CITY OF PUNTA GORDA
ADA TRANSITION PLAN FINAL REPORT
US 41 MULTI-USE RECREATION TRAIL

October 4, 2017

Prepared For:

City of Punta Gorda
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Punta Gorda, Florida, 33950

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1.0 LOCATION MAP

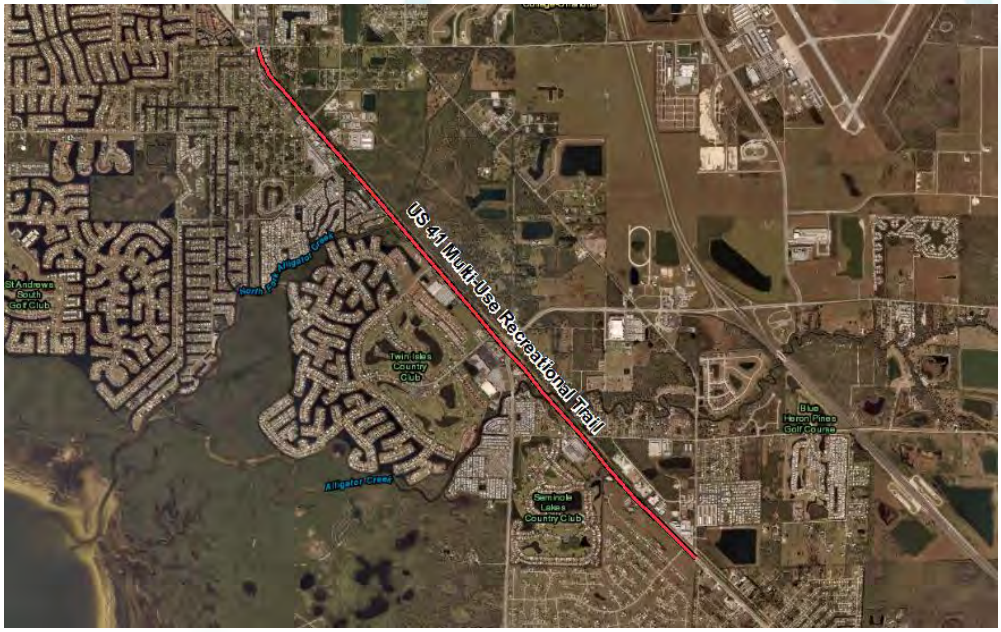


Figure 1-1 - Location Map

1.1 FACILITY DESCRIPTION

The US 41 Multi-Use Recreational Trail (MURT) is an approximately 4 mile long trail located adjacent to US 41, beginning at Taylor Road and ending at Airport Road. The multi-use trail provides visitors and residents an opportunity to connect neighborhoods and commercial areas south of the historic core of Punta Gorda.

2.0 PROCESS OVERVIEW

2.1 PUBLISHED STANDARDS

As indicated in our project proposal, the findings for each facility assessed under the project will be provided in the form of an Accessibility Assessment Report, or AAR. This AAR conforms to ASTM E2018-01 - Standard Guide for Property Assessments: Baseline Property Condition Assessment Process standards.

The AAR is intended to identify defects or deficiencies in compliance with the Americans with Disabilities Act Accessibility Guidelines (ADAAG), and Florida Accessibility Code (FAC), as well as any other code deemed applicable and to recommend necessary improvements that could improve accessibility of the assessed facilities by individuals with disabilities. Our assessment is based on spaces, areas, elements, or features that can or could be accessed by the general public. Attention to equipment or work spaces not allocated for use by individuals with disabilities has not been evaluated. Nevertheless, where work areas that may allow individuals with disabilities to be employed are identified by the facility member interviewed during the introductory stage of the assessment are identified, these areas have been assessed and any deficiencies noted are reported herein.

The date the facility was constructed or renovated is important to determine so that applicable standards can be applied during the assessment process. ADAAG became enforceable in January 1992 with a revision becoming enforceable in 2012. The FAC has had various revisions over the years. As such, if a facility was constructed prior to the ADA, only components of that facility that are/have been modified since the adoption of the ADA and FAC are required to be accessible. This AAR reports deficiencies according to ADAAG and FAC standards as appropriate to the condition assessed.

3.0 ASSESSMENT PROCESS

A walk-thru and assessment of the multi-use trail for compliance with applicable accessibility standards was conducted on June 15, 2016. The assessment was conducted by Tindale Oliver staff, certified as Accessibility Inspectors.

