Mn/DOT ADA Transition Plan

Comments
12/29/09

1) Just an overall comment regarding this transition plan: The process to make **<u>all</u>** Mn/DOT facilities, services, programs and activities is a long and tedious one. The process will require appropriate project scoping and estimating for ADA improvements on candidate projects. What makes this task so arduous is the sheer number of improvements (and the associated cost) that need to be made throughout the state. This will require a funding commitment and also a method to prioritize the needed improvements in order to maximize the cost and efforts.

   The "Statewide" plan should focus on high level and avoid details. The statewide level plan should be about broad inventory, prioritizing and funding the plan implementation.

2) PROWAG should remain as a guidance document and not a policy.

3) Inventory of curb ramps and sidewalk condition – a full blown GPS inventory of these items is not necessary until the project is scoped. The initial inventory of these items should include location, item, and an estimated cost to repair/replace the deficiency. These items will require a more detailed survey when a project is scoped and programmed which may be several years after the initial inventory is taken.

4) The last sentence under **Correction Program** states that the funding and schedule of roadway improvements is laid out in Mn/DOT's Statewide Transportation Improvement Plan (STIP).

Have **all** these projects been scoped for ADA improvements and the project cost estimates reflect this work?

5) Appendix C – don't see the need to list all the detail. Just list the rest area name, location, and estimated cost for repair.

6) Appendix D – this appendix does not say much. This should be summed up somehow and shown in a more meaningful way (number of signals by district needing updating, etc.).

7) Appendix E is not necessary.

8) Appendix F – similar to appendix C. Maybe list number of overpasses and underpasses by district. The information does not say much.