

**SETTLEMENT
AGREEMENT
EXHIBIT H**

Settlement Agreement - Exhibit H

ID	Area	Location 1	Location 2	Condition Description							Remedial Measures	
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC	2013 CBC		2016 CBC
271	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Parallel Curb Ramp. Int. of Tasman Drive. NE Corner	Excessive counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp -- 9%.	406.2	4.7.2						Remove and replace concrete gutter.
271.1	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Accessible Route of Travel. Int. of Tasman Drive. E crossing of Tasman Drive.	Where pedestrian access routes cross rails: the route surface is flush with the outer edges of rails and the surface between rails is aligned with the top of the rail. (PROWAG R302.7.1). 1/2" to 3/4" elevation difference between route and rails (2 sets of 2 rails = 8 instances)	302.3; 302.4	4.5.2; 4.5.4						Replace concrete at each side of each rail so that there is no elevation change between concrete and top of rails, for a route of travel that is at least 48" wide.
272	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Reach Range Operating Mechanism. Int. of Tasman Drive. Mid crossing button at E crossing of Tasman Drive.	Excessive 25" reach depth from clear space.	308.3.2	4.2.5						Provide a post that is closer to the accessible route of travel and relocate the crossing actuator button.
273	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Tasman Drive. SE corner perpendicular type.	Excessive running slope of ramp -- 10.7% at btm. 6".	405.2	4.7.2 4.8.2	1981 CBC 2- 7103(c)			11B- 405.2		Remove and replace curb and gutter at bottom of curb ramp.

Settlement Agreement - Exhibit H

ID	Area	Location 1	Location 2	Condition Description	2010 ADAS	1991	1981	2007 CBC	2010 CBC	2013	2016	Remedial Measures
						ADAAG	CBC			CBC	CBC	
274	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Tasman Drive. SE corner perpendicular type.	Excessive counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp -- 7.6%.	406.2	4.7.2						Remove and replace concrete gutter. Note: this is the same curb ramp as indicated above and this measure would be duplicative of the prior recommendation.
275	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Tasman Drive. Between SE curb ramp and E crossing.	Excessive cross slope -- 11.1%.	403.3	4.3.7						Remove and replace concrete and asphalt.
275.1	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Tasman Drive. Mid crossing button at E crossing of Tasman Drive.	1/2" to 3/4" elevation difference between route and rails (2 sets of 2 rails = 8 instances).								
369	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Patrick Henry Drive. NW corner diagonal type.	Excessive running slope of ramp -- 9.2% at btm. 6".	405.2	4.7.2 4.8.2	1981 CBC 2- 7103(c)				11B- 405.2	Remove and replace curb and gutter at bottom of curb ramp.

Settlement Agreement - Exhibit H

ID	Area	Location 1	Location 2	Condition Description						Remedial Measures		
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
370	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Patrick Henry Drive. NW corner diagonal type.	Excessive counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp -- 9.4%.	406.2	4.7.2						Remove and replace concrete gutter. Note: this is the same curb ramp as indicated above and this measure would be duplicative of the prior recommendation.
371	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Accessible Route of Travel. W side of street. Between Patrick Henry Drive and the lateral walkway to Green Lot #3.	Approx. 80' L gap exceeding 1/2" W in direction of travel does not allow the passage of a sphere more than 1/2" in diameter.	302.3	4.5.4						Patch the gap with concrete.
372	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Accessible Route of Travel. W side of street. Between Patrick Henry Drive and the lateral walkway to Green Lot #3.	Approx. 80' L gap exceeding 1/2" W in direction of travel vs. being oriented perpendicular to dominant direction of travel.	302.3	4.5.4						Patch the gap with concrete.
373	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Accessible Route of Travel. W side of street. Between Patrick Henry Drive and the lateral walkway to Green Lot #3.	Excessive changes in level -- 1" and 1 1/2" high vertical edge.	303.4	4.3.8						Remove and replace concrete.

Settlement Agreement - Exhibit H

ID	Area	Location 1	Location 2	Condition Description							Remedial Measures	
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC	2013 CBC		2016 CBC
374	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Accessible Route of Travel. W side of street. Between Patrick Henry Drive and the lateral walkway to Green Lot #3.	Excessive cross slope -- approx. 770' L is 2.5% to 5.7%.	403.3	4.3.7						Remove and replace concrete.
375	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Accessible Route of Travel. W side of street. Between lateral walkway to Green Lot #3 and Old Glory Lane.	Excessive level changes -- 1 1/2" high vertical edge.	303.4	4.3.8						Remove and replace concrete.
376	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Accessible Route of Travel. W side of street. Between lateral walkway to Green Lot #3 and Old Glory Lane.	Excessive cross slope -- approx.. 50' L is 2.7% to 6.0%.	403.3	4.3.7						Remove and replace concrete.
377	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Old Glory Lane. SW corner perpendicular type serving W crossing.	Excessive running slope of ramp -- 15%.	405.2	4.7.2 4.8.2	1981 CBC 2- 7103(c)				11B- 405.2	Remove and replace curb ramp.

Settlement Agreement - Exhibit H

ID	Area	Location 1	Location 2	Condition Description						Remedial Measures		
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
378	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Old Glory Lane. SW corner perpendicular type serving W crossing.	Transition to walk, gutter or street is not flush and free of abrupt changes -- 1/2" high vertical edge.	406.2	4.7.2						Remove and replace curb and gutter at bottom of curb ramp. Note: this is the same curb ramp as indicated above and this measure would be duplicative of the prior recommendation.
379	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Old Glory Lane. SW corner perpendicular type serving W crossing.	Excessive counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp -- 10.5%.	406.2	4.7.2						Remove and replace concrete gutter. Note: this is the same curb ramp as indicated above and this measure would be duplicative of the prior recommendation.
380	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Old Glory Lane. SW corner perpendicular type serving W crossing.	Excessive side flare slopes where no top landing is provided at an existing ramp -- 14.4% right side, 14.5% left side.	406.4	4.7.2						Remove and replace curb ramp. Note: this is the same curb ramp as indicated above and this measure would be duplicative of the prior recommendation.
381	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Old Glory Lane. NW corner perpendicular type serving W crossing.	Excessive counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp -- 10%.	406.2	4.7.2						Remove and replace concrete gutter.

Settlement Agreement - Exhibit H

ID	Area	Location 1	Location 2	Condition Description							Remedial Measures	
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC	2013 CBC		2016 CBC
385	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Accessible Route of Travel. W side of the street. Between retail entrance at address 4980 and Tasman Drive.	Excessive cross slope -- approx. 280' L is 2.7% to 6.1%.	403.3	4.3.7						Remove and replace concrete.
386.1	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Accessible Route of Travel. Int. of Tasman Drive. N crossing of Great America Pky.	Up to 1" H mounds at all 4 rails.								
387	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Reach Range & Operating Mechanisms. Int. of Tasman Drive. Mid crossing button at S crossing of Great America Pky.	Excessive side reach over an obstruction – 27" away from clear space.	308.3.2	4.2.5						Provide a post that is closer to the accessible route of travel and relocate the crossing actuator button.
388	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Tasman Drive. SW corner diagonal type.	Excessive counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp -- 9.5%.	406.2	4.7.2						Remove and replace concrete gutter.

Settlement Agreement - Exhibit H

ID	Area	Location 1	Location 2	Condition Description						Remedial Measures		
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
388.1	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Tasman Drive. W crossing of Tasman Drive	Where pedestrian access routes cross rails: the route surface is flush with the outer edges of rails and the surface between rails is aligned with the top of the rail. Up to 1"H mounds at all 4 rails.								Replace concrete at each side of each rail so that there is no elevation change between concrete and top of rails, for a route of travel that is at least 48" wide.
400	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Curb Ramp. Int. of Patrick Henry Drive. NE corner serving N crossing of Patrick Henry drive.	REMOVED								
401	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Curb Ramp. Int. of Patrick Henry Drive. NW corner serving N crossing of Patrick Henry Drive.	Transition to walk, gutter or street is not flush and free of abrupt changes – 1/2" high vertical edge.	406.2	4.7.2						Grind edge at bottom of curb ramp.
402	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Accessible Route of Travel. N side of the street. Between Patrick Henry Drive and Calabasas Creek Trail	REMOVED	302.1							
403	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Accessible Route of Travel. N side of the street. Between Patrick Henry Drive and Calabasas Creek Trail.	1 3/4" W at expansion joint does not allow the passage of a sphere more than 1/2" in diameter.	302.3	4.5.4						Patch the gap with concrete.
404	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Accessible Route of Travel. N side of the street. Between Patrick Henry Drive and Calabasas Creek Trail.	Excessive cross slopes up to 4.9% at driveway aprons.	403.3	4.3.7						Remove drive apron and replace with a driveway design that does not use the width of the sidewalk in order to achieve elevation differences (i.e., the sidewalk should be offset away from the street to allow for an elevation transition between the sidewalk and the street, or the elevation transition should be made within the street if conditions allow).

