



ADA Transition Plan

Minnesota
Department of
Transportation

www.mndot.gov/ada

We all have a stake in **A+B**

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Minnesota Department of Transportation

395 John Ireland Boulevard
Saint Paul, MN 55155

January 20, 2015

Dear Citizens of Minnesota,

I am pleased to share with you the revised ADA Transition Plan for the Minnesota Department of Transportation. This plan demonstrates MnDOT's ongoing commitment to providing accessibility and continued collaboration between MnDOT and citizens, stakeholders, and partners throughout Minnesota. In addition to establishing a baseline of the accessibility of the State's transportation system, the plan tracks MnDOT's progress to ensure that transportation is accessible to all users.

As Minnesota's transportation leader, Mn/DOT will uphold the vision and policies presented in this plan. The success of making our transportation system fully accessible depends on the coordinated efforts of all levels of government, the public, and the policies and strategies outlined in this plan. Mn/DOT will continue to look for opportunities to involve citizens, stakeholders and partners in the implementation of this plan, future updates to the plan, and in policy decisions affecting accessibility. Together, we can realize a shared vision of an accessible, safe, efficient, and sustainable transportation system.

Sincerely,

(Original signed)

Susan Mulvihill P.E.

Deputy Commissioner/Chief Engineer

An Equal Opportunity Employer



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Mn/DOT ADA Transition Plan

Minnesota Department of Transportation

1/20/2015

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Introduction

MnDOT Vision

This document is intended to serve as a guide to further the vision, mission and core values for the Minnesota Department of Transportation (MnDOT) by outlining key actions for making the transportation system in Minnesota accessible. The Vision, Mission and Core Values for MnDOT are as follows:

Vision

Minnesota's multimodal transportation system maximizes the health of people, the environment and our economy.

Mission

Plan, build, operate and maintain a safe, accessible, efficient and reliable multimodal transportation system that connects people to destinations and markets throughout the state, regionally and around the world.

Core Values

- Safety
- Excellence
- Service
- Integrity
- Accountability
- Diversity and Inclusion

Transition Plan Need and Purpose

The Americans with Disabilities Act (ADA), enacted on July 26, 1990, is a civil rights law prohibiting discrimination against individuals on the basis of disability. The ADA consists of five titles outlining protections in the following areas:

- Employment
- State and local government services
- Public accommodations
- Telecommunications
- Miscellaneous Provisions

Title II of ADA pertains to the programs, activities and services public entities provide. As a provider of public transportation services and programs, MnDOT must comply with this section of the Act as it specifically applies to state public service agencies and state transportation agencies. Title II of ADA provides that, "...no qualified individual with a

disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any such entity.” ([42 USC. Sec. 12132](#); [28 CFR. Sec. 35.130](#))

As required by Title II of [ADA, 28 CFR. Part 35 Sec. 35.105 and Sec. 35.150](#), MnDOT is conducting a self-evaluation of its facilities and developed this Transition Plan detailing how the organization will ensure that all of its facilities, services, programs and activities are accessible to all individuals.

Transition Plan Management

MnDOT’s transition plan is a living document that will receive routine updates. Updates are scheduled to occur on a four year cycle. To streamline plan updates and keep the document current and relevant, appendices will be updated annually if new information is available and does not alter the intent of the transition plan. When an appendix update is found to alter the intent of MnDOT’s Transition Plan the appendix and affected section(s) will be opened for public review and comment. The update schedule may be altered at the discretion of MnDOT based on changes in guidance from the United States Access Board, Federal policy, and MnDOT policy. MnDOT’s Transition Plan is available for continual public inspection through [MnDOT’s website](#).

Relationship to Other MnDOT and State Plans

The transition plan does not function as an independent document and informs several planning documents owned by the Minnesota Department of Transportation, including but not limited to the our 50 year vision: [Minnesota Go](#), our [20-year Statewide Multimodal Transportation Plan](#), and our 20 year investment plan [MnSHIP](#). The development of the plans and their relationship to accessibility is an iterative process led by the goals of the transition plan. As MnDOT’s long range plans have been developed they take into account the role of accessibility in meeting multimodal goals, creating livable communities, and identifying investment needs.

In addition to MnDOT’s planning and investment documents the transition plan supports the outcomes of Minnesota’s Olmsted Plan which focuses on ensuring that individuals with disabilities are living, learning, working, and enjoying life in the most integrated setting of their choice. The Olmstead Plan was published in 2013 and is part of a legal settlement with the state. As part of the eight agencies named to develop and implement the Olmsted Plan MnDOT is focused on how the needs of the Olmstead population affect the prioritization and delivery of our transportation system particularly in the area of Greater Minnesota transit.

Title II of ADA is companion legislation to two previous federal statutes and regulations: the [Architectural Barriers Acts of 1968](#) and [Section 504 of the Rehabilitation Act](#) of 1973.

The Architectural Barriers Act of 1968 is a Federal law that requires facilities designed, built, altered or leased with Federal funds to be accessible. The Architectural Barriers Act marks one of the first efforts to ensure access to the built environment.

Section 504 of the Rehabilitation Act of 1973 is a Federal law that protects qualified individuals from discrimination based on their disability. The nondiscrimination requirements of the law apply to employers and organizations that receive financial assistance from any Federal department or agency. Title II of ADA extended this coverage to all state and local government entities, regardless of whether they receive federal funding or not.

When addressing accessibility needs and requirements, it is important to note that ADA and Title II do not supersede or preempt state or local laws that may offer equivalent or greater protections, such as the Minnesota Human Rights Act.

Under Title II, MnDOT must meet these general requirements:

- Must operate their programs so that, when viewed in their entirety, the programs are accessible to and useable by individuals with disabilities ([28 C.F.R. Sec. 35.150](#)).
- May not refuse to allow a person with a disability to participate in a service, program or activity simply because the person has a disability ([28 C.F.R. Sec. 35.130 \(a\)](#)).
- Must make reasonable modifications in policies, practices and procedures that deny equal access to individuals with disabilities unless a fundamental alteration in the program would result ([28 C.F.R. Sec. 35.130\(b\) \(7\)](#)).
- May not provide services or benefits to individuals with disabilities through programs that are separate or different unless the separate or different measures are necessary to ensure that benefits and services are equally effective ([28 C.F.R. Sec. 35.130\(b\)\(iv\) & \(d\)](#)).
- Must take appropriate steps to ensure that communications with applicants, participants and members of the public with disabilities are as effective as communications with others ([29 C.F.R. Sec. 35.160\(a\)](#)).
- Must designate at least one responsible employee to coordinate ADA compliance [[28 CFR § 35.107\(a\)](#)]. This person is often referred to as the "ADA Coordinator."

The public entity must provide the ADA coordinator's name, office address, and telephone number to all interested individuals [[28 CFR § 35.107\(a\)](#)].

- Must provide notice of ADA requirements. All public entities, regardless of size, must provide information about the rights and protections of Title II to applicants, participants, beneficiaries, employees, and other interested persons [[28 CFR § 35.106](#)]. The notice must include the identification of the employee serving as the ADA coordinator and must provide this information on an ongoing basis [[28 CFR § 104.8\(a\)](#)].
- Must establish a grievance procedure. Public entities must adopt and publish grievance procedures providing for prompt and equitable resolution of complaints [[28 CFR § 35.107\(b\)](#)]. This requirement provides for a timely resolution of all problems or conflicts related to ADA compliance before they escalate to litigation and/or the federal complaint process.

MnDOT's Compliance History

Following the passage of ADA on July 6, 1990, MnDOT took initial steps to identify and address Title II requirements. In December of 1991 MnDOT received direction from the local Federal Highway Administration (FHWA) division to complete a curb ramp assessment and transition plan to comply with the new law. Based on direction from the FHWA and the requirements of the final rule passed on July 26, 1991 MnDOT developed the parameters to identify curb ramp needs and an investment plan which would be fully implemented by January 31, 1995. MnDOT records show that each district had completed a curb ramp inventory by December of 1992 and identified funding and a construction timetable that was to be completed by January 26, 1995.

During the same timeframe, the Minnesota Department of Administration conducted an assessment of all state owned and leased properties to identify barriers to be corrected by the individual agencies. According to available MnDOT records, all employee occupied buildings were retrofitted to meet the ADA requirements outlined in 1990 and all subsequent new construction has followed Minnesota Building Codes which meet or exceed ADA requirements. Construction plans and a timetable were developed in 1994 for barrier removal and accessibility improvement for all Class I and II rest areas with work to be completed at the end of 1995. MnDOT had begun barrier removal on rest areas when it was determined that funding administered by the Department of Administration could not be used on rest area improvements. A list of current barriers at MnDOT rest areas can be found in Appendix D.

From 1995 to 2001 MnDOT's ADA efforts were largely decentralized, focusing primarily on reasonable accommodation for employees and transit, with compliance and

oversight falling on individual offices and programs. In general, MnDOT had completed the retrofit requirements identified in ADA and was meeting compliance with new construction and reconstruction projects. During this time MnDOT did not maintain a centralized transition plan.

In 2001 ADA became a point of focus with the Access Board's issuance of the draft rules for public rights of way and the expiration of the moratorium on detectable warning surfaces. MnDOT provided comment to the draft rules in October of 2001, but only became aware of the detectable warning requirement in July of 2002 through an FHWA memo. A revised standard plan with truncated domes was issued in 2003 and has been required in new construction, reconstruction and alterations since 2003. In 2005 the Access Board issued a revision of the draft rules, titled Public Rights of Way Accessibility Guidance (PROWAG), to be utilized as best practices. The lifting of the detectable warning surfaces moratorium and the publication of PROWAG was the first new guidance affecting public rights of way since the initial passage of ADA in 1990.

In September 2006, MnDOT's Affirmative Action Office was asked to assess agency Title II compliance and determine needs in this area. As a result of the assessment, MnDOT took the following actions:

- Designated an ADA Coordinator.
- Drafted a Notice of Non-Discrimination to provide information about the rights and protections of ADA to employees and applicants, as well as participants and users of MnDOT services, programs and activities.
- Established a grievance/complaint process to address or correct user concerns related to inaccessible pedestrian and transportation facilities under MnDOT's jurisdiction.

In 2007, an internal MnDOT ADA Advisory Council was formed. The primary function of this council was to assess and determine accessibility program needs and provide guidance to MnDOT administrators. The group includes key staff from Technical Support, Design, Investment Management (Planning), Construction, Traffic Operations, Maintenance Operations, Transit, Aeronautics and State Aid.

Also in 2007, MnDOT updated its policy and procedures to more effectively respond to requests for Accessible Pedestrian Signals (APS). The policy and procedures require the installation of APS at every signalized intersection and at every pedestrian crossing in new and reconstruction projects.

MnDOT launched its ADA web pages for public use in the spring of 2008. The pages include MnDOT's Non-discrimination Notice, links to accessibility guidance and

information and an online grievance process for users to voice their concerns regarding barriers preventing access to MnDOT facilities, programs and services.

In 2008 MnDOT formed a standing external stakeholder advisory group, made up of citizens with disabilities and advocates for key disability groups in Minnesota. This committee provides important feedback and invaluable real-life experience regarding how persons with disabilities use MnDOT's facilities, programs and services. They also serve as a voice for members of Minnesota's disability community.

[Technical Memorandum 08-13-TM-05 Pedestrian \(Curb\) Ramp Guidelines](#) was adopted and issued by the Deputy Commissioner in 2008 to clarify pedestrian curb ramp installation requirements to MnDOT staff and city and county engineers.

In 2008, MnDOT contracted with an independent consultant to conduct an objective evaluation of the organization's current policies, procedures and practices regarding ADA and Title II. The evaluation analyzed the impact of MnDOT policies, procedures and practices on accessibility within our state, and how accessibility impacted people with disabilities. The report identified policies, procedures and practices potentially did not comply with Title II requirements. Please see Appendix E for the list of policies, procedure and practices and the action taken to address each.

MnDOT's Office of Affirmative Action, Office of Technical Support and Office of Transit began conducting ADA Title II training in 2008. The training provides an introduction to ADA Title II requirements and is offered to local partners and MnDOT engineers/employees in maintenance, design, construction and planning.

In 2009, as a part of the development of MnDOT's Transition Plan, MnDOT Issued [Technical Memorandum 10-02-TR-01 Adoption of Public Rights of way Accessibility Guidance](#) to MnDOT staff, cities and counties. The memo makes Public Rights-of-Way Accessibility Guidelines (PROWAG) the primary guidance for accessible facility design on MnDOT projects. MnDOT is currently beginning the integration of PROWAG into the Road Design Manual and other technical guidance.

Since the adoption of the transition plan and PROWAG guidance MnDOT has conducted numerous trainings for MnDOT staff and its contractors to raise awareness and provide specific technical knowledge on providing accessibility in the public right of way. The primary training was conducted in 2011 and 2012 for MnDOT employees, cities, counties and consultants to provide an overview of the ADA, MnDOT's compliance direction and design training. Over 600 individuals participated in the training which has provided a more universal understating of ADA needs and Title II obligation. In subsequent years MnDOT has run classes for its construction inspectors

improve the quality of accessibility features which MnDOT routinely provides on all projects that meet or exceed that alterations threshold.

