Americans with Disabilities Act **Hennepin County Program Access And Transition Plan** For County Highway Rights of Way

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HOW TO USE THIS REPORT

This report on Hennepin County's Americans with Disabilities Act (ADA) self evaluation and transition plan is designed to be utilized at different levels:

- A summary of the overall findings of the self evaluation process and of the transition plan to bring the county into compliance with ADA. This summary is at a broad level, but it provides a sense of where the county stands in terms of its compliance with ADA for pedestrian ramps, sidewalks, and Accessible Pedestrian Signals (APS).

- A city-by-city summary of the findings is included in Appendix C.
    - For each county roadway, the pedestrian ramps were checked for compliance. Based on these compliance checks, the following data is provided:
        - Pedestrian ramps that were substantially compliant
        - Pedestrian ramps without truncated domes
        - Locations in need of construction or modification
    - The total miles of sidewalk along county roads, including sidewalk miles warranting replacement were documented for each city.
    - Traffic signal information was also collected, which identifies locations with Accessible Pedestrian Signals (APS).

Specific information with photos and findings for each county pedestrian ramp and sidewalk is available at: www.hennepin.us/residents/transportation/ada-transition-plan. This includes information on the evaluation completed according to current ADA standards.

As pedestrian ramps, sidewalks, and accessible pedestrian signals are programmed for, or brought into compliance, necessary updates to the plan will occur. If there are interests or concerns with the evaluation of a particular ramp, sidewalk, or traffic signal in the county, contact key Hennepin County team members (see Appendix B). In addition, the grievance procedure (see Appendix A) may be completed online, by phone, or on paper.

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List of Acronyms

ABA	Architectural Barriers Act of 1968
ADA	The Americans with Disabilities Act of 1990
ADAAG	Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities
APS	Accessible Pedestrian Signal
CFR	Code of Federal Regulations
CIP	Capital Improvement Program
CSAH	County State Aid Highway
DOJ	United States Department of Justice
MnDOT	Minnesota Department of Transportation
PAR	Pedestrian Access Route
PCR	Pedestrian Circulation Route
PE	Professional Engineer
PROW	Public Right of Way
PROWAAC	Public Rights-of-Way Access Advisory Committee
PROWAG	Draft Public Rights-of-Way Accessibility Guidelines
ROW	Right of Way
SHAPE	Survey of the Health of All the Population and the Environment
TPAR	Temporary Pedestrian Access Route

Definitions associated with these terms are provided in Appendix J.

Summary

Hennepin County is responsible for approximately 13,000 pedestrian ramps, 400 miles of sidewalk, and 800 traffic signals along county roads. To ensure compliance with the Americans with Disabilities Act (ADA), the county has inventoried the pedestrian ramps, sidewalks, and traffic signals to determine which need repair, modification, or replacement.

Approximately 47 percent of the ramps and 0.25 percent of the sidewalks were found to need some modification to be fully ADA compliant. The cost to bring these ramps and sidewalks fully into ADA compliance would be roughly $35 million in 2015 dollars. Approximately six percent of the traffic signals within county highway rights of way and along county roads include Accessible Pedestrian Signals (APS).

In the 2015–2019 Capital Improvement Program (CIP), Hennepin County allotted $600,000 annually to repair or replace pedestrian ramps as stand-alone projects (additional ramps may be repaired or replaced with roadway improvement projects, or as part of separate city projects). After evaluating sidewalks for obstructions and deficiencies, Hennepin County will estimate the cost of repair and replacement for those sidewalks with an identified need. The county has allotted $200,000 annually in the CIP for sidewalk related projects. Each local city assumes responsibility for all sidewalks along county roads once a corridor has been constructed, therefore, the available capital funding for sidewalks follows a solicitation process.

During the self evaluation, the ramp conditions were assessed and determined to be fully conforming; substantially conforming, or requiring modification. If capital projects are being completed in a location where there are ramps in need of upgrades, all of the ramps in that area will be replaced or improved as part of the project. Stand-alone ramp projects in areas without planned roadway improvements will be replaced or improved based on priority needs (existing defects, work required, pedestrian use, level of obstruction to users, etc.), as funds are available. A similar process will occur for sidewalks. The work will be scheduled based on priority and available funding in areas where improvements are needed.

Hennepin County has made significant efforts, through funding and construction, to improve accessibility and remove barriers through various programs within Public Works.

Introduction

The Americans with Disabilities Act (ADA) was enacted in 1990 and was intended to address and provide remedies for disability discrimination by employers, public services, public and private transportation providers, public accommodations, and certain telecommunications providers. Most provisions of the ADA took effect in 1992. While the ADA has five separate titles, Title II is the section specifically applicable to "public entities" (state and local governments) and the programs, services, and activities they deliver. Other applicable laws or guidance may be found in Appendix G.

As a result of the ADA and County Board Resolution No. 91-9-685R2, Hennepin County completed an ADA "self evaluation" in December 1992. Hennepin County then used this self evaluation to create a transition plan that detailed the methods to be used to remove the barriers and make all Hennepin County facilities and services accessible. Over the past 25 years, Hennepin County has spent millions of dollars in its efforts to comply with the ADA.

The intent of this ADA Program Access and Transition Plan is to guide the following efforts on the county highway system and county highway rights of way:

- Assist Hennepin County's efforts to comply with ADA
- Develop a procedure to record progress on ADA improvements
- Inform the public of the county's ADA compliance efforts and accomplishments
- Describe the Grievance Procedure for ADA concerns
- Inform the public how to communicate with county staff about issues related to ADA

The goals and purpose of this ADA Program Access and Transition Plan pertain to Hennepin County's highway system, including its roads, bridges, sidewalks, and multi-use trails adjacent to the county highway system and within county highway rights of way. This plan is not intended to address other areas of accessibility within the county.

This plan is part of the county's ADA compliance for its county highway system and the county highway rights of way. It supports the Hennepin County mission, vision, and overarching goal of **healthy** and **mobile** people. Additional information about the county's mission, vision, and goals can be found on the following website: http://www.hennepin.us/your-government/overview/mission-vision-goals.

Public Works Mission and Vision

To help users of this document better understand the context in which the county functions, the mission and vision for Public Works is provided below. Table 1 has a brief summary of the alignment between the Transition Plan and the Public Works strategic goals. Table 2 has a brief summary of the alignment between the Transition Plan and the Transportation Department strategic goals.

Mission

Public Works creates active and livable communities through economic development, environmental stewardship, and advancement of an intermodal transportation network.

Vision

Public Works engages communities by enacting sustainable solutions to advance the quality of life and livability in Hennepin County.

Table 1, *Alignment with Hennepin County Public Works Strategic Goals*, briefly describes the alignment between the Transition Plan and the strategic goals of Hennepin County Public Works.

Table 1
Alignment with Hennepin County Public Works Strategic Goals

Goal	Objective	Measure	Objectives Aligned with the ADA Transition Plan
We will advance livability within Hennepin County	Provide programs supporting active living Provide safe, efficient transportation infrastructure	Healthy Hennepin County Transportation choices Complete streets Safe transportation network	Providing new and enhancing existing accessible infrastructure to support transportation choices and participation for all is aligned with the public works goal to advance livability. Providing accessible pedestrian access routes will support multi-modal transportation choices, active and healthy lifestyle choices, and the county's work to provide safe, efficient transportation infrastructure. Expected positive outcomes are improvements in SHAPE study results, positive findings from Health Impact Assessments, transportation modal shifts to walking and transit, and the reduction of crashes and fatalities for all modes.
We will advance a seamless transportation network	Create connectivity within and between modes of transportation Provide efficient movement of people and goods Provide transportation choices	Planning and development initiatives advance multi-modal connectivity and mobility on the county highway system Intersection improvements – ADA pedestrian ramps Increase the number of miles of pedestrian facilities	The ADA Program Access and Transition Plan is aligned with the Public Works strategic goal to advance a seamless transportation network. As the county upgrades and provides new pedestrian infrastructure, it will support pedestrian movement and connectivity between modes. Expected positive outcomes: all Public Works planning efforts will consider a connected and accessible pedestrian system within the county highway rights of way, upgraded and new pedestrian ramps and increased miles of accessible pedestrian facilities.

Table 2, *Alignment with Hennepin County Transportation Department Strategic Goals*, briefly overviews how the Transition Plan is aligned with the overarching goal to have the best possible multi-modal transportation network and supports the strategic goals of the Transportation Department.

Table 2
Alignment with Hennepin County Transportation Department Strategic Goals

Goal	Objective	Measure	Objectives Aligned with the ADA Transition Plan
Preserve and modernize the existing transportation system	Maintain system to protect investment	Asset inventory	The asset inventory of pedestrian ramps, sidewalks, and multi-use trails adjacent to county highways is a major component of the self evaluation. Having the number of pedestrian ramps and sidewalk areas needing attention will aid the county in developing a plan and schedule for the removal of identified accessibility barriers.
		Upgrades to traffic signal system	The ADA Transition Plan and the upgrades to traffic signals that include APS are complementary.
Improve safety for all transportation users	Provide safe transportation facilities	Crash rates on the county highway system	A well-planned, maintained, and accessible transportation system will support pedestrian, bicycle, and vehicle safety on the county highway system.
Provide mobility and choice to meet the diversity of transportation needs as well as to support health objectives throughout the county	Enhance multi-modal mobility	County highway system with pedestrian facilities and multi-use trails	Pedestrian facilities and multi-use trails that are accessible will enhance multi-modal mobility.
		Complete streets approach to project implementation	Incorporation of ADA, accessibility, and complete streets in project designs will enhance infrastructure.
		ADA pedestrian ramps	Implementation of this ADA Transition Plan will improve the county's transportation infrastructure, provide accessible mode choices, and promote healthier lifestyles.
Reduce the county's environmental footprint	Improve environmental stewardship	Vehicle miles traveled per capita	An individual's reliance on vehicles is decreased as accessible pedestrian improvements are completed.

Hennepin County Highway System

Hennepin County, located in the Twin Cities Metropolitan area, has an area of 611 square miles and a population of approximately 1.16 million residents living in 45 cities. The cities range from Minneapolis (urban) in the east to Minnetrista and Independence (rural) in the western part of the county. The transportation system consists of approximately:

- 570 centerline miles
- 1,600 lane-miles of county highways
- 500 miles of bikeways (with more than 650 miles planned)
- 150 bridges
- 800 traffic signals
- 350 miles of concrete sidewalk
- 75 miles of bituminous sidewalk
- 100 miles of multi-use trails adjacent to county highways
- 13,000 pedestrian ramps

ADA Transition Plan Alignment with Other Public Works Plans, Initiatives, and Efforts

Complete Streets, Active Living, and Other County Initiatives

Hennepin County's Complete Streets policy (adopted by County Board on July 14, 2009), recognizes the importance of balancing transit, bicycle, pedestrian, and motorist needs. The county also has an Active Living initiative, which increases opportunities for people to integrate physical activity into their daily lives through policies and plans that encourage walkable communities and active transportation. The Complete Streets policy and Active Living initiative are complementary to the ADA and the Transition Plan to ensure accessible infrastructure and promote participation opportunities.

For continued alignment between the Transition Plan and Hennepin County's Complete Streets policy, Active Living, and other county initiatives, such as: transit-oriented developments, station area planning, health impact assessments, and Survey of the Health of All the Population and the Environment (SHAPE) studies; a recommended practice is for all related actions to follow the Transition Plan. This ensures accessibility is achieved by all county infrastructure along the county highway system and within county highway rights of way.

Hennepin County Transportation Systems Plan (2030 HC-TSP)

The Transition Plan supports and is aligned with goals 1, 2, 3, and 5 of the 2030 HC-TSP (adopted by County Board on June 28, 2011), and the overarching plan theme to develop, build, and maintain a transportation system; a system that includes an accessible and cohesive pedestrian system. Table 3, provides a brief summary of the alignment between the 2030 HC-TSP goals and the Transition Plan. More information on the Hennepin County Transportation Systems Plan (2030 HC-TSP) can be found at http://www.hennepin.us/business/work-with-henn-co/transportation-planning-design.

Table 3 Alignment with Hennepin County Transportation System Plan (2030 HC-TSP)	
2030 HC-TSP Goal	**Alignment with Transition Plan**
1- Preserve and modernize the existing transportation system	The Transition Plan through the CIP for Pedestrian Ramps, Sidewalk Participation, and Pavement Preservation Plus will maintain existing and provide new pedestrian infrastructure on the county highway system. The implementation of these programs will utilize the Transition Plan to ensure accessibility within the county highway rights of way.
2- Improve safety for all transportation users	An accessible pedestrian network within the context of multi-modal transportation system provides a place of safe travel for pedestrians, and thus enhances safety for all users by limiting conflict points to locations where all users expect them.
3- Provide mobility and choice to meet the diversity of transportation needs and support health objectives throughout the county	A well-planned and accessible pedestrian system provides opportunities to make healthy choices in travel decisions.
5- Reduce the county's environmental footprint	The county's transportation system supports efforts such as travel demand management and transit benefits. Efforts to reduce vehicle trips and increase transit ridership are supported by having a safe and accessible pedestrian system.

Pedestrian Plan

The Transition Plan supports the goals of the Hennepin County Pedestrian Plan (adopted by County Board on September 24, 2013), which are to improve the safety of walking, increase walking for transportation, and improve the health of county residents through walking. Accessibility for all pedestrians is a priority of the county, and the Pedestrian Plan supports the county's work to improve and expand accessibility by supporting the upgrade of existing pedestrian ramps and sidewalks where needed, expanding the sidewalk and trail network, and improving pedestrian crossings. The Transition Plan supports asset management for pedestrian infrastructure and Strategy 4.1B of the Pedestrian Plan, which recommends a comprehensive sidewalk condition assessment (in coordination with the Transition Plan) and a plan for needed improvements. More information on the Hennepin County Pedestrian Plan can be found at http://www.hennepin.us/pedestrianplan.

Hennepin County 2040 Bicycle Transportation Plan

The Transition Plan is aligned with the Hennepin County 2040 Bicycle Transportation Plan (adopted by County Board on April 14, 2015). The Transition Plan will support and inform the implementation of its *Goal 2: Bicycle System Integration*, to seamlessly integrate the county bicycle system with other bicycle, pedestrian, and transportation systems. As the implementation of facilities on the county system occur with the Bicycle Transportation Plan, the Transition Plan will be used to ensure accessibility within or adjacent to the county highway system. More information on the Hennepin County Bicycle Transportation Plan can be found at http://www.hennepin.us/bikeplan.

Need and Purpose of Transition Plan and Self Evaluation

Need

This Transition Plan has been developed by Hennepin County to comply with the requirements of Title II of the ADA and other applicable laws and regulations relating to the county highway system and county highway rights of way. This plan, which addresses transportation infrastructure on the county highway system and within county highway rights of way, supplements Hennepin County's original Transition Plan, which did not detail transportation infrastructure.

Purpose

The purpose of the self evaluation is for the county to assess current programs, policies and practices relative to its responsibility for the development and maintenance of the county highway system infrastructure. The self evaluation affirms policies and practices consistent with Title II of the ADA that support the full participation of those with disabilities. The data collected from the self evaluation confirms where infrastructure conforms with ADA, supports accessibility and the full participation of those with disabilities, and identifies where there are physical accessibility barriers. The county can then develop a plan and schedule to remove any identified accessibility barriers. The self evaluation also identifies any policies and practices that may be inconsistent with the requirements of ADA Title II; or could be modified, where feasible, to provide better accommodations for those with disabilities.

ADA Compliance Efforts

Hennepin County Self Evaluation and Transition Plan (1992)

The county completed a self evaluation in 1992 and created Hennepin County's original Transition Plan. This self evaluation and Transition Plan focused on the accessibility of buildings and services (e.g. auctions and permits) for the disabled. This Transition Plan did not detail transportation infrastructure.

Pedestrian Ramp Construction (1993 and 1997)

During 1993, Minneapolis led a project to provide or improve accessibility on various county highways within the city in accordance with standards at that time. Hennepin County participated in this effort through cost-share funding.

In 1997, the county implemented county project no. 2971700 to remove accessibility barriers and install pedestrian ramps at intersections along various county highways in accordance with current (1997) standards. The project cost was approximately $91,000 and included the construction of pedestrian ramps along 22 different county highways (5, 6, 9, 10, 14, 15, 17, 19, 27, 28, 31, 32, 40, 61, 81, 88, 92, 102, 136, 150, 156, and 158) in 17 cities within Hennepin County.

Transportation Department ADA Implementation Initiative (2011-2015)

Hennepin County completed federally funded overlay work related to the I-35W Bridge collapse in 2011. Work was completed on Marshall Avenue (CSAH 23), University Avenue (CSAH 36), and Cedar Avenue/Washington Avenue (CSAH 152) and included pedestrian ramp replacements. Additionally in years 2011 and 2012, the county constructed its annual ADA pedestrian ramp projects, replacing approximately 450 ramps in Minneapolis.

The 2013 ADA Pedestrian Ramp Project was in southeast Minneapolis (CSAH's 5, 35, 36, and 37), supporting accessibility along the Central Corridor light rail transit line (Green Line). This project replaced 133 ramps and was constructed in early 2014 (postponed from late summer 2013). The 2014 ADA Pedestrian Ramp Project was in northeast Minneapolis located along Golden Valley Road (CSAH 66) and West Broadway Avenue (CSAH 81). This project replaced 93 ramps in Fall 2014. The 2015 ADA Pedestrian Ramp Project will take place along Park Avenue (CSAH 33) in Minneapolis and along 42nd Avenue (CSAH 9) in Robbinsdale. This project will replace approximately 69 ramps and is anticipated to be completed in Fall 2015. Moving forward, the county will continue with development and construction of annual pedestrian ramp projects based on capital project programming of $600,000 per year (years 2016-2020).

The county also regularly completes other types of projects that include ADA related work in addition to the annual pedestrian ramp projects. These are displayed in Figure E-1 of Appendix E.

Incorporation of ADA Guidance for Capital Projects

With the design of each capital project, as identified in Hennepin County's CIP, the county uses current ADA guidance and best practices (see Appendix F). The project manager considers the pedestrian circulation route (PCR), which includes a pedestrian accessibility route (PAR), within the context of the existing regional and local infrastructure. In addition, regional and local planning documents and public input are considered to ensure that the PCR/PAR is well planned and addresses the needs of the local community. When the county constructs new pedestrian infrastructure, the goals include: providing accessibility, promoting the full participation of those with disabilities, and assuring the public all projects are consistent and compliant with the current ADA guidance and best practices.

Incorporation of ADA Guidance for Maintenance Projects

For maintenance projects, the county incorporates current ADA guidance to the maximum extent feasible, in accordance with applicable rules and regulations. Similar to capital projects, the county considers the PCR and PAR, within the context of the existing regional and local infrastructure, as it considers regional and local planning documents and public input.

Internal and Interagency Coordination

County staff routinely evaluates existing policies and practices to ensure they do not limit full participation or present any accessibility barriers for those with a disability. As a part of the evaluation process, staff recognize, update, and develop when needed: ADA design guidelines, internal practices, and methodologies. Intradepartmental (internal) coordination of design guidance and best practices for projects will help avoid inconsistencies in the pedestrian environment.

County staff meets with outside agencies (e.g. MnDOT, cities within Hennepin County, and adjacent counties) to discuss ADA design standards, agency practices, and methodologies. This interagency coordination includes administration and management working cooperatively to define practices and recommend policy. This also occurs as project managers coordinate with internal and external project managers and practitioners to collaborate and share lessons learned.

County and Minneapolis staff coordinate on each agency's approach to providing access and ADA conformance and implementing their ADA guidance, best practices, and Transition Plans. This coordination with Minneapolis is important since it is the largest city in the county based on geographic area and high population density. Staff also coordinates with other cities within Hennepin County and the region in the review and implementation of current ADA guidance, best practices and compliance efforts.

Staff Development

Hennepin County actively promotes ADA-related training. The continued education of staff is a priority. The internal and external knowledge exchange of existing, evolving, and new practices related to ADA and accessibility are vital to accomplishing the purpose of this document. Appendix I provides a listing of ADA-related training that have been attended by county staff.

Self Evaluation

Hennepin County is required, under Title II of the ADA and 28 CFR 35.105, to perform a self evaluation of its policies, practices, and programs. While Hennepin County performed a self evaluation in 1992, it did not focus on transportation infrastructure. The goal of this self evaluation is to verify that, in implementing the policies and practices, the county is providing accessibility and not adversely affecting the full participation of individuals with disabilities. The self evaluation identifies policies and practices that affect accessibility and examine county implementation of these policies. The self evaluation examines the condition of the county's PCR/PARs and identifies any existing infrastructure needs. **Accessibility barriers identified in the self evaluation are provided in Appendix C. A plan and schedule for removing these identified barriers is expected to be completed by the end of 2016.**

Policies

The policies include any Hennepin County policy, including any department or division policy, which directs staff in their daily work activities related to ADA conformance and accessibility within the public rights of way. **Discussion of these polices and the results of the self evaluation are included in Appendix C**. As new policies are developed and existing policies are revised, the county will verify that their guidance and implementation do not cause barriers to accessibility.

Practices

Practices include any methods that management endorses. As a normal course of operation, the county continually reviews and evaluates its practices, or "how we conduct business," to ensure that our actions do not negatively affect accessibility. This will also occur within the context of our self evaluation. **Appendix C provides information regarding identified accessibility issues related to practices and any proposed or implemented remedy.**

Programs (Inventory of built PCR/PAR environment)

Programs address the PCR/PAR environment that is planned, designed, constructed, or maintained by the county, and located along the county highway system and within county highway rights of way. In the context of ADA, this includes the county's built pedestrian environment (e.g. sidewalks, pedestrian ramps, trails, signals, transit shelters, benches, bicycle racks and crosswalks).

Assessment of System Accessibility

As part of the self evaluation process, the county annually identifies priority areas for pedestrian ramp and sidewalk accessible infrastructure improvements, based on identified accessibility deficiencies on the county's transportation system including the location and context of the identified deficiencies. These improvements will be funded with Pedestrian Ramp, Sidewalk Participation, and Pavement Preservation Plus funds provided through their respective Generic Line Items within the annual CIP.

Appendix E lists the capital funding for accessibility by year for each of the funding categories. Moving forward, the county will continue work on accessibility improvements based on anticipated category funding levels.

The methodology to **identify priority areas is provided in Appendix C**, which is part of the overall plan and schedule to achieve compliance along the county highway system and within the county highway rights of way.

Public Involvement for the Self Evaluation

In compliance with 28 CFR 35.105, and as part of Hennepin County's ongoing self evaluation process, the county is required to provide an opportunity to interested persons or organizations representing individuals with disabilities to participate. Those wishing to participate in in the self evaluation process may submit comments by contacting key staff (Appendix B) or through the Grievance Procedure (Appendix B).

Transition Plan

The county, under Title II of the ADA and 28 CFR 35.150, is required to develop a transition plan to provide the opportunity for the full participation of individuals with disabilities. The Transition Plan presents the results of the self evaluation, provides contact information for key staff and responsible officials, and describes the grievance procedure. This Transition Plan for county rights of way supplements Hennepin County's Transition Plan that was created in 1992. This plan is focused only on transportation infrastructure in county rights of way. The appendix of this plan contains the following information related to accessibility and infrastructure on the county highway system and within county highway rights of way:

- The grievance procedure (Appendix A)
- Contact information for county officials and key Transportation Department staff responsible for the implementation of the Transition Plan (Appendix B)
- Proposed changes to portions of or entire policies and practices (if any), that may limit accessibility (Appendix C)
- Information on physical barriers that may limit accessibility (Appendix C)
- A description (plan) of how the county will make its programs accessible (remove physical barriers) (Appendix C)
- A schedule for the implementation of the county's plan to make its programs accessible (remove physical barriers) (Appendix C)

The county will regularly update information in the appendices of the Transition Plan as described in the Public Involvement for the Transition Plan section.

Public Involvement for the Transition Plan

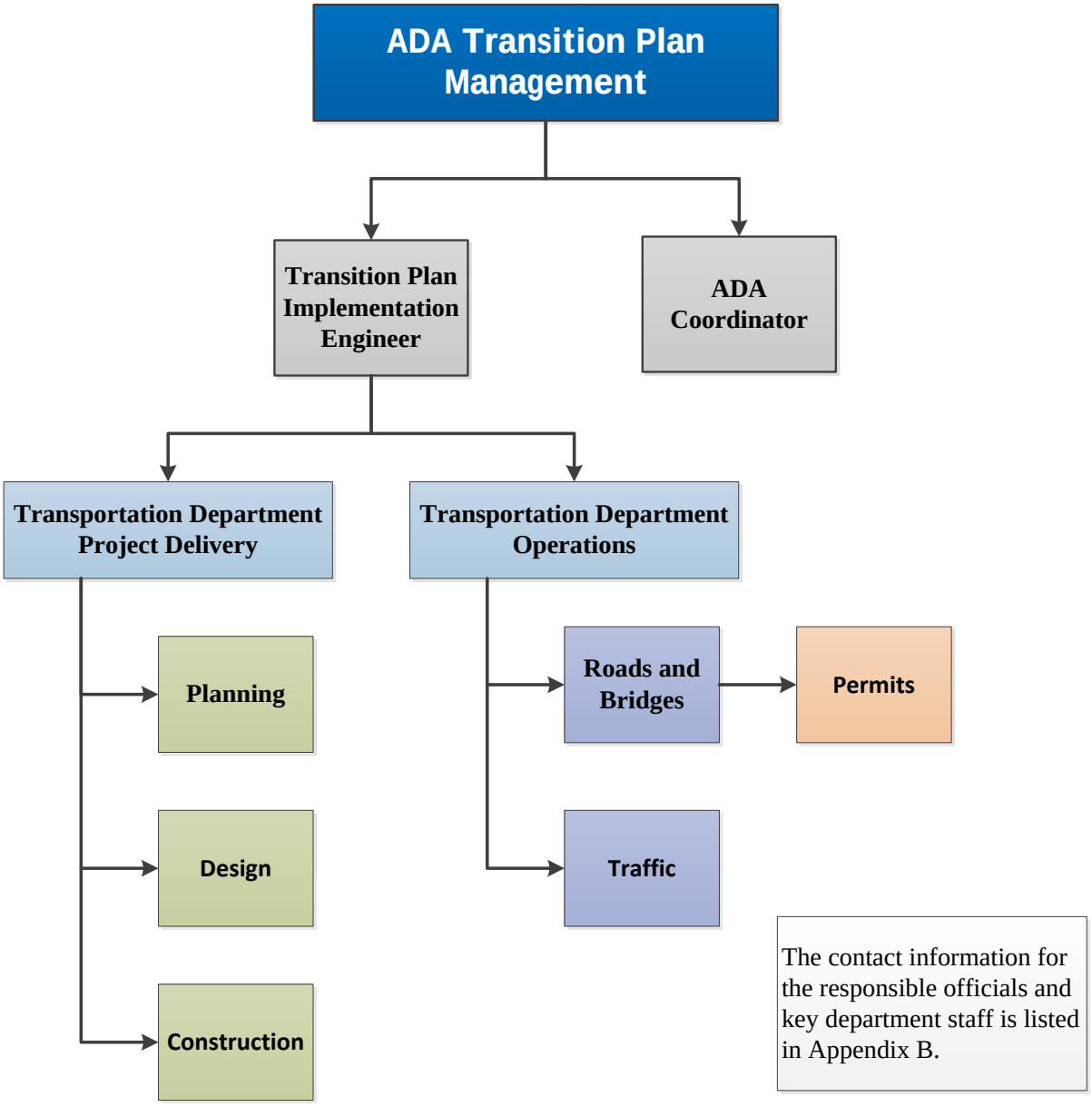
When updating the body of the Transition Plan the public will be advised according to the Public Involvement Plan (Appendix H).