Settlement Agreement - Exhibit H

ID	Area	Location 1	Location 2	Condition Description						Remedial Measures		
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
405	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Accessible Route of Travel. N side of the street. Between Patrick Henry Drive and Calabasas Creek Trail.	Excessive running slopes -- 9.6% and 11.5% at 2 driveway aprons.	403.3	4.3.7						Remove drive apron and replace with a driveway design that does not use the width of the sidewalk in order to achieve elevation differences (i.e., the sidewalk should be offset away from the street to allow for an elevation transition between the sidewalk and the street, or the elevation transition should be made within the street if conditions allow). Note: this is the same driveway as indicated above and this measure would be duplicative of the prior recommendation.
421	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Curb Ramp. Int. of Old Ironsides Drive. SW corner serving W crossing of Old Ironsides Drive.	Excessive cross slope -- 3.4% at W side ramp.	405.3	4.8.6						Remove and replace curb ramp.
422	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Curb Ramp. Int. of Old Ironsides Drive. SW corner serving W crossing of Old Ironsides Drive.	Transition to walk, gutter or street is not flush and free of abrupt changes -- 3/8" high vertical edge.	406.2	4.7.2						Grind edge at bottom of curb ramp.
423	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Curb Ramp. Int. of Old Ironsides Drive. SW corner serving W crossing of Old Ironsides Drive.	Excessive slopes (in any direction) at turning space at bottom of curb ramp -- up to 3.3%.	403.3	4.3.7						Remove and replace curb ramp. Note: this is the same curb ramp as indicated above and this measure would be duplicative of the prior recommendation.
424	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Accessible Route of Travel. Int. of Old Ironsides Drive. SW corner serving W crossing of Old Ironsides Drive.	Excessive slopes in clear floor space -- 3.3% at cross walk button.	305.2							Remove and replace concrete.
425	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Curb Ramp. Int. of Old Ironsides Drive. SW corner serving S crossing of Tasman Drive.	Surface of ramp and landings does not comply with requirements for an accessible path of travel -- 1 1/8" high vertical edge at asphalt transition.	405.4	4.8.6						Repair asphalt/concrete transition by removing asphalt and filling the gap.

Settlement Agreement - Exhibit H

ID	Area	Location 1	Location 2	Condition Description							Remedial Measures	
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC	2013 CBC		2016 CBC
426	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Curb Ramp. Int. of Old Ironsides Drive. SW corner serving S crossing of Tasman Drive.	Excessive slopes (in any direction) at turning space at bottom of curb ramp -- 3.1%.	403.3	4.3.7						Remove and replace curb and gutter at bottom of curb ramp.
427	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Accessible Route of Travel. Int. of Old Ironsides Drive. SW corner serving S crossing of Tasman Drive.	Excessive slope in clear floor space -- 3.3% at cross walk button.	305.2							Remove and replace concrete.
429	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Accessible Route of Travel. Int. of Old Ironsides Drive. S crossing of Tasman Drive.	2" openings at grate near SE corner do not allow the passage of a sphere more than 1/2" in diameter.	302.3	4.5.4						Replace grate with one with smaller openings.
430	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Accessible Route of Travel. Int. of Old Ironsides Drive. SE corner serving S crossing of Tasman Drive.	Excessive slope in clear floor space -- 13.1% at cross walk button.								Remove and replace concrete.
431	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	The sidewalk along the north side of Tasman Dr., between Great America Parkway and Old Ironsides Dr.	Sidewalk is constricted for considerable lengths in two places at tree planter retaining walls. The sidewalk is constricted to 41" wide for a length of approximately 45 feet and 41.5" wide for a length of approximately 42 feet.								Widen sidewalk by removing curb/retaining wall and constructing it seven inches to the north and widening the sidewalk.
432	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Accessible Route of Travel. S side of the street. Between Old Ironsides Drive and Citrix Drive entrance and access to 2T Premium Green Lot #2.	Excessive cross slopes -- approx. 100' L is 2.6% to 5.1%.	403.3	4.3.7						Remove and replace concrete.

Settlement Agreement - Exhibit H

ID	Area	Location 1	Location 2	Condition Description						Remedial Measures		
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
433	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Accessible Route of Travel. S side of the street. From Citrix Drive entrance and access to 2T Premium Green Lot #2 and Great America Pky.	Excessive cross slopes -- approx. 100' L is 2.7% to 4.1%.	403.3	4.3.7						Remove and replace concrete.
434	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Along the North side of Tasman Dr., between Great America Parkway and Convention Center.	There are four constrictions in the PROW sidewalk. There does not appear to be any limitation in providing a sidewalk at these areas that is at least 48" wide. Listed west to east: <ul style="list-style-type: none"> • 43" at a street lighting standard. • 43" at a street lighting standard. • 39.5" at the west side of the bus stop shelter. • 39" at the east side of the bus stop shelter. 								Provide an offset in the sidewalk around these obstructions so that there is a minimum 48" wide route.
435	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Accessible Route of Travel. S side of the street. Between Great America Pky. and Convention Center.	Excessive cross slopes -- approx. 340' L is 2.5% to 5.0% and 6.9% across Hilton drive aisle.	403.3	4.3.7						Remove and replace concrete and Remove drive apron and replace with a driveway design that does not use the width of the sidewalk in order to achieve elevation differences (i.e., the sidewalk should be offset away from the street to allow for an elevation transition between the sidewalk and the street, or the elevation transition should be made within the street if conditions allow).
436	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Accessible Route of Travel. S side of the street. Between Great America Pky. and Convention Center.	Excessive running slopes -- 15.2% and 21.4% at Hilton drive aisle.	403.3	4.3.7						Remove drive apron and replace with a driveway design that does not use the width of the sidewalk in order to achieve elevation differences (i.e., the sidewalk should be offset away from the street to allow for an elevation transition between the sidewalk and the street, or the elevation transition should be made within the street if conditions allow). Note: this is the same driveway as indicated above and this measure would be duplicative of the prior recommendation.

Settlement Agreement - Exhibit H

ID	Area	Location 1	Location 2	Condition Description	2010 ADAS	1991	1981	2007 CBC	2010 CBC	2013	2016	Remedial Measures
						ADAAG	CBC			CBC	CBC	
442	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Accessible Route of Travel. S side of the street. Between Convention Center and Stadium entrance.	Excessive cross slopes -- approx. 120' L is 2.8% to 3.5% and 2.7% across drive aisle.	403.3	4.3.7						Provide an offset in the sidewalk around these obstructions so that there is a minimum 48" wide route.
443	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Curb ramp. Int. of M.P. Bartolo Wy. SW corner serving W crossing of Tasman Drive.	36" min. width of curb ramp obstructed by bollard.	405.5	4.8.3						Remove Bollard.
445	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Curb ramp. Int. of M.P. Bartolo Wy. SW corner serving S crossing of M.P. Bartolo Wy.	Excessive running slopes of ramp up to 9.2%.	405.2	4.8.2						Remove and replace curb ramp.
446	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Curb ramp. Int. of M.P. Bartolo Wy. SW corner serving S crossing of M.P. Bartolo Wy.	Excessive counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp – 7.6%.	406.2	4.7.2						Remove and replace concrete gutter. Note: this is the same curb ramp as indicated above and this measure would be duplicative of the prior recommendation.
447	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Accessible Route of Travel. Int. of M.P. Bartolo Wy. S crossing of Tasman Drive.	Excessive cross slopes -- 2.8% to 3.8%.	403.3	4.3.7						Provide minor asphalt overlay.
448	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Accessible Route of Travel. S side of the street. Between M.P. Bartolo Wy. And stair to Metro rail at E.	2" W gap at bridge is not oriented perpendicular to dominant direction of travel.	302.3	4.5.4						Repair expansion joint with elastomeric material.
449	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Accessible Route of Travel. S side of the street. Between M.P. Bartolo Wy. And stair to Metro rail at E.	Excessive change in level -- 1" high vertical edge at bridge.	303.4	4.3.8						Remove and replace concrete.

