





**Mn/DOT ADA**

**Transition Plan**

**Minnesota Department of Transportation**

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

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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



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| Mn/DOT  ADA Transition Plan |
| Minnesota Department of Transportation |
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**This Page Left Intentionally Blank** Table of Contents

[Introduction 9](#_Toc257910860)

[ADA and its Relationship to Other Laws 10](#_Toc257910861)

[Mn/DOT History 11](#_Toc257910863)

[Program Location and Staffing 13](#_Toc257910864)

[Committee Structure 14](#_Toc257910865)

[Mn/DOT’s ADA Accessibility Advisory Committee 14](#_Toc257910867)

[Americans with Disabilities Act Advisory Committee (ADAAC) 15](#_Toc257910868)

[ADA Implementation Committee 15](#_Toc257910869)

[Communications 16](#_Toc257910872)

[Website Communications 16](#_Toc257910873)

[Public Involvement 17](#_Toc257910874)

[Self Evaluation 18](#_Toc257910876)

[Fixed Work Sites 18](#_Toc257910877)

[Rest Areas 18](#_Toc257910878)

[Accessible Pedestrian Signals (APS) 19](#_Toc257910879)

[Curb ramps and sidewalks 20](#_Toc257910880)

[Greater Minnesota Transit 21](#_Toc257910881)

[Pedestrian Bridges, and Underpass Inventory 21](#_Toc257910882)

[Policies 22](#_Toc257910883)

[Maintenance 22](#_Toc257910884)

[Correction Program 23](#_Toc257910885)

[Training 23](#_Toc257910886)

[Appendix A: How to file a Grievance 24](#_Toc257910887)

[Appendix B: Program Contacts 26](#_Toc257910889)

[Appendix C: Mn/DOT Work Sites 27](#_Toc257910894)

[Priority One Sites 27](#_Toc257910896)

[Priority Two 28](#_Toc257910897)

[Appendix D: Rest Area Facility Condition Assessment 29](#_Toc257910898)

[Appendix E: Statewide Accessible Pedestrian Signal (APS) Prioritization Summary 41](#_Toc257910900)

[District 1 41](#_Toc257910902)

[District 2 44](#_Toc257910903)

[District 3 46](#_Toc257910904)

[District 4 51](#_Toc257910905)

[Metro 53](#_Toc257910906)

[District 6 69](#_Toc257910907)

[District 7 72](#_Toc257910908)

[District 8 74](#_Toc257910909)

[Appendix F: Curb Ramp Inventory 76](#_Toc257910910)

[Appendix G: Pedestrian Overpass and Underpass Inventory 81](#_Toc257910912)

[Appendix H: Policies and Procedures under Review by Mn/DOT 86](#_Toc257910914)

[Appendix I: Glossary of Terms 87](#_Toc257910916)

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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](http://www.law.cornell.edu/uscode/42/12132.html); [28 CFR. Sec. 35.130](http://www.dol.gov/oasam/regs/cfr/28cfr/Part35/35130.htm))

As required by Title II of [ADA, 28 CFR. Part 35 Sec. 35.105 and Sec. 35.150](http://www.dol.gov/oasam/regs/cfr/28cfr/Part35/35toc.htm), 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](http://www.dot.state.mn.us/).

### 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](http://www.access-board.gov/about/laws/aba.htm) and [Section 504 of the Rehabilitation Act](http://www.dol.gov/oasam/regs/statutes/sec504.htm) 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](http://www.dol.gov/oasam/regs/cfr/28cfr/Part35/35150.htm)).
* 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)](http://www.dol.gov/oasam/regs/cfr/28cfr/Part35/35130.htm).
* 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)](http://www.dol.gov/oasam/regs/cfr/28cfr/Part35/35130.htm).
* 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)](http://www.dol.gov/oasam/regs/cfr/28cfr/Part35/35130.htm).
* 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).](http://www.dol.gov/oasam/regs/cfr/28cfr/Part35/35160.htm)
* Must designate at least one responsible employee to coordinate ADA compliance [[28 CFR § 35.107(a)](http://www.dol.gov/oasam/regs/cfr/28cfr/Part35/35160.htm)]. 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)](http://www.dol.gov/oasam/regs/cfr/28cfr/Part35/35160.htm)].
* 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](http://www.dol.gov/oasam/regs/cfr/28cfr/Part35/35106.htm)]. 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)](http://www.dol.gov/oasam/regs/cfr/28cfr/Part35/35106.htm)].
* 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)](http://www.dol.gov/oasam/regs/cfr/28cfr/Part35/35107.htm)]. 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 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](http://dotapp7.dot.state.mn.us/edms/download?docId=700104) 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*](http://dotapp7.dot.state.mn.us/edms/download?docId=887529) 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](http://www.dol.gov/oasam/regs/cfr/28cfr/Part35/35107.htm), will be managed by three peer positions: the Title II Coordinator, ADA Implementation Coordinator, and ADA Design Engineer.

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.

### 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](http://www.dol.gov/oasam/regs/cfr/28cfr/Part35/35107.htm) can be found in Appendix A of this report or on Mn/DOT accessibility [website](http://www.dot.state.mn.us/ada/comments1.html) 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)](http://www.dol.gov/oasam/regs/cfr/28cfr/Part35/35160.htm) 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](http://www.section508.gov/index.cfm?FuseAction=Content&ID=12) 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 much 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](http://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](http://www.dot.state.mn.us/planning/publicinvolvement/), 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.

### 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](http://www.ada.gov/business/accessiblemtg.htm) 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](https://www.revisor.mn.gov/rules/?id=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](http://ecfr.gpoaccess.gov/cgi/t/text/text-idx?c=ecfr;sid=f1fdfad8e1d3b3c3b5365b392515f47d;rgn=div5;view=text;node=49%3A1.0.1.1.20;idno=49;cc=ecfr#49:1.0.1.1.20.2.16.3) 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)](http://www2.ed.gov/policy/rights/reg/ocr/edlite-28cfr35.html#S151) requires alterations comply, to the maximum extent feasible, with [Section 4.1.7 of ADAAG](http://www.access-board.gov/adaag/html/adaag.htm#4.17).

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*](http://www.dot.state.mn.us/trafficeng/standards/signals/worksheets/APS%20Prioritization%20Tool%20Instructions%20and%20Forms.doc)*.* 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](http://frwebgate6.access.gpo.gov/cgi-bin/waisgate.cgi?WAISdocID=601591338136+0+0+0&WAISaction=retrieve) 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](http://ecfr.gpoaccess.gov/cgi/t/text/text-idx?c=ecfr&sid=604d45442f86a1010c0ae8481ff1f0c8&rgn=div8&view=text&node=28:1.0.1.1.36.2.32.4&idno=28), 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.

