

# CLAY COUNTY ADA TRANSITION PLAN

FOR CLAY COUNTY, MN



## FINAL REPORT

NOVEMBER 2014



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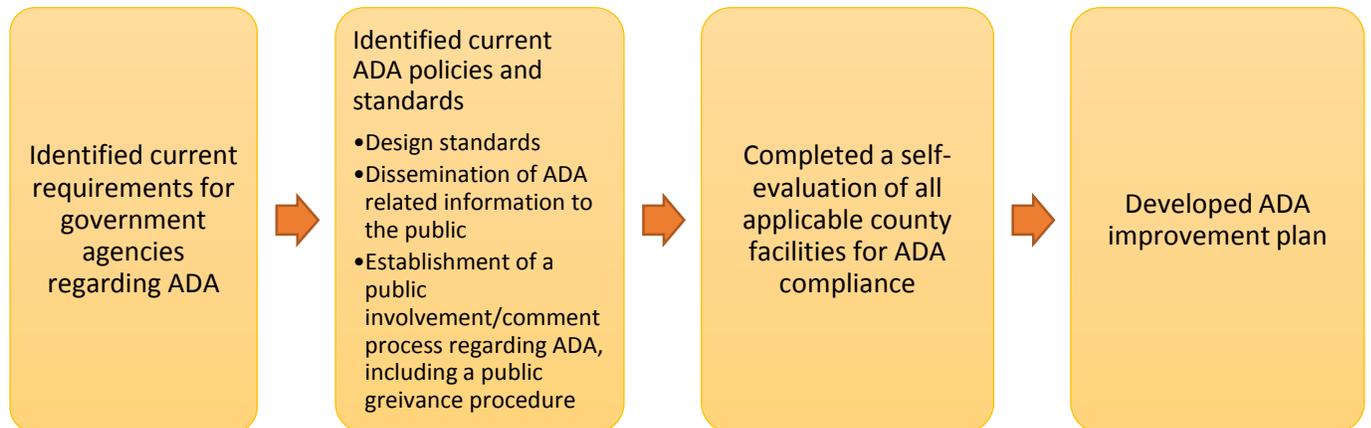
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## Executive Summary

Per Title II of the Americans With Disabilities Act (ADA), Clay County is required to develop an ADA transition plan. This ADA transition plan will help guide the County toward ADA compliance at facilities it operates. This plan identifies what is currently required of the County regarding ADA and also by identifies existing ADA deficiencies.

The following methodology was used to complete this ADA Transition Plan:

**Figure A - Study Methodology**



## Proposed Improvement Plan

### Clay County Buildings

ADA deficiencies were observed at three Clay County buildings. Two of these buildings, the Clay County Motor Vehicle Building and the Clay County Highway department have a total of 3 deficiencies that are expected to cost approximately \$700 to mitigate. The Clay County Courthouse complex, however, has 29 observed deficiencies that would cost approximately \$38,800 to mitigate.

Therefore, it is recommended that the deficiencies at the Clay County Motor Vehicle and Highway Department buildings are corrected as soon as possible since these are low-cost improvements that can easily be implemented by Clay County staff without the aid of an outside contractor.

It is recommended that improvements at the Clay County Courthouse complex are addressed as part of a single improvement project. Given the uncertainty regarding the source of funds for such a project, a recommended implementation timeframe is not presented in this report.

## Clay County Highways

A fiscally constrained 20 year improvement plan was developed to address the existing ADA deficiencies along Clay County highways. ADA improvements were developed on a corridor level and are prioritized based on the number and severity of deficiencies identified along each roadway.

The ADA improvement plan was developed using the following assumptions:

- Plan completes all ADA improvements by 2030
- Clay County sets aside \$30,000 per year for ADA improvements
  - Annual set aside determined by dividing the total cost for ADA improvements by 20 years
  - Set aside for ADA improvements increases by 4% each year under each funding scenario based on forecasted levy revenue increases
- Cost estimates assume a 2.4% inflation rate

Proposed ADA improvement implementation dates and associated costs can be seen in **Table A**. A map showing the location of each proposed improvement can be seen in **Figure C**.

**Table A - ADA Improvement Project Programming Timelines**

Corridor	Inaccessibility Index	Inaccessibility Index Rank	Project Priority	Cost For Improvements (2014 Dollars)	Estimated Year of Improvements (Long Term/20 Year Plan)	Cost For Improvements (Year of Expenditure Dollars)
County Road 3 - Moorhead*	378	3	1*	<b>\$66,700</b>	2014	<b>\$66,700</b>
County Road 117 - Glyndon**	153	5	2**	\$101,700	2018	\$111,800
County Road 43 - Barnesville	818	1	3	\$123,550	2022	\$149,350
County Road 82 - Moorhead	531	2	4	\$22,650	2023	\$28,050
County Road 33 - Hawley	369	4	5	\$52,350	2024	\$66,350
County Road 34 - Ulen	126	6	6	\$46,600	2026	\$61,950
County Road 16 - Moorhead	114	7	7	\$5,550	2026	\$7,400
County Road 45 - Dilworth	107	8	8	\$44,800	2027	\$61,000
County Road 11 - Sabin	35	9	9	\$1,750	2027	\$2,400
County Road 2 - Comstock	34	10	10	\$17,700	2028	\$24,650
County Road 26 - Hitterdal	32	11	11	\$12,800	2028	\$17,850
County Road 100 - Georgetown	21	12	12	\$200	2028	\$300
County Road 34 - Felton	3	13	13	\$72,900	2030	\$106,550
<b>Total</b>				<b>\$569,250</b>	<b>Total</b>	<b>\$704,350</b>

Notes:

\*Prioritized as 2014 project to coincide with programmed 2014 CR 3 improvements

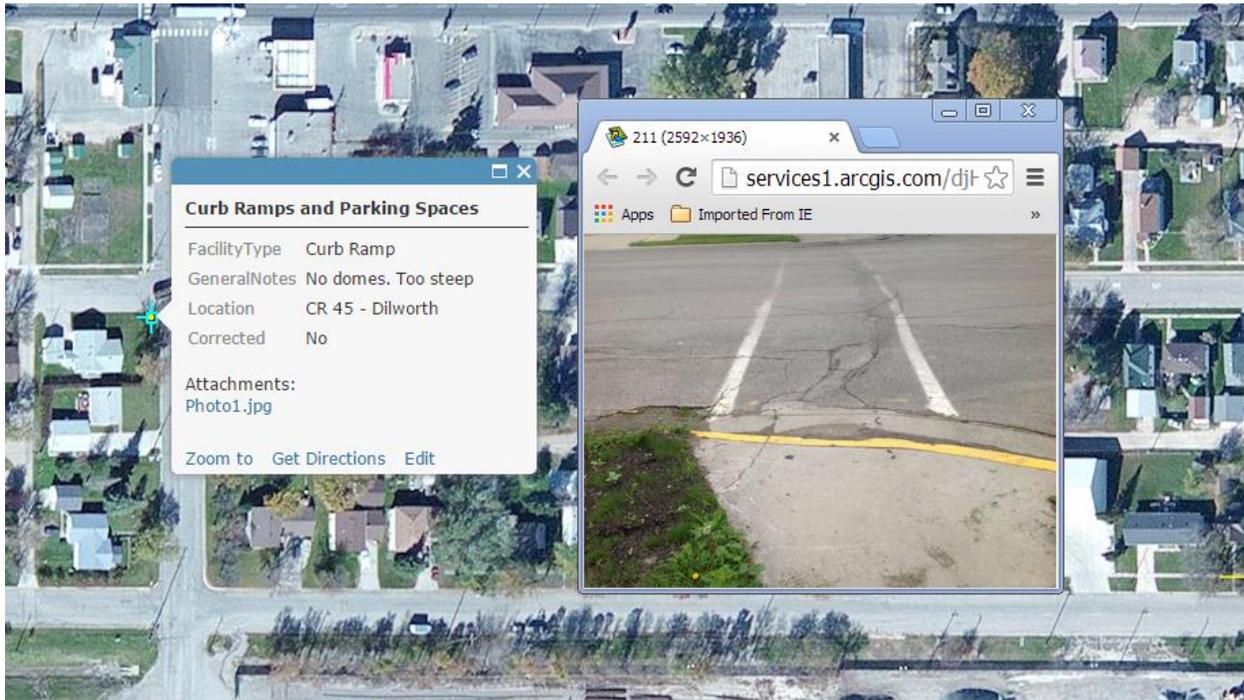
\*\*Prioritized as 2018 project to coincide with programmed 2018 CR 117 improvements

*County Road 3 ADA improvements completed during 2014 mill and overlay. This mill and overlay was completed after the self-evaluation was performed.*

## Online ADA Deficiency Map

To help the County monitor required ADA improvements, KLJ has developed an online webmap using ArcGIS online. This tool enables County staff to view the locations, photos and descriptions of existing deficiencies. This webmap can also be used to track improvements that have been implemented.

Figure B - Screenshot from ArcGIS Online Webmap

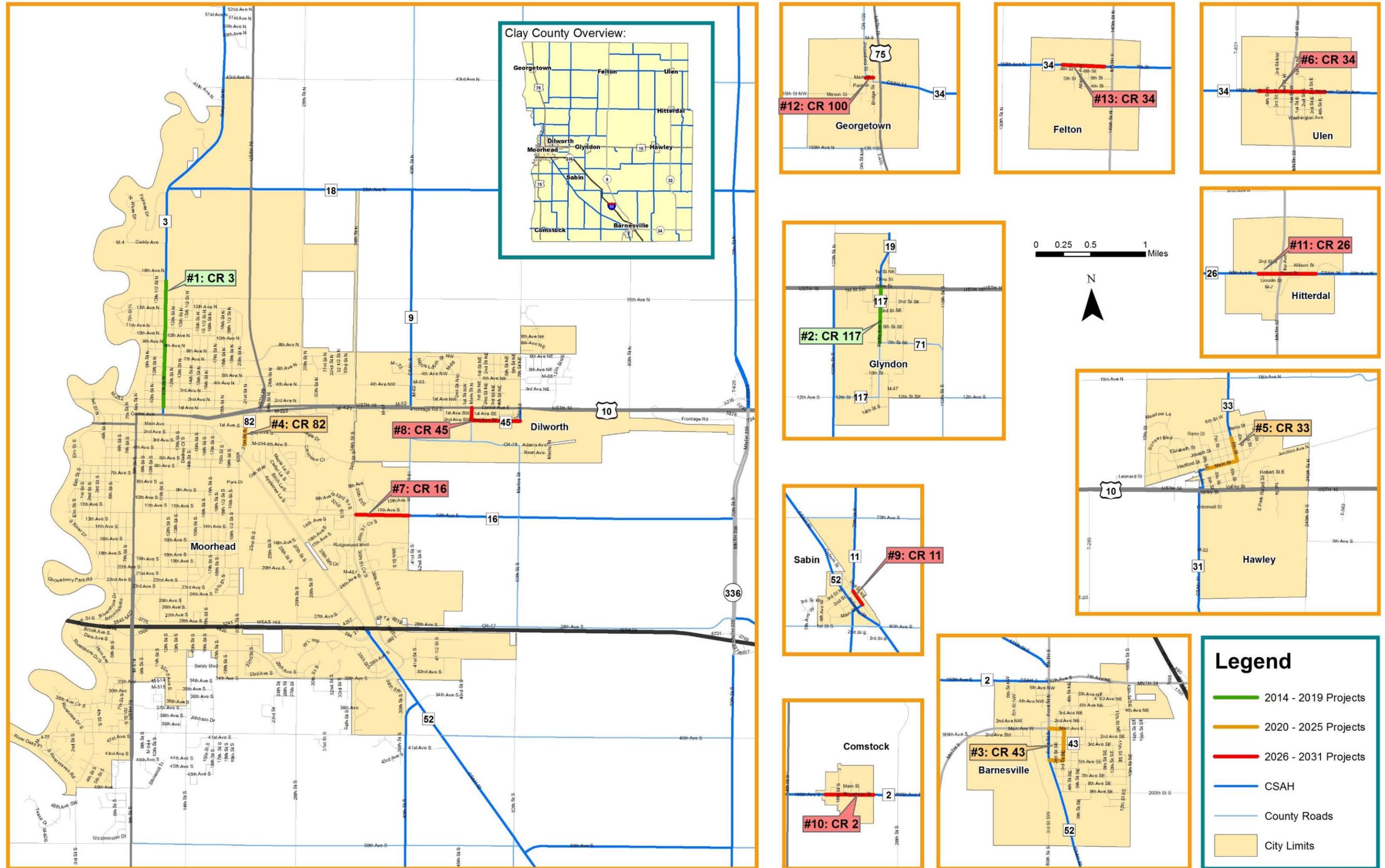


## Other Recommendations

It is also recommended that Clay County:

- Ensure that a copy of this ADA Transition Plan is made available to the public
- Ensure that opportunity for public comment regarding this plan is given
- Ensure that a procedure for ADA related grievances is in place
- Publish information regarding the County's ADA related responsibilities
- Inventory progress made when ADA improvements are implemented
- Update this plan every 3 to 5 years

Figure C - Proposed ADA Improvement Locations and Priorities



Note: This figure only shows areas with identified ADA deficiencies. Areas that are ADA compliant are not shown on this figure

## Introduction

### ADA Transition Plan Purpose and Need

The Americans with Disabilities Act (ADA), enacted on July 26, 1990, is a civil rights law prohibiting discrimination based on disability. This ADA Transition Plan was developed to outline required improvements for Clay County to achieve ADA compliance along its County highways and at its public buildings. Clay County is required to have an ADA Transition Plan since it is a public entity which employs 50 or more people [28 CFR Sec. 35.130 (d)].

The ADA consists of five Titles outlining protections from different aspects of discrimination. Title II of ADA specifically addresses the subject of making public services and public transportation accessible to those with disabilities. As a provider of public transportation services and programs, Clay County must comply with this section of ADA 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) The term "qualified individual with a disability" means an individual who, with or without reasonable modifications to rules, policies, or practices, the removal of architectural, communication, or transportation barriers, or the provision of auxiliary aids and services, meets the essential eligibility requirements for the receipt of services or the participation in programs or activities provided by a public entity.

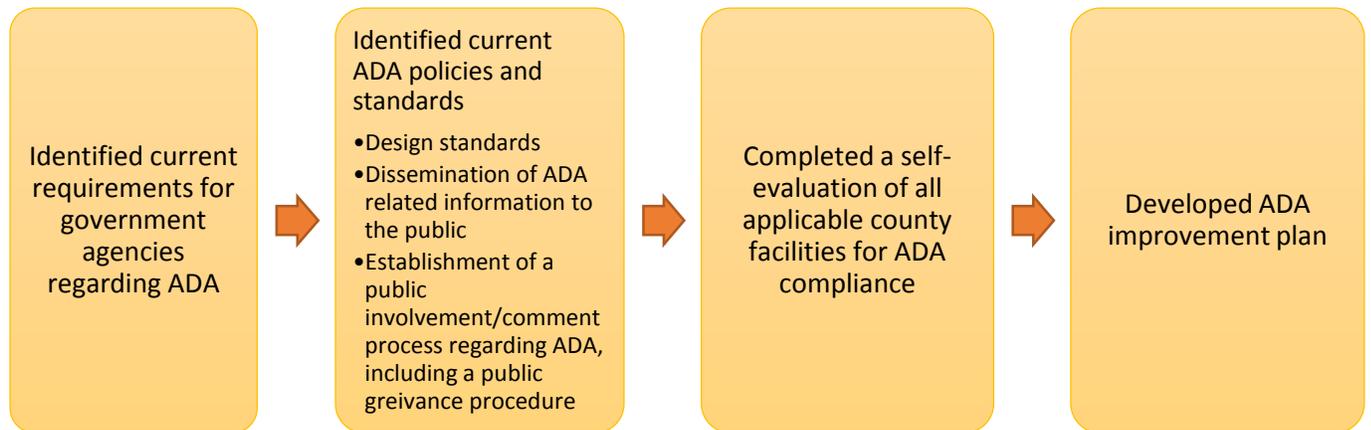
Title II of ADA is companion legislation to two previous federal statutes and regulations: the Architectural Barriers Acts of 1968 (ABA) and Section 504 of the Rehabilitation Act of 1973. ABA requires that facilities designed, built, altered or leased with Federal funds be accessible. Section 504 protects qualified individuals from discrimination based on their disability. The nondiscrimination requirements 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 the receipt of federal funding.

Without a complete assessment of facilities, services, and programs, it is difficult to budget for improvements. Without a complete assessment, the County can only respond to problems case by case rather than anticipate and correct them in advance. As a result, people with disabilities cannot participate in or benefit from services, programs, and activities. The self-evaluation identifies and corrects those policies and practices that are inconsistent with Title II's requirements. The self-evaluation and transition plan must be available to the public.

## Study Approach

The following methodology was used to complete this ADA Transition Plan:

**Figure 1 - Study Methodology**



## Agency Requirements

All public entities, regardless of size, must comply with Title II's requirements. Under Title II, Clay 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 CFR 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 CFR 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 CFR 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 CFR 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 CFR 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

## Current ADA Standards

This section outlines current ADA design standards that are relevant to this plan. The following resources can be referred to for further information and for design details:

- 2010 ADA Standards for Accessible Design
- 2011 Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG)

It is important to note that ADA design standards are constantly evolving, therefore the above sources are for reference purposes only.

