

**SETTLEMENT
AGREEMENT
EXHIBIT I**

ID	Area	Location 1	Location 2	Condition Description						2013 CBC	2016 CBC	Remedial Measures
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC			
247	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Old Mountain View. SW corner diagonal type.	Excessive running slope of ramp -- 16.8% at btm. 3", 11.9% at btm. 3" to 8" portion.	405.2	4.7.2 4.8.2	1981 CBC 2-7103(c)			11B-405.2	Remove and replace curb ramp.	
248	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Old Mountain View. SW corner diagonal type.	Excessive counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp -- 8%.	406.2	4.7.2					Remove and replace concrete gutter.	
249	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Into Old Mountain View. NW corner diagonal type.	Excessive running slope of ramp -- 11.7% at btm. 2", 8.8% at top 24" portion.	405.2	4.7.2 4.8.2	1981 CBC 2-7103(c)			11B-405.2	Remove and replace curb ramp.	
250	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Into Old Mountain View. NW corner diagonal type.	Surface of ramp does not comply with requirements of accessible path of travel -- 3/4" high vertical edge at asphalt transition.	302.1; 403.1; 403.3; 403.4 405.4	4.5 4.7.4	1981 CBC 2-7103(B)			11B-405.4 11B-406.5.4	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.	

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					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
251	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Into Old Mountain View. NW corner diagonal type.	Excessive counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp -- 6%.	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.
252	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Into Old Mountain View. NE corner.	Min. 48" x 48" turning space is not provided at bottom of curb ramp -- 19.0% for 3" L (approx. 5/8" H difference) 43" from btm. of curb ramp.	403.3	4.3.7						Remove and replace concrete.
253	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Into Old Mountain View. SE corner.	Excessive slope (in any direction) at turning space at bottom of curb ramp -- 16.0% for 2" (approx. 7/8" H difference).	403.3	4.3.7						Remove and replace curb and gutter at bottom of curb ramp.
255	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Accessible Route of Travel. E side of street Between Old Mountain View and Santa Clara Convention Center entrance drive.	Excessive running slope -- 10.8% and 12.2% at drive apron sides at S 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).

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					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC			
256	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Santa Clara Convention Center entrance drive at E side of street. N side	Sand and debris surface is not stable, firm, and slip-resistant.	405.4	4.8.6						Clean debris so that required accessible routes are clear. Periodically inspect and clear these surfaces.
257	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Santa Clara Convention Center entrance drive at E side of street. N side	Transition to walk, gutter or street is not flush and free of abrupt changes -- 1 1/8" high vertical edge.	406.2	4.7.2						Remove and replace curb and gutter at bottom of curb ramp.
258	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Santa Clara Convention Center entrance drive at E side of street. S side	Transition to walk, gutter or street is not flush and free of abrupt changes -- 3/4" high vertical edge.	406.2	4.7.2						Remove and replace curb and gutter at bottom of curb ramp.
260	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Accessible Route of Travel. E side of street. Between Santa Clara Convention Center entrance drive and Bunker Hill Lane.	Excessive cross slope -- approx. 40' L is 2.5% to 4.0%.	403.3	4.3.7						Remove and replace concrete.

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					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC	2013 CBC		2016 CBC
261	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Bunker Hill Lane. NE corner.	Transition to walk, gutter or street is not flush and free of abrupt changes -- 5/8" vertical edge.	406.2	4.7.2						Remove and replace curb and gutter at bottom of curb ramp.
262	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Bunker Hill Lane. NE corner.	Excessive counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp -- 8.3%.								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.
263	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Reach Range and Operating Mechanisms. Int. of Bunker Hill Lane. NE corner E crossing button.	Excessive slopes in clear floor space -- 3.8% back side, 4.6% front side.	305.2							Remove and replace concrete.
264	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Bunker Hill Lane. SE corner diagonal type.	Excessive running slope of ramp -- 9.1% across curb face.	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.

ID	Area	Location 1	Location 2	Condition Description	2010 ADAS	1991	1981	2007 CBC	2010 CBC	2013	2016	Remedial Measures
						ADAAG	CBC			CBC	CBC	
265	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Bunker Hill 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 -- 5.8%.	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.
267	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Hyatt Regency entrance drive at E side of street. N side perpendicular type.	Excessive running slope of ramp -- 18.1% at btm. 2", 13.4% at btm. 2" to 6" portion.	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.
268	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Hyatt Regency entrance drive at E side of street. S side perpendicular type.	Excessive running slope of ramp -- 11.8% 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.

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					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
270	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Acc. Route of travel. Int. of Hyatt Regency entrance drive at E side of street. S side perpendicular type.	Excessive cross slope -- 40' L is 2.6% to 3.0%.	403.3	4.3.7						Remove and replace concrete.
277	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Accessible Route of Travel. E side of street. Between Tasman Drive and Hilton entrance drive.	3 gaps at utility cover, up to 1 1/2" W do not allow the passage of a sphere more than 1/2" in diameter.	302.3	4.5.4						Fill the gaps with concrete and/or replace the cover.
278	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Accessible Route of Travel. E side of street. Between Tasman Drive and Hilton entrance drive.	Excessive cross slope -- approx. 10' L is 2.8%.	403.3	4.3.7						Remove and replace concrete.
279	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Hilton entrance drive at E side of street. S side perpendicular type.	Excessive running slope of ramp -- 9.9% 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.

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					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
280	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Accessible Route of Travel. E side of street. Between Hilton entrance drive and Stadium Parking entrance drive.	Two 1/2" vertical edges at utility cover not beveled to max 1:2 (vert:horiz) slope.	303.3	4.5.2						Provide a post that is closer to the accessible route of travel and relocate the crossing actuator button.
281	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Accessible Route of Travel. E side of street. Between Hilton entrance drive and Stadium Parking entrance drive.	Excessive cross slope -- approx. 20' L is 3.2% to 3.3%.	403.3	4.3.7						Remove and replace concrete.
282	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Accessible Route of Travel. E side of street. Between Stadium Parking entrance drive and Old Glory Ln.	Excessive level changes -- three vertical edges 5/8" to 1 1/4" S of bus stop.	303.4	4.3.8						Remove and replace concrete.
283	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Accessible Route of Travel. E side of street. Between Stadium Parking entrance drive and Old Glory Ln.	Excessive cross slope --approx. 270' L is 2.7% to 4.2%.	403.3	4.3.7						Remove and replace concrete.

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					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC
284	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Old Glory Lane. NE corner diagonal type.	Excessive running slope of ramp -- 9.5% generally, 15.2% across curb face.	405.2	4.7.2 4.8.2	1981 CBC 2-7103(c)			11B-405.2	Remove and replace curb ramp.
285	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Old Glory Lane. 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 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.
286	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Old Glory Lane. NE corner diagonal type.	Excessive slope of 11.7% at right flared side.	406.2	4.7.2					Grind concrete side flare.
287	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Old Glory Lane. NE corner diagonal type.	If curb ramp is located at marked crossing, 48" min. clear space is provided within the markings. Here -- 0" clear space to CW markings (no landing in CW).	406.6	4.7.10					Re-stripe the crosswalk.

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					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
288	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Old Glory Lane. NE corner at E crossing.	Excessive slope in clear floor space -- 3.8%.	305.2							Remove and replace concrete. Note: this refers to the clear space necesasry to operate crossing signal button.
289	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Old Glory Lane. NE corner at N crossing.	Excessive slope in clear floor space -- 3.5%.	305.2							Remove and replace concrete. Note: this refers to the clear space necesasry to operate crossing signal button.
290	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Old Glory Lane. SE corner perpendicular type.	Transition to walk, gutter or street is not flush and free of abrupt changes -- 5/8" elevation difference in approx. 2" btm. portion.	406.2	4.7.2						Remove and replace curb and gutter at bottom of curb ramp.
291	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Reach Range and Operating Mechanisms. Int. of Old Glory Lane. SE corner at E crossing.	Excessive slope in clear floor space -- 3.4%.	305.2							Remove and replace concrete.

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					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
292	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Accessible Route of Travel. E side of street. Between Old Glory Lane and Great America Drive entrance.	Excessive cross slope -- approx. 40' L is 3.9% to 4.5%.	403.2; 403.3	4.5.1; 4.3.7						Remove and replace concrete.
293	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Accessible Route of Travel. E side of street. Between Great America entrance drive and entrance drive to address 4555.	Excessive cross slope -- approx. 110' L is 2.5% to 4.3%.	403.3	4.3.7						Remove and replace concrete.
294	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Accessible Route of Travel. E side of street. Between Great America entrance drive and entrance drive to address 4555.	Excessive running slope -- 2 hills comprising approx. 55' L running slope up to 6.8%.	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.

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					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
295	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Accessible Route of Travel. E side of street. Between drive aisle at address 4555 and Patrick Henry Drive.	Excessive cross slope -- approx. 320' L is 2.5% to 5.1%.	403.3	4.3.7						Remove and replace concrete.
296	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Accessible Route of Travel. E side of street. Between Patrick Henry Drive and entrance Drive to address 4551.	Excessive cross slope -- approx. 90' L is 2.6% to 4.8%.	403.3	4.3.7						Remove and replace concrete.
297	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Accessible Route of Travel. E side of street. Between Patrick Henry Drive and entrance Drive to address 4551.	Excessive running slopes up to 6.9% for approx. 10' L at 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.