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

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St. Paul, MN 55155

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### ADA Implementation Coordinator

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### ADA Design Engineer

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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 |
| 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 |  |  |  |  |  |
|  |  |  |  |  |  |  |
| **Anchor Lake** |  |  |  |  |  |  |
| Site Features | $5,721 | Site Development | Replace Exterior Drinking Fountain; ADA Accessible | Inadequate | 1 | Ea |
| Main Building | $1,435 | Exterior Doors | Repair aluminum door | Damaged | 2 | Ea |
| Main Building | $749 | Fittings | Install mirror at accessible height | Missing | 2 | Ea |
| Main Building | $2,280 | Fittings | Provide protective insulation for exposed piping | Missing | 8 | Ea |
| Main Building | $4,270 | Fittings | Provide accessible service counter | Inadequate | 14 | L.F. |
| Main Building | $1,802 | Communications & Security | Replace public telephone | Inadequate | 1 | Ea |
| Main Building | $6,779 | Communications & Security | Replace fire alarm control panel | Inadequate | 1 | Ea |
| Main Building | $51,705 | Special Purpose Room | Construct Single-User Toilet Room | Missing | 1 | Ea |
| Anchor Lake Total | $75,341 |  |  |  |  |  |
|  |  |  |  |  |  |  |
| **Baptism River** |  |  |  |  |  |  |
| Main Building | $406 | Fittings | Replace accessible restroom signage | Inadequate | 2 | Ea |
| Main Building | $2,880 | Fittings | Provide protective insulation for exposed piping | Missing | 8 | Ea |
| Main Building | $1,802 | Communications & Security | Replace public telephone | Inadequate | 1 | Ea |
| Main Building | $6,779 | Communications & Security | Replace fire alarm control panel | Inadequate | 1 | Ea |
| Main Building | $51,705 | Special Purpose Room | Construct Single-User Toilet Room | Missing | 1 | Ea |
| Baptism River Total | $63,572 |  |  |  |  |  |
|  |  |  |  |  |  |  |
| **Beaver Creek** |  |  |  |  |  |  |
| Site Features | $2,705 | Pedestrian Paving | Replace Concrete Sidewalk 4" Thick (SF) | Missing | 250 | S.F. |
| Site Features | $2,291 | Water Supply | Replace Exterior Drinking Fountain; ADA Accessible | Inadequate | 1 | Ea |
| East Picnic Shelter | $3,351 | Slab on Grade | Replace unfinished concrete floor unfinished | Damaged | 5 | C.S.F |
| Picnic Shelter East | $3,351 | Slab on Grade | Replace unfinished concrete floor unfinished | Damaged | 5 | C.S.F |
| Picnic Shelter West | $3,351 | Slab on Grade | Replace unfinished concrete floor unfinished | Damaged | 5 | C.S.F |
| West Picnic Shelter | $3,351 | Slab on Grade | Replace unfinished concrete floor unfinished | Damaged | 5 | C.S.F |
| Main Building | $5,231 | Exterior Doors | Replace 3'-0" x 7'-0" aluminum storefront doors | Beyond Useful Life | 2 | Ea |
| Main Building | $30,828 | Special Purpose Room | Remove one fixture and create accessible stall. | Inadequate | 2 | Ea |
| Main Building | $1,623 | Site Earthwork | Remove and replace concrete sidewalk, 4' wide | Damaged | 40 | L.F. |
| Main Building | $24,345 | Site Earthwork | Remove and replace concrete sidewalk, 4' wide | Damaged | 600 | L.F. |
| Auto Parking | $214 | Parking Lots | Install ADA "Van Accessible" Parking Sign | Inadequate | 1 | Ea |
| Beaver Creek Total | $80,641 |  |  |  |  |  |
|  |  |  |  |  |  |  |
| **Big Spunk** |  |  |  |  |  |  |
| Site Features | $3,136 | Pedestrian Paving | Replace Concrete Curb Cut with ADA Curb Cut | Inadequate | 2 | Ea |
| Site Features | $31,527 | Pedestrian Paving | Construct & provide ADA conc. ramp and steps | Missing | 40 | L.F. |
| Site Features | $138 | Water Supply | Replace Exterior faucet handle with ADA lever type | Inadequate | 1 | Ea |
| Main Building | $1,425 | Exterior Doors | Repair aluminum door | Damaged | 2 | Ea |
| Main Building | $812 | Fittings | Replace accessible restroom signage. | Inadequate | 4 | Ea |
| Main Building | $2,033 | Fittings | Install grab bars in accessible stall. | Missing | 12 | L.F. |
| Main Building | $749 | Fittings | Install mirror at accessible height. | Missing | 2 | Ea |
| Main Building | $1,802 | Communications & Security | Replace public telephone | Inadequate | 1 | Ea |
| Main Building | $51,705 | Special Purpose Room | Construct Single-User Toilet Room | Missing | 1 | Ea |
| Auto Parking | $607 | Parking Lots | Realign and Re-stripe Parking Space for ADA Access | Inadequate | 100 | L.F. |
| Big Spunk Total | $93,944 |  |  |  |  |  |
|  |  |  |  |  |  |  |
| **Blue Earth EB** |  |  |  |  |  |  |
| Site Features | $2,705 | Pedestrian Paving | Replace Concrete Sidewalk 4" Thick (SF) | Missing | 250 | S.F. |
| Site Features | $138 | Water Supply | Replace Exterior faucet handle with ADA lever type | Inadequate | 1 | Ea |
| East Picnic Shelter | $3,351 | Slab on Grade | Replace unfinished concrete floor unfinished | Damaged | 5 | C.S.F |
| West Picnic Shelter | $3,351 | Slab on Grade | Replace unfinished concrete floor unfinished | Damaged | 5 | C.S.F |
| Main Building | $1,802 | Communications & Security | Replace public telephone | Inadequate | 1 | Ea |
| Auto Parking | $214 | Parking Lots | Install ADA "Van Accessible" Parking Sign | Inadequate | 1 | Ea |
| Blue Earth EB Total | $11,561 |  |  |  |  |  |
|  |  |  |  |  |  |  |
| **Blue Earth WB** |  |  |  |  |  |  |
| North Picnic Shelter | $3,351 | Slab on Grade | Replace unfinished concrete floor unfinished | Damaged | 5 | C.S.F |
| South Picnic Shelter | $3,351 | Slab on Grade | Replace unfinished concrete floor unfinished | Damaged | 5 | C.S.F |
| Main Building | $1,171 | Communications & Security | Replace public telephone | Inadequate | 1 | Ea |
| Auto Parking | $214 | Parking Lots | Install ADA "Van Accessible" Parking Sign | Inadequate | 1 | Ea |
| Blue Earth WB Total | $8,087 |  |  |  |  |  |
|  |  |  |  |  |  |  |
| **Burgen Lake** |  |  |  |  |  |  |
| East Picnic Shelter | $1,623 | Slab on Grade | Remove and replace concrete sidewalk 4' wide | Damaged | 40 | L.F. |
| West Picnic Shelter | $1,623 | Slab on Grade | Remove and replace concrete sidewalk 4' wide | Damaged | 40 | L.F. |
| Main Building | $5,231 | Exterior Doors | Replace 3'-0" x 7'-0" aluminum storefront doors | Beyond Useful Life | 2 | Ea |
| Main Building | $812 | Fittings | Replace accessible restroom signage. | Inadequate | 4 | Ea |
| Main Building | $2,033 | Fittings | Install grab bars in accessible stall. | Missing | 12 | L.F. |
| Main Building | $749 | Fittings | Install mirror at accessible height. | Missing | 2 | Ea |
