



# **CITY OF PUNTA GORDA ADA TRANSITION PLAN FINAL REPORT Harborwalk Core**

October 4, 2017

**Prepared For:**  
City of Punta Gorda  
326 West Marion Avenue  
Punta Gorda, Florida, 33950

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## 1.0 LOCATION MAP



Figure 1-1 - Location Map

### 1.1 BUILDING DESCRIPTION

As shown in Figure 1-1, Harborwalk Core is a 0.6 mile, paved, multiuse trail that overlooks the Peace River. This portion of the pathway begins at PG Waterfront Hotel and ends at Laishley Park, in downtown Punta Gorda.



## 2.0 PROCESS OVERVIEW

### 2.1 PUBLISHED STANDARDS

As indicated in our project proposal, the findings for each facility assessed under the project will be provided in the form of an Accessibility Assessment Report, or AAR. This AAR conforms to ASTM E2018-01 - Standard Guide for Property Assessments: Baseline Property Condition Assessment Process standards.

The AAR is intended to identify defects or deficiencies in compliance with the Americans with Disabilities Act Accessibility Guidelines (ADAAG), and Florida Accessibility Code (FAC), as well as any other code deemed applicable and to recommend necessary improvements that could improve accessibility of the assessed facilities by individuals with disabilities. Our assessment is based on spaces, areas, elements, or features that can or could be accessed by the general public. Attention to equipment or work spaces not allocated for use by individuals with disabilities has not been evaluated. Nevertheless, where work areas that may allow individuals with disabilities to be employed are identified by the facility member interviewed during the introductory stage of the assessment are identified, these areas have been assessed and any deficiencies noted are reported herein.

The date the facility was constructed or renovated is important to determine so that applicable standards can be applied during the assessment process. ADAAG became enforceable in January 1992 with a revision becoming enforceable in 2012. The FAC has had various revisions over the years. This AAR reports deficiencies according to ADAAG and FAC standards as appropriate to the condition assessed.

### 2.2 FACILITY ASSESSMENT OVERVIEW

An informal interview with our point of contact for the facility, Mitchell Austin and Cherry Prewitt, was conducted prior to performing the physical assessment of the building and surrounding elements. They provided an overview of the facility's occupancy, use, and history which established the spaces and elements frequented by the general public and which must meet the minimum accessibility requirements.

The pre-interview process is used to determine and document information relevant to each facility's use in order to determine applicable regulatory standards to apply to the assessment of the facilities. Use and occupancy information is critical in determining compliance with accessibility standards and must be established prior to the physical assessments.



### 3.0 ASSESSMENT PROCESS

An assessment of Punta Gorda's Harborwalk Core multiuse trail, for compliance with applicable accessibility standards, was conducted on June 14 and June 16, 2016. The assessment was conducted by Tindale Oliver staff, certified as Accessibility Inspectors.

The facility survey addressed each accessible element and space within and external to the building and included applicable elements such as path-of-travel (accessible route), parking, curb ramps, signage, benches, drinking fountains, ramps, and all other occupiable spaces and elements covered by the ADAAG.

The survey included physical measurements and counts for components or systems. Survey findings were collected and recorded on Tindale Oliver's custom made, Android based, ADA compliance checklist application. Photographs were taken with the tablet of each area of the facility for familiarization and later reference to illustrate deficiency findings. The digital data and photographs were then uploaded to a database on our secure servers for backup. Where appropriate, photographs have been included in this AAR to illustrate issues or deficiencies where necessary.

The facility survey consisted of non-intrusive visual observations, which allowed for a readily accessible and easily visible components and systems assessment of the facility which included measurements of space and clearance dimensions, slope, walkway widths, reach ranges, maneuverability measurements, etc.

### 4.0 FINDINGS AND DEFICIENCIES

#### 4.1 GENERAL

The use and accessibility of Harborwalk Core shared use path dictates accessible route requirements consistent with the ADAAG regulations. Because the general public does access this multi-use trail, located within the public right-of-way, and in the interest of establishing an accessibility compliance baseline condition report to the City of Punta Gorda, a full accessibility assessment was conducted. Where deficiencies in compliance with ADAAG or FAC exist, descriptions of the deficiency, regulatory requirement(s) pertinent to the deficiency, a photograph or sketch illustrating the deficient element, and recommendations for remediation of the deficiency are listed below.

A field inventory was completed on the accessible path to assess the overall condition of these features throughout Harborwalk Core, and to determine the level of accessibility and physical locations of any barriers. By conducting a condition assessment, areas where sidewalk maintenance need any necessary improvements were identified. The goal was to identify any physical barriers and provide better accessibility to residents and visitors through improved connectivity between neighborhoods, commercial corridors, and other community resources.



## 4.2 AMENITIES

### Assessments

There are various amenities located along the Harborwalk Core trail. While the majority of these amenities are accessible, a handful, as described below, have some minor accessibility issues. Additional amenities are listed in Appendix A.

- Various amenities, such as the dog station shown below, are located away from the paved trail, on a non-accessible surface.
- The garbage can, shown below, is located adjacent to a paved surface with a 5% slope.
- There is no accessible way of reaching the small beach.



Figure 4-1: Various Non-Accessible Amenities

**ADAAG 308.3** states that, “Where a clear floor space allows a parallel approach to an element, the high side reach shall be 48” maximum above the ground... An obstruction shall be permitted between the clear floor space and the element where the depth of the obstruction is 10” maximum.”

**ADAAG 903.2** states that “Clear floor or ground space shall be positioned at the end of the bench seat and parallel to the short axis of the bench.”

**PROWAG R212.6** states that “At least 50 percent, but no less than one, of benches at each location shall provide clear space adjacent to the bench. The clear space shall be located either at one end of the bench.”

**ADAAG 305.3/PROWAG R404** states that “The clear floor or ground space shall be 30 inches minimum by 48 inches minimum.”



### Recommendations

- Pave a level accessible route to the dog station so that visitors can access it via a connection from the trail.
- Adjust the location of the garbage cans to create a 30"x48" clear and level floor space adjacent to the benches.
  - Make sure the garbage can is relocated so as to be within reach range from a level section of the trail.
- Construct a ramp, so visitors in a wheelchair can access the beach.
  - While not an ideal solution, if the stairs were removed, and no one had access to the beach, then a ramp would not need to be constructed.

## 4.3 VERTICAL CLEARANCE

### Assessments

Vertical clearance is defined as the minimum unobstructed vertical passage space. Vertical clearance is often limited by obstacles such as building overhangs, tree branches, signs, and awnings. Shown below in Figure 4-2, two sections of the Harborwalk Core trail contains low hanging tree branches, with protrude and obstruct the pathway. A map of these locations is provided in Appendix A.



Figure 4-2 – Low hanging tree branches

**ADAAG** states that, “objects with leading edges more than 27 inches and not more than 80 inches above the finish floor or ground shall protrude 4 inches maximum horizontally into the circulation path.

### Recommendations

Trim and maintain the tree branches so they do not protrude more than 4” onto the path for a height of at least 80 inches. This will prevent visitors with visual impairments from not being able to detect and then make contact with the hazardous object.

## 4.4 TRIPPING HAZARD

### Assessments

Changes in level are defined as vertical height transitions between adjacent surfaces or along the surface of a path. Figure 4-3 displays three examples where the walking surface is uneven and can be a tripping hazard as well as a barrier to accessibility to a person in a wheelchair. A map of these locations is provided in Appendix A.



Figure 4-3 – Boardwalk ramps along the pathway

**ADAAG 303.2** states that, “Changes in level of  $\frac{1}{4}$ ” high maximum shall be permitted to be vertical.”

**ADAAG 303.3** states that, “Changes in level of  $\frac{1}{4}$ ” high minimum and  $\frac{1}{2}$ ” high maximum shall be beveled with a slope not steeper than 1:2.”

