

# Big Stone County ADA Transition Plan

This document has been created to specifically cover accessibility within the public right-of-way and does not include information on Big Stone County programs or practices not related to accessibility within county public right-of-way.

## Introduction

### Purpose & Need

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

1. Employment
2. State and local government services
3. Public accommodations
4. Telecommunications
5. Miscellaneous provisions

Title II of ADA pertains to the programs, activities and services public entities provide. As a provider of public transportation services and programs, Big Stone County 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 the services, programs, or activities of a public entity, or be subjected to discrimination by any such entity." ([42 USC. Sec. 12132](#); [28 CFR. Sec. 35.130](#))

As required by Title II of [ADA, 28 CFR. Part 35 Sec. 35.105 and Sec. 35.150](#), Big Stone County has conducted a self-evaluation of its facilities within public right-of-way and has developed this Transition Plan detailing how the organization will ensure that all of those facilities are accessible to all individuals. This document serves as a supplement to Big Stone County's existing Transition Plan covering buildings, services, programs and activities.

### ADA and its Relationship to Other Laws

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

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

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

## Agency Requirements

Under Title II, Big Stone County must meet these general requirements:

- Must operate their programs so that, when viewed in their entirety, the programs are accessible to and useable by individuals with disabilities [\[28 C.F.R. Sec. 35.150\]](#).
- May not refuse to allow a person with a disability to participate in a service, program or activity simply because the person has a disability [\[28 C.F.R. Sec. 35.130 \(a\)\]](#).
- Must make reasonable modifications in policies, practices and procedures that deny equal access to individuals with disabilities unless a fundamental alteration in the program would result [\[\(28 C.F.R. Sec. 35.130\(b\) \(7\)\)\]](#).
- May not provide services or benefits to individuals with disabilities through programs that are separate or different unless the separate or different measures are necessary to ensure that benefits and services are equally effective [\[28 C.F.R. Sec. 35.130\(b\)\(iv\) & \(d\)\]](#).
- Must take appropriate steps to ensure that communications with applicants, participants and members of the public with disabilities are as effective as communications with others [\[\(29 C.F.R. Sec. 35.160\(a\)\)\]](#).
- Must designate at least one responsible employee to coordinate ADA compliance [\[28 CFR Sec. 35.107\(a\)\]](#). This person is often referred to as the "ADA Coordinator." The public entity must provide the ADA coordinator's name, office address, and telephone number to all interested individuals [\[28 CFR Sec. 35.107\(a\)\]](#).
- Must provide notice of ADA requirements. All public entities, regardless of size, must provide information about the rights and protections of Title II to applicants, participants, beneficiaries, employees, and other interested persons [\[28 CFR Sec. 35,106\]](#). The notice must include the identification of the employee serving as the ADA coordinator and must provide this information on an ongoing basis [\[28 CFR Sec. 104.8\(a\)\]](#).
- Must establish a grievance procedure. Public entities must adopt and publish grievance procedures providing for prompt and equitable resolution of complaints [\[28 CFR Sec. 35.107\(b\)\]](#). This requirement provides for a timely resolution of all problems or conflicts related to ADA compliance before they escalate to litigation and/or the federal complaint process.

## **Self-Evaluation**

### **Overview**

Big Stone County is required, under Title II of the Americans with Disabilities Act (ADA) and 28CFR35.105, 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 and examine how the County implements these policies. The goal of the self-evaluation is to verify that, in implementing the County's policies and practices, the department is providing accessibility and not adversely affecting the full participation of individuals with disabilities.

The self-evaluation also examines the condition of the Big Stone County's Pedestrian Circulation Route/Pedestrian Access Route (PCR/PAR) and identifies potential need for PCR/PAR infrastructure improvements. This will include the sidewalks, curb ramps, bicycle/pedestrian trails, traffic control signals and transit facilities that are located within the right-of-way. Any barriers to accessibility identified in the self-evaluation and the remedy to the identified barrier are set out in this transition plan.

### **Summary**

In 2015-2016 Big Stone County Highway Department conducted an inventory of pedestrian facilities within its public right-of-way consisting of the evaluation of the following facilities:

- 56 Sections of sidewalk on 8 different County Highways
- 97 curb ramps at 39 different intersections

A detailed evaluation on how these facilities relate to ADA standards is found in Appendix A and will be updated periodically.

Since the adoption of the ADA, Big Stone County has striven to provide accessible pedestrian features as part of County capital improvement projects. As additional information is made available as to the methods of providing accessible pedestrian features, the County is updating their procedures to accommodate these methods.

### **Policy**

Big Stone County's goal is to continue to provide accessible pedestrian design features as part of the County's capital improvement projects. Big Stone County follows PROWAG (Public Right-of-Way Accessibility guidelines), as adopted by the Minnesota Department of Transportation (MnDOT), as its design standard. Big Stone County follows Mn/DOT policies and procedures when dealing with accessibility issues related to public right-of-way.

