

APPENDIX 2

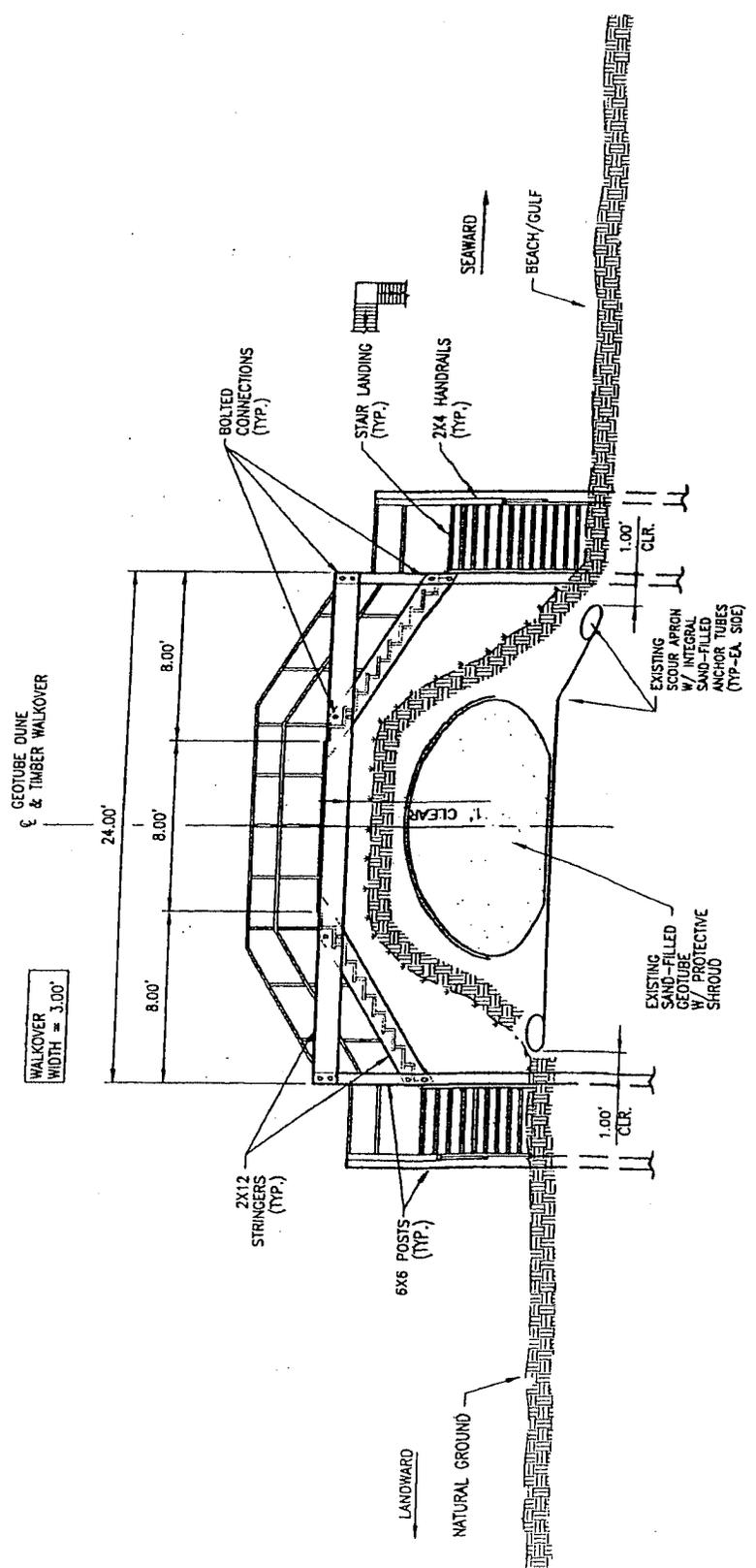
**EXAMPLE
RECOMMENDED WALKOVER DESIGN &
EXCERPTS FROM GLO'S DUNE PROTECTION AND
IMPROVEMENT MANUAL**

(Clear Span with steps, ramps may be substituted)

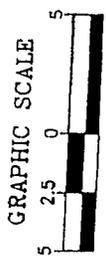
GALVESTON COUNTY

DUNE PROTECTION AND BEACH ACCESS PLAN





TYPICAL ELEVATION - TIMBER WALKOVER



DUNE WALKOVERS

Damage to dunes from pedestrian traffic can be avoided by the use of elevated walkovers for access to the beach. If walkovers are conveniently placed near access roads, parking areas, beachfront subdivisions, and public facilities, pedestrians will be less likely to cut footpaths through the dunes. Also, providing walkovers may increase public awareness of the importance of dunes and promote an appreciation of the sensitivity of the dune environment (fig. 23).

A walkover should begin landward of the foredune and extend no farther seaward than the most landward point of the public beach where it will not interfere with public use of the beach at normal high tide. The structure should be oriented at an angle to the prevailing wind direction. Otherwise, wind blowing directly up the path of the walkover may impede the growth of vegetation beneath it, erode sand from the seaward end, and increase the possibility of washout or blowout occurrences.

Construction Standards

Wood is the preferred construction material for walkovers because it is less expensive than metal, does not collect and retain heat as metal does, and is readily adapted to a number of designs. Although there are a few walkovers made from polyvinyl plastic, treated lumber and galvanized nuts and bolts may be used. Basic structural guidelines for walkovers are detailed in figure 24.