### Recommendations

Fill in/repave areas with missing bricks or pavement to minimize the potential tripping hazards.



## 4.5 CROSS SLOPES

### Assessments

Per **ADAAG 403.3**, the cross (perpendicular) slope of a walking surface shall not be steeper than 2%. As such, multiple points of the Harborwalk Core multiuse trail were found to have slopes in excess of this requirement, as shown in the photos below and detailed in Appendix A.

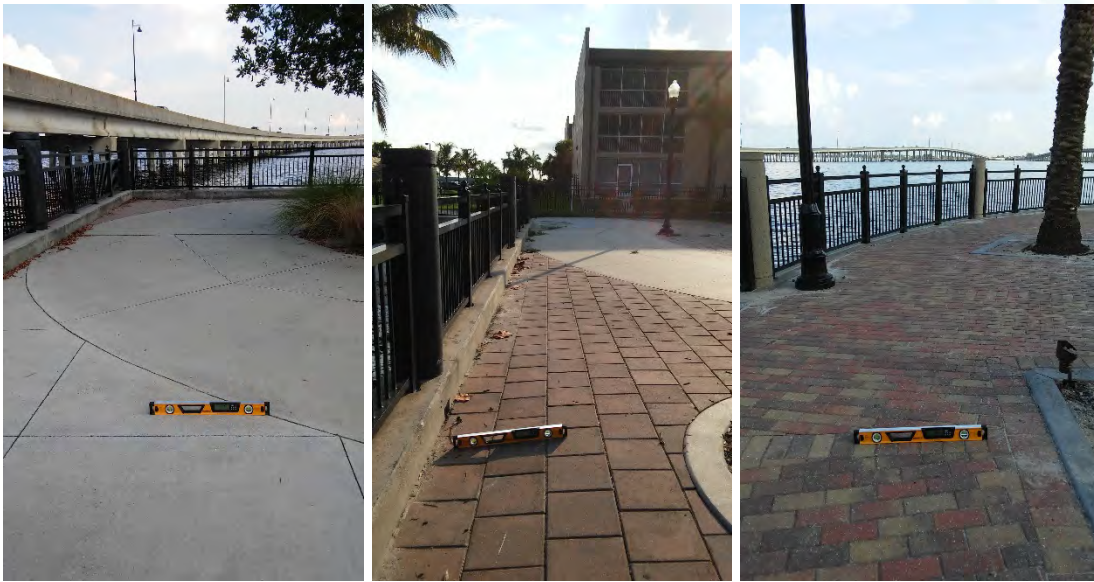


Figure 4-4 – Select locations with non-compliant cross slopes.

**403.3 Slope.** The *running slope* of walking surfaces shall not be steeper than 5%. The *cross slope* of walking surfaces shall not be steeper than 2%.

### Recommendations

The locations that have non-compliant cross slope must be resurfaced so that the cross slope does not exceed 2%, as specified in **ADAAG 403.3**.

## 4.6 RUNNING SLOPES

### Assessments

Per **ADAAG 403.3**, the running (perpendicular) slope of a walking surface shall not be steeper than 5%. If a slope exceeds 5%, it is considered a ramp, per **ADAAG 405.2**, and the running slope must not exceed 8.33%. In addition, ramps must have landings, handrails, and edge protection, per **ADAAG 405**.

As such, multiple segments of the Harborwalk Core multiuse trail were found to have slopes in excess of this requirement, as shown in the photos below and detailed in Appendix A.



Figure 4-5 – Select locations with non-compliant cross slopes.

**403.3 Slope.** The *running slope* of walking surfaces shall not be steeper than 5%. The *cross slope* of walking surfaces shall not be steeper than 2%.

**405.2 Ramp Slope.** *Ramp runs* shall have a *running slope* not steeper than 8.33%.

### Recommendations

The locations that have non-compliant running slopes must be either resurfaced/reconstructed so the running slope is no greater than 5%. Or, the ramp must be resurface/reconstructed so the running slope is no greater than 8.33% and includes the addition of handrails and landings, as specified in **ADAAG 405**.

## 5.0 IMPLEMENTATION AND FINANCIAL PLAN

In the previous sections, the improvements that are required to improve accessibility conditions the facility were identified. The next step in the process is the development of an Implementation and Financial Plan for improvements. This was undertaken through the following efforts:

- preparing cost estimates for the required improvements;
- identifying funding that is available for the improvements; and
- reviewing the specific improvements in more detail and categorizing them into two separate groups. These include:
  - quick fix improvements; and
  - improvements that require more time, effort, and/or funding.

### 5.1 DEVELOPMENT OF IMPROVEMENT COSTS

In order to develop the Implementation and Financial Plan, unit costs for each type of improvement were developed. These unit costs were based on recent experiences with other agencies and, when available, standard industry costs when local data was not available. **It is important to note that the unit costs include across-the-board assumptions that will need to be reviewed prior to the actual improvement being completed.**

Table 5-1 includes the unit costs for each type of improvement that were used to estimate the improvement costs. In addition, this table includes an estimate for the total number of items needing each type of improvement, as well as the total estimate of probable cost by improvement type.

Note that the costs included in the table below are planning level estimates, once the projects progress through design, the actual construction opinions of cost will become more refined. Also, Punta Gorda does not have the funding to go out and make all of these improvements at one time, which would offer the most economy of scale. Therefore, cost estimates are reflective of multiple smaller phases that will be more conducive to the funding available.

Again, it should be noted that the estimates are intended to reflect the order-of-magnitude costs for the City's overall facility improvement needs over the timeframe of the plan; for specific projects nearing implementation, it may be necessary for the City to conduct a more detailed cost assessment.





Improvement	Cost		Approx. Amount	Approx. Cost	Priority	Quick Fix
4.2 - Amenities						
Relocate amenities	\$100	each	6	\$600	Low	Yes
Construct a ramp to the beach	\$15,000	each	1	\$15,000	Low	No
4.3 - Vertical Clearance						
Trim/maintain foliage	\$350	each	2	\$700	Medium	Yes
4.4 - Tripping Hazard						
Repave to eliminate standing water/sand	\$1,000	each	4	\$4,000	High	No
Bevel lip in cement	\$500	each	2	\$1,000	High	Yes
Modify utility cover	\$500	each	1	\$500	High	Yes
Fill in sections missing pavers	\$250	each	4	\$1,000	High	Yes
Modify brick depression	\$1,000	each	1	\$1,000	Medium	No
Fill asphalt hole	\$500	each	1	\$500	High	Yes
4.5 - Cross Slopes						
Resurface minor cross slope issues (<3.0%)	\$1,000	each	18	\$18,000	Medium	No
Repave major cross slope issues (>=3.0% & <4.0%)	\$3,000	each	34	\$102,000	High	No
Repave extreme cross slope issues (>=4.0%)	\$5,000	each	15	\$75,000	High	No
4.6 - Running Slopes						
Resurface short/minor running slope issues	\$1,500	each	2	\$3,000	Medium	No
Repave longer/major running slope issues	\$3,000	each	3	\$9,000	High	No
Repave very long/extreme running slope issues	\$5,000	each	2	\$10,000	High	No
Add handrails adjacent to a ramp	\$7,500	each	4	\$30,000	High	No
Sub-Total Estimate				\$271,300		
Mobilization	\$30,000			\$30,000		
Signed & Sealed Plans	\$15,000			\$15,000		
Survey/Design	20%			\$54,300		
Inspection	10%			\$27,200		
Miscellaneous	15%			\$40,700		
Total Order of Magnitude Cost Estimates				\$438,500		

Table 5-1 Cost Estimate



## 5.2 DEVELOPMENT OF THE IMPLEMENTATION AND FINANCIAL PLAN

The Implementation and Financial Plan was developed to identify when the improvements should occur, based on the relative priority of the improvements and anticipated level of funding that will be available to address the improvements.