Big Stone County will consider and respond to all accessibility improvement requests. All accessibility improvements that have been deemed reasonable will be scheduled consistent with transportation priorities. We will coordinate with external agencies to ensure that all new or altered pedestrian facilities within the County's jurisdiction are ADA compliant to the maximum extent feasible.

## **Design Procedures**

### **Intersection Corners**

Curb ramps or blended transitions will attempt to be constructed or upgraded to achieve compliance within all capital improvement projects. A detectable warning feature will be incorporated into all ramp designs. 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 if full compliance can be achieved or not, each intersection corner shall be made as compliant as possible in accordance with the judgment of County 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 if full compliance can be achieved or not, every sidewalk or trail shall be made as compliant as possible in accordance with the judgment of County staff.

### **Access to Buildings from Access Routes and Parking Lots**

This plan does not pertain specifically to building access requirements under the ADA nor does it identify deficiencies in accessibility to County owned buildings. However, the plan does provide minimum handicapped accessibility guidelines for County owned buildings to which there is reasonable expectation of daily or scheduled public use. Those minimum accessibility standards are as follows: If stairs are present at the main entrance to a building, there must be a ramp, lift, or alternative accessible entrance. Service entrances (garage doors, service doors, etc.) should not be used as alternative entrances except as a last option. Inaccessible main entrances should be marked with a sign indicating where the nearest handicapped accessible entrance is located. Accessible entrance doors must be equipped with power-assisted or automatic door openers. Accessible entrance doors must be a minimum of 36" wide.

In outside areas around buildings accessible routes must connect parking spaces to accessible entrances. Where the accessible route must cross vehicle traffic lanes, marked crossings must be installed to enhance pedestrian safety, particularly for people using wheelchairs or other mobility aids. Regular accessible vehicular parking spaces must be at least 10' wide and 20' deep. Loading and unloading accessible spaces must have total of at least 5' of extra access isle on one or both sides. Access isles must be striped or marked to discourage parking in them. Parking lots that provide accessible parking should (not mandatory) have at least one spot with access isle space for loading and unloading. Accessibility guidelines state that there must be at least one accessible parking space for every 25 parking spaces in the lot and two are preferred in the first 25 parking spaces, three for 26+ spaces, 4 for 51+ spaces, etc.

### **Improvement Goal**

Big Stone County has set the following schedule as a goal for improving the accessibility of its pedestrian facilities within the County's jurisdiction:

- After 10 years, 50% of non-compliant accessibility features identified in this document would be ADA compliant.
- After 20 years, 90% of non-compliant accessibility features identified in this document would be ADA compliant.

### **Implementation Schedule**

#### **Methodology**

Big Stone County will utilize two methods for upgrading pedestrian facilities to the current ADA standards. The first and most comprehensive of the two methods are the scheduled street and utility improvement projects. All pedestrian facilities impacted by these projects will be upgraded to current ADA accessibility standards. The second method is the stand alone sidewalk and ADA accessibility improvement project. These projects will be incorporated into the Capital Improvement Program (CIP) on a case-by-case basis as determined by Big Stone County staff.

#### **Outreach**

Big Stone County is required to publish responsibilities and self-evaluation results regarding ADA along County right-of-way. This transition plan will be posted on Big Stone County's website at [www.bigstonecounty.org](http://www.bigstonecounty.org) for anyone interested in reviewing or commenting on the plan. Comments and suggestions about the plan should be directed to the ADA coordinator and/or the Public right-of-way Implementation Coordinator in writing if any official action or response from the County is the desired outcome. Cities within Big Stone County will receive a

copy of the plan for comment, if any. Any desired changes received through public comments, will be included in the first plan update to be completed by September 30, 2017.

### **Future Plan Updates**

Updates to this plan will be made in the fall of a year that progress is made toward correcting non-compliant features identified within the current adopted plan or when comments or suggestions received during the year warrant a plan update. In future updated versions of this plan, all sections of sidewalk and all curb ramps, under the jurisdiction of Big Stone County, will remain in Appendix A and be denoted as either currently compliant or non-compliant.

### **Grievance Procedure**

It is encouraged that anyone with a potential grievance make early contact with the County's ADA Title II Coordinator or the County's ADA Coordinator for Public Right of Way to informally discuss concerns. However, the public may file a formal grievance by submitting in writing the following:

- Name, address, and phone number of the person filing the grievance.
- Name, address, and phone number of the person alleging the ADA violation if other than the person filing the grievance.
- A description and location of the alleged violation and the remedy sought.
- Information regarding whether a complaint has been filed with the Department of Justice or other federal or state civil rights agency or court.
- If a complaint has been filed, the name of the agency or court where the complaint was filed, and the date the complaint was filed.