### Pedestrian Route Design Standards



**Figure 2 - Non-Compliant Pedestrian Route**

To ensure that pedestrian routes are compliant with current ADA guidelines, pedestrian routes must have the following characteristics:

- Paths must be continuous within interconnected walkways, sidewalks, curb ramps (excluding flares), landings, and crosswalks
- Continuous, unobstructed clear width shall be 48 inches minimum, excluding the curb
- An access route with less than 5 feet clear width must provide passing spaces no farther apart than 200 feet. Passing spaces shall be 5 feet by 5 feet minimum
- Cross slopes shall be 2% maximum and the running grade (parallel to direction of movement) shall not exceed 5%. Surfaces shall be firm, stable, and slip resistant
- Vertical alignment shall be planar within curb ramps, landings, and gutter areas within the path
- Grade breaks shall be flush

- Vertical surface discontinuities shall not exceed 0.25 inches maximum. Vertical discontinuities between 0.25 inches and 0.5 inches maximum shall be beveled at 2:1 or flatter
- No vertical surface discontinuity is allowed within curb ramps, landings, or clear spaces for operable parts, which must be planar
- Sidewalk joints or gratings shall not permit passage of a sphere more than 0.5 inches in diameter
- Gratings, access covers, utility objects, and other appurtenances shall not be located on curb ramps, landings, or gutters within the path of travel. Elongated openings of a grate in the traveled way shall be placed so that the long dimension is perpendicular to the direction of travel



**Figure 3 - Vertical Surface Discontinuities**

### Curb Ramp Design Standards

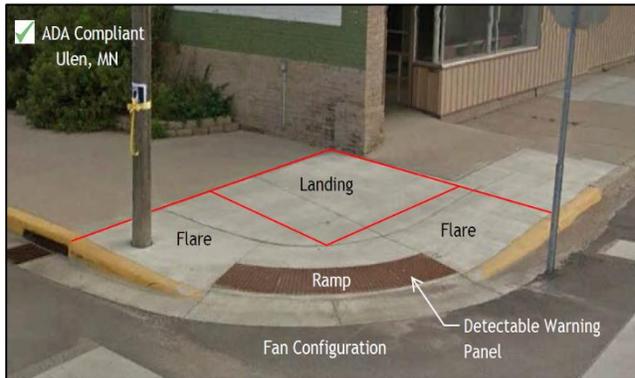
To ensure that curb ramps are compliant with current ADA guidelines, ramps must have the following characteristics:

- Entrances to the street must be contained within crosswalk markings at marked crossings
- Landings must have an unobstructed clear width of 4 feet minimum, excluding ramp flares
- Maximum running slopes for curb ramps are 12:1 (8.3%) along direction of travel, cross slope of 2% maximum, and flare slopes 10% maximum, measured parallel to the back of curb (flare slope requirements only apply where path passes through flares)
- The slope of the gutter or street at the foot of the curb ramp slope shall be 5% maximum
- Detectable warning panels with truncated domes are required if the curb ramp connects to a roadway. Panels must be at least 24 inches deep and installed at back of curb for the full ramp width. Surfaces shall be firm, stable, and slip resistant
- Gratings, access covers, utility objects, and other appurtenances are not to be located on curb ramps, landings, or gutters
  - If relocating such items from curb ramps is infeasible, ensure that vertical edges on these items are 0.25 inches or less



**Figure 4 - Curb Ramps With No Detectable Warning Panels**

- Grade breaks at the top and bottom of curb ramps must be perpendicular to the direction of travel. Grade breaks must be flush
- Clear space 4 feet by 4 feet minimum must be provided in the roadway beyond the curb face where the bottom of a curb ramp or where landing meets the gutter
- The accessibility criteria for pedestrian routes apply to curb ramps unless superseded by the above



**Figure 5 - Compliant Curb Ramp**

A good reference for best design practices for curb ramps is Chapter 7 of FHWA’s *Designing Sidewalks and Trails for Access - Part II: Best Practices Design Guide*. This document has been made available online by FHWA at no cost. This document provides guidance regarding the optimal curb ramp configuration for different contexts.

### Pedestrian Traffic Signal System Design Standards

To ensure that pedestrian signal systems are compliant with current ADA guidelines, pedestrian signals must have the following characteristics:

- Pedestrian push buttons must be located less than 5 feet from the crosswalk line that is farthest from the intersection and between 1.5 and 10 feet from the edge of curb, shoulder, or pavement, whichever is present
- Desirable push button mounting height is 42 inches from ground but between 15 inches (minimum) and 48 inches (maximum) is acceptable
- Clear path must be at least 36 inches wide to accommodate the full spectrum of wheeled mobility devices



**Figure 6 - Deficiencies from Signal Pole Location**

Accessible pedestrian signals (APS) are now required to meet ADA guidelines. APS push buttons shall have a locator tone that operates during the DON'T WALK and the flashing DON'T WALK intervals only. They must also have both audible and vibrotactile indications of the WALK interval. APS pushbutton control faces shall be installed to face the intersection and be parallel to the crosswalk served and shall have a tactile arrow that indicates the crossing direction activated by the button. It is recommended that a 10 foot minimum offset is provided between APS push buttons, however pushbuttons may be located closer if spoken indications for crossing instructions are provided.

Additional details regarding APS can be found in Part 4 of the Minnesota Manual on Uniform Traffic Control Devices (MnMUTCD).

### Access to County Facilities

To provide pedestrian access and to ensure compliance with current ADA guidelines, all requirements outlined above were considered for all of the facilities providing access to state/local government offices and facilities. In addition, the following characteristics of the buildings and parking areas providing access to state/local government offices and facilities must also be evaluated for compliance with current ADA guidelines:

#### Access to Buildings:

If stairs are present at the main entrance to a building, there must be a ramp, lift, or alternative accessible entrance. Service entrances shouldn't be used as accessible entrances unless it is the only option. All inaccessible entrances should be marked with signs indicating the location of the nearest accessible entrance. At the doorway, there must be at least 18 inches of clear wall space next to the handle for a person using crutches or a wheelchair to get close enough. Accessible entrance doors must be at least 32 inches wide with a threshold edge less than 0.25 inches (0.75 inches if beveled), equipped with power-assisted or automatic door openers, and handles no higher than 4 feet above the ground and operable with a closed fist.

#### Parking & Unloading Areas:

Accessible routes must connect parking spaces to accessible entrances. Where the accessible route must cross vehicular traffic lanes, marked crossings enhance pedestrian safety, particularly for people using wheelchairs and other mobility aids. It is preferable that the route doesn't pass behind parked vehicles. Passenger loading zones must provide a vehicular pull-up space at least 8 feet wide and 20 feet long. Access aisles serving car and van parking spaces shall be 60 inches wide minimum and extend the full length of the parking spaces they serve. Access routes must also be striped/marked so as to discourage parking in them.



**Figure 7 - Noncompliant Handicapped Parking Sign**

Accessibility guidelines state that there must be at least 1 accessible parking space for every 25 spaces available in the lot. Car parking spaces shall be 8 feet wide minimum and van parking spaces shall be 11 feet wide minimum (except where the access aisle is 8 feet, then the parking space can be 8 feet also), shall be marked to define the width, and have an adjacent access aisle. Access aisles can be placed on either side of the parking space except for angled van parking spaces which must be located on the passenger side of the parking spaces. Handicapped parking signs must be mounted at least 5 feet from the ground to the bottom of sign using material with a non-glare finish and ADA compliant lettering and images. Signs must not extend more than 4 inches out into the accessible pathway to avoid obstructing use.

### Maintenance of Accessible Features

Clay County must ensure that all facilities are in operable working condition [28 CFR Sec. 35.133]. Some relevant maintenance issues include snow removal, the clearing of fallen tree foliage and branches, pruning trees near sidewalks and the clearing of sand and gravel from pedestrian facilities.

### Public Notice & Outreach

The County is required to publish its responsibilities regarding ADA. Notice should be available in public spaces such as the County Courthouse, and could also be made available online. Note that the website itself must also be accessible.

Clay County Social Services currently has posted its Civil Rights Compliance Plan on its website at <http://www.co.clay.mn.us/Depts/SocServ/SocServ.htm>. This discusses to County's responsibilities under Section 504 of the Rehabilitation Act of 1973, however it is recommended that this is expanded to include the County's responsibilities under ADA. Notice regarding the County's ADA responsibilities could also be published separately if made publicly available.

This transition plan has been posted on Clay County's website to be available to anyone interested in reviewing the plan. The plan has also been sent to all cities in Clay County for review and comment.

It is also recommended that this report is sent directly to advisory boards or advocacy groups that work with the disabled community, as well as any individuals with disabilities when distributing information. Some examples of local groups include (this is not a comprehensive list):

- Access of the Red River Valley
- Creative Care for Reaching Independence (CCRI)
- Connections of Moorhead
- Freedom Resource Center for Independent Living
- Metro Area Mayors Committee for People with Disabilities
- Red River Human Services Foundation

### ADA Coordinator

In accordance with 28 CFR 35.107(a), Clay County currently has an ADA Title II Coordinator to oversee the County's policies and procedures, whose contact information is below.

#### Clay County ADA Coordinator

Contact: Darren Brooke

Address: 807 11<sup>th</sup> Street North

Address: Moorhead, Minnesota 56560

Phone: 218.299.7336

Email: darren.brooke@co.clay.mn.us

### Grievance Procedure

Any individual who feels that they have been discriminated against by a program or service operated by Clay County must have the ability to file a formal grievance, have the grievance responded to, and have the right to request an appeal if they are dissatisfied with the resolution of their grievance. The procedures to be followed in filing a formal grievance must be available and accessible to the general public. The complaint should contain information about the alleged discrimination such as name, address, phone number of complainant and location, date, and description of the problem.

In its Civil Rights Compliance Plan, Clay County currently addresses citizens' rights to file written civil rights complaints, including complaints stemming from discrimination based on disability. Clay County should develop and make publicly available a grievance form that citizens can fill out regarding ADA issues. A copy of a grievance form that could be used by the County can be found in **Appendix A**. Alternative means of filing complaints, such as personal interviews or a tape recording of the complaint should be made available for persons with disabilities upon request. Grievances should be submitted to the ADA Coordinator.

All complaints received by the ADA Coordinator, appeals to the County Administrator, and responses from these two offices should be retained by the County in accordance with state and federal law. The County should consider all specific grievances within its particular context. If the grievance filed does not concern a County facility, the County will work with the complainant to contact the agency that has jurisdiction.

# Self-Evaluation

## Overview

As required by Title II of ADA, 28 CFR. Part 35 Sec. 35.105 and Sec 35.150, Clay County must evaluate its transportation infrastructure, policies, practices and programs to identify what impact they may have on accessibility within the public right-of-way. After identifying potential impacts, an improvement implementation plan must be created. The self-evaluation will ensure the County is providing facilities that are accessible to all individuals. This self-evaluation may also help to detect potential need for infrastructure improvements. Remedying an ADA deficiency in the public right-of-way is prioritized based on the proximity of the deficient location to the above facilities. Criteria for selecting priority may also consider the extent of deficiency, population density, public requests, funding availability, public safety and time constraints. The interplay of various factors may ultimately determine which projects are implemented.

## Methodology

In April and May of 2014, a self-evaluation of pedestrian facilities within County right-of-way was conducted. Level of compliance with ADA standards was broken down into categories and facilities were given deficiency scores as outlined below. Final deficiency scores for each facility were calculated by summing the deficiency scores that are associated with each type of deficiency.

It should be noted that for curb ramp-related issues, analysis was performed on a corner-by-corner basis.

### Sidewalks and Trails:

- Existing sidewalks (points may stack)
  - 1 Point: No separation from road/curb with steep slopes in direction of and perpendicular to travel
  - 1 Point: Narrow path width and unnecessary jogs or bends
  - 1 Point: Ramps with no connecting sidewalk
  - 1 Point: Poor condition of facility
  - 1 Point: Obstructions (vertical edges, poles, signs, hydrants, etc.)
- Section of sidewalk missing (points not stacked)
  - 6 Points

### Curb Ramps, Ramp Flares, & Landings:

- Existing curb ramps (points may stack):
  - 1 Point: No detectable warning panels
  - 1 Point: Any other deficiencies (slope issues, width issues, obstructions, poor condition, etc.)
- No curb ramp (Not Stacked):
  - 3 Points

### Traffic Signal Systems:

No traffic signal systems along study corridors are operated by Clay County, therefore this analysis was not performed.

### Access to County facilities:

- No alternate access routes (1 point)
- Narrow path widths (1 point)
- Need automatic door-openers (1 point)
- Narrow door widths (1 point)
- Non-Compliant handicapped parking signing (presence, condition, height, location) (1 point)
- Non-Compliant handicapped parking zones (width, number of stalls, unloading within vicinity of ramps) (1 point)

### Lack of Pedestrian Facilities Along County Roads

Some county roads through residential areas currently do not have pedestrian facilities for long stretches, or have no pedestrian facilities at all. The lack of pedestrian facilities along a roadway does not violate ADA standards, but such conditions limit pedestrian network connectivity, creating pedestrian access and safety issues. These issues are especially a concern for individuals with disabilities. County roads without pedestrian facilities in residential areas can be seen in **Figures 11-25**. It is recommended that sidewalks are considered in the future along these routes.

It is also recommended that consideration is given to constructing sidewalks along county roads that intersect with roadways with existing pedestrian facilities. An example of this scenario is along County Road 7 in Moorhead (see **Figure 8**).

While it is recommended that sidewalks are considered along these routes in the future, these recommendations are included for illustrative purposes only, as they are outside the scope of an ADA-specific plan.

**Figure 8 - Lack of Pedestrian Facilities Along County Road 7**



## Study Area

The self-evaluation was performed within the city limits of each city for the following paved County roads:

- County Road 2 - Comstock, Barnesville (no deficiencies)
- County Road 3 - Moorhead
- County Road 7 - Moorhead (no deficiencies)
- County Road 9 - Dilworth (no deficiencies)
- County Road 11 - Sabin
- County Road 16 - Moorhead
- County Road 18 - Moorhead (no deficiencies)
- County Road 19 - Glyndon (no deficiencies)
- County Road 26 - Hitterdal
- County Road 33 - Hawley
- County Road 34 - Georgetown (no deficiencies), Felton, Ulen
- County Road 43 - Barnesville
- County Road 45 - Dilworth
- County Road 52 - Barnesville (no deficiencies), Moorhead (no deficiencies), Sabin (no deficiencies)
- County Road 71 - Glyndon (no deficiencies)
- County Road 82 - Moorhead
- County Road 100 - Georgetown
- County Road 117 - Glyndon

Studied roadway corridors can also be seen in **Figure 10**. The self-evaluation was also performed at the following Clay County government buildings in Moorhead:

- Clay County Courthouse complex
  - Clay County Courthouse
  - Family Service Center
  - Juvenile Center
  - Moorhead Police Department
- Clay County Motor Vehicle
- Clay County Highway Department

Identified deficiencies at all surveyed locations can be seen in **Figures 11-25**. Note that locations that are currently ADA compliant are not represented in these figures. Detailed information regarding identified ADA deficiencies, including recommended improvements and associated improvement costs can be found in **Appendix B**.

Some noteworthy information regarding identified ADA deficiencies includes:

- 228 deficiencies identified during self-evaluation
- 164 of these deficiencies were related to curb ramps
- 65 of the 164 curb ramp deficiencies (40%) were due to absence of detectable warning panels (no other deficiencies)

### Online ADA Deficiency Map

To help the County monitor required ADA improvements, KLJ has developed an online webmap using ArcGIS online. This tool enables County staff to view the locations, photos and descriptions of existing deficiencies in an easy to use web interface. All deficiencies identified in this study are represented in the webmap.

