y	N	Y
POLK	ENTERPRISE PARKWAY	SW	N	-	-	-	-	-	-	-	-	-
POLK	ENTERPRISE PARKWAY	SE	N	-	-	-	-	-	-	-	-	-
POLK	FIFTH	NW	Y	N	Y	G	G	N	N	Y	N	Y
POLK	FIFTH	NE	Y	N	Y	12.00%	11.00%	N	Y	Y	N	Y
POLK	FORREST	SW	Y	N	Y	G	G	G	N	Y	N	Y
POLK	FORREST	NE	Y	N	Y	G	G	N	N	Y	N	Y
POLK	FORREST	SE	Y	N	Y	G	G	G	N	Y	N	Y
POLK	FORREST	NW	Y	Y	Y	G	G	G	Y	Y	Y	Y
POLK	FORREST PARK	E	Y	N	Y	9.90%	G	N	N	Y	N	Y
POLK	FORREST PARK	W	Y	N	Y	9.90%	10.40%	N	N	Y	N	Y
POLK	FRESNO	NW	Y	N	Y	G	G	N	N	Y	N	Y
POLK	FRESNO	NE	Y	N	Y	G	G	N	N	Y	N	Y
POLK	GARFIELD	NE	N	-	-	-	-	-	-	-	-	-
POLK	GARFIELD	NW	Y	N	Y	G	11.50%	N	N	Y	N	Y
POLK	GARFIELD	SW	Y	N	Y	G	G	G	Y	Y	N	Y
POLK	GARFIELD	SE	Y	N	Y	12.20%	12.20%	G	Y	N	N	Y
POLK	GLENN	NE	N	-	-	-	-	-	-	-	-	-
POLK	GLENN	NW	Y	Y	Y	G	G	G	Y	Y	Y	Y
POLK	HACHMAN	SE	N	-	-	-	-	-	-	-	-	-
POLK	HACHMAN	NW	Y	N	Y	16.00%	G	N	Y	Y	N	Y
POLK	HACHMAN	SW	Y	N	Y	G	G	N	N	Y	N	Y

**City of Coalinga
Curb Ramp Locations
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Exhibit B

Intersection			Ramp Y / N	Com- ply Y / N	48" min. width Y / N	Slope exceeds 8.33% G / %	Flared side slope less than 10% G / %	Level Land- ings G / N / %	Smooth trans- itions Y / N	12" Grove border Y / N	Trun- cated domes Y / N	Cross slope less than 2% Y / N
Street 1	Street 2	Cor.										
POLK	HACHMAN	NE	Y	N	Y	12.20%	G	N	Y	Y	N	Y
POLK	HAWTHORNE	NE	N	-	-	-	-	-	-	-	-	-
POLK	HAYES	NW	Y	N	Y	12.00%	10.70%	N	N	Y	N	Y
POLK	HAYES	NE	Y	N	Y	12.30%	14.60%	N	N	Y	N	Y
POLK	IVY	NW	N	-	-	-	-	-	-	-	-	-
POLK	IVY	NE	Y	N	Y	G	G	G	N	Y	N	Y
POLK	JOAQUIN	SW	Y	N	Y	13.50%	G	N	N	Y	N	Y
POLK	JOAQUIN	SE	Y	N	Y	10.50%	G	N	N	Y	N	Y
POLK	JUNIPER RIDGE	SW	N	-	-	-	-	-	-	-	-	-
POLK	JUNIPER RIDGE	SE	N	-	-	-	-	-	-	-	-	-
POLK	KMART	SE	Y	N	Y	G	13.40%	G	N	Y	N	Y
POLK	KMART	SW	Y	Y	Y	G	G	G	Y	Y	Y	Y
POLK	LOUISIANNA	SW	Y	N	Y	12.30%	13.80%	N	N	Y	N	Y
POLK	LOUISIANNA	SE	Y	N	Y	10.00%	G	N	N	Y	N	Y
POLK	MERCED	SW	N	-	-	-	-	-	-	-	-	-
POLK	MERCED	SE	N	-	-	-	-	-	-	-	-	-
POLK	MONTEREY	SW	N	-	-	-	-	-	-	-	-	-
POLK	MONTEREY	SE	N	-	-	-	-	-	-	-	-	-
POLK	MONTEREY	NW	Y	N	Y	G	G	G	N	Y	N	Y
POLK	MONTEREY	NE	Y	N	Y	G	G	4.00%	N	Y	N	Y
POLK	PINE	NW	Y	N	Y	10.70%	G	N	Y	Y	N	Y
POLK	PINE	NE	Y	N	Y	9.40%	G	N	Y	Y	N	Y
POLK	PRINCETON	SE	N	-	-	-	-	-	-	-	-	-

