



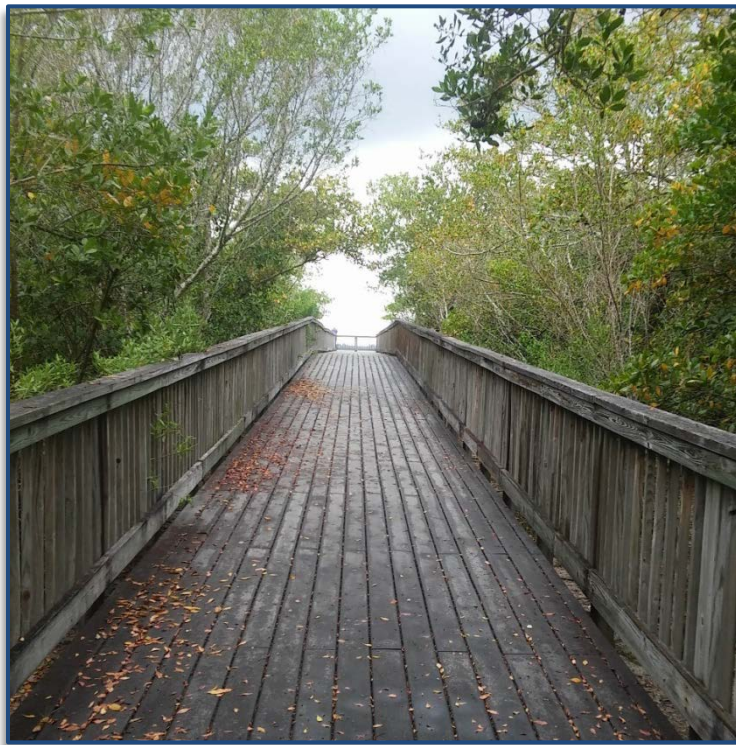
# Punta Gorda

## CITY OF PUNTA GORDA ADA TRANSITION PLAN FINAL REPORT Harborwalk East

October 4, 2017

**Prepared For:**  
City of Punta Gorda  
326 West Marion Avenue  
Punta Gorda, Florida, 33950

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# CONTENTS

1.0	Location Map .....	1
1.1	Building Description .....	1
2.0	Process Overview .....	2
2.1	Published Standards .....	2
2.2	Facility Assessment Overview .....	2
3.0	Assessment Process .....	3
4.0	Findings and Deficiencies .....	3
4.1	General .....	3
4.2	Parking.....	4
	Assessments .....	4
	Recommendations .....	4
4.3	Vertical Clearance.....	5
	Assessments .....	5
	Recommendations .....	5
4.4	Tripping Hazard .....	6
	Assessments .....	6
	Recommendations .....	6
4.5	Cross Slopes.....	7
	Assessments .....	7
	Recommendations .....	7
4.6	Running Slopes.....	8
	Assessments .....	8
	Recommendations .....	8
5.0	Implementation and Financial Plan .....	9
5.1	Development of Improvement Costs .....	9
5.2	Development of the Implementation and Financial Plan .....	11
5.3	Funding Plan for Needed Improvements .....	12
6.0	Appendix A .....	13



## 1.0 LOCATION MAP



Figure 1-1 - Location Map

## 1.1 BUILDING DESCRIPTION

As shown in Figure 1-1, Harborwalk East is a 0.6 mile, paved, multiuse trail that overlooks the Peace River. The pathway begins at Laisley Park and ends at Adrienne Street, in downtown 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. This AAR reports deficiencies according to ADAAG and FAC standards as appropriate to the condition assessed.

### 2.2 FACILITY ASSESSMENT OVERVIEW

An informal interview with our point of contact for the facility, Mitchell Austin and Cherry Prewitt, was conducted prior to performing the physical assessment of the facility and surrounding elements. They provided an overview of the facility's occupancy, use, and history which established the spaces and elements frequented by the general public and which must meet the minimum accessibility requirements.

