PRECISION SIDEWALK SAFETY
Trip Hazard Removal Specialists

SIDEWALK TRIP HAZARD REMOVAL

Price Proposal

Cross Creek HOA

PRECISION SIDEWALK SAFETY CORP • **August 30th, 2024**
1202 SW 17th Street, Suite 201-122 • Ocala, FL 34471 • www.precisionsidewalksafety.com
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PREPARED FOR:

Cross Creek HOA • Oldsmar, FL

- Ms. Sally Giar, President, Cross Creek HOA Board of Directors
- Members of the Cross Creek Board of Directors

Precision Sidewalk Safety Corp (PSSC) uses proprietary and patented cutting technology to repair trip hazards created by changes in level on sidewalk panels. Our horizontal saw cut equipment and technique allow us to reach both ends of the sidewalk without damaging the adjacent slabs, retaining walls, sprinkler heads, landscaping, or anything else surrounding the walkway, resulting in a very high-quality repair. This unique approach has afforded Florida and South Carolina communities the ability to minimize liability and improve safety and aesthetics in their neighborhoods at more reasonable rates than conventional alternatives.

Site Review Summary

PSSC has had the pleasure of completing 4 total projects within the East Lake Woodlands Community for Stonebriar HOA, Aberdeen HOA, Cross Pointe HOA, and the East Lake Woodlands Master Association. As requested, PSSC visited Cross Creek HOA to review sidewalks to identify hazards creating trip and fall liabilities that PSSC can repair. Prior to the review, PSSC met with Ms. Giar to discuss what is important to the community and to understand specifications and boundaries for this project. PSSC was directed to identify and price all changes in level measuring ¼" to 2" in height that our company can repair on the sidewalks throughout the entire Cross Creek community. A review of the sidewalks was subsequently completed to estimate the number of hazards present and their sizes. The Americans with Disabilities Act (ADA) excerpts relevant to changes in level on walkways are included in Exhibit A.

Changes in level measuring ¼" – 2" in height on the sidewalks throughout the community were inventoried and a total of 297 hazards meeting the specifications were observed.

In order to provide an accurate, comprehensive proposal, PSSC takes height and width measurements of every hazard. To provide examples for the community, PSSC-repairable hazards on a sample area of Riverdale Drive were marked with a blue lumber crayon. A number representing the height of the hazard in eighths of an inch is recorded on the highest portion of the hazard. For example, the number "3" would represent a hazard measuring $^{3}/_{8}$ inches high and the number "12" would represent a hazard measuring $^{12}/_{8}$ inches (1 ½ inches) high.

PSSC observed many hazards where a grinder was used to attempt a repair at Cross Creek HOA (see Figure 4 in Photo Examples below). Several of those locations that have a change in level are included in this proposal since they will need to be repaired again by PSSC in order to remove remaining portions of the hazard and provide the proper slope. To meet slope requirements for each repair, PSSC must take into account both the past measurements of the concrete that has been removed and the new amount that must be removed in order to eliminate the hazard.

As directed by Ms. Giar, hazards located on oversized driveway aprons where they meet the adjacent sidewalks are **excluded** from this proposal as driveways are not the responsibility of the HOA (see Figure 5).

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Brick pavers laid in sand often sink or move over time, which can create a trip hazard on adjacent concrete. At Cross Creek HOA, this situation exists on sidewalks adjacent to some driveways composed of non-grouted brick pavers. PSSC recommends that the pavers be repositioned, which prevents a permanent repair being made to the concrete. In addition, even after the concrete repair is completed to remove the change in level, the pavers will likely continue to shift, sink, or move. Ms. Giar directed PSSC to **exclude** repairs to the concrete sidewalks adjacent to these driveways composed of ungrouted pavers.

This location is an ideal application for our precision concrete cutting repair method. The service will allow Cross Creek HOA to mitigate risk and liability before an accident occurs, and to do it at a minimal cost. Our service includes a detailed, auditable report of every hazard repaired, so efforts to maintain safe sidewalks are well documented (see Repair Specifications section). This can be submitted to the insurance company, which will often provide lower rates or "credits" for communities with proactive programs in place to reduce liabilities.