Due to the nature of the quick fix improvements, it is assumed that the majority of the identified quick fix improvements will be completed within the confines of the five-year plan, listed in the following section.

It would be ideal if Punta Gorda could take advantage of “piggy backing” needed improvements with other planned facility improvement and renovation projects. Under ideal circumstances, this would permit the City to benefit either because the project directly addresses some or all of the needed improvements, or the project allows the City to reduce its improvement costs due to the concurrent construction activities. It is not known at this time the amount of implementation costs that could potentially be saved by completing the improvements concurrent with planned projects. Therefore, potential cost savings through fund leveraging are not included in the Implementation and Financial Plan at this time. In the future, should the desire and ability to estimate the amount of costs that could be reduced through fund leveraging, the cost of the improvements for those impacted improvements may be adjusted.

To develop the plan, the prioritized list of improvements were incorporated into the Implementation and Financial Plan based on the amount of anticipated funding available each year for the improvements.

It should be stressed that the Implementation and Financial Plan will serve as a general guide for the planning of improvements and that several factors will influence the timing for implementation of specific improvements and the overall cost of the program, including:

- Opportunities for partnering with other jurisdictions or organizations on implementing improvements.
- Specific site conditions at individual locations, including landscaping, utilities, drainage, which can have a significant impact on the type of improvements required and the associated cost.
- Contracting opportunities, including awarding a unit-price contract for the implementation of improvements at multiple locations.
- Additional opportunities to relocate or consolidate individual amenities.

On an annual basis, the list of needed improvements will be reviewed against the funding that is available that year to develop a specific work program. As previously mentioned, this will involve development of more detailed cost estimates based on a review of site conditions at individual locations.



### 5.3 FUNDING PLAN FOR NEEDED IMPROVEMENTS

Table 5-1 presents an example of a phased implementation plan by listing the improvements with a proposed priority and their associated costs. It should be noted that the costs are estimates of probable cost, with the ultimate costs dependent upon how the work is undertaken, site conditions at individual locations, material and labor prices in future years, and potential right-of-way costs. The number of items that are consolidated, modified, relocated, or removed will also be an important variable, as well as amount of work that will be the responsibility of other entities.

Due to the unknown level of funding currently available for accessibility improvements, current renovation schedule, and the completion of the quick-fix improvement list, the items recommended for improvement each year of the program do not necessarily have to be the highest ranking items on the priority list. However, as the improvement program progresses, high ranking items that were not initially improved should be included in future years.

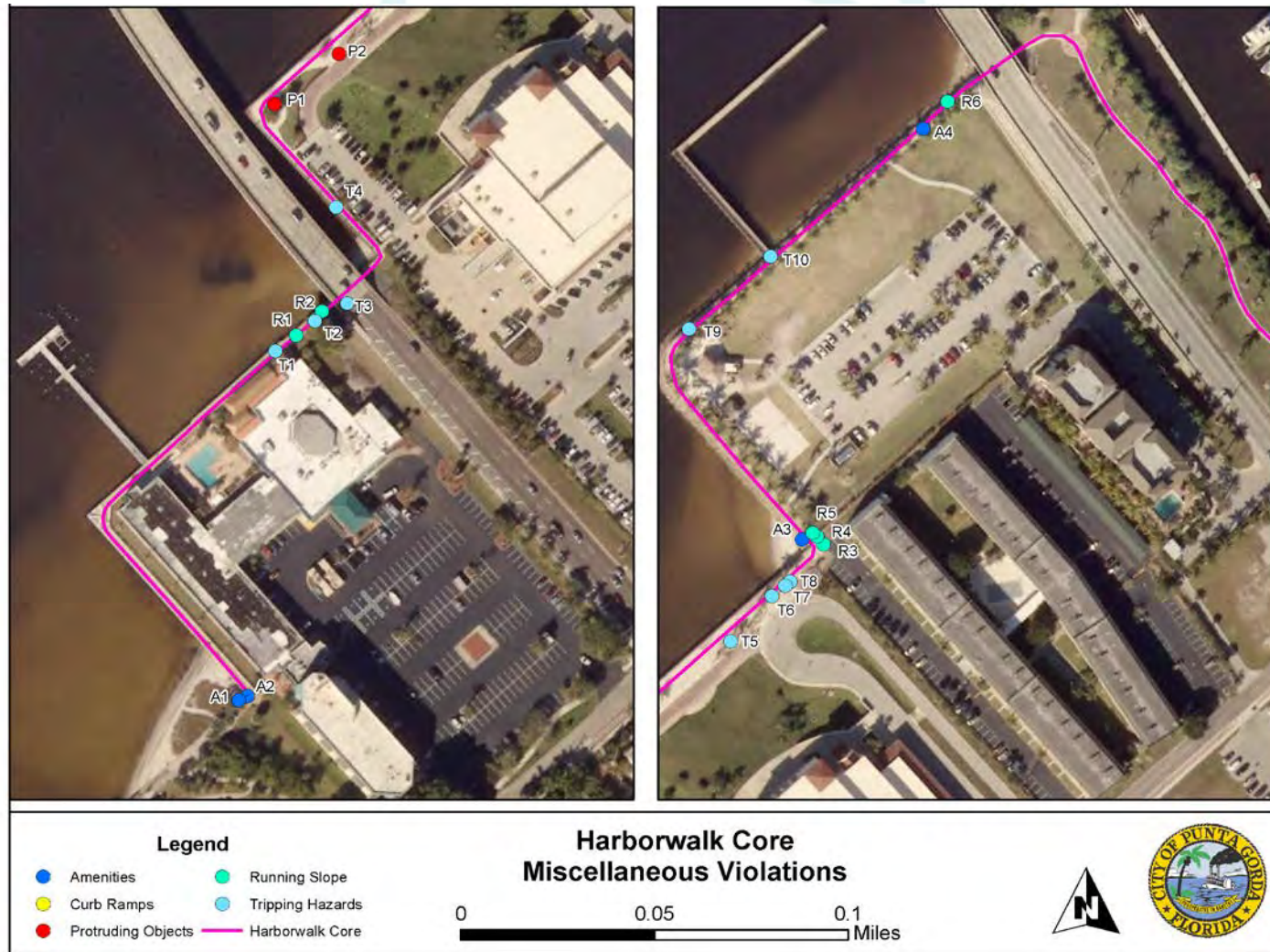
It should be noted that the phased implementation plan is just a guide. The number of items improved each year and the specific locations chosen for improvement may vary due to such factors as the actual costs of the improvement. As such, the improvements will need to be reviewed and a work program developed specifying the improvements that will be undertaken on an annual basis. The improvements would be undertaken through task orders. It is envisioned that the effort could focus on implementation of improvements within specific sections of the facility or would occur with groups of similar improvements throughout the City, both of which could enable improvements to be implemented more quickly.

It should be stressed that this plan is presented as an overall guide to the implementation of improvements. City staff will need to review the needed improvements and the available funding on an annual basis to develop the annual improvement program.