The survey addressed each accessible element and space within and along the trail and included applicable elements such as path-of-travel (accessible route), parking, curb ramps, ramps, pedestrian push buttons, and all other spaces and elements covered by the ADAAG.

The survey included physical measurements and counts for components or systems. Survey findings were collected and recorded on Tindale Oliver's custom made, Android based, ADA compliance checklist application. Photographs were taken with the tablet of each area of the facility for familiarization and later reference to illustrate deficiency findings. The digital data and photographs were then uploaded to a database on our

secure servers for backup. Where appropriate, photographs have been included in this AAR to illustrate issues or deficiencies where necessary.

The survey consisted of non-intrusive visual observations, which allowed for a readily accessible and easily visible components and systems assessment of the facility which included measurements of space and clearance dimensions, slope, walkway widths, reach ranges, maneuverability measurements, etc.

4.0 FINDINGS AND DEFICIENCIES

4.1 GENERAL

The use and occupancy of the US 41 Multi-Use Trail dictates egress requirements and accessible route requirements consistent with the ADAAG regulations. Because the general public does access the multi-use trail, and in the interest of establishing an accessibility compliance baseline condition report of the facility, a full accessibility assessment was conducted. Where deficiencies in compliance with ADAAG or FAC exist, descriptions of the deficiency, regulatory requirement(s) pertinent to the deficiency, a photograph or sketch illustrating the deficient element, and recommendations for remediation of the deficiency are listed below.

4.2 DETECTABLE WARNINGS

Assessments

All ADA compliant curb ramps that lead to/from a street crossing must include detectable warnings, which are a distinctive surface pattern of truncated domes detectable by cane and or underfoot that alert pedestrians with vision impairments of their approach to street crossing.

Shown below, in Figure 4-2, are three curb ramps that are not ADA compliant. Issues include non-compliant slopes, detectable warnings not securely fastened, and detectable warnings that are not high contrast, respectively. A map detailing the locations of these barriers to accessibility is shown in Appendix A.

Figure 4-1 - Curb ramps and detectable warning surfaces along the multi-use trail.

ADAAG 405.2 states that, "(Curb) ramp runs shall have a running slope not steeper than 8.33%".

ADAAG 406.4 and **ADAAG 405.7.1** states that "Landings shall be provided at the top of curb ramps." and "Slopes shall not be steeper than 2%."

ADAAG 705.1.3 states that, "Detectable warning surfaces shall contrast visually with adjacent walking surfaces either light-on-dark, or dark-on-light."

Recommendations

- Resurface the curb ramp so that the slope is not steeper than 8.33%. In addition, the landing at the top of the ramp shall be no steeper than 2% in any direction.
- Replace detectable warning surface that is coming unglued, and secure properly.
- Replace white detectable warning surface with a high contrast color.

4.3 MISCELLANEOUS

Assessments

The photos below show three more barriers to accessibility, which are further detailed in Appendix A.

Figure 4-2 – Miscellaneous Barriers to Accessibility along the US-41 Trail

- The bench, which is part of Charlotte County's ad bench program, does not have a clear floor space adjacent to it or an accessible route connecting to it thereby making it not accessible.
    - **ADAAG 302.1** states that, "Floor and ground surfaces shall be sable, firm, and slip resistant."
    - **ADAAG 305.3** states that, "The clear floor or ground space shall be 30 inches minimum by 48 inches minimum."
- The Crosswalk has cross slopes in excess of 10%, violating **ADAAG 403.3**, which states "The cross slope of a walking surface shall not be steeper than 2%."
- The slope at the pedestrian push button is 6.5%, violating **ADAAG 305.2**, which states "Slopes not steeper than 2% shall be permitted."
- The pavement connecting the asphalt portion of the trail to the cement portion of the trail has a running slope of 7%, violating **ADAAG 403.3**, which states "The running slope of a walking surface shall not be steeper than 5%."

Recommendations

- Remove the non-accessible bench or pave a clear and level accessible route to it so it is accessible to all users of the multi-use trail.
    - The accessible route to the bench shall be a minimum width of 36", not have a cross slope of more than 2%, not have a running slope of more than 5%, and have a clear and level turning space at end point.
    - Since this bench is part of the County's ad bench program, City action regarding this bench is subject to County approval.
- Regrade the crosswalk so that the cross slopes do not exceed 2%.
- Regrade the clear floor space adjacent to the pedestrian push button so the slope is not steeper than 2% in any direction.
- Regrade this portion of the trail so the running slope is not steeper than 5%.