When repair work is initiated, our experienced trip hazard removal specialists will precisely identify and record the exact quantity, measurements, and location of each hazard PSSC can repair. This more precise evaluation may result in quantities and measurements that vary from this estimate, however the high end of the price range provided is a "not to exceed" estimate.

Site Review Area – Hazards Identified at Cross Creek HOA

The map in this proposal shows the approximate locations of trip hazards included in the scope of this proposal. The accuracy of the map is dependent on the technology available on smart phones and should be relied upon as approximations only. The Turquoise Pin designates hazards previously repaired utilizing a grinder; these locations must be repaired once again by PSSC in order to completely remove the hazard and provide the proper slope.

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Methodology – Preparing This Estimate

1. PSSC conducted a census of hazards that we can repair on the sidewalks throughout Cross Creek HOA; the hazards were then grouped into 3 categories:

CATEGORY	SPECIFICATION
Least Severe	¼ inch
Severe	⅜ inch to ⅞ inch
Most Severe	1 inch to 2 inches

2. An estimate of the volume of concrete requiring removal for each category was prepared based on our experience data base.

3. A “not to exceed” bid was prepared based on the estimated volume of repairs.

Hazards above 2 inches in height are normally not included in PSSC estimates. Since most sidewalks are a total of 3.5 to 4 inches deep, municipal engineers recommend repairs up to 2 inches in height because removing more than that will reduce the structural integrity of the sidewalks if a vehicle or other heavy equipment drives over it. Sidewalks with hazards greater than 2 inches in height are recommended for alternative remediation by the property owner. Severely broken panels and panels hollowed out underneath also need to be alternatively remedied by the property owners. **At least one panel where previous repair attempts were made with a grinder is raised again and hollow underneath (see Figure 6). Since PSSC does not provide demolition and replacement, locations such as this are excluded from this estimate.**

Before work commences, our on-site trip hazard removal specialists will assess all panels identified in this proposal to ensure changes in level can be repaired using our technique. If it is determined that any locations should be remedied in an alternative way instead of repaired using our horizontal saw cut method, PSSC will exclude those repairs from our service.

Some sidewalk panels have holes, missing pieces, or hairline cracks which do not result in changes of level. These types of sidewalk imperfections cannot be repaired utilizing our precision concrete cutting method and are also **excluded** from this estimate. In some cases, where a crack exists on a stable panel, the concrete on one side will be raised higher, creating a trip hazard. PSSC will always repair this type of trip hazard unless directed otherwise, but the original crack in the panel will remain.

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Our initial site review for all PSSC-repairable hazards measuring ¼”– 2” in height on the sidewalks throughout Cross Creek HOA identified **297 hazards** (shown in Table 1 below).

TABLE 1: CROSS CREEK 297 TRIP HAZARDS BY HEIGHT CATEGORIES				
LOCATION	**LEAST SEVERE**	**SEVERE**	**MOST SEVERE**	**TOTAL**
Edge Park Drive	6	16	3	**25**
Pebble Brook Drive	10	30	4	**44**
River Oaks Court	9	18	1	**28**
Riverdale Drive	12	41	3	**56**
Woodstream Drive	52	86	6	**144**
	89	**191**	**17**	**297**
	TOTAL			

Photo Examples

Figure 1

Example of a ¼ inch “Least Severe” hazard on Riverdale Drive. These are the hazards people often catch their toe on, as they do not notice them. This hazard is in the sample area marked for the community; it is marked “2” representing the height of the hazard in eighths of an inch.

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Figure 2

Example of a 3/4-inch “Severe” hazard located on Riverdale Drive.

Figure 3

Example of a 1-inch “Most Severe” hazard located on Woodstream Drive.