The pre-interview process is used to determine and document information relevant to each facility's use in order to determine applicable regulatory standards to apply to the assessment of the facilities. Use and occupancy information is critical in determining compliance with accessibility standards and must be established prior to the physical assessments.



## 3.0 ASSESSMENT PROCESS

An assessment of Punta Gorda's Harborwalk East multiuse trail, for compliance with applicable accessibility standards, was conducted on June 14 and June 16, 2016. The assessment was conducted by Tindale Oliver staff, certified as Accessibility Inspectors.

The facility survey addressed each accessible element and space within and external to the building and included applicable elements such as path-of-travel (accessible route), parking, curb ramps, signage, benches, drinking fountains, ramps, and all other occupiable 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 facility 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 accessibility of Harborwalk East shared use path dictates accessible route requirements consistent with the ADAAG regulations. Because the general public does access this multi-use trail, located within the public right-of-way, and in the interest of establishing an accessibility compliance baseline condition report to the City of Punta Gorda, 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.

A field inventory was completed on the accessible path to assess the overall condition of these features throughout Harborwalk East, and to determine the level of accessibility and physical locations of any barriers. By conducting a condition assessment, areas where sidewalk maintenance need any necessary improvements were identified. The goal was to identify any physical barriers and provide better accessibility to residents



and visitors through improved connectivity between neighborhoods, commercial corridors, and other community resources.

## 4.2 PARKING

### *Assessments*

The parking lot, on the northwest side of Adrienne Street, has a few minor barriers to accessibility, as described below.

- The striping for the accessible parking space is white, not blue.
- There is some debris in the parking space and accessible aisle.
- The parking space does not have a sign identifying it as being van accessible.



**Figure 4-1: Accessible Parking**

**FS 553.5041 (6)** “Each such parking space must be striped in a manner that is consistent with the standards of the controlling jurisdiction for other spaces and prominently outlined with blue paint, and must be repainted when necessary, to be clearly distinguishable as a parking space designated for persons who have disabilities.”

**ADAAG 502.6 Identification** “Signs identifying van parking spaces shall contain the designation “van accessible.”

### *Recommendations*

- Restripe the accessible parking space so that it is outlined in blue.



- Remove the debris from the accessible parking space and aisle.
  - Maintain the parking space and aisle so that debris does not build up in these areas.
- Add a “Van Accessible” sign to the accessible parking space sign.

### 4.3 VERTICAL CLEARANCE

#### *Assessments*

Vertical clearance is defined as the minimum unobstructed vertical passage space. Vertical clearance is often limited by obstacles such as building overhangs, tree branches, signs, and awnings. Shown below in Figure 4-2, various sections of the Harborwalk East trail contains low hanging tree branches, which protrude and obstruct the pathway. A map of these locations is provided in Appendix A.



Figure 4-2 – Low hanging tree branches

**ADAAG** states that, “objects with leading edges more than 27 inches and not more than 80 inches above the finish floor or ground shall protrude 4 inches maximum horizontally into the circulation path.

#### *Recommendations*

Trim and maintain the tree branches so they do not protrude more than 4” onto the path for a height of at least 80 inches. This will prevent visitors with visual impairments from not being able to detect and then make contact with the hazardous object.



## 4.4 TRIPPING HAZARD

### *Assessments*

Changes in level are defined as vertical height transitions between adjacent surfaces or along the surface of a path. Figure 4-3 displays two examples where the 1.5” lip at the transition from the cement path to the boardwalk can be a tripping hazard as well as a barrier to accessibility to a person in a wheelchair. A map of these locations is provided in Appendix A.



Figure 4-3 – Boardwalk ramps along the pathway

**ADAAG 303.2** states that, “Changes in level of  $\frac{1}{4}$ ” high maximum shall be permitted to be vertical.”

**ADAAG 303.3** states that, “Changes in level of  $\frac{1}{4}$ ” high minimum and  $\frac{1}{2}$ ” high maximum shall be beveled with a slope not steeper than 1:2.”

