



Mn/DOT ADA
Transition Plan

Minnesota
Department of
Transportation

<http://www.dot.state.mn.us/ada>

Your Destination... Our Priority



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Minnesota Department of Transportation

395 John Ireland Boulevard
Saint Paul, MN 55155

April 2, 2010

Dear Citizens of Minnesota,

I am pleased to share with you the ADA Transition Plan for the Minnesota Department of Transportation, which I recently adopted. This plan is the result of extensive collaboration during the past two years among the Minnesota Department of Transportation and citizens, stakeholders, and partners throughout Minnesota. I want to thank everyone who took part in developing the draft plan.

This plan establishes a base for accessibility to Minnesota's transportation system and will be a guide to help ensure 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)
Thomas K. Sorel
Commissioner

An Equal Opportunity Employer



July 21, 2010

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Mn/DOT ADA Transition Plan

Minnesota Department of Transportation

4/2/2010

July 21, 2010

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Introduction

Mn/DOT Vision

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

Vision

Global leader in transportation, committed to upholding public needs and collaboration with internal and external partners to create a safe, efficient and sustainable transportation system for the future.

Mission

Provide the highest quality, dependable multi-modal transportation system through ingenuity, integrity, alliance and accountability.

Core Values

- Maintain safety as a priority
- Enhance trust with transparency and accountability
- Promote collaboration, research and innovation
- Value diversity and cultural capital through inclusion and opportunity
- Commit to employee well-being, development and success
- Recognize that employees are integral to Mn/DOT's success

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. 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, Mn/DOT 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](#), Mn/DOT 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

Mn/DOT's transition plan is a living document that will receive routine updates. The first update is scheduled to occur one year from the plan's formal adoption and on a four year cycle thereafter. 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 Mn/DOT'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 Mn/DOT based on changes in guidance from the United States Access Board, Federal policy, and Mn/DOT policy. Mn/DOT's Transition Plan is available for continual public inspection through [Mn/DOT's website](#).

ADA and its Relationship to Other Laws

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, Mn/DOT 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.

Mn/DOT's Compliance History

Following the passage of ADA on July 6, 1990, Mn/DOT took initial steps to identify and address Title II requirements. In December of 1991 Mn/DOT 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 Mn/DOT developed the parameters to identify curb ramp needs and an investment plan which would be fully implemented by January 31, 1995. Mn/DOT 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 Mn/DOT records, all employee occupied buildings were retrofitted to meet the ADA requirements outlined in 1990 and

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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. Mn/DOT 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 Mn/DOT rest areas can be found in Appendix D.

From 1995 to 2001 Mn/DOT'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, Mn/DOT had completed the retrofit requirements identified in ADA and was meeting compliance with new construction and reconstruction projects. During this time Mn/DOT 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. Mn/DOT 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, Mn/DOT's Affirmative Action Office was asked to assess agency Title II compliance and determine needs in this area. As a result of the assessment, Mn/DOT 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 Mn/DOT services, programs and activities.
- Established a grievance/complaint process to address or correct user concerns related to inaccessible pedestrian and transportation facilities under Mn/DOT's jurisdiction.

In 2007, an internal Mn/DOT ADA Advisory Council was formed. The primary function of this council was to assess and determine accessibility program needs and provide guidance to Mn/DOT 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, Mn/DOT 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.

Mn/DOT launched its ADA web pages for public use in the spring of 2008. The pages include Mn/DOT'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 Mn/DOT facilities, programs and services.

In 2008 Mn/DOT 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 Mn/DOT'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 Mn/DOT staff and city and county engineers.

In 2008, Mn/DOT 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 Mn/DOT policies, procedures and practices on accessibility within our state, and how accessibility impacted people with disabilities. The report identified policies, procedures and practices that do not comply with Title II requirements and suggested potential modifications to bring them into compliance (see Appendix H for the list of policies, procedure and practices).

Mn/DOT'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 Mn/DOT engineers/employees in maintenance, design, construction and planning.

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

Program Location and Staffing

Managing and implementing the Mn/DOT ADA Transition Plan requires a multidisciplinary approach encompassing policy development, outreach, technical support and oversight. These responsibilities, required by [28 CFR 35.107](#), will be managed by three peer positions: the Title II Coordinator, ADA Implementation Coordinator, and ADA Design Engineer.

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The Title II Coordinator is located in the Affirmative Action Office under the direction of the Employee and Corporate Services Division. The Title II Coordinator is responsible for addressing complaints as they are received and tracking the overall progress of the implementation of the Transition Plan. The Title II coordinator is also responsible for the investigation of all formal grievances made against Mn/DOT.

The ADA Implementation Coordinator is responsible for developing policy and procedures to integrate Title II requirements into Mn/DOT practices to ensure the obligations of ADA and the Transition Plan are met. The Implementation Coordinator will also function as chair of the Internal ADA committee and co-chair of ADA Stakeholders group. The ADA Implementation Coordinator is under the direction of the Employee and Corporate Service Division.

The ADA Design Engineer position resides with in the Operations Division and works with the ADA Implementation Coordinator to develop policy and provide technical support for design and construction at a project level. 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

Due to the far reaching and ongoing implications of the ADA, collaboration is an important tool for Mn/DOT to indentify issues and solutions that reflects the needs of the agency and users. To ensure that stakeholders are represented Mn/DOT has established three committees, one external and two internal, to assist and advise on ADA policy development. The committees function independent of each other, 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.

Mn/DOT's ADA Accessibility Advisory Committee

The Mn/DOT ADA Accessibility Advisory Committee (MAAAC) was created in 2008 to begin a constructive dialogue on accessibility issues and advise Mn/DOT 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, Mn/DOT 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's Transportation Accessibility Advisory Committee.

The MAAAC meets monthly in working session type meetings to provide feedback on policy development, including the Transition Plan, and learn about Mn/DOT operations and advise on accessibility issues. Meetings are co-chaired by the ADA Implementation Coordinator a member elected from the external representation. Mn/DOT 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)

In 2007 Mn/DOT 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 Mn/DOT project delivery and operations. ADAAC meets on a bi-monthly basis, with additional meetings called as needed. The committee focuses on issues with programmatic impact and identifies key resources for resolution. The ADA Implementation Coordinator is the ADAAC chair. Committee membership includes 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

ADA Implementation Committee

The ADA Implementation Committee was identified as a need during the development of the transition plan in order to develop and expand the agency's knowledge base and information sharing for ADA design and policy. The committee is comprised of one design or traffic engineer from each Mn/DOT district and staff from the Office of Traffic Safety and Technology, Geometrics, Program Delivery and the Bicycle and Pedestrian Section. The members function as points of contact and are responsible for tracking ADA requests in their district, providing technical support for projects and providing feedback to ADA policy and practice. The committee began meeting in January 2010. The ADA Implementation Coordinator and the ADA Design Engineer co-chair the committee.

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Grievance Procedure

Under the Americans with Disabilities Act users of Mn/DOT facilities and services have the right to file a grievance if they believe Mn/DOT 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 Mn/DOT 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. Mn/DOT will act or respond only to complaints made through the grievance process identified in Appendix A.

Communications

According to [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 Mn/DOT 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 2.0.

The State Office of Enterprise Technology has undertaken a project to put 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 reasonable access to the information they need.

Mn/DOT will fully comply with or exceed the standards set by the Office of Information Technology regarding compliance with this law. Mn/DOT 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 OET will set the standard at WCAG 2.0, compliance level AA.

Current situation

Several years ago Mn/DOT redesigned its internal and external Web templates to be more accessible. 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 2.0 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 Mn/DOT are compliant.

We have developed an external page www.dot.state.mn.us/ada that includes a variety of information about Mn/DOT and the ADA. This includes our transition plan, a way to file complaints with Mn/DOT, 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 Mn/DOT Web page.

2010 Goals

- More fully integrate transition plan elements into our Web pages. For example, we will add an “ADA” tab to pages about construction projects. This will link to a page that documents the specific elements of that project that are related to ADA. We will do this on many pages in 2010 and by 2011 expect this to be mandatory.
- Review the Rules for the Web and the templates for compliance with WCAG 2.0 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 with Web editors to move older pages to the new templates. By December 2010 we will have a plan in place for any remaining pages.

Public Involvement

Mn/DOT recognizes that broad public participation is essential to the development of Minnesota’s transportation system. As required by the ADA and Mn/DOT’s public participation guidance [Hear Every Voice](#), any public meeting, hearing, or comment period held by Mn/DOT is accessible. Mn/DOT 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.

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

Self Evaluation

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

Fixed Work Sites

Mn/DOT owns and leases numerous buildings throughout the state. Mn/DOT has identified 46 buildings that are routinely accessed by the public. The 46 buildings are currently compliant, however, in the coming year Mn/DOT will re-evaluate these buildings 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.

A list of the identified buildings can be found in Appendix C.

Rest Areas

Several accessibility guidelines, codes and regulations apply to rest areas. ADA Accessibility Guidelines (ADAAG) applicable to rest area type facilities include guidelines for:

- Buildings and Facilities (1991, as amended through 2002).
- Play Areas (published in the Federal Register October 18, 2000, and amended November 20, 2000).
- Recreation Facilities (published in the Federal Register on September 3, 2002).
- Outdoor Developed Areas (draft of final guidelines released on October 19, 2009, but are not yet codified).

[Minnesota State Building Code, Chapter 1341](#) also includes specific requirements related to accessibility. Some State accessibility requirements in Chapter 1341 are more restrictive than ADAAG.

In addition to ADAAG, 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 Mn/DOT rest areas and waysides. Unfortunately, DOA completed the survey before the Federal government finalized ADAAG in 1991. Mn/DOT 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 Mn/DOT facilities. Additionally, during FY 1993-04 the DOA distributed \$1,700,000 in State funds to Mn/DOT 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, Mn/DOT considers these facilities the highest priority for rest area accessibility improvements. Mn/DOT took action to correct then-current deficiencies at the highest priority facilities, except those actions deemed technically infeasible or where Mn/DOT had identified and scheduled the facility for comprehensive replacement in the near future.

Since 1991, Mn/DOT 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, Mn/DOT 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. Mn/DOT has not corrected deficiencies at all lower priority facilities.

In 2007, Mn/DOT 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. Mn/DOT 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, Mn/DOT completed a statewide inventory (Appendix E) of all 1,171 signalized intersections managed by Mn/DOT. There are 120 intersections that already have APS installed and 83 more planned in 2010. 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. All new construction and reconstruction projects include APS, per direction from PROWAG. 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.

Curb ramps and sidewalks

Mn/DOT recognizes that a self evaluation of pedestrian facilities within its public rights of way is a key element to a comprehensive and successful transition plan. At the time of this plan's publication, the self evaluation has not been accomplished, but a method and timeline for completion has been identified. The lack of an inventory of curb ramps represents a deficiency, but it does not alter Mn/DOT's ability and commitment to provide and improve accessibility on projects constructed in the interim.

To create a more complete transition plan, Mn/DOT will conduct a self evaluation of the location and condition of pedestrian facilities in Mn/DOT's right of way using a two phase approach. In the first phase of the inventory Mn/DOT will collect information on intersection conditions. The second phase will focus on the pedestrian facilities parallel to the roadway.

The inventory process being utilized by Mn/DOT was developed and piloted in Mn/DOT's District 1 based in Duluth/Virginia. Over the summer of 2009 District 1 staff inventoried all intersections on the State Highway system. Data collected included the location and condition rating of ramps, adjacent sidewalks, crosswalks, curb and gutter, signs and signals. The data was collected in the field using a handheld Global Positioning System unit and displayed on aerial photographs. Phase two which will inventory pedestrian facilities parallel to the roadway will be piloted by District 1 in the summer of 2010. Based on the outcome of the phase two pilot a timeline for the other districts will be developed.

All districts will be completing an inventory as required by ADA. Districts will receive training on how to collect the data in spring of 2010 and Greater Minnesota Districts are expected to have a completed phase one inventory available to the public by the end of 2010. Mn/DOT's Metro District will be complete its phase one inventory in 2011. The extended timeframe for Metro's inventory allows the district to identify a key corridor process to prioritize the order in which information will be collected and to integrate the inventory with existing databases. Completed inventories will be incorporated as an appendix to this plan, as they become available.

Once completed, the inventory will be an important tool to assist in project scoping and development and to track Mn/DOT progress on barrier removal and the integration of facilities meeting PROWAG guidance. The inventory will be continually updated as facilities are upgraded.

The inventory template that will be used for both phases can be found in Appendix F.

Greater Minnesota Transit

As the administrating agency for Federal Transit Administration grant programs, Mn/DOT 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 Mn/DOT 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 Mn/DOT are fully ADA-compliant. Because this policy has been in place for many years, the current fleet acquired through Mn/DOT is ADA-accessible.

Mn/DOT's inventory of right of way features will include an assessment of the accessibility of transit stops on Mn/DOT right of way. 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.