Program Location and Staffing

Managing and implementing the MnDOT ADA Transition Plan requires a multidisciplinary approach encompassing policy development, outreach, technical support and oversight. These responsibilities, required by [28 CFR 35.107](#), are managed by two peer positions: the Title II Coordinator/ADA Implementation Coordinator, and ADA Design Engineer in MnDOT's Operations Division

The Title II Coordinator/ADA Implementation Coordinator is responsible for addressing complaints as they are received and tracking the overall progress of the implementation of the MnDOT Transition Plan. The Title II coordinator is also responsible for the investigation of all formal grievances made against MnDOT. To ensure the obligations of ADA and the Transition Plan are met the Coordinator develops policy and procedures to integrate Title II requirements into MnDOT practices The Implementation Coordinator also functions as chair of the Internal ADA committee, the co-chair of ADA Stakeholders group, and the agency lead for implementing Minnesota's Olmstead Plan.

The ADA Design Engineer works with the ADA Implementation Coordinator to develop policy and provide technical support for design and construction at a project level. The position also oversees three full time staff that provides support and direction for project scoping and development, design, and construction oversight when necessary. Specifically, the unit works with districts to scope their projects for accessibility and conducts design review prior to final signature. In addition to providing support for projects, this position will also be available to assist districts in implementing design options that address accessibility complaints.

Please refer to Appendix B for contact information.

Committee Structure

Overview

Due to the far reaching and ongoing implications of the ADA, collaboration is an important tool for MnDOT to identify issues and solutions that reflects the needs of the agency and users. To ensure that stakeholders are represented MnDOT has established three committees, one external and two internal, to assist and advise on ADA policy development. The committees function independent of each other to, but their input is coordinated by ADA Implementation Coordinator who a co-chair on all of

the committees. Detail on the roles and membership of the individual committees follows.

MnDOT's ADA Accessibility Advisory Committee

The MnDOT ADA Accessibility Advisory Committee (MAAAC) was created in 2008 to begin a constructive dialogue on accessibility issues and advise MnDOT on compliance with Title II of the ADA. Since MAAAC's inception, the advisory role has expanded from a focus on achieving Title II compliance to providing input on prioritizing funds for ADA projects, design feedback and communication tools. The committee's current representation was identified and established by the Title II Coordinator. MAAAC's membership is composed of individuals with differing disabilities, MnDOT representatives from the Bicycle and Pedestrian section, the Commissioner's Office, and the Office of Policy, Analysis, Research and Innovation, and representatives from the Minnesota State Council on Disability and the Metropolitan Council Transportation Advisory Committee.

The MAAAC meets monthly in working session type meetings to provide feedback on policy development, including the Transition Plan, and learn about MnDOT operations and advise on accessibility issues. Meetings are co-chaired by the ADA Implementation Coordinator a member elected from the external representation. MnDOT is not a voting member of the committee. MAAAC is currently re-evaluating its structure to identify and recruit a broader cross-section to represent more types of disabilities and provide geographic balance. Expected outcomes of the re-evaluation include an application process for membership and an annual work plan.

Americans with Disabilities Act Advisory Committee (ADAAC) -Disbanded

In 2007 MnDOT convened an internal advisory committee with representation from a cross section of functional areas to assist in the development of policy and practice to integrate ADA into MnDOT project delivery and operations. ADAAC met on a bi-monthly basis, with additional meetings called as needed. The committee focused on issues with programmatic impact and identifies key resources for resolution. The ADA Implementation Coordinator was the ADAAC chair. Committee membership included the following offices and sections:

- Affirmative Action
- Aeronautics
- Maintenance
- Transit
- Traffic, Safety and Technology
- State Aid

- Information Resource Management
- Bridge
- Bicycle and Pedestrian Section
- Construction
- Pre-Construction
- Maintenance
- Technical Support

In 2010 it was determined that ADA integration was largely under way and that representation of the above groups would be met through other standing committees and ADAAC was no longer needed

ADA Implementation Committee – Disbanded

The ADA Implementation Committee was identified as a need during the development of the transition plan as an interim approach to develop and expand the agency's knowledge base and information sharing for ADA design and policy. The committee comprised of one design or traffic engineer from each MnDOT district and staff from the Office of Traffic Safety and Technology, Geometrics, Program Delivery and the Bicycle and Pedestrian Section and was co-chaired by The ADA Implementation Coordinator and the ADA Design Engineer. The members functioned as points of contact and were responsible for tracking ADA requests in their district, providing technical support for projects and providing feedback to ADA policy and practice. The committee met from in January 2010 until January 2011.

Grievance Procedure

Under the Americans with Disabilities Act users of MnDOT facilities and services have the right to file a grievance if they believe MnDOT has not provided reasonable accommodation.

The Grievance Procedure required by [28 CFR 35.107](#) can be found in Appendix A of this report or on MnDOT accessibility [website](#) provides details on how to file a complaint. Under the Grievance Procedure, a formal complaint must be filed within 180 calendar days of the alleged occurrence. MnDOT will act or respond only to complaints made through the grievance process identified in Appendix A.

Communications

Under [Section 35.160\(a\)](#) of ADA, "...A public entity shall take appropriate steps to ensure that communications with applicants, participants, and members of the public with disabilities are as effective as communications with others." This means that

MnDOT is required to provide equally effective communication to individuals with disabilities. Equally effective communication can be provided by offering alternative formats, auxiliary aid(s) and/or services upon request. For example, interpreters are hired as requested for the hearing impaired and text materials that are accessible by screen readers are made available to users.

Website Communications

Background

State Law requires that all of the State of Minnesota's information systems comply with the 2009 MN Law to incorporate [Section 508 of the Rehabilitation Act](#) and the Web Content Accessibility Guidelines 3.0.

Minnesota IT (MnIT) is responsible for the development and dissemination of standard state processes, tools, and guidelines in place. This will enhance end user accessibility to state information systems, and make sure that all Minnesota citizens have access to the information they need.

MnDOT will fully comply with or exceed the standards set by MnIT regarding compliance with this law. MnDOT is participating in a committee to set the state standard, and will participate in future committees advising on needs for training and oversight. We anticipate that MnIT will set the standard at WCAG 3.0, compliance level AA.

Current compliance actions

Several years ago MnDOT redesigned its internal and external Web templates to improve their overall accessibility. For example, templates are now controlled by style sheets and styles are set for headers and subhead navigation items. All Web editors are required to use these templates for new and revised pages.

Our Rules for the Web include several items relating to accessibility. For example, all images must include "alt tags" and blinking or scrolling script is not allowed. All Web editors are required to follow these rules; however, we know that some older pages are not in compliance.

We also have an internal Web site that includes additional resources for Web writers and developers, including links to the WCAG 3.0 standards and our Rules for the Web.

Communications is developing training for word processing and other staff about preparing accessible Word and PDF documents. We are also working with contractors to ensure that documents prepared as part of a contract with MnDOT are compliant.

We have developed an external page www.dot.state.mn.us/ada that includes a variety of information about MnDOT and the ADA. This includes our transition plan, a way to file complaints with MnDOT, links to other transportation-related resources and tips about how to use our pages. A link to this page is included in the footer of every MnDOT Web page.

2014-2018 Goals

- Develop contract language and training for our consultant contracts to ensure that accessible documents are a required part of the deliverables.
- Review the Rules for the Web and the templates for compliance with WCAG 3.0 and make revisions as necessary. This step includes educating Web writers and developers about changes to the current standards.
- Develop and implement a plan for spot checking and ensuring compliance with WCAG for all new or redeveloped pages.
- Continue to work provide training for those who develop content that is posted on the web, with the highest priority being given to those who develop content that is seeking comment from the public.

Public Involvement

MnDOT recognizes that broad public participation is essential to the development of Minnesota's transportation system. As required by the ADA and MnDOT's public participation guidance [Hear Every Voice](#), any public meeting, hearing, or comment period held by MnDOT is accessible. MnDOT provides qualified interpreters upon request and will provide documents in an accessible electronic format or other alternative formats, such as large print or Braille. All public notices shall contain contact information for accommodation requests.

Public meetings, trainings, programs and other events must be in an accessible location and indicated on the meeting notice. Project managers and other MnDOT staff are directed to use the [Department of Justice Guide to Conducting Accessible Meetings](#) to assist in planning public meetings.

Self-Evaluation

MnDOT, as required by Title II of ADA, must conduct a self-evaluation of physical assets and current policies and practices. MnDOT has identified seven areas that will need to have and maintain inventories. As inventories are updated, they will be the transition plan will be updated accordingly.

Fixed Work Sites

MnDOT owns and leases numerous buildings throughout the state. MnDOT has identified 46 buildings that are routinely accessed by the public. The 46 buildings were re-evaluated in 2013 for potential accessibility improvements. The buildings have been divided into two categories; Priority One and Priority Two. Priority One buildings are those buildings that have employee use and a high potential for public use. Priority Two buildings are those buildings that employees use and have moderate potential for public use. The evaluation of the worksites found that there are no major barriers to public access however there are numerous recommendations for minor accessibility improvements as ongoing maintenance work and renovations are conducted.

The status of the individual worksites can be found in the district breakdowns in Appendix C

Rest Areas

All rest areas and their associated elements are required to adhere to the 2010 ADA Standards. [Minnesota State Building Code, Chapter 1341](#) also includes specific requirements related to accessibility. Some State accessibility requirements in Chapter 1341 are more restrictive than the 2010 ADA Standards.

In addition to the 2010 ADA Standards, the Code of Federal Regulations (CFR) includes regulations related to accessibility that apply to Interstate rest areas and historic rest areas and waysides:

- Interstate Rest Areas: [49 CFR 27.75](#) requires States to make Interstate rest area facilities accessible whenever the State uses federal financial assistance to improve the rest area or whenever the State uses federal financial assistance to construct, reconstruct or otherwise alter the roadway adjacent to or in the near vicinity of the rest area.
- Historic Rest Areas & Waysides: Several State rest areas and waysides are historic properties listed in or eligible for listing in the National Register of Historic Places or are designated as historic under an appropriate State or local law. [28 CFR 35.151\(d\)](#) requires alterations comply, to the maximum extent feasible, with [Section 4.1.7 of ADAAG](#).

In 1990, the Minnesota Department of Administration (DOA) contracted with architectural consultants to survey all buildings and facilities owned and managed by the State. The survey included MnDOT rest areas and waysides. Unfortunately, DOA completed the survey before the Federal government finalized ADAAG in 1991. MnDOT staff resurveyed all Class I rest areas by 1994 using ADAAG and recorded actual conditions and identified corrective measures required to comply. (See Appendix D)

In March 1994, the DOA approved a priority listing of MnDOT facilities. Additionally, during FY 1993-04 the DOA distributed \$1,700,000 in State funds to MnDOT for ADA improvements to buildings and facilities. Since Travel Information Centers, Class I and II rest areas in the southern portion of the state receive the highest public use, MnDOT considers these facilities the highest priority for rest area accessibility improvements. MnDOT took action to correct then-current deficiencies at the highest priority facilities, except those actions deemed technically infeasible or where MnDOT had identified and scheduled the facility for comprehensive replacement in the near future.

Since 1991, MnDOT has designed and built all new rest area facilities, including buildings, site features and parking areas in compliance with then current ADAAG and Minnesota State Building Codes. Also, since that time, MnDOT has completed rest area rehabilitation and reinvestment projects that included corrective action to bring facilities into compliance with ADAAG and Minnesota State Building Code requirements. MnDOT has not corrected deficiencies at all lower priority facilities.

In 2007, MnDOT retained a consultant to conduct a comprehensive assessment of the physical condition of (49) Class I rest areas. The consultant found accessibility deficiencies at (46) of the rest areas evaluated. MnDOT estimates it would cost \$1.9M-2.5M to correct the accessibility deficiencies found at the 46 Class I rest areas.

Accessible Pedestrian Signals (APS)

In 2008, MnDOT completed a statewide inventory of all 1,171 signalized intersections with push buttons that are owned and operated by MnDOT. As part of the inventory each intersection received a rating to determine the priority for conversion to an APS signal. The ranking of the intersections was done utilizing the methodology laid out in the [National Cooperative Highway Research Project 3-62 APS Prioritization Tool](#). In general the signalized intersections with higher scores are the ones with the greatest need for conversion to APS, but the rankings are always considered within context so that the greatest needs are served first. Factors outside the ranking that affect an intersection's priority for APS include the number of pedestrians at the intersection, the presence of nursing homes, hospitals, transit, and other public services, and requests for APS. Each district traffic engineer will be responsible for determining which

intersections are priorities in their district, taking the intersection score and other factors into consideration.

MnDOT's policy is to install APS at any eligible intersection where an existing traffic signal has aged to the point of needing replacement. APS is also required for all new signals installed at eligible locations. Based on normal replacement intervals for aging signals, MnDOT expects to achieve 100 percent statewide APS compliance by the year 2030. Since the 2009 publication of the transition plan MnDOT has increased the total number of intersections with APS installations from 120 to 330 or 28 percent of the total system.

Curb ramps and sidewalks

At the time of the 2010 transition plan MnDOT had not completed the self-evaluation for sidewalks and curb ramp. Over the course of three summers each MnDOT district has located and cataloged all sidewalks and curb ramps on MnDOT right of way. The inventory includes both an accounting of the facilities and their condition. The system at the time of this writing consists of 617 miles of sidewalk and 19,324 curb ramps. An analysis of the each system and their condition follows.