City of Coalinga Curb Ramp Locations Data Base

Exhibit B

Intersection			Ramp Y / N	Com- ply Y / N	48" min. width Y / N	Slope exceeds 8.33% G / %	Flared side slope less than 10% G / %	Level Land- ings G / N / %	Smooth trans- itions Y / N	12" Grove border Y / N	Trun- cated domes Y / N	Cross slope less than 2% Y / N
Street 1	Street 2	Cor.										
POLK	PRINCETON	SW	Y	N	Y	G	G	N	N	Y	N	Y
POLK	SIXTH	NW	Y	N	Y	G	G	G	N	Y	N	Y
POLK	SUNSET	NW	Y	N	Y	10.30%	12.20%	N	N	Y	N	Y
POLK	SUNSET	NE	Y	N	Y	G	G	G	N	Y	N	Y
POLK	THOMPSON	SW	Y	N	Y	G	G	N	N	Y	N	Y
POLK	THOMPSON	SE	Y	N	Y	G	20.00%	20.00%	N	Y	N	Y
POLK	WARTHAN	SE	N	-	-	-	-	-	-	-	-	-
POLK	WARTHAN	SW	Y	N	Y	9.50%	11.20%	N	N	Y	N	Y
POLK	WILLOW SPRINGS	SW	N	-	-	-	-	-	-	-	-	-
POLK	WILLOW SPRINGS	SE	N	-	-	-	-	-	-	-	-	-
POLK	ELM	SW	Y	N	Y	12.50%	G	G	N	Y	N	Y
POPPY MEADOW	LONGHOLLOW	NW	Y	N	Y	G	G	N	N	Y	N	Y
POPPY MEADOW	LONGHOLLOW	SW	Y	N	Y	G	G	N	N	Y	N	Y
PORTOLA	VIA ROBLES	NW	Y	N	Y	G	G	G	N	Y	N	Y
PORTOLA	VIA ROBLES	SW	Y	N	Y	G	G	G	N	Y	N	Y
RIESLING	CABERNET	NE	Y	Y	Y	G	G	G	Y	Y	Y	Y
RIESLING	CABERNET	SE	Y	Y	Y	G	G	G	Y	Y	Y	Y
RIESLING	MERLOT (N)	NW	Y	Y	Y	G	G	G	Y	Y	Y	Y
RIESLING	MERLOT (N)	SW	Y	Y	Y	G	G	G	Y	Y	Y	Y
RIVERGLEN	BUCKEY SPRINGS	NE	Y	N	Y	G	G	G	N	Y	N	Y
RIVERGLEN	BUCKEY SPRINGS	SE	Y	N	Y	G	G	G	N	Y	N	Y
RIVERGLEN	SANDAL WOOD	NW	Y	N	Y	G	G	G	N	Y	N	Y
RIVERGLEN	SANDAL WOOD	SW	Y	N	Y	G	G	G	N	Y	N	Y

**City of Coalinga
Curb Ramp Locations
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Exhibit B

Intersection			Ramp Y / N	Com- ply Y / N	48" min. width Y / N	Slope exceeds 8.33% G / %	Flared side slope less than 10% G / %	Level Land- ings G / N / %	Smooth trans- itions Y / N	12" Grove border Y / N	Trun- cated domes Y / N	Cross slope less than 2% Y / N
Street 1	Street 2	Cor.										
ROCKVIEW	LONGHOLLOW	NE	N	-	-	-	-	-	-	-	-	-
ROCKVIEW	LONGHOLLOW	NW	Y	N	Y	G	G	N	Y	Y	N	Y
ROCKVIEW	SADDLEBACK	NW	Y	N	Y	G	G	G	N	Y	N	Y
ROCKVIEW	SADDLEBACK	SW	Y	N	Y	G	G	G	N	Y	N	Y
ROOSEVELT	ALICIA	NW	N	-	-	-	-	-	-	-	-	-
ROOSEVELT	ALICIA	SW	N	-	-	-	-	-	-	-	-	-
ROOSEVELT	ALICIA	NE	N	-	-	-	-	-	-	-	-	-
ROOSEVELT	ALICIA	SE	Y	N	Y	G	L	G	N	N	N	Y
ROOSEVELT	GARFIELD	NW	N	-	-	-	-	-	-	-	-	-
ROOSEVELT	GARFIELD	NE	N	-	-	-	-	-	-	-	-	-
ROOSEVELT	GARFIELD	SE	N	-	-	-	-	-	-	-	-	-
ROOSEVELT	GARFIELD	SW	Y	N	Y	G	G	N	Y	Y	N	Y
ROOSEVELT	HACHMAN	SW	Y	N	Y	G	G	N	N	Y	N	Y
ROOSEVELT	HACHMAN	SE	Y	N	Y	G	G	G	N	Y	N	Y
ROOSEVELT	HAYES	NE	N	-	-	-	-	-	-	-	-	-
ROOSEVELT	HAYES	SE	Y	N	Y	G	G	N	N	Y	N	Y
ROOSEVELT	KIMBERLY	NW	Y	N	Y	9.00%	15.00%	N	N	Y	N	Y
ROOSEVELT	KIMBERLY	SW	Y	N	Y	12.00%	11.00%	N	N	Y	N	Y
ROOSEVELT	PATRICIA	NW	Y	N	Y	11.50%	11.50%	N	N	Y	N	Y
ROOSEVELT	PATRICIA	NE	Y	N	Y	11.50%	G	N	N	Y	N	Y
ROOSEVELT	PINE	NW	N	-	-	-	-	-	-	-	-	-
ROOSEVELT	PINE	NE	N	-	-	-	-	-	-	-	-	-
ROOSEVELT	PINE	SW	Y	N	Y	G	G	N	Y	Y	N	Y