Pedestrian Bridges, and Underpass Inventory

Mn/DOT owns 170 pedestrian bridges and underpasses throughout the state. Any pedestrian bridge or underpass crossing an interstate or state highway is the responsibility of Mn/DOT, unless an agreement has been made with a local government agency. The location of all pedestrian bridges and underpasses within Mn/DOT's right

of way has been documented by Mn/DOT (Appendix G). The next step will be to assess the accessibility of each facility. The Office of Bridge will be responsible for determining the accessibility of the pedestrian bridges in their jurisdiction by the end of 2010. Once the accessibility portion of the Pedestrian Bridges is complete, Appendix G will be updated.

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 Mn/DOT 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.

Policies

In 2009, Mn/DOT 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 Mn/DOT uses to provide facilities, services, and programs to the public. Forty-one policies, primarily focused on project development and design, were identified as needing improvement to integrate accessibility more consistently into MN/DOT projects and operations. No policies were identified as a barrier to providing accessibility. Mn/DOT 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 Mn/DOT will be reviewing and updating can be found in Appendix H.

Maintenance

Mn/DOT is responsible for the seasonal and structural maintenance of its facilities. As part of the policy review identified in the Transition Plan, Mn/DOT is examining its current policies and procedures to improve maintenance for pedestrian facilities. Mn/DOT'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. As self evaluations are completed, facilities that are inaccessible will be prioritized by districts as part of a separate barrier removal program. Facilities that are accessible, but do not meet PROWAG standards will continue to be improved through Mn/DOT's routine construction program. The funding and schedule of accessibility improvements that are being made as part Mn/DOT's routine construction program are determined through Mn/DOT's Statewide Transportation Improvement Plan (STIP).

Training

As part the adoption of Public Rights of Way Accessibility Guidelines and the Transition Plan, Mn/DOT will be conducting agency-wide training on both design and policy. Mn/DOT has allocated an initial \$125,000.00 to train Mn/DOT staff, cities and counties, and external partners on ADA and Title II. Classes will be offered at both introductory and advanced levels. The training will be developed as modules that can be taught independently or integrated into existing training as appropriate.

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

- ADA and Title II overview and requirements
- Inventory Collection
- 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
- Project Development
 - Project Scoping
 - Bicycle & Pedestrian Planning
 - Inventories
- Accessible Communications
 - Document Development
 - Website Development
 - Public Meetings
- Policy & Procedure
 - Public Involvement
 - Complaint Procedures

As appropriate, Mn/DOT will work with educational institutions and advocacy groups to identify needs and develop curriculum.

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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 Mn/DOT, 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 Mn/DOT 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 Mn/DOT'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 Mn/DOT'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. Mn/DOT'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 Mn/DOT's handling of the grievance at any stage of the process or does not wish to file a grievance through the Mn/DOT'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 Mn/DOT. Accordingly, the resolution by Mn/DOT of any one grievance does not constitute a precedent upon which Mn/DOT is bound or upon which other complaining parties may rely.

File Maintenance

Mn/DOT'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
395 John Ireland Blvd.
MS 670
St. Paul, MN 55155

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

Appendix C

Mn/DOT Work Sites

Priority One Sites

LOCATION	BUILDING TYPE/SERVICE
DULUTH	HEADQUARTERS
VIRGINIA	HEADQUARTERS
BEMIDJI	HEADQUARTERS
CROOKSTON	HEADQUARTERS
ERSKINE:SCALE	SCALE: WEIGH
THIEF RIVER FALLS(1)	TRUCK STATION
BRAINERD/BAXTER	HEADQUARTERS
ST CLOUD	HEADQUARTERS
DETROIT LAKES	HEADQUARTERS
MOORHEAD: SCALE	SCALE: WEIGH
RED RIVER: SCALE	SCALE: WEIGH
MORRIS	HEADQUARTERS
ROCHESTER	HEADQUARTERS
OWATONNA	HEADQUARTERS
MANKATO:EXISTING	HEADQUARTERS
MANKATO	ANNEX
WINDOM	HEADQUARTERS
WORTHINGTON: SCALE	SCALE: WEIGH
WILLMAR	HEADQUARTERS
MARSHALL	HEADQUARTERS
LITCHFIELD: Joint Use	TRUCK STATION
HUTCHINSON: Joint use	TRUCK STATION
WATERSEdge	HEADQUARTERS
ROSEVILLE	RTMC BUILDING
GOLDEN VALLEY	HEADQUARTERS
OAKDALE	HEADQUARTERS
GOLDEN VALLEY	PATROL BUILDING
DAYTONPORT: SCALE	SCALE BUILDING
ST CROIX: I94 SCALE	SCALE BUILDING
ST PAUL:LEASED DOA	TRANSP BLDG
ST PAUL: 222 PLATO	AERONAUTICS
PLYMOUTH	DRIVERS LICENSE
EAGAN	DRIVERS LICENSE

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ARDEN HILLS	DRIVERS LICENSE
MAPLEWOOD	MATLS & RES LAB
ARDEN HILLS	TRAINING CENTER
ALBERTVILLE	MNROAD BLDG

Priority Two

LOCATION	BUILDING TYPE/SERVICE
THOMPSON HILL TIC/RA	PATROL STAT OFF
GRAND RAPIDS	TRUCK STATION
FERGUS FALLS	TRUCK STATION
MOORHEAD: Joint-use fac (2)	TRUCK STATION
WINONA	TRUCK STATION
ALBERT LEA	TRUCK STATION
MENDOTA HEIGHTS	TRUCK STATION
EDEN PRAIRIE	TRUCK STATION
FORT SNELLING	CENTRAL SERVICES

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					

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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					

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**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					

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

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Enterprise Total	\$36,038
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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

July 21, 2010

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.
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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

July 21, 2010

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	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

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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

Statewide Accessible Pedestrian Signal (APS) Prioritization Summary

District 1

Trunk Highway	Intersection	APS Status	Number of Crosswalks	Intersection Score
2	CSAH 62, W JCT (BN RR PRE-EMPT)	None	3	80
2	CSAH 62, E JCT (SPAN WIRE)	None	0	0
2	MIDWAY RD (CSAH 13)	None	0	0
2	BOUNDARY AVE	None	4	106
2	CSAH 63 (BN RR PRE-EMPT)	None	0	0
2	TH 38 (3rd AVE)	None	4	101
2	1st AVE NW	None	4	86
2	TH 169-W JCT (POKEGAMA AVE)	None	4	94
2	1st AVE NE	None	4	87
2	TH 169 - E JCT (6th AVE NE)	None	3	79
2	7th AVE NE (BN RR PRE-EMPT)	None	4	95
2	2nd ST (CSAH 11)	None	4	91
11	KEENAN DRIVE / VALLEY PINE CR	None	3	87
11	SHOREWOOD DRIVE	None	1	38
11	11th ST	None	3	62
11	6th AVE W	None	4	89
11	3rd AVE W (& TH 71 - E JCT)	None	4	86
23	W RAMP TERMINALS I-35	None	3	66
33	GILLETTE AVE (WAL-MART)	None	0	0
33	DODDRIDGE AVE	None	4	114
33	CARLTON AVE	None	2	69
33	CLOQUET AVE	None	2	60
33	NORTH RD & FREEMAN RD	None	4	118
38	(I.e.- 3rd AVE) & 14th ST NW	None	4	79
48	E RAMP TERMINALS I-35	None	3	84
48	WEBER AVE	None	2	46
48	CR134/140 (MORRIS AVE)	None	2	40
48	LADY LUCK DR (GRAND CASIO ENT)	None	0	0

Trunk Highway	Intersection	APS Status	Number of Crosswalks	Intersection Score
53	I-35 OFF RAMP (22nd AVE W)	None	0	0
53	HAINES RD	None	2	69
53	MALL DRIVE (WAL-MART)	None	0	0
53	ARROWHEAD RD	None	3	108
53	STEBNER RD	None	0	0
53	CIRRUS & SUGAR MAPLE DR	None	0	0
53	LAVAQUE RD	None	0	0
53	UGSTAD RD	None	0	0
53	CSAH 13 (MIDWAY RD)	None	3	91
53	PARK/GRANT AVES	None	3	73
53	17th ST	None	4	74
53	11th ST	None	4	75
53	7th ST	None	4	69
53	TH 11 (4th ST)	None	4	69
53	CSAH 23 (CN-DWP RR PRE-EMPT)	None	2	48
53	12th AVE W	None	4	106
53	13th ST S	None	4	125
53	TH 169 (WEST RAMP TERMINALS)	None	1	31
53	TH 169 (EAST RAMP TERMINALS)	None	1	20
53	CSAH 135 - N JCT & CSAH 102	None	2	56
61	CSAH 10 (BROADWAY AVE)	None	4	72
61	OUTER DRIVE	None	3	66
61	CSAH 11 CONN (SA ENT)	None	3	76
61	CSAH 26 (SUPER ONE)	None	4	76
61	7th AVE	None	4	51
61	6th AVE	None	4	67
61	4th AVE (CSAH 2)	None	4	62
73	TH 73/LAKE ST & 3rd AVE NW	None	4	47
73	CSAH 61	None	0	0
73	TH 27(E JCT)	None	4	95
169	CENTRAL AVE	None	4	58
169	1st AVE E	None	4	61
169	3rd AVE E	None	4	61
169	29th ST S	None	2	62
169	25th ST S	None	3	77

Trunk Highway	Intersection	APS Status	Number of Crosswalks	Intersection Score
169	21st ST S (TARGET)	None	4	104
169	13th ST SE	None	4	82
169	10th ST SE (CSAH 23)	None	4	107
169	1st ST SE (CSAH 3 - RIVER RD)	None	4	78
169	2nd ST N	None	4	95
169	3rd ST N	None	4	77
169	8th AVE NE	None	4	90
169	13th AVE NE	None	4	79
169	TH 73 (W JCT) WAL-MART	None	3	89
169	LOWES & IRON GATE MALL	None	3	90
169	9th AVE W (NEWBURG RD)	None	1	35
169	TH 37 (40th ST)	None	4	105
169	37th ST	None	2	72
169	25th ST (CSAH 63)	None	3	81
169	23rd ST	None	3	80
169	HOWARD ST (CSAH 73 - N JCT)	None	3	90
169	CSAH 7 (ENTERPRISE DR)	None	3	80
194	CSAH 13 (MIDWAY RD)	None	0	0
210	BLACK BEAR CASINO	None	2	69

District 2

Trunk Highway	Intersection	APS Status	Number of Crosswalks	Intersection Score
2	TH 92	None	4	84
2	CSAH 11/MOBERG	None	2	63
2	GRANT UTLEY	Installed (A,B,C)	3	74
2	TH 371	None	3	82
2	ASH ST.	None	4	94
2	BROADWAY	None	4	89
2	MAIN	None	4	88
2	FISHER AVE.	None	4	121
2	2ND ST.	None	4	61
2	5TH AVE. NE	None	0	0
2	TH 220	None	4	103
2	JOHNSON AVE.	None	4	79
11	MAIN ST.	None	4	61
11	TH 89	None	4	83
11	LAKE ST.	None	3	70
11	TH 313	None	2	51
32	1ST ST.	Installed (A,B,C,D)	4	70
32	2ND ST.	Installed (A,B,C,D)	4	69
32	T.H. 1 / 8TH ST.	None	4	89
34	CENTRAL AVE.	None	4	93
34	CSAH 6	None	4	101
34	MAIN ST.	None	4	103
34	TH 71	None	4	110
59	TH 32	Installed (A,B,C,D)	4	86
59	ATLANTIC	None	4	81
59	LABREE	Installed (A,B,C,D)	4	66
59	1ST ST.	None	4	113
59	ANTHONY	None	4	112
71	ANNE STREET	None	2	50
71	S. JCT. TH 2	None	0	0
89	6TH STREET	None	4	97
197	TH 71	None	0	0
197	MIDDLE SCHOOL RD	None	1	36
197	HANNAH AVE.	None	1	42
197	MALL ENTRANCE	None	4	81
71	ANNE STREET	None	2	50

Trunk Highway	Intersection	APS Status	Number of Crosswalks	Intersection Score
197	RIDGEWAY	Installed (A,B,C,D)	4	65
197	IRVINE AVE.	None	4	101
197	23RD ST.	None	4	89
197	15TH ST.	Installed (A,B,C,D)	4	71
197	10TH ST.	Installed (A,B,C,D)	4	59
197	5TH ST.	Installed (A,C,D)	3	60
197	3RD ST.	Installed (A,B,C,D)	4	52
197	2ND ST.	None	4	83
197	1ST ST.	None	4	113
197	CSAH 50/P.B. DRIVE	None	2	63
220	14TH ST.	None	4	106
371	T.H. 200	None	0	0
371	5TH ST.	None	4	85
371	TH 34	None	2	51
1ST ST	3RD AVE.	None	4	77
1ST ST	LABREE	Installed (A,B,C,D)	4	64
1ST ST	PENNINGTON	None	2	35
2B	2ND ST. NE	None	2	40
2ND ST.	BROADWAY	None	4	91
2ND ST.	MAIN	None	4	112
2ND ST.	DEMERS	None	4	80
4TH ST.	DEMERS	None	4	71
CSAH 15	ANNE STREET	None	4	89
CSAH 7	HIGH SCHOOL	None	2	49
IRVINE AVE.	5TH ST.	None	4	93