Settlement Agreement - Exhibit H

ID	Area	Location 1	Location 2	Condition Description						Remedial Measures		
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
451	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Centennial Blvd. NE corner serving N crossing of Centennial Blvd.	Curb ramp. Int. of Surface of landings does not comply with requirements for an accessible path of travel – 8.3% cross slope at top landing and 1/2" high vertical edge at asphalt transition at btm. landing.	302.1; 403.2; 403.3; 403.4	4.5.1; 4.3.7						Remove and replace concrete.
452	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Centennial Blvd. NE corner serving N crossing of Centennial Blvd.	Curb ramp. Int. of Transition to walk, gutter or street is not flush and free of abrupt changes – 2 edges, one at each side of curb line.	406.2	4.7.2						Remove and replace curb and gutter at bottom of curb ramp.
453	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Centennial Blvd. NE corner serving N crossing of Centennial Blvd.	Curb ramp. Int. of Excessive counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp – 11.2%.	406.2	4.7.2						Remove and replace concrete gutter. Note: this is the same curb ramp as indicated above and this measure would be duplicative of the prior recommendation.
454	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Centennial Blvd. NW corner diagonal type.	Curb ramp. Int. of Surface of landing does not comply with requirements for an accessible path of travel – 7.3% cross slope at top landing.	302.1; 403.2; 403.3; 403.4	4.5.1; 4.3.7						Remove and replace concrete.
455	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Centennial Blvd. NW corner diagonal type.	Curb ramp. Int. of Excessive counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp – 11.9%.	406.2	4.7.2						Remove and replace concrete gutter.
456	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Centennial Blvd. NW corner diagonal type.	Curb ramp. Int. of Excessive slope of flared side -- 19.8% left side.	406.2	4.7.2						Remove and replace concrete.
457	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Centennial Blvd. NW Corner serving N crossing of Centennial Blvd.	Reach Range & Operating Mechanisms. Int. of Excessive slope in clear floor space -- 7.1% at cross walk button.	305.2							Remove and replace concrete.

Settlement Agreement - Exhibit H

ID	Area	Location 1	Location 2	Condition Description						Remedial Measures		
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
458	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Reach Range & Operating Mechanisms. Int. of Centennial Blvd. NW Corner serving W crossing of Tasman Drive.	Excessive slope in clear floor space -- 5.4% at cross walk button.	305.2							Remove and replace concrete.
459	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Accessible Route of Travel. N side of the street. Between Centennial Blvd. and Santa Clara Convention Center entrance Drive.	Excessive change in level -- 1" high vertical edge at W side of bridge.	303.4	4.3.8						Remove and replace concrete.
460	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Accessible Route of Travel. N side of the street. Between Centennial Blvd. and Santa Clara Convention Center entrance Drive.	Excessive cross slope -- 9.8% at drive aisle at W side of bridge.	403.3	4.3.7						Remove drive apron and replace with a driveway design that does not use the width of the sidewalk in order to achieve elevation differences (i.e., the sidewalk should be offset away from the street to allow for an elevation transition between the sidewalk and the street, or the elevation transition should be made within the street if conditions allow).
461	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Accessible Route of Travel. N side of the street. Between Centennial Blvd. and Santa Clara Convention Center entrance Drive.	Excessive running slope -- 7.8% at drive aisle at E side of bridge that appears recently constructed, 11.2% and 26.4% at drive aisle at W side.	403.3	4.3.7						Remove drive apron and replace with a driveway design that does not use the width of the sidewalk in order to achieve elevation differences (i.e., the sidewalk should be offset away from the street to allow for an elevation transition between the sidewalk and the street, or the elevation transition should be made within the street if conditions allow). Note: this is the same driveway as indicated above and this measure would be duplicative of the prior recommendation.
462	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Curb ramp. Int. of Santa Clara Convention Center entrance drive at N side of street. E side perpendicular type.	Excessive running slope of ramp -- 10.8% to 12.0%.	405.2	4.8.2						Remove and replace curb ramp.

Settlement Agreement - Exhibit H

ID	Area	Location 1	Location 2	Condition Description						Remedial Measures		
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
463	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Curb ramp. Int. of Santa Clara Convention Center entrance drive at N side of street. E side perpendicular type.	Surface of landings does not comply with requirements for an accessible path of travel – 1/2" gap and 3/4" high vertical edge at asphalt transition at btm. landing.	302.1; 403.2; 403.3; 403.4	4.5.1; 4.3.7						Remove and replace curb ramp. Note: this is the same curb ramp as indicated above and this measure would be duplicative of the prior recommendation.
464	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Curb ramp. Int. of Santa Clara Convention Center entrance drive at N side of street. E side perpendicular type.	Non-compliant top landing -- it is not as wide as the ramp and 36" min. in length.	406.4	4.7.2						Provide concrete top landing.
465	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Curb ramp. Int. of Santa Clara Convention Center entrance drive at N side of street. E side perpendicular type.	Excessive side flare slopes where no top landing is provided at an existing ramp – 19.6% right side, 15.8% left side.	406.4	4.7.2						Remove and replace curb ramp. Note: this is the same curb ramp as indicated above and this measure would be duplicative of the prior recommendation.
466	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Curb ramp. Int. of Santa Clara Convention Center entrance drive at N side of street. W side perpendicular type.	Excessive running slopes of ramp -- 11.1% to 12.4% and 25.6% at bottom 6".	405.2	4.8.2						Remove and replace curb and gutter at bottom of curb ramp.
467	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Curb ramp. Int. of Santa Clara Convention Center entrance drive at N side of street. W side perpendicular type.	Surface of ramp/landings does not comply with requirements for an accessible path of travel – vertical edge on ramp (broken concrete).	302.1; 403.2; 403.3; 403.4	4.5.1; 4.3.7						Remove and replace concrete.

Settlement Agreement - Exhibit H

ID	Area	Location 1	Location 2	Condition Description						Remedial Measures		
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
468	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Curb ramp. Int. of Santa Clara Convention Center entrance drive at N side of street. W side perpendicular type.	Non-compliant top landing -- it is not as wide as the ramp and 36" min. in length.	406.4	4.7.2						Provide concrete top landing.
469	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Curb ramp. Int. of Santa Clara Convention Center entrance drive at N side of street. W side perpendicular type.	Excessive counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp – 12.5%.	406.2	4.7.2						Remove and replace concrete gutter.
470	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Curb ramp. Int. of Santa Clara Convention Center entrance drive at N side of street. W side perpendicular type.	Excessive side flare slopes where no top landing is provided at an existing ramp – 23.9% right side, 11.4% left side.	406.4	4.7.2						Remove and replace concrete.
471	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Accessible Route of Travel. N side of the street. Between Santa Clara Convention Center entrance drive and Convention Center.	CSC LOW VOLTAGE utility cover is not secured and shifts under load. Surface is not firm, stable, and slip-resistant.	302.1	4.5.1						Secure the utility cover.
472	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Accessible Route of Travel. N side of the street. Between Santa Clara Convention Center entrance drive and Convention Center.	3" x 3" gap at street light utility cover does not allow the passage of a sphere more than 1/2" in diameter.	302.3	4.5.4						Secure the utility cover.

Settlement Agreement - Exhibit H

ID	Area	Location 1	Location 2	Condition Description						Remedial Measures		
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
473	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Accessible Route of Travel. N side of the street. Between Santa Clara Convention Center entrance drive and Convention Center.	Excessive changes in level -- over 1/2" high vertical edge at unsecured CST LOW VOLTAGE utility cover.	303.4	4.3.8						Secure the utility cover.
474	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Accessible Route of Travel. N side of the street. Between Santa Clara Convention Center entrance drive and Convention Center.	Excessive cross slopes --approx. 50 L is 2.7% to 4.6%.	403.3	4.3.7						Remove and replace concrete.
475	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Curb ramp. Int. of Convention Center. NE corner diagonal type.	Excessive running slopes of ramp -- 10.8% at btm. 6", generally 10.6% to 11.5%.	405.2	4.8.2						Remove and replace curb ramp.
476	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Curb ramp. Int. of Convention Center. NE corner diagonal type.	Surface of landings does not comply with requirements for an accessible path of travel -- 9.1% running slope at top landing and 3/4" high vertical edge at btm. landing.	302.1; 403.2; 403.3; 403.4	4.5.1; 4.3.7						Remove and replace concrete.
477	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Curb ramp. Int. of Convention Center. NE corner diagonal type.	Excessive counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp -- 7.9%.	406.2	4.7.2						Remove and replace concrete gutter.
478	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Curb ramp. Int. of Convention Center. NE corner diagonal type.	Excessive slopes of flared sides -- 18.2% right side, 14.6% left side.	406.2	4.7.2						Remove and replace curb ramp. Note: this is the same curb ramp as indicated above and this measure would be duplicative of the prior recommendation.
479	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Curb ramp. Int. of Convention Center. NW corner diagonal type.	Excessive running slope of ramp -- 21.2% at btm 6".	405.2	4.8.2						Remove and replace curb and gutter at bottom of curb ramp.