Curb Ramps

In determining the compliancy of curb ramps MnDOT inventoried the locations and five accessibility elements for each curb ramp:

- Presence of a landing
- Landing slope – no more than 2% in any direction
- Ramp running slope – 5% - 8%
- Cross slope – no more than 2%
- Presence of detectable warnings

To be compliant under PROWAG a curb must meet all five requirements so even if one element is non-compliant the ramp technically does not meet accessibility requirements even though it may be usable. In reporting on MnDOT's compliance level we include all ramps that meet all five requirements and those that meet all requirements with the exception of having truncated domes. The reason for including both types of ramps is that truncated domes were not introduced as a requirement until 2001 and they are not a retrofit requirement meaning that a compliant ramp built prior to the requirement is still compliant until the alterations threshold is met. Of the 19,324 curb ramps on MNDOT's right of way of those 3543 or 18% are compliant.

Sidewalks

During the summer of 2013 districts completed an inventory of their sidewalks. The total system consists of over 600 miles of sidewalk on MnDOT right of way. The inventory includes an assessment of width, cross slope, barriers, and general condition. The most common deficiency in our network is the violation of cross slope at driveway. The total number of miles of sidewalk in MnDOT's system that is fully compliant is 263.5 miles.

Pedestrian Bridge Inventory

MnDOT owns 170 pedestrian bridges and underpasses throughout the state. Any pedestrian bridge or underpass crossing an interstate or state highway is the responsibility of MnDOT, unless an agreement has been made with a local government agency. The location and condition of all pedestrian bridges within MnDOT's right of way can be found in the district inventory in Appendix C. To be accessible, pedestrian bridges and underpasses must have a ramp leading up to the overpass, the ramp must meet the PROWAG standards for ramps, railings must meet the requirements found in the MnDOT Bikeway Facility Design Manual, the bridges must have a cross slope of no more than 2 % and a running slope of no more than 5%. Those that do not meet accessibility requirements according to PROWAG will be replaced as necessary. Bridges and underpasses that are compliant with the standards in place when they were built will require further discussion to determine the feasibility of compliance with PROWAG and the future of the structure in general.

Greater Minnesota Transit

As the administrating agency for Federal Transit Administration grant programs, MnDOT is required to ensure that grant recipients comply with the Americans with Disabilities Act. Specific transit-related aspects of ADA fall into two distinct categories: (1) ensuring that transit services and facilities are designed to allow access by individuals with disabilities and (2) ensuring that transit vehicles purchased with federal funds meet the accessibility standards of ADA.

With respect to the first function, the Office of Transit has developed tools for MnDOT staff to use to monitor ADA compliance as part of grant oversight. This includes checking that the telephone reservation system is accessible to all; schedulers capture necessary passenger information to ensure that the person's trip needs can be fully accommodated; ADA trip requests in Duluth, East Grand Forks, La Crescent, Mankato, Moorhead, Rochester and St. Cloud are not denied at a higher rate than other trip requests; system advertising and information is produced in a variety of formats; transit facilities are laid out with appropriate clearances and accessibility; etc.

Some older bus garages and administrative facilities are not fully ADA accessible, but the noncompliant elements do not provide a barrier to the services provided to the general public. As facilities are replaced or receive major remodeling they will be required to be constructed to current ADA and Minnesota Building code standards. Reasonable accommodations will be provided at all locations as needs are identified.

With respect to vehicle purchases, the Office of Transit maintains a full array of vehicle specifications – all of which meet the accessibility standards of ADA. All transit vehicles acquired with grants through MnDOT are fully ADA-compliant. Because this policy has been in place for many years, the current fleet acquired through MnDOT is ADA-accessible.

MnDOT's inventory of right of way features will include an assessment of the accessibility of transit stops on MnDOT right of way that have received funding from MnDOT. To be accessible, bus stop boarding and alighting areas must provide a clear length of 8 feet minimum, measured perpendicular to the curb or street or highway edge, and a clear width of 5 feet minimum, measured parallel to the street or highway. Bus stop boarding and alighting areas must connect to streets, sidewalks, or pedestrian paths by a pedestrian access route. The grade of the bus stop boarding and alighting area must be the same as the street or highway, to the maximum extent practicable, and the cross slope of the bus stop boarding and alighting area must not be greater than 2 percent.

In addition to meeting the operations obligations of ADA MnDOT is reaching out to communities in the development of local service plans to ensure that as service is developed and expanded the needs of the Olmstead population are included.

Policies

In 2009, MnDOT contracted with an outside consultant to conduct an audit of its policies and procedures in order to identify areas where modifications may be needed to ensure full compliance with ADA Title II and Section 504. The study involved a review of over 200 policies and procedures that MnDOT uses to provide facilities, services, and programs to the public. Forty-one policies, primarily focused on project development and design, were identified as potentially needing improvement to integrate accessibility more consistently into MNDOT projects and operations. No policies were identified as a barrier to providing accessibility. MnDOT will be developing a systematic approach to ensure long-term compliance with ADA Title II and Section 504 for all policies and procedures. A listing of policies and procedures that MnDOT reviewed and their status can be found in Appendix E.

Maintenance

MnDOT is responsible for the seasonal and structural maintenance of its facilities. As part of the policy review identified in the Transition Plan, MnDOT is examining its current policies and procedures to improve maintenance for pedestrian facilities. MnDOT's Maintenance Office will be leading the policy development and is scheduled to have a policy identified by summer of 2011.

The policy will identify operation guidance for maintaining sidewalks. Guiding the discussion is Federal Code [23 U.S.C. § 116](#) which obligates a State DOT to maintain projects constructed with Federal-aid funding or enter into a maintenance agreement with the appropriate local official where such projects are located. The discussion will also address snow removal and ice treatment on sidewalks in accordance with [28 CFR § 35.133](#), which requires public agencies to maintain walkways in an accessible condition for all pedestrians, including persons with disabilities, with only isolated or temporary interruptions in accessibility. Part of this maintenance obligation includes reasonable snow removal efforts.

Correction Program

The Minnesota Department of Transportation is committed to addressing the barriers identified in the self-evaluation. Curb ramp improvements are required on all projects that meet the alteration thresholds. Facilities that are accessible, but do not meet PROWAG standards will continue to be improved through MnDOT's routine construction program. Facilities that are inaccessible and will not be improved in the course of a typical roadway project will be prioritized by districts as part of a separate barrier removal program. The funding and schedule of accessibility improvements that are being made as part MnDOT's routine construction program are determined through MnDOT's Statewide Transportation Improvement Plan (STIP).

Since 2010 MnDOT has improved numerous facilities around the state with a particular emphasis on curb ramps and during the last three construction seasons MnDOT has found that rote application of ADA policy and design does not immediately ensure accessible facilities. Emerging issues in our correction program include the role of right of way in alterations thresholds, the appropriate expansion of scope to ensure the right fix for achieving accessibility, and the quality of construction.

Much of MnDOT's construction program is focused on preserving our existing system and the project that we do typically have a very limited scope focused on working on pavement and working within our existing right of way. Often the improvement of accessible features requires that MnDOT obtain right of way or a temporary easement to construct the facility. Under Minnesota statutes the process to obtain right of way

averages around eighteen months often longer than the project development time for the a pavement project. The ADA unit has been working with the districts at a project level to make certain that they are scoping projects with the entirety of ADA needs including right of way so that the proper facility can be built. Ensuring quality construction of accessible facilities is also an area of improvement for MnDOT. Under ADA the specifications provided for a facility do not include construction tolerances so it is important that facilities are built to design and are inspected to ensure that they meet our design requirements. MnDOT has developed contractor requirements and trains inspectors to address this issue, but we are still not at the performance level we desire.

Training

Part of MnDOT's adoption and implementation of Public Rights of Way Accessibility Guidelines and the Transition Plan, included agency-wide training on both design and policy. MnDOT has trained over 600 individuals which included MnDOT staff, cities and counties, and external partners on ADA and Title II in 2012 and 2013. MnDOT is looking at revising and resuming in 2015.

The training is based on policy, mobility needs and design. Modules identified for development and deployment in 2010 include:

- ADA and Title II overview and requirements
- Policy & Procedure
 - Public Involvement
 - Complaint Procedures
- Technical Training
 - PROWAG (Public Right OF Way Accessibility Guidelines)
 - Curb Ramps
 - APS (Accessible Pedestrian Signals)
 - Intersection Geometrics
 - Pedestrian Design & Planning
 - Maintenance, e.g., Inventory, Snow & Ice, Faulting, Maintenance Agreements
 - Bicycle & Pedestrian Planning

In addition to the ADA Overview training MnDOT's ADA Unit provides annual training to inspectors and presents at MnDOT's Signal Certification classes.

Appendix A

How to file a Grievance

The procedure to file a grievance is as follows:

1. A formal written grievance should be filed on ADA Grievance Form. An oral grievance can be filed by contacting ADA Title II Coordinator. The oral grievance will be reduced to writing by ADA Coordinator utilizing ADA Grievance Form. Additionally, individuals filing a grievance are not required to file a grievance with MnDOT, but may instead exercise their right to file a grievance with the Department of Justice.
 - The name, address, and telephone number of the person filing the grievance.
 - The name, address, and telephone number of the person alleging ADA violation, if other than the person filing the grievance.
 - A description and location of the alleged violation and the remedy sought.
 - Information regarding whether a complaint has been filed with the Department of Justice or other federal or state civil rights agency or court.
 - If a complaint has been filed, the name of the agency or court where the complaint was filed, and the date the complaint was filed.
2. The grievance will be either responded to or acknowledged within 10 working days of receipt. If the grievance filed does not concern a MnDOT facility, it will be forwarded to the appropriate agency and the grievant will be notified.
3. Within 60 calendar days of receipt, the ADA Title II Coordinator will conduct the investigation necessary to determine the validity of the alleged violation. If appropriate, ADA Title II Coordinator will arrange to meet with the grievant to discuss the matter and attempt to reach a resolution of the grievance. Any resolution of the grievance will be documented in MnDOT's ADA Grievance File.
4. If a resolution of the grievance is not reached, a written determination as to the validity of the complaint and description of the resolution, if appropriate, shall be issued by ADA Title II Coordinator and a copy forwarded to the grievant no later than 90 days from the date of MnDOT's receipt of the grievance.
5. The grievant may appeal the written determination. The request for reconsideration shall be in writing and filed with the Minnesota Department of Transportation Ombudsman within 30 days after the ADA Title II Coordinator's determination has been mailed to the grievant. MnDOT's Ombudsman shall

review the request for reconsideration and make a final determination within 90 days from the filing of the request for reconsideration.

6. If the grievant is dissatisfied with MnDOT's handling of the grievance at any stage of the process or does not wish to file a grievance through the MnDOT's ADA Grievance Procedure, the grievant may file a complaint directly with the United States Department of Justice or other appropriate state or federal agency.

The resolution of any specific grievance will require consideration of varying circumstances, such as the specific nature of the disability; the nature of the access to services, programs, or facilities at issue and the essential eligibility requirements for participation; the health and safety of others; and the degree to which an accommodation would constitute a fundamental alteration to the program, service, or facility, or cause an undue hardship to MnDOT. Accordingly, the resolution by MnDOT of any one grievance does not constitute a precedent upon which MnDOT is bound or upon which other complaining parties may rely.

File Maintenance

MnDOT's ADA Coordinator shall maintain ADA grievance files for a period of three years.

Appendix B

ADA Program Contacts

Title II Coordinator

Lynnette M. Geschwind
395 John Ireland Blvd.
MS 200
St. Paul, MN 55155

Ph: 651-366-4717
Fax: 651-366-4155
E-mail: lynnette.geschwind@state.mn.us

ADA Implementation Coordinator

Kristie M. Billiar
395 John Ireland Blvd.
MS 670
St. Paul, MN 55155

Ph: 651-366-3174
Fax: 651-366-4155
E-mail: kristie.billiar@state.mn.us

ADA Design Engineer

Todd Grugel
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MS 670
St. Paul, MN 55155

Ph: 651-366-3531
Fax: 651-366-4155
E-mail: todd.grugel@state.mn.us

Appendix C

Inventory by MnDOT District

District 1 Asset Inventory

Buildings

T7910090221 - Duluth District Headquarters

T7915090143 - Grand Rapids Truck Station

T7915090123 - Virginia Maintenance Headquarters

Pedestrian Ramps

A compliant ramp must have detectable warnings , a minimum 4 foot by 4 foot landing with a cross slope less than 2% in each direction, a running slope of 8.3% or less, a cross slope of 2% or less, and be at least 48 inches wide.