Plan Management

Hennepin County is committed to improving accessibility on the county highway system and within the county highway rights of way. The county is responsible for fulfilling the requirements of ADA rules, design guidance, and best practices. This is considered a starting point and should not be assumed to be all-inclusive.

Plan Implementers

The organizational chart on the following page lists the various divisions within the Transportation Departments that are involved with ADA related items. Specific contract information for each of the divisions may be found in Appendix B.



Policies

Policies identified and reviewed as part of the self evaluation are listed in Appendix C. Those policies, or sections of policies, if any, that may limit accessibility and the full participation of individuals with disabilities and the proposed modifications to those policies will also be included in Appendix C. Staff will bring forward any proposed modifications to the Assistant County Administrator of Public Works for review, discussion, and acceptance.

Practices

Listed in Appendix C are those identified practices, if any, that may limit accessibility and the full participation of individuals with disabilities. Any proposed or implemented changes to those practices will also be included in Appendix C.

Appendix A: How to File a Hennepin County ADA Grievance

In accordance with 28 CFR 35.107(b), the county has developed the following ADA grievance procedure for the purpose of the prompt and equitable resolution of citizens' complaints, concerns, comments, and other grievances.

The county understands that members of the public may desire to contact staff to discuss ADA issues without filing a formal grievance. Members of the public wishing to contact the Transition Plan Implementation Engineer should reference the contact information in the **Key Transportation Department Staff Contact Information** section of Appendix B. Contacting staff to informally discuss ADA issues is welcome and does not limit a person's ability or right to file a formal grievance later.

Those wishing to file a formal written grievance with Hennepin County may do so by one of the following methods:

Internet

Please visit www.hennepin.us/your-government/open-government/ada-grievance-public-form to file a grievance online. A copy of the Hennepin County Grievance Form is included in this document in Appendix A.

Telephone

Contact Hennepin County's ADA Coordinator listed in the **Responsible Officials Contact Information** section of Appendix B to submit an oral grievance. The staff person will use the internet to electronically submit the grievance on behalf of the person filing it.

Paper Submission

A paper copy of the county's grievance form is available by request from Hennepin County's ADA Coordinator (contact information in Appendix B). Complete the form and submit it to the Hennepin County ADA Coordinator at the address listed.

Hennepin County will acknowledge receipt of the grievance to the citizen within 10 working days of the submission. County staff will then provide a response or resolution to the grievance or will provide information on when the citizen can expect a response. If the grievance filed does not fall within Hennepin County's jurisdiction, staff will work with the citizen to contact the agency with jurisdiction.

When\ possible (typically within 60 calendar days or less of the grievance submission) county staff will conduct an investigation to determine the validity of the alleged violation. As a part of the investigation, internal staff will be consulted to fully understand the complaint and possible solutions. Hennepin County staff will contact the citizen to discuss the investigation and proposed resolution.

Hennepin County will consider all grievances within its particular context or setting. Furthermore, the department will consider many varying circumstances including: access to applicable services, programs, or facilities; the nature of the disability; essential eligibility requirements for participation; health and safety of others; and degree to which a potential solution would constitute a fundamental alteration to the program, service, or facility, or cause undue hardship to Hennepin County.

Accordingly, the resolution by Hennepin County of any one grievance does not constitute a precedent upon which the county is bound or upon which other complaining parties may rely.

Complaints of Title II violations may be filed with the Department of Justice (DOJ) within 180 days of the date of discrimination. In certain situations, cases may be referred to a mediation program sponsored by the DOJ. The DOJ may bring a lawsuit where it has investigated a matter and has been unable to resolve violations.

For more information, contact:

U.S. Department of Justice
Civil Rights Division
950 Pennsylvania Avenue, N.W.
Disability Rights Section – NYAV
Washington, D.C. 20530

www.ada.gov

(800) 514-0301 (voice)
(800) 514-0383 (TTY)

Title II may also be enforced through private lawsuits in Federal court. It is not necessary to file a complaint with the DOJ or any other Federal agency, or to receive a "right-to-sue" letter, before going to court.

File Retention

Hennepin County shall maintain ADA grievance files on behalf of the county for a period of seven years.

Hennepin County ADA Grievance Form

Instructions: Please fill out this form completely and submit to:

Hennepin County ADA Coordinator
Hennepin County Human Resources
Hennepin County Government Center, A-040
300 South Sixth Street
Minneapolis, MN 55487

Or it can be e-mailed to: jim.ramnaraine@hennepin.us

Complainant – person filing grievance:

Name: _____ Date_____

Address: _____ City, State, Zip Code: _____

Home: _____ Cell: _____

Work: _____ Email: _____

Representing – person claiming an accessibility issue or alleging and ADA violation (if not the complainant):

Name: _____

Address: _____ City, State, Zip Code: _____

Home: _____ Cell: _____

Work: _____ Email: _____

Description and location of the alleged violation and the nature of a remedy sought.

_____

_____

_____

_____

_____

If the complainant has filed the same complaint or grievance with the United States Department of Justice (DOJ), another federal or state civil rights agency, a court, or others, the **name of the agency or court where the complainant filed it and the filing date**.

Agency or Court:_____ Contact Person: _____

Address: _____ City, State, and Zip Code:_____

Telephone Number: _____ Date Filed:_____

Appendix B: Responsible Officials and Key Department Staff

Responsible Officials Contact Information

County Administration - Public Works

Debra Brisk, PE
Assistant County Administrator – Public Works
A-2303 Government Center
300 South Sixth Street
Minneapolis, MN 55487
debra.brisk@hennepin.us
612-348-4306

Transportation Department - Project Delivery

James Grube, PE
Transportation Department – Director of Project Delivery and County Highway Engineer
1600 Prairie Drive
Medina, MN 55340
james.grube@hennepin.us
612-596-0307

Transportation Department – Road and Bridge Operations

Christopher Sagsveen, PE
Transportation Department – Director of Operations
1600 Prairie Drive
Medina, MN 55340
chris.sagsveen@hennepin.us
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Hennepin County ADA Coordinator

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Appendix C: Hennepin County Self Evaluation

Review of Policies and Practices

Policies

The county's policies include any county, department, or division policies that direct staff in its daily work activities. Policies that relate to accessibility and ADA conformance include:

Complete Streets Policy

Hennepin County adopted its Complete Streets Policy on July 14, 2009 with the goal of providing facilities that are safe and convenient for each transportation mode. The Complete Streets Policy is implemented by first identifying the needs of the user, and then by reviewing the characteristics of the project site to determine which elements to include. A project that aligns with the goal of the Complete Streets Policy may include one or more of these components:

- Sidewalks or trails
- Pedestrian crossings
- On-street parking
- Landscaping elements
- Streamlined road design
- Bike facilities

Active Living Policy

The Active Living Hennepin County partnership consists of cities, state and local governments, businesses, and nonprofits working together to increase opportunities for daily physical activity. Hennepin County launched its Active Living initiative in 2006 with the goal of integrating health with land use and transportation decision-making. Active Living Hennepin County hosts workshops on various topics and provides technical assistance to cities on various strategies, policies, and infrastructure.

Community Works Program

The Hennepin County Community Works Program has partnered with cities, state and local governments, businesses, neighborhood organizations, and county residents to enhance how the communities of Hennepin County work together to create good jobs, provide access to employment, and build the long term value of communities. Hennepin County established its Community Works Program in 1994, and since then, has invested in infrastructure, public works, parks, and the natural environment in order to improve the existing implementation systems. The goals of the Hennepin County Community Works Program are listed below:

- Enhance the tax base
- Stimulate economic development and job growth
- Strengthen and connect places and people
- Innovate and advance sustainability
- Lead collaborative planning and implementation

Policies for Cost Participation between Hennepin County and other Agencies

Hennepin County adopted its cost-participation policy to determine appropriate funding levels for cooperative roadway, traffic signal, and bridge construction projects with the Minnesota Department of Transportation, municipalities, and other agencies. Cost-participation policies were originally established by Hennepin County in 1978 and have since been revised in 1993, 1999, and 2011. The Hennepin County Capital Improvement Program (CIP) has three annual funding programs to support sidewalk related projects countywide:

- Curb Ramp Program - Provides funding to construct ADA compliant curb ramps at intersections
- Sidewalk Program - Provides funding for the county's cost participation of sidewalk improvements
- Pavement Preservation Plus Program – Provides funding for infrastructure improvements where opportunities existing that are not normally considered as part of overlay projects

The amount of funding allocated to the programs is detailed in Table E-1 (Appendix E).

Practices

The county's practices include any county, department, and division practices that direct staff in its daily work activities. Practices that relate to accessibility and ADA compliance include:

Urban Landscape / Streetscape Guidelines

Hennepin County developed Recommended Urban Landscape / Streetscape Guidelines to provide criteria for the design of landscaping and streetscaping elements within a project. Criteria related to pedestrian facilities in the guidelines include: boulevards, crosswalks, curb ramps, medians, sidewalks, street lighting, and traffic signals. Hennepin County is currently working with a consulting agency to develop an update that is expected to be completed by the end of 2015.

Review of Programs (Pedestrian Infrastructure)

During 2013 and 2014, Hennepin County inventoried pedestrian ramps and sidewalks within the county highway rights of way and along county roadways. Hennepin County also identified which traffic signals on the county highway system include Accessible Pedestrian Signals (APS).

Pedestrian Ramps

All pedestrian ramps within county highway rights of way were identified as one of four categories:

Case 1 - Ramp replaced by county staff since 2011 (corresponding compliance checklist completed).

Case 2 - Ramp has a truncated dome, which may or may not have been replaced by county staff (no compliance checklist completed).

Case 3 - Ramp does not have a truncated dome. However, the ramp does not present a significant physical barrier for pedestrians.

Case 4 - Ramp is in need modification. **A priority is included for this case based on the condition of the pedestrian ramp and its geographic location relative to pedestrian activity.**

Table C-1 provides results from the pedestrian ramp inventory within county highway rights of way.

Table C-1
Pedestrian Ramp Inventory

Case 1	1,399 ramps
Case 2	4,712 ramps
Case 3	6,586 ramps
Case 4*	149 ramps
Approximate Total	12,846 ramps

*Identified priority locations

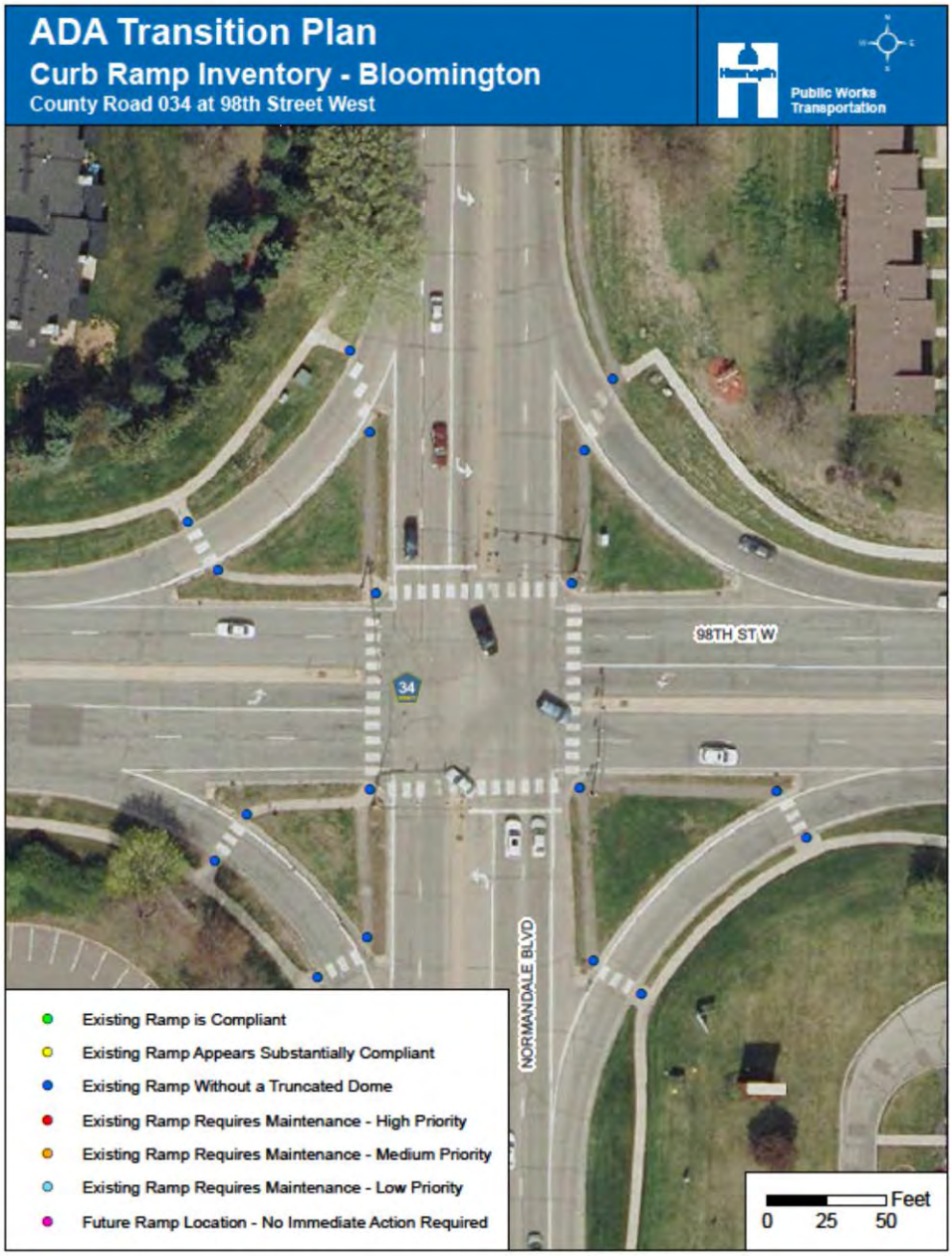
Pedestrian ramps that have been categorized as Case 4 will be identified as candidates for future projects. The timeline for modification of each of these pedestrian ramps will depend on its priority ranking, correlation to planned projects, and available funding. A detailed list of these instances may be obtained by request to the Transition Plan Implementation Engineer.

Pedestrian ramp information by municipality is provided later in this Appendix (Table C-5), including:

- Results of the pedestrian ramp inventory within the county highway rights of way
- Recent pedestrian ramp replacement
- Planned pedestrian ramp replacement
- Preliminary cost estimate for pedestrian ramp replacement

In addition to the pedestrian ramp reports by municipality, a detailed map of each intersection is available by request from the Transition Plan Implementation Engineer. Figure C-1 shows an example of the inventory.

Figure C-1
Pedestrian Ramp Intersection Map - Example



Sidewalks

The sidewalk facilities within county highway rights of way and along county roadways outside of Minneapolis were inventoried and evaluated to determine existing characteristics such as length and type (concrete or bituminous) and to identify existing defects and obstructions. Sidewalks within the City of Minneapolis were not included in the initial inventory and evaluation because the City of Minneapolis currently performs its own sidewalk inspection program. However, to complete the self evaluation process, the county will inventory and evaluate the sidewalks in Minneapolis by the end of 2016 as staff is available.

City of Minneapolis Sidewalk Inspection Program
The City of Minneapolis performs an inspection on all sidewalks within its boundary, including sidewalks along Hennepin County roadways, as part of its sidewalk inspection program. Sidewalk deficiencies that Minneapolis staff identify during the inspection process include:

- Damage that could cause pedestrians to fall
- Damage that could impede wheelchair users or disabled pedestrians
- Common defects; such as breaks, unevenness, and projecting or settling sections

If a section of sidewalk is identified as defective by City of Minneapolis staff, a notice is sent to the property owner. The notice outlines the defect(s), along with an estimated cost for replacement that will be responsibility of the property owner.

Sidewalk Evaluation Outside the City of Minneapolis
All sidewalk facilities outside the City of Minneapolis within county rights of way were identified as one or two of the following four categories. Table C-2 provides a summary of the sidewalk inventory completed.

Case 1 - Concrete sidewalk

Case 2 - Bituminous sidewalk

Case 3 - Concrete sidewalk in need of maintenance

Case 4 - Bituminous sidewalk in need of maintenance

Table C-2
Sidewalk Inventory Completed

Case 1	213.86 miles
Case 2	153.91 miles
Case 3	0.65 miles
Case 4	0.11 miles
Approximate Total	367.77 miles

The most commonly identified deficiencies during the sidewalk inventory are shown in Figure C-2. Sidewalks that are categorized as Case 3 or 4 will be identified as candidates for future projects. The timeline for replacement of these sidewalks will depend on priority ranking, correlation to planned projects, and available funding. A detailed list of these instances may be obtained upon request to the Transition Plan Implementation Engineer.

Figure C-2
Commonly Identified Deficiencies

Vertical Discontinuity

Horizontal Discontinuity

Cross Slope

Cracking

Ponding

Vegetation

Spalling

Vertical Slope

In addition to sidewalk defects, staff also identified obstructions within the PAR along sidewalks outside of the City of Minneapolis within county rights of way. Figure C-3 provides examples of obstructions that were most commonly found along sidewalks.

Figure C-3
Sidewalk Obstruction Examples

Fire Hydrant

Lighting Pole

Traffic Signal Handhole

Traffic Signal Pole

Utility Pole

Water Gate Valve

Table C-3 shows severe instances of identified obstructions along sidewalks located outside the City of Minneapolis but within the county highway rights of way.

Table C-3
Severe Sidewalk Obstructions

Obstruction	Instances
Cabinet - Traffic Signal	0
Cabinet - Utility	1
Driveway	0
Fence - Metal	1
Fire Hydrant	2
Gate Valve - Gas	1
Gate Valve - Water	2
Handhole - Traffic Signal	6
Handhole - Utility	0
Mailbox	1
Manhole	0
Pedestrian Station	0
Pole - Lighting	0
Pole - Signal	1
Pole - Utility	9
Poor Concrete	2
Sign	0
Tree	0
Vegetation	1

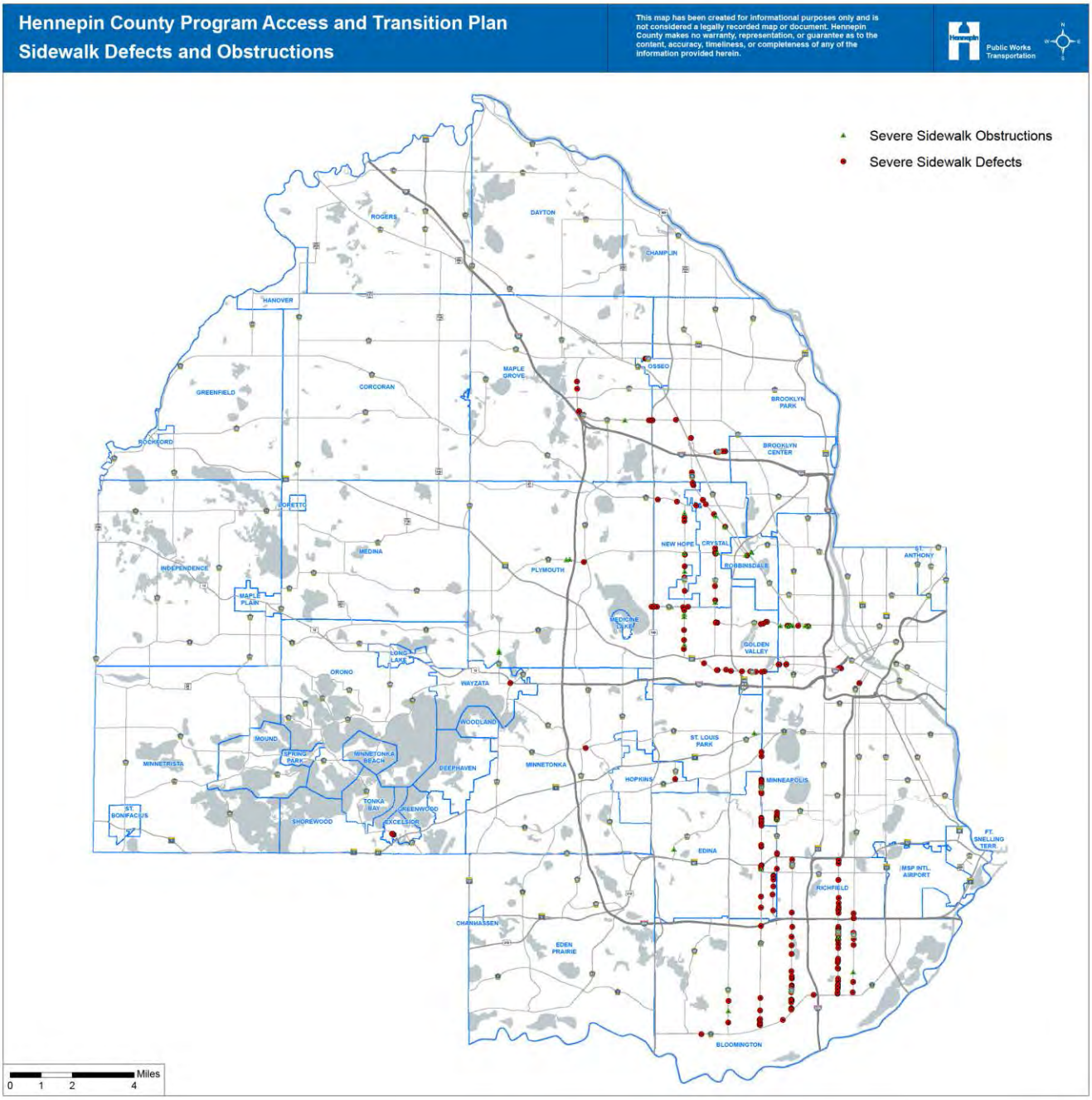
Instances of a severe obstruction will be identified as candidates for future projects. The timeline for addressing these obstructions will depend on priority ranking, correlation to planned projects, and available funding. A detailed list of these instances may be obtained from the Transition Plan Implementation Engineer.

Sidewalk information reported by municipality is provided in the sidewalk inventory which includes the following:

- Sidewalk inventory results (outside the City of Minneapolis) within the county highway rights of way
- Preliminary cost estimate for sidewalk replacement due to severe defects
- Preliminary cost estimate for severe obstruction removal along sidewalks

In addition to the sidewalk reports available for each municipality, a detailed map of severe sidewalk defects and obstructions within Hennepin County is available by request from the Transition Plan Implementation Engineer. A sample map is shown in Figure C-4.

Figure C-4
Sidewalk Defects and Obstructions Map



Accessible Pedestrian Signals (APS)

The traffic signals within county highway rights of way and along its county roadways were evaluated in 2014 to determine the number of APS. This information will be updated annually as traffic signals are installed or replaced along the county roadway system. An example of the component that communicates to pedestrians the “WALK” and “DON’T WALK” phases is shown in Figure C-5.

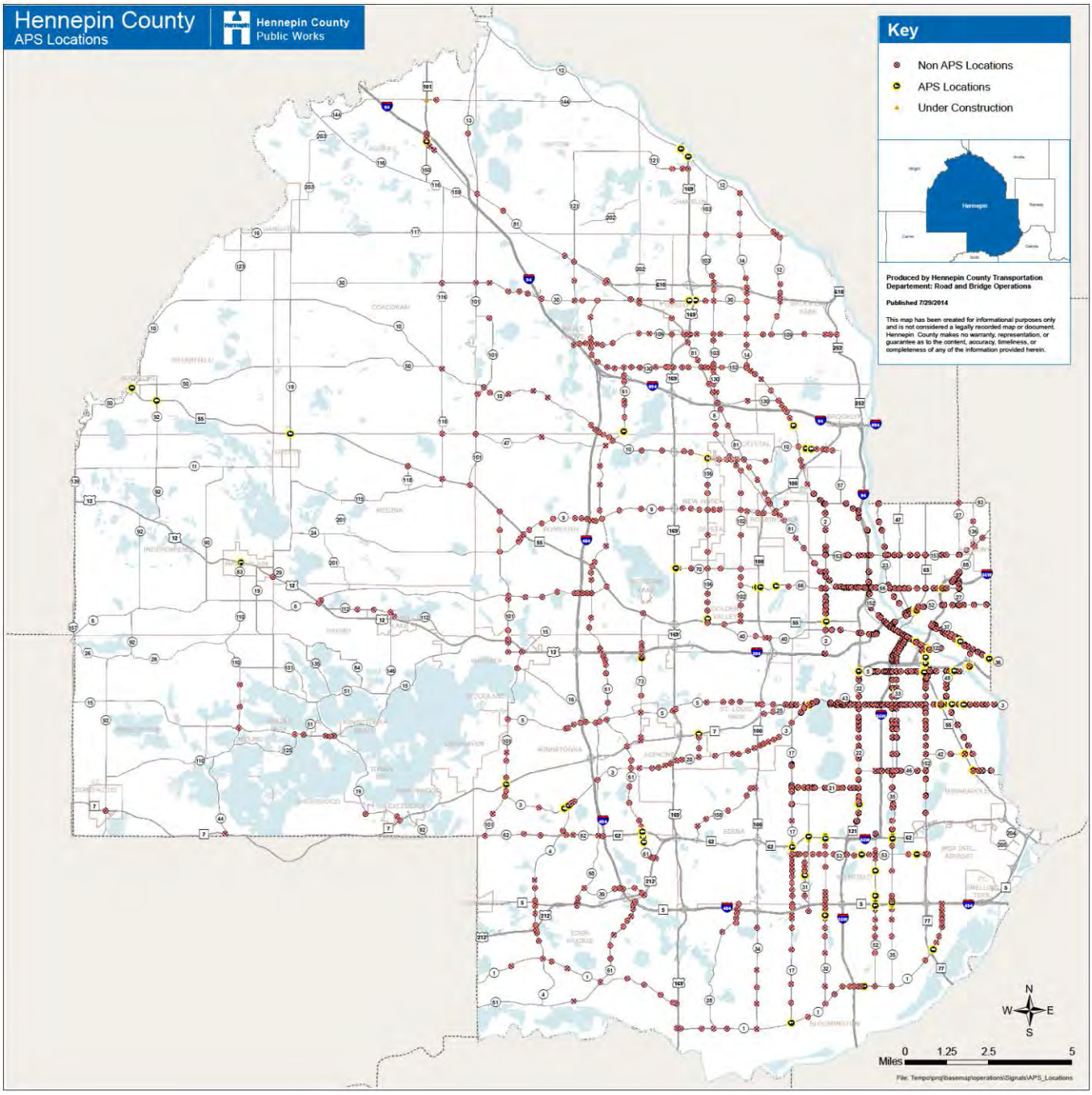
Figure C-5
Traffic Signal Pedestrian Phase

More detailed information regarding the Hennepin County’s Policy for the installation of Accessible Pedestrian Signals may be found in Appendix D. Table C-4 provides the results of APS Evaluation by municipality, which includes the number of traffic signals, number of APS and number of inaccessible pedestrian signals. Figure C-6 provides a map with the traffic signal locations that currently provide APS and the locations of traffic signals that do not currently provide this feature.

