



# **ADA TRANSITION PLAN**

Crow Wing County Highway Department

Updated April 2025



Compiled by the CWCHD to provide citizens with information about the Americans with Disabilities Act and to ensure that CWCHD facilities are accessible to all individuals.



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## INTRODUCTION

### TRANSITION PLAN NEED AND PURPOSE

On July 26, 1990, The Americans with Disabilities Act (ADA) was enacted. ADA is a piece of civil rights legislation that prohibits discrimination and guarantees that people with disabilities have the same opportunities as those without disabilities to participate in everyday American life. Fashioned after the Civil Rights Act of 1964, that prohibits discrimination based on color, race, sex, national origin or religion – and section 504 of the Rehabilitation Act of 1973 – the ADA is an “equal opportunity” law for the disabled.

The ADA consists of five titles outlining the following protections:

1. Employment
2. State and Local Government Services
3. Public Accommodations and Commercial Facilities
4. Telecommunications
5. Miscellaneous Provisions

Title II of ADA pertains to the programs, activities, and services that “public entities” (state and local governments) deliver. The Crow Wing County Highway Department (CWCHD) must comply with this section of the Act as it specifically applies to public service agencies. Title II of ADA provides that, “...no qualified individual with a disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of services, programs, or activities of a public entity, or be subjected to discrimination by any such entity.” (42 USC. Sec. 12132; 28 CFR. Sec. 35.130)

As required by Title II of ADA, (28 CFR. Part 35 Sec. 35.105 and Sec. 35.150), the Crow Wing County Highway Department has conducted a self-evaluation of its facilities pertaining to public rights-of-way and has developed this Transition Plan detailing how the organization will ensure that all of its facilities are accessible to all individuals.

This document is specific to the CWCHD. It addresses accessibility within the public rights-of-way. It does not include information on programs, practices, other departments or building facilities which are not related to public rights-of-way. This document and the appendices will be updated periodically as CWCHD conditions evolve.

### ADA AND ITS RELATIONSHIP TO OTHER LAWS

Title II of ADA is companion legislation to two previous federal statutes and regulations: The Architectural Barriers Act of 1968 and Section 504 of the Rehabilitation Act of 1973.

The Architectural Barriers Act of 1968 is a Federal Law that requires facilities designed, built, altered, or leased with Federal funds to be accessible. It marks one of the first legislative efforts to ensure access to the built environment. The law applies to federal buildings, including social security offices, post offices, prisons, federal courthouses and



national parks. It also covers non-federal facilities, such as mass transit systems and public housing altered or built with federal grants or loans.

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. Requirements include reasonable accommodations for employees with disabilities; effective communication with people who have vision or hearing impairments, program accessibility; and accessible new construction and alterations. Title II of ADA extends this coverage to all state and local government entities, whether they receive federal funding.

### **AGENCY REQUIREMENTS**

Under Title II, the CWCHD must meet these general requirements:

- Shall operate their programs, activities and services so that, when viewed in their entirety, the programs, activities and services are accessible to and useable by individuals with disabilities (28 C.F.R. Sec. 35.150).
- May not exclude a person with a disability from participation in or deny the benefits of a service, program, or activity to said person simply because the person has a disability (28 C.F.R. Sec. 35.130 (a)).
- Must make reasonable modifications in policies, practices and procedures that deny equal access to individuals with disabilities unless a fundamental alteration in the program would result (28 C.F.R. Sec. 35.130(b) (7)).
- May not provide services or benefits to individuals with disabilities through separate or different programs unless the separate or different measures are necessary to ensure that the services or benefits provided are equally effective (28 C.F.R. Sec. 35.130 (b) (iv) & (d)).
- Must take appropriate steps to ensure that communications with applicants, participants, members of the public with disabilities and their companions are as effective as communications with others (29 C.F.R. Sec. 35.160(a)).
- Shall designate at least one responsible employee to coordinate ADA compliance (28 CFR Sec. 35.107 (a)) who is generally referred to as the "ADA Coordinator." The CWCHD must provide the name and contact information for the ADA Coordinator to all interested individuals and this information will be updated periodically.
- Must provide information about the rights and protections of the ADA requirements and Title II to applicants, participants, beneficiaries, employees and other interested persons (28 CFR Sec. 35,106).



- Will adopt and publish a grievance procedure that provides for equitable and timely resolution of complaints (28 CFR Sec. 35.107(b)) which are related to ADA compliance before they escalate to litigation and/or the federal complaint process.

## **SELF-EVALUATION**

### **OVERVIEW**

Title II of the Americans with Disabilities Act (ADA) has required the CWCHD to perform a self-evaluation of its current transportation infrastructure policies, practices, and programs. This self-evaluation will identify what policies and practices impact accessibility within the public rights-of-way and examine how the CWCHD implements these policies.

The goal of the self-evaluation is to verify that, by implementing these policies and practices, the department is providing accessibility and not adversely affecting the full participation of individuals with disabilities. The self-evaluation will include the curb ramps, bicycle/pedestrian trails and traffic control signals that are located within the CWCHD public rights-of-way. Any barriers to accessibility that are identified in the self-evaluation and the remedy to the identified barrier are laid out in this transition plan.

### **SUMMARY**

Beginning in the summer of 2014, the CWCHD Department conducted an inventory of pedestrian facilities within its public rights-of-way consisting of the evaluation of curb ramps and traffic control signals.

The inventory has been maintained and updated since that time. A detailed evaluation on how these facilities relate to ADA standards is found in Appendix A and will be updated periodically.

## **POLICIES & PRACTICES**

### **PREVIOUS PRACTICES**

Since the adoption of ADA, the CWCHD has strived to provide accessible pedestrian features as part of the capital improvement projects. As additional information became available regarding the methods of providing accessible pedestrian features, the CWCHD has updated procedures to accommodate these methods.

### **POLICY**

The goal of the CWCHD is to continue to provide accessible pedestrian design features as part of the capital improvement projects. ADA design standards and procedures have been established and they are listed in Appendix F. These standards and procedures will be updated periodically.

The CWCHD will consider and respond to all accessibility improvement requests. All accessibility improvements that have been deemed reasonable will be scheduled in



accordance with the practices for establishing transportation priorities. The CWCHD will coordinate with external agencies to ensure that all new or altered pedestrian facilities within its jurisdiction are ADA compliant to the extent feasible and follow the current cost share policy.

Maintenance of existing pedestrian facilities within the public right-of-way will continue to be prioritized in accordance with the overall maintenance improvement schedule. Requests for accessibility improvements can be submitted to the CWCHD ADA Coordinator. Contact information for the ADA Coordinator is in Appendix E. Requests will be considered on a case-by-case basis and are subject to approval.

### **NEW CONSTRUCTION**

To the extent feasible, all new construction projects with pedestrian accommodations will be designed and constructed to conform to the most current ADA design practices.

### **RECONSTRUCTION**

To the extent feasible, all reconstruction projects with pedestrian accommodations will be designed and constructed in accordance with the most current ADA design practices.

### **REHABILITATION/RESURFACING PROJECTS**

Accessible curb cuts and ramps will be added as needed to provide access to existing pedestrian facilities (i.e., walks/trails) at intersections where they do not currently exist. Improvements to existing pedestrian ramps will be undertaken at the discretion of the County Engineer and will be addressed on a case-by-case basis.

### **PUBLIC REQUEST PROJECTS**

Accessibility improvements requested by the public will be evaluated by the CWCHD. Evaluation criteria may include the volume of pedestrian traffic, the existing infrastructure conditions, impacts to future projects, coordination with partner agencies and public safety.

Requests for accessibility improvements should be submitted to the CWCHD ADA Coordinator. Contact information for the CWCHD ADA Coordinator is in Appendix E.

### **STAND ALONE PROJECTS**

If funding is available, independent ADA projects may be undertaken by the CWCHD. Possible candidate sites may be evaluated on facility conditions, the volume of pedestrian traffic, public benefit and safety, potential partner agency willingness and improvement costs.

### **EXTERNAL AGENCY COORDINATION**

Other agencies are also responsible for pedestrian facilities within the jurisdiction of the CWCHD public rights-of-way. The CWCHD will cooperate with local cities, agencies like MnDOT, MNDNR or other counties and local townships to ensure that ADA compliance is achieved to the extent feasible.



## **IMPROVEMENT SCHEDULE**

The CWCHD has set the following scheduled goals for improving accessibility of its pedestrian facilities within its jurisdiction:

- Transportation projects identified in the County Highway Improvement Plan (HIP) will be ADA compliant to the extent feasible at the time the projects are delivered.
- Based upon current funding levels and assuming the average number of projects continue to be included in future versions of the HIP, 80% of accessibility features within the jurisdiction of the CWCHD would be ADA compliant to the extent feasible after twenty years.

## **ADA COORDINATOR**

In accordance with (28 CFR Sec. 35.10 (a)), the CWCHD has identified an ADA Coordinator. Contact information is in Appendix E.

## **IMPLEMENTATION SCHEDULE**

### **METHODOLOGY**

The CWCHD will utilize two methods for upgrading pedestrian facilities to meet the current ADA design standards. The first method includes upgrading pedestrian facilities included in scheduled roadway improvement projects to be ADA compliant to the extent feasible. The second method is comprised of the Stand-Alone sidewalk and ADA accessibility improvement projects. These projects may be incorporated into the HIP on a case-by-case basis as priority is determined and in accordance with financial resources. Stand Alone projects will be completed at the discretion of the Crow Wing County Engineer. A copy of the Crow Wing County Highway Improvement Plan (HIP) is available upon request.

### **PUBLIC OUTREACH**

The CWCHD recognizes that public participation is an important component in the development of this document. Input from the community has been gathered and used to help define priority areas for improvements within the CWCHD jurisdiction. Public outreach for the creation of this transition plan consisted of the following:

- On July 18, 2014, CWCHD staff presented information relating to ADA facilities to the Friends of Brainerd/Self Advocates of MN. Approximately forty people were in attendance including individuals with disabilities, their care givers and group coordinators. The group discussed an ADA transition plan and existing obstacles that are realized.
- A Public Information Meeting was held on September 14, 2017.
- A Public Service Announcement was placed in the Brainerd Daily Dispatch to advertise the public information meeting.





- A Public Information Meeting Notice was posted on the CWC Website.
- The Crow Wing County Family Services Collaborative was notified of the public information meeting as they provide services in area schools to children with disabilities.
- A Crow Wing Energized Specialist at Essentia Health was notified of the public information meeting.
- Crow Wing County Community Services Supervisors (Child Protection, Adult Mental Health, and Disabilities Units) were notified of the public information meeting to ensure that the populations they serve would have access to the information.
- The Executive Director of Brainerd HRA was contacted, and the public information meeting notice was posted at multiple rental units and Northstar Apartments in Brainerd, MN.
- The Property Manager for Northern Lights Apartments with Accessible Space, Inc. was contacted, and the public information meeting notice was posted in the apartment building.
- The Property Manager for Mississippi Terrace Apartments with INH Properties was contacted, and the public information meeting notice was posted.
- The Manager of Dial-A-Ride Public Transit service was contacted, and notices were posted in buses.

This document was available for public comment. After the public information meeting, a draft document was posted on the county website. A public service announcement was made in the Brainerd Daily Dispatch and comments were accepted through October 16, 2017. No comments were received. This plan went to the County Board and was approved on October 24, 2017.

A summary of comments received and detailed information regarding the public outreach activities are in Appendix C.

## **GRIEVANCE PROCEDURE**

Under the Americans with Disabilities Act, each agency is required to publish its responsibilities regarding ADA. A draft of this public notice is provided in Appendix D. If users of the CWCHD services believe the CWCHD has not provided reasonable accommodations, they have the right to file a grievance. In accordance with (28 CFR Sec. 35.107(b)), the CWCHD has developed a grievance procedure for the purpose of the prompt and equitable resolution of citizen's complaints, concerns, comments, and other grievances. The grievance procedure is outlined in Appendix D.