District 3

Trunk Highway	Intersection	APS Status	Number of Crosswalks	Intersection Score
10	Liberty La. Rolling Ridge	None	1	41
10	<CR81> & (17)	None	0	0
10	25 E Jct. Lake St	None	4	82
10	(5) Eagle Lake Rd.	None	4	119
10	CR 43	None	3	85
10	24 (6) Center St.	None	4	127
10	Waco St NW	None	3	97
10	Joplin Ave. - 185th Ave.	None	4	150
10	<44>Upland Ave.	None	4	100
10	(1) Proctor Ave.	None	4	103
10	Jackson Ave.	None	4	107
10	Main St.	None	4	104
10	(2) (12) (21)	None	4	105
10		-26	4	114
10	E. St. Germain St.	None	4	110
10	(7) 15th Ave. S.E.	None	4	116
10	(11) 2.5 Mi E of Becker	None	4	130
10	27 East Ramp	None	4	118
10	27 West Ramp	None	4	102
10	(43 / 42) 4th St. (10=2 Ave.)	None	4	51
10	TH 10/TH 210 (6th St.)	None	4	120
10	71 Jefferson St. Master	None	4	107
10	(20) / (50)	None	4	93
12	(3) Bdwy (12=Cokato St)	None	4	94
12	(30) Bridge Ave.	Installed (A,B,C,D)	4	119
12		-30	2	60
12	Tiger Drive	Installed (A,B,C,D)	4	108
12	<139> County Line Rd.	None	4	114
12	25/(12) Buffalo Ave. S. W. Jct.	None	4	91
15	CSAH 47 Lt/CR 136 Rt	None	0	0
15	23/2nd St. S.JCT	None	4	108
15	23/75 (23=Division)N.JCT	None	4	137
15	<135> 3rd St. No	None	4	90
15	(4) 8th St. N.	None	1	33
15	12th St. N.	None	2	66
15	(120) 20th St. N.(was CR 134)	None	4	133

Trunk Highway	Intersection	APS Status	Number of Crosswalks	Intersection Score
15		-1 None	4	117
15		-29 None	4	94
15	CSAH 33 (Benton)	None	2	72
15	18th St N	Installed (C,D)	2	55
18	TH 25 Mi. E. of Brainerd	None	4	137
23	(2) Red River Ave.	None	4	80
23	Chapel Street	None	4	107
23	TH25- .9 Mi. W of Foley	None	4	114
23	(36) Old US 169/Central	None	4	73
23	95 (8)	None	4	153
23	65 N Jct. (6) Forest Ave.	None	4	87
23	65 S Jct. 1.3 Mi S of Mora	None	4	105
23	Washburn Ave. (23=Hoffman)	Installed (A,B,C,D)	4	73
23	CSAH 71 Lt/CR 67 Rt	None	4	93
23	33rd Ave. (23=Division St.)	None	4	110
23	29th Ave. (23=Division St.)	None	4	107
23	25th Ave. (23=Division St.)	None	4	108
23	22nd Ave. (23=Division St.)	None	4	97
23	Cooper Ave	None	4	120
23	Memorial Dr. (23=Division St.)	To Be Installed	4	132
23	14th Ave. S. (23=Division St.)	To Be Installed	4	131
23	12th Ave. S. (23=Division St.)	To Be Installed	1	50
23	7th Ave. S. (23=Division St.)	To Be Installed	4	131
23	5th Ave. S. (23=Division St.)	To Be Installed	4	130
23	Wilson Ave. (23=Division St.)	To Be Installed	4	115
23	Lincoln Ave.	None	4	116
23	14th Ave. SE	None	4	120
23	CSAH 1	None	4	113
23	28TH AVE S.	None	3	80
23	10th Ave. S.	None	4	110
23	6th Ave. S. (23=2nd St. S.)	None	4	96
23	<135> 2nd Ave. (23=2nd St.)	None	4	106
23	Waite Ave (23=2nd St S)	None	4	122
24		-75 None	4	141
24		-8 None	4	100
25	5TH Street NE	None	4	104
25		-35 None	4	94
25	55 (25=Central Ave)	None	4	149
25	Wal-Mart/High School Entrance	None	4	111

Trunk Highway	Intersection	APS Status	Number of Crosswalks	Intersection Score
25	School Blvd	None	4	114
25	Chelsea Road	None	4	109
25	(94) WB Ramp	None	2	50
25	<117> Oakwood Dr.(94ebrmp)	None	4	96
25	(58) 7th St.	None	4	89
25	(75) Broadway (25=Pine)	None	4	79
25	River St. (25=Pine St.)	None	4	86
25	(11) / (14)	None	4	110
25	(37) Forest City Rd NE	None	4	110
25	210 (25=Mill Ave./8th Ave. NE)	None	4	136
27	2nd St. NW/ (52) Lindb Dr.	Installed (A,B,C,D)	4	95
27	1st St. SE (27=Broadway)	None	4	86
27	1st St. SE @ 1st Ave. SE	None	4	65
27	4th St. NE	None	4	67
27	11th St. NE	None	4	102
27	Wal Mart Entrance	None	4	114
55	(5) /Excelsior Avenue	None	4	115
55	3rd Ave NE <114>	None	3	82
55		-35	None	3
55	1st St. NE	None	3	84
55	3rd St So./2nd St. So.	None	3	86
55		-34	None	2
55		-134	None	2
55	(8) Parkdale (55=Oak)	None	4	94
65	(30) /<43> Main St.	None	4	133
65	95 W Ramp	None	4	87
65	95 E Ramp	None	4	83
65		-5	None	4
71	<186> 12th St S	None	4	97
71	(17) Sinclair Lewis Ave	None	4	91
71	(38) 2nd Ave. SE	None	4	93
71	29 Colfax (71=Jefferson)	None	4	79
71	Bryant (71=Jefferson)	None	4	76
94	94 WB OFF RAMP/(37)	None	4	89
94	24 North Ramp	None	4	94
94	24 South Ramp	None	4	92
94	EB RAMP CSAH 18	None	2	74
94	WB RAMP CSAH 18	None	1	41
94	241 (36) 94WBRMP	None	4	83

Trunk Highway	Intersection	APS Status	Number of Crosswalks	Intersection Score
95	Fern St/1st Ave. W	None	4	89
95	293 Dellwood (95=1st St)	None	4	74
95	(30) Main St 95=1st Ave.	None	4	97
95	(27) Buchanan St.	None	4	79
95	Garfield St.	None	4	101
95	(34) Xylite St. NE	None	4	105
95	Flanders St.	None	4	105
95	(29) Rum River	None	4	91
169	10 North Ramp	None	0	0
169	(12) Main St./Nowthen Rd.	None	4	126
169	School St./Elk Hills Dr.	None	3	83
169	Jackson Ave./193rd	None	4	125
169	197th Ave. NW	None	3	87
169	(4) Fremont Ave	None	4	93
169	210 S. Jct. Minn Ave. - 2nd St.	None	4	85
169	Grand Casino Ent.	None	2	59
210	(48) Highland Senic Dr.	None	3	71
210	Knollwood Dr.	None	4	119
210	371 W. Jct.	None	4	105
210	Golf Course Rd.	None	4	125
210	Delmont Rd./Westgate Ent.	None	4	103
210	(20) 4th St. NW 210=Wash	None	4	102
210	N 4th St. (210=371=Wash)	None	4	92
210	371 E. Jct. Wash/& 6th	None	3	84
210	18 8th St. 210=Washington	None	4	96
210	(5) 13th St/Gillis Ave.	None	4	102
210	4th Ave. NE	None	2	61
241	Edgewood St.	None	4	114
241	(19) (35) Main St.	None	4	138
241	Nabor Ave	None	2	54
241	4TH ST NE	None	4	125
241	Larabee Ave NE	None	4	128
371	<160> Excelsior Rd.	None	4	107
371	(48) Highland Scenic Dr.	None	4	130
371	College Rd./Glory Rd.	None	4	132
371	Woida Road	None	4	124
371	(77)/(49)	None	4	119
371	Buffalo Hills Ln.	None	4	116
371	Quince St. (371=S 6th)	None	4	80

Trunk Highway	Intersection	APS Status	Number of Crosswalks	Intersection Score
371	Laurel St. (371=S 6th)	None	4	80
371	371 S. 6th St. (322=Oak St.)	None	4	99
371	(77) / (13)	None	4	117
371	(18) Hazelwood Dr.	None	4	106
371	(11) Main St.	None	4	75
371	84 Mill St.	None	4	78
371	(16) Myers Rd	None	4	110
CSAH 75	CSAH 18/39	None	1	41

District 4

Trunk Highway	Intersection	APS Status	Number of Crosswalks	Intersection Score
9	TH 12 (Atlantic Avenue)	None	4	92
9	7th Street	None	4	69
9/ 59	TH 28 (5th Street)	None	4	52
10	Airport Road/Wine Lake Road	None	2	52
10	Kris Street	None	4	132
10	Main Street	None	4	85
10	C.S.A.H 19 (Parke Avenue) and CO. RD. 117	None	4	87
10	34th Street	None	4	101
10	32nd Street	None	4	129
10	1st Avenue N and 21st Street	None	4	140
10	14th Street	None	2	52
10	11th Street	None	4	86
10	8th Street	None	4	106
27	McKay Avenue	None	2	55
28	TH 29 and TH 104 (Franklin Street)	None	4	77
29	Nokomis Street	None	4	93
29	Broadway	Installed (A,B,C,D)	4	93
29	C.S.A.H. 43/CO. RD. 70 (McKay Avenue)	None	2	69
29	5th Avenue	None	4	55
29	6th Avenue	None	4	72
29	7th Avenue	None	4	71
29	10th Avenue	None	4	87
29	15th Avenue	None	4	85
29	17th Avenue	None	2	54
29	22nd Avenue	None	3	76
29	30th Avenue	None	4	115
29	TH 27 (34th Avenue)	None	4	137
29	Dakota Street	None	3	73
29	50th Avenue	None	4	107
29	Ramps C and D	None	3	96
29	TH 9/TH 12 (Atlantic Avenue)	None	4	113
34	C.S.A.H. 21 (Roosevelt Avenue)	None	4	105
59	TH 34 (Birch Drive)	None	3	74
59	C.S.A.H. 6	None	4	105
59	TH 108 (1st Avenue)	None	4	81
59	TH 108 (Mill Street)	None	4	75

Trunk Highway	Intersection	APS Status	Number of Crosswalks	Intersection Score
75	12th Avenue S	None	4	112
75	20th Avenue S	None	4	96
75	24th Avenue S	None	4	121
75	30th Avenue S	None	3	87
75	40th Avenue S	None	4	111
231	4th Street	None	4	94
231	5th Street	None	4	60
231	6th Street	None	4	69
231	TH 75 (8th Street)	None	4	83
I-94	20th Street	None	1	23

Metro

Trunk Highway	Intersection	APS Status	Number of Crosswalks	Intersection Score
3	(74) 50 S.JCT. CHPPND-ASH w/ MASTER	None	4	115
3	50 N. JCT. CHIPPENDALE-ELM	None	4	125
3	CSAH 46/ 160th St.	None	4	112
3	(42) 150TH STREET	None	4	115
3	145TH ST. W. (3=MAIN AV)	None	4	89
3	CONNEMARA TRAIL	None	2	62
3	MCANDREWS RD CSAH 38 LT/ROSMNT	None	2	51
3	RED PINE LANE	None	2	52
3	(32) CLIFF ROAD w/ MASTER	None	4	112
3	(30) DIFFLEY ROAD	None	3	85
3	110 ROBERT TRAIL S. RAMP	None	0	0
3	110 ROBERT TRAIL N. RAMP	None	0	0
5	Oak	None	4	135
5	OAK AVE @ COMMUNITY DR	None	3	57
5	CSAH 32	None	3	120
5	TH 284 /OLIVE STREET/CO RD 57	None	4	110
5	CO RD 59 / MAIN ST, WACONIA	None	3	98
5	(11) VICTORIA DR	None	4	93
5	(13) ROLLING ACR Bavaria RD	None	0	0
5	41/ HAZELTINE BLVD	None	4	97
5	Century	None	2	81
5	GALPIN BLVD	None	2	91
5	AUDUBON	None	2	83
5	(17) POWERS BLVD	None	3	81
5	MARKET BLVD (101)	None	2	58
5	GREAT PLAINS BLVD w/ MASTER	None	2	76
5	DAKOTA AV (101)	None	2	76
5	DELL ROAD	None	4	111
5	(4) EDEN PRAIRIE RD	None	4	106
5	VENTURE LANE / FULLER RD w/MASTER	None	3	87
5	S Ramp & Mitchell Rd	None	3	75
5	N Ramp & Mitchell Rd	None	3	83
5	POST RD/NORTHWEST DR. - WR	None	0	0
5	(68) (34) McKnight -MHAHA	None	4	106
5	STILLWATER & LAKEWOOD	None	4	85
5	5 S JCT/Stillwater Blvd	None	4	121