| Main Building | $2,601 | Plumbing Fixtures | Replace drinking fountain | Inadequate | 1 | Ea |
| Main Building | $1,802 | Communications & Security | Replace public telephone | Inadequate | 1 | Ea |
| Main Building | $30,828 | Special Purpose Room | Remove one fixture and create accessible stall. | Inadequate | 2 | Ea |
| Burgen Lake Total | $47,302 |  |  |  |  |  |
|  |  |  |  |  |  |  |
| **Cass Lake** |  |  |  |  |  |  |
| Site Features | $3,136 | Pedestrian Paving | Replace Concrete Curb Cut with ADA Curb Cut | Inadequate | 2 | Ea |
| Main Building | $1,190 | Exterior Doors | Repair aluminum door | Damaged | 2 | Ea |
| Cass Lake Total | $4,326 |  |  |  |  |  |
|  |  |  |  |  |  |  |
| **Central Minnesota TIC** |  |  |  |  |  |  |
| Site Features | $1,623 | Slab on Grade | Remove and replace concrete sidewalk 4' wide | Damaged | 40 | L.F. |
| Site Features | $2,291 | Water Supply | Replace Exterior Drinking Fountain; ADA Accessible | Inadequate | 1 | Ea |
| Main Building | $1,566 | Fittings | Replace directional signage | Inadequate | 25 | Ea |
| Main Building | $2,880 | Fittings | Provide protective insulation for exposed piping | Missing | 8 | Ea |
| Main Building | $1,802 | Communications & Security | Replace public telephone | Inadequate | 1 | Ea |
| Main Building | $4,270 | Fixed Furnishings | Provide accessible service counter | Inadequate | 14 | L.F. |
| Central Minnesota TIC Total | $14,432 |  |  |  |  |  |
|  |  |  |  |  |  |  |
| **Clear Lake** |  |  |  |  |  |  |
| Site Features | $2,705 | Pedestrian Paving | Replace Concrete Sidewalk 4" Thick (SF) | Missing | 250 | S.F. |
| Site Features | $2,291 | Water Supply | Replace Exterior Drinking Fountain; ADA Accessible | Inadequate | 1 | Ea |
| West Picnic Shelter | $3,351 | Slab on Grade | Replace unfinished concrete floor unfinished | Damaged | 5 | C.S.F |
| Main Building | $2,033 | Fittings | Install grab bars in accessible stall. | Missing | 12 | L.F. |
| Main Building | $749 | Fittings | Install mirror at accessible height. | Missing | 2 | Ea |
| Main Building | $812 | Fittings | Replace accessible restroom signage. | Inadequate | 4 | Ea |
| Main Building | $886 | Plumbing Fixtures | Provide protective insulation for exposed piping | Inadequate | 8 | Ea |
| Main Building | $2,601 | Plumbing Fixtures | Replace drinking fountain | Inadequate | 1 | Ea |
| Main Building | $1,802 | Communications & Security | Replace public telephone | Inadequate | 1 | Ea |
| Main Building | $51,705 | Special Purpose Room | Construct Single-User Toilet Room | Missing | 1 | Ea |
| Clear Lake Total | $68,935 |  |  |  |  |  |
|  |  |  |  |  |  |  |
| **Dayton Port** |  |  |  |  |  |  |
| Main Building Lobby | $1,802 | Communications & Security | Replace public telephone | Inadequate | 1 | Ea |
| Main Building Men’s Room | $8,497 | Toilet Partitions | Replace toilet partitions | Damaged | 3 | Ea |
| Main Building Women’s Room | $16,994 | Toilet Partitions | Replace toilet partitions | Damaged | 6 | Ea |
| Dayton Port Total | $27,293 |  |  |  |  |  |
|  |  |  |  |  |  |  |
| **Des Moines River** |  |  |  |  |  |  |
| Site Features | $2,705 | Pedestrian Paving | Replace Concrete Sidewalk 4" Thick (SF) | Missing | 250 | S.F. |
| Site Features | $2,291 | Water Supply | Replace Exterior Drinking Fountain; ADA Accessible | Inadequate | 1 | Ea |
| North Picnic Shelter | $3,351 | Slab on Grade | Replace unfinished concrete floor unfinished | Damaged | 5 | C.S.F |
| NW Picnic Shelter | $3,351 | Slab on Grade | Replace unfinished concrete floor unfinished | Damaged | 5 | C.S.F |
| South Picnic Shelter | $3,351 | Slab on Grade | Replace unfinished concrete floor unfinished | Damaged | 5 | C.S.F |
| Main Building | $4,199 | Exterior Doors | Replace 3'-0" x 7'-0" aluminum door, incl. vision | Beyond Useful Life | 2 | Ea |
| Main Building | $749 | Fittings | Install mirror at accessible height. | Missing | 2 | Ea |
| Main Building | $2,880 | Plumbing Fixtures | Provide protective insulation for exposed piping | Inadequate | 8 | Ea |
| Main Building | $2,601 | Plumbing Fixtures | Replace drinking fountain | Inadequate | 1 | Ea |
| Main Building | $30,828 | Special Purpose Room | Remove one fixture and create accessible stall. | Inadequate | 2 | Ea |
| Des Moines River Total | $56,306 |  |  |  |  |  |
|  |  |  |  |  |  |  |
| **Dresbach TIC** |  |  |  |  |  |  |
| Site Features | $4,581 | Water Supply | Replace Exterior Drinking Fountain; ADA Accessible | Inadequate | 2 | Ea |
| Main Building | $1,624 | Fittings | Toilet partitions laminate clad-overhead braced | Inadequate | 1 | Ea |
| Main Building | $2,033 | Fittings | Install grab bars in accessible stall. | Missing | 12 | L.F. |
| Main Building | $13,004 | Plumbing Fixtures | Replace drinking fountain | Inadequate | 5 | Ea |
| Main Building | $30,828 | Special Purpose Room | Remove one fixture and create accessible stall. | Inadequate | 2 | Ea |
| Auto Parking | $641 | Parking Lots | Install ADA "Van Accessible" Parking Sign | Inadequate | 3 | Ea |
| Auto Parking | $3,655 | Parking Lots | Realign and Re-stripe Parking Space for ADA Access | Inadequate | 910 | L.F. |
| Dresbach TIC Total | $56,366 |  |  |  |  |  |
|  |  |  |  |  |  |  |
| **Elm Creek** |  |  |  |  |  |  |
| Site Features | $10,486 | Pedestrian Paving | Replace Concrete Curb Cut with ADA Curb Cut | Inadequate | 5 | Ea |
| Patio Terrace | $6,524 | Brick and Tile Plazas | Remove and replace asphalt sidewalk, 4' wide | Damaged | 10 | L.F. |
| Patio Terrace | $2,724 | Brick and Tile Plazas | Replace expansion joints in concrete pavement | Damaged | 50 | L.F. |
| Main Building | $34,880 | Slab on Grade | Mud jack floor slab. | Failing | 500 | S.F. |
| Main Building | $2,673 | Exterior Doors | Repair aluminum frame and door | Inadequate | 2 | Ea |
| Elm Creek Total | $57,287 |  |  |  |  |  |
|  |  |  |  |  |  |  |
| **Enfield** |  |  |  |  |  |  |
| Site Features | $12,584 | Pedestrian Paving | Replace Concrete Curb Cut with ADA Curb Cut | Inadequate | 6 | Ea |
| Site Features | $138 | Water Supply | Replace Exterior faucet handle with ADA lever type | Inadequate | 1 | Ea |
| Main Building | $15,279 | Exterior Doors | Automatic door opener on existing door | Missing | 2 | Ea |
| Main Building | $1,498 | Fittings | Install mirror at accessible height. | Inadequate | 4 | Ea |
| Main Building | $1,802 | Communications & Security | Replace public telephone | Inadequate | 1 | Ea |
| Enfield Total | $31,301 |  |  |  |  |  |
|  |  |  |  |  |  |  |
| **Enterprise** |  |  |  |  |  |  |
| Site Features | $2,705 | Pedestrian Paving | Replace Concrete Sidewalk 4" Thick (SF) | Missing | 250 | S.F. |