## ▪APPENDIX A ▪ SELF-EVALUATION RESULTS

This self-evaluation of pedestrian facilities is current through December 31, 2024, and yielded the following results:

In summary:

- 83% of Curb Ramps were compliant or substantively compliant
- 100% of Traffic Control Signals were compliant



ROAD	CROSS STREET	QUADRANT	RAMP LAYOUT	RAMP DESIGN	CROSSWALK	COMPLIANT	NOTES-CWCHD INVENTORY THROUGH 12/31/24
CSAH - COUNTY STATE AID HIGHWAYS							
CSAH 1	Near TH 6	NW	Oneway Directional	Truncated Domes	Zebra Stripes	Compliant	
CSAH 1	Near TH 6	S	Perpendicular	Truncated Domes	None	Compliant	
CSAH 1	TH 6	SW	Fan	Truncated Domes	Zebra Stripes	Non Compliant	
CSAH 3	TH 210	NE	Parallel	Truncated Domes	Parallel Bars	Compliant	
CSAH 3	TH 210	Median	Perpendicular	Truncated Domes	Parallel Bars	Compliant	
CSAH 3	TH 210	Median	Perpendicular	Truncated Domes	Zebra Stripes	Compliant	
CSAH 3	TH 210	Median	Perpendicular	Truncated Domes	Zebra Stripes	Compliant	
CSAH 3	TH 210	NW	Parallel	Truncated Domes	Zebra Stripes	Compliant	Ramp is the landing
CSAH 3	E Street	SW	Perpendicular	Truncated Domes	Zebra Stripes	Compliant	
CSAH 3	E Street	SE	Perpendicular	Truncated Domes	Zebra Stripes	Compliant	
CSAH 3	8th Street	NE	Parallel	Truncated Domes	None	Non Compliant	
CSAH 3	H Street	NE	Depressed Corner	Truncated Domes	Zebra Stripes	Compliant	
CSAH 3	H Street	NW	Diagonal	Truncated Domes	Parallel Bars	Compliant	
CSAH 3	H Street	SW	Depressed Corner	Truncated Domes	Parallel Bars	Non Compliant	Landing is compliant walk is not
CSAH 3	H Street	SE	Perpendicular	Truncated Domes	Parallel Bars	Compliant	
CSAH 3	J Street	SE	Diagonal	Truncated Domes	None	Non Compliant	
CSAH 3	N Street	SW	Parallel	Truncated Domes	Zebra Stripes	Compliant	
CSAH 3	N Street	SE	Depressed Corner	Truncated Domes	Zebra Stripes	Compliant	
CSAH 3	East Train Bell Road	SW	No Ramp	No Ramp	Parallel Bars	Non Compliant	No ramp
CSAH 3	East Train Bell Road	SE	No Ramp	No Ramp	Parallel Bars	Non Compliant	No ramp
CSAH 3	CSAH 49	NW	Depressed Corner	Truncated Domes	Parallel Bars	Compliant	No walk, no ramp, landing only
CSAH 3	CSAH 49	NE	Depressed Corner	Truncated Domes	Parallel Bars	Compliant	No ramp, no walk, landing only
CSAH 3	Memorial Gardens Ave	SE	Depressed Corner	Truncated Domes	Parallel Bars	Compliant	No ramp, no walk, landing only
CSAH 3	J Street	NE	Oneway Directional	Truncated Domes	None	Compliant	
CSAH 3	CSAH 11	SW	Perpendicular	Truncated Domes	Parallel Bars	Compliant	
CSAH 3	CSAH 11	SW	Oneway Directional	Truncated Domes	None	Compliant	
CSAH 3	CSAH 11	South Median	Perpendicular	Truncated Domes	Parallel Bars	Compliant	
CSAH 3	CSAH 11	SE	Oneway Directional	Truncated Domes	None	Compliant	
CSAH 3	CSAH 11	SE	Perpendicular	Truncated Domes	Parallel Bars	Compliant	
CSAH 3	CSAH 11	NE	Perpendicular	Truncated Domes	Parallel Bars	Compliant	
CSAH 3	CSAH 11	North Median	Oneway Directional	Truncated Domes	Parallel Bars	Compliant	
CSAH 3	CSAH 11	NW	Oneway Directional	Truncated Domes	None	Compliant	
CSAH 3	CSAH 11	NW	Perpendicular	Truncated Domes	Parallel Bars	Compliant	

CSAH 3	CSAH 66	SW	Perpendicular	Truncated Domes	Zebra Stripes	Compliant	
CSAH 3	Pioneer Dr	SW	Perpendicular	Truncated Domes	Zebra Stripes	Compliant	
CSAH 3	Swan Dr	SE	Parallel	Truncated Domes	Zebra Stripes	Compliant	
CSAH 3	Swam Dr	SE	Parallel	Truncated Domes	Zebra Stripes	Compliant	
CSAH 3	Swan Dr	NE	Parallel	Truncated Domes	Zebra Stripes	Compliant	
CSAH 3	Bald Eagle Trl	SE	Perpendicular	Truncated Domes	Zebra Stripes	Compliant	
CSAH 3	CSAH 4	SE	Oneway Directional	Truncated Domes	None	Compliant	
CSAH 3	CSAH 11	NE	Oneway Directional	Truncated Domes	None	Compliant	
CSAH 3	CSAH 66	SW	Perpendicular	Truncated Domes	Zebra Stripes	Compliant	
CSAH 3	CSAH 66	Sw	Fan	Truncated Domes	None	Compliant	
CSAH 3	Pioneer Dr	NW	Perpendicular	Truncated Domes	Zebra Stripes	Compliant	
CSAH 3	Pioneer Dr	NE	Parallel	Truncated Domes	Zebra Stripes	Compliant	No ramp, landing only
CSAH 3		E	Perpendicular	Truncated Domes	Zebra Stripes	Compliant	
CSAH 3	CSAH 4	NE	Perpendicular	Truncated Domes	Parallel Bars	Compliant	
CSAH 3	CSAH 4	SE	Oneway Directional	Truncated Domes	None	Compliant	
CSAH 3	CSAH 4	SE	Perpendicular	Truncated Domes	Parallel Bars	Compliant	
CSAH 3	CSAH 4	S	Perpendicular	Truncated Domes	Parallel Bars	Compliant	
CSAH 3	CSAH 4	SE	Perpendicular	Truncated Domes	Parallel Bars	Compliant	
CSAH 3	CSAH 66	S	Perpendicular	Truncated Domes	Zebra Stripes	Compliant	
CSAH 3	CSAH 66	SE	Perpendicular	Truncated Domes	Zebra Stripes	Compliant	
CSAH 3	CSAH 66	NE	Perpendicular	Truncated Domes	Zebra Stripes	Compliant	
CSAH 3	Pioneer Dr	NW	Perpendicular	Truncated Domes	Zebra Stripes	Compliant	
CSAH 3	Half moon	NW	Depressed Corner	Truncated Domes	None	Compliant	
CSAH 3	CSAH 4	E	Perpendicular	Truncated Domes	Parallel Bars	Compliant	
CSAH 3	CSAH 4	SE	Perpendicular	Truncated Domes	Parallel Bars	Substantively Compliant	
CSAH 3	CSAH 4	SW	Oneway Directional	Truncated Domes	None	Compliant	
CSAH 3	CSAH 66	SE	Perpendicular	Truncated Domes	Zebra Stripes	Compliant	
CSAH 3	Bald Eagle Trl	W	Perpendicular	Truncated Domes	Zebra Stripes	Compliant	
CSAH 4	Cart Path	W	Oneway Directional	Truncated Domes	Parallel Bars	Non Compliant	No landing
CSAH 4	Cart Path	E	Oneway Directional	Truncated Domes	Parallel Bars	Non Compliant	no landing
CSAH 4	Cart Path	SW	No Ramp	No Ramp	Zebra Stripes	Non Compliant	No ramp; South
CSAH 4	Cart Path	W	Oneway Directional	Truncated Domes	None	Compliant	
CSAH 4	CSAH 3	NW	Perpendicular	Truncated Domes	Parallel Bars	Compliant	
CSAH 4	CSAH 3	NE	Oneway Directional	Truncated Domes	None	Compliant	
CSAH 4	CSAH 3	E	Perpendicular	Truncated Domes	Parallel Bars	Compliant	



CSAH 4	CSAH 3	N	Perpendicular	Truncated Domes	Parallel Bars	Compliant	
CSAH 4	CSAH 3	NW	Oneway Directional	Truncated Domes	None	Compliant	
CSAH 5	CSAH 49	SW	Oneway Directional	Truncated Domes	Parallel Bars	Compliant	
CSAH 5	Paul Bunyan Tr	SW	Perpendicular	Truncated Domes	Parallel Bars	Compliant	
CSAH 5	Paul Bunyan Tr	SW	Perpendicular	Truncated Domes	Parallel Bars	Compliant	
CSAH 5	Paul Bunyan Tr	SW	Parallel	Truncated Domes	Parallel Bars	Compliant	
CSAH 11	Sibley Street	SE	Perpendicular	Smooth Concrete	None	Non Compliant	Ramp slope long too steep
CSAH 11	Sibley Street	NE	No Ramp	No Ramp	None	Non Compliant	
CSAH 11	Sibley Street	NW	No Ramp	No Ramp	None	Non Compliant	
CSAH 11	Sibley Street	SW	Perpendicular	Smooth Concrete	None	Non Compliant	
CSAH 11	Tower Square	NE	Diagonal	Smooth Concrete	None	Non Compliant	
CSAH 11	Tower Square	SE	Diagonal	Smooth Concrete	None	Non Compliant	Too steep of a ramp
CSAH 11	Brown Street	NW	Perpendicular	No Ramp	None	Non Compliant	
CSAH 11	Brown Street	SW	Perpendicular	Dragged	None	Non Compliant	
CSAH 11	2nd Street	NW	Perpendicular	Smooth Concrete	None	Non Compliant	
CSAH 11	2nd Street	SW	Perpendicular	Smooth Concrete	Parallel Bars	Non Compliant	
CSAH 11	TH 371	NE	Perpendicular	Truncated Domes	Zebra Stripes	Substantively Compliant	
CSAH 11	TH 371	NW	Perpendicular	Truncated Domes	Zebra Stripes	Compliant	
CSAH 11	TH 371	NW	Perpendicular	Truncated Domes	Zebra Stripes	Compliant	
CSAH 11	TH 371	SW	Perpendicular	Truncated Domes	Zebra Stripes	Compliant	
CSAH 11	TH 371	SW	Perpendicular	Truncated Domes	Zebra Stripes	Compliant	
CSAH 11	TH 371	SE	Perpendicular	Truncated Domes	Zebra Stripes	Compliant	
CSAH 11	TH 371	SE	Perpendicular	Truncated Domes	Zebra Stripes	Substantively Compliant	
CSAH 11	TH 371	NE	Perpendicular	Truncated Domes	Zebra Stripes	Compliant	
CSAH 11	Paul Bunyan Trail	N	Perpendicular	Truncated Domes	Parallel Bars	Non Compliant	
CSAH 11	Paul Bunyan Trail	S	Perpendicular	Truncated Domes	Parallel Bars	Non Compliant	
CSAH 11	Government Drive	NE	Fan	Truncated Domes	Parallel Bars	Substantively Compliant	Ramp Slope Cross is too steep
CSAH 11	Government Drive	NW	Depressed Corner	Truncated Domes	Parallel Bars	Compliant	
CSAH 11	Government Drive	SW	Fan	Truncated Domes	Parallel Bars	Compliant	
CSAH 11	Government Drive	SE	Fan	Truncated Domes	Parallel Bars	Compliant	
CSAH 11	Washington Avenue	NE	Depressed Corner	Truncated Domes	Parallel Bars	Substantively Compliant	
CSAH 11	Washington Avenue	NW	Depressed Corner	Truncated Domes	Parallel Bars	Compliant	
CSAH 11	Washington Avenue	SW	Fan	Truncated Domes	Parallel Bars	Substantively Compliant	
CSAH 11	Washington Avenue	SE	Depressed Corner	Truncated Domes	Parallel Bars	Compliant	Ramp can be landing
CSAH 11	CR 112	NE	Depressed Corner	Truncated Domes	Parallel Bars	Substantively Compliant	Also Old 371