Figure 4

Example of a hazard on Woodstream Drive where a poor repair attempt was made with a grinder, leaving a 3/8-inch “Severe” hazard. Hazards like this must be repaired properly by PSSC to remove remaining portions of the hazard and provide proper slope. These types of hazards are **included** in this proposal.

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Figure 5

Example of a hazard located on an oversized driveway apron. As directed by Ms. Griar hazards like this are **excluded** from this proposal.

Figure 6

Example of a panel on Woodstream Drive previously repaired with a grinder that raised again and is now hollow underneath. A properly sloped repair would cause there to be insufficient depth remaining to ensure the structural integrity of the panel. All locations like this are **excluded** from this proposal.

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Pricing Summary

Table 2 below provides an estimated price range to repair the 297 hazards that PSSC can repair measuring ¼" – 2" high throughout the community, as identified in Table 1. Repairs will be made at the ADA-compliant, 1:12 slope. Our technicians take exact measurements of every hazard when we perform our work, so the final price will be determined by the actual volume of concrete removed to achieve the 1:12 slope, however **the high end of the range estimated is a "not to exceed" price.**

PSSC proposals are valid for 90 days, but if the signed authorization to repair all hazards is returned to PSSC within 45 days of the proposal date, PSSC will extend a discounted rate. If the community chooses to do only a portion of the work, no discount will be applied. If the signed authorization is received after the 45 days but before the 90-day expiration, the standard price range will apply.

TABLE 2: PRICING FOR 297 HAZARDS ¼" - 2" HIGH AT CROSS CREEK	
	PRICE RANGE
Price if signed authorization is returned to PSSC by **October 14th, 2024**	$25,698 - $26,769
Price if signed authorization is returned to PSSC by **November 28th, 2024**	$27,050 - $28,178

Precision Sidewalk Safety estimates that the work to repair all hazards measuring ¼" – 2" in height on the sidewalks throughout the community can be completed in 3-4 days with the note that wet weather will delay our operations. We will re-route pedestrian traffic on small sections of sidewalk (10'-15') for periods that range from 3 minutes to 20 minutes while those sections are being repaired. **We request that the community make arrangements for all vehicles to be moved away from the sidewalks and walkways in order for our crew to make the repairs. We also require that a representative of the property review and accept the work (or request adjustments) prior to the crew's estimated departure.**

While the sidewalk restoration project is underway, we will:

- keep the sidewalks in service
- require no heavy equipment
- remove all debris and recycle the concrete waste materials
- leave the proposed areas clean and trip hazard-free

Figure 7: Precision Sidewalk Safety Work Example

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Savings Summary

Precision Sidewalk Safety provides a professional service to hundreds of municipalities and private communities throughout Florida and South Carolina. Based on data shared by many of these customers, the comparative analysis in Table 3 shows the differences between available methods for sidewalk trip hazard repair.

TABLE 3: REPAIR METHOD COMPARISON FOR CROSS CREEK			
	ADA COMPLIANT	**TIME REQUIREMENT**	**POSSIBLE INCIDENTAL DAMAGES**
Precision	Yes	3 - 4 Days	None
Grinding	No	15 - 17 Days	Adjacent sidewalk panels, landscaping, and sprinkler heads
Replacement	Yes	2 Months	Broken sidewalk panels from weight of trucks and damage to landscaping

Grinding

Although grinding is sometimes used for the removal of trip hazards in private communities, it is not an ideal method for sidewalk repair as the equipment is not specifically designed for this use. Grinding often leaves unpleasant pitting and grooves on the surface of the concrete. Because it is very inflexible equipment, these markings occur not only on the panels with hazards, but also on the sidewalk panels adjacent to those panels. In addition, a grinder often leaves a hazard in place where someone could still trip and fall, because operators are forced to choose from either damaging something adjacent to the affected panel (landscaping, sprinkler heads, etc.) or leaving the repair with upturned edges. This repair method literally scrapes and pulverizes the concrete surface to take off some of the height differential, but it cannot meet the specified ADA requirements for proper slope.