| Site Features | $2,291 | Water Supply | Replace Exterior Drinking Fountain; ADA Accessible | Inadequate | 1 | Ea |
| Main Building | $30,828 | Special Purpose Room | Remove one fixture and create accessible stall. | Inadequate | 2 | Ea |
| Auto Parking | $214 | Parking Lots | Install ADA "Van Accessible" Parking Sign | Inadequate | 1 | Ea |
| Enterprise Total | $36,038 |  |  |  |  |  |
|  |  |  |  |  |  |  |
| **Fishers Landing** |  |  |  |  |  |  |
| Site Features | $1,568 | Pedestrian Paving | Replace Concrete Curb Cut with ADA Curb Cut | Inadequate | 1 | Ea |
| Main Building | $7,639 | Exterior Doors | Automatic door opener on existing door | Missing | 1 | Ea |
| Main Building | $749 | Fittings | Install mirror at accessible height. | Missing | 2 | Ea |
| Main Building | $1,186 | Fittings | Install grab bars in accessible stall. | Missing | 7 | L.F. |
| Main Building | $406 | Fittings | Replace accessible restroom signage. | Inadequate | 2 | Ea |
| Main Building | $24,395 | Floor Finishes | Replace quarry tile floor | Damaged | 800 | S.F. |
| Main Building | $720 | Plumbing Fixtures | Provide protective insulation for exposed piping | Inadequate | 2 | Ea |
| Main Building | $4,270 | Fixed Furnishings | Provide accessible service counter | Inadequate | 14 | L.F. |
| Main Building | $51,705 | Special Purpose Room | Construct Single-User Toilet Room | Missing | 1 | Ea |
| Fishers Landing Total | $92,638 |  |  |  |  |  |
|  |  |  |  |  |  |  |
| **Forest Lake** |  |  |  |  |  |  |
| Site Features | $5,704 | Site Development | Replace Concrete Sidewalk 4" Thick (SF) | Missing | 250 | S.F. |
| Main Building | $15,379 | Exterior Doors | Automatic door opener on existing door | Missing | 2 | Ea |
| Main Building | $3,105 | Identifying/ Visual Aid Specialties | Renew System | Beyond Useful Life | 1 | Ea |
| Main Building Lobby | $1,802 | Communications & Security | Replace public telephone | Inadequate | 1 | Ea |
| Forest Lake Total | $25,890 |  |  |  |  |  |
|  |  |  |  |  |  |  |
| **Frazee** |  |  |  |  |  |  |
| Main Building | $1,650 | Exterior Doors | Repair aluminum storefront door | Damaged | 3 | Ea |
| Frazee Total | $1,650 |  |  |  |  |  |
|  |  |  |  |  |  |  |
| **Fuller Lake** |  |  |  |  |  |  |
| Site Features | $138 | Water Supply | Replace Exterior faucet handle with ADA lever type | Inadequate | 1 | Ea |
| Main Building | $7,639 | Exterior Doors | Automatic door opener on existing door | Missing | 1 | Ea |
| Main Building | $15,709 | Exterior Doors | Replace 3'-0" x 7'-0" aluminum door, incl. vision | Beyond Useful Life | 2 | Ea |
| Main Building | $899 | Fittings | Install mirror at accessible height | Missing | 2 | Ea |
| Main Building | $406 | Fittings | Replace accessible restroom signage | Inadequate | 2 | Ea |
| Main Building | $2,439 | Floor Finishes | Replace quarry tile floor | Damaged | 80 | S.F. |
| Main Building | $720 | Plumbing Fixtures | Provide protective insulation for exposed piping | Missing | 2 | Ea |
| Main Building | $30,828 | Special Purpose Room | Remove one fixture and create accessible stall. | Inadequate | 2 | Ea |
| Fuller Lake Total | $58,778 |  |  |  |  |  |
|  |  |  |  |  |  |  |
| **General Andrews** |  |  |  |  |  |  |
| Site Features | $6,292 | Pedestrian Paving | Replace Concrete Curb Cut with ADA Curb Cut | Inadequate | 3 | Ea |
| Site Features | $275 | Water Supply | Replace Exterior faucet handle with ADA lever type | Inadequate | 2 | Ea |
| Auto Parking | $2,413 | Parking Lots | Re-Align & Re-stripe Parking Space for ADA Access | Inadequate | 800 | L.F. |
| Auto Parking | $2,204 | Parking Lots | Replace Metal Reserved Parking Sign and Post | Missing | 3 | Ea |
| General Andrews Total | $11,184 |  |  |  |  |  |
|  |  |  |  |  |  |  |
| **Goose Creek** |  |  |  |  |  |  |
| Site Features | $4,704 | Pedestrian Paving | Replace Concrete Curb Cut with ADA Curb Cut | Inadequate | 3 | Ea |
| Site Features | $6,086 | Pedestrian Paving | Remove and replace concrete sidewalk, 4' wide | Inadequate | 150 | L.F. |
| Main Building | $7,639 | Exterior Doors | Automatic door opener on existing door | Inadequate | 1 | Ea |
| Main Building | $2,155 | Identifying/ Visual Aid Specialties | Renew System | Beyond Useful Life | 1 | Ea |
| Main Building Lobby | $1,802 | Communications & Security | Replace public telephone | Inadequate | 1 | Ea |
| Auto Parking | $214 | Parking Lots | Install ADA "Van Accessible" Parking Sign | Inadequate | 1 | Ea |
| Auto Parking | $1,060 | Parking Lots | Realign & Re-stripe Parking Space for ADA Access | Inadequate | 264 | L.F. |
| Goose Creek Total | $23,660 |  |  |  |  |  |
|  |  |  |  |  |  |  |
| **Gooseberry Falls** |  |  |  |  |  |  |
| Site Features | $3,217 | Water Supply | Replace Exterior Drinking Fountain; ADA Accessible | Inadequate | 1 | Ea |
| Main Building | $730 | Slab on Grade | Remove and replace concrete sidewalk, 4' wide | Damaged | 12 | L.F. |
| Auto Parking | $3,956 | Parking Lots | Re-Align & Re-stripe Parking Space for ADA Access | Inadequate | 1120 | L.F. |
| Gooseberry Falls Total | $7,906 |  |  |  |  |  |
|  |  |  |  |  |  |  |
| **Hansel Lake** |  |  |  |  |  |  |
| Site Features | $2,164 | Pedestrian Paving | Replace Concrete Sidewalk 4" Thick (SF) | Inadequate | 200 | S.F. |
| Main Building | $5,231 | Exterior Doors | Replace 3'-0" x 7'-0" aluminum storefront doors | Damaged | 2 | Ea |
| Main Building | $7,639 | Exterior Doors | Automatic door opener on existing door | Missing | 1 | Ea |
| Main Building | $2,033 | Fittings | Install grab bars in accessible stall. | Missing | 12 | L.F. |
| Main Building | $812 | Fittings | Replace accessible restroom signage. | Inadequate | 4 | Ea |
| Main Building | $2,033 | Fittings | Install grab bars in accessible stall. | Missing | 12 | L.F. |
| Main Building | $749 | Fittings | Install mirror at accessible height. | Missing | 2 | Ea |
| Main Building. | $2,601 | Plumbing Fixtures | Replace drinking fountain | Inadequate | 1 | Ea |
| Main Building | $1,802 | Communications & Security | Replace public telephone | Inadequate | 1 | Ea |
| Main Building | $30,828 | Special Purpose Room | Remove one fixture and create accessible stall. | Inadequate | 2 | Ea |
| Hansel Lake Total | $55,892 |  |  |  |  |  |
|  |  |  |  |  |  |  |
| **Hayward** |  |  |  |  |  |  |
| Site Features | $413 | Water Supply | Replace Exterior faucet handle with ADA lever type | Inadequate | 3 | Ea |
| East Picnic Shelter | $507 | Site Earthwork | Remove & Replace Concrete Sidewalk, 4' wide | Damaged | 10 | L.F. |
| West Picnic Shelter | $507 | Site Earthwork | Remove & Replace Concrete Sidewalk, 4' wide | Damaged | 10 | L.F. |