The grievance will be either responded to or acknowledged within 10 working days of receipt. If the grievance filed does not concern Big Stone County, the grievant will be notified.

Within 60 calendar days of receipt, the ADA Title II Coordinator will conduct the investigation necessary to determine the validity of the alleged violation. If appropriate, the ADA Title II coordinator will arrange to meet with the grievant to discuss the matter and attempt to reach a resolution of the grievance. Any resolution of the grievance will be documented.

If a resolution of the grievance is not reached, the ADA Title II Coordinator, if appropriate, will issue a written determination as to the validity of the complaint and description of the resolution, and a copy forwarded to the grievant no later than 90 days from the date of receipt of the grievance.

The grievant may appeal the written determination. The request for reconsideration shall be in writing and submitted to the ADA Title II Coordinator within 30 days after the initial determination. A final determination will be made within 90 days from the filing of the appeal.

## **Appendices**

Appendix A: Self Evaluation Results

Appendix B: Big Stone County ADA Grievance Form

Appendix C: Contact Information

Appendix D: Glossary of Terms

# Appendix A - Self-Evaluation Results



# BIG STONE COUNTY ADA RAMP SUMMARY

6/23/16

NONCOMPLIANT RAMPS ARE HIGHLIGHTED

Ramp ID	County Highway	Cross Road	Quadrant	RAMP_TYPE	COMPLIANT	Reason Not Compliant (See Ramp Data for More Information)	COMPLIANCE PLAN	Estimated Cost @ Today's Prices
<b>ORTONVILLE</b>								
100	CSAH 26	LINCOLN AVE	NE	ONE-WAY DIRECTIONAL	N	NO DOMES, FIRE HYD,DROP CURB NON-COMP	2025 or next const. proj.	\$1,500.00
101	CSAH 26	JACKSON AVE	SE	ONE-WAY DIRECTIONAL	N	NO DOMES, NO DROP CURB, SLOPES	2025 or next const. proj.	\$1,500.00
102	CSAH 26	JACKSON AVE	SW	COMBINED DIRECTIONAL	N	NO DOMES,STP SGN/LP, DROP CURB NON-COMP.	2025 or next const. proj.	\$2,500.00
103	CSAH 26	JACKSON AVE	NE	ONE-WAY DIRECTIONAL	N	NO DOMES, NO DROP CURB, SLOPES	2025 or next const. proj.	\$1,500.00
104	CSAH 26	JACKSON AVE	NW	ONE-WAY DIRECTIONAL	N	NO DOMES,DROP CURB NON-COMP	2025 or next const. proj.	\$1,500.00
105	CSAH 26	MONROE AVE	SE	DIAGONAL	N	NO DOMES, DROP CURB NON-COMP,SLOPES	2025 or next const. proj.	\$1,500.00
106	CSAH 26	MONROE AVE	NE	DIAGONAL	N	NO DOMES,SLOPES	2025 or next const. proj.	\$1,500.00
197	CSAH 26	MONROE AVE	NW	ONE-WAY DIRECTIONAL	N	NO DOMES,DROP CURB NON-COMP	2025 or next const. proj.	\$1,500.00
107	CSAH 26	MADISON AVE	SW	DIAGONAL	N	NO DOMES, SLOPES, DROP CURB NON-COMP	2025 or next const. proj.	\$1,500.00
108	CSAH 26	MADISON AVE	NE	DIAGONAL	N	NO DOMES, SLOPES, DROP CURB NON-COMP	2025 or next const. proj.	\$1,500.00
109	CSAH 26	MADISON AVE	SW	DIAGONAL	N	NO DOMES, SLOPES, DROP CURB NON-COM, STP SGN/LP	2025 or next const. proj.	\$1,500.00
110	CSAH 26	MADISON AVE	NW	DIAGONAL	N	NO DOMES, SLOPES, DROP CURB NON-COMP	2025 or next const. proj.	\$1,500.00
<b>Est. Cost of CSAH 26 Ramps</b>								<b>\$19,000.00</b>
111	CSAH 30	PARK RD	NE	ONE-WAY DIRECTIONAL	N	NO DOMES	2025 or next const. proj.	\$500.00
<b>Est. Cost of CSAH 30 Ramps</b>								<b>\$500.00</b>
112	CSAH 37	STEPHENS AVE	SE	ONE-WAY DIRECTIONAL	N	NO DOMES,DROP CURB NON-COMP	2025 or next const. proj.	\$1,500.00
113	CSAH 37	STEPHENS AVE	SW	ONE-WAY DIRECTIONAL	N	NO DOMES,DROP CURB NON-COMP	2025 or next const. proj.	\$1,500.00
114	CSAH 37	STEPHENS AVE	NE	ONE-WAY DIRECTIONAL	N	NO DOMES,DROP CURB NON-COMP,RAMP TO FIELD	2025 or next const. proj.	\$2,500.00
<b>Est. Cost of CSAH 37 Ramps</b>								<b>\$5,500.00</b>
<b>CLINTON</b>								
115	CSAH 11	CLINTON ST	SW	COMBINED DIRECTIONAL	Y			
116	CSAH 11	CLINTON ST	NW	COMBINED DIRECTIONAL	Y			
117	CSAH 11	LAKE ST	SW	COMBINED DIRECTIONAL	Y			
118	CSAH 11	LAKE ST	NE	ONE-WAY DIRECTIONAL	Y			
119	CSAH 11	LAKE ST	SW	ONE-WAY DIRECTIONAL	Y			
120	CSAH 11	LAKE ST	NW	ONE-WAY DIRECTIONAL	Y			
121	CSAH 11	MAIN ST	SE	COMBINED DIRECTIONAL	Y			
122	CSAH 11	MAIN ST	SW	COMBINED DIRECTIONAL	Y			
123	CSAH 11	MAIN ST	NE	COMBINED DIRECTIONAL	Y			
124	CSAH 11	MAIN ST	NW	COMBINED DIRECTIONAL	Y			
125	CSAH 11	HILL ST	SW	ONE-WAY DIRECTIONAL	Y			
126	CSAH 11	HILL ST	SW	ONE-WAY DIRECTIONAL	Y			
127	CSAH 11	HILL ST	NW	ONE-WAY DIRECTIONAL	Y			
128	CSAH 11	FAIR ST	SW	ONE-WAY DIRECTIONAL	Y			
129	CSAH 11	FAIR ST	NW	ONE-WAY DIRECTIONAL	Y			
130	CSAH 24	PRIVATE RD	NW	ONE-WAY DIRECTIONAL	Y			
131	CSAH 24	PRIVATE RD	NE	ONE-WAY DIRECTIONAL	Y			
132	CSAH 24	CENTER ST	SE	DIAGONAL	Y			