Settlement Agreement - Exhibit H

ID	Area	Location 1	Location 2	Condition Description							Remedial Measures	
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC	2013 CBC		2016 CBC
480	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Curb ramp. Int. of Convention Center. NW corner diagonal type.	Excessive counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp – 9.3%.	406.2	4.7.2						Remove and replace concrete gutter.
481	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Curb ramp. Int. of Convention Center. NW corner diagonal type.	Excessive slopes of flared sides -- 13.1% left side, 15.1% right side.	406.2	4.7.2						Remove and replace concrete.
483	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Accessible Route of Travel. N side of the street. Between Convention Center and Great America Pky.	Excessive cross slopes -- approx. 300' L is 2.6% to 5.0%.	403.3	4.3.7						Remove and replace concrete.
484	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Curb ramp. Int. of Old Ironsides Drive. NE corner diagonal type.	Excessive running slopes of ramp -- up to 9.1% and 13.6% at btm. 6".	405.2	4.8.2						Remove and replace curb and gutter at bottom of curb ramp.
485	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Curb ramp. Int. of Old Ironsides Drive. NE corner diagonal type.	Non-compliant top landing -- it is not as wide as the ramp and 36" min. in length.	406.4	4.7.2						Provide concrete top landing.
486	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Curb ramp. Int. of Old Ironsides Drive. NE corner diagonal type.	Excessive counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp – 7.3%.	406.2	4.7.2						Remove and replace concrete gutter.

Settlement Agreement - Exhibit H

ID	Area	Location 1	Location 2	Condition Description						Remedial Measures		
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
487	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Curb ramp. Int. of Old Ironsides Drive. NE corner diagonal type.	Excessive side flare slopes where no top landing is provided at an existing ramp – 11.3% right side, 11.1% left side.	406.4	4.7.2						Remove and replace concrete.
488	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Curb ramp. Int. of Old Ironsides Drive. NW corner serving N crossing of Old Ironsides Drive.	Transition to walk, gutter or street is not flush and free of abrupt changes – 2 edges at btm. 3/8" high vertical edge at truncated domes, 3/8" high vertical edge at curb.	406.2	4.7.2						Remove and repair truncated domes.
490	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Hazards. N side of the street. Between Old Ironsides Drive and Patrick Henry Drive.	Abrupt change in level not identified by curb or guide rail -- approx. 6" high drop off at one side for approx. 20' L at new concrete sidewalk.	405.9	4.8.7				11B-303.5		Raise adjacent landscape level to within 4" of the top of the sidewalk.
522	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Accessible Route of Travel. N side of the street. From the dead end of the sidewalk at address 3378 to Old Ironsides Drive.	Excessive cross slopes -- approx. 20' L is 2.7%.	403.3	4.3.7						Remove and replace concrete.
523	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Curb ramp. Int. of Old Ironsides Drive. NW corner serving N crossing of Old Ironsides Drive.	Excessive slopes (in any direction) at turning space at bottom of curb ramp -- 7.6% for 3" L across curb face.	403.3	4.3.7						Remove and replace curb and gutter at bottom of curb ramp.
524	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Curb ramp. Int. of Old Ironsides Drive. NW corner serving N crossing of Old Ironsides Drive.	Excessive counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp – 7.8%.	406.2	4.7.2						Remove and replace curb and gutter at bottom of curb ramp. Note: this is the same curb ramp as indicated above and this measure would be duplicative of the prior recommendation.

Settlement Agreement - Exhibit H

ID	Area	Location 1	Location 2	Condition Description						Remedial Measures		
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
525	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Accessible Route of Travel. Int. of Old Ironsides Drive. N crossing of Old Ironsides Drive.	Excessive cross slopes -- 6.2% for portion between crosswalk and curb ramp at NE corner.	403.3	4.3.7						Remove and replace concrete.
526	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Curb ramp. Int. of Old Ironsides Drive. NE corner diagonal type.	Excessive running slope of ramp -- 12.5% for 6" across curb face.	405.2	4.8.2						Remove and replace curb and gutter at bottom of curb ramp.
527	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Curb ramp. Int. of Old Ironsides Drive. NE corner diagonal type.	Transition to walk, gutter or street is not flush and free of abrupt changes -- 1/2" high vertical edge.	406.2	4.7.2						Remove and replace concrete gutter. Note: this is the same curb ramp as indicated above and this measure would be duplicative of the prior recommendation.
528	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Curb ramp. Int. of Old Ironsides Drive. NE corner diagonal type.	Non-compliant top landing -- it is not as wide as the ramp and 36" min. in length.	406.4	4.7.2						Provide top landing at curb ramp.
529	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Curb ramp. Int. of Old Ironsides Drive. NE corner diagonal type.	Excessive counter slope of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp -- 8.9%.	406.2	4.7.2						Remove and replace concrete gutter.

Settlement Agreement - Exhibit H

ID	Area	Location 1	Location 2	Condition Description							Remedial Measures	
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC	2013 CBC		2016 CBC
530	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Curb ramp. Int. of Old Ironsides Drive. NE corner diagonal type.	Excessive side flare slopes where no top landing is provided at an existing ramp – 10.5% right side, 10.9% left side.	406.4	4.7.2						Remove and replace concrete.
531	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Curb ramp. Int. of Old Ironsides Drive. NE corner diagonal type.	If curb ramp is located at marked crossing, 48" min. clear space is provided within the markings. Here -- 7" clear to lines.	406.6	4.7.10						Re-stripe the crosswalk to align with curb ramps.
532	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Accessible Route of Travel. N side of the street. Between Old Ironsides Drive and Great America Pky.	Excessive cross slopes -- approx. 110' L is 2.7% to 6.3%, and up to 8.2% at driveway apron.	403.3	4.3.7						Remove drive apron and replace with a driveway design that does not use the width of the sidewalk in order to achieve elevation differences (i.e., the sidewalk should be offset away from the street to allow for an elevation transition between the sidewalk and the street, or the elevation transition should be made within the street if conditions allow).
533	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Accessible Route of Travel. N side of the street. Between Old Ironsides Drive and Great America Pky.	Excessive running slopes -- approx. 100' L is 5.4% to 10.4% and up to 16.1% at driveway apron.	403.3	4.3.7						Remove drive aprons and replace with driveway designs that do not use the width of the sidewalk in order to achieve elevation differences (i.e., the sidewalk should be offset away from the street to allow for an elevation transition between the sidewalk and the street, or the elevation transition should be made within the street if conditions allow). Note: this is the same driveway as indicated above and this measure would be duplicative of the prior recommendation. Note: this is the same driveway as indicated above and this measure would be duplicative of the prior recommendation.

Settlement Agreement - Exhibit H

ID	Area	Location 1	Location 2	Condition Description	2010 ADAS	1991	1981	2007 CBC	2010 CBC	2013	2016	Remedial Measures
						ADAAG	CBC			CBC	CBC	
558	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Curb ramp. Int. of Democracy Wy. SW corner serving S crossing of Patrick Henry Drive.	Non-compliant top landing -- it is not as wide as the ramp and 36" min. in length.	406.4	4.7.2						There does not appear to be space for a top landing. Replace curb ramp with a parallel type curb ramp.
559	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Curb ramp. Int. of Democracy Wy. SW corner serving S crossing of Patrick Henry Drive.	Excessive counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp – 8.6%.	406.2	4.7.2						Remove and replace concrete gutter.
560	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Curb ramp. Int. of Democracy Wy. SW corner serving S crossing of Patrick Henry Drive.	Excessive side flare slopes where no top landing is provided at an existing ramp – 13.0% left side, 15.0% right side.	406.4	4.7.2						Remove and replace concrete. Note: this is the same curb ramp as indicated above and this measure would be duplicative of the prior recommendation.
561	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Curb ramp. Int. of Democracy Wy. SE corner diagonal type.	Excessive running slopes of ramp -- 16.8% across curb face and up to 8.8% general slope.	405.2	4.8.2						Remove and replace curb ramp.
562	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Curb ramp. Int. of Democracy Wy. SE corner diagonal type	Excessive counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp – 10.1%.	406.2	4.7.2						Remove and replace concrete gutter.

Settlement Agreement - Exhibit H

ID	Area	Location 1	Location 2	Condition Description							Remedial Measures	
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC	2013 CBC		2016 CBC
563	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Curb ramp. Int. of Democracy Wy. SE corner diagonal type.	If curb ramp is located at marked crossing, 48" min. clear space is provided within the markings. Here -- 22" clear to markings.	406.6	4.7.10						Re-stripe the crosswalk to provide at least 48" distance withing markings from bottom of curb ramp.
575	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Accessible Route of Travel. W side of the street. Between Tasman Drive and Bunker Hill Lane.	Excessive cross slopes -- approx. 150' L is 2.8% to 4.3%.	403.3	4.3.7						Remove and replace concrete.
576	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Curb Ramp. Int. of Bunker Hill Lane. SW corner serving S crossing of Patrick Henry Drive.	Transition to walk, gutter or street is not flush and free of abrupt changes – 3/8" high vertical edge.	406.2	4.7.2						Grind the bottom edge of the curb ramp.
577	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Curb Ramp. Int. of Bunker Hill Lane. SW corner serving S crossing of Patrick Henry Drive.	Excessive counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp – 6.2%.	406.2	4.7.2						Remove and replace concrete gutter.
578	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Accessible Route of Travel. Int. of Bunker Hill Lane. West side of the street - Between curb ramp at SW corner and entrance drive aisle to Red Lot #5.	Clear width of exterior walkway too narrow -- 32 1/2" W at dirt portion.	403.5.1							Install concrete sidewalk where it is missing (approx. 20' long).