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298	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Hazards. E side of street. Between Patrick Henry Drive and entrance Drive to address 4551.	Abrupt change in level not identified by curb or guide rail -- over 4" drop off, approx. 20' L at one side.	405.9	4.8.7				11B-303.5		Raise adjacent landscape level to within 4" of the top of the sidewalk.
299	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Drive aisle to address 4551 at E side of street. S side.	Excessive running slope -- 9.5% at btm. 6".	405.2	4.8.2						Remove and replace curb and gutter at bottom of curb ramp.
300	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Accessible Route of Travel. E side of street. Between drive aisle to address 4551 and drive aisle to address 4401.	Excessive cross slope approx. 60' L is 2.6% to 5.1%.	403.3	4.3.7						Remove and replace concrete.

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					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC			
301	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Accessible Route of Travel. E side of street. Between drive aisle to address 4551 and drive aisle to address 4401.	Excessive running slopes up to 6.1% at 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.
302	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of drive aisle to address 4401 at E side of street. N side perpendicular type.	Excessive running slope of ramp -- 12%.	405.2	4.7.2 4.8.2	1981 CBC 2- 7103(c)			11B- 405.2		Remove and replace curb ramp.
303	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of drive aisle to address 4401 at E side of street. N side perpendicular type.	Excessive cross slope of ramp -- 4.6%.	405.3	4.3.7	1981 CBC 2- 7103(c) & 2- 3323(a)3			11B- 405.312		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.

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					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC			
304	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of drive aisle to address 4401 at E side of street. N side perpendicular type.	Top landing is not as wide as the ramp and 36" min. in length.	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.
305	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of drive aisle to address 4401 at E side of street. N side perpendicular type.	Excessive side flare slopes where no top landing is provided at an existing ramp -- 15.6% left side, 15.9% right 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.
306	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Accessible Route of Travel. E side of street. Between Drive aisle to address 4401 and Mission College Blvd.	Excessive cross slopes -- approx. 250' L is 2.5% to 8.0%.	403.3	4.3.7						Remove and replace concrete.
307	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Mission College Blvd. NE corner perpendicular type.	Excessive running slope of ramp -- 11.6% w/ 32.2% at btm. 1" and 19.9% at btm. 1" to 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.

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308	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Mission College Blvd. NE corner 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 ramp top landing.
309	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Mission College Blvd. NE corner perpendicular 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. Note: this is the same curb ramp as indicated above and this measure would be duplicative of the prior recommendation.
310	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Mission College Blvd. NE corner perpendicular type.	Excessive side flare slopes where no top landing is provided at an existing ramp -- 13.9% at right side, 12.3% at 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.
311	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Reach Range and Operating Mechanisms. Int. of Mission College Blvd. NE corner at turn pocket island serving E crossing.	Excessive slope at clear floor space -- 3.2%.	305.2							Remove and replace concrete.

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312	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Reach Range and Operating Mechanisms. Int. of Mission College Blvd. NE corner at turn pocket island serving E crossing.	Excessive side reach over an obstruction -- approx. 52" H, 21" from clear space.	308.2 308.3.2	4.2.5						Provide a post that is closer to the accessible route of travel and relocate the crossing actuator button.
313	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Accessible Route of Travel. Int. of Mission College Blvd. E crossing of Mission College Blvd.	36" min. clear width of exterior walkway obstructed by mid-crossing island to 0" wide.	403.5.1							Modify mid crossing island so that it does not extend as far into the intersection and provides a minimum 48" wide route within the crossing.
314	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Accessible Route of Travel. Int. of Mission College Blvd. E crossing of Mission College Blvd.	Sign indicates to push button and wait for walk signal, however, user who cannot step up the curb must wait in traffic lanes.	303.4	4.3.8						See below.
315	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Reach Range and Operating Mechanisms. Int. of Mission College Blvd. Mid crossing button at E crossing of Mission College Blvd.	Excessive side reach over an obstruction -- over 24" from clear space in crossing.	304.3.2; 308.3.2	4.2.3; 4.2.5						Provide a post that is closer to the accessible route of travel and relocate the crossing actuator button.

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						ADAAG	CBC			CBC	CBC	
316	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Mission College Blvd. SE corner turn pocket island serving E crossing of Mission College Blvd.	Excessive running slopes of ramp -- 8.7% and 14.2% across curb face.	405.2	4.8.2						Remove and replace curb ramp.
317	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Mission College Blvd. SE corner turn pocket island serving E crossing of Mission College Blvd.	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.
318	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Mission College Blvd. SE corner turn pocket island serving E crossing of Mission College Blvd.	Excessive slopes of flared sides -- 18.0% right side, 15.8% 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.
319	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Mission College Blvd. SE corner turn pocket island serving crossing to SE corner of Great America Pky.	Excessive running slopes of ramp -- 16.4% and 23.2% across curb face.	405.2	4.8.2						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.

ID	Area	Location 1	Location 2	Condition Description						2013 CBC	2016 CBC	Remedial Measures
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC			
320	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Mission College Blvd. SE corner turn pocket island serving crossing to SE corner of Great America Pky.	Surface of ramp does not comply with requirements of accessible path of travel -- 3/4" gap at asphalt transition.	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.
321	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Mission College Blvd. SE corner turn pocket island serving crossing to SE corner of Great America Pky.	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.
322	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Mission College Blvd. SE corner turn pocket island serving crossing to SE corner of Great America Pky.	Excessive slopes of flared sides -- 18.0% right side, 15.8% 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.
323	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Mission College Blvd. SE corner turn pocket serving crossing to turn pocket island.	Excessive running slope of ramp -- 12.9%.	405.2	4.7.2 4.8.2	1981 CBC 2- 7103(c)			11B- 405.2		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.

ID	Area	Location 1	Location 2	Condition Description						Remedial Measures		
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
324	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Mission College Blvd. SE corner turn pocket serving crossing to turn pocket island.	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 ramp. Note: this is the same curb ramp as indicated above and this measure would be duplicative of the prior recommendation.
325	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Mission College Blvd. SE corner turn pocket serving crossing to turn pocket island.	Excessive counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp -- 8.2%.	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.
326	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Mission College Blvd. SE corner turn pocket serving crossing to turn pocket island.	Excessive slopes of flared sides -- 17.3% left side, 14.7% right 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.
327	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Mission College Blvd. SW corner serving crossing of turn pocket.	Excessive running slopes of ramp -- 11.6% and 12.6% across curb face.	405.2	4.8.2						Remove and replace curb and gutter at bottom of curb ramp.

ID	Area	Location 1	Location 2	Condition Description						Remedial Measures		
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
328	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Mission College Blvd. SW corner serving crossing of turn pocket.	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 raised edge. Note: this is the same curb ramp as indicated above and this measure would be duplicative of the prior recommendation.
329	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Mission College Blvd. SW corner serving crossing of turn pocket.	Top landing is too short -- 34" L.	406.4	4.7.2						Provide concrete landing.
330	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Mission College Blvd. SW corner serving crossing of turn pocket.	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. Note: this is the same curb ramp as indicated above and this measure would be duplicative of the prior recommendation.
331	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Mission College Blvd. SW corner serving crossing of turn pocket.	Excessive side flare slopes where no top landing is provided at an existing ramp -- 13.3% left side, 12.6% right 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.

ID	Area	Location 1	Location 2	Condition Description						2013 CBC	2016 CBC	Remedial Measures
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC			
332	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Mission College Blvd. SW corner turn pocket island serving crossing to SW corner.	Excessive running slope of ramp -- 15.0% to 17.3%.	405.2	4.7.2 4.8.2	1981 CBC 2-7103(c)				11B-405.2	Remove curb ramp and constuct pass through island at street level.
333	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Mission College Blvd. SW corner turn pocket island serving crossing to SW corner.	Surface of landings does not comply with requirements for an accessible path of travel-- 2" W gap at btm. landing.	302.1; 403.2; 403.3; 403.4	4.5.1; 4.3.7						Remove curb ramp and constuct pass through island at street level. Note: this is the same curb ramp as indicated above and this measure would be duplicative of the prior recommendation.
334	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Mission College Blvd. SW corner turn pocket island serving crossing to SW corner.	Excessive side flare slopes where no top landing is provided at an existing ramp -- 25.0% left side, 25.9% right side.	406.4	4.7.2						Remove curb ramp and constuct pass through island at street level. Note: this is the same curb ramp as indicated above and this measure would be duplicative of the prior recommendation.
335	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Mission College Blvd. SW corner turn pocket island serving crossing to SW corner.	Island is too small - each curb ramp has a min. 48" long x 36" wide level landing at the top of the curb ramp, with the 48" length in the direction of the running slope of the curb ramp it serves. Here -- 18" L to adjacent curb ramp.	406.7	4.7.1						Remove curb ramp and constuct pass through island at street level. Note: this is the same curb ramp as indicated above and this measure would be duplicative of the prior recommendation.

ID	Area	Location 1	Location 2	Condition Description						Remedial Measures		
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
336	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Mission College Blvd. SW corner turn pocket island serving W crossing of Mission College Blvd.	Excessive running slopes of ramp --9.8% to 11.0%.	405.2	4.8.2						Remove curb ramp and constuct pass through island at street level.
337	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Mission College Blvd. SW corner turn pocket island serving W crossing of Mission College Blvd.	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 curb ramp and constuct pass through island at street level. Note: this is the same curb ramp as indicated above and this measure would be duplicative of the prior recommendation.
338	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Mission College Blvd. SW corner turn pocket island serving W crossing of Mission College Blvd.	Excessive side flare slopes where no top landing is provided at an existing ramp -- 29.8% left side, 16.1% right side.	406.4	4.7.2						Remove curb ramp and constuct pass through island at street level. Note: this is the same curb ramp as indicated above and this measure would be duplicative of the prior recommendation.
339	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Mission College Blvd. SW corner turn pocket island serving W crossing of Mission College Blvd.	Island is too small - each curb ramp has a min. 48" long x 36" wide level landing at the top of the curb ramp, with the 48" length in the direction of the running slope of the curb ramp it serves. Here -- 18" to adjacent curb ramp.	406.7	4.7.1						Remove curb ramp and constuct pass through island at street level. Note: this is the same curb ramp as indicated above and this measure would be duplicative of the prior recommendation.