## 6.0 APPENDIX A







## HARBORWALK CORE





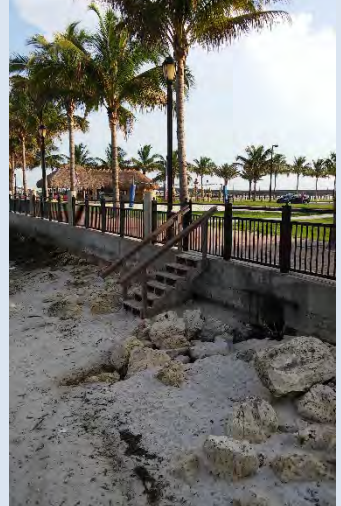








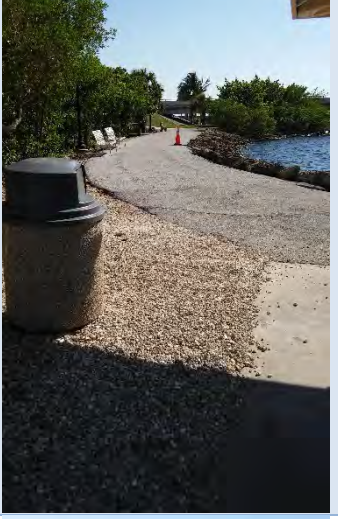


## HARBORWALK CORE





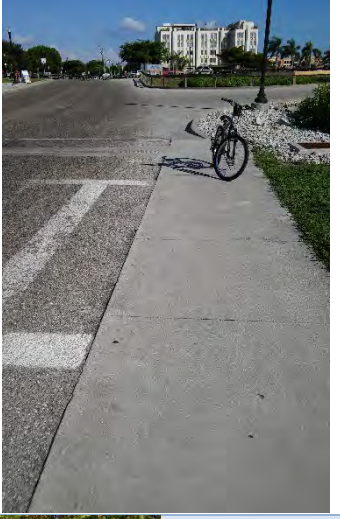






Map Item	Description & Recommendation	Photo	
<b>A1</b>	<p>The garbage can is located adjacent to a 5% slope. A user in a wheelchair will not be able to use this amenity due to the excessive slope.</p> <p>Relocate the garbage can to a location that is adjacent to a clear and level floor space.</p>		
<b>A2</b>	<p>The bench is not accessible due to it being located away from the pavement.</p> <p>Move the bench forward to be adjacent to pavement.</p>		
<b>A3</b>	<p>There is only stair access to the small beach.</p> <p>Either add a ramp to provide an accessible entrance to the beach or remove all access to the area.</p>		






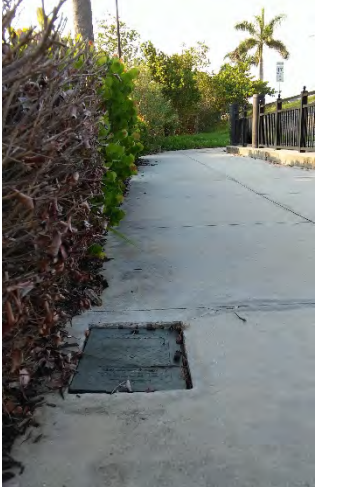
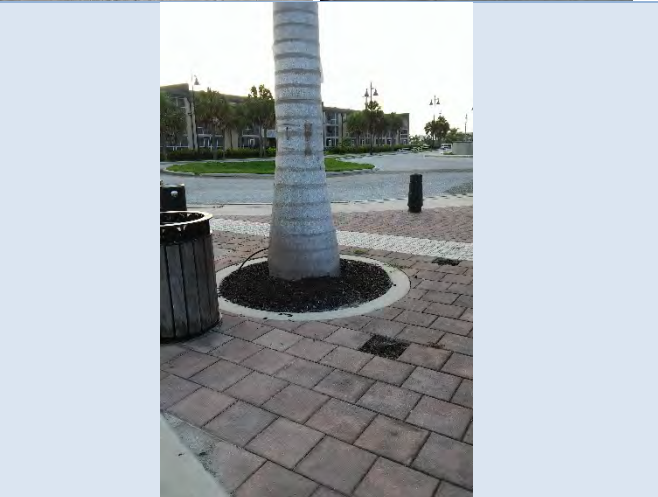
Map Item	Description & Recommendation	Photo	
<b>A4</b>	<p>There is no clear floor space on adjacent to the side of bench.</p> <p>Move bench to the right or left edge of brick to provide clear floor space for a wheelchair user.</p>		
<b>A5</b>	<p>The garbage can is not located within reach range from the paved trail.</p> <p>Move the garbage can to be within reach range of pavement (10" maximum from the pavement)</p>		
<b>A6</b>	<p>The dog station is not located within reach range from the paved trail.</p> <p>Either move the dog station to be within reach range of pavement (10" maximum horizontal from the pavement with a 48" maximum vertical height) or pave an accessible route to the dog station.</p>		



Map Item	Description & Recommendation	Photo	
<b>A7</b>	<p>The dog station is not located within reach range from the paved trail.</p> <p>Either move the dog station to be within reach range of pavement (10" maximum horizontal from the pavement with a 48" maximum vertical height) or pave an accessible route to the dog station.</p>		
<b>CR1</b>	<p>There are no detectable warnings at this crosswalk, near the boat launch. In addition, the crosswalk is fading.</p> <p>Add detectable warnings to these two curb ramps and restripe the crosswalk. Note, this improvement was included in the Laishley Marina report and is not included in the costing section of this report.</p>		
<b>P1</b>	<p>The tree branches are protruding object and have the potential to injure a visually impaired person using the multiuse trail.</p> <p>Trim the tree branches so they don't project out into the trail at a height of less than 80".</p>		

Map Item	Description & Recommendation	Photo
<b>P2</b>	<p>The tree branches are protruding object and have the potential to injure a visually impaired person using the multiuse trail.</p> <p>Trim the tree branches so they don't project out into the trail at a height of less than 80".</p>	
<b>T1</b>	<p>There is a large puddle of standing water that can cause the surface to be slippery.</p> <p>Repave the path to eliminate the accumulation of standing water.</p>	
<b>T2</b>	<p>There is a raised cement lip that is a tripping hazard.</p> <p>Bevel cement lip to remove the tripping hazard.</p>	



Map Item	Description & Recommendation	Photo	
<b>T3</b>	<p>There is a large puddle of standing water that can cause the surface to be slippery. In addition, a hole is located near the railing that can be a tripping hazard.</p> <p>Repave the path to eliminate the accumulation of standing water and hole in the pavement.</p>		
<b>T4</b>	<p>The utility cover is recessed and is a tripping hazard</p> <p>Either add additional pavement or raise the cover so that it is flush with the adjoining trail.</p>		
<b>T5</b>	<p>Four brick pavers are missing causing a tripping hazard.</p> <p>Replace the brick pavers to eliminate the tripping hazard.</p>		





Map Item	Description & Recommendation	Photo
T6	<p>Four brick pavers are missing causing a tripping hazard.</p> <p>Replace the brick pavers to eliminate the tripping hazard.</p>	
T7	<p>Four brick pavers are missing causing a tripping hazard.</p> <p>Replace the brick pavers to eliminate the tripping hazard.</p>	
T8	<p>Some of the brick pavers are raised or are missing.</p> <p>Replace the missing pavers and bevel the raised pavers to make the surface less of a tripping hazard.</p>	

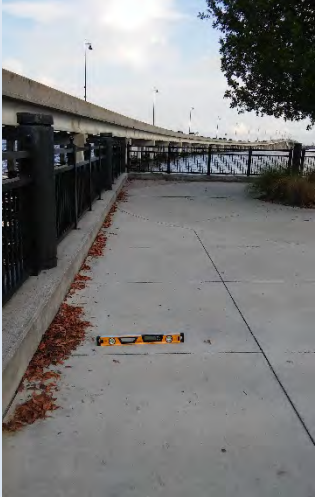
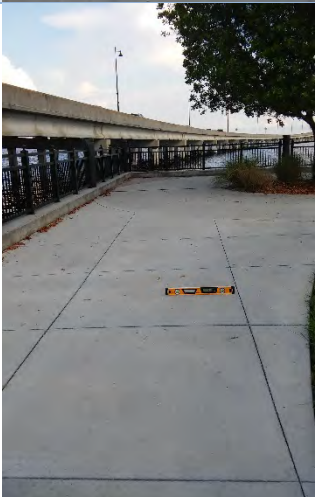
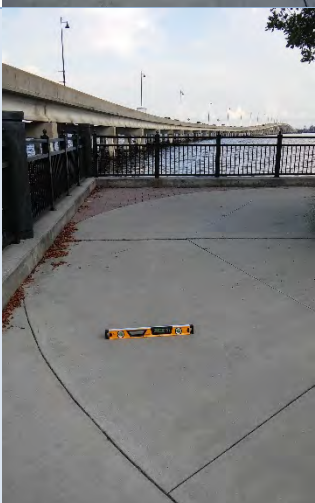