In addition, grinding causes considerable dust and mess. If the dust is managed with water, the property risks slurry and runoff into storm drains or local water. In most cases, grinding cannot be compared to the Precision method, since grinding cannot achieve like results. Still, in a comparison of the same number and size hazards, Precision Sidewalk Safety is comparable in cost. Figure 8 shows results from a typical grind.

Figure 8: Typical Results from a Grinder

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Demolition and Replacement

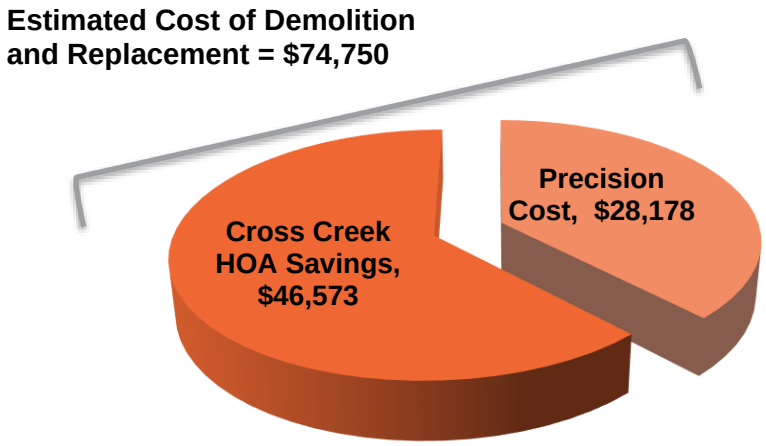
The conventional approach to fully eliminating trip hazard liability is to demolish and replace hazardous panels. Done correctly to ensure a zero point of differential between existing and new sections, this method meets ADA specifications, and is the most comparable alternative to the PSSC method. However, the number of hazards that can be repaired on a fixed budget is very limited. Demolition and replacement can also be very obtrusive to a property. Sidewalks are often closed for days and cars sometimes need to be moved. Incidental damages to landscaping can occur.

Based upon various panel sizes totaling approximately 5,980 square feet and an estimated replacement cost of roughly $12.50 per square foot, we estimate the cost to demolish and replace panels is **$74,750**. This takes into account:

- Cost of concrete
- Labor to break up and remove existing concrete
- Labor to pour, form, level, finish, float & cut control joints
- Fuel for multiple site visits to repair or break-up, remove, pour, remove forms, and restore adjacent items
- Equipment such as a backhoe, vehicle to transport backhoe, utility vehicle, and dump truck to remove debris
- Miscellaneous materials to prepare concrete

Based upon the “not to exceed” price to repair all PSSC-repairable hazards measuring ¼” – 2” in height throughout the property, the maximum cost for PSSC repairs is **$28,178**, which is an **estimated savings of $46,573 or 62%**. This comparison assumes that only one panel would be demolished and replaced which is usually not the case, since replacing slabs often requires a “run” of two to five slabs. **The *actual cost* for demolition and replacement would likely be three times this amount.**

COST SAVINGS COMPARED TO DEMOLITION AND REPLACEMENT



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Environment Savings:

As a member of several "green" building associations, Precision Sidewalk Safety tracks savings from the use of our service, which is a green building practice. We utilize a dust containment system to minimize dust and portable equipment that consumes minimal energy. The small sections of concrete we remove are recycled. By using Precision Sidewalk Safety instead of demolition and replacement, Cross Creek HOA would achieve the following environmental savings:

Natural Resources Saved:

- Approximately **136 tons** of waste concrete from removal and placement in landfills (est. **1,991 cubic feet** of concrete at an average weight of 132 lbs. per cubic foot)
- approximately same amount of materials and resources to replace the concrete that was removed

Fossil fuels saved: estimated **263 gallons**

- hauling equipment to and from the site to remove sidewalks
- operating backhoe equipment to break up and remove concrete
- round trip transportation of estimated **136 tons** of debris to the landfill
- round trip transportation of new materials to replace the removed sidewalks