Table C-4
Results of APS Evaluation

Municipality	Traffic Signals	With APS	Without APS
Bloomington	62	3	59
Brooklyn Center	16	3	13
Brooklyn Park	60	2	58
Champlin	5	0	5
Corcoran	4	0	4
Crystal	17	0	17
Dayton	1	0	1
Eden Prairie	34	2	32
Edina	26	3	23
Excelsior	1	0	1
Golden Valley	14	3	11
Hopkins	11	0	11
Long Lake	1	0	1
Maple Grove	55	1	54
Medina	1	1	0
Minneapolis	355	21	334
Minnetonka	34	3	31
Minnetrista	1	0	1
Mound	2	0	2
New Hope	14	2	12
Orono	4	0	4
Osseo	1	0	1
Plymouth	40	0	40
Richfield	28	5	23
Robbinsdale	12	0	12
Rogers	6	1	5
Shorewood	0	0	0
Spring Park	2	0	2
Saint Anthony	6	0	6
Saint Louis Park	21	0	21
Wayzata	3	0	3
Total	**837**	**50**	**787**

Figure C-6
APS and Non-APS Traffic Signals



Pedestrian Ramp Inventory

Municipality: **Bloomington**

Pedestrian Ramp Inventory within the City of Bloomington	
Case 1: Number of ramps with truncated domes that have been checked for compliance	0
Case 2: Number of ramps that appear substantially compliant	409
Case 3: Number of ramps without truncated domes	745
Case 4: Number of ramps in need of construction or modification	15
Total: Total number of ramps	1169

Pedestrian Ramp Inventory by Roadway in Bloomington

County Road	Local Name(s)	Case 1 Ramps	Case 2 Ramps	Case 3 Ramps	Case 4 Ramps	Ramp Total
1	Old Shakopee Road, 98th Street, 24th Avenue South	-	163	347	-	510
17	France Avenue South	-	68	84	9	161
28	Bush Lake Road	-	32	38	3	73
31	Xerxes Avenue South	-	13	5	-	18
32	Penn Avenue South	-	50	95	1	146
34	Normandale Avenue South	-	5	76	-	81
35	Portland Avenue South	-	39	40	-	79
52	Nicollet Avenue South	-	39	60	2	101
						-

Recent Pedestrian Ramp Replacement in Bloomington

County Road	Local Name(s)	Project Number	Year	Number of Ramps Replaced

Future Pedestrian Ramp Replacement in Bloomington

County Road	Local Name(s)	Project Number	Year	Estimated Ramps to Be Replaced
34	Normandale Boulevard	9748		26
28	East Bush Lake Road	1412		2

Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Bloomington

County Road	Estimated Number of Ramps at Unsignalized Intersections that Require Replacement ($4000 per Ramp)	Estimated Number of Ramps at Signalized Intersections that Require Replacement ($6000 per Ramp)	Estimated Cost
1	196	151	$ 1,690,000
17	58	35	$ 442,000
28	32	9	$ 182,000
31	5	-	$ 20,000
32	45	51	$ 486,000
34	38	38	$ 380,000
35	21	19	$ 198,000
52	40	22	$ 292,000
			$ -

Pedestrian Ramp Inventory

Municipality: **Brooklyn Center**

Pedestrian Ramp Inventory within the City of Brooklyn Center	
Case 1: Number of ramps with truncated domes that have been checked for compliance	4
Case 2: Number of ramps that appear substantially compliant	118
Case 3: Number of ramps without truncated domes	144
Case 4: Number of ramps in need of construction or modification	0
Total: Total number of ramps	266

Pedestrian Ramp Inventory by Roadway in Brooklyn Center

County Road	Local Name(s)	Case 1 Ramps	Case 2 Ramps	Case 3 Ramps	Case 4 Ramps	Ramp Total
10	Bass Lake Road/58th Avenue North, 57th Avenue North	-	68	24	-	92
57	Humboldt Avenue North, 57th Avenue North	2	9	14	-	25
130	69th Avenue North	-	15	5	-	20
152	Brooklyn Boulevard, Osseo Road	2	26	101	-	129
						-
						-
						-
						-
						-

Recent Pedestrian Ramp Replacement in Brooklyn Center

County Road	Local Name(s)	Project Number	Year	Number of Ramps Replaced
10	Bass Lake Road	0929		54

Future Pedestrian Ramp Replacement in Brooklyn Center

County Road	Local Name(s)	Project Number	Year	Estimated Ramps to Be Replaced

Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Brooklyn Center

County Road	Estimated Number of Ramps at Unsignalized Intersections that Require Replacement ($4000 per Ramp)	Estimated Number of Ramps at Signalized Intersections that Require Replacement ($6000 per Ramp)	Estimated Cost
10	22	2	$ 100,000
57	14	-	$ 56,000
130	4	1	$ 22,000
152	51	50	$ 504,000
			$ -
			$ -
			$ -
			$ -
			$ -

Pedestrian Ramp Inventory

Municipality: **Brooklyn Park**

Pedestrian Ramp Inventory within the City of Brooklyn Park	
Case 1: Number of ramps with truncated domes that have been checked for compliance	0
Case 2: Number of ramps that appear substantially compliant	91
Case 3: Number of ramps without truncated domes	548
Case 4: Number of ramps in need of construction or modification	9
Total: Total number of ramps	648

Pedestrian Ramp Inventory by Roadway in Brooklyn Park

County Road	Local Name(s)	Case 1 Ramps	Case 2 Ramps	Case 3 Ramps	Case 4 Ramps	Ramp Total
8	West Broadway Avenue, 71st Avenue North	-	2	9	1	12
12	Noble Parkway North, West River Road	-	12	50	-	62
14	Zane Avenue North, Douglas Drive North	-	10	105	-	115
30	7th Street Northeast, 93rd Avenue North	-	5	7	-	12
81	Bottineau Old County Road 15	-	1	42	-	43
103	West Broadway Avenue, Winnetka Avenue North	-	3	45	5	53
109	85th Avenue North	-	44	127	-	171
130	Brooklyn Boulevard, West Broadway Avenue, Lakeland	-	10	90	1	101
152	Brooklyn Boulevard	-	4	73	2	79

Recent Pedestrian Ramp Replacement in Brooklyn Park

County Road	Local Name(s)	Project Number	Year	Number of Ramps Replaced
30	7th Street North/93rd Avenue North	9846		14

Future Pedestrian Ramp Replacement in Brooklyn Park

County Road	Local Name(s)	Project Number	Year	Estimated Ramps to Be Replaced
103	West Broadway	0514		21
103	West Broadway	9239		24
81	Bottineau Boulevard	0203		31

Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Brooklyn Park

County Road	Estimated Number of Ramps at Unsignalized Intersections that Require Replacement ($4000 per Ramp)	Estimated Number of Ramps at Signalized Intersections that Require Replacement ($6000 per Ramp)	Estimated Cost
8	5	5	$ 50,000
12	33	17	$ 234,000
14	64	41	$ 502,000
30	1	7	$ 46,000
81	6	36	$ 240,000
103	22	28	$ 256,000
109	69	58	$ 624,000
130	58	33	$ 430,000
152	32	43	$ 386,000

Pedestrian Ramp Inventory

Municipality: **Champlin**

Pedestrian Ramp Inventory within the City of Champlin	
Case 1: Number of ramps with truncated domes that have been checked for compliance	54
Case 2: Number of ramps that appear substantially compliant	59
Case 3: Number of ramps without truncated domes	52
Case 4: Number of ramps in need of construction or modification	12
Total: Total number of ramps	177

Pedestrian Ramp Inventory by Roadway in Champlin

County Road	Local Name(s)	Case 1 Ramps	Case 2 Ramps	Case 3 Ramps	Case 4 Ramps	Ramp Total
12	West River Road, Dayton River Road	6	23	41	9	79
14	Douglas Drive North	48	-	2	-	50
103	Winnetka Avenue North	-	2	6	3	11
121	French Lake Road, Tilden Avenue/Elm Creek Crossing, Hayden Lake Road	-	32	3	-	35
202	Zachary Lane North	-	2	-	-	2
						-
						-
						-
						-

Recent Pedestrian Ramp Replacement in Champlin

County Road	Local Name(s)	Project Number	Year	Number of Ramps Replaced

Future Pedestrian Ramp Replacement in Champlin

County Road	Local Name(s)	Project Number	Year	Estimated Ramps to Be Replaced

Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Champlin

County Road	Estimated Number of Ramps at Unsignalized Intersections that Require Replacement ($4000 per Ramp)	Estimated Number of Ramps at Signalized Intersections that Require Replacement ($6000 per Ramp)	Estimated Cost
12	49	1	$ 202,000
14	-	2	$ 12,000
103	9	-	$ 36,000
121	-	3	$ 18,000
202	-	-	$ -
			$ -
			$ -
			$ -
			$ -

Pedestrian Ramp Inventory

Municipality: **Corcoran**

Pedestrian Ramp Inventory within the City of Corcoran	
Case 1: Number of ramps with truncated domes that have been checked for compliance	0
Case 2: Number of ramps that appear substantially compliant	19
Case 3: Number of ramps without truncated domes	6
Case 4: Number of ramps in need of construction or modification	14
Total: Total number of ramps	39

Pedestrian Ramp Inventory by Roadway in Corcoran

County Road	Local Name(s)	Case 1 Ramps	Case 2 Ramps	Case 3 Ramps	Case 4 Ramps	Ramp Total
10	Woodland Trail	-	3	-	2	5
19	County Road 19, Crow Hassan Park Road	-	10	2	-	12
30	97th Avenue North	-	2	2	-	4
50	Rebecca Park Trail	-	-	2	-	2
101	Brockton Lane North	-	1	-	3	4
116	Pinto Drive	-	3	-	9	12
						-
						-
						-

Recent Pedestrian Ramp Replacement in Corcoran

County Road	Local Name(s)	Project Number	Year	Number of Ramps Replaced

Future Pedestrian Ramp Replacement in Corcoran

County Road	Local Name(s)	Project Number	Year	Estimated Ramps to Be Replaced

Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Corcoran

County Road	Estimated Number of Ramps at Unsignalized Intersections that Require Replacement ($4000 per Ramp)	Estimated Number of Ramps at Signalized Intersections that Require Replacement ($6000 per Ramp)	Estimated Cost
10	2	-	$ 8,000
19	2	-	$ 8,000
30	2	-	$ 8,000
50	2	-	$ 8,000
101	1	2	$ 16,000
116	2	7	$ 50,000
			$ -
			$ -
			$ -

Pedestrian Ramp Inventory

Municipality: **Crystal**

Pedestrian Ramp Inventory within the City of Crystal	
Case 1: Number of ramps with truncated domes that have been checked for compliance	89
Case 2: Number of ramps that appear substantially compliant	73
Case 3: Number of ramps without truncated domes	205
Case 4: Number of ramps in need of construction or modification	2
Total: Total number of ramps	369

Pedestrian Ramp Inventory by Roadway in Crystal

County Road	Local Name(s)	Case 1 Ramps	Case 2 Ramps	Case 3 Ramps	Case 4 Ramps	Ramp Total
8	West Broadway Avenue	-	14	43	2	59
9	Rockford Road, 42nd Avenue North	-	7	17	-	24
10	Bass Lake Road, Orchard Avenue, Bass Lake Road/58th Avenue North	18	24	49	-	91
70	Medicine Lake Road	-	-	16	-	16
81	Bottineau Old County Road 15, Bottineau Boulevard	71	-	-	-	71
102	Douglas Drive North	-	28	66	-	94
156	Winnetka Avenue North	-	-	14	-	14
						-
						-

Recent Pedestrian Ramp Replacement in Crystal

County Road	Local Name(s)	Project Number	Year	Number of Ramps Replaced
81	Bottineau Boulevard	0118		71
10	Bass Lake Road	0118		18

Future Pedestrian Ramp Replacement in Crystal

County Road	Local Name(s)	Project Number	Year	Estimated Ramps to Be Replaced

Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Crystal

County Road	Estimated Number of Ramps at Unsignalized Intersections that Require Replacement ($4000 per Ramp)	Estimated Number of Ramps at Signalized Intersections that Require Replacement ($6000 per Ramp)	Estimated Cost
8	23	22	$ 224,000
9	17	-	$ 68,000
10	31	18	$ 232,000
70	-	16	$ 96,000
81	-	-	$ -
102	52	14	$ 292,000
156	-	14	$ 84,000
			$ -
			$ -

Pedestrian Ramp Inventory

Municipality: **Dayton**

Pedestrian Ramp Inventory within the City of Dayton	
Case 1: Number of ramps with truncated domes that have been checked for compliance	0
Case 2: Number of ramps that appear substantially compliant	6
Case 3: Number of ramps without truncated domes	29
Case 4: Number of ramps in need of construction or modification	5
Total: Total number of ramps	40

Pedestrian Ramp Inventory by Roadway in Dayton

County Road	Local Name(s)	Case 1 Ramps	Case 2 Ramps	Case 3 Ramps	Case 4 Ramps	Ramp Total
12	Dayton River Road, Division Street, Robinson Street	-	-	25	5	30
81	County Road 81	-	3	-	-	3
202	Goose Lake Road, Elm Creek Road	-	3	4	-	7
						-
						-
						-
						-
						-
						-

Recent Pedestrian Ramp Replacement in Dayton

County Road	Local Name(s)	Project Number	Year	Number of Ramps Replaced

Future Pedestrian Ramp Replacement in Dayton

County Road	Local Name(s)	Project Number	Year	Estimated Ramps to Be Replaced
202	Elm Creek Road	0716		TBD

Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Dayton

County Road	Estimated Number of Ramps at Unsignalized Intersections that Require Replacement ($4000 per Ramp)	Estimated Number of Ramps at Signalized Intersections that Require Replacement ($6000 per Ramp)	Estimated Cost
12	30	-	$ 120,000
81	-	-	$ -
202	4	-	$ 16,000
			$ -
			$ -
			$ -
			$ -
			$ -
			$ -

Pedestrian Ramp Inventory

Municipality: **Eden Prairie**

Pedestrian Ramp Inventory within the City of Eden Prairie	
Case 1: Number of ramps with truncated domes that have been checked for compliance	0
Case 2: Number of ramps that appear substantially compliant	228
Case 3: Number of ramps without truncated domes	324
Case 4: Number of ramps in need of construction or modification	1
Total: Total number of ramps	553

Pedestrian Ramp Inventory by Roadway in Eden Prairie

County Road	Local Name(s)	Case 1 Ramps	Case 2 Ramps	Case 3 Ramps	Case 4 Ramps	Ramp Total
1	Pioneer Trail	-	61	68	-	129
4	Spring Road, Eden Prairie Road	-	46	104	-	150
39	Valley View Road	-	2	48	-	50
60	Mitchell Road, Baker Road	-	26	34	-	60
61	Flying Cloud Drive, Shady Oak Road	-	85	36	1	122
62	West 62nd Street/Townline Road	-	8	25	-	33
101	Townline Road	-	-	9	-	9
						-
						-

Recent Pedestrian Ramp Replacement in Eden Prairie

County Road	Local Name(s)	Project Number	Year	Number of Ramps Replaced
1	Pioneer Trail	9618		45
1	Pioneer Trail	9619		23

Future Pedestrian Ramp Replacement in Eden Prairie

County Road	Local Name(s)	Project Number	Year	Estimated Ramps to Be Replaced
61	Flying Cloud Drive	0904		8
61	Shady Oak Road	1125		19

Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Eden Prairie

County Road	Estimated Number of Ramps at Unsignalized Intersections that Require Replacement ($4000 per Ramp)	Estimated Number of Ramps at Signalized Intersections that Require Replacement ($6000 per Ramp)	Estimated Cost
1	43	25	$ 322,000
4	60	44	$ 504,000
39	30	18	$ 228,000
60	20	14	$ 164,000
61	4	33	$ 214,000
62	14	11	$ 122,000
101	4	5	$ 46,000
			$ -
			$ -

Pedestrian Ramp Inventory

Municipality: **Edina**

Pedestrian Ramp Inventory within the City of Edina	
Case 1: Number of ramps with truncated domes that have been checked for compliance	0
Case 2: Number of ramps that appear substantially compliant	97
Case 3: Number of ramps without truncated domes	272
Case 4: Number of ramps in need of construction or modification	3
Total: Total number of ramps	372

Pedestrian Ramp Inventory by Roadway in Edina

County Road	Local Name(s)	Case 1 Ramps	Case 2 Ramps	Case 3 Ramps	Case 4 Ramps	Ramp Total
17	France Avenue South	-	28	103	1	132
28	East Bush Lake Road	-	1	4	2	7
31	Xerxes Avenue South, York Avenue South	-	33	85	-	118
53	66th Street West	-	1	25	-	26
158	Gleason Road, Vernon Avenue South, 50th Street West	-	34	55	-	89
						-
						-
						-
						-

Recent Pedestrian Ramp Replacement in Edina

County Road	Local Name(s)	Project Number	Year	Number of Ramps Replaced

Future Pedestrian Ramp Replacement in Edina

County Road	Local Name(s)	Project Number	Year	Estimated Ramps to Be Replaced

Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Edina

County Road	Estimated Number of Ramps at Unsignalized Intersections that Require Replacement ($4000 per Ramp)	Estimated Number of Ramps at Signalized Intersections that Require Replacement ($6000 per Ramp)	Estimated Cost
17	48	56	$ 528,000
28	-	6	$ 36,000
31	61	24	$ 388,000
53	-	25	$ 150,000
158	40	15	$ 250,000
			$ -
			$ -
			$ -
			$ -

Pedestrian Ramp Inventory

Municipality: **Excelsior**

Pedestrian Ramp Inventory within the City of Excelsior	
Case 1: Number of ramps with truncated domes that have been checked for compliance	0
Case 2: Number of ramps that appear substantially compliant	7
Case 3: Number of ramps without truncated domes	28
Case 4: Number of ramps in need of construction or modification	2
Total: Total number of ramps	37

Pedestrian Ramp Inventory by Roadway in Excelsior

County Road	Local Name(s)	Case 1 Ramps	Case 2 Ramps	Case 3 Ramps	Case 4 Ramps	Ramp Total
19	Oak Street	-	3	12	-	15
82	Mill Street, Morse Avenue/Lake Street	-	4	16	2	22
						-
						-
						-
						-
						-
						-
						-

Recent Pedestrian Ramp Replacement in Excelsior

County Road	Local Name(s)	Project Number	Year	Number of Ramps Replaced

Future Pedestrian Ramp Replacement in Excelsior

County Road	Local Name(s)	Project Number	Year	Estimated Ramps to Be Replaced

Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Excelsior

County Road	Estimated Number of Ramps at Unsignalized Intersections that Require Replacement ($4000 per Ramp)	Estimated Number of Ramps at Signalized Intersections that Require Replacement ($6000 per Ramp)	Estimated Cost
19	2	10	$ 68,000
82	18	-	$ 72,000
			$ -
			$ -
			$ -
			$ -
			$ -
			$ -
			$ -

Pedestrian Ramp Inventory

Municipality: **Fort Snelling Terrace**

Pedestrian Ramp Inventory within the City of Ft. Snelling Terr.	
Case 1: Number of ramps with truncated domes that have been checked for compliance	0
Case 2: Number of ramps that appear substantially compliant	0
Case 3: Number of ramps without truncated domes	11
Case 4: Number of ramps in need of construction or modification	2
Total: Total number of ramps	13

Pedestrian Ramp Inventory by Roadway in Fort Snelling Terrace

County Road	Local Name(s)	Case 1 Ramps	Case 2 Ramps	Case 3 Ramps	Case 4 Ramps	Ramp Total
204	Bloomington Road, Colville Avenue	-	-	8	2	10
205	Bloomington Road	-	-	3	-	3
						-
						-
						-
						-
						-
						-
						-

Recent Pedestrian Ramp Replacement in Fort Snelling Terrace

County Road	Local Name(s)	Project Number	Year	Number of Ramps Replaced

Future Pedestrian Ramp Replacement in Fort Snelling Terrace

County Road	Local Name(s)	Project Number	Year	Estimated Ramps to Be Replaced

Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Fort Snelling Terrace

County Road	Estimated Number of Ramps at Unsignalized Intersections that Require Replacement ($4000 per Ramp)	Estimated Number of Ramps at Signalized Intersections that Require Replacement ($6000 per Ramp)	Estimated Cost
204	10	-	$ 40,000
205	3	-	$ 12,000
			$ -
			$ -
			$ -
			$ -
			$ -
			$ -
			$ -

Pedestrian Ramp Inventory

Municipality: **Golden Valley**

Pedestrian Ramp Inventory within the City of Golden Valley	
Case 1: Number of ramps with truncated domes that have been checked for compliance	2
Case 2: Number of ramps that appear substantially compliant	105
Case 3: Number of ramps without truncated domes	229
Case 4: Number of ramps in need of construction or modification	2
Total: Total number of ramps	338

Pedestrian Ramp Inventory by Roadway in Golden Valley

County Road	Local Name(s)	Case 1 Ramps	Case 2 Ramps	Case 3 Ramps	Case 4 Ramps	Ramp Total
40	Glenwood Avenue	-	17	54	1	72
66	Duluth Street, Golden Valley Road	2	46	37	-	85
70	Medicine Lake Road	-	6	46	-	52
102	Douglas Avenue, Douglas Drive North	-	18	42	-	60
156	Winnetka Avenue North	-	18	50	1	69
						-
						-
						-
						-

Recent Pedestrian Ramp Replacement in Golden Valley

County Road	Local Name(s)	Project Number	Year	Number of Ramps Replaced

Future Pedestrian Ramp Replacement in Golden Valley

County Road	Local Name(s)	Project Number	Year	Estimated Ramps to Be Replaced
102	Douglas Drive North	1007		57

Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Golden Valley

County Road	Estimated Number of Ramps at Unsignalized Intersections that Require Replacement ($4000 per Ramp)	Estimated Number of Ramps at Signalized Intersections that Require Replacement ($6000 per Ramp)	Estimated Cost
40	34	21	$ 262,000
66	31	8	$ 172,000
70	33	13	$ 210,000
102	18	24	$ 216,000
156	30	21	$ 246,000
			$ -
			$ -
			$ -
			$ -

Pedestrian Ramp Inventory

Municipality: **Greenfield**

Pedestrian Ramp Inventory within the City of Greenfield	
Case 1: Number of ramps with truncated domes that have been checked for compliance	0
Case 2: Number of ramps that appear substantially compliant	6
Case 3: Number of ramps without truncated domes	5
Case 4: Number of ramps in need of construction or modification	0
Total: Total number of ramps	11

Pedestrian Ramp Inventory by Roadway in Greenfield

County Road	Local Name(s)	Case 1 Ramps	Case 2 Ramps	Case 3 Ramps	Case 4 Ramps	Ramp Total
50	Rebecca Park Trail	-	-	4	-	4
92	Dogwood Street	-	6	1	-	7
						-
						-
						-
						-
						-
						-
						-

Recent Pedestrian Ramp Replacement in Greenfield

County Road	Local Name(s)	Project Number	Year	Number of Ramps Replaced

Future Pedestrian Ramp Replacement in Greenfield

County Road	Local Name(s)	Project Number	Year	Estimated Ramps to Be Replaced

Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Greenfield

County Road	Estimated Number of Ramps at Unsignalized Intersections that Require Replacement ($4000 per Ramp)	Estimated Number of Ramps at Signalized Intersections that Require Replacement ($6000 per Ramp)	Estimated Cost
50	4	-	$ 16,000
92	1	-	$ 4,000
			$ -
			$ -
			$ -
			$ -
			$ -
			$ -
			$ -

Pedestrian Ramp Inventory

Municipality: **Hopkins**

Pedestrian Ramp Inventory within the City of Hopkins	
Case 1: Number of ramps with truncated domes that have been checked for compliance	11
Case 2: Number of ramps that appear substantially compliant	51
Case 3: Number of ramps without truncated domes	129
Case 4: Number of ramps in need of construction or modification	1
Total: Total number of ramps	192

Pedestrian Ramp Inventory by Roadway in Hopkins

County Road	Local Name(s)	Case 1 Ramps	Case 2 Ramps	Case 3 Ramps	Case 4 Ramps	Ramp Total
3	Excelsior Boulevard	1	33	99	1	134
5	Minnetonka Boulevard	-	6	-	-	6
20	Blake Road North	-	10	26	-	36
61	Shady Oak Road	10	-	1	-	11
73	Hopkins Crossroad	-	2	3	-	5
						-
						-
						-
						-

Recent Pedestrian Ramp Replacement in Hopkins

County Road	Local Name(s)	Project Number	Year	Number of Ramps Replaced

Future Pedestrian Ramp Replacement in Hopkins

County Road	Local Name(s)	Project Number	Year	Estimated Ramps to Be Replaced
20	Blake Road	1426		43
61	Shady Oak Road	9112		11

Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Hopkins

County Road	Estimated Number of Ramps at Unsignalized Intersections that Require Replacement ($4000 per Ramp)	Estimated Number of Ramps at Signalized Intersections that Require Replacement ($6000 per Ramp)	Estimated Cost
3	48	53	$ 510,000
5	-	-	$ -
20	16	10	$ 124,000
61	-	6	$ 36,000
73	-	3	$ 18,000
			$ -
			$ -
			$ -
			$ -

Pedestrian Ramp Inventory

Municipality: **Independence**

Pedestrian Ramp Inventory within the City of Independence	
Case 1: Number of ramps with truncated domes that have been checked for compliance	0
Case 2: Number of ramps that appear substantially compliant	0
Case 3: Number of ramps without truncated domes	7
Case 4: Number of ramps in need of construction or modification	0
Total: Total number of ramps	7

Pedestrian Ramp Inventory by Roadway in Independence

County Road	Local Name(s)	Case 1 Ramps	Case 2 Ramps	Case 3 Ramps	Case 4 Ramps	Ramp Total
11	County Road 11	-	-	1	-	1
19	County Road 19	-	-	2	-	2
92	Main Street	-	-	2	-	2
110	County Road 110	-	-	2	-	2
						-
						-
						-
						-
						-

Recent Pedestrian Ramp Replacement in Independence

County Road	Local Name(s)	Project Number	Year	Number of Ramps Replaced

Future Pedestrian Ramp Replacement in Independence

County Road	Local Name(s)	Project Number	Year	Estimated Ramps to Be Replaced

Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Independence

County Road	Estimated Number of Ramps at Unsignalized Intersections that Require Replacement ($4000 per Ramp)	Estimated Number of Ramps at Signalized Intersections that Require Replacement ($6000 per Ramp)	Estimated Cost
11	1	-	$ 4,000
19	2	-	$ 8,000
92	2	-	$ 8,000
110	2	-	$ 8,000
			$ -
			$ -
			$ -
			$ -
			$ -

Pedestrian Ramp Inventory

Municipality: **Long Lake**

Pedestrian Ramp Inventory within the City of Long Lake	
Case 1: Number of ramps with truncated domes that have been checked for compliance	0
Case 2: Number of ramps that appear substantially compliant	29
Case 3: Number of ramps without truncated domes	7
Case 4: Number of ramps in need of construction or modification	0
Total: Total number of ramps	36