**BIG STONE COUNTY ADA RAMP SUMMARY**

**6/23/16** NONCOMPLIANT RAMPS ARE HIGHLIGHTED

Ramp ID	County Highway	Cross Road	Quadrant	RAMP_TYPE	COMPLIANT	Reason Not Compliant (See Ramp Data for More Information)	COMPLIANCE PLAN	Estimated Cost @ Today's Prices
133	CSAH 24	CENTER ST	SW	COMBINED DIRECTIONAL	Y			
134	CSAH 24	CENTER ST	NE	DIAGONAL	Y			
135	CSAH 24	CENTER ST	NW	DIAGONAL	Y			
136	CSAH 24	2ND ST	SE	DIAGONAL	Y			
137	CSAH 24	2ND ST	SW	DIAGONAL	Y			
138	CSAH 24	2ND ST	NE	DIAGONAL	Y			
139	CSAH 24	2ND ST	NW	DIAGONAL	Y			
140	CSAH 24	TH 75	SW	DIAGONAL	Y			

CORRELL								
141	CSAH 25	TH 7	NW	DIAGONAL	N	NO DOMES, SLOPES, DROP CURB NON-COMP	By 2021	\$1,500.00
142	CSAH 25	TH 7	NE	DIAGONAL	N	NO DOMES, SLOPES, DROP CURB NON-COMP	By 2021	\$1,500.00
<b>Est. Cost of CSAH 25 Ramps</b>								<b>\$3,000.00</b>

ODESSA								
143	CSAH 28	BLOOMINGTON AVE N	SW	NONE	N	NO EXISTING CURB RAMP	2024 or next const. proj.	\$1,500.00
144	CSAH 28	MAIN AVE	SW	COMBINED DIRECTIONAL	N	NO DOMES, DROP CURB NON-COMP	2024 or next const. proj.	\$2,500.00
145	CSAH 28	MAIN AVE	SE	COMBINED DIRECTIONAL	N	NO DOMES, DROP CURB NON-COMP, LIGHT POLE	2024 or next const. proj.	\$2,500.00
146	CSAH 28	1ST ST W	NW	ONE-WAY DIRECTIONAL	N	NO DOMES, SLOPES, DROP CURB NON-COMP	2024 or next const. proj.	\$1,500.00
147	CSAH 28	1ST ST W	NE	COMBINED DIRECTIONAL	N	NO DOMES, SLOPES, DROP CURB NON-COMP	2024 or next const. proj.	\$2,500.00
148	CSAH 28	CEDAR AVE	NW	COMBINED DIRECTIONAL	N	NO DOMES, SLOPES, DROP CURB NON-COMP	2024 or next const. proj.	\$2,500.00
149	CSAH 28	CEDAR AVE	SW	ONE-WAY DIRECTIONAL	N	NO DOMES, SLOPE, DROP CURB NON-COMP, NO SIDEWALK	2024 or next const. proj.	\$500.00
150	CSAH 28	MAIN AVE	SE	ONE-WAY DIRECTIONAL	N	NO DOMES, DROP CURB NON-COMP	2024 or next const. proj.	\$1,500.00
<b>Est. Cost of CSAH 28 Ramps</b>								<b>\$18,000.00</b>

