

Site Accessibility Evaluation



James Park

1213 High Meadow Dr

Garland, TX 75040

Accessibility Evaluation

Evaluation Date: 12/16/2021

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Prepared By



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Path of Travel: Path of Travel

Barrier: 1

There is no accessible route of travel from the public way. At least one accessible route shall be provided within the site from accessible parking spaces and accessible passenger loading zones; public streets and sidewalks; and public transportation stops to the accessible building or facility they serve.

Citation:

2010 ADAS Section: 206.2.1

1991 ADAAG Section:
4.1.2(1)

Current Condition:

There is no accessible route
of travel from the public way
to the park.

Budget Cost:

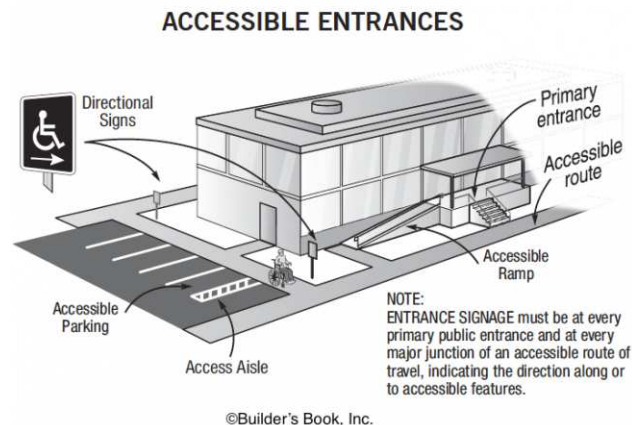
Base Cost: \$3,500.00
Contingency Cost: \$700.00
Design Cost: \$500.00
Total Cost: \$4,700.00

Possible Solutions:

Provide an accessible route of travel from the public way to the park path of travel.

Barrier Priority:

Level 2 (High): Parking and exterior accessible routes (DOJ Level 1) – severely out of compliance; near a hospital, school, transit stop, govt. bldg., or other pedestrian attractor



Path of Travel: Path of Travel

Barrier: 2

The walkway contains abrupt vertical edges and/or variations over 1/4 inch when 1/4 inch is the maximum vertical rise. Changes in level between 1/4 inch and 1/2 inch must be beveled at 1:2 or less. Changes in level greater than 1/2 inch must be by way of a ramp.

Citation:

2010 ADAS Section: 303.3,
303.2

1991 ADAAG Section: 4.5.2

Current Condition:

The path of travel contains
abrupt vertical edges
measuring 1 inch.

Budget Cost:

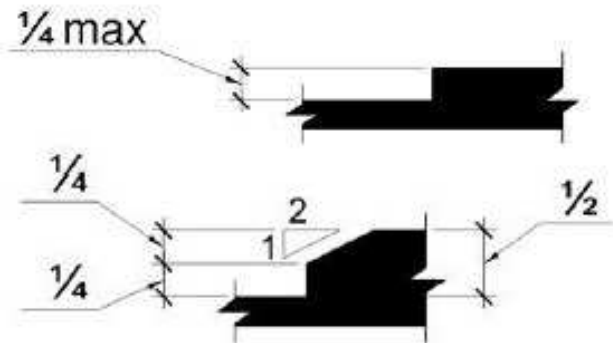
Base Cost: \$1,500.00
Contingency Cost: \$300.00
Design Cost: \$200.00
Total Cost: \$2,000.00

Possible Solutions:

Modify the path of travel to provide a smooth level surface.

Barrier Priority:

Level 4 (High): Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance



Barrier #2 Additional Barrier Photos



Path of Travel: Path of Travel

Barrier: 3

The accessible path of travel has cross slopes greater than 2 percent.

Citation:

2010 ADAS Section: 403.3

1991 ADAAG Section: 4.3.7

Current Condition:

The accessible route of travel contains a cross slope of 2.6 percent.

Budget Cost:

Base Cost: \$1,500.00
Contingency Cost: \$300.00
Design Cost: \$200.00
Total Cost: \$2,000.00

Possible Solutions:

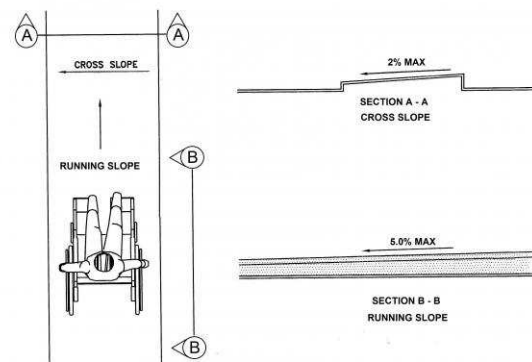
Modify path of travel to achieve a cross slope that is no greater than 1:48 (2.08 percent).

Barrier Priority:

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance

Access to goods and services (DOJ Level 2) – moderately out of compliance

Restrooms (DOJ Level 3) – severely out of compliance



Barrier #3 Additional Barrier Photos



Barrier #3 Additional Barrier Photos



Path of Travel: Path of Travel

Barrier: 4

The accessible path of travel has cross slopes greater than 2 percent.

Citation:

2010 ADAS Section: 403.3

1991 ADAAG Section: 4.3.7

Current Condition:

The accessible route of travel contains a cross slope of 4.2 percent.