Pedestrian Ramp Inventory by Roadway in Long Lake

County Road	Local Name(s)	Case 1 Ramps	Case 2 Ramps	Case 3 Ramps	Case 4 Ramps	Ramp Total
112	Wayzata Boulevard	-	19	4	-	23
146	Brown Road North	-	10	-	-	10
						-
						-
						-
						-
						-
						-
						-

Recent Pedestrian Ramp Replacement in Long Lake

County Road	Local Name(s)	Project Number	Year	Number of Ramps Replaced

Future Pedestrian Ramp Replacement in Long Lake

County Road	Local Name(s)	Project Number	Year	Estimated Ramps to Be Replaced
112	Wayzata Boulevard	091101		31
112	Wayzata Boulevard	091102		TBD
112	Wayzata Boulevard	091103		TBD

Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Long Lake

County Road	Estimated Number of Ramps at Unsignalized Intersections that Require Replacement ($4000 per Ramp)	Estimated Number of Ramps at Signalized Intersections that Require Replacement ($6000 per Ramp)	Estimated Cost
112	-	4	$ 24,000
146	-	-	$ -
			$ -
			$ -
			$ -
			$ -
			$ -
			$ -
			$ -

Pedestrian Ramp Inventory

Municipality: **Loretto**

Pedestrian Ramp Inventory within the City of Loretto	
Case 1: Number of ramps with truncated domes that have been checked for compliance	0
Case 2: Number of ramps that appear substantially compliant	14
Case 3: Number of ramps without truncated domes	0
Case 4: Number of ramps in need of construction or modification	0
Total: Total number of ramps	14

Pedestrian Ramp Inventory by Roadway in Loretto

County Road	Local Name(s)	Case 1 Ramps	Case 2 Ramps	Case 3 Ramps	Case 4 Ramps	Ramp Total
19	Medina Street North	-	14	-	-	14
						-
						-
						-
						-
						-
						-
						-
						-

Recent Pedestrian Ramp Replacement in Loretto

County Road	Local Name(s)	Project Number	Year	Number of Ramps Replaced

Future Pedestrian Ramp Replacement in Loretto

County Road	Local Name(s)	Project Number	Year	Estimated Ramps to Be Replaced

Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Loretto

County Road	Estimated Number of Ramps at Unsignalized Intersections that Require Replacement ($4000 per Ramp)	Estimated Number of Ramps at Signalized Intersections that Require Replacement ($6000 per Ramp)	Estimated Cost
19	-	-	$ -
			$ -
			$ -
			$ -
			$ -
			$ -
			$ -
			$ -
			$ -

Pedestrian Ramp Inventory

Municipality: **Maple Grove**

Pedestrian Ramp Inventory within the City of Maple Grove	
Case 1: Number of ramps with truncated domes that have been checked for compliance	0
Case 2: Number of ramps that appear substantially compliant	313
Case 3: Number of ramps without truncated domes	361
Case 4: Number of ramps in need of construction or modification	23
Total: Total number of ramps	697

Pedestrian Ramp Inventory by Roadway in Maple Grove

County Road	Local Name(s)	Case 1 Ramps	Case 2 Ramps	Case 3 Ramps	Case 4 Ramps	Ramp Total
10	Bass Lake Road	-	78	19	-	97
30	ue North, 95th Avenue North, 93rd Avenue North, 7th Street	-	37	109	4	150
47	County Road 47	-	3	-	-	3
61	Northwest Boulevard, Hemlock Lane North	-	9	61	-	70
81	County Road 81	-	15	22	-	37
101	Brockton Lane North, Troy Lane North, 89th Avenue North	-	39	9	6	54
109	Weaver Lake Road, 85th Avenue North	-	46	17	-	63
121	Fernbrook Lane North	-	10	23	1	34
130	Elm Creek Boulevard North/77th Avenue North	-	38	74	12	124
202	Zachary Lane North	-	38	27	-	65

Recent Pedestrian Ramp Replacement in Maple Grove

County Road	Local Name(s)	Project Number	Year	Number of Ramps Replaced
10	Bass Lake Road	0024		4
101	Brockton Lane North	0720		12

Future Pedestrian Ramp Replacement in Maple Grove

County Road	Local Name(s)	Project Number	Year	Estimated Ramps to Be Replaced

Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Maple Grove

County Road	Estimated Number of Ramps at Unsignalized Intersections that Require Replacement ($4000 per Ramp)	Estimated Number of Ramps at Signalized Intersections that Require Replacement ($6000 per Ramp)	Estimated Cost
10	4	15	$ 106,000
30	92	21	$ 494,000
47	-	-	$ -
61	38	23	$ 290,000
81	11	11	$ 110,000
101	13	2	$ 64,000
109	2	15	$ 98,000
121	18	6	$ 108,000
130	37	49	$ 442,000
202	16	11	$ 130,000

Pedestrian Ramp Inventory

Municipality: **Maple Plain**

Pedestrian Ramp Inventory within the City of Maple Plain	
Case 1: Number of ramps with truncated domes that have been checked for compliance	0
Case 2: Number of ramps that appear substantially compliant	11
Case 3: Number of ramps without truncated domes	5
Case 4: Number of ramps in need of construction or modification	0
Total: Total number of ramps	16

Pedestrian Ramp Inventory by Roadway in Maple Plain

County Road	Local Name(s)	Case 1 Ramps	Case 2 Ramps	Case 3 Ramps	Case 4 Ramps	Ramp Total
19	Budd Avenue, Main Street East	-	7	5	-	12
29	Baker Park Road	-	1	-	-	1
83	Halgren Road	-	3	-	-	3
						-
						-
						-
						-
						-
						-

Recent Pedestrian Ramp Replacement in Maple Plain

County Road	Local Name(s)	Project Number	Year	Number of Ramps Replaced

Future Pedestrian Ramp Replacement in Maple Plain

County Road	Local Name(s)	Project Number	Year	Estimated Ramps to Be Replaced

Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Maple Plain

County Road	Estimated Number of Ramps at Unsignalized Intersections that Require Replacement ($4000 per Ramp)	Estimated Number of Ramps at Signalized Intersections that Require Replacement ($6000 per Ramp)	Estimated Cost
19	5	-	$ 20,000
29	-	-	$ -
83	-	-	$ -
			$ -
			$ -
			$ -
			$ -
			$ -
			$ -

Pedestrian Ramp Inventory

Municipality: **Medina**

Pedestrian Ramp Inventory within the City of Medina	
Case 1: Number of ramps with truncated domes that have been checked for compliance	0
Case 2: Number of ramps that appear substantially compliant	46
Case 3: Number of ramps without truncated domes	27
Case 4: Number of ramps in need of construction or modification	7
Total: Total number of ramps	80

Pedestrian Ramp Inventory by Roadway in Medina

County Road	Local Name(s)	Case 1 Ramps	Case 2 Ramps	Case 3 Ramps	Case 4 Ramps	Ramp Total
19	County Road 19	-	3	1	-	4
24	County Road 24	-	2	1	1	4
29	Main Street East, Baker Park Road	-	3	1	-	4
101	County Road 101	-	20	10	2	32
115	Hamel Road, Pinto Drive	-	2	-	2	4
116	Pinto Drive	-	10	12	2	24
118	Arrowhead Drive	-	6	2	-	8
						-
						-

Recent Pedestrian Ramp Replacement in Medina

County Road	Local Name(s)	Project Number	Year	Number of Ramps Replaced
116	-	0813		22

Future Pedestrian Ramp Replacement in Medina

County Road	Local Name(s)	Project Number	Year	Estimated Ramps to Be Replaced

Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Medina

County Road	Estimated Number of Ramps at Unsignalized Intersections that Require Replacement ($4000 per Ramp)	Estimated Number of Ramps at Signalized Intersections that Require Replacement ($6000 per Ramp)	Estimated Cost
19	1	-	$ 4,000
24	2	-	$ 8,000
29	1	-	$ 4,000
101	10	2	$ 52,000
115	-	2	$ 12,000
116	12	2	$ 60,000
118	-	2	$ 12,000
			$ -
			$ -

Pedestrian Ramp Inventory

Municipality: **Minneapolis**

Pedestrian Ramp Inventory within the City of Minneapolis	
Case 1: Number of ramps with truncated domes that have been checked for compliance	308
Case 2: Number of ramps that appear substantially compliant	589
Case 3: Number of ramps without truncated domes	681
Case 4: Number of ramps in need of construction or modification	7
Total: Total number of ramps	1585

Pedestrian Ramp Inventory by Roadway in Minneapolis

County Road	Local Name(s)	Case 1 Ramps	Case 2 Ramps	Case 3 Ramps	Case 4 Ramps	Ramp Total
2	Penn Avenue	67	26	111	1	205
3	Excelsior Boulevard, Lake Street	136	266	146	2	550
5	Franklin Avenue, 27th Avenue Southeast	33	74	149		256
9	45th Avenue North	12	2	1	-	15
17	France Avenue South	-	2	39	-	41
21	50th Street West	-	9	145	-	154
22	Lyndale Avenue South	29	194	42	-	265
23	Main Street Northeast, Marshall Street Northeast, East River Road	31	16	48	4	99

Recent Pedestrian Ramp Replacement in Minneapolis

County Road	Local Name(s)	Project Number	Year	Number of Ramps Replaced
35	Portland Avenue	1220	2014	25
66	Golden Valley Road	1221	2014	63
81	4th Street Southeast	1221	2014	21

Future Pedestrian Ramp Replacement in Minneapolis

County Road	Local Name(s)	Project Number	Year	Estimated Ramps to Be Replaced
33	Park Avenue	1438		66
48	Minnehaha Avenue	9742		94
152	Washington Avenue South	9840		45

Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Minneapolis

County Road	Estimated Number of Ramps at Unsignalized Intersections that Require Replacement ($4000 per Ramp)	Estimated Number of Ramps at Signalized Intersections that Require Replacement ($6000 per Ramp)	Estimated Cost
2	58	54	$ 556,000
3	30	118	$ 828,000
5	66	83	$ 762,000
9	1	-	$ 4,000
17	27	12	$ 180,000
21	79	66	$ 712,000
22	8	34	$ 236,000
23	21	31	$ 270,000
			$ -

Pedestrian Ramp Inventory

Municipality: **Minneapolis**

Pedestrian Ramp Inventory within the City of Minneapolis	
Case 1: Number of ramps with truncated domes that have been checked for compliance	262
Case 2: Number of ramps that appear substantially compliant	312
Case 3: Number of ramps without truncated domes	413
Case 4: Number of ramps in need of construction or modification	2
Total: Total number of ramps	989

Pedestrian Ramp Inventory by Roadway in Minneapolis

County Road	Local Name(s)	Case 1 Ramps	Case 2 Ramps	Case 3 Ramps	Case 4 Ramps	Ramp Total
25	West Lake Street	-	-	24	-	24
27	Stinson Boulevard	-	23	35	-	58
31	Xerxes Avenue South	-	11	27	-	38
33	Park Avenue South	140	61	51	1	253
35	Portland Avenue South	29	99	180	-	308
36	University Avenue Southeast	51	83	2	-	136
37	Oak Street Southeast, 4th Street Southeast	42	25	3	-	70
40	Glenwood Avenue	-	10	91	1	102
						-

Recent Pedestrian Ramp Replacement in Minneapolis

County Road	Local Name(s)	Project Number	Year	Number of Ramps Replaced
35	Portland Avenue	1220	2014	25
66	Golden Valley Road	1221	2014	63
81	4th Street Southeast	1221	2014	21

Future Pedestrian Ramp Replacement in Minneapolis

County Road	Local Name(s)	Project Number	Year	Estimated Ramps to Be Replaced
33	Park Avenue	1438		66
48	Minnehaha Avenue	9742		94
152	Washington Avenue South	9840		45

Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Minneapolis

County Road	Estimated Number of Ramps at Unsignalized Intersections that Require Replacement ($4000 per Ramp)	Estimated Number of Ramps at Signalized Intersections that Require Replacement ($6000 per Ramp)	Estimated Cost
25	4	20	$ 136,000
27	20	15	$ 170,000
31	26	1	$ 110,000
33	1	51	$ 310,000
35	85	95	$ 910,000
36	1	1	$ 10,000
37	1	2	$ 16,000
40	46	46	$ 460,000
	-	-	$ -

Pedestrian Ramp Inventory

Municipality: **Minneapolis**

Pedestrian Ramp Inventory within the City of Minneapolis	
Case 1: Number of ramps with truncated domes that have been checked for compliance	162
Case 2: Number of ramps that appear substantially compliant	222
Case 3: Number of ramps without truncated domes	714
Case 4: Number of ramps in need of construction or modification	12
Total: Total number of ramps	1110

Pedestrian Ramp Inventory by Roadway in Minneapolis

County Road	Local Name(s)	Case 1 Ramps	Case 2 Ramps	Case 3 Ramps	Case 4 Ramps	Ramp Total
42	42nd Street East	-	25	85	-	110
43	Lagoon Avenue	-	8	40	2	50
46	46th Street	-	17	167	-	184
48	Minnehaha Avenue, 26th Avenue South, 46th Street East	-	24	107	-	131
52	Nicollet Avenue South, Hennepin Avenue, 1st Avenue Northeast, 7th Street Southeast	-	44	182	3	229
57	Humboldt Avenue North	66	-	8	-	74
66	Golden Valley Road, Broadway Street Northeast, West Broadway Avenue	74	29	105	1	209
81	West Broadway Avenue	22	75	20	6	123

Recent Pedestrian Ramp Replacement in Minneapolis

County Road	Local Name(s)	Project Number	Year	Number of Ramps Replaced
35	Portland Avenue	1220	2014	25
66	Golden Valley Road	1221	2014	63
81	4th Street Southeast	1221	2014	21

Future Pedestrian Ramp Replacement in Minneapolis

County Road	Local Name(s)	Project Number	Year	Estimated Ramps to Be Replaced
33	Park Avenue	1438		66
48	Minnehaha Avenue	9742		94
152	Washington Avenue South	9840		45

Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Minneapolis

County Road	Estimated Number of Ramps at Unsignalized Intersections that Require Replacement ($4000 per Ramp)	Estimated Number of Ramps at Signalized Intersections that Require Replacement ($6000 per Ramp)	Estimated Cost
42	65	20	$ 380,000
43	14	28	$ 224,000
46	92	75	$ 818,000
48	53	54	$ 536,000
52	78	107	$ 954,000
57	8	-	$ 32,000
66	44	62	$ 548,000
81	2	24	$ 152,000
	-	-	$ -

Pedestrian Ramp Inventory

Municipality: **Minneapolis**

Pedestrian Ramp Inventory within the City of Minneapolis	
Case 1: Number of ramps with truncated domes that have been checked for compliance	355
Case 2: Number of ramps that appear substantially compliant	155
Case 3: Number of ramps without truncated domes	470
Case 4: Number of ramps in need of construction or modification	17
Total: Total number of ramps	997

Pedestrian Ramp Inventory by Roadway in Minneapolis

County Road	Local Name(s)	Case 1 Ramps	Case 2 Ramps	Case 3 Ramps	Case 4 Ramps	Ramp Total
88	New Brighton Boulevard	-	10	13	13	36
122	4th Street South	-	6	-	-	6
152	Osseo Road, 44th Avenue North, Webber Parkway, Lyndale Avenue North, Washington Avenue, Cedar Avenue South, Brooklyn Boulevard	226	120	310	4	660
153	Lowry Avenue	129	19	147	-	295

Recent Pedestrian Ramp Replacement in Minneapolis

County Road	Local Name(s)	Project Number	Year	Number of Ramps Replaced
35	Portland Avenue	1220	2014	25
66	Golden Valley Road	1221	2014	63
81	4th Street Southeast	1221	2014	21

Future Pedestrian Ramp Replacement in Minneapolis

County Road	Local Name(s)	Project Number	Year	Estimated Ramps to Be Replaced
33	Park Avenue	1438		66
48	Minnehaha Avenue	9742		94
152	Washington Avenue South	9840		45

Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Minneapolis

County Road	Estimated Number of Ramps at Unsignalized Intersections that Require Replacement ($4000 per Ramp)	Estimated Number of Ramps at Signalized Intersections that Require Replacement ($6000 per Ramp)	Estimated Cost
88	9	17	$ 138,000
122	-	-	$ -
152	116	198	$ 1,652,000
153	89	58	$ 704,000
	-	-	$ -
	-	-	$ -
	-	-	$ -
	-	-	$ -
	-	-	$ -

Pedestrian Ramp Inventory

Municipality: **Minneapolis International Airport**

Pedestrian Ramp Inventory within the City of Minneapolis International Airport	
Case 1: Number of ramps with truncated domes that have been checked for compliance	0
Case 2: Number of ramps that appear substantially compliant	0
Case 3: Number of ramps without truncated domes	8
Case 4: Number of ramps in need of construction or modification	0
Total: Total number of ramps	8

Pedestrian Ramp Inventory by Roadway in Minneapolis International Airport

County Road	Local Name(s)	Case 1 Ramps	Case 2 Ramps	Case 3 Ramps	Case 4 Ramps	Ramp Total
1	24th Avenue South	-	-	8	-	8
						-
						-
						-
						-
						-
						-
						-
						-

Recent Pedestrian Ramp Replacement in Minneapolis International Airport

County Road	Local Name(s)	Project Number	Year	Number of Ramps Replaced

Future Pedestrian Ramp Replacement in Minneapolis International Airport

County Road	Local Name(s)	Project Number	Year	Estimated Ramps to Be Replaced

Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Minneapolis International Airport

County Road	Estimated Number of Ramps at Unsignalized Intersections that Require Replacement ($4000 per Ramp)	Estimated Number of Ramps at Signalized Intersections that Require Replacement ($6000 per Ramp)	Estimated Cost
1	-	8	$ 48,000
			$ -
			$ -
			$ -
			$ -
			$ -
			$ -
			$ -
			$ -

Pedestrian Ramp Inventory

Municipality: **Minnetonka**

Pedestrian Ramp Inventory within the City of Minnetonka	
Case 1: Number of ramps with truncated domes that have been checked for compliance	22
Case 2: Number of ramps that appear substantially compliant	187
Case 3: Number of ramps without truncated domes	263
Case 4: Number of ramps in need of construction or modification	10
Total: Total number of ramps	482

Pedestrian Ramp Inventory by Roadway in Minnetonka

County Road	Local Name(s)	Case 1 Ramps	Case 2 Ramps	Case 3 Ramps	Case 4 Ramps	Ramp Total
3	Excelsior Boulevard	3	33	17	-	53
4	Eden Prairie Road	-	3	11	-	14
5	Minnetonka Boulevard	-	24	29	-	53
15	Gleason Lake Road	-	-	2	-	2
16	McGinty Road West	-	-	8	-	8
60	Baker Road	-	8	5	1	14
61	Shady Oak Road, McGinty Road East, Plymouth Road, Xenium Lane	19	37	57	1	114
62	West 62nd Street/Townline Road	-	3	67	-	70
73	Hopkins Crossroad	-	17	28	7	52
101	Townline Road, County Road 101, Grays Bay Boulevard	-	62	39	1	102

Recent Pedestrian Ramp Replacement in Minnetonka

County Road	Local Name(s)	Project Number	Year	Number of Ramps Replaced
61	Shady Oak Road	8637		24

Future Pedestrian Ramp Replacement in Minnetonka

County Road	Local Name(s)	Project Number	Year	Estimated Ramps to Be Replaced

Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Minnetonka

County Road	Estimated Number of Ramps at Unsignalized Intersections that Require Replacement ($4000 per Ramp)	Estimated Number of Ramps at Signalized Intersections that Require Replacement ($6000 per Ramp)	Estimated Cost
3	11	9	$ 98,000
4	4	7	$ 58,000
5	16	13	$ 142,000
15	2	-	$ 8,000
16	6	2	$ 36,000
60	4	2	$ 28,000
61	24	46	$ 372,000
62	32	35	$ 338,000
73	12	23	$ 186,000
101	22	18	$ 196,000

Pedestrian Ramp Inventory

Municipality: **Minnetonka Beach**

Pedestrian Ramp Inventory within the City of Minnetonka Beach	
Case 1: Number of ramps with truncated domes that have been checked for compliance	0
Case 2: Number of ramps that appear substantially compliant	0
Case 3: Number of ramps without truncated domes	1
Case 4: Number of ramps in need of construction or modification	3
Total: Total number of ramps	4

Pedestrian Ramp Inventory by Roadway in Minnetonka Beach

County Road	Local Name(s)	Case 1 Ramps	Case 2 Ramps	Case 3 Ramps	Case 4 Ramps	Ramp Total
15	Shoreline Drive	-	-	1	3	4
						-
						-
						-
						-
						-
						-
						-
						-

Recent Pedestrian Ramp Replacement in Minnetonka Beach

County Road	Local Name(s)	Project Number	Year	Number of Ramps Replaced

Future Pedestrian Ramp Replacement in Minnetonka Beach

County Road	Local Name(s)	Project Number	Year	Estimated Ramps to Be Replaced

Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Minnetonka Beach

County Road	Estimated Number of Ramps at Unsignalized Intersections that Require Replacement ($4000 per Ramp)	Estimated Number of Ramps at Signalized Intersections that Require Replacement ($6000 per Ramp)	Estimated Cost
15	4	-	$ 16,000
			$ -
			$ -
			$ -
			$ -
			$ -
			$ -
			$ -
			$ -

Pedestrian Ramp Inventory

Municipality: **Minnetrista**

Pedestrian Ramp Inventory within the City of Minnetrista	
Case 1: Number of ramps with truncated domes that have been checked for compliance	0
Case 2: Number of ramps that appear substantially compliant	1
Case 3: Number of ramps without truncated domes	24
Case 4: Number of ramps in need of construction or modification	0
Total: Total number of ramps	25

Pedestrian Ramp Inventory by Roadway in Minnetrista

County Road	Local Name(s)	Case 1 Ramps	Case 2 Ramps	Case 3 Ramps	Case 4 Ramps	Ramp Total
44	County Road 44	-	-	6	-	6
110	County Road 110, Commerce Boulevard	-	1	18	-	19
						-
						-
						-
						-
						-
						-
						-

Recent Pedestrian Ramp Replacement in Minnetrista

County Road	Local Name(s)	Project Number	Year	Number of Ramps Replaced

Future Pedestrian Ramp Replacement in Minnetrista

County Road	Local Name(s)	Project Number	Year	Estimated Ramps to Be Replaced

Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Minnetrista

County Road	Estimated Number of Ramps at Unsignalized Intersections that Require Replacement ($4000 per Ramp)	Estimated Number of Ramps at Signalized Intersections that Require Replacement ($6000 per Ramp)	Estimated Cost
44	6	-	$ 24,000
110	13	5	$ 82,000
			$ -
			$ -
			$ -
			$ -
			$ -
			$ -
			$ -

Pedestrian Ramp Inventory

Municipality: **Mound**

Pedestrian Ramp Inventory within the City of Mound	
Case 1: Number of ramps with truncated domes that have been checked for compliance	0
Case 2: Number of ramps that appear substantially compliant	80
Case 3: Number of ramps without truncated domes	12
Case 4: Number of ramps in need of construction or modification	3
Total: Total number of ramps	95

Pedestrian Ramp Inventory by Roadway in Mound

County Road	Local Name(s)	Case 1 Ramps	Case 2 Ramps	Case 3 Ramps	Case 4 Ramps	Ramp Total
15	Lynwood Boulevard, Shoreline Drive	-	46	4	-	50
110	Bartlett Boulevard, Commerce Boulevard	-	31	8	-	39
125	Bartlett Boulevard, Wilshire Boulevard	-	3	-	3	6
						-
						-
						-
						-
						-
						-

Recent Pedestrian Ramp Replacement in Mound

County Road	Local Name(s)	Project Number	Year	Number of Ramps Replaced
110	Commerce Boulevard	145-030-01		23
15	Shoreline Drive	125-030-01		17

Future Pedestrian Ramp Replacement in Mound

County Road	Local Name(s)	Project Number	Year	Estimated Ramps to Be Replaced

Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Mound

County Road	Estimated Number of Ramps at Unsignalized Intersections that Require Replacement ($4000 per Ramp)	Estimated Number of Ramps at Signalized Intersections that Require Replacement ($6000 per Ramp)	Estimated Cost
15	4	-	$ 16,000
110	8	-	$ 32,000
125	3	-	$ 12,000
			$ -
			$ -
			$ -
			$ -
			$ -
			$ -

Pedestrian Ramp Inventory

Municipality: **New Hope**

Pedestrian Ramp Inventory within the City of New Hope	
Case 1: Number of ramps with truncated domes that have been checked for compliance	0
Case 2: Number of ramps that appear substantially compliant	71
Case 3: Number of ramps without truncated domes	137
Case 4: Number of ramps in need of construction or modification	4
Total: Total number of ramps	212

Pedestrian Ramp Inventory by Roadway in New Hope

County Road	Local Name(s)	Case 1 Ramps	Case 2 Ramps	Case 3 Ramps	Case 4 Ramps	Ramp Total
8	West Broadway Avenue	-	3	2	2	7
9	Rockford Road	-	16	21	1	38
10	Bass Lake Road	-	10	25	-	35
70	Medicine Lake Road	-	17	25	-	42
156	Winnetka Avenue North, Bass Lake Road	-	25	64	1	90
						-
						-
						-
						-

Recent Pedestrian Ramp Replacement in New Hope

County Road	Local Name(s)	Project Number	Year	Number of Ramps Replaced

Future Pedestrian Ramp Replacement in New Hope

County Road	Local Name(s)	Project Number	Year	Estimated Ramps to Be Replaced

Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in New Hope

County Road	Estimated Number of Ramps at Unsignalized Intersections that Require Replacement ($4000 per Ramp)	Estimated Number of Ramps at Signalized Intersections that Require Replacement ($6000 per Ramp)	Estimated Cost
8	4	-	$ 16,000
9	11	11	$ 110,000
10	14	11	$ 122,000
70	14	11	$ 122,000
156	50	15	$ 290,000
			$ -
			$ -
			$ -
			$ -

Pedestrian Ramp Inventory

Municipality: **Orono**

Pedestrian Ramp Inventory within the City of Orono	
Case 1: Number of ramps with truncated domes that have been checked for compliance	0
Case 2: Number of ramps that appear substantially compliant	27
Case 3: Number of ramps without truncated domes	40
Case 4: Number of ramps in need of construction or modification	1
Total: Total number of ramps	68

Pedestrian Ramp Inventory by Roadway in Orono

County Road	Local Name(s)	Case 1 Ramps	Case 2 Ramps	Case 3 Ramps	Case 4 Ramps	Ramp Total
6	6th Avenue North	-	4	3	1	8
15	Shoreline Drive	-	10	18	-	28
19	Shadywood Road	-	-	13	-	13
51	North Shroe Drive	-	-	2	-	2
112	Wayzata Boulevard	-	11	2	-	13
146	Brown Road South	-	-	2	-	2
201	Homestead Trail	-	2	-	-	2
						-
						-

Recent Pedestrian Ramp Replacement in Orono

County Road	Local Name(s)	Project Number	Year	Number of Ramps Replaced

Future Pedestrian Ramp Replacement in Long Lake

County Road	Local Name(s)	Project Number	Year	Estimated Ramps to Be Replaced
112	Wayzata Boulevard	091101		31
112	Wayzata Boulevard	091102		TBD
112	Wayzata Boulevard	091103		TBD

Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Orono

County Road	Estimated Number of Ramps at Unsignalized Intersections that Require Replacement ($4000 per Ramp)	Estimated Number of Ramps at Signalized Intersections that Require Replacement ($6000 per Ramp)	Estimated Cost
6	4	-	$ 16,000
15	16	2	$ 76,000
19	5	8	$ 68,000
51	2	-	$ 8,000
112	-	2	$ 12,000
146	2	-	$ 8,000
201	-	-	$ -
			$ -
			$ -

Pedestrian Ramp Inventory

Municipality: **Osseo**

Pedestrian Ramp Inventory within the City of Osseo	
Case 1: Number of ramps with truncated domes that have been checked for compliance	0
Case 2: Number of ramps that appear substantially compliant	8
Case 3: Number of ramps without truncated domes	22
Case 4: Number of ramps in need of construction or modification	2
Total: Total number of ramps	32

Pedestrian Ramp Inventory by Roadway in Osseo

County Road	Local Name(s)	Case 1 Ramps	Case 2 Ramps	Case 3 Ramps	Case 4 Ramps	Ramp Total
30	93rd Avenue North, 7th Street Northeast	-	4	11	-	15
81	County Road 81	-	4	11	2	17
						-
						-
						-
						-
						-
						-
						-

Recent Pedestrian Ramp Replacement in Osseo

County Road	Local Name(s)	Project Number	Year	Number of Ramps Replaced
30	7th Steet North/93rd Avenue North	9846		1

Future Pedestrian Ramp Replacement in Osseo

County Road	Local Name(s)	Project Number	Year	Estimated Ramps to Be Replaced

Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Osseo

County Road	Estimated Number of Ramps at Unsignalized Intersections that Require Replacement ($4000 per Ramp)	Estimated Number of Ramps at Signalized Intersections that Require Replacement ($6000 per Ramp)	Estimated Cost
30	11	-	$ 44,000
81	3	10	$ 72,000
			$ -
			$ -
			$ -
			$ -
			$ -
			$ -
			$ -

Pedestrian Ramp Inventory

Municipality: **Plymouth**

Pedestrian Ramp Inventory within the City of Plymouth	
Case 1: Number of ramps with truncated domes that have been checked for compliance	0
Case 2: Number of ramps that appear substantially compliant	184
Case 3: Number of ramps without truncated domes	392
Case 4: Number of ramps in need of construction or modification	10
Total: Total number of ramps	586

Pedestrian Ramp Inventory by Roadway in Plymouth

County Road	Local Name(s)	Case 1 Ramps	Case 2 Ramps	Case 3 Ramps	Case 4 Ramps	Ramp Total
6	County Road 6	-	20	76	-	96
9	Rockford Road	-	32	102	4	138
10	Bass Lake Road	-	15	33	-	48
15	Gleason Lake Road	-	2	6	-	8
24	County Road 24	-	3	12	-	15
47	County Road 47	-	17	9	1	27
61	Xenium Lane, Northwest Boulevard	-	21	106	2	129
73	Old County Road 15, Hopkins Crossroad, Zachary Lane North	-	6	7	3	16
101	Central Avenue, County Road 101	-	68	41	-	109

Recent Pedestrian Ramp Replacement in Plymouth

County Road	Local Name(s)	Project Number	Year	Number of Ramps Replaced
101	-	9516		51

Future Pedestrian Ramp Replacement in Plymouth

County Road	Local Name(s)	Project Number	Year	Estimated Ramps to Be Replaced

Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Plymouth

County Road	Estimated Number of Ramps at Unsignalized Intersections that Require Replacement ($4000 per Ramp)	Estimated Number of Ramps at Signalized Intersections that Require Replacement ($6000 per Ramp)	Estimated Cost
6	38	38	$ 380,000
9	17	89	$ 602,000
10	12	21	$ 174,000
15	6	-	$ 24,000
24	5	7	$ 62,000
47	10	-	$ 40,000
61	55	53	$ 538,000
73	2	8	$ 56,000
101	31	10	$ 184,000

Pedestrian Ramp Inventory

Municipality: **Richfield**

Pedestrian Ramp Inventory within the City of Richfield	
Case 1: Number of ramps with truncated domes that have been checked for compliance	250
Case 2: Number of ramps that appear substantially compliant	112
Case 3: Number of ramps without truncated domes	136
Case 4: Number of ramps in need of construction or modification	0
Total: Total number of ramps	498

Pedestrian Ramp Inventory by Roadway in Richfield

County Road	Local Name(s)	Case 1 Ramps	Case 2 Ramps	Case 3 Ramps	Case 4 Ramps	Ramp Total
31	Xerxes Avenue South	-	7	6	-	13
32	Penn Avenue South	-	20	58	-	78
35	Portland Avenue South	56	23	9	-	88
52	Nicollet Avenue South	4	21	50	-	75
53	66th Street	190	41	13	-	244

Recent Pedestrian Ramp Replacement in Richfield

County Road	Local Name(s)	Project Number	Year	Number of Ramps Replaced
53	East 66th Street	41450		24

Future Pedestrian Ramp Replacement in Richfield

County Road	Local Name(s)	Project Number	Year	Estimated Ramps to Be Replaced
35	Portland Avenue	1006		52
53	66th Street	1011		198

Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Richfield

County Road	Estimated Number of Ramps at Unsignalized Intersections that Require Replacement ($4000 per Ramp)	Estimated Number of Ramps at Signalized Intersections that Require Replacement ($6000 per Ramp)	Estimated Cost
31	6	-	$ 24,000
32	36	22	$ 276,000
35	30	15	$ 210,000
52	38	15	$ 242,000
53	121	43	$ 742,000
			$ -
			$ -
			$ -
			$ -

Pedestrian Ramp Inventory

Municipality: **Robbinsdale**

Pedestrian Ramp Inventory within the City of Robbinsdale	
Case 1: Number of ramps with truncated domes that have been checked for compliance	67
Case 2: Number of ramps that appear substantially compliant	106
Case 3: Number of ramps without truncated domes	54
Case 4: Number of ramps in need of construction or modification	13
Total: Total number of ramps	240

Pedestrian Ramp Inventory by Roadway in Robbinsdale

County Road	Local Name(s)	Case 1 Ramps	Case 2 Ramps	Case 3 Ramps	Case 4 Ramps	Ramp Total
8	West Broadway Avenue	-	-	5	7	12
9	42nd Avenue North, Lake Drive, 45th Avenue North	53	16	39	-	108
81	West Broadway Avenue, Bottineau Old County Road 15	5	88	1	6	100
153	Lowry Avenue North	9	2	9	-	20
						-
						-
						-
						-
						-

Recent Pedestrian Ramp Replacement in Robbinsdale

County Road	Local Name(s)	Project Number	Year	Number of Ramps Replaced
81	Bottineau Boulevard	0118		5
81	Bottineau Boulevard	0117		87
9	Lake Drive/42nd Avenue North	0117		8

Future Pedestrian Ramp Replacement in Robbinsdale

County Road	Local Name(s)	Project Number	Year	Estimated Ramps to Be Replaced
9	Lake Drive/42nd Avenue North	0623		55

Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Robbinsdale

County Road	Estimated Number of Ramps at Unsignalized Intersections that Require Replacement ($4000 per Ramp)	Estimated Number of Ramps at Signalized Intersections that Require Replacement ($6000 per Ramp)	Estimated Cost
8	11	1	$ 50,000
9	42	19	$ 282,000
81	1	6	$ 40,000
153	9	-	$ 36,000
			$ -
			$ -
			$ -
			$ -
			$ -

Pedestrian Ramp Inventory

Municipality: **Rockford**

Pedestrian Ramp Inventory within the City of Rockford	
Case 1: Number of ramps with truncated domes that have been checked for compliance	0
Case 2: Number of ramps that appear substantially compliant	6
Case 3: Number of ramps without truncated domes	3
Case 4: Number of ramps in need of construction or modification	1
Total: Total number of ramps	10

Pedestrian Ramp Inventory by Roadway in Rockford

County Road	Local Name(s)	Case 1 Ramps	Case 2 Ramps	Case 3 Ramps	Case 4 Ramps	Ramp Total
10	Woodland Trail	-	1	-	1	2
50	Tamarack Street, Bridge Street, Rebecca Park Trail	-	5	3	-	8
						-
						-
						-
						-
						-
						-
						-

Recent Pedestrian Ramp Replacement in Rockford

County Road	Local Name(s)	Project Number	Year	Number of Ramps Replaced

Future Pedestrian Ramp Replacement in Rockford

County Road	Local Name(s)	Project Number	Year	Estimated Ramps to Be Replaced

Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Rockford

County Road	Estimated Number of Ramps at Unsignalized Intersections that Require Replacement ($4000 per Ramp)	Estimated Number of Ramps at Signalized Intersections that Require Replacement ($6000 per Ramp)	Estimated Cost
10	1	-	$ 4,000
50	3	-	$ 12,000
			$ -
			$ -
			$ -
			$ -
			$ -
			$ -
			$ -

Pedestrian Ramp Inventory

Municipality: **Rogers**

Pedestrian Ramp Inventory within the City of Rogers	
Case 1: Number of ramps with truncated domes that have been checked for compliance	0
Case 2: Number of ramps that appear substantially compliant	28
Case 3: Number of ramps without truncated domes	48
Case 4: Number of ramps in need of construction or modification	6
Total: Total number of ramps	82

Pedestrian Ramp Inventory by Roadway in Rogers

County Road	Local Name(s)	Case 1 Ramps	Case 2 Ramps	Case 3 Ramps	Case 4 Ramps	Ramp Total
13	Brockton Lane North	-	-	2	-	2
81	County Road 81, Main Street	-	11	-	1	12
116	Territorial Road	-	-	1	-	1
144	141st Avenue North	-	2	23	1	26
150	Main Street	-	15	22	4	41
						-
						-
						-
						-

Recent Pedestrian Ramp Replacement in Rogers

County Road	Local Name(s)	Project Number	Year	Number of Ramps Replaced

Future Pedestrian Ramp Replacement in Rogers

County Road	Local Name(s)	Project Number	Year	Estimated Ramps to Be Replaced

Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Rogers

County Road	Estimated Number of Ramps at Unsignalized Intersections that Require Replacement ($4000 per Ramp)	Estimated Number of Ramps at Signalized Intersections that Require Replacement ($6000 per Ramp)	Estimated Cost
13	2	-	$ 8,000
81	1	-	$ 4,000
116	1	-	$ 4,000
144	9	15	$ 126,000
150	26	-	$ 104,000
			$ -
			$ -
			$ -
			$ -

Pedestrian Ramp Inventory

Municipality: **Saint Anthony**

Pedestrian Ramp Inventory within the City of St. Anthony	
Case 1: Number of ramps with truncated domes that have been checked for compliance	0
Case 2: Number of ramps that appear substantially compliant	66
Case 3: Number of ramps without truncated domes	46
Case 4: Number of ramps in need of construction or modification	5
Total: Total number of ramps	117

Pedestrian Ramp Inventory by Roadway in Saint Anthony

County Road	Local Name(s)	Case 1 Ramps	Case 2 Ramps	Case 3 Ramps	Case 4 Ramps	Ramp Total
27	Stinson Boulevard Northeast	-	2	14	-	16
88	New Brighton Boulevard	-	2	10	-	12
93	37th Avenue Northeast	-	1	1	-	2
94	29th Avenue Northeast	-	-	2	3	5
136	Silver Lake Road Northeast	-	61	6	-	67
153	Lowry Avenue Northeast, Kenzie Terrace	-	-	13	2	15
						-
						-
						-

Recent Pedestrian Ramp Replacement in Saint Anthony

County Road	Local Name(s)	Project Number	Year	Number of Ramps Replaced
136	Silver Lake Road	0524		63

Future Pedestrian Ramp Replacement in Saint Anthony

County Road	Local Name(s)	Project Number	Year	Estimated Ramps to Be Replaced
94	29th Avenue Northeast	1417		TBD

Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Saint Anthony

County Road	Estimated Number of Ramps at Unsignalized Intersections that Require Replacement ($4000 per Ramp)	Estimated Number of Ramps at Signalized Intersections that Require Replacement ($6000 per Ramp)	Estimated Cost
27	14	-	$ 56,000
88	-	10	$ 60,000
93	1	-	$ 4,000
94	2	3	$ 26,000
136	-	6	$ 36,000
153	7	8	$ 76,000
			$ -
			$ -
			$ -

Pedestrian Ramp Inventory

Municipality: **Saint Bonifacius**

Pedestrian Ramp Inventory within the City of Saint Bonifacius	
Case 1: Number of ramps with truncated domes that have been checked for compliance	0
Case 2: Number of ramps that appear substantially compliant	15
Case 3: Number of ramps without truncated domes	8
Case 4: Number of ramps in need of construction or modification	4
Total: Total number of ramps	27

Pedestrian Ramp Inventory by Roadway in Saint Bonifacius

County Road	Local Name(s)	Case 1 Ramps	Case 2 Ramps	Case 3 Ramps	Case 4 Ramps	Ramp Total
92	Main Street	-	15	8	4	27
						-
						-
						-
						-
						-
						-
						-
						-

Recent Pedestrian Ramp Replacement in Saint Bonifacius

County Road	Local Name(s)	Project Number	Year	Number of Ramps Replaced

Future Pedestrian Ramp Replacement in Saint Bonifacius

County Road	Local Name(s)	Project Number	Year	Estimated Ramps to Be Replaced

Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Saint Bonifacius

County Road	Estimated Number of Ramps at Unsignalized Intersections that Require Replacement ($4000 per Ramp)	Estimated Number of Ramps at Signalized Intersections that Require Replacement ($6000 per Ramp)	Estimated Cost
92	11	1	$ 50,000
			$ -
			$ -
			$ -
			$ -
			$ -
			$ -
			$ -
			$ -

Pedestrian Ramp Inventory

Municipality: **Saint Louis Park**

Pedestrian Ramp Inventory within the City of Saint Louis Park	
Case 1: Number of ramps with truncated domes that have been checked for compliance	10
Case 2: Number of ramps that appear substantially compliant	104
Case 3: Number of ramps without truncated domes	226
Case 4: Number of ramps in need of construction or modification	1
Total: Total number of ramps	341

Pedestrian Ramp Inventory by Roadway in Saint Louis Park

County Road	Local Name(s)	Case 1 Ramps	Case 2 Ramps	Case 3 Ramps	Case 4 Ramps	Ramp Total
3	Excelsior Boulevard	10	42	74	1	127
5	Minnetonka Boulevard	-	59	134	-	193
17	France Avenue South	-	-	8	-	8
25	County Road 25, Minnetonka Boulevard	-	3	10	-	13
						-
						-
						-
						-

Recent Pedestrian Ramp Replacement in Saint Louis Park

County Road	Local Name(s)	Project Number	Year	Number of Ramps Replaced

Future Pedestrian Ramp Replacement in Saint Louis Park

County Road	Local Name(s)	Project Number	Year	Estimated Ramps to Be Replaced

Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Saint Louis Park

County Road	Estimated Number of Ramps at Unsignalized Intersections that Require Replacement ($4000 per Ramp)	Estimated Number of Ramps at Signalized Intersections that Require Replacement ($6000 per Ramp)	Estimated Cost
3	44	31	$ 362,000
5	102	32	$ 600,000
17	7	1	$ 34,000
20	-	-	$ -
25	4	6	$ 52,000
			$ -
			$ -
			$ -
			$ -

Pedestrian Ramp Inventory

Municipality: **Shorewood**

Pedestrian Ramp Inventory within the City of Shorewood	
Case 1: Number of ramps with truncated domes that have been checked for compliance	0
Case 2: Number of ramps that appear substantially compliant	11
Case 3: Number of ramps without truncated domes	0
Case 4: Number of ramps in need of construction or modification	0
Total: Total number of ramps	11

Pedestrian Ramp Inventory by Roadway in Shorewood

County Road	Local Name(s)	Case 1 Ramps	Case 2 Ramps	Case 3 Ramps	Case 4 Ramps	Ramp Total
19	Smithtown Road, Manitou Road	-	11	-	-	11
						-
						-
						-
						-
						-
						-
						-
						-

Recent Pedestrian Ramp Replacement in Shorewood

County Road	Local Name(s)	Project Number	Year	Number of Ramps Replaced

Future Pedestrian Ramp Replacement in Shorewood

County Road	Local Name(s)	Project Number	Year	Estimated Ramps to Be Replaced

Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Shorewood

County Road	Estimated Number of Ramps at Unsignalized Intersections that Require Replacement ($4000 per Ramp)	Estimated Number of Ramps at Signalized Intersections that Require Replacement ($6000 per Ramp)	Estimated Cost
19	-	-	$ -
			$ -
			$ -
			$ -
			$ -
			$ -
			$ -
			$ -
			$ -

Pedestrian Ramp Inventory

Municipality: **Spring Park**

Pedestrian Ramp Inventory within the City of Spring Park	
Case 1: Number of ramps with truncated domes that have been checked for compliance	0
Case 2: Number of ramps that appear substantially compliant	17
Case 3: Number of ramps without truncated domes	17
Case 4: Number of ramps in need of construction or modification	1
Total: Total number of ramps	35

Pedestrian Ramp Inventory by Roadway in Spring Park

County Road	Local Name(s)	Case 1 Ramps	Case 2 Ramps	Case 3 Ramps	Case 4 Ramps	Ramp Total
15	Shoreline Drive	-	6	12	-	18
51	Sunset Drive	-	11	1	1	13
125	Interlachen Road	-	-	4	-	4
						-
						-
						-
						-
						-
						-

Recent Pedestrian Ramp Replacement in Spring Park

County Road	Local Name(s)	Project Number	Year	Number of Ramps Replaced

Future Pedestrian Ramp Replacement in Spring Park

County Road	Local Name(s)	Project Number	Year	Estimated Ramps to Be Replaced

Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Spring Park

County Road	Estimated Number of Ramps at Unsignalized Intersections that Require Replacement ($4000 per Ramp)	Estimated Number of Ramps at Signalized Intersections that Require Replacement ($6000 per Ramp)	Estimated Cost
15	8	4	$ 56,000
51	2	-	$ 8,000
125	-	4	$ 24,000
			$ -
			$ -
			$ -
			$ -
			$ -
			$ -

Pedestrian Ramp Inventory

Municipality: **Tonka Bay**

Pedestrian Ramp Inventory within the City of Tonka Bay	
Case 1: Number of ramps with truncated domes that have been checked for compliance	0
Case 2: Number of ramps that appear substantially compliant	4
Case 3: Number of ramps without truncated domes	0
Case 4: Number of ramps in need of construction or modification	0
Total: Total number of ramps	4

Pedestrian Ramp Inventory by Roadway in Tonka Bay

County Road	Local Name(s)	Case 1 Ramps	Case 2 Ramps	Case 3 Ramps	Case 4 Ramps	Ramp Total
19	Smithtown Road, Manitou Road	-	4	-	-	4
						-
						-
						-
						-
						-
						-
						-
						-

Recent Pedestrian Ramp Replacement in Tonka Bay

County Road	Local Name(s)	Project Number	Year	Number of Ramps Replaced

Future Pedestrian Ramp Replacement in Tonka Bay

County Road	Local Name(s)	Project Number	Year	Estimated Ramps to Be Replaced

Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Tonka Bay

County Road	Estimated Number of Ramps at Unsignalized Intersections that Require Replacement ($4000 per Ramp)	Estimated Number of Ramps at Signalized Intersections that Require Replacement ($6000 per Ramp)	Estimated Cost
19	-	-	$ -
			$ -
			$ -
			$ -
			$ -
			$ -
			$ -
			$ -
			$ -

Pedestrian Ramp Inventory

Municipality: **Wayzata**

Pedestrian Ramp Inventory within the City of Wayzata	
Case 1: Number of ramps with truncated domes that have been checked for compliance	0
Case 2: Number of ramps that appear substantially compliant	10
Case 3: Number of ramps without truncated domes	35
Case 4: Number of ramps in need of construction or modification	3
Total: Total number of ramps	48

Pedestrian Ramp Inventory by Roadway in Wayzata

County Road	Local Name(s)	Case 1 Ramps	Case 2 Ramps	Case 3 Ramps	Case 4 Ramps	Ramp Total
15	Gleason Lake Road	-	-	4	-	4
16	McGinty Road East	-	1	-	-	1
101	Bushaway Road, Wayzata Boulevard East, Central Avenue	-	9	31	3	43
						-
						-
						-
						-
						-
						-

Recent Pedestrian Ramp Replacement in Wayzata

County Road	Local Name(s)	Project Number	Year	Number of Ramps Replaced

Future Pedestrian Ramp Replacement in Wayzata

County Road	Local Name(s)	Project Number	Year	Estimated Ramps to Be Replaced
101	Bushaway Road	9931		9

Preliminary Cost Estimate by Roadway for Pedestrian Ramp Replacement in Wayzata

County Road	Estimated Number of Ramps at Unsignalized Intersections that Require Replacement ($4000 per Ramp)	Estimated Number of Ramps at Signalized Intersections that Require Replacement ($6000 per Ramp)	Estimated Cost
15	3	1	$ 18,000
16	-	-	$ -
101	16	18	$ 172,000
			$ -
			$ -
			$ -
			$ -
			$ -
			$ -

Sidewalk Inventory

Municipality: **Bloomington**

Sidewalk Inventory within the City of Bloomington	
Case 1: Miles of concrete sidewalk	37.04
Case 2: Miles of bituminous sidewalk	8.17
Case 3: Miles of concrete sidewalk in need of replacement	0.21
Case 4: Miles of bituminous sidewalk in need of replacement	0.01
Total: Miles of sidewalk (Case 1 + Case 2)	45.21

Preliminary Sidewalk Defect Cost Estimate by Roadway in Bloomington

County Road	Case 1 Sidewalk (mi)	Case 2 Sidewalk (mi)	Case 3 Sidewalk (ft)	Case 4 Sidewalk (ft)	Estimated cost to replace Case 3 and Case 4 Sidewalk
1	16.46	0	20	0	$ -
17	4.21	0.97	185	0	$ -
28	2.65	1.86	0	0	$ -
31	0.19	0	0	0	$ -
32	4.96	0	390	0	$ -
34	0.44	5.34	0	55	$ -
35	4.11	0	55	0	$ -
52	4.02	0	480	0	$ -
					$ -

Preliminary Sidewalk Obstruction Cost Estimate by Roadway in Bloomington

Obstruction	Replacement Cost (each)	Number of Severe Obstruction Instances along Each County Roadway								
		1	17	28	31	32	34	35	52	
Cabinet - Signal										
Cabinet - Utility										
Driveway										
Fence - Metal										
Fire Hydrant								1		
Gate Valve - Gas										
Gate Valve - Water										
Handhole - Traffic							1		1	
Handhole - Utility										
Mailbox										
Manhole										
Ped Station										
Pole - Lighting										
Pole - Signal										
Pole - Utility										
Poor Concrete										
Sign										
Tree										
Vegetation										
Other										
Estimated cost to remove obstructions along each county roadway		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Sidewalk Inventory

Municipality: **Brooklyn Center**

Sidewalk Inventory within the City of Brooklyn Center	
Case 1: Miles of concrete sidewalk	7.75
Case 2: Miles of bituminous sidewalk	0.93
Case 3: Miles of concrete sidewalk in need of replacement	0
Case 4: Miles of bituminous sidewalk in need of replacement	0
Total: Miles of sidewalk (Case 1 + Case 2)	8.68

Preliminary Sidewalk Defect Cost Estimate by Roadway in Brooklyn Center

County Road	Case 1 Sidewalk (mi)	Case 2 Sidewalk (mi)	Case 3 Sidewalk (ft)	Case 4 Sidewalk (ft)	Estimated cost to replace Case 3 and Case 4 Sidewalk
10	3.03	0	0	0	$ -
57	1.04	0	0	0	$ -
130	0.57	0	0	0	$ -
152	3.11	0.93	0	0	$ -
					$ -
					$ -
					$ -
					$ -
					$ -

Preliminary Sidewalk Obstruction Cost Estimate by Roadway in Brooklyn Center

Obstruction	Replacement Cost (each)	Number of Severe Obstruction Instances along Each County Roadway								
		10	57	130	152					
Cabinet - Signal										
Cabinet - Utility										
Driveway										
Fence - Metal										
Fire Hydrant										
Gate Valve - Gas										
Gate Valve - Water										
Handhole - Traffic										
Handhole - Utility										
Mailbox										
Manhole										
Ped Station										
Pole - Lighting										
Pole - Signal										
Pole - Utility										
Poor Concrete										
Sign										
Tree										
Vegetation										
Other										
Estimated cost to remove obstructions along each county roadway		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Sidewalk Inventory

Municipality: **Brooklyn Park**

Sidewalk Inventory within the City of Brooklyn Park	
Case 1: Miles of concrete sidewalk	28.40
Case 2: Miles of bituminous sidewalk	8.74
Case 3: Miles of concrete sidewalk in need of replacement	0.03
Case 4: Miles of bituminous sidewalk in need of replacement	0.02
Total: Miles of sidewalk (Case 1 + Case 2)	37.14

Preliminary Sidewalk Defect Cost Estimate by Roadway in Brooklyn Park

County Road	Case 1 Sidewalk (mi)	Case 2 Sidewalk (mi)	Case 3 Sidewalk (ft)	Case 4 Sidewalk (ft)	Estimated cost to replace Case 3 and Case 4 Sidewalk
8	0	0.40	0	110	$ -
12	3.59	1.20	0	0	$ -
14	4.24	3.1	0	0	$ -
30	1.29	0	0	0	$ -
81	0	2.69	0	0	$ -
103	4.20	0	0	0	$ -
109	7.22	0.79	0	0	$ -
130	3.53	0.56	175	0	$ -
152	4.33	0	0	0	$ -

Preliminary Sidewalk Obstruction Cost Estimate by Roadway in Brooklyn Park

Obstruction	Replacement Cost (each)	Number of Severe Obstruction Instances along Each County Roadway								
		8	12	14	30	81	103	109	130	152
Cabinet - Signal										
Cabinet - Utility										
Driveway										
Fence - Metal										
Fire Hydrant										
Gate Valve - Gas										
Gate Valve - Water										
Handhole - Traffic										
Handhole - Utility										
Mailbox										
Manhole										
Ped Station										
Pole - Lighting										
Pole - Signal										
Pole - Utility										
Poor Concrete										
Sign										
Tree										
Vegetation										
Other										
Estimated cost to remove obstructions along each county roadway		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Sidewalk Inventory

Municipality: **Champlin**

Sidewalk Inventory within the City of Champlin	
Case 1: Miles of concrete sidewalk	1.47
Case 2: Miles of bituminous sidewalk	5.28
Case 3: Miles of concrete sidewalk in need of replacement	0
Case 4: Miles of bituminous sidewalk in need of replacement	0
Total: Miles of sidewalk (Case 1 + Case 2)	6.75

Preliminary Sidewalk Defect Cost Estimate by Roadway in Champlin

County Road	Case 1 Sidewalk (mi)	Case 2 Sidewalk (mi)	Case 3 Sidewalk (ft)	Case 4 Sidewalk (ft)	Estimated cost to replace Case 3 and Case 4 Sidewalk
12	0.80	1.97	0	0	$ -
14	0.09	2.25	0	0	$ -
103	0	0	0	0	$ -
121	0.58	1.06	0	0	$ -
202	0	0	0	0	$ -
					$ -
					$ -
					$ -
					$ -