BEARDSLEY								
151	CSAH 16	GRACE ST	NE	ONE-WAY DIRECTIONAL	N	NO DOMES, DROP CURB NON-COMP	2024 or next const. proj.	\$1,500.00
152	CSAH 16	4TH AVE	SE	COMBINED DIRECTIONAL	N	NO DOMES, DROP CURB NON-COMP	2024 or next const. proj.	\$2,500.00
153	CSAH 16	4TH AVE	NE	COMBINED DIRECTIONAL	N	NO DOMES, DROP CURB NON-COMP	2024 or next const. proj.	\$2,500.00
154	CSAH 16	4TH AVE	SW	COMBINED DIRECTIONAL	N	NO DOMES, DROP CURB NON-COMP	2024 or next const. proj.	\$2,500.00
155	CSAH 16	4TH AVE	NW	COMBINED DIRECTIONAL	N	NO DOMES, DROP CURB NON-COMP	2024 or next const. proj.	\$2,500.00
156	CSAH 16	WINDOM AVE	SE	COMBINED DIRECTIONAL	N	NO DOMES, DROP CURB NON-COMP	2024 or next const. proj.	\$2,500.00
157	CSAH 16	WINDOM AVE	NE	COMBINED DIRECTIONAL	N	NO DOMES, DROP CURB NON-COMP	2024 or next const. proj.	\$2,500.00
158	CSAH 16	WINDOM AVE	SW	COMBINED DIRECTIONAL	N	NO DOMES, DROP CURB NON-COMP	2024 or next const. proj.	\$2,500.00
159	CSAH 16	WINDOM AVE	NW	COMBINED DIRECTIONAL	N	NO DOMES, DROP CURB NON-COMP	2024 or next const. proj.	\$2,500.00
160	CSAH 16	LINCOLN AVE	SE	COMBINED DIRECTIONAL	N	NO DOMES, DROP CURB NON-COMP	2024 or next const. proj.	\$2,500.00
161	CSAH 16	LINCOLN AVE	NE	ONE-WAY DIRECTIONAL	N	NO DOMES, DROP CURB NON-COMP	2024 or next const. proj.	\$1,500.00
162	CSAH 16	LINCOLN AVE	SW	COMBINED DIRECTIONAL	N	NO DOMES, DROP CURB NON-COMP	2024 or next const. proj.	\$2,500.00
163	CSAH 16	LINCOLN AVE	NW	ONE-WAY DIRECTIONAL	N	NO DOMES, DROP CURB NON-COMP	2024 or next const. proj.	\$1,500.00
164	CSAH 16	TH 28	SW	COMBINED DIRECTIONAL	Y			
165	CSAH 16	TH 28	SW	COMBINED DIRECTIONAL	Y			
166	CSAH 16	TH 28	NE	DIAGONAL	Y			
167	CSAH 16	TH 28	NW	FAN	Y			
<b>Est. Cost of CSAH 16 Ramps</b>								<b>\$29,500.00</b>