### *Recommendations*

Either bevel or provide an accessible transition plate at the wood/cement transition to minimize the lip between the two section of trail.





## 4.5 CROSS SLOPES

### *Assessments*

Per **ADAAG 403.3**, the cross (perpendicular) slope of a walking surface shall not be steeper than 2%. As such, 16 points of the Harborwalk East multiuse trail were found to have slopes in excess of this requirement, as shown in the photos below and detailed in Appendix A.



Figure 4-2 – Select locations with non-compliant cross slopes.

### *Recommendations*

The locations that have non-compliant cross slope must be resurfaced so that the cross slope does not exceed 2%, as specified in **ADAAG 403.3**.



## 4.6 RUNNING SLOPES

### *Assessments*

Per **ADAAG 403.3**, the running (perpendicular) slope of a walking surface shall not be steeper than 5%. If a slope exceeds 5%, it is considered a ramp, per **ADAAG 405.2**, and the running slope must not exceed 8.33%. In addition, ramps must have landings, handrails, and edge protection, per **ADAAG 405**.

As such, 8 segments of the Harborwalk East multiuse trail were found to have slopes in excess of this requirement, as shown in the photos below and detailed in Appendix A.



Figure 4-3 – Select locations with non-compliant cross slopes.

### *Recommendations*

The locations that have non-compliant running slopes must be either resurfaced/reconstructed or include the addition of handrails and landings, as long as their slope is not steeper than 8.33%, as specified in **ADAAG 405**.



## 5.0 IMPLEMENTATION AND FINANCIAL PLAN

In the previous sections, the improvements that are required to improve accessibility conditions of 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, Punta Gorda 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
<b>4.2 - Parking</b>						
Stripe accessible parking & aisle	\$1,000	each	1	\$1,000	High	Yes
Add "van accessible" sign	\$100	each	1	\$100	High	Yes
Remove debris and maintain accessible aisle	\$200	each	1	\$200	High	Yes
Remove unnecessary detectable warning	\$250	each	1	\$250	Low	Yes
<b>4.3 - Vertical Clearance</b>						
Trim/maintain foliage	\$200	each	3	\$600	Medium	Yes
<b>4.4 - Tripping Hazard</b>						
Modify transitions to remove tripping hazards	\$750	each	4	\$3,000	High	Yes
<b>4.5 - Cross Slopes</b>						
Resurface cross slope issues	\$1,000	each	17	\$17,000	Medium	No
<b>4.6 - Running Slopes</b>						
Resurface running slope issue	\$10,000	each	1	\$10,000	High	No
Handrails	\$2,500	each	8	\$20,000	High	No
<b>Sub-Total Estimate</b>				<b>\$52,150</b>		
	<i>Mobilization</i>			\$15,000		
	<i>Signed &amp; Sealed Plans</i>			\$5,000		
	<i>Survey/Design</i>	20%		\$10,500		
	<i>Inspection</i>	10%		\$5,300		
	<i>Miscellaneous</i>	15%		\$7,900		
<b>Total Order of Magnitude Cost Estimates</b>				<b>\$95,900</b>		