Budget Cost:

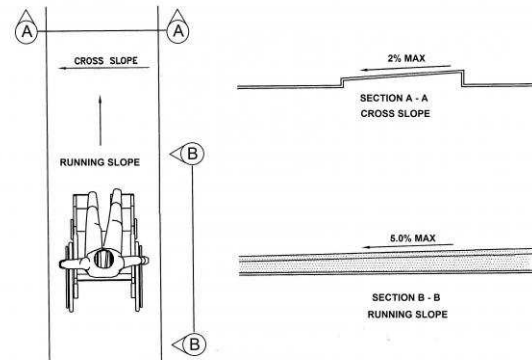
Base Cost: \$1,500.00
Contingency Cost: \$300.00
Design Cost: \$200.00
Total Cost: \$2,000.00

Possible Solutions:

Modify path of travel to achieve a cross slope that is no greater than 1:48 (2.08 percent).

Barrier Priority:

Level 4 (High): Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance



Barrier #4 Additional Barrier Photos



Path of Travel: Path of Travel

Barrier: 5

The accessible path of travel has cross slopes greater than 2 percent and changes in level.

Citation:

2010 ADAS Section: 403.3

1991 ADAAG Section: 4.3.7

Current Condition:

The accessible route of travel contains a cross slope of 6.1 percent and changes in level.

Budget Cost:

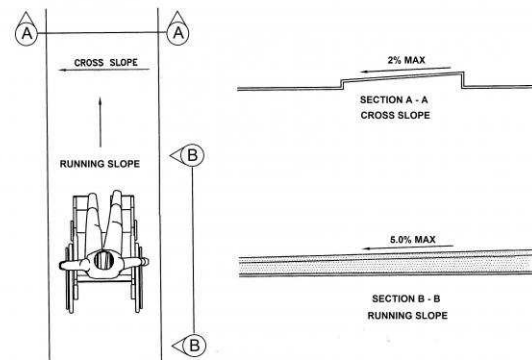
Base Cost: \$1,500.00
Contingency Cost: \$300.00
Design Cost: \$200.00
Total Cost: \$2,000.00

Possible Solutions:

Modify path of travel to achieve a cross slope that is no greater than 1:48 (2.08 percent) and eliminate changes in level.

Barrier Priority:

Level 2 (High): Parking and exterior accessible routes (DOJ Level 1) – severely out of compliance; near a hospital, school, transit stop, govt. bldg., or other pedestrian attractor



Barrier #5 Additional Barrier Photos



Path of Travel: Path of Travel

Barrier: 6

The accessible path of travel has cross slopes greater than 2 percent and changes in level.

Citation:

2010 ADAS Section: 403.3

1991 ADAAG Section: 4.3.7

Current Condition:

The accessible route of travel contains a cross slope of 7.3 percent and changes in level.

Budget Cost:

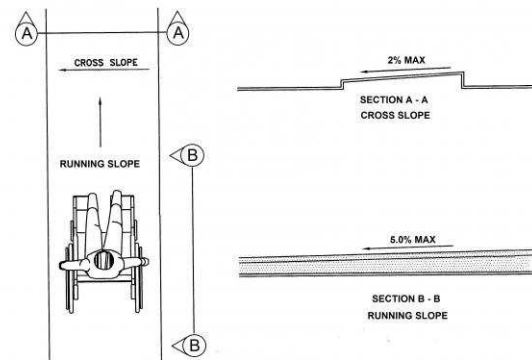
Base Cost: \$1,500.00
Contingency Cost: \$300.00
Design Cost: \$200.00
Total Cost: \$2,000.00

Possible Solutions:

Modify path of travel to achieve a cross slope that is no greater than 1:48 (2.08 percent) and eliminate changes in level.

Barrier Priority:

Level 2 (High): Parking and exterior accessible routes (DOJ Level 1) – severely out of compliance; near a hospital, school, transit stop, govt. bldg., or other pedestrian attractor



Barrier #6 Additional Barrier Photos



Path of Travel: Path of Travel

Barrier: 7

There is no accessible route to the trash cans. At least one accessible route shall connect accessible buildings, accessible facilities, accessible elements, and accessible spaces that are on the same site.

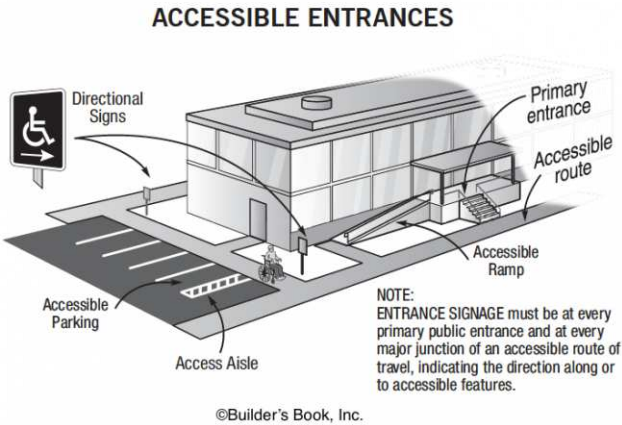
Citation:	Current Condition:	Budget Cost:
2010 ADAS Section: 206.2.2	There is no accessible route to the trash cans.	Base Cost: \$1,500.00
1991 ADAAG Section: 4.1.2(1)		Contingency Cost: \$300.00
		Design Cost: \$200.00
		Total Cost: \$2,000.00

Possible Solutions:

Relocate the trash cans closer to the path of travel or provide an accessible route of travel to the trash cans.

Barrier Priority:

Level 7 (Medium): Access to goods and services (DOJ Level 2) – minimally out of compliance
Restrooms (DOJ Level 3) – moderately out of compliance
Drinking fountains and public phones (DOJ Level 4 & 5) – severely out of compliance



Path of Travel: Path of Travel

Barrier: 8

The required edge protection is missing. The floor or ground surface shall extend 12 inches minimum beyond the inside face of a handrail or a curb or barrier shall be provided that prevents the passage of a 4 inch diameter sphere, where any portion of the sphere is within 4 inches of the finish floor or ground surface.