**City of Coalinga
Curb Ramp Locations
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Exhibit B

Intersection			Ramp Y / N	Com- ply Y / N	48" min. width Y / N	Slope exceeds 8.33% G / %	Flared side slope less than 10% G / %	Level Land- ings G / N / %	Smooth trans- itions Y / N	12" Grove border Y / N	Trun- cated domes Y / N	Cross slope less than 2% Y / N
Street 1	Street 2	Cor.										
ROOSEVELT	PINE	SE	Y	N	Y	G	G	N	Y	Y	N	Y
ROOSEVELT	THOMPSON	SW	N	-	-	-	-	-	-	-	-	-
ROOSEVELT	THOMPSON	SE	N	-	-	-	-	-	-	-	-	-
SAC.	BAKER	NE	N	-	-	-	-	-	-	-	-	-
SAC.	BAKER	NW	Y	N	Y	G	11.00%	N	N	Y	N	Y
SACRAMENTO	COALINGA	NW	Y	N	Y	10.00%	G	N	N	N	N	Y
SACRAMENTO	COALINGA	SW	Y	N	Y	9.50%	G	N	N	N	N	Y
SACRAMENTO	FORREST	NE	Y	N	N	G	G	G	N	Y	N	Y
SACRAMENTO	FORREST	SE	Y	N	Y	G	G	G	N	Y	N	Y
SACRAMENTO	JOAQUIN	NE	Y	N	Y	10.80%	G	N	N	N	N	Y
SACRAMENTO	JOAQUIN	SE	Y	N	Y	10.60%	G	N	N	N	N	Y
SACRAMENTO	LOUISIANNA	NW	N	-	-	-	-	-	-	-	-	-
SACRAMENTO	LOUISIANNA	NE	Y	N	Y	10.00%	11.60%	G	Y	Y	Y	Y
SACRAMENTO	WARTHAN	NW	N	-	-	-	-	-	-	-	-	-
SALTBRUSH	BUCKEYE SPRINGS	SE	Y	N	Y	G	G	N	N	Y	N	Y
SALTBRUSH	COYOTE SPRINGS	NW	Y	N	Y	G	G	N	N	Y	N	Y
SALTBRUSH	COYOTE SPRINGS	NE	Y	N	Y	G	G	N	N	Y	N	Y
SALTBRUSH	LONGHOLLOW	SW	Y	N	Y	G	G	N	N	Y	N	Y
SAN GABRIEL	SAN PABLO	SW	Y	N	Y	G	G	G	Y	Y	N	Y
SAN GABRIEL	SAN PABLO	SE	Y	Y	Y	G	G	G	Y	Y	Y	Y
SAN GABRIEL	SIERRA VISTA	NE	Y	N	Y	G	G	G	Y	Y	N	Y
SAN GABRIEL	SIERRA VISTA	SE	Y	N	Y	G	G	G	Y	Y	N	Y
SAN MADELE	BUENA VISTA	NE	Y	N	Y	G	G	N	N	Y	N	Y

City of Coalinga Curb Ramp Locations Data Base

Exhibit B

Intersection			Ramp Y / N	Com- ply Y / N	48" min. width Y / N	Slope exceeds 8.33% G / %	Flared side slope less than 10% G / %	Level Land- ings G / N / %	Smooth trans- itions Y / N	12" Grove border Y / N	Trun- cated domes Y / N	Cross slope less than 2% Y / N
Street 1	Street 2	Cor.										
SAN MADELE	BUENA VISTA	SE	Y	N	Y	10.90%	G	N	N	Y	N	Y
SAN MADELE	LA CUESTA	SW	Y	N	Y	G	G	N	N	Y	N	Y
SAN MADELE	LA CUESTA	SE	Y	N	Y	9.30%	10.50%	G	N	Y	N	Y
SAN MADELE	MALIBU	NW	Y	N	Y	G	G	G	N	Y	N	Y
SAN MADELE	MALIBU	SW	Y	N	Y	G	G	N	N	Y	N	Y
SAN MADELE	MALIBU	NE	Y	N	Y	G	G	G	N	Y	N	Y
SAN MADELE	MALIBU	SE	Y	N	N	G	G	G	N	Y	N	Y
SAN MADELE	POSA CHANET	NW	Y	N	Y	G	G	N	N	Y	N	Y
SAN MADELE	POSA CHANET	SW	Y	N	Y	G	G	N	N	Y	N	Y
SAN MADELE	SAN BENITO	NW	Y	N	Y	10.20%	G	G	N	Y	N	Y
SAN MADELE	VIA ROBLES	NE	Y	N	Y	G	G	N	N	Y	N	Y
SAN RAMON	HACIENDA	NE	Y	N	Y	G	G	G	N	Y	N	Y
SAN RAMON	HACIENDA	SE	Y	Y	Y	G	G	G	Y	Y	Y	Y
SAN SIMEON	BUENA VISTA	NW	Y	N	Y	12.10%	11.20%	N	N	Y	N	Y
SAN SIMEON	BUENA VISTA	SW	Y	N	Y	10.00%	G	N	N	Y	N	Y
SAN SIMEON	BUENA VISTA	SE	Y	N	Y	11.60%	11.60%	N	N	Y	N	Y
SAN SIMEON	HACIENDA	NW	Y	N	Y	G	G	N	N	Y	N	Y
SAN SIMEON	HACIENDA	NE	Y	N	Y	G	G	N	N	Y	N	Y
SAN SIMEON	POSA CHANET	NE	Y	N	Y	13.00%	10.00%	N	N	Y	N	Y
SAN SIMEON	POSA CHANET	SE	Y	N	Y	12.70%	G	N	N	Y	N	Y
SAN SIMEON	VIA ROBLES	NE	Y	N	Y	G	G	G	N	Y	N	Y
SAN SIMEON	VIA ROBLES	SE	Y	N	Y	G	G	G	N	Y	N	Y
SANDAL WOOD	JUNIPER RIDGE	NW	Y	N	Y	G	G	G	N	Y	N	Y

City of Coalinga
Curb Ramp Locations
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Exhibit B