**Figure 9 - Screenshot from ArcGIS Online Webmap**

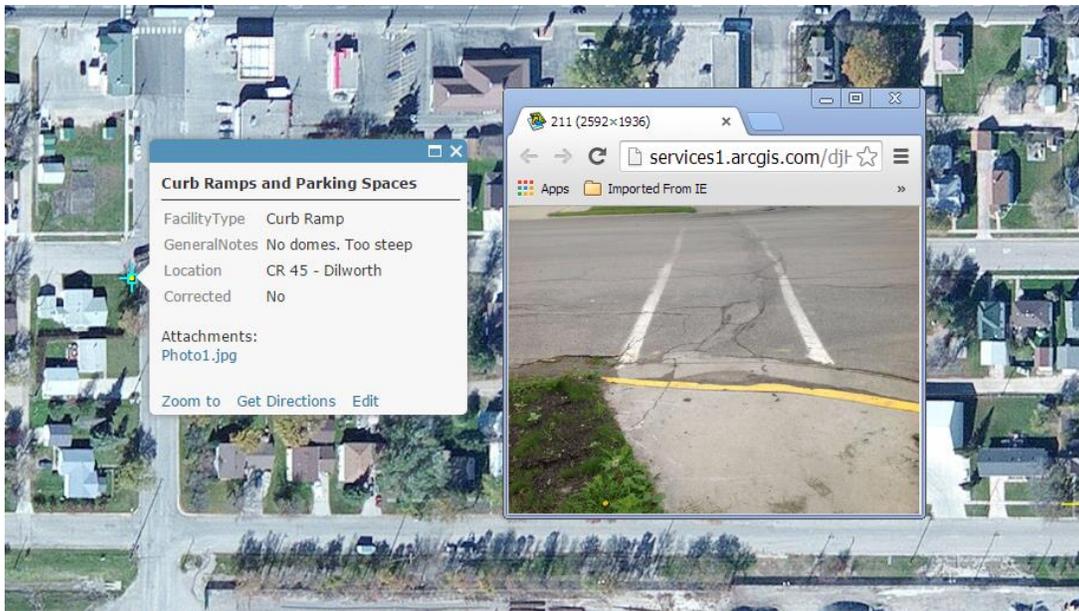


Figure 10 - Self-Evaluation: Roadway Corridors

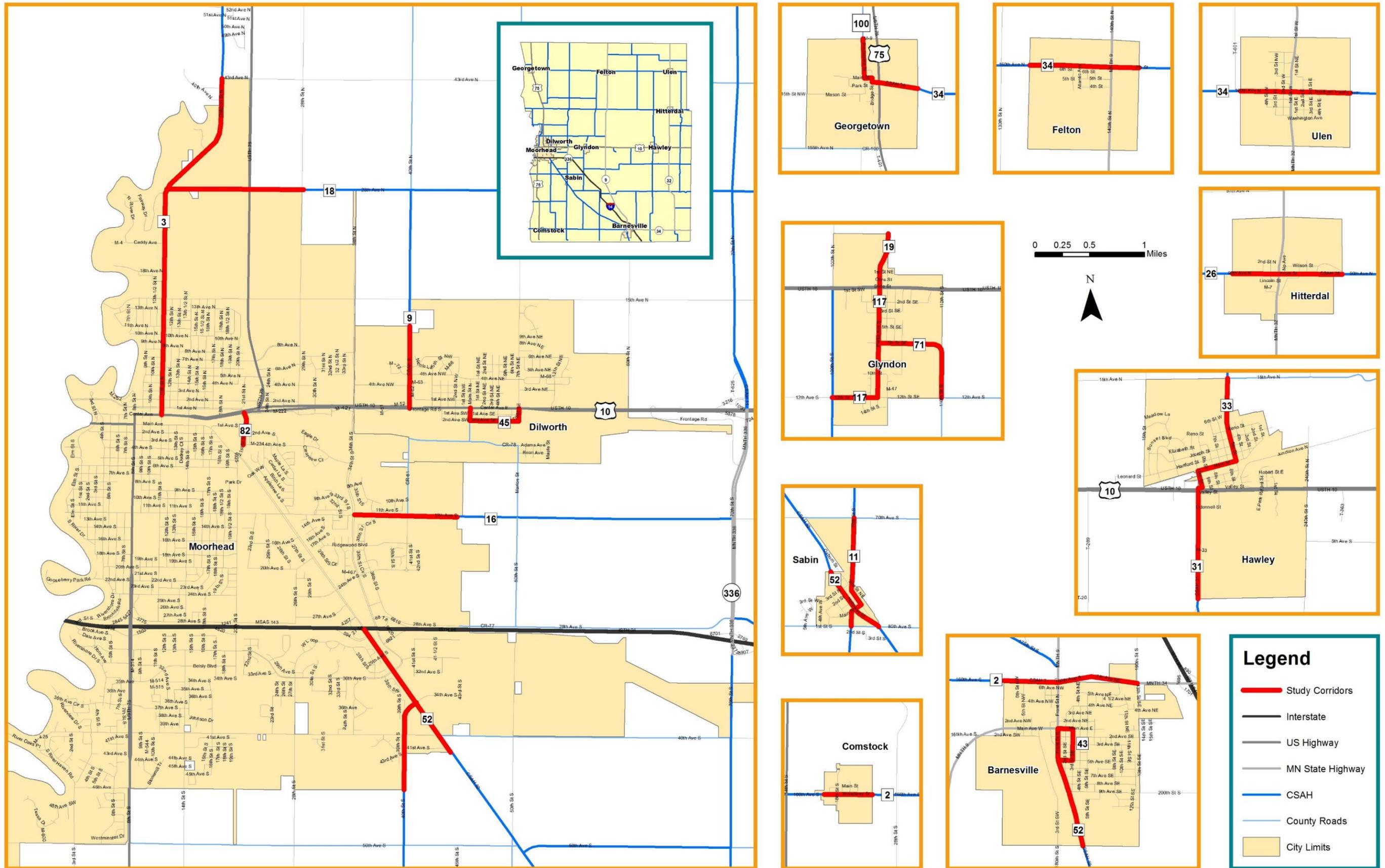


Figure 11 - ADA Deficiencies: County Road 2 - Comstock

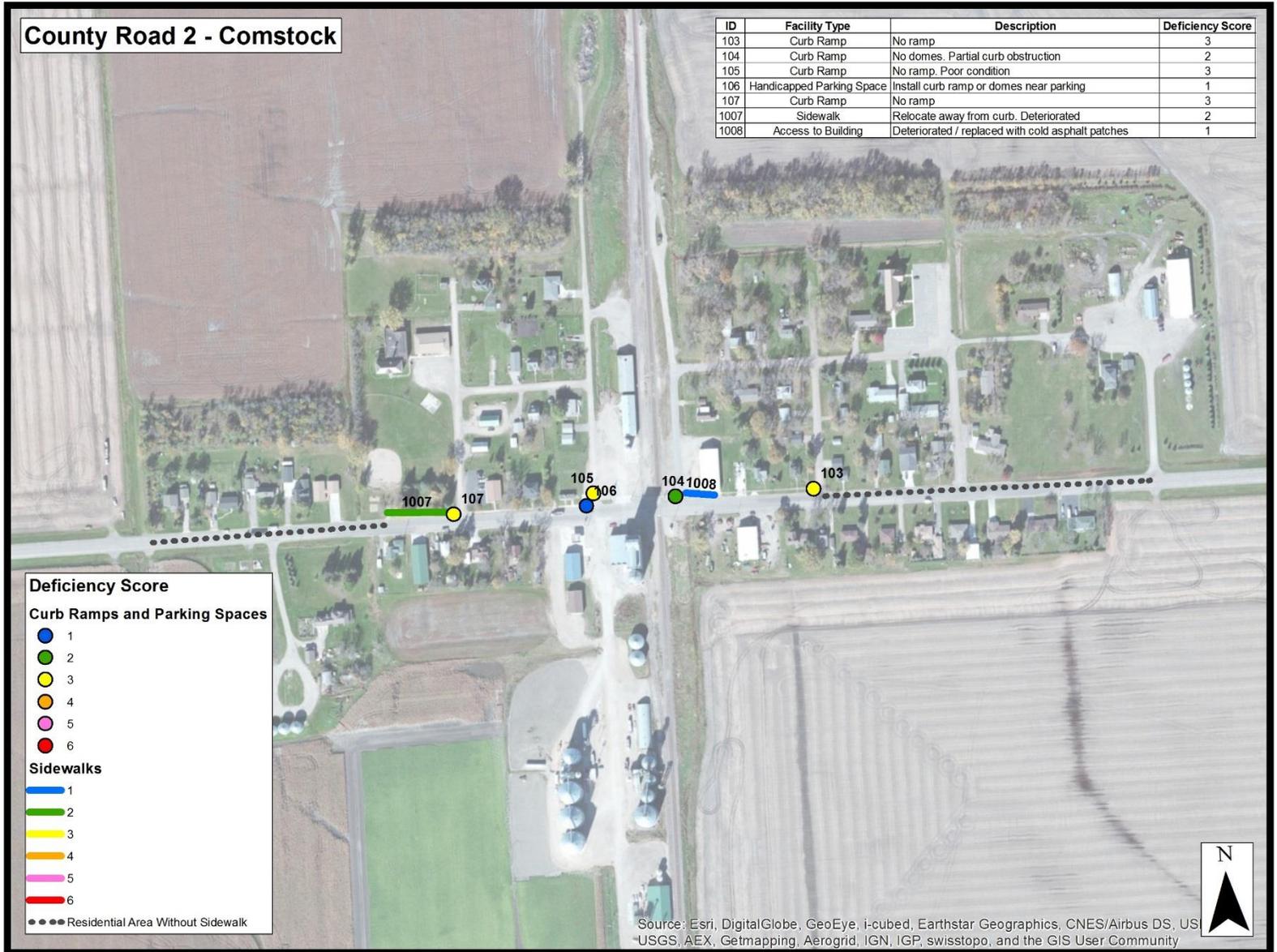


Figure 12a - ADA Deficiencies: County Road 3 (and Clay County Motor Vehicle Building) - Moorhead

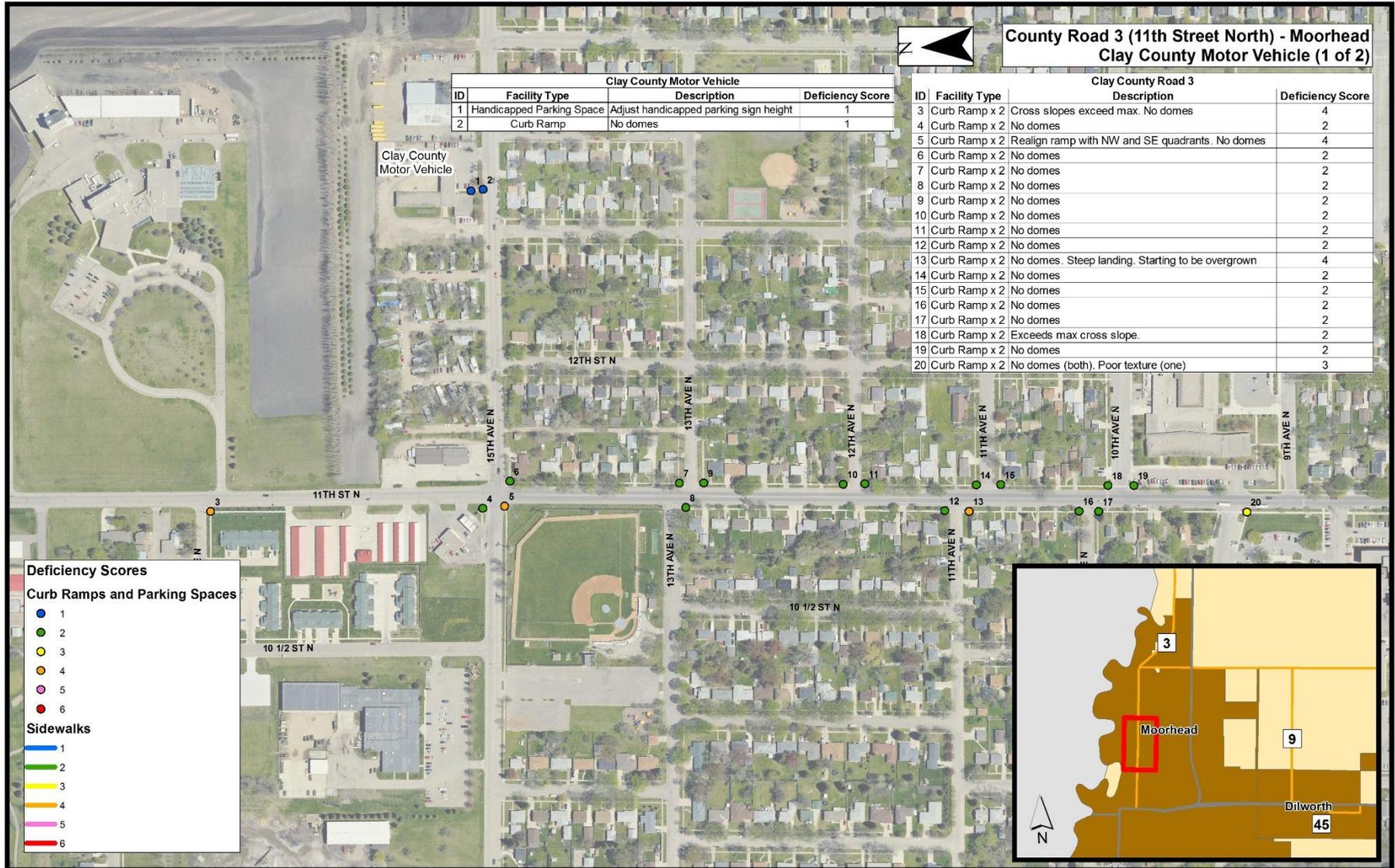


Figure 12b - ADA Deficiencies: County Road 3 (and Clay County Courthouse Complex) - Moorhead