Citation:

2010 ADAS Section: 405.9.2,
405.9.1, 405.9

Current Condition:

The path of travel has a drop-off greater than 6 inches and edge protection has not been provided.

Budget Cost:

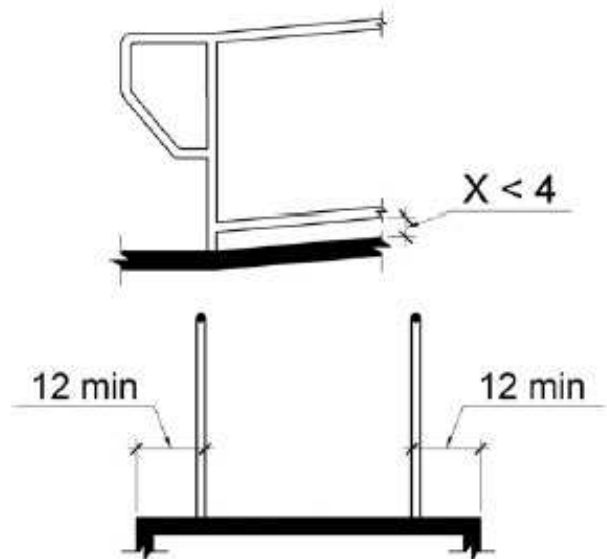
Base Cost: \$1,500.00
Contingency Cost: \$300.00
Design Cost: \$200.00
Total Cost: \$2,000.00

Possible Solutions:

Provide edge protection at the areas containing drop-offs along the path of travel.

Barrier Priority:

Level 4 (High): Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance



Barrier #8 Additional Barrier Photos



Barrier #8 Additional Barrier Photos



Path of Travel: Path of Travel

Barrier: 9

The accessible path of travel has cross slopes greater than 2 percent.

Citation:

2010 ADAS Section: 403.3

1991 ADAAG Section: 4.3.7

Current Condition:

The accessible route of travel contains a cross slope of 4.2 percent.

Budget Cost:

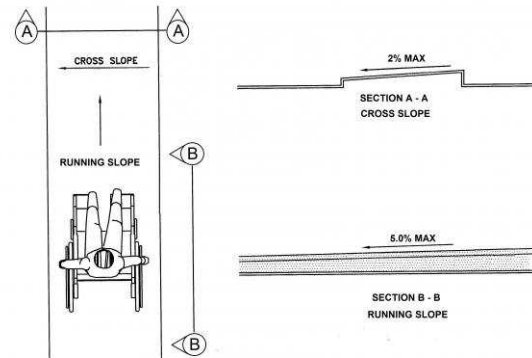
Base Cost: \$1,500.00
Contingency Cost: \$300.00
Design Cost: \$200.00
Total Cost: \$2,000.00

Possible Solutions:

Modify path of travel to achieve a cross slope that is no greater than 1:48 (2.08 percent).

Barrier Priority:

Level 4 (High): Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance



Barrier #9 Additional Barrier Photos



Path of Travel: Path of Travel

Barrier: 10

The accessible route contains surface materials that do not provide for a stable, firm, slip-resistant surface.

Citation:

2010 ADAS Section: 302.1

1991 ADAAG Section: 4.5.1

Current Condition:

The accessible route of travel contains leaves and dirt build-up that is not stable, firm, or slip-resistant.

Budget Cost:

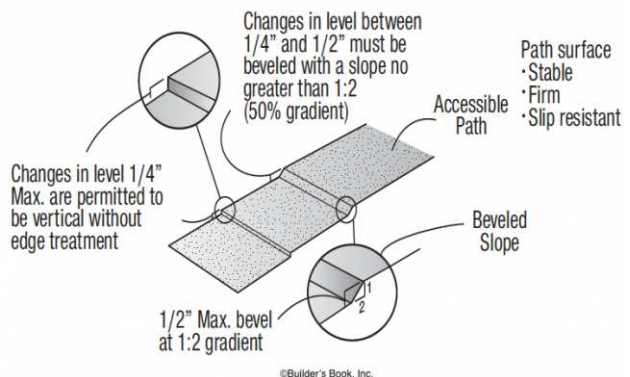
Base Cost: \$1,500.00
Contingency Cost: \$300.00
Design Cost: \$200.00
Total Cost: \$2,000.00

Possible Solutions:

Modify the accessible route of travel to eliminate the collection of leaves and dirt build-up.

Barrier Priority:

Level 4 (High): Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance



Barrier #10 Additional Barrier Photos



Path of Travel: Path of Travel

Barrier: 11

The accessible path of travel has cross slopes greater than 2 percent.

Citation:

2010 ADAS Section: 403.3

1991 ADAAG Section: 4.3.7

Current Condition:

The accessible route of travel contains a cross slope of 7.4 percent.

Budget Cost:

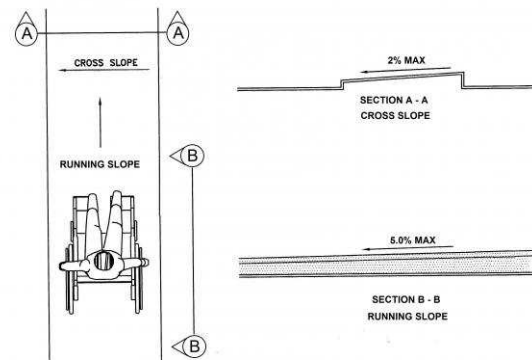
Base Cost: \$2,500.00
Contingency Cost: \$500.00
Design Cost: \$400.00
Total Cost: \$3,400.00

Possible Solutions:

Modify path of travel to achieve a cross slope that is no greater than 1:48 (2.08 percent).