Settlement Agreement - Exhibit H

ID	Area	Location 1	Location 2	Condition Description	2010 ADAS	1991	1981	2007 CBC	2010 CBC	2013	2016	Remedial Measures
						ADAAG	CBC			CBC	CBC	
579	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Accessible Route of Travel. Int. of Bunker Hill Lane. West side of the street - Between curb ramp at SW corner and entrance drive aisle to Red Lot #5.	Dirt surface for approx. 20' L -- surface is not firm, stable, and slip-resistant.	302.1	4.5.1						Install concrete sidewalk where it is missing (approx. 20' long). Note: this is the missing sidewalk as indicated above and this measure would be duplicative of the prior recommendation.
580	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Accessible Route of Travel. Int. of Bunker Hill Lane. West side of the street - Between curb ramp at SW corner and entrance drive aisle to Red Lot #5.	Excessive changes in level -- 2 1/2" high vertical edge at end of concrete.	303.4	4.3.8						Install concrete sidewalk where it is missing (approx. 20' long). Note: this is the missing sidewalk as indicated above and this measure would be duplicative of the prior recommendation.
581	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Accessible Route of Travel. Int. of Bunker Hill Lane. West side of the street - Between curb ramp at SW corner and entrance drive aisle to Red Lot #5.	Excessive cross slope -- portion of concrete is 3.2%.	403.3	4.3.7						Remove and replace concrete.
582	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Accessible Route of Travel. Int. of Bunker Hill Lane. Between drive aisle and pedestrian walkway, both leading to Red Lot #5.	36" min. clear width of exterior walkway obstructed by 2 sign posts utility cover and tree.	403.5.1							Install concrete sidewalk where it is missing, meandering around the mature tree (approx. 15' long).
583	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Sidewalk. Int. of Bunker Hill Lane. Between drive aisle and pedestrian walkway, both leading to Red Lot #5.	Grass surface is not firm, stable, and slip-resistant.	302.1	4.5.1						Install concrete sidewalk where it is missing, meandering around the mature tree (approx. 15' long). Note: this is the missing sidewalk as indicated above and this measure would be duplicative of the prior recommendation.

Settlement Agreement - Exhibit H

ID	Area	Location 1	Location 2	Condition Description						Remedial Measures		
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
587	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Curb ramp. Int. of Bunker Hill Lane. SE corner serving S crossing of Patrick Henry Drive.	Excessive counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp – 6.8%.	406.2	4.7.2						Remove and replace concrete gutter.
588	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Accessible Route of Travel. E side of the street. Between Bunker Hill Lane and Tasman Drive.	Excessive cross slopes -- approx. 120' L is 2.6% to 3.8%.	403.3	4.3.7						Remove and replace concrete.
597	PROW	DEMOCRACY WAY FROM PATRICK HENRY DRIVE TO OLD IRONSIDE DRIVE.	Accessible Route of Travel. S side of the street. Between Patrick Henry Drive and W drive entrance leading to Blue Lot #1.	Excessive changes in level -- 1" high vertical edge.	303.4	4.3.8						Remove and replace concrete.
598	PROW	DEMOCRACY WAY FROM PATRICK HENRY DRIVE TO OLD IRONSIDE DRIVE.	Accessible Route of Travel. S side of the street. Between Patrick Henry Drive and W drive entrance leading to Blue Lot #1.	Excessive cross slopes -- approx. 100' L is 2.6% to 4.7%.	403.3	4.3.7						Remove and replace concrete.
599	PROW	DEMOCRACY WAY FROM PATRICK HENRY DRIVE TO OLD IRONSIDE DRIVE.	Accessible Route of Travel. S side of the street. Between Patrick Henry Drive and W drive entrance leading to Blue Lot #1.	Excessive running slopes -- approx.. 60' L is 5.8% to 7.2%.	403.3	4.3.7						Remove and replace concrete, re-grade sidewalk as necessary to reduce artificial hills.

Settlement Agreement - Exhibit H

ID	Area	Location 1	Location 2	Condition Description						2013 CBC	2016 CBC	Remedial Measures
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC			
600	PROW	DEMOCRACY WAY FROM PATRICK HENRY DRIVE TO OLD IRONSIDE DRIVE.	Hazards. S side of the street. Between Patrick Henry Drive and W drive entrance leading to Blue Lot #1.	Abrupt change in level not identified by curb or guide rail --drop off at one side exceeds 4" H near top of hill.	405.9	4.8.7				11B- 303.5		Raise adjacent landscape level to within 4" of the top of the sidewalk.
601	PROW	DEMOCRACY WAY FROM PATRICK HENRY DRIVE TO OLD IRONSIDE DRIVE.	Accessible Route of Travel. S side of the street. Between W and E drive entrances leading to Blue Lot #1.	Excessive changes in level -- 3/4" to 2" high vertical edges at 8 places.	303.4	4.3.8						Remove and replace concrete.
602	PROW	DEMOCRACY WAY FROM PATRICK HENRY DRIVE TO OLD IRONSIDE DRIVE.	Accessible Route of Travel. S side of the street. Between W and E drive entrances leading to Blue Lot #1.	Excessive cross slopes -- approx. 220' L is 2.6% to 4.5%.	403.3	4.3.7						Remove and replace concrete.
603	PROW	DEMOCRACY WAY FROM PATRICK HENRY DRIVE TO OLD IRONSIDE DRIVE.	Accessible Route of Travel. S side of the street. Between W and E drive entrances leading to Blue Lot #1.	Excessive running slopes -- approx.. 10' L is up to 8.9%.	403.3	4.3.7						Remove and replace concrete, re-grade sidewalk as necessary to reduce artificial hills.

Settlement Agreement - Exhibit H

ID	Area	Location 1	Location 2	Condition Description						Remedial Measures	
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC
604	PROW	DEMOCRACY WAY FROM PATRICK HENRY DRIVE TO OLD IRONSIDE DRIVE.	Accessible Route of Travel. S side of the street. Between E drive entrance and pedestrian lateral walkway, both leading to Blue Lot #1.	Excessive changes in level -- 1" to 1 1/4" high vertical edges at 4 places.	303.4	4.3.8					Remove and replace concrete.
605	PROW	DEMOCRACY WAY FROM PATRICK HENRY DRIVE TO OLD IRONSIDE DRIVE.	Accessible Route of Travel. S side of the street. Between E drive entrance and pedestrian lateral walkway, both leading to Blue Lot #1.	Excessive cross slopes -- approx. 200' L is 2.6% to 6.8%.	403.3	4.3.7					Remove and replace concrete.
606	PROW	DEMOCRACY WAY FROM PATRICK HENRY DRIVE TO OLD IRONSIDE DRIVE.	Accessible Route of Travel. S side of the street. Between E drive entrance and pedestrian lateral walkway, both leading to Blue Lot #1.	Excessive running slopes --up to 7.8% at 2 hills and approx. 20' L is 7.8% to 10.3%.	403.3	4.3.7					Re-grade hills so that the running slope does not exceed 5%. Remove and replace concrete. Revise zoning ordinance if necessary to eliminate the requirement for sidewalk that meander in elevation.
607	PROW	DEMOCRACY WAY FROM PATRICK HENRY DRIVE TO OLD IRONSIDE DRIVE.	Accessible Route of Travel. S side of the street. Lateral pedestrian walk to Blue Lot #1.	Excessive running slopes -- entire length is 5.7% to 11.2%.	403.3	4.3.7					Remove and replace with pedestrian ramp with ramp features including handrails and level top and bottom landings.
608	PROW	DEMOCRACY WAY FROM PATRICK HENRY DRIVE TO OLD IRONSIDE DRIVE.	Accessible Route of Travel. S side of the street. Between lateral pedestrian walk to Blue Lot #1 and Old Ironsides Drive.	Excessive cross slopes -- approx.. 10' L is 2.9%.	403.3	4.3.7					Remove and replace concrete.