CSAH 11	CR 112	NW	Depressed Corner	Truncated Domes	Parallel Bars	Substantively Compliant	
CSAH 11	CR 112	SW	Depressed Corner	Truncated Domes	Parallel Bars	Substantively Compliant	
CSAH 11	CR 112	SE	Depressed Corner	Truncated Domes	Parallel Bars	Substantively Compliant	Ramp can be used as landing
CSAH 11	CSAH 4	NE	Perpendicular	Truncated Domes	Parallel Bars	Non Compliant	
CSAH 11	CSAH 4	NW	Depressed Corner	Truncated Domes	Parallel Bars	Substantively Compliant	
CSAH 11	CSAH 4	SW	Depressed Corner	Truncated Domes	Parallel Bars	Substantively Compliant	
CSAH 11	CSAH 4	SE	No Ramp	No Ramp	Parallel Bars	Non Compliant	
CSAH 11	CSAH 3	NW	Oneway Directional	Truncated Domes	None	Compliant	
CSAH 11	CSAH 3	W median	Oneway Directional	Truncated Domes	Parallel Bars	Compliant	
CSAH 11	CSAH 3	NW	Perpendicular	Truncated Domes	Parallel Bars	Compliant	
CSAH 11	CSAH 3	SW	Perpendicular	Truncated Domes	Parallel Bars	Compliant	
CSAH 11	CSAH 3	SW	Oneway Directional	Truncated Domes	None	Compliant	
CSAH 11	CSAH 3	SE	Perpendicular	Truncated Domes	Parallel Bars	Compliant	
CSAH 11	CSAH 3	SE	Oneway Directional	Truncated Domes	None	Compliant	
CSAH 11	CSAH 3	East Median	Perpendicular	Truncated Domes	Parallel Bars	Compliant	
CSAH 11	CSAH 3	NE	Oneway Directional	Truncated Domes	None	Compliant	
CSAH 11	CSAH 3	NE	Perpendicular	Truncated Domes	Parallel Bars	Compliant	
CSAH 13	TH 371	Median	Perpendicular	Truncated Domes	Zebra Stripes	Compliant	
CSAH 13	TH 371	Median	Perpendicular	Truncated Domes	Zebra Stripes	Compliant	
CSAH 13	TH 371	SE	Twin Perpendicular	Truncated Domes	Zebra Stripes	Compliant	
CSAH 13	TH 371	SE	Twin Perpendicular	Truncated Domes	Zebra Stripes	Compliant	
CSAH 13	TH 371	NE	Fan	Truncated Domes	Zebra Stripes	Compliant	
CSAH 13	TH 371	NE	Fan	Truncated Domes	Zebra Stripes	Compliant	
CSAH 13	SMILEY RD	NW	Oneway Directional	Truncated Domes	None	Compliant	
CSAH 13	SMILEY RD	NW	Oneway Directional	Truncated Domes	None	Compliant	
CSAH 13	PAVED TRAIL	N	Perpendicular	Truncated Domes	None	Compliant	
CSAH 13	Paul Bunyan Trail	South Ramp	Perpendicular	Truncated Domes	None	Compliant	
CSAH 13	Paul Bunyan Trail	North Ramp	Perpendicular	Truncated Domes	None	Compliant	
CSAH 14	West Cart Path	N	Diagonal	No Ramp	Parallel Bars	Non Compliant	No ramp, Ruttgers
CSAH 14	West Cart Path	S	Diagonal	No Ramp	Parallel Bars	Non Compliant	No ramp, Ruttgers
CSAH 14	East Cart Path	N	Perpendicular	No Ramp	Parallel Bars	Non Compliant	No ramp
CSAH 14	East Cart Path	S	Perpendicular	No Ramp	Parallel Bars	Non Compliant	No ramp
CSAH 16	CR 145	Northeast	Fan	Truncated Domes	Zebra Stripes	Compliant	
CSAH 16	CR 145	Southeast	Fan	Truncated Domes	Zebra Stripes	Compliant	
CSAH 16	CR 145	Southwest	Fan	Truncated Domes	Zebra Stripes	Compliant	

CSAH 16	CR 145	Northwest	Fan	Truncated Domes	Zebra Stripes	Compliant	
CSAH 18	Centenial Lane	N	Parallel	Truncated Domes	None	Compliant	Bike Path
CSAH 18	Main Street	NW	Perpendicular	Truncated Domes	Parallel Bars	Compliant	Bike Path
CSAH 18	Main Street	SW	Parallel	Truncated Domes	Parallel Bars	Compliant	Bike Path
CSAH 18	Broadleaf Drive	NE	Twin Perpendicular	Truncated Domes	Parallel Bars	Compliant	Bike Path
CSAH 18	Broadleaf Drive	NW	Fan	Truncated Domes	Parallel Bars	Compliant	Bike Path
CSAH 18	Broadleaf Drive	SW	Fan	Truncated Domes	Parallel Bars	Compliant	Bike Path
CSAH 18	Broadleaf Drive	SE	Perpendicular	Truncated Domes	Parallel Bars	Compliant	
CSAH 18	Broadleaf Drive	NE	Twin Perpendicular	Truncated Domes	Parallel Bars	Compliant	
CSAH 18	South Main Street	NE	Perpendicular	Truncated Domes	Parallel Bars	Compliant	
CSAH 18	South Main Street	Median	Perpendicular	Truncated Domes	Parallel Bars	Compliant	
CSAH 18	South Main Street	Median	Perpendicular	Truncated Domes	Parallel Bars	Compliant	
CSAH 18	South Main Street	NW	Perpendicular	Truncated Domes	Parallel Bars	Non Compliant	Non compliant check by TD 10-24-23
CSAH 18	South Main Street	SE	Perpendicular	Truncated Domes	Parallel Bars	Compliant	Bituminous landing
CSAH 18	South Main Street	Median	Perpendicular	Truncated Domes	Parallel Bars	Compliant	
CSAH 18	South Main Street	Median	Perpendicular	Truncated Domes	Parallel Bars	Compliant	
CSAH 18	South Main Street	NE	Perpendicular	Truncated Domes	Parallel Bars	Compliant	
CSAH 18	TH 371	NE	Perpendicular	Truncated Domes	Parallel Bars	Compliant	
CSAH 18	TH 371	Median	Perpendicular	Truncated Domes	Parallel Bars	Compliant	
CSAH 18	TH 371	Median	Perpendicular	Truncated Domes	Zebra Stripes	Compliant	
CSAH 27	Trail	N	Perpendicular	Truncated Dome	None	Compliant	DNR - PBT project
CSAH 27	Trail	S	Perpendicular	Truncated Dome	None	Compliant	DNR - PBT Project
CSAH 28	TH 210	SW	Depressed Corner	Truncated Domes	Parallel Bars	Substantively Compliant	
CSAH 28	TH 210	SE	Depressed Corner	Truncated Domes	Parallel Bars	Compliant	
CSAH 28	Vermillion Street	NE	Fan	Truncated Domes	None	Compliant	
CSAH 30	TH 210	NW	Depressed Corner	Smooth Concrete	Parallel Bars	Compliant	
CSAH 30	3rd Street	NE	Depressed Corner	Truncated Domes	Parallel Bars	Compliant	Not really a ramp
CSAH 30	3rd Street	NW	Depressed Corner	Truncated Domes	Parallel Bars	Compliant	Not really a ramp
CSAH 30	3rd Street	SW	Depressed Corner	Truncated Domes	Parallel Bars	Compliant	Not really a ramp
CSAH 30	3rd Street	SE	Depressed Corner	Truncated Domes	Parallel Bars	Compliant	Not really a ramp
CSAH 30	Irene Ave	NE	Fan	Truncated Domes	None	Compliant	
CSAH 30	Irene Ave	SE	Oneway Directional	Truncated Domes	None	Compliant	No landing so ramp is the landing
CSAH 30	Cuyuna Trail	NW	No Ramp	No Ramp	Parallel Bars	Compliant	No ramp
CSAH 30	Cuyuna Trail	NE	No Ramp	No Ramp	Parallel Bars	Compliant	No ramp
CSAH 30	CSAH 33	WEST	Perpendicular	Truncated Domes	Parallel Bars	Compliant	

CSAH 30	TH 210	NE	Depressed Corner	Smooth Concrete	Parallel Bars	Compliant	
CSAH 31	Kruse Street	NE	Diagonal	Truncated Domes	None	Non Compliant	
CSAH 31	Kruse Street	NW	Diagonal	Truncated Domes	None	Non Compliant	
CSAH 31	Kruse Street	SW	Diagonal	Truncated Domes	None	Non Compliant	Landing is ramp
CSAH 31	Kruse Street	SE	Diagonal	Truncated Domes	None	Non Compliant	
CSAH 31	Main Street	NE	Diagonal	Truncated Domes	None	Non Compliant	
CSAH 31	Main Street	NW	Diagonal	Truncated Domes	None	Non Compliant	
CSAH 31	Main Street	SW	Diagonal	Truncated Domes	None	Non Compliant	
CSAH 31	Main Street	SE	Diagonal	Truncated Domes	None	Non Compliant	
CSAH 31	Foley Street	NE	Diagonal	Truncated Domes	None	Non Compliant	
CSAH 31	Foley Street	NW	Diagonal	Truncated Domes	None	Non Compliant	All slopes are too steep
CSAH 31	Foley Street	SW	Diagonal	Truncated Domes	None	Non Compliant	
CSAH 31	Foley Street	SE	Diagonal	Truncated Domes	None	Non Compliant	
CSAH 31	North Street	NW	Diagonal	Truncated Domes	None	Non Compliant	Ramp slope cross too steep
CSAH 31	North Street	SW	Diagonal	Truncated Domes	None	Non Compliant	Ramp slope cross too steep
CSAH 33	VIOLA AVE	NE	Depressed Corner	Truncated Domes	None	Compliant	
CSAH 33	CSAH 30	NE	Oneway Directional	Truncated Domes	Parallel Bars	Compliant	
CSAH 33	CSAH 30	SE	Depressed Corner	Truncated Domes	Parallel Bars	Compliant	
CSAH 33	Curtis Ave	NW	Depressed Corner	Truncated Domes	Parallel Bars	Compliant	
CSAH 33	Curvis Ave	SW	Depressed Corner	Truncated Domes	Parallel Bars	Compliant	
CSAH 33	CURTIS AVE	NE	Depressed Corner	Truncated Domes	None	Compliant	
CSAH 33	CURTIS AVE	SE	Fan	Truncated Domes	None	Compliant	
CSAH 33	VIOLA AVE	NW	Depressed Corner	Truncated Domes	None	Compliant	
CSAH 33	VIOLA AVE	SW	Depressed Corner	Truncated Domes	None	Compliant	
CSAH 33	VIOLA AVE	SE	Depressed Corner	Truncated Domes	None	Compliant	
CSAH 33	WINONA AVE	SE	Oneway Directional	Truncated Domes	None	Compliant	
CSAH 33	11th AVE	SW	Oneway Directional	Truncated Domes	None	Compliant	
CSAH 33	11th AVE	SE	Oneway Directional	Truncated Domes	None	Compliant	
CSAH 33	10th AVE	SW	Oneway Directional	Truncated Domes	None	Compliant	
CSAH 33	10th Ave	SE	Oneway Directional	Truncated Domes	None	Compliant	
CSAH 33	SCHOOL PARKING	SW	Oneway Directional	Truncated Domes	None	Compliant	
CSAH 33	SCHOOL	S	Perpendicular	Truncated Domes	Parallel Bars	Compliant	Topography doesn't allow landing at 30" vert incli
CSAH 33	SCHOOL	N	Perpendicular	Truncated Domes	Parallel Bars	Compliant	
CSAH 33	7th AVE	NW	Oneway Directional	Truncated Domes	Parallel Bars	Compliant	
CSAH 33	7th AVE	SW	Depressed Corner	Truncated Domes	Parallel Bars	Compliant	