Barrier Priority:

Level 2 (High): Parking and exterior accessible routes (DOJ Level 1) – severely out of compliance; near a hospital, school, transit stop, govt. bldg., or other pedestrian attractor



Barrier #11 Additional Barrier Photos



Path of Travel: Path of Travel

Barrier: 12

The accessible path of travel has cross slopes greater than 2 percent and changes in level.

Citation:

2010 ADAS Section: 403.3

1991 ADAAG Section: 4.3.7

Current Condition:

The accessible route of travel contains a cross slope of 10.6 percent and changes in level.

Budget Cost:

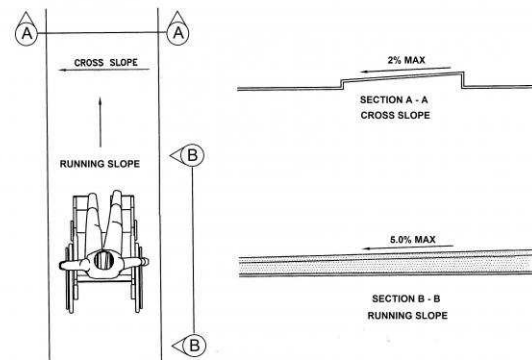
Base Cost: \$2,500.00
Contingency Cost: \$500.00
Design Cost: \$400.00
Total Cost: \$3,400.00

Possible Solutions:

Modify path of travel to achieve a cross slope that is no greater than 1:48 (2.08 percent) and eliminate changes in level.

Barrier Priority:

Level 2 (High): Parking and exterior accessible routes (DOJ Level 1) – severely out of compliance; near a hospital, school, transit stop, govt. bldg., or other pedestrian attractor



Barrier #12 Additional Barrier Photos



Path of Travel: Path of Travel

Barrier: 13

The accessible path of travel has cross slopes greater than 2 percent and changes in level.

Citation:

2010 ADAS Section: 403.3

1991 ADAAG Section: 4.3.7

Current Condition:

The accessible route of travel contains a cross slope of 4.2 percent and changes in level.

Budget Cost:

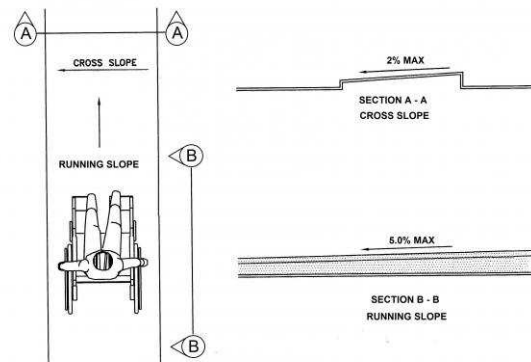
Base Cost: \$1,500.00
Contingency Cost: \$300.00
Design Cost: \$200.00
Total Cost: \$2,000.00

Possible Solutions:

Modify path of travel to achieve a cross slope that is no greater than 1:48 (2.08 percent) and eliminate changes in level.

Barrier Priority:

Level 4 (High): Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance



Barrier #13 Additional Barrier Photos



Path of Travel: Path of Travel

Barrier: 14

The accessible path of travel has cross slopes greater than 2 percent and changes in level.

Citation:

2010 ADAS Section: 403.3

1991 ADAAG Section: 4.3.7

Current Condition:

The accessible route of travel contains a cross slope of 2.4 percent and changes in level.

Budget Cost:

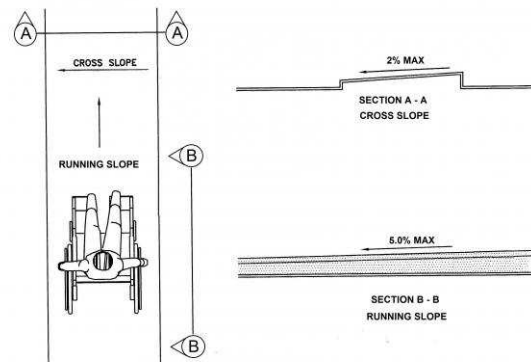
Base Cost: \$1,500.00
Contingency Cost: \$300.00
Design Cost: \$200.00
Total Cost: \$2,000.00

Possible Solutions:

Modify path of travel to achieve a cross slope that is no greater than 1:48 (2.08 percent) and eliminate changes in level.

Barrier Priority:

Level 4 (High): Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance



Barrier #14 Additional Barrier Photos



Path of Travel: Path of Travel

Barrier: 15

The concrete expansion joints are spaced greater than 1/2 inch. Openings in ground surfaces shall not allow passage of a sphere more than 1/2 inch diameter.

Citation:

2010 ADAS Section: 302.3

1991 ADAAG Section: 4.5.4

Current Condition:

The concrete expansion joints are spaced greater than 1/2 inch.

