## TREE ROOTS:

Tree roots, both exposed and shallow, cause the pavement to uplift and crack. They exist sporadically throughout the trail and are typically caused by Cottonwood trees. Cottonwood tree roots grow rapidly and shallow and will continue to degrade the trail until they are removed or trail construction allows for the continued root growth. They can be difficult to traverse, cause trip hazards and are hard on trail user equipment.

## UTILITIES:

Several shallow underground utilities (UGU) cross under the trail. A few include: culverts; electrical and communication conduits; sewer and storm drain. Shallow UGU's create conduits for underground water to move similar to fissures. Water trapped at shallow depths are susceptible to freeze-thaw action which results in heaving. Heaves can be a trip hazard and can be difficult to traverse with wheeled equipment such as road bikes and inline skates.

## POTHOLES & SINKHOLES:

Potholes form at fatigued paved surfaces. They are exacerbated during freeze-thaw cycles and and grow rapidly during breakup. Sinkholes or depressions are caused by several issues but are most commonly caused by poor subgrade conditions and voids below the surface. Voids can occur due to washout, utility lines and tree root/stump deterioration. Both hazards are easily covered with leaves during the fall and are often unavoidable.

## TRANSITIONS:

Transitions at bridges or sidewalks sometimes experience differential movement throughout a climatic cycle do to the properties of different materials. Transitions can cause trip hazards and can cause wheeled equipment such as strollers and wheelchairs to come to abrupt stops.

## DRAINAGE:

Poor subsurface and surface drainage can be attributed to many of the failures and hazards encountered along the trail system. Standing water on the paved surface areas can be slippery in wet and frozen conditions. It can collect debris and hide other hazards such as potholes and sinkholes.

## LEGEND & SYMBOLS

- W. 17TH AVE. — STREET NAME
- IDENTIFIED TRAIL HAZARD
- EXISTING PEDESTRIAN BRIDGE
- EXISTING TUNNEL
- MI 0 — CHESTER CREEK TRAIL MILE POST
- MUNICIPALITY OF ANCHORAGE PARK
- DESIGNATED WETLAND

**Chester Creek Trail Spur (Poor Condition)**
Segments of trail spur considered to have a high density of hazards and requires significant mitigation and repairs.

**Chester Creek Trail Spur (Mediocre Condition)**
Segments of trail spur considered to have a medium density of hazards and requires isolated hazards to be mitigated and repaired.

**Chester Creek Trail Spur (Good Condition)**
Segments of trail spur considered to have a low density of hazards and does not require repairs and/or mitigation.

**Chester Creek Main Trail (Poor Condition)**
Segments of trail considered to have a high density of hazards and requires significant repairs and mitigation.

**Chester Creek Main Trail (Mediocre Condition)**
Segments of trail considered to have a medium density of hazards and requires isolated hazards to be corrected.

**Chester Creek Main Trail (Good Condition)**
Segments of trail considered to have a low density of hazards and does not require repairs and/or mitigation.

## CRACKS:

There are several types of pavement cracks and reasons causing them. A few include; yielding subgrade soils; poorly constructed paving joints; temperature cycles; poor drainage; frost heaves; vegetation; thickness and pavement mix. Cracks, if not maintained, allow for water penetration into the underlying soils and can cause excessive movement in the trail surface. Cracks can be temporarily repaired and requires ongoing maintenance.

ANCHORAGE PARK FOUNDATION

Healthy Parks Healthy People

Anchorage Parks & Recreation

MUNICIPALITY OF ANCHORAGE

tbc The Boutet Co.

# Lanie Fleischer Chester Creek Trail (West)

## 2013 Existing Conditions Assessment Exhibit (1"=200')