CSAH 33	7th Ave	SE	Oneway Directional	Truncated Domes	None	Compliant	
CSAH 33	WINONA AVE	SW	Depressed Corner	Truncated Domes	None	Compliant	
CSAH 33	6th AVE	NW	Oneway Directional	Truncated Domes	None	Compliant	
CSAH 33	6th Ave	SW	Depressed Corner	Truncated Domes	None	Compliant	
CSAH 33	6th AVE	SE	Oneway Directional	Truncated Domes	None	Compliant	
CSAH 33	SCHOOL PARKING	SE	Oneway Directional	Truncated Domes	None	Compliant	
CSAH33	5th AVE	SE	Oneway Directional	Truncated Domes	None	Compliant	
CSAH 33	5th AVE	SW	Oneway Directional	Truncated Domes	None	Compliant	
CSAH 33	4th AVE	SE	Oneway Directional	Truncated Domes	None	Compliant	
CSAH 33	4th AVE	SW	Oneway Directional	Truncated Domes	None	Compliant	
CSAH 33	TH 210	SW	Depressed Corner	Truncated Domes	Parallel Bars	Compliant	
CSAH 33	TH 210	NW	Fan	Truncated Domes	Parallel Bars	Compliant	
CSAH 45	TH 210	SW	Depressed Corner	Truncated Domes	Zebra Stripes	Substantively Compliant	
CSAH 45	TH 210	SE	Twin Perpendicular	Truncated Domes	Zebra Stripes	Substantively Compliant	Ramp is landing
CSAH 45	TH 210	SE	Twin Perpendicular	Truncated Domes	Zebra Stripes	Compliant	Ramp is landing
CSAH 45	Norwood Street	NE	Fan	Truncated Domes	None	Compliant	
CSAH 45	Norwood Street	SW	Fan	Truncated Domes	None	Compliant	
CSAH 45	Norwood Street	SE	Fan	Truncated Domes	None	Compliant	
CSAH 45	Oak Street	NE	Depressed Corner	Truncated Domes	Zebra Stripes	Compliant	
CSAH 45	Oak Street	NW	Fan	Truncated Domes	Zebra Stripes	Compliant	
CSAH 45	Oak Street	SW	Fan	Truncated Domes	Zebra Stripes	Compliant	
CSAH 45	Oak Street	SE	Fan	Truncated Domes	Zebra Stripes	Compliant	
CSAH 45	Pine Street	NE	Fan	Truncated Domes	None	Compliant	
CSAH 45	Pine Street	NW	Fan	Truncated Domes	None	Compliant	
CSAH 45	Pine Street	SW	Fan	Truncated Domes	None	Non Compliant	Ramp Long slope and cross slope are too steep.
CSAH 45	Pine Street	SE	Fan	Truncated Domes	None	Compliant	
CSAH 45	Quince Street	NE	Fan	Truncated Domes	None	Compliant	
CSAH 45	Quince Street	SE	Fan	Truncated Domes	None	Compliant	
CSAH 45	Norwood Street	NW	Fan	Truncated Domes	None	Compliant	
CSAH 48	Industrial Park Road	NW	Perpendicular	Truncated Domes	Zebra Stripes	Substantively Compliant	Paul Bunyan Trail
CSAH 48	Industrial Park Road	SW	Perpendicular	Truncated Dome	Zebra Stripes	Compliant	Paul Bunyan Trail
CSAH 48	Greenwood Road	NW	Perpendicular	Truncated Domes	None	Non Compliant	Paul Bunyan Trail
CSAH 48	Greenwood Road	SW	Perpendicular	Truncated Domes	None	Non Compliant	Paul Bunyan Trail
CSAH 48	College Drive	NE	Fan	Truncated Domes	Zebra Stripes	Substantively Compliant	
CSAH 48	College Drive	NW	Twin Perpendicular	Truncated Domes	Zebra Stripes	Substantively Compliant	

CSAH 48	College Drive	NW	Twin Perpendicular	Truncated Domes	Zebra Stripes	Substantively Compliant	
CSAH 48	College Drive	SW	Fan	Truncated Domes	Zebra Stripes	Substantively Compliant	
CSAH 48	College Drive	SE	Twin Perpendicular	Truncated Domes	Zebra Stripes	Substantively Compliant	
CSAH 48	College Drive	SE	Twin Perpendicular	Truncated Domes	Zebra Stripes	Substantively Compliant	
CSAH 48	TH 371	NE	Depressed Corner	Truncated Dome	Zebra Stripes	Compliant	
CSAH 48	TH 371	NW	Depressed Corner	Truncated Dome	Zebra Stripes	Compliant	
CSAH 48	TH 371	SW	Depressed Corner	Truncated Dome	Zebra Stripes	Compliant	
CSAH 48	TH 371	SE	Depressed Corner	Truncated Dome	Zebra Stripes	Compliant	
CSAH 48	Knollwood Drive	NW	Depressed Corner	Truncated Domes	Parallel Bars	Compliant	
CSAH 48	Knollwood Drive	SW	Fan	Truncated Domes	Parallel Bars	Compliant	
CSAH 48	Knollwood Drive	Median	Perpendicular	Truncated Domes	Parallel Bars	Compliant	
CSAH 48	Knollwood Drive	Median	Perpendicular	Truncated Domes	Parallel Bars	Compliant	
CSAH 48	Knollwood Drive	Median	Perpendicular	Truncated Domes	Parallel Bars	Compliant	
CSAH 48	Knollwood Drive	SE	Fan	Truncated Domes	Parallel Bars	Compliant	
CSAH 48	Knollwood Drive	NE	Depressed Corner	Truncated Domes	Parallel Bars	Substantively Compliant	Topographic conditions restrict walk width.
CSAH 48	TH 210	SE	Depressed Corner	Truncated Dome	Zebra Stripes	Compliant	
CSAH 48	CR 170	NE	Perpendicular	Truncated Domes	Zebra Stripes	Compliant	Bike path meets landing area requirements.
CSAH 48	CR 170	Median	Perpendicular	Truncated Domes	Zebra Stripes	Compliant	
CSAH 48	CR 170	Median	Perpendicular	Truncated Domes	Zebra Stripes	Compliant	
CSAH 48	CR 170	NW	Perpendicular	Truncated Domes	Zebra Stripes	Substantively Compliant	Bike path meets landing area requirements.
CSAH 48	CR 170	NW	Perpendicular	Truncated Domes	Zebra Stripes	Compliant	
CSAH 48	CR 170	Median	Perpendicular	Truncated Domes	Zebra Stripes	Compliant	
CSAH 48	CR 170	Median	Perpendicular	Truncated Domes	Zebra Stripes	Compliant	
CSAH 48	CR 170	SW	Perpendicular	Truncated Domes	Zebra Stripes	Compliant	
CSAH 48	CR 170	SW	Perpendicular	Truncated Domes	Zebra Stripes	Compliant	
CSAH 48	CR 170	Median	Perpendicular	Truncated Domes	Zebra Stripes	Compliant	
CSAH 48	CR 170	Median	Perpendicular	Truncated Domes	Zebra Stripes	Compliant	
CSAH 48	CR 170	SE	Perpendicular	Truncated Domes	Zebra Stripes	Compliant	
CSAH 48	CR 170	SE	Perpendicular	Truncated Domes	Zebra Stripes	Compliant	
CSAH 48	CR 170	Median	Perpendicular	Truncated Domes	Zebra Stripes	Compliant	
CSAH 48	CR 170	Median	Perpendicular	Truncated Domes	Zebra Stripes	Compliant	
CSAH 48	CR 170	NE	Perpendicular	Truncated Domes	Zebra Stripes	Compliant	
CSAH 48	Foley Rd	SW	Depressed Corner	Truncated Domes	Parallel Bars	Compliant	
CSAH 48	Foley Rd	SE	Depressed Corner	Truncated Domes	Parallel Bars	Compliant	
CSAH 48	Foley Rd	NE	Depressed Corner	Truncated Domes	Parallel Bars	Compliant	

CSAH 48	Railroad Crossing		No Ramp	No Ramp	None	Compliant	
CSAH 48	Railroad Crossing		No Ramp	Truncated Domes	None	Compliant	
CSAH 48	Cypress Dr	NE	Oneway Directional	Truncated Domes	Zebra Stripes	Compliant	
CSAH 48	Cypress Dr	NE	Oneway Directional	Truncated Domes	None	Non Compliant	
CSAH 48	Cypress Dr	WEST	Oneway Directional	Truncated Domes	Zebra Stripes	Compliant	
CSAH 48	Cypress Dr	SE	Oneway Directional	Truncated Domes	None	Compliant	
CSAH 48	Cypress Dr	SE	Oneway Directional	Truncated Domes	Zebra Stripes	Compliant	
CSAH 48	Cypress Dr	SW	Oneway Directional	Truncated Domes	None	Compliant	
CSAH 48	Cypress Dr	SW	Oneway Directional	Truncated Domes	Zebra Stripes	Compliant	
CSAH 48	Cypress Dr	West	Oneway Directional	Truncated Domes	Zebra Stripes	Compliant	
CSAH 48	Cypress Fr	NW	Oneway Directional	Truncated Domes	Zebra Stripes	Compliant	
CSAH 48	Cypress Dr	NW	Oneway Directional	Truncated Domes	None	Compliant	
CSAH 49	TH 371	NE	Depressed Corner	Truncated Domes	Zebra Stripes	Compliant	
CSAH 49	TH 371	SE	Depressed Corner	Truncated Domes	Zebra Stripes	Compliant	
CSAH 49	Paul Bunyan Trail	N	Perpendicular	Truncated Domes	None	Compliant	
CSAH 49	Paul Bunyan Trail	S	No Ramp	No Ramp	None	Compliant	
CSAH 49	CSAH 5	NE	Oneway Directional	Truncated Domes	None	Compliant	
CSAH 49	CSAH 5	NE	Oneway Directional	Truncated Domes	None	Compliant	
CSAH 49	CSAH 5	NE	Perpendicular	Truncated Domes	Parallel Bars	Compliant	
CSAH 49	CSAH 5	NE	Perpendicular	Truncated Domes	Parallel Bars	Compliant	
CSAH 49	CSAH 5	NE	Perpendicular	Truncated Domes	Parallel Bars	Compliant	
CSAH 49	CSAH 5	NE	Perpendicular	Truncated Domes	Parallel Bars	Compliant	
CSAH 49	CSAH 5	W	Oneway Directional	Truncated Domes	None	Compliant	
CSAH 49	CSAH 5	W	Perpendicular	Truncated Domes	Parallel Bars	Compliant	
CSAH 49	CSAH 5	W	Perpendicular	Truncated Domes	Parallel Bars	Compliant	
CSAH 49	CSAH 5	W	Perpendicular	Truncated Domes	Parallel Bars	Compliant	
CSAH 49	CSAH 5	W	Perpendicular	Truncated Domes	Parallel Bars	Compliant	
CSAH 49	CSAH 5	W	Oneway Directional	Truncated Domes	None	Compliant	
CSAH 49	CSAH 5	W	Oneway Directional	Truncated Domes	None	Compliant	
CSAH 66	CSAH 16	NW	Perpendicular	Truncated Dome	Zebra Stripes	Compliant	
CSAH 66	CSAH 16	SW	Depressed Corner	Truncated Domes	Zebra Stripes	Compliant	
CSAH 66	Daggett Pine Road	NE	Oneway Directional	Truncated Domes	Parallel Bars	Compliant	
CSAH 66	Daggett Pine Road	NW	Perpendicular	Truncated Domes	Parallel Bars	Compliant	
CSAH 66	Log Landing	W	Perpendicular	Truncated Domes	Parallel Bars	Compliant	
CSAH 66	Log Landing	E	Perpendicular	Truncated Domes	Parallel Bars	Compliant	No ramp