Trunk Highway	Intersection	APS Status	Number of Crosswalks	Intersection Score
5	GRANADA AVENUE	None	3	84
5	HADLEY AVE w/MASTER	None	4	143
5	IMATION PLACE	None	3	88
5	(13) IDEAL AVE. N.	None	3	73
5	(15) MANNING AVE. N.	None	2	63
5	58TH ST. N. W/ MASTER	None	3	78
5	36 NORTH RAMPS	None	1	22
5	36 SOUTH RAMPS	None	1	27
7	(92) MAIN ST	None	3	75
7	(113) Smithtown Rd	None	3	66
7	TH 41 w/MASTER	None	2	69
7	(19) OAK STREET	None	1	49
7	CHRISTMAS LAKE RD	None	2	48
7	OLD MARKET ROAD	None	1	30
7	VINEHILL RD	None	4	117
7	101 w/ MASTER	None	4	115
7	WOODLAND/TONKAWOOD RD	None	4	94
7	WILLISTON RD	None	4	114
7	(61) SHADY OAK RD	None	4	106
7	(73) 17TH AV N MASTER	None	4	120
7	12TH AV N	None	4	96
7	5TH AV N / Oakridge	None	4	104
7	(20) Blake/Aquila	To Be Installed	4	139
7	TEXAS AV	None	4	103
7	LOUISIANA AV	None	4	106
7	WOODDALE AV	None	4	112
7	TH 100 @ TH 7 WEST RAMP	None	0	0
7	TH 100 @ TH 7 EAST RAMP	None	0	0
13	(23) FIVE HAWKS AVE.	None	2	56
13	DULUTH Ave / 1st Conn w/ MASTER	None	4	120
13	(21) EAGLE CREEK	None	4	120
13	(44)160TH ST/MAIN AV	None	2	71
13	FISH POINT ROAD	None	4	105
13	South Park Dr/Boudin ST/Com Ave.	None	3	99
13	-42	None	3	94
13	CONNELLY PKWY	None	4	111
13	(16) MCCOLL w/MASTER	None	3	93
13	126th ST	None	0	0

Trunk Highway	Intersection	APS Status	Number of Crosswalks	Intersection Score
13	101	None	2	66
13	(31) LYNN AV w/ MASTER	None	4	128
13	WASHBURN AV S (DUMP RD)	None	2	71
13	-5	None	4	136
13	NICOLLET AVE.	None	3	98
13	PORTLAND AVE	None	4	112
13	12TH AVE S/PARKWOOD DR.	None	4	115
13	(11) W. RIVER HILLS DR.	None	4	118
13	(32) CLIFF ROAD	Installed (A,B,C,D)	4	114
13	RIVER HILLS DRIVE	To Be Installed	4	114
13	(30) DIFFLEY/CEDAR	To Be Installed	4	126
13	SILVER BELL ROAD	None	3	106
13	BLACKHAWK RD	None	3	78
13	(28) YANKEE DOODLE ROAD	None	3	100
13	MENDOTA HEIGHTS RD.	None	1	34
13	(31) PILOT KNOB ROAD	None	3	88
13	13 w/ MASTER CAB	None	4	106
13	13 N.B. CONNECTION	None	3	86
21	282 2ND ST / 21=BROAD	Installed (A,B,C,D)	4	80
36	(50) HAMLIN AV N. RAMP / MASTER	None	4	111
36	(50) HAMLIN SR/COMMERCE	None	4	99
36	(53) DALE STREET SO. RAMP	None	2	43
36	(53) DALE STREET NO. RAMP / MASTER	None	2	53
36	ENGLISH STREET	None	4	120
36	(68) MCKNIGHT RD S RAMP	None	1	30
36	(68) MCKNIGHT RD N RAMP	None	1	29
36	MARGARET STREET MASTER CAB	None	4	103
36	120 DIVISION ST	None	4	117
36	HADLEY AVE	None	3	75
36	(36) HILTON TRAIL	None	2	62
36	(17) LAKE ELMO AVE.	None	0	0
36	(15) MANNING AVE	Installed (A,B,C)	3	77
36	WASHINGTON AVE.	None	4	122
36	(68) OAKGREEN / GREELEY	None	4	129
36	(24) (67) OSGOOD AVE. N.	None	4	114
36	(36=95=MAIN) NELSON ST / MASTER	None	4	91
41	(10) 4TH ST	None	4	73
41	Crosstown Blvd / Victoria Dr	None	4	96
41	ENGLER ROAD	None	4	119

Trunk Highway	Intersection	APS Status	Number of Crosswalks	Intersection Score
41	CANYON RD M 279 RT/CHASKA	None	2	52
41	US 212 & TH 41 South Ramp	None	1	38
41	US 212 & TH 41 North Ramp	None	1	28
41	HUNDERTMARK	None	4	92
41	Pioneer Trail / Jonathan Blvdl	None	4	130
41	HAZELTINE BLVD CHASKA	None	3	73
41	(18) LYMAN BLVD	None	4	93
41	82nd Street	None	2	51
47	37TH AV NE	None	3	81
47	40TH AV NE	None	3	76
47	44TH AV NE	None	3	79
47	49TH AV NE MASTER	None	3	88
47	53RD AV NE	None	3	85
47	57TH AV NE	None	4	130
47	61ST AV NE	None	4	115
47	(6) MISSISSIPPI ST w/ MASTER	None	4	131
47	69TH AV NE	None	4	99
47	73RD AV NE	None	4	130
47	(8) OSBORNE RD	None	4	128
47	81ST AV NE	None	4	137
47	85th AVE / <132>	None	4	121
47	(3) UNIV AVE	None	0	0
47	(30) PLEASANT	None	4	91
47	(116) Bunker Lake Blvd	None	4	123
47	(5)Nowthen/Xkimo St.	None	2	54
47	SUNWOOD (149th Ave N)	None	4	95
47	Alpine Drive (153rd) MASTER	None	2	66
51	MIDWAY / DAN PATCH	None	4	107
51	(56) HOYT AV	None	3	76
51	(30) LARPENTEUR AV w/Master	None	4	120
51	(114) ROSELAWN AV	None	4	74
51	HAR-MAR MALL ENT.	Installed (A,B,C,D)	4	102
51	(25) COUNTY ROAD B	Installed (A,B,C,D)	4	116
51	(23) COUNTY ROAD C MASTER CAB	None	4	124
51	COUNTY ROAD C2	None	4	111
51	LYDIA AV	None	3	85
55	(20) MAIN ST	None	4	107
55	(50) Rebecca Park Trail w/ MASTER	None	4	109
55	CSAH 92 (DOGWOOD ST)	None	0	0

Trunk Highway	Intersection	APS Status	Number of Crosswalks	Intersection Score
55	-19	Installed (B,C)	2	62
55	Willow Dr.	None	0	0
55	(118) ARROWHEAD DR	None	3	98
55	(116) PINTO DR	None	3	98
55	CLYDESDALE CONNECTION	None	0	0
55	(101) W Jct/Sioux Trail	None	3	93
55	(101) E JCT/PEONY LA	None	3	112
55	(24) ROCKFORD RD	None	1	38
55	VICKSBURG LANE	None	4	130
55	NIAGARA LANE	None	4	158
55	FERNBROOK LANE	None	2	74
55	(61) XENIUM LANE	None	4	109
55	INDUSTRIAL PK BLVD	None	3	83
55	-6	None	2	62
55	(154) W MEDICINE LK	None	2	66
55	(73) S SHORE DRIVE	None	2	68
55	REVERE LANE	None	4	134
55	BOONE AV N	None	2	63
55	(156) WINNETKA AV MASTER	None	3	79
55	RHODE ISLAND AV	None	2	64
55	(40) GLENWOOD AV	None	2	55
55	(102) DOUGLAS DRIVE	None	3	101
55	55 & TH 100 SINGLEPOINT	None	0	0
55	SCHAPER / OTTAWA	None	4	115
55	MEADOW LANE	None	4	128
55	THEODORE WIRTH PKWY	None	4	115
55	TH.62 North Ramp	None	2	58
55	TH.62 South Ramp	None	2	55
55	MENDOTA HGTS ROAD	None	3	78
55	EAGANDALE BLVD.	None	0	0
55	(43) LEXINGTON/BLUE GENTIA	None	3	105
55	149 DODD RD N. JCT / MASTER	None	3	84
55	(26) LONE OAK RD	None	3	96
55	149 DODD RD S. JCT	None	3	109
55	(63) ARGENTA TRAIL	None	1	34
55	GENERAL SIEBEN DRIVE	None	4	130
55	PLEASANT DRIVE	None	4	100
55	WESTVIEW DRIVE	None	4	93
55	RIVER ST. / MASTER	None	4	78

Trunk Highway	Intersection	APS Status	Number of Crosswalks	Intersection Score
55	PINE ST.	None	4	74
62	62@CLEARWATER/BEACH RD MASTER	None	2	71
62	Valley View	None	1	32
62	XERXES AVE (31) N R	None	3	66
62	XERXES AVE (31) S R	None	3	69
62	(35) PORTLAND AV N . RAMP	None	3	62
62	(35) PORTLAND AV. S. RAMP	None	3	72
65	(2) 40TH AV NE	Installed (A,B,C,D)	4	103
65	41ST AV NE	None	4	101
65	44TH AV NE	None	4	98
65	45TH AV NE	None	4	102
65	47TH AV NE MASTER CAB	None	2	56
65	(4) 49TH AV NE	None	2	48
65	50TH AV NE	None	4	108
65	(6) MISSISSIPPI ST w/ MASTER	None	4	114
65	52ND AV NE	None	4	102
65	53RD AVE NE	None	4	120
65	(35) MEDTRONIC/OLD CENTRAL	None	3	96
65	E/W MOORE LAKE-RICE CREEK	To Be Installed	4	107
65	73RD AV NE	None	4	123
65	(8) OSBORNE RD	None	4	121
65	81ST AV NE	None	4	143
65	(32) 85TH AV NE/CO. RD J	None	3	89
65	89TH AV NE	None	3	82
65	93RD LN NE/CLOV PKWY	None	3	83
65	99TH AV NE	None	3	97
65	(87) 105TH AV NE w/Master	None	4	114
65	(12) 109TH AV NE	None	4	145
65	117TH AVE. N.E./ CLOUD DR.	None	3	78
65	121ST AV NE/PAUL PKWY		0	0
65	242 (14)	None	1	54
65	129TH AV NE		0	0
65	(116) BUNKER LK BLVD	None	3	104
65	ANDOVER BLVD LT 147TH AV/HM LK	None	3	91
65	(60) CONSTANCE BLVD	None	3	97
65	(18) CROSSTOWN BLVD	None	2	72
65	(22) VIKING BLVD	None	3	100
65	(86) / SIMS AV	None	3	88
65	(24)/ 237TH AV N.E.	None	3	92

Trunk Highway	Intersection	APS Status	Number of Crosswalks	Intersection Score
77	(32)CLIFF RD. - EAST RAMP	None	3	75
77	(32)CLIFF RD. - WEST RAMP	None	3	80
77	(30) DIFFLEY RD E RAMP	None	3	77
77	(30) DIFFLEY RD W RAMP	None	3	74
77	(30) DIFFLEY AT NICOLS w / MASTER	None	4	109
77	(1) OLD SHKPE RD. E. RAMP	None	4	122
77	TH 62 @ TH 77 Bus Lane Only	None	0	0
95	TANGER DR / FLINK AVE.	None	3	89
95	OAKVIEW AVE.	None	4	121
95	(30) FOREST BLVD.	None	4	76
95	MYRTLE ST (95=MAIN ST)	None	4	80
97	EVERTON AV N	None	1	31
97	FENWAY AVENUE NO.	None	0	0
97	GOODVIEW AVE N/ 8TH ST SE	None	3	66
100	W 77TH ST. EAST RAMP	None	2	55
100	W 77TH ST. WEST RAMP	None	2	67
100	W 70TH ST E RAMP	None	3	76
100	W 70TH ST W RAMP w/ MASTER	None	3	90
100	W 50TH ST E RAMP	None	1	33
100	W 50TH ST W RAMP	None	2	55
100	GLENWOOD AV E RAMP MASTER	None	2	52
100	GLENWOOD AV W RAMP	None	3	73
100	TH 100 West Ramp at 36TH AV N	None	3	78
100	TH 100 ER at 36TH Ave N w/ MASTER	None	3	79
100	(152) BROOKLYN BLVD	None	3	87
100	(10) 57TH AV E RAMP	None	2	34
100	(10) 57TH AV W RAMP	None	3	61
101	S JCT (101) "Y"	None	2	56
101	PIONEER TRAIL (CSAH-14) CHANH	None	4	108
101	LYMAN BLVD CSAH (18) MASTER	None	4	111
101	TH 212 & TH 101 South Ramp	None	2	62
101	TH 212 & TH 101 No. Ramp/Lake Susan Dr	None	4	115
101	(144) 141ST ST	None	3	89
101	(36) East Ramp	None	2	60
101	(37) SB Off Ramp	None	2	61
101	(37) NB Off Ramp	None	2	55
101	(42) RIVER RD NE RAMP	None	2	44
101	(42) River Rd. SW Ramp	None	2	63
101	(39) OTSEGO TWP	None	2	54