Intersection			Ramp Y / N	Com- ply Y / N	48" min. width Y / N	Slope exceeds 8.33% G / %	Flared side slope less than 10% G / %	Level Land- ings G / N / %	Smooth trans- itions Y / N	12" Grove border Y / N	Trun- cated domes Y / N	Cross slope less than 2% Y / N
Street 1	Street 2	Cor.										
SANDAL WOOD	JUNIPER RIDGE	SW	Y	N	Y	G	G	G	N	Y	N	Y
SANDAL WOOD	LONGHOLLOW	NW	Y	N	Y	G	G	G	N	Y	N	Y
SANDAL WOOD	LONGHOLLOW	SW	Y	N	Y	G	G	G	N	Y	N	Y
SANDAL WOOD	LONGHOLLOW	NE	Y	N	Y	G	G	G	N	Y	N	Y
SANDAL WOOD	LONGHOLLOW	SE	Y	N	Y	G	G	G	N	Y	N	Y
SANDAL WOOD	SADDLEBACK	SW	Y	N	Y	G	G	G	N	Y	N	Y
SANDAL WOOD	SADDLEBACK	SE	Y	N	Y	G	G	G	N	Y	N	Y
SECOND	DURIAN	E	N	-	-	-	-	-	-	-	-	-
SECOND	DURIAN	S	N	-	-	-	-	-	-	-	-	-
SECOND	DURIAN	N	Y	N	Y	11.40%	21.00%	G	N	N	N	Y
SECOND	DURIAN	W	Y	N	Y	G	G	4.00%	N	Y	N	Y
SECOND	ELM	E	Y	N	Y	10.00%	13.00%	G	Y	Y	N	Y
SECOND	ELM	S	Y	N	Y	10.00%	G	N	Y	Y	N	Y
SECOND	ELM	W	Y	N	Y	9.50%	G	N	Y	Y	N	Y
SECOND	ELM	N	Y	Y	Y	G	G	G	Y	Y	Y	Y
SECOND	FORREST	W	N	-	-	-	-	-	-	-	-	-
SECOND	FORREST	N	Y	N	Y	G	G	G	N	N	N	Y
SECOND	FORREST COURT	E	Y	N	Y	G	G	G	N	Y	N	Y
SECOND	GLENN	E	N	-	-	-	-	-	-	-	-	-
SECOND	GLENN	S	N	-	-	-	-	-	-	-	-	-
SECOND	GLENN	N	Y	N	Y	G	G	N	N	Y	N	Y
SECOND	GLENN	W	Y	N	Y	9.50%	12.00%	N	N	Y	N	Y
SECOND	HAYES	W	N	-	-	-	-	-	-	-	-	-

City of Coalinga Curb Ramp Locations Data Base

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Street 1	Street 2	Cor.										
SEVENTH	DURIAN	N	Y	N	Y	9.30%	12.60%	N	N	Y	N	Y
SEVENTH	DURIAN	E	Y	N	Y	G	13.70%	N	N	Y	N	Y
SEVENTH	DURIAN	S	Y	N	Y	9.00%	13.00%	N	Y	Y	N	Y
SEVENTH	DURIAN	W	Y	N	Y	G	13.50%	N	Y	Y	N	Y
SEVENTH	ELM	N	Y	Y	Y	G	G	G	Y	Y	Y	Y
SEVENTH	ELM	E	Y	Y	Y	G	G	G	Y	Y	Y	Y
SEVENTH	ELM	S	Y	Y	Y	G	G	G	Y	Y	Y	Y
SEVENTH	ELM	W	Y	Y	Y	G	G	G	Y	Y	Y	Y
SEVENTH	FORREST	N	Y	N	Y	G	G	5.00%	N	N	N	Y
SEVENTH	FORREST	W	Y	N	Y	9.00%	G	5.50%	N	N	N	Y
SEVENTH	SUNSET	SE	N	-	-	-	-	-	-	-	-	-
SEVENTH	SUNSET	NE	Y	N	Y	10.00%	12.50%	Y	Y	Y	N	Y
SHIRAZ	BARBERA	SW	N	-	-	-	-	-	-	-	-	-
SHIRAZ	BARBERA	SE	N	-	-	-	-	-	-	-	-	-
SHIRAZ	MERLOT (N)	NW	N	-	-	-	-	-	-	-	-	-
SHIRAZ	MERLOT (N)	SW	N	-	-	-	-	-	-	-	-	-
SIXTH	CEDAR	N	Y	N	Y	10.50%	12.00%	4.00%	Y	Y	N	Y
SIXTH	CEDAR	E	Y	N	Y	12.00%	G	N	Y	Y	N	Y
SIXTH	CEDAR	S	Y	N	Y	13.00%	G	G	Y	Y	N	Y
SIXTH	CEDAR	W	Y	N	Y	9.50%	G	N	Y	Y	N	Y
SIXTH	DURIAN	W	N	-	-	-	-	-	-	-	-	-
SIXTH	DURIAN	E(S)	Y	N	Y	9.00%	10.50%	G	N	N	N	Y
SIXTH	DURIAN	S	Y	N	Y	10.00%	14.00%	Y	N	N	N	Y