CSAH 66	Sundance Loop	W	Parallel	Truncated Domes	Parallel Bars	Non Compliant	Ramp slope is too steep
CSAH 66	Sundance Loop	E	Perpendicular	Truncated Domes	Parallel Bars	Compliant	
CSAH 66	Edgewater Lane	NW	No Ramp	No Ramp	Parallel Bars	Non Compliant	No ramp
CSAH 66	Edgewater Lane	SW	No Ramp	No Ramp	Parallel Bars	Non Compliant	No ramp
CSAH 66	Manhattan Point Blvd		Depressed Corner	Truncated Domes	None	Compliant	
CSAH 66	Parking lot	Ne	Perpendicular	Truncated Domes	None	Compliant	
CSAH 66	CSAH 3	NE	Perpendicular	Truncated Domes	Zebra Stripes	Compliant	
CSAH 66	CSAH 3	N	Perpendicular	Truncated Domes	Zebra Stripes	Compliant	All landing, no ramp
CSAH 66	Echo Dr	NW	Perpendicular	Truncated Domes	Zebra Stripes	Compliant	
CSAH 66	CSAH 3	NW	Perpendicular	Truncated Domes	Zebra Stripes	Compliant	
CSAH 66	Swan Dr	S	Perpendicular	Truncated Domes	Zebra Stripes	Compliant	No landing, no change in direction
CSAH 66	CSAH 3	NW	Perpendicular	Truncated Domes	Zebra Stripes	Compliant	
CSAH 66	Echo Dr	NW	Parallel	Truncated Domes	Zebra Stripes	Compliant	
CSAH 66	Echo Dr	SW	Parallel	Truncated Domes	Zebra Stripes	Compliant	
CSAH 66	Swan Dr	W	Parallel	Truncated Domes	Zebra Stripes	Compliant	
CSAH 77	TH 371	NW	Depressed Corner	Truncated Domes	Zebra Stripes	Compliant	
CSAH 77	TH 371	SW	Depressed Corner	Truncated Domes	Zebra Stripes	Compliant	
CSAH 77	TH 371	Median	Perpendicular	Truncated Domes	Zebra Stripes	Compliant	
CSAH 77	TH 371	NW	Twin Perpendicular	Truncated Domes	Zebra Stripes	Compliant	
CSAH 77	TH 371	NW	Twin Perpendicular	Truncated Domes	Zebra Stripes	Compliant	
CSAH 77	TH 371	SW	Twin Perpendicular	Truncated Domes	Zebra Stripes	Compliant	
CSAH 77	TH 371	SW	Twin Perpendicular	Truncated Domes	Zebra Stripes	Compliant	
CSAH 77	TH 371	Median	Perpendicular	Truncated Domes	Zebra Stripes	Compliant	
CSAH 77	PAVED TRAIL	N	Oneway Directional	Truncated Domes	None	Compliant	
CSAH 77	Nokomis Ave	SW	Perpendicular	Truncated Domes	Zebra Stripes	Compliant	
CSAH 77	Nokomis Ave	South Median	Oneway Directional	Truncated Domes	Zebra Stripes	Compliant	
CSAH 77	Nokomis Ave	SW	Perpendicular	Truncated Domes	Zebra Stripes	Compliant	
CSAH 77	Nokomis Ave.	SE	Oneway Directional	Truncated Domes	None	Compliant	
CSAH 77	Nokomis Ave.	NE	Oneway Directional	Truncated Domes	None	Compliant	
CSAH 77	Nokomis Ave	West Median	Oneway Directional	Truncated Domes	Zebra Stripes	Compliant	
CSAH 77	Nokomis Ave.	SW	Oneway Directional	Truncated Domes	None	Compliant	
CSAH 77	Nokomis Ave	SW	Perpendicular	Truncated Domes	Zebra Stripes	Compliant	
CSAH 77	Nokomis Ave	NE	Perpendicular	Truncated Domes	Zebra Stripes	Compliant	
CSAH 77	Nokomis Ave	NW	Oneway Directional	Truncated Domes	Zebra Stripes	Compliant	
CSAH 77	Nokomis Ave.	nw	Oneway Directional	Truncated Domes	None	Compliant	



CSAH 77	Nokomis Ave.	NW	Perpendicular	Truncated Domes	Zebra Stripes	Compliant	
CR 103	Perkins Road	SW	Oneway Directional	Truncated Domes	None	Compliant	
CR 107	Paul Bunyan Trail	N	Perpendicular	Truncated Domes	None	Compliant	No ramp
CR 107	Paul Bunyan Trail	S	Perpendicular	No Ramp	None	Non Compliant	No ramp; North
CR 107	Paul Bunyan Trail	N	Perpendicular	Truncated Domes	None	Compliant	No ramp
CR 107	Paul Bunyan Trail	S	Perpendicular	Truncated Domes	None	Compliant	No ramp
CR 119	Paul Bunyan Trail	N	Perpendicular	No Ramp	None	Non Compliant	No ramp
CR 119	Paul Bunyan Trail	S	Perpendicular	No Ramp	None	Non Compliant	No ramp
CR 127	Paul Bunyan Trail	N	Diagonal	No Ramp	None	Non Compliant	No ramp
CR 127	Paul Bunyan Trail	S	Diagonal	No Ramp	None	Non Compliant	No ramp
CR 137	Paul Bunyan Trail	W	Diagonal	No Ramp	None	Non Compliant	No ramp
CR 137	Paul Bunyan Trail	E	Diagonal	No Ramp	None	Non Compliant	No ramp
CR 170	Jasperwood Dr. N.	NW	Twin Perpendicular	Truncated Domes	Parallel Bars	Compliant	Combined directional
CR 170	Jasperwood Dr. N.	NE	Twin Perpendicular	Truncated Domes	Parallel Bars	Compliant	Combined directional
CR 170	Jasperwood Dr. N.	SE	Depressed Corner	Truncated Domes	Parallel Bars	Non Compliant	No landing or sidewalk
CR 170	Jasperwood Dr. N.	SW	Twin Perpendicular	Truncated Domes	Parallel Bars	Compliant	Combined directional
CR 170	Jasperwood Dr. N.	NW	Twin Perpendicular	Truncated Domes	Parallel Bars	Compliant	Combined directional
CR 170	Jasperwood Dr. N.	NE	Twin Perpendicular	Truncated Domes	Parallel Bars	Compliant	Combined directional
CR 170	Jasperwood Dr. N.	SW	Twin Perpendicular	Truncated Domes	Parallel Bars	Compliant	Combined directional
CR 170	Jasperwood Dr. S.	N	Oneway Directional	Truncated Domes	Parallel Bars	Compliant	
CR 170	Jasperwood Dr. S.	NE	Oneway Directional	Truncated Domes	Parallel Bars	Compliant	
CR 170	Jasperwood Dr. S.	NE	Oneway Directional	Truncated Domes	Parallel Bars	Compliant	
CR 170	Jasperwood Dr. S.	SE	Oneway Directional	Truncated Domes	Parallel Bars	Compliant	
CR 170	Knollwood dr	NW	Oneway Directional	Truncated Domes	Parallel Bars	Compliant	
CR 170	Knollwood Dr	North	Oneway Directional	Truncated Domes	Parallel Bars	Compliant	
CR 170	Knollwood Dr	NE	Oneway Directional	Truncated Domes	Parallel Bars	Compliant	
CR 170	Knollwood Dr	East	Oneway Directional	Truncated Domes	Parallel Bars	Compliant	
CR 170	Knollwood Dr	East median	Oneway Directional	Truncated Domes	Parallel Bars	Compliant	
CR 170	Knollwood Dr	SE	Oneway Directional	Truncated Domes	Parallel Bars	Compliant	
<b>FAD - FIRST ASSESSMENT DISTRICT ROADS</b>							
FAD 305	Paul Bunyan Trail	N	No Ramp	No Ramp	None	Non Compliant	Bonnie Rd, No ramp
FAD 305	Paul Bunyan Trail	S	No Ramp	No Ramp	None	Non Compliant	Bonnie Rd, No ramp
FAD 320	Paul Bunyan Trail	N	No Ramp	No Ramp	None	Non Compliant	North Long Lake Rd, No ramp
FAD 320	Paul Bunyan Trail	S	No Ramp	No Ramp	None	Non Compliant	North Long Lake Rd, No ramp
FAD 324	Paul Bunyan Trail	W	No Ramp	No Ramp	None	Non Compliant	Smith Rd, No ramp

FAD 324	Paul Bunyan Trail	E	No Ramp	No Ramp	None	Non Compliant	Smith Rd, No ramp
FAD 370	Paul Bunyan Trail	N	No Ramp	No Ramp	None	Non Compliant	East Shore Dr, No ramp
FAD 370	Paul Bunyan Trail	S	No Ramp	No Ramp	None	Non Compliant	East Shore Dr, No ramp
FAD 391	Paul Bunyan Trail	W	No Ramp	No Ramp	None	Non Compliant	Dianne Dr, No ramp
FAD 391	Paul Bunyan Trail	E	No Ramp	No Ramp	None	Non Compliant	Dianne Dr, No ramp

SIGNAL SYSTEM						
LOCATION	REFERENCE POINT	OWNER	NEAREST CITY	APS TYPE	COMPLIANT	COMMENTS: CWCHD INVENTORY THROUGH 12/31/24
CSAH 3	CSAH 49	County	Brainerd	Push Button Station	Compliant	
CSAH 3	TH 210	State/County	Brainerd	Push Button Station	Compliant	
CSAH 11	TH 371	State/County	Pequot Lakes	Push Button Station	Compliant	
CSAH 13	TH 371	State/County	Nisswa	Push Button Station	Compliant	
CSAH 16	TH 371	State/County	Pequot Lakes	Push Button Station	Compliant	
CSAH 18	TH 371	State/County	Nisswa	Push Button Station	Compliant	
CSAH 45	TH 210	State/County/City	Brainerd	Push Button Station	Compliant	
CSAH 48	TH 210	State/County	Baxter	Push Button Station	Compliant	
CSAH 48	Knollwood Drive	County/City	Baxter	Push Button Station	Compliant	
CSAH 48	TH 371	State/County	Baxter	Push Button Station	Compliant	
CSAH 48	College Drive	County/City	Baxter	Push Button Station	Compliant	
CSAH 49	TH 371	State/County	Baxter	Push Button Station	Compliant	
CR 117	TH 371B	State/County/City	Brainerd	Push Button Station	Compliant	

## ▪ APPENDIX B ▪ SCHEDULE/BUDGET INFORMATION

### **COST INFORMATION, UNIT PRICES**

Construction costs for upgrading facilities can vary depending on each individual improvement and the conditions of each site. Costs will also depend on the type and size of project the improvements are associated with. Listed below are representative 2024 costs for some typical accessibility improvements based on whether the improvements are included as part of a retrofit type of project, or as part of a larger comprehensive capital improvement project.

- Intersection corner ADA improvement retrofit: +/- \$4,000.00 per corner
- Intersection corner ADA improvement as part of an adjacent capital improvement project: +/- \$1,500.00 per corner
- Traffic control signal APS upgrade retrofit: +/- \$25,000.00
- Traffic control signal APS upgrade as part of a full traffic control signal installation: +/- \$15,000.00
- Sidewalk/Trail ADA improvement retrofit: +/- \$5.00 per square foot
- Sidewalk/Trail ADA improvement as part of adjacent capital improvement project: +/- \$4.00 per square foot

### **ENTIRE JURISDICTION**

Based on the self-evaluation results, the estimated costs associated with providing ADA accessibility within the entire jurisdiction would be approximately \$ 268,000.00. This amount represents a significant investment that the CWCHD is committed to making in the upcoming years. A systematic approach to providing accessibility will be taken to absorb the cost into the CWCHD budget for improvements to the public rights of way.





## ▪ **APPENDIX C** ▪ **PUBLIC OUTREACH**

Crow Wing County Highway Department Public Outreach materials are included in this section.



# People First of Brainerd meet Friday

By [Brainerd Dispatch](#) on Jul 17, 2014 at 10:05 p.m.

Like Share { 0 } Email Tweet { 0 }

People First of Brainerd will have its monthly meeting and potluck from 6-7:30 p.m. Friday at Lum Park in Brainerd.

The group will host two speakers, one from the Minnesota Department of Transportation and one from the Crow Wing County engineer's office. They will discuss accessibility and needed improvements to the Brainerd area.

A potluck also will be conducted, so people are asked to bring a food item to share.

People First of Brainerd is a group of self-advocates/individuals with disabilities. The group works together to support each other by strengthening their self-advocacy skills, socialization skills and leadership skills.

People First of Brainerd also holds fundraisers within the community, participates in volunteering opportunities, attends workshops, plans, participates and attends fun activities.

The group is open to adults with disabilities and is sponsored by Arc United.