Settlement Agreement - Exhibit H

ID	Area	Location 1	Location 2	Condition Description						Remedial Measures		
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
609	PROW	DEMOCRACY WAY FROM PATRICK HENRY DRIVE TO OLD IRONSIDE DRIVE.	Accessible Route of Travel. Int. of Old Ironsides Drive. SW corner serving W crossing of Democracy Wy.	Excessive slopes (in any direction) at turning space at bottom of curb ramp -- 9.2% across curb face.	403.3	4.3.7						Remove and replace curb and gutter at bottom of curb ramp.
610	PROW	DEMOCRACY WAY FROM PATRICK HENRY DRIVE TO OLD IRONSIDE DRIVE.	Accessible Route of Travel. Int. of Old Ironsides Drive. SW corner serving W crossing of Democracy Wy.	Excessive counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp – 10.2%.	406.2	4.7.2						Remove and replace concrete gutter. Note: this is the same curb ramp as indicated above and this measure would be duplicative of the prior recommendation.
611	PROW	DEMOCRACY WAY FROM PATRICK HENRY DRIVE TO OLD IRONSIDE DRIVE.	Curb ramp. Int. of Old Ironsides Drive. NW corner diagonal type.	Excessive running slope of ramp -- 14.7% across curb face.	405.2	4.8.2						Remove and replace curb and gutter at bottom of curb ramp.
612	PROW	DEMOCRACY WAY FROM PATRICK HENRY DRIVE TO OLD IRONSIDE DRIVE.	Curb ramp. Int. of Old Ironsides Drive. NW corner diagonal type.	Non-compliant top landing -- it is not as wide as the ramp and 36" min. in length.	406.4	4.7.2						Provide a concrete landing at the top of the curb ramp.
613	PROW	DEMOCRACY WAY FROM PATRICK HENRY DRIVE TO OLD IRONSIDE DRIVE.	Curb ramp. Int. of Old Ironsides Drive. NW corner diagonal type.	Excessive counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp – 10.4%.	406.2	4.7.2						Remove and replace concrete gutter.

Settlement Agreement - Exhibit H

ID	Area	Location 1	Location 2	Condition Description						Remedial Measures		
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
614	PROW	DEMOCRACY WAY FROM PATRICK HENRY DRIVE TO OLD IRONSIDE DRIVE.	Curb ramp. Int. of Old Ironsides Drive. NW corner diagonal type.	Excessive side flare slopes where no top landing is provided at an existing ramp – 13.2% right side, 12.0% left side.	406.4	4.7.2						Remove and replace concrete.
615	PROW	DEMOCRACY WAY FROM PATRICK HENRY DRIVE TO OLD IRONSIDE DRIVE.	Curb ramp. Int. of Old Ironsides Drive. NW corner diagonal type.	If curb ramp is located at marked crossing, 48" min. clear space is provided within the markings. Here – 35" clear within markings.	406.6	4.7.10						Re-stripe crossing to align with curb ramps.
616	PROW	DEMOCRACY WAY FROM PATRICK HENRY DRIVE TO OLD IRONSIDE DRIVE.	Curb ramp. Int. of Old Ironsides Drive. NE corner serving N crossing of Old Ironsides Drive.	Excessive running slope of ramp -- 16.8% across curb face.	405.2	4.8.2						Remove and replace curb and gutter at bottom of curb ramp. Note: this is the same curb ramp as indicated below and this measure would be duplicative of the following recommendation.
617	PROW	DEMOCRACY WAY FROM PATRICK HENRY DRIVE TO OLD IRONSIDE DRIVE.	Curb ramp. Int. of Old Ironsides Drive. NE corner serving N crossing of Old Ironsides Drive.	Surface of landing does not comply with requirements for an accessible path of travel – 3.5% cross slope at top landing.	302.1; 403.2; 403.3; 403.4	4.5.1; 4.3.7						Res-stripe crossing to align with curb ramps.
618	PROW	DEMOCRACY WAY FROM PATRICK HENRY DRIVE TO OLD IRONSIDE DRIVE.	Curb ramp. Int. of Old Ironsides Drive. NE corner serving N crossing of Old Ironsides Drive.	Non-compliant top landing -- it is not as wide as the ramp and 36" min. in length. Here -- only 24" L.	406.4	4.7.2						There does not appear to be space for a top landing. Replace curb ramp with a parallel type curb ramp.
619	PROW	DEMOCRACY WAY FROM PATRICK HENRY DRIVE TO OLD IRONSIDE DRIVE.	Curb ramp. Int. of Old Ironsides Drive. NE corner serving N crossing of Old Ironsides Drive.	Excessive counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp – 9.9%.	406.2	4.7.2						Remove and replace concrete gutter.

Settlement Agreement - Exhibit H

ID	Area	Location 1	Location 2	Condition Description						Remedial Measures		
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
620	PROW	DEMOCRACY WAY FROM PATRICK HENRY DRIVE TO OLD IRONSIDE DRIVE.	Curb ramp. Int. of Old Ironsides Drive. NE corner serving N crossing of Old Ironsides Drive.	Excessive side flare slopes where no top landing is provided at an existing ramp – 13.6% left side, 13.7% right side.	406.4	4.7.2						Remove and replace concrete. Note: this is the same curb ramp as indicated above and this measure would be duplicative of the prior recommendation.
621	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Accessible Route of Travel. W side of the street. Between Democracy Wy. And Tasman Drive.	Excessive cross slopes -- 7.6% for approx. 20' L at driveway apron.	403.3	4.3.7						Remove drive aprons and replace with driveway designs that do not use the width of the sidewalk in order to achieve elevation differences (i.e., the sidewalk should be offset away from the street to allow for an elevation transition between the sidewalk and the street, or the elevation transition should be made within the street if conditions allow).
622	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Accessible Route of Travel. W side of the street. Between Democracy Wy. And Tasman Drive.	Excessive running slopes -- 20.8% and 25.6% at sides of driveway apron.	403.3	4.3.7						Remove drive aprons and replace with driveway designs that do not use the width of the sidewalk in order to achieve elevation differences (i.e., the sidewalk should be offset away from the street to allow for an elevation transition between the sidewalk and the street, or the elevation transition should be made within the street if conditions allow). Note: this is the same driveway as indicated above and this measure would be duplicative of the prior recommendation.
623	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Accessible Route of Travel. W side of the street. Between Tasman Drive and Bunker Hill Lane.	Excessive cross slopes -- approx. 70' L is 2.8% to 3.9%.	403.3	4.3.7						Remove and replace concrete.
624	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Curb ramp. Int. of Bunker Hill Lane. SW corner serving S crossing of Old Ironsides Drive.	Excessive counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp – 6.8%.	406.2	4.7.2						Remove and replace concrete gutter.

Settlement Agreement - Exhibit H

ID	Area	Location 1	Location 2	Condition Description						Remedial Measures		
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
625	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Accessible Route of Travel. Int. of Bunker Hill Lane. SE corner across from curb ramp at SW corner.	No sidewalk -- no surface that is firm, stable, and slip-resistant.	302.1	4.5.1						Although there is no sidewalk or curb ramp at the SE corner, the curb ramp at the SW corner specifically leads a user to the SE corner. Provide marked crossing between the SW and SE corners, and between the SE corner and the sidewalk across the street to the north, in conjunction with providing a curb ramp at this location, as indicated below.
626	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Accessible Route of Travel. Int. of Bunker Hill Lane. SE corner across from curb ramp at SW corner.	Excessive change in level -- no curb access.	303.4	4.3.8						See above. Curb ramp is not required if above recommendations are followed.
627	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Curb ramp. Int. of Bunker Hill Lane. SW corner serving W crossing of Bunker Hill Drive.	Excessive counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp -- 7.4%.	406.2	4.7.2						Remove and replace concrete gutter.
629	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Accessible Route of Travel. E side of the street. From dead end at bus stop to Tasman Drive.	Excessive cross slopes -- approx. 10' L is up to 4.7% near Tasman Drive.	403.3	4.3.7						Remove and replace concrete.
630	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Accessible Route of Travel. E side of the street. Between Tasman Drive and Democracy Wy. NE corner.	Excessive cross slopes -- approx. 120' L is 2.7% to 4.4%.	403.3	4.3.7						Remove and replace concrete.

Settlement Agreement - Exhibit H

ID	Area	Location 1	Location 2	Condition Description						Remedial Measures		
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
631	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Accessible Route of Travel. E side of the street. Between Democracy Wy. NE corner and N drive aisle to Green Lot #2.	Excessive running slope -- 7.5% at one side of hill.	403.3	4.3.7						Re-grade hill so that the running slope does not exceed 5%. Remove and replace concrete. Revise zoning ordinance if necessary to eliminate the requirement for sidewalk that meander in elevation.
632	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Accessible Route of Travel. E side of the street. Between N and S drive aisles to Green Lot #2.	Excessive changes in level -- 1" high vertical edge.	303.4	4.3.8						Remove and replace concrete.
633	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Accessible Route of Travel. E side of the street. Between N and S drive aisles to Green Lot #2.	Excessive cross slopes -- approx. 260' L is 3.1% to 5.6%.	403.3	4.3.7						Remove and replace concrete.
634	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Accessible Route of Travel. E side of the street. Between N and S drive aisles to Green Lot #2.	Excessive running slope -- 6.0% at one side of hill.	403.3	4.3.7						Re-grade hill so that the running slope does not exceed 5%. Remove and replace concrete. Revise zoning ordinance if necessary to eliminate the requirement for sidewalk that meander in elevation.