Number of Ramps	1755
Number of Non-Compliant Ramps	1445
Number of Compliant Ramps	310
Number of Compliant Ramps without Detectable Warnings	420
Number of Ramps with Compliant Slope and Cross Slope	892
Number of Ramps with Compliant Slope	1329

Pedestrian Bridges

Asset Number	Featured Intersected	Facility Carried by Structure	Year Built	Compliant Issues
16006	PED-BIKE	TH 61	2009	Compliant
38014	SOIL	PED	2004	Compliant
5953	MN 23	PEDESTRIAN	1941	Excessive Running Grade on Bridge Deck

69122	MILLER CREEK	US 53	2003	Excessive Cross Slope on Bridge Deck and Approach Ramp
Asset Number	Featured Intersected	Facility Carried by Structure	Year Built	Compliant Issues
69804	EXCURSION TRACKS	PEDESTRIAN	1989	Excessive Running Grade on Bridge Deck
69805	EXCURSION TRACKS	PEDESTRIAN	1989	Excessive Running Grade on Bridge Deck and Approach Ramp
69811	PED WALK WAY	PEDESTRIAN	1967	Excessive Running Grade on Bridge Deck
69838	I 35	PEDESTRIAN AT 17TH AVE E	1988	Excessive Running Grade and Cross Slope on Bridge Deck
69843	I 35	PEDESTRIAN AT 25TH AVE	1990	Excessive Running Grade on Bridge Deck
69853	KEENE CREEK	PEDESTRIAN	1973	Excessive Running Grade on Bridge Deck and Excessive Cross Slope on Approach Ramp
69855	DITCH	PEDESTRIAN	1973	Excessive Running Grade on Bridge Deck and Approach Ramp
69858	EB I35 RAMP & MICH RAMP	PEDESTRIAN	1989	Excessive Running Grade on Bridge Deck and Approach Ramp
69885	I 35 & TWO RAMPS	PEDESTRIAN AT MESABA	1968	Stairs
69885A	FILL	BIKEWAY AT MESABA	1987	Compliant

Sidewalks

Total Miles of Sidewalks	55.27
Sidewalks < 48" (Miles)	0.38
Cross Slopes > 2% (Miles)	21.96
Condition 1 Sidewalks (Miles) (Best Rating)	0.32
Condition 2 Sidewalks (Miles)	37.77
Condition 3 Sidewalks (Miles)	14.76
Condition 4 Sidewalks (Miles) (Worst Rating)	2.44

Driveways > 2% (Number)	926
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Sidewalk Barriers

Bridge Joint	0
Damaged Panel	29
Driveway	0
Hand Hold	1
Hydrant	0
Light Post	29
Mailbox	0
Manhole	1
Minor Gap	2
Narrows to less than 48"	8
Other	5
Power Poles	0
Railroad Crossing	0
Sand, Gravel Mud	0
Signs	0
Slope Issues	0
Stairs	0
Street Furniture	0
Traffic Poles	2
Trees	6
Utility Cabinet	0
Vegetation	36

Accessible Pedestrian Signals

APS Push Buttons	103
Non-Compliant APS Push Buttons	22
APS Complaint Push Buttons	81
Number of APS Intersections	15
Total Number of Signalized Intersections	83

District 2 Asset Inventory

Buildings

T7920090330 - Bemidji District Headquarters

T7925090530 - Crookston Maintenance Headquarters

T7925090533 - Thief River Falls Truck Station

Pedestrian Ramps

A compliant ramp must have detectable warnings , a minimum 4 foot by 4 foot landing with a cross slope less than 2% in each direction, a running slope of 8.3% or less, a cross slope of 2% or less, and be at least 48 inches wide.

Number of Ramps	1291
Number of Non-Compliant Ramps	1129
Number of Compliant Ramps	162
Number of Compliant Ramps without Truncated Domes	296
Number of Ramps with Compliant Slope and Cross Slope	776
Number of Ramps with Compliant Slope	949

Pedestrian Bridges

There are no MnDOT owned pedestrian bridges in District 2.

Sidewalks

Total Miles of Sidewalks	58.42
Sidewalks < 48" (Miles)	0.49
Cross Slopes > 2% (Miles)	28.77
Condition 1 Sidewalks (Miles)	17.29
Condition 2 Sidewalks (Miles)	35.87
Condition 3 Sidewalks (Miles)	7.06
Condition 4 Sidewalks (Miles)	2.61
Driveways > 2% (Number)	1009

Sidewalk Barriers

Bridge Joint	0
Damaged Panel	54
Driveway	0
Hand Hold	0
Hydrant	2
Light Post	43
Mailbox	1
Manhole	1
Minor Gap	17
Narrows to less than 48"	4
Other	4
Power Poles	0
Railroad Crossing	3
Sand, Gravel Mud	0
Signs	4
Slope Issues	1
Stairs	1
Street Furniture	0
Traffic Poles	5
Trees	3
Utility Cabinet	2
Vegetation	5

Accessible Pedestrian Signals

APS Push Buttons	34
Non-Compliant APS Push Buttons	20
APS Complaint Push Buttons	14
Number of APS Intersections	26
Total Number of Signalized Intersections	61

District 3 Asset Inventory

Buildings

T7930090443 - Baxter District Headquarters

MnROAD (Monticello)

T7935090735 - St. Cloud Maintenance Headquarters

Pedestrian Ramps

A compliant ramp must have detectable warnings , a minimum 4 foot by 4 foot landing with a cross slope less than 2% in each direction, a running slope of 8.3% or less, a cross slope of 2% or less, and be at least 48 inches wide.

Number of Ramps	2249
Number of Non-Compliant Ramps	1748
Number of Compliant Ramps	501
Number of Compliant Ramps without Truncated Domes	582
Number of Ramps with Compliant Slope and Cross Slope	1053
Number of Ramps with Compliant Slope	1576

Pedestrian Bridges

Asset Number	Featured Intersected	Facility Carried by Structure	Year Built	Compliant Issues
6847	MN 23	PEDESTRIAN	1958	Stairs
73029	MN 15	PEDESTRIAN	1987	Compliant
73871	I 94	PEDESTRIAN	1977	Compliant

Sidewalks

Total Miles of Sidewalks	67.71
Sidewalks < 48" (Miles)	1.21
Cross Slopes > 2% (Miles)	24.48
Condition 1 Sidewalks (Miles)	14.48
Condition 2 Sidewalks (Miles)	38.75
Condition 3 Sidewalks (Miles)	12.74
Condition 4 Sidewalks (Miles)	1.34
Driveways > 2% (Number)	937

Sidewalk Barriers

Bridge Joint	0
Damaged Panel	52
Driveway	0
Hand Hold	0
Hydrant	2
Light Post	55
Mailbox	6
Manhole	0
Minor Gap	10
Narrows to less than 48"	11
Other	3
Power Poles	8
Railroad Crossing	1
Sand, Gravel Mud	0
Signs	9
Slope Issues	0
Stairs	4
Street Furniture	6
Traffic Poles	7
Trees	10
Utility Cabinet	1
Vegetation	4

Accessible Pedestrian Signals

APS Push Buttons	318
Non-Compliant APS Push Buttons	136
APS Complaint Push Buttons	182
Number of APS Intersections	67
Total Number of Signalized Intersections	174

District 4 Asset Inventory

Buildings

T7940090616 - Detroit Lakes District Headquarters

T7940090615 - Fergus Falls Truck Station

T7940090658 - Moorhead Truck Station

T7945090820 - Morris Maintenance Headquarters

Pedestrian Ramps

A compliant ramp must have detectable warnings , a minimum 4 foot by 4 foot landing with a cross slope less than 2% in each direction, a running slope of 8.3% or less, a cross slope of 2% or less, and be at least 48 inches wide.

Number of Ramps	1381
Number of Non-Compliant Ramps	1151
Number of Compliant Ramps	230
Number of Compliant Ramps without Truncated Domes	324
Number of Ramps with Compliant Slope and Cross Slope	676
Number of Ramps with Compliant Slope	899

Pedestrian Bridges

There are no MnDOT owned pedestrian bridges in District 4.

Sidewalks

Total Miles of Sidewalks	45.71
Sidewalks < 48" (Miles)	0.1
Cross Slopes > 2% (Miles)	26.59
Condition 1 Sidewalks (Miles)	24.42
Condition 2 Sidewalks (Miles)	16.4
Condition 3 Sidewalks (Miles)	3.56
Condition 4 Sidewalks (Miles)	4.68
Driveways > 2% (Number)	861

Sidewalk Barriers

Bridge Joint	0
Damaged Panel	129
Driveway	41
Hand Hold	0
Hydrant	5
Light Post	53
Mailbox	9
Manhole	3
Minor Gap	7
Narrows to less than 48"	22
Other	6
Power Poles	0
Railroad Crossing	0
Sand, Gravel Mud	0
Signs	11
Slope Issues	0
Stairs	3
Street Furniture	3
Traffic Poles	9
Trees	4
Utility Cabinet	0
Vegetation	0

Accessible Pedestrian Signals

APS Push Buttons	7
Non-Compliant APS Push Buttons	4
APS Complaint Push Buttons	4
Number of APS Intersections	18
Total Number of Signalized Intersections	64

District 6 Asset Inventory

Buildings

Albert Lea Truck Station

T7965091327 - Owatonna Maintenance Headquarters

Wilson Truck Station (Winona)

Pedestrian Ramps

A compliant ramp must have detectable warnings, a minimum 4 foot by 4 foot landing with a cross slope less than 2% in each direction, a running slope of 8.3% or less, a cross slope of 2% or less, and be at least 48 inches wide.

Number of Ramps	2122
Number of Non-Compliant Ramps	1584
Number of Compliant Ramps	539
Number of Compliant Ramps without Truncated Domes	882
Number of Ramps with Compliant Slope and Cross Slope	1404
Number of Ramps with Compliant Slope	1551

Pedestrian Bridges

Asset Number	Featured Intersected	Facility Carried by Structure	Year Built	Compliant Issues
50802	I 90	PEDESTRIAN	1997	Compliant
55019	US 63	PEDESTRIAN	1963	Stairs
55044	TH 52, FRONT RD	PEDESTRIAN AT 16th ST NW	2004	Compliant
85003	US 14	PEDESTRIAN (ST MARYS)	1963	Stairs
9218	CEDAR RIVER	PEDESTRIAN	1958	Compliant

Sidewalks

Total Miles of Sidewalks	66.54
Sidewalks < 48" (Miles)	0.58
Cross Slopes > 2% (Miles)	24.02
Condition 1 Sidewalks (Miles)	5
Condition 2 Sidewalks (Miles)	32.88
Condition 3 Sidewalks (Miles)	21.2
Condition 4 Sidewalks (Miles)	6.8
Driveways > 2% (Number)	1010

Sidewalk Barriers

Bridge Joint	0
Damaged Panel	30
Driveway	0
Hand Hold	0
Hydrant	0
Light Post	5
Mailbox	0
Manhole	0
Minor Gap	4
Narrows to less than 48"	4
Other	2
Power Poles	0
Railroad Crossing	7
Sand, Gravel Mud	0
Signs	0
Slope Issues	0
Stairs	2
Street Furniture	0
Traffic Poles	1
Trees	9
Utility Cabinet	0
Vegetation	0

Accessible Pedestrian Signals

APS Push Buttons	63
Non-Compliant APS Push Buttons	19
APS Complaint Push Buttons	44
Number of APS Intersections	31
Total Number of Signalized Intersections	102

District 7 Asset Inventory

Buildings

Mankato District Headquarters

T7980091523 - Marshall District Headquarters

T7975091614 - Windom Maintenance Headquarters

T7975032119 - Worthington Scale

Pedestrian Ramps

A compliant ramp must have detectable warnings , a minimum 4 foot by 4 foot landing with a cross slope less than 2% in each direction, a running slope of 8.3% or less, a cross slope of 2% or less, and be at least 48 inches wide.

Number of Ramps	2568
Number of Non-Compliant Ramps	2160
Number of Compliant Ramps	408
Number of Compliant Ramps without Truncated Domes	541
Number of Ramps with Compliant Slope and Cross Slope	1167
Number of Ramps with Compliant Slope	1628

Pedestrian Bridges

There are no MnDOT owned pedestrian bridges in District 7.

Sidewalks

Total Miles of Sidewalks	76.49
Sidewalks < 48" (Miles)	4.76
Cross Slopes > 2% (Miles)	29.84
Condition 1 Sidewalks (Miles)	17.45
Condition 2 Sidewalks (Miles)	45.61
Condition 3 Sidewalks (Miles)	9.63
Condition 4 Sidewalks (Miles)	3.8
Driveways > 2% (Number)	1045

Sidewalk Barriers

Bridge Joint	0
Damaged Panel	33
Driveway	0
Hand Hold	0
Hydrant	1
Light Post	6
Mailbox	0
Manhole	3
Minor Gap	17
Narrows to less than 48"	1
Other	7
Power Poles	0
Railroad Crossing	0
Sand, Gravel Mud	4
Signs	1
Slope Issues	0
Stairs	0
Street Furniture	1
Traffic Poles	3
Trees	2
Utility Cabinet	2
Vegetation	1

Accessible Pedestrian Signals

APS Push Buttons	105
Non-Compliant APS Push Buttons	20
APS Complaint Push Buttons	85
Number of APS Intersections	18
Total Number of Signalized Intersections	59

District 8 Asset Inventory

Buildings

T7980091030 - Hutchinson Truck Station

T7980091036 - Litchfield Truck Station

T7980091023 - Willmar District Headquarters

Pedestrian Ramps

A compliant ramp must have detectable warnings , a minimum 4 foot by 4 foot landing with a cross slope less than 2% in each direction, a running slope of 8.3% or less, a cross slope of 2% or less, and be at least 48 inches wide.