ID	Area	Location 1	Location 2	Condition Description	2010 ADAS	1991	1981	2007 CBC	2010 CBC	2013	2016	Remedial Measures
						ADAAG	CBC			CBC	CBC	
340	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Accessible Route of Travel. Int. of Mission Blvd. W crossing of Mission College Blvd.	36" min. clear width of exterior walkway is obstructed by mid crossing island to 6" W.	403.5.1							Modify mid crossing island so that it does not extend as far into the intersection and provides a minimum 48" wide route within the crossing.
341	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Accessible Route of Travel. Int. of Mission Blvd. W crossing of Mission College Blvd.	Sign indicates to push button and wait for walk signal, however user who cannot step up the curb must wait in traffic lanes.	303.4	4.3.8						See above.
342	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Reach Range & Operating Mechanisms. Int. of Mission College Blvd. Mid crossing button at W crossing of Mission College Blvd.	Excessive side reach over an obstruction -- over 24" from clear space in crossing.	308.3.2	4.2.5						Provide a post that is closer to the accessible route of travel and relocate the crossing actuator button.
343	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Mission College Blvd. NW corner turn pocket island serving W crossing of Mission College Blvd.	Excessive running slope of ramp -- 13.6% to 14.3%.	405.2	4.7.2 4.8.2	1981 CBC 2-7103(c)				11B-405.2	Remove curb ramp and construct pass through island at street level.

ID	Area	Location 1	Location 2	Condition Description	2010 ADAS	1991	1981	2007 CBC	2010 CBC	2013	2016	Remedial Measures
						ADAAG	CBC			CBC	CBC	
344	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Mission College Blvd. NW corner turn pocket island serving W crossing of Mission College Blvd.	Excessive side flare slopes where no top landing is provided at an existing ramp -- 17.3% left side, 22.4% right side.	406.4	4.7.2						Remove curb ramp and constuct pass through island at street level. Note: this is the same curb ramp as indicated above and this measure would be duplicative of the prior recommendation.
345	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Mission College Blvd. NW corner turn pocket island serving W crossing of Mission College Blvd.	Island is too small - each curb ramp has a min. 48" long x 36" wide level landing at the top of the curb ramp, with the 48" length in the direction of the running slope of the curb ramp it serves. Here -- 3" to adjacent curb ramp.	406.7	4.7.1						Remove curb ramp and constuct pass through island at street level. Note: this is the same curb ramp as indicated above and this measure would be duplicative of the prior recommendation.
346	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Reach Range & Operating Mechanisms. Int. of Mission College Blvd. NW corner turn pocket island serving W crossing of Mission College Blvd.	Excessive slope in clear floor space -- 18.9%.	305.2							Remove and replace concrete.
347	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Mission College Blvd. NW corner turn pocket island serving N crossing of Great America Pky.	Excessive running slope of ramp -- 11.4%.	405.2	4.7.2 4.8.2	1981 CBC 2- 7103(c)			11B- 405.2		Remove curb ramp and constuct pass through island at street level.

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ID	Area	Location 1	Location 2	Condition Description						Remedial Measures		
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
348	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Mission College Blvd. NW corner turn pocket island serving N crossing of Great America Pky.	Excessive running slope at top landing -- 5.8%.	302.1; 403.2; 403.3; 403.4	4.5.1; 4.3.7						Remove curb ramp and constuct pass through island at street level. Note: this is the same curb ramp as indicated above and this measure would be duplicative of the prior recommendation.
349	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Mission College Blvd. NW corner turn pocket island serving N crossing of Great America Pky.	Transition to walk, gutter or street is not flush and free of abrupt changes -- 3/8" high vertical edge.	406.2	4.7.2						Remove curb ramp and constuct pass through island at street level. Note: this is the same curb ramp as indicated above and this measure would be duplicative of the prior recommendation.
350	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Mission College Blvd. NW corner turn pocket island serving N crossing of Great America Pky.	Excessive counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp -- 8%.	406.2	4.7.2						Remove and replace concrete gutter.
351	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Mission College Blvd. NW corner turn pocket island serving N crossing of Great America Pky.	Excessive side flare slopes where no top landing is provided at an existing ramp -- 15.1% left side, 15.7% right side.	406.4	4.7.2						Remove curb ramp and constuct pass through island at street level. Note: this is the same curb ramp as indicated above and this measure would be duplicative of the prior recommendation.

ID	Area	Location 1	Location 2	Condition Description						2013 CBC	2016 CBC	Remedial Measures
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC			
352	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Mission College Blvd. NW corner turn pocket island serving N crossing of Great America Pky.	Island is too small - each curb ramp has a min. 48" long x 36" wide level landing at the top of the curb ramp, with the 48" length in the direction of the running slope of the curb ramp it serves. Here -- 33" to one adjacent curb ramp, 31" to a second adjacent curb ramp.	406.7	4.7.1						Remove curb ramp and constuct pass through island at street level. Note: this is the same curb ramp as indicated above and this measure would be duplicative of the prior recommendation.
353	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Reach Range & Operating Mechanisms. Int. of Mission College Blvd. NW corner turn pocket island serving N crossing of Great America Pky.	Excessive slope in clear floor space -- 21.7%.	305.2							Remove and replace concrete.
354	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Accessible Route of Travel. Int. of Mission College Blvd. N crossing of Great America Pky.	36" min. clear width of exterior walkway obstructed by mid crossing island to approx. 12" W.	403.5.1							Modify mid crossing island so that it does not extend as far into the intersection and provides a minimum 48" wide route within the crossingg.
355	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Accessible Route of Travel. Int. of Mission College Blvd. N crossing of Great America Pky.	Sign indicates to push button and wait for walk signal, however user who cannot step up the curb must wait in traffic lanes.	303.4	4.3.8						See above.

ID	Area	Location 1	Location 2	Condition Description						Remedial Measures		
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
356	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Reach Range & Operating Mechanisms. Int. of Mission College Blvd. Mid crossing button at N crossing of Great America Pky.	Excessive side reach over an obstruction -- over 24" away from clear space in crossing.	308.3.2	4.2.5						Provide a post that is closer to the accessible route of travel and relocate the crossing actuator button.
357	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Reach Range & Operating Mechanisms. Int. of Mission College Blvd. NE corner turn pocket island serving N crossing of Great America Pky.	Excessive side reach over an obstruction -- approx. 52" AFF with reach of 21" over curb 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.
358	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Mission College Blvd. NW corner perpendicular type.	Excessive running slopes of ramp -- 19.7% to 20.8%.	405.2	4.8.2						Remove curb ramp and constuct pass through island at street level.
359	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Mission College Blvd. NW corner perpendicular type.	Surface of landing does not comply with requirements for an accessible path of travel -- 1 3/4" gap at btm. landing.	302.1; 403.2; 403.3; 403.4	4.5.1; 4.3.7						Fill the gap with concrete.

ID	Area	Location 1	Location 2	Condition Description						Remedial Measures		
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
360	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Mission College Blvd. NW corner perpendicular type.	Excessive side flare slopes where no top landing is provided at an existing ramp – 26.9% left side, 16.0% right side.	406.4	4.7.2						Remove curb ramp and constuct pass through island at street level. Note: this is the same curb ramp as indicated above and this measure would be duplicative of the prior recommendation.
361	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Mission College Blvd. NW corner perpendicular type.	Island is too small - each curb ramp has a min. 48" long x 36" wide level landing at the top of the curb ramp, with the 48" length in the direction of the running slope of the curb ramp it serves. Here – 3" to one adjacent curb ramp, 33" to a second adjacent curb ramp.	406.7	4.7.1						Remove curb ramp and constuct pass through island at street level. Note: this is the same curb ramp as indicated above and this measure would be duplicative of the prior recommendation.
362	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Accessible Route of Travel. W side of street. Between Mission College Blvd. and retail entrance Drive to the N.	Excessive cross slopes -- approx. 240' L is 2.5% to 4.7%.	403.3	4.3.7						Remove and replace concrete.
363	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Accessible Route of Travel. W side of street. Between retail drive N of Mission College Blvd. and Patrick Henry Drive.	Up to 2" W gap approx. 45' L does not allow the passage of a sphere more than 1/2" in diameter.	302.3	4.5.4						Patch the gap with concrete.

ID	Area	Location 1	Location 2	Condition Description						2013 CBC	2016 CBC	Remedial Measures
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC			
364	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Accessible Route of Travel. W side of street. Between retail drive N of Mission College Blvd. and Patrick Henry Drive.	Approx. 45' L gap in direction of travel vs. being oriented perpendicular to dominant direction of travel.	302.3	4.5.4						Patch the gap with concrete.
365	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Accessible Route of Travel. W side of street. Between retail drive N of Mission College Blvd. and Patrick Henry Drive.	Excessive cross slope -- approx. 50' L is 2.7% to 3.0%.	403.3	4.3.7						Remove and replace concrete.
366	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Accessible Route of Travel. W side of street. Between retail drive N of Mission College Blvd. and Patrick Henry Drive.	Excessive running slope -- approx. 10' L is up to 10.0%.	403.3	4.3.7						Remove and replace concrete.
367	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Patrick Henry Drive. SW corner diagonal type.	Excessive running slope of ramp -- 20.0% at btm. 2", 13.1% at btm. 2" to 6" (otherwise 7.4%).	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.