Prevented release of Carbon Dioxide gas: estimated **2.36 Metric Tons**

Repair Specifications

Precision Sidewalk Safety will submit a summary itemizing each trip hazard repaired. This report will include the following, which serves as a detailed, auditable invoice for each repair:

a. The physical location (address, light pole #, etc.) of each repair
b. The specific hazard height - high side and low side measurement – in 8ths of an inch
c. The total width of actual repair in inches
d. The square footage of repaired panel

Debris from repaired areas will be collected and removed and a dust abatement system will be used during all repair operations. All resulting repairs will be flat and uniform with a coefficient of friction exceeding OSHA requirements for public walkways.

This proposal is based upon removing all hazards measuring ¼" – 2" in height that PSSC can repair on the sidewalks throughout the community using a 1:12 repair slope.

The following special conditions **<u>are</u>** included in this proposal for the hazards identified in Table 1:

- Panels which are intact, stable, and not cracked, fractured, or settled
- Panels with hairline, spider, or multiple cracks(s) which are otherwise "stable" and "intact"
- Panels with surface imperfections or missing/sunken partial sections that are 90% useable

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The following special conditions **are not** currently included in or relevant to this proposal:

- Hazards on over-sized driveway aprons which connect normal sidewalk(s) on one/both sides
- Hazards adjacent to driveways or walkways composed on non-grouted brick pavers
- Hazards over 2" in height, on panels that are hollow underneath, or on panels too broken for repair

Safety:

Precision Sidewalk Safety Corp has a perfect safety record; we use OSHA approved equipment, certify all employees who work directly in trip hazard repair, and have outstanding safety practices for both employees and the public who may be using the walkways we are repairing. We have worked in dense urban, high pedestrian traffic areas, as well as residential neighborhoods and historic districts to complete projects without incident. Our clients often receive unsolicited compliments for the work we have performed.

Insurance and Incorporation:

Precision Sidewalk Safety Corp is a corporation registered in the state of Florida. Proof of liability, workers compensation, and auto insurance will be provided as requested.

Protection Under U.S. Patent and Trademark Laws:

The work provided by Precision Sidewalk Safety reveals equipment and processes, which are protected under United States patent laws. It is the use of these patents that enables us to provide the best available trip hazard removal service to our clients. Due to the nature of our business and in lieu of the ability to receive competitive bids for like services, our company provides documentation and reference to the patents that have been issued to our corporate office. Precision Concrete Cutting of Utah and its affiliates, along with The United States Patent and Trademark Office, takes an active and exacting role to protect and enforce intellectual property rights.

U.S. Pat. No. 6,896,604	**U.S. Pat. No. 6,827,074**
U.S. Pat. No. 7,143,2630	**U.S. Pat. No. 7,402,095**
U.S. Pat. No. 7,000,606	**U.S. Pat. No. 7,201,644**

About Precision Sidewalk Safety Corporation:

Wendy and Alan MacMurray, the founders of Precision Sidewalk Safety Corp, have over 70 years combined experience in customer management, service delivery and project implementation and have been respected executives for global Fortune 500 companies as well as start-up companies. They introduced the Precision technology to Florida in late 2006 and South Carolina in 2007 and they now support hundreds of customers. The company has used its unique, patented technique to make over 500,000 repairs on sidewalks in the two states, saving communities an estimated $92 million on sidewalk repairs.

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EXHIBIT A: Excerpts from ADA Guidelines

Federal Register / Vol. 56. No. 144 / Friday, July 26, 1991 / Rules and Regulations

Federal Regulations on Trip Hazard Removal

Part III

Department of Justice

Office of the Attorney General

28 CFR Part 36
Nondiscrimination on the Basis of Disability Public Accomodations and in Commercial Facilities; Final rule

4.5 Ground and Floor Surfaces

Excerpts from Federal Register

4.5.2 Changes in Level. Changes in level up to 1/4 in (6 mm) may be vertical and without edge treatment. Changes in level between 1/4 in and 1/2 in (6mm and 13mm) shall be beveled with a slope no greater that 1:2. Changes in level greater than 1/2 in (13 mm) shall be accomplished by means of a ramp that complies with 4.7 or 4.8.