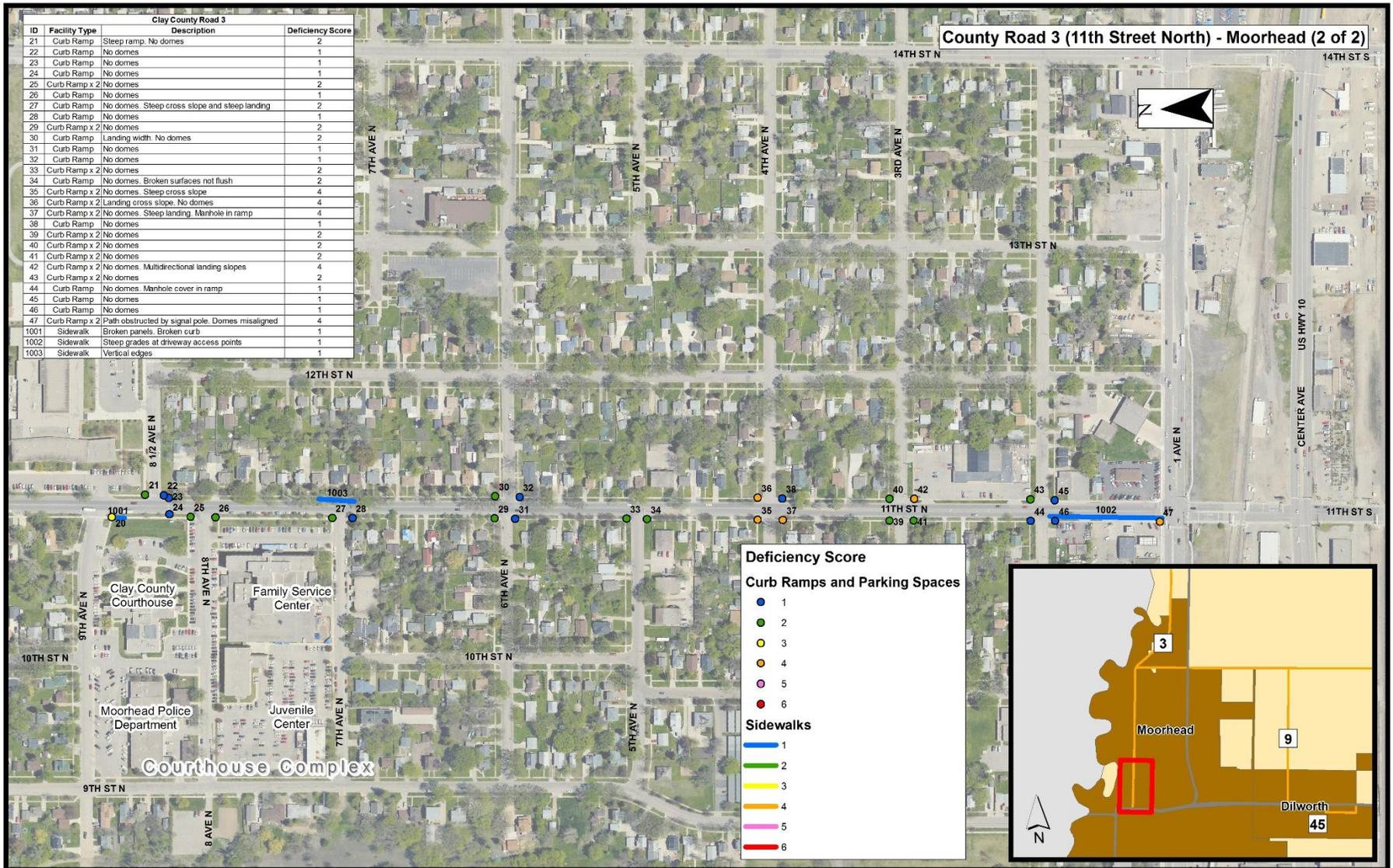


Figure 13 - ADA Deficiencies: Clay County Courthouse - Moorhead

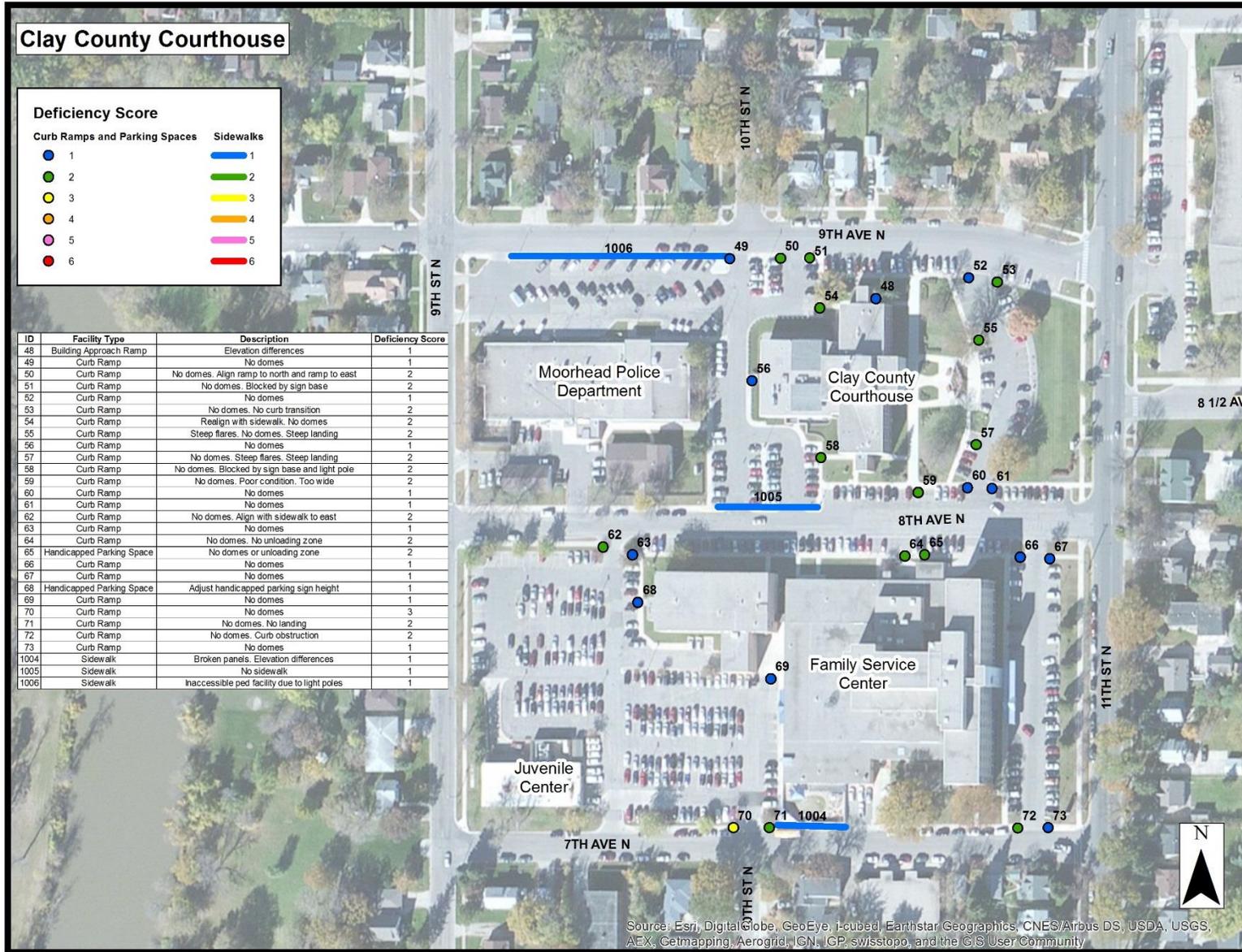


Figure 14 - ADA Deficiencies: County Road 11 - Sabin

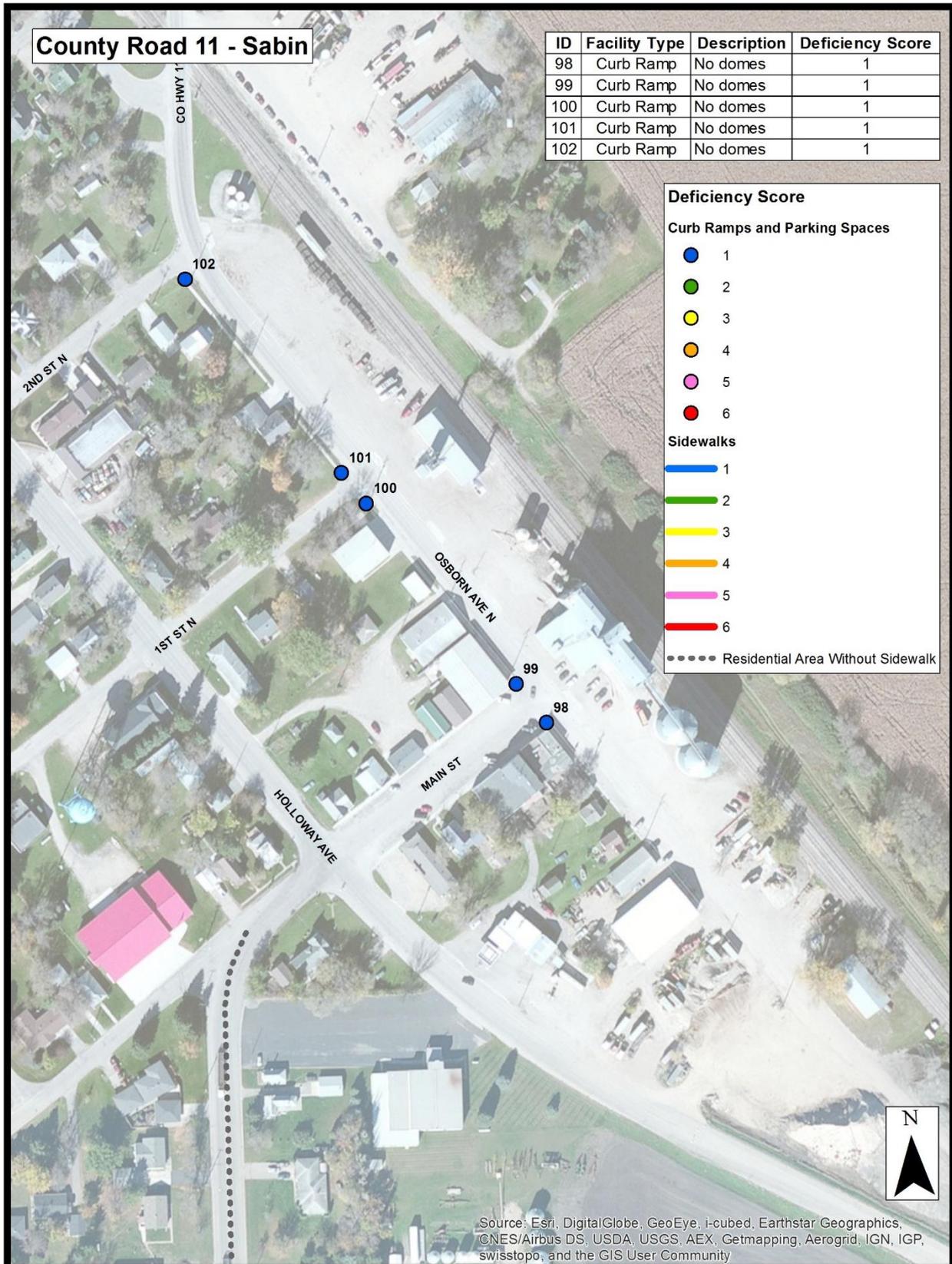


Figure 15 - ADA Deficiencies: County Road 16 - Moorhead

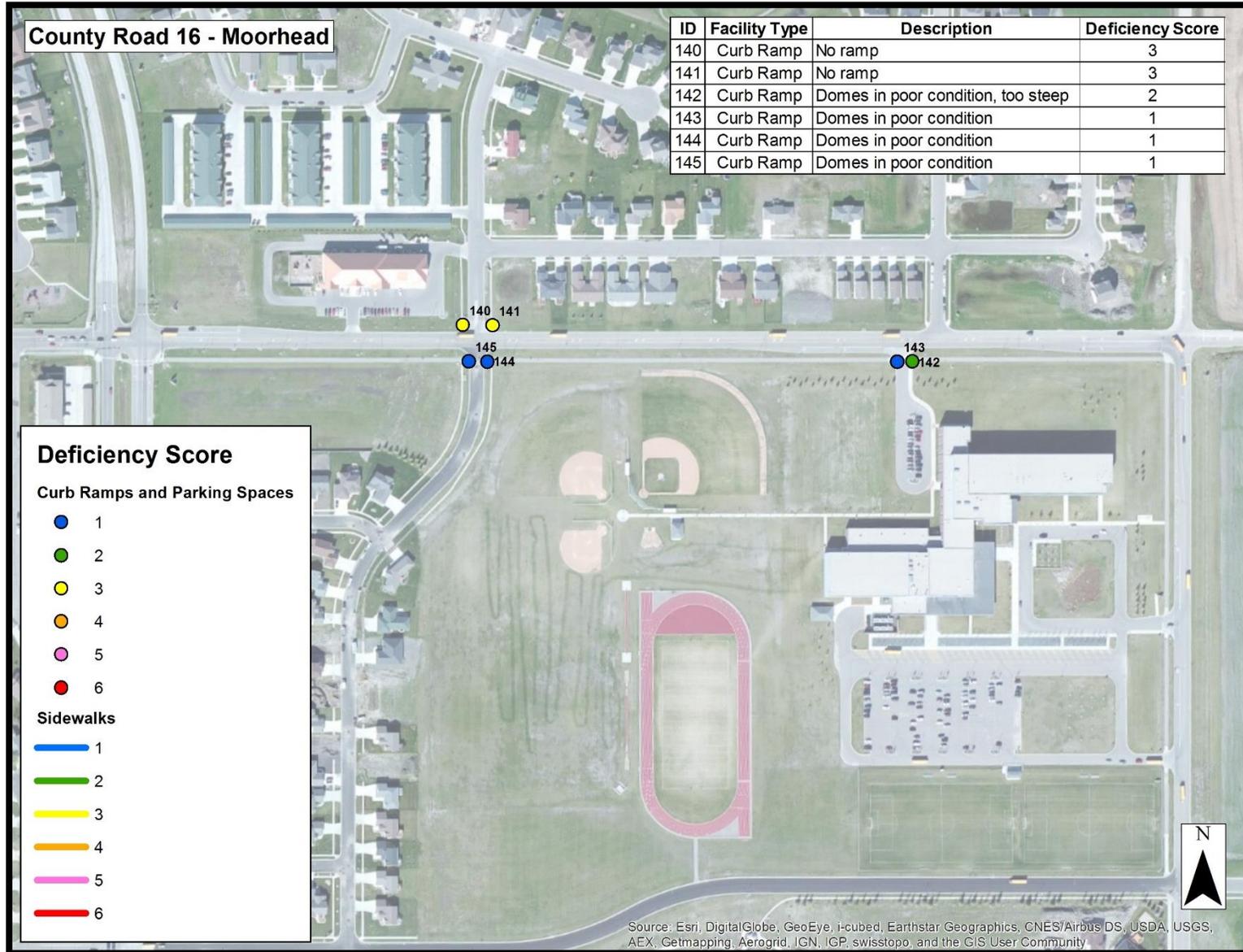


Figure 16 - ADA Deficiencies: County Road 26 - Hitterdal



Figure 17 - ADA Deficiencies: County Road 33 - Hawley

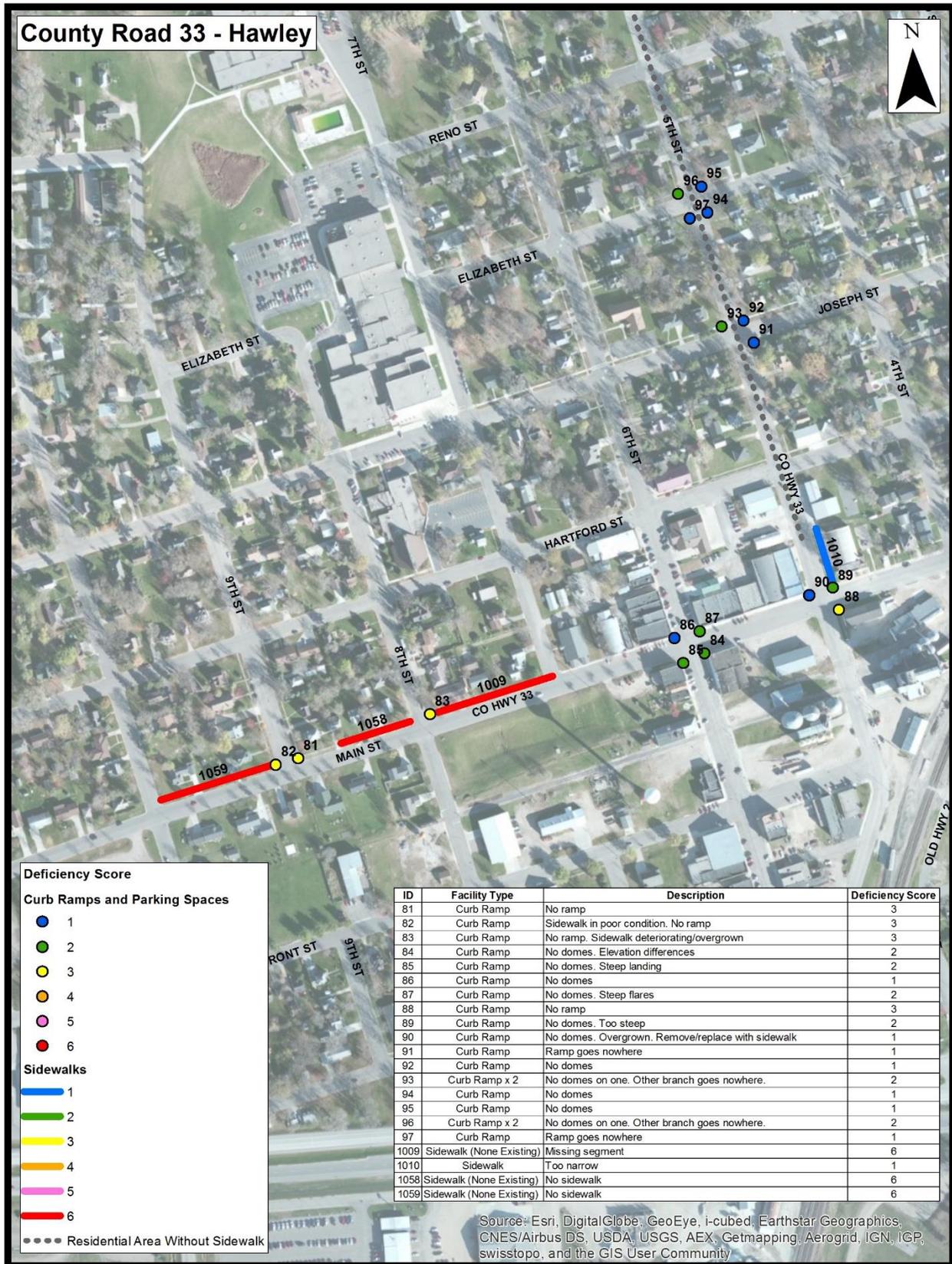


Figure 18 - ADA Deficiencies: County Road 34 - Ulen

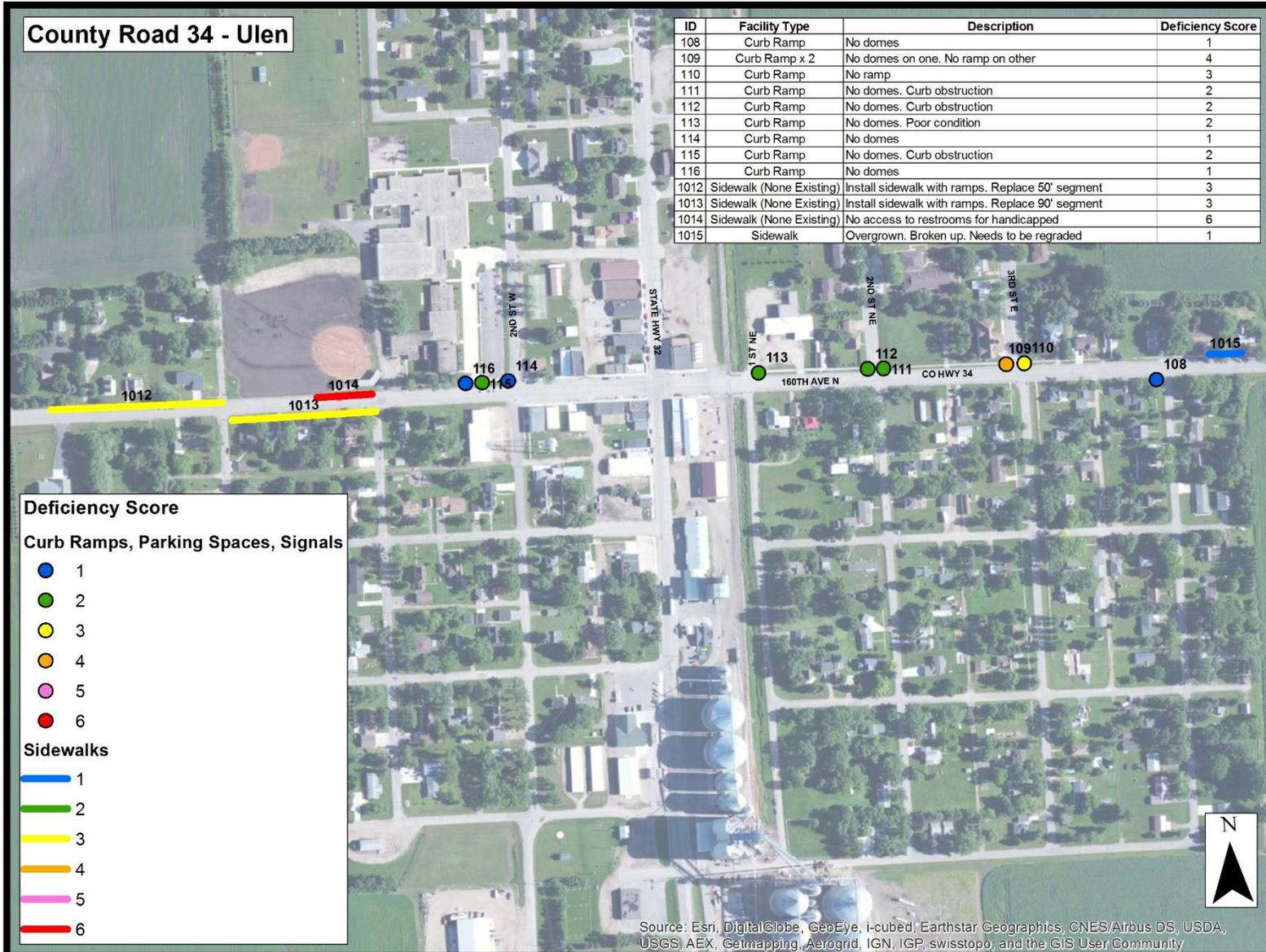


Figure 19 - ADA Deficiencies: County Road 34 - Felton

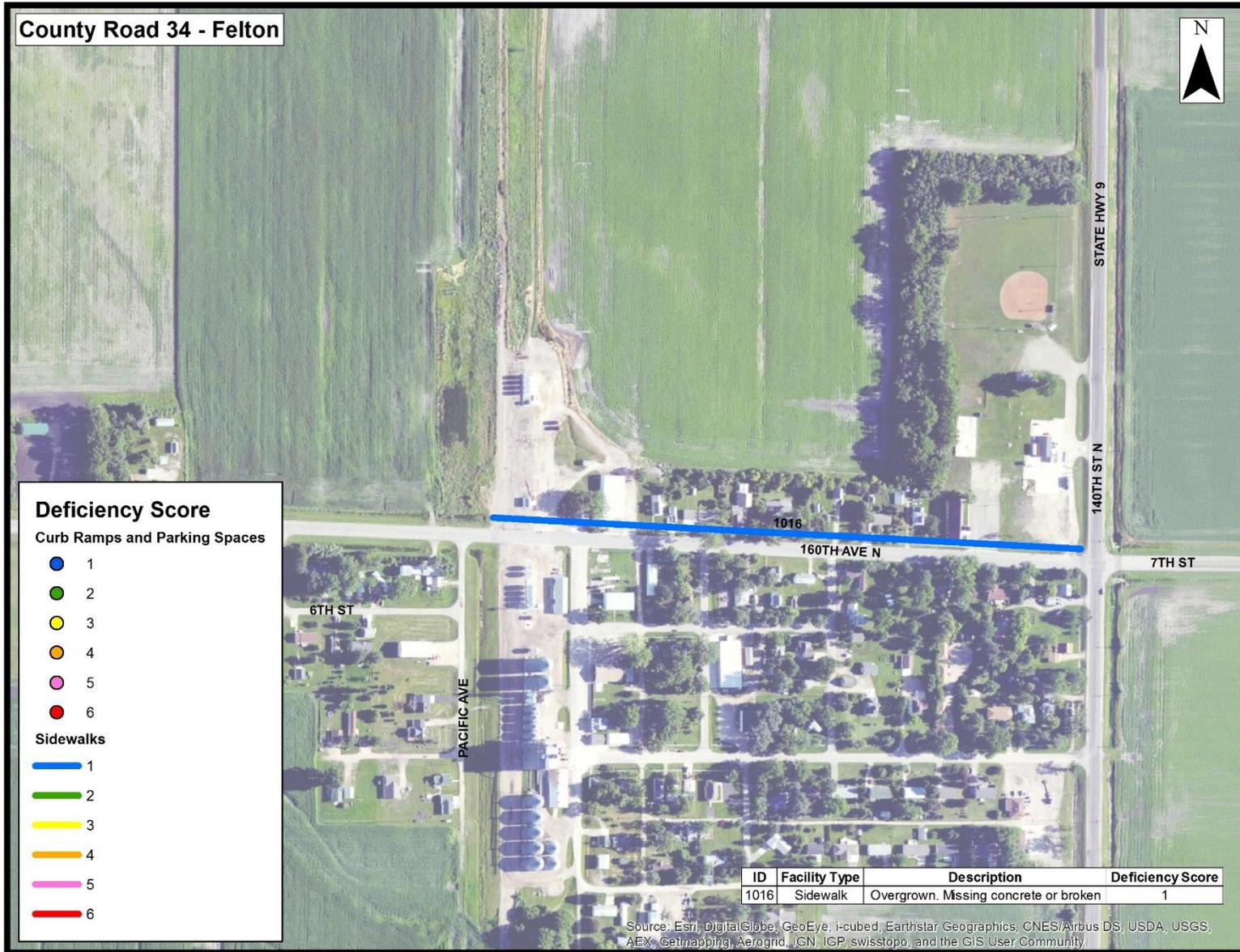


Figure 20 - ADA Deficiencies: County Road 43 - Barnesville

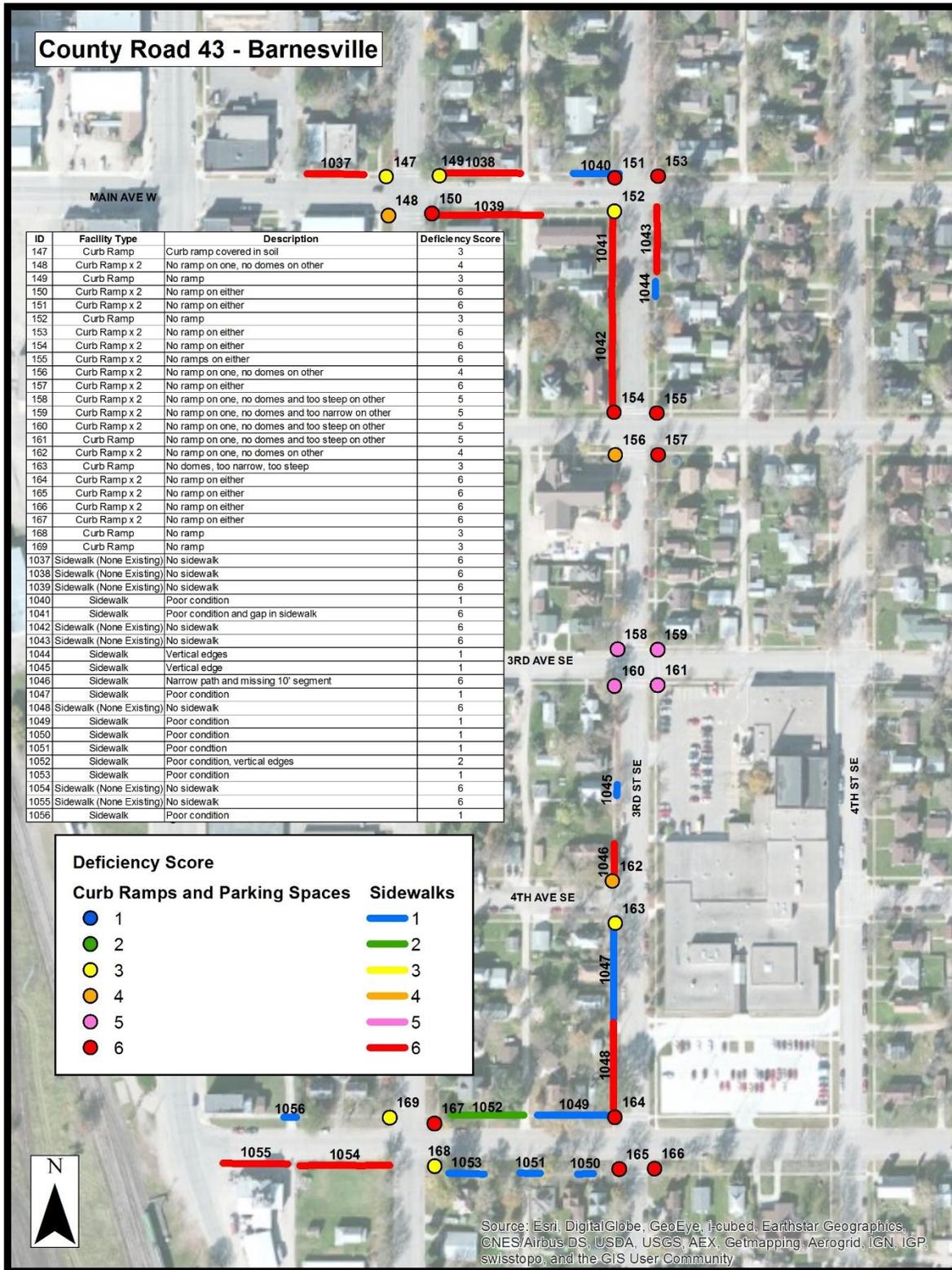


Figure 21 - ADA Deficiencies: County Road 45 - Dilworth

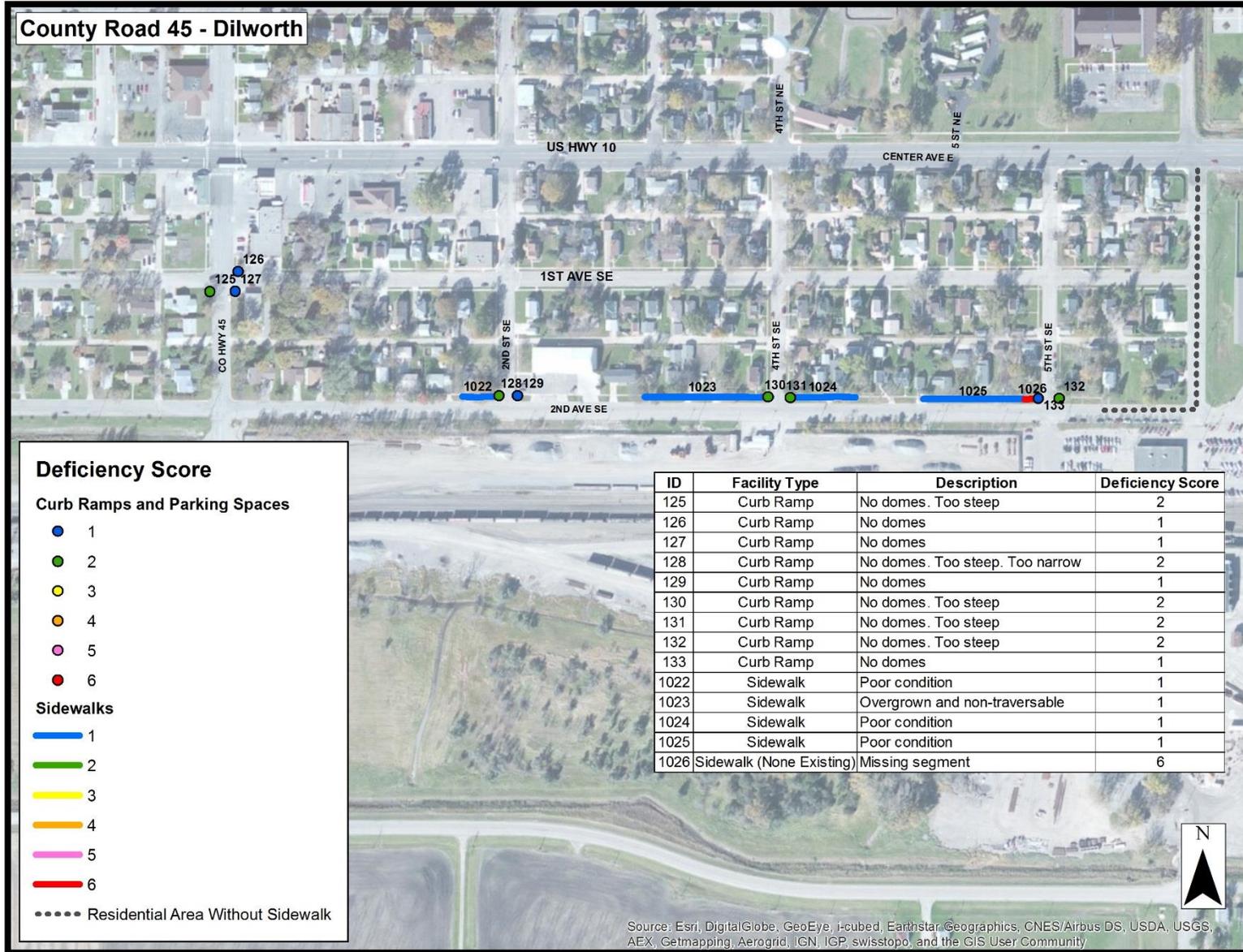


Figure 22 - ADA Deficiencies: County Road 82 - Moorhead

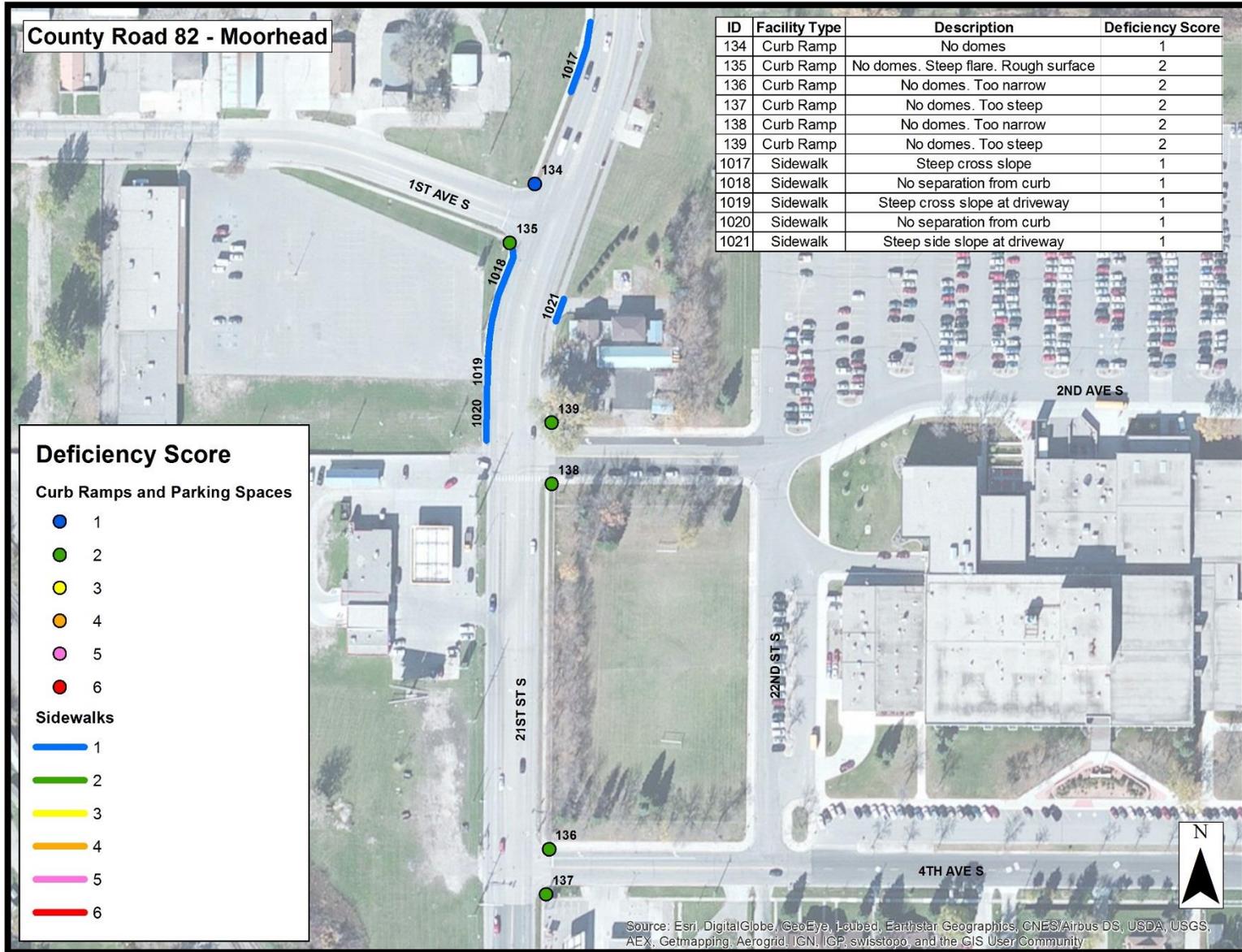


Figure 23 - ADA Deficiencies: County Road 100 - Georgetown

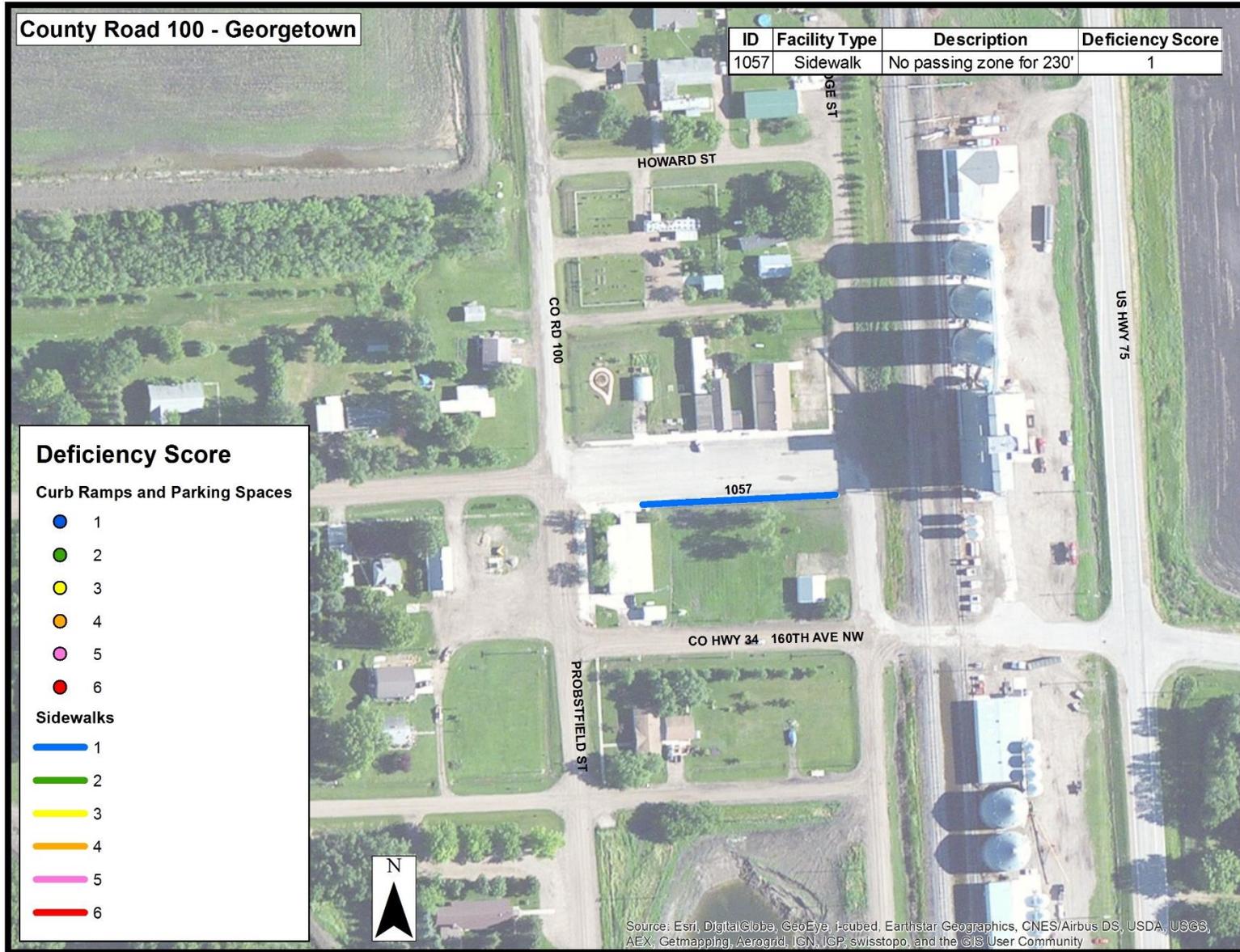


Figure 24 - ADA Deficiencies: County Road 117 - Glyndon

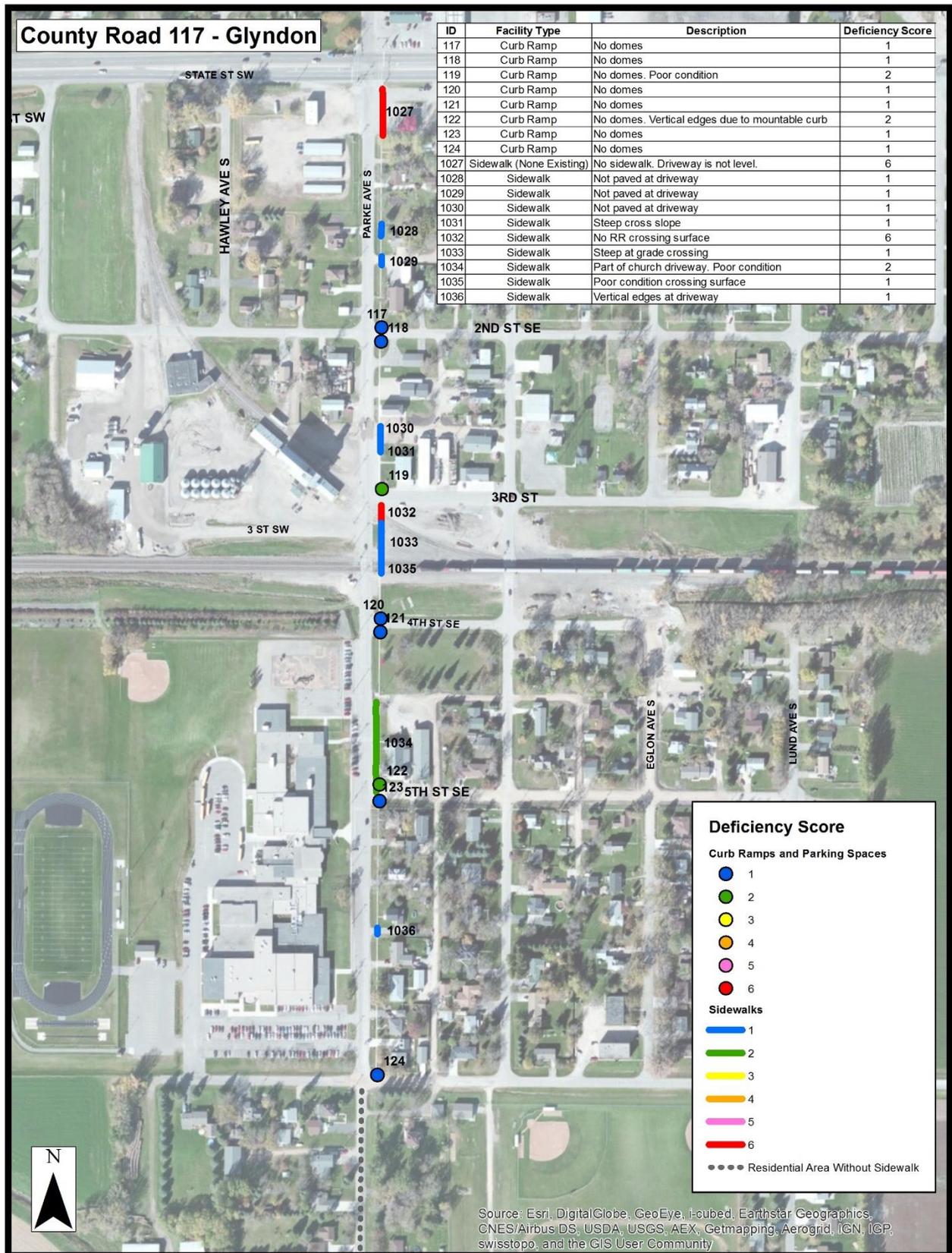
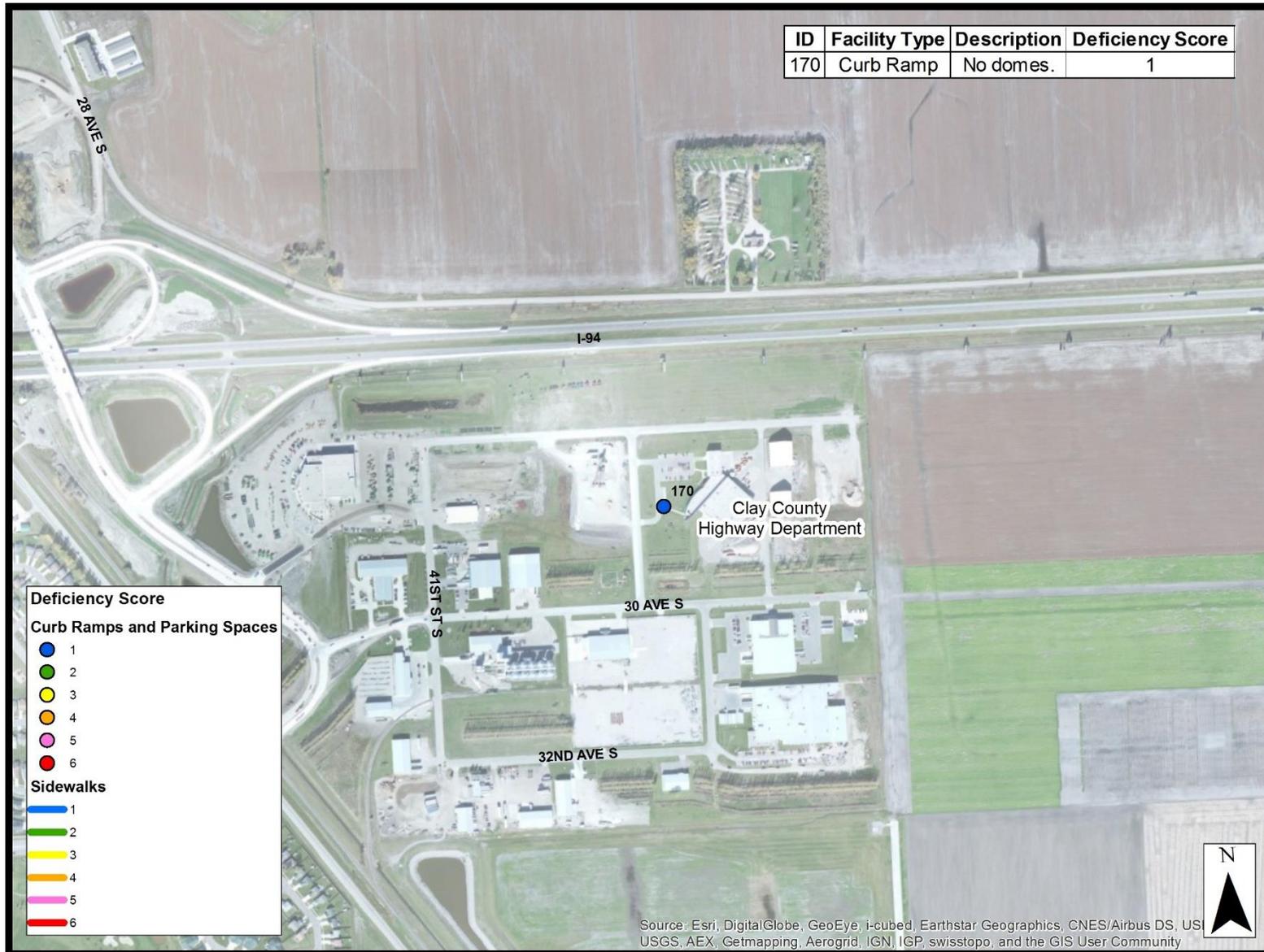


Figure 25 - ADA Deficiencies: Clay County Highway Department - Moorhead



## Implementation of ADA Improvements

It is recommended that Clay County utilize the following methods for upgrading pedestrian facilities:

### Roadway Construction projects:

All construction or rehabilitation projects that alter pedestrian facilities require that the pedestrian facilities be designed and constructed to current accessibility standards to the maximum extent feasible. An alteration is defined as a change to a facility in the public right-of-way that affects or could affect access, circulation, or use.

Two studied corridors have currently programmed roadway improvements. These corridors are the County Road 3 corridor in Moorhead (mill and overlay completed in 2014) and the County Road 117 corridor in Glyndon (reconstruction programmed for 2018). Each of these projects are considered alterations.

- These alterations will trigger the requirement for all curb ramps along to corridor to be reconstructed to be ADA compliant
- These projects however will not trigger required improvements to signal systems or adjacent sidewalks

### *County Road 3 Mill and Overlay*

The County Road 3 mill and overlay project occurred after the self-evaluation was conducted, therefore identified deficiencies found in this plan in this do not consider any improvements made in conjunction with this project. It is assumed that required curb ramp revisions were made along this corridor as part of the mill and overlay, however verifying that these improvements were made is out of the scope of this plan.