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ID	Area	Location 1	Location 2	Condition Description						Remedial Measures		
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
368	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Patrick Henry 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 -- 10.3%.	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.
382	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 N crossing.	Excessive counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp -- 6.9%.	406.2	4.7.2						Remove and replace concrete gutter.
384	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Reach Range & Operating Mechanisms. Int. of Old Glory Lane. Mid crossing button at N crossing of Great America Pky.	Excessive side reach over an obstruction – over 28" from clear space and approx. 49" AFF.	308.3.2	4.2.5						See above.
390	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Accessible Route of Travel. W side of street. Between Tasman Drive and Bunker Hill Lane.	Excessive cross slopes -- approx. 80' L is 2.7% to 4.0%.	403.3	4.3.7						Remove and replace concrete.

ID	Area	Location 1	Location 2	Condition Description						2013 CBC	2016 CBC	Remedial Measures
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC			
391	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Bunker Hill Lane. SW corner combination parallel and diagonal type.	Excessive running slope of ramp -- 16.4% across curb face.	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.	
392	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Bunker Hill Lane. NW corner serves both W and N crosswalks.	Transition to walk, gutter or street is not flush and free of abrupt changes – 13.1% gutter meets opposite slope of 10.5% for combined slope of 23.6%.	406.2	4.7.2					Remove and replace curb and gutter at bottom of curb ramp.	
393	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Curb Ramp. Int. of Bunker Hill Lane. NW corner serves both W and N crosswalks.	Min. 48" x 48" turning space is not provided at bottom of curb ramp -- 10.5% across curb face.	403.3	4.3.7					Remove and replace curb and gutter at bottom of curb ramp.	
394	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Accessible Route of Travel. W side of the street. Between Bunker Hill Lane and southern retail entrance drive S of Old Mountain View Rd.	2" gap at transition to bridge and 1" gap at raised crack do not allow the passage of a sphere more than 1/2" in diameter.	302.3	4.5.4					Patch the gap with concrete.	

ID	Area	Location 1	Location 2	Condition Description						Remedial Measures		
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
395	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Accessible Route of Travel. W side of the street. Between Bunker Hill Lane and southern retail entrance drive S of Old Mountain View Rd.	Excessive changes in level -- 1 1/2" high vertical edge.	303.4	4.3.8						Remove and replace concrete.
396	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Accessible Route of Travel. W side of the street. Between Bunker Hill Lane and southern retail entrance drive S of Old Mountain View Rd.	Excessive cross slopes -- approx. 40' L is 2.6% to 3.6% and 7.5% to 8.3% at 2 driveway aprons at each side of the 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).
397	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Accessible Route of Travel. W side of the street. Between Bunker Hill Lane and southern retail entrance drive S of Old Mountain View Rd.	Excessive running slopes -- 14.8% and 27.0% at 2 driveway aprons at each 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). Note: this is the same driveway as indicated above and this measure would be duplicative of the prior recommendation.
398	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Accessible Route of Travel. W side of the street. Between southern retail entrance and Old Mountain View Rd.	Excessive changes in level -- 3/4" and 7/8" high vertical edge.	303.4	4.3.8						Remove and replace concrete.

ID	Area	Location 1	Location 2	Condition Description						Remedial Measures		
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
399	PROW	GREAT AMERICA PARKWAY FROM OLD MOUNTAIN VIEW-ALVISO ROAD TO MISSION COLLEGE BOULEVARD	Accessible Route of Travel. W side of the street. Between southern retail entrance and Old Mountain View Rd.	Excessive cross slopes -- approx. 240' L is 2.6% to 7.5%.	403.3	4.3.7						Remove and replace concrete.
406	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Accessible Route of Travel. S side of the street. Between Calabasas Creek Trail and lateral walkway to Blue Lot #3.	Excessive cross slopes -- approx. 160' L is 2.5% to 4.9% and up to 11.1% at driveway apron.	403.3	4.3.7						Remove and replace concrete.
407	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Accessible Route of Travel. S side of the street. Between Calabasas Creek Trail and lateral walkway to Blue Lot #3.	Excessive running slopes -- 14.7% and 14.6% at drive aisle.	403.3	4.3.7						Remove and replace concrete.
408	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Accessible Route of Travel. S side of the street. Between lateral walkway to Blue Lot #3 and Patrick Henry Drive.	Excessive cross slopes -- approx. 30' L is 3.2% to 3.7%.	403.3	4.3.7						Remove and replace concrete.
409	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Curb Ramp. Int. of Patrick Henry Drive. SW corner serving W crossing of Tasman Drive.	Excessive cross slope -- 3.0% at W side ramp.	405.3	4.8.6						Remove and replace curb ramp.
410	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Curb Ramp. Int. of Patrick Henry Drive. SW corner serving W crossing of Tasman Drive.	Transition to walk, gutter or street is not flush and free of abrupt changes -- 17.7% for 2" L at gutter.	406.2	4.7.2						Remove and replace curb and gutter at bottom of curb ramp.

ID	Area	Location 1	Location 2	Condition Description						2013 CBC	2016 CBC	Remedial Measures
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC			
411	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Curb Ramp. Int. of Patrick Henry Drive. SW corner serving W crossing of Tasman Drive.	Excessive slopes (in any direction) at turning space at bottom of curb ramp -- 3.2% to 3.6%.	403.3	4.3.7						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.
412	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Curb Ramp. Int. of Patrick Henry Drive. SW corner serving W crossing of Tasman Drive.	Excessive counter slope of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp – 8.7%.	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.
413	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Curb Ramp. Int. of Patrick Henry Drive. 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 – 7.0% generally and 25.0% for 1" L.	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.
415	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Curb Ramp. Int. of Patrick Henry Drive. SE corner serving S 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.
416	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Curb Ramp. Int. of Patrick Henry Drive. SE corner serving S crossing of Patrick Henry Drive.	Excessive slopes (in any direction) at turning space at bottom of curb ramp -- 2.5% to 3.2%.	403.3	4.3.7						Remove and replace curb and gutter at bottom of curb ramp.
417	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Curb Ramp. SE corner serving E crossing of Patrick Henry Drive. SE corner serving E 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 – 9.6% for 2" L.	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.

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ID	Area	Location 1	Location 2	Condition Description						Remedial Measures		
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
419	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Accessible Route of Travel. S side of the street. Between Patrick Henry drive and Old Ironsides Drive.	Excessive cross slopes -- approx. 220' L is 2.6% to 4.5% and 5 drive aisles causing slopes from 4.5% to 10.8%.	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).
420	PROW	TASMAN DRIVE FROM CALABASAS CREEK TO LAFAYETTE STREET	Accessible Route of Travel. S side of the street. Between Patrick Henry drive and Old Ironsides Drive.	Excessive running slopes -- 5 drive aisles causing slopes in 10 sections from 12.2% to 19.8%.	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: these are the same driveways as indicated above and this measure would be duplicative of the prior recommendation.
492	PROW	MISSION COLLEGE BOULEVARD FROM GREAT AMERICA PARKWAY TO THE DRIVEWAY SEPARATING MISSION COLLEGE LOT B AND C.	Accessible Route of Travel. S side of the street. Across the driveway at the W side of Green Lot #5.	Excessive cross slope -- 8.7%.	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).

ID	Area	Location 1	Location 2	Condition Description						Remedial Measures		
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
493	PROW	MISSION COLLEGE BOULEVARD FROM GREAT AMERICA PARKWAY TO THE DRIVEWAY SEPARATING MISSION COLLEGE LOT B AND C.	Accessible Route of Travel. S side of the street. Across the driveway at the W side of Green Lot #5.	Excessive running slopes -- 16.8% and 10.1%.	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.
494	PROW	MISSION COLLEGE BOULEVARD FROM GREAT AMERICA PARKWAY TO THE DRIVEWAY SEPARATING MISSION COLLEGE LOT B AND C.	Accessible Route of Travel. S side of the street. Between lateral walkways leading to, and located at W and E sides of Green Lot #5.	Excessive cross slopes -- approx. 180' L is 2.8% to 3.9%.	403.3	4.3.7						Remove and replace concrete.
495	PROW	MISSION COLLEGE BOULEVARD FROM GREAT AMERICA PARKWAY TO THE DRIVEWAY SEPARATING MISSION COLLEGE LOT B AND C.	Accessible Route of Travel. S side of the street. Across the driveway between Green Lots #4 and #5.	Excessive running slope -- exceeds 8.3% at sides of drive 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).

ID	Area	Location 1	Location 2	Condition Description	1991		1981		2013		2016		Remedial Measures
					2010 ADAS	ADAAG	CBC	2007 CBC	2010 CBC	CBC	CBC		
496	PROW	MISSION COLLEGE BOULEVARD FROM GREAT AMERICA PARKWAY TO THE DRIVEWAY SEPARATING MISSION COLLEGE LOT B AND C.	Curb ramp. S side of the street. Perpendicular type serving crossing of Mission College Blvd. at W side of Green Lot #4.	Excessive running slope of ramp -- up to 9.3%.	405.2	4.8.2							Remove and replace curb ramp with a parallel design.
497	PROW	MISSION COLLEGE BOULEVARD FROM GREAT AMERICA PARKWAY TO THE DRIVEWAY SEPARATING MISSION COLLEGE LOT B AND C.	Curb ramp. S side of the street. Perpendicular type serving crossing of Mission College Blvd. at W side of Green Lot #4.	Non-compliant top landing -- it is not as wide as the ramp and 36" min. in length. Configuration precludes use of top landing from either side, effectively making this a curb ramp without a top landing.	406.4	4.7.2							Remove and replace curb ramp with a parallel design. Note: this is the same curb ramp as indicated above and this measure would be duplicative of the prior recommendation.
498	PROW	MISSION COLLEGE BOULEVARD FROM GREAT AMERICA PARKWAY TO THE DRIVEWAY SEPARATING MISSION COLLEGE LOT B AND C.	Curb ramp. S side of the street. Perpendicular type serving crossing of Mission College Blvd. at W side of Green Lot #4.	Excessive side flare slopes where no top landing is provided at an existing ramp -- 11.0% left side, 15.4% right side.	406.4 406.3	4.8.4; 4.7.5							Remove and replace curb ramp with a parallel design. Note: this is the same curb ramp as indicated above and this measure would be duplicative of the prior recommendation.
499	PROW	MISSION COLLEGE BOULEVARD FROM GREAT AMERICA PARKWAY TO THE DRIVEWAY SEPARATING MISSION COLLEGE LOT B AND C.	Accessible Route of Travel. S side of the street, changing to W side of the street. Between curb ramp at W side of Green Lot #4 to driveway at S side of Green Lot #4.	Excessive changes in level -- 2 vertical edges, 1" and 1 1/4" H.	303.4	4.3.8							Remove and replace concrete.