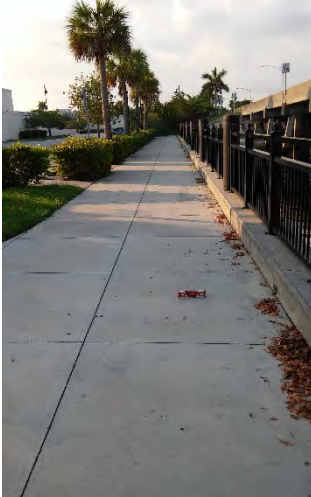

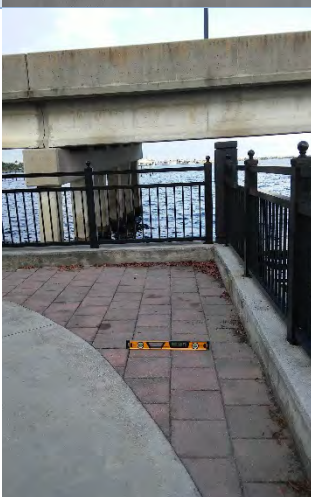
Map Item	Description & Recommendation	Photo
<b>T9</b>	<p>This section of sidewalk has an accumulation of sand on it, possibly due to drainage issues. In addition, the slope is between 5% and 8%</p> <p>Repave this section of trail to eliminate the slope issues. In addition, maintain this area so that the sand buildup does not prevent the area from being stable and slip resistant.</p>	
<b>T10</b>	<p>The bricks have settled and are uneven, creating a depression that can act as a tripping hazard.</p> <p>Reset the bricks in this section so that the depression is eliminated.</p>	
<b>T11</b>	<p>There is a 10" drop off adjacent to the trail where the asphalt path has deteriorated.</p> <p>Fill in the hole to eliminate this hazard.</p>	



Map Item	Description & Recommendation	Photo	
<b>T12</b>	<p>This section of sidewalk has an accumulation of sand on it, possibly due to drainage issues.</p> <p>Maintain this section of trail so that the sand buildup does not prevent the area from being stable and slip resistant.</p>		
<b>T13</b>	<p>There is a raised section of sidewalk that has a 3\4" tripping hazard.</p> <p>Bevel this section of sidewalk to eliminate the tripping hazard.</p>		
<b>C1</b>	<p>The cross slope is approximately 3.1%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>		

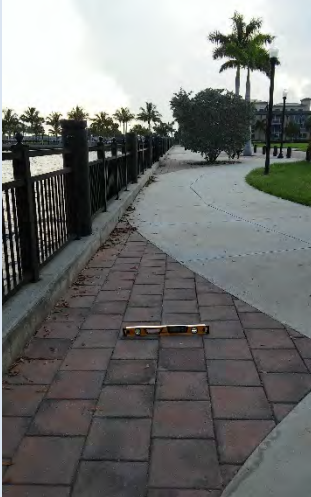

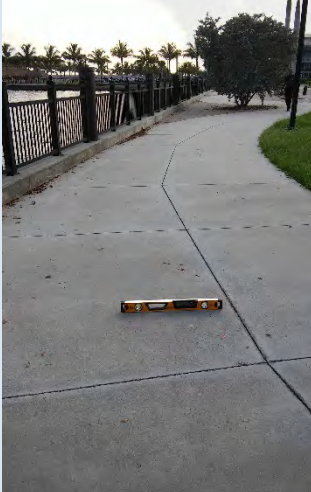
Map Item	Description & Recommendation	Photo
<b>C2</b>	<p>The cross slope is approximately 4.4%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	
<b>C3</b>	<p>The cross slope is approximately 3.5%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	
<b>C4</b>	<p>The cross slope is approximately 3%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	



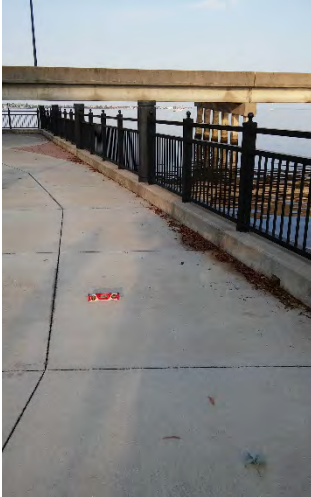


Map Item	Description & Recommendation	Photo
<b>C5</b>	<p>The cross slope is approximately 4.3%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	
<b>C6</b>	<p>The cross slope is approximately 4.7%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	
<b>C7</b>	<p>The cross slope is approximately 4.2%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	




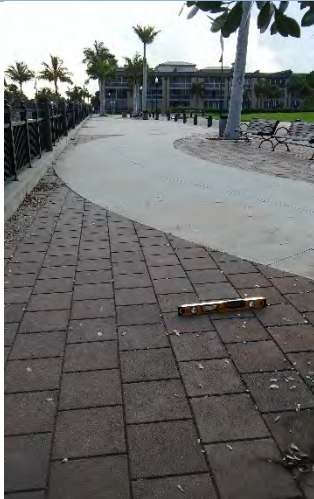
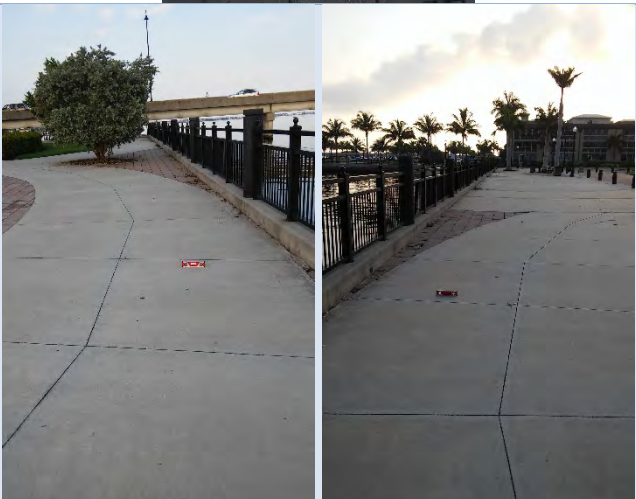


Map Item	Description & Recommendation	Photo
<b>C8</b>	<p>The cross slope is approximately 2.6%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	
<b>C9</b>	<p>The cross slope is approximately 3%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	
<b>C10</b>	<p>The cross slope is approximately 2.6%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	