Table 5-1 Cost Estimate



## 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.

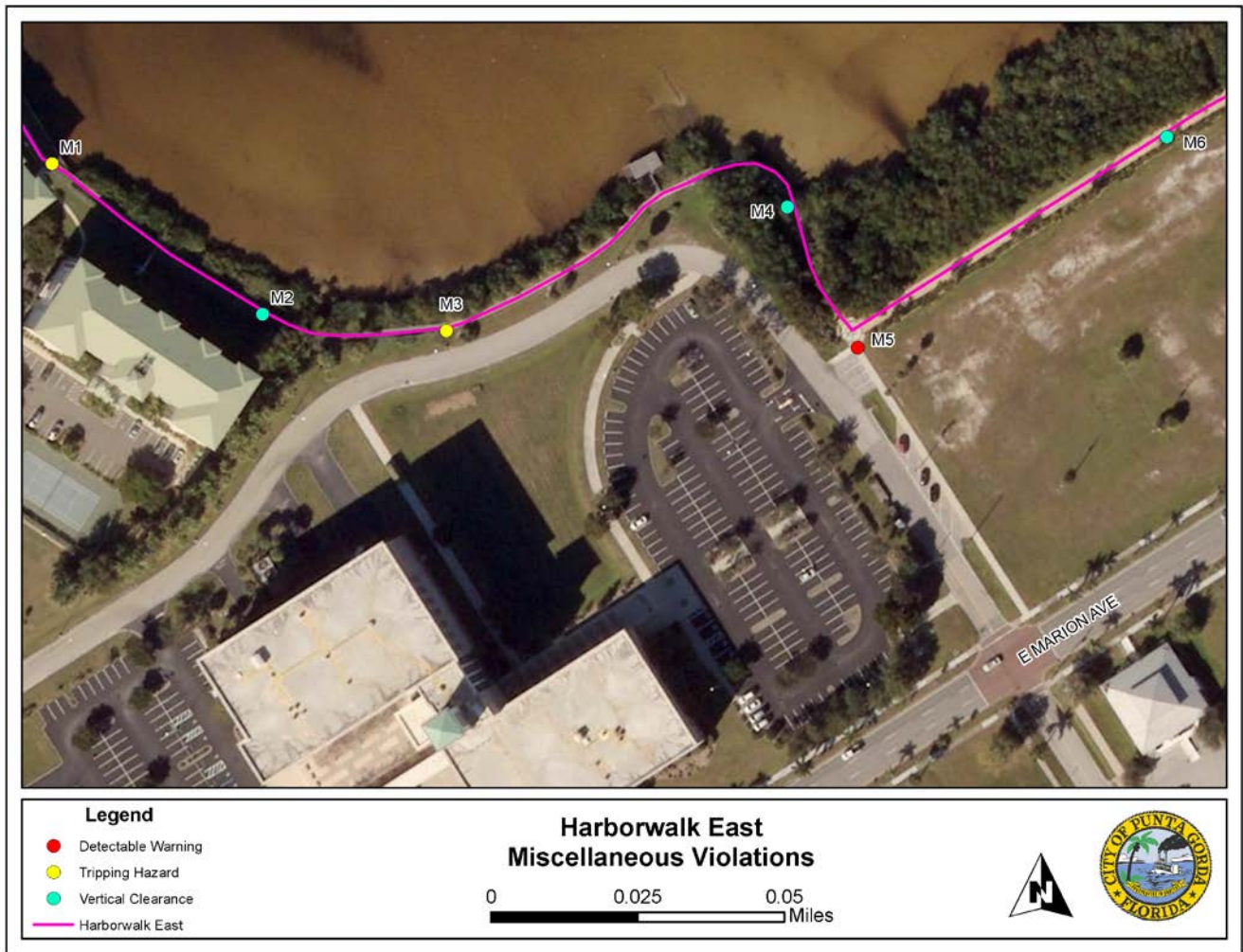
Due to the unknown level of funding currently available for accessibility improvements, current renovation schedule, and the completion of the quick-fix improvement list, the items recommended for improvement each year of the program do not necessarily have to be the highest ranking items on the priority 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