5.0 IMPLEMENTATION AND FINANCIAL PLAN

In the previous sections, the improvements that are required to improve accessibility conditions at the facility were identified. The next step in the process is the development of an Implementation and Financial Plan for improvements. This was undertaken through the following efforts:

- preparing cost estimates for the required improvements;
- identifying funding that is available for the improvements; and
- reviewing the specific improvements in more detail and categorizing them into two separate groups. These include:
    - quick fix improvements; and
    - improvements that require more time, effort, and/or funding.

5.1 DEVELOPMENT OF IMPROVEMENT COSTS

In order to develop the Implementation and Financial Plan, unit costs for each type of improvement were developed. These unit costs were based on recent experiences with other agencies and, when available, standard industry costs when local data was not available. **It is important to note that the unit costs include across-the-board assumptions that will need to be reviewed prior to the actual improvement being completed**.

Table 5-1 includes the unit costs for each type of improvement that were used to estimate the improvement costs. In addition, this table includes an estimate for the total number of items needing each type of improvement, as well as the total estimate of probable cost by improvement type.

Note that the costs included in the table below are planning level estimates, once the projects progress through design, the actual construction opinions of cost will become more refined. Also, the City does not have the funding to go out and make all of these improvements at one time, which would offer the most economy of scale. Therefore, cost estimates are reflective of multiple smaller phases that will be more conducive to the funding available.

Again, it should be noted that the estimates are intended to reflect the order-of-magnitude costs for the City's overall facility improvement needs over the timeframe of the plan; for specific projects nearing implementation, it may be necessary for the City to conduct a more detailed cost assessment.

Improvement	Cost		Approx. Amount	Approx. Cost	Priority	Quick Fix
4.2 - Detectable Warnings						
New detectable warnings	$500	each	8	$4,000	High	No
4.3 - Miscellaneous						
Remove/relocate bench	$250	each	1	$250	Low	Yes
Adjust location of ped button & repave ramp	$5,000	each	1	$5,000	High*	No
Repave asphalt/concrete transition	$5,000	each	1	$5,000	High	No
Repave the noncompliant driveway slope	$30,000	each	1	$30,000	Medium	No
Repave and add a landing to the curb ramp	$7,000	each	1	$7,000	High	No
Sub-Total Estimate				***$51,250***		
Mobilization	*$15,000*			*$15,000*		
Signed & Sealed Plans	*$5,000*			*$5,000*		
Survey/Design	*20%*			*$10,300*		
Inspection	*10%*			*$5,200*		
Miscellaneous	*15%*			*$7,700*		
Total Order of Magnitude Cost Estimates				**$94,500**		

**The City will receive SUNTrail funding for the construction of a bike/ped bridge over N Alligator Creek for FY 2018/19. As such, it is anticipated that the ADA improvements along the adjacent segment of trail, Monaco to Aqui Esta will be mitigated at that time.*

Table 5-1 Cost and Prioritization Table

5.2 DEVELOPMENT OF THE IMPLEMENTATION AND FINANCIAL PLAN

The Implementation and Financial Plan was developed to identify when the improvements should occur, based on the relative priority of the improvements and anticipated level of funding that will be available to address the improvements.

Due to the nature of the quick fix improvements, it is assumed that the majority of the identified quick fix improvements will be completed within the confines of the five-year plan, listed in the following section.

It would be ideal if Punta Gorda could take advantage of "piggy backing" needed improvements with other planned facility improvement and renovation projects. Under ideal circumstances, this would permit the City to benefit either because the project directly addresses some or all of the needed improvements, or the project allows the City to reduce its improvement costs due to the concurrent construction activities. It is not known at this time the amount of implementation costs that could potentially be saved by completing the improvements concurrent with planned projects. Therefore, potential cost savings through fund leveraging are not included in the Implementation and Financial Plan at this time. In the future, should the desire and ability to estimate the amount of costs that could be reduced through fund leveraging, the cost of the improvements for those impacted improvements may be adjusted.

To develop the plan, the prioritized list of improvements were incorporated into the Implementation and Financial Plan based on the amount of anticipated funding available each year for the improvements.