Trunk Highway	Intersection	APS Status	Number of Crosswalks	Intersection Score
110	(43) LEXINGTON AVE	None	4	104
110	149 DODD RD w/ MASTER	None	4	106
110	(63) DELAWARE AVE	None	4	111
110	(14) MENDOTA RD/SOUTHVIEW	None	2	51
120	3M ROAD / MASTER	None	4	90
120	CONWAY AVE	None	2	60
120	7TH ST	None	3	70
120	(70) 10TH ST N/(34) MINNEHAHA	None	4	110
120	HARVESTER AV/ 15TH ST N	None	4	93
120	(30) LARPENTEUR AV	None	2	58
120	5 N JCT CENTURY-34TH / MASTER	None	2	74
120	(25) CR "B" SO AV/40TH ST N	None	4	91
120	7TH AV E/ 47TH ST N	None	3	74
120	JOY RD	None	4	98
120	(19) CO RD D/60TH ST/LG LK MASTER CAB	None	4	123
120	CENTURY COLLEGE ENTRANCE	None	3	64
120	WOODLAND DR. / NO. ENTRANCE	None	2	65
149	WESCOTT RD	None	3	76
149	(73) OPPERMAN/BECKER RD w/ MASTER	None	3	108
149	(28) YANKEE DOODLE ROAD	None	4	149
149	LONE OAK PARKWAY	None	4	113
149	NORTHWEST PKWY/BLUE GENTIA / MASTER	None	4	97
149	MENDOTA HGTS ROAD	None	3	84
156	156 CONCORD ST N RAMP w/ MASTER	None	0	0
156	VILLAUME AV (156=CONCORD)	To Be Installed	4	90
156	ARMOUR AV (156=CONCORD)	None	2	61
156	(14) GRAND AVE / JOHN CARROL BLVD	None	4	105
156	WENTWORTH (156=CONCORD)	None	2	57
156	BRYANT AV (156=CONCORD)	None	3	62
252	66TH AV N	None	4	118
252	70TH AV N	None	2	71
252	73RD AV N	None	3	109
252	BROOKDALE DR MASTER	None	4	110
252	81ST AV / Humboldt Ave	None	4	131
252	85TH AV (109)	None	0	0
280	Larpenteur Ave. East Ramp w/Master	To Be Installed	2	53
280	Larpenteur Ave. West Ramp	To Be Installed	2	53
610	Broadway S Ramp w/ MASTER	None	2	57

Trunk Highway	Intersection	APS Status	Number of Crosswalks	Intersection Score
610	Broadway N Ramp	None	2	53
610	97th & W Broadway / Winnetka		0	0
610	Noble Pkwy@95th Av N.		0	0
610	Zane Ave S Ramp w/ MASTER	None	3	63
610	Zane Ave N RAMP	None	3	58
610	NOBLE AV S RAMP w/MASTER	None	3	67
610	NOBLE AV N RAMP	None	3	67
610	E RIVER RD (1) N RAMP	None	3	102
610	E RIVER RD (1) S RAMP	None	2	53
610	COON RAPIDS BLVD (3) E RAMP	None	1	38
I35	185TH AV/(60) WEST RAMP	None	1	22
I35	50 (5) WEST RAMP	None	2	66
I35	50 (5) EAST RAMP	None	2	53
I35	CSAH 46/162ND ST - WEST RAMP	None	1	31
I35	CSAH 46/162ND ST - EAST RAMP	None	1	34
I35	East Ramp & TH 97	None	0	0
I35	West Ramp & TH 97	None	0	0
I35	(2) BROADWAY AV.W. RAMP	None	3	60
I35	(2) BROADWAYAV. E. RAMP / MASTER	None	3	58
I35	61/VIKING - WEST RAMP / MASTER	None	1	38
I35	61/VIKING - EAST RAMP	None	1	23
I35	I35 EAST RAMP	None	3	67
I35	I35 WEST RAMP / MASTER	None	3	58
I35E	(11) SOUTH RAMP	None	3	72
I35E	(11) NORTH RAMP	None	3	70
I35E	(30) DIFFLEY RD E RAMP	None	3	74
I35E	(30) DIFFLEY RD W RAMP	None	3	84
I35E	110 E RAMP	None	1	41
I35E	110 W RAMP	None	1	30
I35E	(30) LARPENTEUR E RAMP	None	3	64
I35E	(30) LARPENTEUR W RAMP / MASTER	None	3	71
I35E	(21) LIT CAN RD E RAMP / MASTER	None	3	71
I35E	(21) LIT CAN RD W RAMP	None	3	66
I35W	BURNSVILLE PKWY E RAMP w/ MASTER	To Be Installed	3	86
I35W	BURNSVILLE PKWY W RAMP	To Be Installed	3	85
I35W	W 106TH ST E RAMP	None	3	71
I35W	W 94th ST E RAMP	None	3	79
I35W	W 94TH ST W RAMP MASTER	None	3	86
I35W	W 90TH ST E RAMP	None	3	69

Trunk Highway	Intersection	APS Status	Number of Crosswalks	Intersection Score
I35W	W 90TH ST W RAMP MASTER	None	3	70
I35W	W 82ND ST. EAST RAMP	None	3	79
I35W	W 82ND ST. WEST RAMP	None	3	78
I35W	W 76TH STREET WEST RAMP	None	1	29
I35W	LYNDALE AV N RAMP	None	3	67
I35W	LYNDALE AV S RAMP	None	3	63
I35W	(46) CLEVELAND AV	None	3	73
I35W	LONG LAKE ROAD	None	2	54
I35W	COUNTY ROAD D EAST RAMP	None	3	74
I35W	COUNTY ROAD D WEST RAMP	None	4	110
I35W	COUNTY ROAD I W RAMP / MASTER	None	0	0
I35W	COUNTY ROAD I - EAST RAMP	None	1	35
I35W	COUNTY ROAD J WEST RAMP / MASTER	None	0	0
I35W	COUNTY ROAD J EAST RAMP	None	1	30
I394	PLYMOUTH RD (61) N RAMP	None	1	35
I394	PLYMOUTH RD (61) S RAMP w/ MASTER	None	1	31
I394	RIDGEDALE DR N RAMP	None	0	0
I394	RIDGEDALE DR S RAMP	None	1	29
I394	(73) N RAMP (CONTROLLER @ N FR RD)	None	1	33
I394	(73) S RAMP	None	1	31
I394	S Ramp & General Mills Blvd w/Master	None	2	50
I394	N Ramp & General Mills Blvd	None	1	41
I394	LOUISIANA AV N RAMP	None	2	59
I394	LOUISIANA AV S RAMP	None	2	55
I394	XENIA AV/PARK PL NR	None	3	81
I394	PARK PL BLVD SR	None	2	53
I494	24TH AV. (MALL OF AMERICA)	None	2	73
I494	12TH AV. NORTH RAMP w/Master	None	2	46
I494	12TH AV. SOUTH RAMP	None	2	59
I494	(35) PORTLAND NORTH RAMP	None	3	87
I494	(35) PORTLAND SOUTH RAMP	None	3	73
I494	NICOLLET AV. NORTH RAMP	None	3	64
I494	NICOLLET AV. SOUTH RAMP	None	3	64
I494	LYNDALE AV. NORTH RAMP	None	3	77
I494	LYNDALE AV. SOUTH RAMP	None	3	74
I494	494 N RAMP w/ MASTER	None	0	0
I494	494 S RAMP	None	0	0
I494	494 N Ramp & Prairie Center Drive	None	1	26
I494	494 N RAMP	None	2	59

Trunk Highway	Intersection	APS Status	Number of Crosswalks	Intersection Score
I494	494 S RAMP/TECH DR MASTER	None	3	78
I494	VALLEY VIEW @ EAST RAMP	None	0	0
I494	VALLEY VIEW @ WEST RAMP w/ MASTER	None	0	0
I494	I 494 at E RAMP	None	1	28
I494	I494 at W RAMP	None	1	26
I494	Carlson Pkwy ER w/ MASTER	None	2	69
I494	Carlson Pkwy WR	None	2	63
I494	494 E RAMP MASTER	None	3	73
I494	494 W RAMP	None	3	75
I494	Tamarack @ west ramp	None	0	0
I494	East Ramp & Tamarack	None	1	35
I494	LAKE ROAD WEST RAMP	None	2	59
I494	LAKE ROAD EAST RAMP w/ MASTER	None	2	53
I494	BAILEY ROAD - WEST RAMP	None	0	0
I494	BAILEY ROAD - EAST RAMP w/MASTER	None	2	50
I494	156 CONCORD ST S RAMP	None	1	31
I494	149 DODD RD N RAMP	None	1	46
I494	149 DODD RD S RAMP	None	1	30
I494	(31) PILOT KNOB N RAMP w/ MASTER	None	1	41
I494	(31) PILOT KNOB S RAMP	None	1	28
I694	(1) E RIVER RD N RAMP	None	1	41
I694	(1) E RIVER RD S RAMP	None	1	49
I694	UNIV AV & 694 N RAMP	None	2	45
I694	UNIV AV & 694 S RAMP	None	2	27
I694	65 S. RAMP	None	0	0
I694	65 N. RAMP	None	0	0
I694	61 NORTH RAMP	None	3	65
I694	61 SOUTH RAMP w/ MASTER	None	3	76
I694	120 E CO LINE RD N. RAMP	None	3	67
I694	120 E CO LINE RD S. RAMP	None	3	72
I694	5 WEST RAMP (Controller @ EAST RAMP)	None	0	0
I694	5 EAST RAMP	None	0	0
I694	(10) 10TH ST. N. WEST RAMP w/ MASTER	None	2	53
I694	(10) 10TH ST N. EAST RAMP	None	1	28
I94	So. Diamond Lk (49) ROGERS DR MASTER	None	3	91
I94	94 S RAMP	None	0	0
I94	94 N RAMP	None	1	16
I94	(30) West Ramp	None	1	27

Trunk Highway	Intersection	APS Status	Number of Crosswalks	Intersection Score
I94	(30) East Ramp w/ MASTER	None	1	26
I94	BOONE AVE 70th St/ N RAMP	None	1	35
I94	BOONE AV S RAMP w/ MASTER	None	2	68
I94	SHINGLE CRK PKWY N R w/ MASTER	None	2	58
I94	SHINGLE CRK PKWY S R	None	4	106
I94	(68) MCKNIGHT RD N RAMP	None	2	51
I94	(68) MCKNIGHT SR-BURNS W/MASTER	None	2	59
I94	120 CENTURY AVE N RAMP	None	3	57
I94	120 CENTURY AVE S RAMP	None	3	64
I94	95 SOUTH RAMP w/ MASTER	None	0	0
I94	95 NORTH RAMP	None	0	0
US10	171st Ave	None	3	96
US10	(83) Armstrong Blvd	None	1	35
US10	<56> RAMSEY BLVD	None	3	91
US10	<57> Sunfish Blvd & MASTER CAB	None	1	34
US10	THURSTON AVE/PARK ST	None	2	61
US10	FAIROAK AV	None	4	100
US10	47 FERRY N JCT N RMP w/ MASTER	None	3	63
US10	47 FERRY N JCT S RMP	None	3	78
US10	288(7) 7TH AV N RAMP	None	3	64
US10	(7) 7TH AV S RAMP w/ MASTER	None	3	78
US10	Hanson Blvd SINGLE-POINT w/MASTER	None	2	96
US10	(11)FOLEY/101ST N RAMP MASTER	None	2	74
US10	FOLEY BLVD/(11)SR	None	1	25
US10	FOLEY BLVD/99TH AVE	None	2	53
US10	(3) UNIVERSITY AV S RMP w/ MASTER	None	4	124
US10	(3) UNIVERSITY AV N RMP	None	3	106
US10	10 NORTH RAMP (NEW 10)	None	0	0
US10	10 SOUTH RAMP (NEW 10)	None	0	0
US10	-96	None	4	146
US12	(83) Halgren Road	None	2	62
US12	CSAH 29 (Baker Park RD)	None	2	75
US12	CSAH 6/SOUTH RAMP	None	1	24
US12	CSAH 6/NORTH RAMP MASTER	None	1	33
US12	OLD CRYSTAL BAY RD	None	4	106
US12	WILLOW DRIVE w/ MASTER	None	3	77
US12	Brown Rd	None	4	108
US12	(146) LAKE ST	None	4	87
US12	(42) WAYZATA BLVD	None	0	0