| Main Building | $5,665 | Fittings | Replace toilet partitions | Inadequate | 2 | Ea |
| Main Building | $51,705 | Special Purpose Room | Construct Single-User Toilet Room | Missing | 1 | Ea |
| Auto Parking | $214 | Parking Lots | Install ADA "Van Accessible" Parking Sign | Inadequate | 1 | Ea |
| Hayward Total | $59,011 |  |  |  |  |  |
|  |  |  |  |  |  |  |
| **Heath Creek** |  |  |  |  |  |  |
| North Picnic Shelter | $10,052 | Slab on Grade | Replace unfinished concrete floor unfinished | Damaged | 15 | C.S.F. |
| Main Building | $609 | Fittings | Replace accessible restroom signage. | Inadequate | 3 | Ea |
| Heath Creek Total | $10,661 |  |  |  |  |  |
|  |  |  |  |  |  |  |
| **High Forest** |  |  |  |  |  |  |
| Site Features | $2,705 | Pedestrian Paving | Replace Concrete Sidewalk 4" Thick (SF) | Missing | 250 | S.F. |
| Site Features | $4,581 | Water Supply | Replace Exterior Drinking Fountain; ADA Accessible | Inadequate | 2 | Ea |
| Main Building | $30,828 | Special Purpose Room | Remove one fixture and create accessible stall. | Inadequate | 2 | Ea |
| High Forest Total | $38,114 |  |  |  |  |  |
|  |  |  |  |  |  |  |
| **Kettle River** |  |  |  |  |  |  |
| Site Features | $8,389 | Pedestrian Paving | Replace Concrete Curb Cut with ADA Curb Cut | Inadequate | 4 | Ea |
| Auto Parking | $2,204 | Parking Lots | Replace Metal Reserved Parking Sign and Post | Missing | 3 | Ea |
| Auto Parking | $2,413 | Parking Lots | Realign & Re-stripe Parking Space for ADA Access | Missing | 800 | L.F. |
| Kettle River Total | $13,006 |  |  |  |  |  |
|  |  |  |  |  |  |  |
| **Lake Iverson** |  |  |  |  |  |  |
| Site Features | $6,872 | Water Supply | Replace Exterior Drinking Fountain; ADA Accessible | Inadequate | 3 | Ea |
| Main Building | $5,231 | Exterior Doors | Replace 3'-0" x 7'-0" aluminum storefront doors | Damaged | 2 | Ea |
| Main Building | $7,639 | Exterior Doors | Automatic door opener on existing door | Missing | 1 | Ea |
| Main Building | $749 | Fittings | Install mirror at accessible height. | Missing | 2 | Ea |
| Main Building | $25,492 | Fittings | Replace toilet partitions | Damaged | 9 | Ea |
| Main Building | $812 | Fittings | Replace accessible restroom signage | Inadequate | 4 | Ea |
| Main Building | $2,033 | Fittings | Install grab bars in accessible stall. | Missing | 12 | L.F. |
| Main Building | $2,601 | Plumbing Fixtures | Replace drinking fountain | Inadequate | 1 | Ea |
| Main Building | $1,802 | Communications & Security | Replace public telephone | Inadequate | 1 | Ea |
| Main Building | $30,828 | Special Purpose Room | Remove one fixture and create accessible stall. | Inadequate | 2 | Ea |
| Lake Iverson Total | $84,059 |  |  |  |  |  |
|  |  |  |  |  |  |  |
| **Lake Latoka** |  |  |  |  |  |  |
| Picnic Shelter East | $2,029 | Site Earthwork | Remove and replace concrete sidewalk, 4' wide | Damaged | 50 | L.F. |
| Picnic Shelter West | $2,029 | Site Earthwork | Remove and replace concrete sidewalk, 4' wide | Damaged | 50 | L.F. |
| Main Building | $1,802 | Communications & Security | Replace public telephone | Inadequate | 1 | Ea |
| Lake Latoka Total | $5,860 |  |  |  |  |  |
|  |  |  |  |  |  |  |
| **Lake Pepin** |  |  |  |  |  |  |
| Site Features | $6,086 | Pedestrian Paving | Remove and replace concrete sidewalk, 4' wide | Inadequate | 150 | L.F. |
| North Picnic Shelter | $1,420 | Slab on Grade | Remove and replace concrete sidewalk, 4' wide | Inadequate | 35 | L.F. |
| South Picnic Shelter | $923 | Slab on Grade | Remove and replace concrete sidewalk, 4' wide | Inadequate | 35 | L.F. |
| Auto Parking | $1,060 | Parking Lots | Realign and Re-stripe Parking Space for ADA Access | Missing | 264 | L.F. |
| Lake Pepin Total | $9,489 |  |  |  |  |  |
|  |  |  |  |  |  |  |
| **Middle Spunk** |  |  |  |  |  |  |
| Main Building | $1,435 | Exterior Doors | Repair aluminum door | Damaged | 2 | Ea |
| Main Building | $812 | Fittings | Replace accessible restroom signage. | Inadequate | 4 | Ea |
| Main Building | $2,033 | Fittings | Install grab bars in accessible stall. | Missing | 12 | L.F. |
| Main Building | $749 | Fittings | Install mirror at accessible height. | Missing | 2 | Ea |
| Main Building | $1,802 | Communications & Security | Replace public telephone | Inadequate | 1 | Ea |
| Main Building | $51,705 | Special Purpose Room | Construct Single-User Toilet Room | Missing | 1 | Ea |
| Site Features | $4,704 | Pedestrian Paving | Replace Concrete Curb Cut with ADA Curb Cut | Inadequate | 3 | Ea |
| Site Features | $2,434 | Pedestrian Paving | Remove and replace concrete sidewalk, 4' wide | Inadequate | 60 | L.F. |
| Auto Parking | $607 | Parking Lots | Realign and Re-stripe Parking Space for ADA Access | Inadequate | 100 | L.F. |
| Middle Spunk Total | $66,281 |  |  |  |  |  |
|  |  |  |  |  |  |  |
| **MN Valley** |  |  |  |  |  |  |
| Main Building | $15,279 | Interior Doors | Automatic door opener on existing door | Inadequate | 2 | Ea |
| Main Building | $812 | Fittings | Replace accessible restroom signage. | Inadequate | 4 | Ea |
| Main Building | $1,017 | Fittings | Install grab bars in accessible stall. | Missing | 6 | L.F |
| Main Building | $749 | Fittings | Install mirror at accessible height. | Missing | 2 | Ea |
| Main Building | $2,880 | Plumbing Fixtures | Provide protective insulation for exposed piping. | Missing | 8 | Ea |
| Main Building | $1,802 | Communications & Security | Replace public telephone | Inadequate | 1 | Ea |
| Main Building | $30,828 | Special Purpose Room | Remove one fixture and create accessible stall. | Inadequate | 2 | Ea |
| Site Features | $4,581 | Water Supply | Replace Exterior Drinking Fountain; ADA Accessible | Inadequate | 2 | Ea |
| Auto Parking | $214 | Parking Lots | Install ADA "Van Accessible" Parking Sign | Inadequate | 1 | Ea |
| MN Valley Total | $58,162 |  |  |  |  |  |
|  |  |  |  |  |  |  |
| **Moorhead** |  |  |  |  |  |  |
| Site Features | $1,845 | Pedestrian Paving | Replace Concrete Curb Cut with ADA Curb Cut | Inadequate | 1 | Ea |
| Moorhead Total | $1,845 |  |  |  |  |  |
|  |  |  |  |  |  |  |
| **New Market** |  |  |  |  |  |  |
| Main Building | $609 | Fittings | Replace accessible restroom signage. | Inadequate | 3 | Ea |
| Site Features | $3,275 | Pedestrian Paving | Replace Concrete Curb Cut with ADA Curb Cut | Inadequate | 3 | Ea |
| Site Features | $138 | Water Supply | Replace Exterior faucet handle with ADA lever type | Inadequate | 1 | Ea |
| West Picnic Shelter | $10,052 | Slab on Grade | Replace unfinished concrete floor unfinished | Damaged | 15 | C.S.F. |
| New Market Total | $14,074 |  |  |  |  |  |