ID	Area	Location 1	Location 2	Condition Description							Remedial Measures	
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC	2013 CBC		2016 CBC
500	PROW	MISSION COLLEGE BOULEVARD FROM GREAT AMERICA PARKWAY TO THE DRIVEWAY SEPARATING MISSION COLLEGE LOT B AND C.	Accessible Route of Travel. S side of the street, changing to W side of the street. Between curb ramp at W side of Green Lot #4 to driveway at S side of Green Lot #4.	Excessive cross slopes -- approx. 460' L is to 9.8%.	403.3	4.3.7						Remove and replace concrete.
501	PROW	MISSION COLLEGE BOULEVARD FROM GREAT AMERICA PARKWAY TO THE DRIVEWAY SEPARATING MISSION COLLEGE LOT B AND C.	Accessible Route of Travel. W side of the street. Between driveway at S side of Green Lot #4 to intersection of (different) Mission College Blvd.	Excessive cross slopes -- approx. 80' L is 2.8% to 3.7%.	403.3	4.3.7						Remove and replace concrete.
502	PROW	MISSION COLLEGE BOULEVARD FROM GREAT AMERICA PARKWAY TO THE DRIVEWAY SEPARATING MISSION COLLEGE LOT B AND C.	Curb ramp. Int. of (different) Mission College Blvd. NW corner functioning as diagonal type, serving W and N crossings.	Excessive counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp -- 7.7%.	406.2	4.7.2						Remove and replace concrete gutter.
503	PROW	MISSION COLLEGE BOULEVARD FROM GREAT AMERICA PARKWAY TO THE DRIVEWAY SEPARATING MISSION COLLEGE LOT B AND C.	Curb ramp. Int. of (different) Mission College Blvd. SW corner functioning as diagonal type, serving W and S crossings.	Excessive slopes (in any direction) at turning space at bottom of curb ramp -- up to 2.7%.	403.3	4.3.7						Remove and replace concrete.

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ID	Area	Location 1	Location 2	Condition Description						Remedial Measures		
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
504	PROW	MISSION COLLEGE BOULEVARD FROM GREAT AMERICA PARKWAY TO THE DRIVEWAY SEPARATING MISSION COLLEGE LOT B AND C.	Curb ramp. Int. of (different) Mission College Blvd. SW corner functioning as diagonal type, serving W and S crossings.	Excessive counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp – 5.5%.	406.2	4.7.2						Remove and replace concrete gutter.
505	PROW	MISSION COLLEGE BOULEVARD FROM GREAT AMERICA PARKWAY TO THE DRIVEWAY SEPARATING MISSION COLLEGE LOT B AND C.	Curb ramp. Int. of (different) Mission College Blvd. SW corner functioning as diagonal type, serving W and S crossings.	If curb ramp is located at marked crossing, the transition must be wholly contained within the markings. Here, W crosswalk is approx. 15' away from the curb ramp.	406.5	4.7.9						Restripe the crossing to align with the curb ramps.
506	PROW	MISSION COLLEGE BOULEVARD FROM GREAT AMERICA PARKWAY TO THE DRIVEWAY SEPARATING MISSION COLLEGE LOT B AND C.	Curb ramp. Int. of (different) Mission College Blvd. SE corner serving crossing to right turn pocket island.	Surface of ramp does not comply with requirements for an accessible path of travel – 1/2" high vertical edge at one side on ramp surface.	405.4	4.8.6						Grind raised edge. Note: this is the same curb ramp as indicated above and this measure would be duplicative of the prior recommendation.
507	PROW	MISSION COLLEGE BOULEVARD FROM GREAT AMERICA PARKWAY TO THE DRIVEWAY SEPARATING MISSION COLLEGE LOT B AND C.	Curb ramp. Int. of (different) Mission College Blvd. SE corner serving crossing to right turn pocket island.	Excessive slopes (in any direction) at turning space at bottom of curb ramp -- 8.9% for 3" L across curb face.	403.3	4.3.7						Remove and replace curb and gutter at bottom of curb ramp.

ID	Area	Location 1	Location 2	Condition Description						Remedial Measures		
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
508	PROW	MISSION COLLEGE BOULEVARD FROM GREAT AMERICA PARKWAY TO THE DRIVEWAY SEPARATING MISSION COLLEGE LOT B AND C.	Curb ramp. Int. of (different) Mission College Blvd. SE corner serving crossing to right turn pocket island.	Excessive counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp – 11.1%.	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.
509	PROW	MISSION COLLEGE BOULEVARD FROM GREAT AMERICA PARKWAY TO THE DRIVEWAY SEPARATING MISSION COLLEGE LOT B AND C.	S side of (different) Mission College Blvd. Between Mission College Blvd. and Great America Pky.	Excessive changes in level -- two vertical edges, 1" and 1 1/4" H.	303.4	4.3.8						Remove and replace concrete.
510	PROW	MISSION COLLEGE BOULEVARD FROM GREAT AMERICA PARKWAY TO THE DRIVEWAY SEPARATING MISSION COLLEGE LOT B AND C.	S side of (different) Mission College Blvd. Between Mission College Blvd. and Great America Pky.	Excessive cross slopes -- approx. 110' L is 2.7% to 3.7% and 5.9% at drive aisle.	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.

ID	Area	Location 1	Location 2	Condition Description						2013 CBC	2016 CBC	Remedial Measures
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC			
511	PROW	MISSION COLLEGE BOULEVARD FROM GREAT AMERICA PARKWAY TO THE DRIVEWAY SEPARATING MISSION COLLEGE LOT B AND C.	S side of (different) Mission College Blvd. Between Mission College Blvd. and Great America Pky.	Excessive running slopes -- 11.5% and 8.3% at drive aisle.	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.
512	PROW	MISSION COLLEGE BOULEVARD FROM GREAT AMERICA PARKWAY TO THE DRIVEWAY SEPARATING MISSION COLLEGE LOT B AND C.	Accessible Route of Travel. N side of (different) Mission College Blvd. Between Great America Pky. And Mission College Blvd.	Excessive cross slopes -- approx. 200' L is 2.6% to 5.2% and 6.6% to 7.9% across three drive aisles.	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.
513	PROW	MISSION COLLEGE BOULEVARD FROM GREAT AMERICA PARKWAY TO THE DRIVEWAY SEPARATING MISSION COLLEGE LOT B AND C.	Accessible Route of Travel. N side of (different) Mission College Blvd. Between Great America Pky. And Mission College Blvd.	Excessive running slopes --9.6% to 13.4% at each side of three drive aisles (6 places).	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).

ID	Area	Location 1	Location 2	Condition Description						Remedial Measures		
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
514	PROW	MISSION COLLEGE BOULEVARD FROM GREAT AMERICA PARKWAY TO THE DRIVEWAY SEPARATING MISSION COLLEGE LOT B AND C.	Curb ramp. Int. of (different) Mission College Blvd. NE corner serving crossing to right turn pocket island.	Excessive slopes (in any direction) at turning space at bottom of curb ramp -- 10.4%.	403.3	4.3.7						Remove and replace concrete.
515	PROW	MISSION COLLEGE BOULEVARD FROM GREAT AMERICA PARKWAY TO THE DRIVEWAY SEPARATING MISSION COLLEGE LOT B AND C.	Curb ramp. Int. of (different) Mission College Blvd. NE corner serving crossing to right turn pocket island.	Excessive counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp – 9.8% and 10.4% across curb face.	406.2	4.7.2						Remove and replace concrete gutter.
516	PROW	MISSION COLLEGE BOULEVARD FROM GREAT AMERICA PARKWAY TO THE DRIVEWAY SEPARATING MISSION COLLEGE LOT B AND C.	Accessible Route of Travel. E side of the street, changing to N side of the street. Between (different) Mission College Blvd. and crossing to W side of Green Lot #4.	Excessive cross slopes -- approx. 470' L is 2.7% to 6.6% and 7.2% across 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).

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ID	Area	Location 1	Location 2	Condition Description	2010 ADAS					2013 CBC	2016 CBC	Remedial Measures
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC			
517	PROW	MISSION COLLEGE BOULEVARD FROM GREAT AMERICA PARKWAY TO THE DRIVEWAY SEPARATING MISSION COLLEGE LOT B AND C.	Accessible Route of Travel. E side of the street, changing to N side of the street. Between (different) Mission College Blvd. and crossing to W side of Green Lot #4.	Excessive running slopes -- 8.3% and 10.4% at 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.
518	PROW	MISSION COLLEGE BOULEVARD FROM GREAT AMERICA PARKWAY TO THE DRIVEWAY SEPARATING MISSION COLLEGE LOT B AND C.	Curb ramp. N side of the street. At crossing at W side of Green Lot #4. 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.
519	PROW	MISSION COLLEGE BOULEVARD FROM GREAT AMERICA PARKWAY TO THE DRIVEWAY SEPARATING MISSION COLLEGE LOT B AND C.	Curb ramp. N side of the street. At crossing at W side of Green Lot #4. Perpendicular type.	Excessive counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp -- 6%.	406.2	4.7.2						Remove and replace concrete gutter.