Trunk Highway	Intersection	APS Status	Number of Crosswalks	Intersection Score
US12	101 W JCT N RAMP	None	3	65
US12	101 W JCT S RAMP	None	3	69
US12	CARLSON PKWY N Ramp Deer Crk MASTER	None	2	67
US12	CARLSON PKWY S Ramp Oakland Rd	None	2	57
US169	TH 169 @ CSAH 3	None	0	0
US169	(5) LAREDO ST	None	3	86
US169	282 (9)	None	3	85
US169	TH 41	None	4	116
US169	<69> Old Brickyard Rd	None	2	72
US169	(17) S RAMP	None	3	71
US169	(17) N RAMP w/ MASTER	None	3	73
US169	(83) S RAMP	None	3	78
US169	(83) N RAMP MASTER	None	3	75
US169	River View Road W Ramp	None	2	44
US169	108TH ST E RAMP (1)	None	2	54
US169	(1) PIONEER TRAIL - WEST RAMP	None	2	54
US169	(1) PIONEER TRAIL- EAST RAMP MASTER	None	2	58
US169	Anderson Lks Pkwy/ Henn. Twn Rd W Ramp	None	3	100
US169	Anderson Lk Pkwy/Bloomington Ferry Rd E. Ramp	None	2	52
US169	HIGHWOOD/W 78TH ST	None	4	118
US169	(39) VALLEY VIEW RD W R MASTER	None	2	38
US169	(39) VALLEY VIEW RD E R	None	2	38
US169	BREN RD/Londonderry E RAMP	None	3	72
US169	BREN/LONDONDERRY W R MASTER	None	3	75
US169	169 E RAMP	None	0	0
US169	7 W RAMP	None	0	0
US169	MINNETONKA BLVD E R	None	3	70
US169	MINNETONKA BLVD W R MASTER	None	3	64
US169	CEDAR LK RD (16) E R	None	3	69
US169	CEDAR LK RD (16) W R MASTER	None	3	66
US169	BETTY CROCKER DR E R	None	2	53
US169	BETTY CROCKER DR W R MASTER	None	2	50
US169	PLY AV E RAMP MASTER	None	2	59
US169	PLY AV / 13TH AV WR	None	2	46
US169	36TH AV E RAMP	None	3	61
US169	36TH AV W RAMP MASTER	None	3	73
US169	E RAMP 49 TH AV w/ MASTER	None	1	21

Trunk Highway	Intersection	APS Status	Number of Crosswalks	Intersection Score
US169	W RAMP 49 TH /SCHMIDT LK RD	None	2	47
US169	(109)85TH AV N MASTER	None	4	139
US169	(30)93RD AV N	None	4	127
US169	169 S Ramp	None	0	0
US169	109TH AV	None	1	32
US169	114th AV/ELM CRK PKWY	None	3	102
US169	117TH AV N	None	2	66
US169	120TH AV N	None	1	42
US169	HAYDEN LAKE RD w/MASTER	None	1	40
US169	(12) SE JCT W RIVER RD	None	1	37
US169	(12) NW JCT MILLER / DAYTON	None	4	104
US169	E Frontage Rd	None	2	45
US169	Ferry St Pedestrian Signal	None	1	45
US169	MAIN & FERRY	None	4	122
US212	5 25 (33) REFORM ST w/ MASTER	None	3	84
US212	FAXON RD	None	4	115
US212	(11) J Carver Pkwy Ramps	None	0	0
US212	CSAH 10 (Engler Blvd.) West Ramp	None	1	21
US212	CSAH 10 (Engler Blvd.) East Ramp	None	1	27
US212	TH 41 / (CHESTNUT) w/ MASTER	None	4	111
US212	(12) WALNUT ST	None	4	113
US212	(15) <17> AUDOBON RD	None	3	75
US212	CSAH 17 Powers Blvd. & North Ramp	None	1	31
US212	CSAH 17 Powers Blvd. & South Ramp	None	1	29
US212	W JCT (101)	None	0	0
US212	E JCT (101) MASTER	None	0	0
US212	N JCT (101) "Y"	None	1	25
US212	DELL RD & NORTH RAMPS/LINWOOD CT	None	4	108
US212	DELL RD & SOUTH RAMP	None	3	77
US212	TH 212 @ Charlson Rd.	None	1	25
US212	(1) PIONEER TRAIL	None	4	121
US212	COLLEGE VIEW DR - TECH ENT	None	4	111
US212	ANDERSON LK PKWY	None	4	113
US212	FOUNTAIN PLACE	None	4	111
US212	PRAIRIE CENTER DRIVE	None	4	104
US212	REGIONAL CENTER DR	None	3	83
US212	SINGLE TREE LANE	None	4	97
US212	LEONA RD / EDEN DR	None	4	113
US212	<39> VALLEY VIEW E R	None	2	78

Trunk Highway	Intersection	APS Status	Number of Crosswalks	Intersection Score
US212	<39> VALLEY VIEW WR Bryant Lake RD	None	1	35
US212	(61) SHADY OAK E R	None	1	32
US212	(61) SHADY OAK W R w/ MASTER	None	1	26
US52	117TH ST.E. / WEST RAMP w/ MASTER	None	3	96
US52	117TH ST. E. / EAST RAMP	None	3	83
US52	(CSAH 56) BRODERICK BLVD./ N. RAMP	None	2	57
US52	UPPER 55TH ST/CENEX DR WR	None	2	70
US52	UPPER 55TH ST. E. RAMP	None	1	31
US52	(14) SOUTHVIEW BLVD W RAMP / MASTER	None	3	73
US52	(14) SOUTHVIEW BLVD E RAMP	None	3	69
US61	(47) VERMILLION RD.	None	2	58
US61	15TH ST. (61=VERMILLION)	None	4	95
US61	55 DRIVEWAY ENTRANCE w/ MASTER	None	3	76
US61	10TH ST. (61=VERMILLION)	None	4	83
US61	4TH STREET (61=VERMILLION) "HASTINGS"	None	4	83
US61	TH 10 - .5M N. OF HASTINGS	None	2	66
US61	95	None	0	0
US61	HADLEY AV-GRANGE BLVD MASTER CAB	None	4	108
US61	GRANGE/80TH ST. EAST RAMP	None	3	68
US61	GRANGE/80TH W. RAMP	None	3	77
US61	CSAH 22 CR 74 EAST RAMP	None	1	32
US61	CSAH 22 CR 74 WEST RAMP	None	1	27
US61	GLEN RD. - SINGLEPOINT	None	1	56
US61	TH 61 @ Maxwell Ave/Bailey Rd. East Ramp	None	1	25
US61	TH 61 @ Maxwell Ave/Bailey Rd. West Ramp	None	1	33
US61	(43) CARVER AVE	None	2	56
US61	(39) LOWER AFTON RD	None	2	61
US61	(27) FROST / PARKWAY	Installed (A,B,C,D)	4	103
US61	(26) ROSELAWN AVE.	None	2	52
US61	(25) COUNTY ROAD B w/ MASTER	None	4	114
US61	(23) COUNTY ROAD C	None	4	112
US61	(19) BEAM AV	None	3	84
US61	County Rd. D	None	3	90
US61	BUERKLE RD	None	3	93
US61	WILLOW LAKE BLVD.	None	2	57
US61	244 (15) CO. RD E	None	4	126
US61	CEDAR AVE	None	4	108
US61	(12) CO RD F/(95) ASH ST	None	4	113

Trunk Highway	Intersection	APS Status	Number of Crosswalks	Intersection Score
US61	(65) WH BR AV/(146)HOFFMAN	None	4	110
US61	(96) LAKE AVE/SO. JCT.	None	3	82
US61	2ND STREET w/ MASTER	None	4	128
US61	4TH STREET "WHITE BEAR LAKE"	To Be Installed	3	78
US61	7TH ST (116)	None	4	97
US61	96 12TH STREET (No. JCT.)	None	2	53
US61	(8) BUFFALO ST/6TH ST	None	4	94
US61	COUNTY ROAD "J" /120TH ST	None	1	32
US61	(8A) 140TH / EGG LAKE RD.	None	3	84
US61	(8) FRENCHMAN RD. w/MASTER	None	2	58
US61	(8) 145TH ST.N. (HUGO)	None	3	61
US61	Headwaters Parkway/FOREST LK	None	2	48
US61	97 S. JCT. 5MI S FOREST LK	None	4	76
US61	97 N. JCT. / MASTER	None	4	127
US61	(83)/(34) 11TH AVE	None	4	136
US61	8TH AV SE	None	3	105
US61	(2) BROADWAY (61=LAKE)	None	4	86
US61	259TH ST / FAIRVIEW BLVD.	None	3	100
US61	(30) (31) VIKING BLVD.	None	4	91
US8	N.E. RAMP @ TH 61	None	0	0
US8	GREENWAY AVE.	None	4	96
US8	(23) Green Lake Tr/ Pioneer Rd	None	3	72
US8	(22) (36) VIKING/JOHNSON	None	2	56
US8	(24) 77 OLD TOWN / LOFTON	None	4	100
US8	SHOQUIST LANE	None	4	104
US8	(20) OAK ST/LAKES AVE.	None	4	76
US8	95	None	0	0
US952A	(14) MENDOTA RD (ROBERT)	None	4	118
US952A	MARIE AV (ROBERT)	None	4	84
US952A	LOTHENBACH AV (952=ROBERT)	None	4	98
US952A	(8) WENTWORTH (ROBERT)	None	4	102
US952A	(6) THOMPSON (ROBERT)	None	4	90

District 6

Trunk Highway	Intersection	APS Status	Number of Crosswalks	Intersection Score
3	Jefferson Parkway	None	4	97
3	TH 246 Woodley Street	None	4	122
3	Hester St	None	4	104
3	CSAH 1	None	4	116
3	Honey Locust Dr	None	4	136
3	TH 19 S. Jct.	None	4	99
3	TH 19 N. Jct.	None	4	106
13	TH 65	None	4	55
13	TH 69	None	2	55
13	1ST Ave	None	3	68
14	CSAH 5	None	4	115
14	10th Ave	None	4	113
14	W. Circle Dr. N. Ramp	None	3	88
14	W. Circle Dr. S. Ramp	None	3	65
14	Memorial Parkway	None	4	121
14	Crossroads Dr	None	1	36
14	Crossroads Dr Hyvee Access	None	1	40
14	TH 63	None	0	0
14	E. Circle Dr	None	2	82
14	CSAH 11	None	4	99
14	TH 74	None	4	72
14	Cottonwood Dr	None	2	53
19	Main Street	None	4	95
19	I-35 W. Ramp	None	0	0
19	TH 20	None	4	76
21	7th St	None	4	99
21	30th St	None	4	121
35	TH 14 E. Ramp	None	2	52
35	Bridge St W. Ramp	None	2	54
43	Riverbend RD	None	3	84
43	Frontenac Dr	None	2	63
43	CSAH 17	None	3	95
43	Broadway	None	4	62
43	5th St	None	4	56
43	4th St	None	4	62
52	N. Jct. CSAH 24	None	3	86

Trunk Highway	Intersection	APS Status	Number of Crosswalks	Intersection Score
52	S. Jct. CSAH 24	None	3	85
52	TH 74	None	4	78
52	19th St W. Frontage Rd	None	3	94
52	19th St Single Pt.	None	2	83
52	19th St E. Frontage Rd	None	3	109
52	37th St W. Ramps	None	3	87
52	37th St E. Ramps	None	3	104
52	41st St W. Ramps	None	3	72
52	41st St E. Ramps	None	3	79
52	55th St E. Ramps	None	3	70
52	41st St, E. Frontage Rd	None	4	104
57	Main St	None	4	83
58	Pioneer Rd	None	3	91
58	TH 63	None	4	52
60	Western Ave	None	1	35
60	30th Ave	None	0	0
60	TH 21	None	4	113
60	8th Ave	None	4	62
60	4th Ave	None	4	64
60	2nd Ave	None	4	59
60	Central Ave	Installed (A,B,C,D)	4	62
60	3rd St, Ravine St	Installed (A,B,C,D)	4	71
60	Division St	Installed (A,B,C,D)	4	87
61	TH 14 and TH 16	None	3	88
61	I-90 Ramp	None	0	0
61	TH 58 (Plum St)	None	4	66
61	Bush St	None	4	65
61	Broad St	None	4	91
61	Old Main St	None	2	49
61	Bench St	None	4	125
61	Tyler Road	None	3	89
x	Bench St and Tyler Road	None	4	119
61	TH 63	None	4	68
61	Marion St	None	4	70
61	TH 43	None	4	115
61	Huff St	None	0	0
61	Vila St	None	4	92
61	Gilmore Ave	None	0	0
61	TH 14 (Pelzer St)	None	4	127

Trunk Highway	Intersection	APS Status	Number of Crosswalks	Intersection Score
61	44th Ave	None	4	101
63	40th St S. W. Ramp	None	1	27
63	40th St Woodlake Dr	None	1	33
63	40th St Commercial Dr	None	2	59
63	TH 52 S. Ramp	None	0	0
63	TH 52 N. Ramp	None	0	0
63	28th St S	None	4	126
63	25th St S	None	3	85
63	20th St S	None	4	86
63	16th St S	None	4	103
63	14th St S	None	4	98
63	Northern Heights Dr	None	3	95
63	37th St N	None	4	154
63	20th St N	None	4	107
63	TH 30	None	4	72
65	Margaretha Ave	None	3	93
65	Front St	None	4	86
65	College St	None	4	54
65	Newton Ave	None	4	55
65	Garfield Ave	None	4	92
65	Sorensen Rd	None	3	86
90	4th St	None	2	35
105	12th St	None	3	64
105	14th St	None	4	86
218	I-90 N. Ramp	Installed (A,B)	2	44
218	CSAH 27	None	2	70