Settlement Agreement - Exhibit H

ID	Area	Location 1	Location 2	Condition Description						Remedial Measures		
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
635	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Curb ramp. Int. of Old Glory Lane. NE corner acting as diagonal type.	Excessive slopes (in any direction) at turning space at bottom of curb ramp -- 9.6% across curb face.	403.3	4.3.7						Remove and Replace curb at bottom of curb ramp
636	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Curb ramp. Int. of Old Glory Lane. NE corner acting as diagonal type.	Excessive counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp – 10.7%.	406.2	4.7.2						Remove and replace concrete gutter.
637	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Curb ramp. Int. of Old Glory Lane. SE corner diagonal type.	Excessive running slope of ramp -- 14.3% for 3" L at btm.	405.2	4.8.2						Remove and replace curb and gutter at bottom of curb ramp.
638	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Curb ramp. Int. of Old Glory Lane. SE corner diagonal type.	Non-compliant top landing -- it is not as wide as the ramp and 36" min. in length.	406.4	4.7.2						Provide concrete landing at top of curb ramp.
639	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Curb ramp. Int. of Old Glory Lane. SE corner diagonal type.	Excessive counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp – 10.4%.	406.2	4.7.2						Remove and replace concrete gutter.

Settlement Agreement - Exhibit H

ID	Area	Location 1	Location 2	Condition Description						Remedial Measures		
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
640	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Curb ramp. Int. of Old Glory Lane. SE corner diagonal type.	Excessive side flare slopes where no top landing is provided at an existing ramp – 13.6% left side, 13.8% right side.	406.4	4.7.2						Remove and replace concrete.
641	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Accessible Route of Travel. E side of the street. Between Old Glory Lane and N drive aisle to Green Lot #3.	Excessive cross slopes -- approx. 50' L is 2.7% to 6.8%.	403.3	4.3.7						Remove and replace concrete.
642	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Accessible Route of Travel. E side of the street. Between Old Glory Lane and N drive aisle to Green Lot #3.	Excessive running slopes -- 9.1% and 17.7% at 2 sides of hills.	403.3	4.3.7						Re-grade hills so that the running slope does not exceed 5%. Remove and replace concrete. Revise zoning ordinance if necessary to eliminate the requirement for sidewalk that meander in elevation.
643	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Hazards. E side of the street. Between Old Glory Lane and N drive aisle to Green Lot #3.	Abrupt change in level not identified by curb or guide rail – approx. 10' L has 9" high drop off at one side.	405.9	4.8.7				11B-303.5		Raise adjacent landscape level to within 4" of the top of the sidewalk.
644	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Curb ramp. E side of the street. N side of N drive aisle to Green Lot #3.	Excessive running slope of ramp -- 10.3%.	405.2	4.8.2						Remove and replace curb ramp.

Settlement Agreement - Exhibit H

ID	Area	Location 1	Location 2	Condition Description						Remedial Measures		
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
645	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Curb ramp. E side of the street. N side of N drive aisle to Green Lot #3.	Excessive cross slope of ramp -- 3.7%.	405.3	4.8.6						Remove and replace curb ramp. Note: this is the same curb ramp as indicated above and this measure would be duplicative of the prior recommendation.
646	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Curb ramp. E side of the street. N side of N drive aisle to Green Lot #3.	Transition to walk, gutter or street is not flush and free of abrupt changes – 1/2" high vertical edge and 2" W gap.	406.2	4.7.2						Remove and replace curb ramp. Note: this is the same curb ramp as indicated above and this measure would be duplicative of the prior recommendation.
648	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Curb Ramp. E side of the street. S side of N drive aisle to Green Lot #3.	Excessive running slope of ramp -- 10.4%.	405.2	4.8.2						Remove and replace curb ramp.
649	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Curb Ramp. E side of the street. S side of N drive aisle to Green Lot #3.	Excessive cross slope of ramp -- 3.6%.	405.3	4.8.6						Remove and replace curb ramp. Note: this is the same curb ramp as indicated above and this measure would be duplicative of the prior recommendation.
650	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Curb Ramp. E side of the street. S side of N drive aisle to Green Lot #3.	Transition to walk, gutter or street is not flush and free of abrupt changes – 3/4 high vertical edge and 1" W gap.	406.2	4.7.2						Remove and replace curb ramp. Note: this is the same curb ramp as indicated above and this measure would be duplicative of the prior recommendation.
652	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Accessible Route of Travel. E side of the street. Between N and middle drive aisles to Green Lot #3.	Excessive changes in level -- 3/4" high vertical edge.	303.4	4.3.8						Remove and replace concrete.

Settlement Agreement - Exhibit H

ID	Area	Location 1	Location 2	Condition Description						Remedial Measures		
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
653	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Accessible Route of Travel. E side of the street. Between N and middle drive aisles to Green Lot #3.	Excessive cross slope -- approx. 160' L is 2.7% to 4.8%.	403.3	4.3.7						Remove and replace concrete.
654	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Accessible Route of Travel. E side of the street. Between N and middle drive aisles to Green Lot #3.	Excessive running slope -- 8.8% at side of one hill.	403.3	4.3.7						Re-grade hill so that the running slope does not exceed 5%. Remove and replace concrete. Revise zoning ordinance if necessary to eliminate the requirement for sidewalk that meander in elevation.
655	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Hazards. E side of the street. Between N and middle drive aisles to Green Lot #3.	Abrupt change in level not identified by curb or guide rail -- 6" drop off along portion of one side approx. 20' L.	405.9	4.8.7				11B-303.5		Raise adjacent landscape level to within 4" of the top of the sidewalk.
656	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Curb ramp. E side of the street. N side of middle drive aisle to Green Lot #3.	Excessive cross slope of ramp -- 6.4%.	405.3	4.8.6						This condition is caused by the influence of the sloping driveway apron. Remove drive apron and replace with driveway design that does not use the width of the sidewalk in order to achieve elevation differences (i.e., the sidewalk should be offset away from the street to allow for an elevation transition between the sidewalk and the street, or the elevation transition should be made within the street if conditions allow).

Settlement Agreement - Exhibit H

ID	Area	Location 1	Location 2	Condition Description						Remedial Measures		
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
657	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Curb ramp. E side of the street. N side of middle drive aisle to Green Lot #3.	Surface of landings does not comply with requirements for an accessible path of travel – 6.1% running slope at top landing, 8.6% cross slope at btm. landing.	302.1; 403.2; 403.3; 403.4	4.5.1; 4.3.7						This condition is caused by the influence of the sloping driveway apron. Remove drive apron and replace with driveway design that does not use the width of the sidewalk in order to achieve elevation differences (i.e., the sidewalk should be offset away from the street to allow for an elevation transition between the sidewalk and the street, or the elevation transition should be made within the street if conditions allow). Note: this is the same driveway as indicated above and this measure would be duplicative of the prior recommendation.
658	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Curb ramp. E side of the street. N side of middle drive aisle to Green Lot #3.	Transition to walk, gutter or street is not flush and free of abrupt changes – 3/4" high vertical edge and 1" W gap.	406.2	4.7.2						This condition is caused by the influence of the sloping driveway apron. Remove drive apron and replace with driveway design that does not use the width of the sidewalk in order to achieve elevation differences (i.e., the sidewalk should be offset away from the street to allow for an elevation transition between the sidewalk and the street, or the elevation transition should be made within the street if conditions allow). Note: this is the same driveway as indicated above and this measure would be duplicative of the prior recommendation.
659	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Curb ramp. E side of the street. S side of middle drive aisle to Green Lot #3.	Excessive running slope of ramp -- 12.3%.	405.2	4.8.2						This condition is caused by the influence of the sloping driveway apron. Remove drive apron and replace with driveway design that does not use the width of the sidewalk in order to achieve elevation differences (i.e., the sidewalk should be offset away from the street to allow for an elevation transition between the sidewalk and the street, or the elevation transition should be made within the street if conditions allow). Note: this is the same driveway as indicated above and this measure would be duplicative of the prior recommendation.