For more information contact Vicki Frisch, Self Advocates Minnesota Northwest Community Organizer at 368-5719.

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7-18-14 MEETING SUMMARY  
FRIENDS OF BRAINERD/SELF ADVOCATES OF MN  
HELD AT LUM PARK AT 6:00 P.M.

Angie Maile, a volunteer coordinator for Friends of Brainerd, assisted me in setting up a meeting to discuss county and state responsibilities with the group. Myself (Rob Hall) and Todd Grugel from MnDOT were introduced at the meeting and allowed to present information.

There were approximately 30 to 40 individuals in attendance including care givers and residents with a range of disabilities. I started the meeting by stating my desire is to establish a working group of individuals that need to use the ADA facilities we construct on a day to day basis, and get feedback on what is and isn't working. It was explained that by law we need to construct these facilities, and I was more interested in what actually works than what the various manuals state works. I am also interested in getting comments related to known obstacles that may be a simple fix to remove.

Todd discussed the state ADA program in general and the different things he has seen through his duties. He explained that different agencies are at different steps in the overall ADA transition plans and construction of facilities. There was also discussion about the different groups he is able to meet with in the metro area, where there are more established agencies and the difficulties in getting something moving forward in the out-state area due to overall numbers, etc. Todd was able to address many questions based upon his experience with constructing ADA facilities.

Many questions were asked and comments made. Many of the comments related to buildings and private businesses that are difficult for members of the group to utilize. We explained where we have the responsibility and authority to work; primarily on roadways and intersections. Individuals interested in being a part of a future working group were asked to sign up on a provided sheet. Eight people indicated their willingness to be a part of this group.

I will send the sheet to Angie, who agreed to assist me in organizing a future meeting with these residents to allow me to gather feedback and ideas. There was also discussion about getting the cities of Brainerd and Baxter involved. I stated that I would reach out to them to see if there was interest on their part.

The presentation and Q&A session lasted until approximately 7:30 P.M.

Minutes by: Rob Hall, Assistant County Engineer

# CWCHD ADA TRANSITION PLAN

## WHEN

September 14, 2017  
6pm – 8pm

## WHERE

Crow Wing County  
Highway Department

16589 County Road 142, Brainerd, MN 56401

MEET WITH • CWCHD Staff

ALL ARE  
WELCOME

## PUBLIC INFO. MEETING

CWCHD Large  
Conference Room

## LEARN ABOUT

(ADA) Americans  
with Disabilities Act

Curb Ramps

Truncated Domes

Tactile Paving

Compliant vs. Non-  
Compliant Ramps

Ramp Types

(APS) Accessible  
Pedestrian Signals

CWCHD Improvement  
Schedule

Question/Comment  
Period





**SEPTEMBER 14, 2017 6-8PM  
CWCHD PUBLIC INFORMATION MEETING AGENDA**

1. Welcome, Introductions, Housekeeping – Rob Hall
  - Please fill out the Sign-In sheet
2. What is part of the ADA Transition plan?
3. What isn't part of the ADA Transition plan?
4. The creation of the CWCHD ADA Transition Plan
5. Research involved with the creation of this plan - Jenny Fields
6. ADA Transition Plan presentation
7. GIS mapping and inventory - Steve Stroschein
8. Introduction of Ms. Woman Brainerd
9. Question/Comment period

**Robert Hall, P.E.**  
**Assistant County Engineer**  
Highway Department  
16589 County Road 142  
Brainerd, MN 56401

Office: (218) 824-1110  
Fax: (218) 824-1111  
[www.crowwing.us](http://www.crowwing.us)

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# ADA TRANSITION PLAN

## Crow Wing County Highway Department



Public Information Meeting  
September 14, 2017  
6:00 PM

Presentation followed by  
question/comment period

16589 County Road 142  
Brainerd, MN 56401



CSAH 48 & College Drive, Baxter

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## WHAT IS AN ADA TRANSITION PLAN?

- The Americans with Disabilities Act (ADA), enacted July 26, 1990 is a civil rights law that prohibits discrimination against individuals on the basis of disability.
- As a public service agency, the CWCHD must comply with this act and has developed a Transition Plan detailing how CWCHD will ensure that its facilities are accessible to all individuals.
- Title II of the ADA Act has required the CWCHD to conduct a self-evaluation of its current transportation policies, practices and programs to determine what impacts accessibility within the public rights-of-way.



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## WHAT IS A CURB RAMP OR CURB CUT?

A pedestrian ramp (usually concrete) graded down from the top of a sidewalk to the surface of the adjoining street - as opposed to a conventional curb finished with a right-angle, a curb cut has an intermediate gradient connecting both surfaces, often with tactile paving.



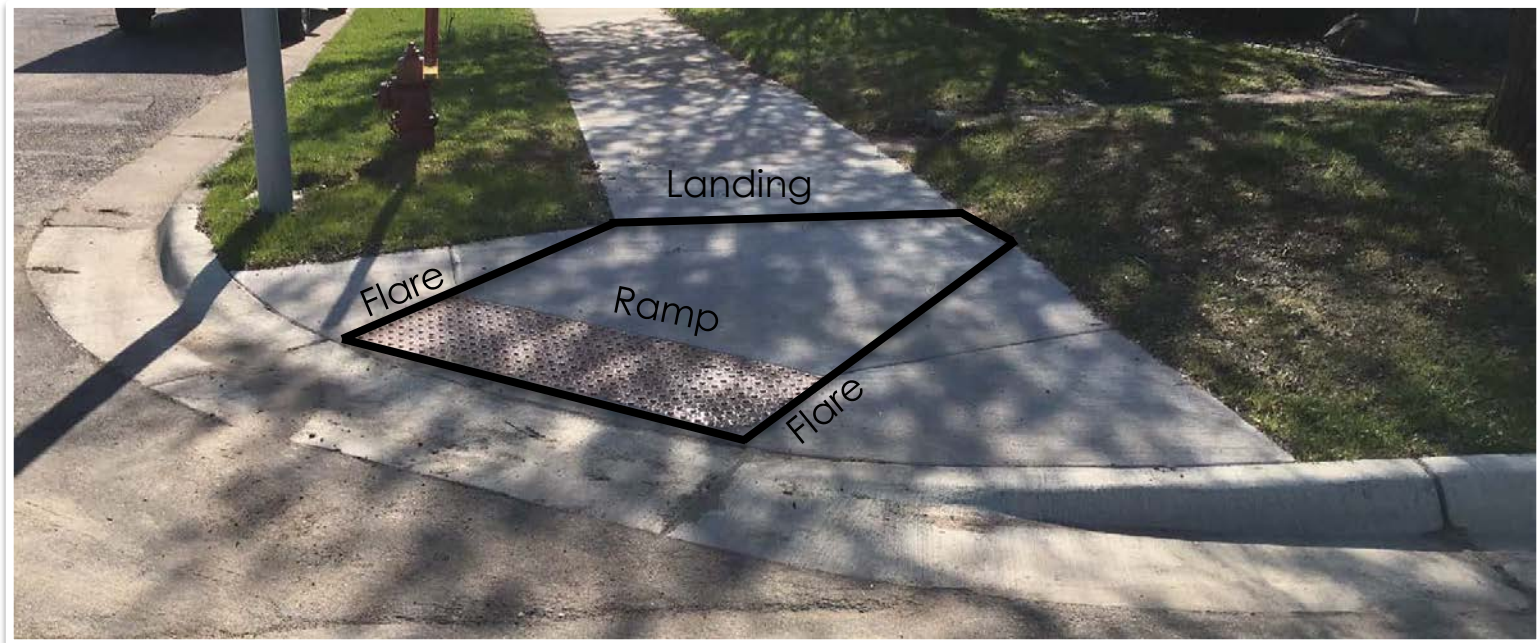
CSAH 3 & CSAH 66, Crosslake

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## ELEMENTS OF A BASIC RAMP



CSAH 45 & Quince Street, Brainerd

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## WHAT IS A TRUNCATED DOME?

- A system of textured ground surface indicators used in curb ramps to assist visually impaired pedestrians.

Tactile Paving with a domed pattern detectable underfoot or by a long cane used to alert the visually impaired to upcoming streets or grade changes.

CWC example



CSAH 18 & Centennial Lane, Nisswa

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## PHOTOGRAPHS OF ADA NON-COMPLIANT RAMPS IN CROW WING COUNTY:



CSAH 11 & CSAH 4, Breezy Point



CSAH 30 & Dirt Trail, Crosby

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## PHOTOGRAPHS OF ADA COMPLIANT RAMPS IN CROW WING COUNTY:

Notice the truncated domes on both examples



CSAH 45 & Trunk Highway 210, Brainerd



CSAH 48 & College Drive, Baxter

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## CROW WING COUNTY EXAMPLES OF RAMP TYPES:

MnDot classifies the following 7 types of Ramps:

1. Depressed Corner
2. Diagonal
3. Fan
4. Oneway Directional
5. Parallel
6. Perpendicular
7. Twin Perpendicular



**TWIN PERPENDICULAR, CSAH 11**

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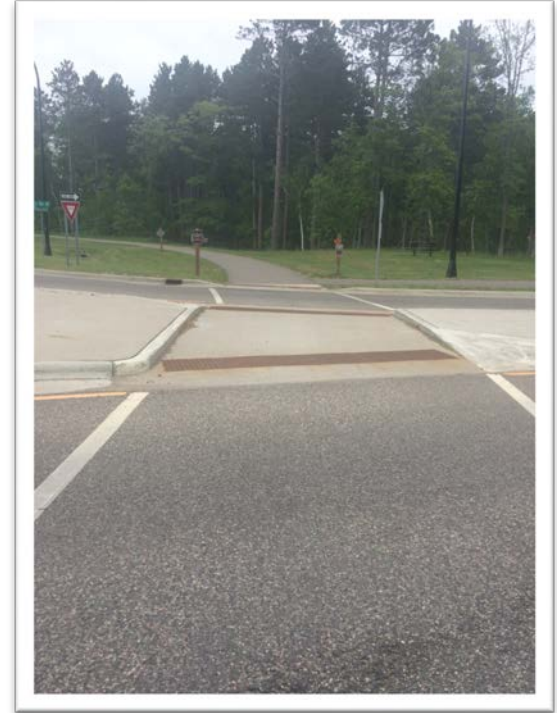
## **CROW WING COUNTY EXAMPLES OF RAMP TYPES, CONTINUED:**



**DIAGONAL, CSAH 11**



**PARALLEL, CSAH 18**



**PERPENDICULAR,  
CSAH 18**

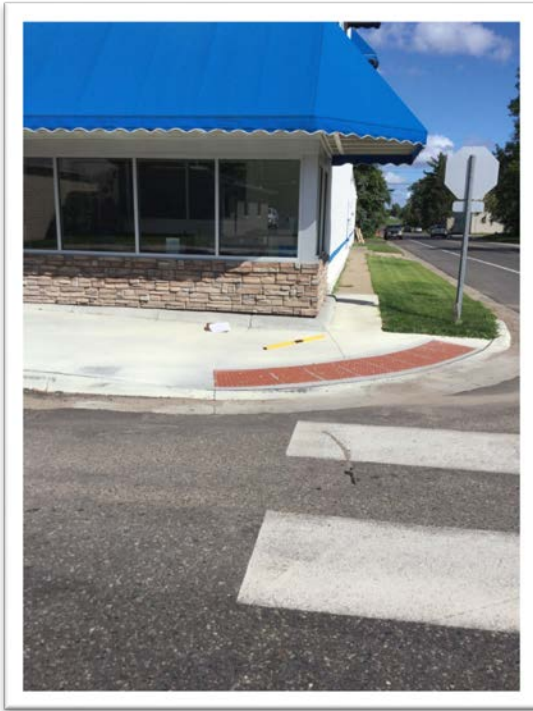
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## CROW WING COUNTY EXAMPLES OF RAMP TYPES, CONTINUED:



**DEPRESSED CORNER,  
CSAH 45**



**FAN, CSAH 18**



**ONEWAY DIRECTIONAL,  
CSAH 18**

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## CONSTRUCTION EXAMPLES –BEFORE & AFTER

### CSAH 33 & Curtis Ave, Ironton



BEFORE

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AFTER



## ACCESSIBLE PEDESTRIAN SIGNALS (APS):

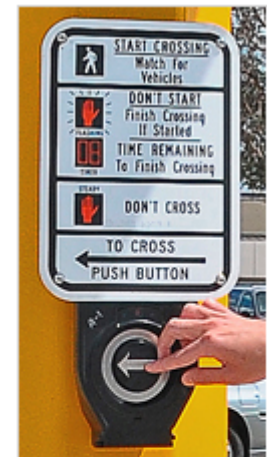


WALK/DON'T WALK Intervals indicate that pedestrians should or should not begin crossing after yielding to legal vehicular traffic still in the crosswalk.