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ID	Area	Location 1	Location 2	Condition Description						2013 CBC	2016 CBC	Remedial Measures
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC			
520	PROW	MISSION COLLEGE BOULEVARD FROM GREAT AMERICA PARKWAY TO THE DRIVEWAY SEPARATING MISSION COLLEGE LOT B AND C.	Curb ramp. N side of the street. At crossing at W side of Green Lot #4. Perpendicular type.	Excessive side flare slopes where no top landing is provided at an existing ramp – 13.3% left side, 12.0% right side.	406.4 406.3	4.8.4; 4.7.5						Remove and replace concrete.
521	PROW	MISSION COLLEGE BOULEVARD FROM GREAT AMERICA PARKWAY TO THE DRIVEWAY SEPARATING MISSION COLLEGE LOT B AND C.	Accessible Route of Travel. N side of the street. Westward from the crossing to W side of Green Lot #4.	Sidewalk dead ends into dirt, which is not a firm, stable, and slip-resistant surface.	302.1	4.5.1						No action required if this is not a required accessible route of travel.
534	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Accessible Route of Travel. S side of the street. Between Great America Pky. And Old Ironsides Drive.	Excessive cross slopes -- approx. 50' L is 2.5% o 3.9% and up to 5.8% 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).

ID	Area	Location 1	Location 2	Condition Description						2013 CBC	2016 CBC	Remedial Measures
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC			
535	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Accessible Route of Travel. S side of the street. Between Great America Pky. And Old Ironsides Drive.	Excessive running slopes -- 13.7% and 18.4% 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.
536	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Curb ramp. Int. of Old Ironsides Drive. SE corner serving E 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						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.
537	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Curb ramp. Int. of Old Ironsides Drive. SE corner serving E 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.
538	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Curb ramp. Int. of Old Ironsides Drive. SE corner serving E crossing of Patrick Henry Drive.	Excessive side flare slopes where no top landing is provided at an existing ramp – 13.9% right side, 11.9% left 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.

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ID	Area	Location 1	Location 2	Condition Description						2013 CBC	2016 CBC	Remedial Measures
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC			
539	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Accessible Route of Travel. S and W side of the street. Between Old Ironsides Drive and curb ramp leading to S Pedestrian entrance to Blue Lot #1.	6" wide gap at address 3000 driveway apron does not allow the passage of a sphere more than 1/2" in diameter.	302.3	4.5.4						Repair the concrete to asphalt transition by applying asphalt.
540	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Accessible Route of Travel. S and W side of the street. Between Old Ironsides Drive and curb ramp leading to S Pedestrian entrance to Blue Lot #1.	Excessive changes in level -- 3/4" to 1" high vertical edges at 5 places.	303.4	4.3.8						Remove and replace concrete at raised slabs.
541	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Accessible Route of Travel. S and W side of the street. Between Old Ironsides Drive and curb ramp leading to S Pedestrian entrance to Blue Lot #1.	Excessive cross slope -- approx. 520' L is 2.6% to 10.5%, including 10 drive aprons and 6 hills.	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). 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.

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ID	Area	Location 1	Location 2	Condition Description						Remedial Measures		
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
542	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Accessible Route of Travel. S and W side of the street. Between Old Ironsides Drive and curb ramp leading to S Pedestrian entrance to Blue Lot #1.	Excessive running slopes -- 10.3% to 18.8% at 14 sides of drive aprons, 10.0% to 13.6% at 10 sides of hills.	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). 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. Note: these are the same driveways and artificial hills as indicated above and these measures would be duplicative of the prior recommendation.
543	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Curb ramp. Crossing at S Pedestrian entrance to Blue Lot #1. W side of street, perpendicular type.	Excessive counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp – 6.3%.	406.2	4.7.2						Remove and replace concrete gutter.
544	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Curb ramp. Crossing at S Pedestrian entrance to Blue Lot #1. W side of street, perpendicular type.	If curb ramp is located at marked crossing, 48" min. clear space is provided within the markings. Here -- approx. half of transition is not within markings.	406.5	4.7.9						Res-stripe crossing to align with curb ramps.
545	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Curb ramp. Crossing at S Pedestrian entrance to Blue Lot #1. E side of street, perpendicular type	Excessive counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp – 13.4%.	406.2	4.7.2						Remove and replace concrete gutter.

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ID	Area	Location 1	Location 2	Condition Description						Remedial Measures		
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
546	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Curb ramp. Crossing at S Pedestrian entrance to Blue Lot #1. E side of street, perpendicular type.	If curb ramp is located at marked crossing, 48" min. clear space is provided within the markings. Here -- approx. half of transition is not within markings.	406.5	4.7.9						Res-stripe crossing to align with curb ramps.
547	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Accessible Route of Travel. S and W side of the street. Between Old Ironsides Drive and curb ramp leading to S Pedestrian entrance to Blue Lot #1.	Excessive cross slopes -- approx. 40' L is 3.5% to 5.8% at 1 hill and drive 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). 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.
548	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Accessible Route of Travel. S and W side of the street. Between Old Ironsides Drive and curb ramp leading to S Pedestrian entrance to Blue Lot #1.	Excessive running slopes -- approx. 120' L is 6.3% to 10.4% at sides of 3 hills and 1 drive 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). 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. Note: these are the same driveways and artificial hills as indicated above and these measures would be duplicative of the prior recommendation.

ID	Area	Location 1	Location 2	Condition Description	2010 ADAS	1991	1981	2007 CBC	2010 CBC	2013	2016	Remedial Measures
						ADAAG	CBC			CBC	CBC	
549	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Curb Ramp. Crossing at N pedestrian entrance to Blue Lot #1. W side of the street.	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.
550	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Curb Ramp. Crossing at N pedestrian entrance to Blue Lot #1. W side of the street.	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.
551	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Curb Ramp. Crossing at N pedestrian entrance to Blue Lot #1. W side of the street.	Excessive side flare slopes where no top landing is provided at an existing ramp – 16.8% left side, 14.2% 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.
552	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Accessible Route of Travel. Crossing at N pedestrian entrance to Blue Lot #1. E side of the street.	Excessive changes in level -- 6" high vertical edge at curb and 2" high vertical edge at walkway leading to Blue Lot #1.	303.4	4.3.8						Provide perpendicular curb ramp at this location.
553	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Accessible Route of Travel. W side of the street. Between crossing to N pedestrian entrance to Blue Lot #1 and Democracy Wy.	2 3/4" W gap does not allow the passage of a sphere more than 1/2" in diameter.	302.3	4.5.4						Remove and replace concrete.

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ID	Area	Location 1	Location 2	Condition Description						Remedial Measures		
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
555	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Accessible Route of Travel. W side of the street. Between crossing to N pedestrian entrance to Blue Lot #1 and Democracy Wy.	Excessive cross slopes -- approx. 60' L is 3.5% to 9.7%.	403.3	4.3.7						Remove and replace concrete.
556	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Accessible Route of Travel. W side of the street. Between crossing to N pedestrian entrance to Blue Lot #1 and Democracy Wy.	Excessive running slopes -- 5.9% to 15.0% at 6 sides of hills and 1 driveway apron.	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.
564	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Accessible Route of Travel. Int. of Democracy Wy. W side of street between SW and NW curb ramps.	Excessive cross slope -- 5.7% 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).

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ID	Area	Location 1	Location 2	Condition Description						Remedial Measures		
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
565	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Accessible Route of Travel. Int. of Democracy Wy. W side of street between SW and NW curb ramps.	Excessive running slopes -- 13.0% and 14.1% 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.
566	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Curb ramp. Int. of Democracy Wy. NW corner.	Excessive running slope of ramp -- 12.4% 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.
567	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Curb ramp. Int. of Democracy Wy. NW corner.	Surface of landings does not comply with requirements for an accessible path of travel -- 1 1/2" W gap at asphalt transition at btm. landing and ramp covered by plant debris.	302.1; 403.2; 403.3; 403.4	4.5.1; 4.3.7						Repair the transition between gutter and asphalt by removing asphalt and patching with asphalt. Clean debris so that accessible routes are clear. Periodically inspect and clear these surfaces.
568	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Curb ramp. Int. of Democracy Wy. NW corner.	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.

ID	Area	Location 1	Location 2	Condition Description						Remedial Measures		
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
569	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Curb ramp. Int. of Democracy Wy. NW corner	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.
570	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Curb ramp. Int. of Democracy Wy. NW corner.	Excessive side flare slopes where no top landing is provided at an existing ramp – 15.1% right side, 16.2% left 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.
571	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Accessible Route of Travel. W side of street. Between Democracy Wy. And Tasman Drive.	Clear width of exterior walkway too narrow -- 33" clear at bus sign post.	403.5.1							Re-locate bus signpost to the top of the retaining wall to the west.
572	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Accessible Route of Travel. W side of street. Between Democracy Wy. And Tasman Drive.	Excessive changes in level -- 3/4" to 2" high vertical edges at 4 places.	303.4	4.3.8						Remove and replace concrete.
573	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Accessible Route of Travel. W side of street. Between Democracy Wy. And Tasman Drive.	Excessive cross slopes -- approx. 180' L is 3.6% to 7.0%.	403.3	4.3.7						Remove and replace concrete.