District 7

Trunk Highway	Intersection	APS Status	Number of Crosswalks	Intersection Score
4	1ST AV S / 7TH ST	None	4	87
4	1ST AV S / ARMSTRONG	None	4	85
5	TH 5 / MAIN	Installed (B,D)	4	82
13	TH 13 / 7TH AVE	None	4	70
13	TH 13 / 13TH AVE	None	4	117
13	TH 13 / 22ND AVE	None	4	95
14	TH 14 / TH 4 (3RD AVE)	None	4	101
14	TH 14 / 1ST AVE	None	4	68
14	TH 14 / JACOB ST	None	0	0
14	TH 14 / GARDEN	None	4	120
14	TH 14 / 16TH ST	None	4	87
14	TH 14 / 7TH ST	None	4	96
14	TH 14 / LOR RAY DR	None	3	71
14	TH 14 / 4TH	None	4	100
14	TH 14 / STATE ST	None	4	88
15	TH 15 / ADAMS ST	None	4	96
15	TH 15 / TILDEN ST	None	4	80
15	TH 15 / BLUE EARTH AVE	None	4	92
15	TH 15 / 4TH ST N	None	4	97
15	TH 15 / WINNEBAGO ST	None	4	112
15	TH 15 / TORGERSON DR	None	4	107
15	TH 15 / GOEMANN RD	None	3	90
15	TH 15 / 20TH ST S	None	4	99
15	TH 15 / 10TH ST S	None	4	86
15	TH 15 / CENTER ST	None	4	89
15	TH 15 / 3RD ST N	None	4	88
19	TH 19 / MAIN ST	None	4	74
19	TH 19 / TH 22 / E. JCT	None	4	67
19	TH 19 / 1ST AVE.	None	4	87
19	TH 19 / 10TH AVE (37)	None	4	126
22	TH 22 / TH 83	None	4	114
22	TH 22 / HOFFMAN RD	None	4	113
22	TH22/BASSETT	None	4	134
22	TH 22 / MADISON AVE	None	4	98
22	TH 22 / ADAMS ST	None	4	122
22	TH 22 / TH 14 N. RAMP	None	3	91
22	TH 22 / TH 14 S. RAMP	None	3	83

Trunk Highway	Intersection	APS Status	Number of Crosswalks	Intersection Score
22	TH 22 / CSAH 3	None	4	164
22	TH 22 / CSAH 12	None	4	103
59	TH 59 / HUMISTON	None	4	97
59	OMAHA AVE	None	4	104
60	TH 60 / 10TH ST	None	4	68
60	TH 60 / 6TH ST	None	4	103
71	TH 71 / SHERMAN ST	None	4	61
71	TH71 / NORTH HWY	None	4	58
75	TH 75 / MAIN ST	None	4	71
169	TH 169 / OWATONNA ST	None	3	82
169	BELGRADE N. RAMP	None	3	54
169	BELGRADE S. RAMP	None	3	63
169	TH 169 / WEBSTER	None	3	78
169	TH 169 / LIND ST	None	1	28
169	TH 169 / JEFFERSON	To Be Installed	4	100
169	TH 169 / MULBURY	To Be Installed	4	85
169	TH 169 / NASSAU	To Be Installed	4	85
169	TH 169 / TH 99	To Be Installed	4	88

District 8

Trunk Highway	Intersection	APS Status	Number of Crosswalks	Intersection Score
7	CSAH 41	None	0	0
7	TH 71	None	4	98
7/22	School Rd	None	4	93
7/22	TH 15	None	4	126
7/22	Bluff St	None	4	101
7/29	Benson Rd	None	2	58
7/29	CSAH 15	None	4	96
12	CSAH 5	None	2	60
12	10th St	None	4	74
12	7th St	None	4	80
12	3rd St	None	2	47
12	2nd St	None	1	28
12	Lakeland Dr	None	4	115
12	5th St	None	4	81
12	3rd St	None	4	60
12	Davis Ave	None	4	91
12	TH 15	None	1	30
12/22	Depot Dr	None	4	94
14	TH 71	None	0	0
15	Edmonton Ave	None	2	54
15	Denver Ave	None	2	50
15	Century Ave	None	3	66
15	So Grade Rd	None	4	104
15	2nd Ave So	None	4	75
15	Washington Ave	None	4	101
15	1st Ave No	None	4	90
19	Saratoga St	None	4	61
19	2nd St	None	1	36
19/68	TH 23	None	1	39
19/68	Mustang Trail	None	4	87
19/68	Bruce St	None	4	79
19/68	Lyon St	None	4	77
19/68	TH 59	None	4	98
19/71	Swain St	None	4	70
19/71	Dekalb St	None	4	95

Trunk Highway	Intersection	APS Status	Number of Crosswalks	Intersection Score
23	South St	None	4	95
23	CSAH 10	None	4	115
23/212	Granite St	None	4	114
23/75	TH 30	None	4	111
29/59	TH 212	None	4	108
59	Canoga Dr	None	3	101
59	Susan Dr	None	2	78
59	TH 23	None	1	46
59	Southview Dr	None	4	89
59	C St	None	4	84
59	TH 68	None	3	72
59/68	3rd St	None	3	68
59/68	4th St	None	4	86
59/68	5th St	None	4	86
75	TH 212	None	0	0
212	9th St	None	4	83
212	CSAH 5	None	4	69

Appendix F

Curb Ramp Inventory

General Information	
Date/Time	
Inspector	
City/Highway	
Reference Point	
Feature ID	
Curb Ramps	
Width of the Ramp	
Type	<ul style="list-style-type: none"> • Concrete • Bituminous • Other • None
Layout	<ul style="list-style-type: none"> • Perpendicular • Diagonal • Parallel • Blended Transition • Other • None
Location	<ul style="list-style-type: none"> • Intersection corner • Aligned with crosswalk • Median • Mid-block • Pork chop • Other
Design	<ul style="list-style-type: none"> • Exposed aggregate • Detectable warning • Truncated dome • Dragged • Contrasting color • Imprinted • Sprinkled aggregate • Smooth concrete • Other • None
Area (Sq ft)	<ul style="list-style-type: none"> • Flat landing (< 2% slope and cross slope) at top of ramp that at least 4' x 4' • Flat landing (< 2% slope and cross slope) at bottom of ramp that at least 4' x 4'

Running slope (%)	<ul style="list-style-type: none"> Gutter count slope < 5%
Cross slope(%)	
Flare slope (%)	
Condition Rating	<ul style="list-style-type: none"> 1 to 4 Vertical inconsistencies / lip (< 0.50 in) Horizontal gap Obstacles

Sidewalks

Type	<ul style="list-style-type: none"> Concrete Bituminous Other (Joints, Stamped pattern, pavers, etc) None
Width (ft)	
Length (ft)	<ul style="list-style-type: none"> Continuous – Connects to next intersection Gap
Slope	Note locations where longitudinal (running) slope is greater than 1:12 (8.33%) or cross slope is greater than 1:50 (2%)
Direction	
Number	What side of the road?
Obstacles within Pedestrian Access Route	<ul style="list-style-type: none"> None Lightpole Fire hydrant Tree (Horizontal and vertical clearance) Guardrail Stoplight pedestal Sign post Benches Building Catch basin Grate Guy wire Utility box Newspaper box Other street furniture Temporary items (sandbags, signs, etc) Faulted pavement: Note locations with greater than 1/4 inch and greater than 1/2 inch vertical displacement Other

Boulevard/buffer width	
Condition Rating	1 to 4

Curb and Gutter

Type	<ul style="list-style-type: none"> • Concrete • Bituminous • Integrant • Other
Design	<ul style="list-style-type: none"> • B • D • V • S
Gutter Pan Width (in)	12 to 48, with 24 set as default
Curb Height (in)	3 to 10, with 6 set as default
Condition Rating	1 to 4

Crosswalk

Type	<ul style="list-style-type: none"> • Uncontrolled • Controlled
Crosswalk Design	<ul style="list-style-type: none"> • Crossing Distance • Orientation • Width • Linked to median / pork chop / Bumpouts • Cross slope • Running slope
Surface Type	<ul style="list-style-type: none"> • Bituminous • Concrete • Brick • Other
Painted Marking	<ul style="list-style-type: none"> • None • Zebra stripes (rect. blocks) • 2 parallel stripes • Diagonal striping
Tape	<ul style="list-style-type: none"> • None • Milled • Rolled
Aesthetic Design Treatments	<p>None</p> <ul style="list-style-type: none"> • Stamped • Painted

	<ul style="list-style-type: none"> • Stamped & dyed • Running bond (std.) • Herringbone • Basket weave • Other
Stop Bar	<ul style="list-style-type: none"> • Yes • No
Roadway Speed	
Condition Rating	1 to 4

Signal

Walk/Don't Walk	<ul style="list-style-type: none"> • Yes • No
Countdown	<ul style="list-style-type: none"> • Yes • No
APS	<ul style="list-style-type: none"> • Audible • Tactile • Vibro • Locator tone
Pedestrian Phase	<ul style="list-style-type: none"> • Automatic • Activation required
Push button	<ul style="list-style-type: none"> • None • On stoplight pole • On pedestal station • Accessible • Other
Push Button distance from curb ramp	
Are push button separated at least 10' apart	<ul style="list-style-type: none"> • Yes • No
Hand holes	<ul style="list-style-type: none"> • Yes • No

Signs

Crosswalk	<ul style="list-style-type: none"> • Yes • No
Crosswalk Ahead	<ul style="list-style-type: none"> • Yes • No
Flashing yellow lights	<ul style="list-style-type: none"> • Yes • No • Continuous • Activated
Transit Stop	<ul style="list-style-type: none"> • Yes • No

School Crossing	<ul style="list-style-type: none"> • Yes • No
Intersection	
Type	<ul style="list-style-type: none"> • 2-way x 2-way • 2-way x 4-way • 4-way x 4-way • Divided highway • Side street • Median • Other
Transit Stops	
	<ul style="list-style-type: none"> • 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.
	<ul style="list-style-type: none"> • Bus stop boarding and alighting areas must connect to streets, sidewalks, or pedestrian paths by a pedestrian access route.
	<ul style="list-style-type: none"> • 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.

Appendix G

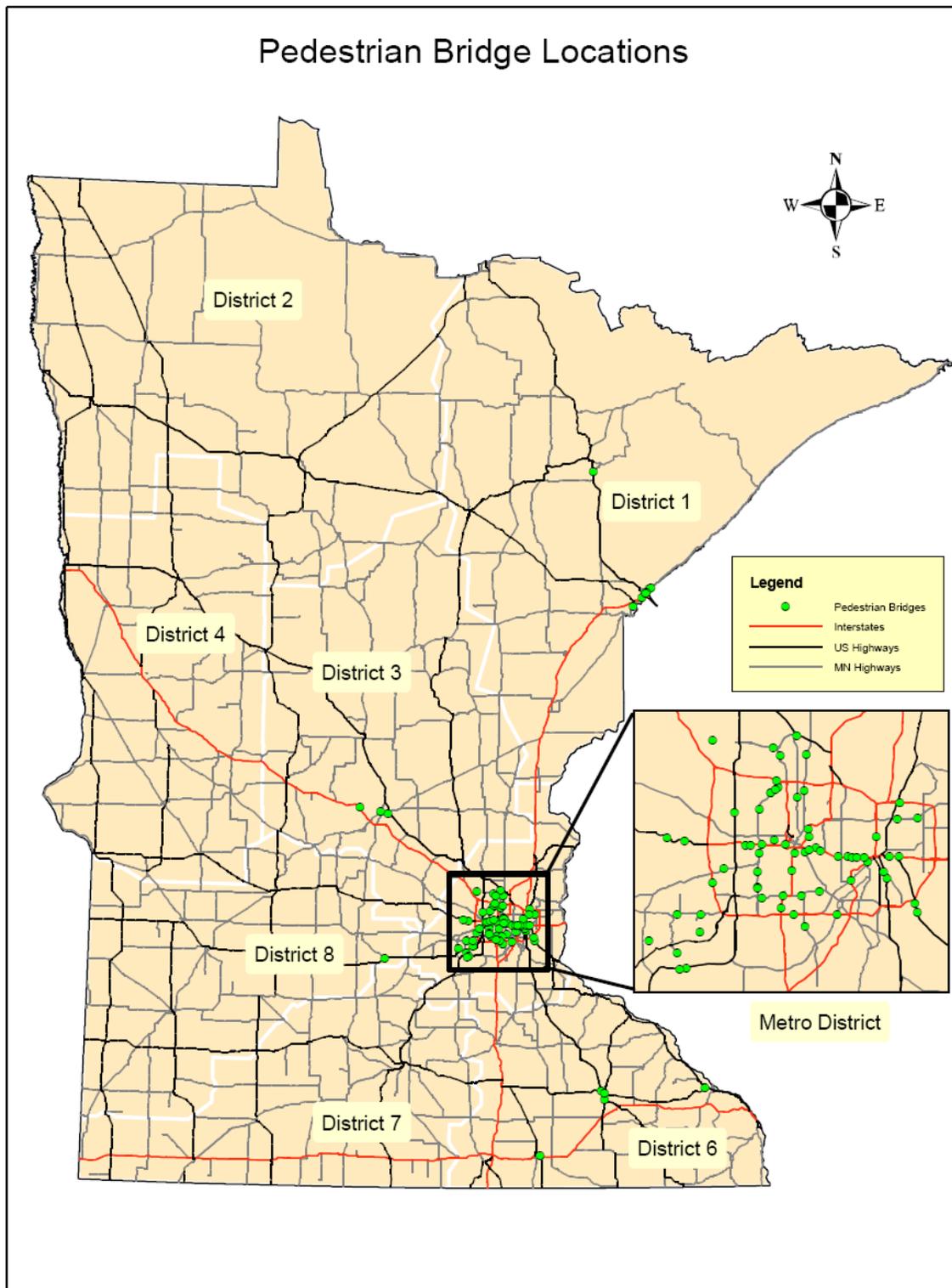
Pedestrian Overpass and Underpass Inventory