Preliminary Sidewalk Obstruction Cost Estimate by Roadway in Champlin

Obstruction	Replacement Cost (each)	Number of Severe Obstruction Instances along Each County Roadway								
		12	14	103	121	202				
Cabinet - Signal										
Cabinet - Utility										
Driveway										
Fence - Metal										
Fire Hydrant										
Gate Valve - Gas										
Gate Valve - Water										
Handhole - Traffic										
Handhole - Utility										
Mailbox										
Manhole										
Ped Station										
Pole - Lighting										
Pole - Signal										
Pole - Utility										
Poor Concrete										
Sign										
Tree										
Vegetation										
Other										
Estimated cost to remove obstructions along each county roadway		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Sidewalk Inventory

Municipality: **Corcoran**

Sidewalk Inventory within the City of Corcoran	
Case 1: Miles of concrete sidewalk	0
Case 2: Miles of bituminous sidewalk	5.86
Case 3: Miles of concrete sidewalk in need of replacement	0
Case 4: Miles of bituminous sidewalk in need of replacement	0
Total: Miles of sidewalk (Case 1 + Case 2)	5.86

Preliminary Sidewalk Defect Cost Estimate by Roadway in Corcoran

County Road	Case 1 Sidewalk (mi)	Case 2 Sidewalk (mi)	Case 3 Sidewalk (ft)	Case 4 Sidewalk (ft)	Estimated cost to replace Case 3 and Case 4 Sidewalk
10	0	0	0	0	$ -
19	0	5.86	0	0	$ -
30	0	0	0	0	$ -
50	0	0	0	0	$ -
101	0	0	0	0	$ -
116	0	0	0	0	$ -
					$ -
					$ -
					$ -

Preliminary Sidewalk Obstruction Cost Estimate by Roadway in Corcoran

Obstruction	Replacement Cost (each)	Number of Severe Obstruction Instances along Each County Roadway								
		10	19	30	50	101	116			
Cabinet - Signal										
Cabinet - Utility										
Driveway										
Fence - Metal										
Fire Hydrant										
Gate Valve - Gas										
Gate Valve - Water										
Handhole - Traffic										
Handhole - Utility										
Mailbox										
Manhole										
Ped Station										
Pole - Lighting										
Pole - Signal										
Pole - Utility										
Poor Concrete										
Sign										
Tree										
Vegetation										
Other										
Estimated cost to remove obstructions along each county roadway		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Sidewalk Inventory

Municipality: **Crystal**

Sidewalk Inventory within the City of Crystal	
Case 1: Miles of concrete sidewalk	11.74
Case 2: Miles of bituminous sidewalk	3.62
Case 3: Miles of concrete sidewalk in need of replacement	0.05
Case 4: Miles of bituminous sidewalk in need of replacement	0
Total: Miles of sidewalk (Case 1 + Case 2)	15.36

Preliminary Sidewalk Defect Cost Estimate by Roadway in Crystal

County Road	Case 1 Sidewalk (mi)	Case 2 Sidewalk (mi)	Case 3 Sidewalk (ft)	Case 4 Sidewalk (ft)	Estimated cost to replace Case 3 and Case 4 Sidewalk
8	2.47	0	135	0	$ -
9	0	0	0	0	$ -
10	2.22	0.43	5	0	$ -
70	0.44	0	0	0	$ -
81	0.85	3.19	0	0	$ -
102	5.51	0	145	0	$ -
156	0.25	0	5	0	$ -
					$ -
					$ -

Preliminary Sidewalk Obstruction Cost Estimate by Roadway in Crystal

Obstruction	Replacement Cost (each)	Number of Severe Obstruction Instances along Each County Roadway								
		8	9	10	70	81	102	156		
Cabinet - Signal										
Cabinet - Utility										
Driveway										
Fence - Metal										
Fire Hydrant			1							
Gate Valve - Gas										
Gate Valve - Water										
Handhole - Traffic								1		
Handhole - Utility										
Mailbox										
Manhole										
Ped Station										
Pole - Lighting										
Pole - Signal		1								
Pole - Utility		1								
Poor Concrete							1			
Sign										
Tree										
Vegetation										
Other										
Estimated cost to remove obstructions along each county roadway		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Sidewalk Inventory

Municipality: **Dayton**

Sidewalk Inventory within the City of Dayton	
Case 1: Miles of concrete sidewalk	0.85
Case 2: Miles of bituminous sidewalk	4.40
Case 3: Miles of concrete sidewalk in need of replacement	0
Case 4: Miles of bituminous sidewalk in need of replacement	0
Total: Miles of sidewalk (Case 1 + Case 2)	5.25

Preliminary Sidewalk Defect Cost Estimate by Roadway in Dayton

County Road	Case 1 Sidewalk (mi)	Case 2 Sidewalk (mi)	Case 3 Sidewalk (ft)	Case 4 Sidewalk (ft)	Estimated cost to replace Case 3 and Case 4 Sidewalk
12	0.85	0.10	0	0	$ -
81	0	0	0	0	$ -
202	0	4.30	0	0	$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -

Preliminary Sidewalk Obstruction Cost Estimate by Roadway in Dayton

Obstruction	Replacement Cost (each)	Number of Severe Obstruction Instances along Each County Roadway								
		12	81	202						
Cabinet - Signal										
Cabinet - Utility										
Driveway										
Fence - Metal										
Fire Hydrant										
Gate Valve - Gas										
Gate Valve - Water										
Handhole - Traffic										
Handhole - Utility										
Mailbox										
Manhole										
Ped Station										
Pole - Lighting										
Pole - Signal										
Pole - Utility										
Poor Concrete										
Sign										
Tree										
Vegetation										
Other										
Estimated cost to remove obstructions along each county roadway		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Sidewalk Inventory

Municipality: **Eden Prairie**

Sidewalk Inventory within the City of Eden Prairie	
Case 1: Miles of concrete sidewalk	4.84
Case 2: Miles of bituminous sidewalk	30.85
Case 3: Miles of concrete sidewalk in need of replacement	0
Case 4: Miles of bituminous sidewalk in need of replacement	0
Total: Miles of sidewalk (Case 1 + Case 2)	35.69

Preliminary Sidewalk Defect Cost Estimate by Roadway in Eden Prairie

County Road	Case 1 Sidewalk (mi)	Case 2 Sidewalk (mi)	Case 3 Sidewalk (ft)	Case 4 Sidewalk (ft)	Estimated cost to replace Case 3 and Case 4 Sidewalk
1	0.27	11.05	0	0	$ -
4	0.52	6.95	0	0	$ -
39	1.02	1.78	0	0	$ -
60	2.11	2.11	0	0	$ -
61	0.92	7.95	0	0	$ -
62	0	1.01	0	0	$ -
101	0	0	0	0	$ -
					$ -
					$ -

Preliminary Sidewalk Obstruction Cost Estimate by Roadway in Eden Prairie

Obstruction	Replacement Cost (each)	Number of Severe Obstruction Instances along Each County Roadway								
		1	4	39	60	61	62	101		
Cabinet - Signal										
Cabinet - Utility										
Driveway										
Fence - Metal										
Fire Hydrant										
Gate Valve - Gas										
Gate Valve - Water										
Handhole - Traffic										
Handhole - Utility										
Mailbox										
Manhole										
Ped Station										
Pole - Lighting										
Pole - Signal										
Pole - Utility										
Poor Concrete										
Sign										
Tree										
Vegetation										
Other										
Estimated cost to remove obstructions along each county roadway		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Sidewalk Inventory

Municipality: **Edina**

Sidewalk Inventory within the City of Edina	
Case 1: Miles of concrete sidewalk	10.64
Case 2: Miles of bituminous sidewalk	2.35
Case 3: Miles of concrete sidewalk in need of replacement	0.07
Case 4: Miles of bituminous sidewalk in need of replacement	0
Total: Miles of sidewalk (Case 1 + Case 2)	12.99

Preliminary Sidewalk Defect Cost Estimate by Roadway in Edina

County Road	Case 1 Sidewalk (mi)	Case 2 Sidewalk (mi)	Case 3 Sidewalk (ft)	Case 4 Sidewalk (ft)	Estimated cost to replace Case 3 and Case 4 Sidewalk
17	4.83	0	185	0	$ -
28	0.12	0	0	0	$ -
31	3.97	0	175	0	$ -
53	0.43	0	0	0	$ -
158	1.29	2.35	0	0	$ -
					$ -
					$ -
					$ -
					$ -

Preliminary Sidewalk Obstruction Cost Estimate by Roadway in Edina

Obstruction	Replacement Cost (each)	Number of Severe Obstruction Instances along Each County Roadway								
		17	28	31	53	158				
Cabinet - Signal										
Cabinet - Utility		1								
Driveway										
Fence - Metal						1				
Fire Hydrant										
Gate Valve - Gas										
Gate Valve - Water										
Handhole - Traffic										
Handhole - Utility										
Mailbox										
Manhole										
Ped Station										
Pole - Lighting										
Pole - Signal										
Pole - Utility										
Poor Concrete										
Sign										
Tree										
Vegetation										
Other										
Estimated cost to remove obstructions along each county roadway		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Sidewalk Inventory

Municipality: **Fort Snelling Territory**

Sidewalk Inventory within the City of Fort Snelling Territory	
Case 1: Miles of concrete sidewalk	0.13
Case 2: Miles of bituminous sidewalk	0.34
Case 3: Miles of concrete sidewalk in need of replacement	0
Case 4: Miles of bituminous sidewalk in need of replacement	0
Total: Miles of sidewalk (Case 1 + Case 2)	0.47

Preliminary Sidewalk Defect Cost Estimate by Roadway in Fort Snelling Territory

County Road	Case 1 Sidewalk (mi)	Case 2 Sidewalk (mi)	Case 3 Sidewalk (ft)	Case 4 Sidewalk (ft)	Estimated cost to replace Case 3 and Case 4 Sidewalk
204	0	0.34	0	0	$ -
205	0.13	0	0	0	$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -

Preliminary Sidewalk Obstruction Cost Estimate by Roadway in Fort Snelling Territory

Obstruction	Replacement Cost (each)	Number of Severe Obstruction Instances along Each County Roadway								
		204	205							
Cabinet - Signal										
Cabinet - Utility										
Driveway										
Fence - Metal										
Fire Hydrant										
Gate Valve - Gas										
Gate Valve - Water										
Handhole - Traffic										
Handhole - Utility										
Mailbox										
Manhole										
Ped Station										
Pole - Lighting										
Pole - Signal										
Pole - Utility										
Poor Concrete										
Sign										
Tree										
Vegetation										
Other										
Estimated cost to remove obstructions along each county roadway		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Sidewalk Inventory

Municipality: **Golden Valley**

Sidewalk Inventory within the City of Golden Valley	
Case 1: Miles of concrete sidewalk	12.27
Case 2: Miles of bituminous sidewalk	2.26
Case 3: Miles of concrete sidewalk in need of replacement	0.19
Case 4: Miles of bituminous sidewalk in need of replacement	0.01
Total: Miles of sidewalk (Case 1 + Case 2)	14.53

Preliminary Sidewalk Defect Cost Estimate by Roadway in Golden Valley

County Road	Case 1 Sidewalk (mi)	Case 2 Sidewalk (mi)	Case 3 Sidewalk (ft)	Case 4 Sidewalk (ft)	Estimated cost to replace Case 3 and Case 4 Sidewalk
40	2.49	0.67	750	0	$ -
66	3.46	0	180	0	$ -
70	1.80	0.03	45	55	$ -
102	1.56	1.56	0	0	$ -
156	2.96	0	25	0	$ -
					$ -
					$ -
					$ -
					$ -

Preliminary Sidewalk Obstruction Cost Estimate by Roadway in Golden Valley

Obstruction	Replacement Cost (each)	Number of Severe Obstruction Instances along Each County Roadway								
		40	66	70	102	156				
Cabinet - Signal										
Cabinet - Utility										
Driveway										
Fence - Metal										
Fire Hydrant										
Gate Valve - Gas										
Gate Valve - Water						2				
Handhole - Traffic				1						
Handhole - Utility										
Mailbox										
Manhole										
Ped Station										
Pole - Lighting										
Pole - Signal										
Pole - Utility										
Poor Concrete										
Sign										
Tree										
Vegetation						1				
Other										
Estimated cost to remove obstructions along each county roadway		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Sidewalk Inventory

Municipality: **Hopkins**

Sidewalk Inventory within the City of Hopkins	
Case 1: Miles of concrete sidewalk	3.80
Case 2: Miles of bituminous sidewalk	1.17
Case 3: Miles of concrete sidewalk in need of replacement	10
Case 4: Miles of bituminous sidewalk in need of replacement	0
Total: Miles of sidewalk (Case 1 + Case 2)	4.97

Preliminary Sidewalk Defect Cost Estimate by Roadway in Hopkins

County Road	Case 1 Sidewalk (mi)	Case 2 Sidewalk (mi)	Case 3 Sidewalk (ft)	Case 4 Sidewalk (ft)	Estimated cost to replace Case 3 and Case 4 Sidewalk
3	2.18	0.64	0	0	$ -
5	0	0.49	0	0	$ -
20	1.22	0	10	0	$ -
61	0.35	0	0	0	$ -
73	0.05	0.04	0	0	$ -
					$ -
					$ -
					$ -
					$ -

Preliminary Sidewalk Obstruction Cost Estimate by Roadway in Hopkins

Obstruction	Replacement Cost (each)	Number of Severe Obstruction Instances along Each County Roadway								
		3	5	20	61	73				
Cabinet - Signal										
Cabinet - Utility										
Driveway										
Fence - Metal										
Fire Hydrant										
Gate Valve - Gas										
Gate Valve - Water										
Handhole - Traffic										
Handhole - Utility										
Mailbox										
Manhole										
Ped Station										
Pole - Lighting										
Pole - Signal										
Pole - Utility										
Poor Concrete										
Sign										
Tree										
Vegetation										
Other										
Estimated cost to remove obstructions along each county roadway		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Sidewalk Inventory

Municipality: **Independence**

Sidewalk Inventory within the City of Independence	
Case 1: Miles of concrete sidewalk	0
Case 2: Miles of bituminous sidewalk	0.39
Case 3: Miles of concrete sidewalk in need of replacement	0
Case 4: Miles of bituminous sidewalk in need of replacement	0
Total: Miles of sidewalk (Case 1 + Case 2)	0.39

Preliminary Sidewalk Defect Cost Estimate by Roadway in Independence

County Road	Case 1 Sidewalk (mi)	Case 2 Sidewalk (mi)	Case 3 Sidewalk (ft)	Case 4 Sidewalk (ft)	Estimated cost to replace Case 3 and Case 4 Sidewalk
11	0	0	0	0	$ -
19	0	0	0	0	$ -
92	0	0	0	0	$ -
110	0	0	0	0	$ -
157	0	0.39	0	0	$ -
					$ -
					$ -
					$ -
					$ -

Preliminary Sidewalk Obstruction Cost Estimate by Roadway in Independence

Obstruction	Replacement Cost (each)	Number of Severe Obstruction Instances along Each County Roadway								
		11	19	92	110					
Cabinet - Signal										
Cabinet - Utility										
Driveway										
Fence - Metal										
Fire Hydrant										
Gate Valve - Gas										
Gate Valve - Water										
Handhole - Traffic										
Handhole - Utility										
Mailbox										
Manhole										
Ped Station										
Pole - Lighting										
Pole - Signal										
Pole - Utility										
Poor Concrete										
Sign										
Tree										
Vegetation										
Other										
Estimated cost to remove obstructions along each county roadway		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Sidewalk Inventory

Municipality: **Long Lake**

Sidewalk Inventory within the City of Long Lake	
Case 1: Miles of concrete sidewalk	4.87
Case 2: Miles of bituminous sidewalk	0
Case 3: Miles of concrete sidewalk in need of replacement	0
Case 4: Miles of bituminous sidewalk in need of replacement	0
Total: Miles of sidewalk (Case 1 + Case 2)	4.87

Preliminary Sidewalk Defect Cost Estimate by Roadway in Long Lake

County Road	Case 1 Sidewalk (mi)	Case 2 Sidewalk (mi)	Case 3 Sidewalk (ft)	Case 4 Sidewalk (ft)	Estimated cost to replace Case 3 and Case 4 Sidewalk
112	4.35	0	0	0	$ -
146	0.52	0	0	0	$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -

Preliminary Sidewalk Obstruction Cost Estimate by Roadway in Long Lake

Obstruction	Replacement Cost (each)	Number of Severe Obstruction Instances along Each County Roadway								
		112	146							
Cabinet - Signal										
Cabinet - Utility										
Driveway										
Fence - Metal										
Fire Hydrant										
Gate Valve - Gas										
Gate Valve - Water										
Handhole - Traffic										
Handhole - Utility										
Mailbox										
Manhole										
Ped Station										
Pole - Lighting										
Pole - Signal										
Pole - Utility										
Poor Concrete										
Sign										
Tree										
Vegetation										
Other										
Estimated cost to remove obstructions along each county roadway		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Sidewalk Inventory

Municipality: **Loretto**

Sidewalk Inventory within the City of Loretto	
Case 1: Miles of concrete sidewalk	0.41
Case 2: Miles of bituminous sidewalk	0.08
Case 3: Miles of concrete sidewalk in need of replacement	0
Case 4: Miles of bituminous sidewalk in need of replacement	0
Total: Miles of sidewalk (Case 1 + Case 2)	0.49

Preliminary Sidewalk Defect Cost Estimate by Roadway in Loretto

County Road	Case 1 Sidewalk (mi)	Case 2 Sidewalk (mi)	Case 3 Sidewalk (ft)	Case 4 Sidewalk (ft)	Estimated cost to replace Case 3 and Case 4 Sidewalk
19	0.41	0.08	0	0	$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -

Preliminary Sidewalk Obstruction Cost Estimate by Roadway in Loretto

Obstruction	Replacement Cost (each)	Number of Severe Obstruction Instances along Each County Roadway								
		19								
Cabinet - Signal										
Cabinet - Utility										
Driveway										
Fence - Metal										
Fire Hydrant										
Gate Valve - Gas										
Gate Valve - Water										
Handhole - Traffic										
Handhole - Utility										
Mailbox										
Manhole										
Ped Station										
Pole - Lighting										
Pole - Signal										
Pole - Utility										
Poor Concrete										
Sign										
Tree										
Vegetation										
Other										
Estimated cost to remove obstructions along each county roadway		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Sidewalk Inventory

Municipality: **Maple Grove**

Sidewalk Inventory within the City of Maple Grove	
Case 1: Miles of concrete sidewalk	8.25
Case 2: Miles of bituminous sidewalk	29.00
Case 3: Miles of concrete sidewalk in need of replacement	0.03
Case 4: Miles of bituminous sidewalk in need of replacement	0.01
Total: Miles of sidewalk (Case 1 + Case 2)	37.25

Preliminary Sidewalk Defect Cost Estimate by Roadway in Maple Grove

County Road	Case 1 Sidewalk (mi)	Case 2 Sidewalk (mi)	Case 3 Sidewalk (ft)	Case 4 Sidewalk (ft)	Estimated cost to replace Case 3 and Case 4 Sidewalk
10	1.21	3.49	0	0	$ -
30	2.94	7.47	0	15	$ -
47	0	0	0	0	$ -
61	1.44	2.55	0	0	$ -
81	0.27	3.43	0	0	$ -
101	0.3	1.87	5	0	$ -
109	0.13	2.85	0	0	$ -
121	0	1.31	0	0	$ -
130	1.71	4.79	130	15	$ -
202	0.25	1.24	0	0	$ -

Preliminary Sidewalk Obstruction Cost Estimate by Roadway in Maple Grove

Obstruction	Replacement Cost (each)	Number of Severe Obstruction Instances along Each County Roadway									
		10	30	47	61	81	101	109	121	130	202
Cabinet - Signal											
Cabinet - Utility											
Driveway											
Fence - Metal											
Fire Hydrant											
Gate Valve - Gas											
Gate Valve - Water											
Handhole - Traffic											
Handhole - Utility											
Mailbox											
Manhole											
Ped Station											
Pole - Lighting											
Pole - Signal											
Pole - Utility											
Poor Concrete										1	
Sign											
Tree											
Vegetation											
Other											
Estimated cost to remove obstructions along each county roadway		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Sidewalk Inventory

Municipality: **Medina**

Sidewalk Inventory within the City of Medina	
Case 1: Miles of concrete sidewalk	0.07
Case 2: Miles of bituminous sidewalk	5.55
Case 3: Miles of concrete sidewalk in need of replacement	0
Case 4: Miles of bituminous sidewalk in need of replacement	0
Total: Miles of sidewalk (Case 1 + Case 2)	5.62

Preliminary Sidewalk Defect Cost Estimate by Roadway in Medina

County Road	Case 1 Sidewalk (mi)	Case 2 Sidewalk (mi)	Case 3 Sidewalk (ft)	Case 4 Sidewalk (ft)	Estimated cost to replace Case 3 and Case 4 Sidewalk
19	0	2.81	0	0	$ -
24	0	0	0	0	$ -
29	0	0	0	0	$ -
101	0	1.45	0	0	$ -
115	0	0	0	0	$ -
116	0.07	1.29	0	0	$ -
118	0	0	0	0	$ -
					$ -
					$ -

Preliminary Sidewalk Obstruction Cost Estimate by Roadway in Medina

Obstruction	Replacement Cost (each)	Number of Severe Obstruction Instances along Each County Roadway								
		19	24	29	101	115	116	118		
Cabinet - Signal										
Cabinet - Utility										
Driveway										
Fence - Metal										
Fire Hydrant										
Gate Valve - Gas										
Gate Valve - Water										
Handhole - Traffic										
Handhole - Utility										
Mailbox										
Manhole										
Ped Station										
Pole - Lighting										
Pole - Signal										
Pole - Utility										
Poor Concrete										
Sign										
Tree										
Vegetation										
Other										
Estimated cost to remove obstructions along each county roadway		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Sidewalk Inventory

Municipality: **Minnetonka**

Sidewalk Inventory within the City of Minnetonka	
Case 1: Miles of concrete sidewalk	12.31
Case 2: Miles of bituminous sidewalk	16.76
Case 3: Miles of concrete sidewalk in need of replacement	0
Case 4: Miles of bituminous sidewalk in need of replacement	0.01
Total: Miles of sidewalk (Case 1 + Case 2)	29.07

Preliminary Sidewalk Defect Cost Estimate by Roadway in Minnetonka

County Road	Case 1 Sidewalk (mi)	Case 2 Sidewalk (mi)	Case 3 Sidewalk (ft)	Case 4 Sidewalk (ft)	Estimated cost to replace Case 3 and Case 4 Sidewalk
3	1.94	0.61	0	0	$ -
4	2.3	0	0	0	$ -
5	1.16	2.40	0	10	$ -
15	0	0.16	0	0	$ -
16	0.33	0.35	0	0	$ -
60	0.12	0.02	0	0	$ -
61	3.07	2.91	0	0	$ -
62	0.38	5.26	0	0	$ -
73	0.41	1.00	0	0	$ -
101	2.60	4.05	0	0	$ -

Preliminary Sidewalk Obstruction Cost Estimate by Roadway in Minnetonka

Obstruction	Replacement Cost (each)	Number of Severe Obstruction Instances along Each County Roadway									
		3	4	5	15	16	60	61	62	73	101
Cabinet - Signal											
Cabinet - Utility											
Driveway											
Fence - Metal											
Fire Hydrant											
Gate Valve - Gas											
Gate Valve - Water											
Handhole - Traffic											
Handhole - Utility											
Mailbox											
Manhole											
Ped Station											
Pole - Lighting											
Pole - Signal											
Pole - Utility											
Poor Concrete											
Sign											
Tree											
Vegetation											
Other											
Estimated cost to remove obstructions along each county roadway		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Sidewalk Inventory

Municipality: **Minnetonka Beach**

Sidewalk Inventory within the City of Minnetonka Beach	
Case 1: Miles of concrete sidewalk	0.38
Case 2: Miles of bituminous sidewalk	0
Case 3: Miles of concrete sidewalk in need of replacement	0
Case 4: Miles of bituminous sidewalk in need of replacement	0
Total: Miles of sidewalk (Case 1 + Case 2)	0.38

Preliminary Sidewalk Defect Cost Estimate by Roadway in Minnetonka Beach

County Road	Case 1 Sidewalk (mi)	Case 2 Sidewalk (mi)	Case 3 Sidewalk (ft)	Case 4 Sidewalk (ft)	Estimated cost to replace Case 3 and Case 4 Sidewalk
15	0.38	0	0	0	$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -

Preliminary Sidewalk Obstruction Cost Estimate by Roadway in Minnetonka Beach

Obstruction	Replacement Cost (each)	Number of Severe Obstruction Instances along Each County Roadway								
		15								
Cabinet - Signal										
Cabinet - Utility										
Driveway										
Fence - Metal										
Fire Hydrant										
Gate Valve - Gas										
Gate Valve - Water										
Handhole - Traffic										
Handhole - Utility										
Mailbox										
Manhole										
Ped Station										
Pole - Lighting										
Pole - Signal										
Pole - Utility										
Poor Concrete										
Sign										
Tree										
Vegetation										
Other										
Estimated cost to remove obstructions along each county roadway		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Sidewalk Inventory

Municipality: **Minnetrista**

Sidewalk Inventory within the City of Minnetrista	
Case 1: Miles of concrete sidewalk	0
Case 2: Miles of bituminous sidewalk	1.06
Case 3: Miles of concrete sidewalk in need of replacement	0
Case 4: Miles of bituminous sidewalk in need of replacement	0
Total: Miles of sidewalk (Case 1 + Case 2)	1.06

Preliminary Sidewalk Defect Cost Estimate by Roadway in Minnetrista

County Road	Case 1 Sidewalk (mi)	Case 2 Sidewalk (mi)	Case 3 Sidewalk (ft)	Case 4 Sidewalk (ft)	Estimated cost to replace Case 3 and Case 4 Sidewalk
44	0	0	0	0	$ -
110	0	1.06	0	0	$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -

Preliminary Sidewalk Obstruction Cost Estimate by Roadway in Minnetrista

Obstruction	Replacement Cost (each)	Number of Severe Obstruction Instances along Each County Roadway								
		44	110							
Cabinet - Signal										
Cabinet - Utility										
Driveway										
Fence - Metal										
Fire Hydrant										
Gate Valve - Gas										
Gate Valve - Water										
Handhole - Traffic										
Handhole - Utility										
Mailbox										
Manhole										
Ped Station										
Pole - Lighting										
Pole - Signal										
Pole - Utility										
Poor Concrete										
Sign										
Tree										
Vegetation										
Other										
Estimated cost to remove obstructions along each county roadway		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Sidewalk Inventory

Municipality: **Mound**

Sidewalk Inventory within the City of Mound	
Case 1: Miles of concrete sidewalk	5.91
Case 2: Miles of bituminous sidewalk	0.76
Case 3: Miles of concrete sidewalk in need of replacement	0
Case 4: Miles of bituminous sidewalk in need of replacement	0
Total: Miles of sidewalk (Case 1 + Case 2)	6.67

Preliminary Sidewalk Defect Cost Estimate by Roadway in Mound

County Road	Case 1 Sidewalk (mi)	Case 2 Sidewalk (mi)	Case 3 Sidewalk (ft)	Case 4 Sidewalk (ft)	Estimated cost to replace Case 3 and Case 4 Sidewalk
15	3.44	0	0	0	$ -
110	2.04	0.55	0	0	$ -
125	0.43	0.21	0	0	$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -

Preliminary Sidewalk Obstruction Cost Estimate by Roadway in Mound

Obstruction	Replacement Cost (each)	Number of Severe Obstruction Instances along Each County Roadway								
		15	110	125						
Cabinet - Signal										
Cabinet - Utility										
Driveway										
Fence - Metal										
Fire Hydrant										
Gate Valve - Gas										
Gate Valve - Water										
Handhole - Traffic										
Handhole - Utility										
Mailbox										
Manhole										
Ped Station										
Pole - Lighting										
Pole - Signal										
Pole - Utility										
Poor Concrete										
Sign										
Tree										
Vegetation										
Other										
Estimated cost to remove obstructions along each county roadway		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Sidewalk Inventory

Municipality: **New Hope**

Sidewalk Inventory within the City of New Hope	
Case 1: Miles of concrete sidewalk	13.02
Case 2: Miles of bituminous sidewalk	0.44
Case 3: Miles of concrete sidewalk in need of replacement	0.02
Case 4: Miles of bituminous sidewalk in need of replacement	0.03
Total: Miles of sidewalk (Case 1 + Case 2)	13.46

Preliminary Sidewalk Defect Cost Estimate by Roadway in New Hope

County Road	Case 1 Sidewalk (mi)	Case 2 Sidewalk (mi)	Case 3 Sidewalk (ft)	Case 4 Sidewalk (ft)	Estimated cost to replace Case 3 and Case 4 Sidewalk
8	0.42	0	30	0	$ -
9	2.62	0.24	0	0	$ -
10	2.70	0.17	5	80	$ -
70	1.33	0.03	5	80	$ -
156	5.95	0	50	0	$ -
					$ -
					$ -
					$ -
					$ -

Preliminary Sidewalk Obstruction Cost Estimate by Roadway in New Hope

Obstruction	Replacement Cost (each)	Number of Severe Obstruction Instances along Each County Roadway								
		8	9	10	70	156				
Cabinet - Signal										
Cabinet - Utility										
Driveway										
Fence - Metal										
Fire Hydrant										
Gate Valve - Gas										
Gate Valve - Water										
Handhole - Traffic										
Handhole - Utility										
Mailbox										
Manhole										
Ped Station										
Pole - Lighting										
Pole - Signal										
Pole - Utility						3				
Poor Concrete										
Sign										
Tree										
Vegetation										
Other										
Estimated cost to remove obstructions along each county roadway		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Sidewalk Inventory

Municipality: **Orono**

Sidewalk Inventory within the City of Orono	
Case 1: Miles of concrete sidewalk	1.46
Case 2: Miles of bituminous sidewalk	1.29
Case 3: Miles of concrete sidewalk in need of replacement	0
Case 4: Miles of bituminous sidewalk in need of replacement	0
Total: Miles of sidewalk (Case 1 + Case 2)	2.75

Preliminary Sidewalk Defect Cost Estimate by Roadway in Orono

County Road	Case 1 Sidewalk (mi)	Case 2 Sidewalk (mi)	Case 3 Sidewalk (ft)	Case 4 Sidewalk (ft)	Estimated cost to replace Case 3 and Case 4 Sidewalk
6	0.06	0.61	0	0	$ -
15	0.05	0.39	0	0	$ -
19	0	0	0	0	$ -
51	0	0	0	0	$ -
112	1.35	0	0	0	$ -
146	0	0.29	0	0	$ -
201	0	0	0	0	$ -
					$ -
					$ -

Preliminary Sidewalk Obstruction Cost Estimate by Roadway in Orono

Obstruction	Replacement Cost (each)	Number of Severe Obstruction Instances along Each County Roadway								
		6	15	19	51	112	146	201		
Cabinet - Signal										
Cabinet - Utility										
Driveway										
Fence - Metal										
Fire Hydrant										
Gate Valve - Gas										
Gate Valve - Water										
Handhole - Traffic										
Handhole - Utility										
Mailbox										
Manhole										
Ped Station										
Pole - Lighting										
Pole - Signal										
Pole - Utility										
Poor Concrete										
Sign										
Tree										
Vegetation										
Other										
Estimated cost to remove obstructions along each county roadway		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Sidewalk Inventory

Municipality: **Plymouth**

Sidewalk Inventory within the City of Plymouth	
Case 1: Miles of concrete sidewalk	5.58
Case 2: Miles of bituminous sidewalk	19.58
Case 3: Miles of concrete sidewalk in need of replacement	0
Case 4: Miles of bituminous sidewalk in need of replacement	0.01
Total: Miles of sidewalk (Case 1 + Case 2)	25.16

Preliminary Sidewalk Defect Cost Estimate by Roadway in Plymouth

County Road	Case 1 Sidewalk (mi)	Case 2 Sidewalk (mi)	Case 3 Sidewalk (ft)	Case 4 Sidewalk (ft)	Estimated cost to replace Case 3 and Case 4 Sidewalk
6	1.93	0.74	0	0	$ -
9	0.99	4.92	0	15	$ -
10	0	2.72	0	0	$ -
15	0	0	0	0	$ -
24	0	0.86	0	0	$ -
47	0	0.30	0	0	$ -
61	0.04	6.10	0	0	$ -
73	0.09	0	0	0	$ -
101	2.53	3.94	0	0	$ -

Preliminary Sidewalk Obstruction Cost Estimate by Roadway in Plymouth

Obstruction	Replacement Cost (each)	Number of Severe Obstruction Instances along Each County Roadway								
		6	9	10	15	24	47	61	73	101
Cabinet - Signal										
Cabinet - Utility										
Driveway										
Fence - Metal										
Fire Hydrant										
Gate Valve - Gas										
Gate Valve - Water										
Handhole - Traffic			1							
Handhole - Utility										
Mailbox			1							
Manhole										
Ped Station										
Pole - Lighting										
Pole - Signal										
Pole - Utility										2
Poor Concrete										
Sign										
Tree										
Vegetation										
Other										
Estimated cost to remove obstructions along each county roadway		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Sidewalk Inventory

Municipality: **Richfield**

Sidewalk Inventory within the City of Richfield	
Case 1: Miles of concrete sidewalk	16.90
Case 2: Miles of bituminous sidewalk	0.45
Case 3: Miles of concrete sidewalk in need of replacement	0.02
Case 4: Miles of bituminous sidewalk in need of replacement	0
Total: Miles of sidewalk (Case 1 + Case 2)	17.35

Preliminary Sidewalk Defect Cost Estimate by Roadway in Richfield

County Road	Case 1 Sidewalk (mi)	Case 2 Sidewalk (mi)	Case 3 Sidewalk (ft)	Case 4 Sidewalk (ft)	Estimated cost to replace Case 3 and Case 4 Sidewalk
32	3.50	0	55	0	$ -
35	3.33	0.45	15	0	$ -
52	3.34	0	50	0	$ -
53	6.73	0	0	0	$ -
					$ -
					$ -
					$ -
					$ -
					$ -

Preliminary Sidewalk Obstruction Cost Estimate by Roadway in Richfield

Obstruction	Replacement Cost (each)	Number of Severe Obstruction Instances along Each County Roadway								
		32	35	52	53					
Cabinet - Signal										
Cabinet - Utility										
Driveway										
Fence - Metal										
Fire Hydrant										
Gate Valve - Gas										
Gate Valve - Water										
Handhole - Traffic										
Handhole - Utility										
Mailbox										
Manhole										
Ped Station										
Pole - Lighting										
Pole - Signal										
Pole - Utility										
Poor Concrete										
Sign										
Tree										
Vegetation										
Other										
Estimated cost to remove obstructions along each county roadway		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Sidewalk Inventory

Municipality: **Robbinsdale**

Sidewalk Inventory within the City of Robbinsdale	
Case 1: Miles of concrete sidewalk	6.95
Case 2: Miles of bituminous sidewalk	0
Case 3: Miles of concrete sidewalk in need of replacement	0.01
Case 4: Miles of bituminous sidewalk in need of replacement	0
Total: Miles of sidewalk (Case 1 + Case 2)	6.95

Preliminary Sidewalk Defect Cost Estimate by Roadway in Robbinsdale

County Road	Case 1 Sidewalk (mi)	Case 2 Sidewalk (mi)	Case 3 Sidewalk (ft)	Case 4 Sidewalk (ft)	Estimated cost to replace Case 3 and Case 4 Sidewalk
8	0.83	0	0	0	$ -
9	4.18	0	15	0	$ -
81	1.69	0	0	0	$ -
153	0.25	0	0	0	$ -
					$ -
					$ -
					$ -
					$ -
					$ -

Preliminary Sidewalk Obstruction Cost Estimate by Roadway in Robbinsdale

Obstruction	Replacement Cost (each)	Number of Severe Obstruction Instances along Each County Roadway								
		8	9	81	153					
Cabinet - Signal										
Cabinet - Utility										
Driveway										
Fence - Metal										
Fire Hydrant										
Gate Valve - Gas										
Gate Valve - Water										
Handhole - Traffic		1								
Handhole - Utility										
Mailbox										
Manhole										
Ped Station										
Pole - Lighting										
Pole - Signal										
Pole - Utility			2							
Poor Concrete										
Sign										
Tree										
Vegetation										
Other										
Estimated cost to remove obstructions along each county roadway		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Sidewalk Inventory

Municipality: **Rockford**

Sidewalk Inventory within the City of Rockford	
Case 1: Miles of concrete sidewalk	0
Case 2: Miles of bituminous sidewalk	0.16
Case 3: Miles of concrete sidewalk in need of replacement	0
Case 4: Miles of bituminous sidewalk in need of replacement	0
Total: Miles of sidewalk (Case 1 + Case 2)	0.16

Preliminary Sidewalk Defect Cost Estimate by Roadway in Rockford

County Road	Case 1 Sidewalk (mi)	Case 2 Sidewalk (mi)	Case 3 Sidewalk (ft)	Case 4 Sidewalk (ft)	Estimated cost to replace Case 3 and Case 4 Sidewalk
10	0	0	0	0	$ -
50	0	0.16	0	0	$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -

Preliminary Sidewalk Obstruction Cost Estimate by Roadway in Rockford

Obstruction	Replacement Cost (each)	Number of Severe Obstruction Instances along Each County Roadway								
		10	50							
Cabinet - Signal										
Cabinet - Utility										
Driveway										
Fence - Metal										
Fire Hydrant										
Gate Valve - Gas										
Gate Valve - Water										
Handhole - Traffic										
Handhole - Utility										
Mailbox										
Manhole										
Ped Station										
Pole - Lighting										
Pole - Signal										
Pole - Utility										
Poor Concrete										
Sign										
Tree										
Vegetation										
Other										
Estimated cost to remove obstructions along each county roadway		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Sidewalk Inventory

Municipality: **Rogers**

Sidewalk Inventory within the City of Rogers	
Case 1: Miles of concrete sidewalk	0.76
Case 2: Miles of bituminous sidewalk	0.51
Case 3: Miles of concrete sidewalk in need of replacement	0
Case 4: Miles of bituminous sidewalk in need of replacement	0
Total: Miles of sidewalk (Case 1 + Case 2)	1.27

Preliminary Sidewalk Defect Cost Estimate by Roadway in Rogers

County Road	Case 1 Sidewalk (mi)	Case 2 Sidewalk (mi)	Case 3 Sidewalk (ft)	Case 4 Sidewalk (ft)	Estimated cost to replace Case 3 and Case 4 Sidewalk
13	0	0	0	0	$ -
81	0	0.09	0	0	$ -
116	0.07	0.09	0	0	$ -
144	0	0	0	0	$ -
150	0.69	0.33	0	0	$ -
					$ -
					$ -
					$ -
					$ -

Preliminary Sidewalk Obstruction Cost Estimate by Roadway in Rogers

Obstruction	Replacement Cost (each)	Number of Severe Obstruction Instances along Each County Roadway								
		13	81	116	144	150				
Cabinet - Signal										
Cabinet - Utility										
Driveway										
Fence - Metal										
Fire Hydrant										
Gate Valve - Gas										
Gate Valve - Water										
Handhole - Traffic										
Handhole - Utility										
Mailbox										
Manhole										
Ped Station										
Pole - Lighting										
Pole - Signal										
Pole - Utility										
Poor Concrete										
Sign										
Tree										
Vegetation										
Other										
Estimated cost to remove obstructions along each county roadway		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Sidewalk Inventory

Municipality: **Saint Anthony**

Sidewalk Inventory within the City of Saint Anthony	
Case 1: Miles of concrete sidewalk	2.31
Case 2: Miles of bituminous sidewalk	0
Case 3: Miles of concrete sidewalk in need of replacement	0
Case 4: Miles of bituminous sidewalk in need of replacement	0
Total: Miles of sidewalk (Case 1 + Case 2)	2.31

Preliminary Sidewalk Defect Cost Estimate by Roadway in Saint Anthony					
County Road	Case 1 Sidewalk (mi)	Case 2 Sidewalk (mi)	Case 3 Sidewalk (ft)	Case 4 Sidewalk (ft)	Estimated cost to replace Case 3 and Case 4 Sidewalk
27	0	0	0	0	$ -
88	0	0	0	0	$ -
93	0	0	0	0	$ -
94	0	0	0	0	$ -
136	2.31	0	0	0	$ -
153	0	0	0	0	$ -
					$ -
					$ -
					$ -

Preliminary Sidewalk Obstruction Cost Estimate by Roadway in Saint Anthony										
Obstruction	Replacement Cost (each)	Number of Severe Obstruction Instances along Each County Roadway								
		27	88	93	94	136	153			
Cabinet - Signal										
Cabinet - Utility										
Driveway										
Fence - Metal										
Fire Hydrant										
Gate Valve - Gas										
Gate Valve - Water										
Handhole - Traffic										
Handhole - Utility										
Mailbox										
Manhole										
Ped Station										
Pole - Lighting										
Pole - Signal										
Pole - Utility										
Poor Concrete										
Sign										
Tree										
Vegetation										
Other										
Estimated cost to remove obstructions along each county roadway		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Sidewalk Inventory

Municipality: **Saint Bonifacius**

Sidewalk Inventory within the City of Saint Bonifacius	
Case 1: Miles of concrete sidewalk	0.56
Case 2: Miles of bituminous sidewalk	0.24
Case 3: Miles of concrete sidewalk in need of replacement	0
Case 4: Miles of bituminous sidewalk in need of replacement	0
Total: Miles of sidewalk (Case 1 + Case 2)	0.80

Preliminary Sidewalk Defect Cost Estimate by Roadway in Saint Bonifacius

County Road	Case 1 Sidewalk (mi)	Case 2 Sidewalk (mi)	Case 3 Sidewalk (ft)	Case 4 Sidewalk (ft)	Estimated cost to replace Case 3 and Case 4 Sidewalk
92	0.56	0.24	0	0	$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -

Preliminary Sidewalk Obstruction Cost Estimate by Roadway in Saint Bonifacius

Obstruction	Replacement Cost (each)	Number of Severe Obstruction Instances along Each County Roadway								
		92								
Cabinet - Signal										
Cabinet - Utility										
Driveway										
Fence - Metal										
Fire Hydrant										
Gate Valve - Gas										
Gate Valve - Water										
Handhole - Traffic										
Handhole - Utility										
Mailbox										
Manhole										
Ped Station										
Pole - Lighting										
Pole - Signal										
Pole - Utility										
Poor Concrete										
Sign										
Tree										
Vegetation										
Other										
Estimated cost to remove obstructions along each county roadway		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Sidewalk Inventory

Municipality: **Saint Louis Park**

Sidewalk Inventory within the City of Saint Louis Park	
Case 1: Miles of concrete sidewalk	9.41
Case 2: Miles of bituminous sidewalk	0.70
Case 3: Miles of concrete sidewalk in need of replacement	0.01
Case 4: Miles of bituminous sidewalk in need of replacement	0
Total: Miles of sidewalk (Case 1 + Case 2)	10.11

Preliminary Sidewalk Defect Cost Estimate by Roadway in Saint Louis Park

County Road	Case 1 Sidewalk (mi)	Case 2 Sidewalk (mi)	Case 3 Sidewalk (ft)	Case 4 Sidewalk (ft)	Estimated cost to replace Case 3 and Case 4 Sidewalk
3	4.15	0.04	0	0	$ -
5	4.75	0.66	0	0	$ -
17	0.51	0	10	0	$ -
20	0	0	0	0	$ -
25	0	0	0	0	$ -
					$ -
					$ -
					$ -
					$ -

Preliminary Sidewalk Obstruction Cost Estimate by Roadway in Saint Louis Park

Obstruction	Replacement Cost (each)	Number of Severe Obstruction Instances along Each County Roadway								
		3	5	17	20	25				
Cabinet - Signal										
Cabinet - Utility										
Driveway										
Fence - Metal										
Fire Hydrant										
Gate Valve - Gas										
Gate Valve - Water										
Handhole - Traffic										
Handhole - Utility										
Mailbox										
Manhole										
Ped Station										
Pole - Lighting										
Pole - Signal										
Pole - Utility			1							
Poor Concrete										
Sign										
Tree										
Vegetation										
Other										
Estimated cost to remove obstructions along each county roadway		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Sidewalk Inventory

Municipality: **Shorewood**

Sidewalk Inventory within the City of Shorewood	
Case 1: Miles of concrete sidewalk	0.31
Case 2: Miles of bituminous sidewalk	0
Case 3: Miles of concrete sidewalk in need of replacement	0
Case 4: Miles of bituminous sidewalk in need of replacement	0
Total: Miles of sidewalk (Case 1 + Case 2)	0.31

Preliminary Sidewalk Defect Cost Estimate by Roadway in Shorewood

County Road	Case 1 Sidewalk (mi)	Case 2 Sidewalk (mi)	Case 3 Sidewalk (ft)	Case 4 Sidewalk (ft)	Estimated cost to replace Case 3 and Case 4 Sidewalk
19	0.31	0	0	0	$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -

Preliminary Sidewalk Obstruction Cost Estimate by Roadway in Shorewood

Obstruction	Replacement Cost (each)	Number of Severe Obstruction Instances along Each County Roadway								
		19								
Cabinet - Signal										
Cabinet - Utility										
Driveway										
Fence - Metal										
Fire Hydrant										
Gate Valve - Gas										
Gate Valve - Water										
Handhole - Traffic										
Handhole - Utility										
Mailbox										
Manhole										
Ped Station										
Pole - Lighting										
Pole - Signal										
Pole - Utility										
Poor Concrete										
Sign										
Tree										
Vegetation										
Other										
Estimated cost to remove obstructions along each county roadway		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Sidewalk Inventory

Municipality: **Spring Park**

Sidewalk Inventory within the City of Spring Park	
Case 1: Miles of concrete sidewalk	2.18
Case 2: Miles of bituminous sidewalk	0
Case 3: Miles of concrete sidewalk in need of replacement	0
Case 4: Miles of bituminous sidewalk in need of replacement	0
Total: Miles of sidewalk (Case 1 + Case 2)	2.18

Preliminary Sidewalk Defect Cost Estimate by Roadway in Spring Park

County Road	Case 1 Sidewalk (mi)	Case 2 Sidewalk (mi)	Case 3 Sidewalk (ft)	Case 4 Sidewalk (ft)	Estimated cost to replace Case 3 and Case 4 Sidewalk
15	2.18	0	0	0	$ -
51	0	0	0	0	$ -
125	0	0	0	0	$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -

Preliminary Sidewalk Obstruction Cost Estimate by Roadway in Spring Park

Obstruction	Replacement Cost (each)	Number of Severe Obstruction Instances along Each County Roadway								
		15	51	125						
Cabinet - Signal										
Cabinet - Utility										
Driveway										
Fence - Metal										
Fire Hydrant										
Gate Valve - Gas										
Gate Valve - Water										
Handhole - Traffic										
Handhole - Utility										
Mailbox										
Manhole										
Ped Station										
Pole - Lighting										
Pole - Signal										
Pole - Utility										
Poor Concrete										
Sign										
Tree										
Vegetation										
Other										
Estimated cost to remove obstructions along each county roadway		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Sidewalk Inventory

Municipality: **Wayzata**

Sidewalk Inventory within the City of Wayzata	
Case 1: Miles of concrete sidewalk	3.33
Case 2: Miles of bituminous sidewalk	2.74
Case 3: Miles of concrete sidewalk in need of replacement	0
Case 4: Miles of bituminous sidewalk in need of replacement	0.01
Total: Miles of sidewalk (Case 1 + Case 2)	6.07

Preliminary Sidewalk Defect Cost Estimate by Roadway in Wayzata

County Road	Case 1 Sidewalk (mi)	Case 2 Sidewalk (mi)	Case 3 Sidewalk (ft)	Case 4 Sidewalk (ft)	Estimated cost to replace Case 3 and Case 4 Sidewalk
15	0	1.19	0	0	$ -
16	0	0	0	0	$ -
101	3.33	1.55	0	20	$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -

Preliminary Sidewalk Obstruction Cost Estimate by Roadway in Wayzata

Obstruction	Replacement Cost (each)	Number of Severe Obstruction Instances along Each County Roadway								
		15	16	101						
Cabinet - Signal										
Cabinet - Utility										
Driveway										
Fence - Metal										
Fire Hydrant										
Gate Valve - Gas										
Gate Valve - Water										
Handhole - Traffic										
Handhole - Utility										
Mailbox										
Manhole										
Ped Station										
Pole - Lighting										
Pole - Signal										
Pole - Utility										
Poor Concrete										
Sign										
Tree										
Vegetation										
Other										
Estimated cost to remove obstructions along each county roadway		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Sidewalk Inventory

Municipality: **Woodland**

Sidewalk Inventory within the City of Woodland	
Case 1: Miles of concrete sidewalk	0.23
Case 2: Miles of bituminous sidewalk	0.23
Case 3: Miles of concrete sidewalk in need of replacement	0
Case 4: Miles of bituminous sidewalk in need of replacement	0
Total: Miles of sidewalk (Case 1 + Case 2)	0.46

Preliminary Sidewalk Defect Cost Estimate by Roadway in Woodland

County Road	Case 1 Sidewalk (mi)	Case 2 Sidewalk (mi)	Case 3 Sidewalk (ft)	Case 4 Sidewalk (ft)	Estimated cost to replace Case 3 and Case 4 Sidewalk
101	0.23	0.23	0	0	$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -

Preliminary Sidewalk Obstruction Cost Estimate by Roadway in Woodland

Obstruction	Replacement Cost (each)	Number of Severe Obstruction Instances along Each County Roadway								
Cabinet - Signal										
Cabinet - Utility										
Driveway										
Fence - Metal										
Fire Hydrant										
Gate Valve - Gas										
Gate Valve - Water										
Handhole - Traffic										
Handhole - Utility										
Mailbox										
Manhole										
Ped Station										
Pole - Lighting										
Pole - Signal										
Pole - Utility										
Poor Concrete										
Sign										
Tree										
Vegetation										
Other										
Estimated cost to remove obstructions along each county roadway		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Appendix D: Accessible Pedestrian Signals Evaluation Tool

Purpose

The purpose of this Accessible Pedestrian Signals (APS) Evaluation Tool is to provide guidance for the Hennepin County Transportation Departments on 1) the installation of APS for new construction and existing traffic signal modifications, and 2) the evaluation of existing traffic signal locations after receipt of a reasonable accommodation request for APS installation.

This guidance is specific to APS and the incorporation of APS equipment and functionality into new, modified, and existing traffic signals.

The departments based this guidance on existing practice and the following: 1) Guidelines for Accessible Pedestrian Signals, APS Prioritization Tool - NCHRP 3-62, 2) Guidelines for Accessible Pedestrian Signals, Final Report – NCHRP 117B, and 3) Accessible Pedestrian Signals: A Guide to Best Practices (Workshop Edition 2010) – NCHRP 150.

The attached APS evaluation tool uses a set of criteria and a threshold to evaluate crosswalks at existing traffic signal locations to determine the need for APS.

Accessible Pedestrian Signals

According to the Minnesota Manual on Uniform Traffic Control Devices (MMUTCD), an APS is “a device that communicates information about pedestrian timing in nonvisual format such as audible tones, speech messages, and/or vibrating surfaces.” (Minnesota Manual on Uniform Traffic Control Devices December 2011, Section 1A, page 14).

New Construction of Traffic Signals

At proposed traffic signal locations with any pedestrian elements (countdown timers, marked crosswalks, pedestrian indicators, pedestrian ramps, sidewalk/trail, etc.), whether existing or part of the proposed construction, the department will install an APS traffic signal.

The departments will not consider an APS traffic signal for any crossing leg where a pedestrian crossing of that leg is a prohibited movement.

Modifications of Existing Traffic Signals

For traffic signal modifications at locations with any pedestrian elements (countdown timers, marked crosswalks, pedestrian indicators, pedestrian ramps, sidewalk/trail present, etc.), whether existing or part of the proposed modification, when the proposed modification includes below grade work requiring excavation, the traffic signal will be modified as an APS traffic signal.

The departments will not consider an APS traffic signal for any crossing leg where a pedestrian crossing of that leg is a prohibited movement. The departments will consider any upcoming traffic signal or capital projects that are funded, or in the scoping or design phase, in its decision to modify an existing traffic signal as an APS traffic signal (i.e. if construction of a capital project is anticipated within a year, the departments may elect to postpone such modification and include it in the capital project).

Existing Traffic Signals

The departments, after receipt of a reasonable accommodation request for an APS traffic signal at an existing traffic signal location, shall evaluate the intersection and each crosswalk at the location by means of the attached APS evaluation tool.

If the evaluation of a crosswalk at the existing traffic signal location results in a score of 40 points or above, the departments should modify the existing traffic signal to an APS traffic signal for that crosswalk. As part of the departments' evaluation of a reasonable accommodation request, a meeting between department staff and the person requesting the APS traffic signal should take place at the intersection. The purpose of the meeting would be to ensure that the department fully understands the request and its context and determine if there are other viable accommodations available (e.g. increase the pedestrian walk or clearance times, increase pedestrian understanding of the traffic signal operations, etc.). In addition, the pedestrian's routes of travel should be determined at the meeting.

If the evaluation of a crosswalk at the existing traffic signal location results in a score of less than 40 points, the departments would not normally modify the existing traffic signal to an APS traffic signal. However, the departments may, based on a balancing of several factors including engineering judgment and the context of the location, install an APS traffic signal even though the evaluation results of the crosswalk by means of this APS evaluation tool do not meet the threshold.

The departments will not consider an APS traffic signal for any crossing leg where a pedestrian crossing of that leg is a prohibited movement. The departments will consider any upcoming traffic signal or capital projects that are funded, or in the scoping or design phase, in its response to a request to evaluate and/or modify an existing traffic signal as an APS traffic signal (i.e. if construction of a capital project is anticipated within a year, the department may elect to postpone such modification and include it in the capital project).

Scheduling

Many factors go into the timing and scheduling for installation of APS traffic signals:

- APS equipment items are unique and product ordering and receiving requires an extended lead-time.
- Depending on the timing of the request and the extent of the work required, the departments may schedule requests during the following construction season.
- APS installations that require the upgrade of the existing traffic signal controller hardware, the installation of electrical conduits, or pedestrian ramp construction will have an increased schedule length.

For the modifications of existing traffic signals and the review of existing traffic signals for the installation of APS, the timing and scheduling of any work to install APS will consider any upcoming traffic signal or capital projects that are funded, or in the scoping or design phase of the project's development (i.e. if construction of a capital project is anticipated within a year, the departments may elect to postpone such modification and include it in the capital project).