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ID	Area	Location 1	Location 2	Condition Description						2013 CBC	2016 CBC	Remedial Measures
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC			
574	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Accessible Route of Travel. W side of street. Between Democracy Wy. And Tasman Drive.	Excessive running slopes -- 9.0% at hill.	403.3	4.3.7						The street is level but the property is elevated and the current sidewalk meanders so as to be unnecessarily elevated. Re-grade and re-locate sidewalk as necessary to reduce running slopes. Incorporate retaining walls where necessary.
590	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Accessible Route of Travel. E side of the street. Between Tasman Drive and Democracy Wy.	Excessive changes in level -- 1 1/4" high vertical edge.	303.4	4.3.8						Remove and replace concrete.
591	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Accessible Route of Travel. E side of the street. Between Tasman Drive and Democracy Wy.	Excessive cross slopes -- approx. 120' L is 2.8% to 8.2%.	403.3	4.3.7						Remove and replace concrete.

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ID	Area	Location 1	Location 2	Condition Description						2013 CBC	2016 CBC	Remedial Measures
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC			
592	PROW	PATRICK HENRY DRIVE FROM BUNKER HILL LANE TO GREAT AMERICA PARKWAY.	Accessible Route of Travel. E side of the street. Between Tasman Drive and Democracy Wy.	Excessive running slopes -- 5.6% to 10.2% at 5 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.
594	PROW	DEMOCRACY WAY FROM PATRICK HENRY DRIVE TO OLD IRONSIDE DRIVE.	Accessible Route of Travel. N side of the street. From Patrick Henry Drive E to end of sidewalk.	Excessive changes in level -- 1" and 1 1/2" high vertical edges.	303.4	4.3.8						No remediation necessary if the sidewalk at the south side of the street is remediated to be accessible.
595	PROW	DEMOCRACY WAY FROM PATRICK HENRY DRIVE TO OLD IRONSIDE DRIVE.	Accessible Route of Travel. N side of the street. From Patrick Henry Drive E to end of sidewalk.	Excessive cross slopes -- approx. 40' L is 3.5% to 6.1%.	403.3	4.3.7						No remediation necessary if the sidewalk at the south side of the street is remediated to be accessible.

ID	Area	Location 1	Location 2	Condition Description						Remedial Measures		
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
596	PROW	DEMOCRACY WAY FROM PATRICK HENRY DRIVE TO OLD IRONSIDE DRIVE.	Accessible Route of Travel. N side of the street. From Patrick Henry Drive E to end of sidewalk.	Excessive running slopes -- approx. 40' L is 5.3% to 12.8%.	403.3	4.3.7						No remediation necessary if the sidewalk at the south side of the street is remediated to be accessible.
628	PROW	OLD IRONSIDES DRIVE FROM BUNKER HILL LANE TO PATRICK HENRY DRIVE	Curb ramp. Int. of Bunker Hill Lane. NW corner across from curb ramp at SW corner.	Excessive change in level -- no curb ramp.	303.4	4.3.8						Provide curb ramp connecting to the sidewalk.
685	PROW	MARIE DEBARTOLO WAY FROM TASMAN DRIVE TO END.	Curb ramp. At stadium gate at S end. SE corner.	Excessive slope of flared side -- 10.8% right side.	406.2	4.7.2						Remove and replace concrete.
686	PROW	STARS AND STRIPES DRIVE FROM TASMAN DRIVE TOWARD THE YELLOW LOTS TO END	Parking. E side of street near metro station under Tasman Drive overpass. Double parking stall, right side designated as Van stall.	Excessive slopes -- up to 3.0% at portions of both spaces and access aisle.								Provide minor asphalt overlay.
687	PROW	STARS AND STRIPES DRIVE FROM TASMAN DRIVE TOWARD THE YELLOW LOTS TO END	Accessible Route of Travel. E and N sides of the street. Between Tasman Drive overpass and intersection of Centennial Blvd.	Excessive cross slopes -- approx.. 120' L is 2.7% to 5.6%.	403.3	4.3.7						Remove and replace concrete.

ID	Area	Location 1	Location 2	Condition Description						Remedial Measures		
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
688	PROW	STARS AND STRIPES DRIVE FROM TASMAN DRIVE TOWARD THE YELLOW LOTS TO END	Accessible Route of Travel. E and N sides of the street. Between Tasman Drive overpass and intersection of Centennial Blvd.	Excessive running slopes -- 11.1% to 16.7% at 10 sides of driveway aprons.	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).
689	PROW	STARS AND STRIPES DRIVE FROM TASMAN DRIVE TOWARD THE YELLOW LOTS TO END	Curb ramp. Int. of Centennial Blvd. NE curb ramp serving E crossing of Stars and Stripes Drive.	Excessive running slope of ramp -- 12.2% to 13.3%.	405.2	4.8.2						Remove and replace curb ramp.
690	PROW	STARS AND STRIPES DRIVE FROM TASMAN DRIVE TOWARD THE YELLOW LOTS TO END	Curb ramp. Int. of Centennial Blvd. NE curb ramp serving E crossing of Stars and Stripes Drive.	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 the top of the curb ramp.
691	PROW	STARS AND STRIPES DRIVE FROM TASMAN DRIVE TOWARD THE YELLOW LOTS TO END	Curb ramp. Int. of Centennial Blvd. NE curb ramp serving E crossing of Stars and Stripes 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 concrete gutter.
692	PROW	STARS AND STRIPES DRIVE FROM TASMAN DRIVE TOWARD THE YELLOW LOTS TO END	Curb ramp. Int. of Centennial Blvd. NE curb ramp serving E crossing of Stars and Stripes Drive.	Excessive side flare slopes where no top landing is provided at an existing ramp -- 16.7% right side, 15.3% left side.	406.4	4.7.2						Remove and replace concrete.

ID	Area	Location 1	Location 2	Condition Description						Remedial Measures		
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
693	PROW	STARS AND STRIPES DRIVE FROM TASMAN DRIVE TOWARD THE YELLOW LOTS TO END	Accessible Route of Travel. Int. of Centennial Blvd. N side of street between NE and NW curb ramps.	Excessive cross slopes -- approx. 70' L is 3.5% to 4.1%.	403.3	4.3.7						Remove and replace concrete.
694	PROW	STARS AND STRIPES DRIVE FROM TASMAN DRIVE TOWARD THE YELLOW LOTS TO END	Curb ramp. Int. of Centennial Blvd. NW curb ramp serving W crossing of Stars and Stripes Drive.	Excessive running slope of ramp -- 11.5% to 13.0%.	405.2	4.8.2						Remove and replace curb ramp.
696	PROW	STARS AND STRIPES DRIVE FROM TASMAN DRIVE TOWARD THE YELLOW LOTS TO END	Curb ramp. Int. of Centennial Blvd. NW curb ramp serving W crossing of Stars and Stripes 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.
697	PROW	STARS AND STRIPES DRIVE FROM TASMAN DRIVE TOWARD THE YELLOW LOTS TO END	Curb ramp. Int. of Centennial Blvd. NW curb ramp serving W crossing of Stars and Stripes Drive.	Excessive side flare slopes where no top landing is provided at an existing ramp -- 11.7% right side, 14.4% left 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.
698	PROW	STARS AND STRIPES DRIVE FROM TASMAN DRIVE TOWARD THE YELLOW LOTS TO END	Curb ramp. Int. of Centennial Blvd. SW corner diagonal type.	Excessive running slopes of ramp -- 9.1% to 12.6%.	405.2	4.8.2						Remove and replace curb ramp.

ID	Area	Location 1	Location 2	Condition Description						2013 CBC	2016 CBC	Remedial Measures
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC			
699	PROW	STARS AND STRIPES DRIVE FROM TASMAN DRIVE TOWARD THE YELLOW LOTS TO END	Curb ramp. Int. of Centennial Blvd. SW corner diagonal type.	Surface of landings does not comply with requirements for an accessible path of travel – 1/2" high vertical edges on ramp and btm. Landing.	302.1; 403.2; 403.3; 403.4	4.5.1; 4.3.7						Repair asphalt to concrete gutter transition.
700	PROW	STARS AND STRIPES DRIVE FROM TASMAN DRIVE TOWARD THE YELLOW LOTS TO END	Curb ramp. Int. of Centennial Blvd. SW 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 the top of the curb ramp.
701	PROW	STARS AND STRIPES DRIVE FROM TASMAN DRIVE TOWARD THE YELLOW LOTS TO END	Curb ramp. Int. of Centennial Blvd. SW corner diagonal type.	Excessive side flare slopes where no top landing is provided at an existing ramp – 18.6% right side, 14.1% left side.	406.4	4.7.2						Remove and replace concrete.
702	PROW	STARS AND STRIPES DRIVE FROM TASMAN DRIVE TOWARD THE YELLOW LOTS TO END	Curb ramp. Int. of Centennial Blvd. SE corner diagonal type.	Excessive running slopes of ramp -- 8.5% to 11.3%.	405.2	4.8.2						Remove and replace curb ramp.
703	PROW	STARS AND STRIPES DRIVE FROM TASMAN DRIVE TOWARD THE YELLOW LOTS TO END	Curb ramp. Int. of Centennial Blvd. SE corner diagonal type.	Surface of landing does not comply with requirements for an accessible path of travel – 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						Repair asphalt to concrete gutter transition.