A Countdown Signal is a supplement to the WALK/DON'T WALK with a change interval designed to allow enough time for a pedestrian to cross the street.

A Pushbutton is designed to initiate a pedestrian phase that allows enough time to cross the intersection at an average walking pace. There may not be enough time for a pedestrian to cross the street without pressing the button.



Speakers and raised arrows on APS signals provide information about the intersection to pedestrians with hearing and visual impairment.



## GOING FORWARD, CWCHD IMPROVEMENT SCHEDULE:

CWCHD will include upgrades of pedestrian facilities in scheduled roadway improvements to be ADA compliant to the extent feasible. CWCHD will also incorporate Stand Alone Sidewalk and ADA accessibility improvement projects into the Highway Improvement Plan (HIP) on a case by case basis as priority is determined and in accordance with financial resources at the discretion of the Crow Wing County Engineer.

## QUESTIONS/COMMENTS?



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## County board approves handicapped-accessible plan

By [Frank Lee](#) on Oct 24, 2017 at 4:42 p.m.

1



Jenny Fields, a business analyst with the Crow Wing County Highway Department, and Assistant County Engineer Rob Hall talk about the department's Americans with Disabilities Act Transition Plan at the Crow Wing County Board meeting on Tuesday. Frank Lee / Brainerd Dispatch

It will be easier for residents with physical challenges to get around Crow Wing County after the county board approved Tuesday a plan for making county highway projects more accessible.

Assistant County Engineer Rob Hall credited Jenny Fields, an associate business analyst with the county highway department, for her "instrumental" work in performing research for the plan.

"It relates to a piece of Civil Rights legislation that's been around for almost 30 years," Hall told the board before it unanimously adopted the proposed Transition Plan.

The Americans with Disabilities Act, or ADA, requires the department conduct a self-evaluation of existing facilities pertaining to public rights of way and ensuring they are accessible to all.

"I don't want it to look like we're just getting into following those rules right now; this is just formalizing the plan that's required through the legislation," Hall said. "Transition plans for road authorities basically relate to trails, sidewalks, curb openings, signals—that type of thing."

The self-evaluation revealed the county has "full or shared responsibility for 286 curb ramps and 14 signal systems; the curb ramps were 38 percent compliant or substantially compliant, and the signal systems were 79 percent compliant or substantially compliant," according to officials.

The ADA was enacted in 1990, prohibiting discrimination and guaranteeing the disabled have the same opportunities as those without disabilities to participate in everyday American life—an "equal opportunity" law for the disabled.

The ADA consists of five titles outlining the following protections: employment, state and local government services, public accommodations and commercial facilities, telecommunications and miscellaneous provisions. The county falls under state and local government services.

The highway department's Transition Plan does not include information on programs, practices, other departments or building facilities not related to public rights of way.

"I researched many other counties' and cities' ADA plans ... and I also specifically researched service animals and interpreters for ASL (American Sign Language) and Braille ... to make sure that we really had a solid plan in place at Crow Wing County," Fields said.

The highway department conducted an inventory of pedestrian facilities within its public rights of way consisting of the evaluation of curb ramps and traffic control signals beginning in 2014, and the inventory has been updated since that time.

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Agencies were contacted during the plan's development, and a public information meeting was Sept. 14, but no comments were received when the comment period ended Oct. 14.

"When I would ask people what are the blockades ... almost all of them came back related to buildings in town—very little comments on the roads, the sidewalks and the trails system," Hall said. "We didn't hear anything about the downtown campus or any other county buildings."

To make all county facilities compliant would cost about \$762,000, "a significant investment," so the department's Transition Plan states facilities will be upgraded on roadways identified for overall improvements, such as resurfacing or reconstruction.

County Highway 33 in Crosby and Ironton, for example, was reconstructed last year and involved switching 40 curb ramps from non-compliant to compliant, which will change the 38 percent figure for complying curb ramps to 52 percent.

Hall talked about improvements made to an intersection near Forestview Middle School and Knollwood Drive, such as upgrading the signal system with countdown indicators and audio.

"One day we were out there with about five engineers and technicians and surveyors and contractors, looking at how good or not good we did, and it just struck me as, 'What do we know—a bunch of able-bodied people looking at this—and how can we really react to it?'" Hall said.

"Through our reaching out to folks, we did identify one person who is very excited to help us out now and in the future ... been in a wheelchair for many years, so that person came out with me at the Knollwood intersection ... and they thought it was great."

All new facilities will be constructed to current ADA standards. Transportation projects identified in the County Highway Improvement Plan will be ADA compliant "to the extent feasible at the time the projects are delivered," according to highway department officials.

The 2017-21 highway improvement plan identifies 175 miles of roadway improvements, or more than 25 percent of the total mileage the highway department is responsible for.

"In the case of Knollwood intersection, there was one corner that would have taken an exorbitant amount of money to move the signal mast arm to gain 3 or 4 inches, just to make that corner compliant," Hall said. "If we are spending the money, are we spending it correctly?"

The representative 2016 costs for some typical accessibility improvements, based on whether the improvements are included as part of a retrofit type project or as part of a larger comprehensive capital improvement project, can be substantial.

For example, an intersection corner ADA improvement retrofit may cost about \$4,000 per corner, an accessible pedestrian signals upgrade retrofit may cost \$25,000, and a sidewalk/trail ADA improvement retrofit may cost about \$5 per square foot.

"For the last decade or more, whenever we've done a project in an urban setting, we've updated all the facilities to current ADA standards," Hall said.

"The standards change quite dynamically, so something we built 10 years might not technically be compliant today, but it's still working for folks, so we know that the next time we're at that road improvement, we will be adjusting those again."

Based upon current funding levels and assuming the average number of projects continue to be included in future versions of the highway improvement plan, 80 percent of accessibility features within the jurisdiction of the highway department would be ADA compliant "to the extent feasible" after 20 years.

"Last year, we did 13th Street from the fairground up to 210, and we cost-shared a lot with the city of Brainerd on the whole intersections as we went through them," Hall said.

"Our cost-share policy states the local agency and the county will share in the ADA improvement cost 50-50, because most of them go to a sidewalk system that is the city's."

Commissioner Paul Thiede made a motion for the board to adopt the Transition Plan and Commissioner Rosemary Franzen seconded the motion. The board unanimously voted to adopt the plan. Commissioner Rachel Reabe Nystrom was absent from Tuesday's meeting.



## ▪ APPENDIX D ▪ GRIEVANCE PROCEDURE

### PUBLIC NOTICE

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990, the CWCHD will not discriminate against qualified individuals with disabilities based on disability in the provision of CWCHD services, programs, or activities.

▪ **EMPLOYMENT:** The CWCHD does not discriminate based on disability in its hiring or employment practices and complies with all regulations set forth by the U.S. Equal Employment Opportunity Commission under Title I of the Americans with Disabilities Act (ADA).

▪ **EFFECTIVE COMMUNICATION:** The CWCHD will generally, upon request, provide appropriate aids and/or services leading to effective communication for qualified persons with disabilities so they can participate equally in programs, services and activities provided by the CWCHD. This includes qualified sign language interpreters, documents in Braille and other ways of making information and communication accessible to people with hearing, speech, or vision impairments.

▪ **MODIFICATIONS TO POLICIES & PROCEDURES:** The CWCHD will make all reasonable modifications to policies and programs to ensure that people with disabilities have equal opportunities to enjoy all the programs, services and activities provided by the CWCHD. For example, individuals with certified and/or qualified service animals are welcomed in the Crow Wing County Highway Department offices, where non-working animals and/or pets are generally prohibited.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service or activity provided by the CWCHD should contact the office of the ADA Coordinator as soon as possible but no later than 48 hours before the scheduled event.

The ADA does not require the Crow Wing County Highway Department to take any action that would fundamentally alter the nature of programs, services or activities provided by CWCHD or that would impose an undue administrative or financial burden.

The CWCHD will not place a surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids/services or reasonable modifications of this policy.



Sample Grievance Procedure (Source [www.ada.gov](http://www.ada.gov)):

### **THE CROW WING COUNTY HIGHWAY DEPARTMENT GRIEVANCE PROCEDURE UNDER THE AMERICAN WITH DISABILITIES ACT**

This grievance procedure is established to meet the requirements of the Americans with Disabilities Act of 1990 (ADA). It may be used by anyone who wishes to file a complaint alleging discrimination based on disability in the provision of services activities, programs, or benefits by the CWCHD. Crow Wing County's personnel policy governs employment related complaints of disability discrimination.

The complaint should be in writing and contain information about the alleged discrimination such as the name, address, phone number of the complainant and the location, date, and description of the problem. Alternative means of filing complaints, such as personal interviews or an audio recording of the complaint, will be made available for persons with disabilities upon request. The complaint should be submitted by the grievant and/or their designee as soon as possible but no later than 60 calendar days after the violation to:

ADA Coordinator  
Crow Wing County Highway Department  
16589 County Road 142  
Brainerd, MN 56401

[www.crowwing.gov](http://www.crowwing.gov)

(218) 824-1110 (voice)

Within 15 calendar days after the receipt of the complaint, the ADA Coordinator or their designee will schedule to meet with the complainant to discuss the complaint and the possible resolutions. Within 15 calendar days after the meeting, the ADA Coordinator or their designee will respond in writing, and where appropriate, in a format accessible to the complainant, such as large print, Braille or audio tape. The response will explain the position of the CWCHD and offer options for substantive resolution of the complaint.

If the response by the ADA Coordinator or their designee does not satisfactorily resolve the issue, the complainant and/or their designee may appeal the decision within 15 calendar days after receipt of the response to the County Engineer or their designee. Within 15 days after receipt of the appeal, the County Engineer or their designee will meet with the complainant to discuss the complaint and possible resolutions. Within 15 days after the meeting, the County Engineer or their designee will respond in writing, and where appropriate, in a format accessible to the complainant, with a final resolution of the complaint.



All written complaints received by the ADA Coordinator or their designee, appeals to the County Engineer or their designee and responses from these two offices will be retained by CWCHD for at least three years.

Complaints of Title II violations may also be filed with the Department of Justice (DOJ) within 180 calendar days of the date of discrimination. In certain situations, cases may be referred to a mediation program sponsored by the DOJ. The Department of Justice 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, NW  
Disability Rights Section – NYAV  
Washington, D.C. 20530

[www.ada.gov](http://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.



Title II of the Americans with Disabilities Act Section 504 of the Rehabilitation Act of 1973

**CROW WING COUNTY HIGHWAY DEPARTMENT**  
**ADA GRIEVANCE FORM**

Instructions: Please fill out this form completely, in black ink or type. Sign and return to the CWCHD ADA Coordinator, contact Information is in Appendix E.

Alternative means of filing complaints, such as a personal interview or an audio recording of the complaint, will be made available to persons with disabilities upon request.