Field Evaluation Documents

Included with this document is the Hennepin County Evaluation Tool for Installation of Accessible Pedestrian Signals (four pages):

Cover Sheet ---------- 1 of 4

Intersection Worksheet ---------- 2 of 4

Crosswalk Worksheet ---------- 3 of 4

Supplemental Worksheet ---------- 4 of 4

Accessible Pedestrian Signals (APS) Evaluation Tool

Location:

Evaluator:

Evaluation Date:

Evaluation Summary Enter total crosswalk score or N/A
Crosswalk A Total Score:
Crosswalk B Total Score:
Crosswalk C Total Score:
Crosswalk D Total Score:
Crosswalk E Total Score:
Crosswalk F Total Score:
Crosswalk G Total Score:

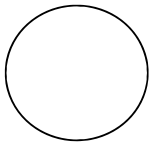
For each crosswalk, the total score is the intersection score added to the score from the individual crosswalk worksheet.

For general instructions and guidance on completing this evaluation tool, refer to Appendix D of Accessible Pedestrian Signals: A Guide to Best Practices (Workshop Edition 2010) – NCHRP 150

Accessible Pedestrian Signals (APS) Evaluation Tool

Location:

Sketch: *See instructions for information to include. Label crosswalks as A, B C, D etc.*



Indicate North

Notes/Comments

Configuration (select one)	Points	Score
4-leg	0	
4-leg offset	3	
3-leg (T or Y)	3	
5 or more legs	12	
Midblock location	14	

Signalization * (select one)**	Points	Score
Pre-timed	0	
Actuated (semi-full)	2	
Split phasing	6	
Exclusive ped phase	8	

Transit Facilities (w/in 1/8 mile) (select one)	Points	Score
No transit facilities	0	
Single bus route	1	
Multiple bus routes	3	
Transit mall/rail station	5	

Distance to Facility for Visually Impaired (select one)	Points	Score
> 2600 feet (~1/2 mile)	0	
< 2600 feet (~1/2 mile)	4	
< 1300 feet (~1/4 mile)	6	
< 650 feet (~1/8 mile)	8	
< 300 feet	10	

Distance to Major Pedestrian Attraction (select one)	Points	Score
> 2600 feet (~1/2 mile)	0	
< 2600 feet (~1/2 mile)	2	
< 1300 feet (~1/4 mile)	3	
< 650 feet (~1/8 mile)	4	
< 300 feet	5	

** For intersections only. Signalized midblock locations are accounted for under Configuration.*

*** Select the option with the highest point value that applies to the situation.*

Intersection Worksheet Score:	
(sum of scores on this page)	

Accessible Pedestrian Signals (APS) Evaluation Tool

Location:	Crosswalk Label:

Crosswalk Width (select one)	Points	Score
< 40 feet	0	
40 - 59 feet	1	
60 - 79 feet	2	
80 - 99 feet	3	
100 - 119 feet	4	
≥ 120 feet	5	

Speed Limit (select one)	Points	Score
< 20 mph	0	
25 mph	1	
30 mph	2	
35 mph	3	
40 mph	4	
≥ 45 mph	5	

Approach/Crosswalk Geometrics (select all that apply)	Points	Score
Skewed crossing	7	
Curb radius > 25 feet (either corner)	1	
Apex curb ramp (either corner)	2	
Channelized right turn island	2	
Islands or medians (painted, raised or cut-through)	1	
Transverse slope on crosswalk	1	

Pedestrian Signal Control (select all that apply)	Points	Score
Timed for crossing to median crossing island	8	
Push button actuation required for WALK signal	4	
Leading Pedestrian Interval (LPI) with parallel street green	8	
Non-concurrent WALK interval	4	

Vehicle Signal Control (select all that apply)	Points	Score
Protected right turn phase / right turn overlap (on parallel street)	7	
Leading Protected left-turn phase on (on parallel street)	3	
Right-Turn-On-Red permitted (on parallel street)	2	
Channelized right turn lane under signal control	8	

Off-Peak Traffic Presence - at least 2 vehicles present on parallel street (select one)	Points	Score
Constant (≥ 90 percent of cycles)	1	
Heavy (70 - 80 percent of cycles)	2	
Moderate (50 - 60 percent of cycles)	3	
Light (30 - 40 percent)	4	
Occasional (< 30 percent)	5	
None (i.e. no through lanes present to create surge of noise - stem of T-intersection, driveway)	6	

Distance to Alternative APS Crosswalk (select one)	Points	Score
> 2600 feet (~1/2 mile)	4	
< 2600 feet (~1/2 mile)	3	
< 1300 feet (~1/4 mile)	2	
< 650 feet (~1/8 mile)	1	
< 300 feet	0	

Pedestrian Pushbutton Location either corner (select any that apply	Points	Score
Located > 10 feet from curb	3	
Located > 5 feet from CW extd.	3	

Requests for APS (select one)	Points	Score
No requests	0	
1 or more requests	6	

Notes

Crosswalk Worksheet Score: (score from this page):	
Intersection Worksheet Score: (score from Intersection form)	
Total Crosswalk Score: (add the two above scores)	

Accessible Pedestrian Signals (APS) Evaluation Tool

Location:

Supplemental Sketch

Supplemental Notes

Appendix E: CIP and Programmed Activities

Capital Funding

The county has introduced three Generic Line Items in its annual Capital Improvement Program (CIP) to provide a source of funding to address barriers related to accessibility and compliance with the ADA. Beginning in 2012, the CIP included funding for the construction of ADA compliant pedestrian ramps, sidewalks, and multi-use trails along the county highway system. This funding continued with each CIP update that is approved annually by the County Board. The budgeted and planned funding is shown in Table E-1.

Table E-1
Capital Funding for Accessibility by Category

Capital Improvement Program Funding Category	Year	Funding
Pedestrian Ramp Generic Line Item	2012	$600,000
	2013	$600,000
	2014	$600,000
	2015	$600,000
	2016 and Beyond*	$600,000
Sidewalk Participation Generic Line Item	2012	$200,000
	2013	$200,000
	2014	$200,000
	2015	$200,000
	2016 and Beyond*	$200,000
Pavement Preservation Plus Generic Line Item	2013	$500,000
	2014	$300,000
	2015	$300,000
	2016 and Beyond*	$300,000

*Anticipated funding

From this funding and the self evaluation, the county will develop an annual pedestrian ramp program of projects with cities within Hennepin County to improve accessibility throughout the county.

Beginning in 2012, the county has developed a solicitation process for cities to apply for sidewalk funding for projects along county highways according to the cost participation policy that was adopted by the county board on February 7, 2012 . This process provides cities with a potential funding option as they identify infrastructure, accessibility, and ADA needs along the county highway system and within county highway rights of way (includes new sidewalk or replacement of existing sidewalks). Additionally, the county will retain a portion of this funding for sidewalk improvement needs based on the plan and schedule in the Transition Plan.

The Transition Plan Implementation Engineer (see Appendix B) manages the CIP Generic Line items listed on the previous page in Table E-1. The Transition Plan Implementation Engineer will centralize the management of this program and allow a select set of individuals to complete the work in an efficient and consistent manner. This will allow for challenges, whether found during design or in the field during construction, to be addressed quickly.

The county intends that our progress towards the goals of ADA compliance and accessibility along the county highway system and within county highway rights of way will be an ongoing effort. This goal will be achieved through the CIP, which includes our annual pedestrian ramp projects, sidewalk repair and upgrades, interagency coordination (e.g: cities, Three Rivers Park District, and utility companies), and response to grievances and requests for accessibility accommodations. This program will provide the tools needed to construct accessible infrastructure on the county's transportation system. In addition, accessibility elements provided through capital projects and regularly scheduled maintenance tasks will support the goals of the CIP.

Prioritizing and scheduling of work will be established by the Transition Plan Implementation Engineer based on numerous factors, including, but not limited to, severity of non-conformance, a barrier to access a program, feasibility of remedies, a safety concern, or a location that receives high public use. Prioritization will also be given to locations that would most likely not be updated by means of other county programs within a reasonable timeframe. Additionally, when scheduling work, the Transition Plan Implementation Engineer will give priority to the retrofitting of any post-1992 projects that do not comply with current ADA standards. Any questions regarding the programming of a specific location should be directed to the Transition Plan Implementation Engineer.

The Transition Plan Implementation Engineer will also consider public requests regarding modifications of the prioritization and scheduling of work as set out in the Transition Plan. Funding and staff time will be committed appropriately to meet the timeline for providing accessibility as set out in the Transition Plan. The recent progress of constructing ADA-compliant pedestrian ramps is listed in Table E-2. The approximate number of pedestrian ramps that have been programmed for replacement within the county’s five year CIP are listed in Table E-3.

Table E-2

Recent ADA Compliance Completed

Construction Year	Ramps Completed		
	CIP Projects	Standalone Projects[A]	CIP Line Item Projects[B]
2010	112	0	0
2011	54	296	0
2012	208	105	0
2013	41	133	70
2014	73	93	24
5-Year Total	488	627	94
Combined 5-Year Total: 1209			

A: Standalone projects began in 2011 with two projects
B: Construction for ADA related CIP Generic Line Item projects began in 2013

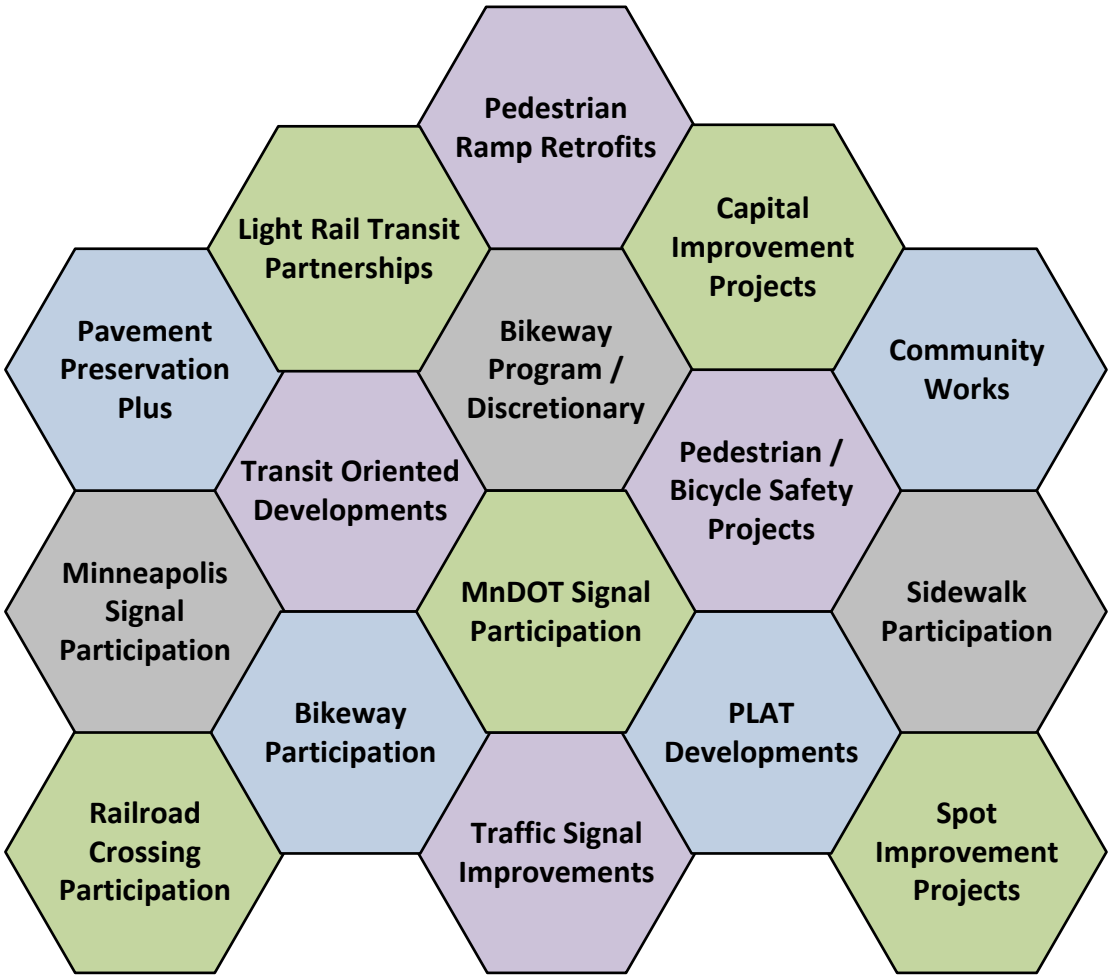
Table E-3
Future ADA Progress Expected

Construction Year	Ramps Planned		
	CIP Projects	Standalone Projects	CIP Line Item Projects
2015	145	100	50
2016	313	100	50
2017	43	100	50
2018	31	100	50
2019	314	100	50
5-Year Total	846	500	250
Combined 5-Year Total: 1596			

Estimated values based on previous construction years

Examples of projects that include ADA related work are shown in Figure E-1.

Figure E-1
Projects Including ADA Elements



Appendix F: ADA Rules, Design Guidance, and Best Practices Information

This section provides information on the latest applicable rules, design guidance, and best practices related to ADA and accessibility.

Public Rights-of-Way Accessibility Guidelines

Public Rights-of-Way Accessibility Guidelines (PROWAG), developed by the Access Board, are draft guidelines that address accessibility in the public rights-of-way. Sidewalks, street crossings, and other elements of the public rights-of-way present unique challenges to accessibility for which specific guidance is considered essential. The Access Board is developing these guidelines that will address various issues, including access for visually impaired pedestrians at street crossings, wheelchair access to on-street parking, and various constraints posed by space limitations, roadway design practices, slope, and terrain. PROWAG can be found at http://www.access-board.gov/attachments/article/743/nprm.pdf.

In 2010, as a part of the development of MnDOT's Transition Plan, MnDOT Issued Technical Memorandum 10-02-TR-01 Adoption of Public Rights of way Accessibility Guidance to their staff, cities, and counties. This memorandum makes the PROWAG the primary guidance for accessible facility design on MnDOT projects. Technical memorandum 10-02-TR-01 can be found on MnDOT's website under Technical Memoranda from 2010. See (http://techmemos.dot.state.mn.us/).

Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way

The Access Board is proposing these accessibility guidelines for the design, construction, and alteration of pedestrian facilities in the public right-of-way. The guidelines ensure that sidewalks, pedestrian street crossings, pedestrian signals, and other facilities for pedestrian circulation and use constructed or altered in the public right-of-way by state and local governments are readily accessible for pedestrians with disabilities. When the guidelines are adopted, with or without additions and modifications, as accessibility standards in regulations issued by other federal agencies implementing the ADA, Section 504 of the Rehabilitation Act, and the Architectural Barriers Act, compliance with these accessibility standards is mandatory. These proposed accessibility guidelines can be found on the Access Board website (http://www.access-board.gov) under Public Rights-of-Way or at http://www.access-board.gov/attachments/article/743/nprm.pdf.

Accessible Public Rights-of-Way Planning and Design for Alterations (August 2007)

This report and its recommendations are the work of the Public Rights-of-Way Access Advisory Committee (PROWAAC) – Subcommittee on Technical Assistance and are intended to provide technical assistance only. The report is not a rule and has no legal effect. It has not been endorsed by the U.S. Access Board, the Department of Justice, or the Federal Highway Administration of the Department of Transportation. Still it can be a technical advisory source for engineers and technicians who are planning and designing for alterations to pedestrian elements. This document is on the Access Board website (http://www.access-board.gov) or at http://www.access-board.gov/attachments/article/756/guide.pdf.

Minnesota Department of Transportation

Building on the adoption of PROWAG as planning and design guidance for accessible pedestrian facilities, MnDOT has developed additional planning, design, and construction guidance that is available to local agencies. Listed below is information on additional design guidance available. This is not intended to be an exclusive or comprehensive list of ADA guidance, but rather an acknowledgement of guidance staff should consider and a starting point for information on providing accessible pedestrian facilities.

The MnDOT Accessibility webpage, which has good information in a variety of subject areas related to ADA and accessibility, can be found at http://www.dot.state.mn.us/ada/index.html. The webpage also provides the ability to sign up for ADA policy and design training classes when available and to review material from previous trainings.

Curb Ramp Guidelines: http://www.dot.state.mn.us/ada/pdf/curbramp.pdf

ADA Project Design Guide Memo: http://www.dot.state.mn.us/ada/pdf/adaprojectdesignguidememo.pdf

ADA Project Design Guide: http://www.dot.state.mn.us/ada/pdf/adaprojectdesignguide.pdf

Pedestrian Curb Ramp Details Standard Plans 5-297.250 can be found on MnDOT's website at http://standardplans.dot.state.mn.us/

MnDOT's 7000 series Standard Plates, which are approved standards drawings, provide information on standard details of construction and materials related to curbs, gutters, and sidewalks are on MnDOT's website at http://standardplates.dot.state.mn.us/stdplate.aspx

The MnDOT Road Design Manual serves as a uniform design guide for engineers and technicians working on MnDOT projects. The document is available to others (such as Hennepin County) as a technical resource. Chapter 11 – Special Designs, includes information on the design of pedestrian facilities. The Road Design Manual can be found at (http://roaddesign.dot.state.mn.us/roaddesign.aspx)

MnDOT's Temporary Pedestrian Access Route (TPAR) webpage, http://www.dot.state.mn.us/trafficeng/workzone/tpar.html, contains information on providing accessibility during impacts due to maintenance or construction activities.

Appendix G: Other Applicable Laws or Guidance to ADA

Architectural Barriers Act of 1968 (ABA)

The Architectural Barriers Act of 1968 (ABA) is a federal law requiring that facilities designed, built, altered, or leased with United States Federal Government funds are accessible to the public. The ABA marks one of the first efforts to ensure that people with disabilities have access to certain federally funded buildings and facilities.

Section 504 of the Rehabilitation Act of 1973

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.

28 CFR 35

28 CFR 35 refers to Title 28 of the Code of Federal Regulations Part 35 which is the portion of the federal rules applying to the Department of Justice and purposed to effectuate Subtitle A of Title II of the ADA of 1990, which prohibits discrimination on the basis of disability by public entities. 28 CFR Part 35, titled "Nondiscrimination on the Basis of Disability" in state and local government services, also provides guidance to local agencies such as Hennepin County to comply with the ADA. These rules direct the county on items such as establishing a grievance procedure, designating a responsible official, performing a self evaluation, and writing a transition plan.

Americans with Disabilities Act Accessibility Guidelines (ADAAG)

The ADA Accessibility Guidelines (ADAAG) document contains scoping and technical requirements for accessibility to buildings and facilities by individuals with disabilities under the ADA. These scoping and technical requirements are to be applied during the design, construction, and alteration of buildings and facilities covered by Titles II and III[1]1 of the ADA to the extent required by federal ADA regulations.

The Access Board

The Architectural and Transportation Barriers Compliance Board (known as the Access Board) is an independent federal agency devoted to accessibility for people with disabilities. Created in 1973 to ensure access to federally funded facilities, the Access Board is now a leading source of information on accessible design. The Access Board is structured to function as a coordinating body among federal agencies and to directly represent the public, particularly people with disabilities. Half of its members are representatives from federal departments. The other half are members of the public appointed by the President; a majority of these members must have a disability.

[1] Title III of the ADA is the section of the law that applies to public accommodations, commercial facilities, and private entities offering certain examinations and courses. Although included in the ADAAG, Title III offers no guidance to nor provides any requirements to Hennepin County in the context of its public rights of way.

Public Rights-of-Way Access Advisory Committee (PROWAAC)

The Public Rights-of-Way Access Advisory Committee (PROWAAC) is made up of representatives from disability organizations, public works departments, transportation and traffic engineering groups, design and civil engineering professions, government agencies, and standards-setting bodies. The Access Board developed the draft "Public Rights of Way Accessibility Guidelines" (PROWAG) based on recommendations from the PROWAAC.

Minnesota Olmstead Plan

The Minnesota Olmstead Plan was developed by the state to comply with the United States Supreme Court Olmstead decision. The plan also serves as a way for the state to document its plans to provide services to individuals with disabilities in the most integrated setting appropriate to the individual, as required by the Olmstead decision. When the state develops policies, such as transportation policy, those policies must support integration and inclusion of people with disabilities. When the county builds and maintains accessible infrastructure on the county highway system and within county highway rights of way, it is providing infrastructure, not a service, but the county's implementation of its Transition Plan supports the principles of the Olmstead Plan. The Transition Plan provides infrastructure in a way that is integrative and inclusive for all, including people with disabilities. Information on the Olmstead Plan can be found on the Minnesota Department of Human Services website at http://mn.gov/dhs/. The document can also be accessed directly: http://www.dhs.state.mn.us/main/groups/olmstead/documents/pub/dhs16_180147.pdf

Appendix H: Public Involvement Plan

In compliance with 28 CFR 35.150, for its Transition Plan, the county is required to provide an opportunity to interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the development of the Transition Plan by submitting comments.

In 2011, the county's Transportation Department hosted four ADA Transition Plan open houses to engage the public on accessibility and ADA compliance. Two were held in Minneapolis, one in Brooklyn Center, and one in Golden Valley. There were an estimated 50 attendees at the four open houses. The attendees represented a diverse set of stakeholders; including disability groups, advocacy groups, cities, and engineering consultants.

A draft of this Transition Plan was available for public review and comment. The county received approximately 130 comments / statements on the plan from l4 different individuals or groups.

Hennepin County will update the body of the Transition Plan whenever one or more of the following items occurs:

- Introduction of new ADA rules and/or regulations
- Change(s) in initiatives, plans, policies, or programs related to ADA
- Lessons learned by Hennepin County through implementation of the Transition Plan

Hennepin County will notify all parties associated with the Transition Plan, through email, 60 days in advance of any planned updates to the Transition Plan to provide a period for public review prior to implementation. A person may become associated with the Transition Plan by signing up for email notifications on Hennepin County's ADA website at http://www.hennepin.us/residents/transportation/ada-transition-plan. After the 60 day period has concluded, the updated document will be published electronically on Hennepin County's ADA website.

Appendix I: Staff Development

Hennepin County actively promotes the teaching and training of staff in topic areas that relate to specific work duties, support a diverse workforce, and improve of management skills. Public Works staff have attended the following ADA-related training, as shown in Table I-1.

Table I-1
ADA-Related Training

Training	Sponsoring Agency	Relevance to ADA	Dates
MnDOT Pedestrian Facility Design	MnDOT	Training provided an emphasis on ADA and Complete Streets	July 28-29, 2008
Diversity Brown Bag – A Nontraditional Perspective on the ADA: Disability Rights v. Attitudes	Hennepin County		January 27, 2010
ADA Transition Plans Webinar	Transit for Livable Communities Bike Walk Twin Cities	ADA Transition Plan information	March 17, 2010
Transportation Department ADA Technical Training	Hennepin County Transportation Department	Hennepin County's ADA Coordinator presented ADA topics from a human-interest point of view. Department staff found this useful because it gave the "why" behind the implementation of accessibility.	April 8, 2010
Environmental Stewardship and Streamlining Workshop	Center for Transportation Studies – University of Minnesota	MnDOT Approach to ADA Compliance	May 12, 2010
Accessible Pedestrian Signals (APS) Workshop	MnDOT – Office of Traffic, Safety, and Technology	Staff learned guidance on best practices for APS	June 17 or 18, 2010
Temporary Pedestrian Access Route (TPAR) Workshop and Demonstration	MnDOT and the American Traffic Safety Services Association	Staff learned about implementing a TPAR when a project disrupts a pedestrian route	June 23, 2010
ADA: Project Civic Access – It May Be Headed Your Way…	American Public Works Association	Training gave an insight into an ADA enforcement tool that the US DOJ is incorporating into practice throughout the country. The Transportation Department will have an understanding of Project Civic Access if we are invited to participate.	December 16, 2010

Training	Sponsoring Agency	Relevance to ADA	Dates
Traffic and Transportation Engineering Symposium	North Central Section – Institute of Transportation Engineers	MnDOT presented on their experience with ADA and ADA compliant pedestrian ramps	February 9, 2011
ADA Policy and Design Training	MnDOT Office of Policy, Analysis, Research, and Innovation	MnDOT presented on their experiences with ADA, accessibility law history, and ADA context. MnDOT gave instruction on the design of accessibility elements such as pedestrian ramps, sidewalks, and APS	February 28, 2012
ADA Training for State Aid and Federal Aid Construction Projects	MnDOT ADA Office and MnDOT Metro State Aid	Staff received training on the ADA requirements of local agencies on State Aid Projects, Federal Aid Projects, and local projects on MnDOT Right of Way. This training was intended for city, county, and consultant construction engineers and inspectors, and it was focused on the construction phase of these projects	April 12, 2013
Mobile Accessible Pedestrian Signals (MAPS)	University of Minnesota Roadway Safety Institute	U of M presented on their "MAPS" assistive system that has been developed to provide audible information to the visually impaired at intersections	March 3, 2015
Creating an Accessible and Safe Pedestrian Environment	Alliance for Metropolitan Stability	District Councils Collaborative presented the findings of their 2014 Accessibility Survey which documents specific accessibility challenges for the Green Line stations and make recommendations for policy and practice improvements that would promote transit access for people with disabilities.	June 17, 2015
ADA Transition Plan Roundtable Discussin	Accessology Too and Kimley-Horn and Associates	Accessology Too and Kimley-Horn and Associates presented on what is required for ADA Transition Plan development. The presentation was followed by a discussion on what unique issues and challenges related to ADA that an agency faces.	August 2015

Appendix J: Definitions and Terms

Accessible Pedestrian Signal (APS)

According to the Minnesota Manual on Uniform Traffic Control Devices (MMUTCD), an APS is "a device that communicates information about pedestrian timing in nonvisual format such as audible tones, speech messages, and/or vibrating surfaces." (Minnesota Manual on Uniform Traffic Control Devices December 2011, Section 1A, page 14).

Capital Improvement Program (CIP)

The CIP includes an annual capital budget and a five-year plan for funding the new construction and reconstruction projects on the county's transportation system.

Code of Federal Regulations (CFR)

The Code of Federal Regulations is the codification of the general and permanent rules and regulations (sometimes called administrative law) published in the Federal Register by the executive departments and agencies of the federal government of the United States. A copy of the federal regulations pertaining to CFR PART 35—NONDISCRIMINATION ON THE BASIS OF DISABILITY IN STATE AND LOCAL GOVERNMENT SERVICES can be found on page 29 at the following link: http://www.ada.gov/regs2010/titleII_2010/titleII_2010_regulations.pdf.

County Highway Rights of Way

The property under control and jurisdiction of Hennepin County for the purposes of operating, managing and maintaining the Hennepin County highway system.

Hennepin County Highway System (county highway system)

The approximately 570 centerline miles of roadway, and any adjacent sidewalks, trails and other elements within the county highway rights of way, that are under the jurisdiction of Hennepin County.

Public Rights-of-Way (PROW)

The network of streets, sidewalks, and trails creating public pedestrian access within a public entity's jurisdictional limits.

Survey of the Health of All the Population and the Environment (SHAPE)

SHAPE is an ongoing public health surveillance and assessment project of the Hennepin County Human Services and Public Health Department to periodically survey and report on the health of children and adults in Hennepin County.