### Stand-Alone Projects:

These types of projects should be incorporated into the Capital Improvement Program (CIP) at the discretion of Clay County staff as a priority is identified and as available funding allows. Accessibility improvements requested by the public should be evaluated by County staff.

### Project Prioritization for Stand-Alone Projects

#### Improvements at County Government Buildings

ADA deficiencies were only observed at three Clay County buildings. Two of these buildings, the Clay County Motor Vehicle Building and the Clay County Highway department have a total of 3 deficiencies that are expected to cost approximately \$700 to mitigate. The Clay County Courthouse complex, however, has 29 observed deficiencies that would cost approximately \$38,800 to mitigate.

Therefore, it is recommended that the deficiencies at the Clay County Motor Vehicle and Highway Department buildings are corrected as soon as possible since these are low-cost improvements that can easily be implemented.

It is recommended that improvements at the Clay County Courthouse complex are addressed as part of a single improvement project. Given uncertainty regarding the source of funds for such a project, a recommended implementation timeframe is not presented in this report.

#### Roadway-Related Improvements: Corridor Inaccessibility Index

Inaccessibility indices were developed along each roadway corridor where ADA deficiencies were identified to help in the programming of future ADA related improvements. Corridors with higher inaccessibility indices have higher degrees of inaccessibility along the corridor, therefore these corridors should be prioritized for ADA improvements. The inaccessibility index for each corridor was calculated by summing the deficiency scores for each facility along the corridor, then dividing this total score by the corridor length (in miles).

Title II requires public entities such as State or Local governments, to prioritize the installation of curb ramps and public sidewalks along routes serving facilities, in the following general order:

- State/local government offices and facilities (including public schools)
- Transportation centers (Bus stops, transit stations, etc.)
- To places of public accommodations (Commercial centers, recreational areas, etc.)
- Residential Areas

Therefore, multiplication factors were applied to corridor inaccessibility indices based on the following criteria:

- 2.5x Multiplier: Corridor is within  $\frac{1}{4}$  mile of State/local government offices and facilities
  - County Road 3 - Moorhead, County Road 16 - Moorhead, County Road 33 - Hawley, County Road 34 - Ulen, County Road 43 - Barnesville, County Road 45 - Dilworth, County Road 82 - Moorhead
- 2x Multiplier: Corridor is within  $\frac{1}{4}$  mile of transportation centers
  - County Road 3 - Moorhead, County Road 16 - Moorhead, County Road 82 - Moorhead
- 1.5x Multiplier: Corridor is abutting places of public accommodations
  - County Road 33 - Hawley, County Road 100 - Georgetown
- 1x Multiplier: Corridor is abutting Residential Land Use
  - All corridors

Calculated corridor inaccessibility indices for each corridor where deficiencies were identified can be seen in **Table 1**.

**Table 1 - Corridor Inaccessibility Indices**

<b>Corridor</b>	<b>Inaccessibility Index</b>	<b>Rank</b>
County Road 43 - Barnesville	818	1
County Road 82 - Moorhead	531	2
County Road 3 - Moorhead	378	3
County Road 33 - Hawley	369	4
County Road 117 - Glyndon	153	5
County Road 34 - Ulen	126	6
County Road 16 - Moorhead	114	7
County Road 45 - Dilworth	107	8
County Road 11 - Sabin	35	9
County Road 2 - Comstock	34	10
County Road 26 - Hitterdal	32	11
County Road 100 - Georgetown	21	12
County Road 34 - Felton	3	13

### Funding Plan for Stand-Alone Roadway-Related Projects

A fiscally constrained funding plan was developed that completes all recommended ADA revisions by 2030. The following assumptions were made when developing this plan:

- Clay County is able to set aside \$30,000 per year for ADA improvements, starting in 2015
  - This was determined by dividing the total cost for all ADA improvements by 20 years
- Projects are implemented in order of priority, based on the corridor inaccessibility index
  - *Two Exceptions:*
  - County Road 3 improvements are completed in 2014 to coincide with programmed mill and overlay on this corridor
  - County Road 117 improvements are completed in 2018 to coincide with programmed reconstruction on this corridor
- Available ADA funding increases by 4% per year in each funding scenario
  - Based on assumed levy increases as outlined in the 2040 Fargo-Moorhead Long Range Transportation Plan
- Project costs will increase over time based on a 2.4% inflation rate
  - Based on the 2003-2013 US inflation rate average

If all ADA improvements are completed by 2030, it is estimated that the total cost for all improvements would be \$704,350 (considering inflation).

The proposed implementation dates and expenditure year project costs for the recommended improvements can be seen in **Table 2**. The locations for each proposed ADA improvement can be seen in **Figure 26**.