Budget Cost:

Base Cost: \$800.00
Contingency Cost: \$200.00
Design Cost: \$100.00
Total Cost: \$1,100.00

Possible Solutions:

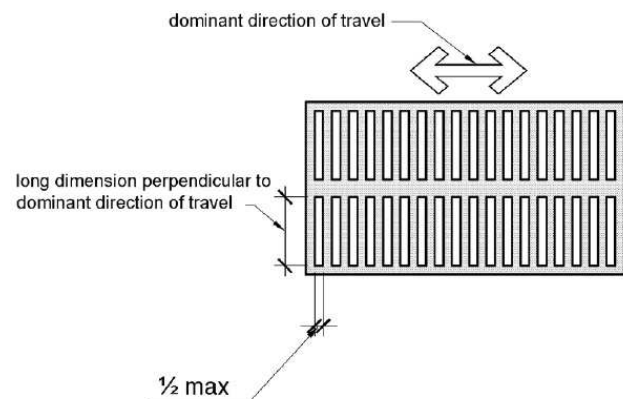
Fill the expansion joints to alleviate gap.

Barrier Priority:

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance

Access to goods and services (DOJ Level 2) – moderately out of compliance

Restrooms (DOJ Level 3) – severely out of compliance



Barrier #15 Additional Barrier Photos



Path of Travel: Path of Travel

Barrier: 16

The accessible path of travel has cross slopes greater than 2 percent and abrupt changes in level.

Citation:

2010 ADAS Section: 403.3

1991 ADAAG Section: 4.3.7

Current Condition:

The accessible route of travel contains a cross slope of 5.2 percent and abrupt changes in level.

Budget Cost:

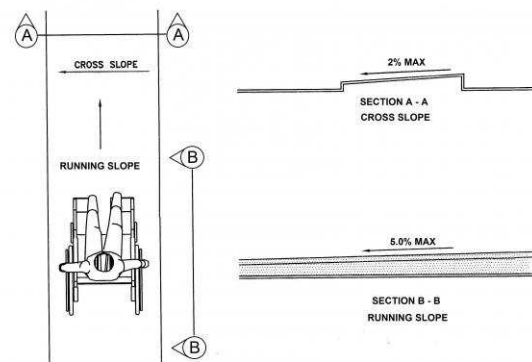
Base Cost: \$2,500.00
Contingency Cost: \$500.00
Design Cost: \$400.00
Total Cost: \$3,400.00

Possible Solutions:

Modify path of travel to achieve a cross slope that is no greater than 1:48 (2.08 percent) and eliminate changes in level.

Barrier Priority:

Level 2 (High): Parking and exterior accessible routes (DOJ Level 1) – severely out of compliance; near a hospital, school, transit stop, govt. bldg., or other pedestrian attractor



Barrier #16 Additional Barrier Photos



Barrier #16 Additional Barrier Photos



Barrier #16 Additional Barrier Photos



Path of Travel: Path of Travel

Barrier: 17

The clear floor space required at the trash cans is not flat (2 percent or 1:48 maximum slope) in all directions. Changes in level are not permitted at required clear floor or ground space except that slopes not steeper than 1:48 shall be permitted.

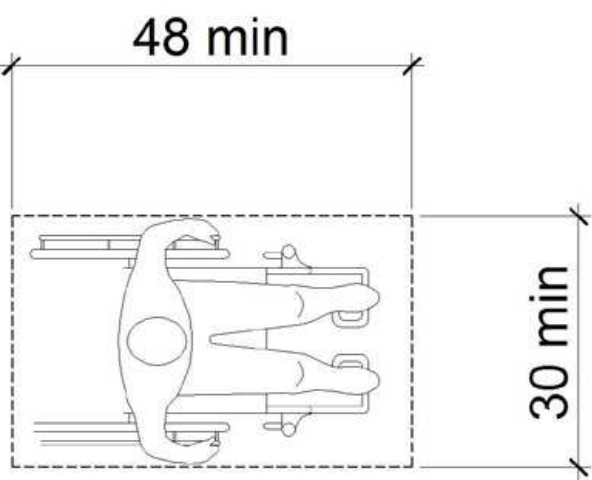
Citation:	Current Condition:	Budget Cost:
2010 ADAS Section: 305.2	The clear floor space required at the trash cans	Base Cost: \$1,500.00
1991 ADAAG Section: 4.2.4.1	contains a 3.2 percent slope.	Contingency Cost: \$300.00
		Design Cost: \$200.00
		Total Cost: \$2,000.00

Possible Solutions:

Modify the clear floor space at the trash cans to provide a slope no greater than 2 percent in any direction.

Barrier Priority:

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) – severely out of compliance



Barrier #17 Additional Barrier Photos



Barrier #17 Additional Barrier Photos



Path of Travel: Path of Travel

Barrier: 18

There are no accessible tables in the park. At least 5 percent of each type in each functional area of dining surfaces must be accessible and must be dispersed throughout the space or facility containing dining surfaces.

Citation:	Current Condition:	Budget Cost:
2010 ADAS Section: 226.1	There is one table provided and it is not accessible.	Base Cost: \$800.00
1991 ADAAG Section: 5.1		Contingency Cost: \$200.00
		Design Cost: \$100.00
		Total Cost: \$1,100.00

Possible Solutions:
Provide an accessible table in the park.

Barrier Priority:
Level 5 (Medium): Access to goods and services issues (DOJ Level 2) – severely out of compliance



Path of Travel: Path of Travel

Barrier: 19

The walkway contains abrupt vertical edges and/or variations over 1/4 inch where 1/4 inch is the maximum vertical rise. Changes in level between 1/4 inch and 1/2 inch must be beveled at 1:2 or less.

Citation:

2010 ADAS Section: 303.3,
303.2

1991 ADAAG Section: 4.5.2

Current Condition:

The walkway contains
abrupt vertical edges and/or
variations over 1/4 inch.