It should be stressed that the Implementation and Financial Plan will serve as a general guide for the planning of improvements and that several factors will influence the timing for implementation of specific improvements and the overall cost of the program, including:

- Opportunities for partnering with other jurisdictions or organizations on implementing improvements.
- Specific site conditions at individual locations, including landscaping, utilities, drainage, which can have a significant impact on the type of improvements required and the associated cost.
- Contracting opportunities, including awarding a unit-price contract for the implementation of improvements at multiple locations.
- Additional opportunities to relocate or consolidate individual amenities.

On an annual basis, the list of needed improvements will be reviewed against the funding that is available that year to develop a specific work program. As previously mentioned, this will involve development of more detailed cost estimates based on a review of site conditions at individual locations.

5.3 FUNDING PLAN FOR NEEDED IMPROVEMENTS

Table 5-1 presents an example of a phased implementation plan by listing the improvements with a proposed priority and their associated costs. It should be noted that the costs are estimates of probable cost, with the ultimate costs dependent upon how the work is undertaken, site conditions at individual locations, material and labor prices in future years, and potential right-of-way costs. The number of items that are consolidated, modified, relocated, or removed will also be an important variable, as well as the amount of work that will be the responsibility of other entities.

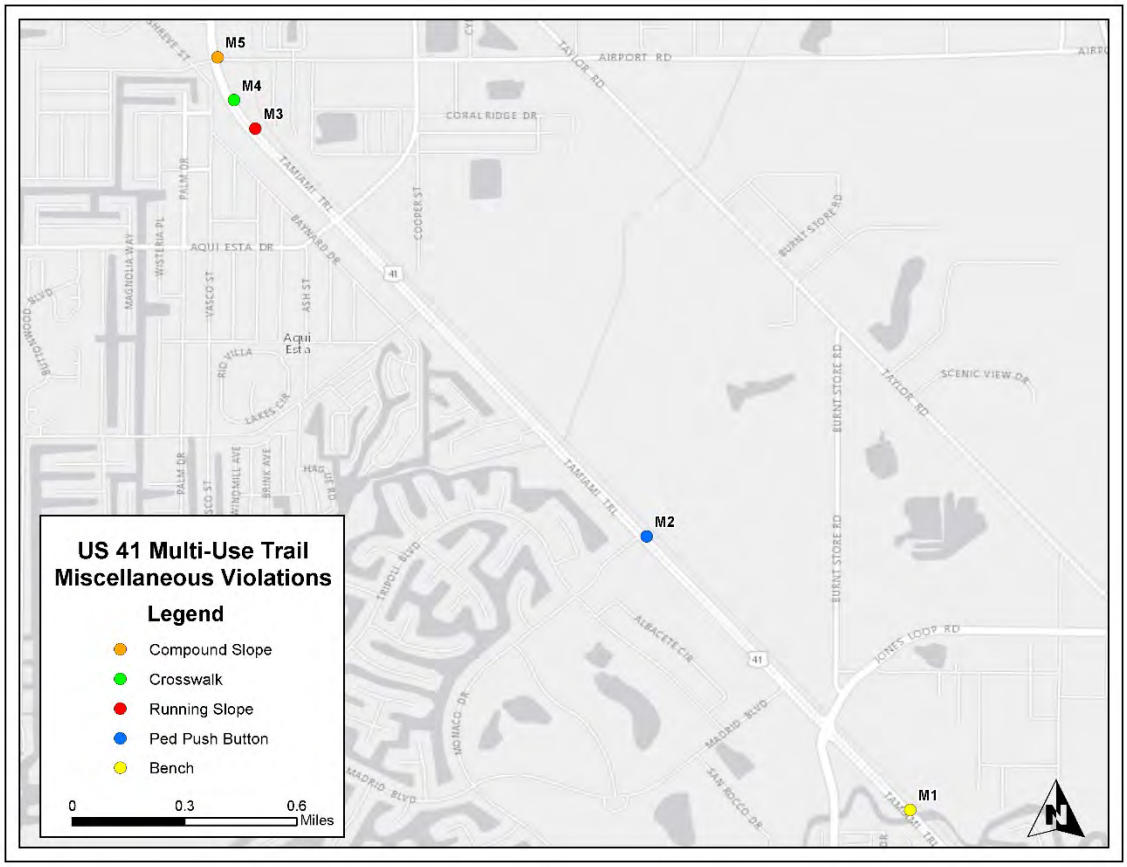
Due to the unknown level of funding currently available for accessibility improvements, current renovation schedule, and the completion of the quick-fix improvement list, the items recommended for improvement each year of the program do not necessarily have to be the highest ranking items on the priority list. However, as the improvement program progresses, high ranking items that were not initially improved should be included in future years.