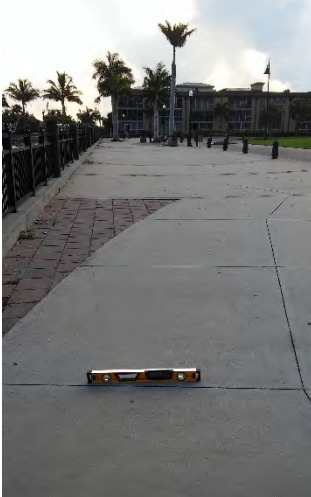
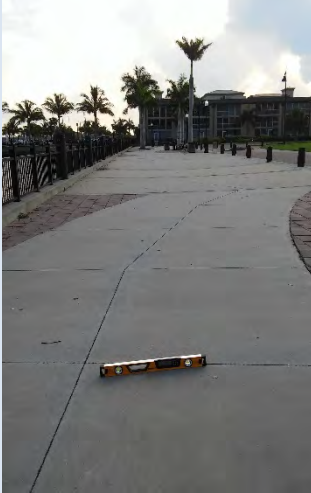
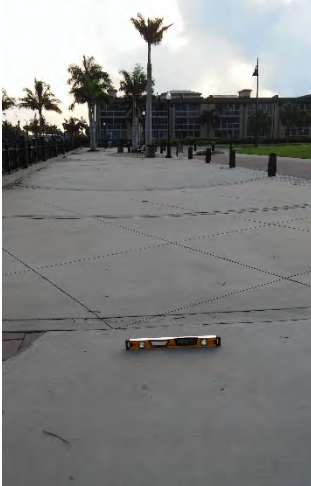


Map Item	Description & Recommendation	Photo
<b>C11</b>	<p>The cross slope is approximately 3%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	
<b>C12</b>	<p>The cross slope is approximately 3.5%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	
<b>C13</b>	<p>The cross slope is approximately 2.3%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	

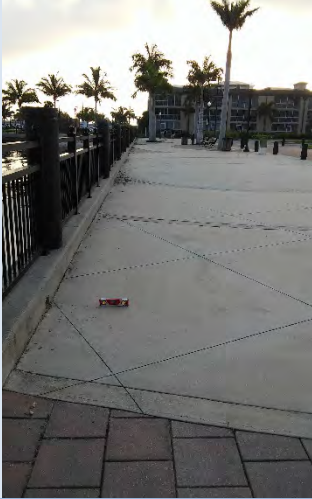
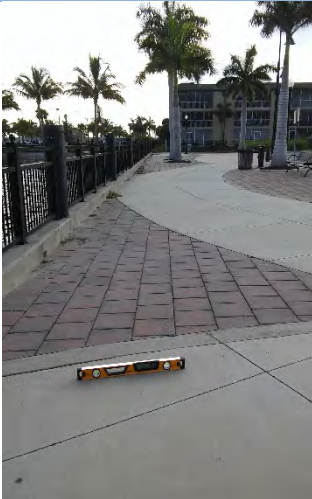
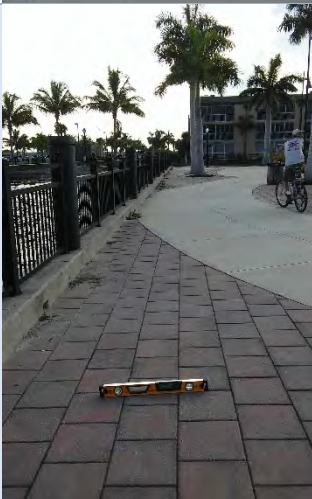


Map Item	Description & Recommendation	Photo
<b>C14</b>	<p>The cross slope is approximately 3.1%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	
<b>C15</b>	<p>The cross slope is approximately 2.3%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	
<b>C16</b>	<p>The cross slope is approximately 3.5%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	

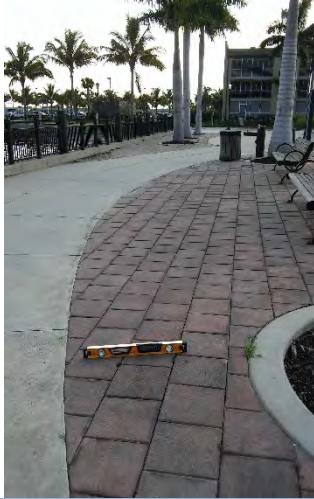
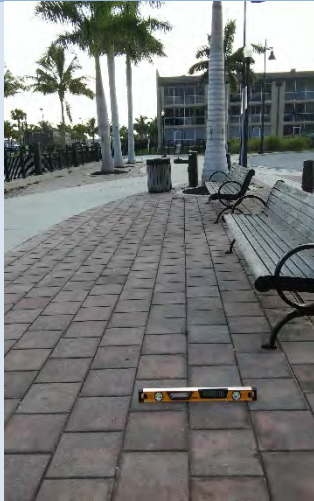
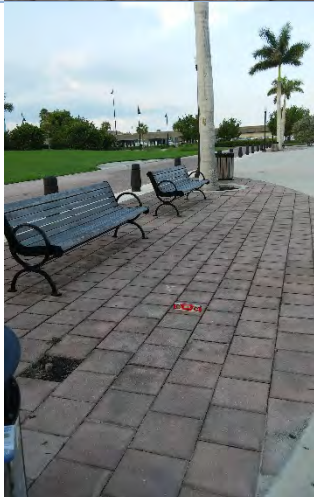


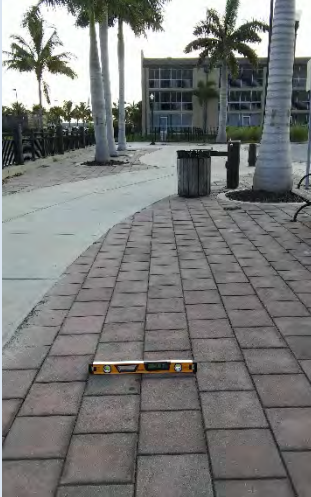

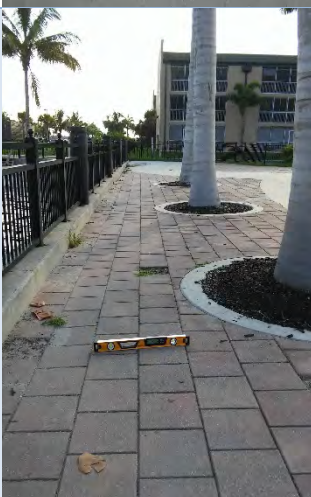
Map Item	Description & Recommendation	Photo
<b>C17</b>	<p>The cross slope is approximately 3.7%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	
<b>C18</b>	<p>The cross slope is approximately 3.5%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	
<b>C19</b>	<p>The cross slope is approximately 2.3%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	



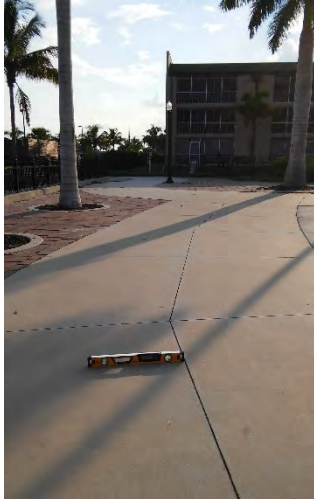
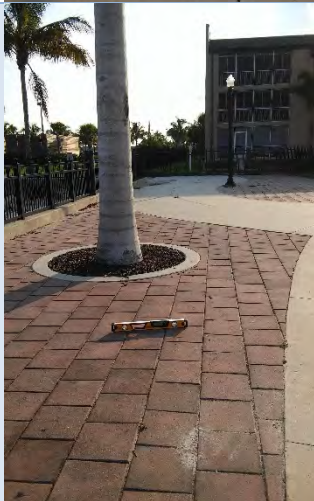
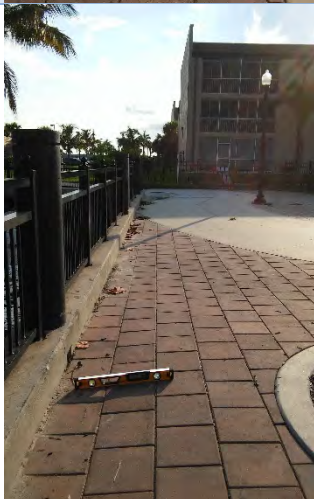
Map Item	Description & Recommendation	Photo
<b>C20</b>	<p>The cross slope is approximately 3%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	
<b>C21</b>	<p>The cross slope is approximately 3.3%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	
<b>C22</b>	<p>The cross slope is approximately 3.1%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	