|  |  |  |  |  |  |  |
| **Oak Lake** |  |  |  |  |  |  |
| Main Building | $7,639 | Exterior Doors | Automatic door opener on existing door | Missing | 1 | Ea |
| Main Building | $406 | Fittings | Replace accessible restroom signage | Inadequate | 2 | Ea |
| Main Building | $749 | Fittings | Install mirror at accessible height. | Missing | 2 | Ea |
| Main Building | $1,186 | Fittings | Install grab bars in accessible stall. | Missing | 7 | L.F |
| Main Building | $2,439 | Floor Finishes | Replace quarry tile floor | Damaged | 80 | S.F. |
| Main Building | $720 | Plumbing Fixtures | Provide protective insulation for exposed piping | Missing | 2 | Ea |
| Main Building | $30,828 | Special Purpose Room | Remove one fixture and create accessible stall. | Inadequate | 2 | Ea |
| Site Features | $3,136 | Pedestrian Paving | Replace Concrete Curb Cut with ADA Curb Cut | Inadequate | 2 | Ea |
| East Picnic Shelter | $811 | Slab on Grade | Remove and replace concrete sidewalk, 4' wide | Damaged | 10 | L.F. |
| Oak Lake Total | $47,914 |  |  |  |  |  |
|  |  |  |  |  |  |  |
| **Oakland Woods** |  |  |  |  |  |  |
| Main Building | $863 | Exterior Doors | Repair aluminum door | Damaged | 2 | Ea |
| Main Building | $1,802 | Communications & Security | Replace public telephone | Inadequate | 1 | Ea |
| Main Building | $51,705 | Special Purpose Room | Construct Single-User Toilet Room | Missing | 1 | Ea |
| Site Features | $4,367 | Pedestrian Paving | Replace Concrete Curb Cut with ADA Curb Cut | Inadequate | 4 | Ea |
| Oakland Woods Total | $58,737 |  |  |  |  |  |
|  |  |  |  |  |  |  |
| **Rum River** |  |  |  |  |  |  |
| Main Building | $2,339 | Identifying/ Visual Aid Specialties | Renew System | Beyond Useful Life | 1 | Ea |
| Main Building | $1,042 | Cabinets & Counters | Renew System | Beyond Useful Life | 1 | Ea |
| Main Building | $1,435 | Exterior Doors | Repair aluminum door | Damaged | 2 | Ea |
| Main Building | $7,639 | Exterior Doors | Automatic door opener on existing door | Inadequate | 1 | Ea |
| Main Building Men’s Room | $5,665 | Toilet Partitions | Replace toilet partitions | Damaged | 2 | Ea |
| Main Building Women’s Room | $11,330 | Toilet Partitions | Replace toilet partitions | Damaged | 4 | Ea |
| Main Building Women’s Room | $6,479 | Plumbing Fixtures | Replace lavatory vitreous china | Inadequate | 8 | Ea |
| Site Features | $6,292 | Pedestrian Paving | Replace Concrete Curb Cut with ADA Curb Cut | Inadequate | 3 | Ea |
| Site Features | $4,057 | Pedestrian Paving | Remove and replace concrete sidewalk, 4' wide | Missing | 100 | L.F. |
| Rum River Total | $46,278 |  |  |  |  |  |
|  |  |  |  |  |  |  |
| **St. Croix TIC** |  |  |  |  |  |  |
| Main Building | $1,435 | Exterior Doors | Repair aluminum door | Damaged | 2 | Ea |
| Site Features | $10,486 | Pedestrian Paving | Replace Concrete Curb Cut with ADA Curb Cut | Inadequate | 3 | Ea |
| St. Croix TIC Total | $11,921 |  |  |  |  |  |
|  |  |  |  |  |  |  |
| **Straight River NB** |  |  |  |  |  |  |
| Main Building | $406 | Fittings | Replace accessible restroom signage | Inadequate | 2 | Ea |
| Main Building | $6,779 | Communications & Security | Replace fire alarm control panel | Inadequate | 1 | Ea |
| Main Building | $30,828 | Special Purpose Room | Remove one fixture and create accessible stall. | Inadequate | 2 | Ea |
| Main Building | $4,581 | Water Supply | Replace Exterior Drinking Fountain; ADA Accessible | Inadequate | 2 | Ea |
| East Picnic Shelter | $6,006 | Slab on Grade | Replace unfinished concrete floor unfinished | Damaged | 10 | C.S.F |
| West Picnic Shelter | $8,828 | Slab on Grade | Replace unfinished concrete floor unfinished | Damaged | 10 | C.S.F |
| West Picnic Shelter | $3,483 | Slab on Grade | Remove and replace concrete sidewalk, 4' wide | Damaged | 10 | L.F |
| Straight River NB Total | $60,911 |  |  |  |  |  |
|  |  |  |  |  |  |  |
| **Straight River SB** |  |  |  |  |  |  |
| Main Building | $406 | Fittings | Replace accessible restroom signage | Inadequate | 2 | Ea |
| Main Building | $2,601 | Plumbing Fixtures | Replace drinking fountain | Inadequate | 1 | Ea |
| Site Features | $138 | Water Supply | Replace Exterior faucet handle with ADA lever type | Inadequate | 1 | Ea |
| East Picnic Shelter | $3,003 | Slab on Grade | Replace unfinished concrete floor unfinished | Damaged | 5 | C.S.F |
| West Picnic Shelter | $6,006 | Slab on Grade | Replace unfinished concrete floor unfinished | Damaged | 10 | C.S.F |
| Straight River SB Total | $12,154 |  |  |  |  |  |
|  |  |  |  |  |  |  |
| **Thompson Hill** |  |  |  |  |  |  |
| Main Building | $13,556 | Fittings | Install grab bars in accessible stall | Missing | 80 | L.F. |
| Main Building | $2,601 | Plumbing Fixtures | Replace drinking fountain | Inadequate | 1 | Ea |
| Main Building | $1,802 | Communications & Security | Replace public telephone | Inadequate | 1 | Ea |
| Main Building | $30,828 | Special Purpose Room | Remove one fixture and create accessible stall. | Inadequate | 2 | Ea |
| Site Features | $2,097 | Pedestrian Paving | Replace Concrete Curb Cut with ADA Curb Cut | Missing | 1 | Ea |
| Auto Parking | $214 | Parking Lots | Install ADA "Van Accessible" Parking Sign | Inadequate | 1 | Ea |
| Thompson Hill Total | $51,098 |  |  |  |  |  |
|  |  |  |  |  |  |  |
| **Watonwan** |  |  |  |  |  |  |
| Main Building | $812 | Fittings | Replace accessible restroom signage. | Inadequate | 4 | Ea |
| Main Building | $749 | Fittings | Install mirror at accessible height. | Missing | 2 | Ea |
| Main Building | $51,705 | Special Purpose Room | Construct Single-User Toilet Room | Missing | 1 | Ea |
| Site Features | $1,092 | Pedestrian Paving | Replace Concrete Curb Cut with ADA Curb Cut | Missing | 1 | Ea |
| Site Features | $3,289 | Water Supply | Install Domestic Water Faucet Piping and Drain | Missing | 1 | Ea |
| Auto Parking | $214 | Parking Lots | Install ADA "Van Accessible" Parking Sign | Inadequate | 1 | Ea |
| Watonwan 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** | |  | |  |  |
| 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 | None | 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 | Installed (C,D) | 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 | 89 |
| 55 | 1st St. NE | None | 3 | 84 |
| 55 | 3rd St So./2nd St. So. | None | 3 | 86 |
| 55 | -34 | None | 2 | 52 |
| 55 | -134 | None | 2 | 60 |
| 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 | 113 |
| 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) HAMLINE AV N. RAMP / MASTER | None | 4 | 111 |
| 36 | (50) HAMLINE 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