**Legend**

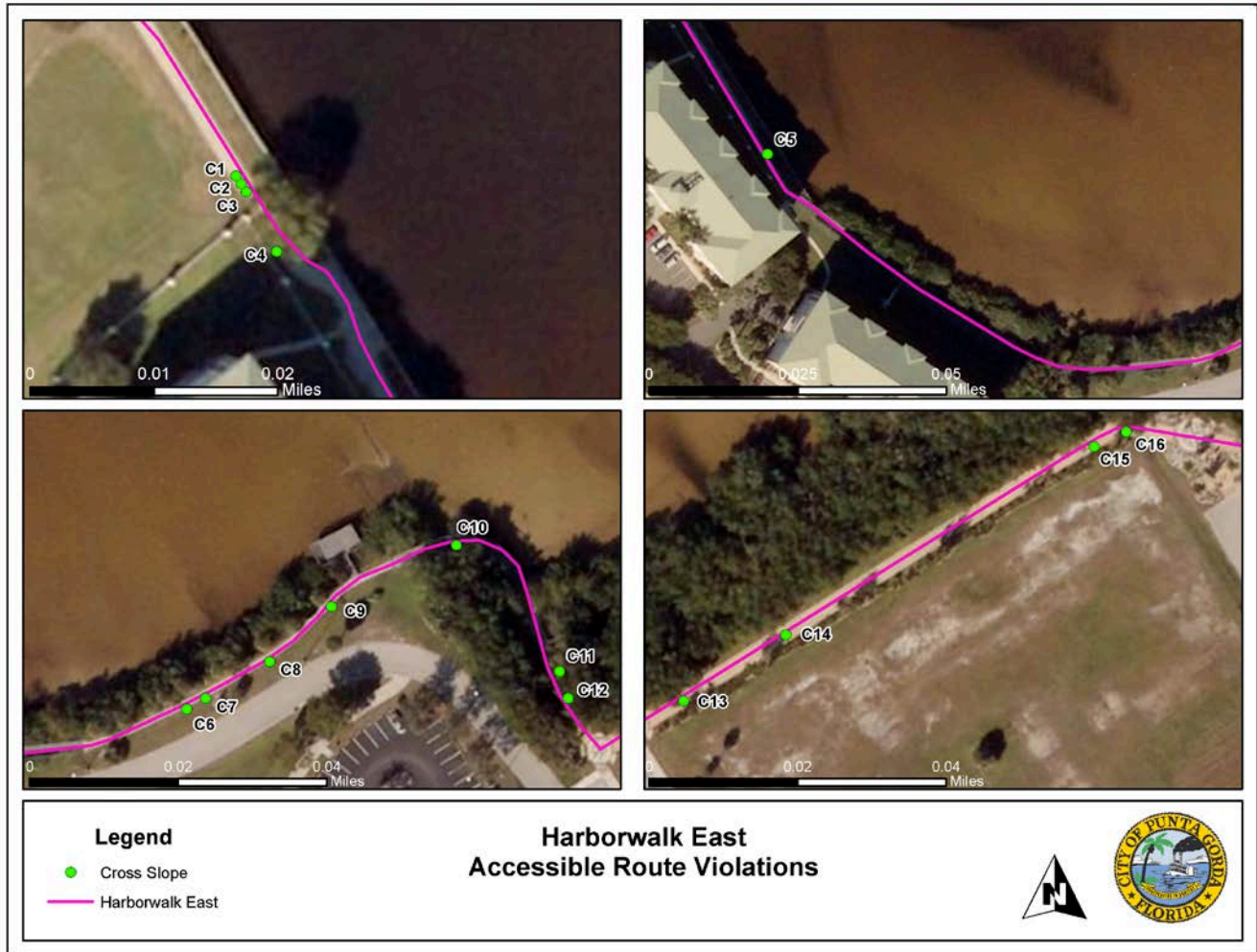
- Running Slope
- Slope and Handrails
- Harborwalk East