**Table 2 - ADA Improvement Project Programming Timelines**

Corridor	Inaccessibility Index	Inaccessibility Index Rank	Project Priority	Cost For Improvements (2014 Dollars)	Estimated Year of Improvements (Long Term/20 Year Plan)	Cost For Improvements (Year of Expenditure Dollars)
County Road 3 - Moorhead*	378	3	1*	<b>\$66,700</b>	2014	<b>\$66,700</b>
County Road 117 - Glyndon**	153	5	2**	\$101,700	2018	\$111,800
County Road 43 - Barnesville	818	1	3	\$123,550	2022	\$149,350
County Road 82 - Moorhead	531	2	4	\$22,650	2023	\$28,050
County Road 33 - Hawley	369	4	5	\$52,350	2024	\$66,350
County Road 34 - Ulen	126	6	6	\$46,600	2026	\$61,950
County Road 16 - Moorhead	114	7	7	\$5,550	2026	\$7,400
County Road 45 - Dilworth	107	8	8	\$44,800	2027	\$61,000
County Road 11 - Sabin	35	9	9	\$1,750	2027	\$2,400
County Road 2 - Comstock	34	10	10	\$17,700	2028	\$24,650
County Road 26 - Hitterdal	32	11	11	\$12,800	2028	\$17,850
County Road 100 - Georgetown	21	12	12	\$200	2028	\$300
County Road 34 - Felton	3	13	13	\$72,900	2030	\$106,550
		<b>Total</b>		<b>\$569,250</b>	<b>Total</b>	<b>\$704,350</b>

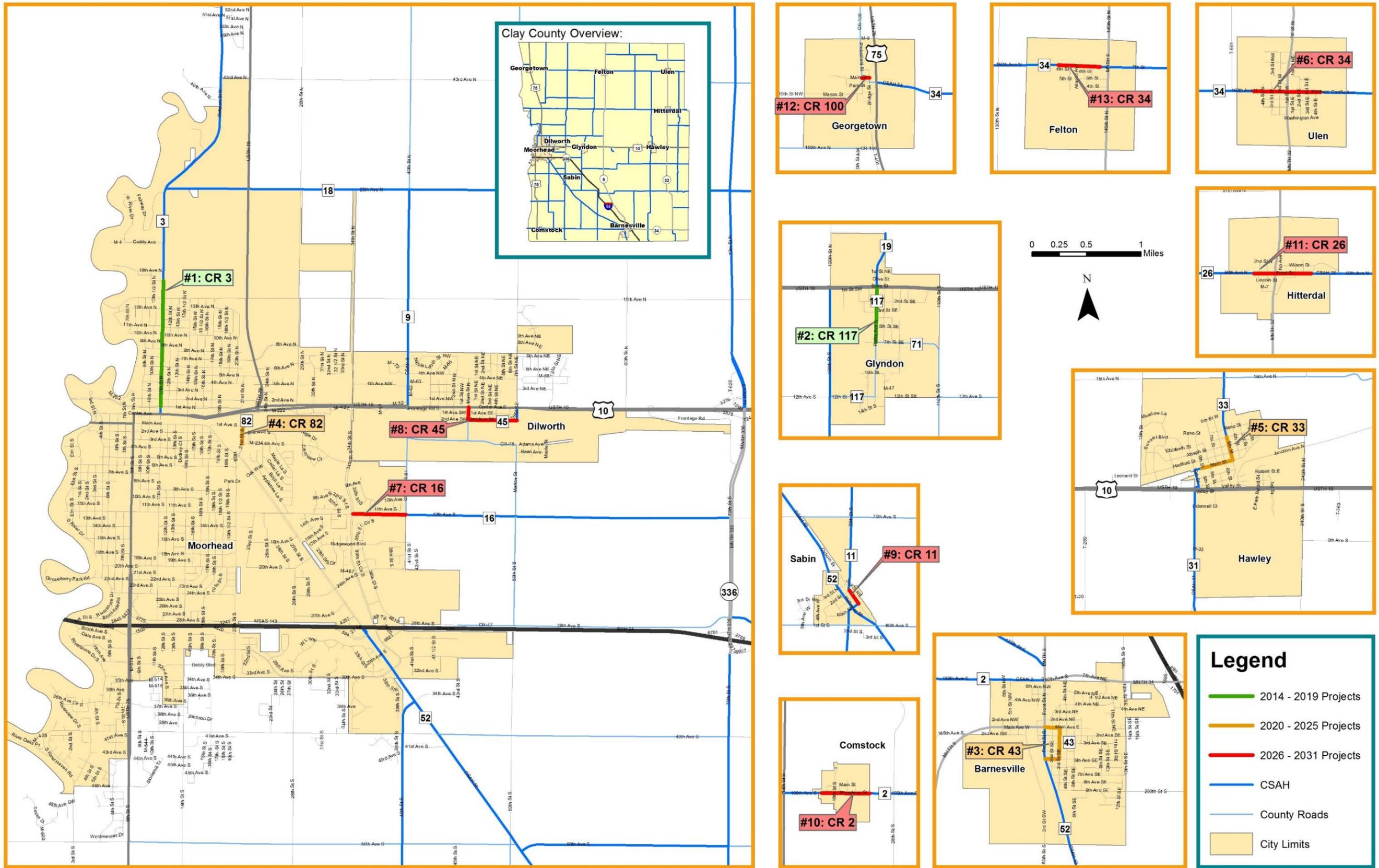
Notes:

\*Prioritized as 2014 project to coincide with programmed 2014 CR 3 improvements

\*\*Prioritized as 2018 project to coincide with programmed 2018 CR 117 improvements

*County Road 3 ADA improvements completed during 2014 mill and overlay. This mill and overlay was completed after the self-evaluation was performed.*

Figure 26 - Proposed ADA Improvement Locations and Priorities



Note: This figure only shows areas with identified ADA deficiencies. Areas that are ADA compliant are not shown on this figure

## Monitoring Progress & Updates

It is essential to periodically update the Transition Plan, perhaps every 3 to 5 years (based on the needs of the County), to inventory the progress made since the last update in attaining compliance with the provisions of Title II and keeping the goal of providing access to the public in the forefront. In addition to each update, a public input period should be established in order to continue public outreach efforts.

To help monitor ADA improvements as they are implemented, the County can use the ArcGIS online webmap developed by KLJ. The county will be able to indicate which recommended deficiencies have been corrected as corridor-wide improvements have been implemented.

Clay County should implement the following strategies to increase the efficiency with which identified deficiencies can be addressed:

- Continue to incorporate the most current ADA requirements in the design and construction of all county projects including roads, public buildings, parks, etc.
- Continue to seek all funding opportunities that can be used to make ADA related improvements and to utilize as many opportunities as possible to procure funding for such projects, instead of using the County's limited resources. For example, coordinate with School Districts to secure 'Safe Routes to School' funding to install ADA compliant bicycle or pedestrian related improvements in the vicinity of schools to provide safe access to students.

In addition to the above, it is recommended that during each budget cycle, the County consider increasing the funds that are made available for addressing the deficiencies identified in this report.

**Appendix A - Grievance Form**



Complainant Name:

Address, City, State, Zip:

Telephone:

Person discriminated against (if other than complainant):

Address, City, State, Zip:

Telephone:

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

Address, City, State, Zip:

Telephone:

Date of discriminatory action:

Describe the issue in detail:

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, contact person name, address, city, state, zip, telephone, and date filed:

Do you intend to file with another agency or court?    Yes    No

If yes, Name, Address, City, State, Zip, Telephone:

Additional comments:

# Appendix B - Self-Evaluation Results

Deficiencies on Roadways: (All cost estimates in 2014 dollars)

City	Location	ID	Facility Type	Description	Recommended Improvement(s)	Improvement Cost	Deficiency Score	Deficiency Score Sum
Moorhead	County Road 3	3	Curb Ramp x 2	Cross slopes exceed max. No domes	Reconstruct curb ramp	\$ 1,500	4	99
		4	Curb Ramp x 2	No domes	Install truncated domes on both ramps	\$ 700	2	
		5	Curb Ramp x 2	Realign ramp with NW and SE quadrants. No domes	Reconstruct both curb ramps	\$ 3,000	4	
		6	Curb Ramp x 2	No domes	Install truncated domes on both ramps	\$ 700	2	
		7	Curb Ramp x 2	No domes	Install truncated domes on both ramps	\$ 700	2	
		8	Curb Ramp x 2	No domes	Install truncated domes on both ramps	\$ 700	2	
		9	Curb Ramp x 2	No domes	Install truncated domes on both ramps	\$ 700	2	
		10	Curb Ramp x 2	No domes	Install truncated domes on both ramps	\$ 700	2	
		11	Curb Ramp x 2	No domes	Install truncated domes on both ramps	\$ 700	2	
		12	Curb Ramp x 2	No domes	Install truncated domes on both ramps	\$ 700	2	
		13	Curb Ramp x 2	No domes. Steep landing. Starting to be overgrown	Reconstruct both curb ramps	\$ 3,000	4	
		14	Curb Ramp x 2	No domes	Install truncated domes on both ramps	\$ 700	2	
		15	Curb Ramp x 2	No domes	Install truncated domes on both ramps	\$ 700	2	
		16	Curb Ramp x 2	No domes	Install truncated domes on both ramps	\$ 700	2	
		17	Curb Ramp x 2	No domes	Install truncated domes on both ramps	\$ 700	2	
		18	Curb Ramp x 2	Exceeds max cross slope.	Reconstruct curb ramp	\$ 1,500	2	
		19	Curb Ramp x 2	No domes	Install truncated domes on both ramps	\$ 700	2	
		20	Curb Ramp x 2	No domes (both). Poor texture (one)	Install truncated domes on both ramps	\$ 700	3	
		21	Curb Ramp	Steep ramp. No domes	Reconstruct curb ramp	\$ 1,500	2	
		22	Curb Ramp	No domes	Install truncated domes	\$ 350	1	
		23	Curb Ramp	No domes	Install truncated domes	\$ 350	1	
		24	Curb Ramp	No domes	Install truncated domes	\$ 350	1	
		25	Curb Ramp x 2	No domes	Install truncated domes on both ramps	\$ 700	2	
		26	Curb Ramp	No domes	Install truncated domes	\$ 350	1	
		27	Curb Ramp	No domes. Steep cross slope and steep landing	Reconstruct curb ramp	\$ 1,500	2	
		28	Curb Ramp	No domes	Install truncated domes	\$ 350	1	
		29	Curb Ramp x 2	No domes	Install truncated domes on both ramps	\$ 700	2	
		30	Curb Ramp	Landing width. No domes	Reconstruct curb ramp	\$ 1,500	2	
		31	Curb Ramp	No domes	Install truncated domes	\$ 350	1	
		32	Curb Ramp	No domes	Install truncated domes	\$ 350	1	
		33	Curb Ramp x 2	No domes	Install truncated domes on both ramps	\$ 700	2	
		34	Curb Ramp	No domes. Broken surfaces not flush	Reconstruct curb ramp	\$ 1,500	2	
		35	Curb Ramp x 2	No domes. Steep cross slope	Reconstruct both curb ramps	\$ 3,000	4	
		36	Curb Ramp x 2	Landing cross slope. No domes	Reconstruct curb ramp	\$ 1,500	4	
		37	Curb Ramp x 2	No domes. Steep landing. Manhole in ramp	Reconstruct both curb ramps	\$ 3,000	4	
		38	Curb Ramp	No domes	Install truncated domes	\$ 350	1	
		39	Curb Ramp x 2	No domes	Install truncated domes on both ramps	\$ 700	2	
		40	Curb Ramp x 2	No domes	Install truncated domes on both ramps	\$ 700	2	
		41	Curb Ramp x 2	No domes	Install truncated domes on both ramps	\$ 700	2	
		42	Curb Ramp x 2	No domes. Multidirectional landing slopes	Reconstruct both curb ramps	\$ 3,000	4	
		43	Curb Ramp x 2	No domes	Install truncated domes on both ramps	\$ 700	2	
		44	Curb Ramp	No domes. Manhole cover in ramp	Install truncated domes	\$ 300	1	
		45	Curb Ramp	No domes	Install truncated domes	\$ 300	1	
		46	Curb Ramp	No domes	Install truncated domes	\$ 300	1	
		47	Curb Ramp x 2	Path obstructed by signal pole. Domes misaligned	Reconstruct both curb ramps	\$ 3,000	4	
		1001	Sidewalk	Broken panels. Broken curb	Reconstruct Sidewalk	\$ 1,600	1	
		1002	Sidewalk	Steep grades at driveway access points	Reconstruct Sidewalk	\$ 13,800	1	
1003	Sidewalk	Vertical edges	Reconstruct Sidewalk	\$ 4,400	1			
<b>Total Cost For County Road 3 (Moorhead) Improvements</b>						<b>\$ 66,700</b>		
Moorhead	County Road 16	140	Curb Ramp	No ramp	Construct curb ramp	\$ 1,500	3	11
		141	Curb Ramp	No ramp	Construct curb ramp	\$ 1,500	3	
		142	Curb Ramp	Domes in poor condition, too steep	Reconstruct curb ramp	\$ 1,500	2	
		143	Curb Ramp	Domes in poor condition	Install new truncated domes	\$ 350	1	
		144	Curb Ramp	Domes in poor condition	Install new truncated domes	\$ 350	1	
		145	Curb Ramp	Domes in poor condition	Install new truncated domes	\$ 350	1	
		<b>Total Cost For County Road 16 (Moorhead) Improvements</b>						
Moorhead	County Road 82	134	Curb Ramp	No domes	Install truncated domes	\$ 350	1	16
		135	Curb Ramp	No domes. Steep flare. Rough surface	Reconstruct curb ramp	\$ 1,500	2	
		136	Curb Ramp	No domes. Too narrow	Reconstruct curb ramp	\$ 1,500	2	
		137	Curb Ramp	No domes. Too steep	Reconstruct curb ramp	\$ 1,500	2	
		138	Curb Ramp	No domes. Too narrow	Reconstruct curb ramp	\$ 1,500	2	
		139	Curb Ramp	No domes. Too steep	Reconstruct curb ramp	\$ 1,500	2	
		1017	Sidewalk	Steep cross slope	Reconstruct sidewalk	\$ 3,700	1	
		1018	Sidewalk	No separation from curb	Reconstruct sidewalk	\$ 5,800	1	
		1019	Sidewalk	Steep cross slope at driveway	Reconstruct sidewalk	\$ 1,300	1	
		1020	Sidewalk	No separation from curb	Reconstruct sidewalk	\$ 2,800	1	
		1021	Sidewalk	Steep side slope at driveway	Reconstruct sidewalk	\$ 1,200	1	
<b>Total Cost for County Road 82 (Moorhead) Improvements</b>						<b>\$ 22,650</b>		

Deficiencies on Roadways (continued): (All cost estimates in 2014 dollars)