# BIG STONE COUNTY ADA RAMP SUMMARY

6/23/16

NONCOMPLIANT RAMPS ARE HIGHLIGHTED

Ramp ID	County Highway	Cross Road	Quadrant	RAMP_TYPE	COMPLIANT	Reason Not Compliant (See Ramp Data for More Information)	COMPLIANCE PLAN	Estimated Cost @ Today's Prices
<b>GRACEVILLE</b>								
168	CSAH 18	12TH ST	NE	ONE-WAY DIRECTIONAL	N	NO DOMES, DROP CURB NON-COMP	2036 or next reconst.	\$1,500.00
169	CSAH 18	10TH ST	NW	ONE-WAY DIRECTIONAL	N	NO DOMES, DROP CURB NON-COMP	2036 or next reconst.	\$1,500.00
170	CSAH 18	10TH ST	NE	ONE-WAY DIRECTIONAL	N	NO DOMES, DROP CURB NON-COMP	2036 or next reconst.	\$1,500.00
171	CSAH 18	5TH ST	SW	COMBINED DIRECTIONAL	N	DROP CURB NON-COMP	2036 or next reconst.	\$2,500.00
172	CSAH 18	5TH ST	SE	COMBINED DIRECTIONAL	N	DROP CURB NON-COMP	2036 or next reconst.	\$2,500.00
173	CSAH 18	5TH ST	NW	COMBINED DIRECTIONAL	N	DROP CURB NON-COMP	2036 or next reconst.	\$2,500.00
174	CSAH 18	5TH ST	NE	COMBINED DIRECTIONAL	N	DROP CURB NON-COMP	2036 or next reconst.	\$2,500.00
175	CSAH 18	4TH ST	SW	COMBINED DIRECTIONAL	N	DROP CURB NON-COMP	2036 or next reconst.	\$2,500.00
176	CSAH 18	4TH ST	SE	COMBINED DIRECTIONAL	N	DROP CURB NON-COMP	2036 or next reconst.	\$2,500.00
177	CSAH 18	4TH ST	NW	COMBINED DIRECTIONAL	N	DROP CURB NON-COMP	2036 or next reconst.	\$2,500.00
178	CSAH 18	4TH ST	NE	COMBINED DIRECTIONAL	N	DROP CURB NON-COMP	2036 or next reconst.	\$2,500.00
179	CSAH 18	3RD ST	SW	COMBINED DIRECTIONAL	N	DROP CURB NON-COMP	2036 or next reconst.	\$2,500.00
180	CSAH 18	3RD ST	SE	COMBINED DIRECTIONAL	N	DROP CURB NON-COMP	2036 or next reconst.	\$2,500.00
181	CSAH 18	3RD ST	NW	COMBINED DIRECTIONAL	N	DROP CURB NON-COMP	2036 or next reconst.	\$2,500.00
182	CSAH 18	3RD ST	NE	COMBINED DIRECTIONAL	N	DROP CURB NON-COMP	2036 or next reconst.	\$2,500.00
183	CSAH 18	CSAH 20	SW	COMBINED DIRECTIONAL	N	DROP CURB NON-COMP	2036 or next reconst.	\$2,500.00
184	CSAH 18	CSAH 20	SE	COMBINED DIRECTIONAL	N	DROP CURB NON-COMP	2036 or next reconst.	\$2,500.00
185	CSAH 18	2ND ST	NW	COMBINED DIRECTIONAL	N	DROP CURB NON-COMP	2036 or next reconst.	\$2,500.00
186	CSAH 18	2ND ST	NE	COMBINED DIRECTIONAL	N	DROP CURB NON-COMP	2036 or next reconst.	\$2,500.00
<b>Est. Cost of CSAH 18 Ramps</b>								<b>\$44,500.00</b>
187	CSAH 20	PARNELL AVE	NW	ONE-WAY DIRECTIONAL	N	DROP CURB NON-COMP	2030 or next const. proj	\$1,500.00
188	CSAH 20	PARNELL AVE	SW	ONE-WAY DIRECTIONAL	N	DROP CURB NON-COMP	2030 or next const. proj	\$1,500.00
189	CSAH 20	GARFIELD AVE	NW	ONE-WAY DIRECTIONAL	N	DROP CURB NON-COMP	2030 or next const. proj	\$1,500.00
190	CSAH 20	GARFIELD AVE	SW	ONE-WAY DIRECTIONAL	N	DROP CURB NON-COMP	2030 or next const. proj	\$1,500.00
191	CSAH 20	TOQUA AVE	SW	ONE-WAY DIRECTIONAL	N	DROP CURB NON-COMP	2030 or next const. proj	\$1,500.00
192	CSAH 20	TOQUA AVE	NW	ONE-WAY DIRECTIONAL	N	DROP CURB NON-COMP	2030 or next const. proj	\$1,500.00
193	CSAH 20	TOQUA AVE	SE	ONE-WAY DIRECTIONAL	N	DROP CURB NON-COMP	2030 or next const. proj	\$1,500.00
194	CSAH 20	TOQUA AVE	NE	ONE-WAY DIRECTIONAL	N	DROP CURB NON-COMP	2030 or next const. proj	\$1,500.00
195	CSAH 20	3RD ST	SW	ONE-WAY DIRECTIONAL	N	DROP CURB NON-COMP	2030 or next const. proj	\$1,500.00
196	CSAH 20	3RD ST	NW	ONE-WAY DIRECTIONAL	N	DROP CURB NON-COMP	2030 or next const. proj	\$1,500.00
<b>Est. Cost of CSAH 20 Ramps</b>								<b>\$15,000.00</b>

**Est. Total Cost of All Non-Compliant Ramps \$132,000.00**

# BIG STONE COUNTY ADA SIDEWALK SUMMARY

07/07/16 NONCOMPLIANT SIDEWALK SECTIONS ARE HIGHLIGHTED

NOTE: Next construction project is any street work that is more than maintenance patching or seal coating.

Next reconstruction is complete reconstruction of existing street.