**Harborwalk East Ramp Violations**

0 0.025 0.05 Miles









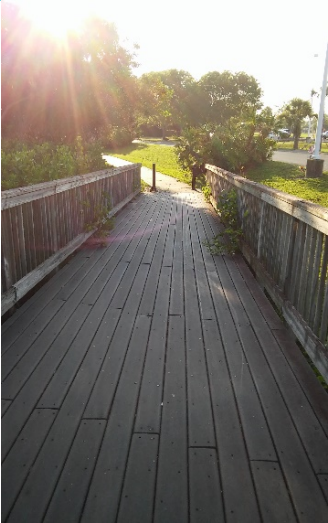



Map Item	Description & Recommendation	Photo
<p><b>M1</b></p>	<p>There is a 1.5” lip at the entrance to the walkway.</p> <p>Resurface the cement/wood transition to minimize the lip, per <b>ADAAG 303</b>.</p>	
<p><b>M2</b></p>	<p>Tree branches extend below 80” into the accessible route.</p> <p>Trim and maintain the foliage so the accessible route is clear of obstructions, per <b>ADAAG 307</b>.</p>	
<p><b>M3</b></p>	<p>There is a 1.5” lip at the entrance to the walkway.</p> <p>Resurface the cement/wood transition to minimize the lip, per <b>ADAAG 303</b>.</p>	






Map Item	Description & Recommendation	Photo
<p><b>M4</b></p>	<p>Tree branches extend below 80" into the accessible route.</p> <p>Trim and maintain the foliage so the accessible route is clear of obstructions, per <b>ADAAG 307</b>.</p>	
<p><b>M5</b></p>	<p>A detectable warning is not required at this location and may be confusing to a person with a vision impairment.</p> <p>Remove the detectable warning.</p>	
<p><b>M6</b></p>	<p>Tree branches extend below 80" into the accessible route.</p> <p>Trim and maintain the foliage so the accessible route is clear of obstructions, per <b>ADAAG 307</b>.</p>	






Map Item	Description & Recommendation	Photo
<p><b>R1</b></p>	<p>The running slope is greater than 5% for about 20" in length and there are no handrails.</p> <p>Either minimize the running slope to be no greater than 5% or add handrails and landing areas per <b>ADAAG 405.8</b> and <b>ADAAG 405.7</b>.</p>	
<p><b>R2</b></p>	<p>The running slope is 6%, and there are no handrails.</p> <p>Either minimize the running slope to be no greater than 5% or add handrails and landing areas per <b>ADAAG 405.8</b> and <b>ADAAG 405.7</b>.</p>	
<p><b>R3</b></p>	<p>The running slope is 5.5%, and there are no handrails.</p> <p>Either minimize the running slope to be no greater than 5% or add handrails and landing areas per <b>ADAAG 405.8</b> and <b>ADAAG 405.7</b>.</p>	






Map Item	Description & Recommendation	Photo
<p><b>R4</b></p>	<p>The running slope is greater than 5% and there are no handrails. There is a 1.5" lip at the entrance to the pier.</p> <p>Either minimize the running slope to be no greater than 5% or add handrails and landing areas per <b>ADAAG 405.8</b> and <b>ADAAG 405.7</b>. Resurface the cement/wood transition to minimize the lip, per <b>ADAAG 303</b>.</p>	
<p><b>R5</b></p>	<p>The running slope is 8% with 2-4% cross slope at the curved section of walkway. There are no handrails.</p> <p>Reconstruct the walkway so the cross slope is no greater than 2%. Either minimize the running slope to be no greater than 5% or add handrails and landing areas per <b>ADAAG 405.8</b> and <b>ADAAG 405.7</b>.</p>	
<p><b>R6</b></p>	<p>The running slope is 8.7%, and there are no handrails.</p> <p>Either minimize the running slope to be no greater than 5% or add handrails and landing areas per <b>ADAAG 405.8</b> and <b>ADAAG 405.7</b>.</p>	