**City of Coalinga
Curb Ramp Locations
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Exhibit B

Intersection			Ramp Y / N	Com- ply Y / N	48" min. width Y / N	Slope exceeds 8.33% G / %	Flared side slope less than 10% G / %	Level Land- ings G / N / %	Smooth trans- itions Y / N	12" Grove border Y / N	Trun- cated domes Y / N	Cross slope less than 2% Y / N
Street 1	Street 2	Cor.										
SIXTH	DURIAN	E(N)	Y	N	Y	10.00%	12.00%	G	N	N	N	Y
SIXTH	DURIAN	N	Y	Y	Y	G	G	G	Y	Y	Y	Y
SIXTH	ELM	N	Y	Y	Y	G	G	G	Y	Y	Y	Y
SIXTH	ELM	E	Y	Y	Y	G	G	G	Y	Y	Y	Y
SIXTH	ELM	S	Y	Y	Y	G	G	G	Y	Y	Y	Y
SIXTH	ELM	W	Y	Y	Y	G	G	G	Y	Y	Y	Y
SIXTH	FORREST	N	Y	N	Y	G	G	G	Y	Y	N	Y
SIXTH	FORREST	E	Y	N	Y	G	11.00%	N	N	Y	N	Y
SIXTH	FORREST	W	Y	N	Y	G	12.00%	G	N	Y	N	Y
SIXTH	FORREST	S	Y	Y	Y	G	G	G	Y	Y	Y	Y
SIXTH	GLENN	S	N	-	-	-	-	-	-	-	-	-
SIXTH	GLENN	N	Y	N	Y	10.00%	11.00%	N	N	Y	N	Y
SIXTH	GLENN	E	Y	N	Y	9.00%	G	N	N	Y	N	Y
SIXTH	GLENN	W	Y	N	Y	10.50%	G	N	N	N	N	Y
SIXTH	SUNSET	NE	N	-	-	-	-	-	-	-	-	-
SIXTH	SUNSET	SE	N	-	-	-	-	-	-	-	-	-
STANFORD	COALINGA	NW	N	-	-	-	-	-	-	-	-	-
STANFORD	COALINGA	SW	N	-	-	-	-	-	-	-	-	-
STANFORD	COALINGA	NE	N	-	-	-	-	-	-	-	-	-
STANFORD	COALINGA	SE	N	-	-	-	-	-	-	-	-	-
STANFORD	JOAQUIN	NE	N	-	-	-	-	-	-	-	-	-
STANFORD	JOAQUIN	SE	N	-	-	-	-	-	-	-	-	-
STANFORD	NEVADA	NW	N	-	-	-	-	-	-	-	-	-

City of Coalinga Curb Ramp Locations Data Base

Exhibit B

Intersection			Ramp Y / N	Com- ply Y / N	48" min. width Y / N	Slope exceeds 8.33% G / %	Flared side slope less than 10% G / %	Level Land- ings G / N / %	Smooth trans- itions Y / N	12" Grove border Y / N	Trun- cated domes Y / N	Cross slope less than 2% Y / N
Street 1	Street 2	Cor.										
SUNFLOWER	MEADOW	NE	Y	N	Y	10.00%	G	N	N	Y	N	Y
SUNFLOWER	MEADOW	SE	Y	N	Y	13.00%	14.40%	N	N	Y	N	Y
SUNFLOWER	SPRINGBROOK	NE	Y	N	Y	12.40%	16.60%	N	N	Y	N	Y
SUNFLOWER	SPRINGBROOK	NW	Y	N	Y	13.00%	G	N	N	Y	N	Y
SUNSET	BIRCH	SE	N	-	-	-	-	-	-	-	-	-
SUNSET	BIRCH	NE	Y	N	Y	G	G	N	N	Y	N	Y
SUNSET	CEDAR	NE	N	-	-	-	-	-	-	-	-	-
SUNSET	CEDAR	SE	N	-	-	-	-	-	-	-	-	-
SUNSET	CORNELL	NE	Y	N	Y	G	G	G	N	Y	N	Y
SUNSET	DURIAN	NE	N	-	-	-	-	-	-	-	-	-
SUNSET	DURIAN	SE	N	-	-	-	-	-	-	-	-	-
SUNSET	H.S. 5	NE	Y	N	Y	G	G	G	N	Y	N	Y
SUNSET	H.S. 6	SE	Y	N	Y	G	G	G	N	Y	N	Y
THIRD	CEDAR	N	Y	N	Y	11.00%	G	5.00%	N	Y	N	Y
THIRD	CEDAR	E	Y	N	Y	12.00%	G	5.00%	N	Y	N	Y
THIRD	CEDAR	S	Y	N	Y	G	G	N	N	Y	N	Y
THIRD	CEDAR	W	Y	N	Y	10.20%	G	N	N	Y	N	
THIRD	DURIAN	N	N	-	-	-	-	-	-	-	-	-
THIRD	DURIAN	E	N	-	-	-	-	-	-	-	-	-
THIRD	DURIAN	S	N	-	-	-	-	-	-	-	-	-
THIRD	DURIAN	W	N	-	-	-	-	-	-	-	-	-
THIRD	ELM	E	Y	N	Y	12.00%	10.00%	N	N	Y	N	Y
THIRD	ELM	N	Y	Y	Y	G	G	G	Y	Y	Y	Y

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Street 1	Street 2	Cor.										
THIRD	ELM	S	Y	Y	Y	G	G	G	Y	Y	Y	Y
THIRD	ELM	W	Y	Y	Y	G	G	G	Y	Y	Y	Y
THIRD	FORREST	N	N	-	-	-	-	-	-	-	-	-
THIRD	FORREST	E	Y	N	Y	12.00%	G	N	N	Y	N	Y
THIRD	FORREST	S	Y	N	Y	11.50%	G	3.00%	N	Y	N	Y
THIRD	FORREST	W	Y	N	Y	10.00%	13.00%	7.00%	N	Y	N	Y
THIRD	GLENN	E	N	-	-	-	-	-	-	-	-	-
THIRD	GLENN	S	N	-	-	-	-	-	-	-	-	-
THIRD	GLENN	N	Y	N	Y	12.00%	12.00%	N	N	Y	N	Y
THIRD	GLENN	W	Y	N	Y	10.50%	15.00%	N	N	Y	N	Y
THIRD	HAWTHORNE	E	N	-	-	-	-	-	-	-	-	-
THIRD	HAWTHORNE	S	N	-	-	-	-	-	-	-	-	-
THIRD	HAWTHORNE	N	Y	N	Y	G	G	N	N	Y	N	Y
THIRD	HAWTHORNE	W	Y	N	Y	16.30%	16.80%	N	N	Y	N	Y
THIRD	HAYES	NW	N	-	-	-	-	-	-	-	-	-
THIRD	HAYES	SW	N	-	-	-	-	-	-	-	-	-
TROTTER	MUSTANG	S	N	-	-	-	-	-	-	-	-	-
TYLER	CALIFORNIA	NW	N	-	-	-	-	-	-	-	-	-
TYLER	CALIFORNIA	SW	N	-	-	-	-	-	-	-	-	-
TYLER	CALIFORNIA	NE	N	-	-	-	-	-	-	-	-	-
TYLER	CALIFORNIA	SE	N	-	-	-	-	-	-	-	-	-
TYLER	COALINGA	NE	Y	N	Y	G	G	N	N	Y	N	Y
TYLER	COALINGA	SE	Y	N	Y	G	G	N	N	Y	N	Y