The width of a walkover should be based on the expected volume of pedestrian traffic. If a walkover will be infrequently used, a width of two feet should be sufficient. Walkovers intended for two-way passage should be wider, perhaps three or four feet. A width of six feet may be appropriate for a walkover subject to heavy use.

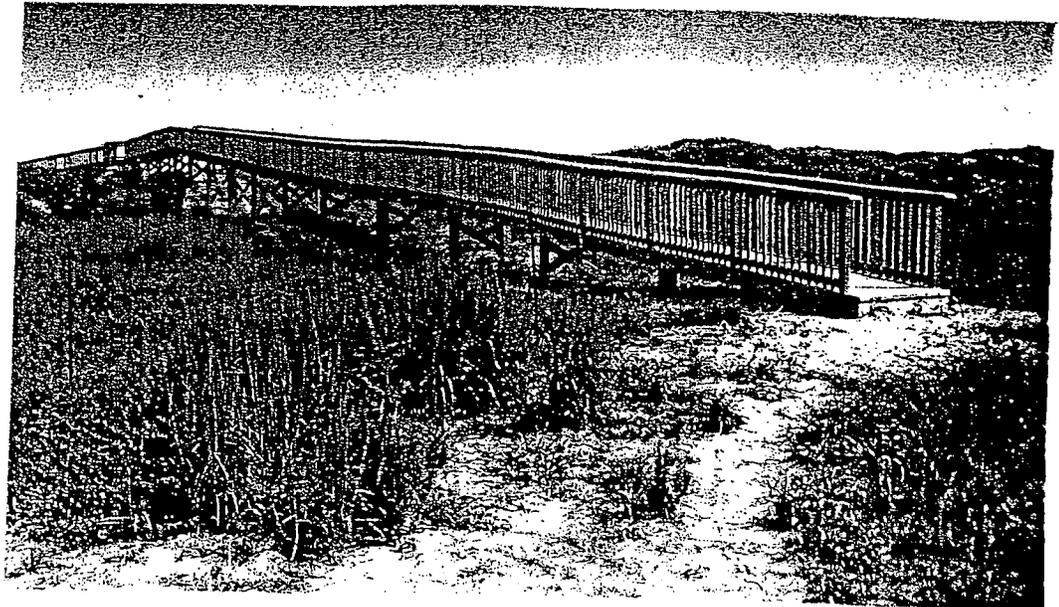


Figure 23. Dune walkover.

The structure's height should be at least one to one and a half times its width (three feet minimum) to allow sunlight to reach vegetation underneath. In any case, the deck of the walkover must be of sufficient elevation to accommodate the expected increase in dune height.

Space the slats forming the deck of the walkover 1/2 inch apart so that sunlight and rainfall can penetrate to plants below and so that sand will not accumulate on the deck.

Place the supporting piers as far apart as possible along the length of the structure. A distance of at least six feet between pairs of piers is recommended. Implant the piers at least three feet in the ground to ensure stability. A depth of five feet or more is advisable to allow for erosion around the piers during storms. Install the piers with a hand auger or posthole digger rather than with a tractor. Walkover piers should not be set with cement. Repair damage to the dune area as soon as possible.

Providing handrails on both sides of the walkover is recommended as a safety measure and to discourage people from jumping off into the dunes. Railings are particularly advisable on public walkovers and those that are high above the ground. Railings should be at least three feet high.

To enable wheelchair use on a walkover, inclined ramps with a 20 percent slope (a one-foot rise for every five feet in length) may be built at each end of the structure. Ramps are recommended for any large public walkover.

Walkovers should be inspected on a regular basis and promptly repaired as needed. To avoid damage, workers should enter the dune area on foot rather than by vehicle.

Common walkover structures are preferred for subdivisions to minimize damage to dunes by the proliferation of walkovers.

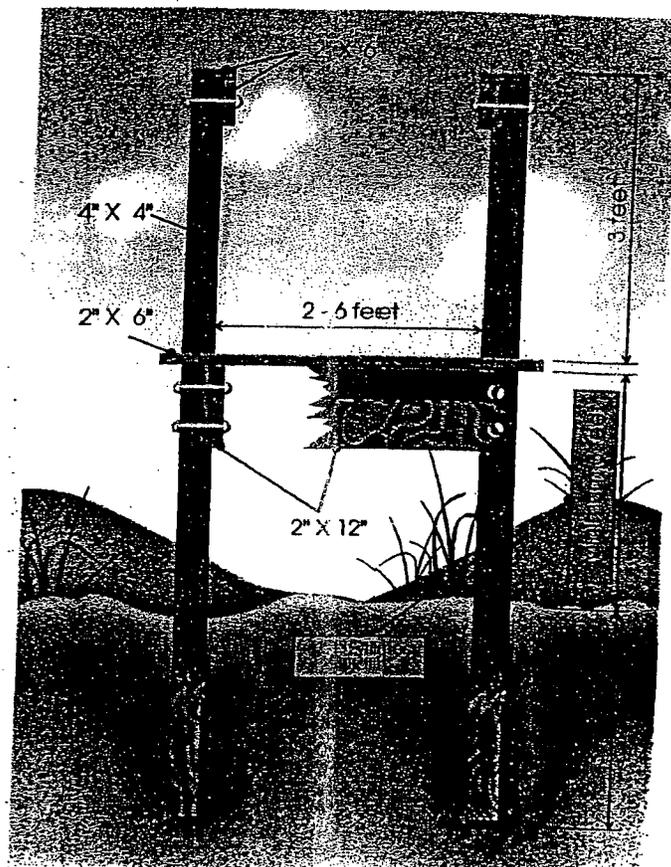


Figure 24. Construction details for a dune walkover.