Map Item	Description & Recommendation	Photo
<p><b>R7</b></p>	<p>The running slope is between 5-7% and there are no handrails. There is a 1.5" lip at the entrance to the walkway.</p> <p>Either minimize the running slope to be no greater than 5% or add handrails and landing areas per <b>ADAAG 405.8</b> and <b>ADAAG 405.7</b>. Resurface the cement/wood transition to minimize the lip, per <b>ADAAG 303</b>.</p>	
<p><b>R8</b></p>	<p>The running slope is 5.8%, and there are no handrails.</p> <p>Either minimize the running slope to be no greater than 5% or add handrails and landing areas per <b>ADAAG 405.8</b> and <b>ADAAG 405.7</b>.</p>	
<p><b>C1</b></p>	<p>The cross slope at this point is 2.1%.</p> <p>Resurface the paved trail so the cross slope is a maximum of 2%, per <b>ADAAG 403.3</b>.</p>	






Map Item	Description & Recommendation	Photo
<p><b>C2</b></p>	<p>The cross slope at this point is 4.0%.</p> <p>Resurface the paved trail so the cross slope is a maximum of 2%, per <b>ADAAG 403.3</b>.</p>	
<p><b>C3</b></p>	<p>The cross slope at this point is 3.5%.</p> <p>Resurface the paved trail so the cross slope is a maximum of 2%, per <b>ADAAG 403.3</b>.</p>	
<p><b>C4</b></p>	<p>The cross slope at this point is 3.5%.</p> <p>Resurface the paved trail so the cross slope is a maximum of 2%, per <b>ADAAG 403.3</b>.</p>	






Map Item	Description & Recommendation	Photo
<p><b>C5</b></p>	<p>The cross slope at this point is 2.5%.</p> <p>Resurface the paved trail so the cross slope is a maximum of 2%, per <b>ADAAG 403.3</b>.</p>	
<p><b>C6</b></p>	<p>The cross slope at this point is 2.6%.</p> <p>Resurface the paved trail so the cross slope is a maximum of 2%, per <b>ADAAG 403.3</b>.</p>	
<p><b>C7</b></p>	<p>The cross slope at this point is 3.1%.</p> <p>Resurface the paved trail so the cross slope is a maximum of 2%, per <b>ADAAG 403.3</b>.</p>	







Map Item	Description & Recommendation	Photo
<p><b>C8</b></p>	<p>The cross slope at this point is 2.6%.</p> <p>Resurface the paved trail so the cross slope is a maximum of 2%, per <b>ADAAG 403.3</b>.</p>	
<p><b>C9</b></p>	<p>The cross slope at this point is 2.4%.</p> <p>Resurface the paved trail so the cross slope is a maximum of 2%, per <b>ADAAG 403.3</b>.</p>	
<p><b>C10</b></p>	<p>The cross slope at this point is 3.7%.</p> <p>Resurface/reconstruct the boardwalk so the cross slope is a maximum of 2%, per <b>ADAAG 403.3</b>.</p>	



Map Item	Description & Recommendation	Photo
<p><b>C11</b></p>	<p>The cross slope at this point is 2.3%.</p> <p>Resurface the paved trail so the cross slope is a maximum of 2%, per <b>ADAAG 403.3</b>.</p>	
<p><b>C12</b></p>	<p>The cross slope at this point is 2.4%.</p> <p>Resurface the paved trail so the cross slope is a maximum of 2%, per <b>ADAAG 403.3</b>.</p>	
<p><b>C13</b></p>	<p>The cross slope at this point is 2.3%.</p> <p>Resurface the paved trail so the cross slope is a maximum of 2%, per <b>ADAAG 403.3</b>.</p>	



Map Item	Description & Recommendation	Photo
<p><b>C14</b></p>	<p>The cross slope at this point is 2.6%.</p> <p>Resurface the paved trail so the cross slope is a maximum of 2%, per <b>ADAAG 403.3</b>.</p>	
<p><b>C15</b></p>	<p>The cross slope at this point is 2.8%.</p> <p>Resurface the paved trail so the cross slope is a maximum of 2%, per <b>ADAAG 403.3</b>.</p>	
<p><b>C16</b></p>	<p>The cross slope at this point is 2.4%.</p> <p>Resurface the paved trail so the cross slope is a maximum of 2%, per <b>ADAAG 403.3</b>.</p>	