Number of Ramps	2019
Number of Non-Compliant Ramps	1801
Number of Compliant Ramps	218
Number of Compliant Ramps without Truncated Domes	390
Number of Ramps with Compliant Slope and Cross Slope	926
Number of Ramps with Compliant Slope	1328

Pedestrian Bridges

Asset Number	Featured Intersected	Facility Carried by Structure	Year Built	Compliant Issues
43006	US 212	PEDESTRIAN	1971	Stairs

Sidewalks

Total Miles of Sidewalks	58.67
Sidewalks < 48" (Miles)	0.38
Cross Slopes > 2% (Miles)	24.74
Condition 1 Sidewalks (Miles)	34.05
Condition 2 Sidewalks (Miles)	18.17
Condition 3 Sidewalks (Miles)	5.09
Condition 4 Sidewalks (Miles)	1.11
Driveways > 2% (Number)	970

Sidewalk Barriers

Bridge Joint	0
Damaged Panel	10
Driveway	0
Hand Hold	0
Hydrant	4
Light Post	20
Mailbox	0
Manhole	1
Minor Gap	0
Narrows to less than 48"	3
Other	1
Power Poles	0
Railroad Crossing	0
Sand, Gravel Mud	1
Signs	6
Slope Issues	0
Stairs	4
Street Furniture	0
Traffic Poles	3
Trees	5
Utility Cabinet	0
Vegetation	2

Accessible Pedestrian Signals

APS Push Buttons	23
Non-Compliant APS Push Buttons	0
APS Complaint Push Buttons	23
Number of APS Intersections	12
Total Number of Signalized Intersections	52

Metro District Asset Inventory

Buildings

T7906092055 - Aeronautics
 T7902092039 - Arden Hills Training Center
 T7990092139 - Daytonport Scale
 T7990090931 - Golden Valley District Headquarters
 T7990091138 - Oakdale District Headquarters
 Office of Materials and Road Research
 T7900092043 - Plymouth Driver's License
 T7990091194 - Waters Edge

Pedestrian Ramps

A compliant ramp must have detectable warnings, a minimum 4 foot by 4 foot landing with a cross slope less than 2% in each direction, a running slope of 8.3% or less, a cross slope of 2% or less, and be at least 48 inches wide.

Number of Ramps	7800
Number of Non-Compliant Ramps	6040
Number of Compliant Ramps	1832
Number of Compliant Ramps without Truncated Domes	2439
Number of Ramps with Compliant Slope and Cross Slope	4596
Number of Ramps with Compliant Slope	6223

Pedestrian Bridges

Asset Number	Featured Intersected	Facility Carried by Structure	Year Built	Compliant Issues
02017	MN 47	PED @ 49th Ave	1967	Stairs
02021	MN 65	PEDESTRIAN	1970	Compliant
02022	MN 65 & Frontage Rd	PED @ 80th Ave NE	1973	Stairs
02044	US 10	Pedestrian	1997	Compliant
10048	US 212	PED/BIKE	2007	Compliant
10531	TH 5	PED	1995	Compliant
19025	US 52	PED @ Lewis St	1973	Excessive Running Grade on Bridge Deck and Approach Ramp

Asset Number	Featured Intersected	Facility Carried by Structure	Year Built	Compliant Issues
27003	I 94, Lyndale & Henn Av	PED at Whitney	1988	Excessive Running Grade on Approach Ramp
27004	Mississippi River	Ped at St Anthony	1883	Compliant
27012	TH 100	Ped at 26th St	1978	Excessive Running Grade on Approach Ramp
27028	TH 77	PED AT 88TH ST	1978	Compliant
27038A	TH 100	Ped Brooklyn Blvd	1976	Compliant
27038B	TH 100	Ped Brooklyn Blvd	1976	Compliant
27061	TH 121	PED at 61st St	1962	Stairs
27105	TH 100 & Vernon Ave	PED at 41st St	1968	Stairs
27135	US 12 & Ridgeview Dr	PED at Ridgeview	1970	Stairs
27202	TH 55 & NB off ramp	PEDESTRIAN	1998	Compliant
27220	TH 610	Pedestrian	1998	Excessive Running Grade on Approach Ramps
27272	TH 12 & BNSF RR	Luce Line Trail	2003	Compliant
27278	TH 12 & BNSF RR	Trail A	2005	Compliant
27284	TH 100	PED at 39th Ave	2000	Excessive Running Grade on Approach Ramp
27407	LEGION LAKE	TRAIL	2008	Compliant
27520	TH 62 & W 64th St	PEDESTRAIN	1963	Stairs
27530	TH 62	PED at 40th Ave S	1966	Stairs
27535	TH 62	PED at 14th Ave	1967	Stairs
27615	TH 100 & SB off ramp	Ped at 59th Ave N	1980	Compliant
27649	TH 100	Pedestrian Bridge	1983	Compliant
27685	TH 252	PED AT 85th AVE	2003	Complaint
27710	I 394	PED @ Pennsylvania	1989	Excessive Running Grade on Approach Ramp
27711	I 394	PED @ Florida Ave	1989	Excessive Running Grade on Approach Ramp
27755	I 394 & 394R Frontage Rd	PEDESTRIAN	1989	Compliant

Asset Number	Featured Intersected	Facility Carried by Structure	Year Built	Compliant Issues
27757	I 394, I394R & Frontage	PED @ Cedar Lake Rd	1988	Excessive Running Grade on Approach Ramp
27864	I 94 & I 694	PED @ Shingle Creek	1980	Compliant
27866	UP RAIL	PED Linden Avenue	1972	Compliant
27868	I 35W NB, TH 65 & STS	PED @ 24th St E	1971	Excessive Running Grade on Bridge Deck and Approach Ramp and Stairs
27908	ELM CREEK	PEDESTRIAN	1973	Compliant
27955	I 94 On/Off Ramps-Huron	PEDESTRIAN	1965	Stairs
27958	I 94	PED @ Seymour	1967	Compliant
27985	I 35W & NB off ramp	PED @ Summer St	1973	Excessive Running Grade on Approach Ramp
27987	I 35W & off-on ramps	PED @ 5th St SE	1971	Excessive Running Grade on Approach Ramps
27B42	US 169	PED-BIKE	2008	Compliant
27R15	MN 610/CSAH 81 railroad	Pedestrian bridge	2005	Compliant
27R17	Wet Lands	Pedestrian TH 610	2005	Compliant
27R30	US 212	PED/BIKE	2006	Compliant
27V57	I 494	PED AT MAYWOOD LN	2005	Compliant
4175	County 101 Minnesota R	Pedestrian	1927	Compliant
5114	TH 7	Recreation Trail	1934	Compliant
62023	Lafayette Rd (US 52)	PED at Winifred St	1969	Excessive Running Grade on Bridge Deck and Approach Ramp
62096	MN 36	PEDESTRIAN	2007	Compliant
62804	I 35E & Thompson St	Ped at Walnut St	1987	Excessive Running Grade on Approach Ramp
62809	I 94 & RAMP 16A	GRIGGS ST PED	2009	Compliant
62822	I 694	RECREATION TRAIL	1966	Compliant
62849	I 94	PED at ALDINE	1966	Excessive Running Grade on Bridge Deck and Approach Ramps

Asset Number	Featured Intersected	Facility Carried by Structure	Year Built	Compliant Issues
62868	I 94, Hudson & Pacific	PED at Maple	1973	Excessive Running Grade and Cross Slope on Approach Ramp
62869	I 94 EB on ramp	PED at Hazelwood	1974	Stairs
62872	I 35E	PED at Bayard Ave	1984	Excessive Running Grade on Approach Ramps
62X02	Ped Trail	TH 35E	2001	Compliant
6402	TH 36	BN Regional Trail	1954	Compliant
6512	I 35E	GATEWAY TRAIL	1960	Compliant
70536	US 169	PED E OF CSAH 17	2002	Compliant
70539	US 169	PED W OF CR 79	2002	Compliant
82012	GORGE	PED	1968	Compliant
82028	US 61, Hasting Ave, 7th	PED	2003	Compliant
82032	US 61 7th Ave BN & CP RR	PED	2003	Compliant
9078	I 494 & N & S Front Rds	PED at 2nd Ave S	1960	Stairs
9600F	Minnesota River	Ped Trail	1980	Compliant
9618	I 35W	PED at 40th St	1965	Compliant
9714	US 10	Pedestrian	1963	Compliant
9736	I 94	PED at Chatsworth	1964	Compliant
9737	I 94	PED at Mackubin St	1963	Compliant
9773	I 94	PED at Grotto	1963	Compliant
9888	I 35W	PED at 73rd Ave	1960	Stairs
9892	I 94	PED at 22nd Ave	1962	Excessive Running Grade on Approach Ramp
9895	TH 100, Frontage Roads	PED at S View Lane	1971	Excessive Running Grade on Bridge Deck
9896	TH 100, Frontage Roads	PED at Windsor Ave	1971	Excessive Running Grade on Bridge Deck and Approach Ramp

Sidewalks

Total Miles of Sidewalks	188.24
Sidewalks < 48" (Miles)	3.79
Cross Slopes > 2% (Miles)	64.61
Condition 1 Sidewalks (Miles)	42.07
Condition 2 Sidewalks (Miles)	115.37
Condition 3 Sidewalks (Miles)	25.96
Condition 4 Sidewalks (Miles)	4.84
Driveways > 2% (Number)	1143

Sidewalk Barriers

Bridge Joint	551
Damaged Panel	3289
Driveway	12
Hand Hold	24
Hydrant	8
Light Post	93
Mailbox	1
Manhole	36
Minor Gap	22
Narrows to less than 48"	40
Other	48
Power Poles	19
Railroad Crossing	13
Sand, Gravel Mud	39
Signs	20
Slope Issues	22
Stairs	13
Street Furniture	17
Traffic Poles	5
Trees	31
Utility Cabinet	5
Vegetation	319

Accessible Pedestrian Signals

APS Push Buttons	1238
Non-Compliant APS Push Buttons	719
APS Complaint Push Buttons	519
Number of APS Intersections	227
Total Number of Signalized Intersections	675

Appendix D

Rest Area Facility Condition Assessment

Facility Location	Cost	System	Correction	Distress	Qty	Unit
Adrian EB						
Site Features	\$2,705	Pedestrian Paving	Replace Concrete Sidewalk 4" Thick (SF)	Missing	250	S.F.
Site Features	\$4,581	Water Supply	Replace Exterior Drinking Fountain; ADA Accessible	Inadequate	2	Ea
East Picnic Shelter	\$3,351	Slab on Grade	Replace unfinished concrete floor unfinished	Damaged	5	C.S.F
West Picnic Shelter	\$3,351	Slab on Grade	Replace unfinished concrete floor unfinished	Damaged	5	C.S.F
Main Building	\$4,199	Exterior Doors	Replace 3'-0" x 7'-0" aluminum door, incl. vision	Damaged	2	Ea
Main Building	\$7,639	Exterior Doors	Automatic door opener on existing door	Damaged	1	Ea
Main Building	\$812	Fittings	Replace accessible restroom signage.	Inadequate	4	Ea
Main Building	\$1,017	Fittings	Install grab bars in accessible stall.	Missing	6	L.F.
Main Building	\$749	Fittings	Install mirror at accessible height.	Inadequate	2	Ea
Main Building	\$2,601	Plumbing Fixtures	Replace drinking fountain	Inadequate	1	Ea
Main Building	\$824	Plumbing Fixtures	Provide protective insulation for exposed piping.	Missing	6	Ea
Main Building	\$1,802	Communications & Security	Replace public telephone	Inadequate	1	Ea
Main Building	\$30,828	Special Purpose Room	Remove one fixture and create accessible stall.	Inadequate	2	Ea
Auto Parking	\$214	Parking Lots	Install ADA "Van Accessible" Parking Sign	Inadequate	1	Ea
Adrian EB Total	\$64,673					
Adrian WB						
Site Features	\$2,705	Pedestrian Paving	Replace Concrete Sidewalk 4" Thick (SF)	Missing	250	S.F.
Site Features	\$4,581	Water Supply	Replace Exterior Drinking Fountain; ADA Accessible	Inadequate	2	Ea
Picnic Shelter	\$3,351	Slab on Grade	Replace unfinished concrete floor unfinished	Damaged	5	C.S.F
Main Building	\$4,057	Slab on Grade	Remove and replace concrete sidewalk, 4" wide	Damaged	100	L.F.
Main Building	\$4,199	Exterior Doors	Replace 3'-0" x 7'-0" aluminum door, incl. vision	Damaged	2	Ea
Main Building	\$7,639	Exterior Doors	Automatic door opener on existing door	Damaged	1	Ea
Main Building	\$749	Fittings	Install mirror at accessible height	Inadequate	2	Ea
Main Building	\$812	Fittings	Replace accessible restroom signage	Inadequate	4	Ea
Main Building	\$1,017	Fittings	Install grab bars in accessible stall	Missing	6	L.F.
Main Building	\$824	Plumbing Fixtures	Provide protective insulation for exposed piping	Missing	6	Ea
Main Building	\$2,601	Plumbing Fixtures	Replace drinking fountain	Inadequate	1	Ea
Main Building	\$1,802	Communications & Security	Replace public telephone	Inadequate	1	Ea

Main Building	\$30,828	Special Purpose Room	Remove one fixture and create accessible stall.	Inadequate	2	Ea
Auto Parking	\$214	Parking Lots	Install ADA "Van Accessible" Parking Sign	Inadequate	1	Ea
Adrian WB Total	\$65,379					