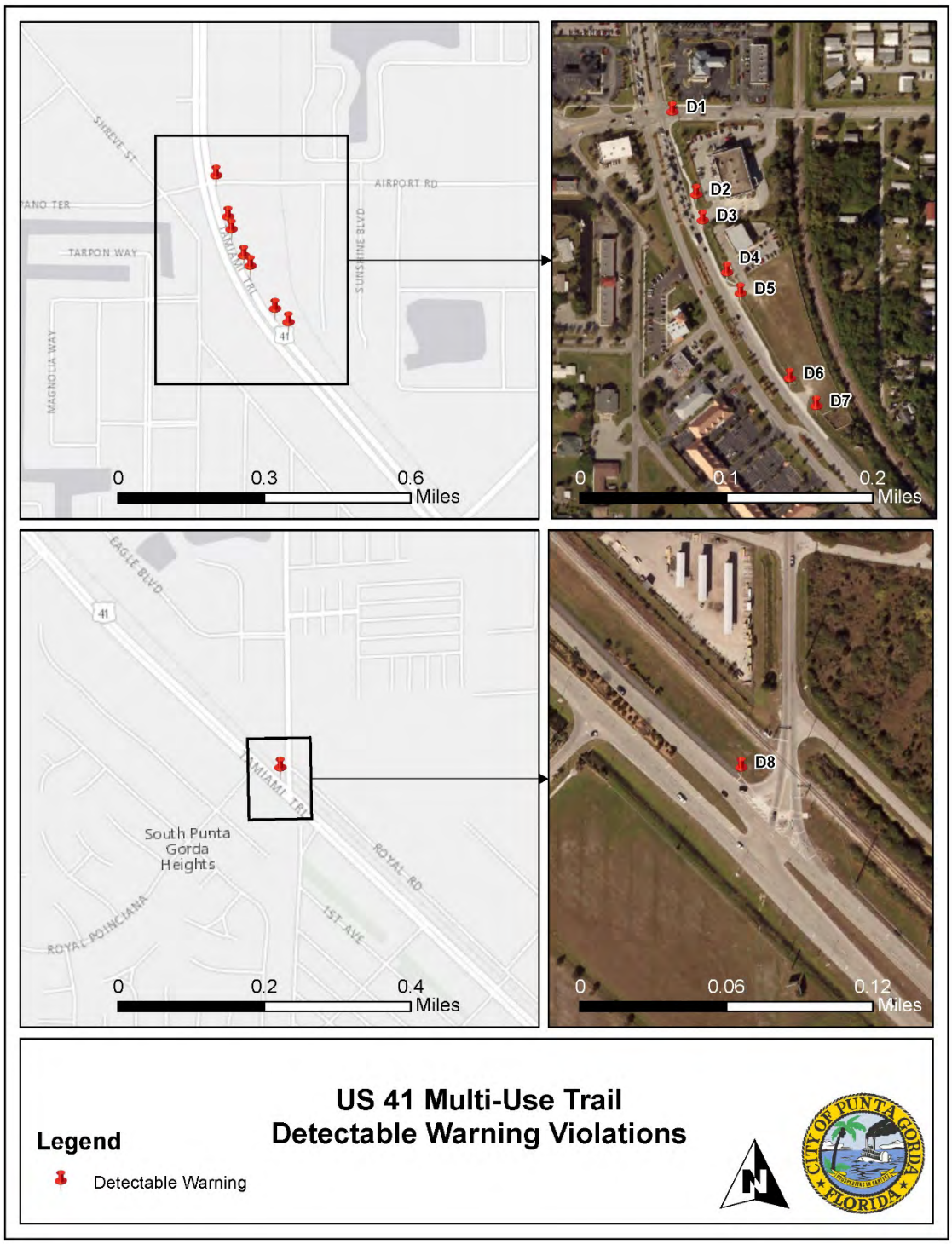
It should be noted that the phased implementation plan is just a guide. The number of items improved each year and the specific locations chosen for improvement may vary due to such factors as the actual costs of the improvement. As such, the improvements will need to be reviewed and a work program developed specifying the improvements that will be undertaken on an annual basis. The improvements would be undertaken through task orders. It is envisioned that the effort could focus on implementation of improvements within specific sections of the facility or would occur with groups of similar improvements throughout the City, both of which could enable improvements to be implemented more quickly.