City	Location	ID	Facility Type	Description	Recommended Improvement(s)	Improvement Cost	Deficiency Score	Deficiency Score Sum
Sabin	County Road 11	98	Curb Ramp	No domes	Install truncated domes	\$ 350	1	5
		99	Curb Ramp	No domes	Install truncated domes	\$ 350	1	
		100	Curb Ramp	No domes	Install truncated domes	\$ 350	1	
		101	Curb Ramp	No domes	Install truncated domes	\$ 350	1	
		102	Curb Ramp	No domes	Install truncated domes	\$ 350	1	
<b>Total Cost for County Road 11 (Sabin) Improvements</b>						<b>\$ 1,750</b>		
Comstock	County Road 2	103	Curb Ramp	No ramp	Construct curb ramp	\$ 1,500	3	15
		104	Curb Ramp	No domes. Partial curb obstruction	Reconstruct curb ramp	\$ 1,500	2	
		105	Curb Ramp	No ramp. Poor condition	Construct curb ramp	\$ 1,500	3	
		106	Handicapped Parking Space	Install curb ramp or domes near parking	Construct curb ramp	\$ 1,500	1	
		107	Curb Ramp	No ramp	Construct curb ramp	\$ 1,500	3	
		1007	Sidewalk	Relocate away from curb. Deteriorated	Reconstruct Sidewalk	\$ 6,900	2	
		1008	Access to Building	Deteriorated / replaced with cold asphalt patches	Reconstruct Sidewalk	\$ 3,300	1	
		<b>Total Cost For County Road 2 (Comstock) Improvements</b>						
Hawley	County Road 33	81	Curb Ramp	No ramp	Construct curb ramp	\$ 1,500	3	50
		82	Curb Ramp	Sidewalk in poor condition. No ramp	Construct curb ramp	\$ 1,500	3	
		83	Curb Ramp	No ramp. Sidewalk deteriorating/overgrown	Construct curb ramp	\$ 1,500	3	
		84	Curb Ramp	No domes. Elevation differences	Reconstruct curb ramp	\$ 1,500	2	
		85	Curb Ramp	No domes. Steep landing	Reconstruct curb ramp	\$ 1,500	2	
		86	Curb Ramp	No domes	Install truncated domes	\$ 350	1	
		87	Curb Ramp	No domes. Steep flares	Reconstruct curb ramp	\$ 1,500	2	
		88	Curb Ramp	No ramp	Construct curb ramp	\$ 1,500	3	
		89	Curb Ramp	No domes. Too steep	Reconstruct curb ramp	\$ 1,500	2	
		90	Curb Ramp	No domes. Overgrown. Remove/replace with sidewalk	Reconstruct curb ramp	\$ 1,500	1	
		91	Curb Ramp	Ramp goes nowhere	Remove curb ramp	\$ 1,500	1	
		92	Curb Ramp	No domes	Install truncated domes	\$ 350	1	
		93	Curb Ramp x 2	No domes on one. Other branch goes nowhere.	Install truncated domes and remove south branch	\$ 450	2	
		94	Curb Ramp	No domes	Install truncated domes	\$ 350	1	
		95	Curb Ramp	No domes	Install truncated domes and remove south branch	\$ 450	1	
		96	Curb Ramp x 2	No domes on one. Other branch goes nowhere.	Construct curb ramp	\$ 1,500	2	
		97	Curb Ramp	Ramp goes nowhere	Remove curb ramp	\$ 100	1	
		1009	Sidewalk (None Existing)	Missing segment	Construct Sidewalk	\$ 10,600	6	
		1010	Sidewalk	Too narrow	Reconstruct sidewalk	\$ 6,400	1	
		1058	Sidewalk (None Existing)	No sidewalk	Construct Sidewalk	\$ 6,400	6	
1059	Sidewalk (None Existing)	No sidewalk	Construct Sidewalk	\$ 10,400	6			
<b>Total Cost For County Road 33 (Hawley) Improvements</b>						<b>\$ 52,350</b>		
Hitterdal	County Road 26	74	Curb Ramp x 2	Steep ramps (both)	Reconstruct both curb ramps	\$ 3,000	2	17
		75	Curb Ramp	No domes. Too narrow	Reconstruct curb ramp	\$ 1,500	2	
		76	Curb Ramp	No domes. Too narrow	Reconstruct curb ramp	\$ 1,500	2	
		77	Curb Ramp	Steep landing	Reconstruct curb ramp	\$ 1,500	1	
		78	Curb Ramp	Cross slopes exceed max	Reconstruct curb ramp	\$ 1,500	1	
		79	Curb Ramp	Too steep	Reconstruct curb ramp	\$ 1,500	1	
		80	Curb Ramp	No domes. Steep slope. Install fan/depressed ramp	Reconstruct curb ramp	\$ 1,500	2	
		1011	Access to Playground	No sidewalk to playground	Construct Sidewalk	\$ 800	6	
		<b>Total Cost For County Road 26 (Hitterdal) Improvements</b>						
Ulen	County Road 34	108	Curb Ramp	No domes	Install truncated domes	\$ 350	1	31
		109	Curb Ramp x 2	No domes on one. No ramp on other	Install truncated domes on one, construct curb ramp on other	\$ 1,850	4	
		110	Curb Ramp	No ramp	Construct curb ramp	\$ 1,500	3	
		111	Curb Ramp	No domes. Curb obstruction	Reconstruct curb ramp	\$ 1,500	2	
		112	Curb Ramp	No domes. Curb obstruction	Reconstruct curb ramp	\$ 1,500	2	
		113	Curb Ramp	No domes. Poor condition	Reconstruct curb ramp	\$ 1,500	2	
		114	Curb Ramp	No domes	Install truncated domes	\$ 350	1	
		115	Curb Ramp	No domes. Curb obstruction	Reconstruct curb ramp	\$ 1,500	2	
		116	Curb Ramp	No domes	Install truncated domes	\$ 350	1	
		1012	Sidewalk (None Existing)	Install sidewalk with ramps. Replace 50' segment	Construct sidewalk	\$ 15,000	3	
		1013	Sidewalk (None Existing)	Install sidewalk with ramps. Replace 90' segment	Construct sidewalk	\$ 12,600	3	
		1014	Sidewalk (None Existing)	No access to restrooms for handicapped	Construct sidewalk	\$ 4,900	6	
1015	Sidewalk	Overgrown. Broken up. Needs to be regraded	Reconstruct sidewalk	\$ 3,700	1			
<b>Total Cost For County Road 34 (Ulen) Improvements</b>						<b>\$ 46,600</b>		
Glyndon	County Road 117	117	Curb Ramp	No domes	Install truncated domes	\$ 350	1	31
		118	Curb Ramp	No domes	Install truncated domes	\$ 350	1	
		119	Curb Ramp	No domes. Poor condition	Reconstruct curb ramp	\$ 1,500	2	
		120	Curb Ramp	No domes	Install truncated domes	\$ 350	1	
		121	Curb Ramp	No domes	Install truncated domes	\$ 350	1	
		122	Curb Ramp	No domes. Vertical edges due to mountable curb	Reconstruct curb ramp	\$ 1,500	2	
		123	Curb Ramp	No domes	Install truncated domes	\$ 350	1	
		124	Curb Ramp	No domes	Install truncated domes	\$ 350	1	
		1027	Sidewalk (None Existing)	No sidewalk. Driveway is not level.	Reconstruct sidewalk	\$ 5,200	6	
		1028	Sidewalk	Not paved at driveway	Reconstruct sidewalk	\$ 1,400	1	
		1029	Sidewalk	Not paved at driveway	Reconstruct sidewalk	\$ 1,000	1	
		1030	Sidewalk	Not paved at driveway	Reconstruct sidewalk	\$ 2,100	1	
		1031	Sidewalk	Steep cross slope	Install crossing surface at RR	\$ 40,000	1	
		1032	Sidewalk	No RR crossing surface	Reconstruct sidewalk	\$ 1,800	6	
		1033	Sidewalk	Steep at grade crossing	Construct sidewalk	\$ 3,300	1	
		1034	Sidewalk	Part of church driveway. Poor condition	Replace crossing surface at RR	\$ 40,000	2	
1035	Sidewalk	Poor condition crossing surface	Reconstruct sidewalk	\$ 1,300	1			
1036	Sidewalk	Vertical edges at driveway	Construct sidewalk	\$ 500	1			
<b>Total Cost For County Road 19 (Glyndon) Improvements</b>						<b>\$ 101,700</b>		

Deficiencies on Roadways (continued): (All cost estimates in 2014 dollars)

City	Location	ID	Facility Type	Description	Recommended Improvement(s)	Improvement Cost	Deficiency Score	Deficiency Score Sum
Felton	County Road 34	1016	Sidewalk	Overgrown. Missing concrete or broken	Reconstruct sidewalk	\$ 72,900	1	1
<b>Total Cost For County Road 34 (Felton) Improvements</b>						<b>\$ 72,900</b>		
Dilworth	County Road 45	125	Curb Ramp	No domes. Too steep	Reconstruct curb ramp	\$ 1,500	2	24
		126	Curb Ramp	No domes	Install truncated domes	\$ 350	1	
		127	Curb Ramp	No domes	Install truncated domes	\$ 350	1	
		128	Curb Ramp	No domes. Too steep. Too narrow	Reconstruct curb ramp	\$ 1,500	2	
		129	Curb Ramp	No domes	Install truncated domes	\$ 350	1	
		130	Curb Ramp	No domes. Too steep	Reconstruct curb ramp	\$ 1,500	2	
		131	Curb Ramp	No domes. Too steep	Reconstruct curb ramp	\$ 1,500	2	
		132	Curb Ramp	No domes. Too steep	Reconstruct curb ramp	\$ 1,500	2	
		133	Curb Ramp	No domes	Install truncated domes	\$ 350	1	
		1022	Sidewalk	Poor condition	Reconstruct sidewalk	\$ 3,200	1	
		1023	Sidewalk	Overgrown and non-traversable	Reconstruct sidewalk	\$ 14,200	1	
		1024	Sidewalk	Poor condition	Reconstruct sidewalk	\$ 6,900	1	
		1025	Sidewalk	Poor condition	Reconstruct sidewalk	\$ 10,300	1	
		1026	Sidewalk (None Existing)	Missing segment	Construct sidewalk	\$ 1,300	6	
<b>Total Cost For County Road 45 (Dilworth) Improvements</b>						<b>\$ 44,800</b>		
Barnesville	County Road 43	147	Curb Ramp	Curb ramp covered in soil	Clean up corner	\$ 100	3	181
		148	Curb Ramp x 2	No ramp on one, no domes on other	Construct curb ramp on one, install truncated domes on other	\$ 1,850	4	
		149	Curb Ramp	No ramp	Construct curb ramp	\$ 1,500	3	
		150	Curb Ramp x 2	No ramp on either	Construct curb ramp on both	\$ 3,000	6	
		151	Curb Ramp x 2	No ramp on either	Construct curb ramp on both	\$ 3,000	6	
		152	Curb Ramp	No ramp	Construct curb ramp	\$ 1,500	3	
		153	Curb Ramp x 2	No ramp on either	Construct curb ramp on both	\$ 3,000	6	
		154	Curb Ramp x 2	No ramp on either	Construct curb ramp on both	\$ 3,000	6	
		155	Curb Ramp x 2	No ramps on either	Construct curb ramp on both	\$ 3,000	6	
		156	Curb Ramp x 2	No ramp on one, no domes on other	Construct curb ramp on one, install truncated domes on other	\$ 1,850	4	
		157	Curb Ramp x 2	No ramp on either	Construct curb ramp on both	\$ 3,000	6	
		158	Curb Ramp x 2	No ramp on one, no domes and too steep on other	Construct two new curb ramps	\$ 3,000	5	
		159	Curb Ramp x 2	No ramp on one, no domes and too narrow on other	Construct two new curb ramps	\$ 3,000	5	
		160	Curb Ramp x 2	No ramp on one, no domes and too steep on other	Construct two new curb ramps	\$ 3,000	5	
		161	Curb Ramp	No ramp on one, no domes and too steep on other	Construct two new curb ramps	\$ 3,000	5	
		162	Curb Ramp x 2	No ramp on one, no domes on other	Construct curb ramp on one, install truncated domes on other	\$ 1,850	4	
		163	Curb Ramp	No domes, too narrow, too steep	Reconstruct curb ramp	\$ 1,500	3	
		164	Curb Ramp x 2	No ramp on either	Construct curb ramp on both	\$ 3,000	6	
		165	Curb Ramp x 2	No ramp on either	Construct curb ramp on both	\$ 3,000	6	
		166	Curb Ramp x 2	No ramp on either	Construct curb ramp on both	\$ 3,000	6	
		167	Curb Ramp x 2	No ramp on either	Construct curb ramp on both	\$ 3,000	6	
		168	Curb Ramp	No ramp	Construct curb ramp	\$ 1,500	3	
		169	Curb Ramp	No ramp	Construct curb ramp	\$ 1,500	3	
		1037	Sidewalk (None Existing)	No sidewalk	Construct Sidewalk	\$ 2,900	6	
		1038	Sidewalk (None Existing)	No sidewalk	Construct Sidewalk	\$ 4,100	6	
		1039	Sidewalk (None Existing)	No sidewalk	Construct Sidewalk	\$ 5,300	6	
		1040	Sidewalk	Poor condition	Reconstruct Sidewalk	\$ 3,100	1	
		1041	Sidewalk	Poor condition and gap in sidewalk	Reconstruct Sidewalk	\$ 4,600	6	
		1042	Sidewalk (None Existing)	No sidewalk	Construct Sidewalk	\$ 6,400	6	
		1043	Sidewalk (None Existing)	No sidewalk	Construct Sidewalk	\$ 3,300	6	
		1044	Sidewalk	Vertical edges	Reconstruct Sidewalk	\$ 1,000	1	
		1045	Sidewalk	Vertical edge	Reconstruct Sidewalk	\$ 700	1	
		1046	Sidewalk	Narrow path and missing 10' segment	Reconstruct Sidewalk	\$ 2,500	6	
		1047	Sidewalk	Poor condition	Reconstruct Sidewalk	\$ 6,600	1	
		1048	Sidewalk (None Existing)	No sidewalk	Construct Sidewalk	\$ 4,400	6	
		1049	Sidewalk	Poor condition	Reconstruct Sidewalk	\$ 4,900	1	
1050	Sidewalk	Poor condition	Reconstruct Sidewalk	\$ 1,100	1			
1051	Sidewalk	Poor condition	Reconstruct Sidewalk	\$ 1,400	1			
1052	Sidewalk	Poor condition, vertical edges	Reconstruct Sidewalk	\$ 4,900	2			
1053	Sidewalk	Poor condition	Reconstruct Sidewalk	\$ 2,400	1			
1054	Sidewalk (None Existing)	No sidewalk	Construct Sidewalk	\$ 4,600	6			
1055	Sidewalk (None Existing)	No sidewalk	Construct Sidewalk	\$ 3,300	6			
1056	Sidewalk	Poor condition	Reconstruct Sidewalk	\$ 900	1			
<b>Total Cost For County Road 43 (Barnesville) Improvements</b>						<b>\$ 123,550</b>		
Georgetown	County Road 100	1057	Sidewalk	No passing zone for 230'	Provide 5x5' Passing Area	\$ 200	1	1
<b>Total Cost For County Road 34 (Felton) Improvements</b>						<b>\$ 200</b>		
<b>Total Cost For All Clay County Roadway Improvements</b>						<b>\$ 569,250</b>		
<b>Total Cost For All Clay County Improvements (Including Buildings)</b>						<b>\$ 608,050</b>		

Deficiencies at Clay County Buildings: (All cost estimates in 2014 dollars)

City	Location	ID	Facility Type	Description	Recommended Improvement(s)	Improvement Cost	Deficiency Score	
Moorhead	Clay County Motor Vehicle	1	Handicapped Parking Space	Adjust handicapped parking sign height	Adjust sign height	\$ 100	1	
		2	Curb Ramp	No domes	Install truncated domes	\$ 350	1	
	<b>Total Cost For Clay County Drivers License Building Improvements</b>						<b>\$ 450</b>	
	Clay County Courthouse Complex	48	Building Approach Ramp	Elevation differences	Reconstruct ramp	\$ 1,500	1	
		49	Curb Ramp	No domes	Install truncated domes	\$ 350	1	
		50	Curb Ramp	No domes. Align ramp to north and ramp to east	Reconstruct curb ramp	\$ 1,500	2	
		51	Curb Ramp	No domes. Blocked by sign base	Install truncated domes, relocated sign	\$ 850	2	
		52	Curb Ramp	No domes	Install truncated domes	\$ 350	1	
		53	Curb Ramp	No domes. No curb transition	Reconstruct curb ramp	\$ 1,500	2	
		54	Curb Ramp	Realign with sidewalk. No domes	Reconstruct curb ramp	\$ 1,500	2	
		55	Curb Ramp	Steep flares. No domes. Steep landing	Reconstruct curb ramp	\$ 1,500	2	
		56	Curb Ramp	No domes	Install truncated domes	\$ 350	1	
		57	Curb Ramp	No domes. Steep flares. Steep landing	Reconstruct curb ramp	\$ 1,500	2	
		58	Curb Ramp	No domes. Blocked by sign base and light pole	Reconstruct curb ramp	\$ 1,500	2	
		59	Curb Ramp	No domes. Poor condition. Too wide	Reconstruct curb ramp	\$ 1,500	2	
		60	Curb Ramp	No domes	Install truncated domes	\$ 350	1	
		61	Curb Ramp	No domes	Install truncated domes	\$ 350	1	
		62	Curb Ramp	No domes. Align with sidewalk to east	Reconstruct curb ramp	\$ 1,500	2	
		63	Curb Ramp	No domes	Install truncated domes	\$ 350	1	
		64	Curb Ramp	No domes. No unloading zone	Install truncated domes, provide unloading zone	\$ 350	2	
		65	Handicapped Parking Space	No domes or unloading zone	Install truncated domes, provide unloading zone	\$ 350	2	
		66	Curb Ramp	No domes	Install truncated domes	\$ 350	1	
		67	Curb Ramp	No domes	Install truncated domes	\$ 350	1	
		68	Handicapped Parking Space	Adjust handicapped parking sign height	Adjust sign height	\$ 100	1	
		69	Curb Ramp	No domes	Install truncated domes	\$ 350	1	
		70	Curb Ramp	No domes	Install truncated domes	\$ 350	3	
		71	Curb Ramp	No domes. No landing	Reconstruct curb ramp	\$ 1,500	2	
		72	Curb Ramp	No domes. Curb obstruction	Reconstruct curb ramp	\$ 1,500	2	
		73	Curb Ramp	No domes	Install truncated domes	\$ 350	1	
	1004	Sidewalk	Broken panels. Elevation differences	Reconstruct Sidewalk	\$ 3,600	1		
1005	Sidewalk	No sidewalk	Construct Sidewalk	\$ 3,900	1			
1006	Sidewalk	Inaccessible ped facility due to light poles	Widen Sidewalk	\$ 8,500	1			
<b>Total Cost For Clay County Courthouse Complex Improvements</b>						<b>\$ 38,000</b>		
Clay County Highway Department Building	170	Curb Ramp	No domes	Install truncated domes	\$ 350	1		
<b>Total Cost For Clay County Highway Department Building Improvements</b>						<b>\$ 350</b>		
<b>Total Cost For All Clay County Building Improvements</b>						<b>\$ 38,800</b>		
<b>Total Cost For All Clay County Improvements (Including Roadways)</b>						<b>\$ 608,050</b>		