Budget Cost:

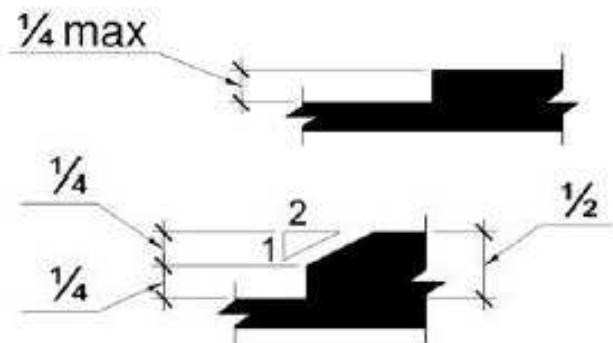
Base Cost: \$2,500.00
Contingency Cost: \$500.00
Design Cost: \$400.00
Total Cost: \$3,400.00

Possible Solutions:

Modify the path of travel to provide a smooth level surface.

Barrier Priority:

Level 2 (High): Parking and exterior accessible routes (DOJ Level 1) – severely out of compliance; near a hospital, school, transit stop, govt. bldg., or other pedestrian attractor



Barrier #19 Additional Barrier Photos



Path of Travel: Path of Travel

Barrier: 20

The concrete expansion joint is spaced greater than 1/2 inch. Openings in floor or ground surfaces shall not allow passage of a sphere more than 1/2 inch diameter. Elongated openings shall be placed so that the long dimension is perpendicular to the dominant direction of travel.

Citation:

2010 ADAS Section: 302.3

1991 ADAAG Section: 4.5.4

Current Condition:

The entire area around the tree contains a concrete expansion joint spaced greater than 1/2 inch.

Budget Cost:

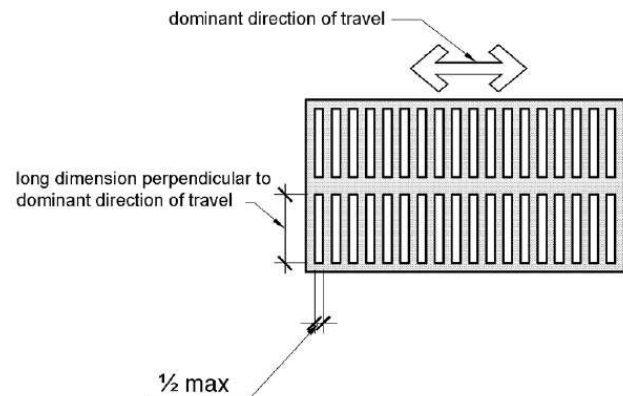
Base Cost: \$1,500.00
Contingency Cost: \$300.00
Design Cost: \$200.00
Total Cost: \$2,000.00

Possible Solutions:

Fill the expansion joint in the entire area around the tree to alleviate gaps.

Barrier Priority:

Level 4 (High): Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance



Barrier #20 Additional Barrier Photos



Barrier #20 Additional Barrier Photos



Path of Travel: Path of Travel

Barrier: 21

The accessible path of travel has cross slopes greater than 2 percent.

Citation:

2010 ADAS Section: 403.3

1991 ADAAG Section: 4.3.7

Current Condition:

The accessible route of travel contains a cross slope of 3.6 percent.

Budget Cost:

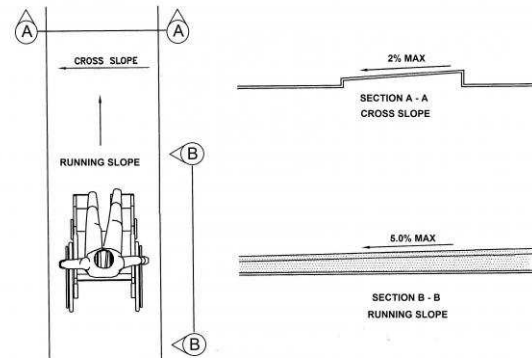
Base Cost: \$1,500.00
Contingency Cost: \$300.00
Design Cost: \$200.00
Total Cost: \$2,000.00

Possible Solutions:

Modify path of travel to achieve a cross slope that is no greater than 1:48 (2.08 percent).

Barrier Priority:

Level 4 (High): Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance



Barrier #21 Additional Barrier Photos



Path of Travel: Path of Travel

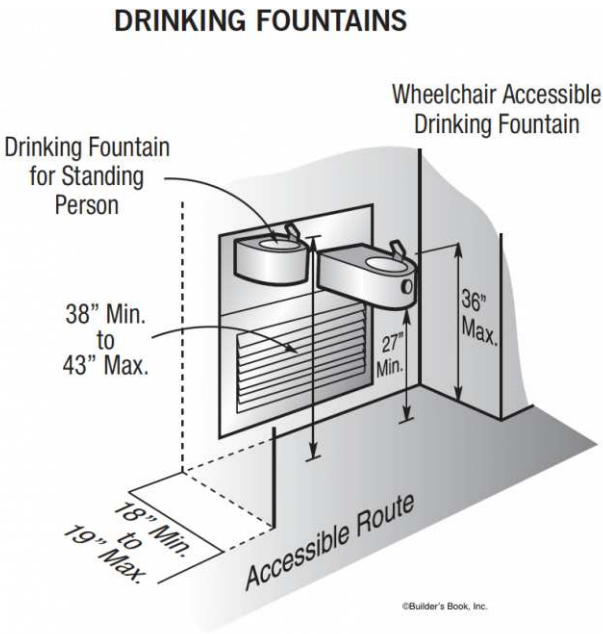
Barrier: 22

The drinking fountain has multiple violations.
Drinking fountains must be on an accessible route that provides a 30 inch by 48 inch clear floor space centered on the low unit, allowing a forward approach. The spout shall provide a flow of water 4 inches high minimum and shall be located 5 inches maximum from the front of the unit.