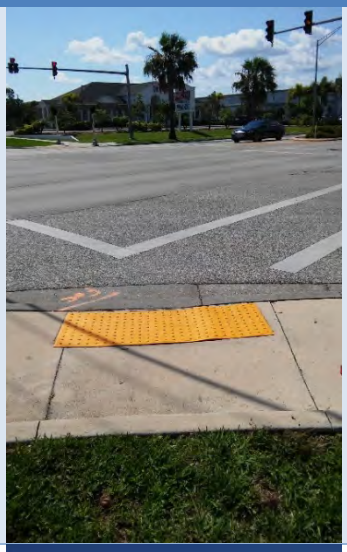
It should be stressed that this plan is presented as an overall guide to the implementation of improvements. City staff will need to review the needed improvements and the available funding on an annual basis to develop the annual improvement program.

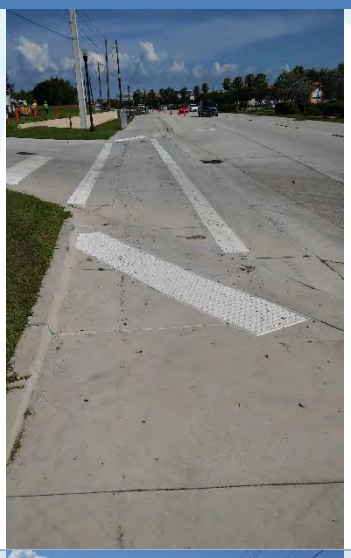
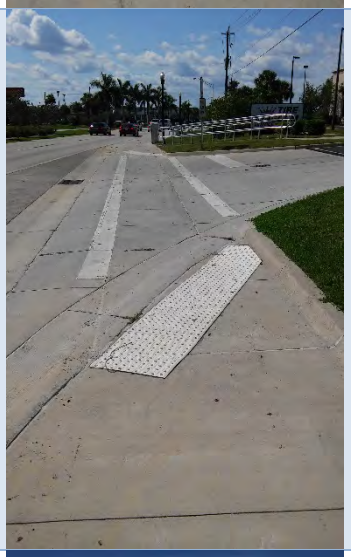
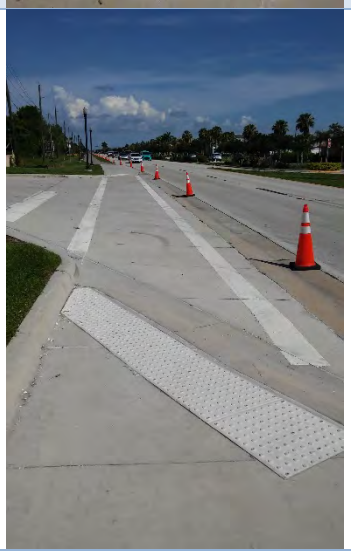
6.0 APPENDIX A

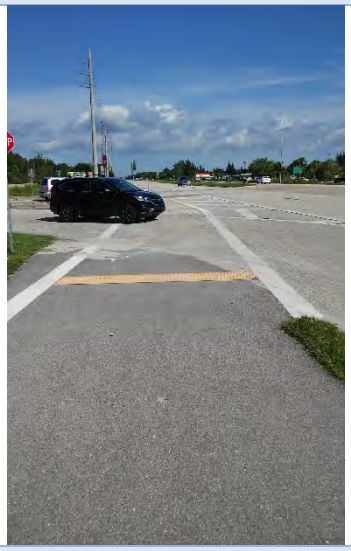
The maps and tables on the following pages illustrate the location, description, and remediation of additional barriers to accessibility found throughout the US-41 multiuse trail.