County Highway	Street Side	Description	Compliant	Reason Not Compliant	Compliance Plan	Estimated Cost @ Today's Prices	Comments:
<b>Beardsley</b>							
16	W	Grace St. to 4th Ave.	N	CS > 2% on S end	2024 or next const. proj.	\$6,000	Elimination may be considered because sidewalk does not connect to South
16	E	Grace St. to 4th Ave.	Y				
16	W	4th Ave. to Windom Ave.	Y				
16	E	4th Ave. to Windom Ave.	Y				
16	W	Windom Ave. to Lincoln Ave.	Y				
16	E	Windom Ave. to Lincoln Ave.	Y				
16	W	Lincoln Ave. to TH 28	Y				
16	E	Lincoln Ave. to TH 28	Y				
<b>Correll</b>							
25	W	2nd St. to TH 7	Y				
<b>Odessa</b>							
28	N	1st St. E.	Y				
28	W	Main Ave.	Y				
28	E	Main Ave.	Y				
28	S	Main Ave. to 1 Block W.	Y	Sidewalk width is 4'	2024 or next const. proj.	\$6,000	4' wide, should be upgraded to ADA preferred Min. of 5' With ramps in approx. 2022
<b>Ortonville</b>							
26	E	Lincoln Ave. to Jackson Ave.	Y				
26	W	Jackson Ave. to Monroe Ave.	Y				
26	E	Jackson Ave. to Monroe Ave.	Y				
26	W	Monroe Ave. to Madison Ave.	N	CS > 2% for 140 Lf	2025 or next const. proj.	\$4,600	5.5' Section from Monroe Ave. to the Grocery Store Driveway needs Upgrading (140')
26	E	Monroe Ave. to Madison Ave.	N	CS > 2%	2025 or next const. proj.	\$14,400	Existing 8' Sidewalk - whole block needs upgradeing
30	N	1st St. To Across 1st Dr.W. W.	N	CS > 2%	Consider at next Project		Almost impossilbe to fix due to adjacent dealership lot ties & slopes
30	N	1st Dr.W. W. to Park Ent. (50')	N	CS > 2%	Consider at next Project		Almost impossilbe to fix due to adjacent dealership lot ties & slopes
30	S	1st. To 1st Driveway W.	N	CS > 2%	2025 or next const. proj.	\$1,400	Not Compliant for 40' right next to the 1st Street Intersection Ramp.

# BIG STONE COUNTY ADA SIDEWALK SUMMARY

07/07/16 NONCOMPLIANT SIDEWALK SECTIONS ARE HIGHLIGHTED

NOTE: Next construction project is any street work that is more than maintenance patching or seal coating.

Next reconstruction is complete reconstruction of existing street.

County Highway	Street Side	Description	Compliant	Reason Not Compliant	Compliance Plan	Estimated Cost @ Today's Prices	Comments:
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## Clinton

11	W	Clinton Street to Lake St.	N	CS > 2% in isolated areas	Next Reconst around 2035		We know, due to subgrade issues under the street, curb & gutter issues along the street, and city water and sewer ages, that CSAH 11 will be completely reconstructed from R/W line to R/W line around 2035. The Sidewalks along the corridor are only out of compliance for short distances in each block but it is by-and-large compliant. RECOMMEDATION: Wait for reconstruction project to bring sidewalks along this corridor into complete compliance.
11	W	Lake St. to Main St.	N	CS > 2% in isolated areas	Next Reconst around 2035		
11	E	Lake St. to Main St.	N	CS > 2% in isolated areas	Next Reconst around 2035		
11	W	Main St. to Private Rd.	N	CS > 2% in isolated areas	Next Reconst around 2035		
11	E	Main St. to Private Rd.	N	CS > 2% in isolated areas	Next Reconst around 2035		
11	W	Private Road to Fair St.	N	CS > 2% in isolated areas	Next Reconst around 2035		
11	N	1st Street to End of Sidewalk	N	CS > 2% in isolated areas	Next Reconst around 2035		
24	N	US 75 to 2nd St.	Y				
24	S	US 75 to 2nd St.	Y				
24	N	2nd St. to Center St.	Y				
24	S	2nd St. to Center St.	Y				
24	N	Center St. to CSAH 11	y	Sidewalk width is 4'	By 2021	\$12,000	4' wide, should be upgraded to ADA preferred Min. of 5' in near future (400')
24	S	Center St. to CSAH 11	Y	Sidewalk width is 4'	By 2021	\$17,400	4' wide, should be upgraded to ADA preferred Min. of 5' in near future (580')