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| 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

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| --- | --- | --- | --- | --- |
| 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

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| --- | --- | --- | --- | --- |
| 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 | * Concrete * Bituminous * Other * None |
| Layout | * Perpendicular * Diagonal * Parallel * Blended Transition * Other * None |
| Location | * Intersection corner * Aligned with crosswalk * Median * Mid-block * Pork chop * Other |
| Design | * Exposed aggregate * Detectable warning * Truncated dome * Dragged * Contrasting color * Imprinted * Sprinkled aggregate * Smooth concrete * Other * None |
| Area (Sq ft) | * 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 (%) | * Gutter count slope < 5% |
| Cross slope(%) |  |
| Flare slope (%) |  |
| Condition Rating | * 1 to 4 * Vertical inconsistencies / lip (< 0.50 in) * Horizontal gap * Obstacles |
| **Sidewalks** | |
| Type | * Concrete * Bituminous * Other (Joints, Stamped pattern, pavers, etc) * None |
| Width (ft) |  |
| Length (ft) | * Continuous – Connects to next intersection * Gap |
| Slope | Note locations where longitudinal (running) slope is greater that 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 | * 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 ½ inch vertical displacement * Other |
| Boulevard/buffer width |  |
| Condition Rating | 1 to 4 |
| **Curb and Gutter** | |
| Type | * Concrete * Bituminous * Integrant * Other |
| Design | * 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 | * Uncontrolled * Controlled |
| Crosswalk Design | * Crossing Distance * Orientation * Width * Linked to median / pork chop / Bumpouts * Cross slope * Running slope |
| Surface Type | * Bituminous * Concrete * Brick * Other |
| Painted Marking | * None * Zebra stripes (rect. blocks) * 2 parallel stripes * Diagonal striping |
| Tape | * None * Milled * Rolled |
| Aesthetic Design Treatments | None   * Stamped * Painted * Stamped & dyed * Running bond (std.) * Herringbone * Basket weave * Other |
| Stop Bar | * Yes * No |
| Roadway Speed |  |
| Condition Rating | 1 to 4 |
| **Signal** | |
| Walk/Don’t Walk | * Yes * No |
| Countdown | * Yes * No |
| APS | * Audible * Tactile * Vibro * Locator tone |
| Pedestrian Phase | * Automatic * Activation required |
| Push button | * None * On stoplight pole * On pedestal station * Accessible * Other |
| Push Button distance from curb ramp |  |
| Are push button separated at least 10’ apart | * Yes * No |
| Hand holes | * Yes * No |
| **Signs** | |
| Crosswalk | * Yes * No |
| Crosswalk Ahead | * Yes * No |
| Flashing yellow lights | * Yes * No * Continuous * Activated |
| Transit Stop | * Yes * No |
| School Crossing | * Yes * No |
| **Intersection** | |
| Type | * 2-way x 2-way * 2-way x 4-way * 4-way x 4-way * Divided highway * Side street * Median * Other |
| **Transit Stops** | |
|  | * 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. |