4.7.2 Slope. Slopes of curb ramps shall comply with 4.8.2. Transitions from ramps to walks, gutters, or streets shall be flush and free of abrupt changes. Maximum slopes of adjoining gutters, road surface immediately adjacent to the curb ramp, or accessible route shall not exceed 1:20.

4.8.2 Slope and Rise. The least possible slope shall be used for any ramp. The maximum slope of a ramp in new construction shall be 1:12. The maximum rise for any run shall be 30 in (760 mm). Curb ramps and ramps to be constructed on existing sites or in existing building or facilities may have slopes and rises as allowed in 4.1.6(3)(a) if space limitations prohibit the use of a 1:12 slope or less.

3 – a – 1. A slope between 1:10 and 1:12 is allowed for a maximum rise of 6 inches.

3 – a – 1. A slope between 1:8 and 1:10 is allowed for a maximum rise of 3 inches. A slope steeper than 1:8 is not allowed.

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AUTHORIZATION TO PROCEED • FAX TO 866-669-1175

>>ESTIMATE IS VALID FOR 90 DAYS FROM DATE OF ISSUE<<

SCOPE OF PROJECT	Repair at a 1:12 slope trip hazards measuring ¼" – 2" in height that PSSC's method is able to repair as identified in Proposal FLP-157 **Please circle the authorization date and corresponding price range in the cost box below; then complete invoice information in the approved by / billing info table below.**		
PROPERTY	**Cross Creek HOA**		
COST	**PRICE IF AUTHORIZED BY OCTOBER 14, 2024:** **$25,698 - $26,769**	**PRICE IF AUTHORIZED BY NOVEMBER 28, 2024:** **$27,050 - $28,178**	DATE

This proposal provides a price which will not be exceeded given the scope of work specified and is based on: 1) an estimated number of hazards we anticipate our technician(s) can repair and 2) the resulting amount of concrete material our technician(s) will remove to render repairs compliant with approved customer specifications. Your final inventory of repairs may vary from this estimate. PSSC repairs only those uneven sidewalks specifically requested by you, our customer, and therefore makes no guarantee that the property is free of uneven sidewalk hazards or other trip hazards. PSSC may not complete a repair(s) because; 1. a hazard's actual measurement at the time of repair exceeds approved customer specifications, and/or 2. in the crew leader's judgment, our repair attempt would cause further damage to the concrete slab or be insufficient to satisfactorily remove the existing hazard and/or mitigate its potential liability. Such excluded hazards, if any, will be left "as found" and will require customer's alternative remedy. After the project is completed, new trip hazards will occur or reoccur due to tree roots, water, settling, and other natural and man-made causes outside of PSSC's control. Upon completion of the project, PSSC is not liable for any related claims, losses, or damages. At least 30 minutes prior to the crew's scheduled departure, customer (or designee) agrees to have inspected and either accepted all repairs as completed or determined suitable adjustment(s) (if any) as may be required, such that the crew's departure will not be delayed. PSSC will not be held responsible for cracks or other defects in poured concrete that may exist due to materials or methods used by original installer.

The undersigned acknowledges the above explanation of our estimate of work as well as the exclusions set forth in this Proposal, that he/she is legally authorized to engage Precision Sidewalk Safety Corp to deliver designated work, has seen a sample – photo or actual – of the resulting repair, and agrees to notify or mediate affected property owners.

APPROVED BY	NAME	
	SIGNATURE	
	TITLE	
	PHONE	ALT. PHONE
BILLING INFO **(All invoices sent electronically)**	INVOICE TO NAME	
	ADDRESS	
	INVOICE TO EMAIL ADDRESS	

Upon receipt of this signed acceptance of the details provided throughout this proposal, PSSC will schedule the requested repairs. Every effort will be made to accommodate the requested start date.

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