## Graceville

18	N	12th St. to 10th St.	Y				
18	N	10th St. to 6th St.	N	FS >8.6%	2030 or next Const. Proj.	\$750	One 5' long sidewalk pannel next to driveway exceeds 8.6%.
18	N	6th St. to 5th St.	Y				
18	S	6th St. to 5th St.	Y				
18	N	5th St. to 4th St.	N	CS > 2% @ Drives	Next Reconst around 2045		Sidewalk non-compliant CS is related directly to eleven (11) driveways. Sidewalk CS's in these 11 driveways vary between 2% to 4%. Because of large variances in elevation between the gutter, sidewalk, and building thresholds; the existing design appears to be a good 'compromise' design'. Until the curb and gutter grades can be varied for long distances, sometimes 6-inches vertically from one building front to the next, there is no possible way to match street, sidewalk, driveway, and threshold grades to ADA preferred design. NEXT RECONSTRUCTION
18	S	5th St. to 4th St.	Y				
18	N	4th St. to 3rd St.	Y				
18	S	4th St. to 3rd St.	Y				
18	N	3rd St. to 2nd St.	N	CS > 2% @ Drives	Next Reconst around 2045		
18	S	3rd St. to 2nd St.	N	CS > 2% @ Drives	Next Reconst around 2045		
18	N	2nd St. to 1st Ave. NW	N	CS > 2% @ Drives	Next Reconst around 2045		
18	S	2nd St. to 1st Ave. NW	Y				
20	W	Studdart to Parnell	Y				
20	E	Studdart to Parnell	Y				
20	W	Parnell to Garfield	Y				

**BIG STONE COUNTY ADA SIDEWALK SUMMARY**

**07/07/16** NONCOMPLIANT SIDEWALK SECTIONS ARE HIGHLIGHTED

**NOTE: Next construction project is any street work that is more than maintenace patching or seal coating.**

**Next reconstruction is complete reconstruction of existing street.**

County Highway	Street Side	Description	Compliant	Reason Not Compliant	Compliance Plan	Estimated Cost @ Today's Prices	Comments:
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**Graceville Continued**

20	E	Parnell to Garfield	Y				
20	W	Garfield to Toqua	Y				
20	E	Garfield to Toqua	Y				
20	W	Toqua to 3rd	Y				
20	E	Toqua to 3rd	Y				
20	W	3rd to St. Patrick Ave.	Y				
20	E	3rd to St. Patrick Ave.	Y				

**Est. Total Cost of All Non-Compliant Sidewalk \$62,550**

# Appendix B – Big Stone County ADA Grievance Form

## ADA Title II Coordinator

Brent Olson, County Commissioner  
34596 690<sup>th</sup> Ave  
Ortonville, MN 56278

## ADA Coordinator for Public ROW

Nick Anderson, County Engineer  
437 Minnesota St N, PO Box 98  
Ortonville, MN 56278

Instructions: Please fill out this form completely, in black ink or type. Sign and return to a address listed above.

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

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

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

Telephone: \_\_\_\_\_

Person ADA Violation Against (if other than the listed above): \_\_\_\_\_

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

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

Telephone: \_\_\_\_\_

Government, or organization, or institution which you believe has cause the ADA violation:

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

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

County: \_\_\_\_\_

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

Telephone Number: \_\_\_\_\_

When did the ADA violation occur?

Description and location of the alleged ADA violation:

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 \_\_\_\_\_ No \_\_\_\_\_

If yes:

Agency or Court: \_\_\_\_\_

Contact Person: \_\_\_\_\_

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

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

Telephone Number: \_\_\_\_\_

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

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



## **Appendix C – Contact Information**

### **ADA Title II Coordinator**

Name: Brent Olson, Big Stone County Commissioner

Address: 34596 690<sup>th</sup> Ave, Ortonville, MN 56278

Phone: (320) 273-2297

E-mail: [brent.olson@co.big-stone.mn.us](mailto:brent.olson@co.big-stone.mn.us)

### **Public Right-of-Way ADA Implementation Coordinator**

Name: Nick Anderson, Big Stone County Engineer

Address: 437 Minnesota St N, PO Box 98, Ortonville, MN 56278

Phone: (320) 839-2594

E-mail: [Nick.Anderson@co.big-stone.mn.us](mailto:Nick.Anderson@co.big-stone.mn.us)

## **Appendix D – Glossary of Terms**

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

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

**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):** Civil rights legislation passed in 1990 and effective July 1992. The ADA sets design guidelines for accessibility to public facilities, including sidewalks and trails, by individuals with disabilities.

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

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

**Capital Improvement Program (CIP):** The CIP for the Transportation Department includes an annual capital budget and a five-year plan for funding the new construction and reconstruction projects on the County's transportation system.

**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.

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

**Pedestrian Access Route (PAR):** A continuous and unobstructed walkway within a pedestrian circulation path that provides accessibility.

**Pedestrian Circulation Route (PCR):** A prepared exterior or interior way of passage provided for pedestrian travel.

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