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Street 1	Street 2	Cor.										
TYLER	FRESNO	NW	N	-	-	-	-	-	-	-	-	-
TYLER	FRESNO	SW	N	-	-	-	-	-	-	-	-	-
TYLER	FRESNO	NE	N	-	-	-	-	-	-	-	-	-
TYLER	FRESNO	SE	N	-	-	-	-	-	-	-	-	-
TYLER	HILL VIEW	NE	Y	N	Y	G	G	Y	N	Y	N	Y
TYLER	HILL VIEW	SE	Y	N	Y	G	G	Y	N	Y	N	Y
TYLER	KECK	NW	Y	N	Y	G	G	G	N	Y	Y	N
TYLER	KECK	SW	Y	N	Y	G	G	G	N	Y	Y	N
TYLER	MONTEREY	NW	Y	N	Y	G	G	Y	N	Y	N	Y
TYLER	MONTEREY	SW	Y	N	Y	G	G	Y	N	Y	N	Y
TYLER	MONTEREY	NE	Y	N	Y	G	G	Y	N	Y	N	Y
TYLER	MONTEREY	SE	Y	N	Y	G	G	G	N	Y	Y	N
TYLER	SUNSET	NW	N	-	-	-	-	-	-	-	-	-
TYLER	SUNSET	SW	N	-	-	-	-	-	-	-	-	-
UNIVERSITY	CALIFORNIA	SE	Y	N	N	20.90%	G	G	N	N	N	Y
UNIVERSITY	CALIFORNIA	NW	Y	N	Y	G	G	N	N	Y	N	Y
UNIVERSITY	CALIFORNIA	SW	Y	N	Y	G	G	N	N	Y	N	Y
UNIVERSITY	COALINGA	NE	Y	N	Y	G	G	G	N	Y	Y	Y
UNIVERSITY	COALINGA	NW	Y	Y	Y	G	G	G	Y	Y	Y	Y
UNIVERSITY	COALINGA	SW	Y	Y	Y	G	G	G	Y	Y	Y	Y
UNIVERSITY	COALINGA	SE	Y	Y	Y	G	G	G	Y	Y	Y	Y
UNIVERSITY	FRESNO	NW	N	-	-	-	-	-	-	-	-	-
UNIVERSITY	FRESNO	SW	N	-	-	-	-	-	-	-	-	-

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Street 1	Street 2	Cor.										
UNIVERSITY	FRESNO	NE	N	-	-	-	-	-	-	-	-	-
UNIVERSITY	FRESNO	SE	N	-	-	-	-	-	-	-	-	-
UNIVERSITY	JOAQUIN	NE	N	-	-	-	-	-	-	-	-	-
UNIVERSITY	JOAQUIN	SE	N	-	-	-	-	-	-	-	-	-
UNIVERSITY	MURIETTA	NW	N	-	-	-	-	-	-	-	-	-
UNIVERSITY	MURIETTA	SW	N	-	-	-	-	-	-	-	-	-
UNIVERSITY	MURIETTA	NE	N	-	-	-	-	-	-	-	-	-
UNIVERSITY	MURIETTA	SE	N	-	-	-	-	-	-	-	-	-
VALLEY	ALFRED	NW	Y	Y	Y	G	G	G	Y	Y	Y	Y
VALLEY	ALFRED	SW	Y	N	Y	G	G	N	Y	Y	Y	Y
VALLEY	ALFRED	NE	Y	Y	Y	G	G	G	Y	Y	Y	Y
VALLEY	ALFRED	SE	Y	Y	Y	G	G	G	Y	Y	Y	Y
VALLEY	BARKER	NW	Y	Y	Y	G	G	G	Y	Y	Y	Y
VALLEY	BARKER	SW	Y	Y	Y	G	G	G	Y	Y	Y	Y
VALLEY	BARKER	NE	Y	Y	Y	G	G	G	Y	Y	Y	Y
VALLEY	BARKER	SE	Y	Y	Y	G	G	G	Y	Y	Y	Y
VALLEY	DOROTHY	NW	N	-	-	-	-	-	-	-	-	-
VALLEY	DOROTHY	NE	N	-	-	-	-	-	-	-	-	-
VALLEY	GARFIELD	NW	N	-	-	-	-	-	-	-	-	-
VALLEY	GARFIELD	SW	Y	N	Y	9.00%	G	10.00%	Y	Y	N	Y
VALLEY	GARFIELD	NE	Y	N	Y	10.00%	G	N	N	Y	N	Y
VALLEY	GARFIELD	SE	Y	N	Y	G	G	N	Y	Y	N	Y
VALLEY	HACHMAN	SE	Y	N	Y	10.00%	G	N	N	Y	N	Y