Complainant Name: \_\_\_\_\_

Address: \_\_\_\_\_

City, State, Zip Code: \_\_\_\_\_

Telephone (Home): \_\_\_\_\_

Telephone (Alternate): \_\_\_\_\_

Person discriminated against (If other than the complainant):

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City, State, Zip Code: \_\_\_\_\_

Telephone (Home): \_\_\_\_\_

Telephone (Alternate): \_\_\_\_\_

Government, or organization, or institution which you believe has discriminated:

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City, State, Zip Code: \_\_\_\_\_

Telephone (Business): \_\_\_\_\_

Date of Incident Occurrence: \_\_\_\_\_



Location of Incident Occurrence: \_\_\_\_\_

Individuals contacted regarding this occurrence: \_\_\_\_\_

Description of Complaint ▪ Where is the location of the problem? Please summarize the situation regarding this ADA complaint. Include the names of any possible individuals involved and as much detail as possible pertaining to the roadway name, specific intersection, bridge, or exact location. (Attach additional pages if necessary):

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Have efforts been made to resolve this complaint through the internal grievance procedure of the government, organization, or institution? YES or NO: \_\_\_\_\_

If YES, what is the status of the grievance? (Attach additional pages if necessary):

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Has the complaint been filed with another bureau of the Department of Justice or any other Federal, State or local civil rights agency or court? YES or NO: \_\_\_\_\_

If YES, Name of Agency or Court: \_\_\_\_\_

Address: \_\_\_\_\_



City, State, Zip Code: \_\_\_\_\_

Telephone (Home): \_\_\_\_\_

Date Filed: \_\_\_\_\_

Do you intend to file this complaint with another agency or court? YES or NO: \_\_\_\_\_

If YES, Name of Agency or Court: \_\_\_\_\_

Address: \_\_\_\_\_

City, State, Zip Code: \_\_\_\_\_

Telephone (Home): \_\_\_\_\_

Date Filed: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Return to:

ADA Title II Coordinator, Assistant County Engineer  
Crow Wing County Highway Department  
16589 County Road 142  
Brainerd, MN 56401

[CWC-ADA@crowwing.gov](mailto:CWC-ADA@crowwing.gov)

**THE PURPOSE & INTENDED USE OF THE REQUESTED INFORMATION IS:**

To assist county staff and designees in the evaluation of and the response to accessibility concerns within the public right of way.

**AUTHORIZED PERSONS OR AGENCIES WITH WHOM THIS MAY BE SHARED INCLUDE:**

Crow Wing County officials, staff or designees.

**FURNISHING THE INFORMATION IS VOLUNTARY, BUT REFUSAL TO PROVIDE THE ABOVE INFORMATION MAY MEAN:**

Crow Wing County Highway Department staff may be unable to respond or evaluate your request.



## ▪ APPENDIX E ▪ CONTACT INFORMATION

### **ADA TITLE II COORDINATOR**

Crow Wing County Assistant Engineer  
Crow Wing County Highway Department  
16589 County Road 142  
Brainerd, MN 56401

(218) 824-1110 phone

[CWC-ADA@crowwing.gov](mailto:CWC-ADA@crowwing.gov)

### **PUBLIC RIGHTS OF WAY ADA IMPLEMENTATION COORDINATOR**

Crow Wing County Assistant Engineer  
Crow Wing County Highway Department  
16589 County Road 142  
Brainerd, MN 56401

(218) 824-1110 phone

[CWC-ADA@crowwing.gov](mailto:CWC-ADA@crowwing.gov)



## ▪ APPENDIX F ▪ AGENCY ADA DESIGN STANDARDS & PROCEDURES

### DESIGN PROCEDURES

▪ **INTERSECTION CORNERS:** Curb ramps or blended transitions will attempt to be constructed or upgraded to achieve compliance within all capital improvement projects. There may be limitations which make it technically infeasible for an intersection corner to achieve full accessibility within the scope of any project. Those limitations will be noted, and those intersection corners will remain on the transition plan. As future projects or opportunities arise, those intersection corners shall continue to be incorporated into future work. Regardless of whether full compliance can be achieved, each intersection corner shall be made as compliant as possible in accordance with the judgement of CWCHD staff.

▪ **SIDEWALKS/TRAILS:** Sidewalks and trails will attempt to be constructed or upgraded to achieve compliance within all capital improvement projects. There may be limitations which make it technically infeasible for segments of sidewalks or trails to achieve full accessibility within the scope of any project. Those limitations will be noted, and those segments will remain on the transition plan. As future projects or opportunities arise, those segments shall continue to be incorporated into future work. Regardless of whether full compliance can be achieved, every sidewalk or trail shall be made as compliant as possible in accordance with the judgement of CWCHD staff.

▪ **TRAFFIC CONTROL SIGNALS:** Traffic control signals will attempt to be constructed or upgraded to achieve compliance within all capital improvement projects. There may be limitations which make it technically infeasible for individual traffic control signal locations to achieve full accessibility within the scope of any project. Those limitations will be noted, and those locations will remain on the transition plan. As future projects or opportunities arise, those locations shall continue to be incorporated into future work. Regardless of whether full compliance can be achieved, each traffic signal control location shall be made as compliant as possible in accordance with the judgement of CWCHD staff.

▪ **OTHER POLICIES, PRACTICES & PROGRAMS:** Policies, practices and programs not identified in this document will follow the applicable ADA standards.

### DESIGN STANDARDS

CWCHD uses the Public Rights-of-Way Accessibility Guidelines (PROWAG), as adopted by the Minnesota Department of Transportation (MnDOT), as its design standard.

PROWAG is available online at: [www.dot.state.mn.us/ada/tools.com](http://www.dot.state.mn.us/ada/tools.com)

MnDOT guidance can be found online at: [www.dot.state.mn.us/ada/tools.html](http://www.dot.state.mn.us/ada/tools.html)





## ▪ APPENDIX G ▪ GLOSSARY OF TERMS

**ABA:** See Architectural Barriers Act.

**ADA:** See Americans with Disabilities Act.

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

**ADAAG:** See Americans with Disabilities Act Accessibility Guidelines.

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

**ACCESSIBLE PEDESTRIAN SIGNAL (APS):** A device that communicates information about the WALK phase in audible and vibrotactile formats.

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

**AMERICANS WITH DISABILITIES ACT (ADA):** The Americans with Disabilities Act; Civil Rights legislation passed in 1990 and effective in July 1992. The ADA sets design guidelines for accessibility to public facilities, including sidewalks and trails, by individuals with disabilities.

**AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES (ADAAG):** A set of guidelines that contains scoping and technical requirements for accessibility to buildings and public facilities by individuals with disabilities under the Americans with Disabilities Act (ADA) of 1990.

**APS:** See Accessible Pedestrian Signal.

**ARCHITECTURAL BARRIERS ACT (ABA):** A federal law that requires facilities designed, built, altered, or leased with federal funds to be accessible. The Architectural Barriers Act marks one of the first efforts to ensure access to the built environment.

**CAPITAL IMPROVEMENT PROJECT (CIP), A.K.A. HIGHWAY IMPROVEMENT PROGRAM (HIP):** The CIP/HIP for the Crow Wing County Highway Department includes an annual capital budget and a five-year plan for funding the new construction and reconstruction projects.



**CWCHD:** Acronym for the Crow Wing County Highway Department.

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

**DOJ:** See United States Department of Justice.

**FEDERAL HIGHWAY ADMINISTRATION (FHWA):** A branch of the US Department of Transportation that administers the Federal Aid Highway Program, providing financial assistance to states to construct and improve highways, urban roads, rural roads, and bridges.

**FHWA:** See Federal Highway Administration.

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

**RIGHT-OF-WAY:** A general term denoting land, property or interest therein, usually in a strip, acquired for the network of streets, sidewalks and trails creating public pedestrian access within a public entity's jurisdictional limits.

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

**UNIFORM ACCESSIBILITY STANDARDS (UFAS):** Accessibility standards that all federal agencies are required to meet; includes scoping and technical specifications.

**UNITED STATES ACCESS BOARD:** An independent federal agency that develops and maintains design criteria for buildings and other improvements, transit vehicles, electronic and information technology and telecommunications equipment. It also enforces accessibility standards that cover federally funded facilities.

**UNITED STATES DEPARTMENT OF JUSTICE:** The United States Department of Justice (sometimes referred to as the Justice Department), is the United States federal executive department responsible for the enforcement of the law and administration of justice.



## ▪ APPENDIX H ▪ REVISIONS

### DATE OF REVISION AND THE CHANGES MADE:

January 25, 2018	<u>Table of Contents</u> <ul style="list-style-type: none"><li>▪ Updated to include Appendix H</li></ul> <u>Page 6</u> <ul style="list-style-type: none"><li>▪ Added County Board adoption date</li></ul> <u>Page 7</u> <ul style="list-style-type: none"><li>▪ Changed date of Self-Evaluation &amp; percentages of compliance</li></ul> <u>Pages 8-15</u> <ul style="list-style-type: none"><li>▪ Updated Inventories through 12/31/17 to include 2017 Construction project improvements</li></ul> <u>Page 16</u> <ul style="list-style-type: none"><li>▪ Recalculated Entire Jurisdiction costs of ADA improvements</li></ul> <u>Pages 35-37</u> <ul style="list-style-type: none"><li>▪ Included newspaper article related to CWC Board approval</li></ul> <u>Page 48</u> <ul style="list-style-type: none"><li>▪ Added Appendix H – Revisions</li></ul>
January 25, 2019	<u>Page 7</u> <ul style="list-style-type: none"><li>▪ Updated Self-Evaluation date &amp; percentages of compliance</li></ul> <u>Pages 8-15</u> <ul style="list-style-type: none"><li>▪ Updated Inventories through 12/31/18 to include 2018 Construction project improvements</li></ul> <u>Page 16</u> <ul style="list-style-type: none"><li>▪ Recalculated Entire Jurisdiction costs of ADA improvements</li></ul> <u>Page 48</u> <ul style="list-style-type: none"><li>▪ Added 2018 Revisions</li></ul>
January 7, 2020	<u>Page 7</u> <ul style="list-style-type: none"><li>▪ Updated Self-Evaluation date &amp; percentages of compliance</li></ul> <u>Pages 8-15</u> <ul style="list-style-type: none"><li>▪ Updated Inventories through 12/31/19 to include 2019 Construction project improvements</li></ul> <u>Page 16</u> <ul style="list-style-type: none"><li>▪ Recalculated Entire Jurisdiction costs of ADA improvements</li></ul> <u>Page 49</u> <ul style="list-style-type: none"><li>▪ Added 2019 Revisions</li></ul>
February 12, 2021	<u>Page 7</u> <ul style="list-style-type: none"><li>▪ Updated Self-Evaluation date &amp; percentages of compliance</li></ul> <u>Pages 8-15</u> <ul style="list-style-type: none"><li>▪ Updated Inventories through 12/31/20 to include 2020 Construction project improvements</li></ul> <u>Page 16</u> <ul style="list-style-type: none"><li>▪ Recalculated Entire Jurisdiction costs of ADA improvements</li></ul> <u>Page 48</u> <ul style="list-style-type: none"><li>▪ Added 2020 Revisions</li></ul>



June 24, 2022	<u>Page 7</u> ▪ Updated Self-Evaluation date & percentages of compliance <u>Pages 8-15</u> ▪ Updated Inventories through 12/31/21 to include 2021 Construction project improvements <u>Page 16</u> ▪ Recalculated Entire Jurisdiction costs of ADA improvements <u>Page 49</u> ▪ Added 2021 Revisions
April 28, 2023	<u>Page 7</u> ▪ Updated Self-Evaluation date & percentages of compliance <u>Pages 8-15</u> ▪ Updated Inventories through 12/31/22 to include 2022 Construction project improvements <u>Page 16</u> ▪ Recalculated Entire Jurisdiction costs of ADA improvements <u>Page 49</u> ▪ Added 2022 Revisions
August 5, 2024	<u>Page 7</u> ▪ Updated Self-Evaluation date & percentages of compliance <u>Pages 8-17</u> ▪ Updated Inventories through 12/31/23 to include 2023 Construction project improvements <u>Page 18</u> ▪ Recalculated Entire Jurisdiction costs of ADA improvements <u>Page 41, 45 &amp; 46</u> ▪ Updated CWC email & website information from .us to .gov <u>Page 51</u> ▪ Added 2023 Revisions
April 18, 2025	<u>Table of Contents</u> ▪ Updated to include new photos & page numbers <u>Page 7</u> ▪ Updated Self-Evaluation date & percentages of compliance <u>Pages 8-20</u> ▪ Updated Inventories through 12/31/24 to include 2024 Construction project improvements <u>Page 21</u> ▪ Recalculated Entire Jurisdiction costs of ADA improvements <u>Page 54</u> ▪ Added 2024 Revisions