Citation:	Current Condition:	Budget Cost:
2010 ADAS Section: 403.5.1, 602.1	The drinking fountain has multiple violations and was not operational at time of evaluation.	Base Cost: \$2,500.00 Contingency Cost: \$500.00 Design Cost: \$400.00 Total Cost: \$3,400.00
1991 ADAAG Section: 4.15.1		

Possible Solutions:
Modify the area at the water fountain to provide the required clear floor space with slopes no greater than 2 percent in any direction, and adjust the water flow to provide a minimum of 4 inches.

Barrier Priority:
Level 5 (Medium): Access to goods and services issues (DOJ Level 2) – severely out of compliance



Barrier #22 Additional Barrier Photos



Barrier #22 Additional Barrier Photos



Barrier #22 Additional Barrier Photos



Barrier #22 Additional Barrier Photos



Path of Travel: Path of Travel

Barrier: 23

The accessible path of travel has cross slopes greater than 2 percent and abrupt changes in level.

Citation:

2010 ADAS Section: 403.3

1991 ADAAG Section: 4.3.7

Current Condition:

The accessible route of travel contains a cross slope of 3.1 percent and abrupt changes in level.

Budget Cost:

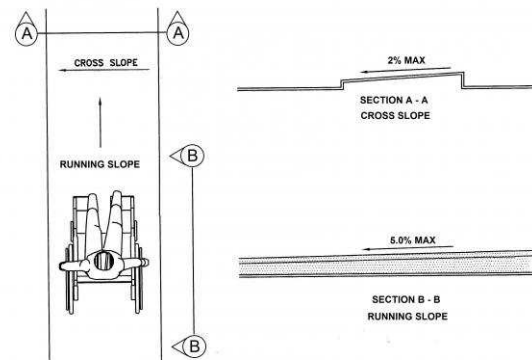
Base Cost: \$2,500.00
Contingency Cost: \$500.00
Design Cost: \$400.00
Total Cost: \$3,400.00

Possible Solutions:

Modify path of travel to achieve a cross slope that is no greater than 1:48 (2.08 percent) and to eliminate changes in level.

Barrier Priority:

Level 4 (High): Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance



Barrier #23 Additional Barrier Photos



Barrier #23 Additional Barrier Photos



Barrier #23 Additional Barrier Photos



Playground: Playground

Barrier: 24

The ramp to the playground contains abrupt vertical edges and/or variations over 1/4 inch.

Citation:

2010 ADAS Section: 303.3,
303.2

1991 ADAAG Section: 4.5.2

Current Condition:

The ramp to the playground
contains abrupt vertical
edges and/or variations over
1/4 inch.

Budget Cost:

Base Cost: \$2,500.00
Contingency Cost: \$500.00
Design Cost: \$400.00
Total Cost: \$3,400.00

Possible Solutions:

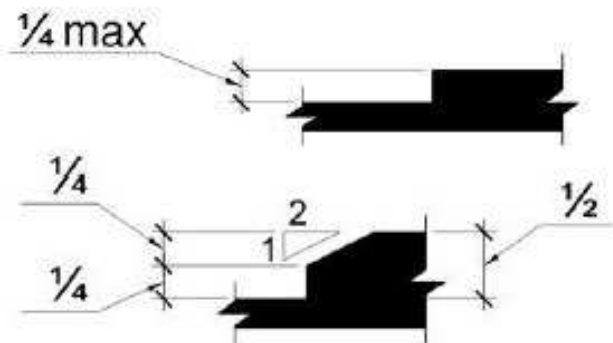
Modify the ramp to the playground to eliminate changes in level greater than 1/4 inch.

Barrier Priority:

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance

Access to goods and services (DOJ Level 2) – moderately out of compliance

Restrooms (DOJ Level 3) – severely out of compliance



Barrier #24 Additional Barrier Photos



Playground: Playground

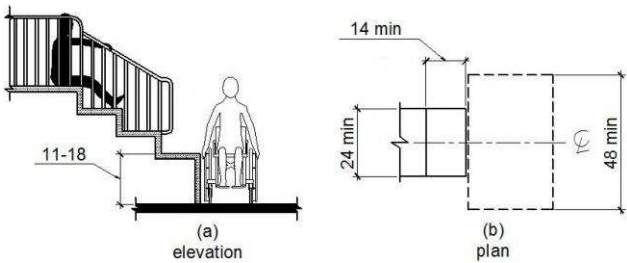
Barrier: 25

The transfer platform is not level. Transfer platforms shall have level surfaces 14 inches deep minimum and 24 inches wide minimum.

Citation:	Current Condition:	Budget Cost:
2010 ADAS Section: 1008.3.1.1	The transfer platform contains a 2.8 percent slope.	Base Cost: \$1,500.00 Contingency Cost: \$300.00 Design Cost: \$200.00 Total Cost: \$2,000.00

Possible Solutions:
Modify the transfer platform to provide a level surface.

Barrier Priority:
Level 5 (Medium): Access to goods and services issues (DOJ Level 2) – severely out of compliance



Barrier #25 Additional Barrier Photos



Playground: Playground

Barrier: 26

The transfer platform is not within the compliant range above the ground. The height of transfer platforms shall be 11 inches minimum and 18 inches maximum measured to the top of the surface from the ground or floor surface.

Citation:

2010 ADAS Section:
1008.3.1.2

Current Condition:

The transfer platform is not within the compliant range above the ground at 20-3/4 inches.