Anchor Lake

Site Features	\$5,721	Site Development	Replace Exterior Drinking Fountain; ADA Accessible	Inadequate	1	Ea
Main Building	\$1,435	Exterior Doors	Repair aluminum door	Damaged	2	Ea
Main Building	\$749	Fittings	Install mirror at accessible height	Missing	2	Ea
Main Building	\$2,280	Fittings	Provide protective insulation for exposed piping	Missing	8	Ea
Main Building	\$4,270	Fittings	Provide accessible service counter	Inadequate	14	L.F.
Main Building	\$1,802	Communications & Security	Replace public telephone	Inadequate	1	Ea
Main Building	\$6,779	Communications & Security	Replace fire alarm control panel	Inadequate	1	Ea
Main Building	\$51,705	Special Purpose Room	Construct Single-User Toilet Room	Missing	1	Ea
Anchor Lake Total	\$75,341					

Baptism River

Main Building	\$406	Fittings	Replace accessible restroom signage	Inadequate	2	Ea
Main Building	\$2,880	Fittings	Provide protective insulation for exposed piping	Missing	8	Ea
Main Building	\$1,802	Communications & Security	Replace public telephone	Inadequate	1	Ea
Main Building	\$6,779	Communications & Security	Replace fire alarm control panel	Inadequate	1	Ea
Main Building	\$51,705	Special Purpose Room	Construct Single-User Toilet Room	Missing	1	Ea
Baptism River Total	\$63,572					

Beaver Creek

Site Features	\$2,705	Pedestrian Paving	Replace Concrete Sidewalk 4" Thick (SF)	Missing	250	S.F.
Site Features	\$2,291	Water Supply	Replace Exterior Drinking Fountain; ADA Accessible	Inadequate	1	Ea
East Picnic Shelter	\$3,351	Slab on Grade	Replace unfinished concrete floor unfinished	Damaged	5	C.S.F
Picnic Shelter East	\$3,351	Slab on Grade	Replace unfinished concrete floor unfinished	Damaged	5	C.S.F
Picnic Shelter West	\$3,351	Slab on Grade	Replace unfinished concrete floor unfinished	Damaged	5	C.S.F
West Picnic Shelter	\$3,351	Slab on Grade	Replace unfinished concrete floor unfinished	Damaged	5	C.S.F
Main Building	\$5,231	Exterior Doors	Replace 3'-0" x 7'-0" aluminum storefront doors	Beyond Useful Life	2	Ea
Main Building	\$30,828	Special Purpose Room	Remove one fixture and create accessible stall.	Inadequate	2	Ea
Main Building	\$1,623	Site Earthwork	Remove and replace concrete sidewalk, 4' wide	Damaged	40	L.F.
Main Building	\$24,345	Site Earthwork	Remove and replace concrete sidewalk, 4' wide	Damaged	600	L.F.
Auto Parking	\$214	Parking Lots	Install ADA "Van Accessible" Parking Sign	Inadequate	1	Ea
Beaver Creek Total	\$80,641					

Big Spunk

Site Features	\$3,136	Pedestrian Paving	Replace Concrete Curb Cut with ADA Curb Cut	Inadequate	2	Ea
Site Features	\$31,527	Pedestrian Paving	Construct & provide ADA conc. ramp and steps	Missing	40	L.F.
Site Features	\$138	Water Supply	Replace Exterior faucet handle with ADA lever type	Inadequate	1	Ea
Main Building	\$1,425	Exterior Doors	Repair aluminum door	Damaged	2	Ea
Main Building	\$812	Fittings	Replace accessible restroom signage.	Inadequate	4	Ea
Main Building	\$2,033	Fittings	Install grab bars in accessible stall.	Missing	12	L.F.
Main Building	\$749	Fittings	Install mirror at accessible height.	Missing	2	Ea
Main Building	\$1,802	Communications & Security	Replace public telephone	Inadequate	1	Ea
Main Building	\$51,705	Special Purpose Room	Construct Single-User Toilet Room	Missing	1	Ea
Auto Parking	\$607	Parking Lots	Realign and Re-stripe Parking Space for ADA Access	Inadequate	100	L.F.
Big Spunk Total	\$93,944					

Blue Earth EB

Site Features	\$2,705	Pedestrian Paving	Replace Concrete Sidewalk 4" Thick (SF)	Missing	250	S.F.
Site Features	\$138	Water Supply	Replace Exterior faucet handle with ADA lever type	Inadequate	1	Ea
East Picnic Shelter	\$3,351	Slab on Grade	Replace unfinished concrete floor unfinished	Damaged	5	C.S.F
West Picnic Shelter	\$3,351	Slab on Grade	Replace unfinished concrete floor unfinished	Damaged	5	C.S.F
Main Building	\$1,802	Communications & Security	Replace public telephone	Inadequate	1	Ea
Auto Parking	\$214	Parking Lots	Install ADA "Van Accessible" Parking Sign	Inadequate	1	Ea
Blue Earth EB Total	\$11,561					

Blue Earth WB

North Picnic Shelter	\$3,351	Slab on Grade	Replace unfinished concrete floor unfinished	Damaged	5	C.S.F
South Picnic Shelter	\$3,351	Slab on Grade	Replace unfinished concrete floor unfinished	Damaged	5	C.S.F
Main Building	\$1,171	Communications & Security	Replace public telephone	Inadequate	1	Ea
Auto Parking	\$214	Parking Lots	Install ADA "Van Accessible" Parking Sign	Inadequate	1	Ea
Blue Earth WB Total	\$8,087					

Burgen Lake

East Picnic Shelter	\$1,623	Slab on Grade	Remove and replace concrete sidewalk 4' wide	Damaged	40	L.F.
West Picnic Shelter	\$1,623	Slab on Grade	Remove and replace concrete sidewalk 4' wide	Damaged	40	L.F.
Main Building	\$5,231	Exterior Doors	Replace 3'-0" x 7'-0" aluminum storefront doors	Beyond Useful Life	2	Ea
Main Building	\$812	Fittings	Replace accessible restroom signage.	Inadequate	4	Ea
Main Building	\$2,033	Fittings	Install grab bars in accessible stall.	Missing	12	L.F.
Main Building	\$749	Fittings	Install mirror at accessible height.	Missing	2	Ea
Main Building	\$2,601	Plumbing Fixtures	Replace drinking fountain	Inadequate	1	Ea
Main Building	\$1,802	Communications & Security	Replace public telephone	Inadequate	1	Ea

Main Building	\$30,828	Special Purpose Room	Remove one fixture and create accessible stall.	Inadequate	2	Ea
Burgen Lake Total	\$47,302					

Cass Lake

Site Features	\$3,136	Pedestrian Paving	Replace Concrete Curb Cut with ADA Curb Cut	Inadequate	2	Ea
Main Building	\$1,190	Exterior Doors	Repair aluminum door	Damaged	2	Ea
Cass Lake Total	\$4,326					

**Central Minnesota
TIC**

Site Features	\$1,623	Slab on Grade	Remove and replace concrete sidewalk 4' wide	Damaged	40	L.F.
Site Features	\$2,291	Water Supply	Replace Exterior Drinking Fountain; ADA Accessible	Inadequate	1	Ea
Main Building	\$1,566	Fittings	Replace directional signage	Inadequate	25	Ea
Main Building	\$2,880	Fittings	Provide protective insulation for exposed piping	Missing	8	Ea
Main Building	\$1,802	Communications & Security	Replace public telephone	Inadequate	1	Ea
Main Building	\$4,270	Fixed Furnishings	Provide accessible service counter	Inadequate	14	L.F.
Central Minnesota TIC Total	\$14,432					

Clear Lake

Site Features	\$2,705	Pedestrian Paving	Replace Concrete Sidewalk 4" Thick (SF)	Missing	250	S.F.
Site Features	\$2,291	Water Supply	Replace Exterior Drinking Fountain; ADA Accessible	Inadequate	1	Ea
West Picnic Shelter	\$3,351	Slab on Grade	Replace unfinished concrete floor unfinished	Damaged	5	C.S.F
Main Building	\$2,033	Fittings	Install grab bars in accessible stall.	Missing	12	L.F.
Main Building	\$749	Fittings	Install mirror at accessible height.	Missing	2	Ea
Main Building	\$812	Fittings	Replace accessible restroom signage.	Inadequate	4	Ea
Main Building	\$886	Plumbing Fixtures	Provide protective insulation for exposed piping	Inadequate	8	Ea
Main Building	\$2,601	Plumbing Fixtures	Replace drinking fountain	Inadequate	1	Ea
Main Building	\$1,802	Communications & Security	Replace public telephone	Inadequate	1	Ea
Main Building	\$51,705	Special Purpose Room	Construct Single-User Toilet Room	Missing	1	Ea
Clear Lake Total	\$68,935					

Dayton Port

Main Building Lobby	\$1,802	Communications & Security	Replace public telephone	Inadequate	1	Ea
Main Building Men's Room	\$8,497	Toilet Partitions	Replace toilet partitions	Damaged	3	Ea
Main Building Women's Room	\$16,994	Toilet Partitions	Replace toilet partitions	Damaged	6	Ea

Dayton Port Total	\$27,293
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Des Moines River

Site Features	\$2,705	Pedestrian Paving	Replace Concrete Sidewalk 4" Thick (SF)	Missing	250	S.F.
Site Features	\$2,291	Water Supply	Replace Exterior Drinking Fountain; ADA Accessible	Inadequate	1	Ea
North Picnic Shelter	\$3,351	Slab on Grade	Replace unfinished concrete floor unfinished	Damaged	5	C.S.F
NW Picnic Shelter	\$3,351	Slab on Grade	Replace unfinished concrete floor unfinished	Damaged	5	C.S.F
South Picnic Shelter	\$3,351	Slab on Grade	Replace unfinished concrete floor unfinished	Damaged	5	C.S.F
Main Building	\$4,199	Exterior Doors	Replace 3'-0" x 7'-0" aluminum door, incl. vision	Beyond Useful Life	2	Ea
Main Building	\$749	Fittings	Install mirror at accessible height.	Missing	2	Ea
Main Building	\$2,880	Plumbing Fixtures	Provide protective insulation for exposed piping	Inadequate	8	Ea
Main Building	\$2,601	Plumbing Fixtures	Replace drinking fountain	Inadequate	1	Ea
Main Building	\$30,828	Special Purpose Room	Remove one fixture and create accessible stall.	Inadequate	2	Ea
Des Moines River Total	\$56,306					

Dresbach TIC

Site Features	\$4,581	Water Supply	Replace Exterior Drinking Fountain; ADA Accessible	Inadequate	2	Ea
Main Building	\$1,624	Fittings	Toilet partitions laminate clad-overhead braced	Inadequate	1	Ea
Main Building	\$2,033	Fittings	Install grab bars in accessible stall.	Missing	12	L.F.
Main Building	\$13,004	Plumbing Fixtures	Replace drinking fountain	Inadequate	5	Ea
Main Building	\$30,828	Special Purpose Room	Remove one fixture and create accessible stall.	Inadequate	2	Ea
Auto Parking	\$641	Parking Lots	Install ADA "Van Accessible" Parking Sign	Inadequate	3	Ea
Auto Parking	\$3,655	Parking Lots	Realign and Re-stripe Parking Space for ADA Access	Inadequate	910	L.F.
Dresbach TIC Total	\$56,366					

Elm Creek

Site Features	\$10,486	Pedestrian Paving	Replace Concrete Curb Cut with ADA Curb Cut	Inadequate	5	Ea
Patio Terrace	\$6,524	Brick and Tile Plazas	Remove and replace asphalt sidewalk, 4' wide	Damaged	10	L.F.
Patio Terrace	\$2,724	Brick and Tile Plazas	Replace expansion joints in concrete pavement	Damaged	50	L.F.
Main Building	\$34,880	Slab on Grade	Mud jack floor slab.	Failing	500	S.F.
Main Building	\$2,673	Exterior Doors	Repair aluminum frame and door	Inadequate	2	Ea
Elm Creek Total	\$57,287					

Enfield

Site Features	\$12,584	Pedestrian Paving	Replace Concrete Curb Cut with ADA Curb Cut	Inadequate	6	Ea
Site Features	\$138	Water Supply	Replace Exterior faucet handle with ADA lever type	Inadequate	1	Ea
Main Building	\$15,279	Exterior Doors	Automatic door opener on existing door	Missing	2	Ea
Main Building	\$1,498	Fittings	Install mirror at accessible height.	Inadequate	4	Ea
Main Building	\$1,802	Communications & Security	Replace public telephone	Inadequate	1	Ea
Enfield Total	\$31,301					

Enterprise

Site Features	\$2,705	Pedestrian Paving	Replace Concrete Sidewalk 4" Thick (SF)	Missing	250	S.F.
Site Features	\$2,291	Water Supply	Replace Exterior Drinking Fountain; ADA Accessible	Inadequate	1	Ea
Main Building	\$30,828	Special Purpose Room	Remove one fixture and create accessible stall.	Inadequate	2	Ea
Auto Parking	\$214	Parking Lots	Install ADA "Van Accessible" Parking Sign	Inadequate	1	Ea
Enterprise Total	\$36,038					

Fishers Landing

Site Features	\$1,568	Pedestrian Paving	Replace Concrete Curb Cut with ADA Curb Cut	Inadequate	1	Ea
Main Building	\$7,639	Exterior Doors	Automatic door opener on existing door	Missing	1	Ea
Main Building	\$749	Fittings	Install mirror at accessible height.	Missing	2	Ea
Main Building	\$1,186	Fittings	Install grab bars in accessible stall.	Missing	7	L.F.
Main Building	\$406	Fittings	Replace accessible restroom signage.	Inadequate	2	Ea
Main Building	\$24,395	Floor Finishes	Replace quarry tile floor	Damaged	800	S.F.
Main Building	\$720	Plumbing Fixtures	Provide protective insulation for exposed piping	Inadequate	2	Ea
Main Building	\$4,270	Fixed Furnishings	Provide accessible service counter	Inadequate	14	L.F.
Main Building	\$51,705	Special Purpose Room	Construct Single-User Toilet Room	Missing	1	Ea
Fishers Landing Total	\$92,638					