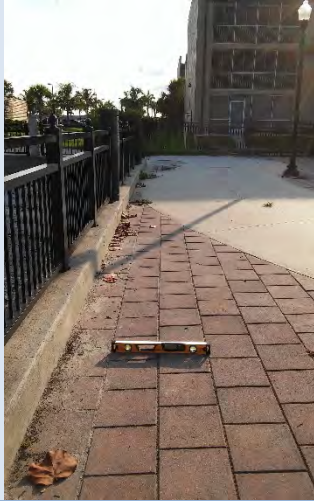




Map Item	Description & Recommendation	Photo
<b>C23</b>	<p>ID - 659 –</p> <p>The cross slope is approximately 4%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	
<b>C24</b>	<p>The cross slope is approximately 2.3%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	
<b>C25</b>	<p>The cross slope is approximately 2.8%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	


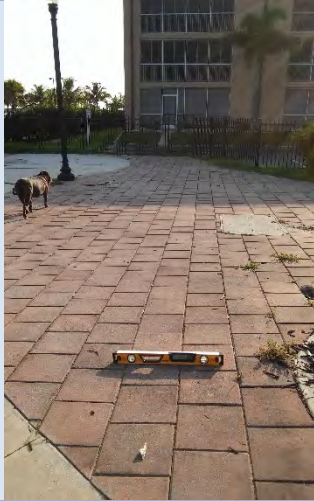
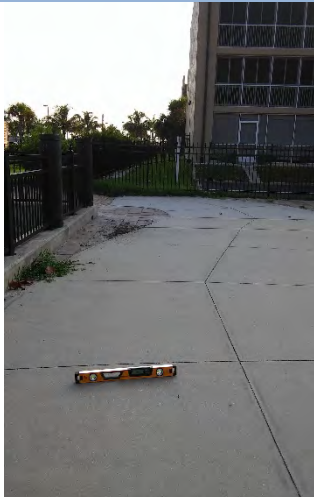
Map Item	Description & Recommendation	Photo
<b>C26</b>	<p>The cross slope is approximately 3.3%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	
<b>C27</b>	<p>The cross slope is approximately 3.5%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	
<b>C28</b>	<p>The cross slope is approximately 3.1%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	


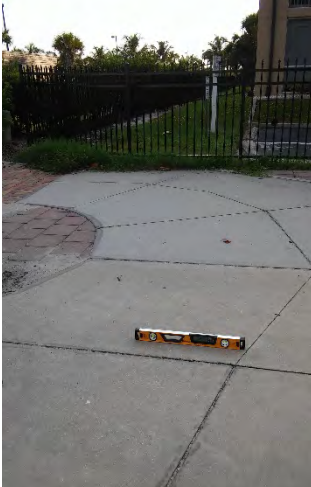





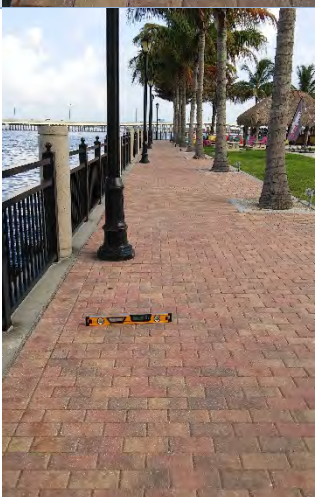
Map Item	Description & Recommendation	Photo
<b>C29</b>	<p>The cross slope is approximately 2.3%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	
<b>C30</b>	<p>The cross slope is approximately 2.8%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	
<b>C31</b>	<p>The cross slope is approximately 9.3%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	

Map Item	Description & Recommendation	Photo
C32	<p>The cross slope is approximately 5.2%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	
C33	<p>The cross slope is approximately 3%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	
C34	<p>The cross slope is approximately 2.6%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	

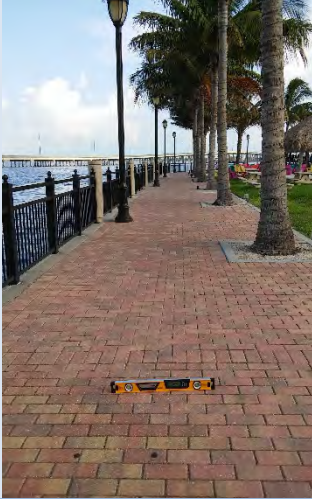
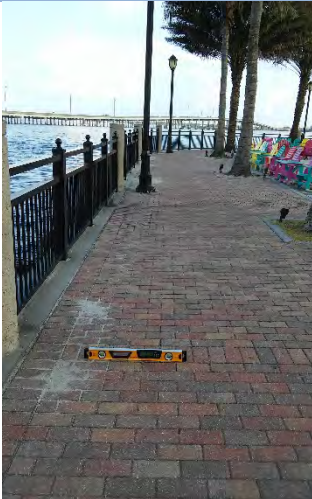
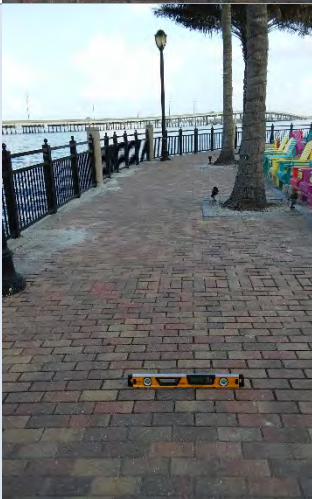


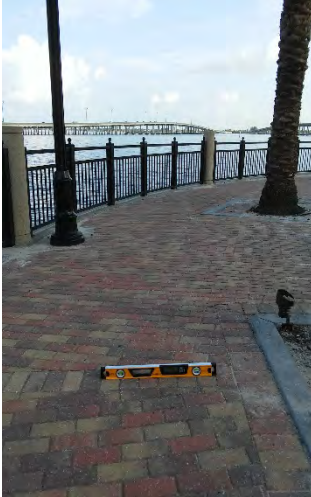


Map Item	Description & Recommendation	Photo
<b>C35</b>	<p>The cross slope is approximately 3% within a 6ft wide by 18ft long area.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	
<b>C36</b>	<p>The cross slope is approximately 5.6%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	
<b>C37</b>	<p>The cross slope is approximately 3.8%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	


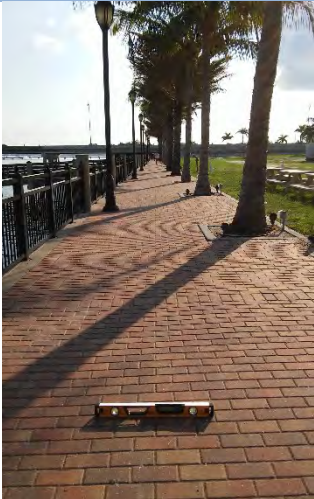
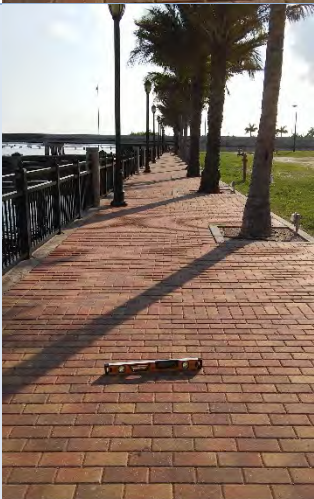
Map Item	Description & Recommendation	Photo
<b>C38</b>	<p>The cross slope is approximately 3.3%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	
<b>C39</b>	<p>The cross slope is approximately 2.4%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	
<b>C40</b>	<p>The cross slope is approximately 4.4%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	