Bridge Number	Facility Carried	Feature Crossed	Year Built
69857	PEDESTRIAN	1ST AVE E	1989
96093	US 61	BIKE PATH	1986
27X02	TH 5 WB	BIKE TRAIL	1998
97682	US 59	BIKE TRAIL	1996
97680	TH 13	BIKEWAY	1993
10X02	TH 5	Bluff Creek Trail	2000
27816P	PEDESTRIAN	BNSF RR	1982
9218	PEDESTRIAN	CEDAR RIVER	1958
56X01	TH 210	CENTRAL LAKES TRAIL	1995
97753	TH 29 (NOKOMIS ST)	CENTRAL LAKES TRAIL	1994
24848	PEDESTRIAN	CO DITCH # 15	1990
24849	PEDESTRIAN	CO DITCH # 15	1989
24850	PEDESTRIAN	CO DITCH # 15	1989
4175	Pedestrian	County 101 Minnesota R	1927
69855	PEDESTRIAN	DITCH	1973
82009	TH 36	DNR Gateway Trail	1987
96823	TH 9	DNR GLACIAL LAKES TRL	1994
34X03	TH 23	DNR RECREATION TRAIL	2002
82812	I 694 NB	DNR TRAIL	1967
96517	TH 371	DNR TRAIL	1987
82811	I 694 SB	DNR TRAIL	1967
69858	PEDESTRIAN	EB I35 RAMP & MICH RAMP	1989
27908	PEDESTRIAN	ELM CREEK	1973
69804	PEDESTRIAN	EXCURSION TRACKS	1989
69805	PEDESTRIAN	EXCURSION TRACKS	1989
9482	PEDESTRIAN	FAYAL TRAIL	1960
69885A	BIKEWAY AT MESABA	FILL	1987
82012	PED	GORGE	1968
27V53	I 494 SB	HENN CO TRAIL	2005
27V54	I 494 NB	HENN CO TRAIL	2005
69838	PED AT 17TH AVE E	I 35	1988
69843	PED AT 25TH AVE	I 35	1990
69885	PED AT MESABA	I 35 & TWO RAMPS	1968
62872	PED at Bayard Ave	I 35E	1984
6512	GATEWAY TRAIL	I 35E	1960
62804	PED at Walnut St	I 35E & Thompson St	1987
9618	PED at 40th St	I 35W	1965
9888	PED at 73rd Ave	I 35W	1960
27985	PED @ Summer St	I 35W & NB off ramp	1973
27987	PED @ 5th St SE	I 35W & off-on ramps	1971
27868	PED @ 24th St E	I 35W NB, TH 65 & STS	1971
27710	PED @ Pennsylvania	I 394	1989

Bridge Number	Facility Carried	Feature Crossed	Year Built
27711	PED @ Florida Ave	I 394	1989
27755	PEDESTRIAN	I 394 & 394R Frontage Rd	1989
27757	PED @ Cedar Lk Rd	I 394, I394R & Frontage	1988
27V57	PED AT MAYWOOD LN	I 494	2005
9078	PED at 2nd Ave S	I 494 & N & S Front Rds	1960
62822	RECREATION TRAIL	I 694	1966
50802	PEDESTRIAN	I 90	1997
62849	PED at ALDINE	I 94	1966
9773	PED at Grotto	I 94	1963
9736	PED at Chatsworth	I 94	1964
9737	PED at Mackubin St	I 94	1963
9892	PED at 22nd Ave	I 94	1962
27958	PED @ Seymour	I 94	1967
73871	PEDESTRIAN	I 94	1977
27864	PED @ Shingle Crk	I 94 & I 694	1980
62809	GRIGGS ST PED	I 94 & RAMP 16A	2009
62869	PED at Hazelwood	I 94 EB on ramp	1974
27955	PEDESTRIAN	I 94 On/Off Ramps-Huron	1965
62868	PED at Maple	I 94, Hudson & Pacific	1973
27003	PED at Whitney	I 94, Lyndale & Henn Av	1988
36015	PEDESTRIAN	JACKFISH BAY	1978
36016	PEDESTRIAN	JACKFISH BAY	1978
69853	PEDESTRIAN	KEENE CREEK	1973
62023	PED at Winifred St	Lafayette Rd (US 52)	1969
27407	TRAIL	LEGION LAKE	2008
43X01	TH 7	LUCE LINE ST TRAIL	1999
95154	TH 25	LUCE LINE TRAIL	1982
96697	I 494	LUCE LINE TRAIL	1989
69122	US 53	MILLER CREEK	2003
31020	US 169 NB	MINE RD	1976
9600F	Ped Trail	Minnesota River	1980
27004	Ped at St Anthony	Mississippi River	1883
73029	PEDESTRIAN	MN 15	1987
5953	PEDESTRIAN	MN 23	1941
6847	PEDESTRIAN	MN 23	1958
62096	PEDESTRIAN	MN 36	2007
2017	PED @ 49th Ave	MN 47	1967
2021	PEDESTRIAN	MN 65	1970
2022	PED @ 80th Ave NE	MN 65 & Frontage Rd	1973
18X01	TH 210	Paul Bunyan Trail	2003
27X06	TH 100	PED	2001
60X02	US 2	PED	2001
10X03	TH 41	PED	2001
08X04	US 14	PED	2004
10X08	TH 5	PED	2004
86X05	TH 241	PED	2005
38X03	TH 61	PED	2005

Bridge Number	Facility Carried	Feature Crossed	Year Built
69124	US 53	PED CONCOURSE	2003
27810	I 94	PED PATH	1982
03X01	US 59	PED TRAIL	1998
52X02	US 169	PED TRAIL	1998
62X02	TH 35E	Ped Trail	2001
62X02X	TH 35E NB off Ramp	Ped Trail	2001
62X02Y	35E SB on ramp	Ped Trail	2001
10X09	TH 101	PED TRAIL	2007
6995	I 90	PED TUNNEL	1957
6996	I 90	PED TUNNEL	1957
8654	US 61	PED TUNNEL	1936
96882	TH 5	PED TUNNEL	1990
69811	PEDESTRIAN	PED WALK WAY	1967
91191	US 61	PED WALKWAY	1951
91533	US 59	PED WALKWAY	1977
96058	US 59	PED WALKWAY	1984
16X01	TH 61	PED-BIKE	2009
6692	US 61	PED-BIKE TRAIL	1951
96758	US 52	Pedestrian Trail	1990
24867	PEDESTRIAN	RAVINE	1973
27253	TH 7 WB Connection	Recreation Tr & Trolley	2001
27068	TH 7	Recreation Trail	1981
6654	TH 5	Recreation Trail	1952
85821	PED	RELIEF (IN REST AREA)	2008
10X04	TH 5	Riley Creek Trail	2000
96690	SKYWAY	S BROADWAY (US 63)	2008
7033	TH 22	SAKATAH STATE TRAIL	1999
69X04	US 53 SB	SNOWMOBILE TRAIL	2004
69X02	US 53 off ramp	Snowmobile Trail	2001
69X03	US 53 NB	SNOWMOBILE TRAIL	2004
38014	PED	SOIL	2004
3717	MN 210(SNWMBL TRL)	STONEY BROOK	1922
27284	PED at 39th Ave	TH 100	2000
27649	PEDESTRIAN	TH 100	1983
27012	Ped at 26th St	TH 100	1978
27038A	PED Brooklyn Blvd	TH 100	1976
27038B	PED Brooklyn Blvd	TH 100	1976
27615	PED at 59th Ave N	TH 100 & SB off ramp	1980
27105	PED at 41st St	TH 100 & Vernon Ave	1968
9896	PED at Windsor Ave	TH 100, Frontage Roads	1971
9895	PED at S View Lane	TH 100, Frontage Roads	1971
27278	Trail A	TH 12 & BNSF RR	2005
27272	Luce Line Trail	TH 12 & BNSF RR	2003
27061	PED at 61st St	TH 121	1962
19901	PED @ I 494	TH 13	1982
27685	PED AT 85th AVE	TH 252	2003
6402	BN Regional Trail	TH 36	1954

Bridge Number	Facility Carried	Feature Crossed	Year Built
10531	PED	TH 5	1995
55044	PED AT 16th ST NW	TH 52, & W & E FRONT RD	2004
27202	PEDESTRIAN	TH 55 & NB off ramp	1998
27220	PEDESTRIAN	TH 610	1998
27R15	PED	TH 610, CSAH 81,RMP,& RR	2005
27530	PED at 40th Ave S	TH 62	1966
27535	PED at 14th Ave	TH 62	1967
27520	PEDESTRAIN	TH 62 & W 64th St	1963
5114	Recreation Trail	TH 7	1934
27028	PED AT 88TH ST	TH 77	1978
36017	PEDESTRIAN	TILSON BAY	1978
36018	PEDESTRIAN	TILSON BAY	1978
31023	US 169 SB	TRAIL	1976
31024	US 169 NB	TRAIL	1974
97254	TH 23	TRAIL	1993
31019	US 169 SB	TRAIL	1976
27X09	FLYING CLOUD DR	TRAIL	2006
02J30	MN 47	TRAIL	2006
27866	PED Linden Avenue	UP RAIL	1972
19R03	US 52 SB	UP RAIL	2003
2044	PEDESTRIAN	US 10	1997
27135	PED at Ridgeview	US 12 & Ridgeview Dr	1970
85003	PED (ST MARYS)	US 14	1963
27B42	PED-BIKE	US 169	2008
70539	PED W OF CR 79	US 169	2002
70536	PED E OF CSAH 17	US 169	2002
43006	PEDESTRIAN	US 212	1971
27R30	PED/BIKE	US 212	2006
10048	PED/BIKE	US 212	2007
19025	PED @ Lewis St	US 52	1973
2032	PED	US 61 7th Ave BN &CP RR	2003
82028	PED	US 61, Hasting Ave, 7th	2003
55019	PEDESTRIAN	US 63	1963
27R17	PED OFF TH 610	WET LANDS	2005



Appendix H

Policies and Procedures under Review by Mn/DOT

2008 Signal & Lighting Certification Manual
60% REVIEW CHECKLISTS
95% REVIEW CHECKLISTS
Accessibility Grievance Procedure
ADA Checklist
ADA IMPLEMENTATION PLAN FOR METRO DESIGN
D-7 PRESERVATION PROJECT GUIDELINES
Design Layout Checklist
GDSU Process of Layout Review
Guidebook for Minnesota Public Transit Providers
Guideline for the Application of Tubular Markers and Weighted Channelizers
Guidelines for Changeable Message Sign (CMS) Use
Hear Every Voice (HEV): Mn/DOT Public and Stakeholder Participation Guidance
Hear Every Voice II: Public Involvement Guidance 2008
HPDP Accessibility Requirements
HPDP Geometric Layouts
Layout Approval Process
Maintenance Manual
Minnesota Manual on Uniform Traffic Control Devices (Mn MUTCD) CH 4E
Mn/DOT Road Design Manual (RDM)
Mn/DOT Traffic Signal Timing and Coordination Manual
No Passing Zone Workbook
Off-site accessibility checklist
OLM's Right of Way Manual section 5-491.810
Scoping and Cost Estimating
Scoping Worksheets
Standard Plan - Acceleration and Deceleration Lane (Urban) Rigid Design (5-297.210)
Standard Plate 7105C
Standard Plate 7107H
Standard Plate 7108F
Standard Plate 7109C
Standard Plate 7113A
Standard Plate 8400E
Standard Plate 8401
Standard Plate Pedestrian installation
Standard Sign Summary
Standard Signs Manual
Tech. Memo. Minnesota Work Zone Safety and Mobility Policy
Tech. Memo. Pedestrian Countdown Signals (PCSs) Usage.
TRAFFIC ENGINEERING MANUAL
Work Zone Field Handbook

Appendix I

Glossary of Terms

ABA: See Architectural Barriers Act.

ADA: See Americans with Disabilities Act.

ADA Transition Plan: Mn/DOT'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.