Forest Lake

Site Features	\$5,704	Site Development	Replace Concrete Sidewalk 4" Thick (SF)	Missing	250	S.F.
Main Building	\$15,379	Exterior Doors	Automatic door opener on existing door	Missing	2	Ea
Main Building	\$3,105	Identifying/ Visual Aid Specialties	Renew System	Beyond Useful Life	1	Ea
Main Building Lobby	\$1,802	Communications & Security	Replace public telephone	Inadequate	1	Ea
Forest Lake Total	\$25,890					

Fraze

Main Building	\$1,650	Exterior Doors	Repair aluminum storefront door	Damaged	3	Ea
Fraze Total	\$1,650					

Fuller Lake

Site Features	\$138	Water Supply	Replace Exterior faucet handle with ADA lever type	Inadequate	1	Ea
Main Building	\$7,639	Exterior Doors	Automatic door opener on existing door	Missing	1	Ea
Main Building	\$15,709	Exterior Doors	Replace 3'-0" x 7'-0" aluminum door, incl. vision	Beyond Useful Life	2	Ea
Main Building	\$899	Fittings	Install mirror at accessible height	Missing	2	Ea
Main Building	\$406	Fittings	Replace accessible restroom signage	Inadequate	2	Ea
Main Building	\$2,439	Floor Finishes	Replace quarry tile floor	Damaged	80	S.F.
Main Building	\$720	Plumbing Fixtures	Provide protective insulation for exposed piping	Missing	2	Ea
Main Building	\$30,828	Special Purpose Room	Remove one fixture and create accessible stall.	Inadequate	2	Ea
Fuller Lake Total	\$58,778					

General Andrews

Site Features	\$6,292	Pedestrian Paving	Replace Concrete Curb Cut with ADA Curb Cut	Inadequate	3	Ea
Site Features	\$275	Water Supply	Replace Exterior faucet handle with ADA lever type	Inadequate	2	Ea
Auto Parking	\$2,413	Parking Lots	Re-Align & Re-stripe Parking Space for ADA Access	Inadequate	800	L.F.
Auto Parking	\$2,204	Parking Lots	Replace Metal Reserved Parking Sign and Post	Missing	3	Ea
General Andrews Total	\$11,184					

Goose Creek

Site Features	\$4,704	Pedestrian Paving	Replace Concrete Curb Cut with ADA Curb Cut	Inadequate	3	Ea
Site Features	\$6,086	Pedestrian Paving	Remove and replace concrete sidewalk, 4' wide	Inadequate	150	L.F.
Main Building	\$7,639	Exterior Doors	Automatic door opener on existing door	Inadequate	1	Ea
Main Building	\$2,155	Identifying/ Visual Aid Specialties	Renew System	Beyond Useful Life	1	Ea
Main Building Lobby	\$1,802	Communications & Security	Replace public telephone	Inadequate	1	Ea
Auto Parking	\$214	Parking Lots	Install ADA "Van Accessible" Parking Sign	Inadequate	1	Ea
Auto Parking	\$1,060	Parking Lots	Realign & Re-stripe Parking Space for ADA Access	Inadequate	264	L.F.
Goose Creek Total	\$23,660					

Gooseberry Falls

Site Features	\$3,217	Water Supply	Replace Exterior Drinking Fountain; ADA Accessible	Inadequate	1	Ea
Main Building	\$730	Slab on Grade	Remove and replace concrete sidewalk, 4' wide	Damaged	12	L.F.
Auto Parking	\$3,956	Parking Lots	Re-Align & Re-stripe Parking Space for ADA Access	Inadequate	1120	L.F.
Gooseberry Falls Total	\$7,906					

Hansel Lake

Site Features	\$2,164	Pedestrian Paving	Replace Concrete Sidewalk 4" Thick (SF)	Inadequate	200	S.F.
Main Building	\$5,231	Exterior Doors	Replace 3'-0" x 7'-0" aluminum storefront doors	Damaged	2	Ea
Main Building	\$7,639	Exterior Doors	Automatic door opener on existing door	Missing	1	Ea
Main Building	\$2,033	Fittings	Install grab bars in accessible stall.	Missing	12	L.F.
Main Building	\$812	Fittings	Replace accessible restroom signage.	Inadequate	4	Ea
Main Building	\$2,033	Fittings	Install grab bars in accessible stall.	Missing	12	L.F.
Main Building	\$749	Fittings	Install mirror at accessible height.	Missing	2	Ea
Main Building.	\$2,601	Plumbing Fixtures	Replace drinking fountain	Inadequate	1	Ea
Main Building	\$1,802	Communications & Security	Replace public telephone	Inadequate	1	Ea
Main Building	\$30,828	Special Purpose Room	Remove one fixture and create accessible stall.	Inadequate	2	Ea
Hansel Lake Total	\$55,892					

Hayward

Site Features	\$413	Water Supply	Replace Exterior faucet handle with ADA lever type	Inadequate	3	Ea
East Picnic Shelter	\$507	Site Earthwork	Remove & Replace Concrete Sidewalk, 4' wide	Damaged	10	L.F.
West Picnic Shelter	\$507	Site Earthwork	Remove & Replace Concrete Sidewalk, 4' wide	Damaged	10	L.F.
Main Building	\$5,665	Fittings	Replace toilet partitions	Inadequate	2	Ea
Main Building	\$51,705	Special Purpose Room	Construct Single-User Toilet Room	Missing	1	Ea
Auto Parking	\$214	Parking Lots	Install ADA "Van Accessible" Parking Sign	Inadequate	1	Ea
Hayward Total	\$59,011					

Heath Creek

North Picnic Shelter	\$10,052	Slab on Grade	Replace unfinished concrete floor unfinished	Damaged	15	C.S.F.
Main Building	\$609	Fittings	Replace accessible restroom signage.	Inadequate	3	Ea
Heath Creek Total	\$10,661					

High Forest

Site Features	\$2,705	Pedestrian Paving	Replace Concrete Sidewalk 4" Thick (SF)	Missing	250	S.F.
Site Features	\$4,581	Water Supply	Replace Exterior Drinking Fountain; ADA Accessible	Inadequate	2	Ea
Main Building	\$30,828	Special Purpose Room	Remove one fixture and create accessible stall.	Inadequate	2	Ea
High Forest Total	\$38,114					

Kettle River

Site Features	\$8,389	Pedestrian Paving	Replace Concrete Curb Cut with ADA Curb Cut	Inadequate	4	Ea
Auto Parking	\$2,204	Parking Lots	Replace Metal Reserved Parking Sign and Post	Missing	3	Ea
Auto Parking	\$2,413	Parking Lots	Realign & Re-stripe Parking Space for ADA Access	Missing	800	L.F.
Kettle River Total	\$13,006					

Lake Iverson

Site Features	\$6,872	Water Supply	Replace Exterior Drinking Fountain; ADA Accessible	Inadequate	3	Ea
Main Building	\$5,231	Exterior Doors	Replace 3'-0" x 7'-0" aluminum storefront doors	Damaged	2	Ea
Main Building	\$7,639	Exterior Doors	Automatic door opener on existing door	Missing	1	Ea
Main Building	\$749	Fittings	Install mirror at accessible height.	Missing	2	Ea
Main Building	\$25,492	Fittings	Replace toilet partitions	Damaged	9	Ea
Main Building	\$812	Fittings	Replace accessible restroom signage	Inadequate	4	Ea
Main Building	\$2,033	Fittings	Install grab bars in accessible stall.	Missing	12	L.F.
Main Building	\$2,601	Plumbing Fixtures	Replace drinking fountain	Inadequate	1	Ea
Main Building	\$1,802	Communications & Security	Replace public telephone	Inadequate	1	Ea
Main Building	\$30,828	Special Purpose Room	Remove one fixture and create accessible stall.	Inadequate	2	Ea
Lake Iverson Total	\$84,059					

Lake Latoka

Picnic Shelter East	\$2,029	Site Earthwork	Remove and replace concrete sidewalk, 4' wide	Damaged	50	L.F.
Picnic Shelter West	\$2,029	Site Earthwork	Remove and replace concrete sidewalk, 4' wide	Damaged	50	L.F.
Main Building	\$1,802	Communications & Security	Replace public telephone	Inadequate	1	Ea
Lake Latoka Total	\$5,860					

Lake Pepin

Site Features	\$6,086	Pedestrian Paving	Remove and replace concrete sidewalk, 4' wide	Inadequate	150	L.F.
North Picnic Shelter	\$1,420	Slab on Grade	Remove and replace concrete sidewalk, 4' wide	Inadequate	35	L.F.
South Picnic Shelter	\$923	Slab on Grade	Remove and replace concrete sidewalk, 4' wide	Inadequate	35	L.F.
Auto Parking	\$1,060	Parking Lots	Realign and Re-stripe Parking Space for ADA Access	Missing	264	L.F.
Lake Pepin Total	\$9,489					

Middle Spunk

Main Building	\$1,435	Exterior Doors	Repair aluminum door	Damaged	2	Ea
Main Building	\$812	Fittings	Replace accessible restroom signage.	Inadequate	4	Ea
Main Building	\$2,033	Fittings	Install grab bars in accessible stall.	Missing	12	L.F.
Main Building	\$749	Fittings	Install mirror at accessible height.	Missing	2	Ea
Main Building	\$1,802	Communications & Security	Replace public telephone	Inadequate	1	Ea

Main Building	\$51,705	Special Purpose Room	Construct Single-User Toilet Room	Missing	1	Ea
Site Features	\$4,704	Pedestrian Paving	Replace Concrete Curb Cut with ADA Curb Cut	Inadequate	3	Ea
Site Features	\$2,434	Pedestrian Paving	Remove and replace concrete sidewalk, 4' wide	Inadequate	60	L.F.
Auto Parking	\$607	Parking Lots	Realign and Re-stripe Parking Space for ADA Access	Inadequate	100	L.F.
Middle Spunk Total	\$66,281					

MN Valley

Main Building	\$15,279	Interior Doors	Automatic door opener on existing door	Inadequate	2	Ea
Main Building	\$812	Fittings	Replace accessible restroom signage.	Inadequate	4	Ea
Main Building	\$1,017	Fittings	Install grab bars in accessible stall.	Missing	6	L.F
Main Building	\$749	Fittings	Install mirror at accessible height.	Missing	2	Ea
Main Building	\$2,880	Plumbing Fixtures	Provide protective insulation for exposed piping.	Missing	8	Ea
Main Building	\$1,802	Communications & Security	Replace public telephone	Inadequate	1	Ea
Main Building	\$30,828	Special Purpose Room	Remove one fixture and create accessible stall.	Inadequate	2	Ea
Site Features	\$4,581	Water Supply	Replace Exterior Drinking Fountain; ADA Accessible	Inadequate	2	Ea
Auto Parking	\$214	Parking Lots	Install ADA "Van Accessible" Parking Sign	Inadequate	1	Ea
MN Valley Total	\$58,162					

Moorhead

Site Features	\$1,845	Pedestrian Paving	Replace Concrete Curb Cut with ADA Curb Cut	Inadequate	1	Ea
Moorhead Total	\$1,845					

New Market

Main Building	\$609	Fittings	Replace accessible restroom signage.	Inadequate	3	Ea
Site Features	\$3,275	Pedestrian Paving	Replace Concrete Curb Cut with ADA Curb Cut	Inadequate	3	Ea
Site Features	\$138	Water Supply	Replace Exterior faucet handle with ADA lever type	Inadequate	1	Ea
West Picnic Shelter	\$10,052	Slab on Grade	Replace unfinished concrete floor unfinished	Damaged	15	C.S.F.
New Market Total	\$14,074					

Oak Lake

Main Building	\$7,639	Exterior Doors	Automatic door opener on existing door	Missing	1	Ea
Main Building	\$406	Fittings	Replace accessible restroom signage	Inadequate	2	Ea
Main Building	\$749	Fittings	Install mirror at accessible height.	Missing	2	Ea
Main Building	\$1,186	Fittings	Install grab bars in accessible stall.	Missing	7	L.F
Main Building	\$2,439	Floor Finishes	Replace quarry tile floor	Damaged	80	S.F.
Main Building	\$720	Plumbing Fixtures	Provide protective insulation for exposed piping	Missing	2	Ea
Main Building	\$30,828	Special Purpose Room	Remove one fixture and create accessible stall.	Inadequate	2	Ea

Site Features	\$3,136	Pedestrian Paving	Replace Concrete Curb Cut with ADA Curb Cut	Inadequate	2	Ea
East Picnic Shelter	\$811	Slab on Grade	Remove and replace concrete sidewalk, 4' wide	Damaged	10	L.F.
Oak Lake Total	\$47,914					

Oakland Woods

Main Building	\$863	Exterior Doors	Repair aluminum door	Damaged	2	Ea
Main Building	\$1,802	Communications & Security	Replace public telephone	Inadequate	1	Ea
Main Building	\$51,705	Special Purpose Room	Construct Single-User Toilet Room	Missing	1	Ea
Site Features	\$4,367	Pedestrian Paving	Replace Concrete Curb Cut with ADA Curb Cut	Inadequate	4	Ea
Oakland Woods Total	\$58,737					