Map Item	Description & Recommendation	Photo
<b>C41</b>	<p>The cross slope is approximately 3%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	
<b>C42</b>	<p>The cross slope is approximately 3.3%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	
<b>C43</b>	<p>The cross slope is approximately 3%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	





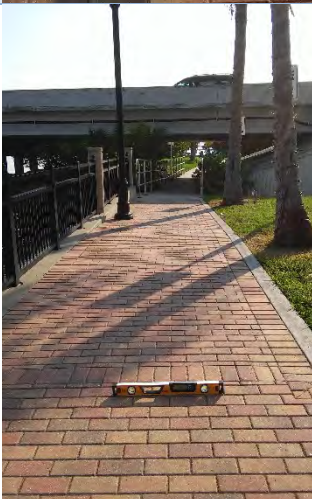
Map Item	Description & Recommendation	Photo
<b>C44</b>	<p>The cross slope is approximately 2.8%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	
<b>C45</b>	<p>The cross slope is approximately 3.1%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	
<b>C46</b>	<p>The cross slope is approximately 3%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	



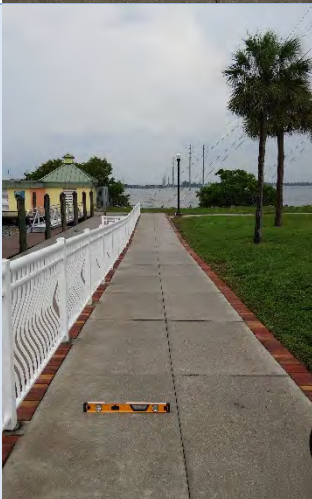
Map Item	Description & Recommendation	Photo
<b>C47</b>	<p>The cross slope is approximately 7%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	
<b>C48</b>	<p>The cross slope is approximately 4.9%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	
<b>C49</b>	<p>The cross slope is approximately 3.4% in the middle of the trail.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	

Map Item	Description & Recommendation	Photo
<b>C50</b>	<p>The cross slope is approximately 4.4%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	
<b>C51</b>	<p>The cross slope is approximately 2.8%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	
<b>C52</b>	<p>The cross slope is approximately 3.3%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	








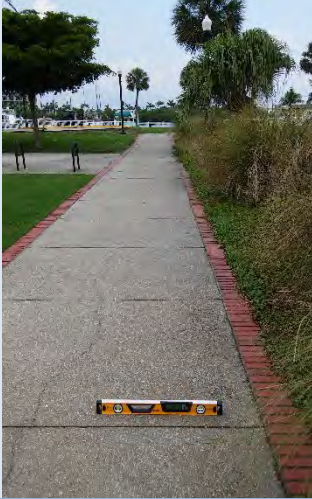


Map Item	Description & Recommendation	Photo
<b>C53</b>	<p>The cross slope is approximately 6.6%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	
<b>C54</b>	<p>The cross slope is approximately 3.3%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	
<b>C55</b>	<p>The cross slope is approximately 2.6%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	




Map Item	Description & Recommendation	Photo
<b>C56</b>	<p>The cross slope is approximately 3%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	
<b>C57</b>	<p>The cross slope is approximately 2.6%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	
<b>C58</b>	<p>The cross slope is approximately 2.3%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	






Map Item	Description & Recommendation	Photo
<b>C59</b>	<p>The cross slope is approximately 2.8%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	
<b>C60</b>	<p>The cross slope is approximately 4%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	
<b>C61</b>	<p>The cross slope is approximately 4%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	



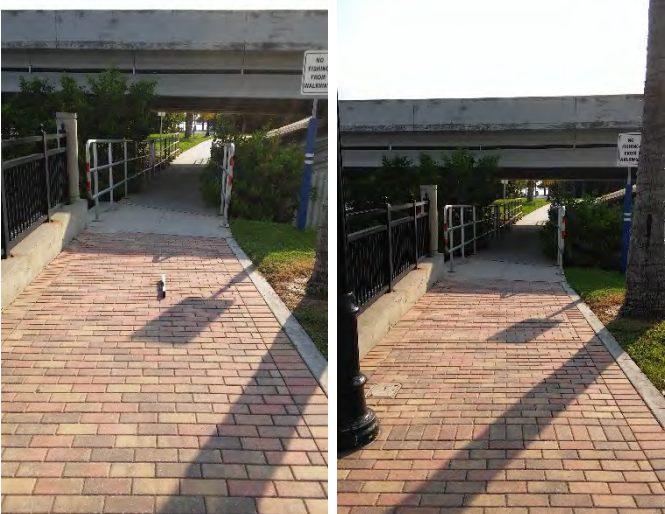





Map Item	Description & Recommendation	Photo
<b>C62</b>	<p>The cross slope is approximately 3.5%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	
<b>C63</b>	<p>The cross slope is approximately 2.8%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	
<b>C64</b>	<p>The cross slope is approximately 3.5%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	

Map Item	Description & Recommendation	Photo
<b>C65</b>	<p>The cross slope is approximately 3.3%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	
<b>C66</b>	<p>The cross slope is approximately 3.5%. There is a lot of sand within the trail.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%. In addition, maintain this section of trail to make sure that the buildup of sand does not prevent this section of trail from being firm, stable, and slip resistant.</p>	
<b>C67</b>	<p>The cross slope is approximately 3.3%.</p> <p>Repave/resurface the trail so that the cross slope is no greater than 2%.</p>	

Map Item	Description & Recommendation	Photo
R1	<p>This section of trail has a 4% to 7% running slope. There is a lot of debris at base of the ramp.</p> <p>Repave/regrade the trail to have a slope no greater than 5%. Remove and maintain the area with excessive amounts of debris to keep the area firm, stable, and slip resistant.</p>	
R2	<p>This section of trail has a 6% running slope for approximately 10 feet. There is also a 0.75" tripping at the cement joint.</p> <p>Repave/regrade the trail to have a slope no greater than 5%. Resurface the cement joint to remove the tripping hazard.</p>	
R3	<p>This section of trail has a 6% running slope.</p> <p>Regrade &amp; reset the brick pavers so the running slope is no greater than 5%.</p>	




Map Item	Description & Recommendation	Photo
R4	<p>This section of trail has a 5.6% running slope.</p> <p>Regrade &amp; reset the brick pavers so the running slope is no greater than 5%.</p>	
R5	<p>The brick ramp has a running slope between 5% and 10% for approximately 12 feet.</p> <p>Regrade &amp; reset the brick pavers so the running slope is no greater than 5%. Or, resurface the ramp to have a slope no greater than 8.33% and add handrails and landings.</p>	
R6	<p>A small section of trail has a 6% running slope.</p> <p>Regrade &amp; reset the brick pavers so the running slope is no greater than 5%.</p>	

Map Item	Description & Recommendation	Photo
R7	<p>The ramp has a max running slope of 8.6%.</p> <p>Resurface the section of the ramp with a non-compliant running slope so it is no greater than 8.33%.</p>	
R8	<p>This section of trail has a 7.1% running slope.</p> <p>Repave &amp; regrade the trail to have a slope no greater than 5%. Or, designate this section of trail as a ramp and add handrails and landings.</p>	
R9	<p>This section of trail has a 9.1% running slope.</p> <p>Repave &amp; regrade the trail to have a slope no greater than 5%. Or, designate this section of trail as a ramp and add handrails and landings.</p>	





Map Item	Description & Recommendation	Photo
<b>R10</b>	<p>This section of trail has a 7% running slope.</p> <p>Repave &amp; regrade the trail to have a slope no greater than 5%. Or, designate this section of trail as a ramp and add handrails and landings.</p>	
<b>R11</b>	<p>This section of trail has a 6.3% running slope.</p> <p>Repave &amp; regrade the trail to have a slope no greater than 5%. Or, designate this section of trail as a ramp and add handrails and landings.</p>	