Budget Cost:

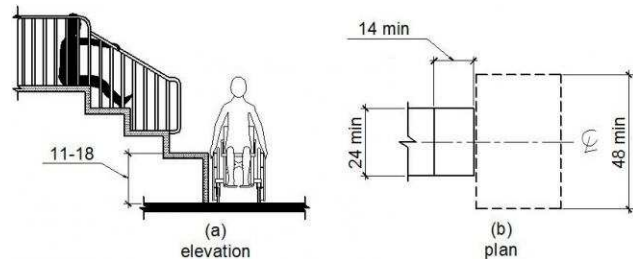
Base Cost: \$1,500.00
Contingency Cost: \$300.00
Design Cost: \$200.00
Total Cost: \$2,000.00

Possible Solutions:

Modify the transfer platform so it is between 11 inches to 18 inches above the ground.

Barrier Priority:

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) – severely out of compliance



Barrier #26 Additional Barrier Photos



Playground: Playground

Barrier: 27

The transfer space is sloped greater than 2 percent. Clear floor shall not have changes in level or slopes steeper than 1:48.

Citation:

2010 ADAS Section: 305.2,
1008.3.1.3

Current Condition:

The clear floor space at the transfer platform contains a 2.6 percent slope.

Budget Cost:

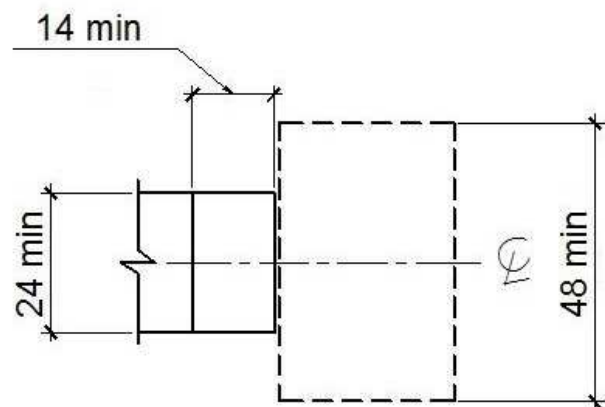
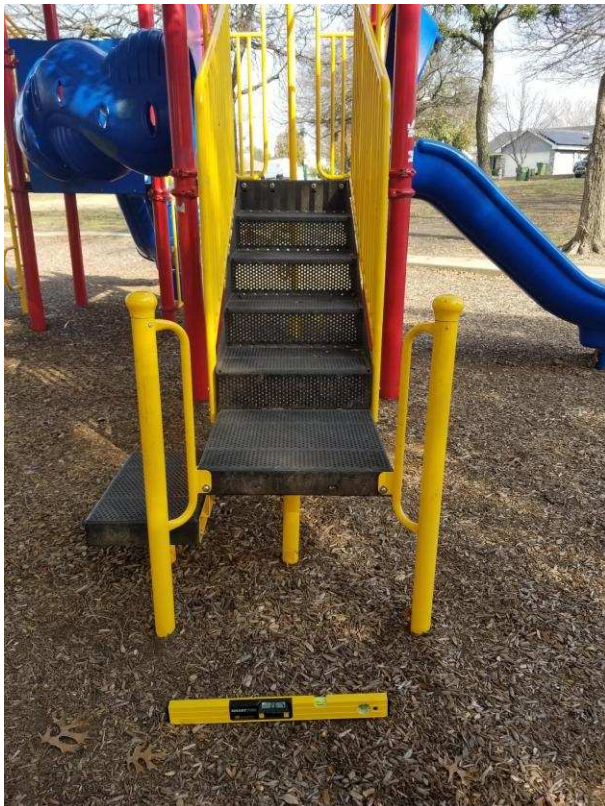
Base Cost: \$1,500.00
Contingency Cost: \$300.00
Design Cost: \$200.00
Total Cost: \$2,000.00

Possible Solutions:

Modify the clear floor space at the transfer platform to provide a slope no greater than 2 percent in any direction.

Barrier Priority:

Level 4 (High): Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance



Barrier #27 Additional Barrier Photos



Barrier #27 Additional Barrier Photos



Playground: Playground

Barrier: 28

Compliance with ASTM F1951 and ASTM 1292 for accessibility for ground surfaces on accessible routes, clear floor or ground spaces, and turning spaces has not been determined.

Citation:

2010 ADAS Section:
1008.2.6.1

Current Condition:

Compliance with ASTM F1951 and ASTM 1292 for accessibility for ground surfaces on accessible routes, clear floor or ground spaces, and turning spaces has not been determined.

Budget Cost:

Base Cost: \$5,000.00
Contingency Cost: \$1,000.00
Design Cost: \$800.00
Total Cost: \$6,800.00

Possible Solutions:

Maintain records with a certificate from the manufacturer that shows compliance with ASTM 1951 and ASTM 1292, or replace the current mulch with mulch that complies with ASTM 1951 and ASTM F1292.

Barrier Priority:

Level 4 (High): Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance



Barrier #28 Additional Barrier Photos



Barrier #28 Additional Barrier Photos



Cost Summary

Item	# of Barriers	Total Item Cost
High Priority	19	\$52,500.00
Level 1	0	\$0.00
Level 2	7	\$22,300.00
Level 3	0	\$0.00
Level 4	12	\$30,200.00
Medium Priority	9	\$19,000.00
Level 5	5	\$10,500.00
Level 6	3	\$6,500.00
Level 7	1	\$2,000.00
Level 8	0	\$0.00
Low Priority	0	\$0.00
Level 9	0	\$0.00
Level 10	0	\$0.00
Level 11	0	\$0.00
Level 12	0	\$0.00
Priority Total	28	\$71,500.00