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 |
| 82032 | 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](http://www.dot.state.mn.us/trafficeng/otepubl/signallighting/index.html) |
| [60% REVIEW CHECKLISTS](http://www.dot.state.mn.us/metro/finaldesign/docs.html) |
| [95% REVIEW CHECKLISTS](http://www.dot.state.mn.us/metro/finaldesign/docs.html) |
| [Accessibility Grievance Procedure](http://www.dot.state.mn.us/ada/comments1.html) |
| ADA Checklist |
| ADA IMPLEMENTATION PLAN FOR METRO DESIGN |
| D-7 PRESERVATION PROJECT GUIDELINES |
| [Design Layout Checklist](http://www.dot.state.mn.us/design/geometric/checklist.html) |
| [GDSU Process of Layout Review](http://www.dot.state.mn.us/design/geometric/review.html) |
| [Guidebook for Minnesota Public Transit Providers](http://www.dot.state.mn.us/transit/guidebook/index.html) |
| Guideline for the Application of Tubular Markers and Weighted Channelizers |
| [Guidelines for Changeable Message Sign (CMS) Use](http://www.dot.state.mn.us/trafficeng/otepubl/cms-use/cms-use-guidelines.pdf) |
| [Hear Every Voice (HEV): Mn/DOT Public and Stakeholder Participation Guidance](http://www.dot.state.mn.us/planning/publicinvolvement) |
| [Hear Every Voice II: Public Involvement Guidance 2008](http://www.dot.state.mn.us/planning/publicinvolvement/pdf/HEVII.pdf) |
| [HPDP Accessibility Requirements](http://dotapp7.dot.state.mn.us/edms/download?docId=608939) |
| [HPDP Geometric Layouts](http://dotapp7.dot.state.mn.us/edms/download?docId=636152) |
| Layout Approval Process |
| [Maintenance Manual](http://www.dot.state.mn.us/maintenance/manual.html) |
| [Minnesota Manual on Uniform Traffic Control Devices (Mn MUTCD) CH 4E](http://www.dot.state.mn.us/trafficeng/otepubl/mutcd/mnmutcd2009/mn%20mutcd-4%202009.pdf) |
| [Mn/DOT Road Design Manual (RDM)](http://www.dot.state.mn.us/design/rdm/) |
| [Mn/DOT Traffic Signal Timing and Coordination Manual](http://www.dot.state.mn.us/trafficeng/signaloperations/2005TrafficSignalTimingandCoordinationManual.pdf) |
| [No Passing Zone Workbook](http://www.dot.state.mn.us/trafficeng/pavement/npz/NPZ-Workbook.pdf) |
| Off-site accessibility checklist |
| [OLM's Right of Way Manual section 5-491.810](http://www.olmweb.dot.state.mn.us/manual/RW_MANUAL2006.pdf) |
| [Scoping and Cost Estimating](http://www.dot.state.mn.us/cost-estimating/index.html) |
| [Scoping Worksheets](http://www.dot.state.mn.us/cost-estimating/scoping/index.html) |
| [Standard Plan - Acceleration and Deceleration Lane (Urban) Rigid Design (5-297.210)](http://www.dot.state.mn.us/design/standard-plans/eng/pdf/plans-200.pdf#210) |
| [Standard Plate 7105C](http://www.dot.state.mn.us/design/standard-plates/english/e7000/s7105c.pdf) |
| [Standard Plate 7107H](http://www.dot.state.mn.us/design/standard-plates/english/e7000/s7107h.pdf) |
| [Standard Plate 7108F](http://www.dot.state.mn.us/design/standard-plates/english/e7000/s7108f.pdf) |
| [Standard Plate 7109C](http://www.dot.state.mn.us/design/standard-plates/english/e7000/s7109c.pdf) |
| [Standard Plate 7113A](http://www.dot.state.mn.us/design/standard-plates/english/e7000/s7113a.pdf) |
| [Standard Plate 8400E](http://www.dot.state.mn.us/design/standard-plates/english/e8000/s8400e.pdf) |
| [Standard Plate 8401](http://www.dot.state.mn.us/design/standard-plates/english/e8000/s8401c.pdf) |
| Standard Plate Pedestrian installation |
| [Standard Sign Summary](http://www.dot.state.mn.us/trafficeng/otepubl/signsummary.pdf) |
| [Standard Signs Manual](http://www.dot.state.mn.us/trafficeng/otepubl/mnstdsigns/TABLEOFCONTENTS.pdf) |
| [Tech. Memo. Minnesota Work Zone Safety and Mobility Policy](http://www.dot.state.mn.us/trafficeng/workzone/MnWZ-SafetyMobilityPolicy-Final-10092007.pdf) |
| [Tech. Memo. Pedestrian Countdown Signals (PCSs) Usage.](http://dotapp7.dot.state.mn.us/edms/download?docId=700037) |
| [TRAFFIC ENGINEERING MANUAL](http://www.dot.state.mn.us/trafficeng/otepubl/tem/) |
| [Work Zone Field Handbook](http://www.dot.state.mn.us/trafficeng/workzone/) |

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.