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Street 1	Street 2	Cor.										
VALLEY	HACHMAN	NW	Y	Y	Y	G	G	G	Y	Y	Y	Y
VALLEY	HACHMAN	SW	Y	Y	Y	G	G	G	Y	Y	Y	Y
VALLEY	HACHMAN	NE	Y	Y	Y	G	G	G	Y	Y	Y	Y
VALLEY	LOUISIANA	NE	Y	Y	Y	G	G	G	Y	Y	Y	Y
VALLEY	LOUISIANA	SE	Y	Y	Y	G	G	G	Y	Y	Y	Y
VALLEY	THOMPSON	NW	Y	N	Y	G	G	G	Y	Y	M	Y
VALLEY	THOMPSON	SW	Y	N	Y	10.20%	G	N	Y	Y	N	Y
VALLEY	WARTHAN	NW	Y	Y	Y	G	G	G	Y	Y	Y	Y
VALLEY	WARTHAN	SW	Y	Y	Y	G	G	G	Y	Y	Y	Y
VALLEY	WARTHAN	NE	Y	Y	Y	G	G	G	Y	Y	Y	Y
VALLEY	WARTHAN	SE	Y	Y	Y	G	G	G	Y	Y	Y	Y
VAN NESS	BIRCH	SW	Y	N	Y	G	G	3.00%	N	Y	N	Y
VAN NESS	BUCHANAN	NW	Y	N	Y	12.00%	16.40%	N	N	N	N	Y
VAN NESS	BUCHANAN	NE	Y	N	Y	12.40%	14.60%	N	N	N	N	Y
VAN NESS	CEDAR	SW	Y	N	Y	10.00%	11.00%	N	N	Y	N	Y
VAN NESS	CEDAR	SE	Y	N	Y	12.00%	15.10%	3.00%	N	Y	N	Y
VAN NESS	ELM	NW	N	-	-	-	-	-	-	-	-	-
VAN NESS	ELM	NE	N	-	-	-	-	-	-	-	-	-
VAN NESS	ELM	SW	Y	Y	Y	G	G	G	Y	Y	Y	Y
VAN NESS	FILLMORE	NW	Y	N	Y	11.20%	11.80%	3.40%	N	Y	N	Y
VAN NESS	FILLMORE	NE	Y	N	Y	11.80%	10.50%	G	N	Y	N	Y
VAN NESS	FORREST	SW	N	-	-	-	-	-	-	-	-	-
VAN NESS	LINCOLN	NW	Y	N	Y	15.50%	15.30%	N	N	Y	N	Y

**City of Coalinga
Curb Ramp Locations
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Street 1	Street 2	Cor.										
VAN NESS	LINCOLN	NE	Y	N	Y	G	11.40%	N	N	N	N	Y
VAN NESS	PIERCE	NW	Y	N	Y	11.90%	G	G	N	Y	N	Y
VAN NESS	PIERCE	NE	Y	N	Y	14.80%	14.70%	4.70%	N	Y	N	Y
VAN NESS	SECOND	SW	N	-	-	-	-	-	-	-	-	-
VAN NESS	SECOND	SE	N	-	-	-	-	-	-	-	-	-
VAN NESS	SUNSET	SW	N	-	-	-	-	-	-	-	-	-
VAN NESS	SUNSET	NW	Y	N	Y	G	G	G	N	Y	N	Y
VAN NESS	SUNSET	NE	Y	N	Y	G	G	G	N	Y	N	Y
VAN NESS	SUNSET	SE	Y	N	Y	12.50%	12.50%	N	N	Y	N	Y
VAN NESS	THIRD	SE	Y	N	Y	G	G	G	N	Y	N	Y
VAN NESS	TRUMAN	NW	N	-	-	-	-	-	-	-	-	-
VAN NESS	DURIAN	SW	Y	N	Y	12.00%	12.30%	G	N	N	N	Y
VAN NESS	DURIAN	SE	Y	N	Y	14.00%	15.80%	N	N	N	N	Y
VAN NESS	HS 1		N	-	-	-	-	-	-	-	-	-
VAN NESS	THIRD	S	Y	N	Y	20.00%	17.70%	G	N	Y	N	Y
VAN NESS	THIRD	NE	Y	N	Y	G	G	G	N	Y	N	Y
WALKER	HALIBURTON	N	Y	N	Y	G	G	G	Y	Y	N	Y
WALKER	HALIBURTON	W	Y	N	Y	G	G	G	Y	Y	N	Y
WALKER	HAZELHURST	E	Y	N	Y	G	G	G	N	Y	N	Y
WALKER	HAZELHURST	S	Y	N	Y	G	G	G	Y	Y	N	Y
WALNUT	ACEBEDO	SW	Y	N	Y	G	G	G	N	Y	N	Y
WALNUT	ELM	NE	Y	N	Y	G	G	G	N	N	N	Y
WALNUT	ELM	SE	Y	N	Y	G	12.30%	G	N	N	N	Y