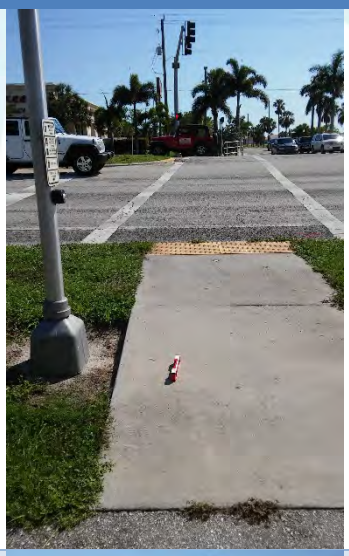
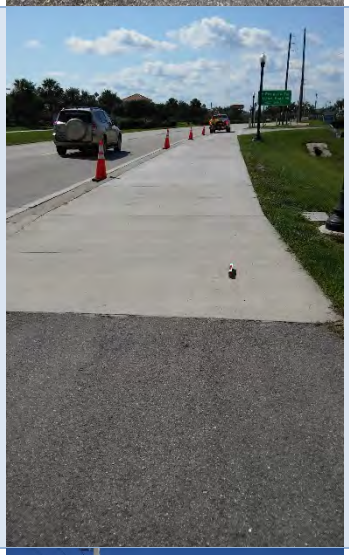
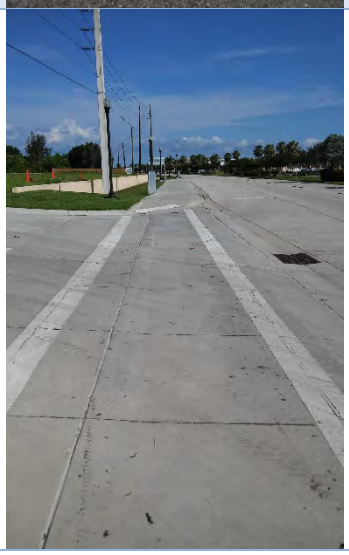



SHREVE ST
AIRPORT RD
TARPON WAY
MAGNOLIA WAY
SUNSHINE BLVD
TAMIAMI TRL
41
0
0.3
0.6
Miles
D1
D2
D3
D4
D5
D6
D7
0
0.1
0.2
Miles
EAGLE BLVD
41
TAMIAMI TRL
South Punta Gorda Heights
ROYAL POINCIANA
ROYAL RD
1ST AVE
0
0.2
0.4
Miles
D8
0
0.06
0.12
Miles
US 41 Multi-Use Trail
Detectable Warning Violations
Legend
Detectable Warning
N
CITY OF PUNTA GORDA FLORIDA

Map Item	Description & Recommendation	Photo(s)
D1	The detectable warning is not securely fastened to the curb ramp and therefore may present a tripping hazard. Securely fasten the detectable warning.	
D2	The white detectable warning is not high contrast when placed on cement. Replace the existing white detectable warning with a yellow or red detectable warning.	
D3	The white detectable warning is not high contrast when placed on cement. In addition, a portion of the detectable warning is located with the vehicular driveway. Replace the existing white detectable warning with a yellow or red detectable warning. Relocate the detectable warning so that it is not within the driveway's vehicular right-of-way.	

Map Item	Description & Recommendation	Photo(s)
D4	The white detectable warning is not high contrast when placed on cement. Replace the existing white detectable warning with a yellow or red detectable warning.	
D5	The white detectable warning is not high contrast when placed on cement. Replace the existing white detectable warning with a yellow or red detectable warning.	
D6	The white detectable warning is not high contrast when placed on cement. Replace the existing white detectable warning with a yellow or red detectable warning.	

Map Item	Description & Recommendation	Photo(s)
D7	The white detectable warning is not high contrast when placed on cement. Replace the existing white detectable warning with a yellow or red detectable warning.	
D8	A portion of the detectable warning is located with the cross-street. Relocate the detectable warning further back so that it is not within the street.	 
M1	The 3rd party bench is not accessible. Remove or relocate the bench.	

Map Item	Description & Recommendation	Photo(s)
M2	There is a 6.5% running slope at pedestrian push button. Either relocate the pedestrian push button to a location with a clear and level floor space or resurface a 30”x48” section of pavement adjacent to the pedestrian button to be level in all directions. Lastly, repave the 6.5% ramp to have a slope no greater than 5%.	
M3	There is a 7% running slope at the section where the cement transitions to asphalt. Extend the transition so that the running slope is no greater than 5%.	
M4	The crosswalk has a cross slope of up to 10%, violating **ADAAG 403.3**. The accessible route must have a cross slope no greater than 2% for a minimum width of 36”. Either repave the driveway or relocate the crosswalk to a level location.	

Map Item	Description & Recommendation	Photo(s)
M5	There is a compound slope at the ramp. Since there is no level landing area, if users are not turning, they will experience a 6.8% cross slope. In addition, there is a tripping hazard present in crosswalk. Repave the curb ramp to so that the maximum running slope is 8.33% and the maximum cross slope is 2%. Pave a level landing at the top of the ramp. Remove the tripping hazard within the crosswalk.