

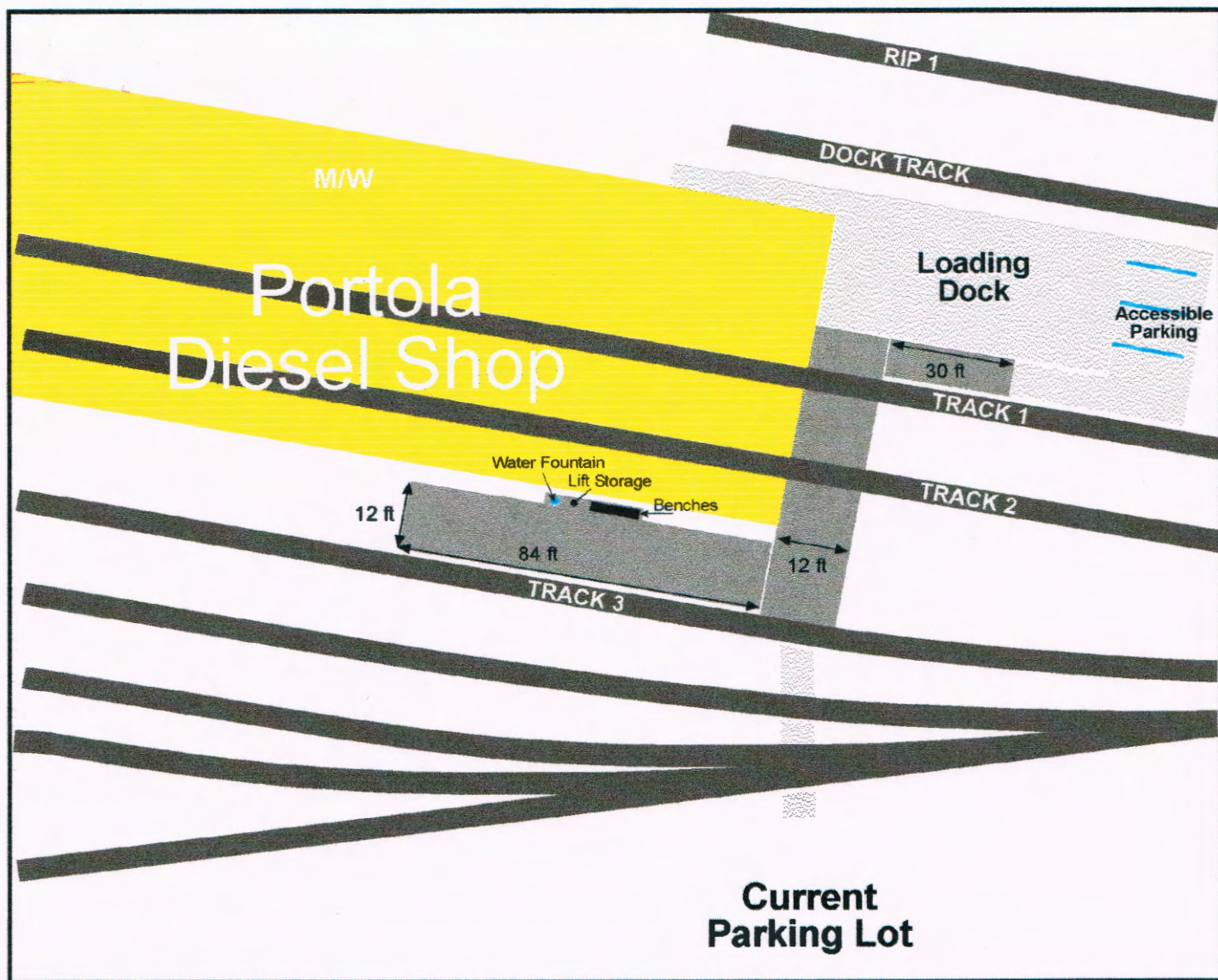
Proposed Access and ADA Work for Portola Railroad Museum

Phase 1

Based upon the recent donation of \$15,000 by Ed Wagner for ADA and access work, I have explored options for increasing the ADA accessibility within this budget and the estimated \$2500 already collected for the purchase of a wheelchair lift.