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Street 1	Street 2	Cor.										
WALNUT	ELM	SW	Y	Y	Y	G	G	G	Y	Y	Y	Y
WALNUT	FOLSOM	NW	N	-	-	-	-	-	-	-	-	-
WALNUT	FOLSOM	NE	Y	N	Y	G	G	N	N	Y	N	Y
WALNUT	MAPLE	NE	N	-	-	-	-	-	-	-	-	-
WALNUT	MAPLE	NW	Y	N	Y	12.30%	16.00%	N	N	Y	N	Y
WALNUT	MAPLE	SW	Y	N	Y	10.00%	12.00%	N	N	Y	N	Y
WALNUT	MAPLE	SE	Y	N	Y	10.50%	G	N	Y	Y	N	Y
WASHINGTON	CALIFORNIA	NW	Y	N	Y	15.00%	15.00%	N	N	Y	N	Y
WASHINGTON	CALIFORNIA	SW	Y	N	Y	G	G	5.00%	N	N	N	Y
WASHINGTON	CALIFORNIA	NE	Y	N	Y	13.90%	13.90%	G	N	Y	N	Y
WASHINGTON	CALIFORNIA	SE	Y	N	Y	G	17.00%	7.00%	N	N	N	Y
WASHINGTON	COALINGA	SW	Y	N	Y	12.00%	G	G	N	Y	N	Y
WASHINGTON	COALINGA	SE	Y	N	Y	13.40%	G	N	N	Y	N	Y
WASHINGTON	COALINGA	NW	Y	Y	Y	G	G	G	Y	Y	Y	Y
WASHINGTON	COALINGA	NE	Y	Y	Y	G	G	G	Y	Y	Y	Y
WASHINGTON	FRESNO	NW	Y	N	Y	G	G	N	N	Y	N	Y
WASHINGTON	FRESNO	SW	Y	N	Y	13.00%	14.00%	N	N	Y	N	Y
WASHINGTON	FRESNO	NE	Y	N	Y	10.00%	G	5.00%	N	Y	N	Y
WASHINGTON	FRESNO	SE	Y	N	Y	12.00%	G	N	N	Y	N	Y
WASHINGTON	JOAQUIN	NW	N	-	-	-	-	-	-	-	-	-
WASHINGTON	JOAQUIN	SW	Y	N	Y	9.00%	G	N	N	Y	N	Y
WASHINGTON	JOAQUIN	NE	Y	N	Y	9.20%	G	N	N	Y	N	Y
WASHINGTON	JOAQUIN	SE	Y	N	Y	11.90%	9.50%	N	N	Y	N	Y

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Street 1	Street 2	Cor.										
WASHINGTON	MONTEREY	NE	N	-	-	-	-	-	-	-	-	-
WASHINGTON	MONTEREY	SE	Y	N	Y	10.40%	G	N	N	Y	N	Y
WASHINGTON	MOUNTAIN VIEW	NW	Y	N	Y	11.40%	G	N	N	Y	N	Y
WASHINGTON	MOUNTAIN VIEW	NE	Y	N	Y	15.00%	18.00%	N	N	Y	N	Y
WASHINGTON	MURIETTA	NW	Y	N	Y	13.50%	12.30%	N	N	Y	N	Y
WASHINGTON	MURIETTA	NE	Y	N	Y	12.10%	10.70%	N	N	Y	N	Y
WASHINGTON	PRINCETON	SW	Y	N	Y	13.70%	10.90%	N	N	Y	N	Y
WASHINGTON	PRINCETON	SE	Y	N	Y	14.30%	11.20%	N	N	Y	N	Y
WASHINGTON	SUNSET	SW	Y	N	Y	G	G	4.00%	N	N	N	Y
WASHINGTON	SUNSET	SE	Y	N	Y	12.00%	13.70%	N	N	N	N	Y
WASHINGTON	SUNSET	NW	Y	N	Y	11.40%	G	G	N	N	N	Y
WILLOW SPRINGS (E)	COYOTE SPRINGS	SW	Y	N	Y	G	G	N	N	Y	N	Y
WILLOW SPRINGS (E)	COYOTE SPRINGS	SE	Y	N	Y	G	G	N	N	Y	N	Y
WILLOW SPRINGS (E)	JUNIPER RIDGE	NW	N	-	-	-	-	-	-	-	-	-
WILLOW SPRINGS (E)	JUNIPER RIDGE	SW	Y	Y	Y	G	G	G	Y	Y	Y	Y
WILLOW SPRINGS (E)	WILLOW SPRINGS (N)	NE	Y	N	Y	G	G	N	N	Y	N	Y
YALE	CALIFORNIA	NE	Y	N	Y	14.50%	G	N	N	Y	N	Y
YALE	CALIFORNIA	NW	Y	N	Y	12.00%	14.00%	N	N	Y	N	Y
YALE	CALIFORNIA	SW	Y	N	Y	11.90%	13.00%	N	N	Y	N	Y
YALE	COALINGA	NW	Y	Y	Y	G	G	G	Y	Y	Y	Y
YALE	COALINGA	SW	Y	Y	Y	G	G	G	Y	Y	Y	Y
YALE	COALINGA	NE	Y	Y	Y	G	G	G	Y	Y	Y	Y
YALE	COALINGA	SE	Y	Y	Y	G	G	G	Y	Y	Y	Y

City of Coalinga

Curb Ramp Locations

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Street 1	Street 2	Cor.										
YALE	FRESNO	NW	Y	N	Y	9.80%	G	N	N	Y	N	Y
YALE	FRESNO	SW	Y	N	Y	G	G	N	N	Y	N	Y
YALE	FRESNO	NE	Y	N	Y	10.00%	G	N	N	Y	N	Y
YALE	FRESNO	SE	Y	N	Y	9.60%	G	N	N	Y	N	Y
YALE	JOAQUIN	NE	N	-	-	-	-	-	-	-	-	-
YALE	JOAQUIN	SE	N	-	-	-	-	-	-	-	-	-
YALE	MURIETTA	NW	N	-	-	-	-	-	-	-	-	-
YALE	MURIETTA	SW	N	-	-	-	-	-	-	-	-	-
YALE	MURIETTA	NE	N	-	-	-	-	-	-	-	-	-
YALE	MURIETTA	SE	N	-	-	-	-	-	-	-	-	-