ID	Area	Location 1	Location 2	Condition Description						Remedial Measures		
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
704	PROW	STARS AND STRIPES DRIVE FROM TASMAN DRIVE TOWARD THE YELLOW LOTS TO END	Curb ramp. Int. of Centennial Blvd. 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 the top of the curb ramp.
705	PROW	STARS AND STRIPES DRIVE FROM TASMAN DRIVE TOWARD THE YELLOW LOTS TO END	Curb ramp. Int. of Centennial Blvd. SE corner diagonal type.	Excessive counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp – 9.1%.	406.2	4.7.2						Remove and replace concrete gutter.
706	PROW	STARS AND STRIPES DRIVE FROM TASMAN DRIVE TOWARD THE YELLOW LOTS TO END	Curb ramp. Int. of Centennial Blvd. SE corner diagonal type.	Excessive side flare slopes where no top landing is provided at an existing ramp – 13.9% left side, 12.5% right side.	406.4	4.7.2						Remove and replace concrete.
707	PROW	STARS AND STRIPES DRIVE FROM TASMAN DRIVE TOWARD THE YELLOW LOTS TO END	Accessible Route of Travel. N side of the street. Between Centennial Blvd. and the parking structure entrance at W end.	36" min. clear width of exterior walkway obstructed -- 30" car overhang potentially reduces 60" wide sidewalk to 30" clear width at 14 parking spaces.	403.5.1							Provide wheel stops at 14 spaces.
708	PROW	STARS AND STRIPES DRIVE FROM TASMAN DRIVE TOWARD THE YELLOW LOTS TO END	Accessible Route of Travel. N side of the street. Between Centennial Blvd. and the parking structure entrance at W end.	Excessive cross slopes -- approx. 300' L is 2.6% to 7.8%.	403.3	4.3.7						Remove and replace concrete.

ID	Area	Location 1	Location 2	Condition Description						Remedial Measures		
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
709	PROW	STARS AND STRIPES DRIVE FROM TASMAN DRIVE TOWARD THE YELLOW LOTS TO END	Accessible Route of Travel. N side of the street. Between Centennial Blvd. and the parking structure entrance at W end.	Excessive running slopes -- 11.9% to 16.6% at 4 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).
710	PROW	STARS AND STRIPES DRIVE FROM TASMAN DRIVE TOWARD THE YELLOW LOTS TO END	Accessible Route of Travel. S side of the street. Between the parking structure entrance at the W end to W drive entrance to Yellow Lot #2.	Partially covered with gravel at drive entrance -- surface is not firm, stable, and slip-resistant.	302.1	4.5.1						No action required if the Stadium does not rely upon accessible parking in Yellow Lot #2.
711	PROW	STARS AND STRIPES DRIVE FROM TASMAN DRIVE TOWARD THE YELLOW LOTS TO END	Accessible Route of Travel. S side of the street. Between W and E entrance drives to Yellow Lot #2.	36" min. clear width of exterior walkway obstructed -- 30" car overhang potentially reduces 60" wide sidewalk to 30" clear width at 23 parking spaces.	403.5.1							Provide wheel stops at 23 spaces.
712	PROW	STARS AND STRIPES DRIVE FROM TASMAN DRIVE TOWARD THE YELLOW LOTS TO END	Accessible Route of Travel. S side of the street. Between W and E entrance drives to Yellow Lot #2.	Excessive cross slope -- 10' L is 3.0%.	403.3	4.3.7						Remove and replace concrete.
713	PROW	STARS AND STRIPES DRIVE FROM TASMAN DRIVE TOWARD THE YELLOW LOTS TO END	Accessible Route of Travel. S side of the street. Between E drive entrance to Yellow Lot #2 and Centennial Blvd.	36" min. clear width of exterior walkway obstructed -- 30" car overhang potentially reduces 60" wide sidewalk to 30" clear width at 13 parking spaces and 33" clear at fire hydrant.	403.5.1							Provide wheel stops at 13 spaces. Provide an offset in the sidewalk around the fire hydrant so that the route is a minimum 48" wide.

ID	Area	Location 1	Location 2	Condition Description						Remedial Measures		
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
714	PROW	STARS AND STRIPES DRIVE FROM TASMAN DRIVE TOWARD THE YELLOW LOTS TO END	Accessible Route of Travel. S side of the street. Between E drive entrance to Yellow Lot #2 and Centennial Blvd.	Excessive cross slopes -- approx. 20' L is 2.6% to 3.1%.	403.3	4.3.7						Remove and replace concrete.
715	PROW	STARS AND STRIPES DRIVE FROM TASMAN DRIVE TOWARD THE YELLOW LOTS TO END	Accessible Route of Travel. S side of the street. Between Centennial Blvd. and W drive entrance to Yellow Lot #3.	36" min. clear width of exterior walkway obstructed -- 30" car overhang potentially reduces 60" wide sidewalk to 30" clear width at 4 parking stalls and partially obstructed by plants.	403.5.1							Provide wheel stops at 4 spaces. Trim landscaping so that accessible routes are clear. Re-inspect and maintain periodically to ensure that accessible routes are kept clear.
716	PROW	STARS AND STRIPES DRIVE FROM TASMAN DRIVE TOWARD THE YELLOW LOTS TO END	Accessible Route of Travel. S side of the street. Between W and E drive entrances to Yellow Lot #3.	30" car overhang potentially reduces 60" wide sidewalk to 30" clear width at 27 parking spaces.	403.5.1							Provide wheel stops at 27 spaces.
717	PROW	STARS AND STRIPES DRIVE FROM TASMAN DRIVE TOWARD THE YELLOW LOTS TO END	Accessible Route of Travel. S side of the street. Between W and E drive entrances to Yellow Lot #3.	Excessive changes in level -- 3/4" high vertical edge at tree.	303.4	4.3.8						Remove and replace concrete.
718	PROW	STARS AND STRIPES DRIVE FROM TASMAN DRIVE TOWARD THE YELLOW LOTS TO END	Accessible Route of Travel. S side of the street. Between W and E drive entrances to Yellow Lot #3.	Excessive cross slope -- 3.1% at tree.	403.3	4.3.7						Remove and replace concrete.

ID	Area	Location 1	Location 2	Condition Description						Remedial Measures		
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC		2013 CBC	2016 CBC
720	PROW	CENTENNIAL BOULEVARD FROM STARS AND STRIPES DRIVE TO TASMAN DRIVE	Accessible Route of Travel. E side of the street. Between Stars and Stripes Drive and the dirt path to Yellow Lot #3.	Excessive changes in level -- 5/8" and 3/4" high vertical edges.	303.4	4.3.8						Remove and replace concrete.
721	PROW	CENTENNIAL BOULEVARD FROM STARS AND STRIPES DRIVE TO TASMAN DRIVE	Accessible Route of Travel. E side of the street. Between dirt path to Yellow Lot #3 and Tasman Drive.	Excessive cross slopes -- approx. 40' L is 3.0% to 4.4%.	403.3	4.3.7						Remove and replace concrete.
722	PROW	CENTENNIAL BOULEVARD FROM STARS AND STRIPES DRIVE TO TASMAN DRIVE	Accessible Route of Travel. W side of the street. Between Stars and Stripes Drive and the pedestrian entrance to Yellow Lot #2.	Excessive cross slope -- 5' L is 3.8%.	403.3	4.3.7						Remove and replace concrete.
723	PROW	CENTENNIAL BOULEVARD FROM STARS AND STRIPES DRIVE TO TASMAN DRIVE	Accessible Route of Travel. W side of the street. Between pedestrian entrance to Yellow Lot #2 and Tasman Drive.	Excessive change in level -- 5/8" high vertical edge.	303.4	4.3.8						Remove and replace concrete.
724	PROW	CENTENNIAL BOULEVARD FROM STARS AND STRIPES DRIVE TO TASMAN DRIVE	Accessible Route of Travel. W side of the street. Between pedestrian entrance to Yellow Lot #2 and Tasman Drive.	Excessive cross slopes -- approx. 110' L is 2.6% to 4.0%.	403.4							Remove and replace concrete.

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ID	Area	Location 1	Location 2	Condition Description							Remedial Measures	
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC	2013 CBC		2016 CBC
726	PROW	BUNKER HILL LANE FROM PATRICK HENRY DRIVE TO GREAT AMERICA PARKWAY	Accessible Route of Travel. S side of the street. Between Patrick Henry Dr and Old Ironsides Dr.	Excessive running slopes -- at drive aisle near Patrick Henry Dr. up to 6.2% for approx. 8'.	403.3	4.3.7						Remove and replace concrete.
727	PROW	BUNKER HILL LANE FROM PATRICK HENRY DRIVE TO GREAT AMERICA PARKWAY	Accessible Route of Travel. Int. of Old Ironsides Dr. West crossing.	Excessive change in level -- no curb ramp at N side of street.	303.4	4.3.8						Provide signage directing to the intended accessible route.
728	PROW	BUNKER HILL LANE FROM PATRICK HENRY DRIVE TO GREAT AMERICA PARKWAY	Curb Ramp. Int. of Old Ironsides Dr. S and E crossings.	Excessive change in level -- no curb ramp access at SE corner or N side of the street.	303.4	4.3.8						Provide signage directing to the intended accessible route.
729	PROW	BUNKER HILL LANE FROM PATRICK HENRY DRIVE TO GREAT AMERICA PARKWAY	Accessible Route of Travel. North side of the street Between Old Ironsides Dr. and Great America Pky.	Pothole, 4" wide x 9" L x 1 1/2" deep does not allow the passage of a sphere more than 1/2" in diameter.	302.3	4.5.4						Fill pothole with conrtete.

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ID	Area	Location 1	Location 2	Condition Description						2013 CBC	2016 CBC	Remedial Measures
					2010 ADAS	1991 ADAAG	1981 CBC	2007 CBC	2010 CBC			
731	PROW	BUNKER HILL LANE FROM PATRICK HENRY DRIVE TO GREAT AMERICA PARKWAY	Accessible Route of Travel. North side of the street Between Old Ironsides Dr. and Great America Pky.	Excessive cross slopes -- approx. 30' L is 2.5% to 3.6% and 7.0% at drive aisle.	403.3	4.3.7						Remove and replace concrete. Remove drive apron and replace with driveway design 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).