Of primary importance is that ANY lift device, accessible restrooms or other improvements are useless if they are isolated from access or have no proper place to function. Basic accessibility to the museum's core is non-existent and must be address first.

Recently the Board designated the paved space at the end of the Loading Dock as handicapped parking. New signs have been placed and the area is being improved. This brief proposes tying this parking area into the Caboose Loading area and the Diesel Shop in accordance with the adopted Master Plan and acquiring a portable wheelchair lift when this access work is complete.



Three segments of walkway would be built under this plan. Starting from the new handicapped parking, 30 feet of broken existing concrete would be removed and replaced with new material (if needed), a new 12 ft wide apron would be placed along the east end of the Diesel Shop and 84 feet of 12 ft wide walkway would be placed as the first part of the planned Caboose Loading Gallery. Associated with this segment would be new benches, a water fountain and a storage area for the wheelchair lift, as well as associated drainage and utility work.

The budget breaks down as follows:

Total donated for Wheelchair Lift:	\$2500 (estimated)
Total donated by Ed Wagner for ADA:	\$15,000
Total Donations:	\$17,500
Required for Wheelchair Lift:	\$8500 (cost from vendor, including shipping)
Required for Walkways:	\$11,500 (contractor quote)
Required for Benches, Lights, Amenities:	\$1700 (based on quotes received)
Required for Drainage and Utilities:	\$1500 (estimated)
Total Phase 1 Estimate:	\$23,200
Difference	-\$5700

As the Board can see, the current donations will not cover the required work. While it would be possible to shorten the walkway adjacent to the Diesel Shop, this would decrease the usable area of the lift and could increase the difficulty in aligning the train in a manner where the lift could be utilized.

In addition, since drainage and utilities work are required leading up to the walkway installation, as well as some amenities, but are not authorized under either donation set, we would need to seek this funding outside the current donations.

Gail McClure has suggested that we could submit this project for a grant, seeking a match for the current funds. This could perhaps be joined with additional items (such as completing the Caboose Loading Gallery alongside the Diesel Shop) to make a larger application.

I am seeking approval for splitting this project into two parts. The first would involve the narrow walkway alongside the Loading Dock (if needed), the apron in front of the Diesel Shop east end and the utility work beneath the Loading Gallery area. This would require an allocation of approximately \$1500 to cover the utility work and would use approximately \$5500 of the current fund.

Groundbreaking would begin in late September with drainage and other prep work being completed before mid to late October. Following spring thaw, a local contractor would be used for construction of the apron walkway following demolition of the existing concrete by FRRS volunteers. This work would be complete in late April 2004.

The Caboose Loading Gallery would be submitted as part of a large grant application currently being compiled by Gail McClure. At the same time, we would solicit additional funds through the Train Sheet and on-line. If an additional \$4500-5000 is obtained, work would begin on the Caboose Loading Gallery and the wheelchair lift would be ordered. Otherwise, this work would wait for a successful grant application.

The initial work would give visible notice that progress is being made and would serve as an initial springboard to other approved access improvements, including ADA compliant restrooms in the Diesel Shop, additional walkways and an accessible caboose train.

A logical next step from this would be to make the caboose train wheelchair accessible. Norm Holmes and Eric Stephens both suggested that the MoPac caboose would be a logical candidate for such a conversion, using the outside seating areas in one end for wheelchair tiedowns. I would concur that this car would be a good choice for future discussion.

Issues leading up to the commencement of work that could delay action include the need for city permits and permission from the Union Pacific to dig for the drainage, utilities and footings. Drainage work is essential due to the collection of water around the Diesel Shop during snow and rain and must be accommodated in the work.

I have reviewed this proposal with Ed Wagner and he feels that it meets his donation requirements. He expressed his hopes that it will be adopted.

Seeking approval from the Board for:

- \$1500 allocation to cover utility work and permission to begin work on first segments of walkway using allocation and funds from restricted donation not to exceed \$7500 total.
- Permission to publicize need for additional \$4500-5000 for further work and seek donations.
- Permission to submit Caboose Loading Gallery as part of a larger work scope to a grant making organization.