Rum River

Main Building	\$2,339	Identifying/ Visual Aid Specialties	Renew System	Beyond Useful Life	1	Ea
Main Building	\$1,042	Cabinets & Counters	Renew System	Beyond Useful Life	1	Ea
Main Building	\$1,435	Exterior Doors	Repair aluminum door	Damaged	2	Ea
Main Building	\$7,639	Exterior Doors	Automatic door opener on existing door	Inadequate	1	Ea
Main Building Men's Room	\$5,665	Toilet Partitions	Replace toilet partitions	Damaged	2	Ea
Main Building Women's Room	\$11,330	Toilet Partitions	Replace toilet partitions	Damaged	4	Ea
Main Building Women's Room	\$6,479	Plumbing Fixtures	Replace lavatory vitreous china	Inadequate	8	Ea
Site Features	\$6,292	Pedestrian Paving	Replace Concrete Curb Cut with ADA Curb Cut	Inadequate	3	Ea
Site Features	\$4,057	Pedestrian Paving	Remove and replace concrete sidewalk, 4' wide	Missing	100	L.F.
Rum River Total	\$46,278					

St. Croix TIC

Main Building	\$1,435	Exterior Doors	Repair aluminum door	Damaged	2	Ea
Site Features	\$10,486	Pedestrian Paving	Replace Concrete Curb Cut with ADA Curb Cut	Inadequate	3	Ea
St. Croix TIC Total	\$11,921					

Straight River NB

Main Building	\$406	Fittings	Replace accessible restroom signage	Inadequate	2	Ea
Main Building	\$6,779	Communications & Security	Replace fire alarm control panel	Inadequate	1	Ea
Main Building	\$30,828	Special Purpose Room	Remove one fixture and create accessible stall.	Inadequate	2	Ea
Main Building	\$4,581	Water Supply	Replace Exterior Drinking Fountain; ADA Accessible	Inadequate	2	Ea

East Picnic Shelter	\$6,006	Slab on Grade	Replace unfinished concrete floor unfinished	Damaged	10	C.S.F
West Picnic Shelter	\$8,828	Slab on Grade	Replace unfinished concrete floor unfinished	Damaged	10	C.S.F
West Picnic Shelter	\$3,483	Slab on Grade	Remove and replace concrete sidewalk, 4' wide	Damaged	10	L.F
Straight River NB Total	\$60,911					

Straight River SB

Main Building	\$406	Fittings	Replace accessible restroom signage	Inadequate	2	Ea
Main Building	\$2,601	Plumbing Fixtures	Replace drinking fountain	Inadequate	1	Ea
Site Features	\$138	Water Supply	Replace Exterior faucet handle with ADA lever type	Inadequate	1	Ea
East Picnic Shelter	\$3,003	Slab on Grade	Replace unfinished concrete floor unfinished	Damaged	5	C.S.F
West Picnic Shelter	\$6,006	Slab on Grade	Replace unfinished concrete floor unfinished	Damaged	10	C.S.F
Straight River SB Total	\$12,154					

Thompson Hill

Main Building	\$13,556	Fittings	Install grab bars in accessible stall	Missing	80	L.F.
Main Building	\$2,601	Plumbing Fixtures	Replace drinking fountain	Inadequate	1	Ea
Main Building	\$1,802	Communications & Security	Replace public telephone	Inadequate	1	Ea
Main Building	\$30,828	Special Purpose Room	Remove one fixture and create accessible stall.	Inadequate	2	Ea
Site Features	\$2,097	Pedestrian Paving	Replace Concrete Curb Cut with ADA Curb Cut	Missing	1	Ea
Auto Parking	\$214	Parking Lots	Install ADA "Van Accessible" Parking Sign	Inadequate	1	Ea
Thompson Hill Total	\$51,098					

Watowan

Main Building	\$812	Fittings	Replace accessible restroom signage.	Inadequate	4	Ea
Main Building	\$749	Fittings	Install mirror at accessible height.	Missing	2	Ea
Main Building	\$51,705	Special Purpose Room	Construct Single-User Toilet Room	Missing	1	Ea
Site Features	\$1,092	Pedestrian Paving	Replace Concrete Curb Cut with ADA Curb Cut	Missing	1	Ea
Site Features	\$3,289	Water Supply	Install Domestic Water Faucet Piping and Drain	Missing	1	Ea
Auto Parking	\$214	Parking Lots	Install ADA "Van Accessible" Parking Sign	Inadequate	1	Ea
Watowan Total	\$57,861					

Worthington TIC

Main Building	\$431	Exterior Doors	Repair aluminum door	Damaged	1	Ea
Main Building	\$2,033	Fittings	Install grab bars in accessible stall	Missing	12	L.F.
Main Building	\$749	Fittings	Install mirror at accessible height.	Missing	2	Ea
Main Building	\$3,660	Fittings	Provide accessible service counter	Inadequate	12	L.F.

Main Building	\$812	Fittings	Replace accessible restroom signage	Inadequate	4	Ea
Main Building	\$25,492	Fittings	Replace toilet partitions	Damaged	9	Ea
Main Building	\$1,073	Plumbing Fixtures	Provide protective insulation for exposed piping	Missing	8	Ea
Main Building	\$3,604	Communications & Security	Replace public telephone	Inadequate	2	Ea
Main Building	\$51,705	Special Purpose Room	Construct Single-User Toilet Room	Missing	1	Ea
Site Features	\$4,581	Water Supply	Replace Exterior Drinking Fountain; ADA Accessible	Inadequate	2	Ea
Auto Parking	\$214	Parking Lots	Install ADA "Van Accessible" Parking Sign	Inadequate	1	Ea
Worthington TIC Total	\$94,354					

Grand Total	\$1,942,175
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Note: The following Rest Areas have no ADA Deficiencies:
Brainerd Lakes Welcome Center, Albert Lea TIC, and
Marion Rest Area

Appendix E

Policies and Procedures under Review by MnDOT

2008 Signal & Lighting Certification Manual	Revised 2010
60% REVIEW CHECKLISTS	N/A
95% REVIEW CHECKLISTS	N/A
Accessibility Grievance Procedure	Revised
ADA Checklist	Revised
ADA IMPLEMENTATION PLAN FOR METRO DESIGN	Revised
D-7 PRESERVATION PROJECT GUIDELINES	N/A
Design Layout Checklist	N/A
GDSU Process of Layout Review	N/A
Guidebook for Minnesota Public Transit Providers	Retired
Guideline for the Application of Tubular Markers and Weighted Channelizers	No impact to accessibility
Guidelines for Changeable Message Sign (CMS) Use	No impact to accessibility
Hear Every Voice (HEV): MnDOT Public and Stakeholder Participation Guidance	Compliant
Hear Every Voice II: Public Involvement Guidance 2008	Compliant
HPDP Accessibility Requirements	Revision in 2015
HPDP Geometric Layouts	N/A
Layout Approval Process	Not found
Maintenance Manual	Revision pending
Minnesota Manual on Uniform Traffic Control Devices (Mn MUTCD) CH 4E	Revised
MnDOT Road Design Manual (RDM)	Chapter 11-3 Revised 2010
MnDOT Traffic Signal Timing and Coordination Manual	
No Passing Zone Workbook	No impact to accessibility
Off-site accessibility checklist	Not found
OLM's Right of Way Manual section 5-491.810	N/A
Scoping and Cost Estimating	Compliant
Scoping Worksheets	Compliant
Standard Plan - Acceleration and Deceleration Lane (Urban) Rigid Design (5-297.210)	No impact to accessibility
Standard Plate 7105C	No impact to accessibility
Standard Plate 7107H	No impact to accessibility
Standard Plate 7108F	No impact to

	accessibility
Standard Plate 7109C	No impact to accessibility
Standard Plate 7113A	No impact to accessibility
Standard Plate 8400E Pipe Railing	Needs revision
Standard Plate 8401 At grade pipe railing	Needs revision
Standard Plate Pedestrian installation	Not Found
Standard Sign Summary	Compliant
Standard Signs Manual	Compliant
Tech. Memo. Minnesota Work Zone Safety and Mobility Policy	Revised 2010
Tech. Memo. Pedestrian Countdown Signals (PCSs) Usage.	No impact to accessibility
TRAFFIC ENGINEERING MANUAL	Revised
Work Zone Field Handbook	Revised

Appendix F

Inventory Attributes for Sidewalks, APS Signals, and Curb Ramps

Below is listing of the data that was collected for determining the accessibility of sidewalks, signals, and curb ramps in MnDOT's right of way.

Sidewalk Attributes

Pedestrian Activity

Sidewalk Width

Sidewalk Material

Boulevard Width

Boulevard Material

Cross Slope

Condition Rating

Signal Attributes

Intersection ID

APS Present

Walk Signal Present

Countdown Present

Pedestrian Phase Activation

Push Button Location

Push Button on correct side

Push Button Landing Area

Push Button Landing Slope

Push Button Landing Location

Push Button Height

Push Buttons 10' Apart

Photo

Curb Ramp Attributes

Intersection ID

Pedestrian Activity

Ramp Type

Location

Truncated Domes

Pedestrian Landing Area

Pedestrian Landing Slope

Ramp Width

Running Slope

Cross Slope

Condition Rating

Gutter In Slope

Gutter Flow Slope

Photo

Appendix G

Glossary of Terms

ABA: See Architectural Barriers Act.

ADA: See Americans with Disabilities Act.

ADA Transition Plan: MnDOT's transportation system plan that identifies accessibility needs, the process to fully integrate accessibility improvements into the Statewide Transportation Improvement Program (STIP), and ensures all transportation facilities, services, programs, and activities are accessible to all individuals.

ADAAG: See Americans with Disabilities Act Accessibility Guidelines.

Accessible: A facility that provides access to people with disabilities using the design requirements of the ADA.

Accessible Pedestrian Signal: A device that communicates information about the WALK phase in audible and vibrotactile formats. Also known as APS.

Alteration: A change to a facility in the public right-of-way that affects or could affect access, circulation, or use. An alteration must not decrease or have the effect of decreasing the accessibility of a facility or an accessible connection to an adjacent building or site.

Americans with Disabilities Act: The Americans with Disabilities Act; Civil rights legislation passed in 1990 and effective July 1992. The ADA sets design guidelines for accessibility to public facilities, including sidewalks and trails, by individuals with disabilities. Also known as ADA.

Americans with Disabilities Act Accessibility Guidelines: ADAAG contains scoping and technical requirements for accessibility to buildings and public facilities by individuals with disabilities under the Americans with Disabilities Act (ADA) of 1990.

APS: See Accessible Pedestrian Signal.

Architectural Barriers Act: Also known as ABA.

Class I Rest Areas: Rest area buildings are open 24 hours per day and offer modern facilities, drinking fountains, display case maps, travel displays, vending machines and public phones. They feature picnic facilities; lighted walkways; and lighted car, recreational vehicle and commercial truck parking lots.

Class II Rest Area: Class II rest areas feature vault toilet facilities with separate facilities for men and women, a water well, picnic facilities, paved parking lots and other site amenities. They are seasonally operated.

Detectable Warning: A surface feature of truncated domes, built in or applied to the walking surface to indicate an upcoming change from pedestrian to vehicular way.

DOJ: See United States Department of Justice

Federal Highway Administration (FHWA): A branch of the US Department of Transportation that administers the federal-aid Highway Program, providing financial assistance to states to construct and improve highways, urban and rural roads, and bridges.

FHWA: See Federal Highway Administration

PROWAG: An acronym for the *Guidelines for Accessible Public Rights-of-Way* issued in 2005 by the U. S. Access Board. This guidance addresses roadway design practices, slope, and terrain related to pedestrian access to walkways and streets, including crosswalks, curb ramps, street furnishings, pedestrian signals, parking, and other components of public rights-of-way.

Right of Way: A general term denoting land, property, or interest therein, usually in a strip, acquired for or devoted to transportation purposes. "Right of way" also may mean the privilege of the immediate use of the highway. (MN 169.01 Subd. 45)

Section 504: The section of the Rehabilitation Act that prohibits discrimination by any program or activity conducted by the federal government.

Travel Information Centers: Travel Information Centers (TICs) and Regional Welcome Centers are Class I rest areas that offer expanded customer services and feature a staffed travel information counter. The TICs offer a broad range of statewide travel information while the Welcome Centers provide more regional travel information.

Statewide Transportation Improvement Program: The Statewide Transportation Improvement Program (STIP) is Minnesota's four year transportation improvement program. The STIP identifies the schedule and funding of transportation projects by state fiscal year (July 1 through June 30). It includes all state and local transportation projects with federal highway and/or federal transit funding along with 100% state funded transportation projects. Rail, port, and aeronautic projects are included for information purposes. The STIP is developed/updated on an annual basis.

STIP: See Statewide Transportation Improvement Program

Uniform Accessibility Standards (UFAS): Accessibility standards that all federal agencies are required to meet; includes scoping and technical specifications.

United States Access Board: An independent federal agency that develops and maintains design criteria for buildings and other improvements, transit vehicles, telecommunications equipment, and electronic and information technology. It also enforces accessibility standards that cover federally funded facilities.

United States Department of Justice: The United States Department of Justice (often referred to as the Justice Department or DOJ), is the United States federal executive department responsible for the enforcement of the law and administration of justice.