Settlement Agreement - Exhibit H

ID	Area	Location 1	Location 2	Condition Description						Remedial Measures		
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
660	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Curb ramp. E side of the street. S side of middle drive aisle to Green Lot #3.	Excessive cross slope of ramp -- 4%.	405.3	4.8.6						This condition is caused by the influence of the sloping driveway apron. Remove drive apron and replace with driveway design that does not use the width of the sidewalk in order to achieve elevation differences (i.e., the sidewalk should be offset away form the street to allow for an elevation transition between the sidewalk and the street, or the elevation transition should be made within the street if conditions allow). Note: this is the same driveway as indicated above and this measure would be duplicative of the prior recommendation.
661	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Curb ramp. E side of the street. S side of middle drive aisle to Green Lot #3.	Surface of landings does not comply with requirements for an accessible path of travel – 12.2% running slope at top landing, 6.9% cross slope at btm. landing.	302.1; 403.2; 403.3; 403.4	4.5.1; 4.3.7						This condition is caused by the influence of the sloping driveway apron. Remove drive apron and replace with driveway design that does not use the width of the sidewalk in order to achieve elevation differences (i.e., the sidewalk should be offset away form the street to allow for an elevation transition between the sidewalk and the street, or the elevation transition should be made within the street if conditions allow). Note: this is the same driveway as indicated above and this measure would be duplicative of the prior recommendation.
662	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Curb ramp. E side of the street. S side of middle drive aisle to Green Lot #3.	Transition to walk, gutter or street is not flush and free of abrupt changes – 3/4" high vertical edge and 2" W gap.	406.2	4.7.2						This condition is caused by the influence of the sloping driveway apron. Remove drive apron and replace with driveway design that does not use the width of the sidewalk in order to achieve elevation differences (i.e., the sidewalk should be offset away form the street to allow for an elevation transition between the sidewalk and the street, or the elevation transition should be made within the street if conditions allow). Note: this is the same driveway as indicated above and this measure would be duplicative of the prior recommendation.

Settlement Agreement - Exhibit H

ID	Area	Location 1	Location 2	Condition Description						Remedial Measures		
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
663	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Accessible Route of Travel. E side of the street. Between middle and S drive aisles to Green Lot #3.	3/4" W gaps at 2 places do not allow the passage of a sphere more than 1/2" in diameter.	302.3	4.5.4						Patch gaps with elastomeric material.
664	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Accessible Route of Travel. E side of the street. Between middle and S drive aisles to Green Lot #3.	Excessive changes in level -- 2" high vertical edge.	303.4							Remove and replace concrete.
665	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Accessible Route of Travel. E side of the street. Between middle and S drive aisles to Green Lot #3.	Excessive cross slopes -- approx. 200' L is 2.9% to 5.4%.	403.3	4.3.7						Remove and replace concrete.
666	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Accessible Route of Travel. E side of the street. Between middle and S drive aisles to Green Lot #3.	Excessive running slope -- 11.1% at side of one hill.	403.3	4.3.7						Re-grade hill so that the running slope does not exceed 5%. Remove and replace concrete. Revise zoning ordinance if necessary to eliminate the requirement for sidewalk that meander in elevation.
667	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Hazards. E side of the street. Between middle and S drive aisles to Green Lot #3.	Abrupt change in level not identified by curb or guide rail -- approx. 30'L drops off up to 9" high at one side.	405.9	4.8.7				11B-303.5		Raise adjacent landscape level to within 4" of the top of the sidewalk.

Settlement Agreement - Exhibit H

ID	Area	Location 1	Location 2	Condition Description						Remedial Measures		
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
668	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Accessible Route of Travel. E side of the street. Across S drive aisle leading to Green Lot #3.	Excessive cross slope -- 7.2%.	403.3	4.3.7						This condition is caused by the influence of the sloping driveway apron. Remove drive apron and replace with driveway design that does not use the width of the sidewalk in order to achieve elevation differences (i.e., the sidewalk should be offset away from the street to allow for an elevation transition between the sidewalk and the street, or the elevation transition should be made within the street if conditions allow).
669	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Accessible Route of Travel. E side of the street. Across S drive aisle leading to Green Lot #3.	Excessive running slope -- up to 14.5%.	403.3	4.3.7						This condition is caused by the influence of the sloping driveway apron. Remove drive apron and replace with driveway design that does not use the width of the sidewalk in order to achieve elevation differences (i.e., the sidewalk should be offset away from the street to allow for an elevation transition between the sidewalk and the street, or the elevation transition should be made within the street if conditions allow). Note: this is the same driveway as indicated above and this measure would be duplicative of the prior recommendation.
670	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Accessible Route of Travel. E side of the street. Between S drive aisle leading to Green Lot #3 and Patrick Henry Drive.	Excessive changes in level -- 3/4" high vertical edge.	303.4	4.3.8						Remove and replace concrete.
671	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Accessible Route of Travel. E side of the street. Between S drive aisle leading to Green Lot #3 and Patrick Henry Drive.	Excessive cross slopes -- approx. 220' L is 2.7% to 6.5%.	403.3	4.3.7						Remove and replace concrete.

Settlement Agreement - Exhibit H

ID	Area	Location 1	Location 2	Condition Description						Remedial Measures		
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
672	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Accessible Route of Travel. E side of the street. Between S drive aisle leading to Green Lot #3 and Patrick Henry Drive.	Excessive running slopes -- 7.9% and 7.1% at 2 sides of hills.	403.3	4.3.7						Re-grade hills so that the running slope does not exceed 5%. Remove and replace concrete. Revise zoning ordinance if necessary to eliminate the requirement for sidewalk that meander in elevation.
673	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Hazards. E side of the street. Between S drive aisle leading to Green Lot #3 and Patrick Henry Drive.	Abrupt change in level not identified by curb or guide rail – drop off along one side exceeds 4" H for approx. 40' L.	405.9	4.8.7				11B-303.5		Raise adjacent landscape level to within 4" of the top of the sidewalk.
674	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Accessible Route of Travel. W side of the street. Between Patrick Henry Drive and sidewalk dead end to the N.	Approximate 700' long dead end with no indication at intersection of Patrick Henry Drive that the route is not accessible. Surface is not firm, stable, and slip-resistant.	302.1	4.5.1						Provide sign at beginning of route indicating that sidewalk does not continue.
675	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Curb ramp. Int. of Old Glory Lane. SW corner serving S crossing of Old Ironsides Drive.	Transition to walk, gutter or street is not flush and free of abrupt changes – 3/8" high vertical edge.	406.2	4.7.2						Grind the bottom edge of the curb ramp.
676	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Curb ramp. Int. of Old Glory Lane. SW corner serving S crossing of Old Ironsides Drive.	Excessive counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp – 10.3%.	406.2	4.7.2						Remove and replace concrete gutter.

Settlement Agreement - Exhibit H

ID	Area	Location 1	Location 2	Condition Description						Remedial Measures		
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
677	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Curb ramp. Int. of Old Glory Lane. NW corner serving N crossing of Old Ironsides Drive.	Excessive slopes (in any direction) at turning space at bottom of curb ramp -- 10.7% across curb face.	403.3	4.3.7						Remove and replace curb and gutter at bottom of curb ramp.
678	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Curb ramp. Int. of Old Glory Lane. NW corner serving N crossing of Old Ironsides Drive.	Excessive counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp -- 13.8%.	406.2	4.7.2						Remove and replace concrete gutter.
679	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Accessible Route of Travel. W side of the street. Between Old Glory Lane and S central drive aisle to Green Lot #3.	Excessive cross slope -- 5' L is 5.3%.	403.3	4.3.7						Remove and replace concrete.
680	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Accessible Route of Travel. W side of the street. Between N central drive aisle and S pedestrian walkway, both leading to Green Lot #3.	Excessive cross slopes -- approx. 40' L is 2.7% to 3.5%.	403.3	4.3.7						Remove and replace concrete.
681	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Accessible Route of Travel. W side of the street. S pedestrian walkway to Green Lot #3.	Excessive cross slope -- up to 3.7%.	403.3	4.3.7						Remove and replace concrete.
682	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Accessible Route of Travel. W side of the street. S pedestrian walkway to Green Lot #3.	Excessive running slope -- up to 7.4%.	403.3	4.3.7						Remove and replace concrete.

Settlement Agreement - Exhibit H

ID	Area	Location 1	Location 2	Condition Description						Remedial Measures		
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
683	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Accessible Route of Travel. W side of the street. N pedestrian walkway to Green Lot #3.	Excessive running slope -- up to 5.8%.	403.3	4.3.7						Remove and replace concrete.
684	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Accessible Route of Travel. W side of the street. Between N pedestrian walkway leading to Green Lot #3 and Democracy Wy.	Excessive running slope -- 5.9% at one side of hill.	403.3	4.3.7						Re-grade hills so that the running slope does not exceed 5%. Remove and replace concrete. Revise zoning ordinance if necessary to eliminate the requirement for sidewalk that meander in elevation.